**Deliverables**

**Recommendations**

Designating an individual to work specifically on addressing pedestrian and bike safety issues has proven to be especially effective. Additionally, the main issue that affects the pedestrian and bicycle safety is that there is not enough of a widespread knowledge about laws and regulations. Because of this the next recommendations suggested are distributing the information through easily accessed forms of media such as public announcements, flyers, websites, and CD/DVDs. A particularly effective mean is to hold an orientation for incoming students or faculty to educate them. Additionally, providing safety classes as an alternative to paying fines might be additionally helpful. Another issue that has been presented is that there is no effective way of reporting bus drivers when they are being unsafe. It would be ideal for the CUMTD to allow passengers to have the means of directly reporting bus drivers for practicing unsafe habits. On other campuses, having pedestrian only areas proved to be very effective at reducing collisions and incidents that created unsafe environments. This could be a great way at improving the safety concerns here at the University of Illinois campus. A stronger police presence would be a great change as it would help enforce the laws and regulations that are in place.

People in the studies done through surveys suggested educating pedestrians through a new student orientation program, non-credit classes, and courses for transfer, graduate, international, incoming students, and also for incoming faculty/staff. The orientation will educate individuals on proper use of crosswalks and intersections, on being more attentive and less distracted by their iPods and cell phones, and on taking more responsibility when crossing the streets and respecting vehicle and rules of the road. One could also make pedestrian safety a part of the CARE program, which currently is about rape awareness for freshman, or offer similar mandatory class that teach pedestrian safety. In addition, the school can designate a lecture/seminar at the beginning of each semester for new students/freshman to teach pedestrian safety, while also campaigning in residence halls and designing a web course to teach the rules and regulations of pedestrians and bikers.

Crosswalks should be easily distinguishable, well-lighted, and when possible, should align with building entrances. Most importantly, several measures should be taken to ensure that bike paths and crosswalks are clearly differentiated with each other. They should clearly be marked or have appropriate signs, and in some cases, use fences to restrict motor vehicles from entering these areas. A map of walkways and bike paths might also prove to be helpful. And there must be changes made to the bike paths to make sure that they run continuously throughout the campus.

**Summary of Studies**

Most pedestrians and drivers on the University of Illinois at Urbana-Champaign campus felt that there is a need for an increase in bikers’ responsibilities and awareness on the importance of good biking practices on campus. Many students suggested making a guide, and pedestrians thought bikers were less likely to stop at crosswalks with signs compared to pedestrians. They also noted that there is an extreme unawareness of bike paths. Also, studies conducted through surveys revealed that students at the UIUC feel bikers act as both pedestrians and motorists, and there needs to be a narrow definition of what bikers can and cannot do at intersections and streets because they can be quite careless and inconsiderate if not monitored. It would be beneficial to promote education campaigns for bicyclists on the use of the bike paths and study the use of enforcement to increase compliance of the rules. The three top concerns of those who do not now use bicycles are that the bicycle might be stolen, that they would not feel safe from traffic, and that lighting at night where they have to go was not adequate. The issue that kept reoccurring in one study showed that bikers and pedestrians both don’t feel that each of them know how to interact with one another. They feel there is a lack of communication and courtesy among themselves. Educating both of them on how to properly interact with one another and safe practices they can take on campus would be extremely critical to improving the bike culture on campus. Another survey of 597 people found that the most significant reasons for not biking on campus were the length of commute, uncertainty of weather, and concerns about personal safety.

Most universities in the Big Ten use a sort of education program, such as a freshman orientation meeting. Additionally, there are distributions of informational flyers and police officers even become actively involved in promoting a safer environment for pedestrians. They hold events in partnership with greek organizations and even hand out flyers at intersections to help people understand the laws that pertain to them as either drivers, cyclists, or pedestrians. To further educate the public some universities give the option to students that they may choose to attend a safety class program, where they will be educated on the laws, as an alternative to paying a fine. There are several methods of promoting a safer environment for students that are being used by different universities in the Big Ten. Some methods involve even educating incoming faculty members on pedestrian and bike safety. Other methods involve making things like bicycle helmets and lights more accessible to students by offering them at discounted rates.

Parking is restricted at many universities. Measures designed to restrict parking are increasing prices for parking in areas closest to the heart of the university, and cheaper rates for remote parking. Additionally in some cases, freshman students or students living on campus are not allowed to purchase parking permits. On some campuses it was common to find pedestrian and bike passageways over major streets. Occasionally there were underground tunnels created to connect buildings to parking garages. One building on a Big Ten campus was even created with the function of allowing passage over a busy street. Using fences and landscaping to guide pedestrians to safer points of crossing also proved to be largely effective on other campuses, as well as using speed humps to help reduce the speeds of drivers in the heart of campus. Most Big Ten university campuses have active plans to improve the pedestrian/bicycle/bus environment. Common plans include improving the signage and bike or pedestrian routes. Other upcoming changes include: changing parking lot designs to reduce collisions; changing crosswalk designs; installation of microwave sensors to activate beacons that warn of pedestrians; and construction of tunnels/skyways to connect several parts of campus.