WHY DO WE NEED A BICYCLE & PEDESTRIAN PLAN?

QUALITY OF LIFE:
Bicycle improvements are popular with residents, improving a town’s quality of life and attractiveness as a place to live.

45% of Americans say their communities lack enough places to bike, according to a 2011 national survey.

51% of all bicycle travel is to specific destinations.

MEETING MANY TRANSPORTATION NEEDS:
Accommodating biking helps meet the transportation needs for residents who do not drive, including children and teens, some seniors, individuals with certain disabilities, and those who cannot afford cars.

40% of U.S. adults cannot or do not drive. (U.S. Census)

ECONOMIC DEVELOPMENT:
Bicycling can be used as an economic development tool that attracts tourism, new business, and young families.

49% of bicycle travel in the United States is recreational. The majority of bicycling takes places on roads.

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36% of adults are overweight & 23% are obese.
78% of kids don’t exercise 30 minutes a day.
Less than half of Americans get 30 minutes of exercise a day.

ENVIRONMENTAL AWARENESS:
A bicycle plan shows that your community is environmentally aware and committed to providing alternative forms of transportation.

In 1969 50% of students walked or biked to school. In 2014, only 14% of students walked or biked to school.

HEALTH BENEFITS:
Promoting bicycling improves the health of your community through increased physical activity, as well as, decreased air pollution and traffic congestion.

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HAVING A BIKE & PEDESTRIAN PLAN CAN LEAD TO GREAT THINGS

GETTING GRANTS TO PAY FOR IMPLEMENTATION
There are some key resources for funding - having a plan makes it easier to apply for funding. Bike & Pedestrian Plans identify possible funding sources and strategize which funds are most appropriate for their particular bicycle/pedestrian projects. Common funding sources include:

- Illinois Transportation Enhancements Program (ITEP)
- Illinois State Bike Grant Program
- Congestion Mitigation and Air Quality Program
- Recreational Trails Program
- Safe Routes to School Program

The products of bicycle (and pedestrian) planning

The Bicycle Network
Bicycles
Parking
Pedestrian Network
Education of bicyclists and motorists
Implementation
Encouragement
Enforcement
Safe Routes to School
Bicyclist Friendly Community designation

### VISUAL PREFERENCE SURVEY: BICYCLE FACILITIES

**What is the Minimum You Would Need?**

<table>
<thead>
<tr>
<th></th>
<th>VOTE</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><img src="image1" alt="Image" /> I would ride with traffic</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td><img src="image2" alt="Image" /> I would ride in a bike lane</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td><img src="image3" alt="Image" /> I would ride on shoulder</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td><img src="image4" alt="Image" /> I would ride in a protected bike lane</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td><img src="image5" alt="Image" /> I would ride on a protected shoulder</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td><img src="image6" alt="Image" /> I would ride on a separated trail</td>
<td></td>
</tr>
</tbody>
</table>
VISUAL PREFERENCE SURVEY: PEDESTRIAN FACILITIES

What is the Minimum You Would Need?

1. I would walk on shoulder
   VOTE
   COMMENT

2. I would walk on a protected shoulder
   VOTE
   COMMENT

3. I would walk on a separated trail
   VOTE
   COMMENT

4. I would walk on sidewalks
   VOTE
   COMMENT
### VISUAL PREFERENCE SURVEY: PEDESTRIAN FACILITIES

#### Which crosswalk would you prefer to use?

<table>
<thead>
<tr>
<th>Crosswalk Type</th>
<th>Image</th>
<th>Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Textured Crosswalk</td>
<td><img src="image1.png" alt="Textured Crosswalk" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Parallel Line Crosswalk</td>
<td><img src="image2.png" alt="Parallel Line Crosswalk" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Ladder Crosswalk</td>
<td><img src="image3.png" alt="Ladder Crosswalk" /></td>
<td><a href="#">Vote</a></td>
</tr>
</tbody>
</table>

**COMMENT:**

#### Which crossing sign placement do you prefer?

<table>
<thead>
<tr>
<th>Sign Placement</th>
<th>Image</th>
<th>Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side of Road</td>
<td><img src="image4.png" alt="Side of Road" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Center of Road</td>
<td><img src="image5.png" alt="Center of Road" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Over Road</td>
<td><img src="image6.png" alt="Over Road" /></td>
<td><a href="#">Vote</a></td>
</tr>
</tbody>
</table>

**COMMENT:**

#### Which traffic calming device(s) would you like to see in Godfrey?

<table>
<thead>
<tr>
<th>Device Type</th>
<th>Image</th>
<th>Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundabout</td>
<td><img src="image7.png" alt="Roundabout" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Side Island</td>
<td><img src="image8.png" alt="Side Island" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Speed bumps/humps</td>
<td><img src="image9.png" alt="Speed bumps/humps" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Reduced turn radius</td>
<td><img src="image10.png" alt="Reduced turn radius" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Narrower Lanes</td>
<td><img src="image11.png" alt="Narrower Lanes" /></td>
<td><a href="#">Vote</a></td>
</tr>
<tr>
<td>Curb Extensions</td>
<td><img src="image12.png" alt="Curb Extensions" /></td>
<td><a href="#">Vote</a></td>
</tr>
</tbody>
</table>

**COMMENT:**

**VOTE VOTE VOTE**
WHERE DO YOU WANT TO GO?

Let us know where you want to go by foot or bike. Place a dot where you live. Place other dots where you want to travel. Additional comments? Leave them on a note below.
What are some common routes you currently take? Would you like to take a different route if it was made safer? Do you have any ideas for future trails or connections? Draw your current activities and your dreams.
What keeps you from walking and biking in Godfrey? Are there missing crosswalks? Curbs that would be difficult for strollers or wheelchairs? Drainage grates or gravel dangerous for bicycling? Poor lighting? Lack of bike parking at destinations? Mark where your barriers are located.
Good For Business, Good for Life
the economic benefits of a walkable and bikeable community

HALF of all trips taken in America are under a 20-MIN BIKE RIDE (3 miles)

25% of trips are less than a 20-MIN WALK (1 mile)
15% of trips are 1 to 2 miles
10% of trips are 2 to 3 miles

One forecast of the economic benefits of a trail in North Carolina indicated that increased tourism from a completed regional network would generate an estimated $3-$6 million in incremental state and local tax revenue per year.

$1 spent at an independent business generates about 3 times as much benefit to the local economy as spending a dollar at a chain retailer. Locally owned businesses thrive in densely built, walkable communities, and are more likely to stock local products, supporting other local businesses.

[American Independent Business Alliance, 2003]

One vehicle parking space can accommodate 12 parked bicycles

Patrons of retail business who arrive by foot and bicycle in a neighborhood shopping area visit the most often and spend the most money per month.

[Toronto Clean Air Partnership, 2009]

ONE DOLLAR invested in active transportation facilities = $2.94 in medical benefit (savings).

[ Rails to Trails Conservancy]

Properties with a high walkability score were worth 29% - 40% more than properties with low walkability scores.

[Smart Growth America]

How does your business rate? Find your Walk Score online at www.walkscore.com
The Village of Godfrey has developed as a primarily residential community, consisting of a population of approximately 17,982 in 2016. Much of the Village of Godfrey remains devoted to agricultural uses or remains in a natural state. The demographics below are based on information from years noted.
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### Housing & Households

- **Occupancy**
  - Renter-occupied: 17.5%
  - Owner-occupied: 82.5%

#### Educational Attainment

- **No Diploma**: 29.9%
- **High School**: 15.7%
- **Some College**: 11.5%
- **Bachelors**: 27.6%
- **Graduate**: 5.5%

#### Households

- **Household Types**
  - Family households (families): 4,939 (67.5%)
  - Non-family households: 2,380 (32.5%)

- **Total Households**: 7,319

#### Housing Units

- **Total Housing Units**: 7,720

#### Poverty

- **Unemployment**: 4.4%