

**Non-Motorized Transportation Snapshot
CMAP Bicycle and Pedestrian Task
Force**

June 8, 2017



Phase 1 Research

- Snapshot background
- Phase 1 Research Questions and initial findings
 - Bicycle facilities , policies, and programs
 - Pedestrian facilities, policies, and programs
 - Equity
 - Safety
 - Economic Development
- Phase 2 findings
 - Fundamentals of walkability



Overview – Purpose and structure of snapshot

- Provide an overview of existing conditions and trends in non-motorized transportation in the region, focusing on trends and developments since 2010.
 - Phase 1: Analysis of broad trends in bicycling and walking, equity, safety and economic development
 - Phase 2: Detailed analysis of NMT trends and growth areas, walkability indicators
- Draw upon and support other ON TO 2050 development work
- Review and update pertinent GO TO 2040 indicators



Overview – Scope

Phase 1: Analysis of broad trends (Dec. 2016 – Feb. 2017)

Phase 2: Detailed analysis of NMT trends and growth areas, walkability indicators (Feb. – Apr. 2017)

Phase 3: Draft the snapshot (Apr. – Jun. 2017)

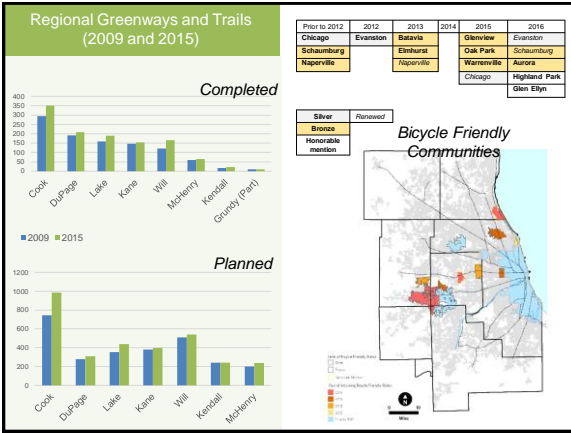
Key Research Questions – Cycling

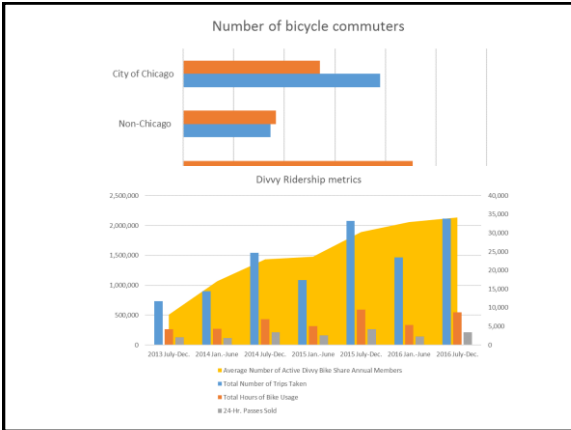
Bicycle Facilities, Policies, Programs

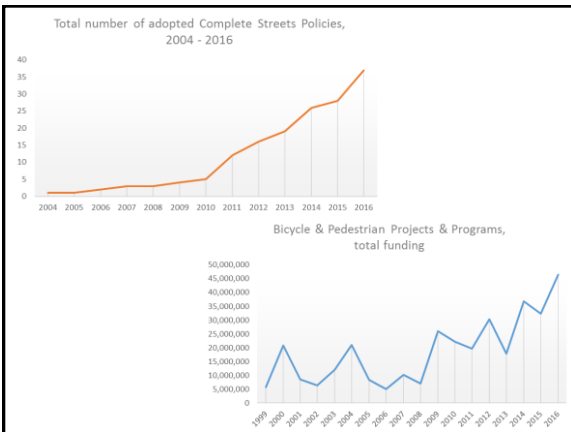
- How have regional bicycle facilities been expanded since 2010?
- Are there new facility designs that are increasing in popularity ?
- What policies and programs are supporting growth in bicycle travel?

On-street facilities





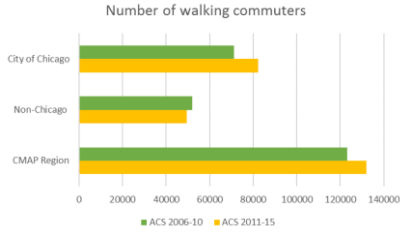




Key Research Questions – Pedestrian facilities

Pedestrian Facilities, Policies, Programs

- Have there been innovations in pedestrian treatments in the region since 2010?
- How are communities improving ADA accommodations?



Key Research Questions – Pedestrian facilities

Pedestrian Facilities, Policies, Programs

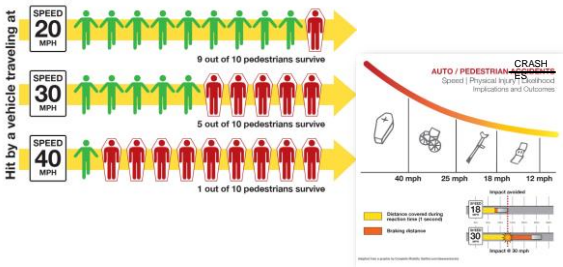
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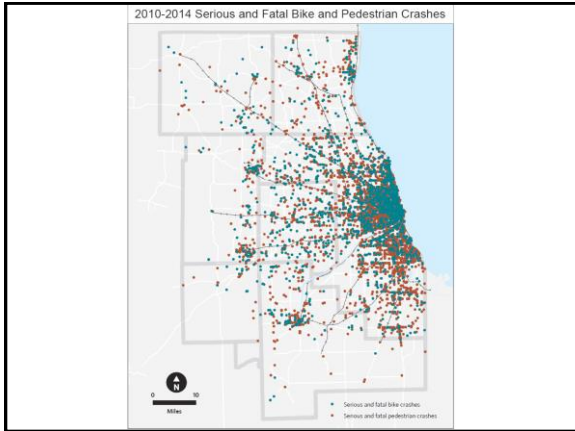


Key Research Questions – Crashes and Safety

Crashes and Safety

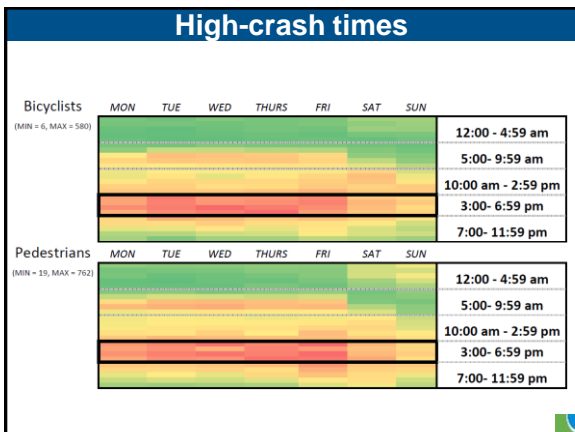
- How have conditions and safety for non-motorized transportation changed?

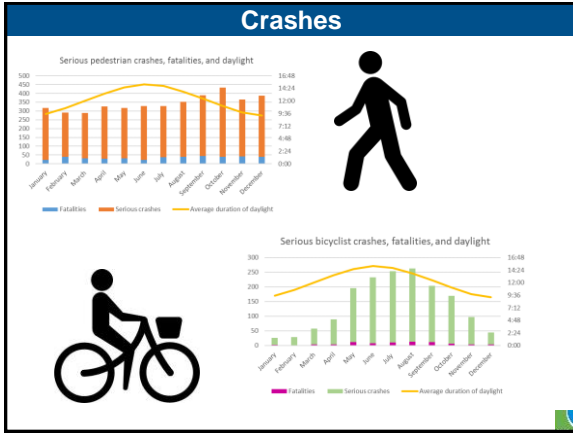


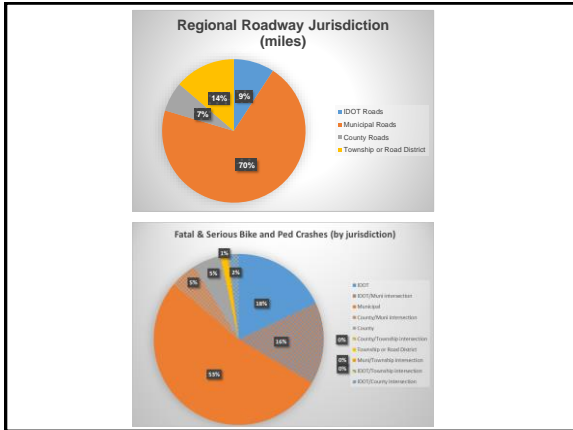


Crashes

- Between 2010 and 2014, an average of **3 people** in our region have been killed or seriously injured while walking or biking every day.







Key Research Questions – Equity

Equity

- Are there demographic trends reflected in safety for people walking and biking, such as income levels, race and ethnicity, population density, mode share breakdown?
- Where are crashes occurring?

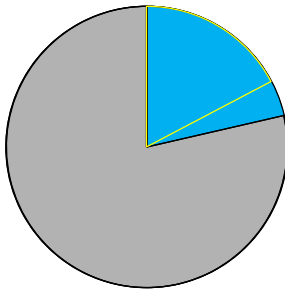
Equity

In Illinois, African-Americans constitute **14.2 percent** of the population



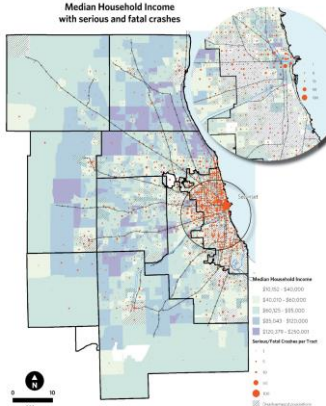
and **24.1 percent** of pedestrian deaths

Regional crashes



1. Percent Population, Black (2010 Census data) **17.7%**
2. Percent of all bicycle and pedestrian crashes occurring in majority black census tracts **17.3%**
3. Percent of all fatal and serious injury bicycle and pedestrian crashes occurring in majority black census tracts **21.4%**

Median Household Income with serious and fatal crashes



Walkability: Links and places

CHARACTER: A REFLECTION OF PRIORITIES

| | |
|---|---|
| <p>LINK</p> <p>Street as a movement conduit</p> <p>Design objective: Save time</p>   | <p>PLACE</p> <p>Street as a destination</p> <p>Design objective: Spend time</p>   |
| <p> Private Development Prioritized Users Secondary Users </p> | |

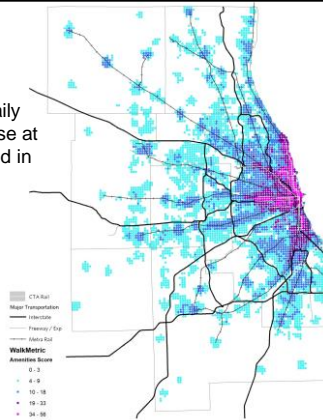
Adapted from a graphic by Complete Mobility (twitter.com/completemob)
Image credit: (L) Flickr.com/photos/countyremade 1 (R) Flickr.com/photos/fo-villa-vita

Walkability

- Useful
 - Most aspects of daily life are located close at hand and organized in a way that walking serves them well.
- Safe
 - The street has been designed to give pedestrians a fighting chance against being hit by automobiles, feels safe.
- Comfortable
 - Buildings and landscape shape urban streets into 'outdoor living rooms,' in contrast to wide-open spaces, which usually fail to attract pedestrians.
- Interesting
 - Sidewalks are lined by unique buildings with friendly faces and that signs of humanity abound.

Walkability

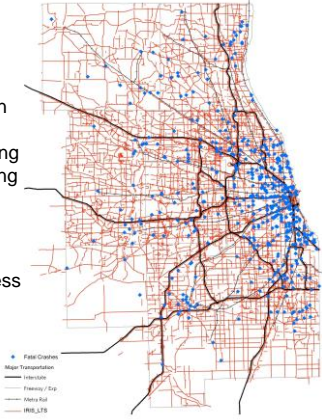
- Useful
 - Most aspects of daily life are located close at hand and organized in a way that walking serves them well.
- Supermarkets
- Libraries
- Schools
- Transit



Walkability

Safe

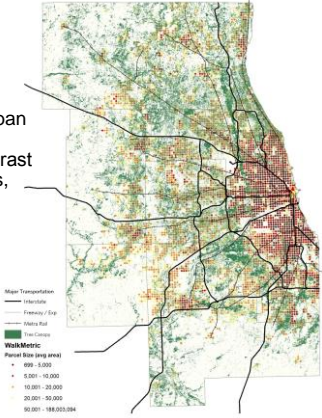
- The street has been designed to give pedestrians a fighting chance against being hit by automobiles, feels safe.
- Level of Traffic Stress
- Fatal crashes



Walkability

Comfortable

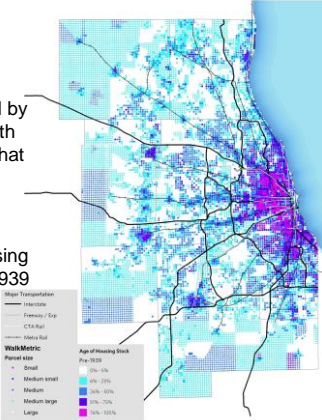
- Buildings and landscape shape urban streets into 'outdoor living rooms,' in contrast to wide-open spaces, which usually fail to attract pedestrians.
- Tree Cover
- Parcel size
- Block length
- Block size
- Parking spaces
- Intersection density



Walkability

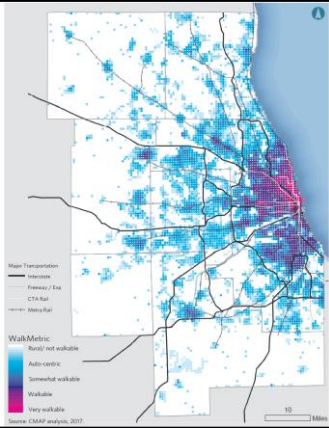
Interesting

- Sidewalks are lined by unique buildings with friendly faces and that signs of humanity abound.
- Percentage of housing stock built before 1939
- Parcel size

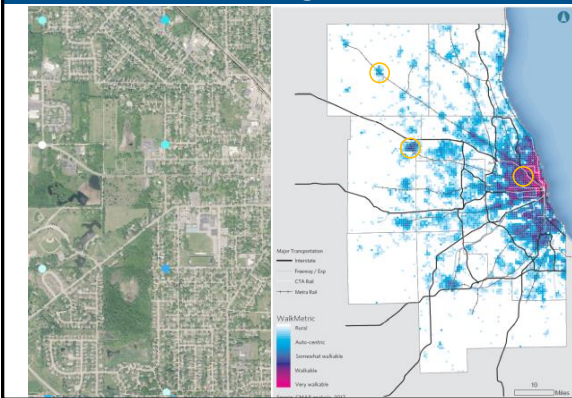


Regional Score

- Added total score for amenities, intersection density, block length, block size, fatal crashes (penalty), no residential (penalty)

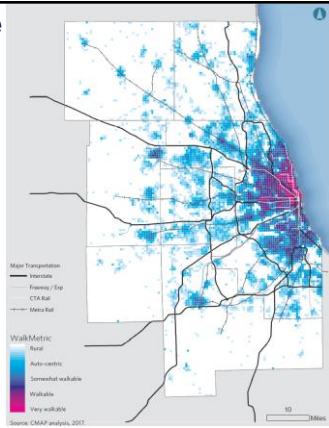


Different ranking, same scale



Regional Score

- Localized assessments require more in-depth analysis
 - Sidewalk coverage
 - Quality of the walk
 - Land use mix
 - Number of lanes
 - Traffic volume and speeds
 - Shade/ shelter
 - Air quality
 - Noise levels
 - Crime



ON TO 2050

Feedback

John O'Neal
(312) 386-8822
joneal@cmmap.illinois.gov

Lindsay Bayley
(312) 386-8826
lbayley@cmmap.illinois.gov