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2023 Progress Report – 2014 Campus Bicycle Plan

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2023 Progress Report – 2014 Campus Bicycle Plan

A bicycle friendly campus has many benefits. As a mode of transportation, bicycles provide solutions in the areas of safety, sustainability, cost savings, mobility, health, and well-being. The University of Illinois Urbana-Champaign was one of the first campuses in the nation to adopt a bikeway network when the first bicycle paths were constructed here in the 1950s. Since that time, funding cutbacks have led to degraded and disconnected pathways, outdated and insufficient bicycle parking, and limited support for bicycle services and programs. Despite these setbacks, bicycle ridership has grown at the University of Illinois in the last decade and is expected to continue to grow in the future, creating a great need for reemphasis on engineering, education, enforcement, encouragement, and evaluation for bicycle-friendly improvements.

The 2014 Campus Bicycle Network Master Plan (Bike Plan) explains the various ways in which this campus should improve for bicycling in the coming years. The goals of the Bike Plan are five-fold:

1. 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. Improve 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

The primary focus of this plan is on infrastructure improvements to the university's network of bikeways. Wherever possible, this plan recommends removing existing dedicated bicycle side



paths and replacing them with on-street bicycle lanes or routes. These recommendations are based on the best available research on bicycle safety, which have shown significant safety improvements through on-street facilities compared to parallel, off-street facilities. As ongoing research in the field continues to evaluate best practices, future infrastructure plans and improvements on campus should continue to reflect the best available research at the time. The majority of infrastructure improvements included in this plan include rough cost estimates, totaling nearly \$4 million in 2013 dollars.

This document reports the progress made in the FY23 to achieve the goals listed in the 2014 Campus Bike Plan. The Facilities & Services Transportation Demand Management (F&S TDM) department published a progress report in 2019¹ and 2022² as well.

Goals and Objectives

In FY23, we have achieved the following goals and objectives from the Bike Plan:

1. Increase safety for all campus users, including pedestrians, bicyclists, transit riders, and motorists
 - a. Bicycle Programs & Infrastructure Fee (Bike Fee) has allocated \$2,500 for FY23³ for restriping and stenciling bike paths. This funding was continued in FY24⁴ as well.
2. Increase sustainability of campus transportation
 - a. F&S TDM conducted a Mode Choice Survey in spring 2022 and published a report in fall 2022.⁵
 - b. Mode Choice Survey was answered by 261 Faculty and Staff members. 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

¹ <https://icap.sustainability.illinois.edu/project-update/2019-report-2014-campus-bicycle-plan>

² <https://icap.sustainability.illinois.edu/project-update/campus-bike-plan-progress-report-fy22>

³ <https://icap.sustainability.illinois.edu/project-update/fy23-bike-fee-allocations-approved-sfac>

⁴ <https://icap.sustainability.illinois.edu/project-update/fy24-bike-fee-allocations-approved-sfac>

⁵ <https://icap.sustainability.illinois.edu/project-update/final-report-and-key-findings-mode-choice-survey-2022>



the 2019 mode share survey.⁶

16% of the faculty and staff mentioned that they use their personal bicycles as their primary mode of travel. This is up from 10% as reported in the 2019 mode share survey.

- c. Mode Choice Survey was answered by 349 students. 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.⁷

12% of the students mentioned that they use their personal bicycles as their primary mode of travel. This is up from 4% as reported in the 2019 mode share survey and 11% as reported in the 2011 mode choice survey.

- d. Pilot for Commuter Program: Bus, Bike, and Hike was launched in spring 2015⁸
 - e. Nearly all donut-loop bike parking removed from campus
 - i. In fall 2022, replaced the donut loop racks with standard inverted U-loop racks at Illini Union
 - ii. In fall 2022, replaced the donut loop racks with standard inverted U-loop racks at Vet Med
3. Improve mobility and convenience for cyclists on campus
 - a. All objectives completed under this section
 - b. Continue to improve mobility and convenience for cyclists on campus
 4. Identify funding needs and prioritize funding allocations for improvement of bicycle facilities, services, and programs on campus
 - a. All objectives completed under this section

⁶ https://icap.sustainability.illinois.edu/files/projectupdate/5122/Mode%20Share%20-%20Fac-Staff_0.pdf

⁷ <https://icap.sustainability.illinois.edu/project-update/cuuats-mode-choice-survey-report-2011-12>

⁸ <https://fs.illinois.edu/services/more-services/tdm/commuter-program-bus-bike-and-hike>



- b. Due to covid-19, we did not receive Bike Fee in FY21 and funds received in FY22 were used to cover the deficit from FY20 and FY21
- c. In FY23, we received the Bike Fee funding and the allocation was approved by the SFAC.⁹ These funds have been used for the following:
 - i. 3G to 4G conversion of the existing Eco-Counter
 - ii. Remove of donut-loop racks from Illini Union and Vet Med and to replace them with standard bike racks
 - iii. New bike racks installation
 - 1. Installed bike racks at North side of Grainger Library (12 racks)
 - 2. NSRC (5 loops) – in planning
 - 3. MRL (10 loops) – in planning
 - 4. Grainger Library SW corner after the bushes are removed – in planning
 - iv. Bike at Illinois promotional giveaway material
 - v. Digital signage in fall 2022 – completed
 - vi. Digital signage in spring 2023 – in planning
 - vii. Bike Week 2022
 - 1. Bike to Work Day
 - 2. Light the Night
- d. Used campus funds to remove the abandoned bike path along Springfield Ave from West of Grainger Library to Mathews Ave. Replaced this bike path with a 10' shared-use path
- e. Received funding from SSC for the following projects in FY22 and FY23:
 - i. In fall 2022, received \$30,000 for the curb cut improvement at the intersection of Main Street and Mathews Avenue to make it safer for bicyclists
 - ii. In spring 2022, received \$4,782 for the installation of additional metal bike registration signs (student-led project)

⁹ <https://icap.sustainability.illinois.edu/project-update/fy23-bike-fee-allocations-approved-sfac>



- iii. In fall 2021, received \$20,000 to purchase and install two new Eco-Counter at the intersection of John St and Wright St
 - iv. In spring 2022, received \$120,000 to purchase and install 12 new Eco-Counters at 6 locations. Bike Fee will cover the purchase and installation of Eco-Counters at the 7th location.
 - v. In fall 2022, received \$2,000 to bring Charles Marohn on campus to talk about Strong Towns
 - vi. In spring 2022, received \$3,000 to install bike racks at a bike cage in ECE
5. Improve the university's standing as a national leader in bicycle friendliness
- a. In August 2023, we will apply to renew the Bicycle Friendly University (BFU) status for the University of Illinois Urbana-Champaign (UIUC) campus. In 2019, UIUC was awarded the Silver-level BFU status, and this year we strive to achieve the Gold status.
 - b. In January 2023, the planning process to update the 2014 Campus Bicycle Plan had begun. Current goal is to develop the final draft for approval by the end of FY24. The 2024 Campus Bicycle Plan will be approved by the Sustainability Council in November 2024.
 - c. Bike Registration numbers:¹⁰
 - i. FY22: 685
 - ii. FY23 (as of 1/24/23): 803

¹⁰ <https://icap.sustainability.illinois.edu/metric/number-bicycle-registration-fee-payment-collected-month>



Implementation List

High Priority Projects

1. Dedicated Path Removal – Completed

Following is the current status of abandoned bike path removal projects:

- a. Remove existing dedicated bicycle path along south side of Springfield Avenue from Grainger Library to Mathews Avenue
 - i. Bike path removed and a new 10' shared-use path installed in fall 2022
 - ii. **Completed** in FY23
 - iii. This is the section #14 in Map 7 (of the 2014 Campus Bicycle Plan)
 - iv. Total cost for this project: \$62,576.74



Additional Notes

- Collected nearly 500 abandoned bicycles during the end of year round-up in summer 2022. Used ArcGIS Field Maps for this project. 26 bicycles were returned to students. Nearly 200 bicycles were donated to the Bike Project of Urbana-Champaign and Campus Bike Center and nearly 200 bicycles were donated to Working Bikes. Remaining bicycles were scrapped¹¹
- Collaborating with the Department of Urban & Regional Planning for the 2024 Campus Bicycle Master Plan update¹²
- Purchased the Eco-Counters for the intersection of Wright Street and John Street. Installation will be completed in spring or summer 2023
- In process of purchasing 14 Eco-Counters for 7 locations. SSC funded \$120,000 in spring 2022 for the purchase and installation of 12 counters at 6 locations. We will use the Bike Fee funding for the counters at the 7th location
- Currently exploring bicycle shelter for the E-15 parking garage. We will seek SSC funding for the purchase and installation of this shelter in spring 2023
- Exploring covered bicycle parking for
 - Huff hall
 - Loomis Laboratory
- We will replace all bicycle repair stations that are not maintained by University Housing and we will install two additional (minimum) bicycle repair stations and pumps on the North side of the campus
- Bicycle Census will be performed in April 2023
- Bike Week organized in September 2022
 - Bike to Work Day on September 14, 2022¹³
 - Record high participation in this year's Bike to Work Day
 - 921 pre-registrations and 150 walk-in registrations

¹¹ <https://icap.sustainability.illinois.edu/project/collection-and-donation-abandoned-bicycles>

¹² <https://icap.sustainability.illinois.edu/project/2024-campus-bike-plan>

¹³ <https://icap.sustainability.illinois.edu/project/c-u-bike-work-day>



- More than 1,100 t-shirts were distributed
- 16 welcoming stations across the Champaign County, including eight on-campus
- Light the Night on September 15, 2022¹⁴
 - 3 locations for this event: Alma Mater, Hallene Gateway, and Campus Bike Center
 - Volunteers installed bike lights to nearly 800 bicycles
 - Nearly 600 bike light sets were installed at Alma Mater station
- Updated Veo's contract to allow them 750 bicycles on campus. In FY23, we will update their contract for 5-years
- Updated the Bike at Illinois biking map to include all bicycle racks in the University District, including a picture associated with them¹⁵
- **Published a TDM Plan Achievement Report in FY23¹⁶**
- Village of Savoy constructed a Shared-Use path along First Street from Windsor Road to Curtis Road
- Illinois Bike Summit was hosted in Champaign in October 2022

¹⁴ <https://icap.sustainability.illinois.edu/project/light-night>

¹⁵ <https://bike.illinois.edu/maps/biking-map/>

¹⁶ <https://fs.illinois.edu/services/more-services/tdm>

