

University of Illinois at
Urbana-Champaign
Facilities & Services – Transportation
Demand Management



**STUDENT BICYCLE PROGRAMS
AND INFRASTRUCTURE FEE:
PROPOSED PROJECTS &
BUDGET FOR FY17**

Student Bicycle Programs and Infrastructure Fee Referendum

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QUESTION TEXT: Do you recommend the creation of a one dollar (\$1.00) per semester Bicycle Programs and Infrastructure Fee for support of bike-related projects?

EXPLANATORY TEXT: The Bicycle Programs and Infrastructure Fee would be used to fund bike-related projects at the University of Illinois at Urbana-Champaign. Use of the funds would include but not be limited to creating better bike infrastructure, expanding bike parking, creating safety courses and materials for bike encouragement and education, and creating a bike rental program. The funds would be managed by a committee comprised of at least two-thirds (2/3rds) students.

UNIVERSITY OF ILLINOIS
AT URBANA-CHAMPAIGN

Campus Student Election Commission
300 Turner Student Services Building, MC-306
620 East John Street
Champaign, IL 61820-5786



**CERTIFICATE OF POSITIVE VOTE OF A REFERENDUM
TO RECOMMEND A NEW STUDENT FEE**

Issued in accordance with the University of Illinois Student Fee Process as reviewed by the Board of Trustees by virtue of inclusion of said process as Attachment 2 to Agenda Item 18 of the Meeting of January 23, 2014, during which the Board approved said item.

This is to certify that the following referendum was put before the undergraduate, graduate and professional students enrolled at the University of Illinois at Urbana-Champaign:

SEMESTER: FALL 2014 (DAY-10 STUDENT CENSUS: 43,206)

DATES: NOVEMBER 12-13, 2014

PURPOSE: TO RECOMMEND A NEW STUDENT-INITIATED FEE

FEE NAME: BICYCLE PROGRAMS AND INFRASTRUCTURE FEE

INITIATOR: GRACE KYUNG, FOR HERSELF AND BIKEFACE, A REGISTERED STUDENT ORGANIZATION AND A STUDENT PROGRAM OF THE UNIVERSITY YMCA

RANGE: FROM ONE DOLLAR AND NO CENTS
(\$1.00) TO ONE DOLLAR AND NO CENTS
(\$1.00)

QUESTION TEXT: Do you recommend the creation of a one dollar (\$1.00) per semester Bicycle Programs and Infrastructure Fee for support of bike-related projects?

EXPLANATORY TEXT: The Bicycle Programs and Infrastructure Fee would be used to fund bike-related projects at the University of Illinois at Urbana-Champaign. Use of the funds would include but not be limited to creating better bike infrastructure, expanding bike parking, creating safety courses and materials for bike encouragement and education, and creating a bike rental program. The funds would be managed by a committee comprised of at least two-thirds (2/3rd) students.

OUTCOME:	BALLOTS CAST	2888	VOTES IN FAVOR	2103
	NULL VOTES	13	VOTES AGAINST	782
	VOTES CAST	2885	POSITIVE VOTE	YES

2 sign (1) required for the use of money of \$100
\$1.00 per semester per student, 1-0-15, and approved and
passed 11-12-14. The sign (1) required for the use of
money of \$100
Date and time of the referendum and completion of
this document
Date: 20141123 11:01:00 AM


Chairman of the Campus Student Election Commission

Issued this TWENTY-FIRST day of NOVEMBER in the
year 2014, corresponding to the ONE HUNDRED
FORTY-EIGHTH year of the University of Illinois

Email: studentelection@illinois.edu • Web: studentelection.illinois.edu

The Bicycle Programs and Infrastructure Fee

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Some Notes:

It is proposed that the projects be managed by the Transportation Demand Management Coordinator at Facilities & Services with funding being managed by the Student Fee Advisory Committee.

For FY17, the funds would be split between Bike Infrastructure and Education/Information/Encouragement Programs. The suggested ratio would be 80% for infrastructure and 20% for programs.

The Bike Fee money became available for FY 17 in the Fall of 2016. The exact amount is still to be determined. It is estimated that the Bike Fee will generate approximately \$70,000 in FY17. This will break down to around \$55,000 for infrastructure and \$15,000 for programs.

The priorities for infrastructure improvements are: (1) Repairing & reconfiguring bike paths with safety issues, (2) Increasing & improving bike parking at key locations, (3) Signage for bicycle infrastructure facilities

Campus Bicycle Infrastructure Priorities

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For infrastructure, one of the best use of the funds would be to go towards improving & adding to the bike parking on the core areas of campus, per the 2014 Campus Bicycle Plan, approved March 2015. These areas include the main Quad, around the North Quad, and a few other high bike-traffic areas.

Chapter 3. Goals and Objectives

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

- a) Plan and implement a safe, contiguous network of bikeways throughout campus that adhere to campus facility standards and bikeway design guidelines included in Appendix A.
 - i) 100% of proposed network installed and up to standard by June 30, 2025.
- i) Bring 50% of existing bikeway facilities up to campus standards by June 30, 2020.
- ii) Bring 100% of short-term bicycle parking up to current facilities standards by June 30, 2025.
- iii) Implement long-term bicycle parking at key locations by 2020.
- iv) Bring 100% of bikeway facilities to have proper signage and markings by June 30, 2020.

Campus Bicycle Infrastructure Priorities

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Infrastructure		
Description	Notes	Estimated Funding Needed
Armory Ave Bike Path Improvements (Goodwin to Lincoln sections)	Reconfiguration, reconstruction, re-striping & signage	\$ 40,000.00
Bike Parking Location Signs & Bike Information Signs	25+ locations @ approx. \$200/sign installed 25+ Information Signs	\$ 10,000.00
Bike Path painting & minor maintenance	Frequently used paths around core of campus	\$ 5,000.00
Total		\$ 55,000.00

Campus Bicycle Infrastructure Priorities

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For infrastructure, one of the best use of the funds would be to go towards repairing, reconstructing & reconfiguring some of the deteriorating bike paths throughout key locations of campus. Per the 2014 Campus Bicycle Plan:

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.

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.

Campus Bicycle Infrastructure Priority – Armory Avenue Bike Path Improvement

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Description of Armory Avenue Bike Path:

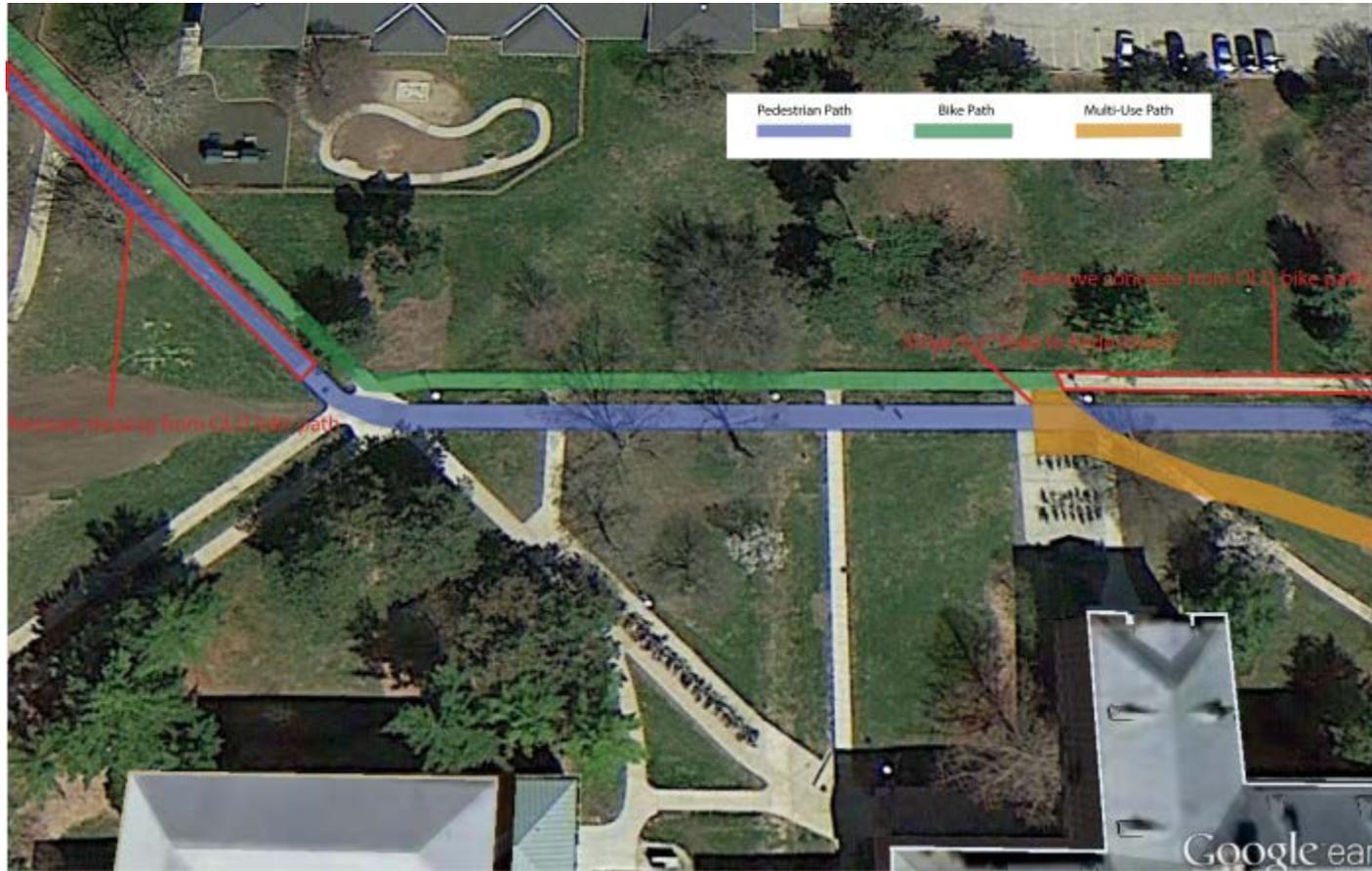
The Armory Avenue Path is an off-road dedicated bicycle path aligned with the bikeway facilities on Armory Avenue. It continues the east-west route from where Armory Avenue ends at Wright Street, to the east edge of the University District at Lincoln Avenue. At the west end of the Armory Avenue Path, the university has jurisdiction over Armory Avenue heading to the west and the City of Champaign has jurisdiction over Wright Street heading to the north. Both Armory Avenue and Wright Street are included in a grant application, which would install bicycle lanes on both of those roadways. The east end of the Armory Avenue Path is at Lincoln Avenue, which is under the jurisdiction of the City of Urbana.

Scope of Armory Avenue Bike Path Improvements:

Phase One of the Armory Avenue Path includes the east-west segment from Lincoln Avenue to Goodwin Avenue, and the north-south segment from Nevada Street to the Allen Hall circle drive. This project includes reconstruction for widening of the existing off-road bicycle path for the entire length. The north-south segment of this path that runs between the Armory Avenue Path and Nevada Street will require some grading work which is not included in the current estimate.

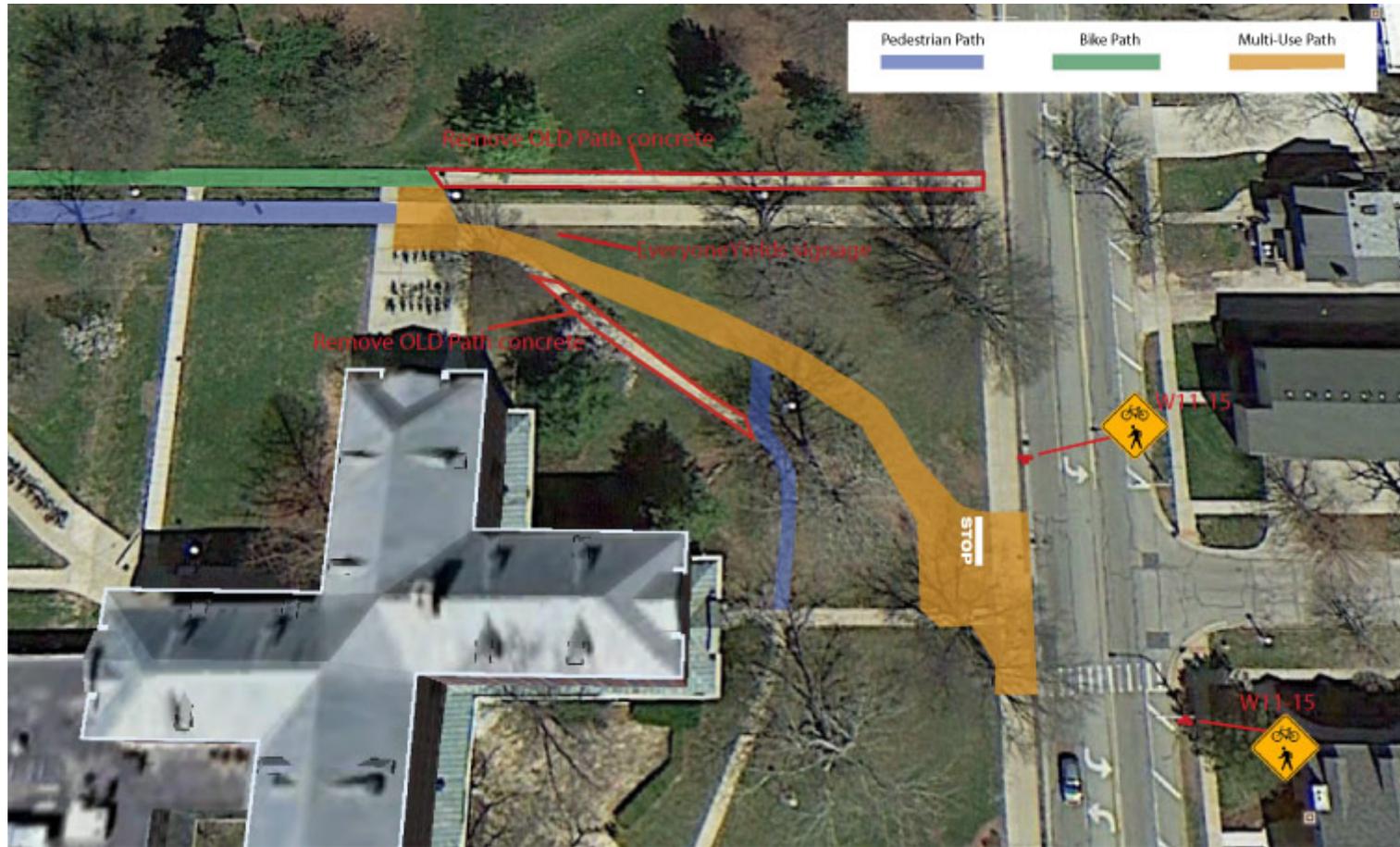
Proposed Bike Path Improvements – Armory Ave Path

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Proposed Bike Path Improvements – Armory Ave Path

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Needed Bike Path Improvements

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- Bicycle paths in general are most problematic at intersections. Typically, the paths may end before they reach the intersection, leaving bicyclists to mix with pedestrians at street corners.
- Since the bicycle path system is often segregated from the roadway, bicyclists may not be able to operate as vehicles at many intersections, causing unpredictability of movement and introducing conflicts with pedestrians and vehicles.
- Some bicycle paths may be poorly marked and difficult to distinguish in many areas from the sidewalk since there is no physical separation.
- Many paths are of sub-standard width for two-way paths.
- Many paths are partially blocked with potentially hazardous obstructions.
- Insufficient geometric design at some locations may make turning precarious.
- Locations for minor repairs will continually be evaluated during FY17

Examples of Current Bike Path Condition

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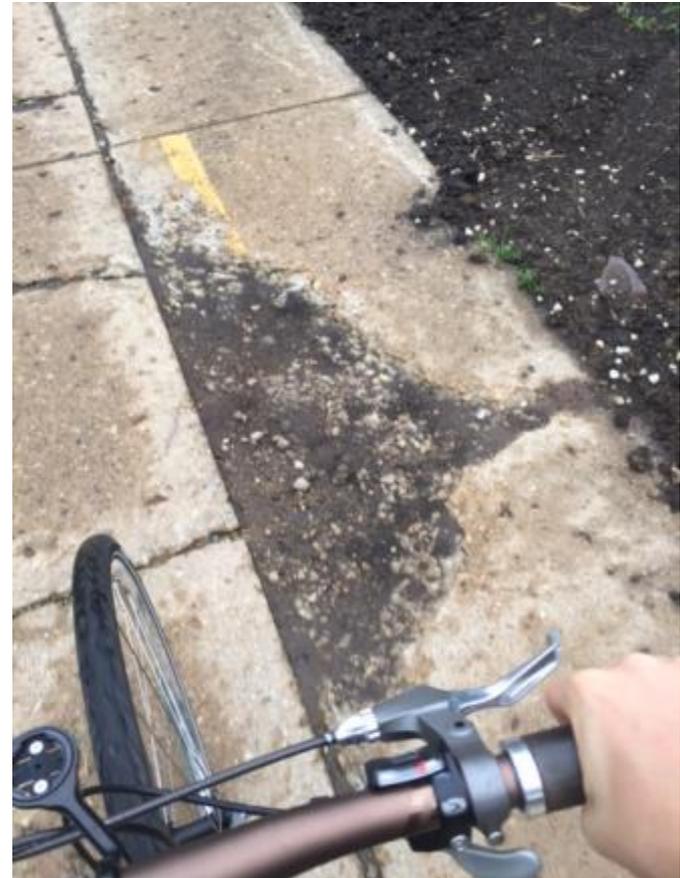
Examples of Current Bike Path Condition

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Examples of Current Bike Path Condition

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New Bicycle Rack Location

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Northeast Corner of Wohlers Hall

This location is frequently used to lock bicycles to the chains & posts. This is an ideal place for bike parking due to it not being useable for other fixtures or features (utilities are located underneath).

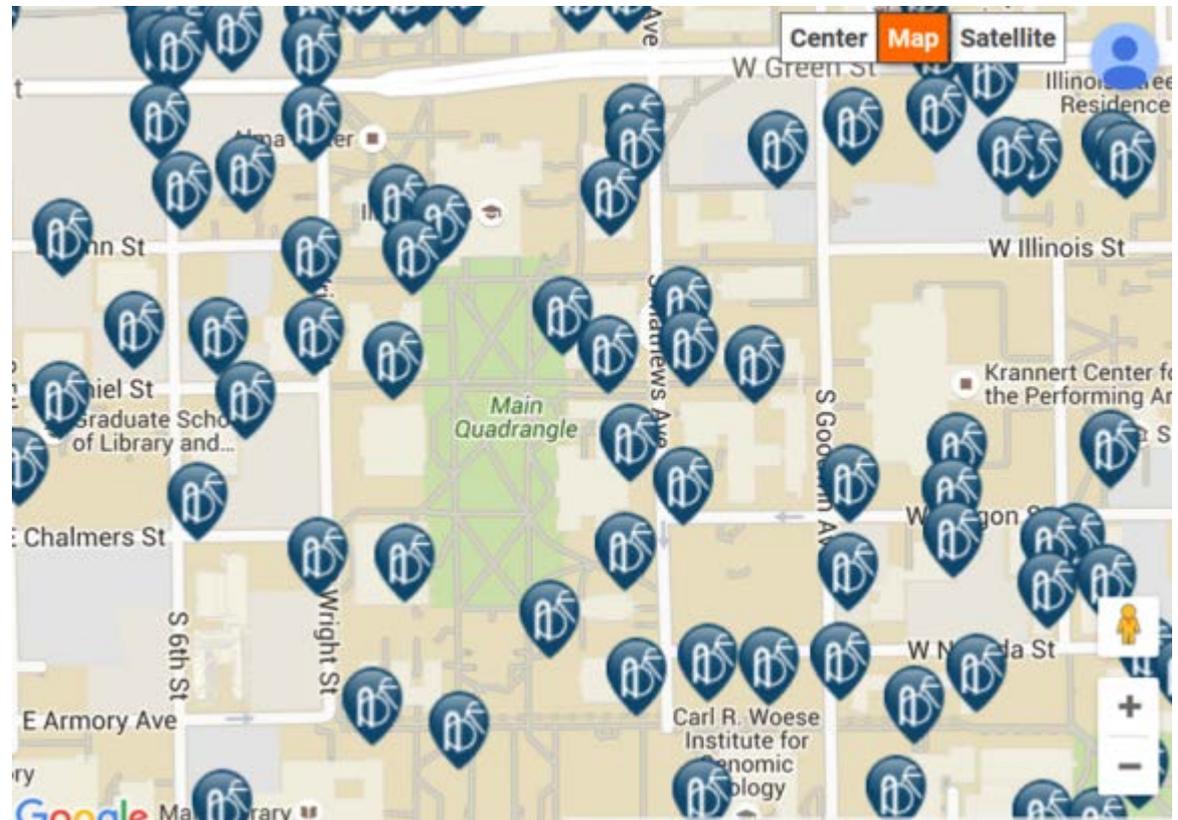
Phase One of the project entails removing the sod in the identified area and placing permeable pavers. Phase two entails installing new U-loops for bike parking. The exact design is currently being developed.



Bike Parking Location Signs & Bike Information Signs

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Signs will show where additional bike parking is located “near you”
Start around core of campus (around Quad) & work out to “problem areas”

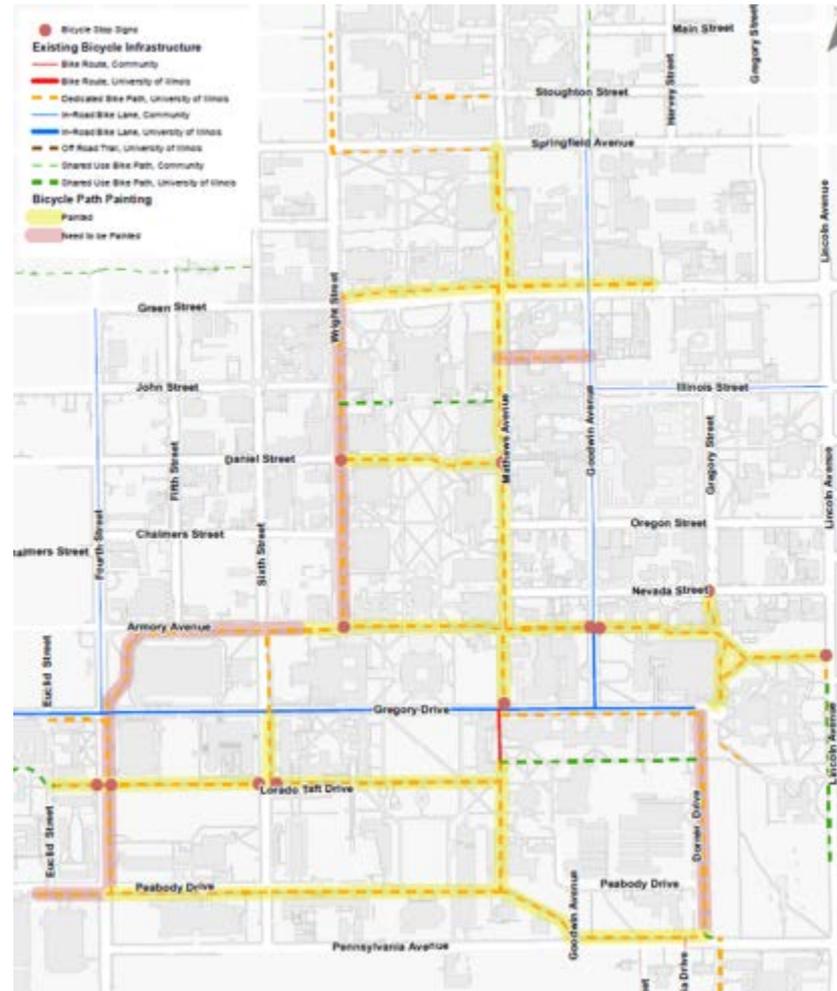


Bike Path Painting & Minor Maintenance

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There are certain Bike Paths that are more heavily used and therefore need frequent painting & minor repair – [core of campus]

The example at right shows that of what was in need of painting in FY13 & FY14)

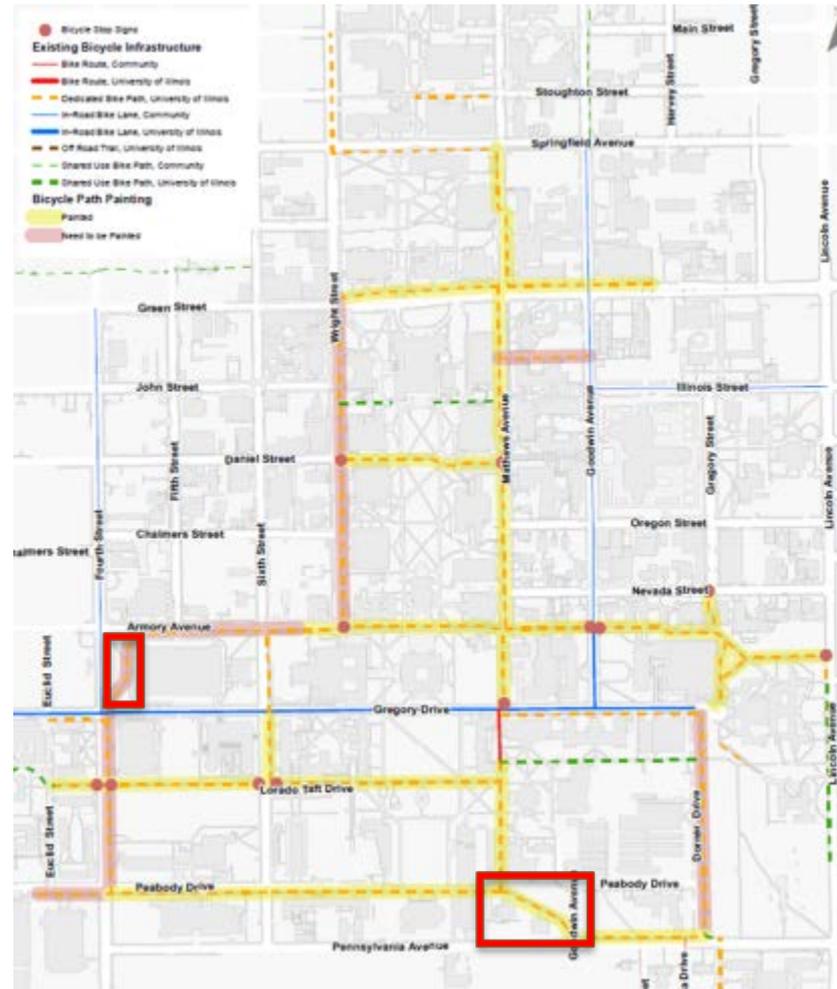


Bike Path Painting & Minor Maintenance

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Locations that have been or will be repaired/updated this semester are:

- Peabody Drive path (between Natural Resources and Pennsylvania) was patched and filled in July 2016.*
- Scarification of bike path markings on the abandoned bike path along the west side of the Armory. This is scheduled to be done October 2016.

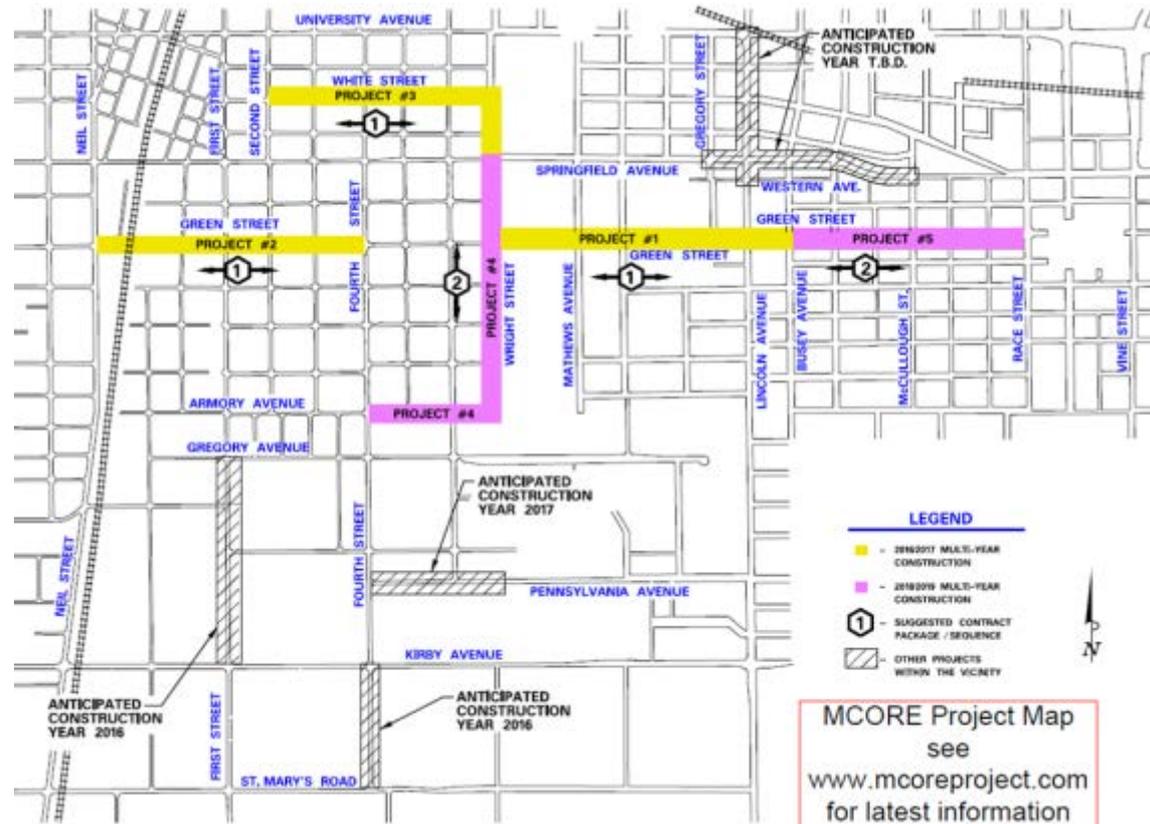


*Patching is a short-term solution for this area of bike path. The IBRL construction will likely damage the path further. Therefore the damaged path will be evaluated for replacement after construction is complete

Bike Infrastructure Improvements – Additional Notes

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Taking into consideration the other major transportation network work happening within the university district for Summer 2017 – Fall 2019, including bicycle infrastructure related to the MCORE TIGER Project, it is not desirable to do major bike route modifications during that time period.



Campus Bicycle Education & Safety Related Programs

Goal: Develop and increase ongoing educational and encouragement efforts that can easily and affordably be replicated annually to reach new incoming students

- Promote bicycles as a viable form of transportation
- Increase the safety of existing and future cyclists
- Improve the perceptions of bicycles on this campus
- Educate non-bikers about the benefits of increasing bicycling on campus

Campus Bicycle Education Programs		
	Notes	Estimated Funding Needed
New Student Orientation Fair	Summer	\$ 500.00
All Employee Expo	October	\$ 200.00
Quad Day	August	\$ 500.00
Bike Repair & Maintenance Workshops	CBC	\$ 1,000.00
Bike Riding/Safety Classes w/incentives	CCB & CBC	\$ 1,000.00
Incentives for Biking	bike-related items	\$ 1,500.00
LCI Training	ATC & CBC manager	\$ 1,000.00
Bike Ambassadors	students	\$ 2,000.00
Light the Night	Typically on Public Safety Day in September	\$ 1,500.00
Website & Social Media Updates	Updating needed	\$ 1,000.00
PARK(ing) Day	coordinated with Parking Department	\$ 500.00
Sustainability Week	the iCAP Forum is important to attend, and we usually do additional bike related events	\$ 100.00
IL Bike Summit	Sponsorship	\$ 2,000.00
Bike to Work/School Day (s)	Typically in May (Bike Month)	\$ 200.00
End of Year Bike Round-up	Gather donated bikes from students moving out of dorms	\$ 2,000.00
Total		\$ 15,000.00

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QUESTIONS?

**Please feel free to contact Lily
Wilcock, lwilco2@illinois.edu for
any questions or comments.**