



Public Workshop #1

Results Report

October 31, 2017



Urbana KRT Study Public Workshop #1 Results

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Section 1: Introduction

Project Background

In the Summer of 2017, the Urbana Park District, Champaign County Forest Preserve District (CCFPD), and the City of Urbana contracted with the Champaign County Regional Planning Commission (CCRPC) to develop recommendations for connecting Weaver Park and East Urbana to the Kickapoo Rail Trail (KRT). The Kickapoo Rail Trail between Main Street in Urbana and Main Street in St. Joseph opened on August 25, 2017.

Public Workshop #1

On Thursday, September 7, 2017, staff from all four agencies hosted a joint public workshop to solicit public input on connecting the aforementioned areas. The workshop was open house style, held in the Champaign County Highway Department Conference Room at 1605 E. Main St. in Urbana.

Each attendee was given a comment card to complete. Questions #1-4 were asked by CCRPC on behalf of all project agencies, Questions #5-6 were asked by CCFPD, and Question #7 was asked by the Urbana Park District.

Exhibit boards regarding existing conditions in the study area were set up around the room. Attendees were invited to provide comments on these exhibit boards.

Finally, attendees were asked to draw their desired connections from Urbana to the KRT using a map. Large aerial maps and individual letter-sized maps were provided for the convenience of attendees.

35 people attended the workshop, and 25 people completed a comment card. One comment was also received via the Facebook event page, from a person who could not attend the workshop.

The following presents the results of this input.



Section 2: Comment Card Responses

Question #1: What issues are you particularly concerned about or wish to see addressed?

Listed below are the response subjects for Comment Card Question #1. For the complete list of responses, please see the table below.



WordItOut



Urbana KRT Study Public Workshop #1 Results

Question #1 locations referenced:

Listed below are the locations mentioned more than once. For the complete list of locations, please see the table below.



WordItOut



Urbana KRT Study Public Workshop #1 Results

Comment Card Question #1: What issues are you particularly concerned about or wish to see addressed?			
ID	Comment	Comment Location	Comment Subject
1	Access from west of 130 to KRT, from both Weaver and Perkins Park.	IL 130, Weaver Park, Perkins Road Park Site	Western Access, Weaver Park Access, Northern Access, Perkins Park Access
2	Accessibility to the trail for bikers who are uncomfortable in high-stress environments.	<i>none specified</i>	Less Confident Bicyclist Access
3	Cars turning south off 150 and crossing the KRT. Rail trail specific signs on 150.	US 150, University Ave	Crossings, Safety, Intersection Safety, Turning Vehicles, Signage
4	Coherent access to and from the trail. Urbana has come a long way, but as a frequent cyclist (bike commuting as well as recreational), I find the "gaps" scary to navigate.	<i>none specified</i>	Gaps, Connectivity, Confident Bicyclist Access
5	Connection into downtown Urbana is important. Better access from the west to the trailhead.	Downtown Urbana, Urbana	Connectivity, Downtown Urbana Access, Western Access
6	Connections to Weaver Park and then on to points west.	Weaver Park, Urbana	Connectivity, Weaver Park Access, Western Access
7	Connectivity for insecure cyclists. Making University Avenue safe for peds and cyclists from north side of town to Smith Road access. There is room for bike paths.	University Ave, Smith Rd, North Urbana	Connectivity, Less Confident Bicyclist Access, Pedestrians, Safety, Northern Access, Bikeways
8	Connectivity to Washington. Too much emphasis on Weaver Park, not enough on in-town connectivity with development of bike infrastructure on High Cross and Windsor Road.	Washington St, IL 130, Windsor Rd	Connectivity, Urbana Access, Southern Access
9	Developing trailheads and rest stops to be inviting and useful.	<i>none specified</i>	Trailheads, Rest Stops, Amenities
10	Directional signage. Safe crossings.	<i>none specified</i>	Wayfinding, Signage, Crossings, Safety, Intersection Safety
11	Easy and safe access to the trailhead. Plantings that can shade parts of the area.	<i>none specified</i>	Access, Ease, Safety, Trailheads, Nature, Shade



Urbana KRT Study Public Workshop #1 Results

Comment Card Question #1: What issues are you particularly concerned about or wish to see addressed?			
12	Getting from Weaver to KRT. Getting from KRT to downtown Urbana.	Weaver Park, Downtown Urbana	Connectivity, Weaver Park Access, Downtown Urbana Access
13	I would like to see benches installed along the path.	<i>none specified</i>	Benches
14	Ideally, I would like to see this trail connect to campus and beyond. I've heard people talking about bike/pedestrian from Champaign to Mahomet, and beyond (the Forest Preserve).	University of Illinois, Champaign, Mahomet, Lake of the Woods	Connectivity, Western Access, University of Illinois Access, Bicyclists, Pedestrians
15	Improving parking and access to Weaver Park while preserving the natural areas and wetland habitat.	Weaver Park	Parking, Weaver Park Access, Conservation, Nature
16	Lighting on Main. Traffic light and pedestrian light at Weaver Park and Smith Rd.	Main St, Weaver Park, Main/Smith	Lighting, Traffic Signals, Pedestrian Signals, Crossings, Safety, Intersection Safety
17	Safe access from Urbana/Weaver Park, mostly. Bike lanes on Main St. are great, but awkward/dangerous riding west from KRT to Weaver Park.	Weaver Park, Urbana, Main St	Safety, Urbana Access, Weaver Park Access
18	Safe connection between Weaver Park and KRT. Wayfinding, signage.	Weaver Park	Safety, Connectivity, Wayfinding, Signage, Weaver Park Access
19	Safe, well-defined access to KRT with trailhead with basic amenities.	<i>none specified</i>	Safety, Access, Trailheads, Amenities
20	Safety for all around 24/7.	<i>none specified</i>	Safety
21	Smart development of the trailhead which adds an amenity to both the Park District and the City in general. Safe route to get to Weaver Park and then along E Main (?) into downtown.	Weaver Park, Main St, Downtown Urbana	Trailheads, Safety, Amenities, Weaver Park Access, Downtown Urbana Access
22	To make the trail truly family friendly and family accessible requires a paved sidepath from Weaver Park to the trailhead. It would be quite stressful to try to negotiate that stretch "on-road" with small children.	Weaver Park, Urbana	Family Friendly, Weaver Park Access, Sidepath, Safety, Children



Urbana KRT Study Public Workshop #1 Results

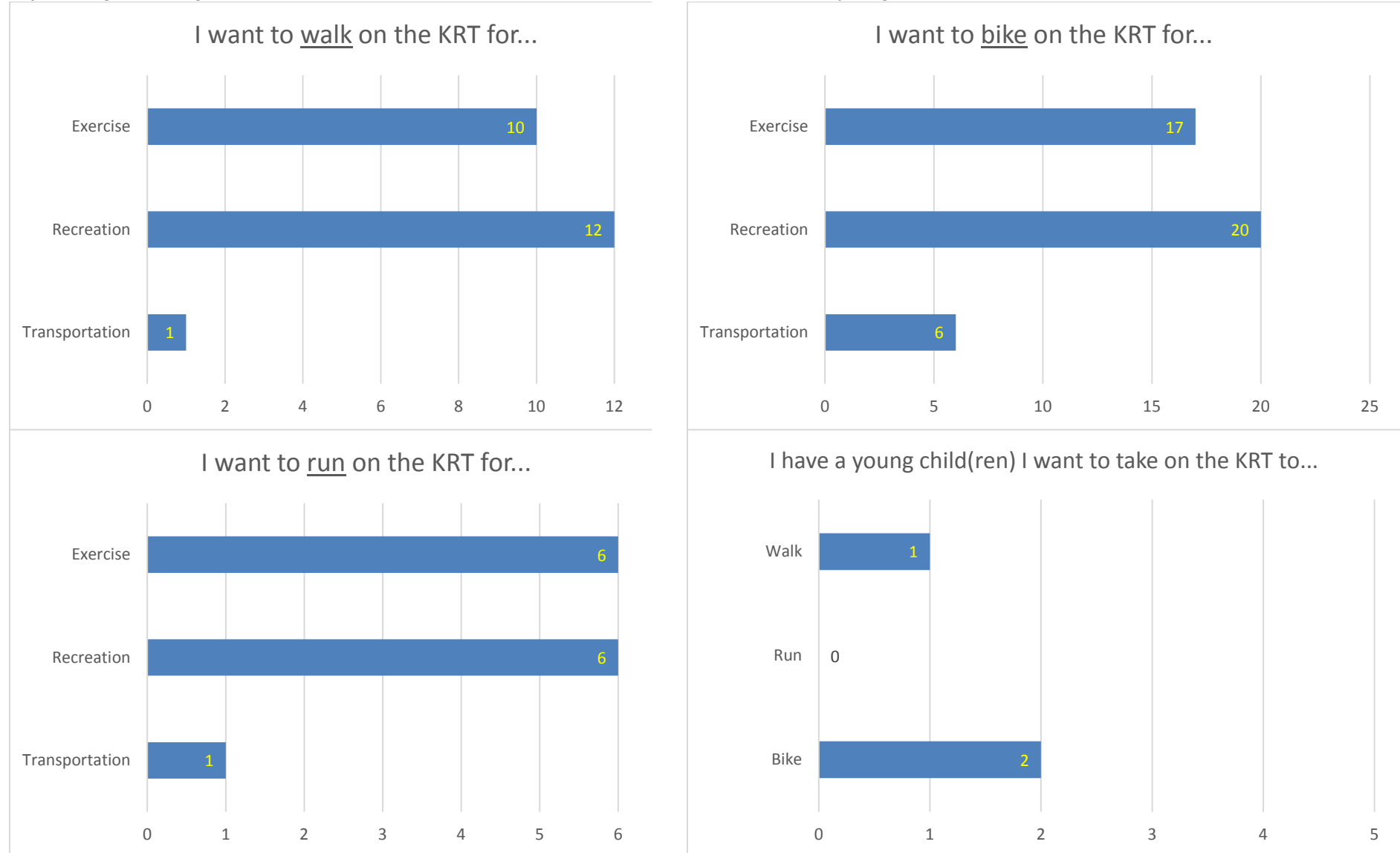
Comment Card Question #1: What issues are you particularly concerned about or wish to see addressed?			
23	Trailhead. Extending the path.	<i>none specified</i>	Trailheads, Western Access, Trail Extension
24	Urbana Main St intersection safety. Additional shade and noise quieting. Yield signs instead of stops.	Main St	Crossings, Safety, Intersection Safety, Shade, Noise Reduction, Yield Signs
25	Where to park a car so I can use the trail.	<i>none specified</i>	Parking



Urbana KRT Study Public Workshop #1 Results

Question #2: Why are you interested in this project? Check all that apply.

Key Findings: The highest number of respondents want to use the Kickapoo Rail Trail for bicycling and for recreation.



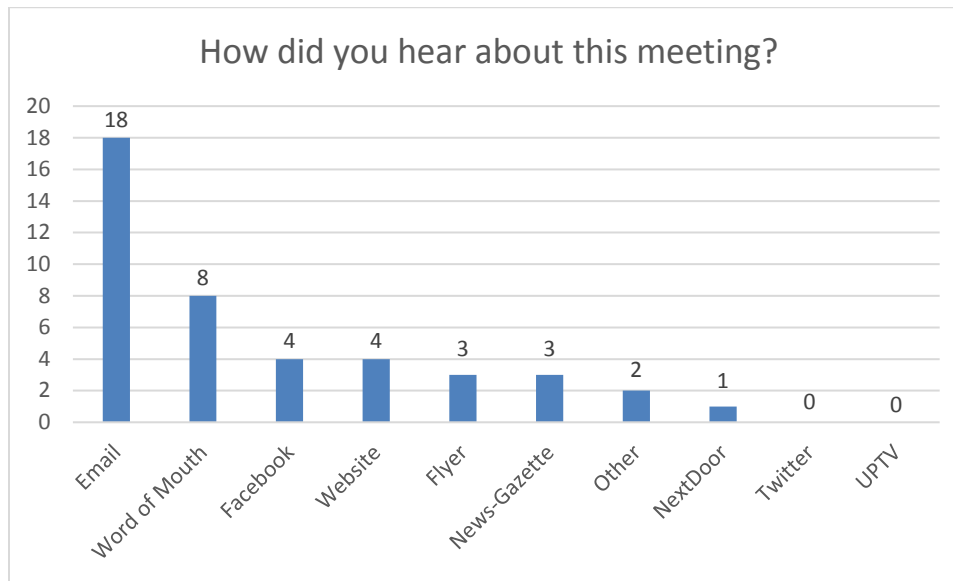


Urbana KRT Study Public Workshop #1 Results

ID	Comment Card Question #2: Other responses
1	Great to see others using the trail.
2	I serve CCFPD as a volunteer.
3	I want to be buried on KRT for a donation.
4	Would like to see this trail connected to the U of I campus.

Question #3: How did you hear about this meeting? Check all that apply.

Key Finding: Most people heard about this workshop via email, word of mouth, Facebook, and online.



Specific "Other" Comments:

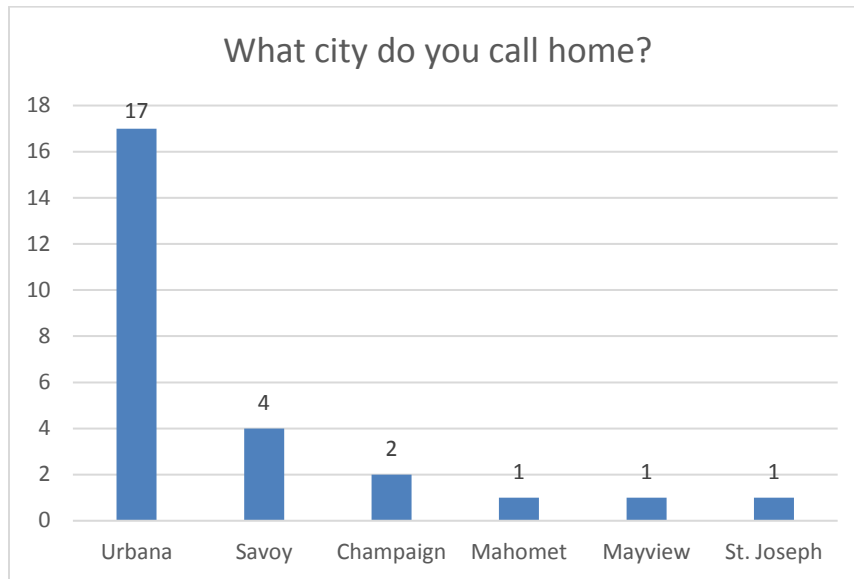
- Spouse
- Co-workers



Urbana KRT Study Public Workshop #1 Results

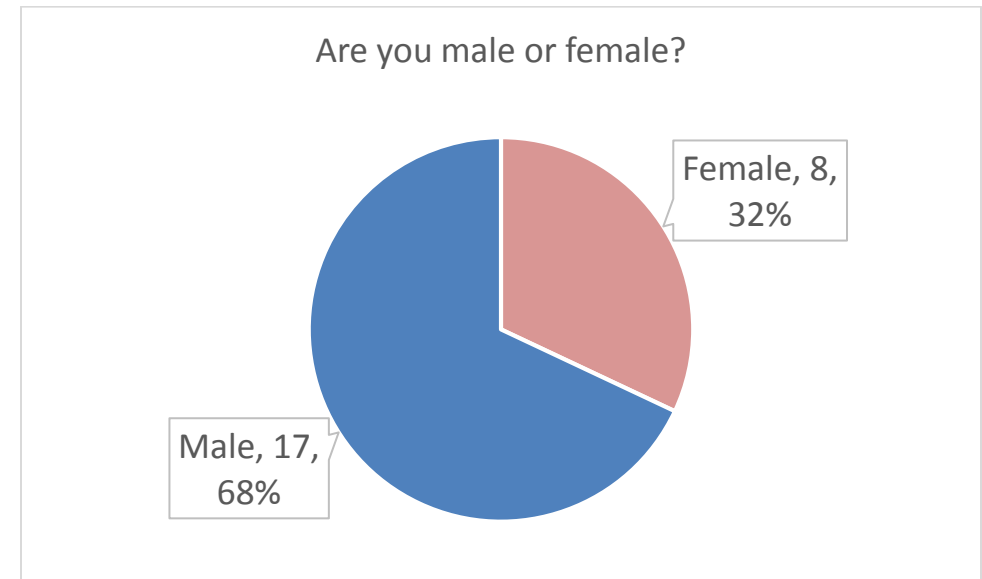
Question #4a: What city do you call home?

Key Finding: Most participants live in Urbana.



Question #4b: Are you male or female? (*optional*)

Key Finding: Most survey respondents were men.

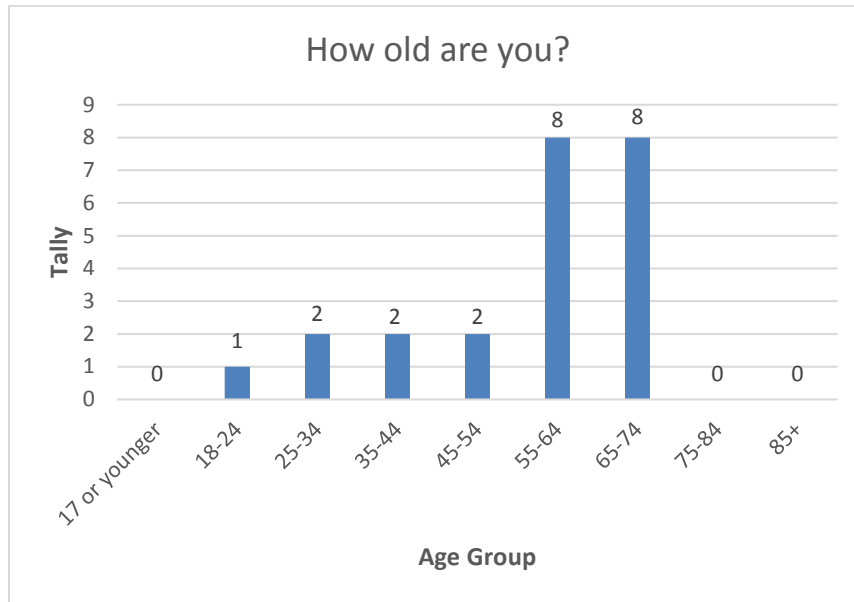




Urbana KRT Study Public Workshop #1 Results

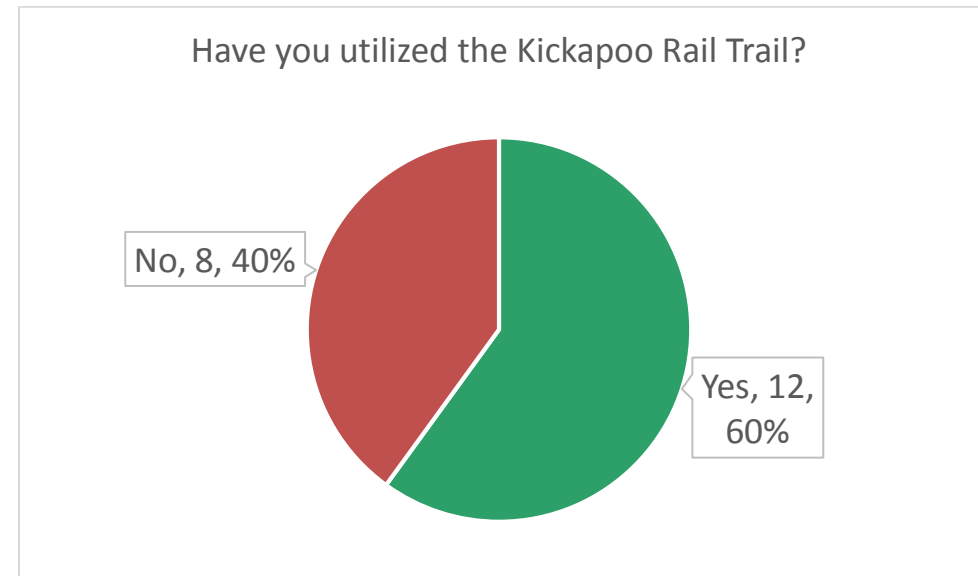
Question #4c: How old are you? *(optional)*

Key Finding: Most participants were between 55 and 74 years old.



Question #5a: Have you utilized the Kickapoo Rail Trail?

Key Finding: More than half of respondents have already visited the Kickapoo Rail Trail.





Urbana KRT Study Public Workshop #1 Results

Question #5b: If you have utilized the Kickapoo Rail Trail, please share your initial thoughts or observations you had from your trail visit.

Listed below are the response subjects for Comment Card Question #5. For the complete list of responses, please see the table below.





Question #5b locations referenced:

US 150 Vine St railroad bridge
Floodplain
North Urbana
Walmart
Kickapoo Rail Trail
Urbana St Joseph
US 150/Main
Mt Olive Cemetery
Boneyard Creek
Weaver Park

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Urbana KRT Study Public Workshop #1 Results

Comment Card Question #5b: If you have utilized the Kickapoo Rail Trail, please share your initial thoughts or observations you had from your trail visit.

ID	Comment	Comment Location	Comment Subject
1	Beautiful trail. I love the bridges and the feel of the crushed rock. I noticed almost immediately the difference in running on the pavement and the gravel.	Kickapoo Rail Trail	Trail surface, Views
2	Concerned about traffic crossing the trail turning off 150.	US 150	Crossings, Safety, Intersection Safety
3	Fresh air. Sight seeing. Feeding wild birds.	Kickapoo Rail Trail	Air, Views, Nature
4	I suggest the trail utilize the bridge over Vine St. and follow the Boneyard Creek as much as possible. And stay in the floodplain so as to displace the fewest buildings.	Vine St railroad bridge, Boneyard Creek, Floodplain	Bridge, Crossings, Waterways, Trail Extension, Westward Access, Building Preservation
5	I want to!!	Kickapoo Rail Trail	Want to Use
6	It was a smooth ride! Well-packed, and not too soft even for road tires.	Kickapoo Rail Trail	Trail Surface
7	It's great! The westbound connection on Main St is a bad intersection. Benches are needed along the trail.	US 150/Main, Kickapoo Rail Trail	Crossings, Safety, Intersection Safety, Benches
8	It's surprisingly "age-friendly" – all ages, multiuse, flat, safe, etc.	Kickapoo Rail Trail	Age Friendly, Bicyclists, Pedestrians, Flat, Safety
9	I've not run or biked the trail but I have observed a lot of use when driving past going to St. Joseph.	St Joseph	High Use
10	Smooth surface now - concerned about long term maintenance. Lack of trees on north side exposes you to lights and noise (note the difference when trees exist). Makes a great return from St. Joseph on a long ride. Needs a better access for general user at Main via Weaver Park but that's stating the obvious.	Kickapoo Rail Trail, Weaver Park	Trail Surface, Maintenance, Lack of Trees, Lights, Noise, Less Confident Bicyclist Access, Weaver Park Access



Urbana KRT Study Public Workshop #1 Results

Comment Card Question #5b: If you have utilized the Kickapoo Rail Trail, please share your initial thoughts or observations you had from your trail visit.			
11	The areas with trees were nice. It was also good to be elevated. I wonder how the trail surface will be in the rain. I do appreciate that it is not paved though.	Kickapoo Rail Trail	Trees, Elevation, Trail Surface, Weather
12	Tonight will be my first time.	Kickapoo Rail Trail	Want to Use
13	Very nice. The trail surface seems to be improving with use. I like the flora/fauna interpretive displays.	Kickapoo Rail Trail	Trail Surface, Nature, Interpretive Displays
14	Wonderful dark sky location. Fantastic view of Mt. Olive cemetery. Severely deficient Urbana trailhead. Lack of consideration of equitable access from north end of town.	Kickapoo Rail Trail, Mt Olive Cemetery, North Urbana	Dark Sky, Views, Trailheads, Inequity, Northern Access
15	Would like to see more vegetation, connection to Main St is problematic. Too much emphasis on Weaver Park, not enough on existing infrastructure. Walmart is a far better de facto trailhead at present.	Kickapoo Rail Trail, US 150/Main, Walmart	Vegetation, Connectivity, Existing Bikeways, Trailheads



Urbana KRT Study Public Workshop #1 Results

Question #6: What amenities would you like to see added to the Kickapoo Rail Trail?

Key Finding: Restrooms, wayfinding, trailheads, signage, drinking fountains, and trees were frequently requested amenities for the KRT.

Listed below are the response subjects for Question #6. For the complete list of responses, please see the table below.



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Question #6 locations referenced:

Weaver Park
Intersections
Fithian
Kickapoo Rail Trail
St Joseph
Trailheads
Urbana

WordItOut



Urbana KRT Study Public Workshop #1 Results

Comment Card Question #6: What amenities would you like to see added to the Kickapoo Rail Trail?			
ID	Comment	Comment Location	Comment Subject
1	A trailhead with toilets.	Trailheads	Restrooms, Trailheads
2	Benches "here and there." I think there were a few near St. Joe (but I can't remember). Just a safe spot to pull-off every now and then.	Kickapoo Rail Trail, St Joseph	Benches, Rest Stops
3	Benches and maybe a few garbage cans along the path.	Kickapoo Rail Trail	Benches, Trash cans
4	Benches, wayfinding, water fountains, bike racks, and lighting at trailheads. Lighting at intersection crossings.	Trailheads, Intersections	Benches, Wayfinding, Drinking Fountains, Bike Parking, Lighting, Trailheads, Crossings
5	Binoculars at dark sky location. Signage.	Kickapoo Rail Trail	Binoculars, Dark Sky, Signage
6	Easy access via bike.	<i>none specified</i>	Ease, Bicyclist Access
7	Mile marker. Wayfinding signage.	Kickapoo Rail Trail	Mile Markers, Wayfinding, Signage
8	Mileage markers, including distance to next milestones along the way (if these don't yet exist).	Kickapoo Rail Trail	Mile Markers, Signage, Wayfinding
9	More restaurants, etc. at Urbana's "end" of the trail to serve users coming to Urbana and heading to St. Joe. Bathrooms, parking, bike rentals, etc.	Urbana, Trailheads	Restaurants, Restrooms, Parking, Bike Rentals, Trailheads
10	Restrooms, maps, plantings of trees and shrubs (i.e. habitat).	Kickapoo Rail Trail	Restrooms, Maps, Trees, Vegetation
11	Restrooms, more signage, bike racks at trailhead ends St Joe and Weaver.	Weaver Park, St Joseph, Trailheads	Restrooms, Signage, Bike Parking, Trailheads
12	Restrooms. Landscaping. Trees.	<i>none specified</i>	Restrooms, Landscaping, Trees
13	Trash cans, benches with shade.	Kickapoo Rail Trail	Trash Cans, Benches, Shade
14	Trees for shade in some places. Rest stops very important - with wayfinding - "you are here" maps. Occasional viewing/observation posts. Historic markers - was a route frequented by Abe Lincoln (at	Kickapoo Rail Trail, Fithian	Trees, Shade, Rest Stops, Wayfinding, Maps, Observation Posts, Views, Historic Markers, Lincoln, Interurban



Urbana KRT Study Public Workshop #1 Results

Comment Card Question #6: What amenities would you like to see added to the Kickapoo Rail Trail?			
	least to Homer) and the Interurban (Fithian still has a station converted into a home/business).		
15	Trees. Water at both trailheads.	Kickapoo Rail Trail, Trailheads	Trees, Drinking Fountains, Trailheads
16	Water fountain, pavilion and 911 box and USB charger outlet. Concession permits on main spot. Rental bicycles for revenues.	Kickapoo Rail Trail, Trailheads	Drinking Fountains, Pavilion, Emergency Call Box, USB Charger Outlets, Concession Permits, Bike Rentals
17	Wayfinding.	<i>none specified</i>	Wayfinding
18	Would like to see additional interpretive displays re: History including towns, roadway development, and most importantly (since it's a RAIL trail) railroad stories. Also drinking fountains, restrooms, and bike repair stations.	Kickapoo Rail Trail	Interpretive Displays, Historic Markers, Drinking Fountains, Restrooms, Bike Repair Stations



Urbana KRT Study Public Workshop #1 Results

Question #7: Please rank each trailhead amenity with a number from 1-10.

- 1 = Most important trailhead amenity
- 10 = Least important trailhead amenity

Key Finding: Respondents are most interested in seeing restrooms, wayfinding and maps, and drinking fountains at KRT trailheads. They are least interested in seeing bicycle repair stations, pavilions, and public art at KRT trailheads.

The following table shows how many people gave a specific ranking to a specific trailhead amenity.

Priority	Benches	Bicycle Repair Station	Bike Racks	Drinking Fountains	Landscaping	Lighting	Pavilion	Public Art	Restrooms	Wayfinding and Maps
1	2	1	1	3	0	1	2	1	7	6
2	2	1	1	4	1	2	0	0	5	6
3	2	1	2	3	3	1	0	0	6	1
4	3	1	3	1	2	3	3	0	0	2
5	4	1	2	2	2	3	2	0	1	1
6	4	4	0	2	0	2	1	3	0	1
7	0	2	4	0	3	3	1	3	1	1
8	1	6	1	1	1	2	3	2	0	1
9	0	1	3	1	4	0	4	2	0	1
10	1	1	1	2	2	2	3	7	1	0



Urbana KRT Study Public Workshop #1 Results

All rankings were totaled to determine what people want to see at KRT trailheads. Since 1 equals the most important trailhead amenity, lower scores mean a higher priority for respondents.

Rank	Trailhead Amenity	Sum of all Respondents Rankings
1	Restrooms	57
2	Wayfinding and Maps	64
3	Drinking Fountains	83
4	Benches	86
5	Bike Racks	104
6	Lighting	104
7	Landscaping	114
8	Bicycle Repair Station	120
9	Pavilion	127
10	Public Art	144

ID	Comment Card Question #7: Other responses
1	#1 Priority: Parking
2	All of the above
3	Combine drinking fountain and restrooms
4	Historic markers – lots of history along this route and into Danville
5	Parking
6	Vending machines, if robberies could be prevented. It's difficult to rank these amenities as if I view them ALL as important



Urbana KRT Study Public Workshop #1 Results

Section 3: Additional Comments

Facebook Event Comments			
ID	Comment	Comment Location	Comment Subject
1	I may not be able to attend, but here is a concern: from Weaver Park to the entrance of the trail is not a problem. It becomes a bit problematic coming back from the trail to Main Street due to traffic turning onto Main from University from both directions. While many riders do well to look all ways before crossing, there is still the potential that a cyclist or pedestrian might cross and get hit due to cars turning fast and much of the time not paying attention to their surroundings. As careful as I am (I was hit by a distracted driver even after being alert....it all happened too fast), I have had many near misses from drivers on their phones rounding the corner while I was already committed in the crosswalk. I really don't see the city putting another stop sign or street light out at that intersection, but I think one of those options would help.	US 150/Main	Turning Vehicles, Crossings, Safety, Intersection Safety, Bicyclists, Pedestrians, Distracted Driving, Stop Signs, Traffic Signals

Large Map Comments			
ID	Comment	Comment Location	Comment Subject
1	I currently use Illinois St to Race St, north to Main St, then east. Maybe I should use Illinois St east to Urbana Ave or Cottage Grove Ave to Main St, but I never go through because there are no signs.	Illinois St, Race St, Main St, Urbana Ave, Cottage Grove Ave	Western Access, Wayfinding, Signage
2	Question - Urbana's existing Boneyard Creek Improvement and Beautification Plan takes planned bike path to University Ave at north end. Will Kickapoo Rail Trail be directed to this location? Or come in on Main St? That is at the wrong end to make use of Boneyard beautification.	Boneyard Creek, Kickapoo Rail Trail, University Ave, Main St	Waterways, Beautification, Trail Extension, Western Access
3	Students want/need wayfinding from Campus to KRT	University of Illinois, Kickapoo Rail Trail	Wayfinding, University of Illinois Access



Urbana KRT Study Public Workshop #1 Results

Existing Conditions Map #1 – Study Area – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	Add connection from Industrial Circle to Kickapoo Rail Trail	Industrial Cir, Kickapoo Rail Trail	Connectivity, Trail, Southern Access
2	Add connection from Tatman Ct to Pfeffer Rd	Tatman Ct, Pfeffer Rd	Connectivity, Trail, Southern Access
3	Add sharrows to the country section of Washington Street between Kinch St and High Cross Rd.	Washington St	Sharrows, Southern Access
4	Add sharrows to the country section of Washington Street between Kinch St and High Cross Rd.	Washington St	Sharrows, Southern Access
5	Connect from Pfeffer Rd to University [Ave] improving existing gravel path.	Pfeffer Rd, University Ave, Kickapoo Rail Trail	Southern Access, Trail Surface, Connectivity
6	Connect KRT to Pfeffer Rd with a trail.	Kickapoo Rail Trail, Pfeffer Rd	Connectivity, Trail, Western Access
7	Develop trail alongside rail to Carle. Then figure out how to cross Lincoln and keep going west.	Norfolk Southern Railroad, Carle Hospital, Lincoln Ave	Rail-with-Trail, Western Access, Connectivity, Crossings
8	I agree with this solution [of connecting the Kickapoo Rail Trail and] Main St to Pfeffer <u>spur</u> !	Main St, Pfeffer Rd	Connectivity, Trail, Southern Access
9	Let's get KRT to Riggs!	Kickapoo Rail Trail, IL 130, Riggs Beer Company	Connectivity, Destinations, Southern Access
10	Let's get KRT to Riggs!	Kickapoo Rail Trail, IL 130, Riggs Beer Company	Connectivity, Destinations, Southern Access
11	Must connect KRT to Aldi at US 150/IL 130	Kickapoo Rail Trail, US 150/IL 130, Aldi	Connectivity, Destinations, Grocery Access
12	This part [on Main Street from University Ave to Weaver Park] is scary	US 150/Main St, Main St	Western Access, Safety, Crossings
13	University from 5 Points east to stoplight is lightly trafficked, would be good for bike paths. This would help give access to AMBUCS Park, Weaver Park, Perkins Park by bike.	University Ave, Five Points, AMBUCS Park, Weaver Park, Perkins Road Park Site	Connectivity, Bikeway Installation, Sidepath, Weaver Park Access, AMBUCS Park Access, Perkins Park Access

Existing Conditions Map #2 – Number of Travel Lanes – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	Connect KRT to Aldi at US 150/IL 130	Kickapoo Rail Trail, US 150/IL 130, Aldi	Connectivity, Destinations, Grocery Access



Urbana KRT Study Public Workshop #1 Results

Existing Conditions Map #2 – Number of Travel Lanes – Post-It Comments			
2	I think I-74 & High Cross Rd will get an interchange, right? If so, High Cross Rd would be widened [from I-74 to US 150], so ensure to add bike and easy grade.	I-74, IL 130	Interchange, Roadway Widening, Bikeway Installation, Grade
3	Washington St and connectivity thereof is missing from this study. This connection is important.	Washington St	Connectivity, Southern Access

Existing Conditions Map #3 – Road Edge Marking Types – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	Add sharrows on E Main St for now until more work is done.	Main St	Sharrows, Western Access
2	Bikes May Use Full Lane sign on E Main St.	Main St	Signage, Western Access

Existing Conditions Map #4 – Posted Speed Limits – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	A pedestrian leading interval at University Ave & High Cross Rd would facilitate crossing - cars don't expect to see pedestrians and bikes on this road.	IL 130/US 150	Crossings, Safety, Pedestrians, Bicyclists, Pedestrian Signals, Visibility
2	Reduce speed limit on Pfeffer Rd to 25 mph heading north and approaching curve.	Pfeffer Rd	Speed Limit

Existing Conditions Map #5 – Lane Widths – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	Bike path/sidepath connection continuing west on Tatman Ct to Pfeffer Rd.	Tatman Ct, Pfeffer Rd	Connectivity, Trail, Southern Access
2	Secondary bike path/sidepath connection continuing north from Industrial Circle to KRT.	Industrial Cir, Kickapoo Rail Trail	Connectivity, Trail, Southern Access

Existing Conditions Map #6 – Existing Bicycle Level of Service (BLOS) – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	Is the BLOS correct on High Cross Road between Perkins Rd and US 150?	High Cross Rd	Bicycle Level of Service



Urbana KRT Study Public Workshop #1 Results

Existing Conditions Map #7 – Refuge Island – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	These give confidence to both cyclists and pedestrians (including families).	<i>none specified</i>	Less Confident Bicyclist Access, Pedestrians, Families, Crossings
2	Very important when crossing a four-lane street.	<i>none specified</i>	Crossings, Safety

Existing Conditions Map #8 – Bike Parking – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	Auto parking is also important for those without easy access.	<i>none specified</i>	Parking, Access
2	Auto parking is also important for those without easy access.	<i>none specified</i>	Parking, Access

Existing Conditions Map #9 – Pedestrian Crashes – Post-It Comments			
ID	Comment	Comment Location	Comment Subject
1	Crashes common along stretches I would normally take to avoid traffic.	<i>none specified</i>	Safety
2	35 mph stretch on Pfeffer Rd. Pedestrian injury on Pfeffer Rd.	Pfeffer Rd	Speed Limit, Safety



Section 4: Full Comment Summary

Locations:

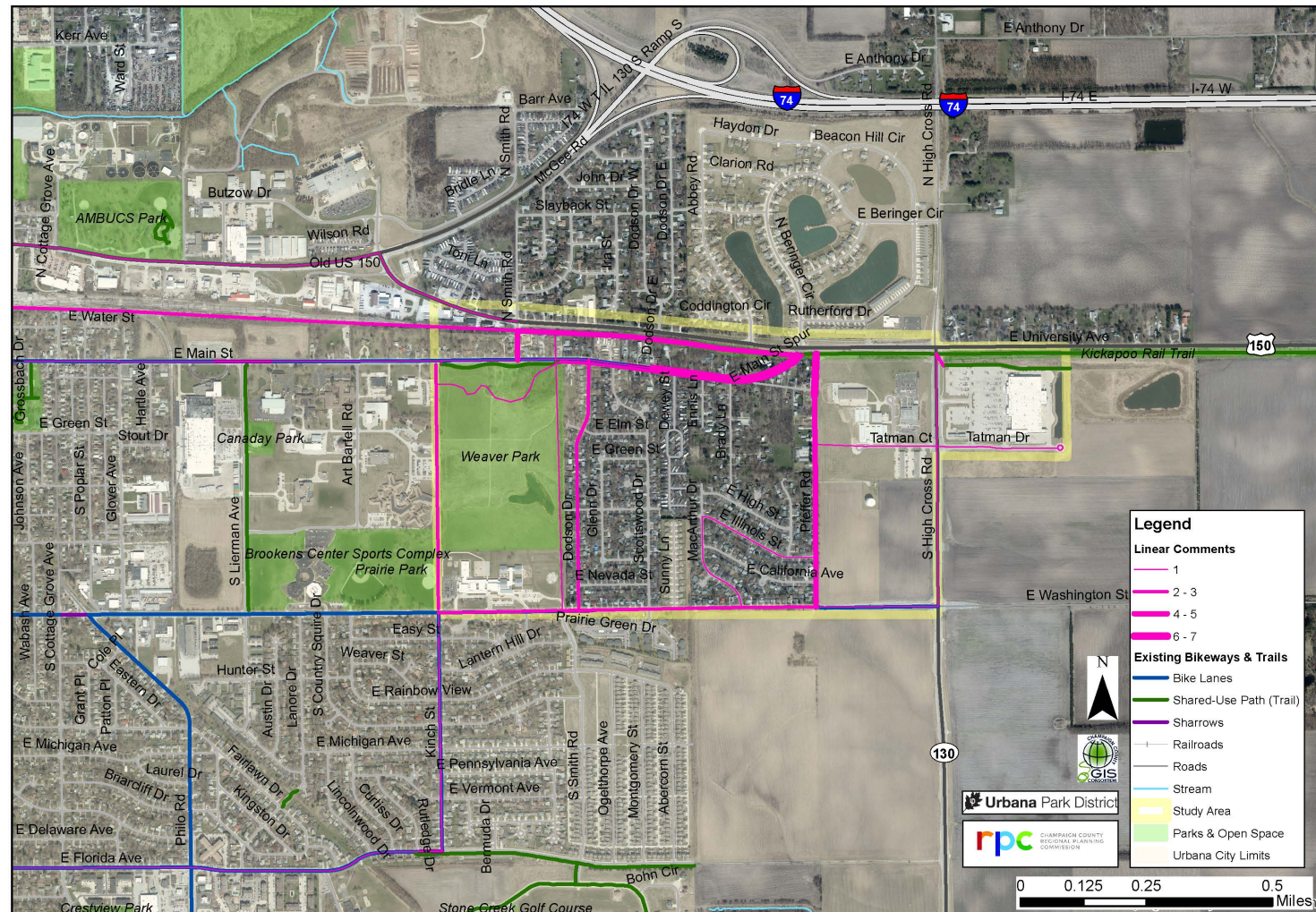
Listed below are the locations mentioned in all responses above. For the complete list of responses, please see the tables above.





Section 5: Public Comment Maps

Urbana KRT Study Public Workshop #1 Desired Connections Map



Urbana KRT Study Public Workshop #1 Point Comments Map

