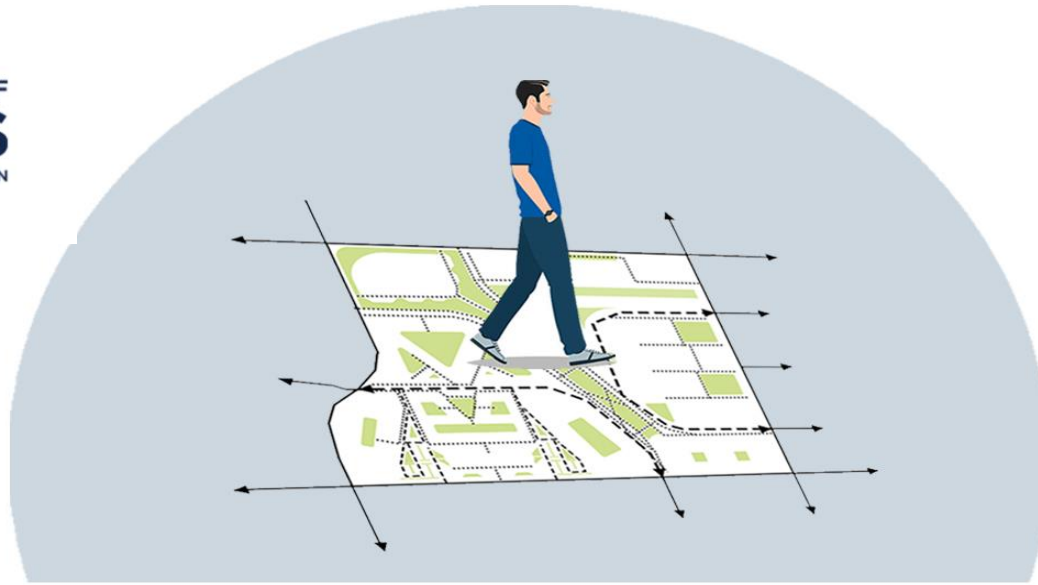


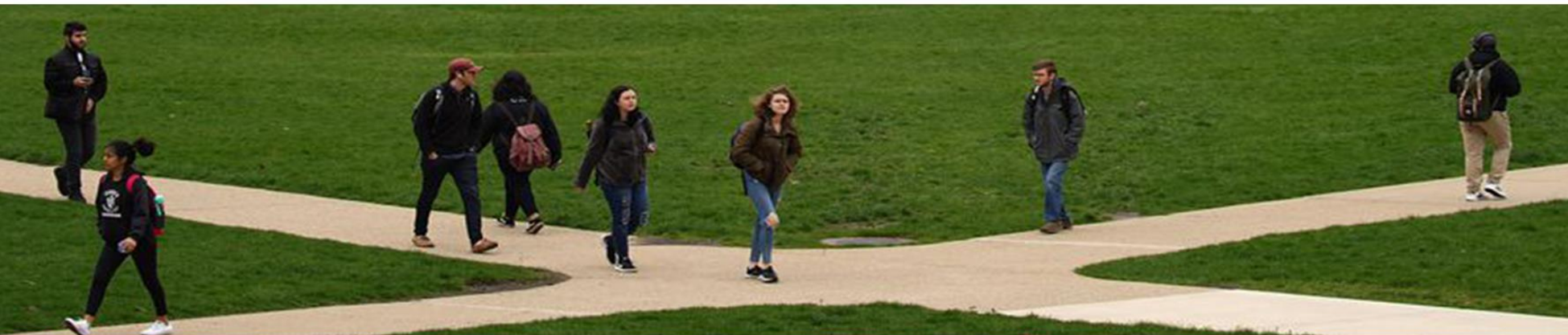


UNIVERSITY OF
ILLINOIS
URBANA-CHAMPAIGN



MICROSCALE AUDIT OF PEDESTRIAN STREETSCAPES

UNIVERSITY OF ILLINOIS URBANA-CHAMPAIGN



SPRING 2022 UPDATE



OBJECTIVES

THE UNIVERSITY OF ILLINOIS URBANA-CHAMPAIGN AIMS TO:

- INCREASE WALKABILITY ON CAMPUS
- INCREASE PHYSICAL ACTIVITY AND PROMOTE HEALTHY LIFESTYLES
- ENSURE THE SAFETY OF THOSE USING WALKWAYS
- MAKE OUR CAMPUS IS 100% ADA COMPLIANT

SUBDIVISIONS OF THE SITE OF INTERVENTION

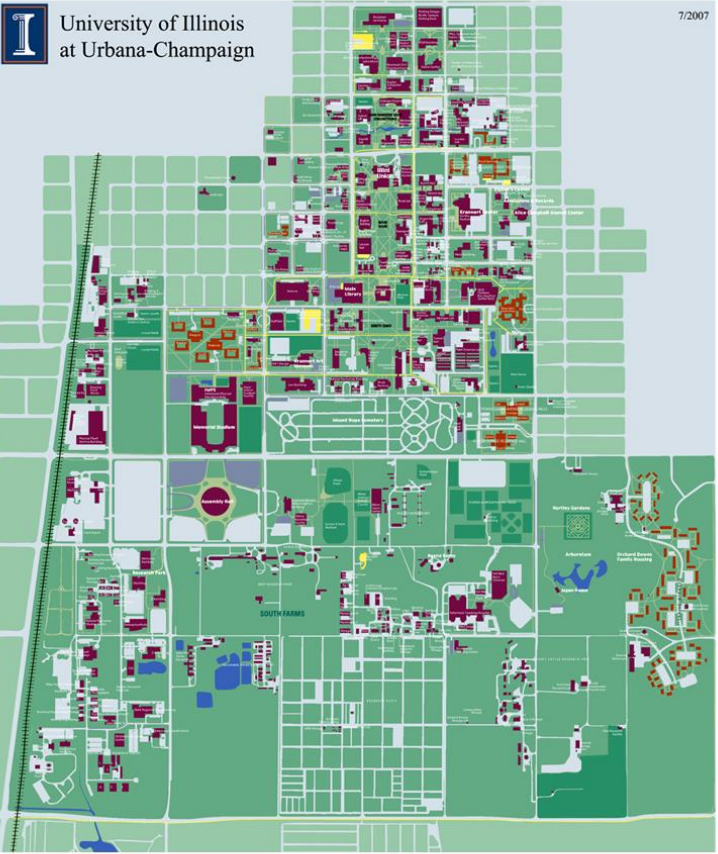


Figure: University of Illinois Urbana-Champaign campus map

29 MAP BLOCKS

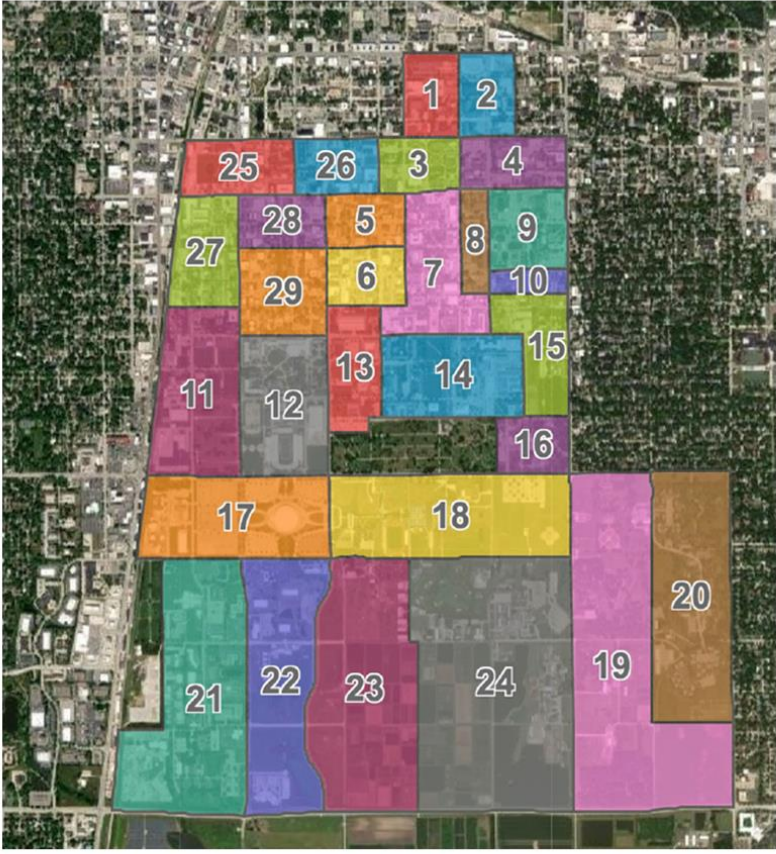


Figure: UIUC campus map divided into 29 map-blocks

120 MINI BLOCKS

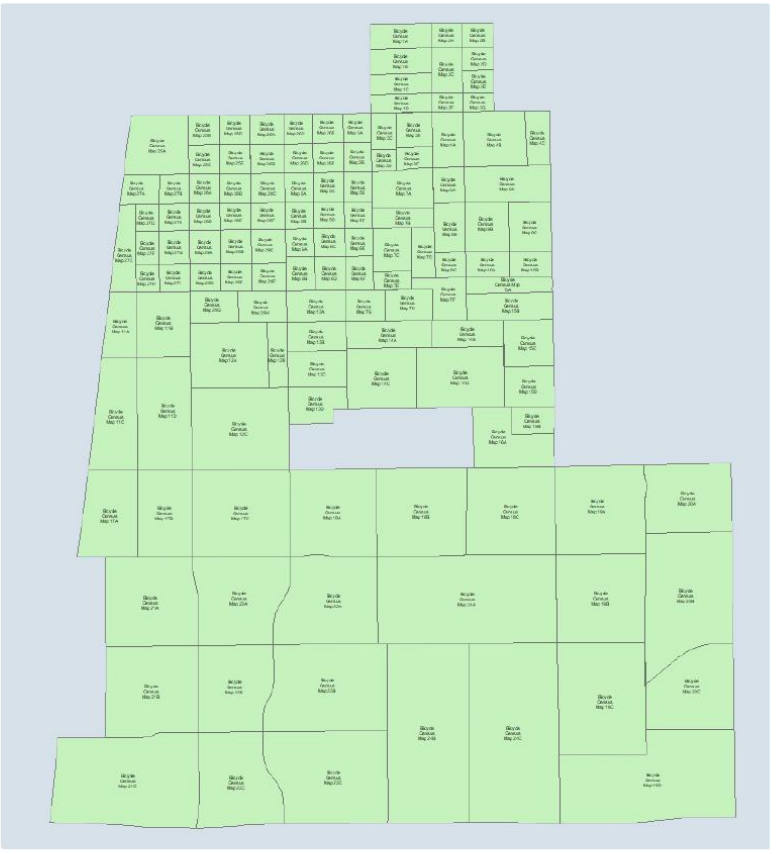


Figure: UIUC campus map divided into smaller mini-blocks for detailed analysis

DATABASE CREATION WALKABILITY AUDIT

SURVEY QUESTIONNAIRE

39. 1. Intersection control. Check all that apply

Check all that apply.

- Yield signs
- Stop Signs
- Traffic Signals
- Traffic Circle
- None of the above

40. 2. Signalization. Check all that apply

Check all that apply.

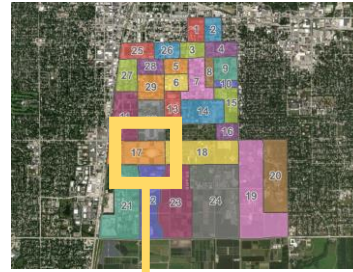
- Green arrows for dedicated vehicle turn
- Pedestrian walk signals
- Push buttons
- Countdown signal
- Audible walk signal
- None of the Above

41. 3. Pre-crossing curb and post-crossing curb (Even if there is no marked crosswalk, there is still a crossing) Check one

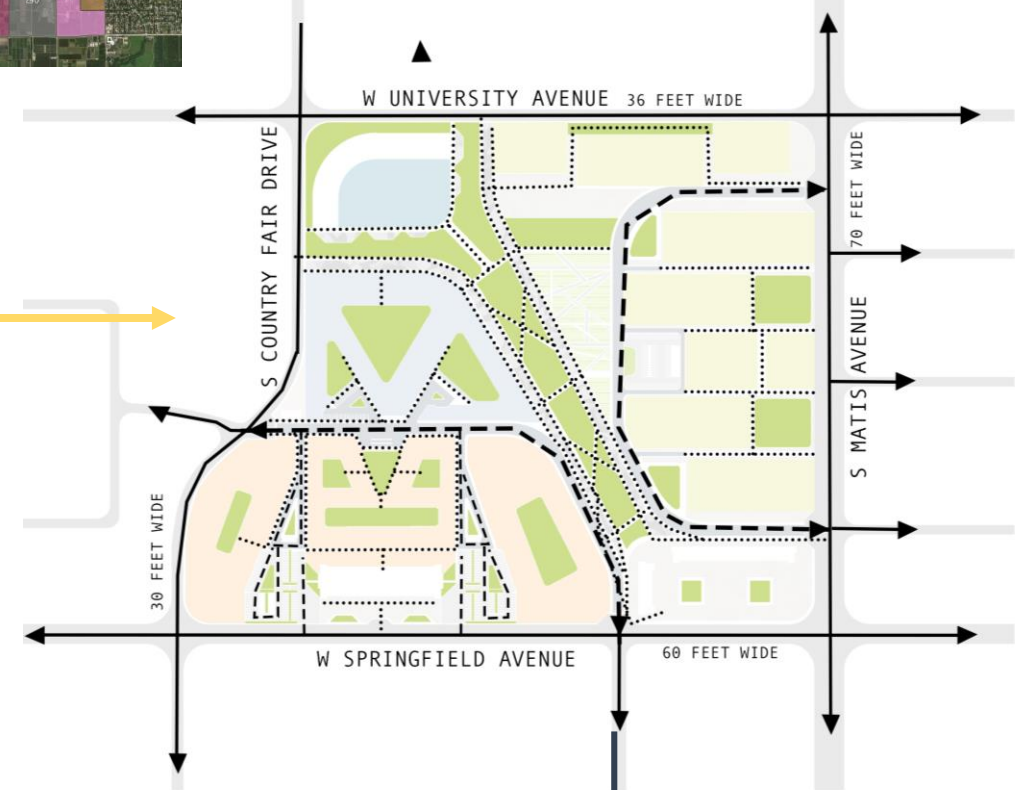
Mark only one oval.

- Ramp lines up with crossing
- Ramp does not line up with crossing
- No ramp
- Other: _____

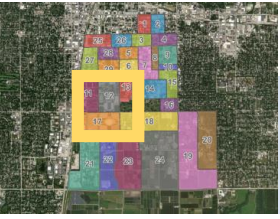
**ANALYZES THE GENERAL
WALKABILITY OF A MAP-BLOCK**



MICROSCALE ANALYSIS OF SUB-DIVISIONS (DEFICIENCY REPORTING)

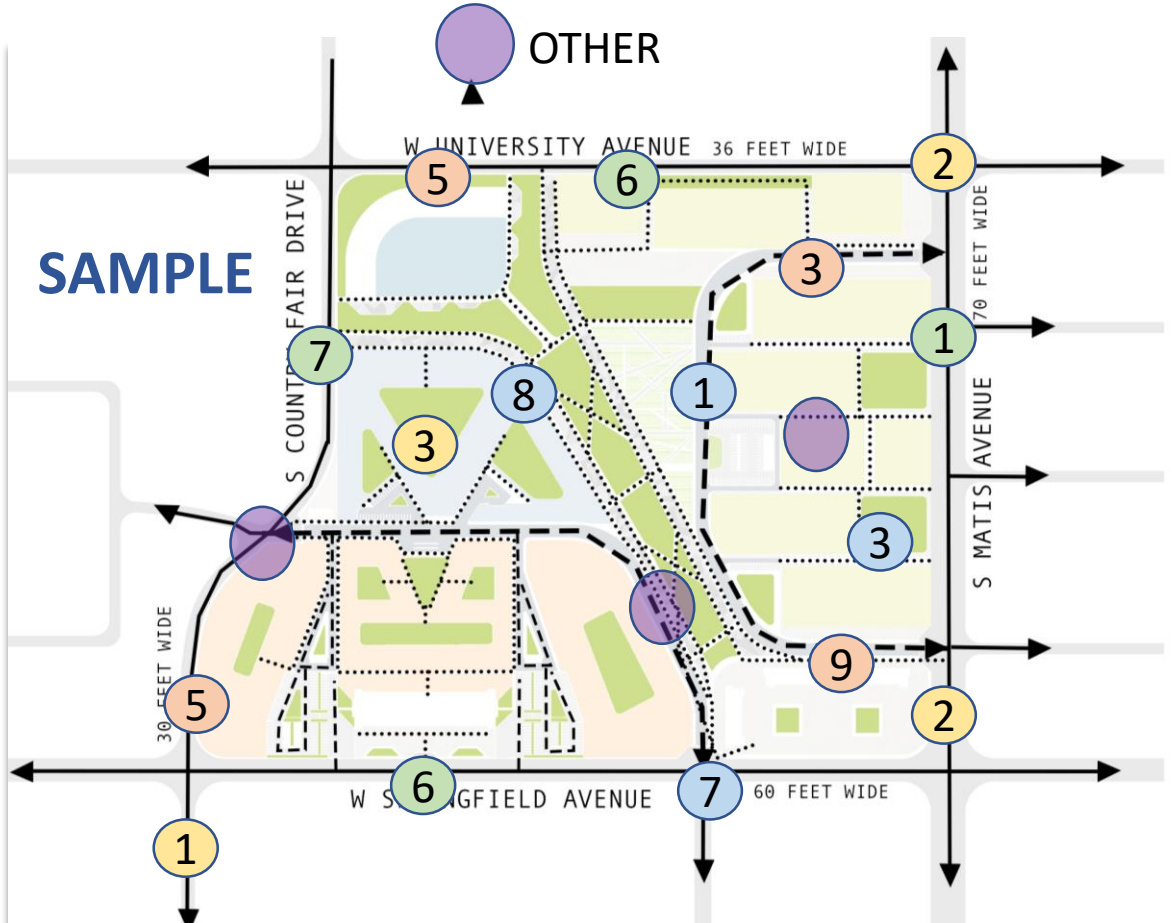


**IDENTIFIES SPECIFIC FAULTS
WITHIN A MAP-BLOCK**



DEFICIENCY REPORTING STRUCTURE

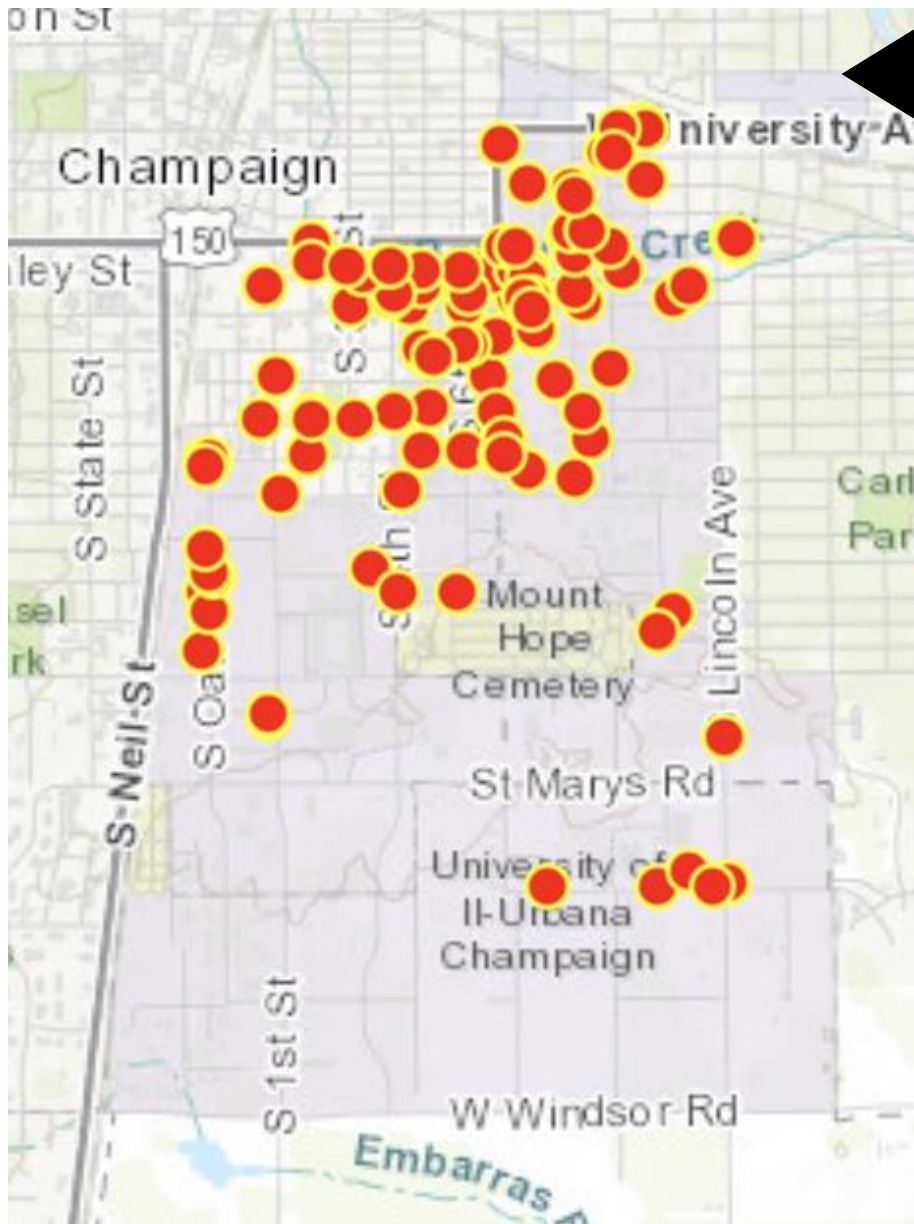
- SAFETY
- CONNECTIVITY
- ACCESSIBILITY
- WALK APPEAL
- OTHER



- | | |
|---|--|
| ① Poorly lit sidewalk | ① Poor connection to other networks |
| ② No buffers present | ② Discontinuity of sidewalk |
| ③ Discontinuous sidewalk | ③ |
| ④ Presence of obstruction | ④ |
| ⑤ Poorly maintained sidewalk | ⑤ |
| ① Absence of sloped curb cuts | ① Insufficient shade |
| ② Insufficient width | ② Insufficient landscape |
| ③ Absence of signage | ③ |
| ④ Absence of crosswalk markings | ④ |
| ⑤ Discontinuity of sidewalk | ⑤ |

SURVEY DATA- VISUAL

Records till Dec 20th

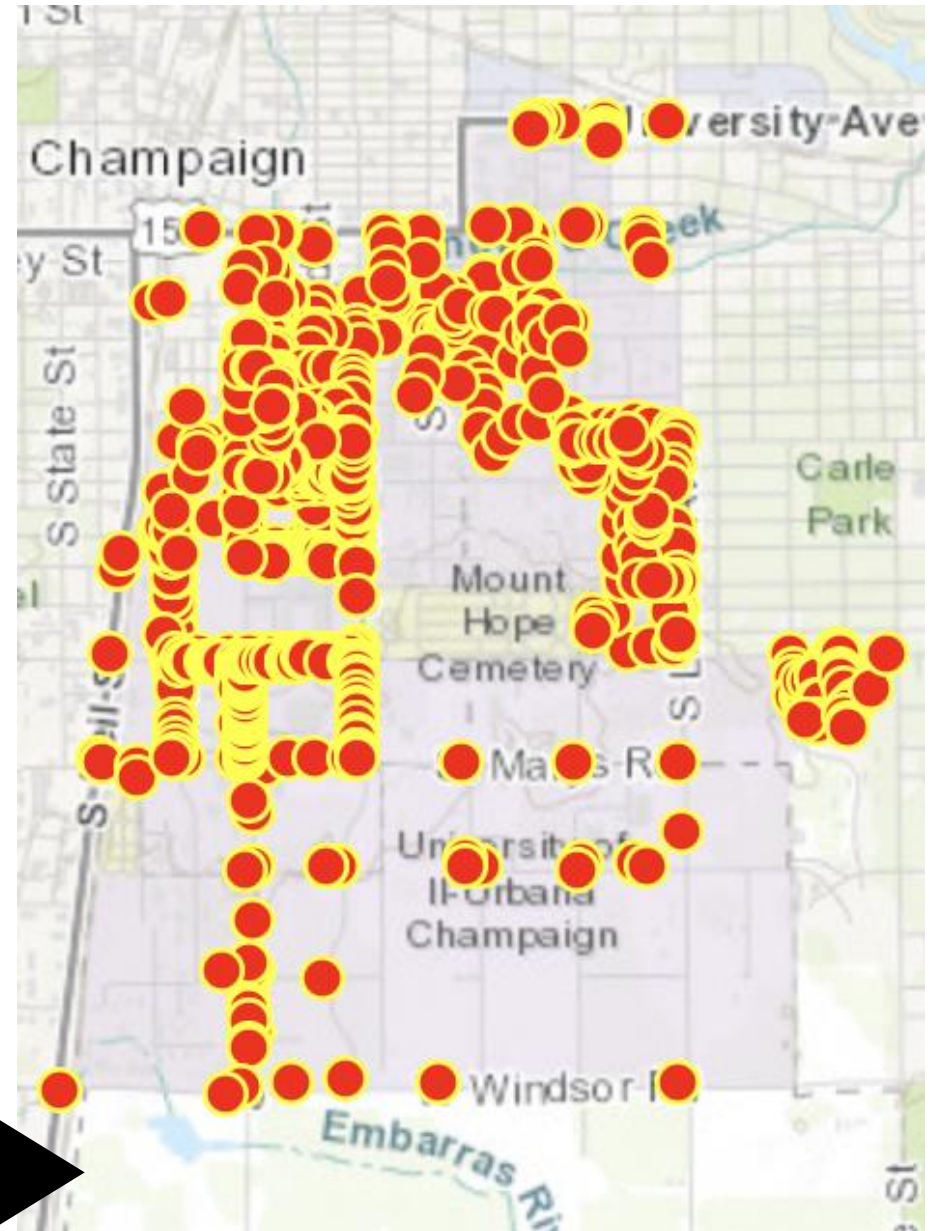


**2021 UI Campus
Walkability Audit**

177 RECORDS

**2021 UI Campus
Deficiency Survey**

820 RECORDS



GENERAL SURVEY: WEIGHTED SCORING SYSTEM

HIGH
x 3

PEDESTRIAN FACILITIES AND DESIGN

SIDEWALK PRESENCE
PEDESTRIAN WALKING SURFACE
SIDEWALK ALTERNATIVE
SIDEWALK AMENITIES
SIDEWALK WIDTH
SIDEWALK CAPACITY
TEMPORARY/ PERMANENT OBSTRUCTIONS
SIDEWALK BUFFER

PEDESTRIAN AND VEHICULAR CONFLICTS

PEDESTRIAN AND VEHICULAR ENCOUNTERS
TRAFFIC CALMING MEASURES

CROSSWALKS

CROSSWALK CONDITION
DETECTABLE WARNING DETAILS

UNIVERSAL ACCESSIBILITY

WHEELCHAIR ACCESS
CURB CUT PRESENCE
CURB CUT ALIGNMENT
TEXTURE DIFFERENCES
ADA RAMPS
BUILDING ENTRANCES
SIDEWALK CONNECTIVITY

MED
x 2

TRANSIT AREAS

TRANSIT STOP TYPOLOGY
TRANSIT STOP DISTANCE
TRANSIT STOP AMENITIES
PARKING
PARKING CONNECTIVITY TO WALKWAYS
BIKE INFRASTRUCTURE

SAFETY



EYES ON THE STREET
PERCEIVED SAFETY
PEDESTRIAN VISIBILITY ALONG SIDEWALKS
PEDESTRIAN VISIBILITY ALONG CROSSWALKS


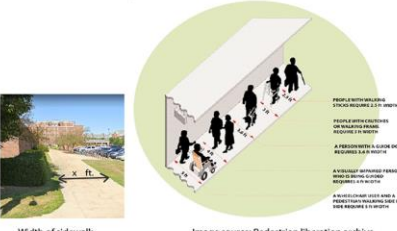
LOW
x 1




WALK APPEAL

LANDSCAPING
SHADE
AESTHETICS
WALK APPEAL RATING



GENERAL WALKABILITY QUESTIONNAIRE- QUESTIONS AND SCORE




1	SURVEYOR INFO	No scoring system	QUESTIONS 1. Investigated by : (ID: Unique number given to you) _____
2		No scoring system	2. Block number : (Enter the small block ID here- e.g. 1a, 1b, 1c) _____
3		No scoring system	SURVEYOR INFORMATION 3. How are you collecting the audit information? (Select one) A. Walking B. Using a wheelchair C. Using a bicycle D. Other _____ 
4	LAND USE	Contextual question	LAND USE LAND USE TYPOLOGY 4. Select the land-uses prevalent in this map-block. (Check all that apply) A. UIUC campus institutional buildings B. Residential buildings C. Commercial or retail (shopping centers, restaurants, cafés) D. Industrial buildings (warehouses, factories) E. Parking lots or garages F. Designated green spaces/parks G. Underdeveloped land H. Vacant land I. Place of worship J. Recreation spaces (eg. tennis courts, basketball courts)
5		Contextual question	RESIDENTIAL LANDUSE 5. What type of residential uses are present in the map block? (Check all that apply) A. Single-family housing B. Multi-family housing C. Apartments or condominiums D. Apartments above street retail E. Retirement/senior living facility F. Dormitory G. Fraternity/sorority H. Other I. None
6	PEDESTRIAN FACILITIES AND DESIGN	SCORE	PEDESTRIAN FACILITIES AND DESIGN SIDEWALK PRESENCE 6. In general, describe the sidewalks in this map-block (Select one) A. Sidewalks present on both sides of the street throughout the map-block B. Sidewalks generally present on both sides of the street but certain areas have sidewalks on one side of the street C. Sidewalks generally present on just one side of the street D. Sidewalks not present 
		SCORE	A : 5 B : 3 C : 1 D : 0




7	PEDESTRIAN FACILITIES AND DESIGN	SCORE	PEDESTRIAN WALKING SURFACE 7. In general, your overall assessment of walking surfaces in this map-block: A. Poor -No permanent walking surface, discontinuous walkways, or major maintenance problems B. Some problems - Sidewalk on one side of the road with a few deficiencies or sidewalk on both sides with several deficiencies C. Satisfactory - Sidewalk on both sides of the street, minor discontinuities and maintenance problems but does not present major obstacles for walking. D. Good - Sidewalk on both side of the street, minor aesthetic deficiencies E. Excellent - Continuous sidewalk on both sides of the street, well maintained and of sufficient width to accommodate pedestrian traffic.
8		SCORE	SIDEWALK ALTERNATE 8. If no sidewalk is present, is there any other place to walk that is safe from traffic? (Check all that apply) A. Yes - Sidewalk on the other side of the road B. Yes- Unpaved pathways C. Yes- Street shoulder D. Yes - Buffer parkway E. No F. N/A- Sidewalk present on both sides of the street 
9	PEDESTRIAN FACILITIES AND DESIGN	SCORE	SIDEWALK AMENITIES 9. Which of the following amenities are present along the streets and sidewalks of the map block? Only mark the ones easily identifiable by pedestrians. (Check all that apply) A. Overhangs that provide shelter from inclement weather in public spaces B. Trees C. Green space D. Kiosks or information booths E. Benches or other places to sit F. Bicycle racks G. Recycling bins H. Trash cans I. Working drinking water fountain J. Other K. None of the above
10		SCORE	SIDEWALK WIDTH 10. What is the average path size, in general, in the map block? (Select one) A. No permanent walkway/sidewalk B. < 3 feet wide C. 3-5 feet wide D. > 6 feet wide (University standard) 

11	PEDESTRIAN FACILITIES AND DESIGN	SCORE	SCORE A : 5 B : 1 C : 0
12		SCORE	SIDEWALK CAPACITY 11. In general, is the present width of the sidewalks adequate to handle pedestrian during class change (typically around noon on Tuesday or Wednesday) in this map block? (Select one) A. Yes B. No, needs to be wider C. Not observed during heavy foot traffic
13	PEDESTRIAN FACILITIES AND DESIGN	SCORE	TEMPORARY/ PERMANENT OBSTRUCTIONS 12. In general, are there temporary or permanent obstructions present along the sidewalks of this map-block? (Check all that apply) A. No obstructions present B. Yes, a few temporary obstructions C. Yes, several temporary obstructions D. Yes, a few permanent obstructions E. Yes, several permanent obstructions 
14		SCORE	SIDEWALK BUFFER 13. Mark the option that most closely matches your overall assessment of buffers in this map block (average amount of buffer): A. No buffer from roadway B. Buffer is <3 ft wide C. Buffer is 3-5 ft wide D. Buffer is > 5 feet from roadway 
	PEDESTRIAN FACILITIES AND DESIGN	SCORE	SIDEWALK LIGHTING 14. In general, is the lighting adequate for the walking surfaces (including sidewalks, crosswalks, and intersections) of this map block? A. No, this map block does not have adequate lighting B. Some parts of this map block require lighting improvement C. This map block has adequate lighting 
		SCORE	A : 1 B : 3 C : 5


GENERAL WALKABILITY QUESTIONNAIRE- QUESTIONS AND SCORE



15	PEDESTRIAN AND VEHICULAR CONFLICTS	<p>PEDESTRIAN AND VEHICULAR ENCOUNTERS</p> <p>15. Mark the option that most closely matches your overall assessment of pedestrian conflicts in this map block:</p> <p>A. Very High conflict potential – very high multi modal activity (bus, cars, trucks, pedestrians, bicyclists, etc.) – E.g. Ilini Union, Wright St. B. High conflict potential – High multi-modal activity. E.g. – Springfield Ave by Grainger Library, Main Library on Gregory Dr. C. Moderate conflict potential – limited motorized vehicular traffic and moderate to high pedestrian traffic. D. Low conflict potential – High pedestrian volume, low motorized vehicular traffic, low speed limit – E.g. Peabody by Law building E. Very low conflict potential – High pedestrian volume, no motorized vehicular traffic or bicycle traffic</p>	<p>SCORE</p> <p>A : 1 B : 2 C : 3 D : 4 E : 5</p>
		<p>TRAFFIC CALMING MEASURES</p> <p>16. What type of traffic calming measures are generally present in the map block? (Check all that apply)</p> <p>A. No traffic calming measures B. Mid- block marked crosswalks present C. Traffic signals for dedicated vehicle turns D. Pedestrian crossing signals E. Push Buttons F. Countdown signals G. Audible walk signals H. Pedestrian islands I. Stop signs J. Flashing beacons K. Speed bumps L. Chicanes or chokers M. Curb extensions (~ bump-outs)</p>	<p>SCORE</p>
		 <p>Traffic lights Pedestrian crossing and countdown signals Mid-block marked crosswalks Stop sign Pedestrian island Flashing beacon Push buttons Speed bumps</p>	
16	PEDESTRIAN AND VEHICULAR CONFLICTS		
17	CROSSWALKS	<p>CROSSWALK CONDITION</p> <p>17. Mark the option that most closely matches your overall assessment of the crosswalks in this map block:</p> <p>A. Poor – Marked Crosswalks not present, obstacles present in the crosswalk, intersection is inaccessible, no curb cuts, insufficient crossing time, etc. B. Some problems – Some crosswalks are unmarked, but fine to walk or marking has faded and there are other issues C. Satisfactory – most of the crosswalks are marked, and there are some crosswalks with maintenance issues D. Good – Crosswalks are marked, and there are very few deficiencies E. Excellent – Crosswalks are clearly marked (or there are no intersections), and there are no tangible deficiencies</p>	<p>SCORE</p> <p>A : 1 B : 2 C : 3 D : 4 E : 5</p>
		<p>Curb cuts: a small ramp built into the curb of a sidewalk to make it easier for people using strollers or wheelchairs to pass from the sidewalk to the road.</p>	
		 <p>Marked crosswalks Unmarked crosswalks Curb cuts</p>	

18	CROSSWALKS	<p>DETECTABLE WARNING DETAILS</p> <p>18. Mark the presence of detectable warning details while entering or exiting the crosswalks? (Check all that apply)</p> <p>A. No, none present B. Yes, truncated domes C. Yes, vertical strips D. Other detectable warnings</p>	<p>SCORE</p> <p>A : 1 B : 5 C : 5 D : 3</p>
		 <p>Truncated domes: refers to the set of raised bumps along a curb cut or crossing which alerts visually impaired individuals of surface changes and other potential hazards. Vertical strips: tactile intervention along sidewalks to signify surface change</p>	
19	UNIVERSAL ACCESSIBILITY	<p>WHEELCHAIR ACCESS</p> <p>19. Mark the option that most closely matches your assessment of the ease of access for mobility impaired users.</p> <p>A. Poor - Difficult or dangerous for people with disabilities-e.g., no curb cuts, ADA ramps not available or not easy to locate B. Good – Accessible route available with some deficiencies C. Excellent - Designed to facilitate wheelchair access</p>	<p>SCORE</p> <p>A : 1 B : 3 C : 5</p>
20	UNIVERSAL ACCESSIBILITY	<p>CURB CUT PRESENCE</p> <p>20. Are there curb cuts present and accessible at each crossing in this map block?</p> <p>A. Yes B. No C. At most crossing locations</p>	<p>SCORE</p> <p>A : 5 B : 3 C : 1</p>
21	UNIVERSAL ACCESSIBILITY	<p>CURB CUT ALIGNMENT</p> <p>21. Do the curb cuts along the sidewalks of this map block align?</p> <p>A. Curb cuts align with sidewalks and crosswalks throughout the map block B. Curb cuts align with sidewalks and crosswalks in most areas C. Curb cuts do not align with sidewalks and crosswalks in several areas D. Curb cuts do not align with sidewalks and crosswalks throughout the map block E. No curb cuts present F. Other: _____</p>	<p>SCORE</p> <p>A : 5 B : 3 C : 2 D : 1 E : 0 F : -</p>
		 <p>Required observation: Check if the sidewalk surface and the curb cuts are aligned to ensure a smooth transition.</p>	
22	UNIVERSAL ACCESSIBILITY	<p>TEXTURE DIFFERENCES</p> <p>22. Are there texture differences along sidewalks for pedestrians with vision disability?</p> <p>A. Texture differences present throughout map block B. Texture differences present in a discontinuous way in the map block C. No texture differences present</p>	<p>SCORE</p> <p>A : 5 B : 3 C : 0</p>
		<p>Texture differences along sidewalks alert visually impaired individuals of road proximity, surface changes and other potential hazards.</p>	
			

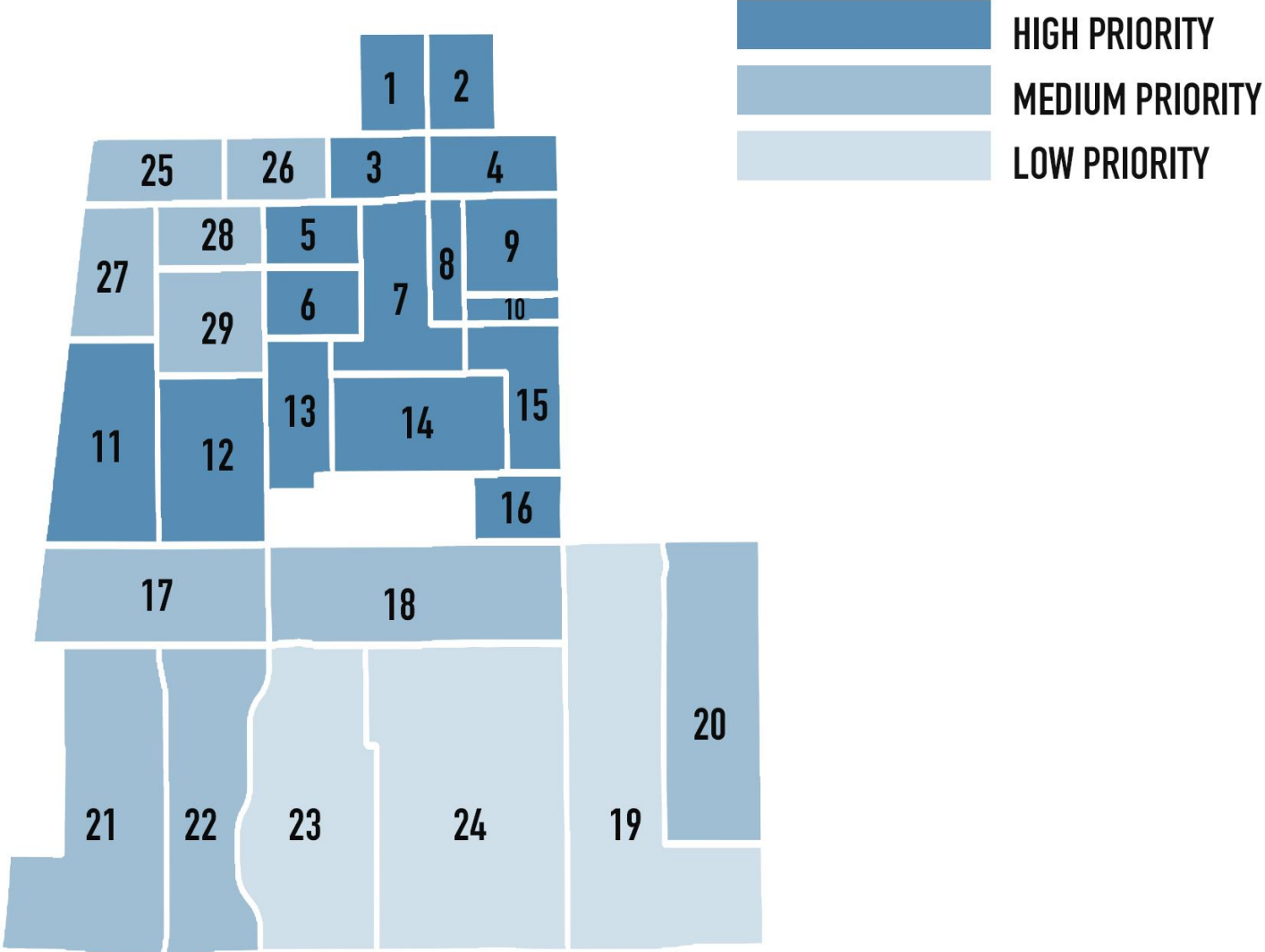
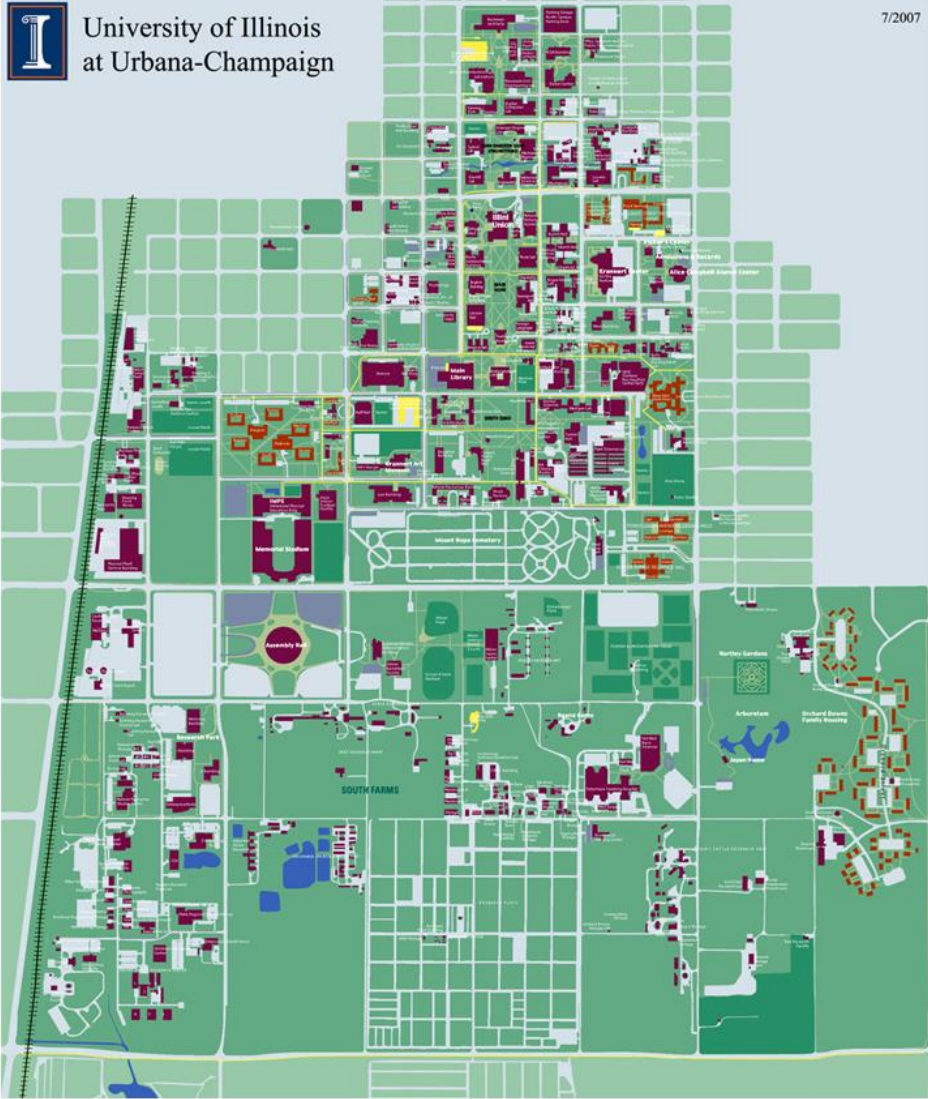
23	UNIVERSAL ACCESSIBILITY	<p>ADA RAMP</p> <p>23. In general, are the buildings in this map block ADA accessible and are the ADA ramps easily identifiable?</p> <p>A. Yes, buildings are ADA accessible and ADA ramps are easily located B. Yes, buildings are ADA accessible, but ADA ramps are not easy to locate C. Some buildings are not ADA accessible D. Most buildings are not ADA accessible E. No, none of the buildings in the map block are ADA accessible</p>	<p>SCORE</p> <p>A : 5 B : 3 C : 2 D : 1 E : 0</p>
		 <p>An ADA compliant ramp is a sloping route constructed with a slope greater than 1:20 for ease of access for wheelchair users ADA ramp example in UIUC campus (ADA: Americans with Disabilities Act)</p>	
24	UNIVERSAL ACCESSIBILITY	<p>BUILDING ENTRANCES</p> <p>24. In general, are the entrances leading to the buildings well maintained in this map block?</p> <p>A. Entrances to all buildings are well maintained and can accommodate peak pedestrian traffic B. Entrances to all buildings are well maintained, but some buildings need wider entrances C. Entrances to some buildings have few deficiencies, and they can accommodate peak traffic D. Entrances to some buildings have few deficiencies, and they cannot accommodate peak traffic E. Entrances to most buildings have several deficiencies, need immediate attention</p>	<p>SCORE</p> <p>A : 5 B : 4 C : 3 D : 2 E : 1</p>
25	UNIVERSAL ACCESSIBILITY	<p>SIDEWALK CONNECTIVITY</p> <p>25. Are the sidewalks a part of a larger pedestrian network?</p> <p>A. Yes, sidewalks are well connected to pedestrian facilities, adjacent neighborhoods, community- oriented destinations, multi-use trails/paths, transit stops B. Sidewalk networks are not continuous or have gaps in connectivity C. Sidewalks lack connectivity to pedestrian facilities, adjacent neighborhoods, community- oriented destinations, multi-use trails/paths, transit stops</p>	<p>SCORE</p> <p>A : 5 B : 3 C : 1</p>
26	TRANSIT AREAS	<p>TRANSIT STOP TYPOLOGY</p> <p>26. What type of transit stops are available in this map block?</p> <p>A. MTD bus stops B. DRES paratransit shuttle stops C. Charter bus stops (Peoria Charter or others)</p>	<p>SCORE</p>
		 <p>MTD Bus stop DRES paratransit stop</p>	
27	TRANSIT AREAS	<p>TRANSIT STOP DISTANCE</p> <p>27. How far do you have to walk to reach a transit stop in this map block?</p> <p>A. Transit stop(s) present in the same block B. Transit stop(s) present within 1-2 blocks C. Transit stop(s) present within 3-4 blocks D. More than 5 blocks</p>	<p>SCORE</p> <p>A : 5 B : 4 C : 3 D : 1</p>
		<p>A block, in geographical terms, refers to the area of land between streets.</p>	
			

GENERAL WALKABILITY QUESTIONNAIRE- QUESTIONS AND SCORE

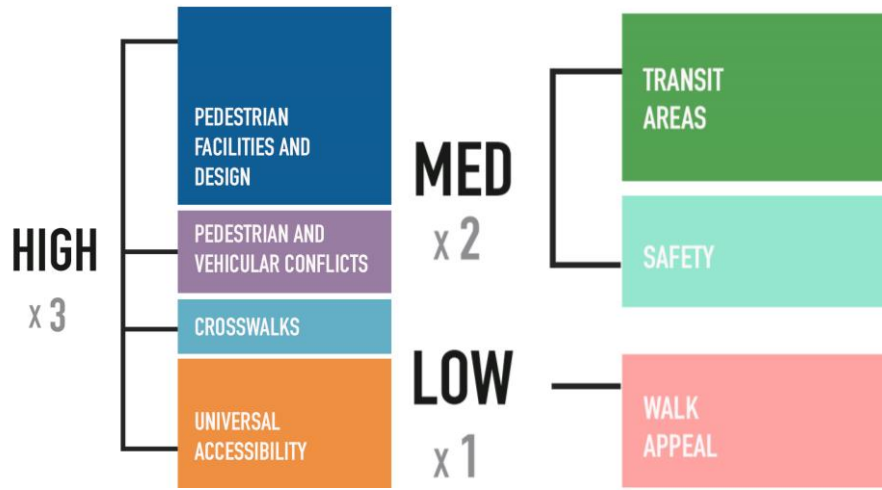
28	TRANSIT AREAS	SCORE	<p>TRANSIT STOP AMENITIES</p> <p>28. What are the amenities present at transit stops of this map block? Only mark the ones easily identifiable by users. (Check all that apply)</p> <p>A. Covered bus shelter B. Enclosed bus shelter C. Benches D. Transit schedule information – Kiosk E. Bicycle racks F. Recycling bins G. Trash cans H. Lighting I. Emergency phones J. None of the above</p>
29		SCORE	<p>PARKING</p> <p>29. What parking facilities are present in this map block? (Check all that apply)</p> <p>A. None B. On street parking (parallel or angled parking) C. Small lot or garage (< 30 spaces) D. Medium to large lot to garage</p>
30		SCORE A : 5 B : 1 C : -	<p>PARKING CONNECTIVITY TO WALKWAYS</p> <p>30. Are the parking facilities connected to the walkways?</p> <p>A. Yes B. No C. N/A</p>
31		SCORE A : 5 B : 5 C : 5 D : 0	<p>BIKE INFRASTRUCTURE</p> <p>31. What kind of bikeway infrastructure are prevalent in the map block? (Check all that apply)</p> <p>A. On street bike lane B. Off-street bike path C. In-street bike sharrows D. No specified bikeway infrastructure</p>  <p>On street bike lane Off street bike path In street bike sharrows</p>
32		SCORE A : 5 B : 3 C : 2 D : 0	<p>SAFETY</p> <p>EYES ON THE STREET</p> <p>32. Are there pedestrians walking nearby in this map block?</p> <p>A. Yes, several B. Some C. Very few D. None</p>
33	SCORE A : 5 B : 4 C : 3 D : 0	<p>PERCEIVED SAFETY</p> <p>33. How safe did you feel walking in this map block?</p> <p>A. Very safe B. Mostly safe C. Somewhat safe D. Lacked sense of safety (perception of high-speed traffic, low pedestrian visibility or crime)</p>	

34	SAFETY	SCORE A : 5 B : 1 C : 0	<p>PEDESTRIAN VISIBILITY ALONG SIDEWALKS</p> <p>34. Are the pedestrians walking along the sidewalks easily visible to vehicular traffic?</p> <p>A. Yes, easily visible B. Low visibility C. Not visible</p>
35		SCORE A : 5 B : 1 C : 0	<p>PEDESTRIAN VISIBILITY ALONG CROSSWALKS</p> <p>35. Are the pedestrians entering/ exiting a crosswalk easily visible to vehicular traffic?</p> <p>A. Yes, easily visible B. Low visibility C. Not visible</p>
36	WALK APPEAL	SCORE A : 1 B : 3 C : 5	<p>WALK APPEAL</p> <p>LANDSCAPING</p> <p>36. Are the landscaping and trees in this map block well maintained?</p> <p>A. Landscaping and trees are not well-maintained B. Partially maintained landscape areas with a few unevenly placed trees C. Well maintained landscape areas with even tree coverage</p>  <p>Landscaped areas at the UIUC campus</p>
37		SCORE A : 1 B : 3 C : 5	<p>SHADE</p> <p>37. Mark the option that most closely matches your overall assessment of the available shade in this block:</p> <p>A. Absence of shaded areas throughout sidewalks B. Somewhat shaded with a few trees and/or overhangs C. Well-shaded with regular spacing of trees</p>  <p>Unshaded sidewalks Shaded sidewalks</p>
38		SCORE A : 1 B : 2 C : 3 D : 4 E : 5	<p>AESTHETICS</p> <p>38. Mark the option that most closely matches your overall assessment of the aesthetics in this map block:</p> <p>A. Very Poor- I will not walk in this area again! B. Below Average- walkable but has immense scope for improvement C. Average D. Above Average- has minor deficiencies but a good area to walk around E. Excellent - pleasant walk with good infrastructure, maintenance, landscaping, tree cover and architecture</p>
39		SCORE A : 5 B : 4 C : 3 D : 2 E : 1	<p>WALK APPEAL RATING</p> <p>39. How pleasant was your walk in general?</p> <p>A. Excellent, pleasant walk with good infrastructure, landscaping, tree cover and architecture B. Mostly satisfied C. Somewhat satisfied D. Needs considerable improvement E. I will not walk in this area again!</p>
40		OVERALL	

CAMPUS PRIORITY MAP



WEIGHTED SCORES



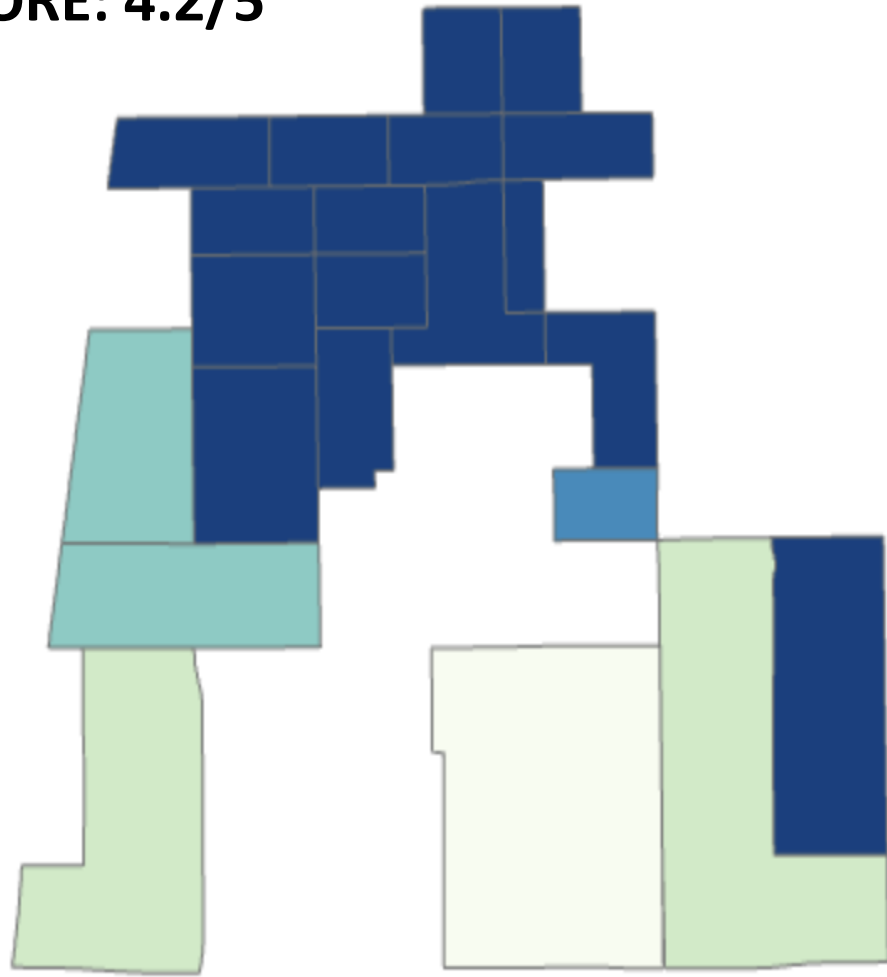
Highest scoring map-blocks: 1, 3, 12, 13

Lowest scoring map-blocks: 19, 24

	PEDESTRIAN FACILITIES AND DESIGN						PEDESTRIAN AND VEHICULAR CONFLICTS	CROSSWALKS	UNIVERSAL ACCESSIBILITY						TRANSIT AREAS		SAFETY				WALK APPEAL					
MAP BLOCKS	Sidewalk Presence	Pedestrian Walking surface	Sidewalk Alternative	Sidewalk width	Sidewalk Capacity	Sidewalk Lighting	Conflicts	Crosswalk condition	Detectable Warning Details	Wheelchair access	Curb cut presence	Texture Differences	ADA ramps	Building entrances	Sidewalk Connectivity	Transit stop distance	Parking connectivity to walkways	Eyes on the street	Perceived safety	Pedestrian visibility along sidewalks	Pedestrian visibility along crosswalks	Landscaping	Shade	Aesthetics	Walk Appeal	AVERAGE
1	5.0	4.6	4.3	4.7	4.3	4.7	3.2	3.9	4.7	4.0	4.7	2.8	4.3	4.8	5.0	4.7	5.0	4.8	4.8	5.0	5.0	4.8	4.8	4.8	4.9	4.5
2	5.0	3.1	3.6	3.4	3.3	3.5	3.1	3.2	4.6	2.5	4.1	3.4	3.3	3.5	4.6	4.6	5.0	2.6	3.7	4.1	4.6	2.5	3.6	3.4	3.5	3.7
3	4.9	3.5	4.5	4.1	4.2	4.6	1.7	4.3	5.0	3.1	4.2	3.9	4.4	4.8	5.0	4.9	4.5	5.0	4.8	5.0	4.9	4.3	4.1	4.5	4.7	4.4
4	5.0	2.8	5.0	3.7	3.0	3.5	2.7	3.7	5.0	2.0	4.7	3.7	4.2	4.2	4.7	5.0	5.0	3.5	4.0	5.0	4.7	4.0	3.7	3.7	4.2	4.0
5	5.0	3.4	3.5	4.5	3.8	4.1	2.8	3.5	4.7	3.0	4.7	4.5	4.4	4.4	5.0	4.2	4.4	4.5	4.2	5.0	4.8	3.5	3.2	3.3	3.9	4.1
6	5.0	3.3	2.5	4.0	2.7	5.0	4.2	3.5	4.3	3.0	4.3	4.3	4.0	4.0	5.0	4.3	5.0	4.0	4.2	5.0	5.0	3.3	3.3	3.7	3.7	4.0
7	5.0	4.1	4.1	4.9	4.9	3.9	2.9	4.2	4.4	4.0	4.6	3.1	4.4	4.6	5.0	4.4	4.4	4.9	4.9	4.9	5.0	4.1	4.4	4.2	4.6	4.4
8	4.2	3.4	5.0	3.8	3.0	4.6	1.8	4.2	5.0	3.4	5.0	4.6	3.8	3.6	4.6	4.6	5.0	2.4	4.2	4.2	4.6	2.6	4.2	3.8	4.0	4.0
9																										
10																										
11	2.7	2.7	2.1	3.4	4.0	3.6	3.4	2.8	4.6	2.4	4.2	2.8	3.3	3.1	3.6	4.4	4.2	3.0	3.7	4.6	4.4	3.6	3.0	3.5	3.6	3.5
12	4.5	4.5	4.3	4.5	4.5	4.0	2.5	4.5	5.0	3.5	5.0	3.5	4.3	4.3	5.0	4.8	5.0	3.8	4.5	4.5	5.0	4.0	4.0	4.0	3.8	4.3
13	5.0	5.0	5.0	5.0	5.0	5.0	3.0	4.0	5.0	5.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	4.0	3.0	5.0	5.0	5.0	5.0	4.0	4.6
14																										
15	5.0	3.0	5.0	5.0	5.0	3.0	3.0	3.0	5.0	3.0	1.0	3.0	4.0	4.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.2
16	4.0	4.5	5.0	4.0	4.0	3.0	4.0	3.0	5.0	3.0	4.0	5.0	4.0	5.0	5.0	5.0	5.0	4.0	4.0	3.0	3.0	5.0	5.0	4.0	3.5	4.2
17	3.0	2.0	1.7	5.0	3.0	3.0	3.0	2.3	5.0	2.3	5.0	3.0	4.3	4.0	2.3	4.3	5.0	0.0	2.0	3.0	3.0	3.0	3.0	1.7	1.7	3.0
18																										
19	2.0	2.0	2.0	3.0	3.4	0.0	3.0	2.4	1.0	1.0	1.0	1.0	1.0	1.4	3.0	4.0	5.0	2.0	0.0	1.0	1.8	3.8	5.0	1.0	1.0	2.1
20	5.0	4.0	5.0	3.0	3.0	3.0	3.0	4.0	5.0	3.0	5.0	3.0	4.0	4.0	5.0	4.0	5.0	3.0	4.0	5.0	5.0	3.0	3.0	4.0	4.0	4.0
21	2.0	2.0	2.0	3.0	3.7	4.3	3.0	2.0	2.3	3.0	5.0	1.0	5.0	4.0	3.0	4.3	5.0	2.0	3.3	5.0	5.0	3.0	3.7	4.0	4.3	3.4
22																										
23																										
24	0.8	1.2	2.0	1.0	3.0	1.0	2.3	2.0	1.7	1.7	2.0	1.3	2.5	2.7	2.3	4.3	3.7	2.5	1.7	4.0	3.7	3.0	2.3	2.2	1.5	2.3
25	5.0	4.3	5.0	3.4	4.6	3.3	2.7	2.9	5.0	3.2	4.8	3.9	3.9	4.1	5.0	3.7	5.0	3.0	4.3	5.0	4.6	4.1	3.7	3.7	3.8	4.1
26	5.0	3.2	5.0	3.8	3.8	4.5	2.7	4.3	5.0	2.7	4.8	3.7	3.8	4.3	5.0	4.3	5.0	4.5	4.8	5.0	4.8	4.5	3.3	4.2	4.3	4.3
27																										
28	5.0	3.3	5.0	2.3	4.3	5.0	3.0	2.3	5.0	3.0	4.3	1.7	4.3	5.0	5.0	4.3	5.0	3.7	4.3	5.0	5.0	3.7	3.0	4.3	4.3	4.1
29	4.6	3.2	4.2	3.2	3.4	3.6	3.4	3.3	4.6	2.2	4.4	3.6	3.0	3.9	4.2	4.1	3.8	2.5	3.5	4.4	4.2	3.4	3.6	3.2	3.7	3.6

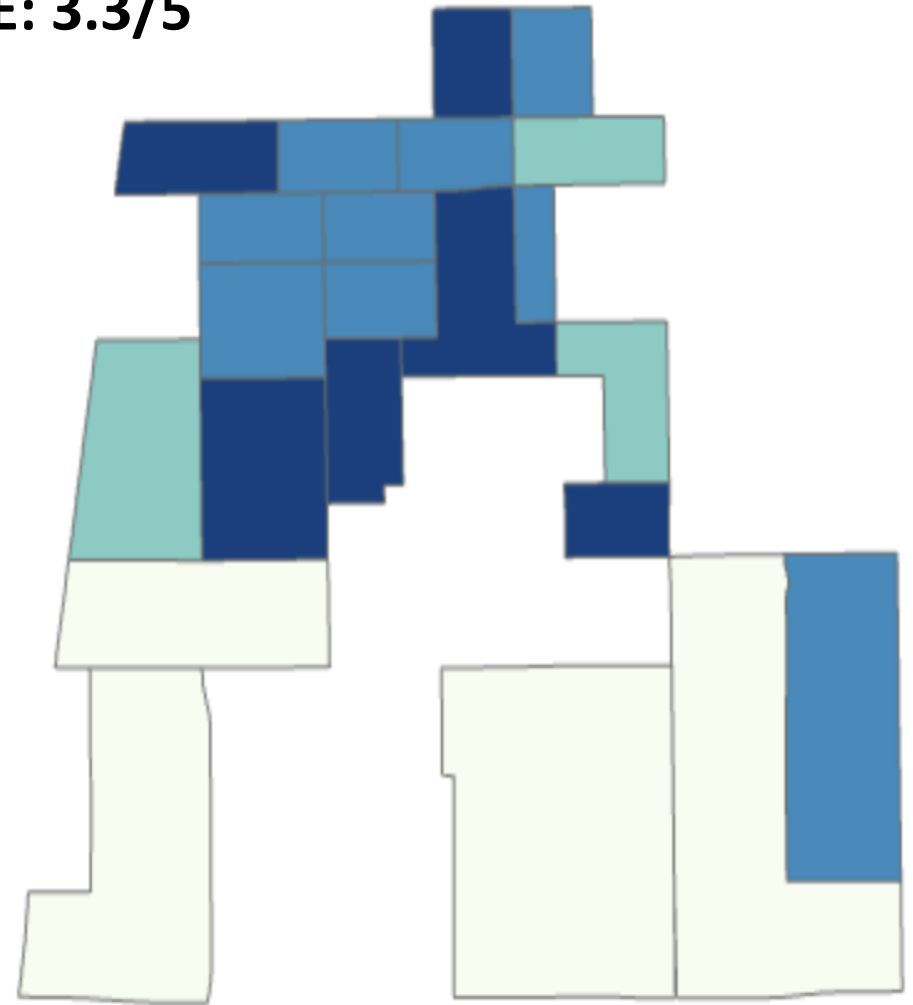
SIDEWALK PRESENCE

SCORE: 4.2/5



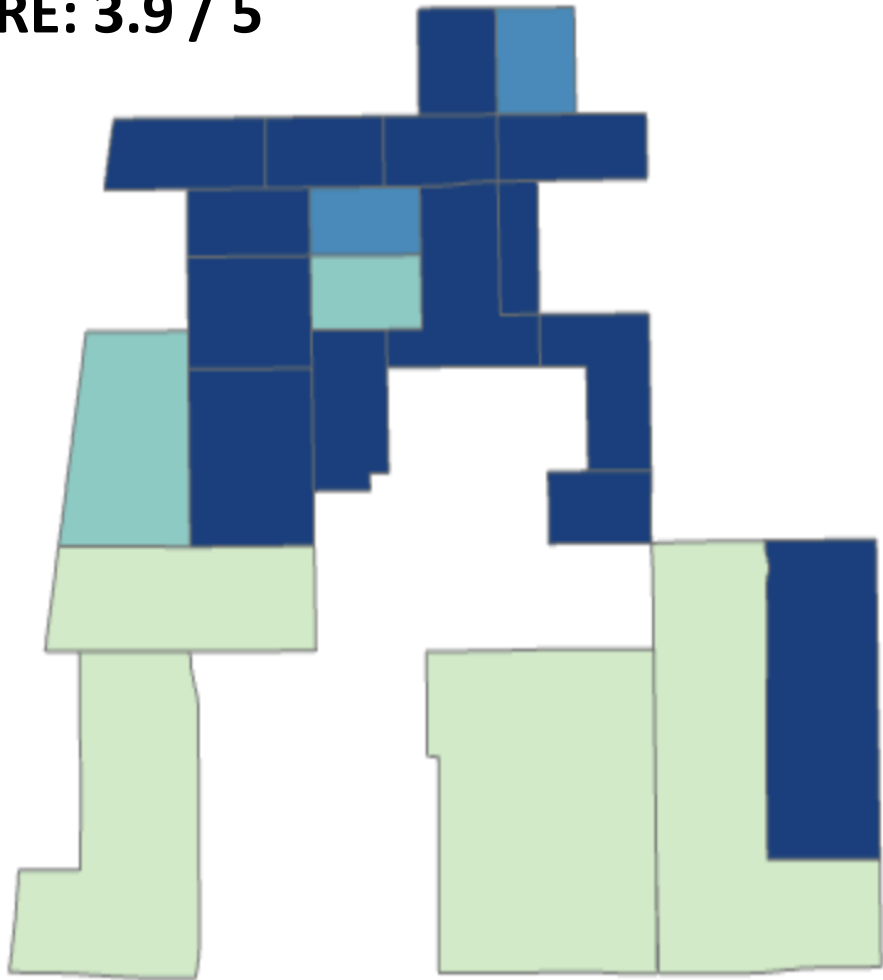
PEDESTRIAN WALKING SURFACE

SCORE: 3.3/5



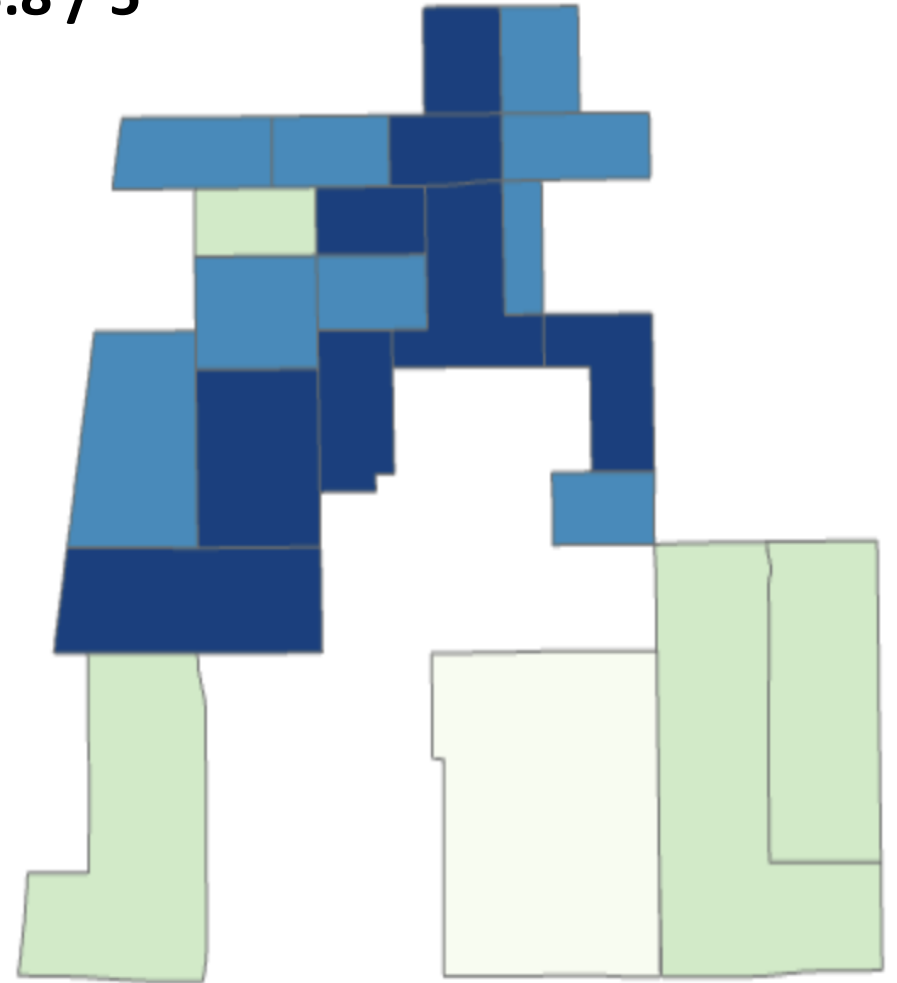
SIDEWALK ALTERNATE

SCORE: 3.9 / 5



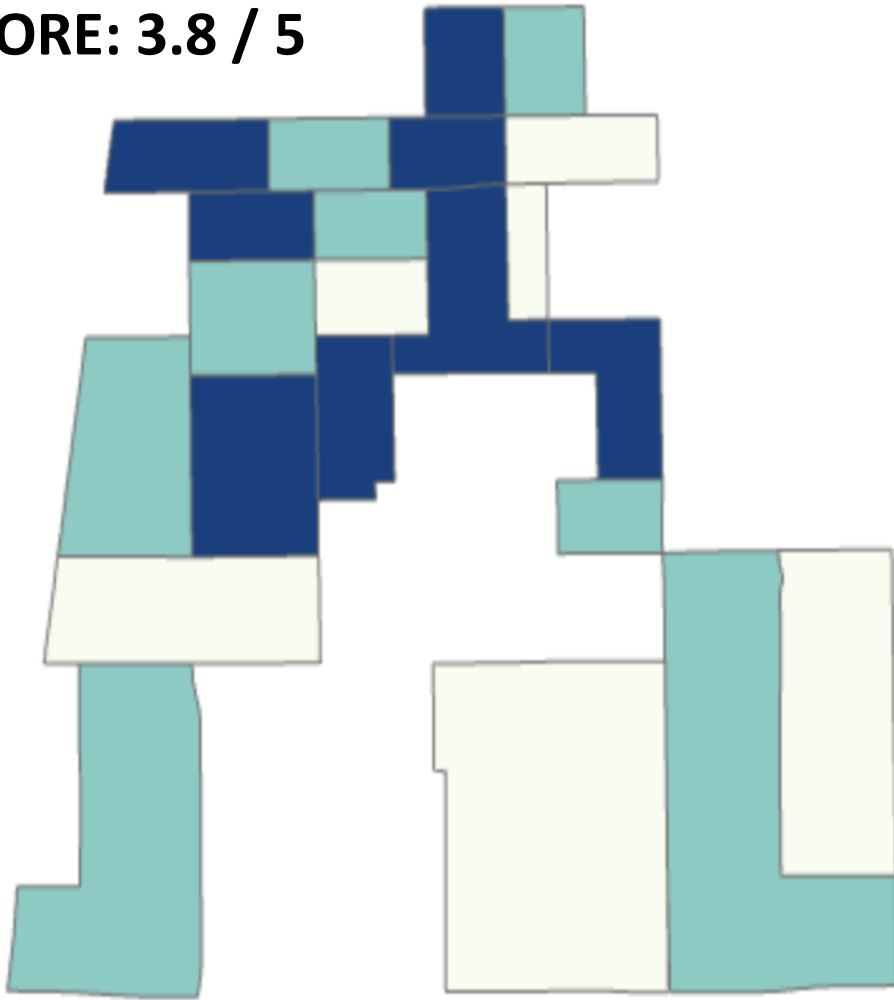
SIDEWALK WIDTH

SCORE: 3.8 / 5



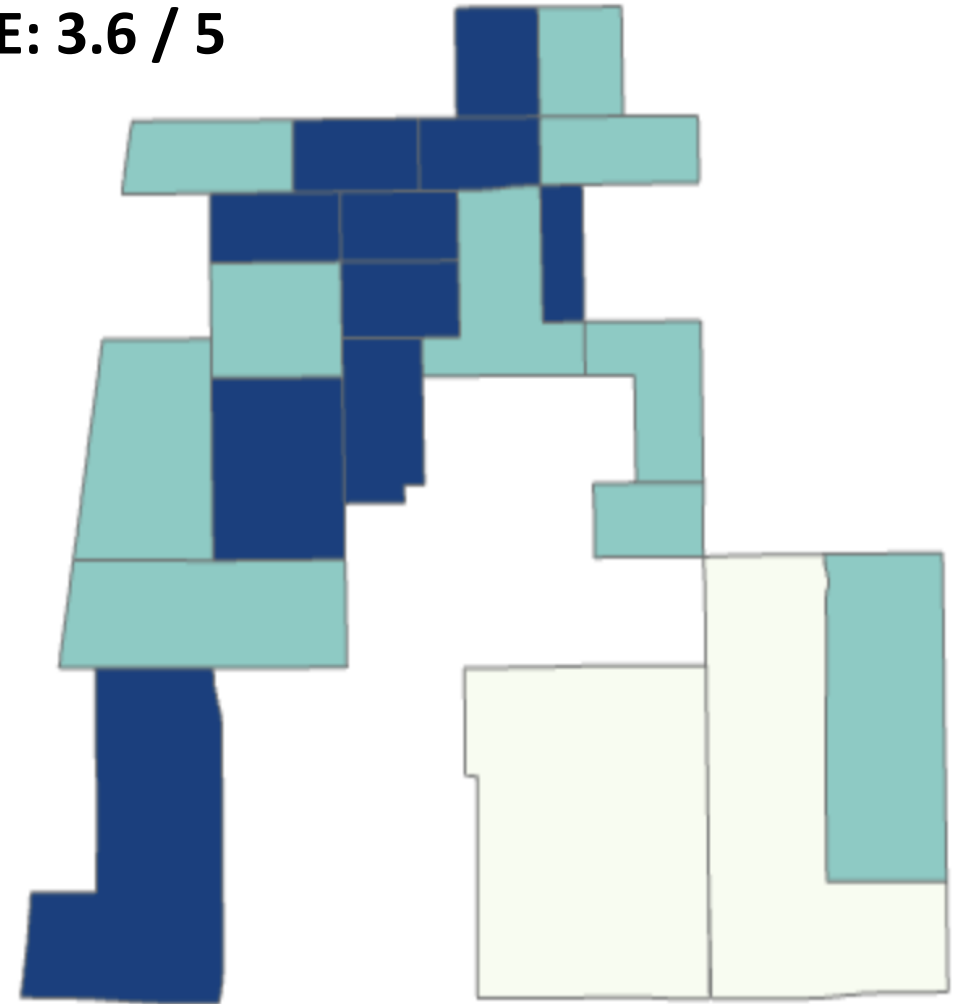
SIDEWALK CAPACITY

SCORE: 3.8 / 5



SIDEWALK LIGHTING

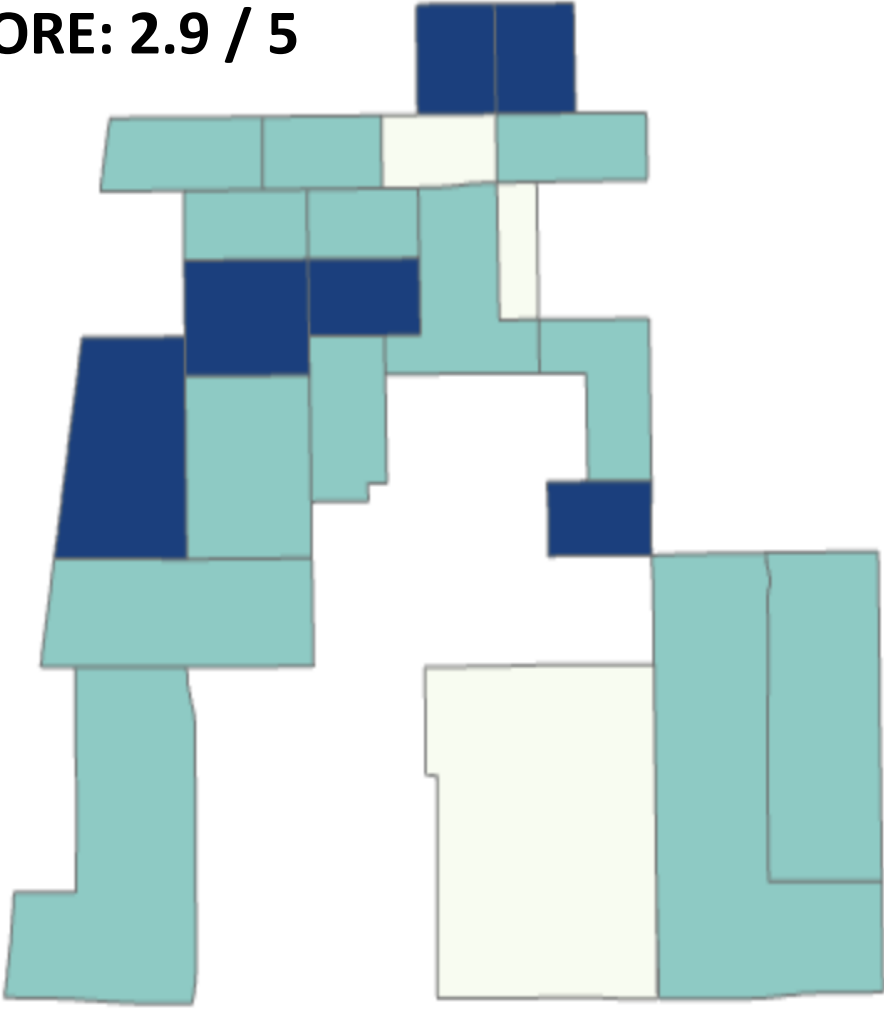
SCORE: 3.6 / 5



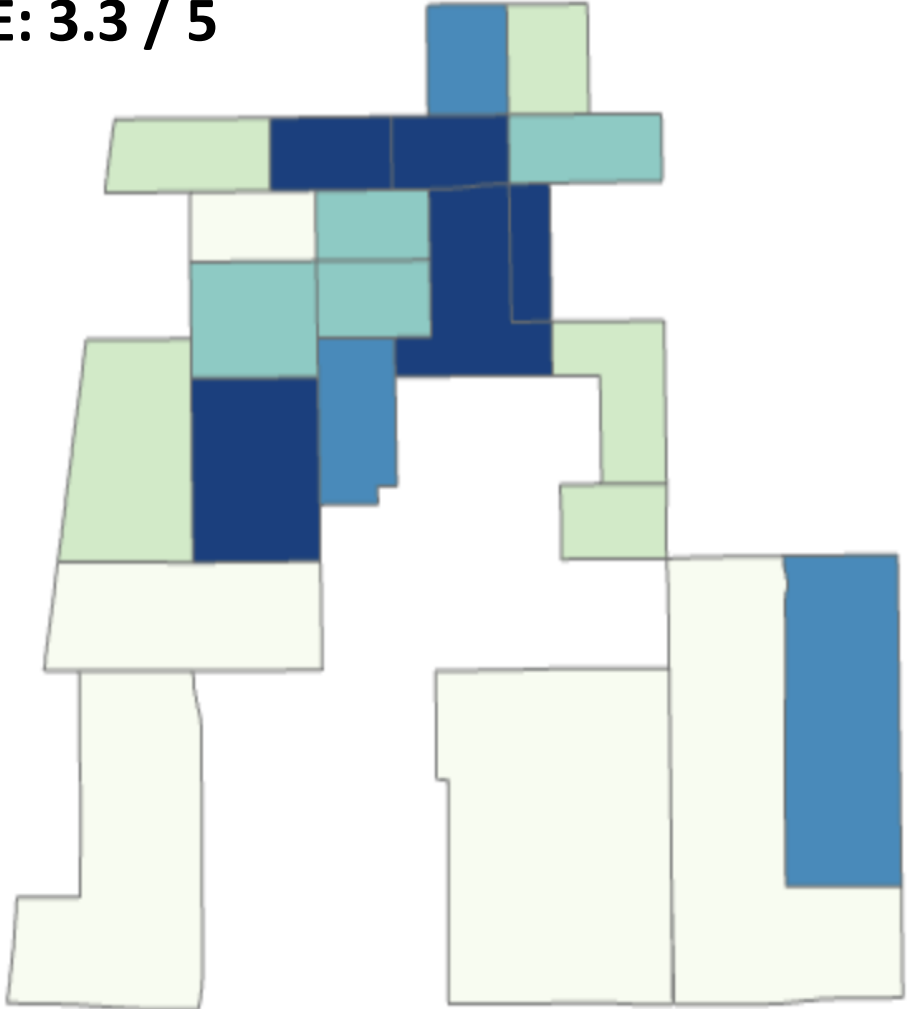
PEDESTRIAN AND VEHICULAR CONFLICTS

CROSSWALK CONDITION

SCORE: 2.9 / 5

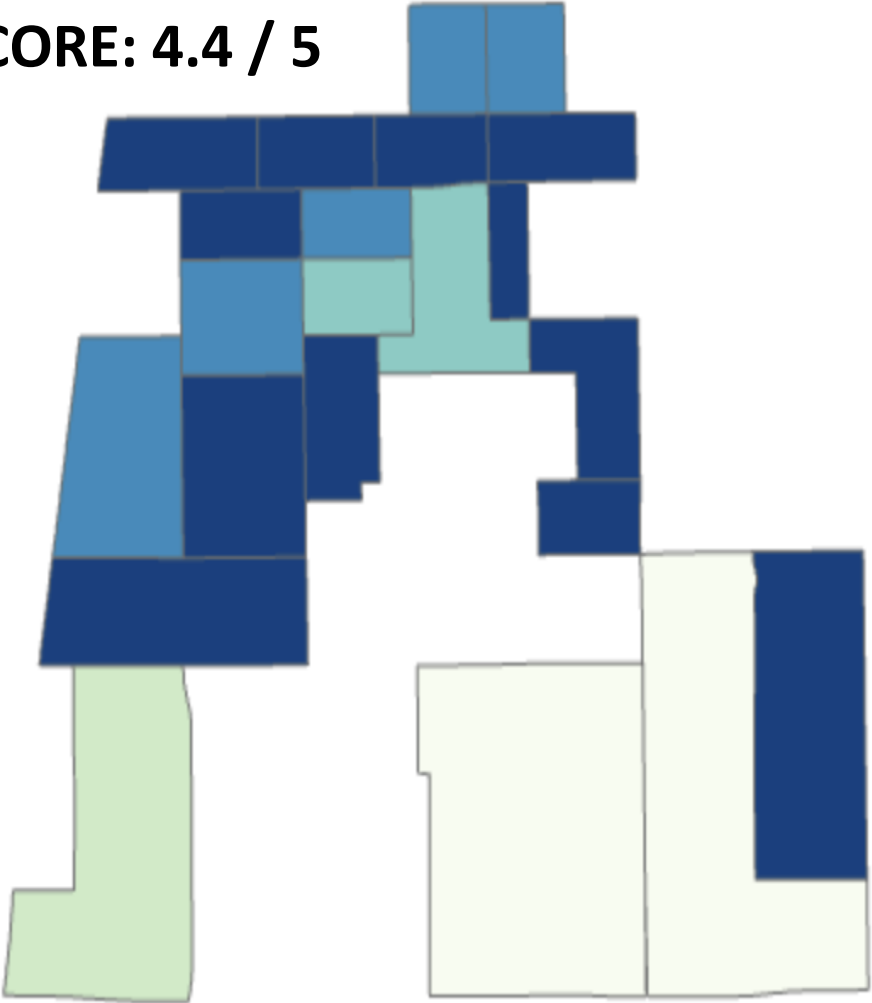


SCORE: 3.3 / 5



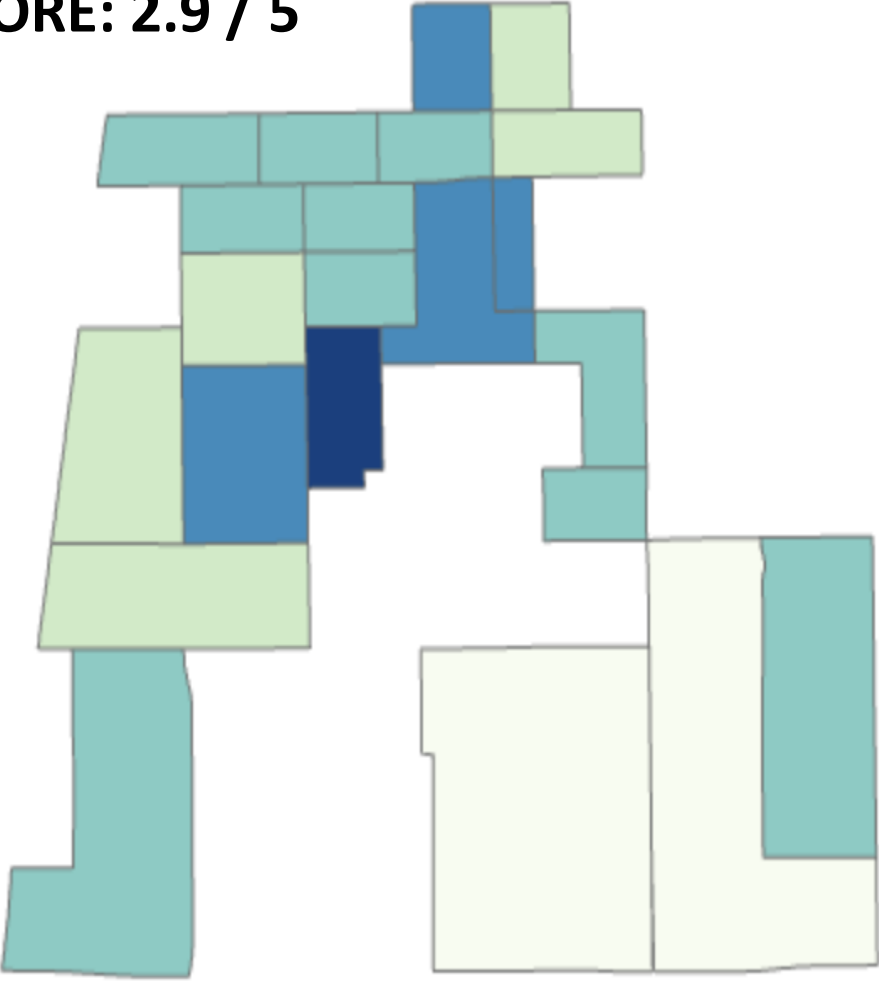
DETECTABLE WARNING DETAILS

SCORE: 4.4 / 5



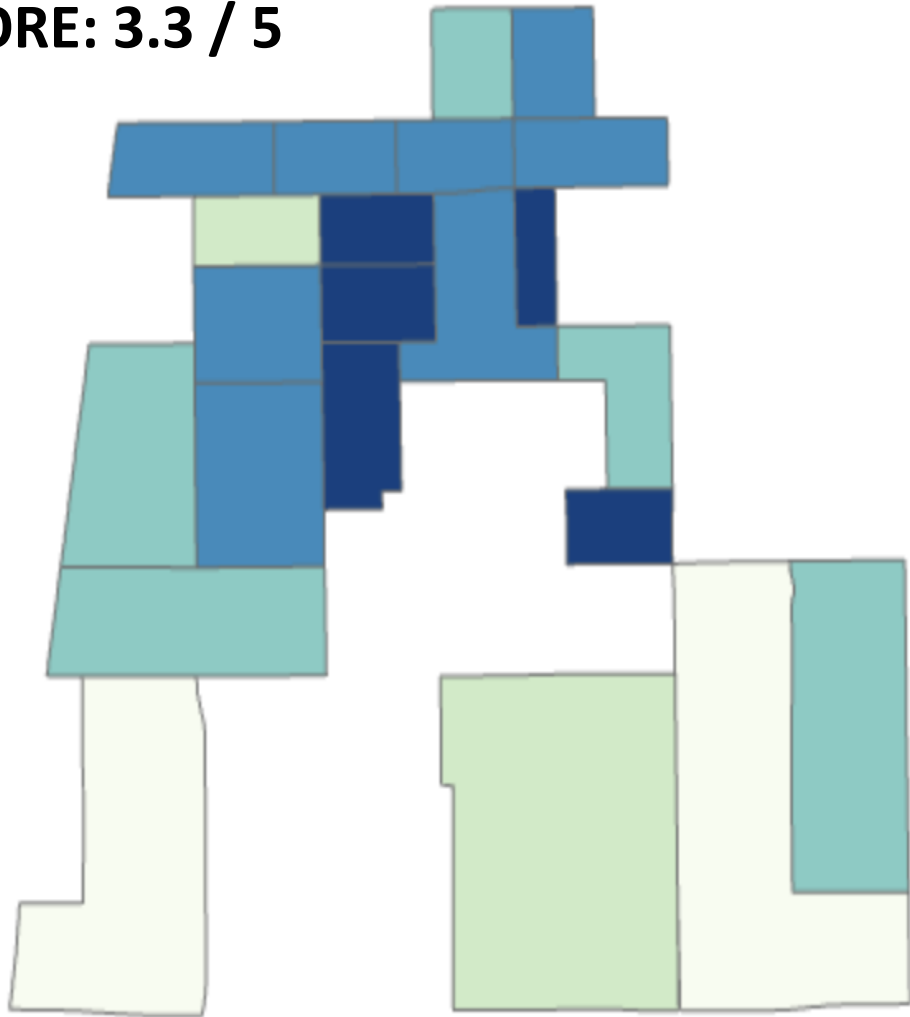
WHEELCHAIR ACCESS

SCORE: 2.9 / 5



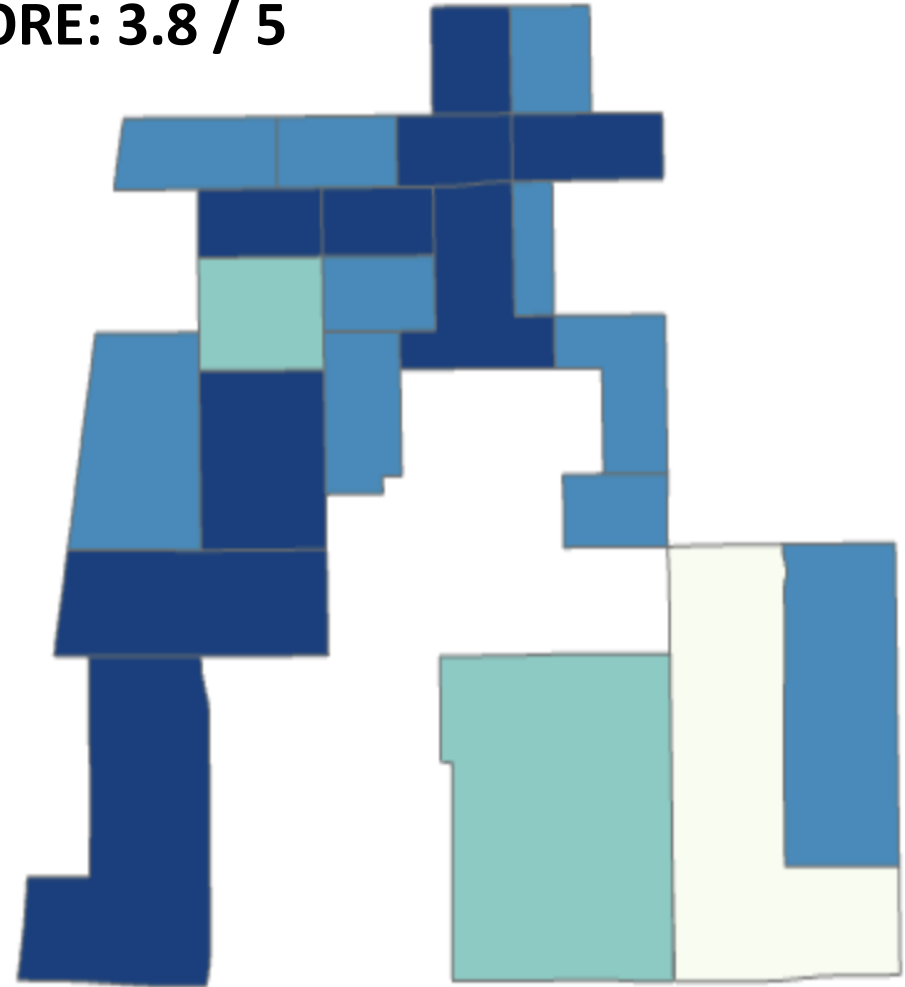
TEXTURE DIFFERENCES

SCORE: 3.3 / 5



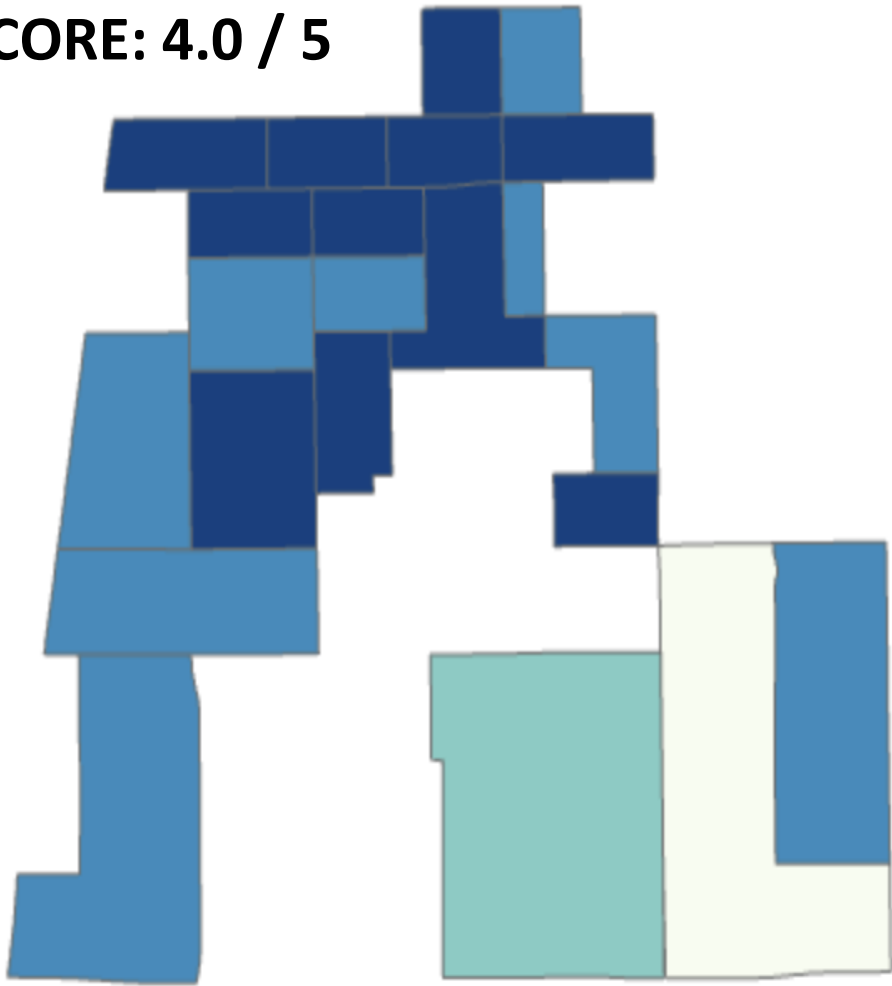
ADA TRAMPS

SCORE: 3.8 / 5



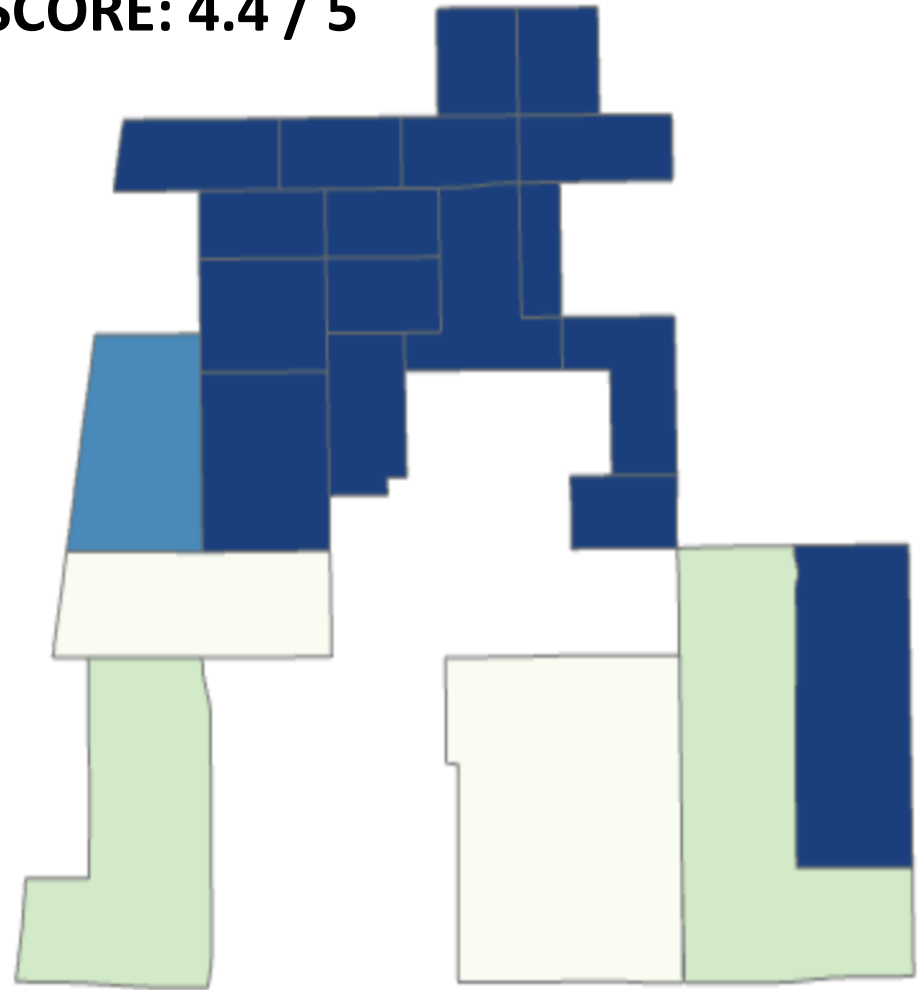
BUILDING ENTRANCES

SCORE: 4.0 / 5



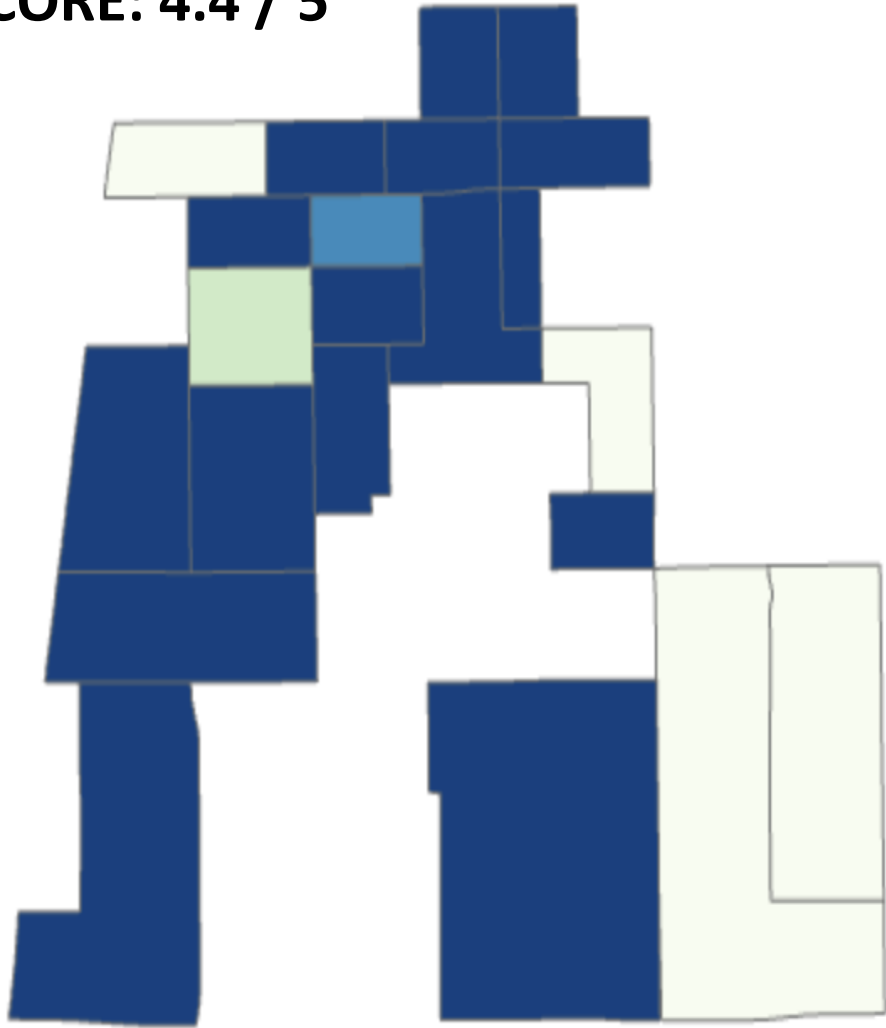
SIDEWALK CONNECTIVITY

SCORE: 4.4 / 5



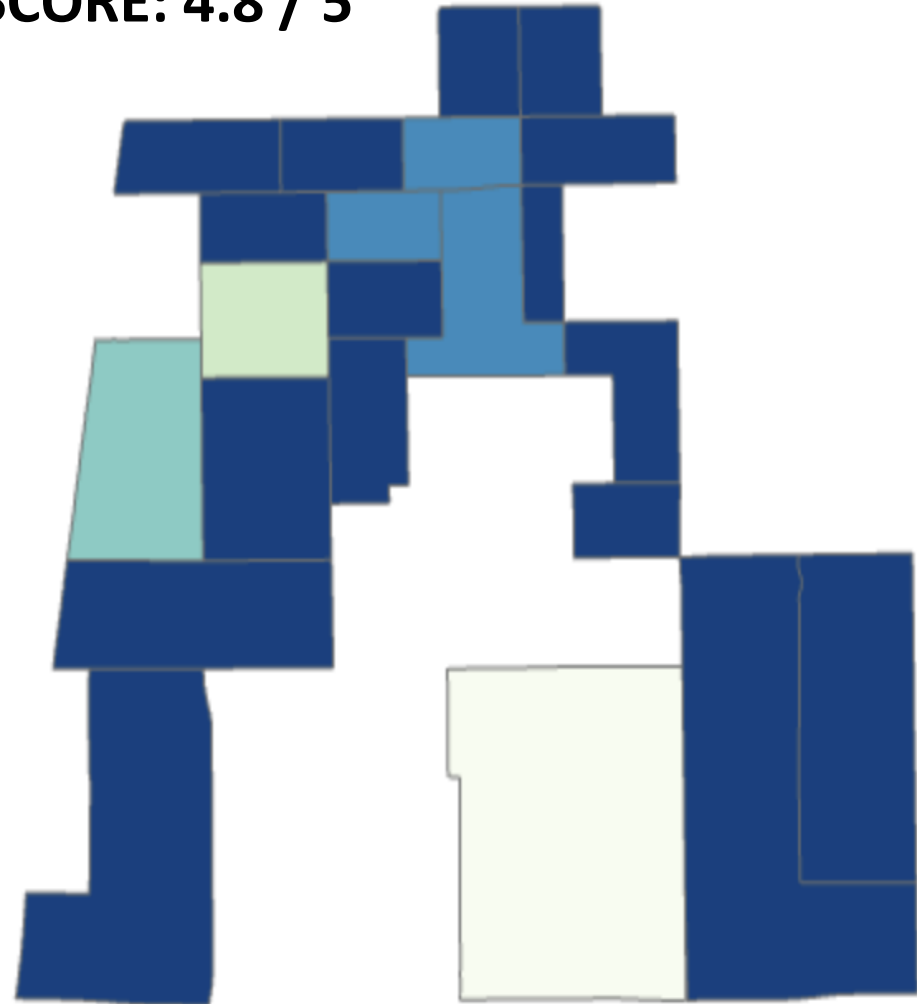
TRANSIT STOP DISTANCE

SCORE: 4.4 / 5



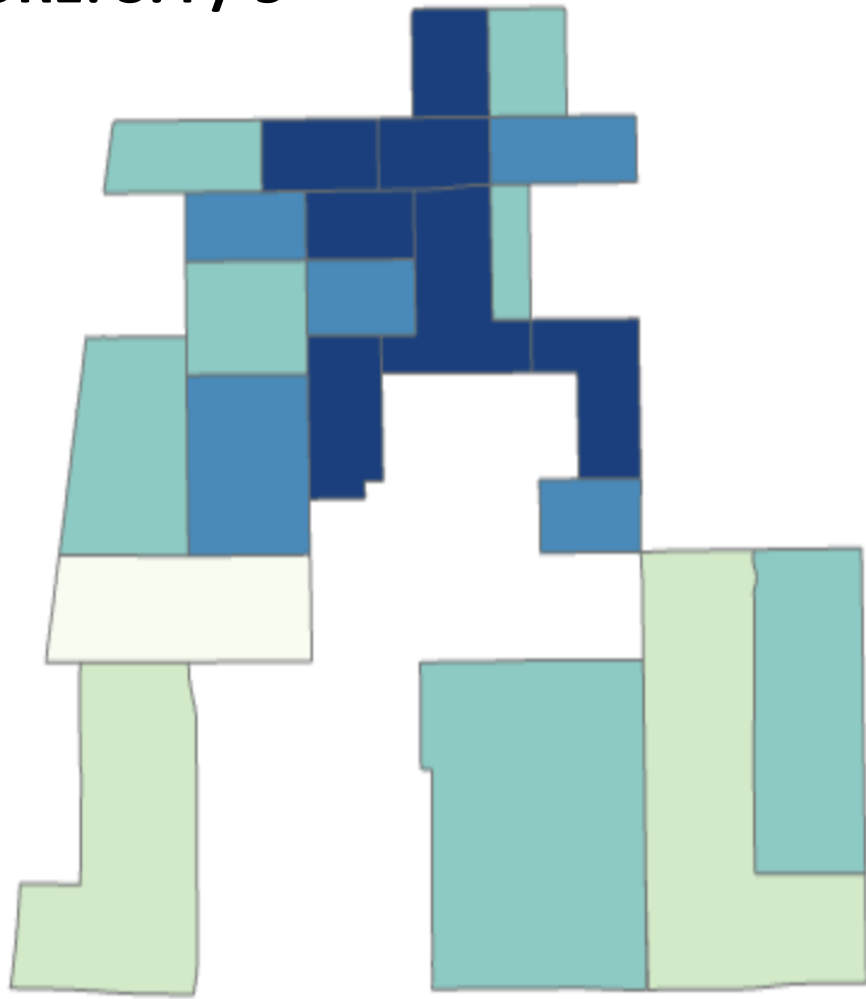
PARKING CONNECTIVITY TO WALKWAYS

SCORE: 4.8 / 5



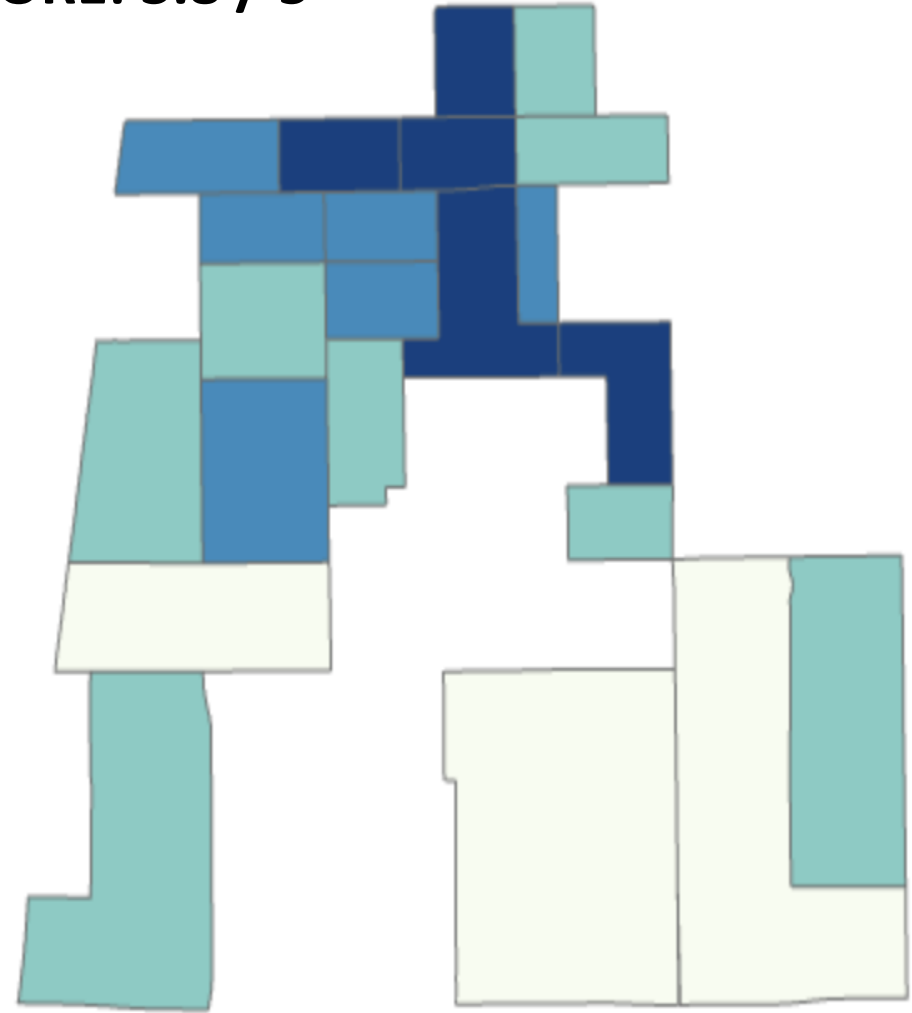
EYES ON THE STREET

SCORE: 3.4 / 5



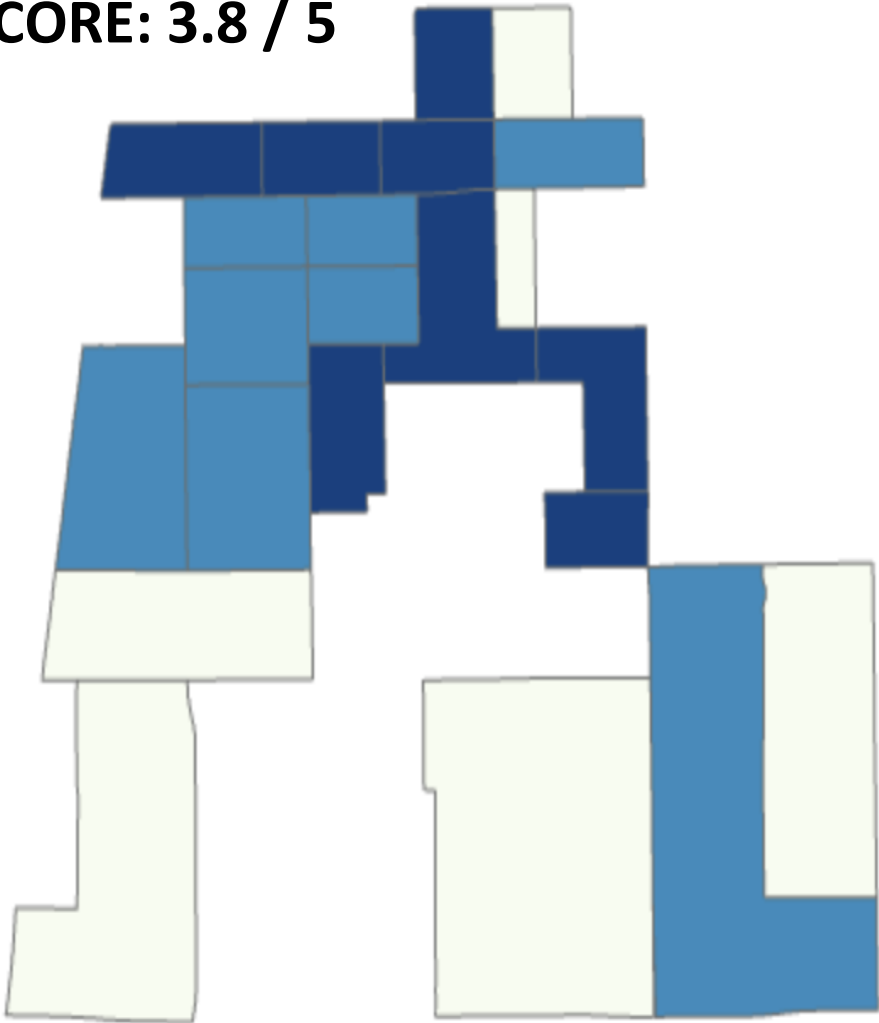
PERCEIVED SAFETY

SCORE: 3.8 / 5



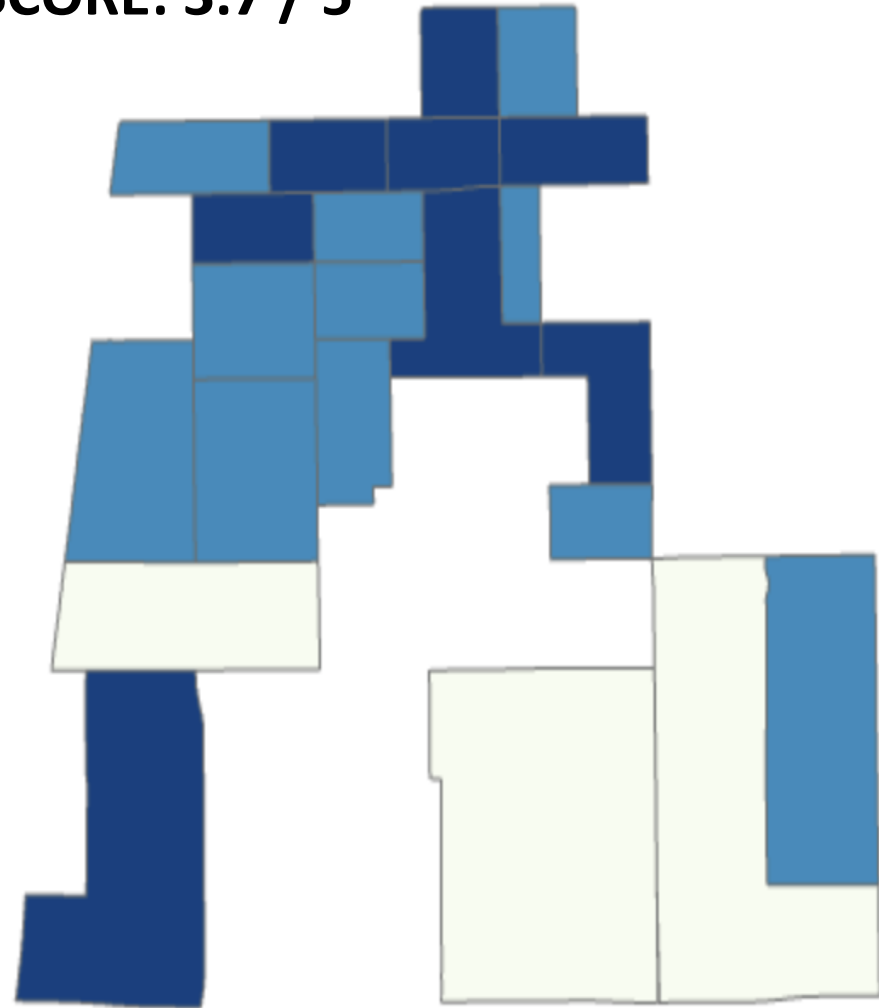
LANDSCAPING

SCORE: 3.8 / 5



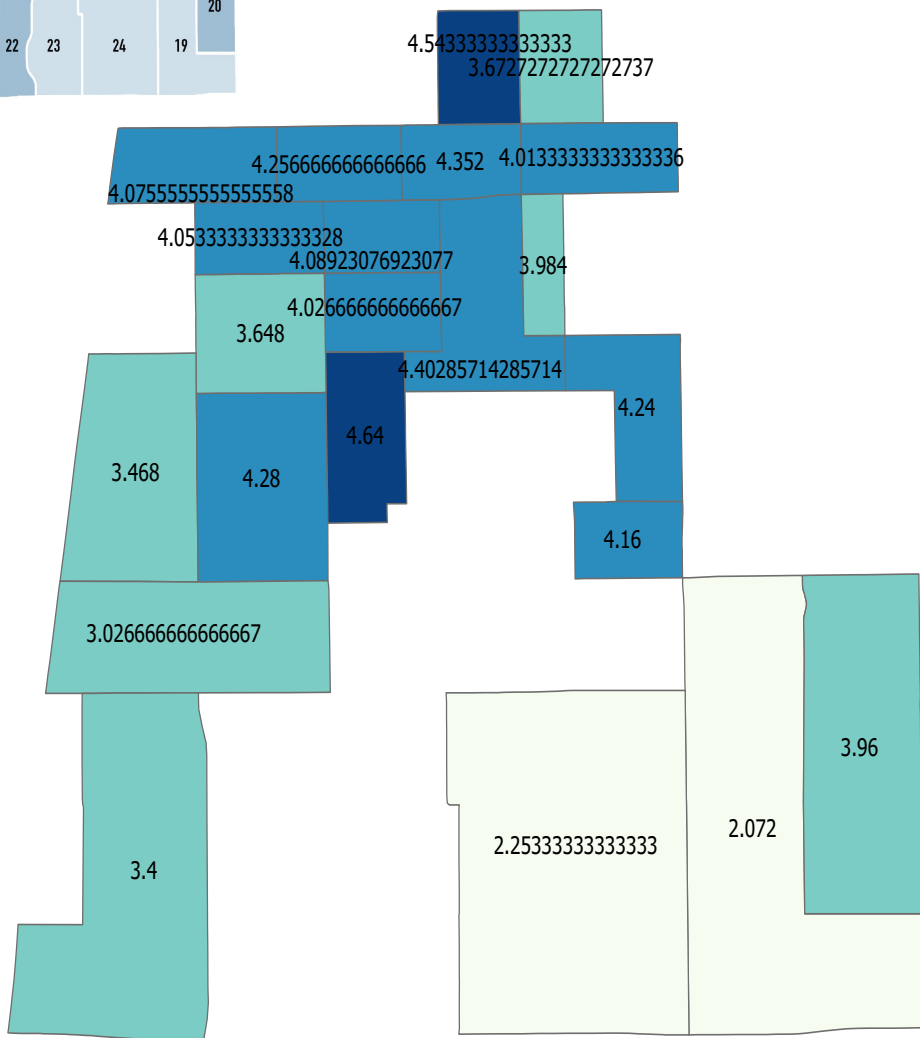
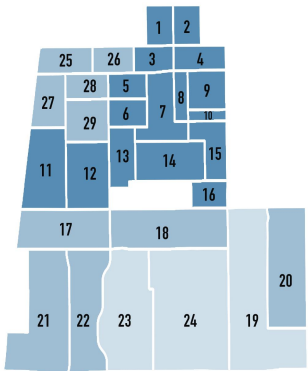
WALK APPEAL

SCORE: 3.7 / 5



MAP BLOCK- OVERALL SCORES

SCORE: 76/100



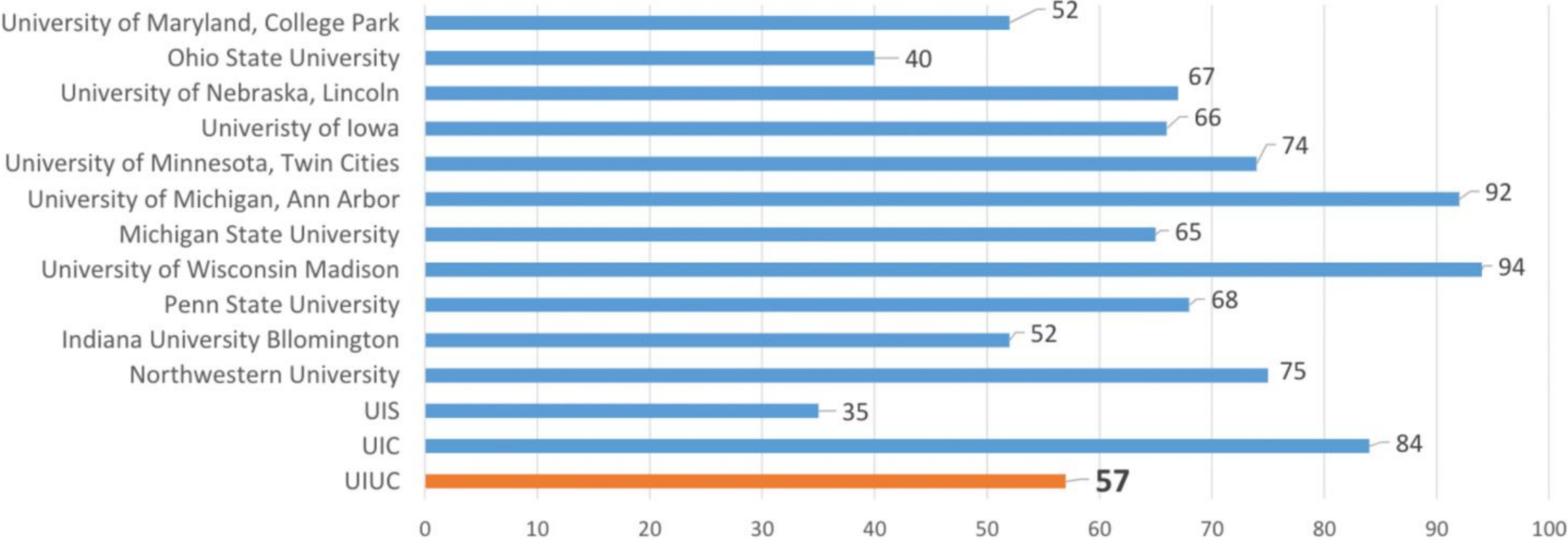
	MAP BLOCKS	AVERAGE
	1	4.5
	2	3.7
	3	4.4
	4	4.0
	5	4.1
	6	4.0
	7	4.4
	8	4.0
	9	
	10	
	11	3.5
	12	4.3
	13	4.6
	14	

	MAP BLOCKS	AVERAGE
	15	4.2
	16	4.2
	17	3.0
	18	
	19	2.1
	20	4.0
	21	3.4
	22	
	23	
	24	2.3
	25	4.1
	26	4.3
	27	
	28	4.1
	29	3.6

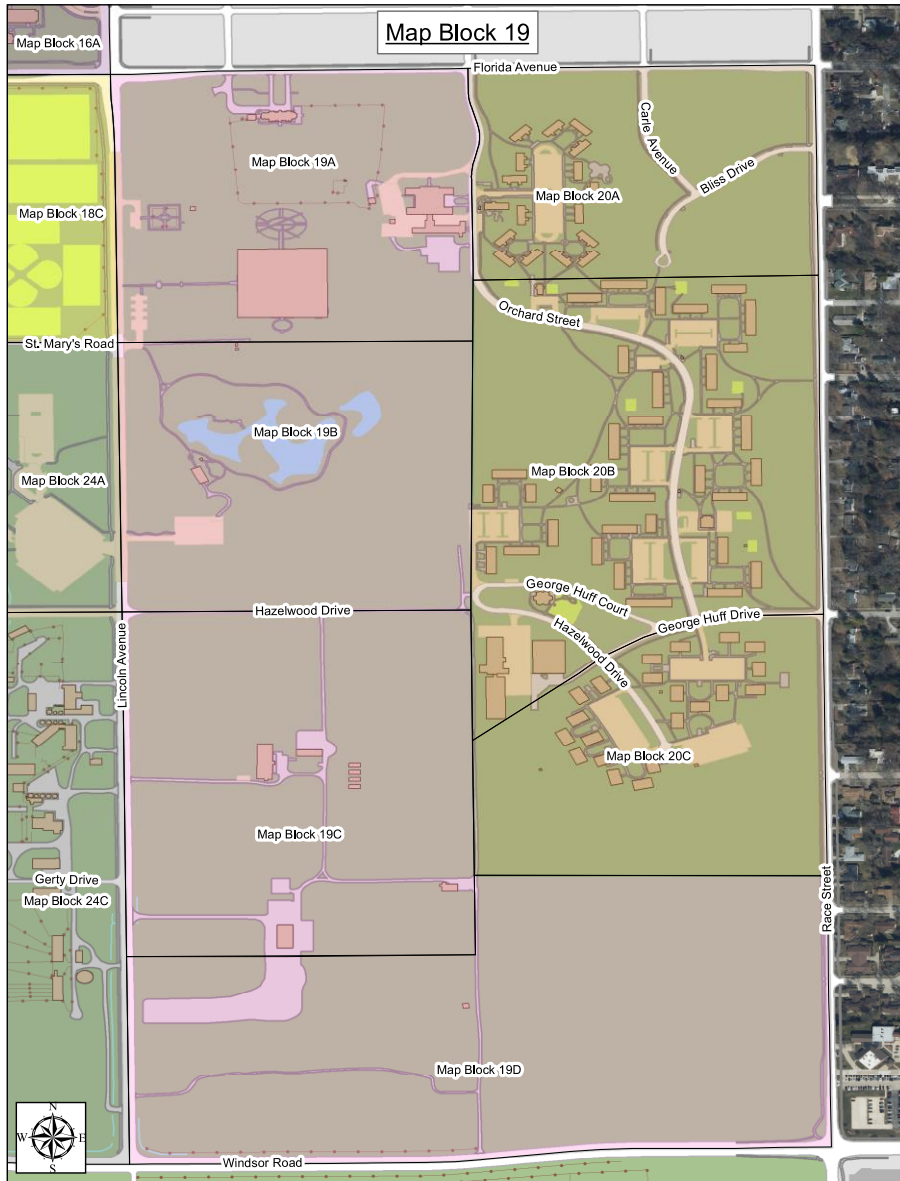
Highest scoring map-blocks: 1, 3, 12, 13
Lowest scoring map-blocks: 19, 24

COMPARATIVE WALKABILITY INDICES OF BIG 10 UNIVERSITIES

Walk Score

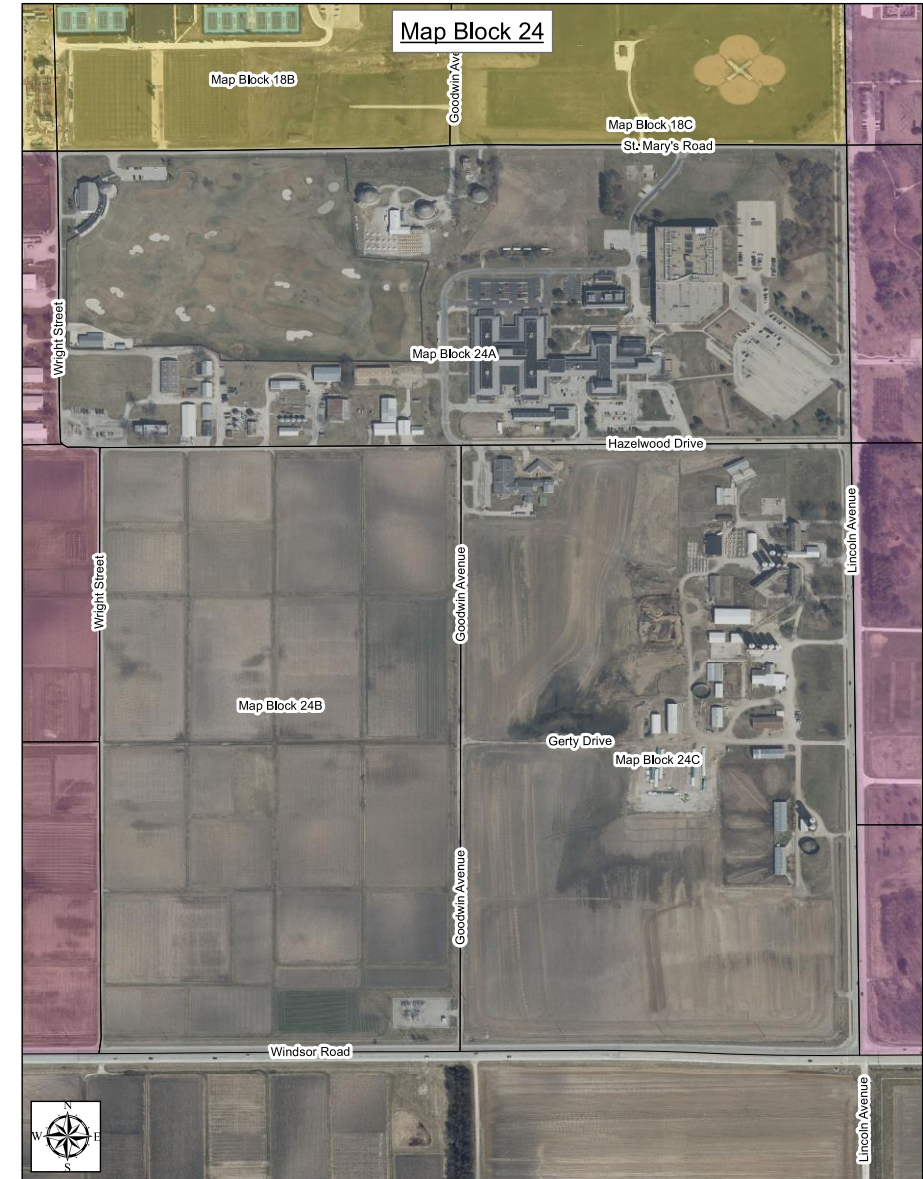


LOWEST SCORING MAPBLOCKS



19

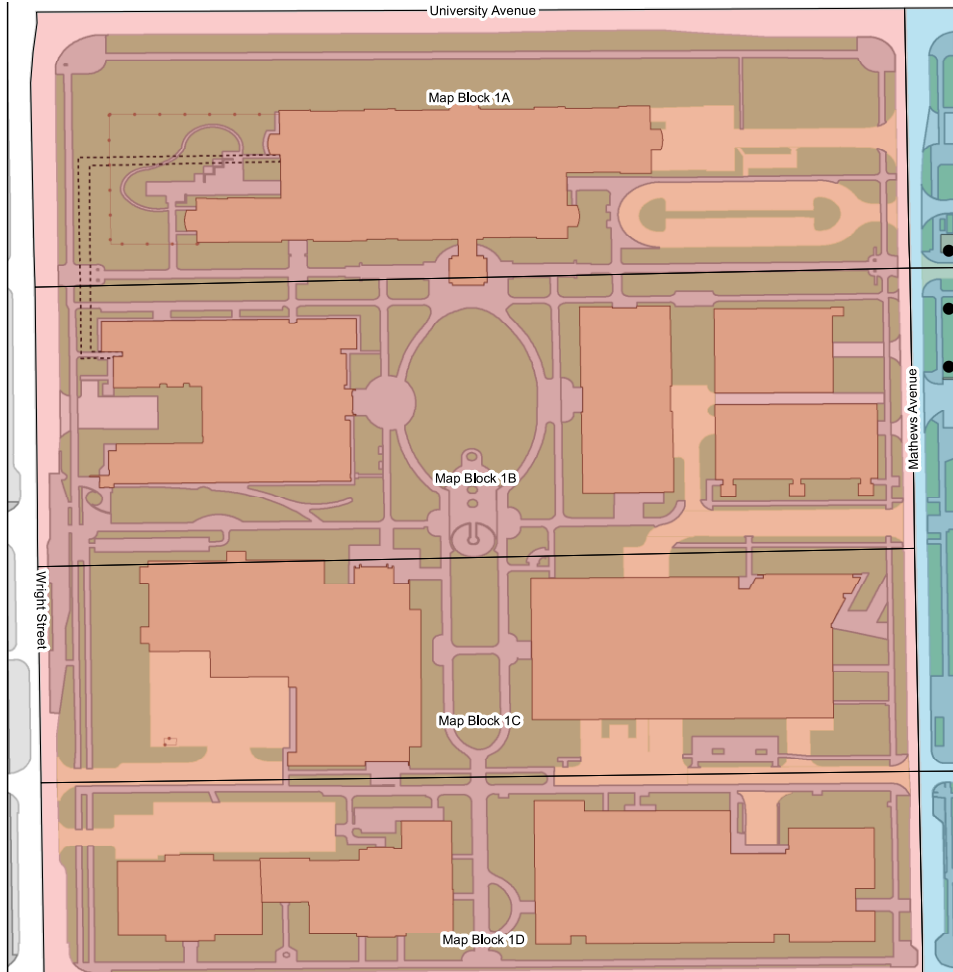
- Arboretum
- Japan House
- Pollinatarium
- Green spaces



24

- Dairy cattle research units
- Agricultural crop fields

HIGHEST SCORING MAPBLOCKS

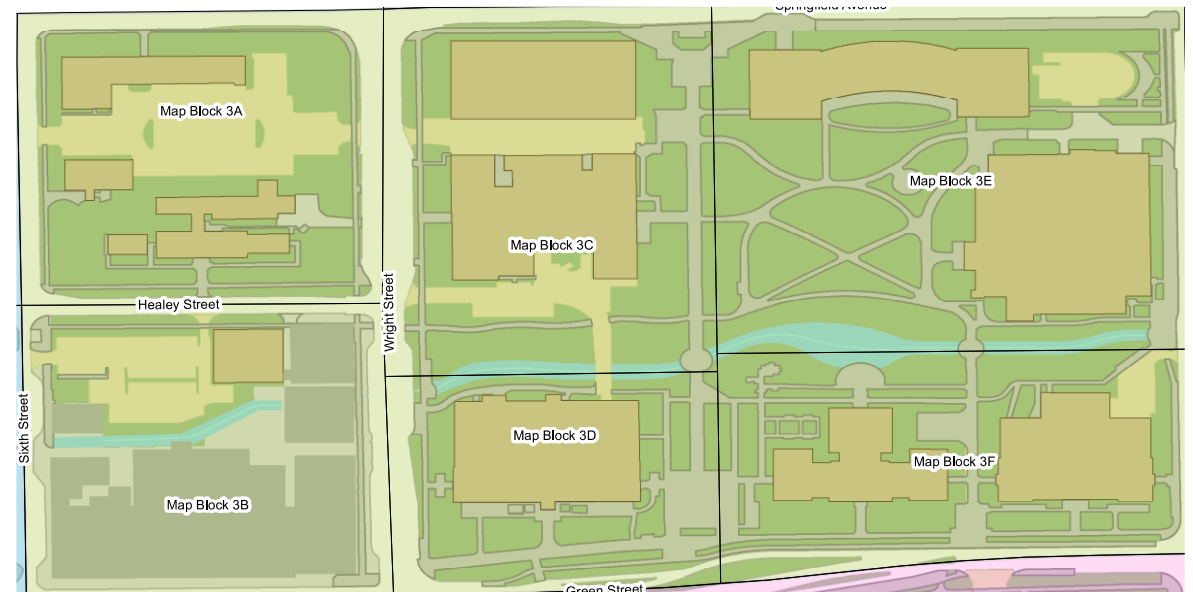


01

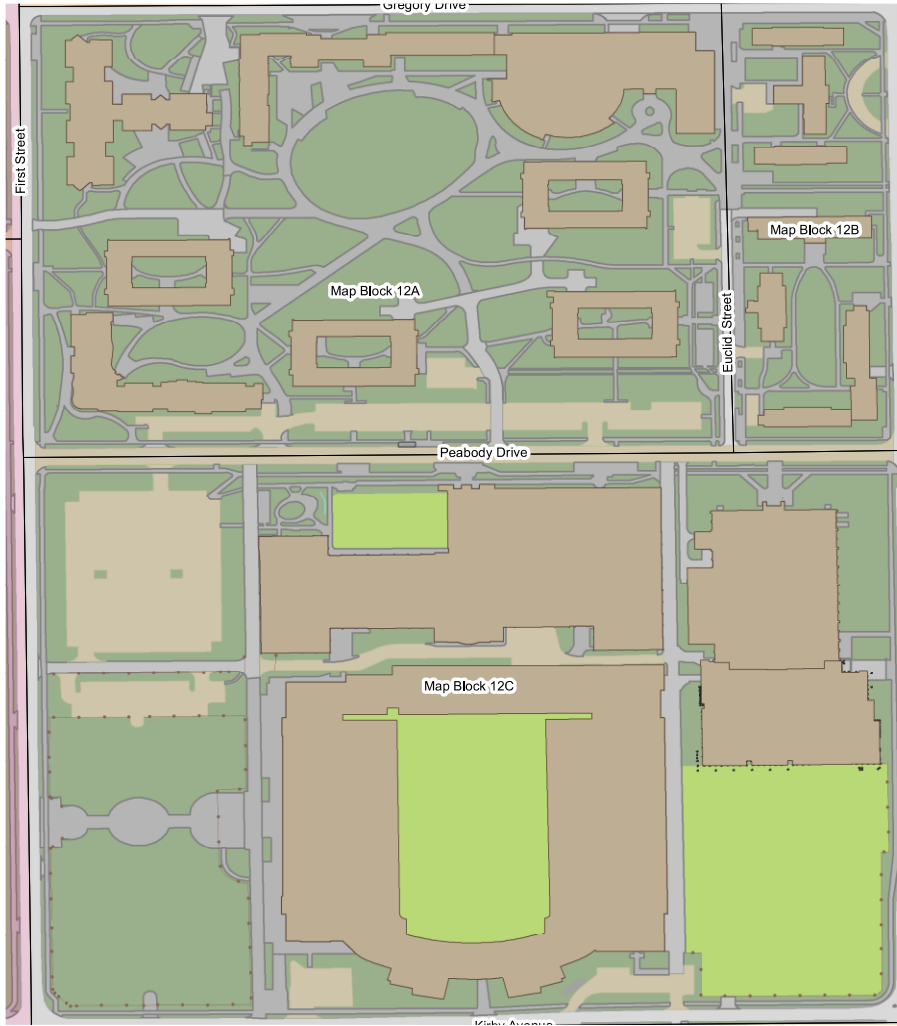
- Beckman Institute
- Engineering laboratory
- Electrical Engineering dept.

03

- Grainger library
- Bardeen quadrangle
- Campus Instructional facility

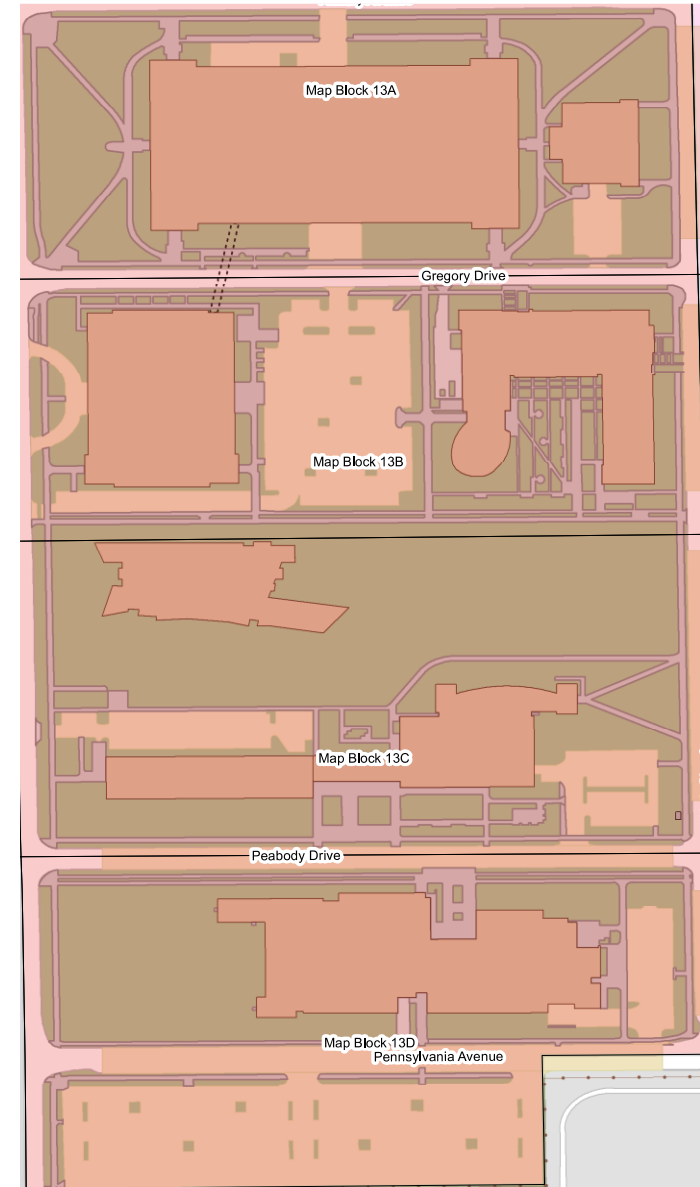


HIGHEST SCORING MAPBLOCKS



12

- Recreation center
- Memorial stadium



13

- Armory
- South quad areas
- Krannert art museum
 - Law College

NEXT STEPS

- **Develop a scoring system** for the Walkability Audit (Mid Jan- Jan end)
 - a. Score each option of the survey questionnaire appropriately on a 5-point system. Consider adding negative points.
 - b. Determine how to portray contextual questions

- **Analyze the data** collected for 2021 UI Campus Walkability Audit survey and 2021 UI Campus Deficiency Reporting survey (Feb- Mid Mar)
 - a. Identify the 7 criteria that affect walk score. Create priority list of the above criteria (High, Med, Low) and apply weightage to each (e.g., *3, *2, *1)
 - b. Identify Highest and lowest scoring map blocks
 - c. Identify the general trends seen in the university walk infrastructure. Visualize data using tools like graphs, charts, analysis maps, regression analysis, tables etc.
 - d. Create a final table of consolidated scores of each map block. Derive averages for each map block and each criterion

- **Visualize the results**

- **Derive final walk score of the University** (Mid Mar-April)

- **Develop a priority list** of sidewalk preservation and improvement projects and a set of recommendations to improve walking infrastructure based on data collected (Mid Mar-April)

