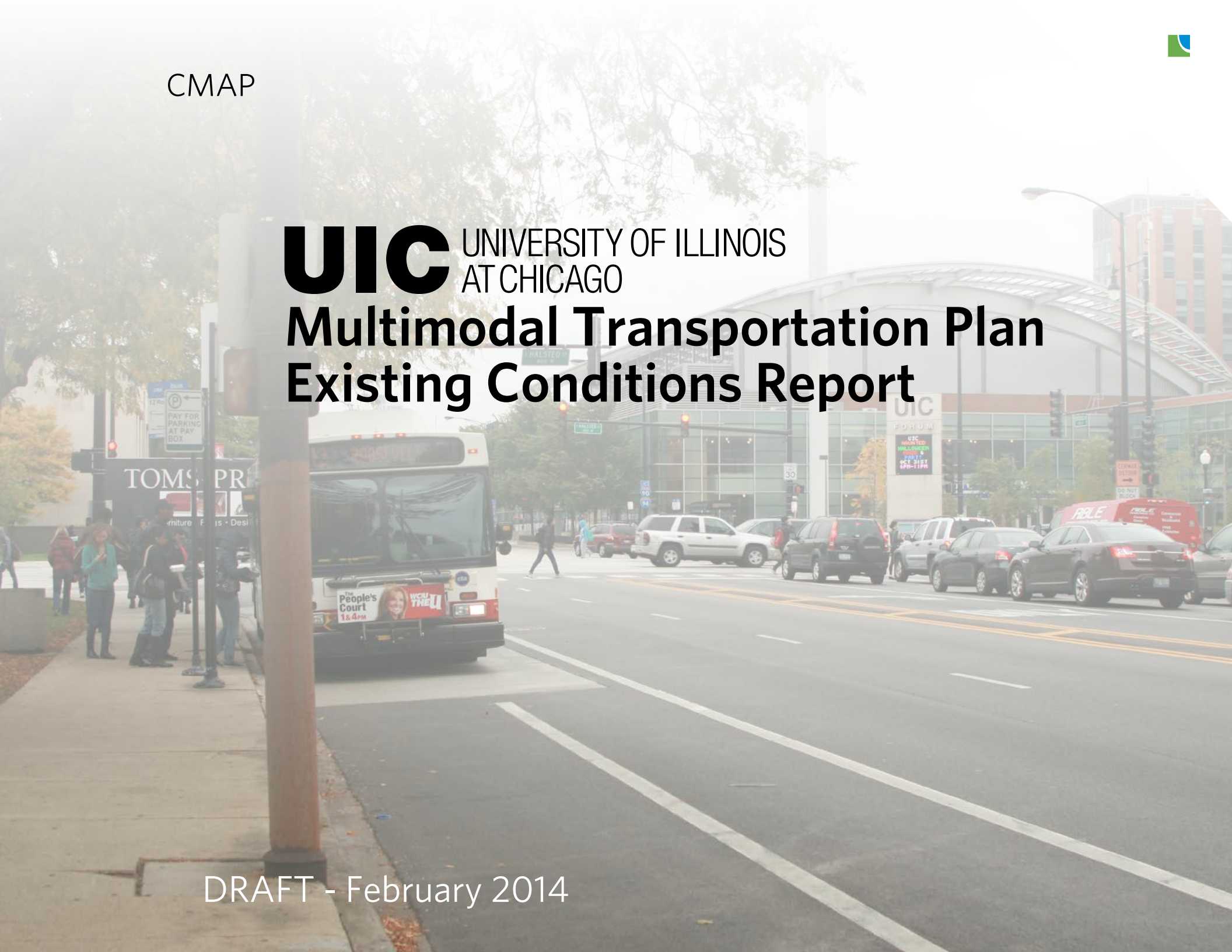
CMAP

UIC UNIVERSITY OF ILLINOIS AT CHICAGO

Multimodal Transportation Plan
Existing Conditions Report



DRAFT - February 2014

The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

This project was supported through CMAP's Local Technical Assistance (LTA) program, which is funded by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Department of Housing and Urban Development (HUD), Illinois Department of Transportation (IDOT), and the Chicago Community Trust. The UIC Office of Sustainability and CMAP would like to thank these funders for their support for this project.

See **www.cmap.illinois.gov** for more information.

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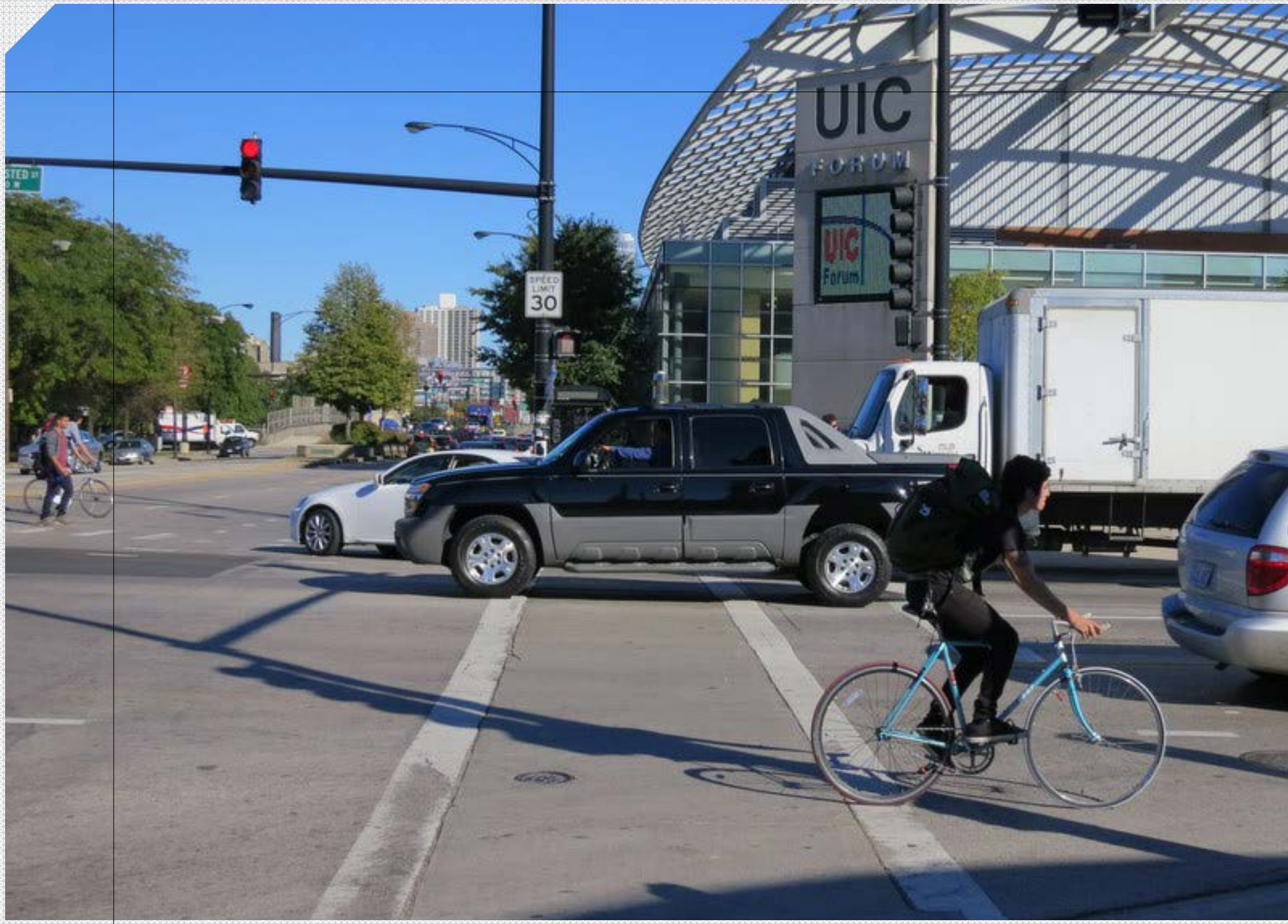
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Section 1
Introduction

One of the GO TO 2040 plan's central goals is to create livable communities. Livability is primarily created at the local level, through planning and development decisions made by communities, developers, and individuals.

Purpose of the Existing Conditions Report

The existing conditions report is a critical first step in any planning process – laying the groundwork from which recommendations will ultimately be made. To properly address the transportation needs and challenges for the campus, it is important to understand what is happening on the ground and what the ideal goals for transportation are. When combined with thorough qualitative outreach, the findings in this existing conditions report will help the shape the final plan recommendations.

- Section 1: Introduction and Project Background
- Section 2: Regional Context
- Section 3: Previous Plans, Studies, and Reports
- Section 4: Community Outreach
- Section 5: Demographics
- Section 6: UIC's Transportation Network
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- Section 9: Looking Forward

Why Does UIC need a Multi-modal transportation plan?

The University of Illinois at Chicago (UIC) is undertaking a process to evaluate their multi-modal transportation system, with the goal of improving safety, access and connectivity, as well as the livability and vitality of the campus. The result of this project will be a series of recommendations to help UIC address identified transportation problems that will help the campus promote sustainable travel choices, and improve access for people with disabilities of all kinds.

UIC is a major public research university located in the heart of one of the largest transit systems in the country. People from around the world come to Chicago to study at UIC. Student population is over 27,000 and total staff is over 11,500; the university is also a draw for visitors utilizing their health care facilities and visiting public venues such as the UIC Pavilion and the UIC Forum. The campus is close to retail and residential neighborhoods. Using the recent Campus Master Plan as a framework, this project seeks to identify and prioritize the needs of the existing UIC transit, bike, and pedestrian system.

Thousands of people from across the region come to the university every day – by train, bus, bike, car, or on foot. Each person makes a decision about their mode choice; for those that live close to campus, there are many options. A great transportation system can, however, fall short of customer demands in terms of safety, reliability, connectivity, cleanliness, and cost. Some factors are out of the control of UIC, but other small changes can help to make sustainable travel modes the preferred choice for students, visitors, faculty and staff.

To better understand and address the challenges in multi-modal transportation planning, the University of Illinois at Chicago's Office of Sustainability is partnering with the Chicago Metropolitan Agency for Planning, to develop a comprehensive multi-modal transportation plan.

Planning Process and Next Steps

The planning process to create the Multimodal Transportation Plan includes multiple steps that will last approximately 15 months. The process has been crafted with assistance from Active Transportation Alliance and UIC Office of Sustainability staff and has been designed to include student, staff, faculty, resident, and business owner and other user input throughout.

In June of 2013, CMAP staff met with staff from UIC's Office of Sustainability and Active Transportation Alliance to develop a Scope of Work for the project. The work plan sets program tasks, a timeline for the program, and recommends participation by a steering committee to assist CMAP staff in developing the final plan and recommendations. As indicated in Figure 1, steps one through three of the project involve a thorough analysis of the existing conditions within the community using information gathered through one-on-one stakeholder interviews, steering committee meetings, review of previous studies, and collection of maps and data. The results of these steps are presented in this report. Step four is to coordinate with an existing course on Complete Streets; step five to continue with more outreach activities such as focus groups and online surveys; step six will focus on identifying key challenges and opportunities; step seven will be to develop draft concepts and solutions; steps 8-10 are to lay out the framework for the plan and prepare UIC for implementation.

Figure 1. Timeline & Planning Process

Multimodal Transportation Plan Process

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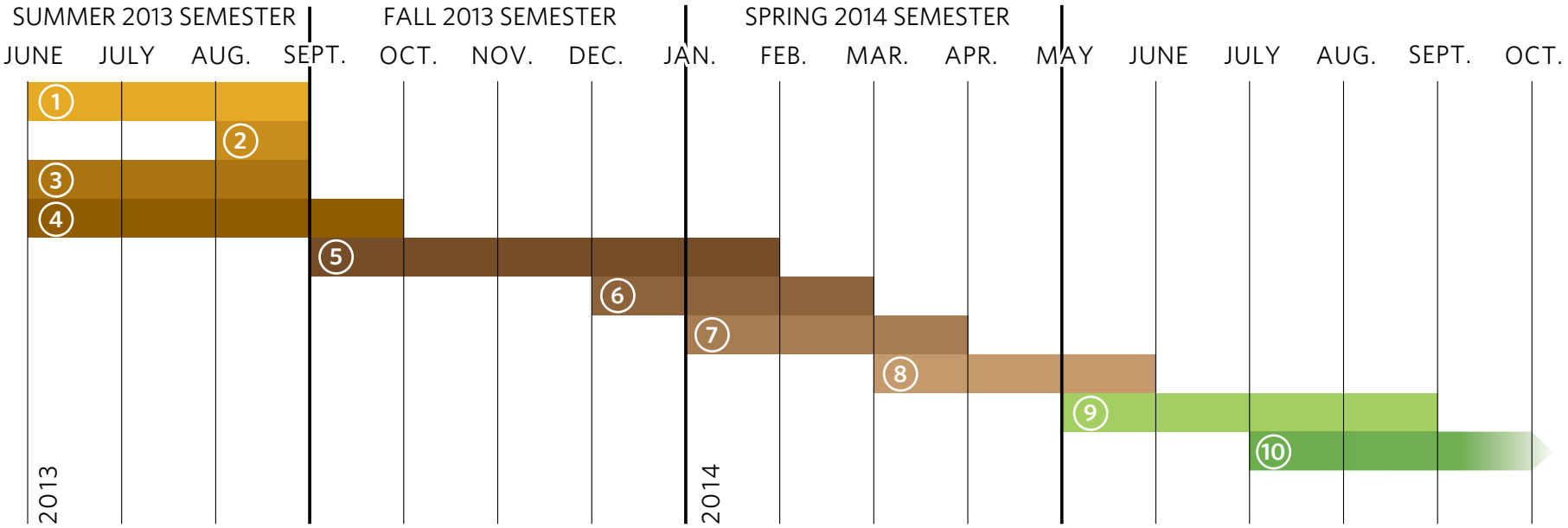


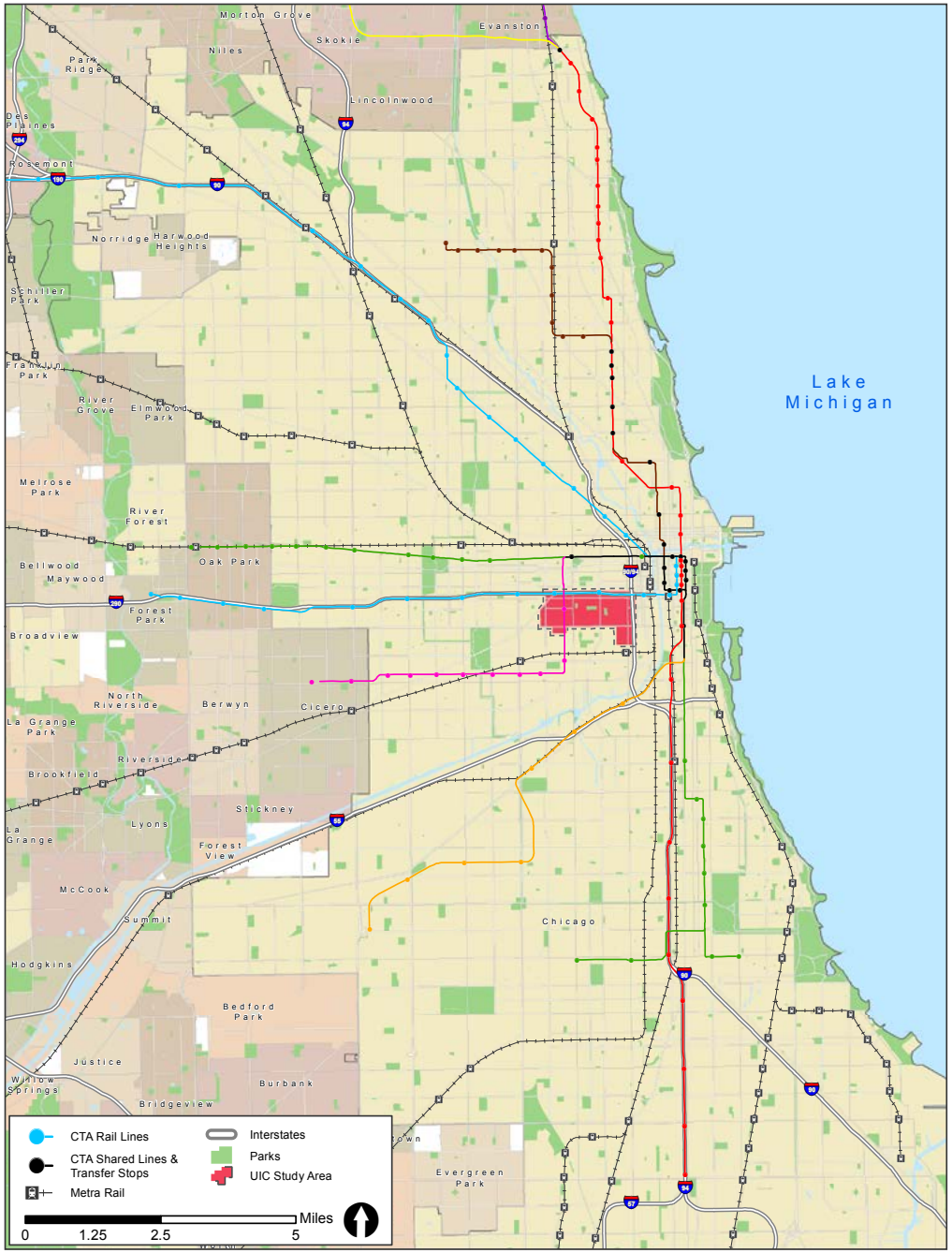
1. Project initiation
2. Key stakeholder interviews
3. Existing conditions inventory and analysis
4. Curriculum coordination with summer Complete Streets course
5. Outreach activities
6. Key challenges and opportunities
7. Develop draft concepts and solutions
8. Develop recommendations
9. Preparation of draft plan
10. Preparation of final plan

Section 2
Regional Context

This section provides an overview of how the campus fits into the larger Northeastern Illinois region. Having a larger perspective of how the campus draws people to the area and how it is situated in the region will aid in both the understanding of existing conditions and in identifying potential opportunities or issues that may need to be addressed.

In order to evaluate and recommend improvements for the campus area's circulation network, it is important to understand the connections between the campus and its surroundings in terms of the ways in which people move around the campus area and how they utilize the broader transportation network to access the campus and other local attractions. As a large urban campus, classroom facilities, research centers, offices, and other destinations are spread out, necessitating a certain degree of mobility geared toward clear, comfortable, and efficient circulation on campus and within the adjacent communities. Accordingly, for the purposes of this analysis, the campus area and its relationship to the broader multimodal transportation system will be explored at two scales looking at the ways that the campus area itself is used and traversed, and how it is accessed from, and integrated into, the larger surrounding communities.

Figure 2. Regional Context



Regional Context

Located just outside of Chicago's Loop, the University of Illinois campus is embedded within a dynamic area that includes parts of the Illinois Medical District. As a major regional destination and one of the largest developments in the area, the campus has a tremendous impact on the surrounding communities (Figure 2). Every day approximately 30,000 students, faculty, and staff flow into the campus, and do so by utilizing the wide range of transportation options that connect UIC to Chicago's neighborhoods and the greater region.

Core Study Area

Figure 3 shows the core UIC study area, which contains the physical campus and all immediately adjacent areas. Bounded by the Eisenhower Expressway (I-290) on the north and by route I-90/94 on the east, the campus sits at a critical nexus of regional transportation. The campus is also directly served by the Chicago Transit Authority's blue and pink rail lines, multiple bus routes, and numerous Metra commuter lines that service downtown rail hubs and other nearby stations. The map also highlights the area within 1/4-mile of the core study area to emphasize its urban character, connections, and context.

As can be seen, the 332-acre campus is spread between the East and West sides, and South campus. The East and South campuses account for 199 acres and contain a majority of campus administrative, classroom, research, student housing, and recreational facilities. The East and South campuses are divided by the portion of Roosevelt Road between Union Avenue and Morgan Street. The West Campus is UIC's medical sciences hub and is the location of the largest College of Medicine in the United States in addition to the Colleges of Dentistry, Nursing, Pharmacy, Public Health, and Applied Health Sciences.

The West Campus also includes parts of the 560-acre Illinois Medical District (IMD) and each of its four major hospitals: the University of Illinois Hospital and Health Sciences System, The John H. Stroger, Jr., Hospital of Cook County, Rush University Medical Center, and the Jesse Brown VA Medical Center. These major medical facilities that make up the much larger IMD and can be seen in Figure 3, employ 20,000 people and attract approximately 75,000 visitors daily. The IMD itself is officially bound by Ashland Avenue on the east, Congress Parkway on the north, Oakley Avenue on the west, and the land surrounding railroad right-of-way between 14th and 15th streets.

Figure 3. Core Study Area

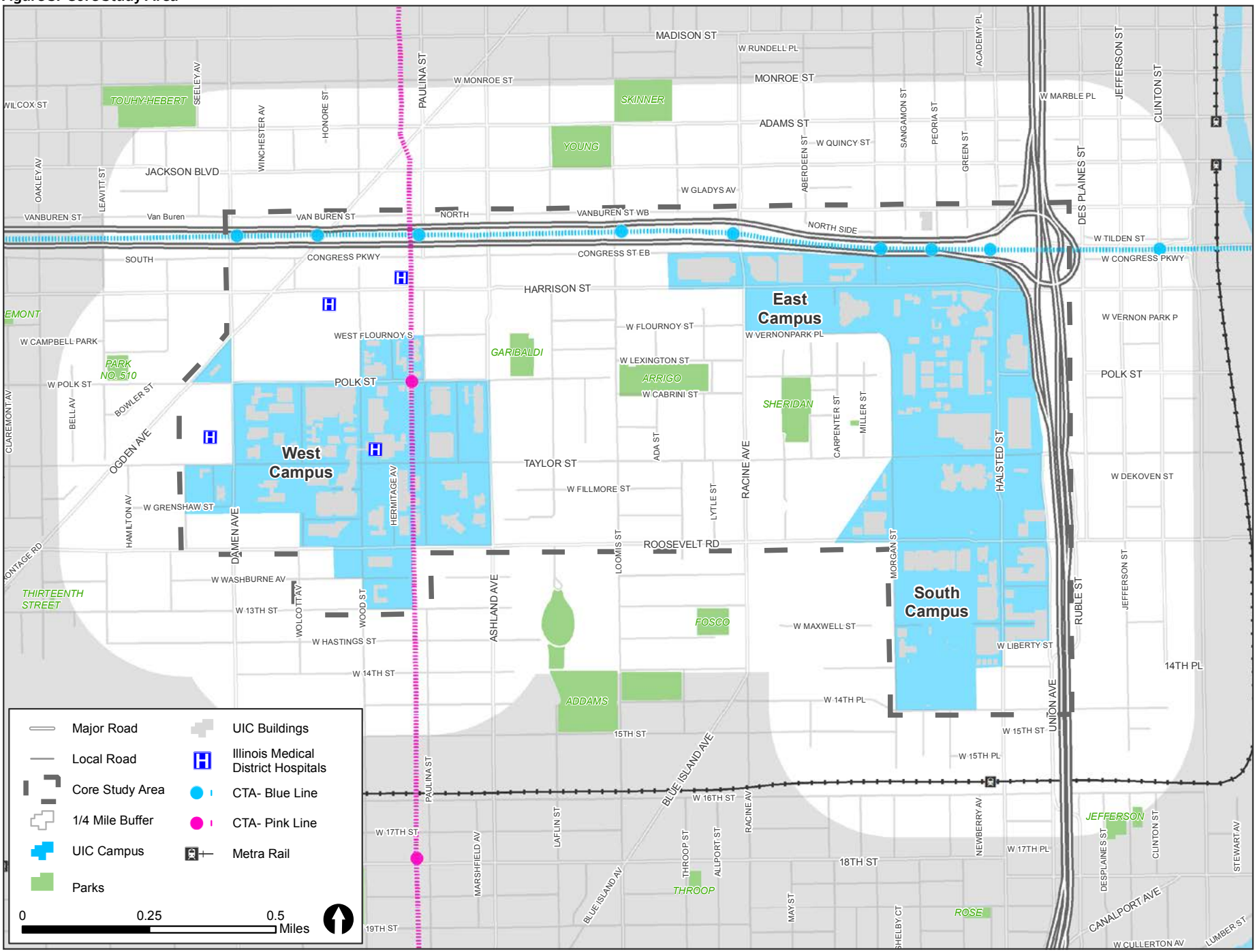
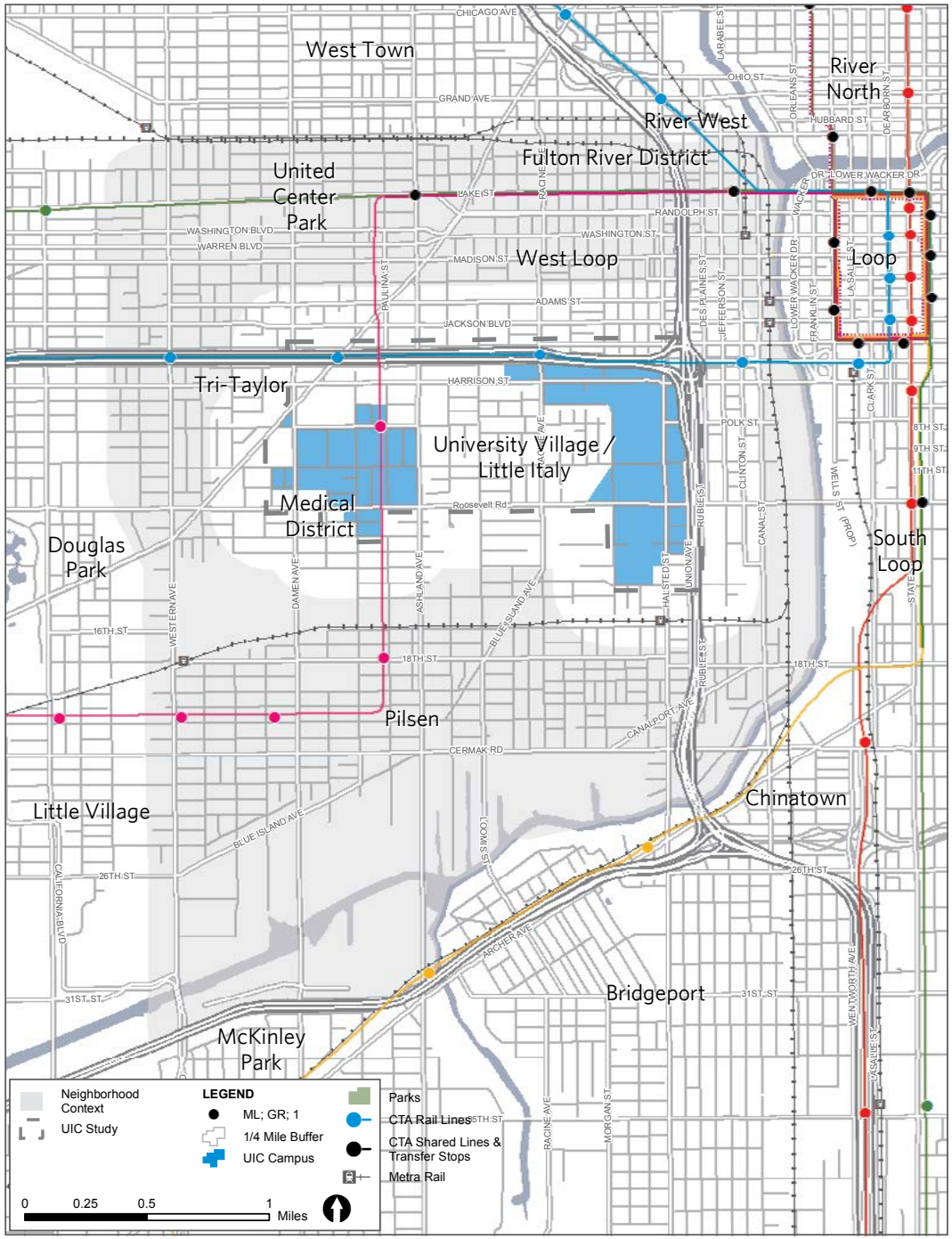


Figure 4. Neighborhood Context



Neighborhood Context

Historically developed as a commuter-oriented campus, UIC, when compared to other universities, has never had a strong on-campus housing presence. Because of this, students, faculty, and staff often seek out housing in surrounding neighborhoods and other neighborhoods throughout Chicago. With the understanding that the UIC campus and core study area are part of a greater urban whole, it is essential to examine some of the features and characteristics of the surrounding area. This is especially critical for assessing UIC's connections to the city and region's broader multimodal transportation network. Figure 4 identifies an expanded area outside of the UIC campus that will be considered here.

The area shown in Figure 4 is based on a qualitative assessment of UIC's immediate reach into the surrounding communities and consists of the Near and Lower West Side Chicago Community Areas (CCAs). Boundaries for this area include the South Branch of the Chicago River to the east/southeast, the Sanitary and Ship Canal and I-55 to the south, the Union Pacific Railroad right-of-way on the west, and Kinzie Street on the north. This area is commonly known for its diverse and emerging neighborhoods, with Pilsen to the south and the West Loop to the north. Over the last two decades, significant mixed-use development has occurred in the expanding West Loop neighborhood as reinvestment in the area's older industrial building stock has increased. Meanwhile, Pilsen has become a destination for students and creative professionals, attracting new commercial investment, but also raising concerns of gentrification and the displacement of the neighborhood's traditionally Mexican population.

History

In 1862 President Abraham Lincoln signed the Morill Act which created a public land grant system for the creation of public colleges that focused on agriculture and mechanical arts[1]. The University of Illinois was established by the state legislature in 1867 through this act and was located at Urbana-Champaign[2]; this was agreed upon with the understanding that a polytechnic campus would be established in Chicago at a later date.

"Circle Campus"

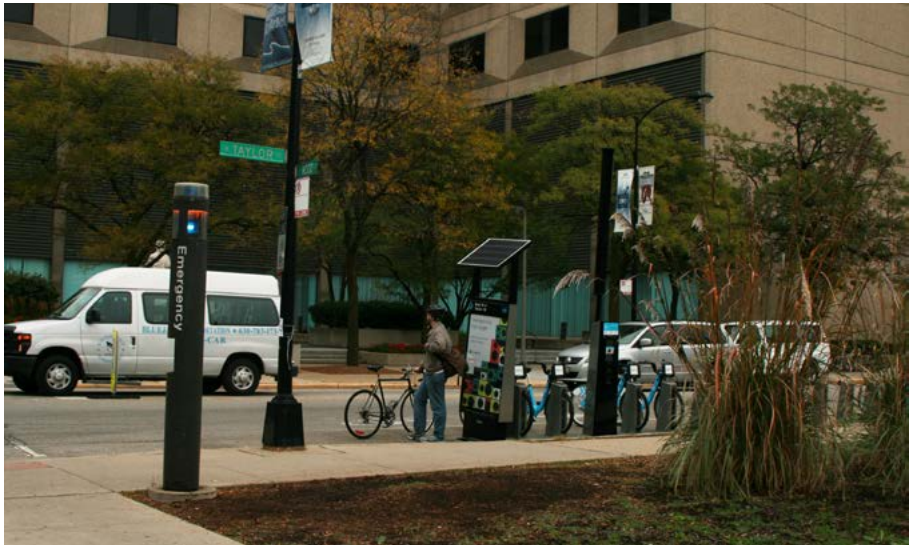
In 1946, The University of Illinois created the Chicago Undergraduate Division in order to accommodate the influx of new students (former soldiers returning from World War II). Soon after, the University established its first campus at Navy Pier in downtown Chicago[3]. Mayor Richard J. Daley made it a top priority to locate a new permanent campus in Chicago as part of his Downtown renewal effort in 1958, and in 1961, the City of Chicago offered up a 105-acre federal urban renewal site at the corner of Harrison and Halsted Streets. This site was selected due to the area's economic decline and the construction of the Circle Interchange and interstate highways in the Near West Side.

The Circle Campus, named for its proximity to the Circle Interchange, was designed by Skidmore, Owings, and Merrill, in conjunction with Walter Netsch, in the Brutalist architecture style. The campus was surrounded by an eight foot tall brick wall following phase one of its construction. Phase two adopted "field theory" in its designs, which resulted in the unique shapes of the Art and Architecture, Behavioral Sciences, and Science and Engineering South Buildings. In 1982 the Circle Campus became known as the University of Illinois at Chicago.

Medical Center

UIC's medical sciences and research roots in the West Campus area go back to 1859 when the Chicago College of Pharmacy was established as a private institution. In 1896, the College became officially affiliated with the University of Illinois, and in 1897 it and the College of Physicians and Surgeons were incorporated into the University system as the Department of Medicine. In 1901, the Columbian Dental College was affiliated with the University system and become the College of Dentistry. The University's medical and professional colleges became known as the University of Illinois at the Medical Center and later merged with the Circle Campus in 1982 to create the University of Illinois at Chicago.[4]

To leverage UIC's existing research institutions and activities, the Illinois Medical District was established by the state legislature in 1941 with the passage of the Medical District Act with the intention of attracting new investment in research centers and care facilities to the present day West Campus area. Today the Illinois Medical District Commission focuses on the core medical and research facilities located in the District and on "expanding innovation in healthcare, medical science, information technology, biotechnology, medical devices, clean technology and supportive assisted living." [5]



1. http://www.loc.gov/rr/program/bib/ourdocs/Morrill.html
2. http://www.uic.edu/depts/uichistory/timeline.html
3. http://www.uic.edu/depts/uichistory/navypier2.html
4. http://www.uic.edu/depts/uichistory/medcenter.html
5.. http://www.imdc.org/about/district-development-area/

UIC and GO TO 2040

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now guides the implementation of GO TO 2040, metropolitan Chicago's long-range comprehensive regional plan. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. The plan contains 4 themes and 12 major recommendation areas:

Livable Communities

1. Achieve Greater Livability through Land Use and Housing
2. Manage and Conserve Water and Energy Resources
3. Expand and Improve Parks and Open Space
4. Promote Sustainable Local Food

Human Capital

5. Improve Education and Workforce Development
6. Support Economic Innovation

Efficient Governance

7. Reform State and Local Tax Policy
8. Improve Access to Information
9. Pursue Coordinated Investments

Regional Mobility

10. Invest Strategically in Transportation
11. Increase Commitment to Public Transit
12. Create a More Efficient Freight Network

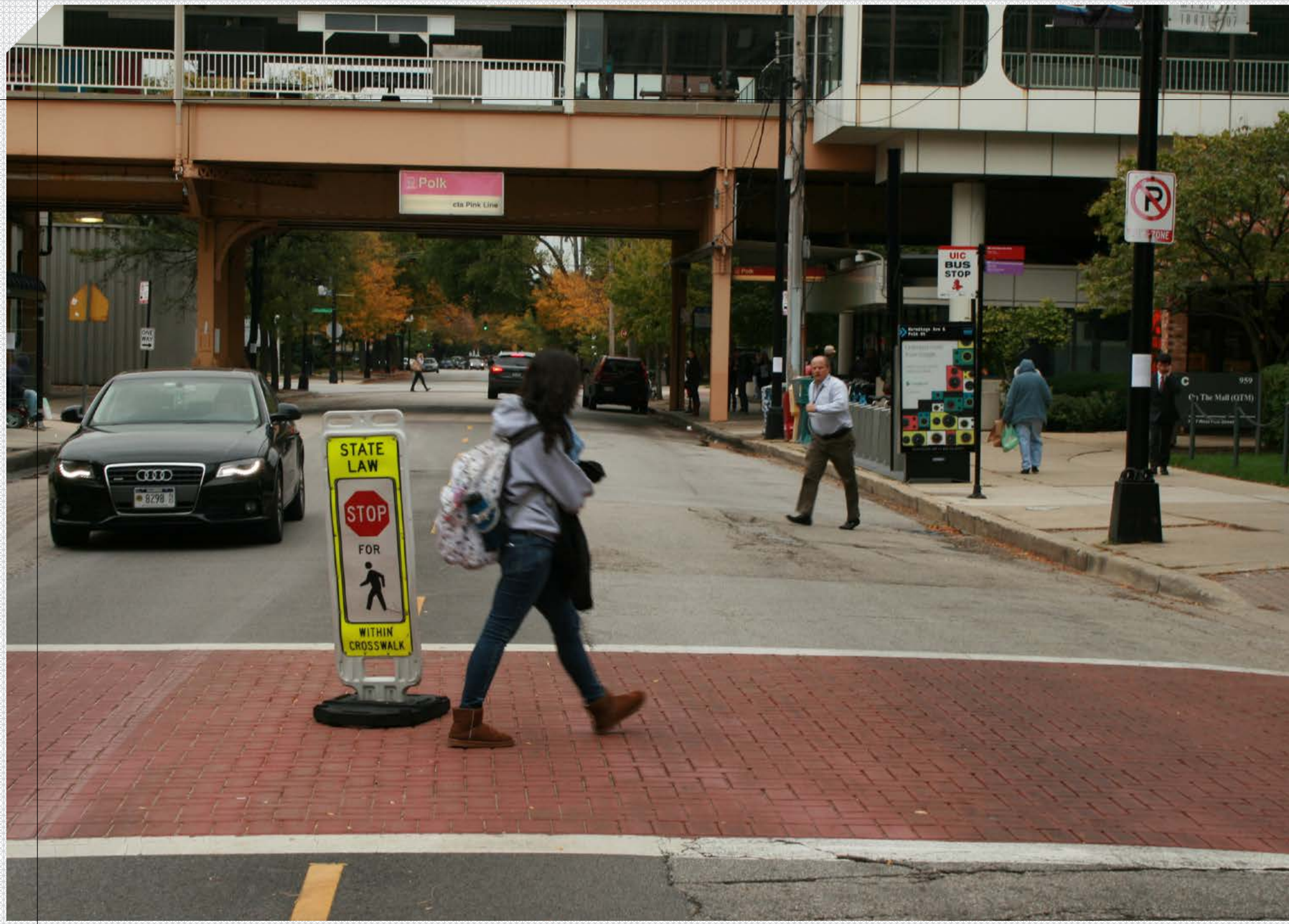
Photo by Flickr user pacoseoaneperez, Creative Commons.

The cumulative choices of our region's large institutions, job centers, municipalities and seven counties determine quality of life and economic prosperity across our region. The campus is a part of the larger Chicago metropolitan economic region and both influences and is influenced by the region. While UIC is not a municipality, the mix and concentration of uses within a small area attracts more visitors on a daily basis than the total population of many municipalities. The GO TO 2040 recommendations most relevant to the UIC Multimodal Transportation Plan are those concerned with:

- Improvements to public transportation to increase the transit mode share
- Changes in land use and housing that allow for more compact, walkable, mixed-use development with a range of housing options
- Improvements to bicycling and walking conditions to increase the percentage of people using active transportation

By assessing the existing multimodal transportation conditions and determining where there are opportunities for improvements, the UIC campus can improve the transportation options available to students, faculty, visitors and staff. In that way, they will help tie the campus into its surrounding community and help the region meet its goals while achieving local goals for connectivity between modes, accessibility, and safety.

One of the central goals of GO TO 2040 is to make our region a better place to live, by directing investment toward policies that strengthen existing communities, and by finding opportunities to encourage new development in livable communities that are walkable and designed for a mix of uses. While CMAP can help local governments, agencies, or institutions address the issues of livability in their communities, development decisions will continue to be made locally.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Section 3
Previous Plans, Studies, and Reports

This section provides a summary of existing City and University plans, studies, and reports that could inform and impact recommendations of the new multimodal transportation plan for the University of Illinois at Chicago campus and the surrounding area. The following plans, studies, and reports are summarized in this section:

- UIC Master Plan (2010)
- Chicago Streets for Cycling Plan 2020 (2012)
- Chicago Pedestrian Plan (2012)
- Circle Interchange Rehabilitation Project (2013)
- Sustainable Transportation and Grounds in UIC (2009)
- UIC Climate Action Plan (2009)
- Chicago Climate Action Plan: Transportation (2008)
- Chicago Central Area Plan (2003)
- Near West Side Plan (2000)

UIC Master Plan 2010

From December 2008 to May 2010, UIC staff, faculty, and students worked with the consultant team of Booth Hansen and Hargreaves Associates to produce a campus plan to serve as a framework for its long term development. The UIC Campus Master Plan was the result of this collaboration and an extensive campus-wide engagement process, which included the formation of a campus advisory committee, survey input from nearly 700 students, town hall and community meetings, and two graduate level studio courses that contributed to the project's advancement.

The plan is seen as an integral element to UIC's continued evolution as it transitions from a traditional commuter campus toward a diverse urban research campus that provides 24/7 services and amenities to students. In order to facilitate this ongoing transition, the plan sought to assess its existing conditions, project its future space and land requirements, and express a 30-40 year vision focused on creating a "unique urban campus." The plan identifies key immediate impact projects that incrementally advance this vision under fiscally constrained conditions. The identification and assessment of these planned actions was guided by the planning process, its analyses, and the following principles:

- Limit land development and concentrate on the campus core
- Identify and reinforce the campus edges and connections to the adjacent community
- Reduce or eliminate surface parking lots
- Develop an improved pedestrian experience
- Create clear, safe, and connective streetscapes within and between the east and west campuses

With the objective of improving the overall sense of place and campus identity on both the East and West sides of campus, the Master Plan proposes changes in land use patterns and the concentrated development of new facilities and connected open spaces at highly visible campus "gateways". These gateways are designed to clearly denote entry into the UIC campus from adjacent communities, and stand as strategic development opportunities for new academic facilities, student residences, and active street level uses including retail. By targeting the underutilized and highly visible points of entry at Roosevelt Road on the East and West campus, new clearly defined connections to the city's street network and outlying communities are defined and stitched into existing and future campus activity centers. Additionally, a gateway at Peoria/Harrison provides a distinct opportunity to showcase the campus's connection to the CTA's rail network (UIC-Halsted station) and the adjacent Greektown neighborhood. Immediate impact projects laid out in the plan focus on improving the landscape in these areas to attract new activity and enhance sense of place and campus identity in the short term, while preparing the area for the long term construction of new facilities and amenities.

This incremental approach to developing 24/7 activity centers throughout the campus reflects its ongoing evolution and the plan's focus on improving its look and feel over the next 30-40 years. To support the proposed gateways and open spaces, the plan stresses the importance of an integrated transportation network that reinforces multimodal circulation within and between campuses. With the goal of connecting the east and west sides to create a unified campus, many of the plan's recommendations focus on developing new pedestrian, bike, and university/CTA transit connections for the entire campus. Regarding campus circulation, immediate impact projects concentrate on:

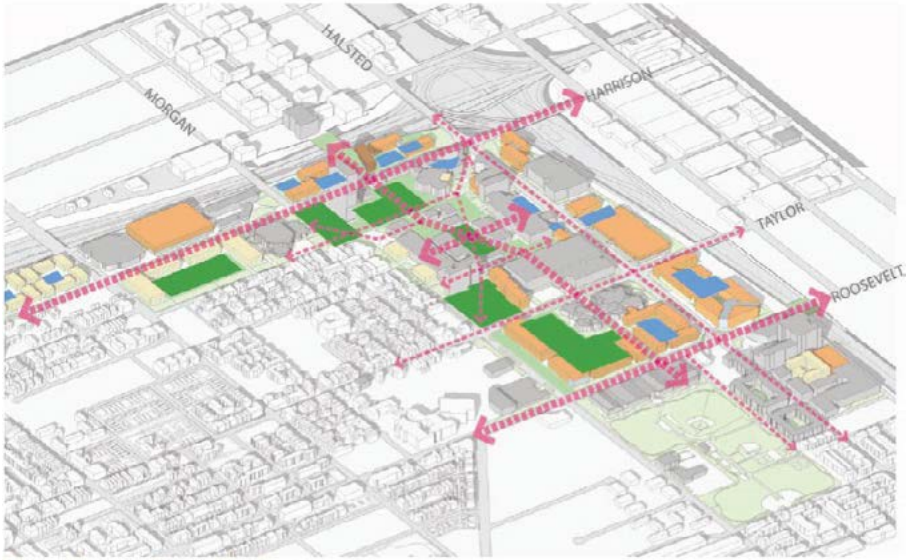
- Supplementing existing and future Chicago bike network with new bike lanes and paths
- Altering the routes of UIC-operated bus transit to increase efficiency and mode share
- Removing physical barriers, including fencing and high walls along sidewalks
- Developing a new wayfinding system that will improve pedestrian circulation
- Improving quality of pedestrian and bicycle infrastructure and amenities
- Enhancing pedestrian safety and vehicular traffic calming features at points of conflict

Finally, in order to provide clear connections into the Chicago street grid while also conveying a unique/unified sense of place when entering the campus from outside, the plan recommends a reconfiguration of the existing street network. To do this, three new and distinct streetscape typologies are defined and classified based on differing levels of proposed use by different modes, and by appropriate urban design and landscaping standards. Two of the different streetscapes, shown in Figure 5, emphasize the pedestrian and bicyclist experience by instituting "road diets" that widen sidewalks, add bike routes, and limit the speed and movement patterns of vehicular traffic. The plan proposes new north-south bike routes at Morgan, Racine, Ashland, and Wood in addition to east-west routes that would connect the two sides of campus along Harrison and Polk. Additionally, design, landscaping, and materials standards are established for each street typology, further improving the pedestrian and bike experience while also promoting a unified sense of place across campus. The three proposed streetscape typologies are listed below along with an existing street that would fit that specific classification.

- Campus: Contained wholly in campus. Primary routes for campus vehicular traffic. Access limited to service and maintenance. Includes green infrastructure and bike lanes. (Wood Street)
- Neighborhood: Provides access between the campus and the surrounding community. (Taylor Street)
- Green Boulevard: Main city thoroughfare. Emphasized as corridors that present UIC to the city. (Roosevelt Road)

Figure 5. UIC Master Plan Street Typology examples

Gateways and Streetscapes



Courtyards, Greenways and Signature Open Spaces

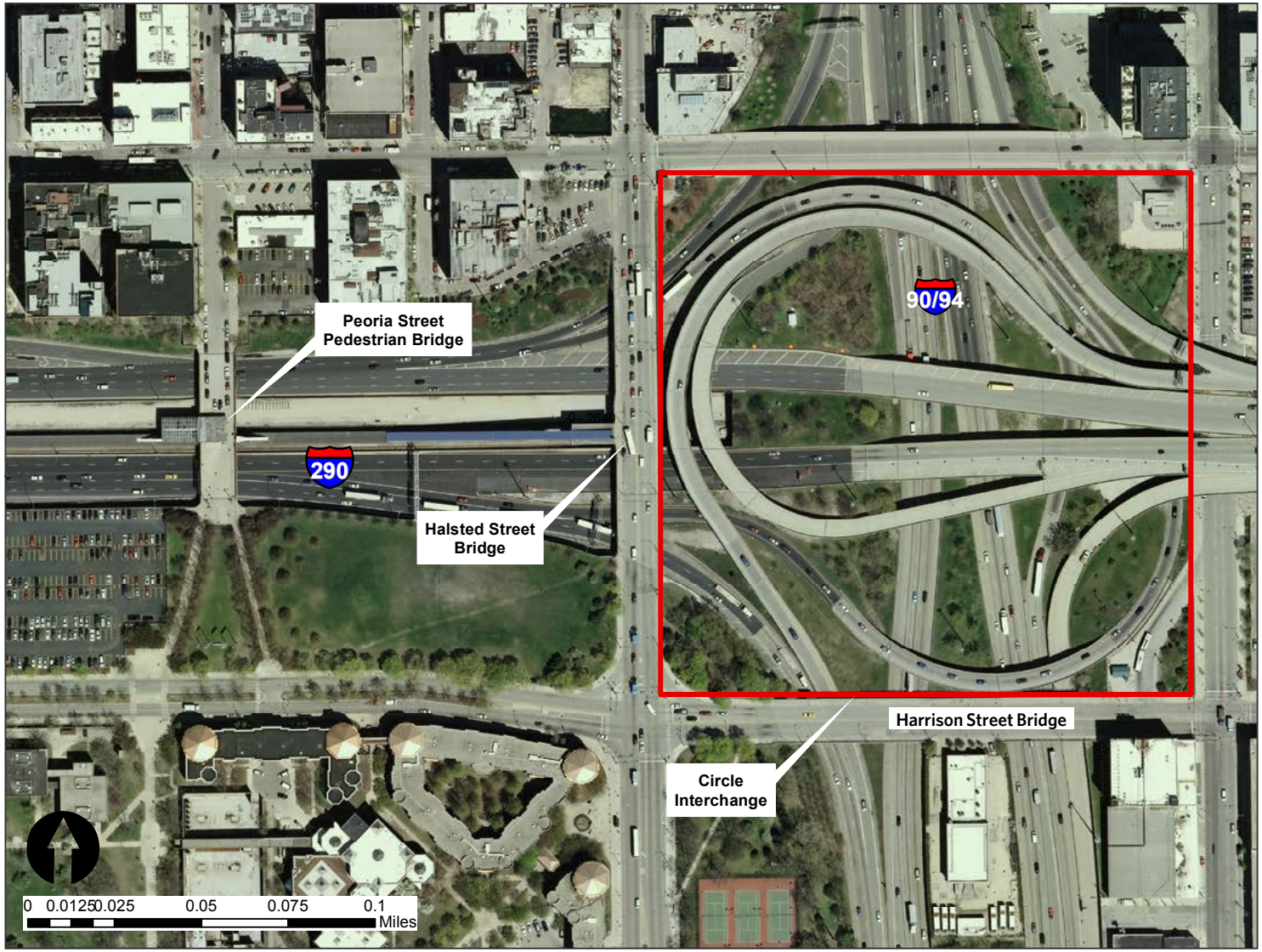
Circle Interchange Rehabilitation Project: Environmental Assessment

On July 12, 2013 the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) released an Environmental Assessment (EA) concerning the planned rehabilitation project at the confluence of I-90/94 and I-290 (Eisenhower Expressway), known as the Circle Interchange. The project is designed to relieve congestion on a vital link in the local, regional, and national transportation network. Originally opened in the early 1960s, the Circle Interchange now carries more than 400,000 cars and 33,000 freight trucks each day, and is the most congested freight bottleneck in the nation according to a FHWA study. The EA evaluated thirty distinct project alternatives, screening for safety, mobility, and operational concerns and for each alternative's ability to balance these needs with those of the adjacent urban communities that include the UIC campus, Greektown, and the West Loop district.

Results of the EA include a stated 'preferred alternative' that was determined to improve safety and mobility at the complex interchange and improves and extends the lifespan of the facilities by reconstructing the roadways. While the construction and potential congestion relief on the Circle Interchange will surely influence the UIC campus and study area, the project also includes the reconstruction of eight street bridges that either feed directly into the UIC campus or are within the core study area. Six of these structures cross over I-90/94 at Taylor Street, Harrison Street, Van Buren Street, Jackson Street, Adams Street, and Monroe Street, and connect the UIC area to downtown Chicago. The remaining two structures cross over I-290 at Peoria Street and Halsted Street, major gateways into the UIC campus and connections into the adjacent community and CTA bus and rail network.

The preferred alternative plans for reconstruction of these bridges, including enhancements to their pedestrian and bicycle facilities in addition to landscaping and streetscape enhancements. In particular, the bridges that will have the largest impact on the campus area at Harrison, Halsted, and Peoria also represent the most significant design interventions focused on its multi-modal transportation system. Plans for the Harrison and Halsted Street bridges include wider sidewalks, corner radii reduction at Harrison/Halsted intersection that will shorten pedestrian crossing distance, and a new signalized mid-block crossing at the Halsted Street station CTA Blue Line entrance. The design of the Peoria Street bridge reconstruction focuses on improving the pedestrian and bicycle experience by maintaining non-vehicle access and by reconstructing the CTA station house to increase its setback, thus widening the pedestrian and bicycle right of way (Figure 6). The Peoria Street Bridge is highlighted in the UIC Master Plan as a critical gateway for the campus and is the most heavily trafficked entrance to the CTA Blue Line station. Construction of the estimated $475 million project began in August 2013 and will last for approximately four years.

Figure 6. Circle Interchange Project Location



Chicago Streets for Cycling Plan 2020 (2012)

The Chicago Streets for Cycling Plan was released by the Chicago Department of Transportation (CDOT) in 2012. Between 2000 and 2010, the number of Chicago bike commuters increased by nearly 150%. The 2020 plan states that bicycling will play a critical role in the city's economic future by reducing transportation costs, improving physical health, and enhancing the quality of life and attractiveness of the city. It builds on the city's previous bike plans from 1992 and 2006, and lays out a series of recommendations to increase the number of on-street bikeways from 200 miles in 2012 to more than 600 miles in 2020.

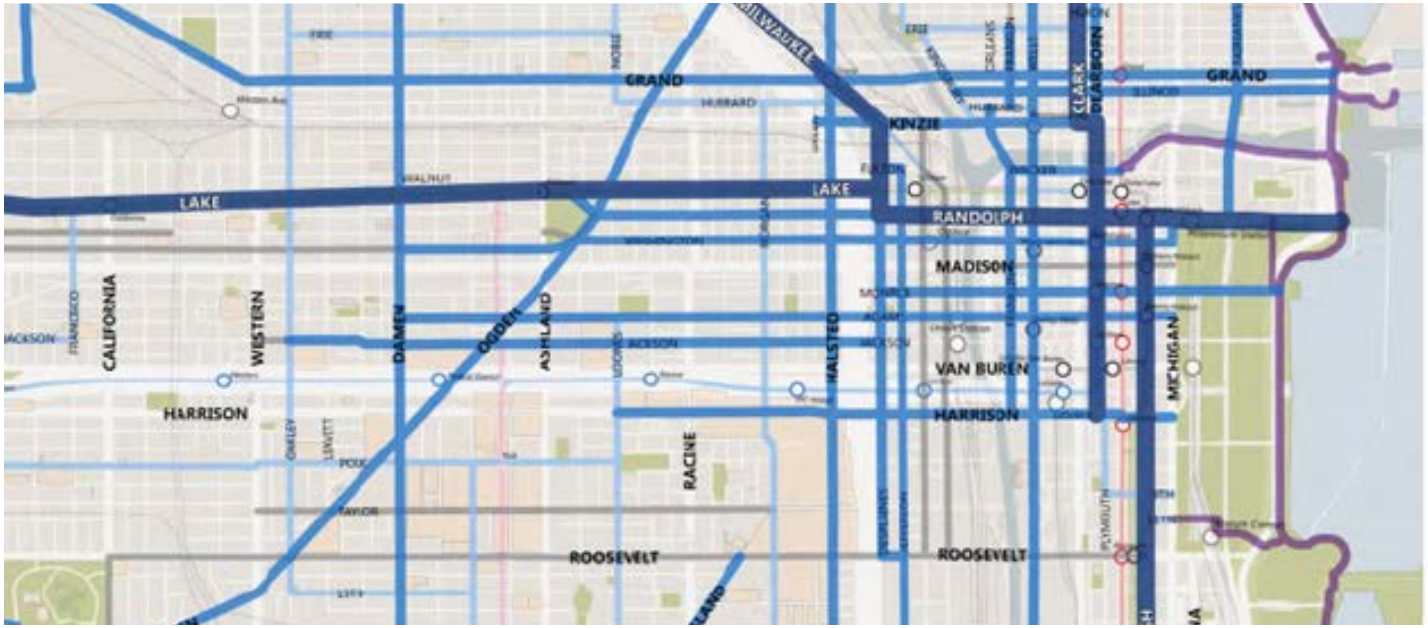
In preparing the plan, CDOT conducted extensive public outreach throughout the city, including eight public meetings and the development of nine community advisory groups with representatives from specific geographic areas. The purpose of this process was to engage people of all ages, backgrounds, and neighborhoods in order to determine specific streets and routes that communities felt were most appropriate for new and/or improved bikeways. From this, the consideration and eventual compiling of the proposed 2020 bike route network was guided by the goal of providing a bikeway/bike accommodation within 1/2-mile of every Chicago resident. In order to strategically develop a network of bikeways of this scale, the plan proposes three phases that focus on the targeted development of three distinct types of bikeways between 2012 and 2020.

Providing different levels of service and catering to different trip types, the plan's proposed bike routes include (1) Neighborhood bike routes on quiet residential streets connecting local destinations, (2) Crosstown bike routes on collector and arterial roadways that connect major destinations and city neighborhoods, and (3) Spoke bike routes to provide direct routes for commuting between downtown and all areas of Chicago.

Beyond its proposed bikeway network, the plan is supplemented by a catalog of bikeway design styles and standards. This collection of potential infrastructure interventions, including different degrees of on-street striping, installation of protective barriers, turning lanes, etc., serves as an important tool for the implementation of the plan since a major source of funding will come through local aldermanic menu funds, necessitating education and a collection of options/alternatives, where they would work best, and how they would impact current conditions.

In regards to the UIC campus and its surrounding neighborhoods, the plan identifies multiple roadways for future routes (Figure 7). The following routes would supplement the existing bike accommodations on Taylor and Roosevelt Streets: Crosstown bike routes on Halsted Street, Harrison Street, Jackson Boulevard, and Blue Island Avenue; and Neighborhood bike routes on Loomis Street, Morgan Street, Wood Street, and Polk Street.

Figure 7. UIC Master Plan Street Typologies



The Chicago Streets for Cycling Plan is available online: http://www.chicagobikes.org/pdf/2012 Projects/ChicagoStreetsforCycling2020.pdf

Chicago Pedestrian Plan (2012)

The Chicago Pedestrian Plan, released in September 2012, focuses on improving the safety, connectivity, and overall quality of the pedestrian network throughout the city. CDOT worked with a diverse array of community stakeholders and residents in a series of interactive public outreach and engagement activities. These meetings allowed the community to work with city officials to identify issues and opportunities in the pedestrian network.

The plan expresses the public's concerns and CDOT's own analyses in a series of key safety, connectivity, and livability goals. With the goal of eliminating all pedestrian traffic fatalities in ten years ('0 in 10' goal), the plan proposes a wide array of safety-enhancing strategies geared toward infrastructure improvements, a more balanced/multimodal street space, as well as targeted and city-wide outreach and education programs. Likewise, strategies that emphasize a more connected and attractive pedestrian network focus on the importance of clear wayfinding systems, connections to transit and other modes, as well as public space amenities such as street furniture and public art. The importance that is placed on pedestrian experience is integral in understanding this plan's purpose and aspirations related to encouraging more people to walk and ensuring that walkability can be an inclusive characteristic throughout the entire city.

The Chicago Pedestrian Plan is available online: http://chicagopedestrianplan.org/pedestrian-plan/

Sustainable Transportation and Grounds in UIC (2009)

Guided by UIC's pledge to the ACUPCC and the Illinois Sustainable University Compact (ISUC) in 2007 and 2008 respectively, the Transportation and Grounds Subcommittee, part of the UIC Chancellor's Committee on Sustainability and Energy, produced the Sustainable Transportation and Grounds Report in 2009. The purpose of the research study and resultant report was to assess the campus's current transportation and grounds practices, their environmental impacts, and to identify any potential interventions that would facilitate UIC's stated goals of reducing net greenhouse gas emissions and creating an environmentally sustainable urban campus.

Both of the ACUPCC and ISUCC pledges reference improving transportation options and adopting sustainable mobility practices. With the objective of understanding the current travel patterns of faculty, students, and staff to identify opportunities for improvement, the study conducted an extensive travel survey of campus users. The 2,785 survey responses provided the research team with data concerning the residential location of faculty, students, and staff as well as their mode(s) of travel during their daily commutes.

The report offers a number of transportation-oriented recommendations to be considered for future planning and campus programming. These recommendations are mainly composed of strategies geared toward altering the commuting and intracampus travel patterns of faculty, students, and staff through education/outreach campaigns, improved design and accessibility of multimodal infrastructure, and targeted service improvements. Recommendations include:

- Boosting bicycle usage through advocacy, planning, and infrastructure improvements
- Promoting and expanding UIC transit benefits for faculty and staff
- Improving transit stop security and multimodal amenities
- Working with the CTA and other regional operators to identify potential new bus routes

UIC Climate Action Plan (2009)

In 2007, the University of Illinois at Chicago became an official signatory to the American College and University Presidents' Climate Commitment (ACUPCC). The ACUPCC represents a network of more than 650 colleges and universities that have made commitments to eliminating net greenhouse gas (GHG) emissions from campus operations. The commitment requires the development and monitoring of a comprehensive climate action plan so as to formalize and accelerate the process of environmental stewardship. The UIC Climate Action Plan, completed in 2009, is a set of strategies and goals put forward by the UIC Campus Task Force on Sustainability that targets a 40% decrease in GHG emissions by 2030 and 80% by 2050. These strategies concentrate on energy efficiency and conservation, the use of clean and renewable energy sources, improved transportation options, more efficient grounds operations, recycling, and other campus logistics considerations.

The study found that increasing the commuter mode share of biking, walking, and transit by 30% would reduce UIC's carbon footprint by more than 18%. Because of this, many of the plan's transportation recommendations are centered on changing the behaviors of commuters by making walking, biking, and the use of transit more accessible and attractive. Through the use of transit incentives, more efficient intracampus shuttle service, and improved quality and location of bike and pedestrian oriented infrastructure, UIC could encourage active transportation options to, from, and between UIC campuses. Further, various education, outreach, and advocacy campaigns focused on the cost savings of alternative modes of commuting are laid out along with the potential of campus-specific programs such as ridesharing.

Overall, the UIC Climate Action Plan has the intention of highlighting key threats to the campus's long term environmental impacts while proposing a set of strategies meant to evolve over time and spawn other innovative approaches to realizing its sustainability and emissions goals.

Chicago Climate Action Plan: Transportation (2008)

Adopted in September 2008, the Chicago Climate Action Plan assessed the city's existing environmental impacts and serves as a strategic roadmap toward the goal of reducing the city's greenhouse gas (GHG) emissions by 80% below 1990 levels by 2050. Based on research conducted by the Center for Neighborhood Technology, the University of Illinois, and Texas Tech University, the Chicago Climate Task Force developed a series of incremental GHG emissions reduction milestones. The Task Force, along with hundreds of public stakeholders, then compiled a set of 35 adaptation and mitigation actions that were organized into five overarching strategies including 'Improved Transportation Options' for the city.

The plan's research found that 21% of the city's GHG emissions are produced from its cars, trucks, buses, and trains. For this reason, the 'Improved Transportation Options' strategy is dedicated to proposing and implementing actions that will dramatically reduce the amount that city residents and workers rely on their cars as their sole means of transportation. Among the transit-related actions the plan proposes an increased investment in, and expansion of, the city/regional transit network and the concentration of new residential and commercial development around existing and future transit hubs. The development of a bus rapid transit (BRT) network that further connects the city's neighborhoods and street grid to high quality transit service is mentioned as one tool that can be utilized along with employer-based transit benefits programs to attract additional transit riders over time.

To further improve transportation options, the plan also emphasizes the continued investment in the city's bicycle and pedestrian infrastructure in ways that improve the safety and attractiveness of those modes to a wider segment of the city's population.

Chicago Central Area Plan (2003)

The Chicago Central Area Plan was approved by the Chicago Plan Commission in 2003 as the first plan for the city's downtown area since 1958. The central area is broken down into the expanded loop area that includes the historic Loop business district and the West Loop neighborhood, the Near North Side, and the South Loop/Near South Side. Organized by a twenty year vision, the plan intends to guide the significant economic and physical growth projected for the area in ways that promote its further economic competitiveness, regional, national, and international connectivity, and environmental sustainability.

Similar to the plan's land use and open space chapters, the transportation recommendations are centered on leveraging an existing asset in a strategic manner, thus allowing for long term improvements and gains to the area in terms of connectivity and competitiveness. The plan specifies projects and infrastructure design standards that would:

- Make transit the first choice of Central Area workers and residents
- Improve the quality of the pedestrian environment
- Encourage the widespread use of bikes and other alternative modes of transportation

The transportation section's most significant proposal is the development of a West Loop Transportation Center that would, in effect, expand the integrated public transit options west of the Loop, so as to provide the same level of service and convenience that has helped sustain the Loop's competitiveness. The West Loop Transportation Center would link existing and future CTA bus and rail routes together with Metra commuter rail lines at a central hub under Clinton Street in the West Loop neighborhood. This hub would serve the growing office and residential West Loop district by providing high-volume transit service and multi-modal links into the area and out to the region.

Further emphasizing the desire to provide high quality, non-auto connectivity in the area, infrastructure improvements and streetscape design standards that improve the pedestrian experience and promote bicycling are proposed. Of note is the identification of the Roosevelt Road Corridor as a major city gateway and urban boulevard. Recommendations for this corridor, which connects the UIC campus with the lakefront, focus on creating a compact and walkable shopping district west of the Chicago River and east of I-90/94 by orienting street-level retail uses primarily toward pedestrian access.

Near West Side Plan (2000)

Bounded by Lake Street on the North, the Eisenhower Expressway on the South, the Kennedy Expressway on the East, and Ashland Avenue on the west, the Near West Side encompasses 88 city blocks and is immediately adjacent to the UIC campus. This Comprehensive Area Land Use Plan was prepared by the City of Chicago Department of Planning in order to establish a cohesive framework for the long term (re)development of this active and diverse mixed-use neighborhood. The plan encourages physical improvements and new land-use patterns that build on the mixed-use nature of the area, establishes a distinct and recognizable identity, enhances its visual attractiveness, and attracts new residential and commercial development to further 'activate' the area. Serviced by the city's street grid, regional highways, the CTA bus and rail network, and Metra commuter rail, the plan identifies a number of safety improvements, but does not devote a lot of content toward transportation, with the exception of parking recommendations.

Aside from proposing a new land-use map, the plan's primary contribution is a set of design standards put forward to guide the future projects. This portion of the plan reinforces the goals of establishing a cohesive identity for the area by suggesting a series of standards related to the location of buildings and land uses, such as retail on the ground level, levels of density, building architecture, signage, and streetscaping. The plan also underlines the importance of building on and bringing attention to existing area assets such as Greektown and UIC in order to attract new investment and visitors.

Roosevelt Square Master Plan (not completed)

In early 2014, the Chicago Housing Authority (CHA) issued a Request for Proposal for master planning technical services for its Roosevelt Square redevelopment. Roosevelt Square comprises a substantial portion of the residential community between UIC's east and west sides of campus (south to the train tracks) and nearly 90 remaining acres of vacant developable land under contract between a large private developer and CHA for a mixed-income, mixed use redevelopment of one of the nation's largest and oldest federal public housing communities, the ABLA (Addams, Brooks, Loomis and Abbott) Homes community. The intent of the CHA is to implement sustainable, community-sensitive redevelopments plans with the goal of creating a vibrant community at Roosevelt Square that will help the campus promote sustainable travel choices, and improve access for people with disabilities of all kinds.

Kyle T.
Matt S.

Section 4
Community Outreach

A primary goal of the development of the UIC multimodal transportation plan is to ensure active engagement of all stakeholders throughout the planning process. A number of outreach activities have been designed to better understand issues and opportunities currently faced by individuals who travel to and from, as well as throughout, UIC's campus.

The outreach strategy is designed to include UIC students, faculty and staff, surrounding neighborhood residents, and other stakeholders including community organizations and business owners. The following section outlines the various engagement activities included throughout the UIC multimodal transportation planning process as well as input gathered during these activities.

Steering Committee Meetings

The Steering Committee was tasked with providing guidance and feedback on existing issues and opportunities, developing central goals, reviewing plan documents, and identifying stakeholders who should be involved in the planning process. The Steering Committee met twice during the creation of the Existing Conditions report to provide guidance and feedback along the way. The group has also made suggestions for ways to engage the community and commented on the MetroQuest online engagement tool.

Steering Committee members include:

- Pablo Acevedo, UIC Physical Plant Administration
- Joe Alonzo, Chicago Department of Transportation
- Fernando Howell, UIC Facility and Space Planning
- Cynthia Klein-Banai, UIC Office of Sustainability
- Jerry Lockwood, UIC Facility and Space Planning
- Michael Redding, UIC Department of Public and Government Affairs
- Steve Schlickman, Urban Transportation Center
- Dave Taeyaerts, UIC Campus Learning Environment
- Curt Winkle, UIC College of Urban Planning and Public Affairs
- Kate Yoshida, UIC Office of Sustainability

Key Person Interviews with UIC Faculty and Staff

In order to gain further insight into transportation issues and opportunities on the UIC campus, CMAP staff conducted interviews with 14 individuals representing 13 departments and groups, including Academic Professionals Advisory Committee, Office for Access and Equity, Chancellor's Committee on the Status of Persons with Disabilities, Community Relations, Department of Disability and Human Development, Office of Environmental Health and Safety, Office of Facility and Space Planning, Faculty Senate, Hospital Administration, Police, Physical Plant, Staff Advisory Council, Office of Sustainability and the Urban Transportation Center.

Stakeholders discussed transportation challenges on UIC's campus and offered insight on how the UIC Multimodal Transportation Plan could address accessibility, mobility and safety. Stakeholders identified issues and possible solutions, listed below, to improving the various transportation modes on campus. During the interviews, stakeholders also discussed how to incentivize the various modes of travel. In addition to increasing the cost of parking, they suggested reducing healthcare costs based on how much they walk or bike. Stakeholders stated that there is a need to promote the sustainable transportation options such as Divvy, icarpool, and Zipcar memberships. Faculty and staff agreed that many people would use Divvy bikes if UIC provided memberships at no cost or at a discounted price.

Overall, interviewees agreed that connectivity needed to be improved throughout campus, including between the east and west sides, between the south and east sides and between the various modes of travel.

Engaging UIC Students

Given that a significant portion of the population in the study area is made up college-aged students, it is critical to engage this group to ensure that their input is included in the planning process.

In addition to hearing an overview about the multimodal transportation plan, students were engaged in the following settings and participated in the respective activities listed below:

- The UIC class "Introduction to Urban Policy Process" visited CMAP offices on September 17, 2013, where they provided their thoughts about UIC transportation issues and opportunities through a mapping exercise.
- The UIC Sustainability Days Transportation Fair was held on September 19, 2013 on the UIC Quad. Fair attendees took part in a mapping exercise and completed a survey focused on the multimodal transportation plan. The survey focused on how respondents get around, walkability, bikeability, and transit on UIC's campus.
- The UIC class "Planning Great Cities" welcomed the project team members to their class on November 21, 2013, when students shared their comments through a mapping exercise and took a keypad poll.

A majority of the students surveyed take some form of transit to get to/from and around campus. Students' noted their top travel priorities as: travel time, cost, parking availability and convenience, transit quality and convenience, and safety.

Input from UIC Students, Faculty and Staff

The following section identifies the common themes, suggestions, and opinions that were gathered during key person interviews and student engagement activities according to mode choice.

Comments Received on Biking

- Students consider UIC's campus and surrounding neighborhoods to be moderately bikeable. For those students who bike to/from campus, they did not identify a common bike route. Each student listed a different route that they take.
- When asked to complete the statement: "I would bike more if…", student responses included:
  - I lived closer
  - there were bike lanes
  - more routes were in place
  - the streets were safer
  - the bikes were less likely to get stolen
- The top suggested priorities for improving the biking conditions throughout campus and the surrounding neighborhoods were: create safer street crossing at intersections and install bike paths or routes parallel to major streets.
- Increasing the number of barrier-protected bike lanes would improve safety and increase the likelihood that some people (who currently do not feel safe) would ride a bicycle. Taylor Street is a high-priority for improving bike safety.
- There is a need for ample, secure bike parking, including indoor bike parking. (On the west side of campus, a number of bike racks and security cameras have been installed to encourage bike ridership.)

Comments Reveiced on Walking and Pedestrian Access

- Students consider the walkability of UIC's campus and its surrounding neighborhoods to be moderately walkable.
- When asked to complete the statement: "I would walk more if...", student responses included:
  - o I felt safe (especially around Roosevelt)
  - o sidewalk conditions were improved
  - o traffic were moving more slowly through campus
- The top suggested priorities for improving the walking environment throughout UIC's campus were: install benches, drinking fountains, trees, and plantings; repair cracked, broken or inadequate sidewalks; Create safer street crossings at intersections; and enhance lighting
- The stormwater management issues along Harrison negatively impact those who travel along the sidewalk.
- The high speed of cars discourages people from walking or biking throughout campus. More pedestrian-friendly streets (featuring curb bulb outs, complete streets characteristics and sensible crosswalks) would encourage more walking and biking throughout campus.
- Streets should feature countdown signals and audible signals as well as improvements that distinguish between the street and sidewalks for the visually-impaired.
- Intersections along Halsted, Racine, Roosevelt, Harrison and Taylor should receive safety improvements. On the west side of campus, Taylor Street at Paulina and at Wood need to be addressed; these intersections are busy during the morning and afternoon.
- Harrison Street needs a stoplight in the middle of the block to allow pedestrians to cross comfortably.
- There is a need for pedways throughout campus, especially on the west side along Wood Street from Taylor to Polk.
- Access routes often become covered with snow during the winter months; the City of Chicago and UIC should coordinate on snow removal.

Comments Received on CTA Transit

- Students believe that it is relatively easy to walk or bike to transit options.
- Students suggested top priorities for making it easier to access transit options should be to: improve the paths, routes and sidewalks leading to train stations; install or improve sidewalks connecting to bus stops; and improve bus routes to destinations.
- A majority of students said that they would take transit more often if it didn't take so long.
- The top suggested priorities for improving the transit experience were: better bus routes to destinations and improved paths, routes and sidewalks leading to train stations.
- The Illinois Medical District Blue Line station between Paulina and Damen is not accessible, and the walk to reach the station exit is quite long. The City of Chicago has committed to rebuilding this station and making it ADA accessible.
- Improving safety on the Roosevelt Road bus as well as along Roosevelt Road should be a priority for the increasing number of faculty, staff, and students living in the South Loop.

Comments Received on the Campus Shuttle and Para Transit System

- There is desire for a more reliable campus shuttle system that accommodates students, faculty and staff. A map, schedule, and real-time information would encourage more people to take the shuttle.
- Campus shuttle users cannot always identify stops, are unaware of the schedule, and do not have a protected covering while waiting. There is a need for smart bus shelters at campus shuttle stops.
- The campus shuttle schedule should be staggered with the CTA bus schedule.
- The campus shuttle should be more accessible, having the same standard of accessibility as the CTA bus system, as well as accommodate bikes on the front of the shuttles and provide a more comfortable ride.
- There is a lack of connectivity between the campus shuttle system and para transit system.
- The para transit system boundary and schedule should be expanded to accommodate users.

Comments Received on Driving and Parking

- For students that drive, they are influenced to do so because of travel time, cost and parking availability.
- Students stated that they would drive more if more parking was available throughout campus. Driving in the Medical District can be difficult during a shift change.
- Students indicated that they would like to see UIC repair and pave streets and install accessible on-street parking spaces.
- Parking on the west side of campus is congested. Parking options, along with parking fees, need to be more visible to drivers, as they are uncertain about where to park and how much it costs.
- Faculty and staff often drive from one side of campus to the other for meetings. Reciprocal parking is desired for certain buildings on campus, especially on the west side of campus.
- UIC parking lots could be more accessible; the lots should accept RFID (radio frequency identification) cards instead of just the side card. It is more difficult for some people with disabilities to slide the identification cards that are currently used.

Online engagement

To be as inclusive as possible and reach a broader audience, CMAP also developed an interactive website to engage people who could not attend meetings. Additionally, CMAP created a digital version of the survey that was compatible with screen readers and voice capture software for the visually impaired. These online tools served to educate the community about the purpose of the project and learn about their priorities and preferred choices for multimodal transportation issues around campus. The interactive website was available from October 31, 2013 to January 31, 2014, and had 1494 visits with 832 people giving detailed feedback on the challenges, priorities, and opportunities for campus transportation issues; the digitally accessible website was available from January 20, 2014 to February 18, 2014 had 589 visits.

Metroquest Online Survey

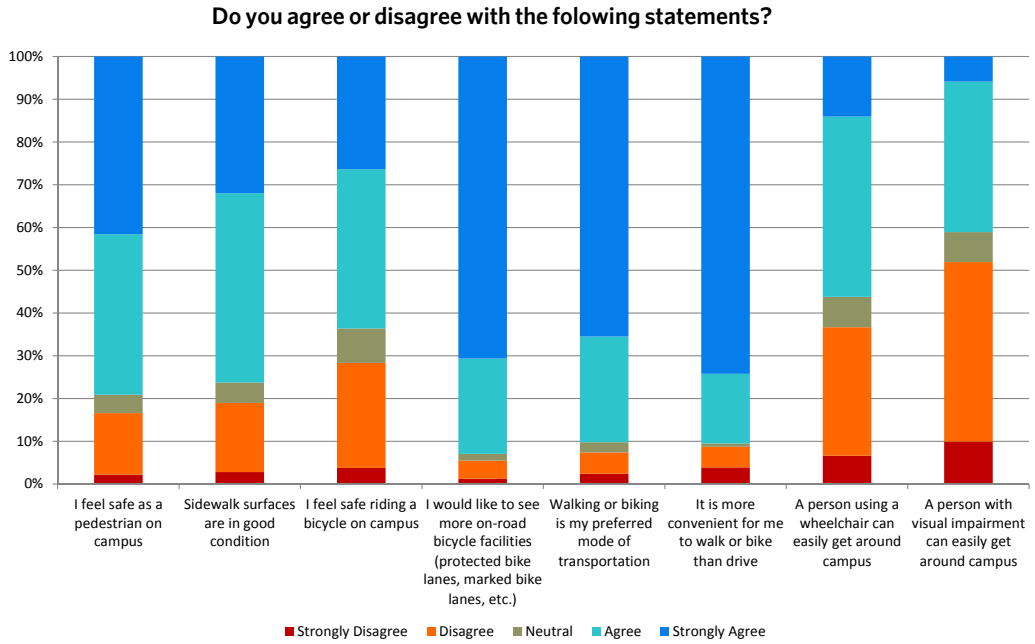
Comments Received on Biking

Three main themes appeared in the comments from the respondents which included protected bicycle routes, bicycle theft, and access to a bicycle. Respondents expressed a desire to have better on-street bicycle facilities, particularly protected bike lanes along Harrison, Halsted, and Racine. There was also a prominent desire from both the pedestrian and bicycle responses for marked bike lanes within and through the campus; these would mark a clear separation between the bicycle and pedestrian pathways. Bicycle theft was also a major concern due to 1) the number of thefts of entire bicycles, or 2) the bicycle being stripped of certain parts. As part of the theft concern, respondents also expressed a desire for more secure bicycle parking facilities, such as card access bike parking areas, or areas under surveillance. The last major theme was access to a bicycle. Many respondents indicated that they would bicycle more if they actually owned a bicycle or had access to one; respondents also said that they would Divvy to campus, but they feel that the cost of a daily pass or membership is too high.

Comments Received on Transit / Campus Shuttle

Respondents credited the numerous transit options available around the University; however four common themes were identified within this section: stop safety and upkeep, connectivity, reliability, and route knowledge. Stop safety primarily concerned CTA bus stops and respondents reported that it felt unsafe to walk to and wait at the stops. Some respondents indicated that UIC emergency poles should be located at each stop in order to help provide a better sense of security. Comments regarding the stops indicated that there is a desire to make them more appealing through upgrades and retrofits to the train stations, and providing bus shelters at each of the stops; respondents also noted that number of students waiting for the bus crowds the sidewalk, making it difficult for through traffic to pass.

Respondents whose primary travel was by Metra indicated that there is a lack of connectivity to UIC from the train stations, citing 1) the varying travel times of the buses or the lack of bus connectivity, and 2) the lack of knowledge that the stations were connected to UIC by the Campus commuter shuttle. Respondents also indicated that the reliability of the CTA buses is variable. The final theme that appeared was the lack of knowledge of the campus shuttle routes and stops, and a general lack of knowledge that the University had a shuttle system.



Comments Received on Walking

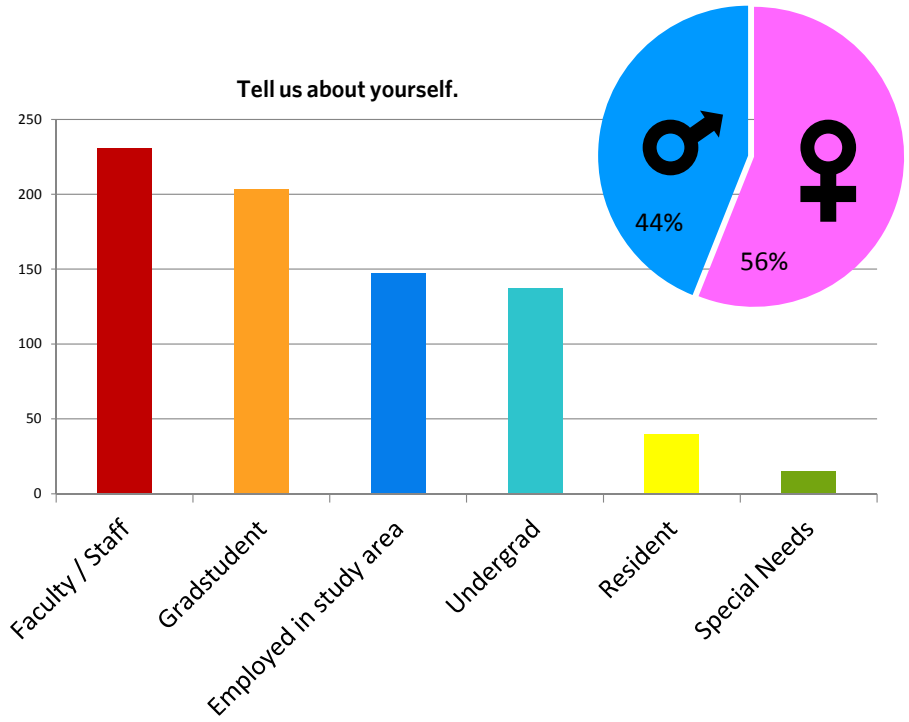
Respondents generally indicated that it was fairly easy to walk though campus, although respondents mentioned that the pedestrian atmosphere off of campus was lacking (particularly along Halsted north of Roosevelt, Harrison, and along Roosevelt). Some comments, as mentioned, indicated a desire to separate bicycle traffic from the pedestrian traffic.

Comments Received on Safety

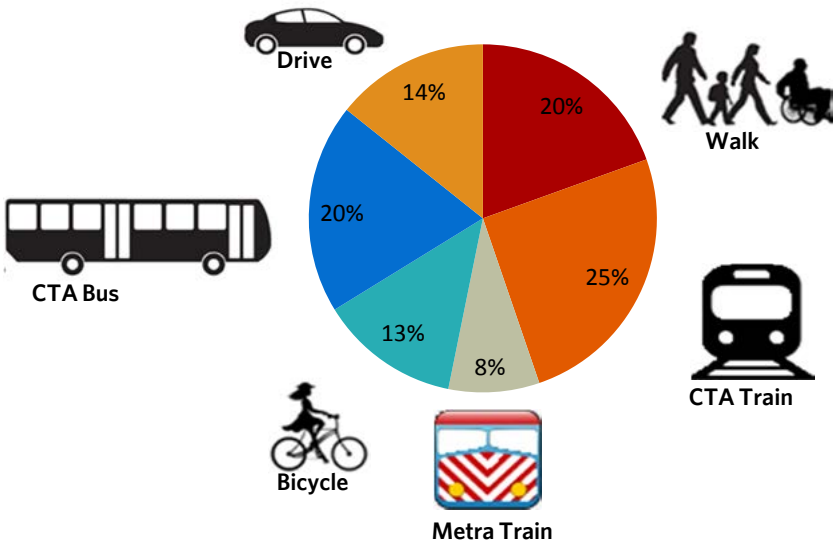
The respondents indicated that their sense of safety around the University is decreasing, particularly on the West Campus, University Village/Little Italy neighborhood, and on transit. Numerous comments pointed toward the UIC Police crime notifications and a general lack of police presence at the above locations. Additionally, respondents indicated that they would take more transit if they felt safer walking to and waiting at the transit stops (both bus and train).

Comments Received on Driving & Parking

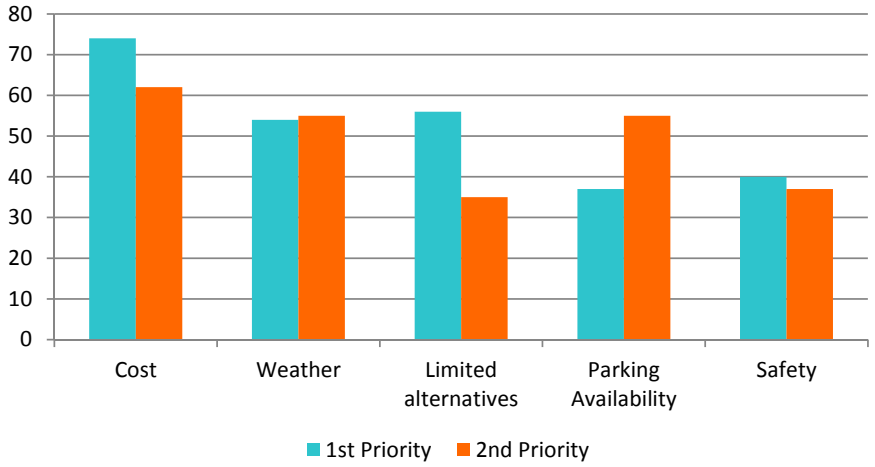
The four main themes regarding driving and parking were: cost, travel time, proximity to campus or transit, and weather conditions. Respondents perceived the cost of parking as being too high, especially for part time and medical students. There were also concerns from the West Campus that 1) there was not enough available parking for workers and students, and 2) the cost of parking is a burden for patients visiting the medical offices. Travel time was a deciding factor in how the respondents would travel, citing longer travel times if they rode mass transit and decreased midday train and bus frequency. The next major theme was respondents' proximity to campus and/or transit lines, citing a lack of transit availability and travel time. The last major theme that decided how the respondents would travel are weather conditions, citing that they did not want to wait for a train or bus in the rain, snow, cold, or heat.



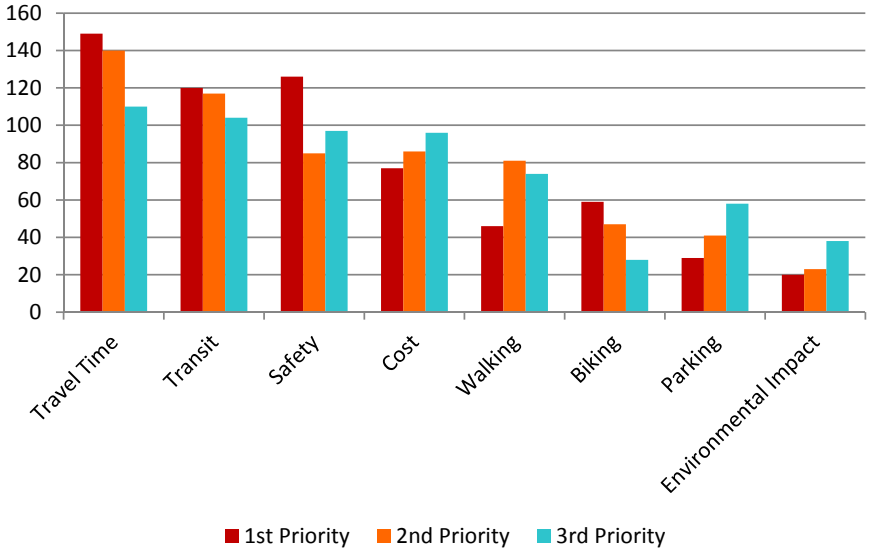
Which mode do you use most often to get to and from campus?



What are the two factors that most influence your decision to drive?



Tell us what you consider when you decide how to travel to and from as well as around UIC's campus.



Digital Accessible Survey

Note: Notification of this survey was open to the entire campus community, and was not restricted to those whom have impairments; this format was created so that it was fully compatible with screen readers and voice capture software.

Comments Received on Street Comfort for Pedestrians and Bicyclists

Pedestrians indicated that they were most comfortable on Halsted, Morgan, Polk, Taylor, Wolcott, and Wood Streets. However respondents also indicated that they do not feel safe on the roads major around campus as well, citing their width, traffic volume, and speed as major deterrents; streets that were mentioned as being uncomfortable were Harrison, Halsted, and Roosevelt. Bicyclists indicated that the main streets they feel comfortable bicycling on were Polk and Taylor, in addition to the residential streets in between the two sides of UIC such as Loomis, Flournoy, and Lexington. They also indicated it does not feel safe to ride a bicycle on Halsted or Harrison.

Comments Received on Barriers for Pedestrians and Bicyclists

Pedestrians had four themes concerning barriers: safety, intersections, the UIC/Halsted Blue Line stop, and weather. Respondents mentioned personal safety as a major concern, especially at night. They cited street and building lights that have not been replaced and a general lack of police presence. Major intersections were also cited as barriers to and from campus due to signalization and driver behavior; specifically mentioned were Polk at Damen, Harrison at Halsted, and Roosevelt at Halsted. The route between the UIC Halsted Blue Line stop and the main part of East Campus was also cited as being dangerous due to driver behavior (speeding and not stopping). The last major theme of barriers to pedestrians is the elements. Respondents indicated a lock of snow clearance on and around campus and large ponds of water forming on sidewalks, crosswalks, or streets.

Bicyclist barriers dealt mainly with the lack of bicycle facilities on and off campus and street conditions i.e. protected bike lanes on city streets, bicycle parking facilities, and potholes/driver behavior.

Comments Received on Accessibility for People with Impairments

Two major barrier themes appeared in the respondents comments: uncontrolled crosswalks and transit stations. Respondents cited that the current crosswalks are harder for the visually impaired to cross at due to faded markings and lack of illumination at light. Additionally the crosswalks from the UIC/Halsted Blue Line stop to the East Campus were also mentioned as being a barrier to visually impaired persons due to driver behavior. The transit stations/stops also created an access barrier to disabled persons due to a lack of shelter and easy access. Respondents heavily indicated the need for bus shelters along Harrison and Taylor Street corridors, as well as where the buses meet up with the train stations. The train stations were also mentioned as not being easily accessible due to a lack of elevators and steep ramps.

Community Workshops

CMAP conducted two community workshops on Wednesday February 12, 2014, one located on the East Campus at Student Center East and the other on the West Campus at Student Center West. These were conducted to gather input from students, faculty, staff, and surrounding community residents and stakeholders.

During the workshops, CMAP staff introduced the project, its scope and the existing conditions within the project area. The audience was seated in groups of about six with a project facilitator. The audience members were then asked to participate in three activities: a visioning exercise, a mapping exercise, and keypad polling. The visioning exercise asked the participants to describe the existing conditions and biggest challenges for the University, and then asked them to describe their vision of UIC's multimodal transportation system in 2040. As part of this visioning exercise participants also created a collage of images that they wanted to see on campus and the surrounding community. The mapping exercise had the audience members write and draw on physical maps to identify priority issues; these points fell under issues related to: bicycles, walkability/accessibility, CTA rail or bus, and the Campus Shuttle. The last exercise was keypad polling, where each member of the audience was given a wireless keypad to vote on issues presented to them.

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Section 5
Demographics

In order to fully understand the demographic character of the UIC community, data was gathered from the U.S. Census. The data in this section are from the 2000 and 2010 Census, and the 2006-2010 American Community Survey. While the core UIC study area (Figure 3) is the primary focus of this project, for purposes of data collection and to understand the reach of the campus into adjacent communities, the neighborhood context area (Figure 4) boundaries are used to report on the area's demographic trends.

Population and Households

In 2010, the campus area and surrounding neighborhoods (Figure 4) had a population of 90,650 people, with an average household size approximately 6% lower than Chicago and 15% lower than the region (Table 1). The small increase of 200 residents between 2000 and 2010 represents a 0.2% change that compares favorably to the losses that Chicago (-6.9%) and Cook County (-3.4%) experienced over the same time (Table 2).

Emphasizing the locational importance of the UIC campus as well as the increasingly vibrant West Loop office, residential, and entertainment district, according to Table 5, the neighborhoods surrounding and including the UIC campus have a higher concentration (39.1%) of young adults and professionals between the ages of 20 and 24 than the city (27.4%), county (23.2%), and region (21.2%) (Table 3).

New investment in the West Loop district and the traditionally Latino neighborhood of Pilsen has also impacted the racial and ethnic makeup of the neighborhoods surrounding the UIC campus and core study area (Table 4). While the study area remains predominantly Hispanic or Latino (38.1%), approximately 20% of the area's Hispanic population was lost between 2000 and 2010. At the same time, the White population increased by 79.5%, and now makes up slightly more than 30% of this area's population. These trends diverge from those of the city, county, and region, all of which experienced moderate to substantial gains in Hispanic residents and losses between 4 and 11% of white residents over the same time. Finally, residents living in this area are more likely to hold a bachelor's degree or more than residents of the city, county, and region (Table 5).

UIC Students

The University's Office of Institutional Research (OIR) states that the official student enrollment in 2012 was 27,875. Over half (51.2%) of the student body is 22 years of age or younger with 82.7% of the population being under the age of 30 . This, in conjunction with the presence of student housing and the popularity of surrounding neighborhoods as residences for students, likely accounts for the area's higher concentration of individuals between the ages of 20 and 34 cited above.

The racial/ethnic makeup of the student population is predominantly White (43.4%), and has consistently stayed at that level for the past five years. The fastest growing race/ethnicity is the Latino/Hispanic population which currently stands at 17.6%, up from 13.4% in 2008. The Asian population, currently 18.3%, has stayed fairly consistent since 2008, not fluctuating more than 1% per year. African American student population has paralleled that of Chicago, the County and Region; the population at UIC has been declining steadily since 2008.

UIC Employees

OIR states that the official number of employees, both full- and part-time, at the start of the Fall 2012 semester was 12,976, with 76.3% and 23.7% in full or part time positions respectively . Approximately 20% of these positions are found in the primary instruction sector, while the rest are made up of administrative, support, and services jobs.

Table 1. . Population, Households, and Household Size, 2010

	Neighborhood Context Area	Chicago	Cook County	Region
Population	90,650	2,695,598	5,194,675	8,431,386
Households	38,408	1,045,560	1,966,356	3,088,156
Average Household Size	2.36	2.52	2.60	2.73

Table 2. Population and Change in Population, 2000 and 2010

	Neighborhood Context Area	Chicago	Cook County	Region
Population, 2000	90,450	2,896,016	5,376,741	8,146,264
Population, 2010	90,650	2,695,598	5,194,675	8,431,386
Change, 2000-10	200	-200,418	-182,066	285,122
Change as %, 2000-10	0.2%	-6.9%	-3.4%	3.5%

4. http://www.oir.uic.edu/students/student_data_book.asp

5. http://www.oir.uic.edu/facultystaff/index.asp

Table 3. Age Cohorts and Median Age, 2010

	Neighborhood Context Area		Chicago		Cook County		Region	
	Count	%	Count	%	Count	%	Count	%
Under 19 years	20,575	22.7%	699,363	25.9%	1,374,096	26.5%	2,346,937	27.8%
20 to 34 years	35,449	39.1%	738,578	27.4%	1,204,066	23.2%	1,790,049	21.2%
35 to 49 years	17,813	19.7%	550,001	20.4%	1,067,351	20.5%	1,807,886	21.4%
50 to 64 years	10,739	11.8%	429,724	15.9%	928,833	17.9%	1,534,488	18.2%
65 to 79 years	4,616	5.1%	201,795	7.5%	436,799	8.4%	679,470	8.1%
80 years +	1,458	1.6%	76,137	2.8%	183,530	3.5%	272,556	3.2%
Median Age (2010)	N/A		32.9		35.3		N/A	

Source - 2010 Census

Table 4. Change in Race and Ethnicity, 2000-2010

	Neighborhood Context Area		Chicago		Cook County		Region	
	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change	Change in Population	Percent Change
White	12,171	79.5%	-52,449	-5.8%	-280,351	-11.0%	-200,702	-4.3%
Hispanic or Latino*	-9,025	-20.7%	25,218	3.3%	173,022	16.1%	414,407	29.4%
Black or African American	-6,909	-27.3%	-181,453	-17.2%	-124,670	-9.0%	-72,117	-4.7%
Asian	3,411	68.5%	20,466	16.4%	61,026	23.7%	137,701	36.6%
Other**	552	43.4%	-12,200	-21.4%	-11,093	-11.3%	5,833	4.3%

Source - 2000 and 2010 Census
* includes Hispanic or Latino residents of any race
** includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some Other Race, and Two or More Races

Table 5. Education Levels, 2010

	Neighborhood Context Area		Chicago		Cook County		Region	
	Count	%	Count	%	Count	%	Count	%
Population, 25 years and over	56,157	100.0%	1,768,053	100.0%	3,413,901	100.0%	5,450,630	100.0%
High school diploma or higher	42,761	76.1%	1,403,628	79.4%	2,840,274	83.2%	4,661,868	85.5%
Bachelor's degree or higher	23,958	42.7%	570,134	32.2%	1,131,925	33.2%	1,899,328	34.8%

Source -2006-2010 ACS

60232

Section 6
UIC's Transportation Network

The location of the UIC campus – with respect to the metropolitan transportation network and relative to regional destinations – is an asset for UIC and the surrounding neighborhoods. The UIC community and local residents are served directly by regional and national thoroughfares as well as a wide array of public transit options, including multiple CTA rail lines, bus routes, and Metra commuter lines. The study area is also linked into Chicago's street grid and its expanding bicycle network.

Key Findings

- **The core study area is well served by public transit.** This includes two CTA rail lines (four stations), nine CTA bus routes, four Pace bus stops, Divvy bike share, and two regional commuter rail hubs within one mile, and an additional Metra station serving the Rock Island District line.
- **Approximately 97.7% of employees working in the core study area commute from other parts of the city or region.** More than half of all employees reside in the City of Chicago and are shown to concentrate in neighborhoods close to, but just outside the core study area and/or with convenient access to public transit.
- **Full-time students were the least likely to arrive via single occupancy vehicle, while part-time students and campus staff were the most likely.** From a 2008 UIC commuter survey, approximately 70% of surveyed students, faculty, and staff arrived on campus by some form of public transit, bicycle, or by walking.
- **Between 2009 and 2011, the incidence of reported traffic crashes in the core study area that involved a bicyclist, a pedestrian, or both was 10% higher than Chicago overall.** These types of crashes are concentrated at major intersections such as Roosevelt Road/Halsted Street, on-campus mid-block crossings, and along road segments lacking clear divisions between modes.
- **Ridership at all CTA rail stations within the study area increased from 2008-12.** The UIC-Halsted station, and specifically the Peoria Street station entrance, is the most heavily trafficked station in the core study area. However, ridership at the Illinois Medical District Blue Line station increased more than 40% from 2008-12.
- **The UIC study area has an expanding network of bicycle facilities, which will help to improve the current connectivity issues.** Established bike routes along Roosevelt Road and Halsted Street and Taylor Street need improvement. Future planned routes into and within the study area will continue to increase access to the city's neighborhoods and destinations. The introduction and expansion of Divvy bikesharing provides an attractive and convenient mode for short distance trips, such as between the East and West campuses.
- While there are accessible routes from parking areas to campus buildings, users have cited the **inaccessible IMD-Blue Line as a barrier, several buildings with access issues, dangerous conditions when crossing Damen Avenue in the Medical District, areas prone to flooding, curb cuts near the UIC-Halsted Blue Line station, curb cuts at Morgan Street on the East campus, and accessible signals at several locations.**

Roadways

Centrally located in the City of Chicago, the UIC campus is connected to the rest of the city and region via the city's grid network of streets and the regional interstate system. Over time, the physical development of the campus has interrupted the local street grid, creating some large blocks, especially throughout the East Campus. While some local connectivity has been sacrificed, many major and minor roadways cross the campus and connect it to the surrounding communities. Some of these roadways carry particularly large volumes of traffic, especially those that provide points of access and egress to the area's highway facilities. These facilities influence traffic patterns at each of these points, but most significantly along the segment of Roosevelt Road that is designated as a Strategic Regional Arterial by the Illinois Department of Transportation.

Functional Classification and Road Type

Roads provide space for vital functions within a community – mobility, access, commerce, and civic life. The functional classification of a road describes the character of the road in terms of vehicular mobility and the level of service they are intended to provide. A breakdown of roadways that intersect the core study area based on IDOT's functional classification designations is provided in Table 6. Additionally, the average daily traffic (ADT), width, and jurisdiction of each roadway are provided for comparison and to identify the agency responsible for repairs and maintenance.

Excluding local streets, all roadways in the table accommodate between 2-4 lanes of through traffic, not including turning lanes at intersections, with lane widths ranging from 10-16 feet. Lane widths and other design guidelines are based on uniform standards provided by the Manual of Uniform Traffic Control Devices (MUTCD), which discusses traffic signs, signals and markings; and the American Association of State Highway and Transportation Officials (AASHTO) road design guide, which discusses the shapes and materials of safe roadways with the goal of optimizing level of service and safety for motor vehicles.

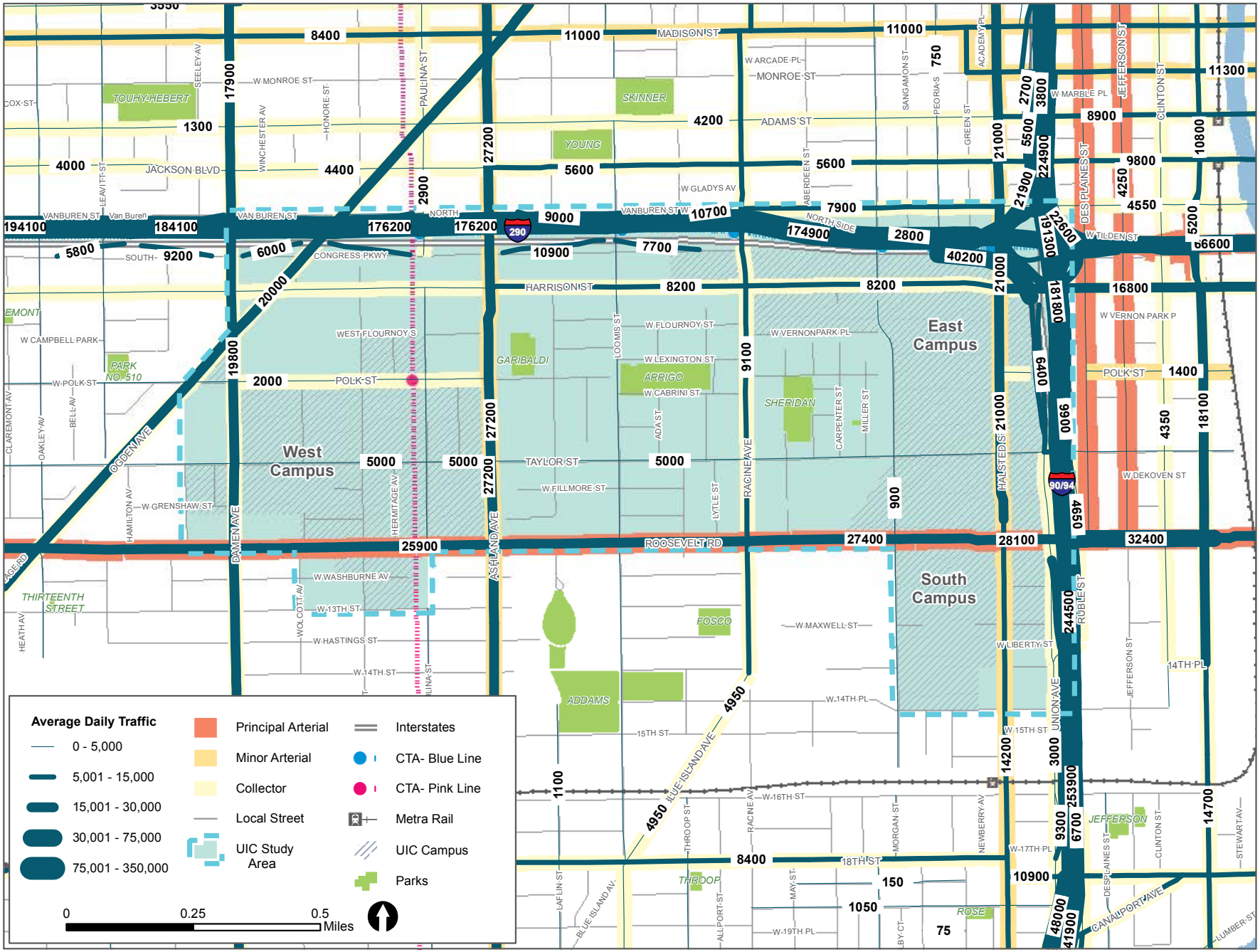
The breakdown of core study area street typologies from Table 6 is illustrated in Figure 8. While the city's consistent street grid pattern is interrupted at points within the physical campus area, five heavily trafficked roadways cross directly through the UIC campus including Halsted Street, Roosevelt Road, Ashland Avenue, Damen Avenue, and Ogden Avenue. Average daily traffic volumes for these roadways and all other major roads that intersect the core study area are shown in Figure 8 as well. Of these five roadways, Ashland Avenue (27,200) and Roosevelt Road (25,900 – 28,100) experience levels of daily traffic above the average for City of Chicago's collector and arterial roadways (22,909 ADT).

Table 6. Core Study Area Roadways

Functional Classification	Study Area Roadways	Average Daily Traffic	Jurisdiction	Width
Arterial *Provides the highest level of service at the greatest speed for the longest uninterrupted distance*	Ashland Ave.	27,200	Cook County DOT	40′-60′
	Halsted St.	14,200-21,00	CDOT	24-84′
	Roosevelt Rd.	25,900 – 32,400	IDOT	48-70′
Collector *Provides a less highly developed level of service at a lower speed and for shorter distances in order to collect traffic from local roads and connect them with arterials*	Damen Ave.	19,800	CDOT	24-58′
	Harrison St.	5,000 – 16,800	CDOT	24-52′
	Ogden Ave.	20,000	IDOT	40-44′
	Polk St.	No Data	CDOT	24
	Paulina St.	1,650	CDOT	24-36′
	Racine Ave.	9,100	CDOT	24-60′
	Union Ave.	No Data	CDOT	24-44′
	Van Buren St.	7,900	CDOT	24′
Local	All other streets		CDOT	

The busiest roadway in the core study area is the segment of Roosevelt Road that intersects Halsted Street and separates East Campus and South Campus. This roadway is a critical component to the overall transportation network and is designated as a Strategic Regional Arterial (SRA) east of I-90/94. SRA's are designated for their role in accommodating long-distance regional travel and their ability to complement local highway facilities. In addition to the higher levels of traffic flowing to Roosevelt Road in conjunction with the nearby highway facilities, the area also experiences a high volume of pedestrian traffic travelling from one side of campus to the other. For this reason, intersection safety on this segment of Roosevelt Road is of great importance.

Figure 8. Core Study Area: AADT



These local roadways serve as important corridors for commercial deliveries, transit vehicles, and regional commuters, with Roosevelt Road and Ogden Avenue spanning far into the western suburbs. Roosevelt Road, Harrison Street, and Taylor Street serve as the primary east-west connections between the two sides of the UIC campus. While Taylor Street is a narrow two lane local street, Roosevelt and Harrison span 52 feet across, accommodating four lanes of traffic and a fifth turning lane at intersections. These different typologies offer divergent experiences for drivers, and perhaps more so for pedestrian and bicyclists, a topic that will be explored in more detail later.

In addition to the city street network, the core study area also contains portions of the Eisenhower Expressway (I-290) and the Dan Ryan Expressway (I-90 and I-94), both of which operate under State of Illinois jurisdiction. These heavily trafficked corridors that connect at the Circle Interchange, accommodate hundreds of thousands of vehicles every day, and operate as critical regional and national connections to Chicago's centers of commerce, culture, and education. The UIC campus and surrounding study area is directly connected to I-290 via entrance/exit ramps at Damen Avenue, Paulina Street, Ashland Avenue, Racine Avenue, and Morgan Street. Alternatively, access to I-90/94 is located at Roosevelt Road and Taylor Street. These connections to the regional and national highway network accommodate traffic both into the study areas and out to the region and beyond, with I-290 linking directly to the west and I-90/94 toward the north, northwest, south, and southwest. The core study area handles large amounts of traffic entering or exiting from the Dan Ryan and Eisenhower Expressways. Moreover, 81,500 vehicles access the Expressways via the core study area while 78,900 vehicles exit into the core study area, with Congress Parkway and Taylor Street receiving traffic from I-290 and I-90/94 respectively, and Van Buren Street and Roosevelt Road serving feeding traffic onto I-290 and I-90/94 respectively.

Accessibility

Having accessible circulation throughout campus benefits all users, but unfortunately many transportation facilities in and around the UIC campus do not adequately meet the needs of people with disabilities. An all-inclusive approach to campus circulation and building design helps to ensure that the needs of all potential users are met, including people with disabilities. The landmark 1990 Americans with Disabilities Act (ADA) recognizes and protects the rights of people with disabilities by prohibiting discrimination on the basis of disability.

Additionally, the 1968 Architectural Barriers Act addresses accessible buildings and facilities for agencies and private organizations that receive federal funding, and the 1973 Rehabilitation Act requires that federally conducted or assisted programs be made available to people with disabilities. While these laws require that the needs of people with disabilities are met, there are many benefits to providing improved accessibility beyond satisfying legal requirements. A seamless, accessible system will also help to serve a teacher with a temporary broken leg, a parent pushing a stroller, and businesses loading and unloading goods, while broadening the range of social, recreational, and consumer activities for people with disabilities.

UIC's pedestrian network serves as the primary link between campus facilities and its range of nearby transportation options. The existing network is well connected in terms of paths and sidewalks, however, when recognizing the campus population's range of mobility needs and ensuring the network is accessible to all individuals and groups, it is necessary to identify gaps in the network that limit the convenience and safety for people with disabilities. Important accessibility factors for consideration include: sidewalk surface conditions, physical barriers throughout the campus circulation network, flooding or ice and snow issues, and the presence and location of accessible pedestrian signals, curb ramps, accessible parking, transit amenities, and building entrances. To assess, plan, and develop sites and facilities throughout the campus so that they will be accessible for people with disabilities, UIC developed its Accessibility Planning Guide with the assistance of LCM architects. This 31-item checklist lays out the technical specifications and special design considerations that must be made under the Americans with Disabilities Act Accessibility Guidelines and the Illinois Accessibility Code. Included in the Guide are technical specifications for accessible routes, building entrances, parking, curb ramps, and other physical elements of the circulation network.

Figure 9. Campus Accessibility

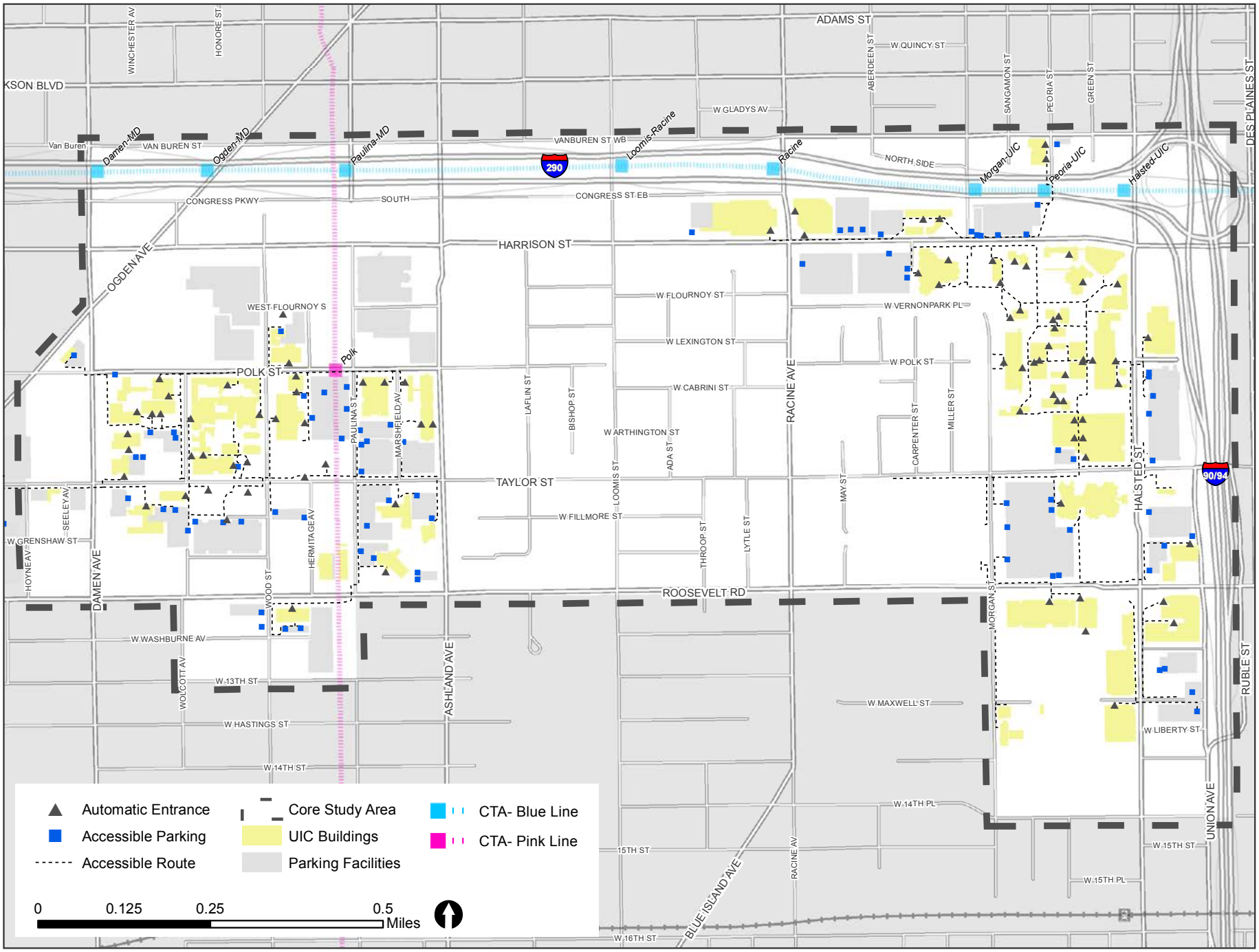


Figure 10. Metroquest Map Comments on Campus Accessibility

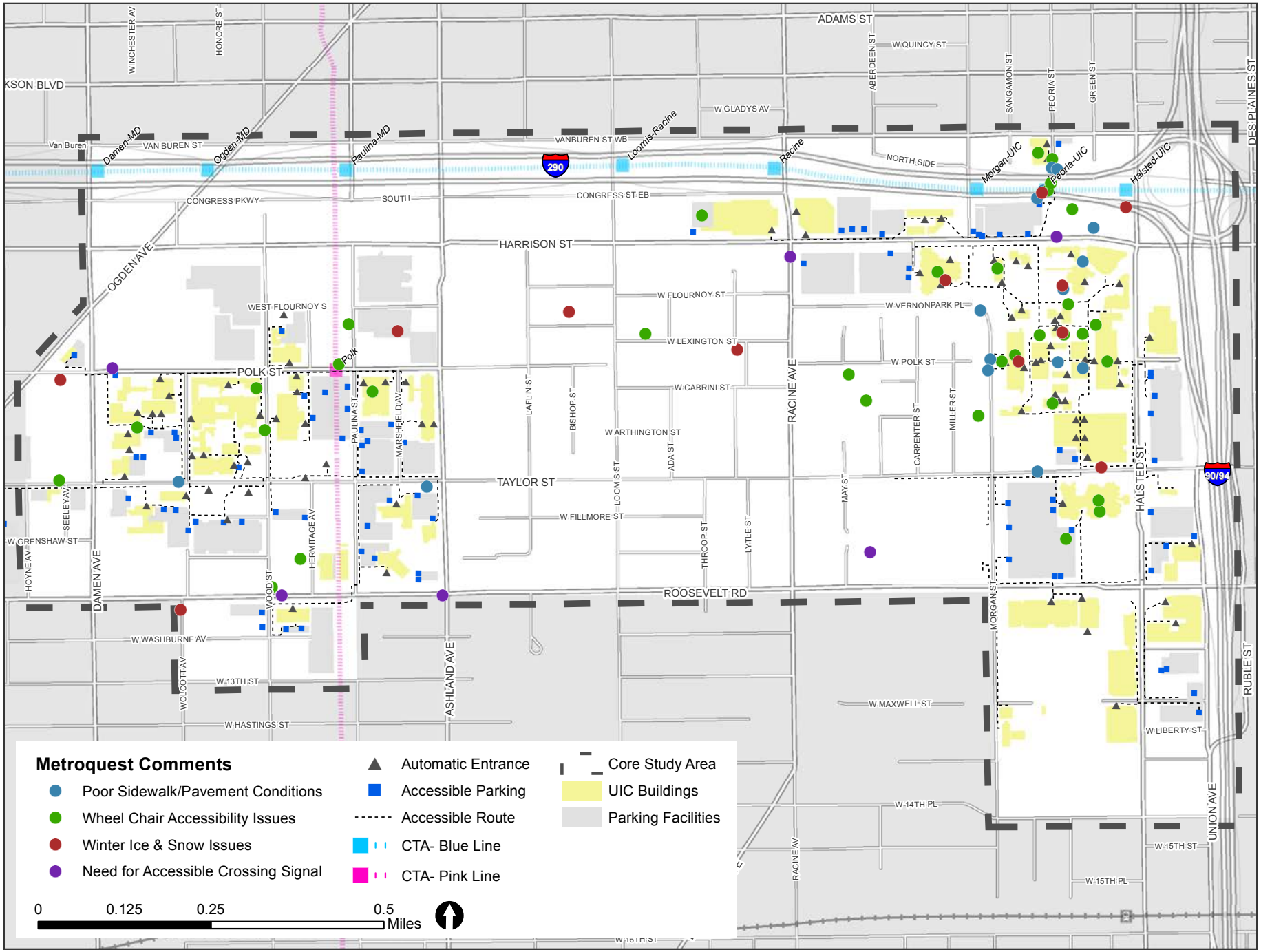


Figure 9 shows the location of existing amenities designed to serve people with disabilities, including accessible parking areas, building entrances, and routes connecting the two. According to the ADA, accessible routes such as those delineated here should be "continuous unobstructed paths connecting all accessible elements and spaces of a building, facility, or area." Primarily, the UIC routes connect accessible parking and building entrances along paths that include parking access aisles, curb ramps, crosswalks, and building entrance ramps or lifts. Despite their prevalence throughout campus, sidewalks and curb ramps in poor condition persist throughout the academic year.

With additional issues of flooding and snow/ice removal, all campus users are presented with barriers within the circulation network, especially those with accessibility concerns. These issues, as well as those related to the need for accessible crossing signals and enhanced wheelchair accessibility throughout campus are shown in Figure 10, which overlays public comments concerning campus accessibility concerns on top of the base map shown in Figure 9. Concentrations of poor infrastructure and surface conditions are noted throughout the East campus's busiest areas, the Quad and the area surrounding the Peoria Street Blue Line entrance.

With more than 30% of full-time students and approximately 25% of all campus users arriving to campus via CTA trains, it is important to identify the gaps in service and convenience for those with disabilities. As was mentioned earlier, the Peoria Street Blue Line entrance experiences the highest volume of rider entrances, which only enhances the critical nature of this area as a campus gateway. Figure 10 shows a high concentration of infrastructure and accessibility issues brought forward by public comments in this area. Currently, only the Halsted and Morgan Street entrances have accessibility features in the form of station-to-platform ramps. Neither station entrance is connected to an accessible route.

While issues of building access and infrastructure conditions show up on the West campus, the lack of accessibility features at the IMD Blue Line station and its three entrances at Ogden Avenue, Paulina Avenue, and Damen Street presents a clear array of issues for the thousands of employees, students, patients, and visitors that travel to and through the IMD daily. In January 2014, the CTA announced plans to renovate the IMD station, making all three entrances accessible to customers with disabilities. The $23 million dollar plan, funded through the city's tax-increment finance program, includes the installation of an elevator at the Ogden Avenue stationhouse and the reconstruction of station-to-platform ramps to comply with ADA guidelines at the Damen Avenue and Paulina Street entrances.

In addition to the University's accessible intracampus and commuter shuttle routes, UIC Transportation Services provides accessible on-campus paratransit service for all students, faculty, and staff with approval from the Disability Resource Center or the Office of Access and equity. Pick-up and drop-off service is provided within the service area that is bound by Halsted Street on the east, Western Avenue on the west, the Eisenhower Expressway on the north, and Roosevelt Road on the south. While paratransit rides can be arranged between 7am and 11pm, the University provides off hour paratransit rides from 11p to 7am within the same service area through its late-night Red Car service.

Bicycle and Pedestrian Network

Unlike motorized transportation modes that focus on efficient and fast movement of individual vehicles, bicycle and pedestrian circulation plays an important role in improving the community's urban character, physical and mental health, and perception of safety. This section provides an overview of the bicycle and pedestrian infrastructure in the study area as well as their usage and overall quality.

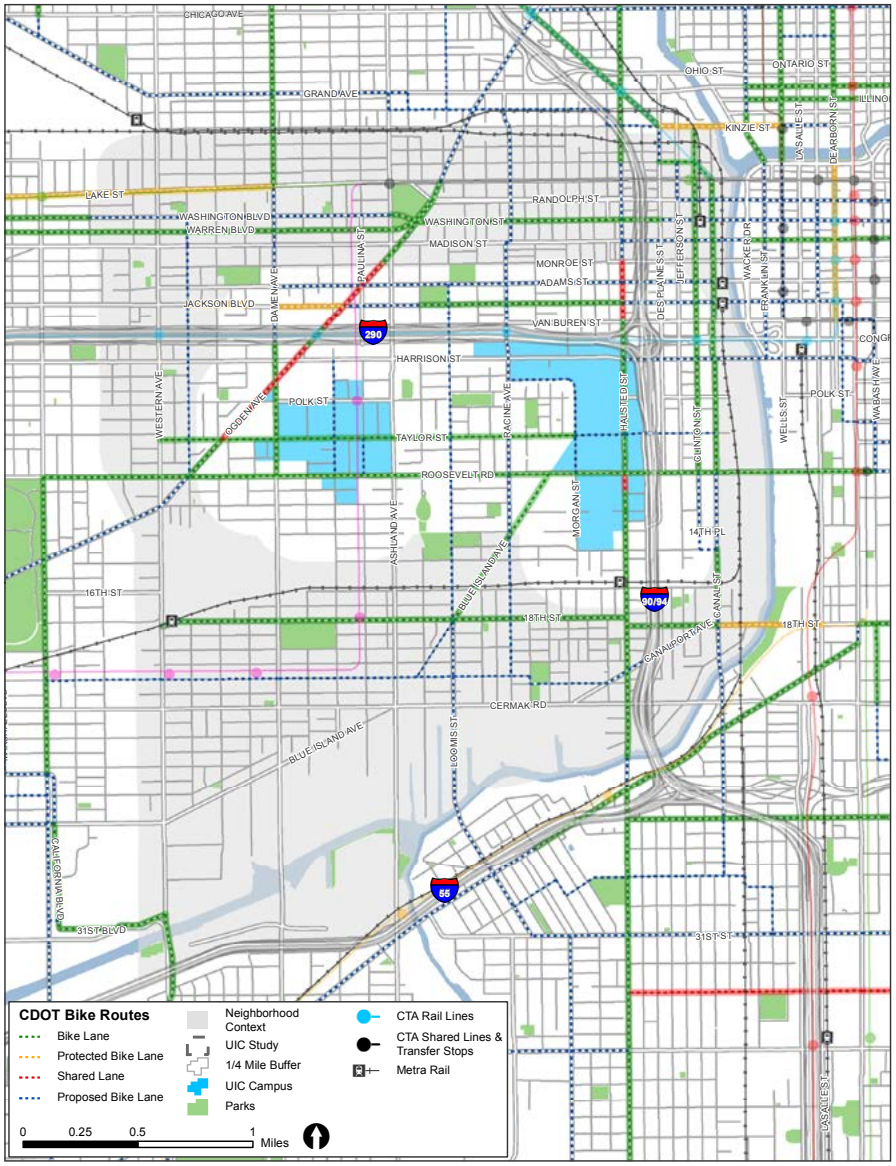
Bicycling

With a number of major bikeways running through, or near, the defined study area, the UIC campus is linked directly into the city's growing network of bike lanes and other bicycle-oriented facilities. This expanding network coincides with the 150% growth in bike ridership among city commuters that the Chicago Department of Transportation (CDOT) has charted between 2000 and 2010. During this time, CDOT and city officials have committed to expanding access to bike facilities such as bike lanes, protected cycle tracks, and providing amenities like bike parking and a citywide bike share system. With its central location and direct links to the city's street grid, the UIC campus stands to gain from continued network expansion, as new connections between campuses and to surrounding communities are forged.

Existing Bicycle Facilities

Figure 11 highlights the extent of the existing network of bicycle facilities within the core study area, and its relationship to the network in the surrounding communities. As can be seen, the network is predominantly made up of bike lanes, which are generally 4-6 foot wide striped lanes of travel placed between parking and travel lanes on arterial and collector streets. While there are not many direct and continuous routes connecting the UIC campus to areas outside of the immediate neighborhood context, some of the established bike routes come from the north along Milwaukee Avenue and Clinton Street, as well as from the west along Lake Street and the south from Halsted Street and Blue Island Avenue. Portions of the bike lanes on Kinzie Avenue, Lake Street, and Jackson Boulevard are models for future system expansion as they have been designed to separate bicyclists from motor vehicle traffic either through the use of permanent bollards or a lane of parked cars placed in between traffic and two-directional bike path.

Figure 11. Neighborhood Context Area: Existing Bike Network



These facilities accommodate UIC commuters from throughout the city, but there is also a considerable amount of convenience offered to individuals moving between campuses and for local residents traversing their neighborhoods. As key east-west connections between the two sides of the campus, bike lanes on Taylor Street and Roosevelt Road are resources that can be improved to facilitate more clear and coherent connections between the East and West campuses. While Taylor Street is a narrow local street, Roosevelt Road is a major city arterial that accommodates high traffic volumes at greater speeds. These distinctions create different environments and perceived levels of safety for riders. Bike lanes for both roadways are placed between parking and travel lanes, except for the west campus portion of the Roosevelt Road bike lane where parking is prohibited. This type of design is standard, but often associated with the threats of riders being "doored" by parked cars and having bike lanes being blocked by motor vehicles. Again, the protected bike lanes that have been established in areas near the core study area serve as models that, while not appropriate or feasible for every roadway, can be considered along wide and heavily trafficked roadways such as Roosevelt Road.

Example of a sharrow

Existing bike lanes on Damen Avenue and Halsted Street provide north-south access to and through the campus. Roadway character and traffic volumes are similar for both streets, as are designed as 4-lane, median divided roadways through the UIC campuses (Halsted north of Roosevelt Road). Because of this, the on-street bike lanes on Halsted Street and Damen Avenue are similar in design to Roosevelt Road, with the exception that parking is restricted on both roadways between Roosevelt Road and I-290, thus mitigating the aforementioned danger of riders being "doored" by parked cars. Further, Halsted briefly condenses to a 2-lane street south of Roosevelt Road. Here, on-street parking resumes and the on-street bike lanes are temporarily converted into shared traffic lanes between Roosevelt Road and Washburne Avenue. South of Washburne Avenue, the striped bike lanes return and continue into the city's southern communities as seen in Figure 11.

The campus is also served by bike routes on Blue Island and Ogden Avenues, two of the city's few diagonal roadways. The standard on-street bike lanes on Blue Island Avenue connect with the UIC-area bicycle network at Roosevelt Road. Alternatively, Ogden Avenue is a designated shared traffic lane similar to the short segment on Halsted Street south of Roosevelt Road. These roadways are marked by a "sharrow,"a street marking that is often placed in a travel lane to signify that bicyclists may utilize the full lane for travel (see photo, bottom left).

Future Bicycle Facilities

The Chicago Department of Transportation's (CDOT) commitment to greatly expanding its bicycle facilities network through 2020 will improve the UIC's connection to city neighborhoods and destinations, and is likely to encourage an increase in bicycle commuting and on-campus ridership. CDOT's plans for expanding its bicycle infrastructure network can be seen in relation to neighborhoods surrounding UIC and the existing network (Figure 11). Focusing specifically on the core study area, Figure 12 illustrates CDOT's future plans for new bicycle routes and extensions in the core study area. These include:

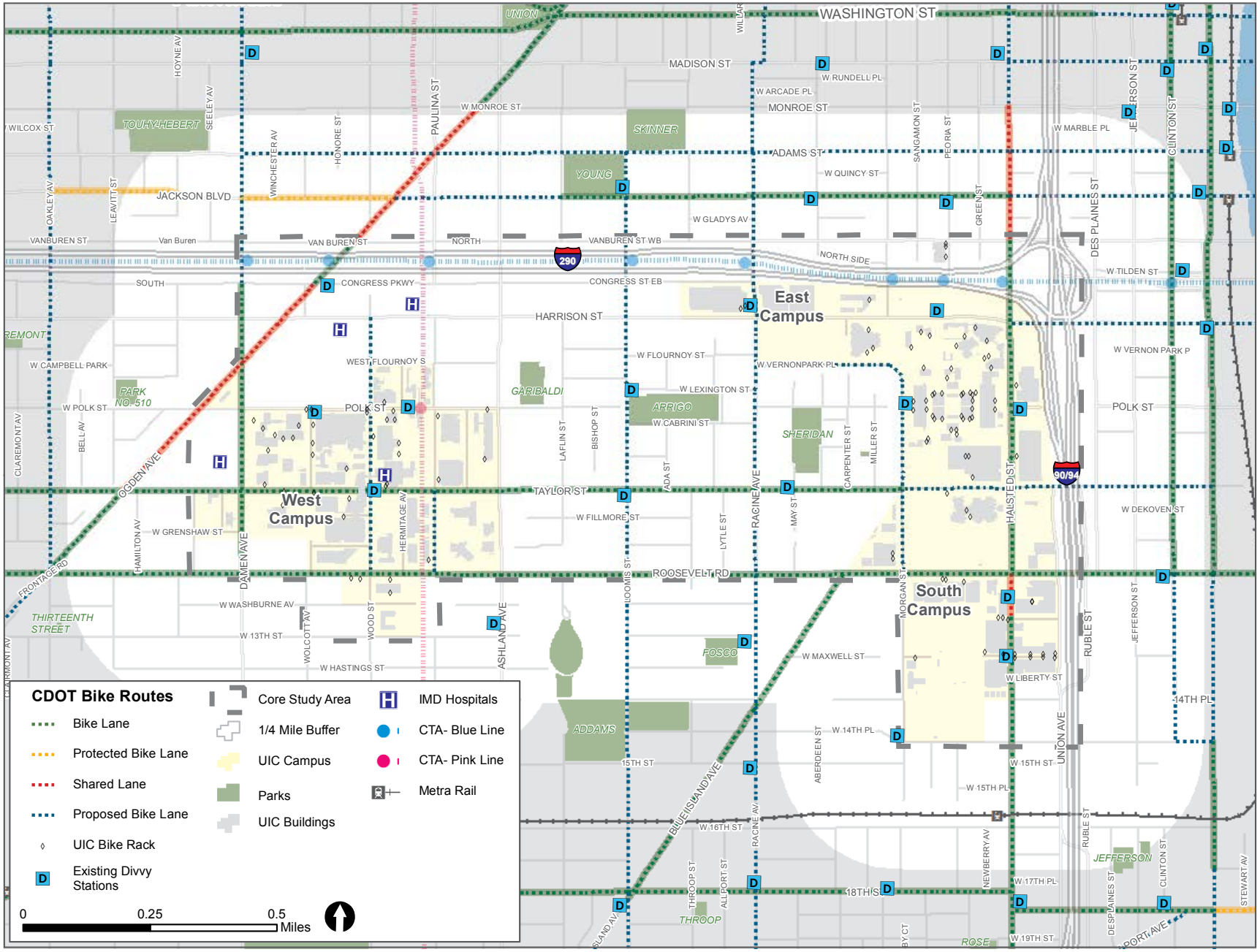
- Extending the existing Taylor Street bike lane east through campus from its current terminus at Morgan Street
- Adding bike lanes on Loomis, Wood, Paulina Street, and Racine Avenue, providing enhanced north-south access to existing intracampus routes
- New bike lanes on Morgan Street that will bring bike facilities to the center and western edge of the East Campus, connecting it to the existing intercampus routes.
- The expansion and creation of new lanes on nearby Jackson Boulevard and Adams will complete connections into the Chicago Loop, while the southern extension of the existing Blue Island Avenue bike lanes will expand access to the UIC campus further into Chicago's Southside.

Bicycle Parking

To encourage bicycling as a viable mode to get to, from, and around campus, there are certain amenities that must be in place to complement the existing and future bicycle facilities network. Bicycle parking is a critical component in building out a successful and integrated network. There are many different types of bicycle parking equipment, offering different levels of capacity, security, and protection from the elements. The bike parking racks that were installed and are maintained by UIC, as well as the existing and future bike network are shown in Figure 12 .Clusters of bike parking are evident on the East Campus, especially in and around the Quad area. Bike parking is notably more dispersed on the West Campus, where opportunities to install additional racks at central points including the CTA train station entrances should be examined.

It is recommended by bicycle and transportation planning professionals to provide about 1 space for every 10 campus users and that bike parking facilities be located within 50 feet of building entrances. Figure 12 shows the location of existing bike parking racks on the UIC campuses, which are often conveniently located near building entrances. With approximately 30,000 to 40,000 students, faculty, staff, and visitors and just over 800 existing outdoor rack parking spaces, there appears to be a considerable shortage of bike parking spaces for UIC to measure up to this standard. One inverted U-rack is considered to be two bike parking spaces, and UIC has recently approved funding for the installation of more campus bike racks, with a goal of 1,800 U-racks, which would help the campus meet and exceed the recommended range of 3,000 to 4, 000 bike parking spaces. Bicycle theft is a common campus problem, and consideration of visibility and security is important when adding new racks or bicycle storage facilities.

Figure 12. Core Study Area: Bike Network



Bikeshare

Bikesharing was introduced in Chicago in June 2013 with the Divvy Bikes system. The program has a goal of installing 400 bikeshare hubs that would provide a fleet of 4,000 bikes throughout the city. These bikes can be rented for short periods of time and returned to any station within the network. Bikesharing is designed to offer an alternative and convenient transportation option for short distance trips, filling gaps in commutes, and encouraging active transportation. To do this, stations are located in neighborhood centers, at or near public transportation facilities, and around common destinations.

As of July 2013, there were 75 stations in operation throughout downtown Chicago and surrounding neighborhoods; by the end of 2013, they had installed 300 stations, with plans to add 175 more. Figure 12 shows the locations of current Divvy stations throughout the core study area. Locations at or near key transit access points such as the Peoria Street blue line entrance, the IMD Blue Line station, Union Station, and the intersection of Halsted and Roosevelt Road will allow for convenient transitions from a transit mode to a final destination and vice versa, representing the "first mile/last mile" target of the bikesharing model.

The presence of these stations on and near the UIC campus will promote on-campus bicycling throughout the campus and surrounding community. With multiple bikeshare stations on both sides of campus and future expansion into the surrounding communities and downtown areas, faculty, students, and staff will have an attractive transportation option when having to travel within and between campuses and surrounding communities. Working in concert with the existing and future bike lane network, this advances UIC's stated goal of providing clear, coherent, and convenient intracampus connections.

Pedestrian Environment

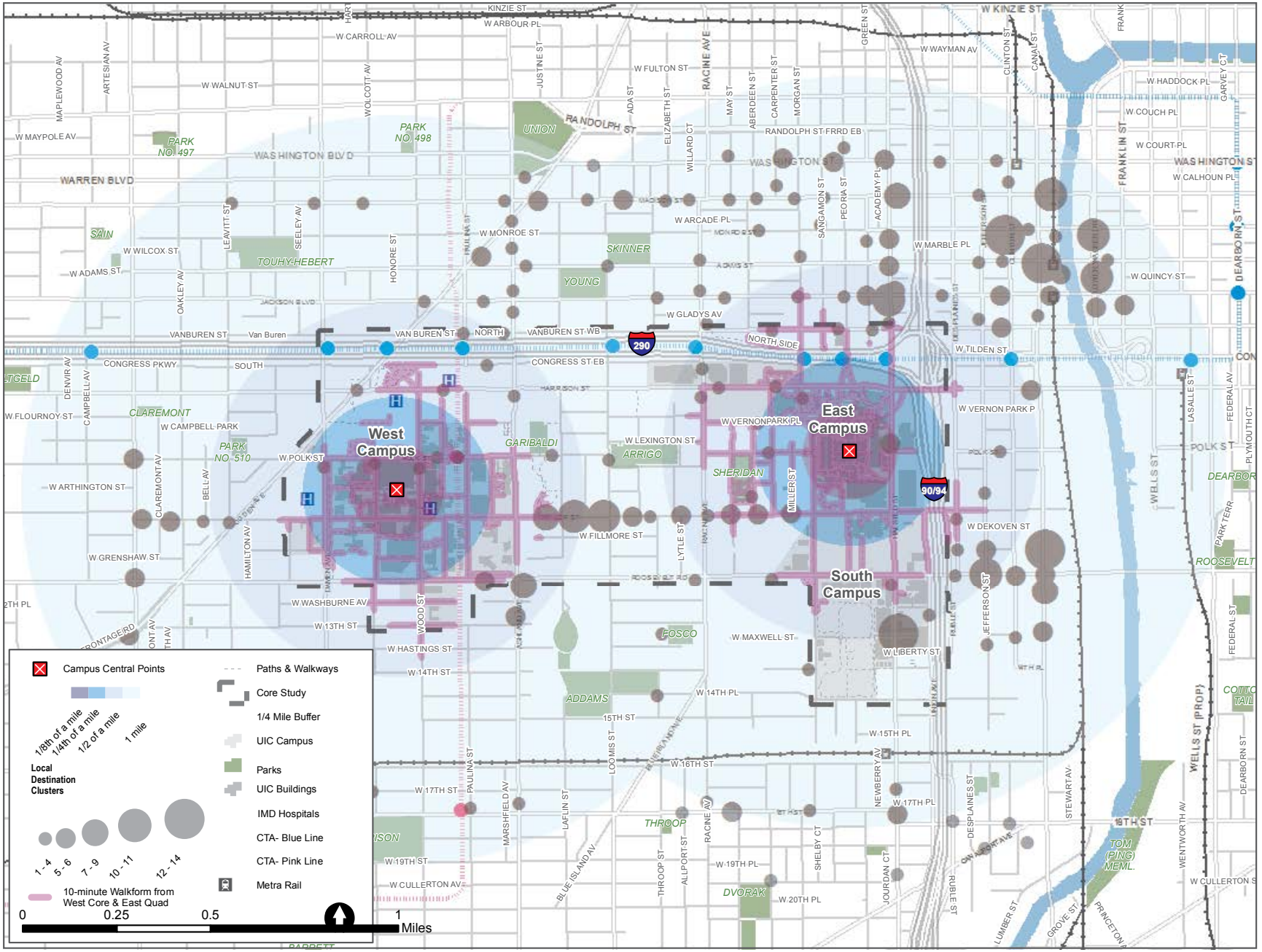
Walkability is an important component for an urban campus. The UIC campus has an extensive network of walkways and paths that connect academic and administrative buildings on each campus. Additionally, streets in the surrounding area provide sidewalks that link campus users and local residents to the campuses, the IMD, city destinations, and public transportation facilities. Creating an environment that is accessible to all users, regardless of disability, is a goal of this project. Identifying gaps and barriers in the pedestrian environment will include an assessment of accessibility, which will be primarily conducted through focus groups and an interactive survey.

Of course, the presence of sidewalks and walkways is not the only determinant of whether walking will be an attractive mode of transportation in a specific area. Important considerations include pleasant streetscapes, safety at intersections, and convenient access to local amenities, stores, parks, and other destinations. The ability of the UIC community to reach a variety of amenities and destinations within a short walk is critical to the campus and study area's overall walkability. Using a 10-minute or roughly 1/2-mile walk as the benchmark for the reasonable distance people are willing to walk to a destination, Figure 13 illustrates the destinations and points of interest that can be reached within a 10 minute walk from the Quad on the East Campus and the West Campus's Core area. The highlighted streets and walkways show the many paths that walkers are able to take within a 10 minute walk. The graduated circles represent clusters of local destinations including restaurants, coffee shops, retail stores, entertainment venues, banks, ATMs, and personal care services.

Development in and near the East Campus has resulted in many interruptions to the city's consistent street grid, creating longer blocks and fewer intersections along the edges of the East and South campuses. The internal path system on the East campus fills in the gaps that these developments created, but for destinations just outside of campus, walkability is compromised, as indicated by the irregular shape of the mapped walkform. In contrast, the West campus has maintained the standard Chicago street grid to a much higher degree, resulting in a nearly symmetrical diamond-shaped walkform, signifying uniform accessibility from its central point.

While it is not possible to walk between the East and West campuses within a reasonably paced 10 minute walk, areas such as Little Italy along Taylor Street are within a 15-minute walking distance of both sides of the campus, as is Greektown north on Halsted Street, from the East Campus. In addition to these cultural and entertainment destinations, all UIC-Halsted CTA Blue line station entrances are within a 10 minute walk from the center of East campus, with the Ogden Street entrance to the Medical Campus Blue line station being just outside of the illustrated walkform. Located closer to the West Campus's core, the Polk Pink Line station is also well within the West Campus walkform.

Figure 13. Core Study Area: Walkshed



Transit Network

The UIC campus and the surrounding communities are linked to the city and region's mass transit network through a wide array of public transportation options. The Chicago Transit Authority's (CTA) extensive bus and rail system, and the Metra commuter rail lines that serve the greater UIC community are shown in Figure 14. Close proximity to these services enable UIC commuters and local residents to access the campus area without the need for an automobile, limiting the overall carbon footprint while also easing roadway congestion and parking pressures.

CTA Rail

With 154 stations throughout Chicago and a number of inner suburbs, the CTA's rail network plays a significant role in how people move around the city and region. As shown in Figure 14, the CTA's Pink and Blue rail lines directly serve the campus, while the Green and Orange lines intersect the neighborhoods north and south of the core study area, respectively.

Focusing on the core UIC study area, the campus is directly served by the CTA rail network at four points along the Blue and Pink rail lines. The Blue Line utilizes the median between east and westbound traffic along the Eisenhower Expressway (I-290) as its right-of-way. Trains along this portion travel west toward a terminus in the inner west suburbs, and east underground into downtown where direction of travel shifts toward the northwest and the line's terminus at O'Hare International Airport. Alternatively, Pink Line trains operate between the town of Cicero and the Chicago Loop, crossing through study area neighborhoods and travelling along Paulina Street through UIC's west campus and the Illinois Medical District on elevated tracks. Figure 15 locates the four rail stations that directly serve the campus and core study area. The map also indicates the multiple station entrances available at each Blue Line station. These entrances are located where north-south roadways cross above the expressway and are oriented toward the sidewalks. Additionally, the UIC-Halsted, Illinois Medical District, and Polk station entrances are designed to be accessible for all users. The CTA will be reconstructing the main station house at the Blue Line's Illinois Medical District, adding an elevator and rebuilding ramps and platforms. Scheduled to begin in 2015, the $23 million project will make all three station entrances (Ogden Avenue, Damen Avenue, and Paulina Street) accessible to individuals with disabilities.

Figure 14. Neighborhood Context Area: Transit Map

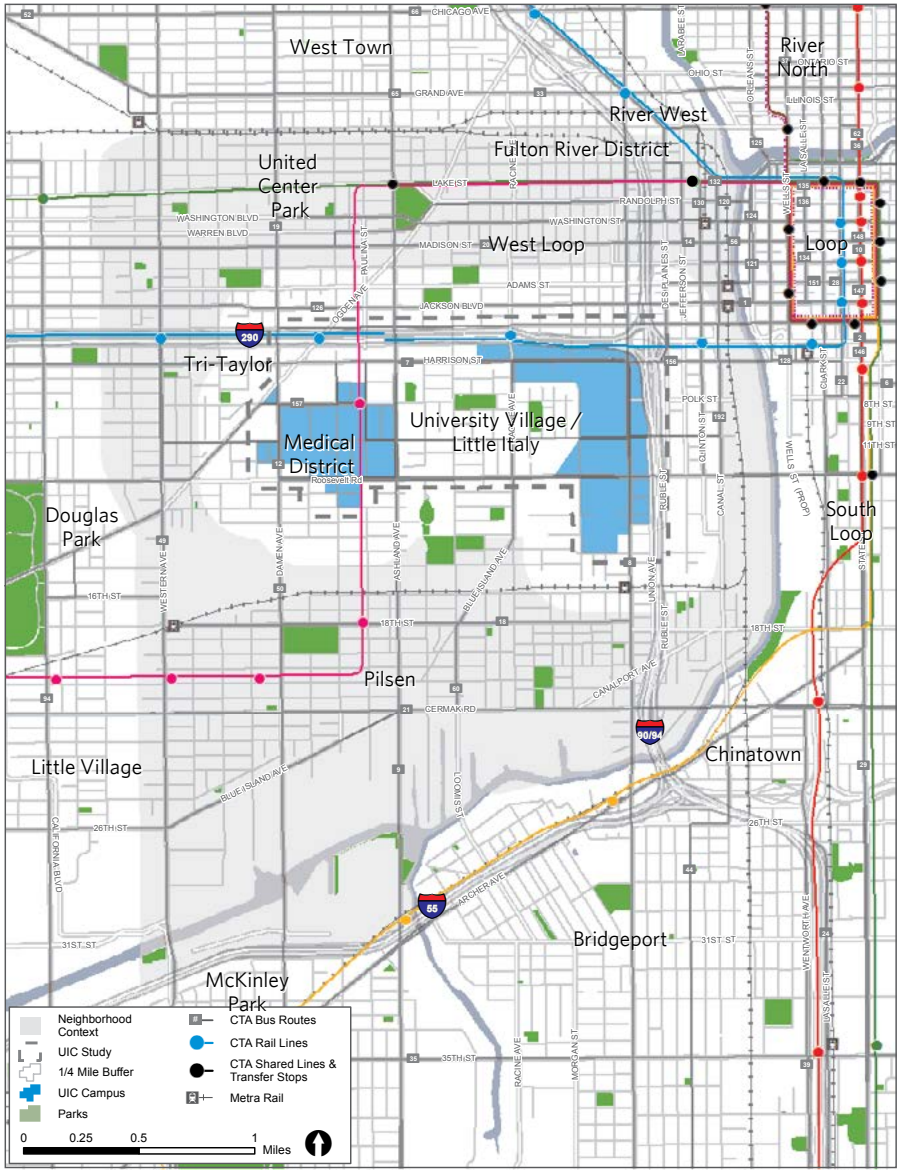
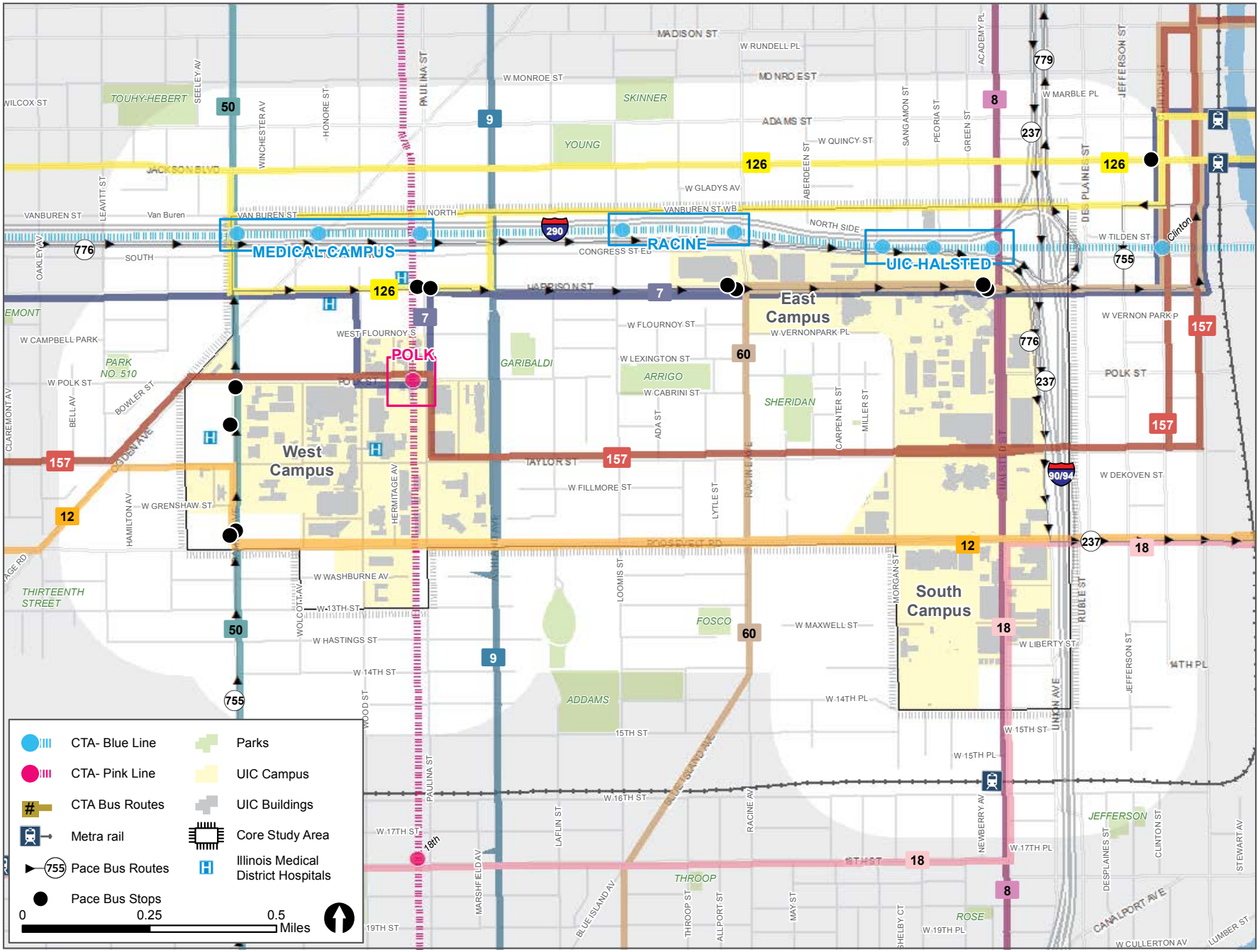


Figure 15. Core Study Area: Transit Map



Rail Ridership

A 2008 UIC survey found that 26% of campus users arrive to campus via the CTA rail network. This is the same rate that campus users arrived by single occupancy vehicles and speaks to the overall convenience of the nearby stations and the connected neighborhoods. While the 27,000 students are encouraged to utilize the CTA's network with their University-issued transit passes, the campus and Illinois Medical District area are major destinations and points of origin for workers, nearby residents, and medical care seekers. Figure 16, shows that between 2008 and 2012 rail ridership within the study area— taken as a measure of average weekday station entrances by riders— increased more than 15%. The UIC-Halsted station, which is the primary access point into and out of the East campus, remains the most heavily trafficked station in the study area, accounting for 38% of all study area ridership. However, over the same time period, the Illinois Medical District station has experienced a 40% increase in ridership, highlighting its role in bringing transit rides to the West Campus and Medical District's facilities.

With rail transit playing an important role in the study area's overall mobility, there are clearly opportunities to integrate station entrances into a strategy for a cohesive and improved circulation system. This is especially apparent at the highly trafficked and visible entrances at UIC-Halsted, Illinois Medical District, and Polk stations, where ridership is high, and for Blue Line stations. Table 7 shows that there are large differences in ridership not only between stations, but also for station entrances (some stations have multiple entrances). This is most obvious at the UIC-Halsted station where the Peoria Street entrance serves more than 48% of all station entrants, and at the IMD station's Ogden Avenue entrance (60% of all entrants). These entrances, in addition to the Pink Line's single Polk Street entrance, are centrally located and provide the most convenient access points and paths to nearby prime destinations. Figure 17 shows the average daily ridership totals for each station in Table 7 by using graduated symbols to visualize these differences on the map, along with concentrations of bus alightings..

Figure 16. CTA 5-yr Ridership chart

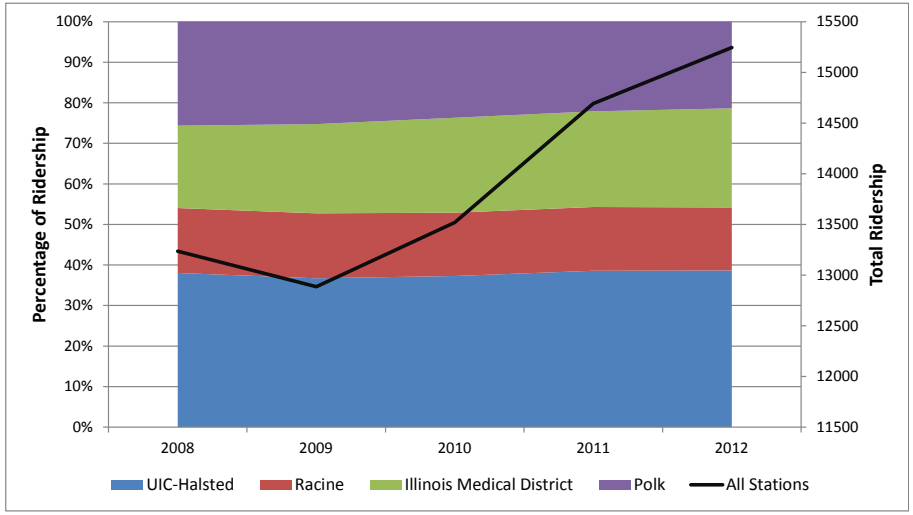
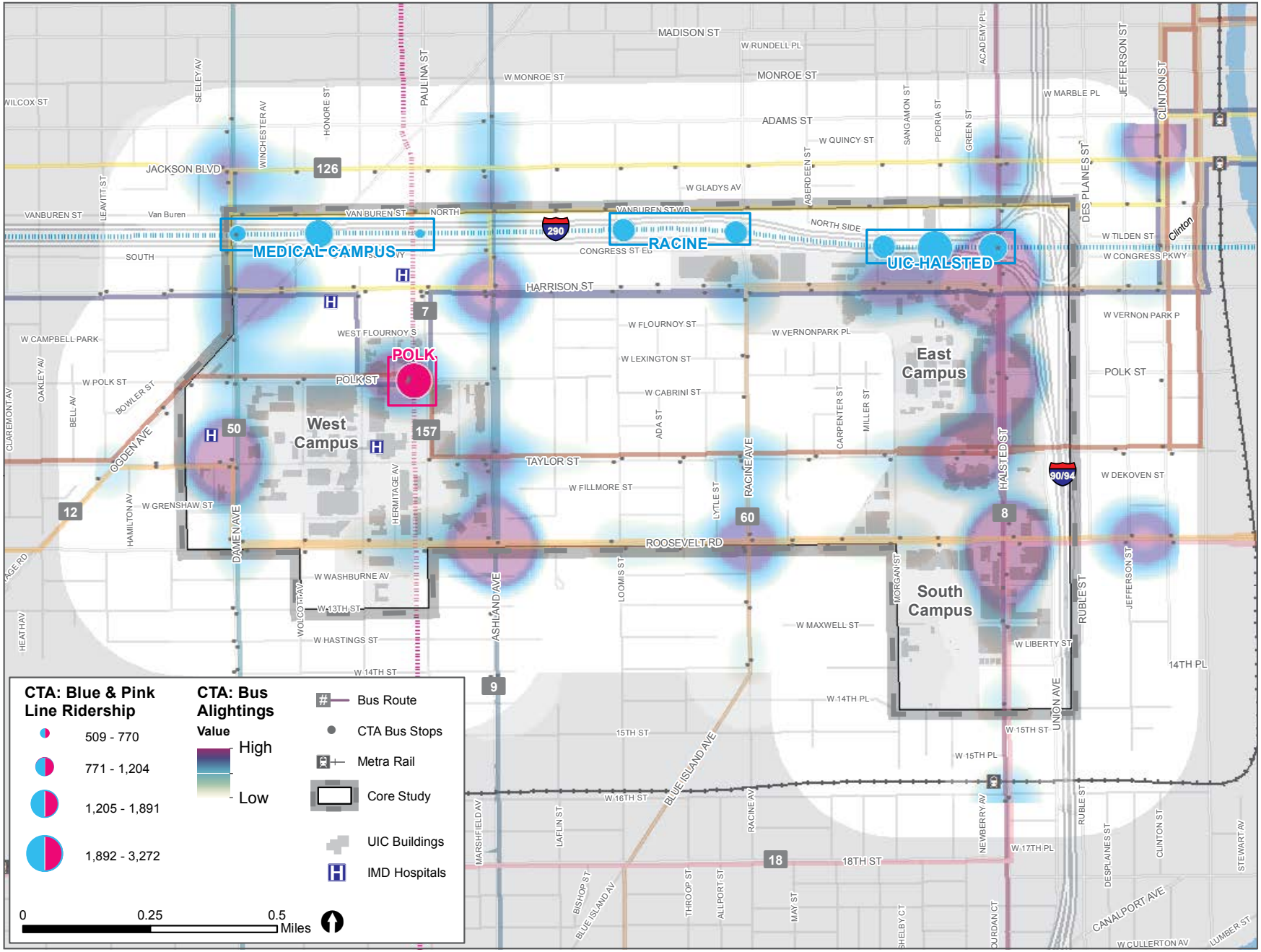


Table 7. CTA Ridership by station entrances

Station	Entrance	2008	2009	2010	2011	2012	% Change	Average
UIC- Halsted Total		**5,033**	**4,731**	**5,040**	**5,667**	**5,892**	**17.10%**	**5,333**
	Halsted-UIC	1,501	1,465	1,469	1,591	1,680	11.9	1,541
	Peoria-UIC	2,334	2,232	2,427	2,729	2,916	25	2,528
	Morgan-UIC	1,199	1,034	1,144	1,347	1,296	8.1	1,204
Racine Total		**2,119**	**2,064**	**2,111**	**2,311**	**2,368**	**11.70%**	**2,214**
	Racine	978	981	1,019	1,132	1,140	16.5	1,050
	Loomis-Racine	1,141	1,083	1,092	1,179	1,228	7.6	1,145
Illinois Medical District		**2,659**	**2,836**	**3,165**	**3,466**	**3,728**	**40.20%**	**3,299**
	Ogden-MD	1,626	1,744	1,928	2,058	2,100	29.1	1,891
	Paulina-MD	441	442	495	531	638	44.5	509
	Damen-MD	592	650	742	877	990	67.4	770
Polk Total		**3,257**	**3,249**	**3,204**	**3,255**	**3,394**	**4.20%**	**3,241**
	Polk	3,257	3,249	3,204	3,255	3,394	4.2	3,272

Figure 17. Core Study Area: Rail Ridership and Bus Alightings



Bus System

The core study area is served by multiple CTA bus routes that align with the area's major corridors (Figure 17). Here, service is provided along eight bus routes as shown in Table 8. The north-south routes that cross the study area along Halsted, Racine, Ashland, and Damen provide much needed access to the Chicago neighborhoods, primarily south of campus, that do not have convenient access to a CTA rail facility. For intracampus travel, the routes that run along Harrison (7), Taylor (157), and Roosevelt (12) are convenient and far reaching options. Additionally, direct connections between the campus and the region's major commuter rail hubs at the Ogilvie Transportation Center and Union Station are provided by Routes 60 and 7. Importantly, Route 7 services both sides of campus and both rail hubs. Taken as a whole, these routes span north-to-south nearly 20 miles from S 103rd Street to Bryn Mawr Avenue and from the city's western limits to Lake Michigan.

Table 8. CTA Bus Routes in Core Study Area

Route Number	Route Name	Direction	Connections
7	Harrison Street	East/West	Central Avenue to Downtown
8	Halsted Street	North/South	79th Street to Addison Street
9	Ashland Avenue	North/South	103rd Street to Irving Park Road
12	Roosevelt Road	East/West	Central Avenue to Downtown
18	16th/18th Street	East/West	Cicero Avenue to Downtown
50	Damen Avenue	North/South	35th Street to Bryn Mawr Avenue
60	Blue Island/26th Street	North/South	Cicero Avenue to Downtown
126	Jackson Boulevard	East/West	Austin Avenue to Downtown
157	Streeterville/Taylor Street	East/West	California Avenue to Downtown

Bus Ridership

In the aforementioned 2008 UIC commuter survey, 18% of faculty, students, and staff reported that they arrived on campus via a CTA or Pace bus. With 232 total CTA bus stops found in the core study area, commuters and visitors have the ability to coordinate their travel patterns more closely with their final destination. Therefore certain bus stops, or clusters of stops, serve as dominant points of access to and from the campus and other nearby destinations. Based on 2012 data provided by the CTA, Figure 17 draws attention to the areas where the highest volume of riders step off of busses in the core study area. The map identifies hot spots where riders alight along segments of study area roadways, showing the interaction between nearby stops and overlapping route segments. The most concentrated areas of activity, characterized on the map by the size and color gradient, are similar in that they are clustered at the intersection of major roads/routes, CTA rail facilities, and UIC/IMD buildings throughout the study area. While Figure 17 focuses on where people exited the bus, Table 9 lists the locations of the top 5 bus stops where riders either exited or boarded a CTA bus.

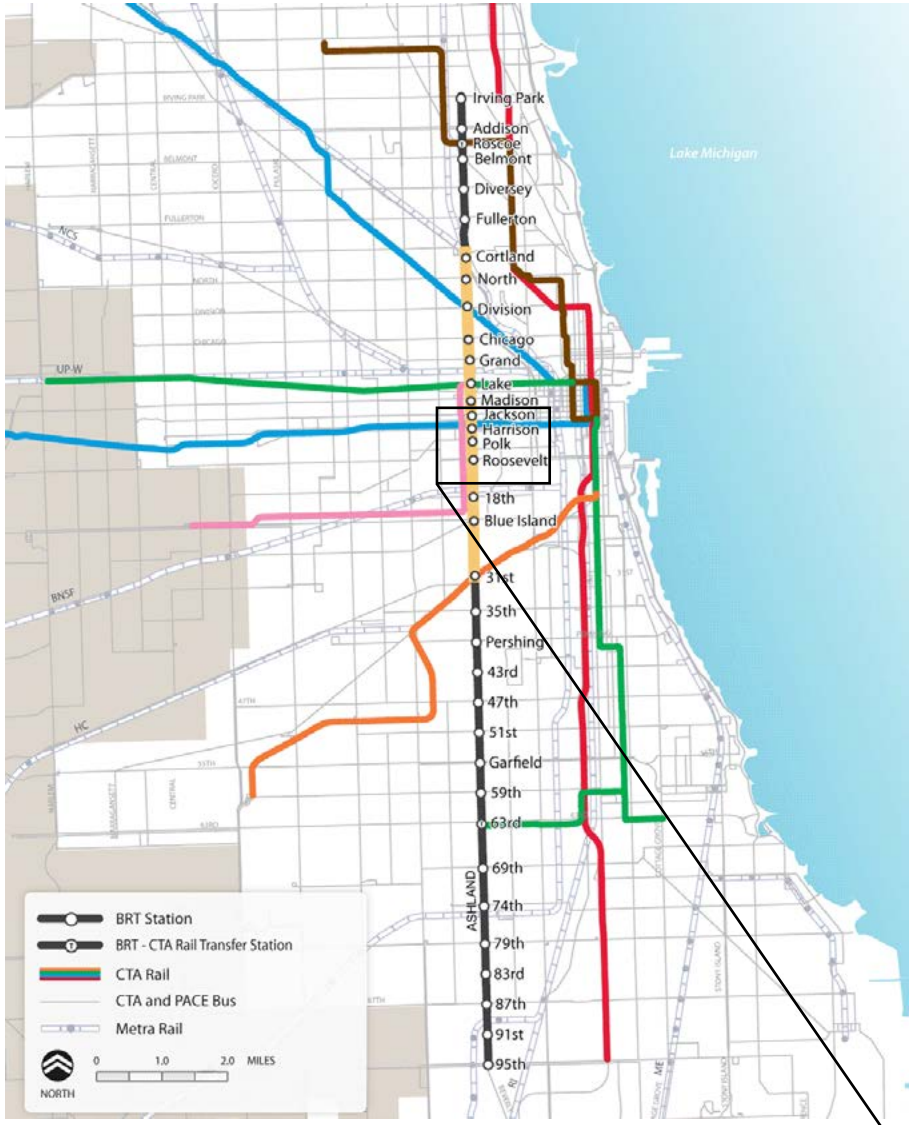
Areas along Halsted Street on the East Campus have the largest concentration of bus alighting, demonstrating the connections between core study area destinations, including academic and non-academic uses such as retail, and the travel patterns of commuters and visitors. The same can be said on the West Campus, where activity is concentrated at the Polk Pink line station. This specific area offers connections to the CTA rail network, campus/IMD facilities, as well as the Streeterville/Taylor Street bus route (Rte. 157) that accommodates East-West Campus travel, and the high pedestrian traffic area on the 900 West block of Taylor Street. Similar to the different levels of utilization among rail station entrances highlighted here, identifying the areas where people are boarding and alighting from CTA buses can enable improved integration with the area's circulation system.

Table 9. Top 5 Boarding and Alighting Locations

Boarding Location	CTA Bus Routes Served
Roosevelt & Halsted	8, 12, 18
Halsted Blue Line Entrance	8
Polk Pink Line Entrance	7, 157
Polk & Halsted	8
Harrison & Halsted	8, 7, 60

Alighting Location	CTA Bus Routes Served
Polk & Halsted	8
Harrison & Halsted	8, 7, 60
Roosevelt & Halsted	8, 12, 18
Taylor & Damen	12
Taylor & 900 W	157

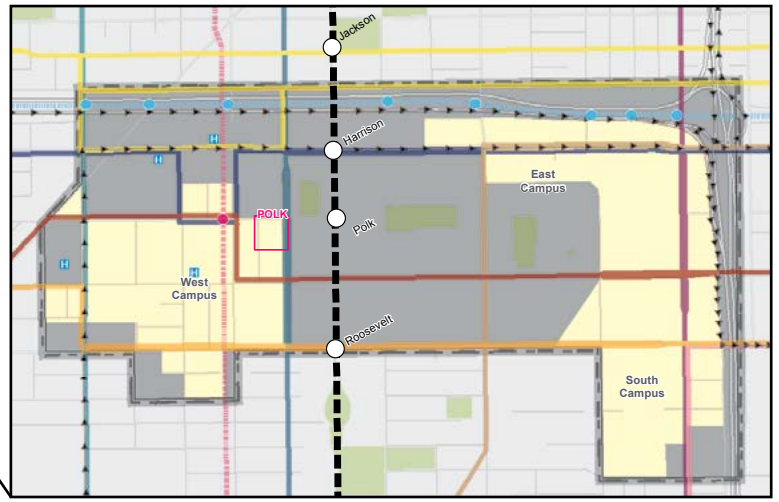
Figure 18. CTA Bus Rapid Transit Plan



Future Plans: Bus Rapid Transit (BRT)

The Chicago Transit Authority has selected a 16-mile segment of Ashland Avenue to implement a new Bus Rapid Transit corridor (BRT). This project is designed to improve the speed, convenience, and reliability of service along this critical corridor. This will be accomplished by developing a dedicated right of way for corridor buses in the center of the roadway, increasing the distance between BRT stops to approximately 1/2-mile, utilizing transit signal priority technology at intersections along the corridor, and pre-payment to speed boarding. Phase one of the project is set for the segment of Ashland Avenue between 31st Street and Cortland Avenue (Figure 18). This area encompasses the UIC campus and Illinois Medical District, with planned stops at the intersections of Ashland and Roosevelt, Polk, Harrison, and Jackson in the core study area, and additional stops at 18thStreet, Blue Island, Madison, and Lake. Because of the major redesign and new right-of-way requirements of the dedicated bus lanes and the median stations, the removal of one lane of traffic in each direction and the prohibition of left turns along the corridor is planned. This will likely impact the flow of traffic along this busy roadway and some of its traffic will likely shift to nearby roadways because of congestion and connectivity concerns.

Since 2012, bus ridership along Ashland Avenue has been the highest in the city due to the many popular destinations and employment centers, such as UIC and the IMD, which are connected by the route. High ridership and population concentration along the route were primary reasons for selecting Ashland Avenue for the BRT; however, the physical dimensions and design of the roadway also allow for BRT design interventions and the corridor provides numerous connections to the city and region's public transit network including seven CTA rail stations, two Metra stations, and thirty-seven CTA bus routes.



Regional Transit

In addition to having direct and convenient links into Chicago's bus and rail network, UIC and the IMD are tied into regional transit services offered by Metra rail and the Pace suburban bus system. Located just outside of the core study area, the Ogilvie Transportation Center (OTC) and Union Station are the region's two major commuter transit hubs, and the La Salle Street station, with a combined access to all but two of the region's eleven commuter rail lines. As previously mentioned, Figure 2 shows the regional extent and reach of Metra's rail network, which runs through many Chicago neighborhoods and connects the UIC area to the northern, northwestern, west, and southwestern suburbs. Besides the major hubs at OTC and Union Station, there is also a nearby station at Halsted and 16th Street, just outside of south campus. However, this station has very limited service.

Pace suburban bus has a service area that covers approximately 3,500 square miles, providing local and regional commuting services to more than 39 million riders in 2012. The Pace network has a regional extent similar to Metra's, and there are multiple Pace routes that connect northwest, west, and southwestern suburbs directly to downtown Chicago's jobs, attractions, and broader city transit system.

Route 755 in the Pace network, with express service from the southwest suburbs along I-55 to Downtown Chicago, offers five stops (inbound and outbound) in the core study area along Damen Avenue on the West Campus, and along Harrison Street between East and West campuses. Average weekday boardings along this route's entirety have increased dramatically—more than 800%— between 2009 and 2013. This can likely be attributed to the route being selected in 2011 to pilot a faster bus service using along route I-55 (Stevenson Expressway). The program allows Pace busses on routes 755 and 855 to utilize the inside shoulders along the approximately 20-mile segment of I-55 between I-355 and Kedzie Avenue as a passing lane when traffic is moving slower than 35 mph. This type of travel is permitted for inbound trips from 5 - 9 a.m. and during outbound trips from 3 - 7 p.m. The bus-on-shoulder program has been designed to mitigate the roadway's congestion during times of heavy commuter traffic and to offer attractive express service between the southwest suburbs, the Illinois Medical District, UIC, and the Loop.

Campus Shuttle Service

UIC operates a fleet of campus vehicles meant to transport campus users around and between each area of the campus. Figure 19 shows the extent of the three routes and pick-up/drop-off locations. The service is available at no cost to students, faculty and staff with a valid UIC ID. The system's stops are located at or near high traffic areas and common origins and destinations, such as the South Campus residence halls that are connected to the East and West campus facilities by the Express route. The Intercampus route provides a connection between the East and West campuses by way of Roosevelt Road. For regional commuters, the Commuter shuttle route serves as a direct connection between the major Metra commuter rail hubs at Union Station and the Ogilvie Transportation Center.

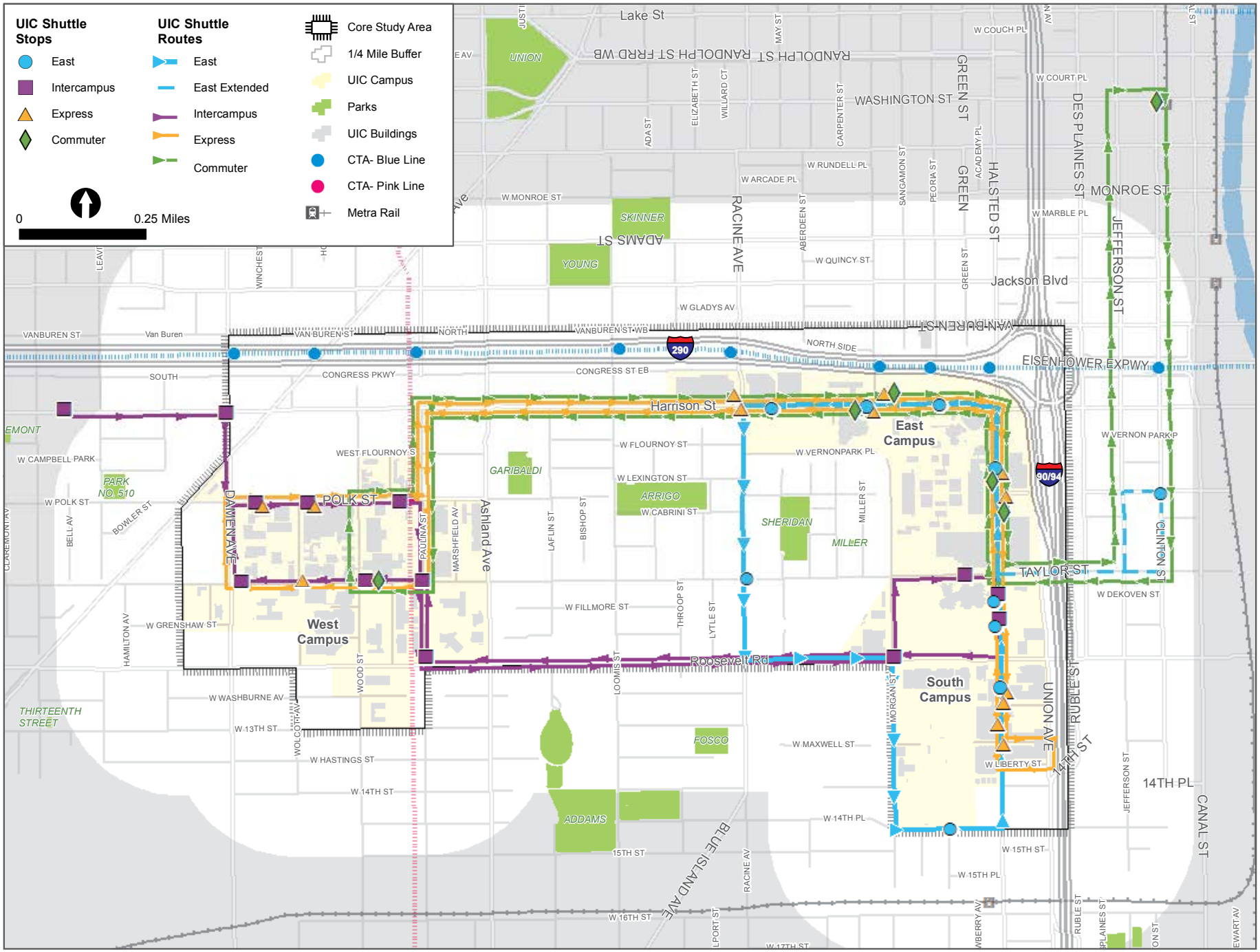
Below is a breakdown of the UIC Shuttle routes and their hours of operations:

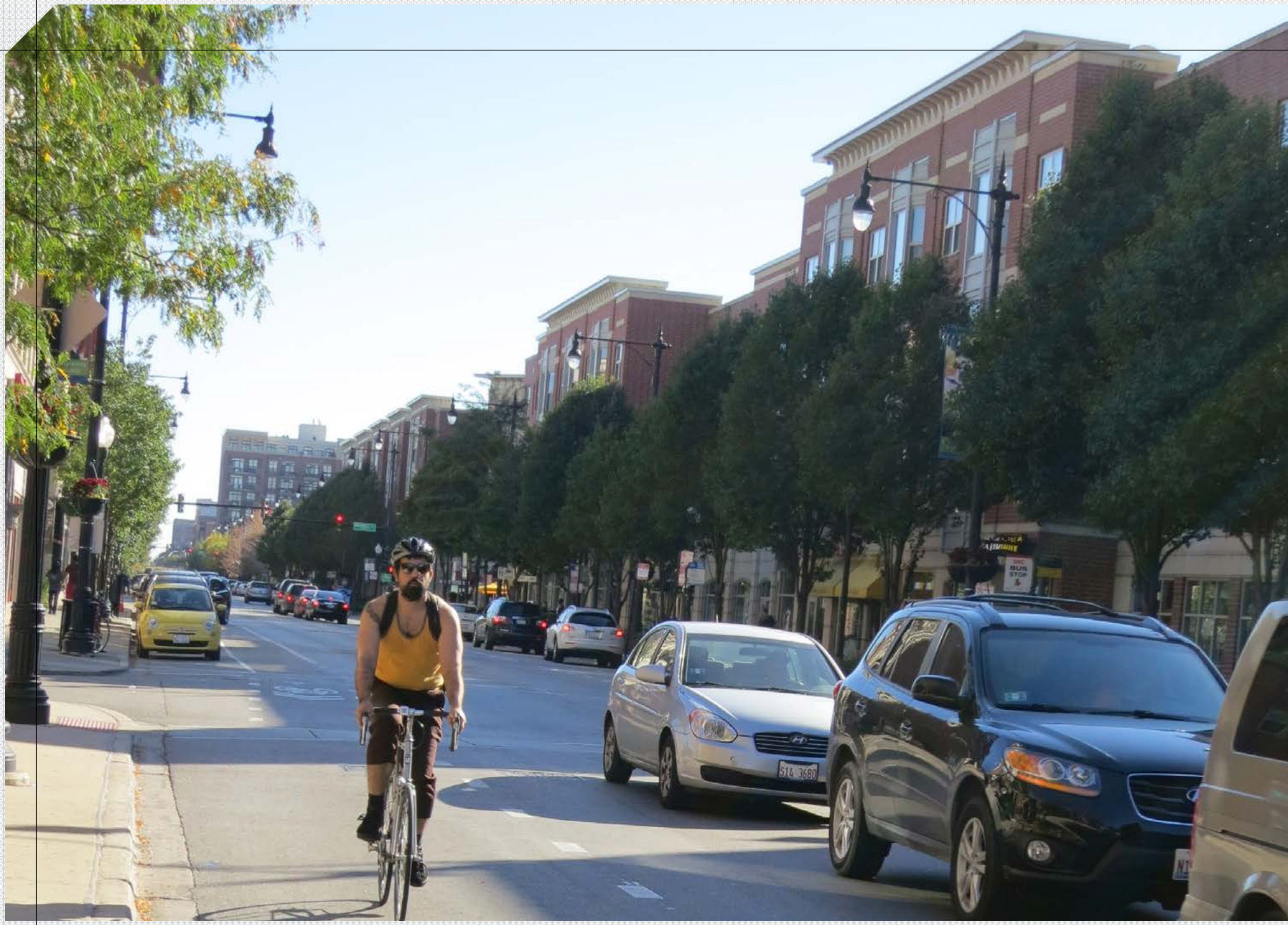
- East Side: Circles the East and South campuses
  (20-min. intervals, M-F, 7a-11p)
- Intracampus: Links the East and West Campuses
  (30-min. intervals, 7a-1p)
- Express: Connects South Campus to the East/West Campuses
  (30-min. intervals, M-F, 7a-3p)
- Commuter: Provides connection from Metra Hubs to East and West Campuses
  (20-min. intervals, M-F, 7a-9:30a & 4p-6:30p)

There is an unofficial app call UIC Transit Tracker that uses UIC shuttle tracking data to tell users where the shuttle is, but very few students are aware of its existence.

CMAP is currently analyzing ridership data provided by the University.

Figure 19. Core Study Area: Campus Shuttle Service





Section 7
Commuting and Mobility Patterns

The dense and walkable nature of the UIC campus, core study area, and surrounding neighborhoods, supplemented by access to a wide range of transportation facilities, offers students, residents, and workers a high degree of choice and convenience for moving in, out, and around the area. In addition to the 90,000 residents living in the neighborhoods surrounding and including the core study area, the presence of the UIC campus, Illinois Medical District, and the West Loop commercial district has established the area as an important hub of activity for the city and region alike. Because of the high volume of workers, students, and residents flowing in and out of the area, it is critical to understand the degree to which its transportation network is utilized as a link to the greater city and region.

Understanding Commuting Patterns

In assessing commuting patterns, the goal is to understand and improve the area's ties to the rest of the region. In a similar sense, once within the area, an individual's ability to transition from commute to ultimate destination and then between destinations, rests on the level of integration between modes and the overall safety, convenience, and comfort of the area's internal circulation network. To assess the ability to travel freely and safely throughout the UIC campus area—its level of mobility— emphasis will be placed on how people get around the area(s) and where problems exist in the built environment and between modes.

To evaluate the commuting and internal mobility patterns for UIC and the surrounding area, two sources of data are used: (1) Census data from the American Community Survey and the Longitudinal Employer-Household Dynamics (LEHD) – a program of the Center for Economic Studies at the U.S. Census Bureau – and (2) a 2008 commuting survey administered by and within the UIC community.

Regional Commuting Patterns

According to U.S. Census Bureau's 2011 Longitudinal Employer-Household Dynamics (LEHD) data, the core study area contains 49,933 jobs. Of these jobs, only 2.3% are filled by individuals who live within the core study area. As Table 10 shows, the remaining 97.7% jobs are filled by workers coming into the core study area from other parts of the city and region.

With 48,771 employees commuting into the area for work every day, it is important to focus on this group and identify where they are coming from so as to gauge their possible impact on the area's multi-modal transportation network. Using LEHD data, it was determined that more than 51% of core study area employees reside in the City of Chicago. Table 11 shows the top five places of residence for employees as well as where employees reside throughout the CMAP region. Cook County municipalities account for approximately 78.4% of all total residences, with the Collar Counties having smaller shares as distance from the core study area increases.

Since the majority of workers are commuting into the core study area from other Chicago neighborhoods and inner suburban municipalities such as Oak Park, Skokie, and Evanston, Figure 20 identifies the top 50 zip codes where Core Study Area (CSA) workers reside. As can be seen from the map, the top 50 zip codes include 42 out of the City of Chicago's 55 total zip codes. The Chicago zip codes with the highest concentration of CSA workers are 60608 (Lower West Side), 60607 (Near West Side), 60647 (Logan Square), 60657 (Lakeview), 60618 (Avondale), and 60614 (Lincoln Park), each housing just under 2% of total CSA workers. Oak Park's 60302 zip code is the only suburban location within the top 10 of all mapped zip codes, representing approximately 1.5% of total workers. However, when combined with 60304, another Oak Park zip code, the village accounts for 2.2% of total workers. Oak Park, like other inner suburbs have convenient access to a range of transportation options similar to those offered to Chicago residents. However, aside from Oak Park, while other suburban areas are shown on the map, none have significant concentrations of total workers.

Outbound Workers

While data concerning the commuting mode of all workers coming into the study area is not available, the observations discussed above suggest that most incoming workers have access to many transportation options, and that their chosen mode is likely based on personal preference, convenience, and the type of work they engage in. In contrast, for workers living in the core study area, Figure 21 provides a detailed breakdown of mode share for area residents as well as for Chicago, Cook County, and the CMAP region.

Additional LEHD data shows that more than 70% of residents living in the core study area commute to jobs within the City of Chicago. To get to these jobs, approximately 48% of area residents use public transit or walk to work, significantly higher than the percentage for Chicago overall (32%). The area's many intra-city transportation options, local housing options, as well as the presence of major employment centers such as the IMD and UIC campus encourage higher levels of transit use and walking among residents. They also point to the importance of improving the convenience and safety of the area's multi-modal connections that accommodate all local commuting patterns.

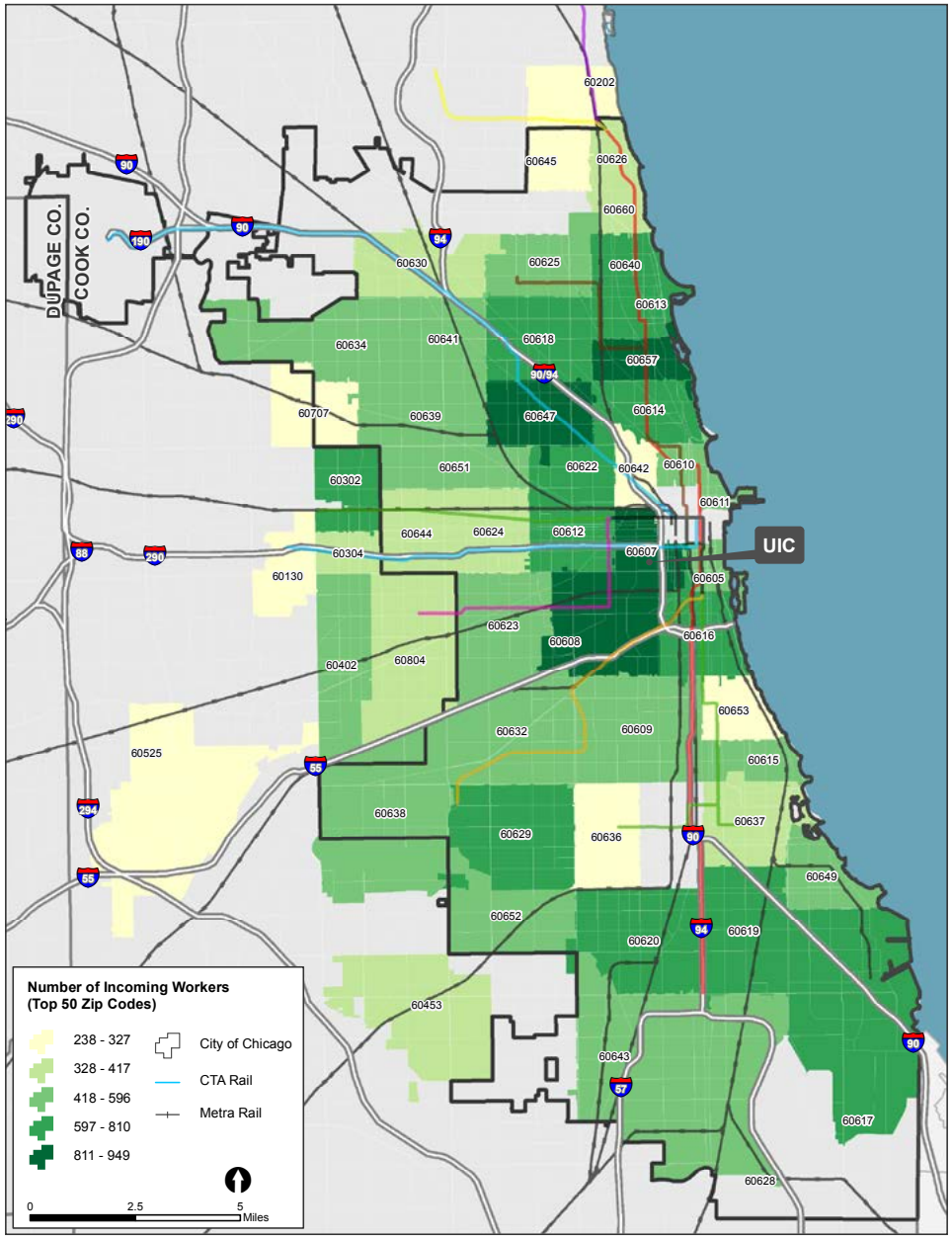
Table 10. Core Study Area Worker Inflow/Outflow

	Core Study Area	
Total Jobs	**49,933**	
Employed and Living in the Area	1,162	2.3%
Employed in the Area by Living Outside (inflow)	48,771	97.7%
Total Employed Residents	**11,202**	
Living and Employed in Area	1,162	10.4%
Living in the Area by Employed Outside (outflow)	10,040	89.6%

Table 11. Location of Residence for Core Study Area Employees

Total Employed Population	Count	Percent
Chicago	25,741	51.6%
Oak Park	1,208	2.4%
Naperville	474	0.9%
Skokie	452	0.9%
Evanston	443	0.9%
Other Cook County	11,288	22.6%
Other DuPage County	2,912	5.8%
Other Will County	1,852	3.7%
Other Lake County	1,087	2.2%
Other Kane County	720	1.4%
Other Lake County	576	1.2%
Other McHenry County	400	0.8%
All Other Locations	2,780	5.6%
Total	49,933	100.0%

Figure 20. LEHD Zip Code Map for Inbound Workers



Getting to Campus

In addition to Census findings that deal specifically with commuters living, and possibly working within the study areas, the 2008 UIC campus commuter survey offers insights into the commuting and mobility patterns of UIC campus users. The survey, which received 2,785 responses from UIC faculty, students, and staff, found the average commute for the UIC population to be approximately 15 miles. While it is more than common for commuters to use multiple transportation modes in their daily commutes, the mode and manner in which they arrive on campus is of critical concern when attempting to improve circulation on the campus and between destinations within the study areas. To understand the range and frequency of the different campus arrival experiences, Figure 21 shows the mode share for all campus arrivals for each UIC subgroup.

The urban character and overall connectedness of the campus paves the way for the use of alternative modes of transportation , with 70% of the surveyed population arriving on campus either by walking (11.6%), biking (5.2%), or using some form of transit (52.8%). Moreover, only 25.5% of the surveyed population arrived on campus by driving alone, a rate much lower than any of the Census figures shown in Figure 20.

Figure 20. Modal Comparison Chart for Core Study Area Residents

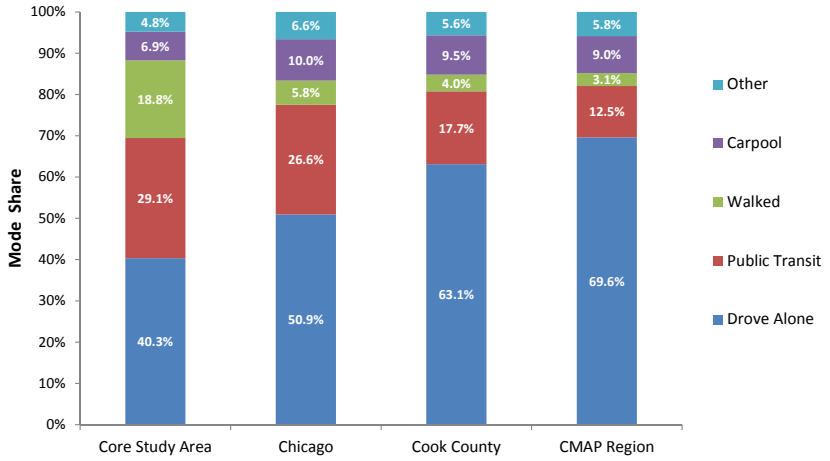


Figure 21 also shows that mode share varies depending on the role of the survey respondent and how they use the campus. Full-time students are by far the most likely to use some form of transit (66%) or walk to campus (14%), while they are also the least likely group to arrive by car (12% SOV, 2% carpool). Even though overall transit use is high across the other groups (44-45%), approximately one-third of all part-time students, faculty and staff drive alone to campus. The divergence between UIC subgroups is likely rooted in the fact that more than 35% of the full-time student population lives between 2 and 5 miles from campus. This is a commuting distance that, when supplemented by the array of available transportation options within that area, makes public transit, walking, and biking much more attractive. The survey also found that 38% of all faculty and staff reside in zipcodes, both in Chicago and outside of the city, where transit accessibility is considered to be either good or excellent. Part-time students and other non-traditional campus users such as adjunct faculty are more likely to arrive via single occupancy vehicle.

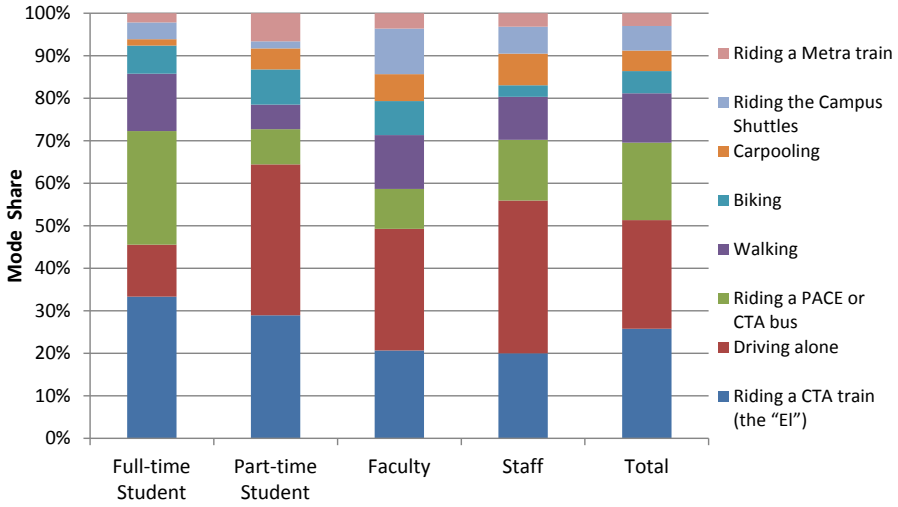
Mobility / Getting Around

The analysis of commuting patterns helps to understand connectivity to the rest of the city and region, provides insight into travel tendencies, and helps to identify opportunities for network improvements. It also helps to shed light on the different levels of strain placed on the regional transportation network. For the transportation network specific to UIC and its surrounding communities, it is necessary to assess the perceived and actual safety and convenience of this small, well-connected portion of the regional network.

Traffic Safety

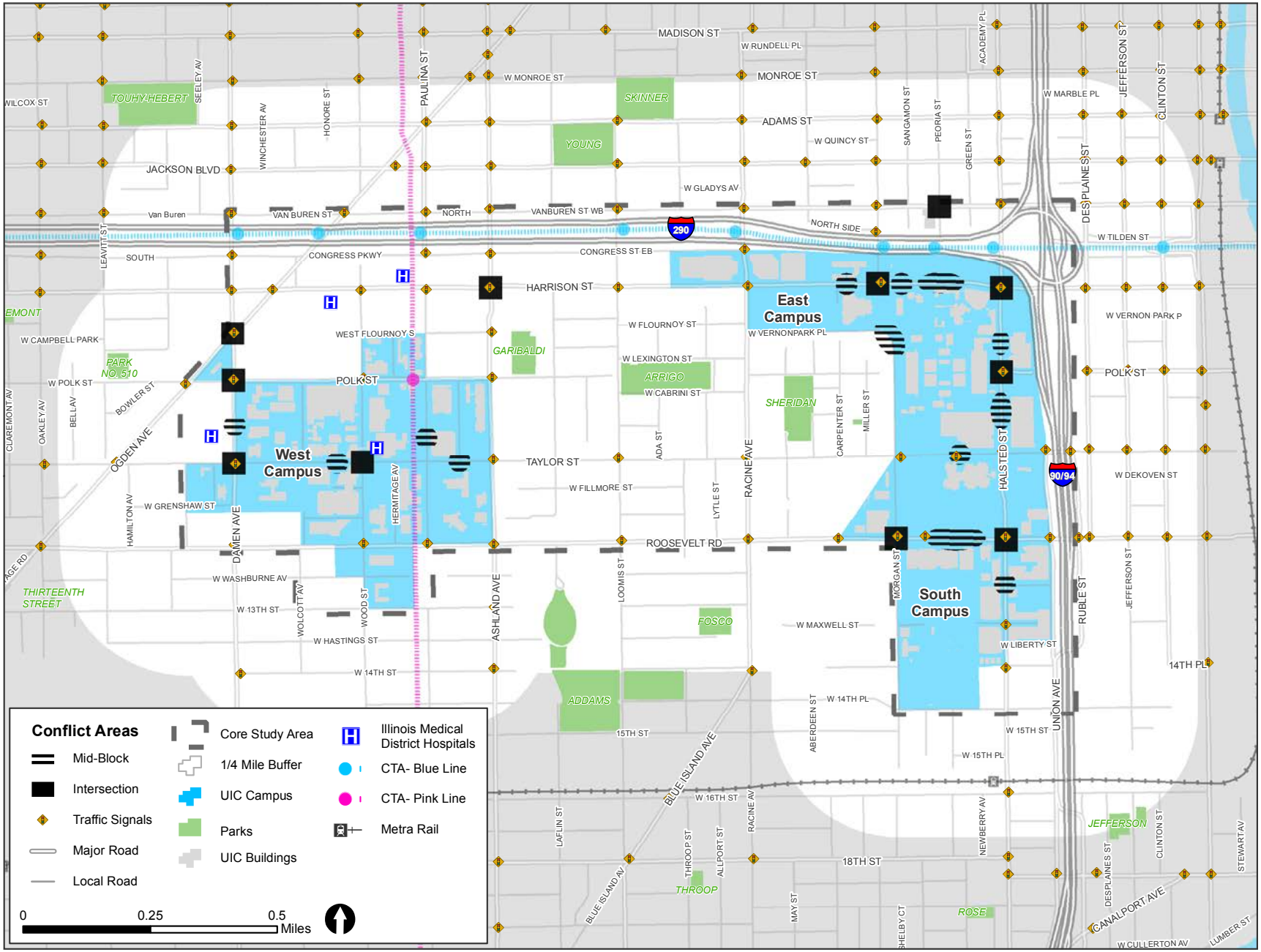
The city street network offers the UIC campus and surrounding community many conveniences, but due to congestion and the fact that roadways have historically been designed specifically to accommodate a wide range of motor vehicles, there are real safety concerns both for drivers and other users. Some travelers overcome issues of safety and comfort in order to get around as a pedestrian or on bicycle, while some users avoid these modes due to safety concerns. With the goal of integrating these various modes into a cohesive network accommodating all types of road users, safety is a critical concern.

Figure 21. Mode of Arrival chart



The tenets of this goal are summed up by the concept of 'Complete Streets,' which represents a collection of tools and ideas focusing on designing roadways that consider and serve all users including motor vehicles, bicycles, pedestrians, and transit riders. While sidewalks are prevalent throughout the study areas and many of the roadways have existing or planned bike facilities, safety concerns for all road users persist and are often concentrated at intersections and busy crossings involving multiple modes. Intersections are formally defined as junctions of streets where motor vehicles, bicyclists, pedestrians, and transit vehicles all share the public right-of-way. Because of this, they are also often points of conflict between modes, representing a challenge for the UIC campus, with its many busy and varied intersections. To accommodate all modes, these shared urban spaces must be evaluated for safety and designed in a manner that takes into account varying travel volumes and land-use context, in this case an urban campus and medical district, in order to minimize conflict between modes and ensure the safety of all users.

Figure 22. Core Study Area: Conflict Areas and Signalized Intersections



As part of the 2010 UIC Campus Master Plan, the University community along with transportation consultants from KLOA, Inc. identified a series of conflict areas at intersections and mid-block crossings across the campuses. Many of the issues cited were related to the lack of clear and visible signage for pedestrians, poor continuity between vehicular and pedestrian-oriented traffic signals, and an inability of certain areas to accommodate vehicular and pedestrian volumes past a certain threshold. Figure 22 shows these areas, and illustrates their concentration at or near major intersections, such the Roosevelt Road/Halsted Street and Harrison St/Ashland Avenue intersections. In addition to these and other signalized intersections, the study also identified issues at many non-signalized mid-block crossings. These are often areas between common destinations where convenient signalized crossings are not available. An example of this type of conflict is the area along Harrison Street that connects the East campus to the CTA's UIC-Halsted rail station, and specifically the Peoria Street entrance, which experiences the highest volume of daily rail ridership of all Blue Line stations serving the campus area.

In addition to the areas identified in 2010, the UIC Office of Sustainability conducted a qualitative survey of the UIC community in order to identify conflicts affecting the quality and safety of the bike facilities and overall bike experience across campus in 2012. The survey responses were then coded to represent the specific type of conflict and whether it was an issue with the on-road bike facility or was more circumstantial, such as in areas where safety concerns arose due to high volumes of pedestrians, bicyclists, and/or motor vehicles. Again, the highest concentrations of conflicts are around the major intersections of Halsted/Roosevelt, Halsted/Harrison, and at mid-block crossings and intersections along portions of Harrison Street and Taylor Street on both sides of campus. As an example, the areas along Taylor Street were cited due to the high volumes of pedestrians, cars, and bicyclists that compete for space along the narrow right-of-way even though there are clear road marking for all users.

While the identification of these conflict areas was based primarily on public input, a review of reported street accident data (not including highways) from 2009-2011 for motor vehicles, pedestrians, and bicycles, solidifies many of the safety concerns that were brought forward. Taking into consideration only the reported crashes within a 1/2-mile radius around the UIC campus, Figure 23 shows that over this three year span, the total number and type of crashes remained fairly constant, ranging from a low of 2,388 in 2011 to 2,428 in 2010. In this time, 7.3% of all crashes reported within this area involved a bicyclist, a pedestrian, or both. This number is similar to (though slightly higher than) data from the City of Chicago, which over the same period of time saw bicyclists and pedestrians account for 6.7% of all reported crashes.

Figure 24 identifies where crashes involving bicyclists and/or pedestrians were the most concentrated. The map also includes the aforementioned conflict areas. While the conflict areas that the UIC Master Plan identified were based on an array of safety, comfort, and usage considerations, they are nonetheless mostly supported by this safety-focused analysis, with the most dense clusters of reported crashes occurring at many of the previously mentioned conflict areas, including the intersection at Roosevelt and Halsted and along Harrison and Taylor Street between the East and West campuses.

As indicated in Figure 24, there are a number of dangerous intersections and mid-block areas that are not within the physical campus, but play a critical role in the local circulation network. These include the stretch of Roosevelt Road between campuses, the portion of Halsted Street south of Madison Street, and the three intersections at the confluence of Ogden, Damen, and Harrison, a very busy area immediately adjacent to the many IMD facilities.

Figure 23. Crash Data Chart

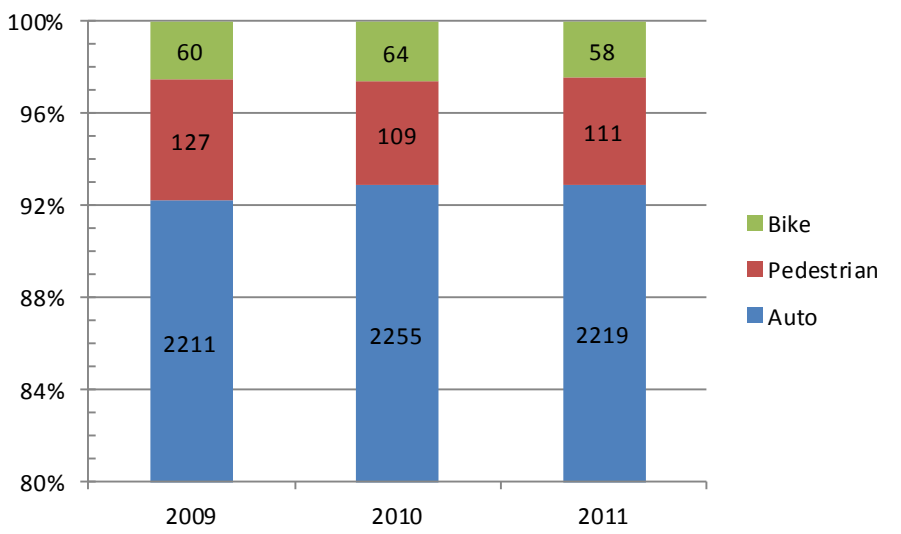
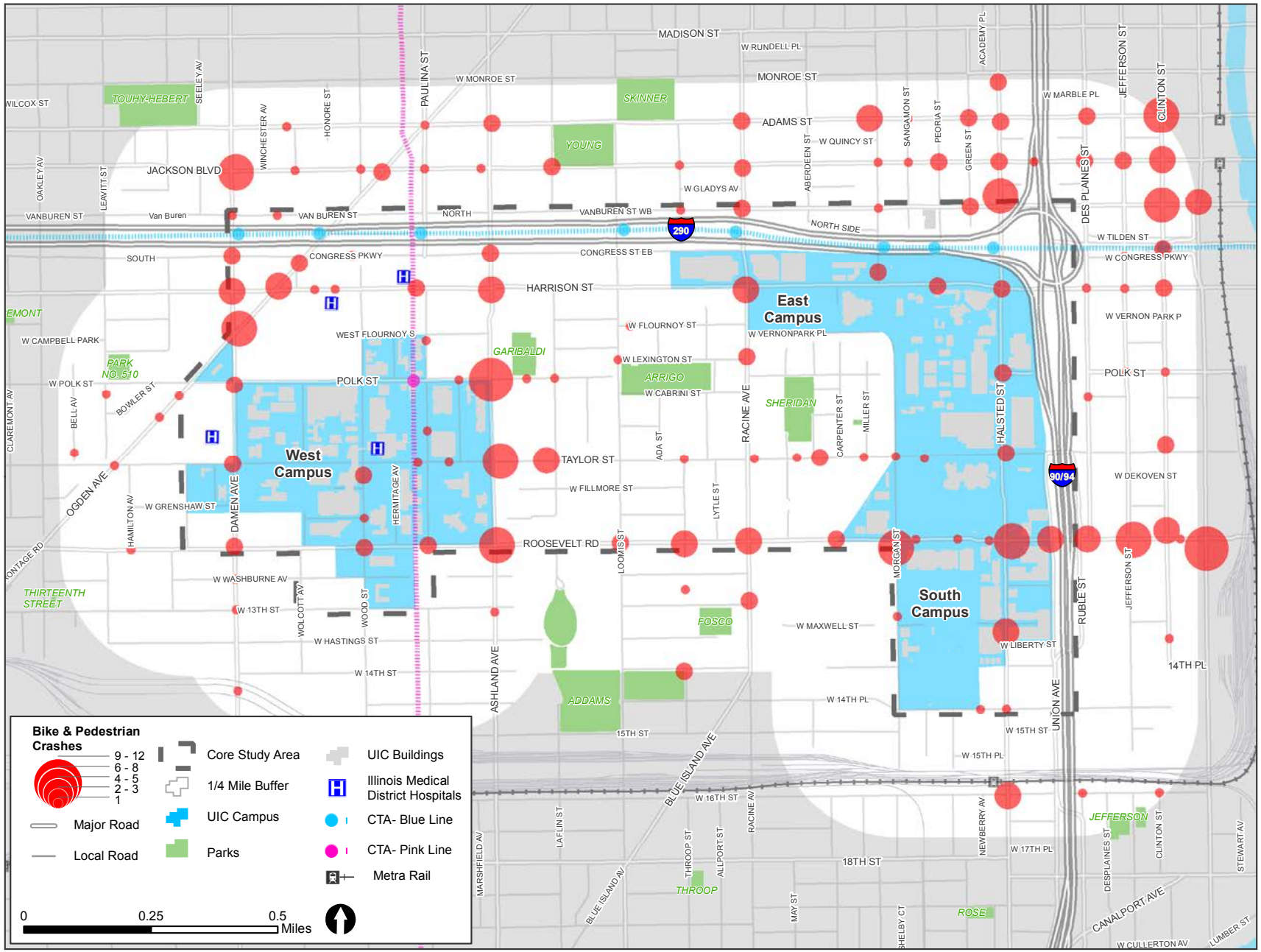
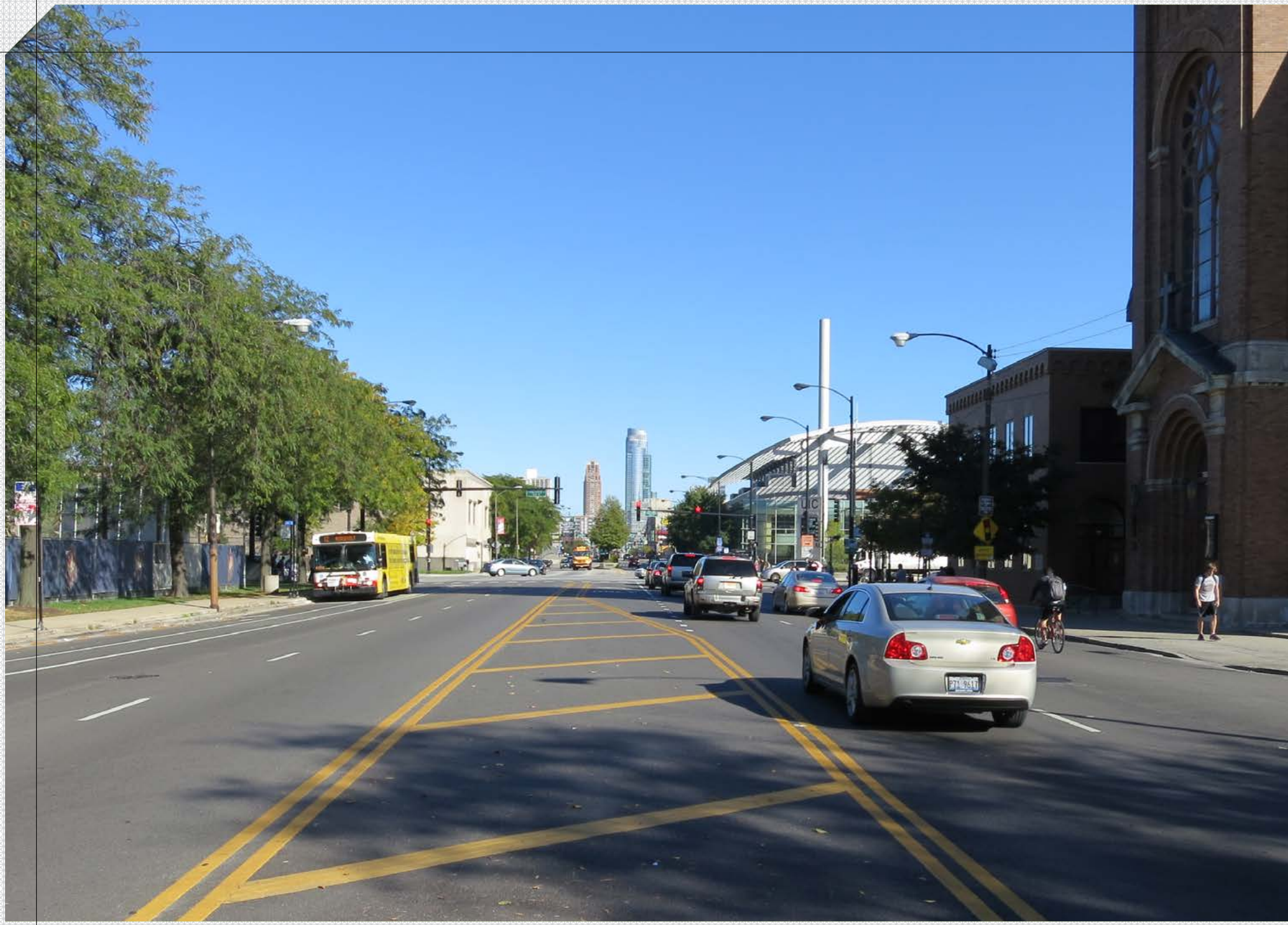


Figure 24. Crash Density Map




UIC

Section 8
Land use and development

This section describes the existing land use and development conditions within the core study area and the UIC campus, focusing specifically on types of uses and the built environment. The information in this section has been obtained from CMAP's Geographic Information System (GIS) database and a visual assessment of the community undertaken by the project team.

Key Findings

- **Institutional land uses make up the largest portion of uses within the core study area.** Over forty percent of land in the core study area contains an institutional use with the UIC campus and IMD as the primary land owners. While the UIC campus is the distinctive institutional land use in the eastern portion of the core study area, on the west side, UIC academic facilities and the four hospitals within the IMD are closely integrated spatially and through common activities.
- **UIC has developed as a commuter school, providing only a small amount of on-campus student housing.** Student housing facilities on the East side, West side, and South campus provide housing for 3,800 undergraduate, graduate, and professional students, or 13.6% of the student population as of fall 2012.
- **Surface parking and parking facilities make up approximately 15% of lands designated as institutional, or 6% of all developed land in the core study area.** While capacity is similar for East and West Campus facilities, facilities on the East Campus operate at lower utilization rates compared the West Campus. This is likely due to the presence of large parking facilities on the East Campus, which are designed to accommodate special events, resulting in empty lots when no events are scheduled.
- **Commercial and mixed-use developments make up 15.7% of land in the core study area.** Traditional mixed use retail corridors along Taylor Street (Little Italy) and Halsted Street (Greek Town) are complimented by recent developments on the South Campus and along Roosevelt Road. These areas provide a range of retail and entertainment destinations, including small-scale retail and restaurants on Taylor and Halsted Street and big box retail on Roosevelt Road.

Land Use Classification

Table 12 is a breakdown of land use categories within the core study area and the total acreage associated with each use. It is important to note that the table only includes land within parcels and does not include any land associated with road right-of-ways (approximately 513 acres). Therefore, the overall acreage of the core study area (approximately 1,732 acres including road right-of-ways), is larger than the total parcel acreage reported in the table.

The UIC campus and Illinois Medical District constitute the majority of developed land in the core study area. For the purpose of this assessment it is essential to identify patterns in the ways that these institutions have developed and currently utilize their lands. Of course, outside of these institutions the core study area is made up of many uses. The aggregate of all core study area land uses and its built environment impact the ways that UIC students, IMD patients and workers, and neighborhood residents and visitors interact with the space, and most importantly how they choose to navigate through the area. To get a sense of this, the spatial distribution of land uses throughout the core study area is shown in Figure 25 along with the outline of the Illinois Medical District.

Table 12. Land Use Classification Breakdown

Land Use Classification	Core Study Area	
	Acreage	Percentage
Institutional	494.8	40.6%
Multi-Family Residential	148.7	12.2%
Mixed-Use	122.6	10.1%
Industrial	109.5	9.0%
Vacant	73.4	6.0%
Commercial	67.9	5.6%
Single Family Residential	65.0	5.3%
Construction	53.1	4.4%
Open Space	49.7	4.1%
Transportation & Utilities	34.5	2.8%
Total Parcel Acreage	1,219.2	100.0%

Institutional

Parcels designated as an institutional use primarily serve as religious, governmental, educational, social or healthcare facilities. Representing 40% of overall land use within the core study area, land designated as institutional consists primarily of those developed and utilized by the UIC campus and Illinois Medical District. Outside of the UIC campus and IMD, which are discussed in greater detail below, primary and secondary education facilities make up the largest proportion of overall institutional land use within the core study area. There are currently 16 schools (Figure 25) within the core study area, with 5 private schools and 11 public schools. St. Ignatius (1,324 students), John M. Smyth Elementary School (625), and the Galileo Scholastic Academy of Math and Science (618) are the three largest schools located in close proximity to the UIC campus. In particular, St. Ignatius and John M. Smyth Elementary are adjacent to the East and South campuses and are both located on large parcels near and along key paths leading to and from the UIC campus.

While the UIC campus area is classified as a single institutional use in Figure 25, the campus has developed to provide a wide range of amenities and services for the UIC community. At ground level, the campus is made up of a network of open spaces and recreational facilities, student housing, and a number of retail and entertainment developments. Likewise, the IMD is made up of four major hospitals as well as a wide array of medical research and treatment centers affiliated with UIC and the local hospitals. Figure 26 provides a more detailed breakdown of the types of uses and amenities found throughout the UIC campus and IMD.

Student housing developments have been constructed on both sides of the campus, changing its original commuter-oriented character. While there is not a large supply of on-campus student housing, the campus does have facilities to house approximately 3,800 students. Student housing facilities on the East, South, and West portions of campus are shown in Figure 26. Each residence hall is embedded within the campus area, with the South campus facilities housing the most students (1,520), followed by the East (1,335), and finally the West (945). South campus residence halls have been formed as part of recent mixed-use developments along Halsted Street south of Roosevelt Road that feature first floor retail and student residences on the floors above. Residence facilities on the East and South campuses are more traditional in that they are single use facilities surrounded by other campus-related uses.

Figure 25. Core Study Area: Existing Land Use

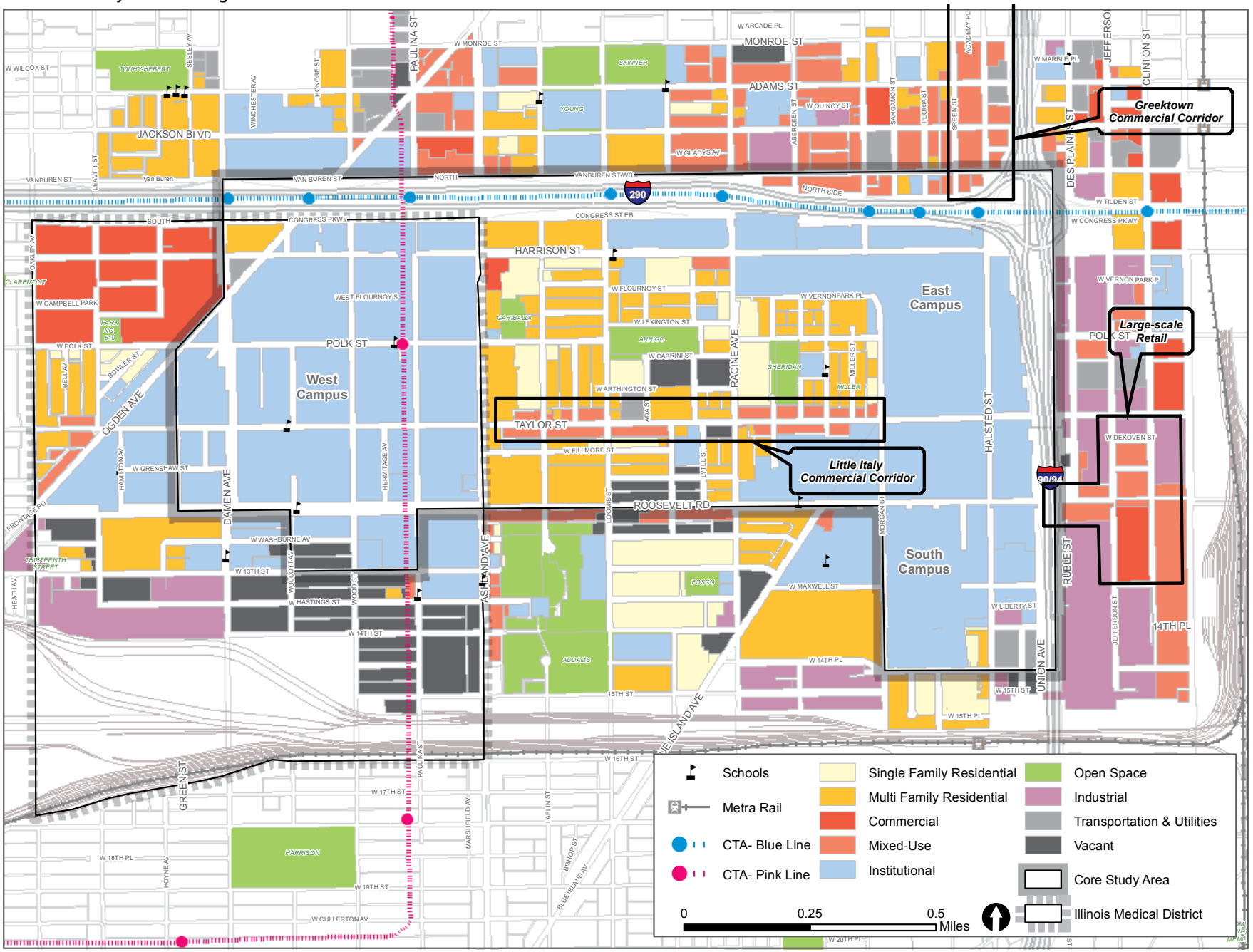


Figure 26 also highlights the green space and recreational facilities located throughout campus. The significant open space at northeast corner of the East campus has been identified as an area for future development within the 2010 Campus Master Plan. The open spaces and the buildings classified as 'Services/Recreation' are activity centers that accommodate high volumes of campus pedestrians. In addition to these buildings and campus areas, special events facilities on the East Campus (the UIC Pavilion and UIC Forum) host events specific to the UIC campus as well as those geared toward the general public, including concerts, conferences, and sporting events. The UIC Pavilion, highlighted in Figure 26, is the largest on campus venue, and its 9,500-person seating capacity makes it one of the largest venues in the City of Chicago.

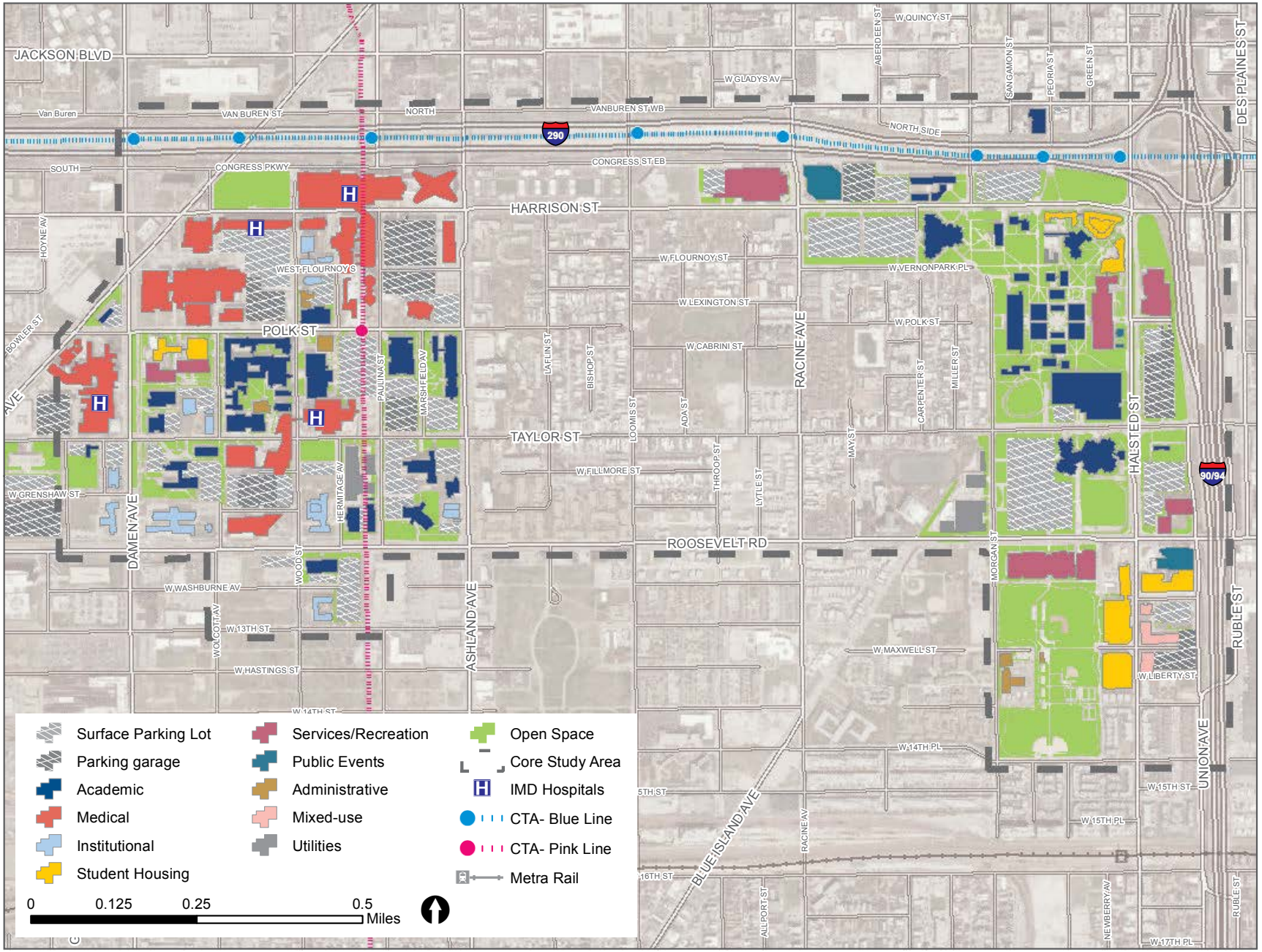
The UIC Pavilion has multiple parking facilities in close proximity to it; these lots are often only utilized during special events, but they are supplemented by an extensive network of surface and structure parking facilities located throughout the UIC campus and IMD. Again, Figure 26 locates these facilities to provide a sense of the scale of on-campus parking and to identify points of vehicular concentration and potential conflict with other modes. A detailed assessment of UIC-specific parking facilities will be covered later in this analysis.

The 560-acre Illinois Medical District is officially bound by Ashland Avenue on the east, Congress Parkway on the north, Oakley Avenue on the west, and the land surrounding railroad right-of-way between 14th and 15th Streets (Figure 25). The District is made up of four major hospitals, as well as a wide array of medical research and treatment centers affiliated with UIC and the local hospitals (Figure 26). The IMD is managed by the IMD Commission, which is tasked with the long term development of the IMD Development Area. This area consists of many IMD-owned parcels and buildings as well as 10-acres of vacant land located just south of the UIC campus and IMD (Figure 25). These lands are reportedly targeted for IMD expansion, though plans for the area have not been developed or made public as of September 2013.

Residential

Residential uses represent the second largest land use in the core study area, accounting for 17.5% of overall land use. These residential uses are concentrated in the areas between the East and West campuses, and primarily consist of detached 2-4 story buildings. Three times as much land is designated for multi-family uses as for single-family use. In addition to these types of residential buildings, there are also newer residential complexes along Ashland Avenue on the eastern edge of the West campus. These developments range from 2-3 story connected townhouses to large 12 story apartment buildings.

Figure 26. Institutional Land Detail



Commercial and Mixed Use

In addition to the retail and entertainment establishments found on the UIC campus, the surrounding community has a number of distinctive centers of commercial, entertainment, and hospitality activities that account for 5.6% of land within the core study area. These areas include the traditional ethnic neighborhoods of Little Italy, with establishments along Taylor Street between East and West campus, and the city's Greektown neighborhood encompassing the area around Halsted Street immediately north of the expressway (Figure 25).

These commercial corridors are typified by a mix of uses within each building. In both areas, restaurants, specialty shops, offices and other commercial services are most often located on the ground floor of low to mid-rise buildings with residential uses on the floors above. Additionally, as mentioned earlier, the mixed-use developments along Halsted Street on UIC's South Campus contribute to the retail and personal services offered in the core study area

Outside of these popular and active corridors, there has been substantial commercial development east of I-90/94 along Roosevelt Road. In contrast to the small-scale and pedestrian-oriented character of Little Italy and Greektown, this area is home to new large-scale developments that include 'big box' retail establishments, large grocery stores, and other popular destinations. Additionally, the IMD has plans for extensive mixed use, retail and housing within its boundaries.

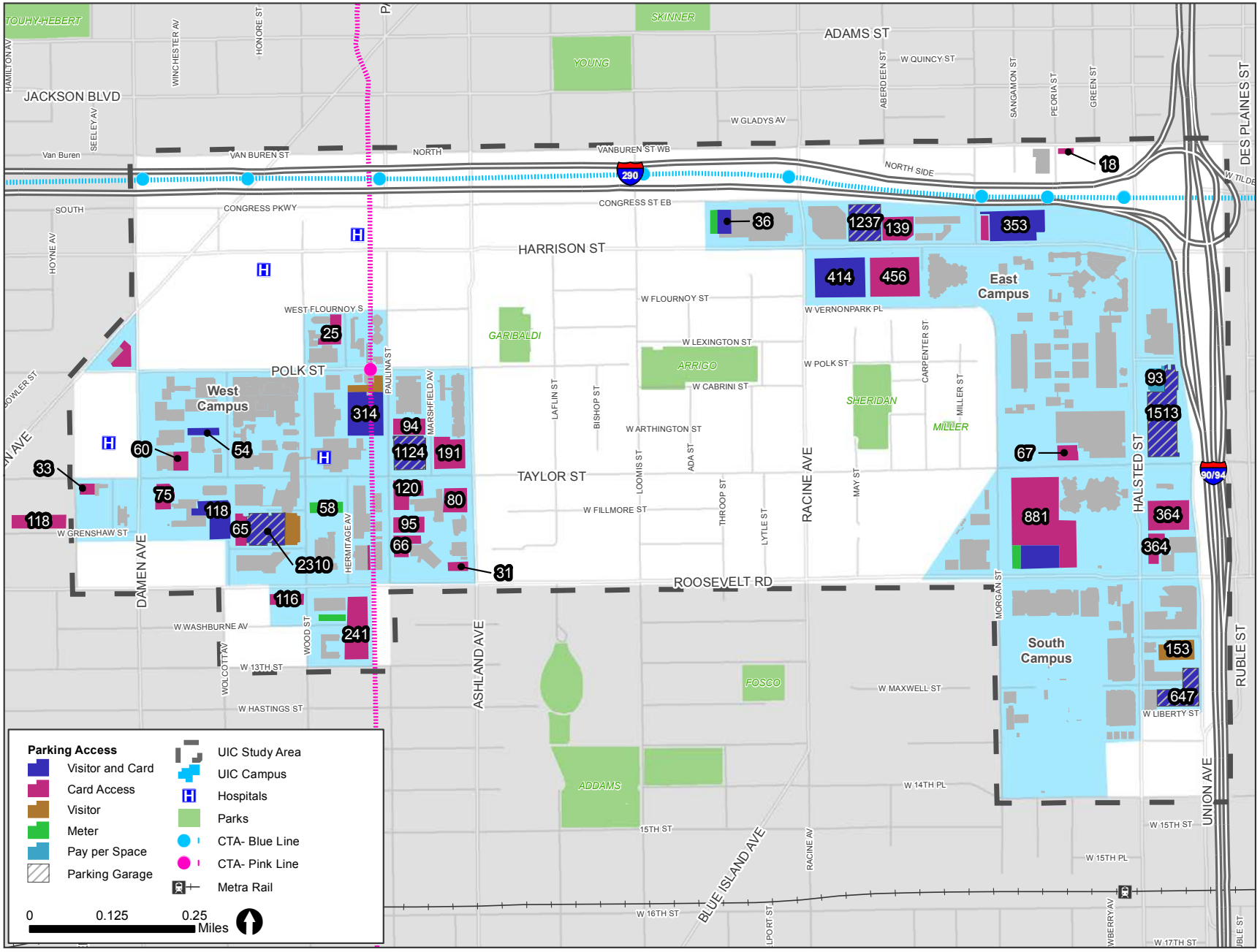
Open Space

Aside from UIC's network of open spaces and recreational fields, only 4.1% of overall land use in the core study area is made up of open space and parks. Arrigo Park is the largest of the three city parks in the area, halfway between the two sides of campus. Sheridan Park and Garibaldi Park are located much closer to the East and West campus respectively. In total, these three parks located in the Little Italy neighborhood between the campuses represent 43% of all open space within the core study area.

Parking

As was shown in Figure 26, the UIC campus and IMD contain a significant amount of surface and structured parking facilities. The UIC campus has nearly 12,000 parking spaces spread between 39 surface parking lots and five multi-story parking garages. As part of the Facilities Management Department, which employs more than 1,000 individuals, Campus Parking Services maintains and manages each of the 46 parking facilities, which account for approximately 15% of land throughout the UIC campus (Table 13). Different facilities are intended to serve different user groups, such as students, faculty, staff, and visitors. These facilities have different forms of access and pay methods and are shown in Figure 27.

Figure 27. Core Study Area: Parking



The vast majority of UIC parking spaces are made available to both UIC permit holders, such as faculty, student, and staff, as well as visitors to the campus and Illinois Medical District. Not including the lots that allow for visitor and permit card access, 30% of all spaces are dedicated to permit holders only, with less than 3% of remaining spaces (286 spaces) reserved for daily visitors or in short-term metered areas lots. Access to parking permits and spaces for visitors is offered on a first-come, first-served basis. Permit holders are assigned a specific lot on campus that they are limited to, and have the ability to pay for a reserved space. The standard cost of parking for permit holders and the time-based variable rates for campus visitors are listed below (Tables 14 and 15). Excluding events hosted at the UIC Pavilion which can charge $10-20 for parking, the daily parking rates for visitors do not exceed $13.00.

Parking on the East Campus is highly concentrated in three areas, each of which are surrounded by roads and pathways that experience heavy traffic involving all modes. The five parking facilities along Harrison Street between Halsted and Racine are accessible from the adjacent Eisenhower Expressway and provide convenient access to the major campus facilities such as the UIC Pavilion, University Hall, and the Behavioral Sciences Building. These facilities highlight the importance of this area as a gateway and node of heavy activity and traffic on the East Campus; they also exacerbate safety issues for people crossing Harrison Street. Likewise, the large parking garage on Halsted Street and the 800-space surface lot at the intersection of Taylor and Morgan Street contribute to safety concerns. Within the 2010 UIC Campus Master Plan these critical pedestrian access points were identified as dangerous and for creating conflict between modes. The Master Plan also calls for moving away from surface parking and more toward structured parking.

In terms of existing capacity, UIC Campus Parking Services estimates that during times of peak parking demand, 7,528 total parking spaces are being utilized, which translates to 63% of total capacity across campuses. Further, at peak times, 83% of total parking capacity is utilized on the West Campus, while only 48% of the combined capacity for the East and South Campus facilities is utilized. This discrepancy can be partially explained by the presence of facilities geared toward accommodating parking for major events at the East Campus's UIC Pavilion. These facilities that account for 21% of East and South Campus parking, are heavily utilized during events, and remain relatively unused otherwise.

Table 14. Cost of Campus Parking Permits, 2012-13

Permit Term	Cost	Evenings Only (3 PM to 8 AM)
Annual Rate	$893	$599
Fall / Spring Only	$694	$466
Single Semester	$347	$233
Summer Session	$199	$130

Table 15. Parking Rates, 2012-13 (non-permit holders)

Time	Variable Rates
0-0.5 hours	$4.50
0.5 – 1.5 hours	$6.50
1.5 – 2.5 hours	$8.50
2.5 – 3.5 hours	$10.00
3.5 – 4.5 hours	$11.00
4.5+ hours	$13.00

The 2010 UIC Master Plan forecasts that, if mode share remains consistent and parking remains priced as is, peak demand on the East and South campuses will increase to 5,120 spaces over the next 30 years, a 55% increase that is well within the existing capacity. In contrast, likely due to the projected growth of the UIC and other affiliated medical facilities on the West Campus and Illinois Medical District, peak demand at West Campus facilities is projected to increase 66% to 7,028 spaces, beyond its existing capacity. Since the West Campus is already approaching its existing capacity, travel demand management will likely be necessary to encourage the use of the other modes that service the area, or a significant investment in parking infrastructure will be needed to accommodate the additional demand.

In a survey of municipal parking garages, CMAP found that the average cost of a space in a parking structure is approximately $30,000[7]. Using this figure, building parking garages on the West Campus to accommodate the projected increase would cost over $210 million, but economies of scale would make this number smaller if the garages were quite large. The proposed Ashland BRT is expected to significantly increase transit access to the area, which would reduce the parking needs of West Campus.

7. CMAP, 2012. "Parking Strategies to Support Livable Communities." Online; http://1.usa.gov/CMAP_Parking.

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Section 9
Looking forward

The goal of a Multimodal Transportation Plan for the UIC campus is to improve the safety and ease of access for pedestrians, cyclists, and users of all transit modes around UIC, including people with disabilities. The transportation options available at the University of Illinois at Chicago are extensive, and the area has higher than average transit usage and alternative transportation mode share. Nonetheless, the campus can benefit from specific improvements, and removing barriers and improving campus conditions can increase transit use and mode share numbers and help UIC achieve future sustainability goals.

Creating a universally accessible campus for users of all modes offers many benefits. In addition to providing a safer and more enjoyable environment for all users, an improved multimodal transportation system can reduce reliance on personal vehicles for faculty and staff. This enables them to save money on commuting (if their alternative mode is less expensive than driving), and it also saves the university money on land acquisition and parking construction. A single space in a parking structure costs between $20,000 and $30,000, and large surface lots reduce the area's walkability and safety, while reducing the area that could be used for instructional facilities and other buildings.

As reported in the UIC Climate Action Plan, increasing the active transportation mode share by 30% would reduce UIC's carbon footprint by more than 18%. Younger generations often prefer to live on campuses with multiple transportation options, and may use this in deciding which school to attend. For students who are able to take advantage of life on campus without a car, they often carry multi-modal transit habits with them and promote sustainable travel after they leave the university.

Based on the data and information gathered for this Existing Conditions Report, the Multimodal Transportation Plan will serve as an opportunity to create a more accessible UIC campus. The priority issues to be addressed by this plan have been drawn from an analysis of data; other plans, particularly the Campus Master Plan; and extensive qualitative input via surveys, public workshops, and interviews. The priority issues include:

Walking / Navigating Campus

- Unsafe conditions for pedestrians at a number of intersections and mid-block street crossings, such as points along Harrison Street, Halsted Street, Taylor Street, Damen Avenue, and Roosevelt Road.
- An underdeveloped wayfinding system that hinders easy navigation on campus.
- An interrupted street grid that may impede walkability.
- Poor surface conditions of campus walkways and paths, including flooding and drainage issues and a lack of ADA-compliant design.

Bicycling

- Poor east-west campus connectivity of local bicycle routes.
- Bike lanes that feel unsafe and prevent people from using them and streets that would benefit greatly from improved bicycle facilities.
- A shortage of secure bicycle parking.

Driving

- Higher rates of single-occupancy driving by campus staff and part-time students.
- Economics cues that encourage driving over other choices.

Campus Shuttle

- General lack of awareness about the shuttle service
- The routes, stops, and schedules do not fully meet the needs of intended users

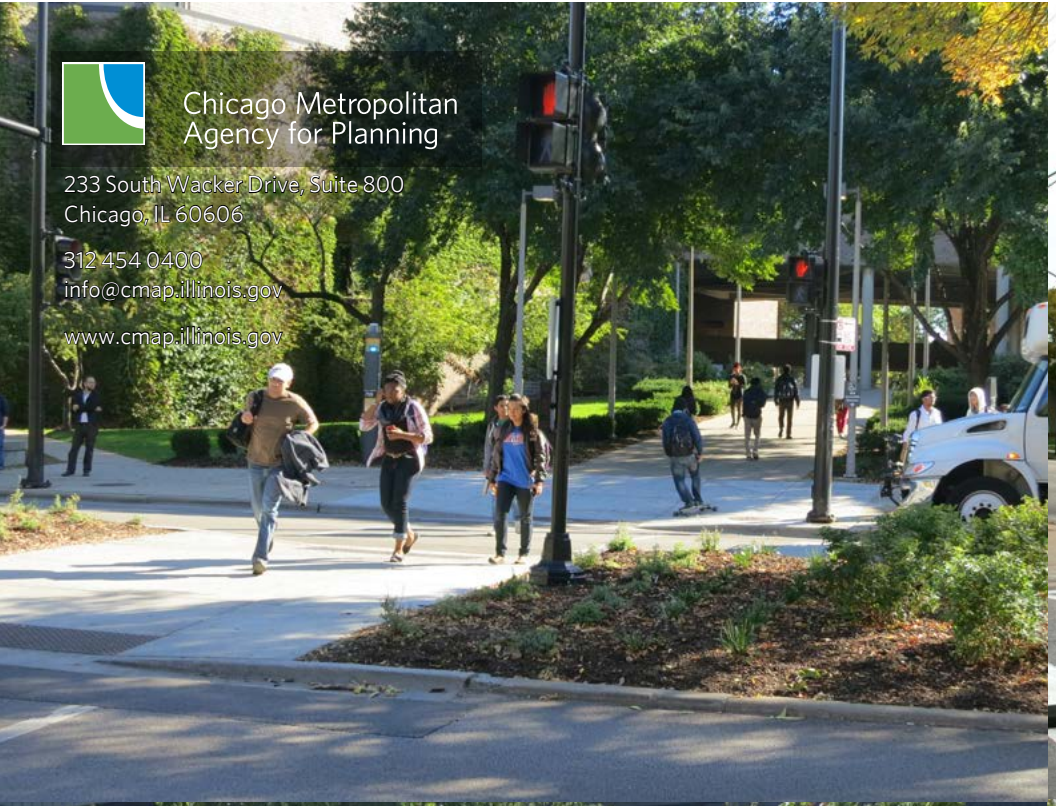
Other

- Limited housing options for UIC and IMD employees and students within walking and biking distance of campus.
- Reduced CTA service on the weekends limits the ability to rely on transit.

There are some aspects of safety that cannot fully be addressed in a transportation plan; while certain pedestrian enhancements can improve safety, a full analysis of crime is outside of the scope of this project. These issues affect a person's mode choice—especially if his or her hours leaving or arriving on campus fall in the middle of the night. UIC should coordinate with UIC campus police and local Chicago police to address safety issues that do not relate directly to transportation.

Coordination with local agencies, such as CDOT and CTA, will be critical to improving the overall experience of the various active transportation modes available on campus. Future efforts for developing this plan will include qualitative surveys, interviews, and focus groups and will build upon the information collected to date, with the goal of developing a comprehensive and thorough plan to address the needs of UIC for promoting access, mobility, and safety for people using all modes.

W HARRISON ST
cta bus stop
8
Halsted
BUS ST
TOW ZONE



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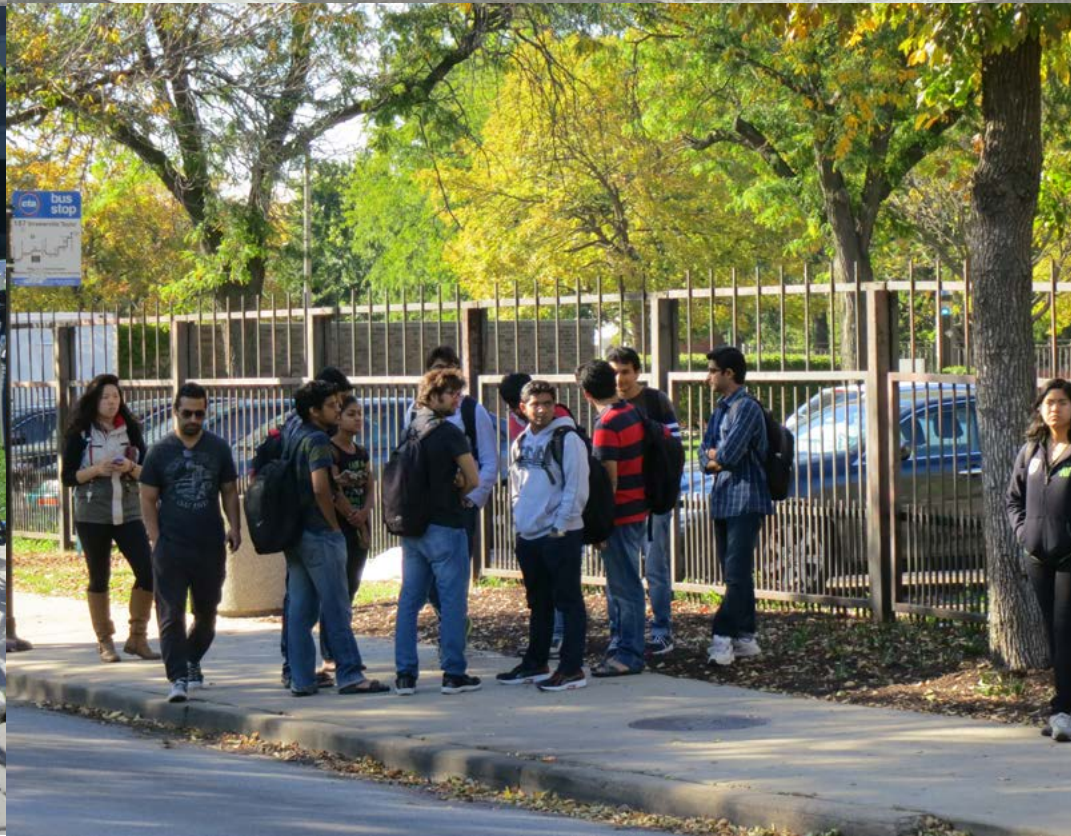
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