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TO: CMAP Bicycle and Pedestrian Task Force
FROM: CMAP Bicycle and Pedestrian Program staff
Date: July 15, 2010
Subject: CMAP Draft *GO TO 2040* Plan – Bike-Ped Excerpts

GO TO 2040 Theme Chapters and Recommendation Sections

Livable Communities

Achieve Greater Livability Through Land Use and Housing
Manage and Conserve Water and Energy Resources
Expand and Improve Parks and Open Space
Promote Sustainable Local Food

Regional Mobility

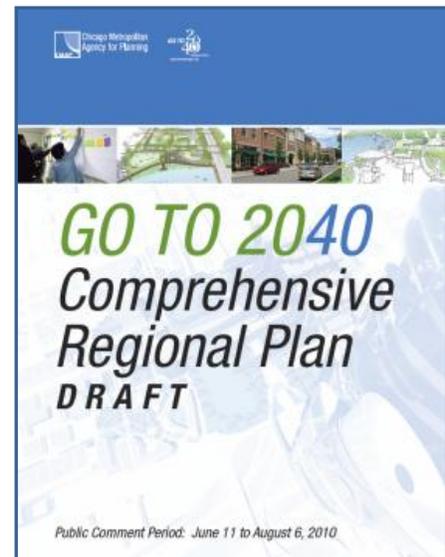
Invest Strategically in Transportation
Increase Commitment to Public Transit
Create a More Efficient Freight Network

Human Capital

Improve Education and Workforce Development
Support Economic Innovation

Efficient Governance

Reform State and Local Tax Policy
Improve Access to Information
Pursue Coordinated Investments



Executive Summary

“Livable communities are healthy, safe, and walkable. Livable communities offer transportation choices providing timely access to schools, jobs, services, and basic needs.” (p. 5, **Executive Summary**)

Challenges and Opportunities

“Providing more transportation choices to our residents is a vital component of livability. Many parts of our region are accessible only by car, but livable communities should allow walking, biking, and using public transportation. They should be broadly accessible and allow travel by any transportation mode, allowing older residents to “age in place,” improving mobility for disabled residents, and leading to better health overall. Supportive land use and walkability are also critically important to support the expansion of public transit.” (p. 26, **Challenges and Opportunities**)

“Addressing the challenges of congestion and the other issues that face our transportation system requires an approach that is multimodal, promoting the use of transportation options other than driving. The vast majority of trips are made by individuals driving alone, and it is expected that driving will continue to be the primary mode of transportation for many or most of our residents, but there is an opportunity for other modes -- walking, biking, and using transit -- to make up a greater share of trips.” (p. 32, **Challenges and Opportunities**)

Livability

“*GO TO 2040* supports reinvesting in existing communities, pursuing opportunities for more compact, walkable, and mixed-use development, and providing a range of housing options.” (p. 46, **Land Use and Housing**)

“Recent research also illustrates links between livable communities and both physical and mental health. Some benefits can be linked to physical design features such as access to parks and open space, and available bicycle and pedestrian facilities.” (p. 51, **Land Use and Housing**)

“*GO TO 2040*’s emphasis on establishing compact, mixed use, walkable developments served by transit will improve the region’s energy efficiency... Livable communities also promote lower-energy modes of travel, such as transit, walking, and biking.” (p. 71, **Water and Energy**)

“The transportation sector is the second-largest contributor of GHG in the region, after energy use in buildings. Most of the transportation emissions are from on-road sources, with most of that from passenger vehicles or light-duty trucks... Since the use of transit is associated with lower emissions per passenger mile than automobiles, and biking and walking generate no additional carbon dioxide, promoting alternative modes of transportation as recommended in *GO TO 2040* also tends to mitigate climate change.” (p. 75, **Water and Energy**)

“A major recommendation of *GO TO 2040* is the promotion of livable communities, or compact, mixed use, walkable and bicycle-friendly developments served by transit. Besides their quality-of-life benefits, they also improve energy efficiency through increased use of lower-energy modes of travel (transit, walking, and biking) over automobiles.” (p. 86, **Water and Energy**)

“Multimodal design (“complete streets”) should be the rule, not an exception funded as an add-on through the Transportation Enhancement (TE) program. TE can be used for twelve eligible activities including providing bicycle and pedestrian facilities. The development of multiuse, off-street greenway trails identified in the 2009 Greenways and Trails Plan should be considered an important use of the TE funds as long as they last.” (p. 120, **Parks and Open Space**)

Mobility

TRANSPORTATION VISION STATEMENTS

The Regional Vision for GO TO 2040 describes a future multi-modal transportation system that is “safe, accessible, easy to navigate, affordable, and coordinated with nearby land use,” reduces congestion and improves regional mobility, and supports “reinvestment in our existing communities... leading to environmentally sensitive and fiscally efficient outcomes.”

To achieve this, GO TO 2040 seeks to maintain existing infrastructure of all types and gain operational efficiencies from it, make additional investments in transit and freight, use innovative and sustainable finance and system management ideas, link transportation investments with housing and land use, and encourage choices that result in livable, walkable, transit-supportive communities.

(p. 31, Challenges and Opportunities)

“States have authority to transfer funds among different programs- for example, Interstate Maintenance (IM) funds or National Highway System (NHS) funds can be transferred to the Surface Transportation Program (STP), which can then be programmed for a variety of transportation purposes, including highway, transit, or bike/pedestrian projects.” **(p. 162, Transportation Investments)**

“Pursuing new major capital projects, while important, is a lower priority than other strategic improvements such as the following: transit system operations improvements; other systematic capital improvements to transit facilities (e.g., designated bus only lanes, transit signal priority); pedestrian and bicycle improvements; expansion of paratransit service; arterial widenings and operational improvements in congested areas; traveler information services; variable pricing on expressways; interchange reconstructions with operational improvements; intersection treatments; or signal interconnects.” **(p. 183, Transportation Investments)**

“[Public transit] supports non-motorized transportation systems, as most transit trips begin or end with walking or biking, and improved walking and biking systems are linked with positive health outcomes. Transit is a central component of livable communities, one of the main themes of *GO TO 2040*.” **(pp. 202-03, Public Transit)**

“One important precondition for successful transit service is an extensive pedestrian infrastructure that makes direct connections from transit stops to nearby destinations.” **(p. 211, Public Transit)**

Context and Best Practices

“*GO TO 2040* identifies a role for the state in helping to catalyze well planned, walkable communities by supporting the connections between transportation and land use when making investment decisions.” **(p. 338, State Government)**

“The state can also work toward ensuring mobility for all users in its [road] maintenance and construction activities. Efforts to increase bicycling and walking as transportation and as recreation are important for reasons of mobility, health, safety, the environment, and the character of our communities. The state’s recent passage of “complete streets” legislation requires: that bicycle and pedestrian travel ways be considered in the planning and development of facilities, that bicycles and pedestrians be accommodated when roads are built or rebuilt, and that IDOT establish design and construction standards for bicycle and pedestrian ways. Developing and maintaining bicycle facilities

and programs can help improve the overall operation of the transportation system.” (p. 344, **State Government**)

“A good walking and bicycling environment is essential for our region. Barriers to pedestrians, bicyclists, and people with disabilities can discourage mobility, require expensive auto trips, or even prevent trips. *GO TO 2040* supports improving conditions for non-motorized transportation. CMAP has played a central role in encouraging local, county, and state implementers to implement pedestrian and bicycle improvements, and these elements are addressed as critical elements of livable communities in *GO TO 2040*. The Soles and Spokes program is an important part of CMAP’s ongoing operations and its continuation is also supported.

Seniors and the disabled face unique transportation challenges; *GO TO 2040* supports the consideration of the needs of these groups in the course of providing regular transportation improvements and services. Transit agencies have established programs to comply with the Americans with Disabilities Act (ADA), which contributes greatly to improved transportation safety for all persons. Specific attention is given to accessibility and safety in the design of transit vehicles, stations, bus shelters, and other facilities; *GO TO 2040* supports continued progress in this area. Continued operation of paratransit services to comply with and exceed the requirements of ADA is recommended, and improvements to fixed-route bus services are also recommended to encourage use of these assets by all riders.” (p. 356, **Regional Authorities**)

“[*GO TO 2040* supports] particular strategies targeted to vulnerable users of the transportation system. These include:

- General pedestrian and bicyclist safety. Roadway improvement funds should be devoted to improving pedestrian and bicyclist safety where necessary, and should include safe and inviting sidewalks, safe bicycle facilities, and crosswalks or traffic calming techniques. There are strong links between local planning and support for alternative transportation modes.
- Programs to improve safety near schools, through “Safe Routes to School” projects or programs. The objective of these programs is to increase walking and biking to school among children, which has positive impacts on health and community livability.
- Strategies to support safe travel for seniors and people with disabilities. Seniors and the disabled experience unique transportation challenges, and are likely to make transportation decisions based on perceptions of safety. It is important to create a safe and secure system to allow their travel -- particularly through improvements to pedestrian facilities and the transit system.”

(p. 358, **Regional Authorities**)

“Councils of Mayors are groups of municipalities which select projects to be funded by the Surface Transportation Program (STP), a federal program. These groups are convened and staffed by either counties or COGs. STP funds can be used to improve arterial and collector streets or to implement transportation control measures, like bicycle facilities, commuter parking lots for suburban transit, or similar strategies. Each Council receives individual funding and determines its own methodology for selecting projects, subject to federal guidelines. Local councils have broad discretion in how they select projects, and can support *GO TO 2040* by allocating funding to projects that help to implement the plan. .” (p. 368, **Counties and Councils of Government**)

“Related to their role in protecting public health by promoting active lifestyles, counties may also encourage a “complete streets” approach to roadway design, making sure that needs of pedestrians and bicyclists are accommodated. Counties also can take a leadership role in providing both on-street and off-street bicycle facilities and encouraging connections between municipal bicycle systems.” (p. 370, **Counties and Councils of Government**)

“Transit works best in walkable communities; making a community walkable requires infrastructure investments such as sidewalks, pedestrian crossings at major roads, and curb cuts and ramps for wheelchairs to allow access by disabled residents. Direct pedestrian connections between transit stops and nearby destinations are important to make transit attractive to use. Other small-scale infrastructure improvements also help to support transit, including installing bus shelters, adding bicycle racks at train stations and bus stops, or removing on-street parking spaces to improve bus access.” (p. 384, **Municipalities**)

“Best practices in local road management include complete streets techniques, which allow for pedestrian, bicycle, and transit accommodations, and may involve narrower lane widths for lower-volume and low-speed roadways.

...

Municipalities can also support bicycling as an important transportation mode. Most experts recommend a “three-E” process of education, enforcement, and engineering, recognizing that it is critical for both bicyclists and drivers to understand the rules of the road, and for traffic laws regarding driver behavior to be enforced. Engineering can include striping bicycle lanes or signing roadways for shared bicycle use, pursuing “complete streets” techniques on roads, constructing off-street trails, and providing bike parking near transit or high-volume locations. Planning for bicycle access and parking at train stations and bus stops can help to support transit. Also, bicycle routes that are components of greenways can also help to support connections between parks and other open space.

Promoting walking and bicycling as serious transportation options can have positive impacts on health and is especially helpful for certain residents. Pedestrian and bicycle access is particularly relevant around schools, giving students the opportunity to walk or bike. Having a range of alternative transportation options allows older residents to “age in place” and helps to create communities that are friendly to seniors and the disabled.” (p. 385, **Municipalities**)

“In general, support for alternative transportation modes, including transit, walking, and biking, furthers the implementation of *GO TO 2040*. Alternative transportation can be supported on a site-by-site basis in a number of ways. Most basically, developers can include sidewalks within their developments; a walkable community is a basic precondition for transit. Larger developments can also benefit from internal bicycle facilities, whether on-street striped lanes or off-street trails.

Further, developers can seek to connect their internal networks of pedestrian and bicycle facilities to larger, external networks.” (p. 397, **Development Community**)

“An important element of livability involves having access to transportation modes beyond driving. Residents of the region spend millions of hours in traffic delays each year. The extensive public involvement process undertaken for *GO TO 2040* has demonstrated that residents want transportation alternatives that are safe and efficient. People know that there are other ways besides driving to get places -- walking and bicycling, carpooling, bus, train -- but these options aren’t always available. The biggest role that individuals can play in the development of multimodal transportation is to support its development and then use it.

Walkability is also a key component of good urban design. Places that feel comfortable are usually places where there is lots of street activity. When a community is walkable more people -- families, couples, elderly, and youth -- tend to go out and spend time in their neighborhood. Walkable neighborhoods provide opportunities for chance meetings. It’s a way for people to interact with one another, meet your neighbors, and to foster a “sense of community.” Individuals can support

sidewalks and complete street initiatives by advocating for these changes at the neighborhood or municipal level.

Walkability is an integral aspect of livability, as it not only supports an active lifestyle and positively impacts personal health, but it can promote safety by increasing the number people of out and about in the community. Pedestrian and bicycle access is particularly relevant around schools, giving students the opportunity to walk or bike to school rather than being driven or bused.

Beyond recreational walking and bicycling, individual businesses can support bicycling as a form of transportation to and from work. Businesses of any size can support their employees biking to work by providing incentives like shower facilities, bike storage facilities or by providing annual bicycle safety workshop for employees. Businesses of any size can support bicycling is by participating in "Bike to Work Week."

(pp. 402-03, Individuals)