

BARTONVILLE

Active Transportation
Plan



Bartonville, Illinois

Active Transportation Plan

State of Walking and Biking in Bartonville

July 2025

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01

Project Overview



The Village of Bartonville and the Tri-County Regional Planning Commission are creating an active transportation plan for the village after identifying a need and desire to improve walking and biking in Bartonville as part of its recently completed comprehensive plan in 2024.

This plan will improve walking and biking safety, accessibility, comfort, and connectivity in Bartonville through identification of future walking and biking connections. These proposed connections will be prioritized to help the village and partner agencies complete the most important improvements and connections first, ensuring a systematic development of future walking and biking networks.

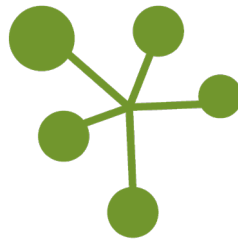
Plan Benefits

The 2025 Active Transportation Plan will present numerous recommendations that expand opportunities for walking and biking throughout Bartonville. Promotion of these reconsiderations will result in numerous positive benefits to the community:



Health Benefits

Providing facilities and initiatives that enable greater opportunity for walking and biking in turn enable health benefits: from physical health due to increased exercise and better air quality, to mental health through an increased quality of life.



Enhanced Connections and Reduced Congestion

Enhancing connections to important community destinations, including schools, parks, employment opportunities, grocery stores, restaurants and shopping, and entertainment venues makes it easier for residents to travel without a car, which also decreases traffic congestion.



Economic Benefits

A fully-connected active transportation network can help generate economic activity, which supports increased economic development. Better connecting residents with employment opportunities improves economic well-being for everyone. Car ownership is expensive, and reducing the need to own a car or multiple cars can free up a person's income for other uses.



Safety Benefits

Improved walking and biking routes and connections reduces crashes and fatalities, while improving safety for everyone who travels in Bartonville, whether walking, rolling, biking, or driving a car.

Plan Goals

The Bartonville Active Transportation Plan aims to create a comprehensive resource for the village to continuously improve and identify pedestrian and bike focused projects for the Village of Bartonville. This plan aims to achieve the following goals:

1

Locate gaps in existing network

2

Identify where the community wants to walk and bike

3

Connect schools, parks, and community destinations with residential areas

4

Future walking and biking network with prioritization of projects and segments

5

Provide funding and implementation strategies

6

Identify opportunities for “small wins” to keep momentum for building the network

7

Improve safety, comfort, and connectivity for everyone to get around

Project Timeline



Existing Conditions Analysis

Summer 2025

Review existing plans, street conditions, sidewalk network, and bike facilities. Perform a network gap analysis. Evaluate the Bicycle Level of Traffic Stress and Pedestrian Level of Service on roadways.



Project Prioritization

Summer / Fall 2025

Create a future walking and biking network, while evaluating and scoring community impacts from proposed projects to provide the Village with higher and lower priority projects.



Stakeholder Engagement

Summer 2025

Meet with the Steering Committee, which represents agencies and groups who have unique needs regarding walking and biking.



Community Engagement

Fall 2025

Host a public open house, where draft future walking and biking networks are available for viewing and comments.



Draft Plan

Fall / Winter 2025

Adjust future walking and biking networks as needed based on community input from the open house, and draft an Active Transportation Plan.



Final Plan

Winter 2025

Revise and finalize the updated Active Transportation Plan with the Village and Tri-County. Bartonville can begin plan implementation through seeking and identifying funding for highest priority projects.

02 Existing Plans

Understanding transportation goals and priorities established in Bartonville's 2024 comprehensive plan will inform the active transportation recommendations made by the final Active Transportation Plan. Additionally, building off Bartonville's recent Safe Routes to School grant applications will help identify areas where improvements have already been considered and begun, and successful strategies for securing funding for future improvements that are proposed as a result of this plan.

2024 Bartonville Comprehensive Plan

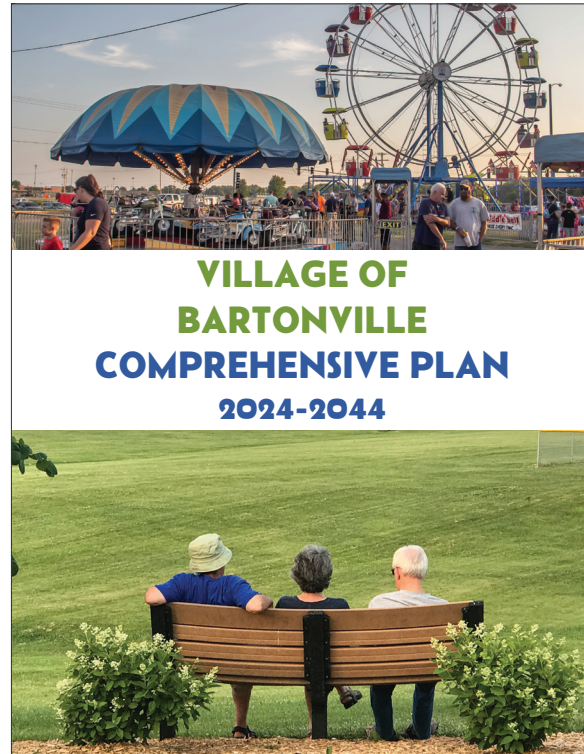
This Comprehensive Plan addresses land use, transportation, community assets, housing, parks, and other key aspects of Bartonville. This Active Transportation Plan originated as a recommendation of the comprehensive planning process.

Related to transportation the plan discusses vehicle ownership levels, travel behavior to work, sidewalk and ADA ramp conditions, current CountyLink rural public transit service, and former fixed-route CityLink service in Bartonville.

Land use recommendations include zoning code revisions that encourage higher density residential developments. This would support developing communities that are more conducive to active transportation, reducing travel distances which makes walking and biking more feasible.

Transportation recommendations from the comprehensive plan, aside from developing this Active Transportation Plan, include exploring adding fixed-route transit service from CityLink, prioritizing all street and sidewalk projects, and improving accessibility through the development of an ADA Transition Plan.

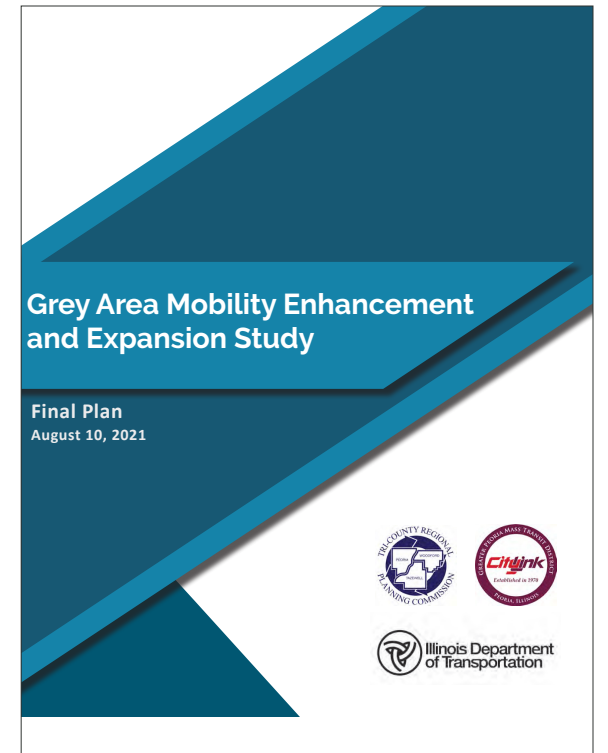
Aligning this Active Transportation Plan with the goals and objectives established in Bartonville's Comprehensive Plan will ensure that both plans complement each other in improving active transportation in Bartonville.



2021 Grey Area Mobility Enhancement and Expansion Study

The Grey Area Mobility Enhancement and Expansion Study identified locations where residents with low mobility are located throughout the Peoria metro area, and locations without fixed-route bus service. Bartonville was identified by this study as lacking fixed-route bus service despite possessing residential clusters, a higher proportion of older adults, and employment opportunities. This study recommended demand response microtransit as a potential means for addressing the Bartonville transit desert.

Active transportation often relies on public transportation to expand the range of the overall active transportation network. In Bartonville's case, planning for active transportation improvements must be made under assumption of the lack of existing fixed-route bus service remaining, and along reconsiderations which incorporate a potential future enhanced public transit into an active transportation network.



Safe Routes to School

Limestone Township: Monroe School District #70 Sidewalk Construction and Repair, September 2023

In 2023, Limestone Township applied for and received a Safe Routes to School grant for the installation of new sidewalk, sidewalk curb, and sidewalk curb ramp from IDOT. The project's intent was to remove and replace sidewalks in disrepair while adding ADA improvements along the section of Cisna Road in front of the school building. The project also added a new ADA compliant sidewalk to Daycor Divide, adjacent to the school grounds.

**APPLICATION
FORM**

ILLINOIS DEPARTMENT OF TRANSPORTATION –
SAFE ROUTES TO SCHOOL (SRTS)

LIMESTONE TOWNSHIP
MONROE SCHOOL DIST #70
SIDEWALK CONSTRUCTION AND REPAIR
SEPTEMBER 2023




Peoria County: Oak Grove School District #68 Sidewalk Repair and Safety Enhancements, September 2023

In 2023, the Peoria County Highway Department applied for and received a Safe Routes to School grant to remove and replace sidewalks in disrepair while adding ADA improvements along a section of Pfeiffer Road in front of Oak Grove School and along Airport Road between Pfeiffer Road and the Alpha Park Public Library. This project installed push buttons to increase the safety of pedestrian crossings, added signal heads to the intersection of Pfeiffer Rd and Airport Rd, and added Flashing Advance Lights and crosswalk assembly where Lancaster and Pfeiffer Road meet. A tandem grant for Student Pedestrian & Bicyclist Safety Education was also awarded.

**APPLICATION
FORM**

ILLINOIS DEPARTMENT OF TRANSPORTATION –
SAFE ROUTES TO SCHOOL (SRTS)

PEORIA COUNTY
OAK GROVE SCHOOL DISTRICT #68
SIDEWALK REPAIR AND SAFETY ENHANCEMENTS
SEPTEMBER 2023




APPLICATION FORM

ILLINOIS DEPARTMENT OF TRANSPORTATION –
SAFE ROUTES TO SCHOOL (SRTS)

VILLAGE OF BARTONVILLE
LIMESTONE COMMUNITY HIGH SCHOOL DISTRICT #310
SIDEWALK REPAIR
SEPTEMBER 2023



Village of Bartonville: Limestone Community High School District #310 Sidewalk Repair, September 2023

In 2023, the Village of Bartonville applied for and received a Safe Routes to School grant for the repair of sidewalk on both sides of Garfield Avenue between Airport Road and Adams Street. Garfield Avenue is one of two main roads to Limestone High School and is heavily trafficked. This long overdue project removed and replaced eroded sidewalks along Garfield Avenue to provide a safe, comfortable, and accessible walkway to school. Most of this project focused on material disintegration and decay as well as eliminating multiple materials to create one solid concrete sidewalk.

03

Roadway & Safety Data



Roadway and safety data helps identify areas that are not conducive to safe walking and biking, areas currently working well, limiting factors, and areas to prioritize expansion and improvement of walking and biking in Bartonville. Without an understanding of the extensiveness and condition of the existing sidewalk and bike network, where crashes are occurring, and how stressful it may be to walk or bike along a particular street, effective identification and prioritization of improvements is not possible.

Functional Classification

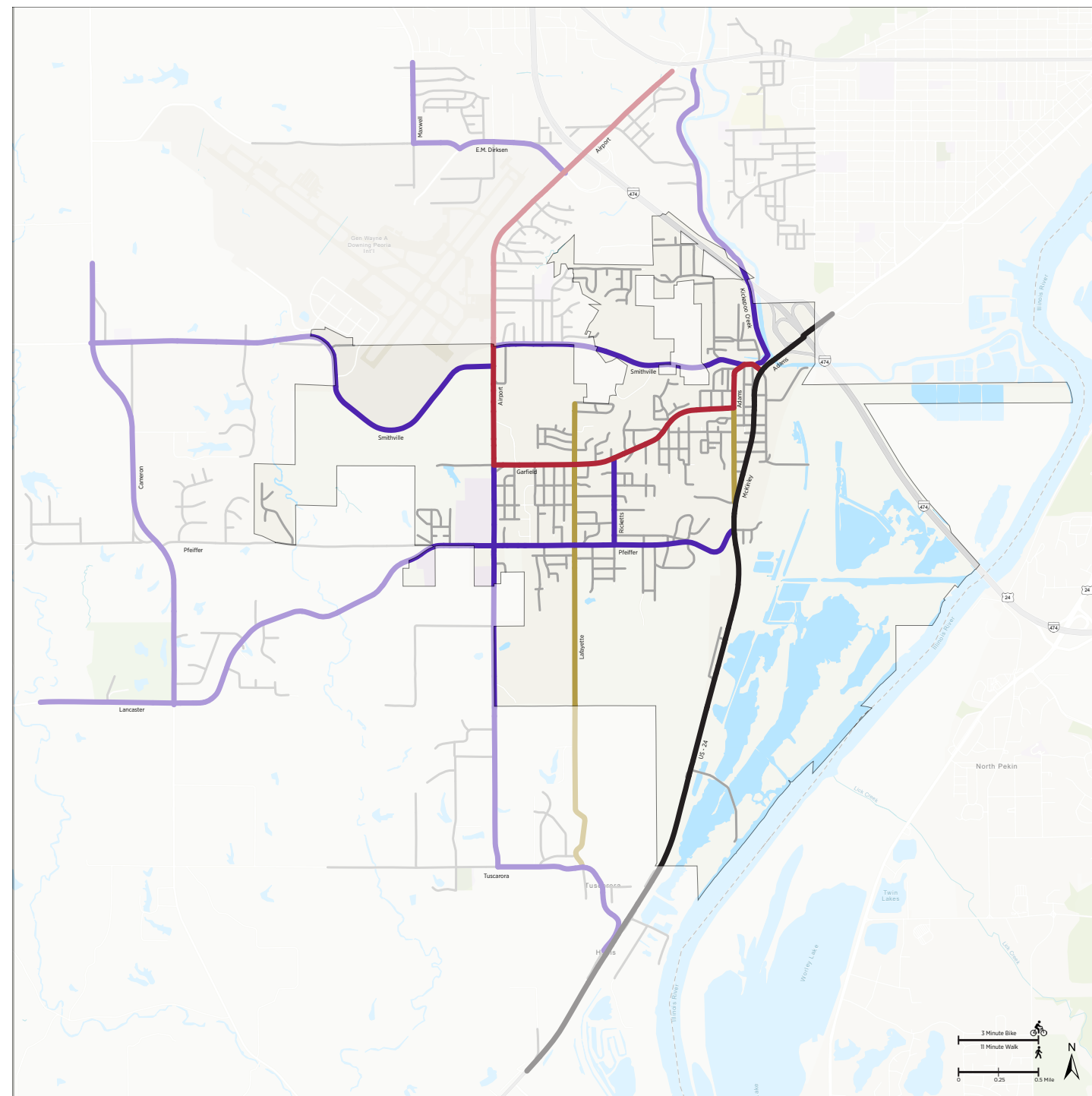
Functional Classification is a roadway design framework that establishes how a street or road serves automobiles and situates a roadway's purpose within a network of automobile transportation. This classification helps determine design standards and system priorities.

Arterial roadways are usually designed for higher vehicle speeds, higher traffic volumes, and longer travel distances. There is lower accessibility from neighboring streets and roadways, and the intention is for these roadways to carry a large volume of traffic between larger, primary destinations, like serving a major cross-town route across a city or between two cities.

Collector roadways are intended to serve as a connection between arterials and local streets. As such, collectors are generally designed for vehicle speeds and traffic volumes that are lower than arterials, but higher than local streets. While arterials are focused more on mobility and less on accessibility, collectors attempt to strike a balance between the two.

Local streets focus on accessibility. They usually include many access points like driveways and are designed for low vehicle speeds and volumes while preventing through traffic.

In an example travel route, a driver begins on a local street from home, uses the local street to travel to a collector roadway, uses a collector to access an arterial, which takes them to the general area of their destination, and then uses a collector to connect from the arterial to a local street to access their destination.



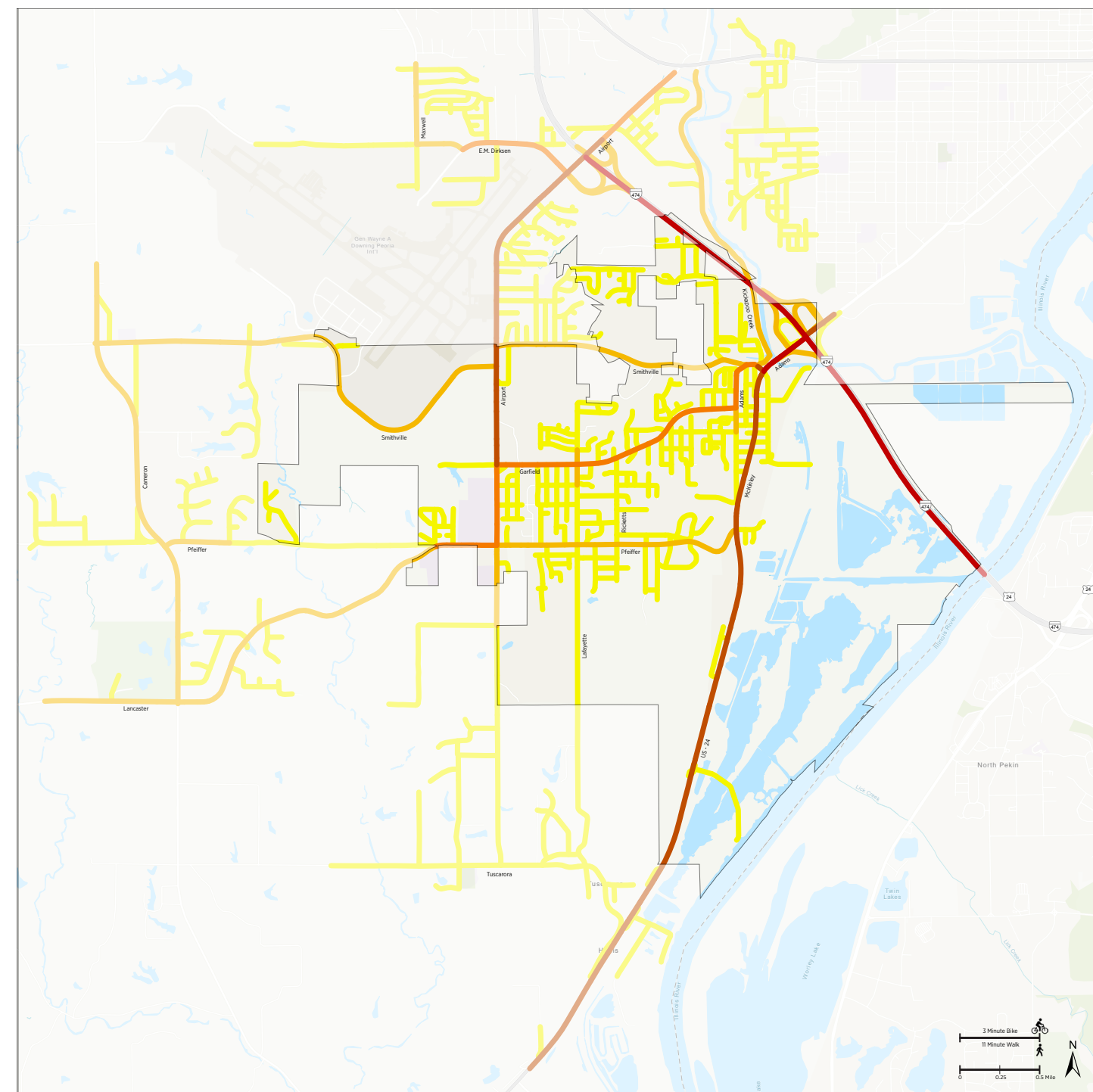
Functional Classification

- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial

Average Daily Traffic

The average daily traffic (ADT) is a 24-hour volume of vehicle traffic on a highway or road. This data was collected using IDOT data; it helps determine what roadways are used the most by automobiles.

ADT is important when determining how comfortable a person walking or biking is along the road, affecting their perceived safety and stress levels. Higher volumes of vehicles and the types of facilities available for people walking or biking influence a person's choice to walk or bike.



Average Daily Traffic (ADT)

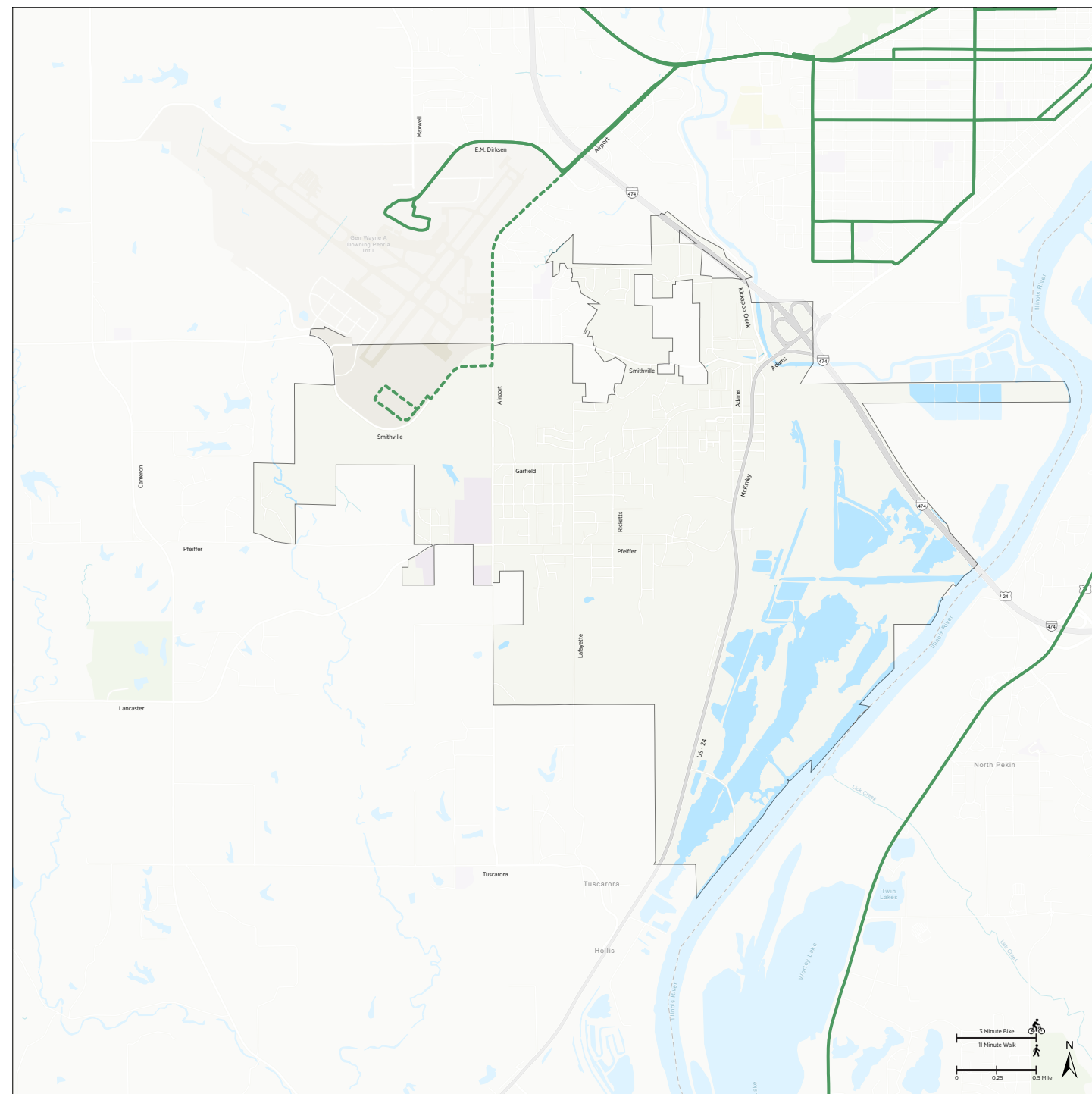
- 1,350 or less
- 1,351 - 4,550
- 4,551 - 9,950
- 9,951 - 18,000
- 18,001 - 25,600

CityLink

While Bartonville currently lacks fixed-route CityLink service, some residents still rely on walking or biking to access the nearest transit connections to reach destinations in Peoria and other areas. The majority of access points to transit, along Airport Road and Adams Street, present high-stress environments for people walking or biking, particularly older adults or residents without access to a personal vehicle. To reach regular fixed-route service, one must travel north/northeast along Airport Road or Adams Street outside of Bartonville.*

According to the U.S. Census, several block groups in Bartonville have over 10% of households without a vehicle. These residents are most affected by gaps in the walking and biking network and often have limited or no access to transit without placing themselves in unsafe situations. Prioritizing improved access to potential future transit corridors, and safer connections to existing CityLink stops near the village limits, is essential to promoting transportation mobility, and can complement a more complete active transportation network.

**Route #7, which serves Peoria International Airport, does make an occasional deviation to the SC2 Packaging Facility on Smithville Road south of the airport, but does not make other stops on Airport Road south of Interstate 474.*



CityLink Bus Routes

- Fixed Route
- - - Limited Service

Existing Sidewalks

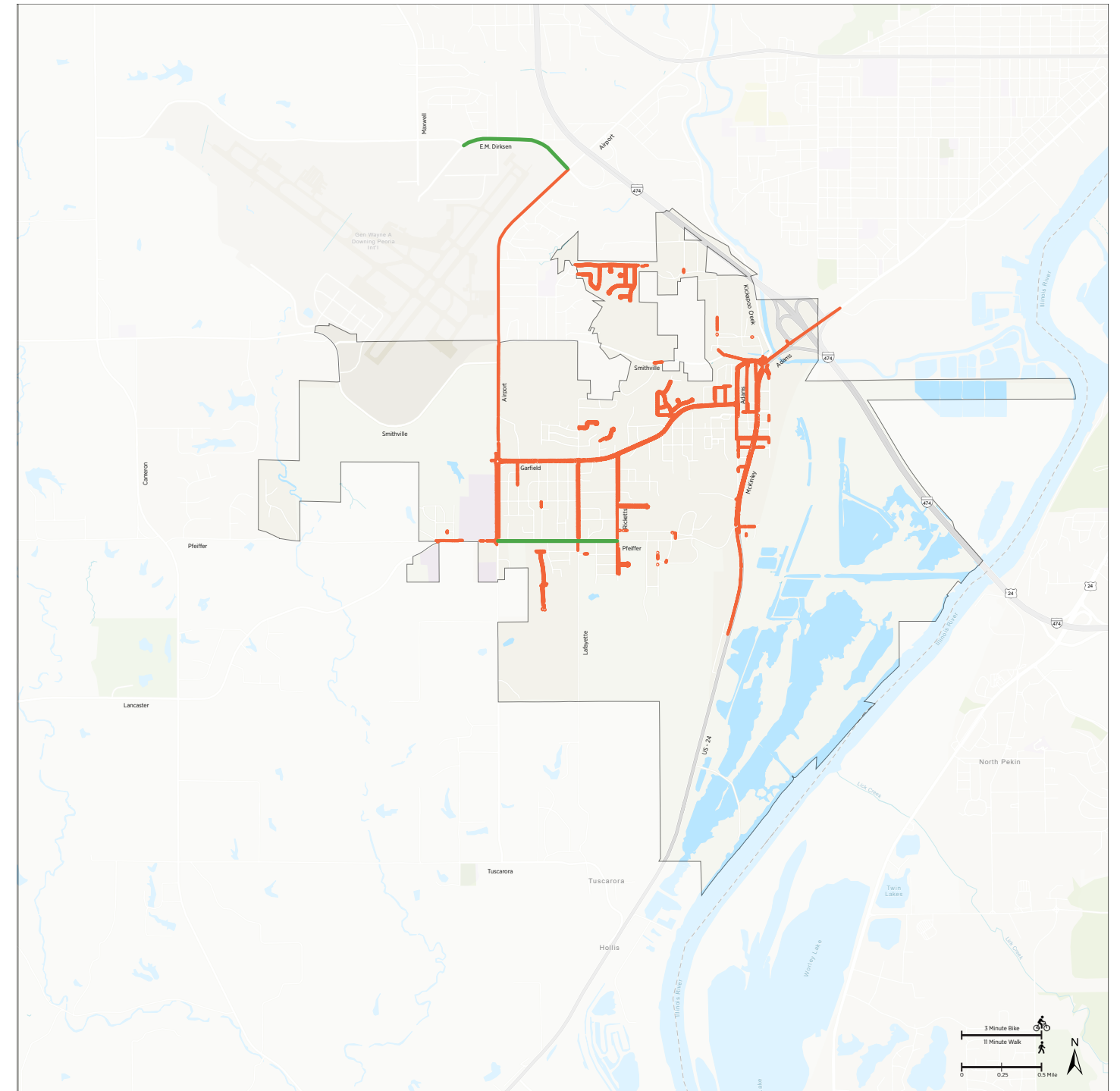
Safe and complete active transportation infrastructure allows people to have a choice in how they get around throughout their community. When active transportation infrastructure, like sidewalks, is missing, choices are no longer relevant, and people will do what they need to do to remain safe and feel comfortable.

If sidewalks are missing, people who have the means to drive a car may choose to drive instead of walk to a destination. For those who cannot drive or otherwise do not have access to a car, this often means placing themselves in unsafe and vulnerable situations. They still must access important destinations, even if it means having to walk along or across a busy road without sidewalks or crosswalks.

Numerous streets in Bartonville currently have sidewalks on one or both sides of the street. There is also a multi-use path along portions of Pfeiffer Road and E.M. Dirksen Parkway. This existing active transportation network will be used as a starting point when planning for future active transportation connections.

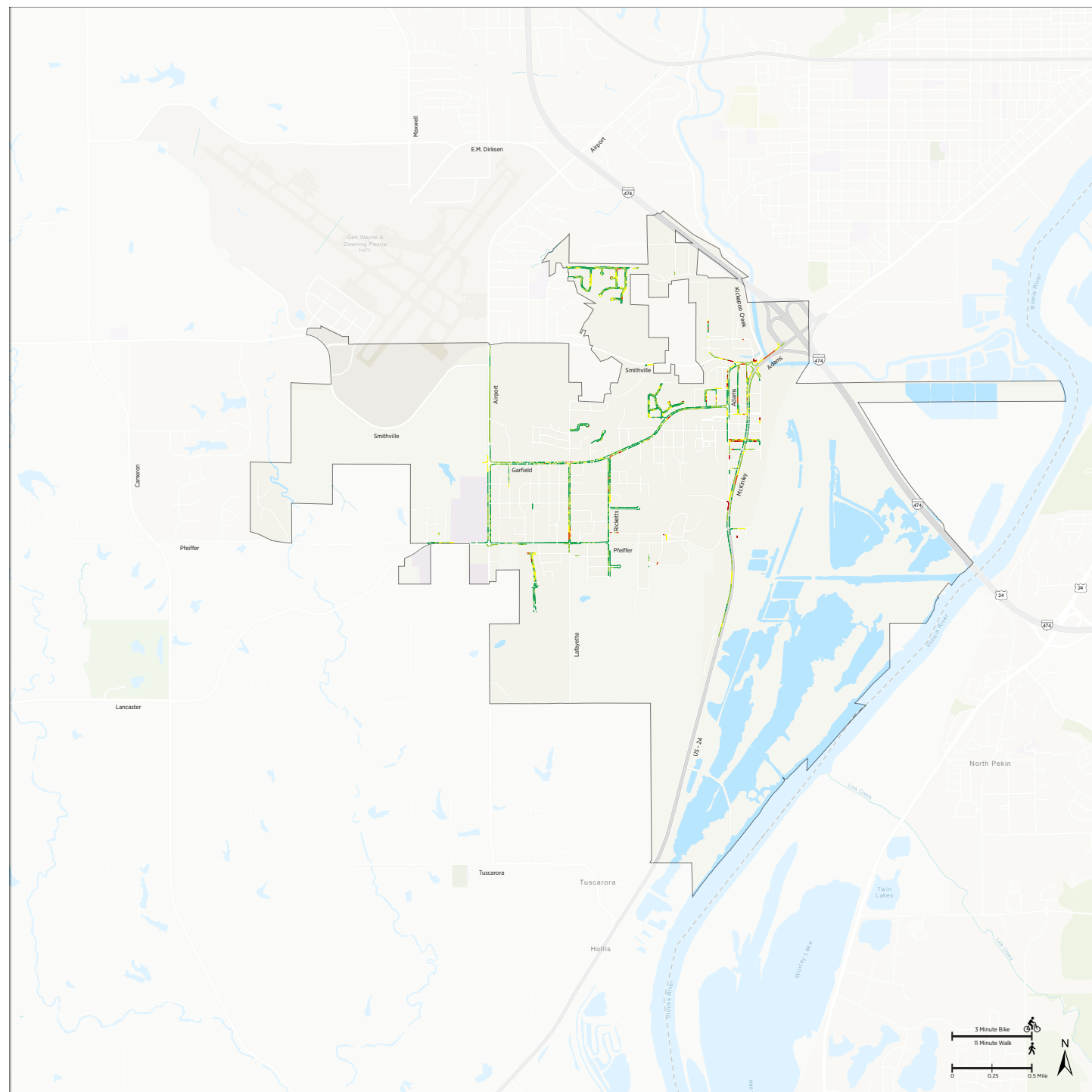
Existing Sidewalk Conditions

Understanding the current conditions of existing sidewalks is critical for the planning of future active transportation projects. While it is important to know whether a street currently has a sidewalk, a sidewalk in poor condition can effectively make it unusable for most people. For example, repairing existing sidewalks in poor condition where people need or want to walk, or where people with mobility challenges live, may rank as a higher priority when evaluating where improvements should be made first.



Existing Sidewalk Infrastructure

- Sidewalk
- Multi-Use Path



Sidewalk Conditions

- Very Good
- Good
- Fair
- Poor
- Very Poor

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS or LTS) is an analysis used to evaluate how it feels to ride a bike on a particular street or road. BLTS is based on important factors like street width, posted speed limit, traffic volume, and presence of existing bike infrastructure.

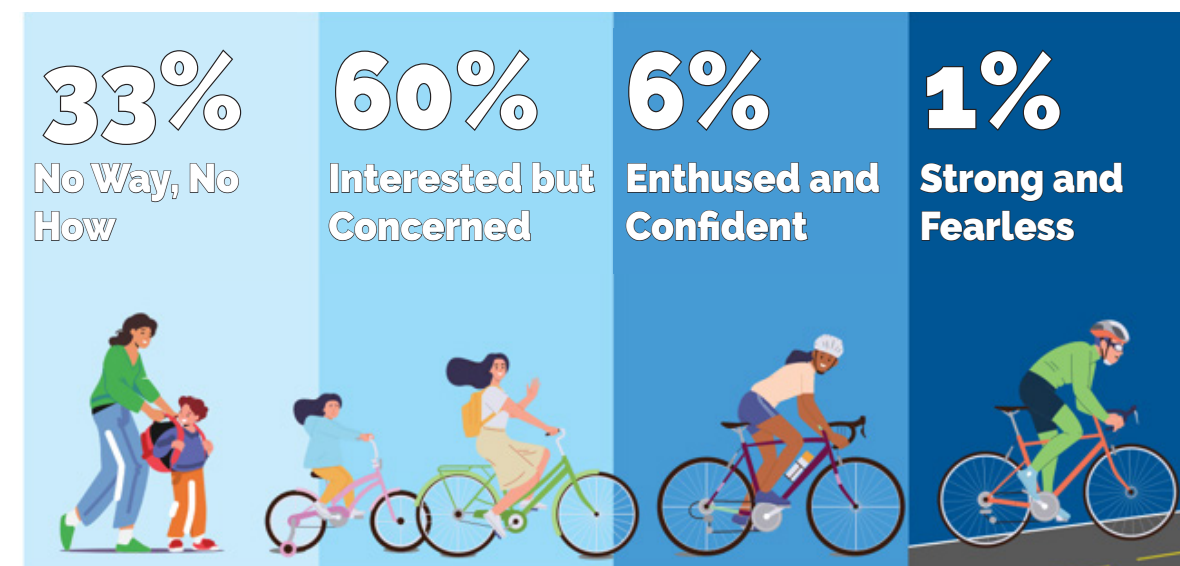
LTS ranges from 1 (least stressful) to 4 (most stressful). LTS 1 is a very comfortable place to ride a bike, even for children or elderly adults. LTS 4 is a very stressful place to ride a bike; only highly experienced road cyclists may feel comfortable here. BLTS can also describe a user's stress tolerance and what facilities they would or would not use.

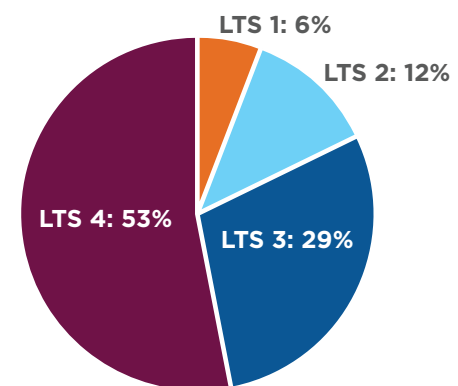
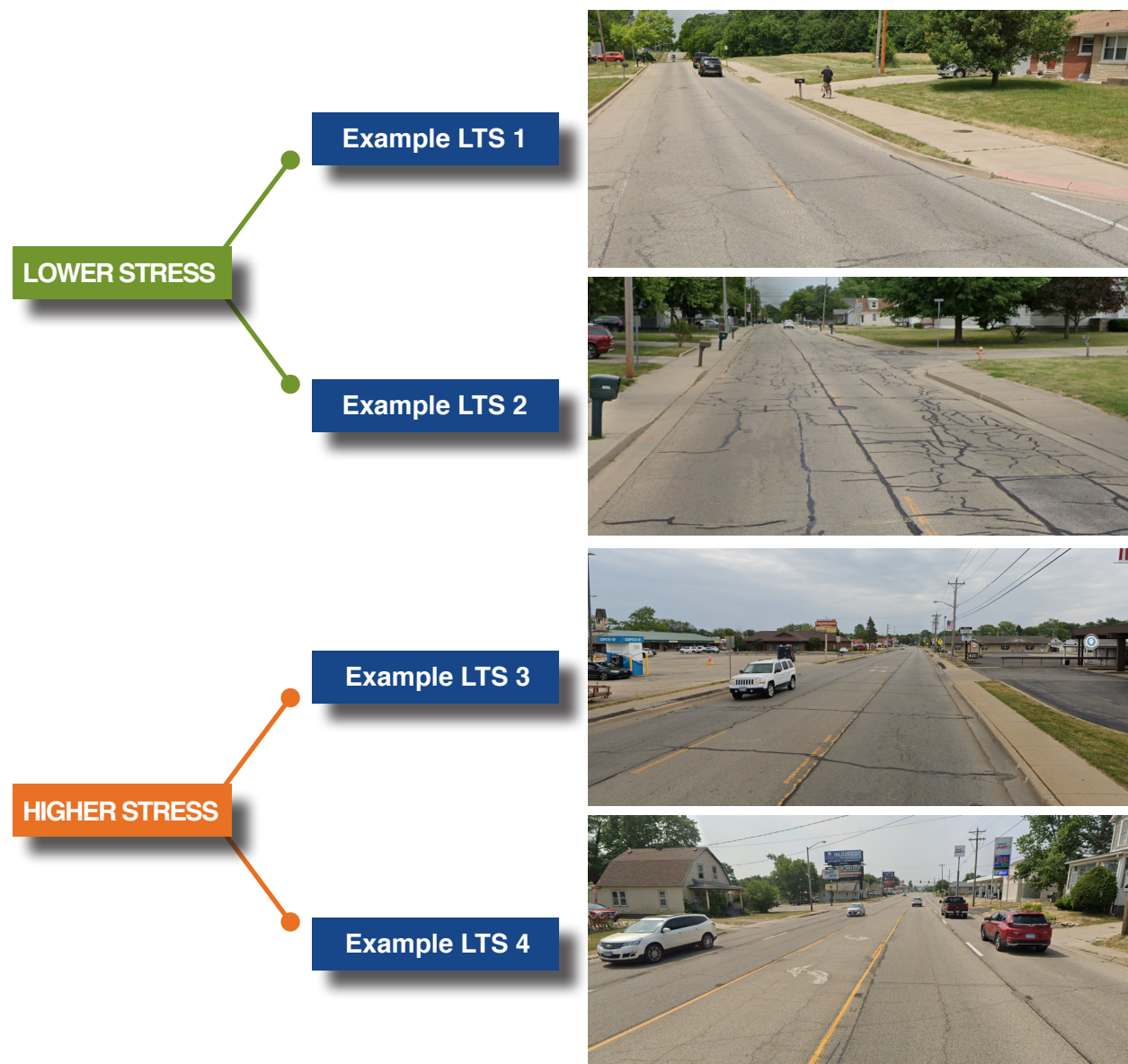
The only streets included in the LTS analysis in Bartonville that have bike infrastructure are the portions of Pfeiffer Road between Ricketts Avenue and Airport Road, and the portion of E.M. Dirksen Parkway between Airport Road and Middle Road. These segments include a multi-use path along the street. Thus, the lowest stress level of LTS 1 was assigned to both segments, as multi-use paths provide a space for people to bike off but adjacent to the street itself, separated from car traffic.

LTS was evaluated for all collectors and arterials in Bartonville, totaling 15.9 miles. Most collectors and arterials in Bartonville (82%) are either LTS 3 or LTS 4 and thus are considered high-stress. These roadways are only tolerable for about 7% of the population to bike on, the “strong and fearless” and “enthused and confident” bicyclists.

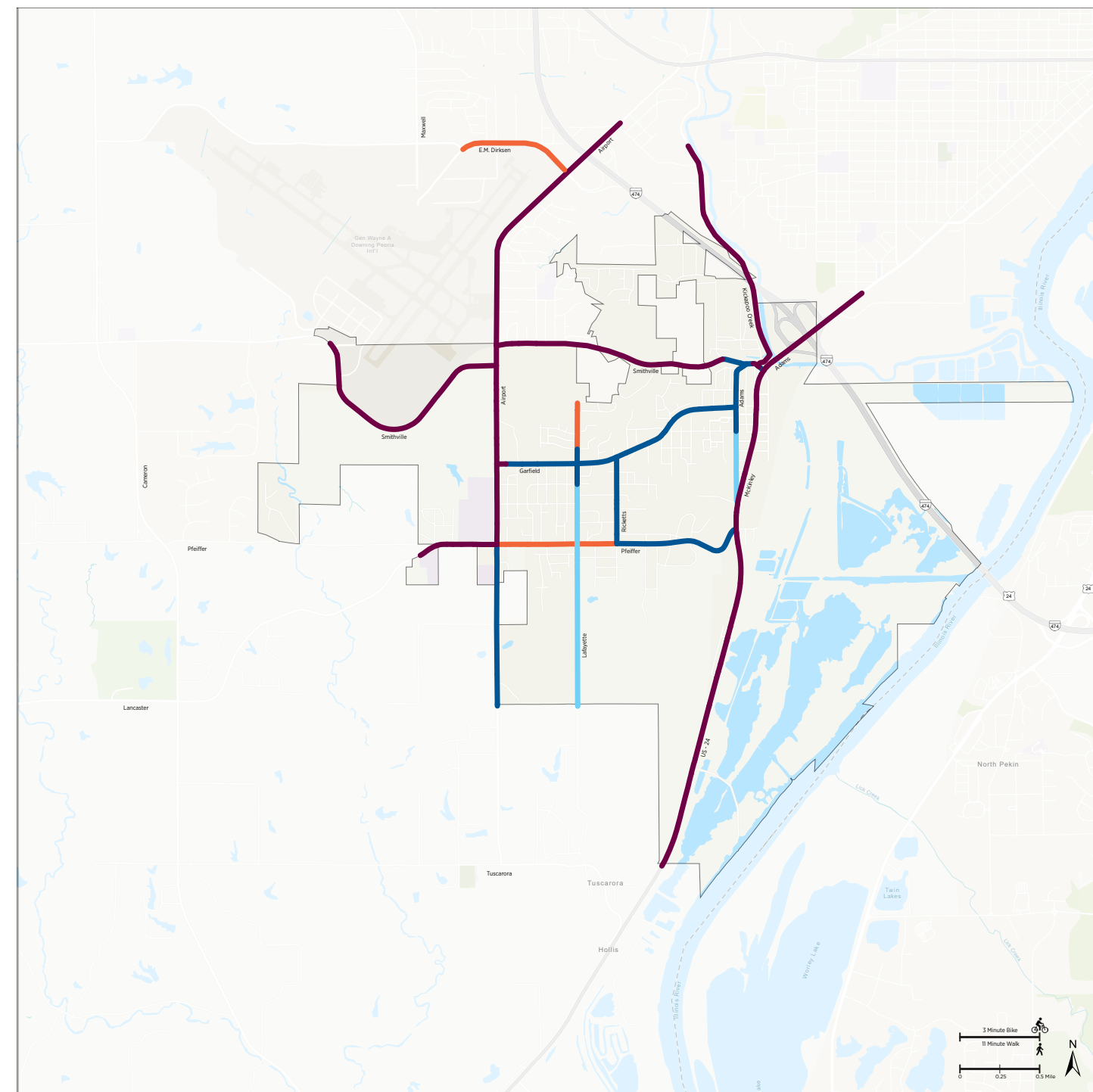
Recognizing the majority (60%) of the public (the “interested but concerned” population) wants to bike, but only if low-stress streets and bike facilities exist and are convenient, this plan seeks to envision a bike network comprised of low-stress streets (LTS 1 and 2).

The majority of the general population of the United States would feel comfortable using a bike network if they are able to bike and reach meaningful destinations while only using LTS 1 and 2 facilities, while avoiding LTS 3 and 4 facilities.





Breakdown of Bicycle Level of Traffic Stress on major streets in Bartonville



Bicycle Level of Traffic Stress



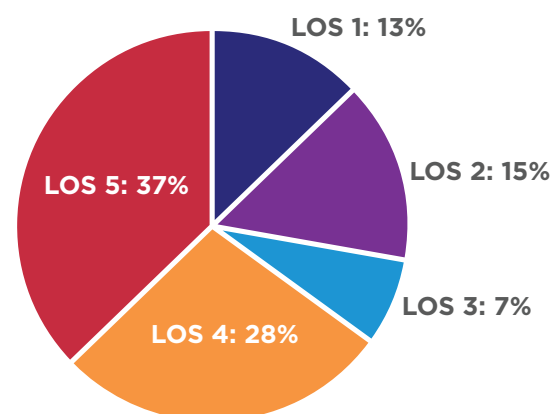
Pedestrian Level of Service

Pedestrian Level of Service (PLOS or LOS) evaluates the facilities available to people walking along a particular street or road. PLOS incorporates posted speed limits, number of lanes, traffic volume, and whether sidewalks are present. It further considers whether sidewalks are present on one or both sides of the street, and whether the sidewalk is buffered from the edge of the street.

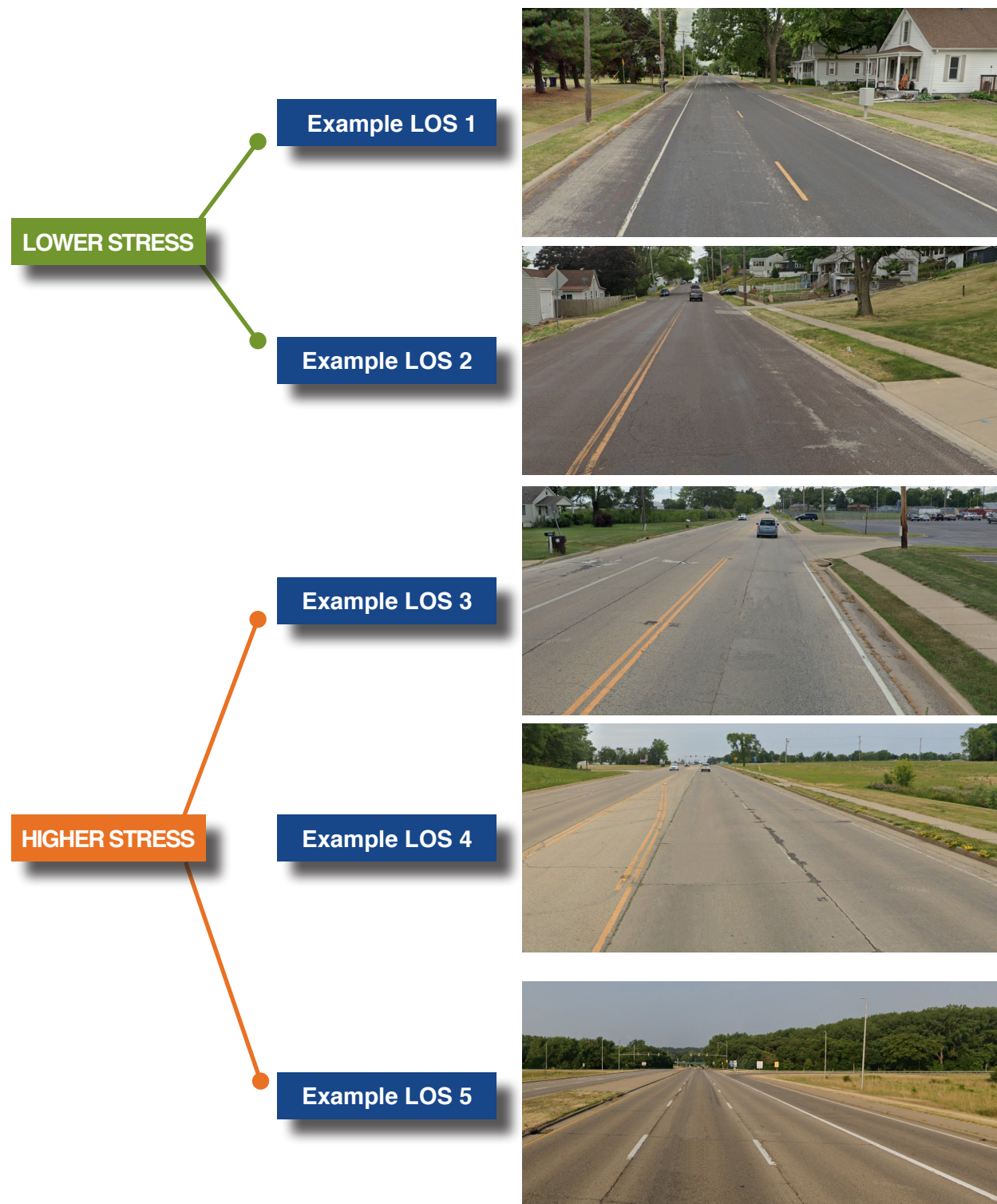
PLOS ranges from 1 (highest/best) to 5 (lowest/worst). PLOS 1 is a comfortable place to walk or roll, where people may enjoy casual strolls in a nice environment that invites people to walk. PLOS 5 is a very uncomfortable and unsafe place to walk or roll, where walking trips are only made out of necessity when someone has no other travel option but still must reach an important destination.

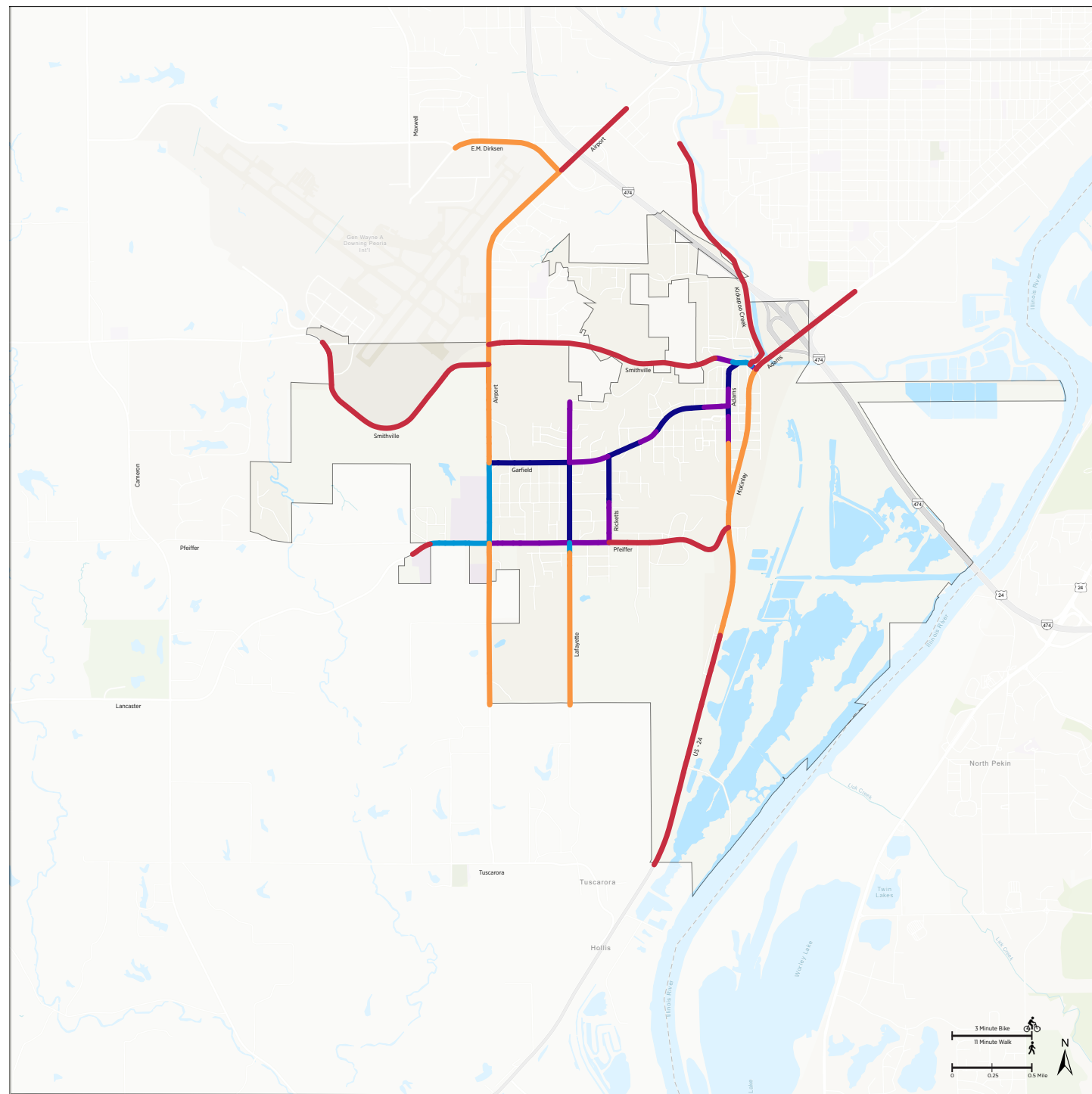
Currently, the majority (65%) of collectors and arterials in Bartonville are either PLOS 4 or 5, providing very unsafe and uncomfortable conditions for people walking along them.

This plan seeks to envision a network of comfortable places to walk and roll (PLOS 1 and 2), providing an active transportation network that the majority of the population would feel comfortable using.



Breakdown of Pedestrian Level of Service on major streets in Bartonville





Pedestrian Level of Service

- LOS 1
- LOS 2
- LOS 3
- LOS 4
- LOS 5

Bicycle Crashes and High Injury Network

Bicycle and Pedestrian Crashes

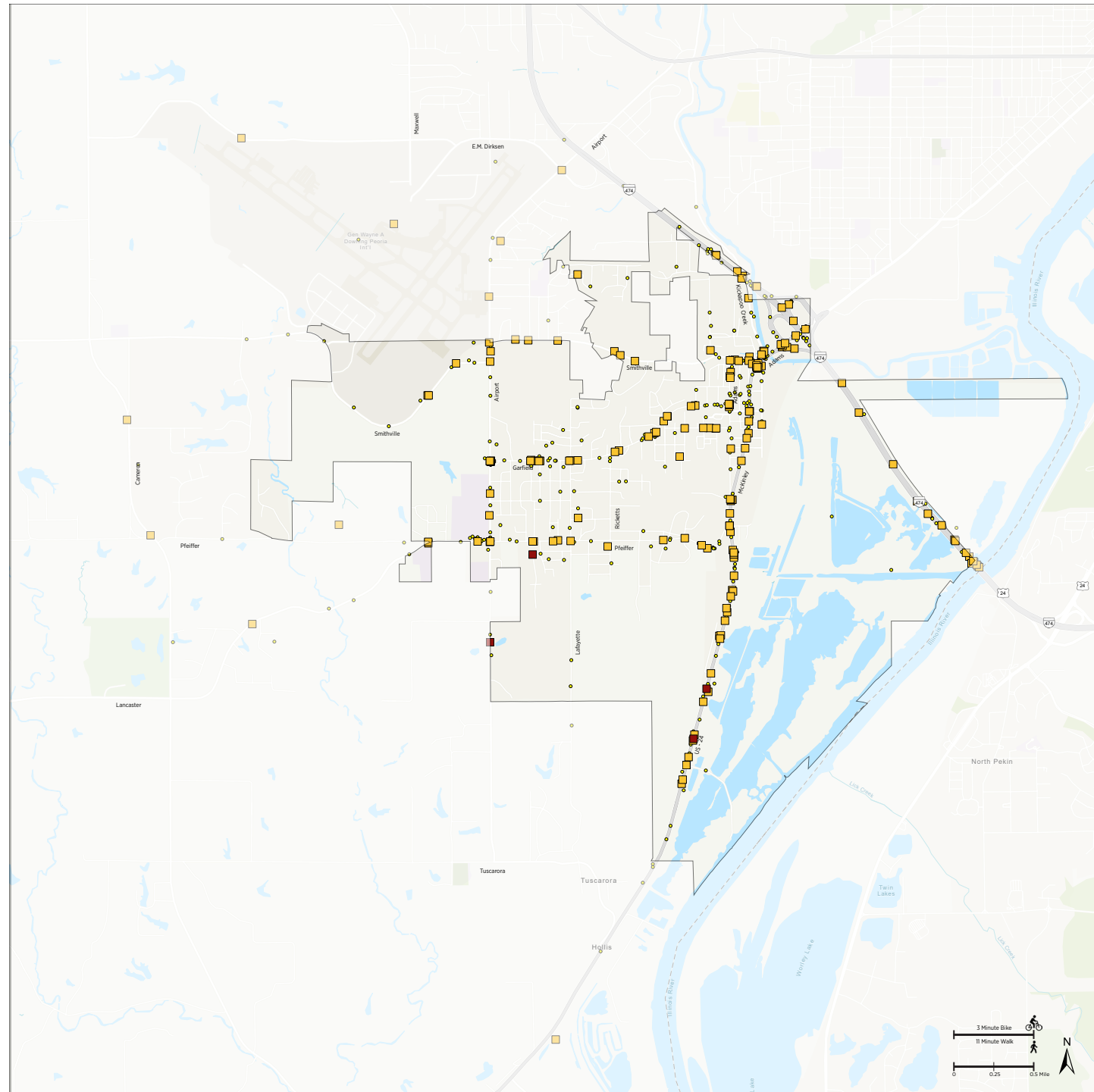
The maps in this section show crash locations that were logged by police from 2017-2022. These maps also break down crashes involving people walking and biking, and crash severity. Crashes involving people walking or biking tend to have much higher rates of serious injury and death when compared to crashes that only involve automobiles, due to the lack of physical protection that exist for people walking or biking.

Accounting for bicycle and pedestrian crash locations is critically important for planning safe and valuable bike infrastructure, but these crash locations do not paint a complete picture of safety issues for people walking and biking. Important underlying factors exist, especially near misses and lower severity crashes that frequently go unreported, and, notably, the large number of biking and walking trips that are prevented by an unsafe transportation environment.

High Injury Network

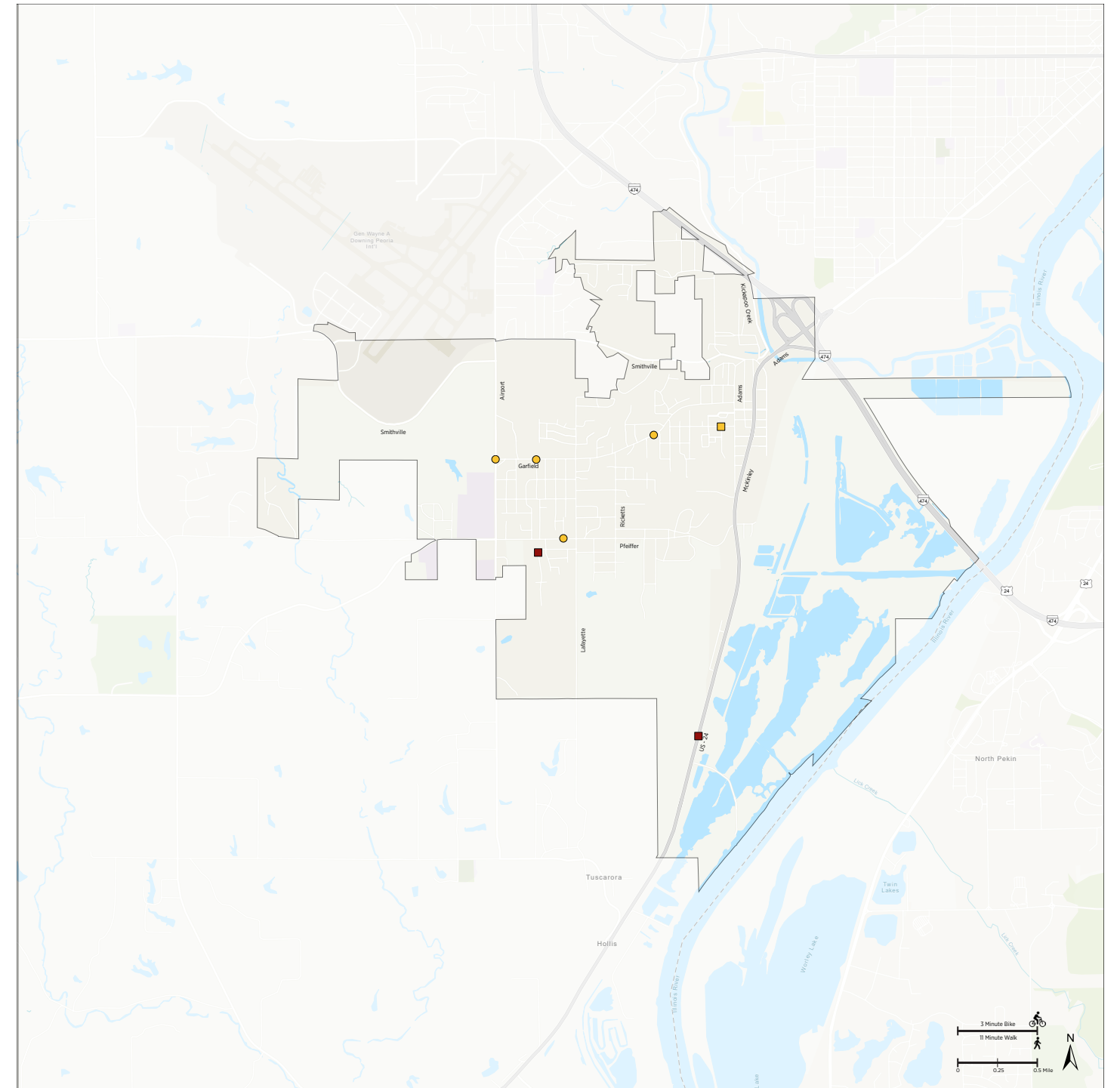
The High Injury Network (HIN) has been established through the Safety Action Plan for the entire Tri-County Peoria Metropolitan Area. The HIN identified roadways in the region with the highest rates of death and serious injury for travelers. Using the HIN in conjunction with bike and pedestrian crash data helps provide a more complete picture to fully understand where known safety issues are most prevalent. Prioritizing improvements at these locations with an established history of death and serious injury can help direct limited resources to provide the most effective short-term impact in improving safety.

Streets in Bartonville included in the High Injury Network are portions of Highway 24, Garfield Avenue, Adams Street, Smithville Road, and Airport Road. Several intersections on Garfield Avenue, Adams Street, and Airport Road are also included on the High Injury Network.



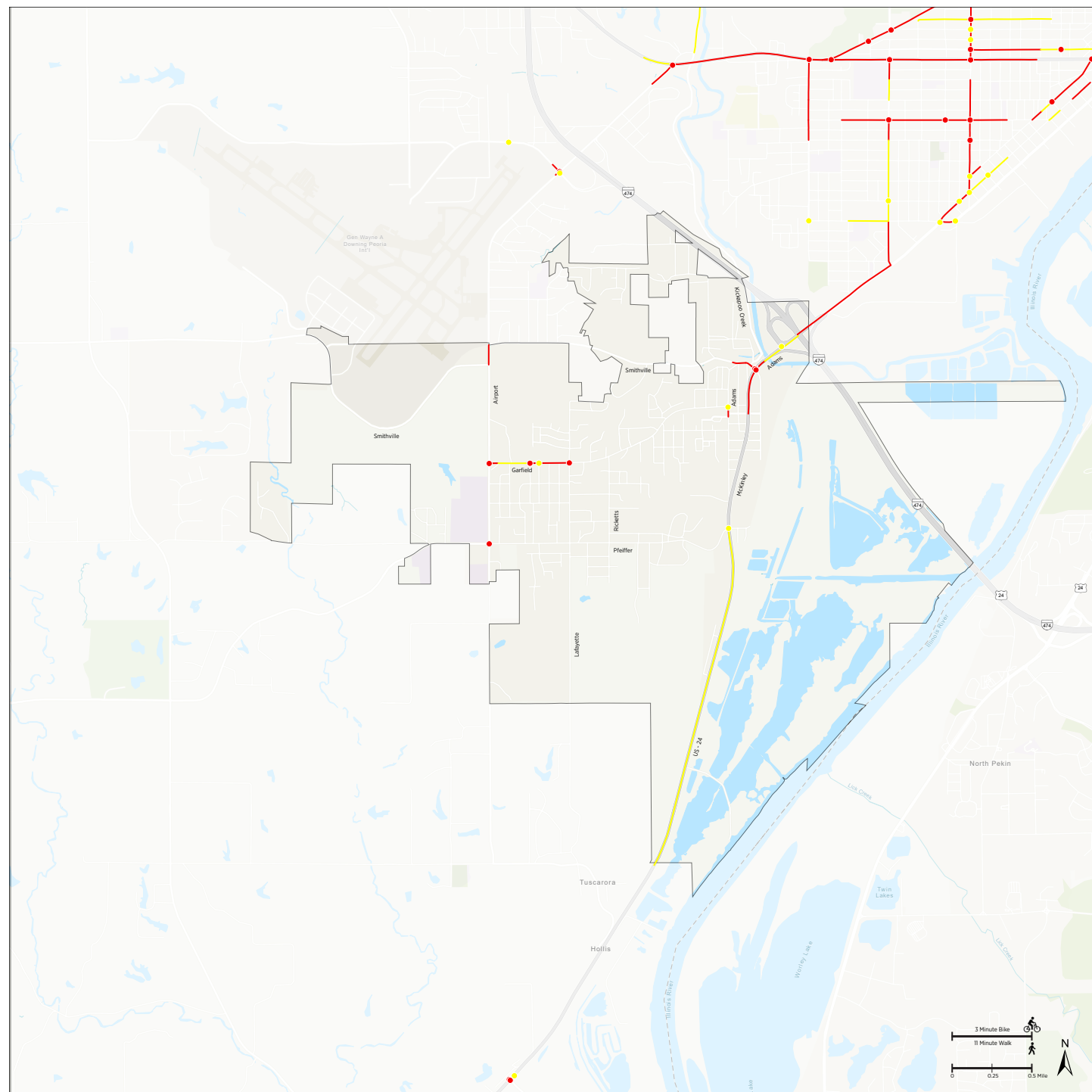
All Crashes (2017-2022)

- Property Damage Only
- Injury
- Fatality



Bike and Pedestrian Crashes (2017-2022)

- Bike Injury
- Pedestrian Injury
- Pedestrian Fatality



High Injury Network (HIN)

- High Crash/Injury Rate (street segment)
- Higher Crash/Injury Rate (street segment)
- High Crash/Injury Rate (intersection)
- Higher Crash/Injury Rate (intersection)

Key Takeaways

Most crashes in Bartonville occur on major roads. Almost all crashes that resulted in an injury or death in Bartonville between 2017 and 2022, including those involving someone walking or biking, occurred on a major road. The higher overall crash number on major roads can partially be attributed to the fact that more people travel along major roads than local streets. Yet, when examining the severity of crashes, most crashes occurring on local streets do not result in major injuries or death, likely as a result of lower traffic speeds on local streets. The severity of crashes on major roads underscores the need to improve safety for people walking and biking on major roads, as these improvements can improve safety for drivers as well. The unsafe nature of major roads is a significant factor in why these roads are too stressful for the average person to walk or bike along.

A vast majority of Bartonville's roads are not comfortable to walk or bike on. Nearly two-thirds of collectors and arterials are PLOS 4 or 5, and over three-fourths are BLTS 3 or 4, meaning that for the majority of the population, people would not feel safe or comfortable walking or biking along these roads. Additional low-stress connections are needed to increase the number of people willing to walk or bike in Bartonville, and the destinations people can reach by foot or bike. Those who cannot drive and rely on walking or biking for mobility are often forced to travel in unsafe and uncomfortable conditions to meet their daily needs.

Walking and biking connections from Bartonville to Peoria and other areas outside of Bartonville are not adequate. While major roads leaving Bartonville to the north such as Adams Street and Airport Road have a sidewalk on one side of the street, they have poor pedestrian levels of service and bike levels of traffic stress due to the characteristics of the roads themselves being higher speed, wide, and with a high traffic volume. Given the lack of fixed-route CityLink transit service in Bartonville, Airport Road and Adams Street are currently the only feasible ways for someone to walk or bike to the nearest CityLink bus service. The stressful nature of walking or biking along Airport Road or Adams Street coupled with the longer travel distance from much of Bartonville to the nearest bus stops creates a barrier for residents to use transit, which makes it more difficult for those who are not able to drive a car to get around and make connections.

Connections within Bartonville are important, but ensuring that Bartonville's active transportation network is not an island is a critical factor not to be overlooked when planning for a future network. Ultimately, improved connections outside of Bartonville can help generate economic activity in Bartonville from outsiders traveling into Bartonville for work or other trips, all while enabling Bartonville residents to reach more destinations outside of Bartonville.

04

Land Use & Natural Resources

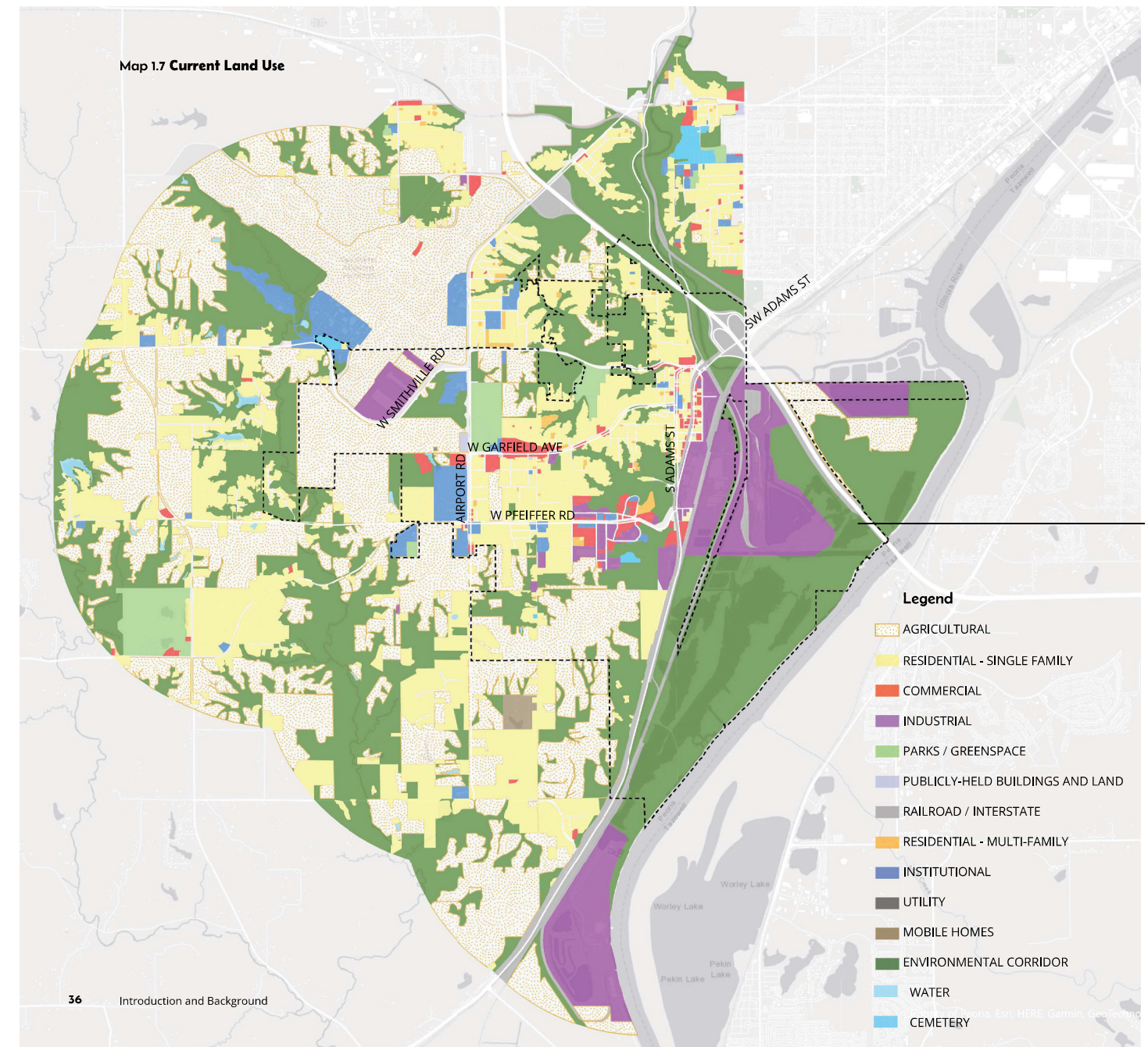


Land use and transportation complement and affect each other, changing how communities develop and how people travel within a community. Integrating current and desired future land use with current and desired future transportation networks helps communities reach their desired future outlook. Incorporating Bartonville's natural landscape and topography can help determine more and less ideal locations for new sidewalks, bike paths, and other active transportation infrastructure.

Existing Land Use

Ensuring connections between different types of land uses can help build out an active transportation network that connects residents to a variety of important destinations. Active transportation infrastructure is most effective when it connects residents to meaningful destinations, and people are more likely to use an active transportation network when they can reach these destinations.

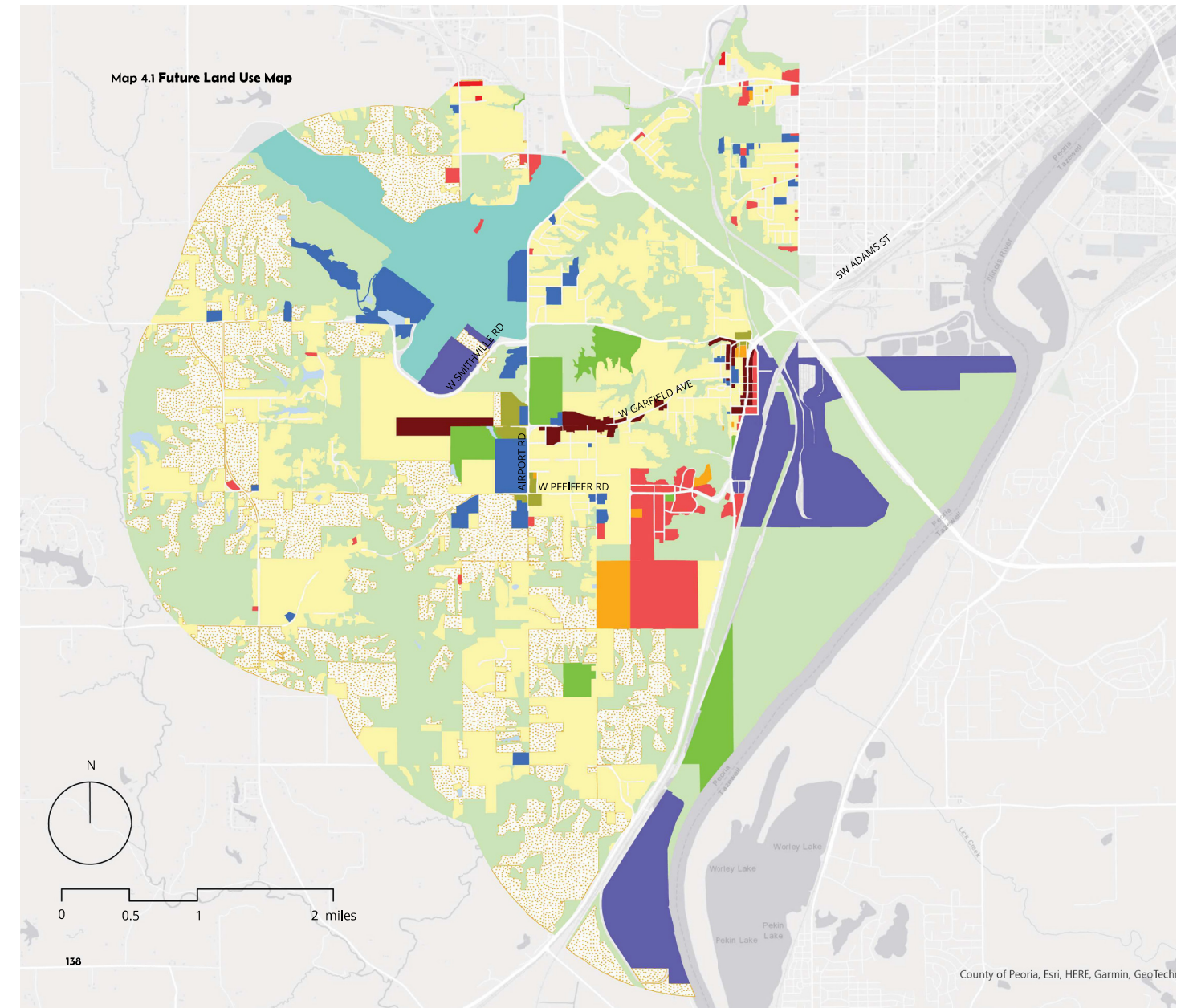
For example, a sidewalk internal to a residential neighborhood is helpful for recreational walks for nearby residents, but does not effectively allow residents to reach destinations such as work, school, shopping, or parks if it does not connect to a broader network. Rather, a sidewalk or path that connects housing to a nearby park or school, or provides a safe connection to employment opportunities or grocery stores, greatly improves mobility and access for residents, as it provides an option to travel in a safe and comfortable way to these sites without needing a car or choosing to drive. Ultimately, these connections and travel opportunities create a healthier and more vibrant community.



Current Land Uses - Source: 2024 Bartonville Comprehensive Plan

Future Land Use Map

Integrating both present and future land use into the planning process helps shape decisions regarding active transportation. From Bartonville's desired future land uses, notably mixed-use and medium-density land uses support increased active transportation uses. Understanding where these types of land uses are can help prioritize where active transportation improvements are made. For example, in a mixed-use area, destinations for residents may be closer together, which make walking or biking to these destinations easier. Additionally, understanding where future residential areas, parkland, and future commercial and employment centers may be located can help plan for active transportation connections between these different land uses.



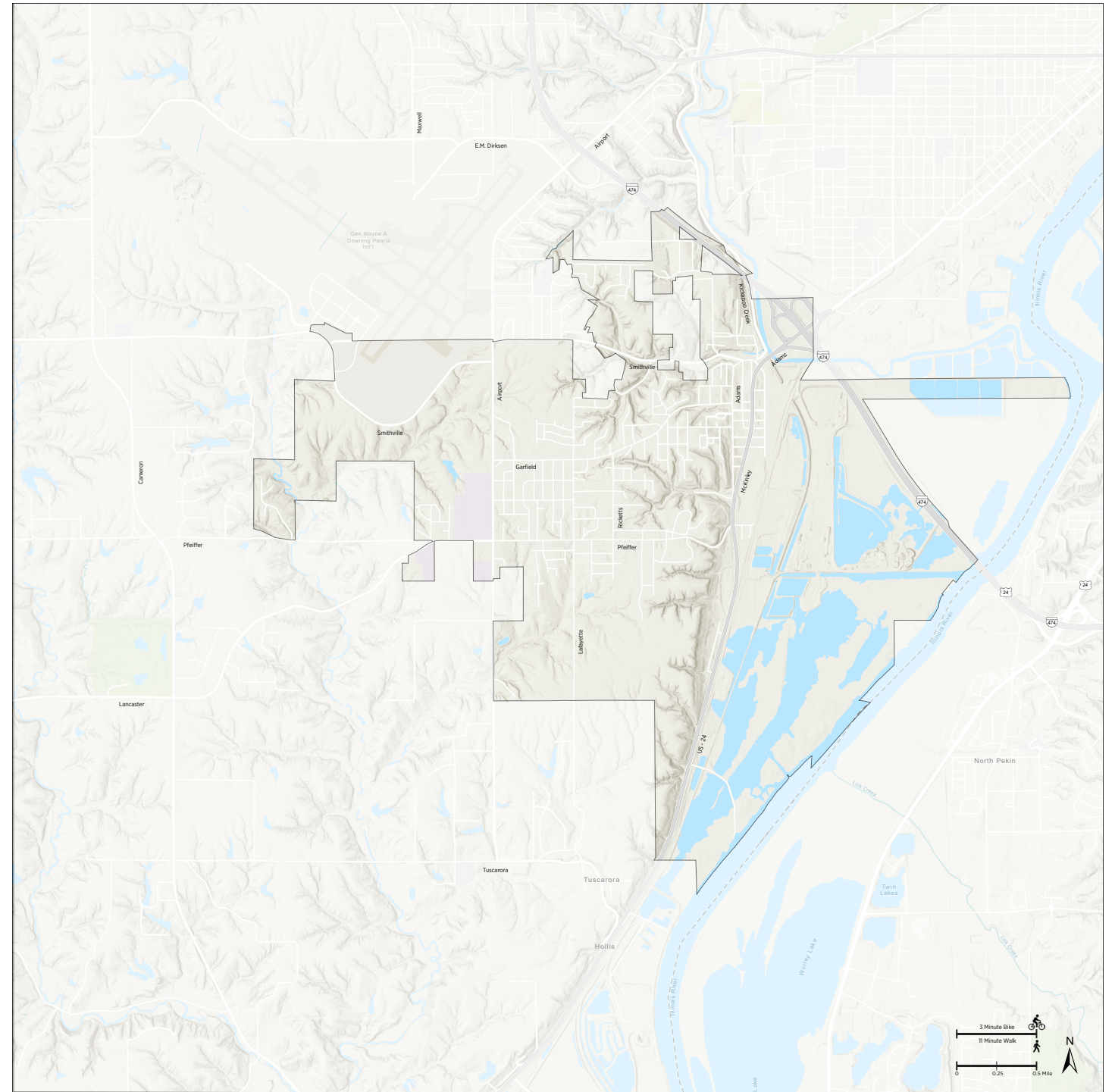
Future Land Use Map - Source: 2024 Bartonville Comprehensive Plan

Topography

Considering where terrain-related obstacles are located in Bartonville is an important component when planning for an active transportation network. Portions of Bartonville have disconnected street patterns due to topography, making active transportation connections infeasible. When planning for future active transportation connections, a route should be flat wherever possible, or with a less steep incline or decline. This consideration is important to ensure that the public is able to practically use the infrastructure. For example, someone may choose not to bike on a particular route because it requires biking up a steep hill.

Sometimes, topography is unavoidable if there is a desired connection between two locations. For example, at a location where bike infrastructure must go up/down a steep hill or gradient, wider, off-street or street-adjacent connections may be preferred to on-street bike lanes. Understanding that bicyclists may have increased speeds when traveling down a hill emphasizes the importance of conflict avoidance with intersecting car traffic and the necessity of increased sightlines for both bicyclists and drivers intersecting a bike route.

Additionally, those biking up hill may be traveling at a slower speed than they otherwise would on a flat surface, and some may need or choose to walk their bike up the hill. Offering wider off-street or street-adjacent paths to allow increased space for those needing to walk a bike up a hill can improve safety and comfort compared to offering a conventional painted on-street bike lane.



05

Existing Walking & Biking Activity



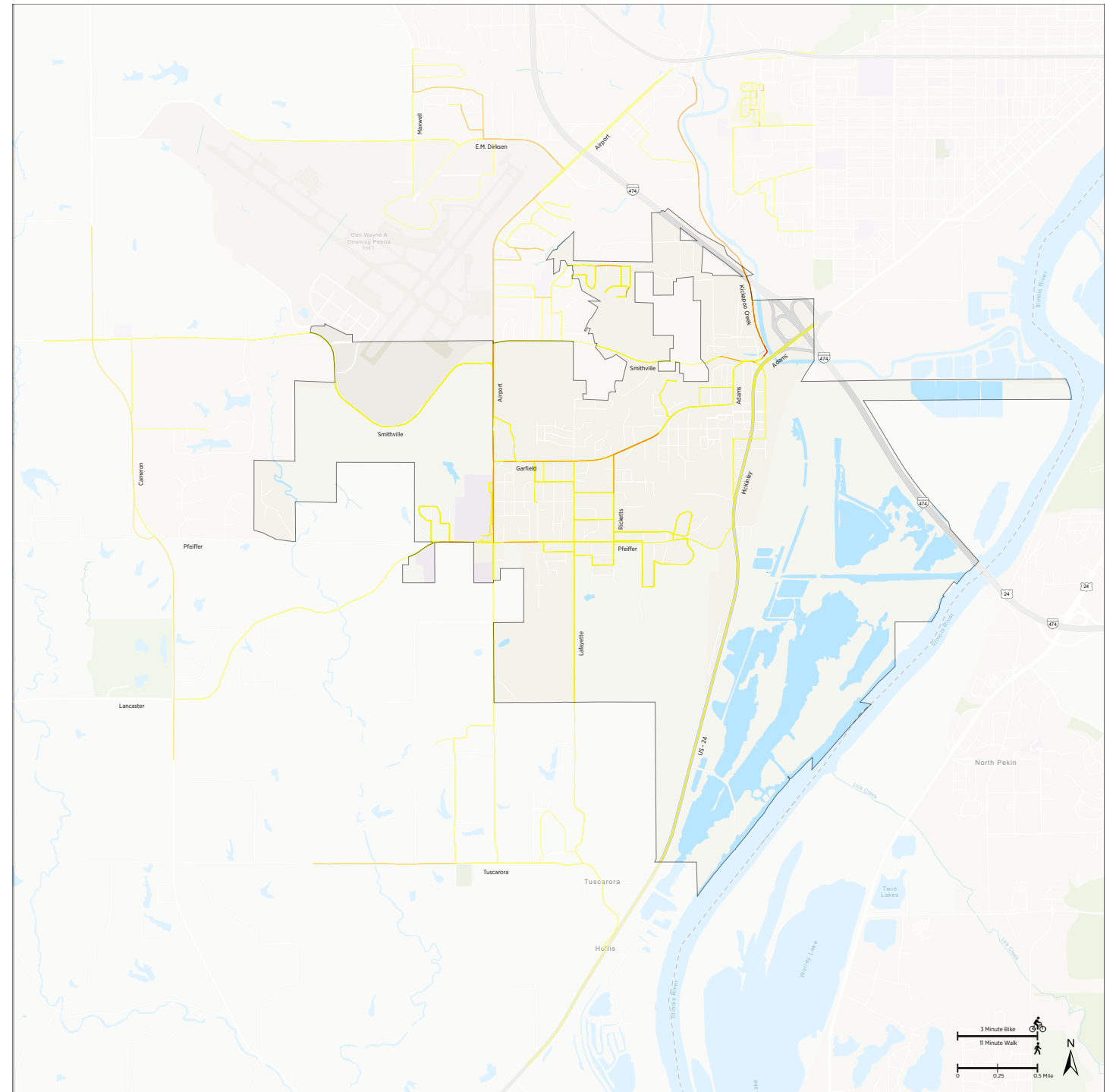
Utilizing available data related to the walking and biking already occurring in Bartonville helps inform the understanding of current travel behavior and patterns. This shows what streets, sidewalks, and paths are being used the most, where gaps might be limiting walking and biking, and what streets people are walking or biking on, even if active transportation infrastructure is lacking along these streets. Ultimately, existing walking and biking data can help identify where people need and want to travel to.

Strava Biking Activity

The data shown on the following map comes from Strava, a fitness tracking app. Users track their paths while walking, running, hiking and biking. Biking trips were separated from this data to provide some indication of where biking activity is happening today.

Hotspots for biking activity tracked on Strava include along Garfield Avenue, Airport Road, and Kickapoo Creek Road. Outside of Bartonville, Cameron Lane is also used as a north-south connection by people biking. Kickapoo Creek Road biking activity continues further to the north, as does Airport Road activity via Maxwell Road. Numerous other streets in Bartonville also have identified biking activity, just at lower levels than the streets mentioned above.

Importantly, Strava provides only a partial view of biking activity. Users generally track their recreation and exercise rather than daily trips for transportation. Additionally, Strava users may be wealthier and more tech savvy than the general population. These data should be used in conjunction with other indications of walking and biking activity.



Strava Biking Activity, 2024



Strava Walking Activity

The data shown on the following map comes from Strava, a fitness tracking app. Users track their paths while walking, running, hiking and biking. Walking trips were separated from this data to provide some indication of where walking activity is happening today.

While Airport Road, Smithville Road, and Garfield Avenue experience higher levels of walking activity along them, there is more highly localized walking activity in Bartonville compared to biking activity. Local streets like Jefferson Avenue, Becker Drive, Thorngate Drive, and the track at Limestone High School have the most walking activity tracked by Strava of any areas in Bartonville. The Air National Guard base also has higher walking activity within the base.

These trends suggest that there is a demand for more recreational walking opportunities in Bartonville, as people are already walking along local residential streets for exercise, or even around the track at Limestone High School. Enhancing walking connections both within and between neighborhoods can help expand recreational walking, resulting in a healthier community, but can also help reduce driving trips and allow people to reach destinations that they currently do not feel comfortable walking to. High levels of recreational walking activity on local streets, and activity significantly dropping once the local street reaches a major road, suggests that people enjoy low-stress walking environments.

Importantly, Strava provides only a partial view of walking activity. Users generally track their recreation and exercise rather than daily trips for transportation. Additionally, Strava users may be wealthier and more tech savvy than the general population. These data should be used in conjunction with other indications of walking and biking activity.



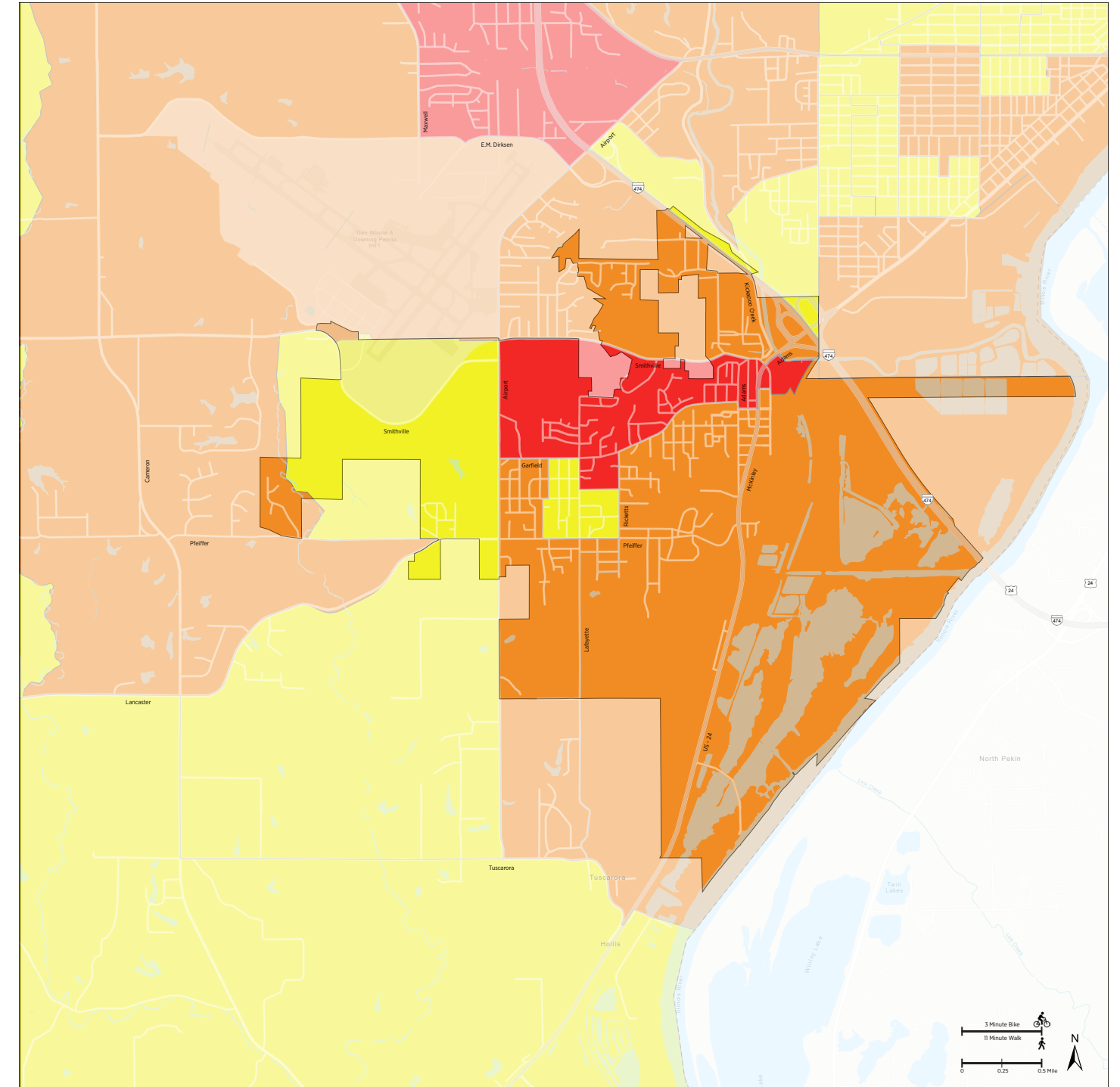
Strava Walking Activity, 2024



Replica Biking Activity

The map shown here estimates the number of biking trips completed on a typical weekday in Fall 2024. The data comes from Replica, which estimates travel demand activity using census data, data from mobile devices, and other sources. **Replica estimates 214 daily biking trips from 184 people on a typical weekday in Bartonville.**

The most biking trips in Bartonville are occurring along the Garfield Avenue corridor, from Airport Road to Adams Street.



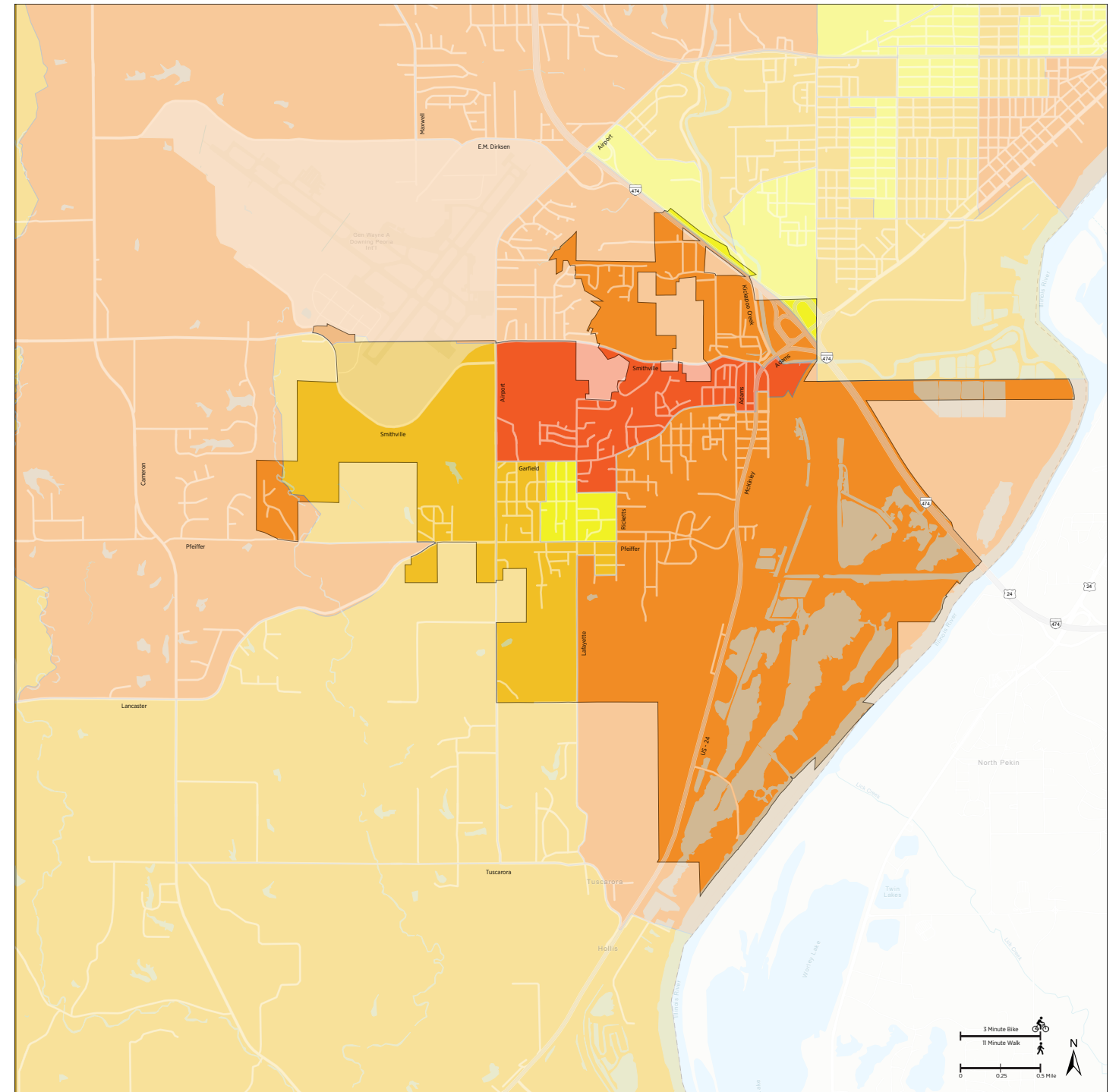
Replica Biking Activity

- 1 - 24 Daily Bike Trips
- 25 - 69 Daily Bike Trips
- 70 - 167 Daily Bike Trips

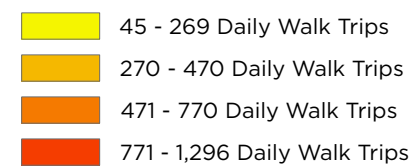
Replica Walking Activity

The map shown here estimates the number of walking trips completed on a typical weekday in Fall 2024. The data comes from Replica, which estimates travel demand activity using census data, data from mobile devices, and other sources. **Replica estimates 2,770 daily walking trips from 2,090 people on a typical weekday in Bartonville.**

Similar to biking activity, the most walking trips in Bartonville are occurring along the Garfield Avenue corridor, from Airport Road to Adams Street.



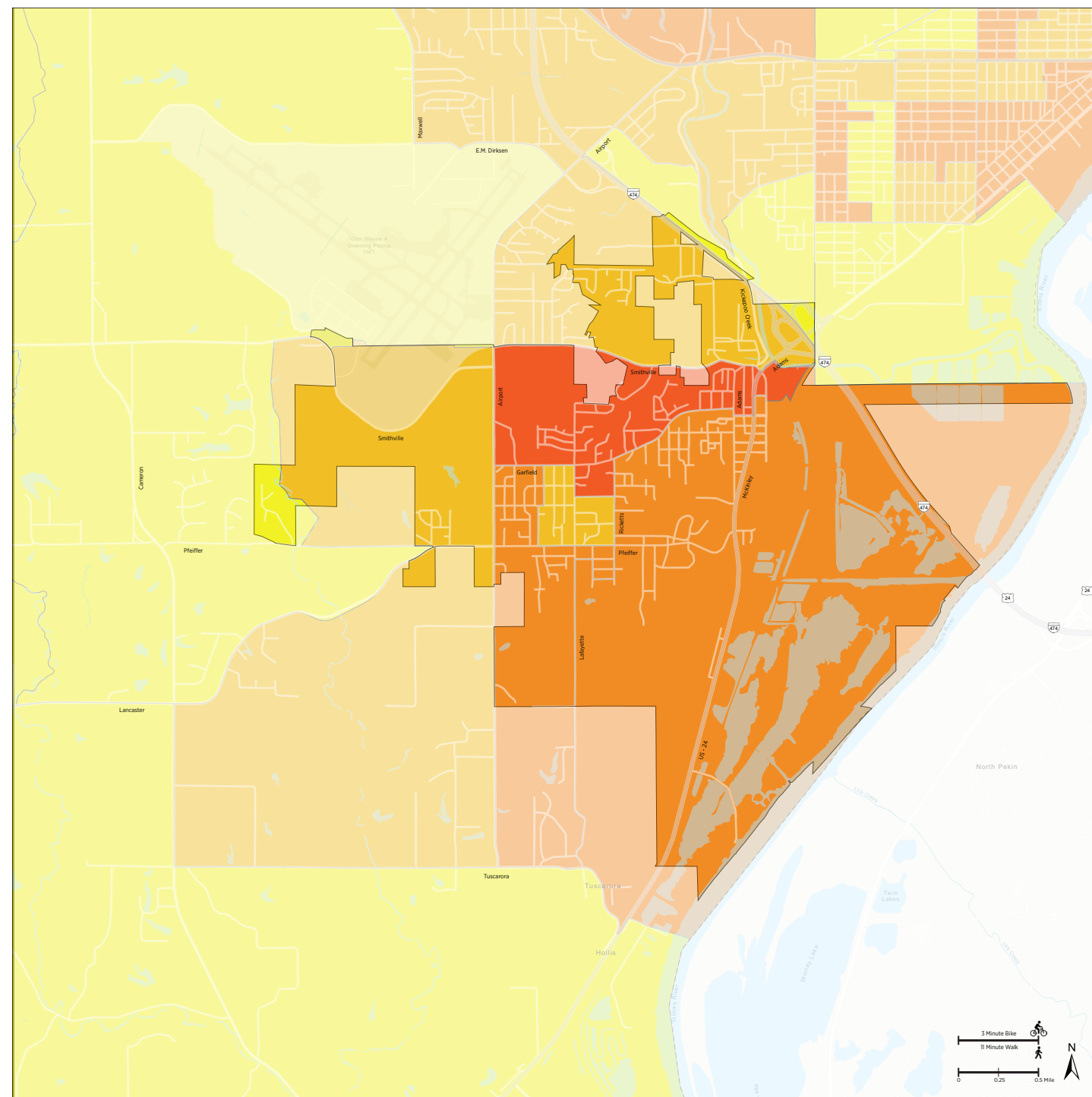
Replica Walking Activity



Short Driving Trips

The map shown here estimates the number of car trips under 1 mile in distance on a typical weekday in Fall 2024. The data comes from Replica, which estimates travel demand activity using census data, data from mobile devices, and other sources. **Replica estimates 2,960 daily driving or car trips under 1 mile in distance from 1,740 people on a typical weekday in Bartonville.**

Providing safe, comfortable, and convenient active transportation infrastructure may help shift some of these short driving trips under 1 mile to walking or biking. Sometimes, there is a perception that people do not walk or bike more simply because their destination is too far away to conveniently walk or bike to. While some trips are too long for the majority of the population to reasonably complete on foot or by bike, there are also nearly 3,000 trips completed each day in Bartonville via car that are a short enough distance that, for an able-bodied individual, are very feasible to walk or bike to complete the trip when high-quality active transportation infrastructure is available to use.



Daily Driving Trips Under 1 Mile

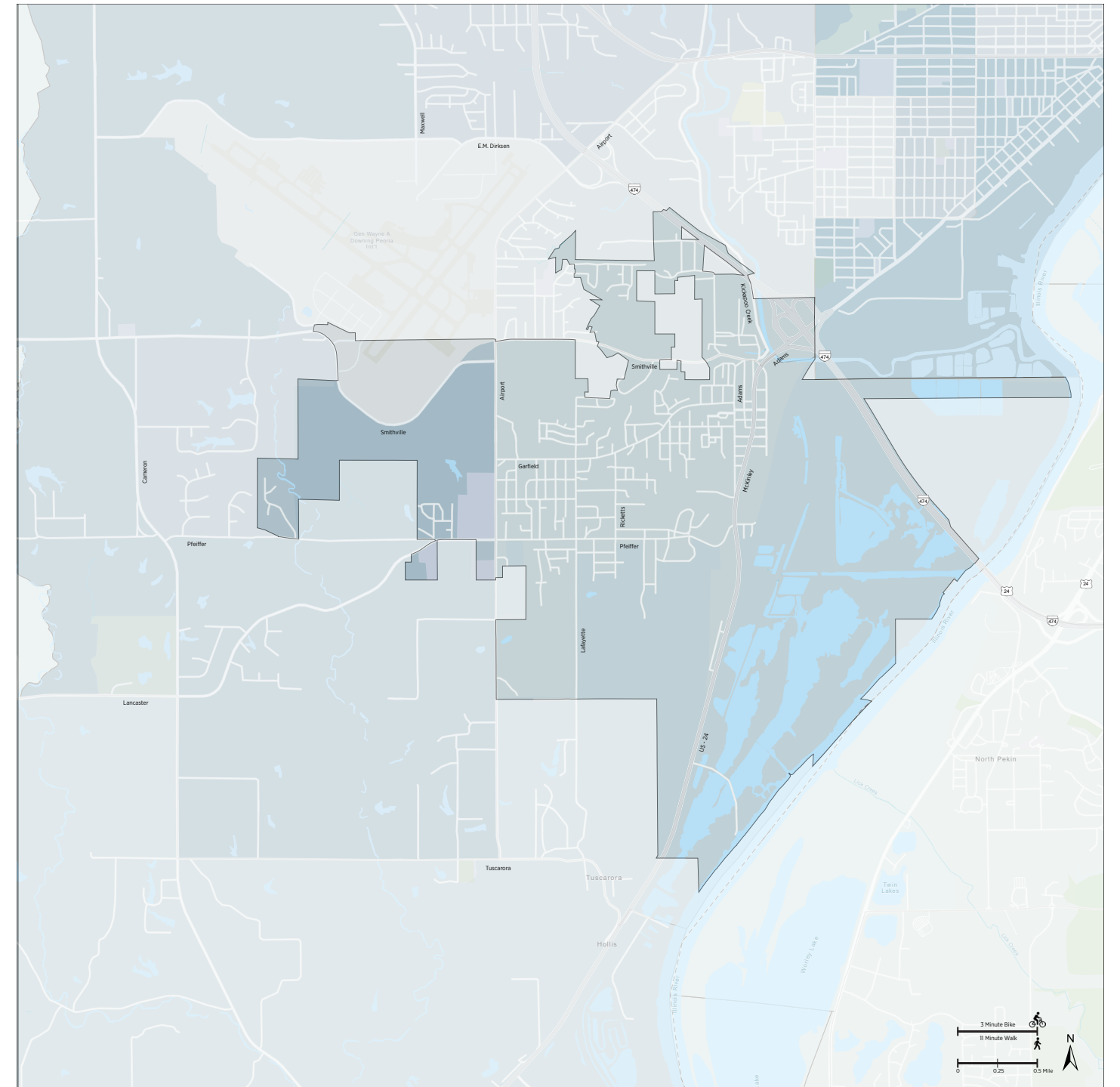
- 12 - 271 Daily Trips
- 272 - 499 Daily Trips
- 500 - 880 Daily Trips
- 881 - 1541 Daily Trips

Population with Barriers to Driving

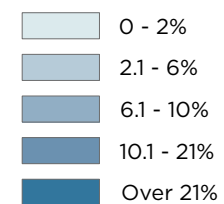
About 30% of the U.S. population does not have a driver's license. These people must rely on others for auto transportation, find alternatives to driving, or defer trips altogether. This map shows the percentage of households that do not have any automobiles available for use. **According to data from the 2023 American Community Survey, about 3.5% of households in Bartonville do not own a car, and about 16% of households own only one car.**

While Bartonville may have fewer households without access to a vehicle compared to some surrounding areas, there are still residents living in Bartonville today that cannot drive a car or do not own a car. Building a robust active transportation network helps everyone to get around Bartonville, especially those who do not drive much or at all, and can ensure that they are able to travel with dignity and meaningfully participate in society.

Additionally, more than half of trips taken in the United States are under 3 miles in length, with about 28% of trips under 1 mile in length. Recognizing that many trips involve short distances, emphasizing connections within a neighborhood to local destinations can not only help those who cannot drive have better access to important destinations for meaningful participation in society, it can also help convert short car trips to walking or biking trips if safe, comfortable, and convenient facilities exist.



Zero Vehicle Households



Key Takeaways

People are already walking and biking in Bartonville. According to both Strava and Replica data, several thousand walking and biking trips are already occurring every day in Bartonville. While Bartonville has existing sidewalks in many areas of the village, the general lack of bike infrastructure means that many bicyclists may be biking on streets without any bike infrastructure, or biking on sidewalks. Additionally, as not all streets in Bartonville have sidewalks, some people are likely walking on streets without sidewalks, or on sidewalks along uncomfortable and unsafe major roads without adequate protection and separation from car traffic. Those already walking and biking in Bartonville deserve improved walking and biking infrastructure so they can more safely and comfortably travel with dignity throughout Bartonville.

There is demand for more walking and biking in Bartonville. Several thousand car trips under 1 mile in distance are occurring every day in Bartonville, showing that shorter trip distances already exist and can be converted to walking or biking trips for able-bodied individuals when comfortable and convenient walking and biking facilities are available. While connections outside of Bartonville are important, offering shorter, local connections that are safe and comfortable can help transition some of these trips to biking or walking, and improve walking and biking safety and comfort for those in Bartonville who already have to or are choosing to walk or bike.

There are people living in Bartonville right now that do not have access to a car or cannot drive a car. These residents may include people who do not own or otherwise have reliable access to a car, those who do not have a driver's license or are otherwise unable to drive a car, and those who choose not to drive a car. People who do not drive a car must rely on other means to travel, or even defer trips altogether. Planning for transportation infrastructure that allows all residents, whether or not they are driving, to travel throughout their community with dignity is critical to ensure that everyone is able to safely, comfortably, and conveniently reach destinations that they need or want to reach, and that everyone can meaningfully participate in society.



Bartonville, Illinois Active Transportation Plan

State of Walking and Biking in Bartonville