



# Final Report

## IUPUI Transportation & Parking Plan

May 2018

**HNTB**

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NELSON  
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## PEDESTRIAN & BICYCLE NETWORKS

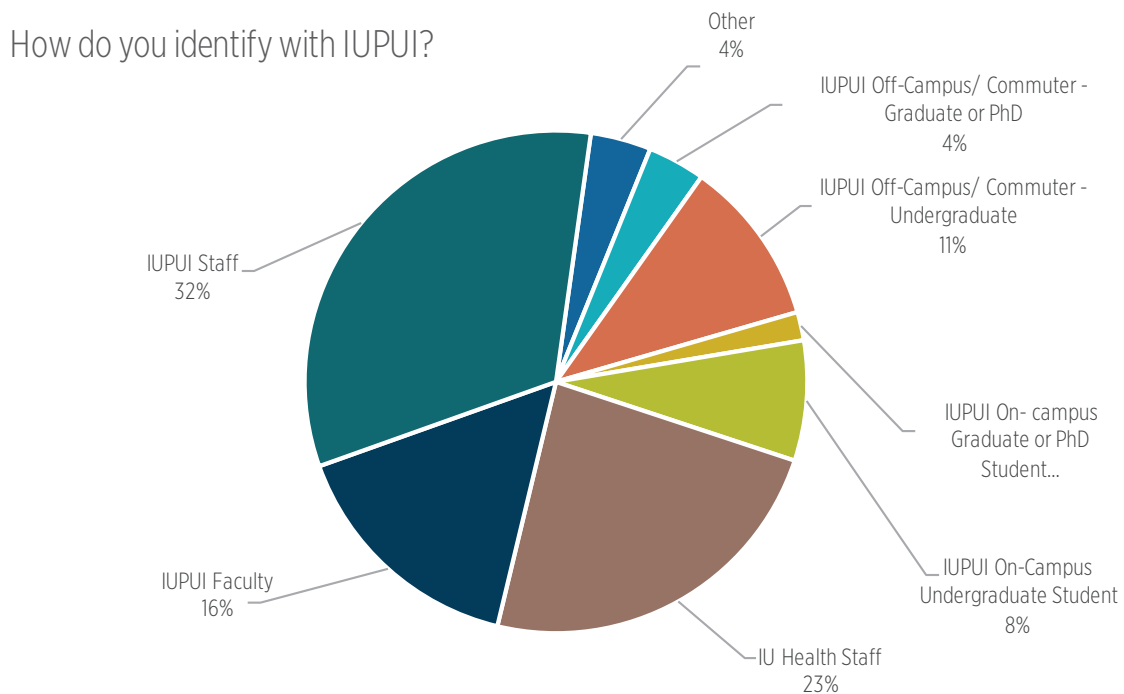
Though IUPUI does not yet have a complete connective network of facilities for pedestrians and bicyclists, the campus's flat topography and regional greenway network connections create a supportive environment for both. IUPUI's most significant walking and cycling connections are the two regional off-street trails that cut through the campus: the Indianapolis Cultural Trail and the White River Wahapani Trail. W. Michigan Street and W. New York Street are the most significant bike facilities on campus. W. New York Street was recently converted from one-way arterial design to two-way street design with landscaped medians and off-street, bi-directional bike lanes, and W. Michigan Street is undergoing the same conversion. The bike lanes on Michigan and New York Streets extend as unprotected bike lanes westward across the White River to connect the IUPUI campus to the path on the west bank of the river.

A proposed extension of the Indianapolis Cultural Trail would extend along two blocks of Indiana Avenue between 8th and 10th Streets, and along 10th Street between Indiana Avenue and the White River. This additional stretch of off-street path would provide additional links to the White River Wahapani Trail and enhance bike/pedestrian mobility on the northern edge of IUPUI campus.

## TRAVEL BEHAVIOR AND PATTERNS

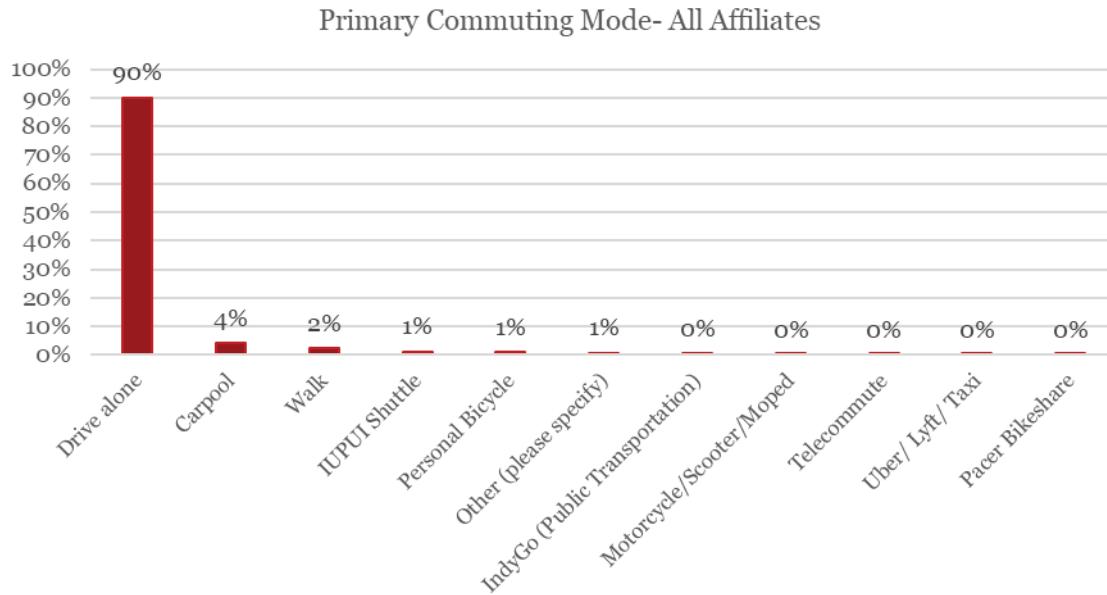
The Campus Transportation Survey was conducted From November 2017 through January 2018. More than 8,500 participants completed the survey, including undergraduate students, graduate students, faculty, staff, and other University affiliates. Participants answered questions about travel patterns, mode choice and preferences, and parking experiences.

Figure 2: Survey Participation by Campus Affiliate Group



The survey results reveal the dominance of driving, both to campus and within campus during the day. Nearly 90% of respondents drive alone to campus each day (Figure 3), including 87% of off-campus students, 63% of on-campus students, and 93% of employees. Based on survey responses and feedback provided during stakeholder meetings, this pattern is attributable, in part, to poor pedestrian connections surrounding and within the campus. This is consistent with the findings of the 2012 Campus Master Plan, which highlighted a series of barriers to walkability throughout the campus area.

**Figure 3 Primary Commuting Mode of All Respondents (n= 7,973)**



Additionally, significant portions of respondents indicated that non-traditional and variable work/campus schedules (52%) and a lack of transportation alternatives (38%) were the main reasons for why they drove alone to campus. Others indicated that public transportation and the IUPUI shuttle were not convenient (both reasons indicated by 28% of respondents).

Although walking makes up just two percent of primary commute choice, once affiliates are on campus, their primary mode of travel on campus is by foot, with 68% of all respondents reporting that they walk once on campus. Nonetheless, 24% of respondents say they drive between campus destinations. (Figure 4)

Figure 4 Primary Means of Getting Around Campus

