



Campus Bike Plan

April 11, 2011
UP 430/CE 417



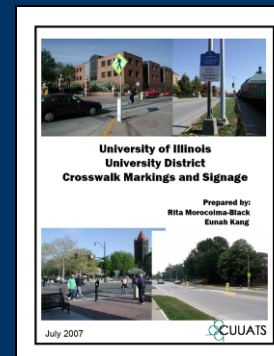
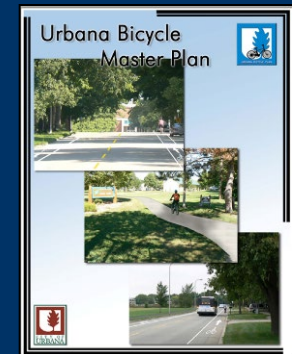
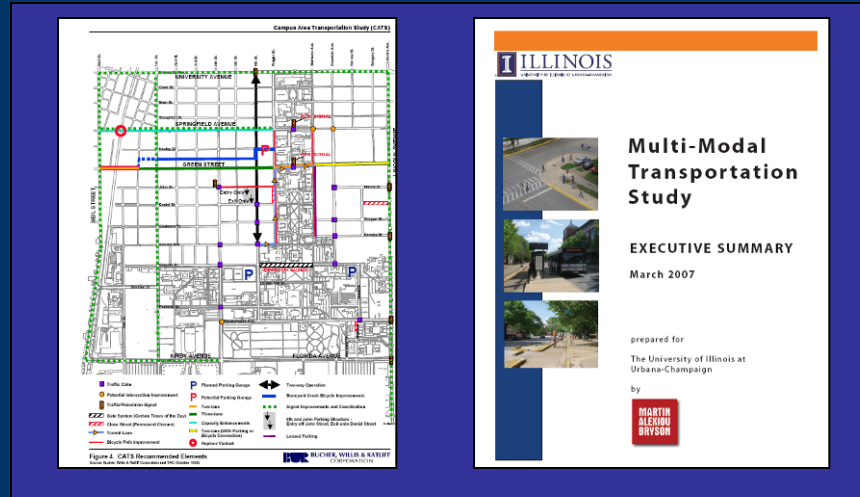
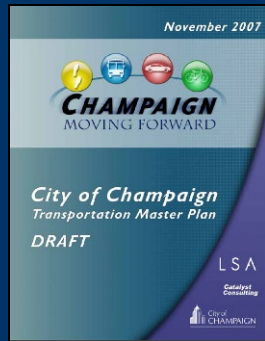
Outline of Presentation

- Process / Background
- Proposed Facilities by section
- Funding Information
- Design Guidelines
- Additional Considerations



Campus Area Transportation Study

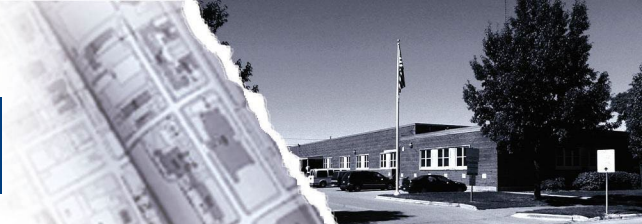
- Champaign County Regional Planning Commission (CCRPC) = MPO
- Champaign Urbana Urbanized Area Transportation Study (CUUATS) = transportation arm of the MPO
- CATS Bike Plan Subcommittee
- T.Y. Lin study – University District Transit/Bicycle Safety Study





Multi-Modal Transportation Study

- Recommendation 3.18: Commission a **comprehensive campus bicycle plan** to plan for upgrading existing facilities and developing new facilities.
- Recommendation 3.19: Implement **bike lanes** on campus streets as part of “complete streets” program. Bike 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.





Q: How many bikes are there?

A: **Many**

- **17,895** = 17,428 student and 467 employee bicycle commuters – based on percents from 2007 miPlan survey
- **12,500** = Estimate in 1999 Campus Area Transportation Study (CATS) report
- **250 per hour** = results of counts at core campus intersections – Fourth and Gregory, Goodwin and Illinois, and the bike path to Lincoln Avenue at the south end of Mathews by the Observatory

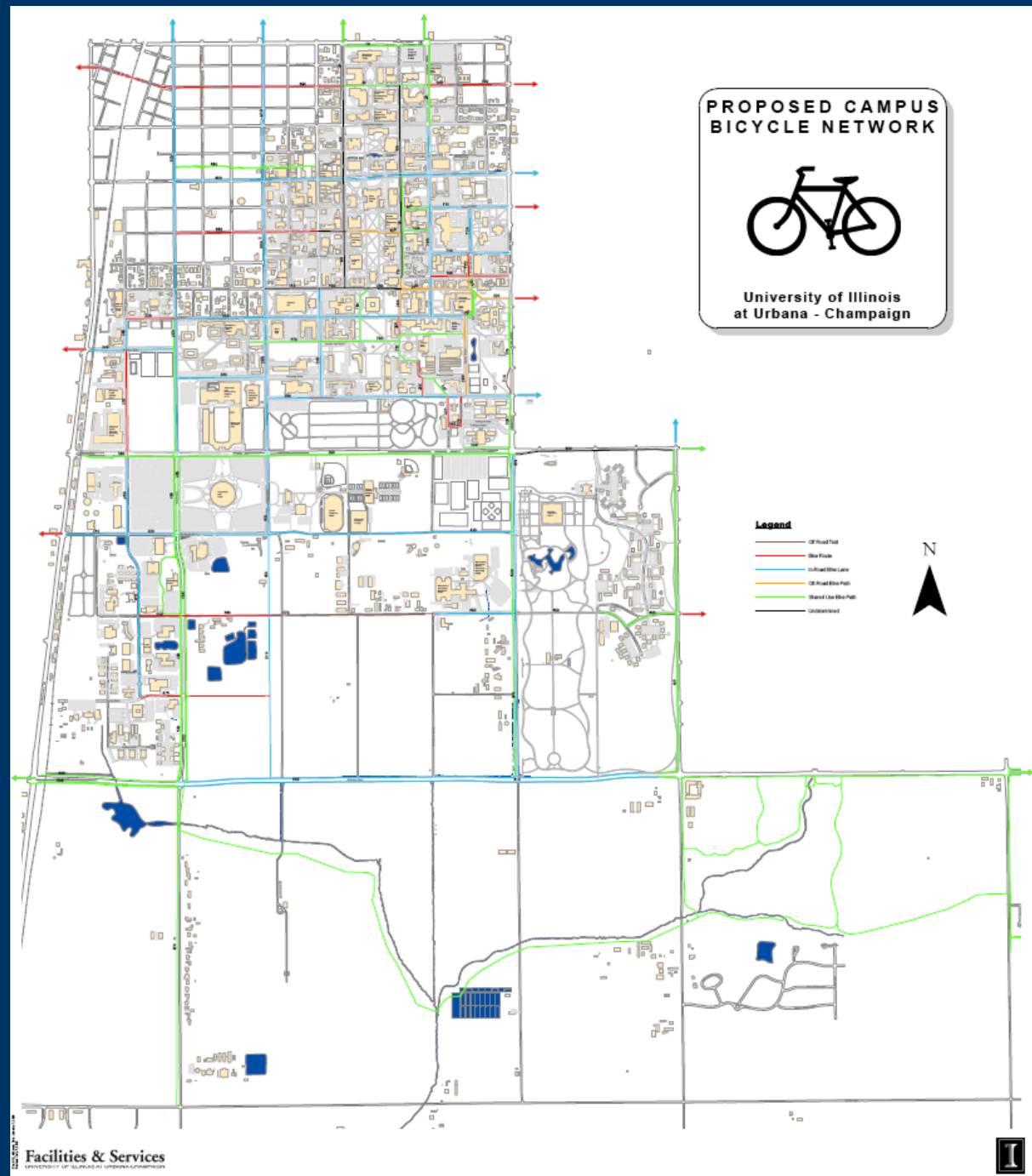


Proposed Bicycle Facilities

- Bike Lanes – on vehicular streets, a striped lane intended for only bicycle use
- Bike Routes – a street noted for higher bicycle volumes, and providing connections for bicycles
- Shared Use Paths – separate from a street, a path intended to be shared by pedestrians and bicycles
- Off-Road Bike Paths – separate from a street or sidewalk, a path intended for only bicycle use

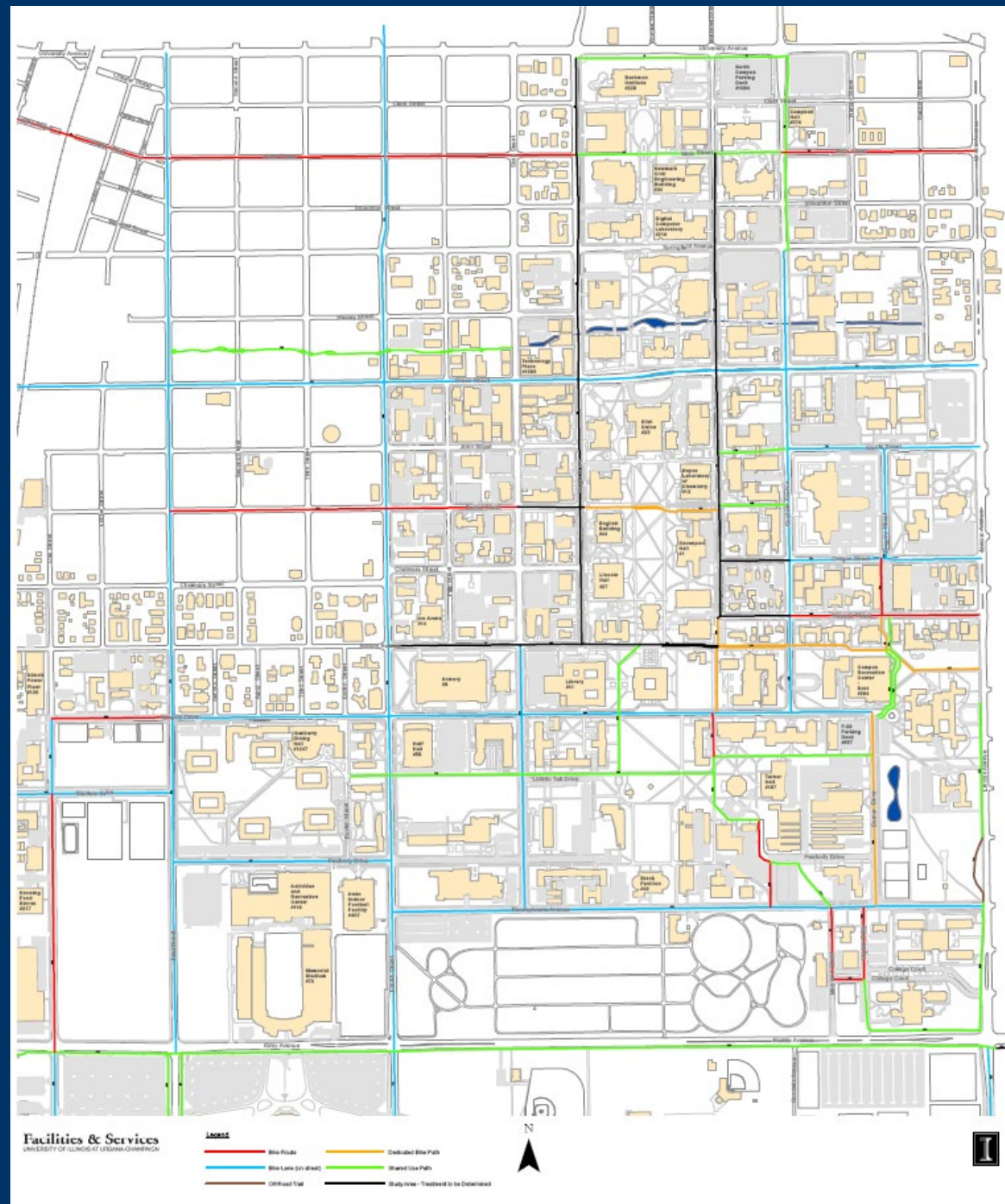
Plan Overview

- Bike lanes where they can fit
- Reduced number of off-road bike paths
- Change remaining bi-directional side paths to shared use paths
- Consistent markings and signage
- There are still specific facility issues outstanding.

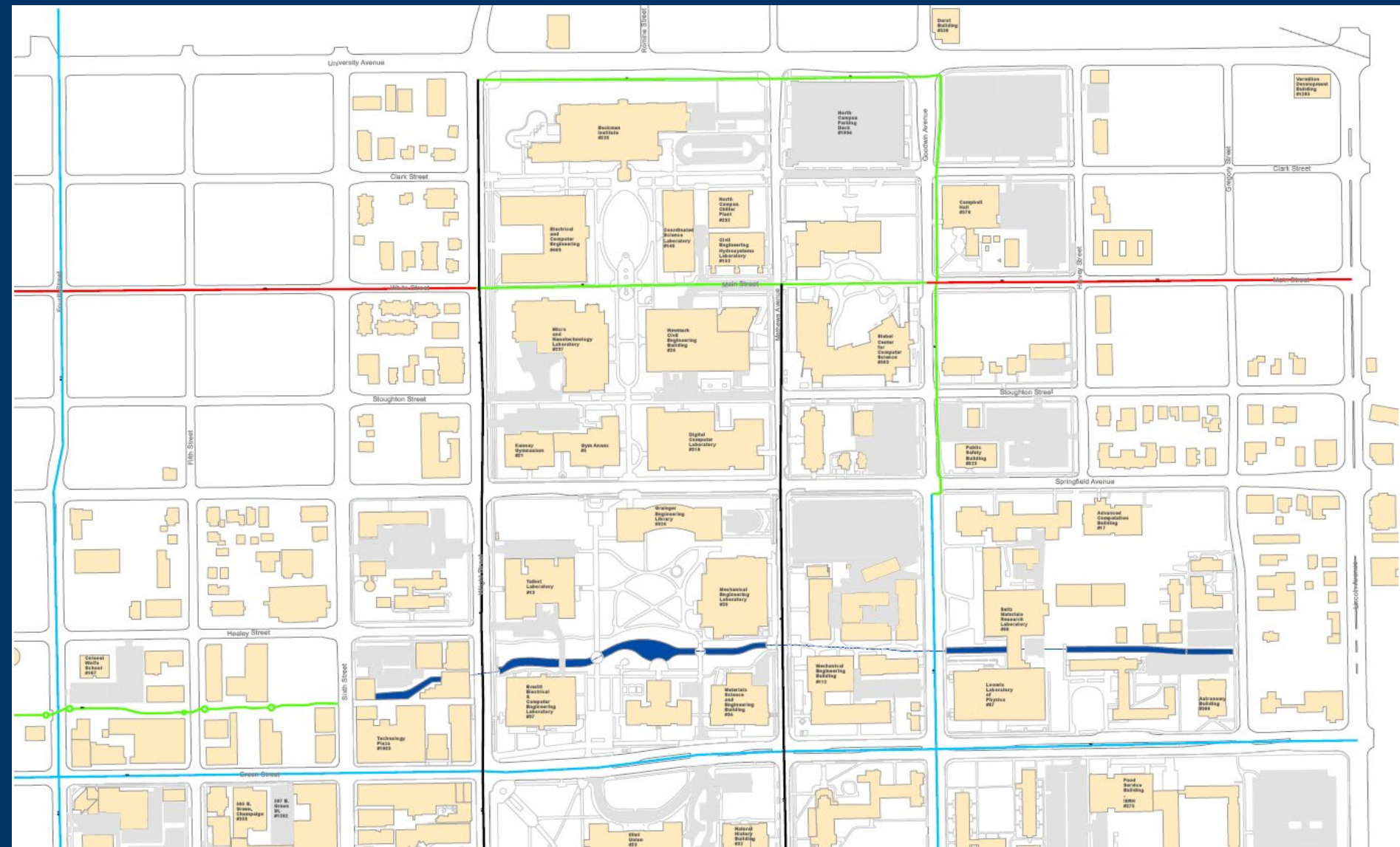


Outstanding Facility Issues

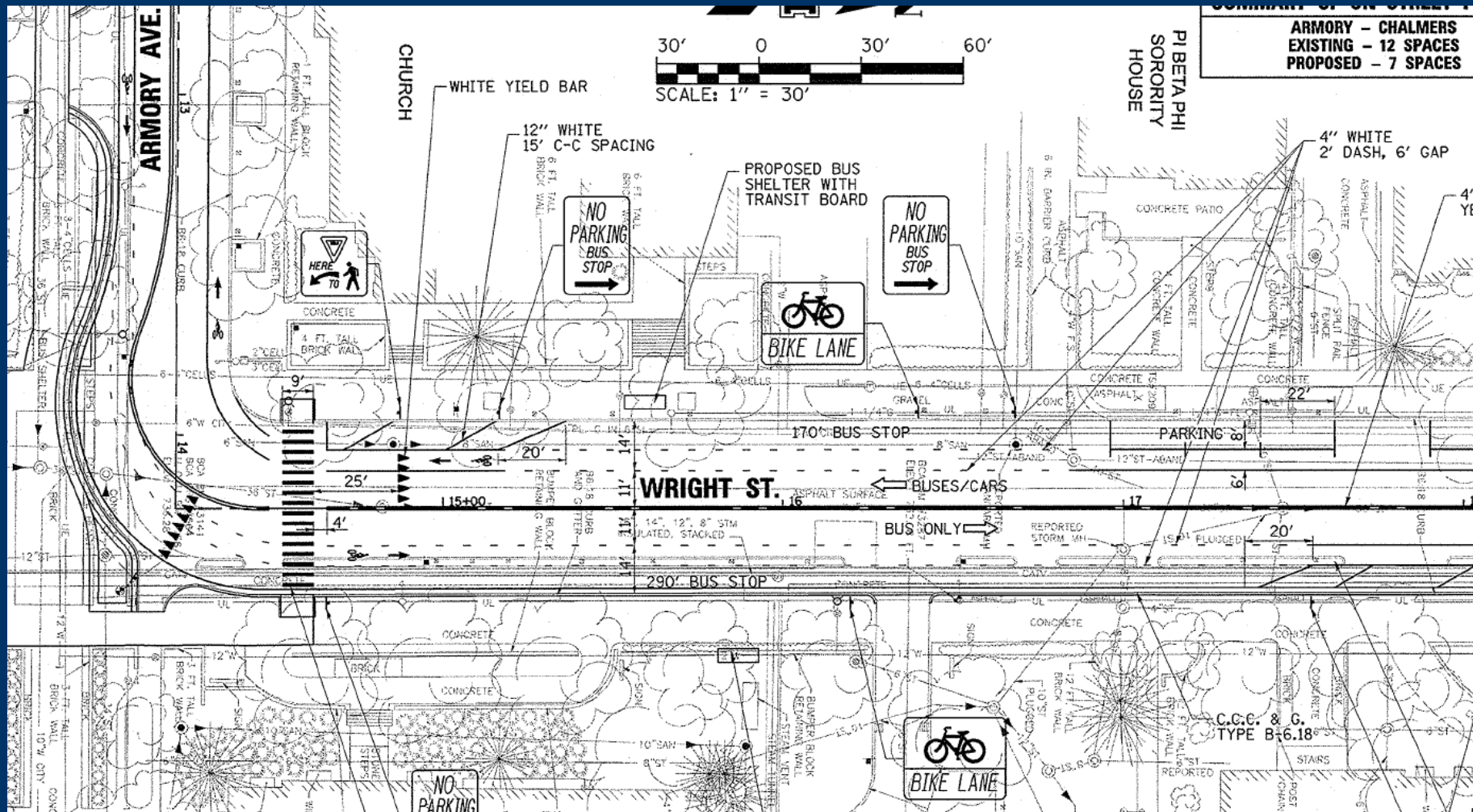
- Wright Street
- Mathews Avenue
- Crossings between Mathews and Goodwin
- Connection from Armory and Wright to Mathews at IGB



North of Green



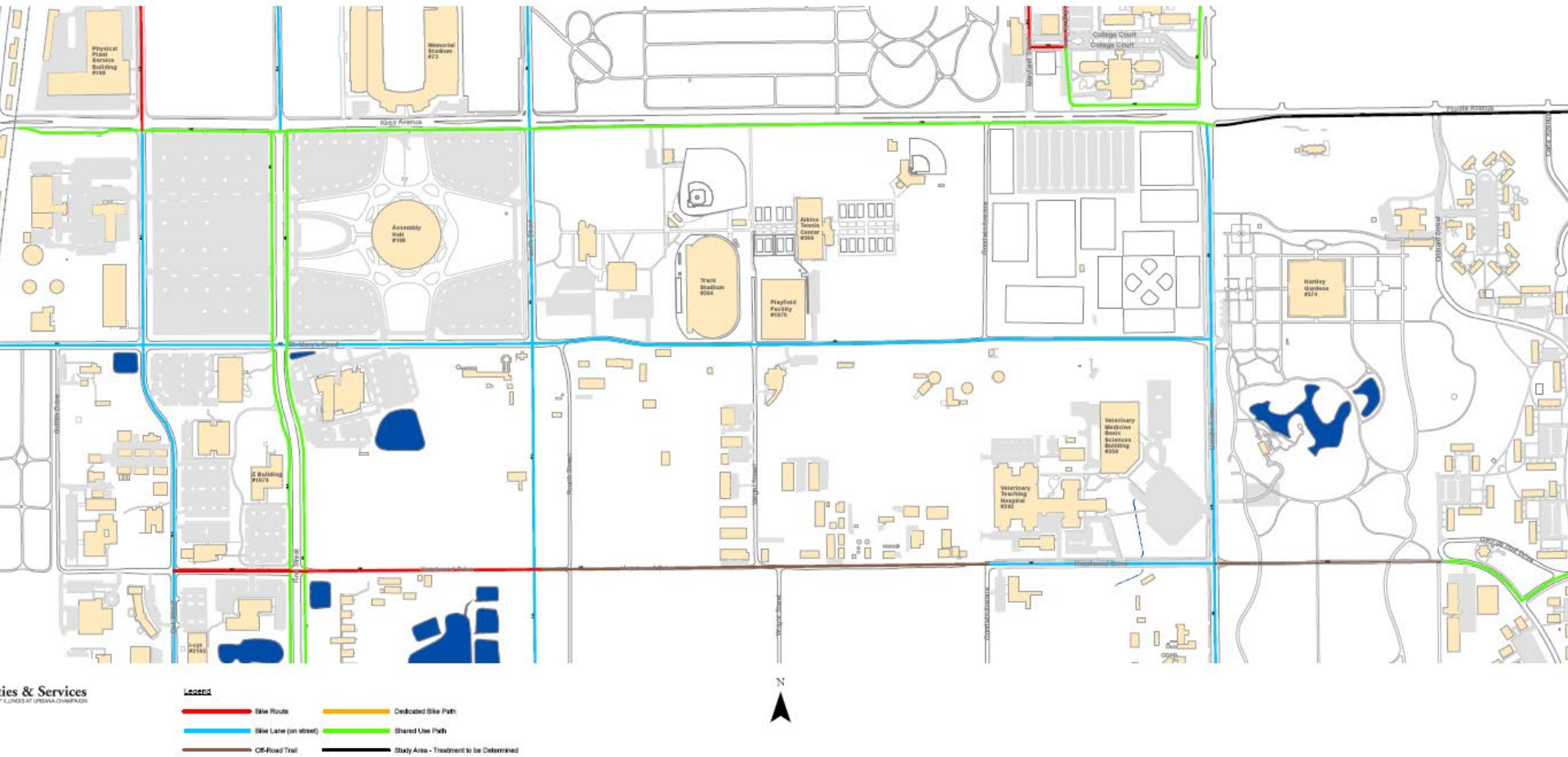
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 Bike Route Dedicated Bike Path
 Bike Lane (on street) Shared Use Path
 Off Road Trail  Study Area - to be Determined



ties & Services
ILLINOIS AT URSANA-CHAMPAIGN





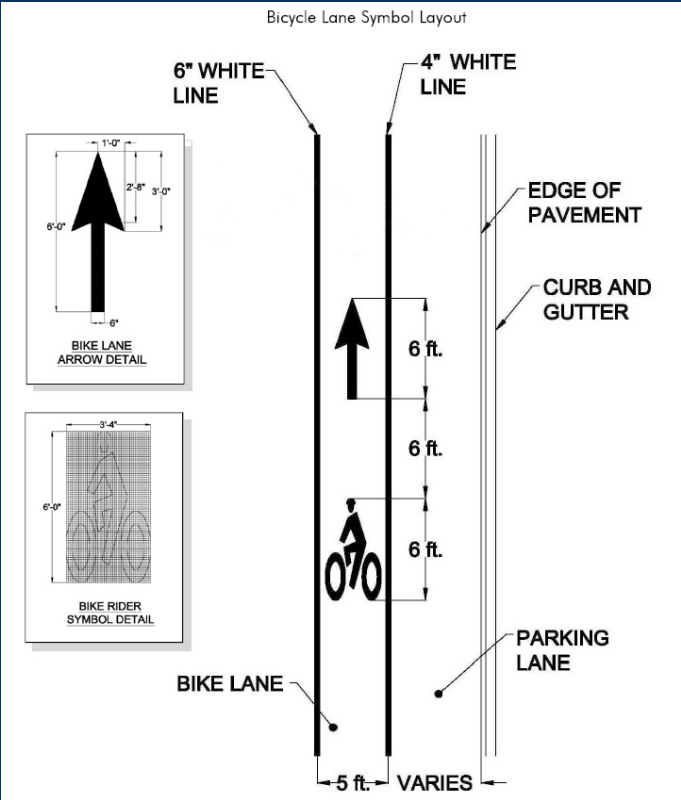
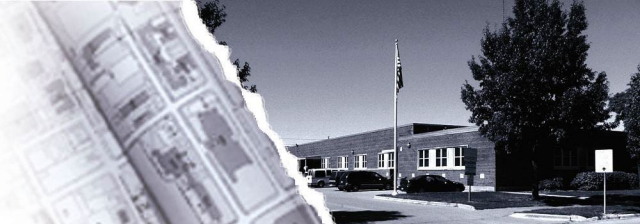
Funding Information

- What does it cost???
- Goodwin Avenue from Gregory to Springfield - The estimate for striping bike lanes along this 3,094 foot corridor is **\$15,469**. However, the actual project includes curb bump outs, new street lights, updates to sidewalk ramps and crosswalks, enhanced bus shelters, and new pavement. The total project cost is close to **two million**. The striping for the bike lanes is only a small part of the full project.
- Off-Road Bike Path between Goodwin and Mathews, north of Bevier and IGB - The estimate for this 948 foot path is **\$61,594**. However, the actual project includes new trees, adjustments to utilities, removal of the old paths, and new bike parking. Thus, the total project cost is estimated at **\$96,100**.
- Wright Street from Green to Springfield - The estimate for striping bike lanes on this 849 foot corridor is **\$4,246**. However, the actual project includes restriping the street center lines, adding bus pull outs, restriping parking stalls, moving parking meters, and milling and resurfacing the pavement, for a total project cost of **\$158,200**.



Design Guidelines

- Modeled after Champaign County Greenways and Trails Design Guidelines, and the Chicago DOT Bike Lane Design Guide
- Bike Paths marked to match on-street Bike Lanes
- “Bicycles Yield to Peds” signs posted along shared use paths, with no paint markings
- Paint used as guidance for cyclists and pedestrians at non-street intersections



Bicycle Signs

In Current Draft Plan

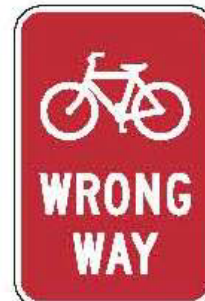


D11-1



R9-6

Also Recommended



R5-1b



R9-3c





Additional Considerations

- Lack of appropriate **bicycle parking** facilities, in terms of location, quantity, and type
- The need for systematic bicycle **education** covering safe riding techniques, basic rules of the road, share the road concepts, and benefits of bicycles
- Options for **incentives and benefits** for bicycle commuters, such as a bicycle commuter tax benefit, a guaranteed ride home program, occasional parking passes for cyclists, and shower facilities for cyclists
- Requests for special bicycle **services**, including bike sharing for employees and students, a bicycle fix-it shop on campus, and better registration processes



Thanks! Questions?

- To better accommodate pedestrian, bicycle, transit, and vehicle movements in a more user-friendly environment.
- – *CATS Mission Statement*

