

# **I** ILLINOIS

## Facilities & Services

### University of Illinois Facilities & Services Transportation Demand Management Plan

FY21 - FY26



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# FY21-FY26 Transportation Demand Management (TDM) Plan

*A Facilities and Services Plan for TDM at the University of Illinois at Urbana-Champaign*

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## Introduction

The mission of the University of Illinois at Urbana-Champaign (U of I) is to enhance the lives of citizens in Illinois, across the nation, and around the world through our leadership in learning, discovery, innovation, engagement, and economic development. The mission of [Facilities & Services \(F&S\)](#) is to provide and maintain “a physical environment that is conducive to supporting learning, discovery, engagement, and economic development at the University of Illinois.” The campus strategic plan “The Next 150” includes a key objective of operational excellence,<sup>1</sup> and F&S takes that goal very seriously.

The Transportation Demand Management (TDM) department in F&S at the university is responsible for oversight of an integrated transportation system, creating, maintaining and coordinating the overall transportation network for all modes of travel on campus, including walking, bicycling, transit, and vehicles. TDM works to implement campus and community policies and objectives, including the related transportation objectives in the Illinois Climate Action Plan (iCAP). The TDM Coordinator is the primary decision authority for issues related to the campus transportation network, on behalf of the Executive Director of F&S, with delegated authority from the Chancellor.

### 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.

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<sup>1</sup> <http://strategicplan.illinois.edu/>

## TDM Strategy

### Key Goals

The TDM Vision is to provide safe, reliable, and sustainable transportation for all modes at the University of Illinois at Urbana-Champaign. The following list includes work TDM will complete by FY24.

### Asset Maintenance

- 1) Continue implementing the Transportation Asset Management Plan (TAMP) priorities and review projects for applicability and update TAMP annually in the third quarter of the fiscal year.
  - We have not been able to undertake any pavement improvement projects in FY21 because the funding for TAMP was rescinded due to covid-19.
- 3) Create a new Division of Responsibility (DOR) map for all pavement within the University District by FY24
  - DOR for all pavement in the University district has been identified and recorded as of March 2020. The TDM department officials will initiate a discussion with the other campus units, such as Grounds, DIA, Housing, Campus Rec, Parking, Illini Union, and other auxiliaries, to update the DOR and resolve conflict(s).
- 5) Collaborate with faculty for Living Learning Labs to pilot sustainable transportation materials and design, such as autonomous vehicles, biofuels, and permeable pavements.
  - The TDM department has been in contact with Illinois Sustainable Technology Center (ISTC) and Illinois Center of Transportation (ICT) to use Bio-oil (as a biobinder) as a partial and gradual component to be mixed with asphalt binder. This bio-oil is produced using the Hydrothermal Liquefaction (HTL) of organic waste, including food waste, yard waste, manure, and algal biomass. Currently, we have identified Goodwin Avenue Extended to be the used as the location to pilot this project. However, due to funding restraints, this project has been placed on hold. Dr. Schideman and his group have accumulated 5 gallons of bio-oil, and they will increase the size of this sample in spring 2021 until we are able to resume this project.
    - i) This project also relates to the objective 2 (a) under the “Living Lab / Academic Collaborations” section.
  - In late spring 2020, the TDM department collaborated with a student in Energy SWATeam to submit a recommendation for a feasibility study to construct and operate an anaerobic digester on campus (at the new dairy farm location). The proposal included the suggestion to upgrade the biogas produced from the AD into Renewable Natural Gas (RNG) that may be (i) used by the campus fleet, or (ii) injected into the Natural Gas pipeline, so that it can be used anywhere.
- 6) Install Solar Powered speed indicators by the end of FY20 on
  - a) Lincoln Ave between Race and Windsor – Installed in FY20, and
  - b) St. Mary’s Road East of Fourth Street – Installed in FY20

## Commuter Program

- 1) Coordinate with Parking and F&S Sustainability to define and implement a Commuter Program to reduce single-occupancy vehicles on campus by June 30, 2023. Register 100 faculty/staff in the program by June 30, 2024.
  - In spring 2021, the Transportation SWATeam hired a student intern to research and work on a Telecommuting/Teleconferencing Policy and Commuter Program. This student intern will work with the TDM department as well as the Transportation SWATeam to research and report on what our peer universities have been planning about Telecommuting and their commuter programs in the post-pandemic world. This student will also analyze the feasibility of Telecommuting and the incentives that can be implemented at the University of Illinois at Urbana-Champaign Commuter Program. This is a semester long project that can be extended.

## Bicycle Friendly University and Campus Bike Plan

- 1) Identify gaps in Bicycle Friendly University (BFU) expectations to maintain Silver level BFU status that was achieved in 2019 and implement BFU recommendations to support Gold level recognition by 2027.
  - League of American Bicyclists (LAB) sent their recommendations for UIUC to become more bicycle friendly in October 2020. We have identified some feasible options for us, and the planning to implement them will begin in late spring 2021 or fall 2021.
- 2) Finish installing the Bike Shelter by the end of FY21.
  - Flag Hall was identified for the 14'x63' Bike Shelter in November 2019. The shelter structure was installed in January 2020, however, the two-tier bike racks originally ordered for the shelter were too high, so they have to be replaced. This project is expected to finish by the end of FY21.
    - i. This objective relates to the “Infrastructure projects with approved funding in FY19 and FY20 include:” item. Read that section for funding details.
- 3) Continue to implement a National Bicycle Registration System.
  - Bicycle registration via Project 529 was launched in July 2020. There is also a \$10 bicycle registration fee to purchase a theft-detering and tamper-resistant 529 shield sticker (registration tag) and other benefits. University of Illinois purchased the Community Plan from Project 529 for a yearly cost of \$5,000 and additional cost to purchase the 529 Shield stickers. Project 529 is a national bicycle registration system, with over 1.5 M bicycles registered in their system in US and Canada. Project 529 also has collaboration with more than 400 law enforcement agencies in the US and Canada. So, if/when a student, faculty, staff, or community member leaves Champaign, their bicycle will still be protected, and if their bicycle has a 529 Shield, it will increase the chance of recovering their bicycle in case of theft. This registration system is open to all Champaign County residents. So, far we have had more than 450 bicycle registrations.

- In spring 2021, the University of Illinois purchased the Branded Registry Plan from Project 529 for a yearly cost of \$1,000 to continue the use of this system for FY22.
    - i. This objective also relates to the information provided in the “Bike Education and Bike at Illinois” section.
- 5) Improve the condition and configuration of the Armory Avenue bike path (from Armory and Wright to Lincoln Ave)
- TDM department secured funding of \$315,000 from the campus in spring 2020 to repair the Armory Avenue bike path. Also, in spring 2020, a student in collaboration with F&S secured a \$50,000 funding from Student Sustainability Committee (SSC) to repair the Armory Ave bike path along the Gregory Hall. In summer 2020, the Armory Ave bike path repair project from Armory and Wright to Goodwin Avenue was initiated and completed by August 2020. The overall cost for this project was ~\$120,000.
    - i. This objective relates to the “Proposed bike infrastructure projects for FY21 through FY24”. Go to this section for images of the completed Armory Ave bike path.
- 6) Continue to implement the 2014 Campus Bike Plan, publish a progress report will be completed by December 31, 2019, and reprioritize projects by February 29, 2020.
- The progress report on 2014 Campus Bicycle Master Plan was published in February 2020. F&S also updated and reprioritized the 2014 Campus Bike Plan to reflect only the pending projects and objectives. This update to the Campus Bike Plan was not published on the F&S website.

#### Green Fleets

- 1) Work with Parking and F&S Sustainability to develop a facility standard and a plan for Electric Vehicle (EV) charging infrastructure by the end of FY22.
  - There had been an initial discussion with Parking in late fall 2020. Discussions are continuing.
  - This goal was put at a lower priority due to the pandemic, since there are less people on campus.
  - In March 2021, initiated discussion with the Parking, F&S Design Review, F& C&I, Utilities, etc. Follow up in April 2021.

#### Living Lab / Academic Collaborations

- 1) Support requests for academic collaborations, such as PAVER tracking, Illinois Department of Transportation (IDOT), Illinois Center for Transportation (ICT) collaborations, and Living Lab efforts (such as permeable pavement at IFSI at end of Gerty Drive and the REU project for Green Stormwater Infrastructure)
  - a) The TDM Coordinator will continue to collaborate on minimum one project per year, as applicable, in the following years with IDOT, ICT, U of I Civil and Environmental Engineering (CEE), U of I Urban Planning, and other transportation related projects

- The TDM department has been supporting collaboration requests from students, faculty, and staff. Following are the major collaboration projects:
  - (1) In FY20 and FY21, the TDM department collaborated with the faculty at CEE, Dr. Yanfeng Ouyang and Dr. Shelley Zhang, for their project on Crowd Management. This project was to be implemented during the Quad Day 2020, however, Quad Day and any other large gathering event was cancelled due to covid-19. Consequently, this project was placed on hold.
  - (2) The TDM department has been in collaboration with another faculty at CEE, Dr. Ann Sychertz and Dr. Nishant Garg, to install a bike canopy at the Newmark Civil Engineering building. This project is still in the design phase.
  - (3) In FY20 and FY21, students from Projects based CEE 398 reached out to the TDM department for a solar canopy project at E-14 parking lot. The location was, however, changed to a parking lot at Willard Airport, as the Willard Airport administration was looking into covered parking and sustainability options. The TDM Coordinator introduced the students to the Willard Airport facility manager, and in collaboration with the F&S Sustainability, F&S Utilities department, and F&S Landscape Architect, the students filed a SSC funding request for this project in fall 2020.
  - (4) In spring 2021, the TDM Coordinator presented a seminar on “Transportation network needs for a facility” to the students of NRES 285.
- 2) Support research to use bio-based binders for road construction projects on campus
  - a) Using the Bio-oil from Hydrothermal Liquefaction (HTL) as a biobinder for asphalt bike paths
    - Refer to the objective 5 under “Asset Maintenance” to see the update on this project.

#### Encourage use of MTD by faculty & staff

- 1) Encourage use of MTD by faculty & staff by holding events (It’s Your Bus Too!)
  - a) The TDM team has contacted MTD to schedule a workshop to encourage students, faculty, and staff to use the MTD buses
    - This objective was completed. We decided on having a presentation and demonstration-based event called “It’s Your MTD Too!” for students, faculty, and staff. The TDM department teamed up with MTD to prepare a powerpoint presentation and arranged a bus ride for all attendees.
  - b) The TDM team will organize these MTD workshops at least one time every year
    - In FY20, the TDM department organized the “It’s Your MTD Too!” event at NCSA for students, faculty, and staff. However, the pandemic had just started and the university had started the lockdown procedure, only 6 people attended this event. The event was recorded and published.
    - Due to the campus shutdown, outreach events, such as “It’s Your MTD Too!”, were not possible in FY21.

## Regional Community Collaboration

- 1) Install Bicycle and Pedestrian counters at the 12 Corridors of the predetermined MCORE Project
  - In spring 2020, an Eco-Counter was installed at the North and South of Green Street near the Illini Union, each. The TDM department collects monthly pedestrian and bicycle counts data at this location and publish it on the iCAP Portal and the F&S TDM website.
  - 3 sets of Eco-Counters were procured for three corridors. One of those was installed at the Illini Union in FY20. The other two Eco-Counter sets are expected to be installed at the intersection of Armory Avenue and Sixth Street and the intersection of Wright Street and Healey Street by August 2021.
  - Nearly \$5,500 were spent to install the Eco-Counter at Illini Union.
  - This objective also refers to “Champaign Urbana Urbanized Area Transportation Study (CUUATS)” and objective 1 under the “Current in progress SSC funded transportation projects” section.
- 2) Collaborate with regional community entities on projects that might impact the University District. For example, the TDM coordinator proactively resolves issues due to the Traffic Closures. This involves a lot of site-work and Inter Governmental Agreements (IGAs) or contracts for smooth operation. Once the TDM Coordinator is sure that all the issues (that could arise) have been identified and there is no accessibility issue, the TDM Coordinator approves the traffic closure. All traffic closures affecting the University-owned transportation facility or infrastructure must get approval from the TDM Coordinator.
  - The TDM Coordinator collaborates with the cities of Urbana and Champaign, Village of Savoy, and MTD to work on any transportation-related projects that might impact the University District.
    - i) Also refers to the “Traffic Closures” objective. Go to this section to see more details.
  - The TDM Coordinator makes sure that the construction or capital projects close to the campus does not impact the university traffic, and if it does, proper arrangements are made in advance to mitigate that impact.
  - The TDM department is an active participant of the Champaign Urbana Urbanized Area Transportation Study (CUUATS), the Bicycle and Pedestrian Advisory Commission of City of Urbana, MCORE project, etc.

## Communication Goals

### TDM Marketing Plan

A formal TDM Marketing plan will be developed in FY22. This plan will promote the alternative modes of transportation, Champaign-Urbana Multimodal Corridor Enhancement (MCORE) project, bike website, bike sharing, transit to employees, safety training for all modes, promoting walking meetings and accessibility, proper use of bikes, etc.

- No progress made on the TDM Marketing Plan so far.
- This objective needs to be re-evaluated on how we promote and encourage sustainable transportation in the aftermath of the pandemic.

There is a TDM website, with general information and street closures. The information in news release and additional facts about the projects are shared across campus by F&S through various distribution methods, including social media accounts and websites. TDM information is on the F&S site. Parking has their own site. The TDM Coordinator's responsibilities are to be actively involved with the community as a liaison (for transportation related topics on the University-owned property) and provide them active transportation services.

- The TDM website contains information on all modes of transportation available on campus, including information on walking, biking, transit, ADA accessibility, carpool, etc. This website is a repositior for information for students, faculty, staff, visitors, and community members as well as the contractors and project managers looking to work on projects impacting the university streets. This website is updated every semester.
- Any street/road construction or maintenance project within the University District or a project may impact the operation of university traffic, has to get approval for traffic closure from the TDM Coordinator. TDM department publishes information on these street closures on the F&S website and send out a massmail to stakeholders in the community for university-owned street closures.
- The TDM biking page has listed the bicycle initiatives taken since the TDM Plan was published.
- The TDM website has been updated to show the embed information from the iCAP Portal. 5 most recent project updates from the transportation-related projects on the iCAP Portal are shown on the main TDM webpage. 5 most recent project updates from the bicycle-related projects from the iCAP Portal are shown on the Biking page of the TDM website. Also, the metric showing monthly data of bicycle counts on Green Street in front of Illini Union is shown on the Biking page. Similarly, the Walking and Running page has the metric showing monthly data of pedestrian counts on Green Street in front of the Illini Union.
- The TDM website links to the Bike at Illinois website as well as websites for Parking, Public Safety, MTD, Campus Bike Center, etc. Similarly, the Parking website links to the TDM website (under active transportation).
- Most recently, the website has transitioned into a mobile-friendly website.

The TDM team, in collaboration with F&S Sustainability, published an update to the [Near & Far Without a Car](#) Flyer, which contains information on active modes of transportation available at the U of I. It also contains essential safe transit information, such as SafeRides, SafeWalks, DRES shuttles, Bicycle Safety Tips, etc. F&S has partnered with several departments across the University to distribute the information in this flyer to thousands of old and new students. For example, in fall 2019 this flyer

was distributed to more than 3,000 incoming international students during their mandatory check-in at the International Student & Scholar Services (ISSS). F&S has also collaborated with MTD to distribute this flyer to students and community during their tabling events. The TDM team has also drafted articles on active modes of transportation to be published in the ISSS Newsletter, Parent and Family Programs Newsletter, and more.

- The TDM department updated the Near & Far Without a Car flyer ([go.illinois.edu/carfree](http://go.illinois.edu/carfree)) in spring 2021. Due to the pandemic, this flyer will not be handed out to the incoming students and/or faculty, but it will be included in the information packet to them using the same avenues, i.e. ISSS newsletters, iSEE newsletter, Parent and Family newsletter, F&S newsletter, New Student Program packet, etc.
- The Car Free flyer is also promoted using any tabling events and/or transportation-related events on campus, e.g., Light the Night.
- The TDM department intends to participate in the new employee orientation, employee symposium, ISSS' incoming students and scholars orientation, Housing, Residence Halls, Certified Private Housing, Greek Life, Quad Day, Public Safety events, etc. to promote active modes of transportation available on campus by FY21.

#### MCORE Project

The Champaign-Urbana Mass Transit District, in partnership with the City of Champaign, the City of Urbana, and the University of Illinois at Urbana-Champaign, has secured a \$15.7 million TIGER VI Grant that will expand mobility choices and increase user access to employers, education, healthcare, and other services along five core transit corridors in the University District. The \$46.9 million Multimodal Corridor Enhancement (MCORE) project represents a significant investment in public infrastructure that will bring streets to a state of good repair while enhancing connections between the Cities' downtown centers and the University of Illinois at Urbana-Champaign campus.

The MCORE Project has been split into 5 project phases:

Phase 1: Green Street University District [Completed]

Phase 2: Green Street Champaign [Completed]

Phase 3: White Street Champaign [Completed]

Phase 4: Wright & Armory Street projects [In Progress]

- Work on MCORE Project 4 (Wright Street in Champaign) is substantially complete as of December 2020. Small "punch list" items will be completed in Spring 2021.

Phase 5: Green Street Urbana [Expected start date in March 2020]

- Work on MCORE Project 5 (Green Street in Urbana) is substantially complete as of December 2020. Small "punch list" items will be completed in Spring 2021.

Go to <https://www.mcoreproject.com> for more information

The TDM Coordinator collaborates with the City of Champaign, City of Urbana, Champaign-Urbana Mass Transit District (MTD), Champaign-Urbana Urbanized Area Transportation Study (CUUATS), and Illinois Department of Transportation (IDOT) for the smooth progress of this complex multi-year project. The TDM Coordinator provides information to the community on the progress of the project and if there are any detours, reroutes, and traffic closures.

#### Champaign Urbana Urbanized Area Transportation Study (CUUATS)

CUUATS is the transportation entity of the Regional Planning Commission (RPC). 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.

The CUUATS committee is comprised of representatives from:

1. Champaign County
2. MTD
3. City of Champaign
4. City of Urbana
5. IDOT
6. University of Illinois
7. Village of Savoy

The TDM Coordinator represents the University of Illinois at the CUUATS meetings, and serve as a Technical Committee member and a proxy for the Policy Committee member of CUUATS. The TDM Coordinator assures that the University of Illinois transportation projects are aligned with the regional strategy as defined by the CUUATS agencies.

- CUUATS Technical Committee usually meets on the first Wednesday of every other month. In the last twelve (12) months, there have been six (6) CUUATS Technical Committee meetings attended by the TDM Coordinator.
- The TDM Coordinator attended all the CUUATS Policy Committee meeting that met six (6) times in the last twelve (12) months.

The TDM department has also been a part of the following committees through CCRPC:

- Kickapoo Rail Trail steering committee
- Community Safety Committee
- Transportation connected network (Connected/Intellegent Vehicles)
- Several Corridor Studies throughout the region

CUUATS received funding of \$36,000 from IDOT to purchase six Bike/Pedestrian Counters along three different MCORE corridors. Student Sustainability Committee (SSC) awarded \$25,000 to install the six Bike/Pedestrian Counters. The TDM Coordinator played a key role to get the funding, identify

the vendor and locations for the counters, and the installation timeline for each location. We are also working to get funding for 18 more units for the remaining nine MCORE corridor locations.

- Refer to “Regional Community Collaboration” section objective 1 for the update on this objective.

#### Traffic Closures

The TDM Coordinator works a Community Liaison. When there is a Traffic Closure, the TDM Coordinator coordinates with the regional community authorities and analyze the impact of this traffic closure on the transportation in that area (and areas nearby). For example, the TDM Coordinator looks into the bus system for MTD buses and the DRES buses/shuttles to make sure that the reroutes and detours are clearly marked, and are easy to follow for the construction workers, bus users, and operators. The TDM Coordinator has to check if the closure will affect any campus operation.

- This is an ongoing process. Any street/road construction or maintenance project within the University District or a project may impact the operation of university traffic, has to get approval for traffic closure from the TDM Coordinator. TDM department publishes information on these street closures on the F&S website and send out a Mailchimp notification to stakeholders in the community for university-owned street closures.
- Also refers to objective 2 under the “Regional Community Collaboration” objective.

#### Bike Education and Bike at Illinois

Bicycling information is on the [bike.illinois.edu](http://bike.illinois.edu) site. The Bike at Illinois brand is managed through F&S, and funded by the bike fee. Bike at Illinois is a campus effort to promote biking as a more convenient, safer, and healthier mode of transportation in the campus town. This platform provides information on bike registration, bike safety rules, bike events, and other bicycling resources in the Champaign-Urbana area.

- Bike at Illinois website is updated regularly. This website contains most of the bicycle related information on campus. All bicycle related events in the community are posted promptly on the website.
- In July 2020, the university transitioned from a home-grown local bicycle registration system to a national bicycle registration system via Project 529. Bicycle registration is mandatory, according to the University Bicycle Ordinance, and all information about bicycle registration is linked through the Bike at Illinois website. This has increased the number of visitors on the Bike at Illinois website. There is also information on the benefits of registration on this website. Parking, Public Safety, Campus Rec, Campus Bike Center, etc. also link back to the Bike at Illinois website for registration.
- In spring 2021, the University of Illinois purchased the Branded Registry Plan from Project 529 for a yearly cost of \$1,000 to continue the use of this system for FY22
  - Bicycle registration also refers to objective 3 of “Bicycle Friendly University and Campus Bike Plan” section.

### Campus Transportation Advisory Committee

A lot of the communication process is through recurring meetings with external agencies. To consolidate the communication on campus, we propose the formation of Campus Transportation Advisory Committee (CTAC), bringing F&S departments and campus stakeholders together to discuss transportation plans and provide feedback to the TDM Coordinator. This committee should meet at least annually, starting in fall 2020. CTAC could consist of Stacey DeLorenzo (TDM Coordinator), Morgan White (Associate Director, F&S Sustainability), Jake or Pete Varney, and representatives from Parking, Police, Public Safety, the cities of Champaign and Urbana, MTD, Union Safety, Wellbeing, Campus Rec or DIA, Research Park, and faculty members.

- CTAC was reformed in spring 2020, with representation from F&S, Parking, Public Safety, Housing, Campus Recreation, Campus Wellbeing Services, DIA, Research Park, members from faculty, student representation, Urbana, Champaign, Savoy, and MTD. This committee is chaired by Morgan White, and Stacey DeLorenzo and Sarthak Prasad serve as ex-officio. Overall, there are nearly 40 committee members.
- The first CTAC meeting was scheduled in March 2020, and it was decided to hold a CTAC meeting every semester. The fall 2020 meeting was scheduled in November, and the spring 2021 meeting is scheduled to be held in April 2021 with discussion around Walkability Audit.

### Bicycle and Pedestrian Advisory Commission (BPAC)

The Bicycle and Pedestrian Advisory Commission (BPAC) was established on June 16, 2006 with the primary purpose of advising City Council on how to make bicycling and walking viable modes of transportation in the city of Urbana. BPAC duties include: analyze routing, operation and safety of bicycles; review and make recommendations regarding the City's Capital Improvement Plan and Bicycle Master Plan; perform a regular evaluation and recommend an action plan for biking and walking facilities; coordinate with external agencies on maps and regional connections; develop education and public outreach opportunities on bicycle and pedestrian issues; and assist the City in the development of bicycle and pedestrian systems with the community.

BPAC consists of eleven (11) members appointed by the Mayor, and approved by the Council, from constituencies which have an interest and expertise in bicycle and pedestrian issues such as bicycle commuting, bicycle clubs, running, transportation planning, recreation, child advocacy, senior advocacy, physical fitness, and business. Four (4) members are representatives from the Urbana School District, Urbana Park District, University of Illinois and City of Urbana Public Works Department.

The F&S Sustainability and TDM team represent the University of Illinois at the BPAC, which meets on the third Tuesday of every month.

- Sarthak Prasad represents the University of Illinois at the BPAC meetings. Stacey DeLorenzo serves as the back-up representative.
- BPAC meets on the third Tuesday of every month. BPAC met eleven (11) times in the past twelve (12) months. Sarthak Prasad attended ten (10) of those BPAC meetings and Stacey DeLorenzo attended the other one (1) in place of Sarthak.

## Association of Pedestrian and Bicycle Professionals (APBP)

APBP is a community of practitioners working to create more walkable, bikeable places. They foster peer knowledge sharing, advance technical expertise, and support the professional development of our members. The three goals of APBP are to:

1. Embody operational excellence, sustainability, accountability and transparency
2. Provide influential and authoritative leadership to advance active and healthy communities
3. Engage, connect, and educate our members to grow and succeed professionally

The TDM Coordinator was a member of APBP and used to attend their events until 2017, and may renew the APBP membership in the future.

- Sarthak Prasad has joined APBP as a young professional in January 2021.
- APBP has a monthly webinar series. Sarthak Prasad has enrolled to attend six (6) webinars in 2021:
  - Has attended the January webinar: The Walking College: Building the Local Capacity of the National Walking Movement
  - Will attend the April webinar: Using Indicators to Track Walking and Cycling Progress
  - Will attend the June webinar: Evolving Multi-modal Impact Analyses
  - Will attend the July webinar: The Pedestrian Safety Crisis in America: Why it's happening and what we can do about it
  - Will attend the August webinar: Planning for All Ages and Abilities Through Inclusive and Virtual Walk Audits
  - Will attend the September webinar: Linework, Models, Counters... OH MY: A Utah Story of Multi-Agency Collaboration to Develop Active Transportation Data and Tools

## Bike Sharing

Bike sharing is a system for sharing bicycles on a short-term basis. On the Urbana campus bike sharing includes both hourly and semester-long rentals, departmentally owned bikes for employees, and bicycles available to specific student groups. The University, in collaboration with the cities of Champaign and Urbana, also offers short-term Dockless Bike Share through VeoRide (started in September 2018) to the students, faculty, staff, and visitors. Another Dockless Bike Share company, Gotcha Mobility, has expressed interest in bringing more bikes to the campus and community.

The effort to bring bike sharing to campus began in 2007 with the Multi-Modal Transportation Study, and the creation of a Transportation Demand Management Coordinator position at Facilities & Services. Since that time, several options have been explored, piloted, and institutionalized.

The TDM Coordinator is the Project Leader for the Bicycle Sharing program at the University of Illinois. At the beginning of FY20, there were 500 bicycles (400 e-bikes and 100 pedal bikes) on the road through VeoRide Bike Share.

- VeoRide has rebranded themselves as “Veo”.

- The university has dockless bike sharing with Veo. Currently, they have 500 electric assisted bicycles on the road.
- The ridership numbers have gone down significantly in the last year, supposedly, due to covid-19.
- Gotcha Mobility did not further pursue their interest in bringing their bike share.

## Funding Plan

### TDM annual recurring state budget

Base Budget covers TDM salary & travel, street striping, traffic signs & signals. The last documentation of base budget finances was last provided to TDM Coordinator in FY17, as shown below.

Base Annual Budget - \$282,000

TDM Coordinator Salary - \$95,000

Sustainable Transportation Assistant Salary - \$55,000

Striping crosswalks, signs, minor maintenance, etc. - \$132,000

Painting annual cost - \$80,000 - \$125,000

Signs & other misc. equipment annual cost - \$10,000 - \$30,000

Unspent funds are rolled over to the next year's budget due to the fact that the construction season (typically March to October) for exterior transportation infrastructure work spans two Fiscal Years. In addition, there is no recurring funding for any transportation infrastructure improvement other than the base budget as outlined above.

### Transportation Asset Management Plan

The Transportation Asset Management Plan (TAMP) is a stand-alone document that acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. It identifies the key priorities for funding campus street projects. The TAMP does not include sidewalks, bikeways, or service drives.

According to the TAMP, an amount of \$8.6M over the next 6 years (FY20 – FY25) will be ideal to achieve “Good” pavement condition for the pavements on the priority list. Additionally, the University could achieve “Fair” pavement condition for 95% of all the University-owned pavements.

The TDM Coordinator will require:

- \$1.6M each for Year 1 and Year 2
- \$1.4M each for Year 3 and Year 4
- \$800K for Year 5
- \$650K for Year 6

Following this period, an additional \$150K per year will be ideal to maintain the “Good” pavement condition

Preferred Requested Funding \$8.94 million – 5 year / \$1.78 million per Year

Total expenditures would be \$8.94 million, or an average of \$1.78 million per year.

On average, this scenario spends 50% of the 5-year budget on stopgap and preventive M&R activities, with the remaining 50% spent on major M&R improvements.

If the recommended work plan is successfully implemented, PAVER predicts the area-weighted network average PCI will improve to PCI of 70 for the 5-year period starting in 2019 (by 2024)

### **Current Funding:**

\$1.5M each year for FY20 – FY22 had been allocated for pavement maintenance work. Additional funding needs will be evaluated during FY22.

- The TDM department was awarded the TAMP funding for FY21, however, it was rescinded due to covid-19. That is why, we have not been able to undertake any road maintenance project in FY21.
- Funding for FY22 has not been confirmed yet.

### Grounds Department

Sidewalk improvements are generally the responsibility of the F&S Grounds department, except in situations where they serve only a single campus unit. Currently, the TDM Coordinator, the Grounds Department, and the Campus Landscape Department are working on the Division of Responsibility (DOR) map for the University District.

- The DOR map was identified and recorded to the TDM Coordinator in March 2020.

The TDM Coordinator works very closely with the Grounds department. Street Closures usually require the involvement of the Grounds Department, and the TDM Coordinator has to approve all the Street Closures.

- This is an ongoing process. For example, traffic closures related to utility work, emergency closures, roofing work, and other crafts and trades maintenance projects, etc.

### Bicycle Infrastructure and Programming Fee

Bikeway and bike parking maintenance and improvements are not funded, except for what is possible through the Bicycle Infrastructure and Programming Fee (Bike Fee). The student-initiated Bike Fee provides approximately \$70K per year for small scale infrastructure improvements, and \$20K for programs.

- Due to covid-19, several student-initiated fees have seen drastic reduction. The Bike Fee account has nearly \$85,000-\$90,000 every year, however, for FY21, the Bike Fee account has only received nearly \$20,000.

Infrastructure projects with approved funding in FY19 and FY20 include:

Bike Parking Shelters Near Quad	\$ 38,000.00
Bike Parking Area at Mumford Hall	\$ 5,000.00
Bike Parking Area at Mechanical Engineering Lab	\$ 6,000.00
Bike Parking Area at Grainger circle bike rack renovation	\$ 6,000.00
Bike Parking Area at Armory South/Harding Band Building	\$ 6,000.00
Bike Parking Area at Campus Bike Center on Gregory Drive	\$ 3,000.00
Bike Racks for new Areas	\$ 12,000.00
Additional funds for bike shelter	\$ 45,000.00
Bike Path by Rain Garden	\$ 30,000.00

- Bike Shelter had to be moved to Flagg Hall. This location was finalized in late fall 2019. The construction for the bike shelter started in spring/summer 2020. By January 2021, the bike shelter structure was installed, however the bike racks did not meet the specifications that we had requested. So, the bike racks had to be replaced by the vendor. The bike racks are expected to be installed by the end of April 2021. The budget for the installation of this bike shelter was \$80,000, and so far we have spent nearly \$56,000.
- Bike parking area at Mumford Hall was installed in spring 2019.
- Bike parking area at MEL was installed in fall 2020.
- Bike parking area at Grainger Circle bike rack renovation was completed in fall 2020.
- Bike parking area at Armory building and Harding building will be completed in spring 2021. The bike parking area needed several modifications, including raising a manhole, which delayed the project further and increased the amount spent on this project.
- Bike parking area at Campus Bike Center (CBC) on Gregory Drive was installed in fall 2020.
- We purchased 7 3-loop bike racks, 7 4-loop bike racks, and 6 5-loop bike racks using the funding for bike racks for new areas. These bike racks were installed at MEL, CBC, Armory and Harding, and West of Smith Hall.
- Additional funds for bike shelter were used for installation for bike shelter at Flagg Hall.
- Bike path along the Red Oak Rain Garden (RORG) was completed in fall 2019.

Proposed bike infrastructure projects for FY21 through FY24

- FY21 to FY24 – Upgrade the Armory Avenue bike path – ***Completed. F&S TDM was awarded \$600,000 from the campus for Bike Path improvement projects, including \$315,000 for the Armory Avenue bike path. This project was also awarded \$50,000 from the SSC. We spent nearly \$120,000 on this project.***
  - FY21 south of Gregory Hall – also seeking Student Sustainability Committee (SSC) funds

- This project was completed in August 2020. In late spring 2020, the SSC awarded \$50,000 to repair the Armory Avenue bike path by Gregory Hall. Read more at [“Proposed SSC projects for FY20 through FY24”](#).





- FY22-23 north of Bevier Hall between Goodwin Avenue and Matthews Avenue
  - This project was completed in summer 2020.



- FY24 south of Smith Hall

- This project was completed in summer 2020.



- Future priorities are
  - Removal of abandoned bike paths
    - Removal of abandoned path on east side of Wright St from Springfield to ECE was completed in fall 2020. This was part of the Bike Path improvement projects funding. The budget for this project was \$65,000.
    - Removal of abandoned path on east side of 6th St from Gregory to Lorado Taft is currently in progress and is expected to be completed by the end of FY21. This was part of the Bike Path improvement projects funding. The budget for this project was \$25,000.
  - Upgrade Hazelwood path from Lincoln Ave to Orchard Downs through the Arboretum
    - We have investigated this project, however the estimate from the outside contractor was outside of our budget. Also, Arboretum is planning for an expansion project, so we need to figure out what is going on with the Interactive Education Center before undertaking this project.
  - Lorado Taft Path
    - Removal of path north of Siebel design from 4th to 6th St is currently in progress and is expected to be completed by the end of FY21. This was part

of the Bike Path improvement projects funding. The budget for this project was \$75,000.

- Evaluate remaining projects and prioritize per 2014 Campus Bicycle Plan.
  - We have updated the 2014 Campus Bicycle Plan, but we still need to evaluate feasible projects that can be undertaken.
    - This objective also refers to the objective 6 of the “Bicycle Friendly University and Campus Bike Plan” section.

## Student Sustainability Committee

The Student Sustainability Committee (SSC) is a student-led organization charged with the distribution of two student fees – the Sustainable Campus Environment Fee and the Clean Energy Technologies Fee.

### Current in progress SSC funded transportation projects

- 1) Bicycle registration tracking program - RFID bike tracking<sup>2</sup>

*Note:* This funding was repurposed for the purchase and installation of Eco-Counter bicycle/pedestrian counters for three MCORE corridors.

  - Read more about this under the objective 1 of the “Regional Community Collaboration” section and “Champaign Urbana Urbanized Area Transportation Study (CUUATS)” section.
  - Most recently, a semesterly report was submitted in spring 2021.
- 2) Beginning bike maintenance education<sup>3</sup>

*Note:* Most recently, a Bike Maintenance 101 class was held in fall 2019.

  - A final report was submitted to the SSC for this project in spring 2020.
  - There was another Bike Maintenance 101 class held in February 2021, and there is one scheduled to be held in April 2021.

### Proposed SSC projects for FY20 through FY24

Funding for the following projects were awarded:

- 1) Armory Avenue path
  - In late spring 2020, the SSC awarded \$50,000 to repair the Armory Avenue bike path by Gregory Hall. This project was completed in August 2020.
    - i) As mentioned in the objective 1 of “Proposed bike infrastructure projects for FY21 through FY24” section as well as the objective 5 of “Bicycle Friendly University and Campus Bike Plan” section.

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<sup>2</sup> <https://icap.sustainability.illinois.edu/project-update/funding-letter-bike-registration-rfid>

<sup>3</sup> <https://icap.sustainability.illinois.edu/project-update/funding-letter-bike-maintenance-instructor>

## Other Funding Sources

Service drives and areas that are only serving one campus unit are generally the responsibility of other responsible parties: DIA, Student Affairs, Parking, Housing, etc.

Capital projects typically include the pavements on the project site, but not the adjacent streets.

- The TDM department requests and receives funding from the Provost Office and campus administration occasionally. For example, the Provost Office awarded the TDM department \$1.5M for TAMP in FY21, however, it was rescinded due to covid-19. The Executive Director of F&S allocated funding to the TDM department in the amount of \$600,000 for bike path improvement projects.

## Conclusion

Facilities & Services TDM has developed a strong relationship with the surrounding campus community, adjoining city agencies and other transportation-related agencies in the area working together for increased safety, sustainability, connectivity, and wellness through promotion of multi-modal transportation.