



Walk Roll Illinois

Active Transportation Plan

Fall Planning Conference 2026 | Normal

Plan Overview



1. Introduction & Overview
2. Bicyclist Typology & Stress
3. Existing Conditions & Data
4. Strategies & Action Items
5. Plan Resources
6. Let's Walk and Roll!

Welcome to Walk.Roll.Illinois

➤ **Vision, Goals, Need**



The Need

This plan highlights the need for active transportation as a healthy, sustainable and essential mode of everyday **transportation**.

~23% of residents engage in no physical activity in a given week



(America's Health Rankings, Illinois, 2024)



552,555 Illinois households do not own a vehicle

(ACS 5-year estimates, 2024; B08201)



18% of traffic fatalities include people walking and rolling

(Illinois Vulnerable Road User Safety Assessment, 2023)

Public Engagement



Online Public Survey

2,442 Surveys Completed



Virtual Open House

123 Visitors



Interactive Map

4,133 Comments

Connected AT Design

"Too many breaks in paths for walking, riding, or transit that connect our neighborhoods and towns. We need infrastructure for transportation options other than cars."

Safety, Safety, Safety

"We need street design that is safe for walkers and bikers and structured to slow down traffic so we can share the road."

Project Vision

Vision Statement

It is our vision to provide a safe, equitable multimodal active transportation network in Illinois that reflects our unique communities, improves access, increases active transportation, and advances livability and connectivity for everyone, particularly those who walk, bike, or roll.



Alignment with the BRC and ICB



Recommendation # 22C:
Implement the Active Transportation Plan



Interagency Council
on Bikeways



Identify active transportation
challenges & opportunities



Support development of
Walk.Roll.Illinois



Ensure implementation of the
Complete Streets Policy &
advance ATP strategies

Traffic Stress and Cyclist Profiles

➤ What can you tolerate?





What Level of Traffic Stress Can this Cyclist Tolerate?

- **Cyclist profile**

- Age 4
- Balance 8/10
- Comfort 10/10
- Technical Skill 4/10
- Manners 4/10
- Spatial awareness 3/10





- **Cyclist profile**

- Balance 6/10
- Risk tolerance 4/10
- Experience 7/10
- Beginner MTB trail rider
- Busted front tooth walking with hands in pockets



- **Cyclist profile**
 - Age 48, very active
 - Technical Skill 8/10
 - Confidence 10/10
 - Experience 8/10
 - Multiple near-misses





What level of traffic stress can you tolerate?



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What level of traffic stress can you tolerate?

LTS 1 - slow speeds, max separation, low volume, all ages and abilities

☐ 0%

LTS 2 - suitable for most adults, lower volume, wider lanes, under 30mph

☐ 0%

LTS 3 - less wide, faster speeds, for confident riders that still prefer some separation

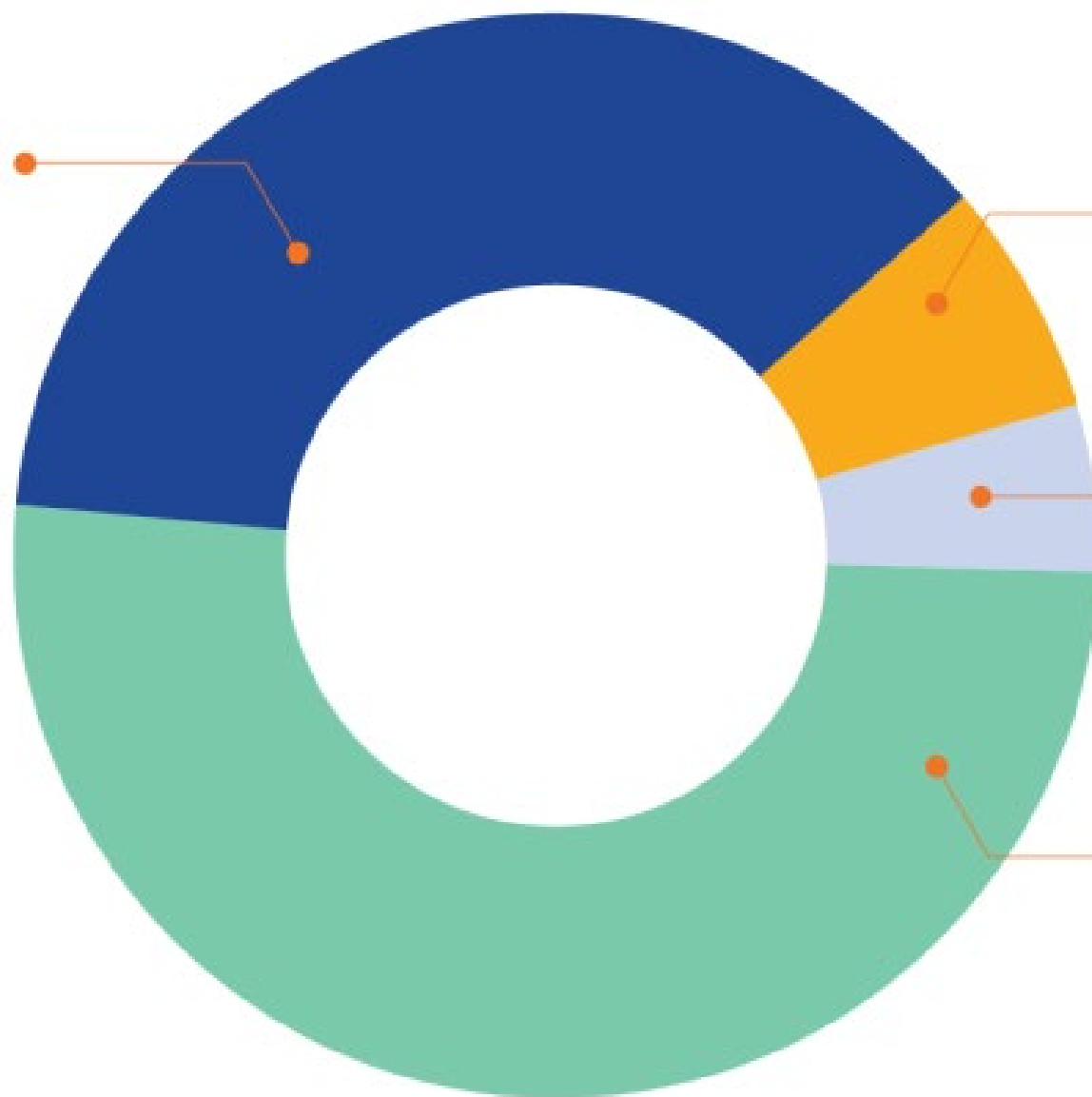
☐ 0%

LTS - challenging for most; ridden only out of necessity or extreme enthusiasm

☐ 0%

37%

No Way
No How



7%

Strong &
Fearless



5%

Enthusied &
Confident



51%

Interested but
Concerned

Existing Conditions and Data Resources

➤ **Back to the plan...**



Existing Conditions Memos

Maintenance

Existing Conditions: Active Transportation Maintenance Practices in Illinois

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design developed this memorandum to provide a high-level overview of active transportation maintenance. The memorandum summarizes the resources, responsibilities, and practices pertaining to active transportation maintenance in Illinois.



Design Guidance

Overview of Design Guidance in Illinois

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design, Lochmüller Group, and Sam Schwartz Consulting developed this memorandum to provide a high-level overview of active transportation design guidance. The memorandum summarizes how federal, state, and local design guidance and resources shape the development of active transportation infrastructure in Illinois.



New Mobility

Overview of New Mobility in Illinois

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design developed this memorandum to provide a high-level overview of new mobility, specifically micromobility. The memorandum summarizes micromobility practices and resources relevant to Illinois communities.



Funding Sources

Overview of Active Transportation Funding Sources

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design developed this funding memorandum to provide a comprehensive list of active transportation funding programs in Illinois. The memorandum provides overview-level information followed by more detailed attributes of each funding source.



Demand / Equity / Health Analysis Factors



District Analysis Example



521,241
residents



\$31,841
median income



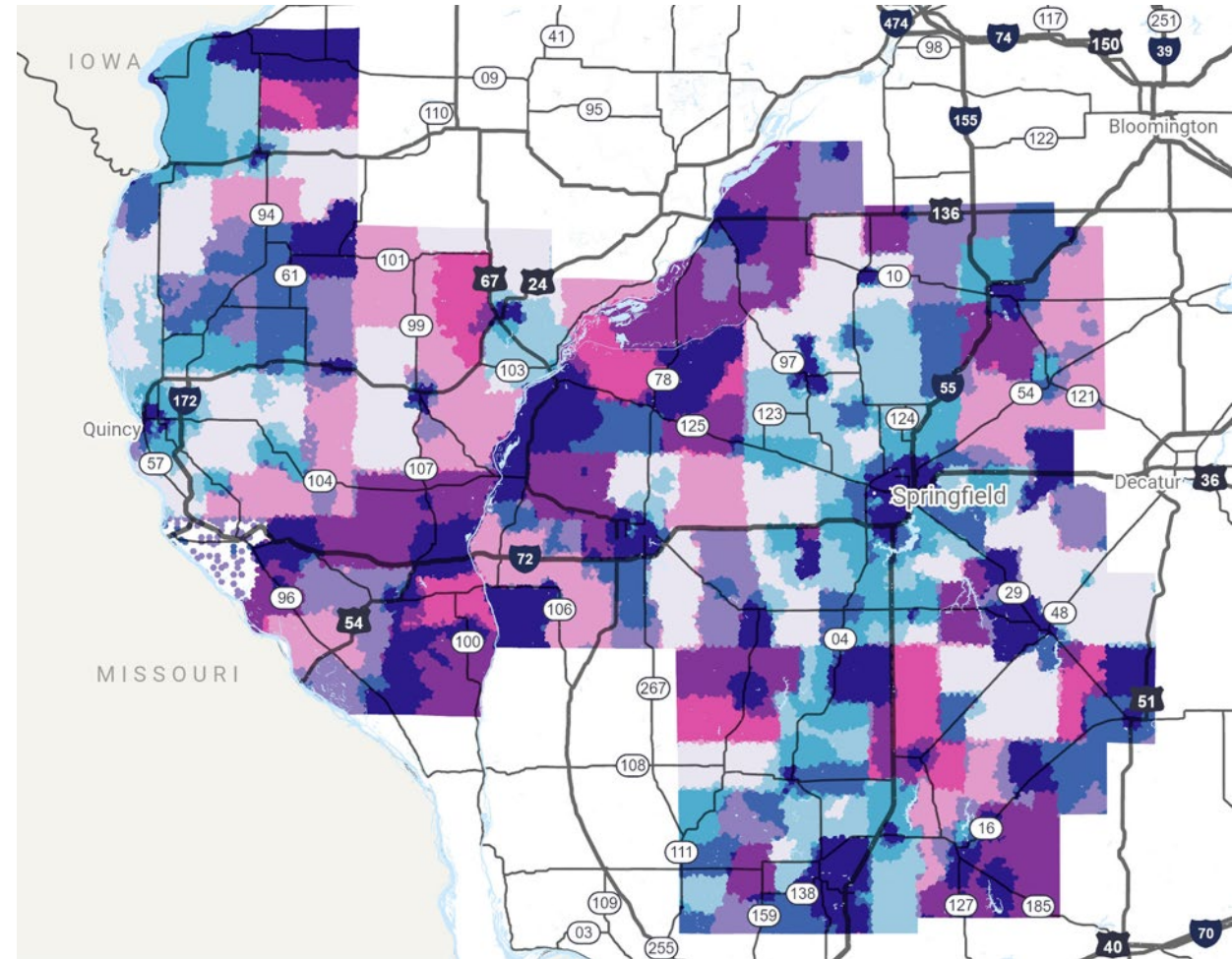
348
miles of bikeways



District 6 had a greater concentration of people in vulnerable communities than the state average.



District 6 had a lower active transportation demand than the state average.



Statewide Analysis Overlay



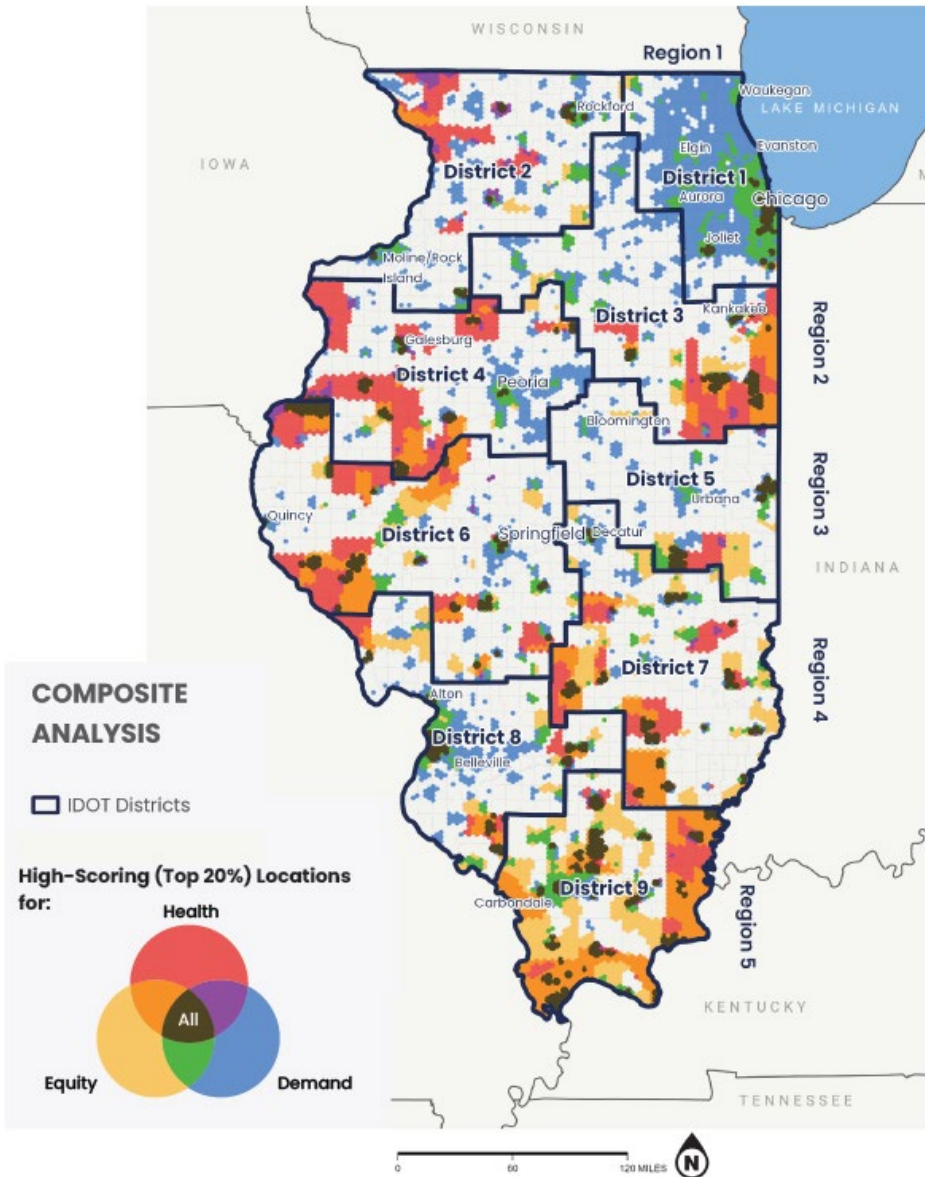
Combined Analysis Statewide Characteristics

The following areas in Illinois are the highest-scoring locations across **multiple categories**, with scores in the top 20% of all locations statewide across equity, demand and/or health.

- › Chicago
- › Joliet
- › Kewanee
- › Rockford
- › Gilman
- › Pontiac
- › Kankakee

- › Galesburg
- › Peoria
- › Astoria
- › Pittsfield
- › Springfield
- › Taylorville
- › Danville

- › Arcola
- › Mattoon
- › Vandalia
- › Mount Vernon
- › Carbondale
- › East St. Louis
- › Metropolis



Data Resources: BLOS

- **Key Factors**

- 5-tier rating from most to least suitable
- Average daily traffic volumes
- Truck traffic and lane widths

- **Limitations**

- Designed for semi-experienced adult cyclists
- Does not account for vertical grades
- Does not rate separated bike lanes, buffered bike lanes, or shared use paths



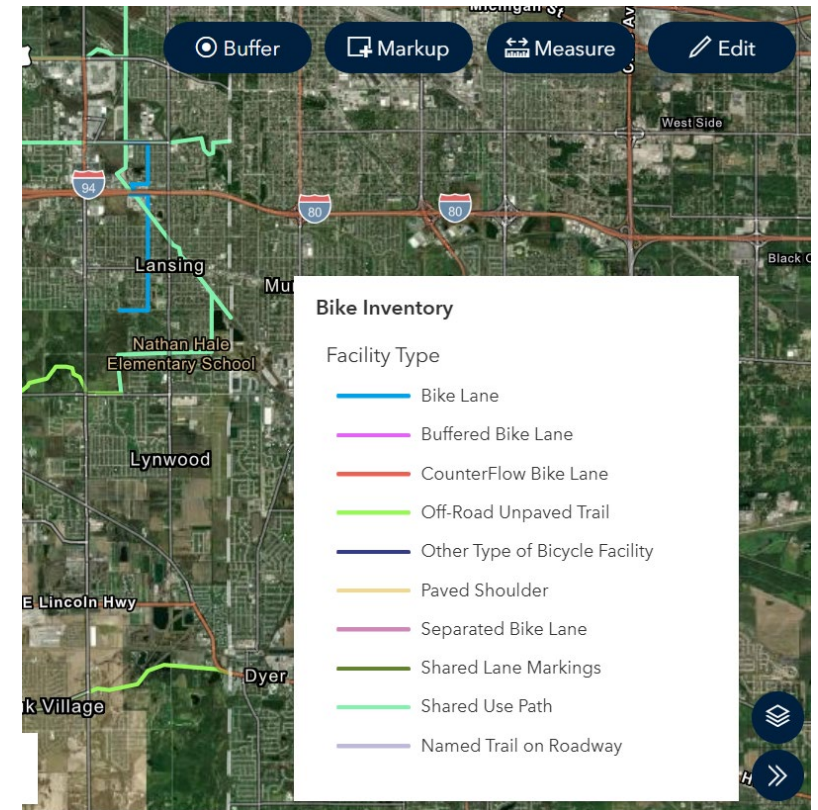
Data Resources: BFIS

- **Key Factors**

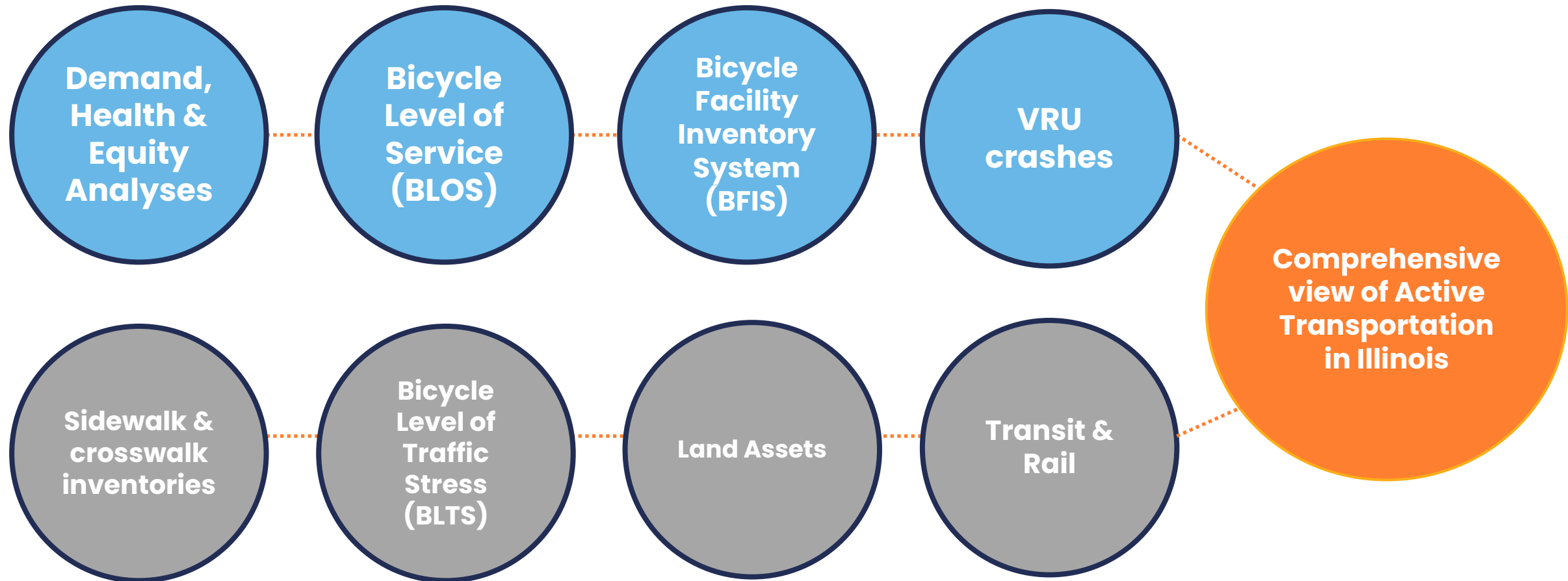
- GIS map of bicycle lanes, paths, trails, and other facilities
- Differentiates between planned and existing facilities
- Collaborative effort between local and state agencies

- **Limitations**

- Missing majority of state and local on-road bicycle lanes
- Misclassifications & “other” entries persistent
- Ambiguity – does it not exist or is it just not mapped?



Active Transportation Interactive Mapping





How familiar are you with the Bicycle Facility Inventory System (BFIS) or bike inventories in general?



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8usiu2

How familiar are you with the Bicycle Facility Inventory System (BFIS) or bike inventories in general?

Never used or heard of BFIS.

☐ 0%

Know of BFIS but unsure what data are needed for mapping.

☐ 0%

Have already shared all the bicycle facility data my organization has access to with BFIS.

☐ 0%

Have access to bicycle facility inventory data and plan to upload it to BFIS.

☐ 0%

Focus Areas and Action Items

➤ What are we trying to do?



Goal: Safety

- **Key Focus Areas**

- Safer infrastructure + **data-driven gap identification**
- Education, outreach and technology
- Maintenance standards and resources

- **Key Actions**

- **Prioritize low-stress connections and separation**
- Expand the use of Road Safety Audits and bike & walk audits
- Implement education campaigns + law enforcement coordination

Goal: Connectivity

- **Key Focus Areas**

- **Complete network gaps**
- Align active transportation with transit
- Improve funding access and data tools

- **Key Actions**

- Update **design guidance + Complete Streets** standards
- Implement traffic calming + safety countermeasures
- **Integrate active transportation with transit hubs & mobility networks**

Goal: Equity

- **Key Focus Areas**

- Equitable funding distribution
- Focus on **communities with multiple dimensions of need**
- Inclusive engagement

- **Key Actions**

- Prioritize funding for communities that have experienced historic disinvestment
- Expand community engagement (toolkits, surveys, compensated participation)
- Use and continue to **refine equity metrics in project selection**

Goal: Partnerships

- **Key Focus Areas**

- **Cross-agency** coordination
- Workforce training and capacity building
- **External and non-traditional partnerships**

- **Key Actions**

- Establish internal working groups + knowledge sharing
- Formalize MOUs with local agencies and partners
- **Develop statewide communication toolkit for implementation**

Goal: Livability

- **Key Focus Areas**

- **Complete Streets implementation and incentives**
- Policy and design improvements
- Multimodal community development

- **Key Actions**

- Develop Complete Streets Design Guide + policy updates
- **Create toolkits and funding incentives** for local adoption
- Expand technical assistance and planning support for local agencies
- Promote **context-sensitive, multimodal design** approaches

Goal: Public Health and the Environment

- **Key Focus Areas**

- Increase active transportation trips / decrease vehicle trips
- **Integration with public health initiatives**
- **Environmental benefits**

- **Key Actions**

- Align planning with public health programs (IDPH, CDC frameworks)
- Track active transportation usage + health metrics
- Reduce vehicle miles traveled (VMT) and emissions
- **Promote walkable, mixed-use, transit-oriented development**

Goal: Economic Vitality

- **Key Focus Areas**

- Business district **connectivity**
- Rural **economic development**
- Trail-based tourism

- **Key Actions**

- Connect active transportation to commercial corridors
- Invest in **rural trail development + Main Street** revitalization
- **Expand trail networks** + “trail town” concepts
- Partner on statewide tourism campaigns (Active Travel Illinois)

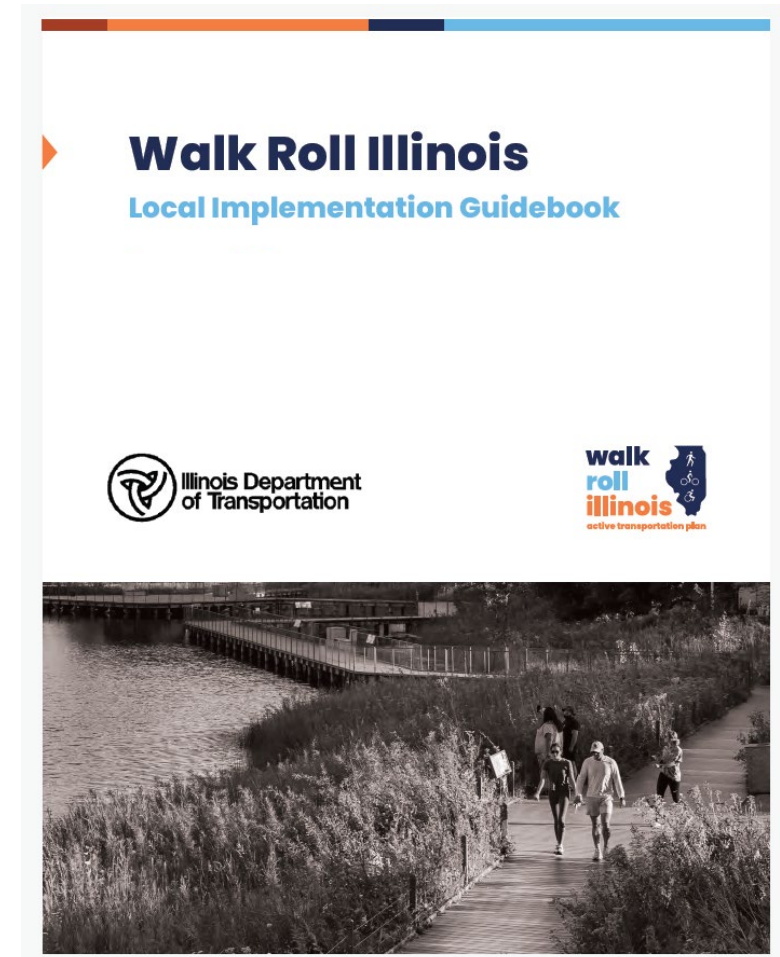
Plan Resources

- **Supplemental resources to support IDOT and partner agencies**



Local Implementation Guide

- Planning Strategies and Resources
- Policy Guidance and Implementation
- Cost Benefit Analysis
- Funding Sources
- Design Guidance
- Education and Outreach
- Micromobility
- Transit Integration
- Maintenance



Economic Benefit Assessment and Tool – Coming Soon!

- Local case studies with benefit-cost assessment (BCA) and interviews
- Spreadsheet tool to estimate BCAs
- GIS-based context transfer tool where no count data available
- **We need agencies to pilot and test the tool!**



Resource Recap



- District-level analyses
- Existing conditions memos
- Interactive mapping tool
- Quick-start guides & presentation toolkit
- Images and logos for download

Ready to Walk & Roll?

➤ Here's how you can help us get moving!



Get Involved!

- Join the Interagency Council on Bikeways (ICB)
 - Open house meeting: September 29 at 1:30 PM
- Update or submit your bicycle facility data to BFIS
- Join the Active Transportation Mailing List (QR code in water bottle)
- Test out the Economic Benefits Assessment tool
- Host a community meeting or focus group (we've got the materials!)
- Share the ATP through social media and communications channels

Apply for the Illinois Transportation Enhancement Program (ITEP) Grant

- Applications accepted through October 5, 2026
 - Pedestrian and bicycle facilities (all types)
 - Trail conversions
 - Streetscapes
 - Preservation & rehabilitation of transportation facilities
- ITEP Webinar: September 16 @ 11:00
- \$157 million in available funds
- 50-100% local match assistance

Thank you!

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