






# GOAL AREA: Safety

## GOAL STATEMENT –

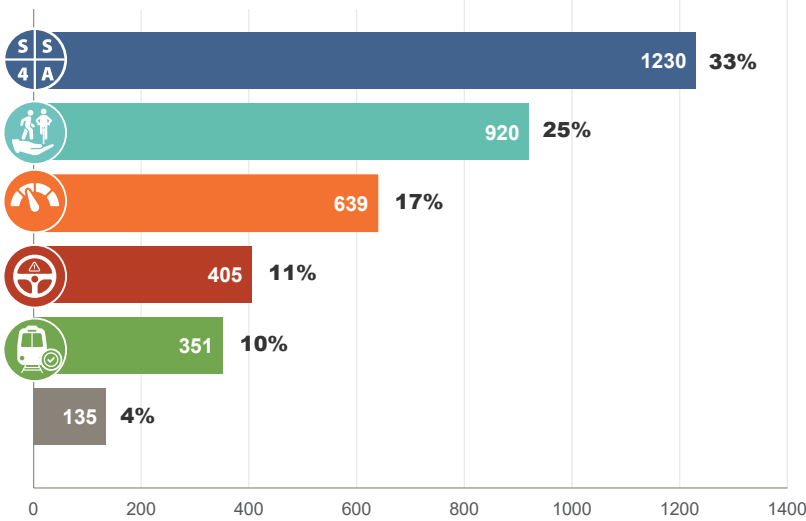
Address recent trends in crashes by improving system design and addressing contributing human behaviors.

## STRATEGIES

Survey respondents were directed to select the two strategies that were most important to address in the goal area. Strategies included:

-  **Construct safer streets for all users** – cars, bicyclists, pedestrians, and people in vehicles.
-  **Protect vulnerable road users** – those that walk, bike, or roll.
-  **Design roads that promote safe speeds.**
-  **Reduce distracted driving** through education and enforcement.
-  **Enhance transit safety** conditions.

## TOTAL SURVEY RESPONSES



## SURVEY ANALYSIS TAKEAWAYS

- Most survey respondents, regardless of income, education levels or geography placed **constructing safer streets for all users** for all users as their top pick.
- **Reducing distracted driving** ranked higher in rural areas and progressively diminished through the increase in area population size, from small town, to suburban to urban areas at the low end.
- Urban areas valued **protecting vulnerable road users** at higher rates than other geographic areas.
- Household income did not appear to have a significant impact on response choice. All income levels ranked **constructing safer streets for all users** as their top pick, **protecting vulnerable road users** as their second choice, and designing roads that **promote safer speeds** in third. Black or African American respondents placed value on **reducing distracted driving**, ranking it second.
- **Enhancing transit safety** conditions fell to the bottom of the list among respondents.

| Survey Response Priority Rankings | #1 | #2 | #3 |
|-----------------------------------|----|----|----|
| <b>By Gender</b>                  |    |    |    |
| Female                            | ●  | ●  | ●  |
| Male                              | ●  | ●  | ●  |
| <b>By Geographic Area</b>         |    |    |    |
| Rural                             | ●  | ●  | ●  |
| Small Town                        | ●  | ●  | ●  |
| Suburban                          | ●  | ●  | ●  |
| Urban                             | ●  | ●  | ●  |
| <b>By Age</b>                     |    |    |    |
| 18–24 Years                       | ●  | ●  | ●  |
| 25–34 Years                       | ●  | ●  | ●  |
| 35–44 Years                       | ●  | ●  | ●  |
| 45–54 Years                       | ●  | ●  | ●  |
| 55–64 Years                       | ●  | ●  | ●  |
| 65 Years or Older                 | ●  | ●  | ●  |
| <b>By Race/Ethnicity*</b>         |    |    |    |
| Asian                             | ●  | ●  | ●  |
| Black/African Amer.               | ●  | ●  | ●  |
| Hispanic or Latino                | ●  | ●  | ●  |
| White                             | ●  | ●  | ●  |
| <b>By Education Level</b>         |    |    |    |
| High School                       | ●  | ●  | ●  |
| Associate's Degree                | ●  | ●  | ●  |
| Bachelor's Degree                 | ●  | ●  | ●  |
| Master's Degree                   | ●  | ●  | ●  |
| Doctoral Degree                   | ●  | ●  | ●  |
| <b>By Income</b>                  |    |    |    |
| Less than \$25k                   | ●  | ●  | ●  |
| \$25k – \$50k                     | ●  | ●  | ●  |
| \$50k – \$75k                     | ●  | ●  | ●  |
| \$75k – \$100k                    | ●  | ●  | ●  |
| \$100k – \$200k                   | ●  | ●  | ●  |
| \$200k or more                    | ●  | ●  | ●  |

\*Insufficient data for "American Indian of Alaska Native" or "Native Hawaiian or Other Pacific Islander" to be statistically representative.




# GOAL AREA: Resiliency

## GOAL STATEMENT –

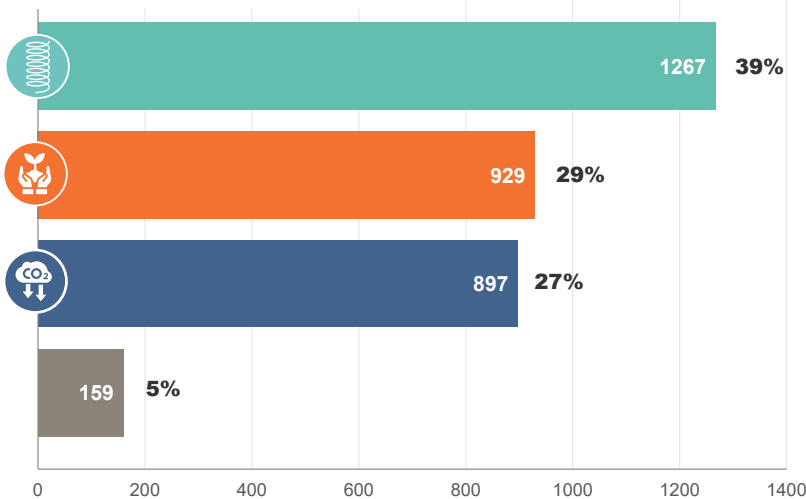
Improve transportation system reliability from unforeseen events focusing on climate related natural hazards.

## STRATEGIES

Survey respondents were directed to select the two strategies that were most important to address in the goal area. Strategies included:

-  Provide infrastructure that is **resilient to natural disasters** and weather events.
-  **Limit impacts to natural environment** such as plant and animal habitats.
-  **Carbon Reduction** – reduce emissions from vehicles.

## TOTAL SURVEY RESPONSES



## SURVEY ANALYSIS TAKEAWAYS

- **Resilient infrastructure** trends downward from rural through urban (rural > small town > suburban > urban).
- **Resilient infrastructure** ranks higher among older demographics, particularly those 45 and older.
- Rural respondents ranked **limit impacts to the environment** as their second pick at 30%. This could be motivated by or attributed to [the work in / those who work in] agriculture.
- Gender impacted responses, with males placing more emphasis on **resilient infrastructure** than female, and females placing more emphasis on **limiting impacts to the environment** than males.
- **Carbon reduction** responses decreased as respondents' age increased.
- **Reducing carbon** was the top response among individuals in urban settings. Also, the higher the classification of education degree the higher **carbon reduction** ranked.
- Income level did not appear to have much impact on respondent choice, however race and/or ethnicity impacted results with White respondents placing **carbon reduction** as their lowest priority of the three choices.

| Survey Response Priority Rankings | #1 | #2 | #3 |
|-----------------------------------|----|----|----|
| <b>By Gender</b>                  |    |    |    |
| Female                            | ●  | ●  | ●  |
| Male                              | ●  | ●  | ●  |
| <b>By Geographic Area</b>         |    |    |    |
| Rural                             | ●  | ●  | ●  |
| Small Town                        | ●  | ●  | ●  |
| Suburban                          | ●  | ●  | ●  |
| Urban                             | ●  | ●  | ●  |
| <b>By Age</b>                     |    |    |    |
| 18–24 Years                       | ●  | ●  | ●  |
| 25–34 Years                       | ●  | ●  | ●  |
| 35–44 Years                       | ●  | ●  | ●  |
| 45–54 Years                       | ●  | ●  | ●  |
| 55–64 Years                       | ●  | ●  | ●  |
| 65 Years or Older                 | ●  | ●  | ●  |
| <b>By Race/Ethnicity*</b>         |    |    |    |
| Asian                             | ●  | ●  | ●  |
| Black/African Amer.               | ●  | ●  | ●  |
| Hispanic or Latino                | ●  | ●  | ●  |
| White                             | ●  | ●  | ●  |
| <b>By Education Level</b>         |    |    |    |
| High School                       | ●  | ●  | ●  |
| Associate's Degree                | ●  | ●  | ●  |
| Bachelor's Degree                 | ●  | ●  | ●  |
| Master's Degree                   | ●  | ●  | ●  |
| Doctoral Degree                   | ●  | ●  | ●  |
| <b>By Income</b>                  |    |    |    |
| Less than \$25k                   | ●  | ●  | ●  |
| \$25k – \$50k                     | ●  | ●  | ●  |
| \$50k – \$75k                     | ●  | ●  | ●  |
| \$75k – \$100k                    | ●  | ●  | ●  |
| \$100k – \$200k                   | ●  | ●  | ●  |
| \$200k or more                    | ●  | ●  | ●  |

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# GOAL AREA: Mobility

## GOAL STATEMENT –

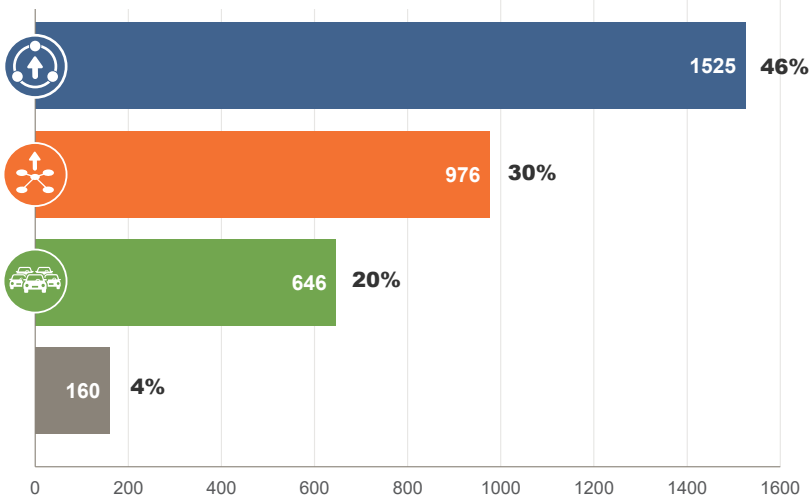
Prioritize transportation system operations and investments to improve overall multimodal travel reliability

## STRATEGIES

Survey respondents were directed to select the two strategies that were most important to address in the goal area. Strategies included:

-  **Increase connectivity** to important destinations for all transportation users.
-  Increase **shared mobility** options.
-  **Limit congestion** during peak periods of the day.

## TOTAL SURVEY RESPONSES



## SURVEY ANALYSIS TAKEAWAYS

- Increase connectivity** was the highest response among all ages, with an upward trend as numerical age increased.
- Increase connectivity** was also the highest response among all income levels, races and/or ethnicities, genders and all geographies.
- Urban residents also valued **shared mobility** options ranking it second at 34% (as compared to rural individuals ranking it third at 20%). Rural individuals ranked **limited congestion** higher than the other geographic (small town, suburban and urban) individuals.
- Shared mobility** options scored higher among those under 45-years old, while **limited congestion** scored higher among individuals older than 45 years of age.

| Survey Response Priority Rankings | #1 | #2 | #3 |
|-----------------------------------|----|----|----|
| <b>By Gender</b>                  |    |    |    |
| Female                            | ●  | ●  | ●  |
| Male                              | ●  | ●  | ●  |
| <b>By Geographic Area</b>         |    |    |    |
| Rural                             | ●  | ●  | ●  |
| Small Town                        | ●  | ●  | ●  |
| Suburban                          | ●  | ●  | ●  |
| Urban                             | ●  | ●  | ●  |
| <b>By Age</b>                     |    |    |    |
| 18–24 Years                       | ●  | ●  | ●  |
| 25–34 Years                       | ●  | ●  | ●  |
| 35–44 Years                       | ●  | ●  | ●  |
| 45–54 Years                       | ●  | ●  | ●  |
| 55–64 Years                       | ●  | ●  | ●  |
| 65 Years or Older                 | ●  | ●  | ●  |
| <b>By Race/Ethnicity*</b>         |    |    |    |
| Asian                             | ●  | ●  | ●  |
| Black/African Amer.               | ●  | ●  | ●  |
| Hispanic or Latino                | ●  | ●  | ●  |
| White                             | ●  | ●  | ●  |
| <b>By Education Level</b>         |    |    |    |
| High School                       | ●  | ●  | ●  |
| Associate's Degree                | ●  | ●  | ●  |
| Bachelor's Degree                 | ●  | ●  | ●  |
| Master's Degree                   | ●  | ●  | ●  |
| Doctoral Degree                   | ●  | ●  | ●  |
| <b>By Income</b>                  |    |    |    |
| Less than \$25k                   | ●  | ●  | ●  |
| \$25k – \$50k                     | ●  | ●  | ●  |
| \$50k – \$75k                     | ●  | ●  | ●  |
| \$75k – \$100k                    | ●  | ●  | ●  |
| \$100k – \$200k                   | ●  | ●  | ●  |
| \$200k or more                    | ●  | ●  | ●  |

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# GOAL AREA: Economy

## GOAL STATEMENT –

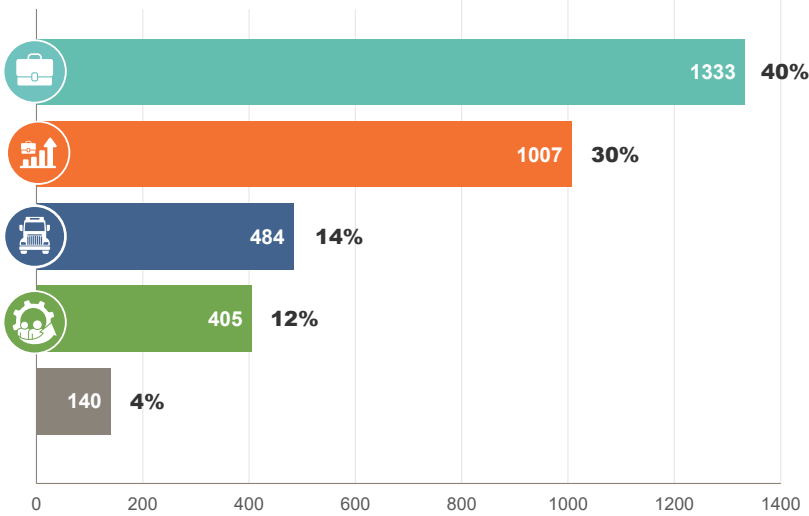
Support economic vitality by maintaining and strategically investing in Illinois' broad multimodal transportation network for the efficient movement of people and goods.

## STRATEGIES

Survey respondents were directed to select the two strategies that were most important to address in the goal area. Strategies included:

-  Provide better **access to jobs** via all modes of transportation.
-  Make transportation investments that spur **job growth**.
-  Enhance **freight connections** across the state.
-  Promote **workforce development** through transportation programs.

## TOTAL SURVEY RESPONSES



## SURVEY ANALYSIS TAKEAWAYS

- Strategies related to **job access** or **job growth** were the top two choices in all geographic areas.
- Providing better **access to jobs** via all modes of transportation ranked higher in urban areas comparatively by percentage than the other options under economic strategies.
- **Promoting workforce development** through transportation programs ranked lowest among respondents in all geographies, particularly the suburbs. It also ranked the lowest at nearly all levels of education.
- Individuals who identified as having an income of \$100,000 or higher also placed **promoting workforce development** on the bottom, where individuals who identified as earning less than \$100,000 ranked **enhancing freight connections** across the state as their bottom option.
- Gender was also a factor in response ranking. A higher percentage of female respondents gave value to providing better **access to jobs** (+5%). Male respondents ranked **enhancing freight connections** in third at 16% while female respondents placed it fourth at 11%.

| Survey Response Priority Rankings | #1 | #2 | #3 |
|-----------------------------------|----|----|----|
| <b>By Gender</b>                  |    |    |    |
| Female                            | ●  | ●  | ●  |
| Male                              | ●  | ●  | ●  |
| <b>By Geographic Area</b>         |    |    |    |
| Rural                             | ●  | ●  | ●  |
| Small Town                        | ●  | ●  | ●  |
| Suburban                          | ●  | ●  | ●  |
| Urban                             | ●  | ●  | ●  |
| <b>By Age</b>                     |    |    |    |
| 18–24 Years                       | ●  | ●  | ●  |
| 25–34 Years                       | ●  | ●  | ●  |
| 35–44 Years                       | ●  | ●  | ●  |
| 45–54 Years                       | ●  | ●  | ●  |
| 55–64 Years                       | ●  | ●  | ●  |
| 65 Years or Older                 | ●  | ●  | ●  |
| <b>By Race/Ethnicity*</b>         |    |    |    |
| Asian                             | ●  | ●  | ●  |
| Black/African Amer.               | ●  | ●  | ●  |
| Hispanic or Latino                | ●  | ●  | ●  |
| White                             | ●  | ●  | ●  |
| <b>By Education Level</b>         |    |    |    |
| High School                       | ●  | ●  | ●  |
| Associate's Degree                | ●  | ●  | ●  |
| Bachelor's Degree                 | ●  | ●  | ●  |
| Master's Degree                   | ●  | ●  | ●  |
| Doctoral Degree                   | ●  | ●  | ●  |
| <b>By Income</b>                  |    |    |    |
| Less than \$25k                   | ●  | ●  | ●  |
| \$25k – \$50k                     | ●  | ●  | ●  |
| \$50k – \$75k                     | ●  | ●  | ●  |
| \$75k – \$100k                    | ●  | ●  | ●  |
| \$100k – \$200k                   | ●  | ●  | ●  |
| \$200k or more                    | ●  | ●  | ●  |

\*Insufficient data for "American Indian of Alaska Native" or "Native Hawaiian or Other Pacific Islander" to be statistically representative.

# GOAL AREA: Livability

## GOAL STATEMENT –

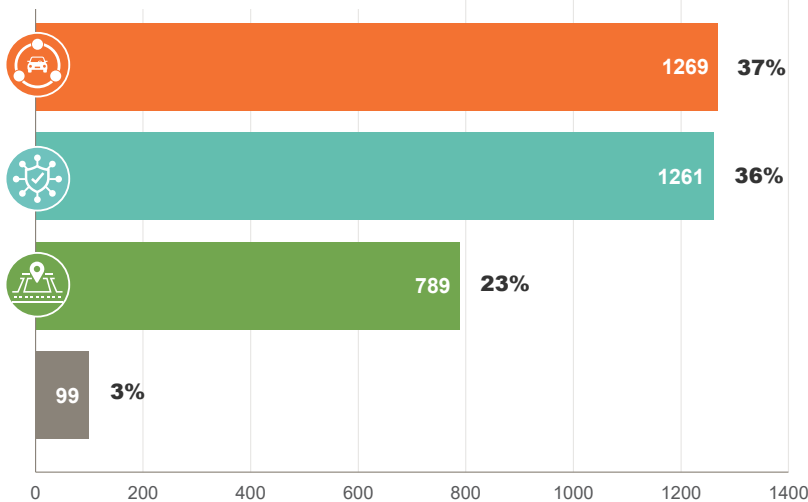
Enhance quality of life by prioritizing system investments that provide safe, efficient and environmentally conscious multimodal access to important destinations for all users while actively supporting communities and ensuring accessibility for diverse abilities.

## STRATEGIES

Survey respondents were directed to select the two strategies that were most important to address in the goal area. Strategies included:

-  Promote more **active transportation connections** including bicycle, pedestrian, and transit routes.
-  Implement street designs that provide **safe connections for all users**, including pedestrians and bicyclists.
-  Provide a transportation system that is **compatible with surrounding neighborhoods** and business districts.

## TOTAL SURVEY RESPONSES



## SURVEY ANALYSIS TAKEAWAYS

- **Safe street design for all users** and **promoting active transportation connections** ranked closely—less than one percentage difference across income levels. All income level responses ranked a transportation system that is **compatible with surrounding neighborhoods** third.
- Providing a **compatible transportation system** ranked high among individuals who identified as having either a high school diploma or an associate's degree, each group giving the response above 30%. This response also ranked higher among small town and rural populations and individuals aged 65-years and older.
- **Safe street design** ranked higher with Black or African American individuals and Hispanic or Latino individuals when compared to other races and/or ethnicities.
- There was a reduction among individuals in urban areas to the response providing a transportation system that is **compatible with surrounding neighborhoods** and an increase in **safe street design for all users** and **promoting active transportation connections**.
- Female respondents placed **safe street design** as their top choice, while male respondents placed **active transportation connections for all users** at the top.

| Survey Response Priority Rankings | #1 | #2 | #3 |
|-----------------------------------|----|----|----|
| <b>By Gender</b>                  |    |    |    |
| Female                            | ●  | ●  | ●  |
| Male                              | ●  | ●  | ●  |
| <b>By Geographic Area</b>         |    |    |    |
| Rural                             | ●  | ●  | ●  |
| Small Town                        | ●  | ●  | ●  |
| Suburban                          | ●  | ●  | ●  |
| Urban                             | ●  | ●  | ●  |
| <b>By Age</b>                     |    |    |    |
| 18–24 Years                       | ●  | ●  | ●  |
| 25–34 Years                       | ●  | ●  | ●  |
| 35–44 Years                       | ●  | ●  | ●  |
| 45–54 Years                       | ●  | ●  | ●  |
| 55–64 Years                       | ●  | ●  | ●  |
| 65 Years or Older                 | ●  | ●  | ●  |
| <b>By Race/Ethnicity*</b>         |    |    |    |
| Asian                             | ●  | ●  | ●  |
| Black/African Amer.               | ●  | ●  | ●  |
| Hispanic or Latino                | ●  | ●  | ●  |
| White                             | ●  | ●  | ●  |
| <b>By Education Level</b>         |    |    |    |
| High School                       | ●  | ●  | ●  |
| Associate's Degree                | ●  | ●  | ●  |
| Bachelor's Degree                 | ●  | ●  | ●  |
| Master's Degree                   | ●  | ●  | ●  |
| Doctoral Degree                   | ●  | ●  | ●  |
| <b>By Income</b>                  |    |    |    |
| Less than \$25k                   | ●  | ●  | ●  |
| \$25k – \$50k                     | ●  | ●  | ●  |
| \$50k – \$75k                     | ●  | ●  | ●  |
| \$75k – \$100k                    | ●  | ●  | ●  |
| \$100k – \$200k                   | ●  | ●  | ●  |
| \$200k or more                    | ●  | ●  | ●  |

\*Insufficient data for "American Indian of Alaska Native" or "Native Hawaiian or Other Pacific Islander" to be statistically representative.




# GOAL AREA: Equity

## GOAL STATEMENT –

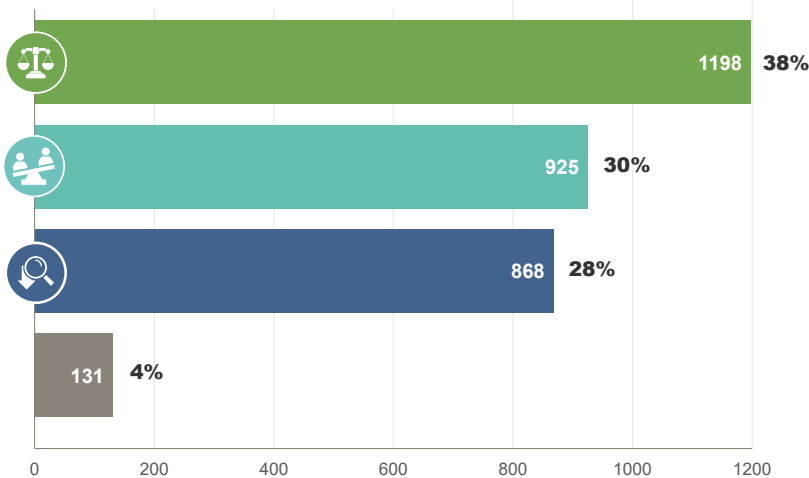
Advance equity by engaging in inclusive and meaningful conversations with communities and stakeholders to cultivate beneficial outcomes for all residents.

## STRATEGIES

Survey respondents were directed to select the two strategies that were most important to address in the goal area. Strategies included:

-  Make transportation decisions that provide **equitable access** to transportation services.
-  Actively seek **engagement with disadvantaged populations** when making decisions about transportation.
-  Address and avoid **negative impacts** of transportation systems on disadvantaged communities.

## TOTAL SURVEY RESPONSES



| Survey Response Priority Rankings | #1 | #2 | #3 |
|-----------------------------------|----|----|----|
| <b>By Gender</b>                  |    |    |    |
| Female                            | ●  | ●  | ●  |
| Male                              | ●  | ●  | ●  |
| <b>By Geographic Area</b>         |    |    |    |
| Rural                             | ●  | ●  | ●  |
| Small Town                        | ●  | ●  | ●  |
| Suburban                          | ●  | ●  | ●  |
| Urban                             | ●  | ●  | ●  |
| <b>By Age</b>                     |    |    |    |
| 18–24 Years                       | ●  | ●  | ●  |
| 25–34 Years                       | ●  | ●  | ●  |
| 35–44 Years                       | ●  | ●  | ●  |
| 45–54 Years                       | ●  | ●  | ●  |
| 55–64 Years                       | ●  | ●  | ●  |
| 65 Years or Older                 | ●  | ●  | ●  |
| <b>By Race/Ethnicity*</b>         |    |    |    |
| Asian                             | ●  | ●  | ●  |
| Black/African Amer.               | ●  | ●  | ●  |
| Hispanic or Latino                | ●  | ●  | ●  |
| White                             | ●  | ●  | ●  |
| <b>By Education Level</b>         |    |    |    |
| High School                       | ●  | ●  | ●  |
| Associate’s Degree                | ●  | ●  | ●  |
| Bachelor’s Degree                 | ●  | ●  | ●  |
| Master’s Degree                   | ●  | ●  | ●  |
| Doctoral Degree                   | ●  | ●  | ●  |
| <b>By Income</b>                  |    |    |    |
| Less than \$25k                   | ●  | ●  | ●  |
| \$25k – \$50k                     | ●  | ●  | ●  |
| \$50k – \$75k                     | ●  | ●  | ●  |
| \$75k – \$100k                    | ●  | ●  | ●  |
| \$100k – \$200k                   | ●  | ●  | ●  |
| \$200k or more                    | ●  | ●  | ●  |

\*Insufficient data for “American Indian of Alaska Native” or “Native Hawaiian or Other Pacific Islander” to be statistically representative.

## SURVEY ANALYSIS TAKEAWAYS

- Gender may have highlighted the biggest response discrepancy. Female respondents placed **seek engagement with disadvantaged populations** as their top choice at 36%. Male respondents placed this as their third choice at only 27%.
- Providing **equitable access** to transportation services ranked as the highest survey response among individuals of all education levels and all geographic areas.
- The variable of income level highlighted some differences in response patterns. Individuals who identified as earning less than \$25,000 ranked **seek engagement with disadvantaged populations** as their top pick. Additionally, individuals who identified as earning \$25,000-\$100,000 ranked **seek engagement with disadvantaged populations** as their second choice (behind **provide equitable access**) while individuals who identified as earning more than \$100,000 ranked **address and avoid negative impacts** of transportation systems on disadvantaged communities as their second choice, also behind providing equitable access.