**Introduction**

By sending out emails to different departments near BIF and Wohler’s and asking people to take the survey on the street, 501 responses were collected in a week from November 10th to 17th. Among these responses, 195 (39%) are from UIUC student, 91 (18%) are from UIUC faculty member, 162 (32%) are from UIUC staff member, 41(8%) are from CUMTD employee and 10 (2%) are from other. About half of the participants are from Business, following by 20% participants from others such as bus drivers and UIUC staffs. (Feature 1) In general, it is a fair distribution.

*(Leave for Ethel’s introduction)*

**Pedestrians**

There are 408 participants indicate they are sometimes a pedestrian in the area. About 50% of the pedestrians suggest that they will directly cross the street when they move from BIF to Wohler’s or vice versa, and about 28% says they will go to the intersection of Sixth & Gregory and cross at the light, with the walk signal, and about 11% without the signal.

8.7% of the pedestrians actually feel the time to cross the area is longer. They choose 1 or 2 in the scale of 5 (1 is longer and 5 is shorter). There are mainly two reasons. Stairs and elevators in Wohler’s are at the North and South entrances. The crosswalk goes to the center entrance, so to go to any floor other than the first floor requires extra time to travel to either side. Besides, barricades prevent a direct access from BIF east entrance. About 36.2% of the pedestrians choose 3. Most of them feel the time to cross does not change much because the cars still do not always stop and about 40% of them imply negative attitude in their explanations. The rest 55% pedestrians react positively towards the new cross walk. They state that the cars stop more often for them, and they can cross the street directly without going to the intersection and wait for signal.

Concerning the safety and comfort after the new installation, about 63.5% of the pedestrians feel the safe has been improved after the installation of the crosswalk. The cars more likely stop from pedestrians, and the central point makes it safer for people who need to yield to the cars when they are in the middle of the road. The new crosswalk also gives pedestrians privilege to cross the street, which make them feel safer and better. About 28.8% of the pedestrians feel little change about the safety. They suggest that the cars still not always stop and people should always check before the cross the street. About 8% of the pedestrians actually feel less safe and comfortable because the new installation confuses the drivers and affect their sight. More importantly, the new crosswalk encourages people pay less attention about the trafficwhen they step into the street; they just focus on their smart phones.

58.3% people suggest their awareness as a pedestrian of cars, buses, and bicyclists when crossing that area does not change. Since they are not sure if they care will stop, they always check before they cross the street, or they just not use the crosswalk. For the 9% pedestrians who state they are actually less aware of the traffic, they suggest that they feel they do not need check before they cross the street, assuming cars will stop for them. 32.7% people feel their awareness increases because the well-marked signs force them to think about the traffic and the road is well directed now.

Most people, as pedestrians, feel they are rarely affected by the removal of the pull-in waiting area in front of Wohler’s. Only 4 participants suggest they are physically handicapped, and since they have to enter Wohler’s from the side-door for the handicapped, they rarely use the pull-in waiting area. Most people believe that the new crosswalk will benefit the handicapped and thus it is a fair trade-off.

In general, most of the participants are sometimes pedestrians at the area. The safety after the installation of the new crosswalk shows improvement numerically. About half of them react positively towards the new crosswalk and about 65.3% of them support to make it a more permanent installation.

**Drivers**

There are 356 participants who are sometimes drivers in the area. About 70% of the drivers feel the safety is not satisfied in the area before the new crosswalk. The majority of them point out that pedestrians cross the street everywhere in the street, which makes the heavy traffic even worse. Besides, drives from the intersection of the Sixth and Gregory suggest their sight is sometimes affected, and thus they cannot see the pedestrians who attempt to cross the street. About 60% drivers do not feel the safety has been improved after the installation of the new crosswalk. (33.4% choose 1 and 2 in a scale of 5 from no to yes and 27.2 % choose 3.) For the ones who choose 1 or 2, they critique that more reckless pedestrians now cross the street without checking first and the plethora of the cone makes it hard to see pedestrians. Besides, the road is narrower now and cars need to stop more frequently, which may cause more rear collisions, especially when the cars just make the left or right turn from Gregory Drive. In addition, since the traffic becomes heavier after the installation, drivers are likely to accelerate faster in order the pass, or just become more panic. Both situations may cause accident. And sometimes traffic gets backed up through the intersection, which is unsafe.

About one 27.35 of the drivers feel the new crosswalk make any difference to them. They stay cautious as they did before and the congestion times and traffic flow do not change much. However, some of them do mention that pedestrians are less careful now and there are too much stops in the area.

On the contrary, about 30% of the drivers feel the safety condition has been improved. They claim that the road is now more well-ordered. The clear-guided crosswalk avoids pedestrians from crossing the street everywhere. The signs also enhance their awareness when they go through the street. Moreover, the new crosswalk increases pedestrians’ awareness of following the traffic rule. Several drivers suggest that pedestrians are more likely to wait for the signals at the intersection of Sixth and Green.

Regarding the removal of the pull-in waiting area in front of Wohler’s, about 66% of drivers feel they are not affected. Although several drivers they are slightly affected, they find it is a fair trade-off with the safety for pedestrians. About 24.5% of the drivers feel they are negatively affected. Most of them need to the use the pull-in parking spot to pick up or drop off someone in the morning (7:40 am – 8:30 am) and afternoon when classes over (4:00-5:00 pm), but now they have to park in either the parking lots of BIF or the south side of Wohler’s. Secondly, there are still cars waiting in the area after the pull-in parking is removed, which causes worse traffic congestions. There are also 9% of the drivers feel better after the removal because now there are less cars moving in and out of the parking spot and there are better sight lines to pick up pedestrians, wheelchairs and bikes.

Approximately 70% of the drivers states they are not affected by the removal of some parking spaces in front of BIF for the new crosswalk mainly because they do not park there. About 22.4% of the drivers feel they are negatively affected by the removal. They complain about the difficulty of find a parking spot in the area (mainly BIF and Library), and the removal of some parking spot now makes it harder to park. The 6.5% drivers who feel better after the removal provide similar explanations to that for the pull-in waiting area: better visibility of pedestrians, less congestions and less darting to move in and out.

In general, there is a significant difference on the opinion of drivers about the new crosswalk. About 41.2% drivers say no to a more permanent installation versus 43.8% say yes.

**Bicyclist**

There are also 43 participants who are sometimes bicyclists in the area. About 65% of them choose 3 or less in a scale of 5 from bad to good for the safety of that area. Most of them suggest they are affected both from pedestrians and car drivers. On one hand, they need to be cautious about the unexpected pedestrians stepping into the street; on the other hand, they feel hazardous when being too closed to the cars in such crowed area. After the installation of the new crosswalk, data shows slightly improvement numerically for the satisfaction for safety of bicyclists. Bicyclists feel the traffic is more controlled and their awareness increases. However, participants leave more negative comments to this question. For the ones who feel little improvement, the sense of insecure mainly comes from three aspects. First, the bicycle lines abruptly end between BIF and Wohler’s and are sometimes occupied by pedestrians. Besides, it is unsafe that the bike path by the sidewalk in front of Wohler's leads directly into the pedestrian crosswalk especially when pedestrians walk through the bike lanes without looking. Third, the cones sometimes affect visibility and make everyone confused in the area.

About 44% of bicyclists feel the congestion times and traffic flow of the area is not changed, followed by 36% of the bicyclists feel worse due to the increased pedestrians traffic and visual clutters. The 20% of bicyclists who feel better about the congestion times and traffic flow because cars cannot pass bicyclists since the road is narrower.

About 86% students indicate they are neither affected by the removal of some parking spaces in front of BIF nor the removal of the pull-in waiting area in front of Wohler’s. Several participants mention that they are less possible to bit by the door of parked cars and thus feel better after the removals.

In general, bicyclists are rarely affected by the installation of the crosswalk and half of them hope to keep it.

**Bus Drivers**

36 responses were collected from CU-MTD bus drivers. About 72% of the bus drivers choose 3 or less in a scale of 5 from bad to good for the safety of the area before the installation of the new crosswalk. They state that it is a busy area on campus with heavy traffic and there much jaywalk. The situation is slightly improved after the installation. Similar reasons are given by the bus drivers for both positive and negative changes compared with private car drivers, but they mention more that the narrower road makes driving more difficult. It is worthwhile to notice that about 86% of the bus drivers feel the congestion time is not changed or ever worse after the installation. Similar reasons are given such as too many stops and the extra stop causes traffic to backup into bot the Gregory and Levis intersections. The data shows that the bus drivers are rarely affected by neither the removal of the of some parking spaces in front of BIF nor that of the pull-in waiting area in front of Wohler’s.

In general, bus drivers find there is no significant change about the safety and comfort of the area, and about one third of the them agree and disagree respectively to keep the new crosswalk here, with a more permanent installation.

**Suggestions for improvement**

Pedestrians provides many suggestions and the following three are mentions most times. They suggest straightening the crosswalk, making it perpendicular to the street. Besides, they suggest if the crosswalk could be widened to the north door of Wohler’s, or close the area for driving through. Many pedestrians indicate they enter Wohler’s from the north door. Besides, pedestrians suggest install vocal signals and more lights in the area, like the one on Springfield and Grainger Library, because the area is dark at night. Additionally, pedestrians hope to remove those fence and cones because they are distracting.

Drivers, including both private car drivers and bus drivers, also suggest installing flashing light like that of Springfield and Grainger Library. They also hope to remove the parking spots for better visibility but keep the pull-in waiting area. Moreover, they think the pedestrians’ awareness of safety is a big issue. Signs should be installed to prevent people from crossing the street with their cellphone in hand.

Bicyclists concern the safety of biking through the area. They suggest putting black barrier fences up so there is no crosswalk mid-block and direct pedestrian to intersections. They also mention to make intersection to north an all-walk intersection like Green and Wright.

 Participants also suggest improvement in other places on campus. The intersection of Fourth and Gregory still needs more improvement. That intersection is still an accident waiting to happen. Pedestrians crossing Gregory Drive mid-block (between 4th and 6th Streets) is a more dangerous situation than pedestrians crossing 6th Street mid-block without the temporary crosswalk ever was. There also should be more crosswalks on Lincoln Avenue, specifically, by Ohio and Nevada. Participants also hope to see a crosswalk at Pennsylvania to cross to the south (E15) law parking lot on the far east- side as there is no sidewalk on the south side on Pennsylvania to walk from the parking lot. The responses also reflect dissatisfaction about Green Street and Wright Street, especially between Wright and fourth. People suggest to make Wright or and Fifth a one-way street to avoid severe congestion to Green Street.

**General summary**

According to all responses, approximately half of the participants support or opposed the new crosswalk respectively. For the ones who support it, they suggest cars stop more often and the sign makes better awareness. They believe the street is now more ordered and the removals of parking spots the pull-in waiting area make better visibility. For the ones who opposed the new crosswalk, they critique it is not actually helpful but cause more severe congestion time. They claim that the privilege for pedestrians will encourage jaywalking and carelessness.

In general, the responses indicate that the new crosswalk benefits the pedestrian more and improves the safety conditions in the area with an acceptable trade-off with the congestion time and parking spots.

**Appendix**





















 















 

 

