



# Illinois Bike Transportation Plan

*Transforming Transportation for Tomorrow*

*2014*



# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

### SECTION 1 - VISION AND GOALS

<b>Introduction</b> .....	<b>7</b>
Guiding Principles.....	8
Collaborative Efforts.....	10
<b>Plan Development</b> .....	<b>12</b>
Work Process and Data Collection.....	12
Bicycle Inventory System.....	12
Plan Outline and Implementation.....	13

### SECTION 2 - RESEARCH AND FINDINGS

<b>Summary</b> .....	<b>17</b>
<b>Policy Background</b> .....	<b>18</b>
Illinois Bicycle Policy History.....	18
Illinois Complete Streets.....	18
<b>Benefits and Impact Analysis</b> .....	<b>19</b>
Livability Benefits.....	19
Economic Benefits.....	19
Health and Safety Benefits.....	20
Environmental Benefits.....	20
<b>Existing Conditions Analysis</b> .....	<b>21</b>
League of American Bicyclists (LAB).....	21
Alliance For Biking and Walking (AWB).....	22
America’s Health Rankings.....	22
Peer States and Best Practices.....	23
<b>Needs Analysis</b> .....	<b>24</b>

### SECTION 3 - PEDALING FORWARD


<b>Final Recommendations and Performance Measures</b> .....	<b>27</b>
Recommendations.....	28
Performance Measures.....	38

<b>6 Pedaling Forward</b> .....	<b>38</b>
<b>Collaboration</b> .....	<b>40</b>
<b>Acknowledgements</b> .....	<b>40</b>
<b>Endnotes</b> .....	<b>41</b>

### APPENDICES [Available Online]

<b>Appendix A:</b> Advisory Group Comments
<b>Appendix B:</b> IDOT Interviews
<b>Appendix C:</b> MetroQuest Survey Results
<b>Appendix D:</b> Public Meeting Notes
<b>Appendix E:</b> Transportation Professionals Survey Results Summary
<b>Appendix F:</b> Illinois Vehicle Laws Relevant to Cycling
<b>Appendix G:</b> Illinois State Transportation Plan Policies and Action Items
<b>Appendix H:</b> BDE/BLR Review Table & National Design Review
<b>Appendix I:</b> Minnesota Statewide Planning & Policy Documents
<b>Appendix J:</b> Oregon Statewide Planning & Policy Documents
<b>Appendix K:</b> Wisconsin Statewide Planning & Policy Documents
<b>Appendix L:</b> North Carolina Metrics Toolkit & Recommended Project Performance Measures
<b>Appendix M:</b> Bicycle Facility Geodatabase Data Field Categories and Feature Classes
<b>Appendix N:</b> Detailed Design and Maintenance Recommendations





*Bike to School Day 2013 - Batavia, IL*

**IN AN EFFORT TO PROMOTE SUSTAINABILITY AND REDUCE PRINTING, THE ILLINOIS DEPARTMENT OF TRANSPORTATION HAS MADE DETAILED PLAN DOCUMENTS AVAILABLE ELECTRONICALLY.**

**PLEASE VISIT:**

**[WWW.ILLINOISBIKEPLAN.COM](http://WWW.ILLINOISBIKEPLAN.COM)**



# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

### Message from Illinois Governor Pat Quinn

It has been my great pleasure as Governor to champion and promote sustainable transportation alternatives across Illinois. I am now pleased to present the **Illinois Bike Transportation Plan**. This policy document presents our state's pathway to improving bicycling in Illinois and developing a safe, efficient, multi-modal transportation system that can serve as a model for the nation and the world.

The release of the Illinois Long Range Transportation Plan in 2012 was a crucial moment in the history of Illinois as we unveiled a vision to provide an innovative, 21st century transportation system in Illinois.

Part of the Long Range plan's strategic framework included a commitment to develop the first Illinois statewide bike plan, designed to help incorporate and achieve this transformative vision and create a transportation system that works for all users. This bike plan represents an important milestone in the state's journey to realize the vision of *Transforming Transportation for Tomorrow*.

The Land of Lincoln is home to miles of world-class bikeways both on and off the state and local roadway system along with mixed use trails. Statewide, nearly 5,000 miles of the 16,000- mile state highway system are identified as suitable for bicycling. All together, nearly two-thirds of Illinois' 140,000 miles of state and local roads and streets provide sound bicycle accommodations. These numbers continue to grow as more communities expand bicycle infrastructure and develop new trail facilities.

Safety remains our top priority. We will continue to fund bicycle and pedestrian safety education grants and work with communities across the state and nation to identify new opportunities to protect our most vulnerable users. Collaboration lies at the foundation of our efforts as we work with groups like the League of Illinois Bicyclists and Trails for Illinois to provide the best transportation experience for our non-motorized users.

The implementation of the Illinois Bike Transportation Plan will significantly expand access to a safe, cost-effective, environmentally-sound form of transportation. Thank you for your support.



Sincerely,  
Pat Quinn  
Governor



## Message from Illinois Transportation Secretary Ann L. Schneider

In 2012, the Illinois Department of Transportation (IDOT) launched a historic initiative to comprehensively integrate planning into the fabric of our agency's operations. We presented a vision, called *Transforming Transportation for Tomorrow* that promotes multi-modal and sustainable planning that works for all of our residents and visitors. The Illinois Long Range Transportation Plan, built upon this transformative vision, was published in 2012 and presents a road map for building an efficient, sustainable, 21st century transportation system in Illinois.

I am pleased to now present the alternative transportation chapter of our long range plan. The Illinois Bike Transportation Plan, our first statewide bike plan, integrates a transportation alternatives focus into our Illinois State Transportation Plan. The plan is framed around five key thematic principles: Safety, Connectivity, Access, Choice and Collaboration. These principles helped guide the construction of the plan and will be instrumental to the plan's implementation.

In 2013, the League of American Bicyclists ranked Illinois as the ninth most bicycle-friendly state in the nation. Illinois entered the top 10 as a result of the state's progress across several key indicators, including infrastructure and funding that provide on-the-ground bicycle facilities; education and encouragement programs that promote cycling; and passage and enforcement of bicycle-friendly laws that make it safe and comfortable for people of all ages to choose this healthy and sustainable transportation alternative.

The Illinois Bike Transportation Plan now provides an opportunity to build upon this past success. The plan will ensure that Illinois remains a model of excellence in sustainable transportation, while achieving IDOT's mission "to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment".

In IDOT, we believe not only in constructing plans, but also in efficiently and dynamically implementing plan recommendations. The Illinois Bike Transportation Plan is equipped with an Action Matrix that tracks department progress and promotes broad coordination. I am confident that this matrix will sustain our momentum and I hope you will join in *Transforming Transportation for Tomorrow*.



Sincerely,  
Ann. L. Schneider  
Secretary

A handwritten signature of Ann L. Schneider in black ink, written in a cursive style.



# Section 1 - Vision and Goals

## *The Illinois Department of Transportation's Bike Transportation Plan Introduction*

*IDOT's vision includes providing opportunities where all children feel safe bicycling to school, and their parents feel safe letting them do so.*

## SECTION OUTLINE

- » Introduction
- » Guiding Principles
- » Collaborative Efforts
  - Public Outreach Overview
  - Public Outreach Results Summary
- » Plan Development
  - Work Process and Data Collection
  - Bicycle Inventory System
  - Plan Outline and Implementation

## INTRODUCTION

In April 2012, the IDOT launched the state's first multi-modal transportation improvement program: ***Transforming Transportation for Tomorrow***. The multi-year initiative created an integrated model of planning and programming that strives to allow Illinois to develop a modern transportation system that works for all users. It also advanced a 21st century vision that all modes be integrated, coordinated, planned and built with the idea that present and future travel options are user focused, economically supportive, ecologically sensitive, and information centric.

This vision was embedded in the **2012 Illinois State Transportation Plan**, a long-range plan that created the state's pathway to a multi-modal future.

Now in 2014, Illinois is proud to release the non-motorized chapter of this multi-modal vision. **The Illinois Bike Transportation Plan** (plan), the first statewide bike plan in Illinois, will allow IDOT to systematically integrate transportation alternatives into existing state operations.

Illinois has an excellent foundation on which to develop a statewide plan for improving bicycling in the state. In recent years, IDOT has led implementation of Governor Quinn's Transportation Alternatives agenda and developed policies and programs that support active transportation options like walking and cycling. For instance, in response to federal budget constraints included under the Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141), IDOT made a public commitment to fully fund alternative transportation programs. In 2012, Governor Quinn and Secretary Schneider renewed the popular Illinois Recreational Trail Program (RTP), the Illinois Safe Routes to School Program (SRTS), and the Illinois Transportation Enhancement Program (ITEP), ensuring that federal funding would continue to support bicycling and walking initiatives. The state continues to obligate Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funding to non-motorized transportation projects. In the face of state budget constraints, IDOT committed to new funding cycles for bicycle and pedestrian safety grant programs and free, public distribution of State Bicycle Maps for all regions of Illinois.



*Sheridan Road in Winnetka, IL is an example of a roadway that offers transportation options for users of varying ages and abilities.*

## IDOT's Multi-Modal Vision

*Transforming Transportation for Tomorrow represents IDOT's commitment to a safe, sustainable, integrated multi-modal transportation system. It embraces a planning and programming approach that ensures the continued effectiveness and efficiency of transportation investments and opportunities. It embodies our vision for transportation in Illinois that all modes be integrated, coordinated, planned, and built with the idea that present and future travel options are user focused, economically supportive, ecologically sensitive, and information centric.*



# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

Across the nation, forward thinking states such as Illinois are investing in alternative transportation, demonstrating the benefits of context-sensitive bicycle accommodations and programming. From a general point of view in urban transportation, cycling is now at the cutting edge.

Although, we are proud of earlier achievements, the state acknowledges that there is still a lot more to be done. From a funding point of view, like most DOT's in the nation, IDOT staff are not only grappling with tight and ever decreasing budgets, but also with a variety of design challenges. More importantly, Illinois, like other parts of the country, still faces economic challenges. Significant revenue generators for the state have diminished considerably, and in some cases are non-existent. The state's population, while relatively balanced, faces increasing transportation and healthcare costs either due to enduring effects of obesity, adult inactivity, or the effects of an aging population. In addition, energy and fuel prices are big shares of household budgets and this inadvertently affects their basic economic viability. These hardships are a real challenge to the state's financial situation. It is within this setting of challenges that IDOT initiated the development of a statewide bike transportation plan.

### GUIDING PRINCIPLES

The Illinois Bike Transportation Plan is built upon five foundational principles. These principles guide the development of the plan and support the analysis of existing bicycling conditions found in **Section 2** and the recommendations and performance measures presented in **Section 3**. These goals were synthesized in the plan logo as the words encircling the profile of the state.



**Access** - Bicycling will be accessible to all Illinois residents regardless of age, ability, background, and income.

**Choices** - Bicycling will be a safe and viable transportation option, among a host of mobility options, for people of a broad range of ages and abilities in all areas of Illinois.

**Connectivity** - Bicycling will seamlessly connect with other modes of transportation like trains and buses and the state transportation system will provide diverse options for bicycling that connect communities throughout Illinois.

**Safety** - Bicycling will be a safe and comfortable activity for everyone. IDOT will continue progressing towards its goal of zero traffic fatalities and strive to minimize safety concerns for current and prospective bicyclists.

**Collaboration** - IDOT will strive to strengthen existing partnerships and to build new and innovative ones to advance its vision and goals for bicycling in the state.





*Village of Oswego, IL*





# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

### COLLABORATIVE EFFORTS

The outreach process demonstrated IDOT's commitment to stakeholder input and collaboration. Input was gathered from various stakeholder groups throughout the state. They included the following groups:

- IDOT Steering Committee Members
- Targeted IDOT Division Stakeholders
- The Federal Highway Administration
- IDOT District Office Representatives
- Advisory Group Representatives
- Metropolitan Planning Organizations (MPO), City and County Transportation Professionals
- Other Targeted Stakeholders
- General Public

### PUBLIC OUTREACH OVERVIEW

Numerous opportunities to provide input occurred through a range of venues. More than 4,000 members of the general public contributed to the plan's recommendations. IDOT received input from across the state and from diverse system users.

**In-person participation** consisted of open public meetings and interviews. Eighteen meetings were held in nine locations throughout the state. Afternoon meetings were attended by the region's transportation professionals and evening meetings were for the general public. In addition, an online meeting was conducted to offer opportunities for those unable to attend the in-person meetings.

A newly created project website served as a general information hub and repository where users could access

a calendar of events, background information and regular updates. An online seminar was hosted through this website. Across Illinois, 3,500 individuals joined an email distribution list (listserv) to receive updates throughout the process. Approximately 4,000 people completed online surveys designed by Metro Quest. Respondents identified specific barriers to cycling, traced desired routes, and identified bicycle treatment preferences for specific types of roadways. The data from this effort was used to generate heat maps and other visualizations that showed desired connections and identified barriers.

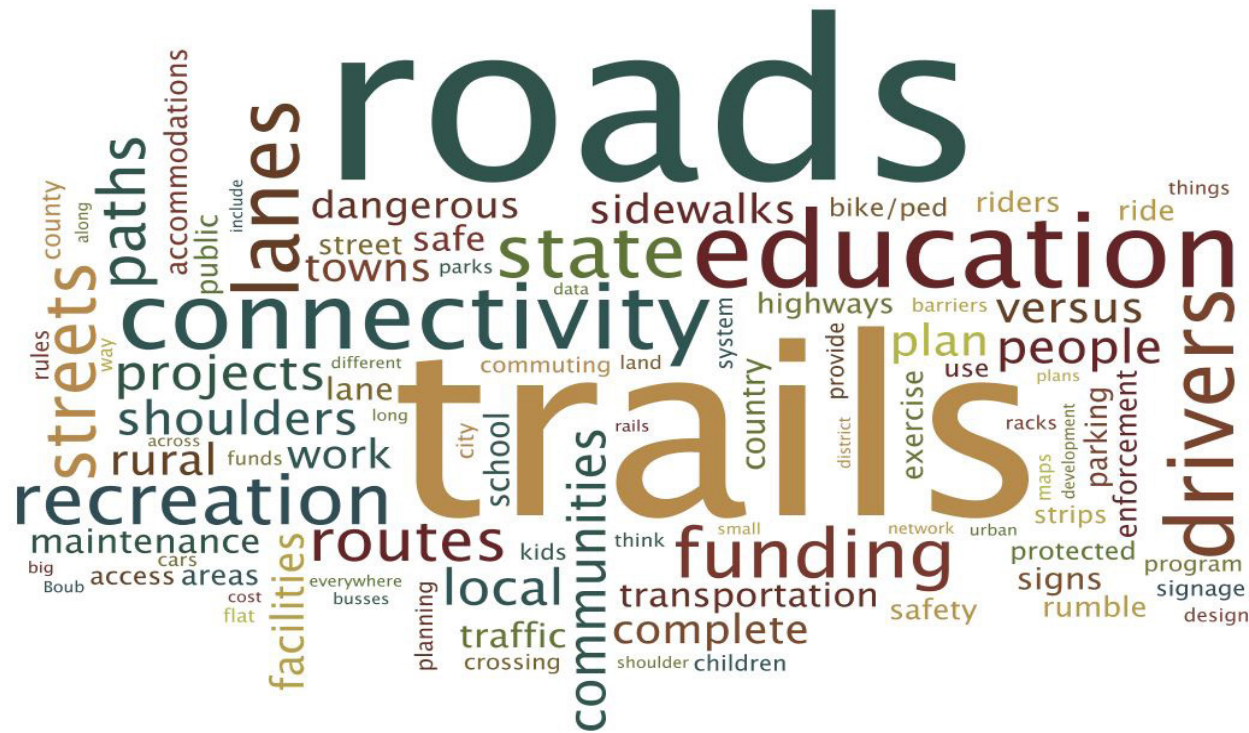
*"Policy and design go hand in hand. If you build it well, they will come"*

*-District 1 (Chicago and Suburbs) Public Meeting Participant*



*"We would like to ride to work at age sixty!"*

*-Public meeting participant in Peoria, IL*



**PUBLIC OUTREACH RESULTS SUMMARY**

Many respondents indicated the following:

- Local bikeway networks are limited and/or some what inter-connected
- Traffic safety is the biggest barrier to bicycling
- Infrastructure improvements, separated and visible bicycle facilities such as protected bike lanes, bike lanes, paved shoulders and green pavement would improve bicycling conditions
- Wayfinding signage would help bicycling conditions.

This ‘word cloud’ (above) draws from the most common words the project team wrote on posters during the public meetings. The bigger the word, the more often it was mentioned. While not scientific, the graphic provides a sense of topics discussed.

**Participation by the Numbers**

Number of public meeting participants:  
**over 3,000**

Number of survey responses:  
**over 4,000**

Number of listerve followers:  
**3,500**

Advisory Group Member Organizations:  
**29**

Number of public input meetings:  
**19**



# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

## PLAN DEVELOPMENT

### WORK PROCESS AND DATA COLLECTION

Initial phases of this plan included the creation of a Steering Committee to guide the process and provide input on the development and final recommendations, and an Advisory Group to gather input and feedback from various stakeholder groups around Illinois. The consultant team met with both groups to discuss findings throughout the plan's process.

The process included the development of an inventory and a detailed analysis of existing conditions in Illinois which reviewed IDOT's policy, planning practices, design guidelines, funding mechanisms, maintenance practices and programs for bicycling. The process also included looking closely at potential partnerships that could improve coordination around active transportation initiatives in Illinois. The project team developed a number of recommendations in these focus areas based on analysis, findings and the result of an extensive stakeholder outreach process.

The key objective of this plan is to establish policy, programming, and network recommendations, as well as develop performance measures and evaluation tools to track and facilitate implementation. Over the lifetime of this plan, IDOT and other stakeholders want to see bicycling in Illinois transformed. The vision is to see Illinois become a place where all residents and visitors feel equally comfortable using any mode of transportation. They will be able to choose from a myriad of transportation options--bicycling, walking, public transit, and driving--to meet their transportation needs. Bicycle transportation will become common place for daily errands,

school or work commutes, and recreational use. In one form or another, bicycling will be accessible to people of all ages and abilities in rural areas, towns, suburbs and cities. **IDOT is committed to making this vision a reality.**

All activities will be monitored by an action plan, which encourages involvement of all partners at the municipal, regional, and state-level.

The plan analyzes existing conditions and presents considerations for creating a statewide bikeway network. It provides guidance for addressing all construction processes as "Complete Streets" projects, including final design and engineering. The plan came up with over 100 recommendations which are designed to address gaps in the process. This executive summary highlights prioritized recommendations and includes an action plan for implementation with identified performance measures. It also documents the strong collaboration of all partners involved which depicts the strategic direction on how the department intends to achieve its recommendations.

### BICYCLE INVENTORY SYSTEM

Another element of the plan was the development of a statewide inventory of existing and planned bikeways. The project team reached out to jurisdictions across the state to obtain information on local bicycling plans. These plans were reformatted into a statewide database. IDOT will maintain the database, encouraging local jurisdictions to participate and continually update information. IDOT in partnership with other stakeholders can use this database in roadway planning efforts to help identify where bikeways have been recommended



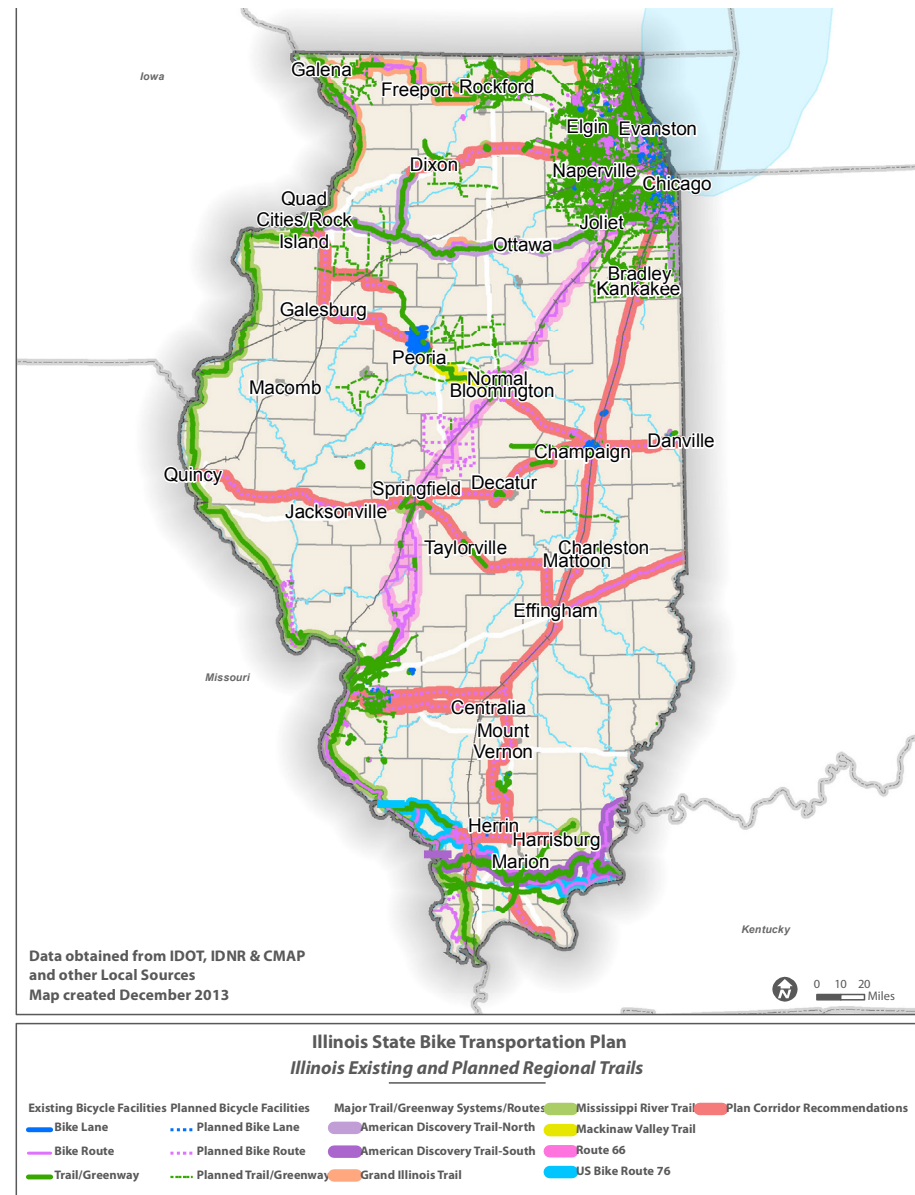
along local roadways and provide better statewide bicycle way finding tools. You can access a detailed report on the **Illinois Bicycle Inventory System** at [www.IllinoisBikePlan.com](http://www.IllinoisBikePlan.com).

The planning team collected input on identified and much needed regional connections. This input was synthesized into regional connection recommendations that could be completed either on-road or by off-road trail. The outreach efforts has resulted in a recommendation to develop an inter-agency task force designed to coordinate efforts between statewide stakeholders. A summary of existing need for bicycle facilities in Illinois is presented in the table on the following pages. See table "Bicycle Needs Summary in Illinois" (Page 24). An overview map showing locations of collected bikeways and recommended connections is presented on the following page.

## PLAN OUTLINE AND IMPLEMENTATION

The entire plan, available at [www.IllinoisBikePlan.com](http://www.IllinoisBikePlan.com), is divided into three sections that cover the following topics:

- Section One** provides a snapshot of existing policies, regulations and design guidelines in Illinois, and presents examples from other states. The intent is to identify strengths and areas of possible improvement to support the development of this plan. Section One also includes a comprehensive Public Outreach report. The report summarizes the outreach process and offers preliminary analyses of public comments. Input received informed the Plan's ultimate priorities and recommendations.





# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

- **Section Two** identifies prioritized network recommendations and introduces the Illinois Regional Bikeway Inventory system. This section summarizes the methods used to develop the final proposed bikeway system and analyzes the potential costs and benefits of these recommendations.
- **Section Three** presents the plan's recommendations, action items and performance measurements. These recommendations address the current gaps in Illinois' non-motorized transportation system and will guide statewide implementation moving forward.

There are technical documents that support the recommendations and provide additional detail to support department staff and other state stakeholders in implementation. These are available at [www.IllinoisBikePlan.com](http://www.IllinoisBikePlan.com).

The implementation of the plan's performance measures will rely on consistent coordination and collaboration with stakeholders. One arena of coordination is the integration of the plan into multi-modal planning initiatives as well as long

range planning that is performed by metropolitan planning organizations and the rural development organizations. The plan makes a number of recommendations for change originating both from within IDOT and statewide stakeholders. The action plan identifies the appropriate next steps to ensure that IDOT's bike planning efforts remain responsive, flexible and viable in the future.



*Meeting participants complete surveys at a public meeting held in 2013.*

### Public Input Results Summary

#### Top 5 Priorities for IDOT:

1. System Improvements
2. Design and Policy
3. Education and Outreach
4. Funding
5. Metrics and Data Collection

#### Top 5 Treatments which would Contribute to a Safer Bicycling Environment:

1. Protected Bike Lanes/Cycletracks
2. Bike Lanes
3. Wayfinding Signage
4. Green Pavement Markings
5. Bicycle Intersection Markings

#### Top 5 Most Comfortable Bicycle Facilities:

1. Off-Road Trail
2. Protected Bike Lane/Cycletrack
3. Green Bike Lane and/or Buffered Bike Lane
4. Sidepath adjacent to Roadway
5. Street with a Typical Bike Lane

#### Top 5 Barriers to Bicycling:

1. Traffic Safety
2. Lack of Facilities
3. Distance
4. Maintenance
5. Lack of Information

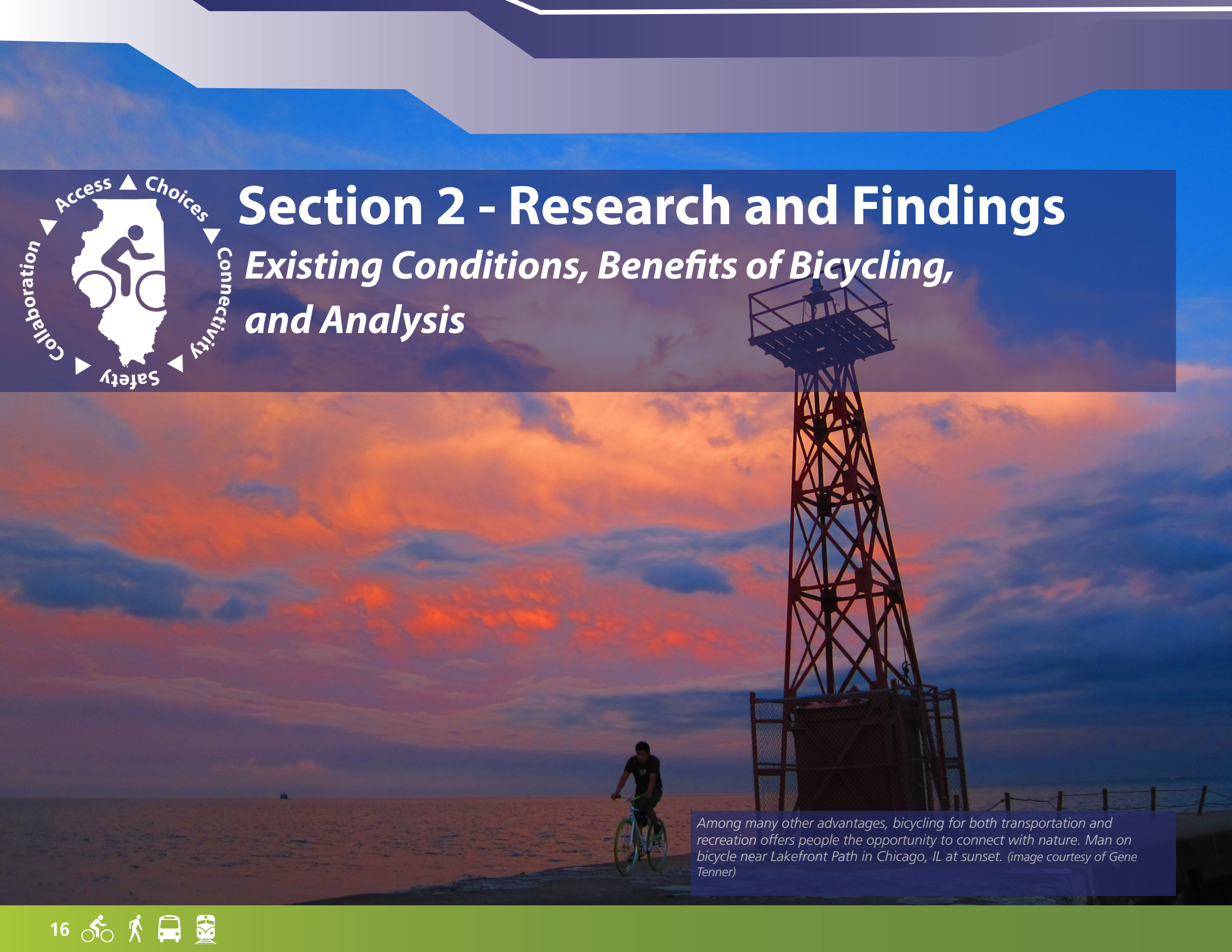
# Madison County, IL



Image courtesy of Madison County Transit

# Section 2 - Research and Findings

## *Existing Conditions, Benefits of Bicycling, and Analysis*



*Among many other advantages, bicycling for both transportation and recreation offers people the opportunity to connect with nature. Man on bicycle near Lakefront Path in Chicago, IL at sunset. (image courtesy of Gene Tenner)*



## SECTION OUTLINE

### » Policy Background

- Illinois Bicycle Policy History
- Illinois Complete Streets

### » Benefits and Impacts Analysis

- Livability Benefits
- Economic Benefits
- Health and Safety Benefits
- Environmental Benefits

### » Existing Conditions

- League of American Bicyclists
- Alliance for Biking and Walking
- America's Health Rankings
- Peer States and Best Practices

### » Needs Analysis

## SUMMARY

A fundamental goal of the Bike Transportation Plan is to provide a framework for the state to address the changing transportation trends while enhancing safe and sustainable transportation options in Illinois. Numerous studies have shown a nationwide decline in driving and an increase in alternative forms of transportation, such as walking bicycling and public transit. IDOT recognizes these shifts in transportation and is actively working to better serve alternative transportation modes through coordinated planning efforts.

Furthermore, IDOT recognizes the numerous advantages of promoting active forms of transportation in Illinois. Encouraging cycling reduces reliance on the car and significantly lowers the carbon footprint, eases traffic congestion, improves air quality and enhances public health.

Bicycling offers benefits in many areas directly and indirectly related to accomplishing the department's mission to provide safe, cost-effective transportation for Illinois' residents and visitors in ways that enhance the quality of life, promote economic prosperity, and demonstrate respect for the environment. Some additional benefits of supporting bicycling include:

- Safety
- Transportation efficiency
- Cost effectiveness
- Social equity
- Public health
- Environmental sustainability
- Economic development
- Overall quality of life

Bicycling is playing an increasingly important role in the nation's and state's transportation systems, but the success of any transportation system relies on providing an interconnected array of transportation options. For this reason, improving other transportation modes such as walking, transit and driving need to be in tandem with bicycling improvements.

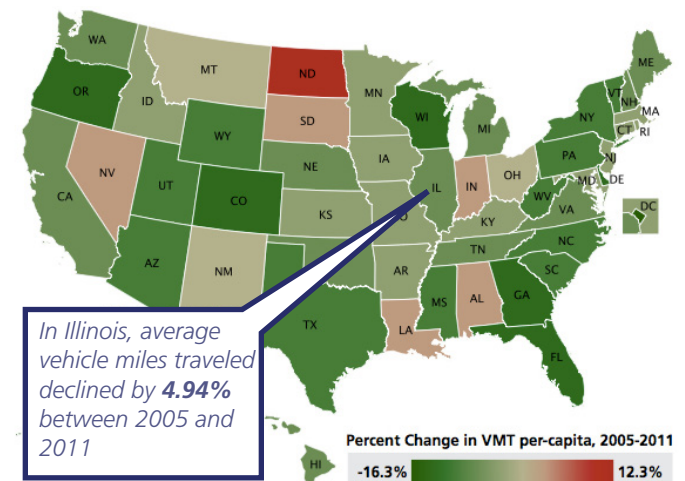
### Nationwide Increase in Bike Commuting

According to American Community Survey (ACS) Data, in 2012 nearly 1 percent of commutes are made by bicycle, which represents an almost 10 percent increase from 2011. This is the largest year-on-year increase since 2007-2008, showing that people are choosing to use their bicycles for transportation not just in response to economic crisis, but because bicycles are leading the way to recovery. In total, there were 864,883 bike commuters in 2012. **Since 2000, ACS data shows a 61.6 percent increase in bicycle commuting.**

Source: League of American Bicyclists

### Percent Change in Vehicle Miles Traveled '05-'11

Source: U.S. PIRG (uspig.org)





# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

## POLICY BACKGROUND

### ILLINOIS BICYCLE POLICY HISTORY

IDOT's bicycle program has been growing steadily in scope and implementation for over 40 years. The program began in the 1970s when IDOT began assisting in the building of trails and adding shoulders intended for bicycling on state routes. The Illinois Bikeway Act (605 ILCS 30/) was passed in 1994. This was the first bicycle-related law in Illinois. It helped draw attention to bicycle users at a time when bicycle-related discussions were still in their early stages. The Act allowed state money to be used, subject to appropriation, for bicycling infrastructure and supported programs, some of which include Illinois' first bicycle lanes, facilities connected to commuter rail stations, demonstration projects, education programs, and research. With the Act came the need for a better design guidance for bicycling infrastructure. As a result, in 1998 IDOT's Bureau of Design and Environment (BDE) added Chapter 17, Bicycle and Pedestrian Accommodations to the BDE Manual (a similar chapter was later added to the Bureau of Local Roads (BLR) Manual).

These two chapters highlight state guidance and standards for the planning, design, and implementation of state-jurisdiction and local-jurisdiction roadways.

### ILLINOIS COMPLETE STREETS

Complete Streets in the context of this plan most often refers to the requirements of Section 4-220 of the Illinois Highway Code, commonly known as the Complete Streets law of 2007, which states:

*The passage of this law represented a monumental shift in the support of pedestrian and bicycle transportation statewide. In general, projects with start dates after 2008 have been required to facilitate bicycle and pedestrian transportation where warranted.*

As a transportation option, bicycles can save riders time in towns and cities across the state, especially when running errands or commuting to a nearby job. When combined with transit, the bicycle can also provide a very important 'last mile' connection to and from transit stops. Expanding bicycle infrastructure options and increasing education and outreach will improve the condition of bicycling in the state. Currently, in Illinois bicyclists comprise 0.6 percent of commuters, providing opportunities for improvement.

*The addition of well-designed bicycle-specific infrastructure tends to reduce injury and crash risk. On-road bicycle lanes reduced these rates by about 50 percent.*

*Source: National Complete Streets Coalition*

#### **National Complete Streets Coalition Complete Streets definition:**

*Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. People of all ages and abilities are able to safely move along and across streets in a community, regardless of how they are traveling. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.<sup>1</sup>*

#### **Illinois Complete Streets Law (Sec. 4-220):**

*Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into state plans and programs. (Additional legislation from this section has been omitted)*  
*source: <<http://www.ilga.gov/legislation/publicacts/fulltext.asp?Name=095-0665>>*



# BENEFITS AND IMPACT ANALYSIS

## LIVABILITY BENEFITS

Livability benefits are accrued by people of all ages and identities. Increasingly, reports show that those born between 1982-2003 (Millennials) are opting out of car ownership and/or choosing multiple transportation methods; 69 percent use multiple modes at least a few times a week.<sup>2</sup> Of the major U.S. cities surveyed, Chicago had the highest percentage of non-car owning Millennials (47 percent).<sup>3</sup> As they age, they are more likely to feel more determined over the decision of whether or not to buy a car than previous generations.<sup>4</sup> Increasingly, people of all walks of life are using bicycles for transportation or recreation; they commute to work, run errands with their children, or ride on natural trails. Bicycle promotion through infrastructure and educational programs will increase the state's quality of life by expanding Illinois residents' mobility options.

National figures project that by 2025, nearly one in five Americans will be 65 or older.<sup>5</sup> More than one in five Americans (21 percent) age 65 or older do not drive. In car-dependent and un-walkable areas, this means these residents are either immobilized or rely on other transportation options.<sup>6</sup>



*This provides a good example of what would likely be considered a "Complete Street" According to the National Complete Streets Coalition. Bicyclists, pedestrians and transit users all feel comfortable utilizing this corridor.*

### KEY DATES

## TIMELINE OF State and National Bicycle Policy

Early 1970s	IDOT responds to oil crisis by beginning to build bicycle trails. Shoulders are added along some state roads.
Late 1970s	IDOT designates a statewide bicycle coordinator. This occurs years prior to a federal requirement.
1991	Federal transportation law (ISTEA) dedicates federal money to non-motorized transportation projects. Previous funding relied on states to dedicate federal funds as they saw fit.
Mid-1990s	The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is also implemented to support air quality improvements, lower congestion, and support surface transportation improvements. The program continues today.
1998	IDOT updates its Bureau of Design and Environment (BDE) Manual to include the era's bicycle design best practice.
1998	BDE adds Chapter 17, Bicycle and Pedestrian Accommodations to the BDE Manual. IDOT creates warrants for bicycle accommodation. The Chapter becomes a reference for other states.
2007	Illinois becomes one of the first states to pass a Complete Streets law. Cyclists' and pedestrians' needs are paramount to construction and planning.
2012	IDOT issues a new Long Range Transportation Plan with goals for travel that accommodates all users.
2012	Illinois is ranked #9 in the League of American Bicyclists Bicycle-Friendly States rating out of all 50 states.
2014	The newest federal transportation bill (MAP-21) reduced funding to active transportation projects, however the Illinois Bike Transportation Plan will help the state continue promoting cycling in Illinois.
2014	In early 2014, the Illinois Bike Transportation Plan is released, including this Executive Summary.



## Illinois Bike Transportation Plan

### *Transforming Transportation for Tomorrow*

According to Smart Growth America, more than 50 percent of all American senior citizens report staying home on any given day due to lack of transportation.<sup>7</sup> Of those who report poor walking, transit, or biking facilities, 54 percent would use such options if they existed in their community.<sup>8</sup>

### **ECONOMIC BENEFITS**

Americans spend more on transportation than any other category except housing. Choosing to bicycle for daily trips can lower this cost.

Car ownership is becoming increasingly cost prohibitive to many residents in Illinois. According to AAA's 2013 "Your Driving Costs" report, the average yearly cost for a sedan is \$9,122 or 60.8 cents/mile, an increase of almost two percent from 2012.<sup>9</sup> Depreciation costs increased to \$3,571.<sup>10</sup>

Communities cite construction costs as a prohibitory measure against building bicycle infrastructure, in reality facilities cost a fraction of the price of roadway improvements for cars. Now that the demand for these facilities is increasing, it is better that improvements are done in concert with repaving projects, which will reduce costs.

### **HEALTH AND SAFETY BENEFITS**

Illinois residents' physical activity levels influence other public health metrics. States with lower levels of active transportation (bicycling and walking), generally have higher levels of health problems such as obesity, diabetes, hypertension, and asthma.<sup>11</sup> It makes sense that in states with high levels of walking and biking, the public is more likely to achieve the daily recommended 30 minutes of physical activity.<sup>12</sup>

A well-designed bicycle infrastructure can reduce the likelihood of crashes. When compared to a major city street, a bicycle users' risk of injury falls 50 percent when riding on a road with a bicycle lane and no parked cars.<sup>13</sup> In 2011, Kinzie Street in Chicago became the city's first protected bike lane. In a user survey, 86 percent of respondents said they felt 'safe' or 'very safe' compared to just 17 percent in traditional lanes.<sup>14</sup> Ridership increases (60 percent in the case of Kinzie) also contribute to safety increases.<sup>15</sup> Cities around the world see this kind of decrease in casualties as ridership increases.

### **ENVIRONMENTAL BENEFITS**

Reducing congestion along a roadway results in the reduction of smog and ground level ozone, which are both large contributors of greenhouse gases. Corridors designed using Complete Streets improve traffic flow by lessening the stop-and-go pace of vehicular traffic, help regulate vehicle speeds to appropriate levels for the corridor's function, and reduce the number of cars on the road as some motorists become pedestrians, bicyclists, and transit riders.

*Bike share programs, such as this one at Dominican University in River Forest, IL can be a great way to encourage bicycle transportation (image courtesy of Elena Maans)*



**More than half** of all American seniors stay home on any given day due to lack of transportation. A variety of transportation options could increase their access and choices.

*Source: Smart Growth America*



*Bicycling is becoming an increasingly popular way to fulfil one's multiple transportation needs nationwide and in Illinois. The advent of cargo bikes in the U.S. is allowing people, and especially families, to accomplish more of their day-to-day errands by bike. It is important to consider the safety and needs of many user types when planning roadways. (image source: Chicago Sun Times)*

## EXISTING CONDITIONS ANALYSIS

The bike advocacy groups have played a pivotal role in the development of this plan with the promotion of cycling benefits across the state. IDOT is committed to continue consulting with advocacy groups like the League of American Bicyclists, Alliance for Biking and Walking, and others to draw on their expertise and local knowledge in order to develop innovative solutions and communicate with all road users. Delivering the vision and implementing the plan will depend on close cooperation between many different organizations and bike advocates.

This section presents a general summary of existing conditions from a national advocacy perspective. The analysis of existing conditions included a detailed look at the following:

- How well Illinois is promoting bicycling and how the state compares with other similar states in terms of facilitating bicycle transportation.
- An analysis of existing state programs, policies, design guidance and legislation that affect bicycling and an evaluation of best practices in similar states and bikeway development tools that could be adopted by the department. It is important to note that this section is based on analysis from advocates and IDOT.

## LEAGUE OF AMERICAN BICYCLISTS (LAB)

Illinois ranks ninth in the League of American Bicyclists' (LAB) Bicycle Friendly State rating program. The system uses a score-card approach to study a state's development in six areas:

1. Legislation
2. Policies & Programs
3. Infrastructure
4. Education & Encouragement
5. Evaluation & Planning
6. Enforcement

The state's overall rating has jumped from 22nd place in 2010 and 11th place in 2011 and 2012. The highest scoring categories were: Legislation & Enforcement, Policies & Programs, and Education & Encouragement. LAB identified that Illinois has opportunities for improvement in the Infrastructure and Evaluation & Planning categories. There is no doubt that the implementation of this plan provides strategic direction on how the state plans to improve on its efforts.



# Illinois Bike Transportation Plan

## Transforming Transportation for Tomorrow

### ALLIANCE FOR BIKING AND WALKING (AWB)

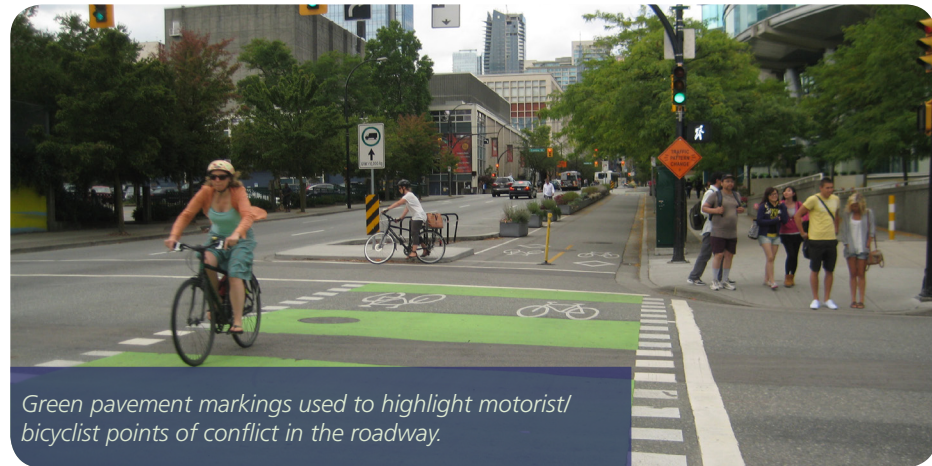
AWB produces a yearly benchmarking report with ratings in two categories: ranking by *Percent Walking & Bicycling Mode Share* and ranking by *Walking & Bicycling Safety*. AWB ranks Illinois 19th in the nation for bicycle commuting participation.

The Illinois proportion of bicycling as total transportation for bicycle commuting is 0.6 percent, and aligns with the national average of 0.6 percent. The ranking does not include bicycling for purposes other than commuting.

### AMERICA'S HEALTH RANKINGS

Promoting active transportation is one way to promote healthy lifestyles across Illinois while simultaneously enhancing multi-modal transportation choices. Making communities more walkable and bikeable can positively influence the public health of these communities.

According to America's Health Rankings, in 2012 Illinois ranked 30th out of all U.S. states in terms of health. In the latest report, one-quarter of Illinois residents reported "no physical activity or exercise other than their regular job in the last 30 days."



Green pavement markings used to highlight motorist/bicyclist points of conflict in the roadway.

### Monetized Potential Future Illinois Annual Bicycling Benefits (source: Alta Estimated Bicycling Benefits Analysis)

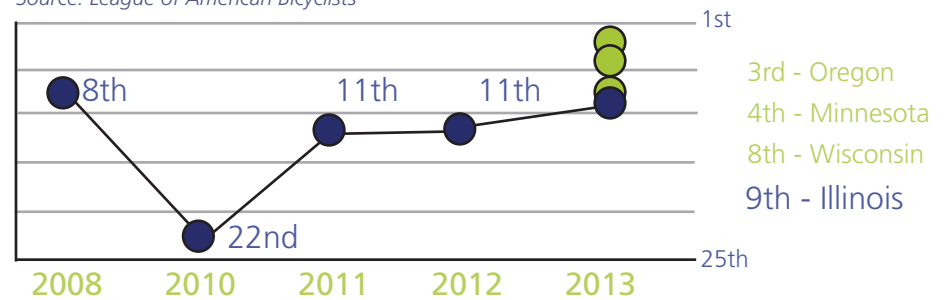
Benefit	Current: 0.54% bike commute mode share	Mid Term Goal (40% increase): 0.75%	Long Term Goal (150% increase): 1.34%
Annual VMT Reduced	\$93.3m	\$130.6m	\$233.3m
CO2 Emissions Reduced (pounds)	\$75.9m	\$106.3m	\$189.8m
Other Vehicle Emissions Reduced (pounds)	\$3.0m	\$4.2m	\$7.6m
Total Vehicle Emissions Costs Reduced	\$2.2m	\$3.1m	\$5.5m
Reduced Traffic Congestion Costs	\$7.6m	\$10.6m	\$19.0m
Reduced Vehicle Crash Costs	\$18.5m	\$25.9m	\$46.3m
Reduced Road Maintenance Costs	\$14.0m	\$19.6m	\$35.0m
Household Vehicle Operation Cost Savings	\$52.7m	\$73.8m	\$131.8m
Health Care Cost Savings from Physical Activity	\$7.9m	\$11.0m	\$19.7m
<b>Total Monetized Benefits</b>	<b>\$102.9m</b>	<b>\$144.0m</b>	<b>\$257.3m</b>

## PEER STATES AND BEST PRACTICES

The Illinois Bike Transportation Plan drew on bicycling best practices from across the country both in the analysis of existing policies, programs, design guidance and legislation, and in forming recommendations. Focusing on examples from Wisconsin, Minnesota, and Oregon allows for a comparison of biking across states with similar geography, population, demographics, and land-use as Illinois. The following tables summarize best practice items from these peer states.

## ILLINOIS & PEER STATE BICYCLE FRIENDLY STATE RATING

Source: League of American Bicyclists



BEST PRACTICES	Peer State Best Practices		
	Wisconsin	Minnesota	Oregon
Legislation & Enforcement	<ul style="list-style-type: none"> <li>• Statute 85.023 – Planning for bicycle facilities</li> <li>• Statute 85.024 – Bicycle and Pedestrian Facilities Program</li> <li>• Statute 84.01 (35) – Bikeways and Sidewalks in Highway Projects (Complete Streets Act)</li> </ul>	<ul style="list-style-type: none"> <li>• Minn. Stat. § 160.264 and Minn. Stat. § 165.02. Requirement to provide bicycle facilities</li> <li>• Legislation on Complete Streets</li> </ul>	<ul style="list-style-type: none"> <li>• ORS 366.460 Construction of sidewalks within highway Right-of-Way (ROW)</li> <li>• ORS 366.514 Use of highway fund for footpaths and bicycle trails</li> </ul>
Policies & Programs	<ul style="list-style-type: none"> <li>• Provide high quality facilities along state roadways</li> <li>• Explicitly states how Wisconsin addresses federal policy requirements for the accommodation of bicyclists and pedestrians. Explicitly defines exceptions to required accommodations</li> </ul>	<ul style="list-style-type: none"> <li>• Trunk Highway Bridge Improvement Program</li> <li>• Cyclist consideration in rumble strip installation on state roadways</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation Planning Rule</li> <li>• Includes bicycles in state Safety Action Plan</li> <li>• Design guide advocates for application of innovative designs for context sensitive solutions</li> </ul>
Infrastructure & Funding	<ul style="list-style-type: none"> <li>• Uses general fund money to pave shoulders on state highways</li> <li>• Inventoried cycling quality of all state roadways</li> </ul>	<ul style="list-style-type: none"> <li>• MnDOT pays 100 percent of cost for bike facilities on trunk highway system</li> </ul>	<ul style="list-style-type: none"> <li>• Provides state funding for bike projects</li> </ul>
Education & Encouragement	<ul style="list-style-type: none"> <li>• Teaching Safe Bicycling</li> <li>• Enforcement for Bicycle Safety</li> <li>• SRTS Program</li> </ul>	<ul style="list-style-type: none"> <li>• SRTS Program</li> </ul>	<ul style="list-style-type: none"> <li>• SRTS Program</li> </ul>
Evaluation & Planning	<ul style="list-style-type: none"> <li>• Wisconsin State Bicycle Transportation Plan 2020</li> <li>• WisDOT Guide for Path/Street Crossings</li> <li>• Bicycle Crash Analysis for Wisconsin</li> <li>• Wisconsin Rural Planning Bicycle Guide</li> <li>• Wisconsin Bicycle Facility Design Handbook</li> </ul>	<ul style="list-style-type: none"> <li>• MnDOT Bicycle Modal Plan</li> <li>• Trunk Highway System Bicycle Or Recreational Vehicle Minimum Design Standards</li> </ul>	<ul style="list-style-type: none"> <li>• Oregon Bike and Pedestrian Plan</li> <li>• Oregon Highway Plan</li> <li>• Transportation Safety Action Plan</li> <li>• Bicycle and Pedestrian Design Guide</li> </ul>



# Illinois Bike Transportation Plan

## Transforming Transportation for Tomorrow

### NEEDS ANALYSIS

Illinois offers thousands of miles of bikeways, greenways and trails for alternative transportation. The bicycling needs summary below outlines the current mileage of these facilities and planned facilities across the state.

As Illinois explores opportunities to expand accommodations in the future, IDOT uses cost analysis modeling to prioritize development and Context Sensitive Solutions to ensure that new facilities work for system users. The summary below also provides current cost estimates for common bicycle facilities and can be used in future statewide, multi-modal planning. The map to the left depicts "Needed Regional Connections" across the state. This map, along with the Bicycle Inventory System, will help IDOT to prioritize context-appropriate facilities.



#### Bicycling Needs Summary in Illinois

##### Systemwide Estimates:

- **Total Miles of Planned Bikeways: 10,100 miles**
- **Miles Designated as Greenways/Trails: 6,300 miles**
- **Miles Designated as On-road bikeways: 3,800 miles**

##### State-jurisdiction Roadway Estimate:

- **Miles of Planned On-road Bikeways: 1,558 miles**

##### Typical Cost Per Mile Estimates:

(Includes design, engineering and contingency)

- **Shared Lane Markings: \$40,000/miles**
- **Bike Lanes: \$90,000-\$500,000/miles**
- **4' Paved Shoulders: \$500,000/mi-\$1.5 million/miles**
- **Protected Bike Lanes: \$225,000-\$1.3 million/miles**
- **Sidepaths or Greenways: \$250,000/mi-\$2.5 million/miles**

Sources: Alta Planning + Design, UNC Highway Safety Research Center, Florida DOT





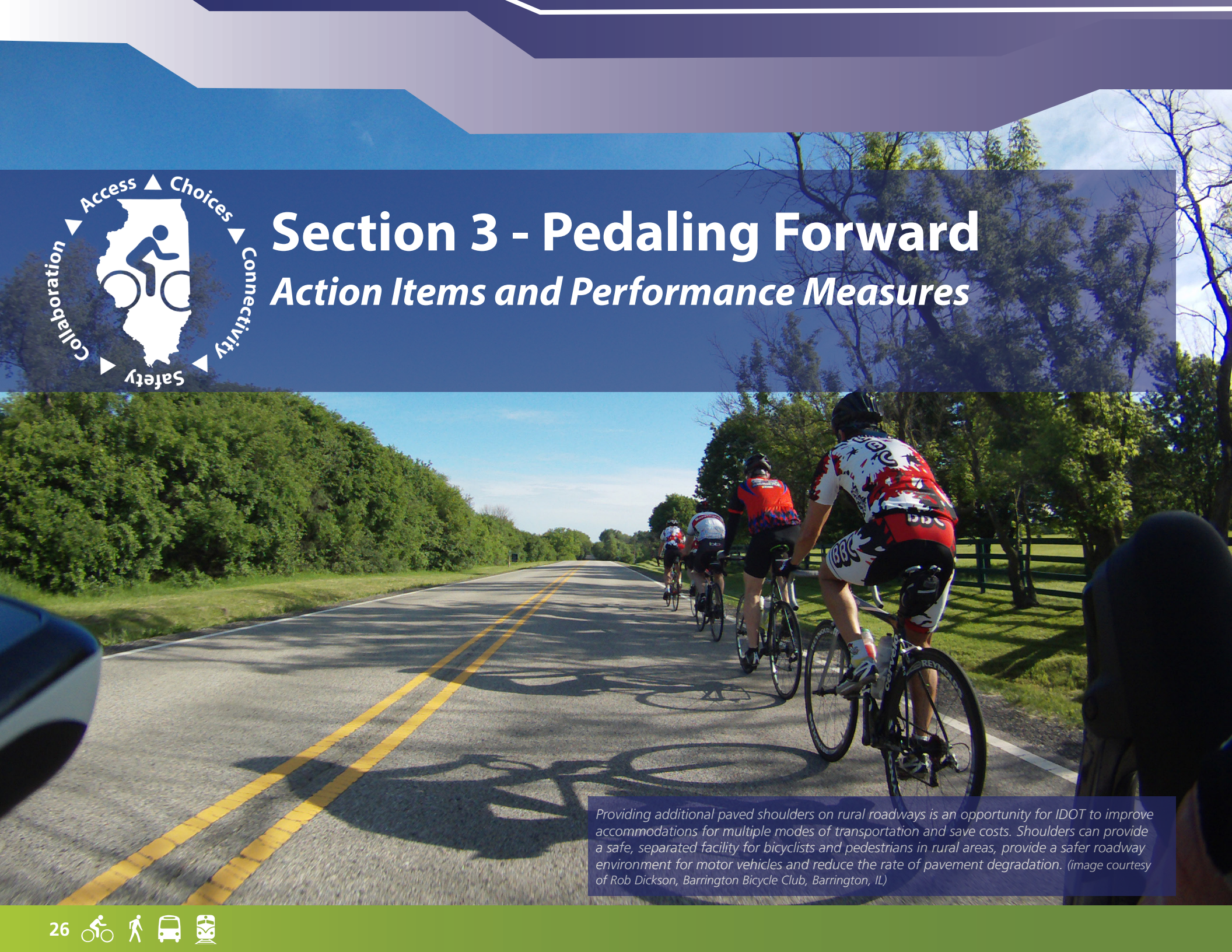
*Linear Park - Southern Illinois*





# Section 3 - Pedaling Forward

## Action Items and Performance Measures



*Providing additional paved shoulders on rural roadways is an opportunity for IDOT to improve accommodations for multiple modes of transportation and save costs. Shoulders can provide a safe, separated facility for bicyclists and pedestrians in rural areas, provide a safer roadway environment for motor vehicles and reduce the rate of pavement degradation. (image courtesy of Rob Dickson, Barrington Bicycle Club, Barrington, IL)*

## SECTION OUTLINE

### » Final Recommendations and Performance Measures

-Recommendations

-Performance Measures

### » Pedaling Forward

## FINAL RECOMMENDATIONS AND PERFORMANCE MEASURES

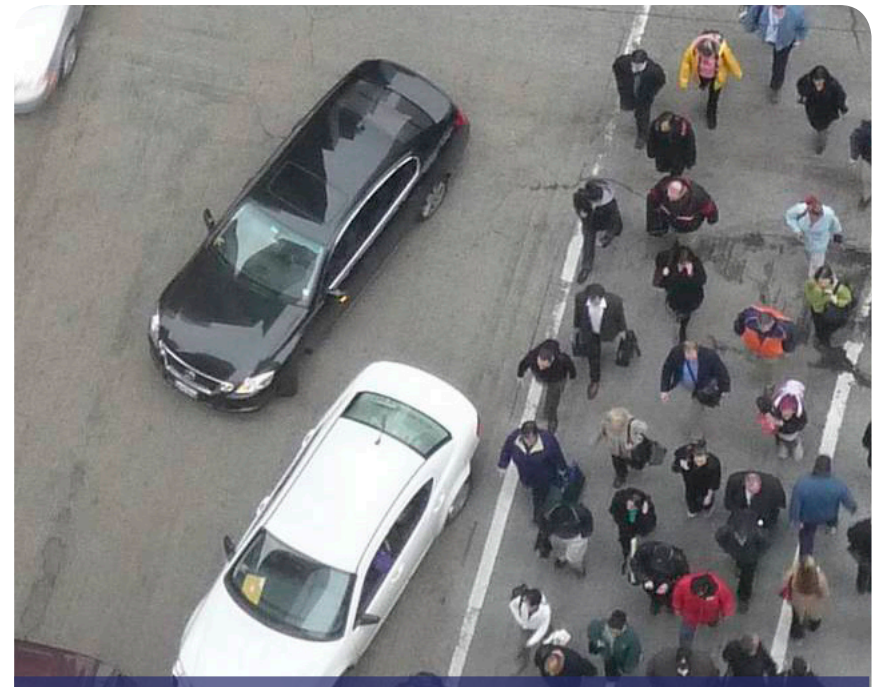
A variety of sources provided information that guided recommendations throughout the development of the plan:

- Interviews with key IDOT stakeholders within the Division of Highways, Bureau of Safety Engineering and from all nine IDOT district offices.
- Targeted interviews with key stakeholders who were well-informed about IDOT policy practices, such as the Federal Highways Administration and The League of Illinois Bicyclists.
- Formal letters of recommendations from Advisory Group member organizations.
- Input gathered through statewide meetings with local transportation professionals and the general public.
- Input gathered from the plan's online outreach surveys and free-response emails to the plan email address.
- Best practices observed in other top-bicycling cities, states and countries.

The objectives and action items on the following pages present recommendations for Illinois that are cohesive with the Illinois State Transportation Plan and Illinois Bike Transportation Plan goals. The recommendations presented in this Executive Summary document received top priority for implementation.

A key feature of the current federal transportation bill, MAP-21, is the requirement for states to meet performance-based goals. This measure helps ensure a greater degree of care and accountability in the decision making of state DOT's. Similarly, the team developed performance measures

to assist the department in implementation and evaluation. Performance measures are based upon this plan's recommendations and benchmarking best-practices observed in other bicycle-friendly states. The goals set in these performance measures represent feasible, yet visionary achievements for the department and state to strive for while implementing this plan.



*As vulnerable users, pedestrians must be afforded certain protections, rights, and considerations. This is an example of a 'standard' style crosswalk. Other, more visible crosswalk styles put pedestrians in the spotlight.*



# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

### RECOMMENDATIONS

The recommendations in this section present the recommendations developed for the Illinois Bike Transportation Plan. A report detailing all recommendations, recommendation steps and implementation resources accompanies these recommendations, but these details are excluded from the Executive Summary for brevity. Recommendations are organized according to the following categories:

- **Planning and Policies** - This category generally makes recommendations on roadway and IDOT planning efforts such as roadway project scoping and IDOT's Multi-Year Multi-Modal Program (MYP) and includes recommendations on departmental policies regarding the inclusion of Complete Streets accommodations in roadway projects.
- **Design and Maintenance** - This category includes recommendations on departmental design guidance regarding the inclusion of Complete Streets accommodations in roadway projects and recommends improvements for state maintenance and roadway preservation programs.
- **Funding** - This category includes funding recommendations for Complete Streets improvements and bicycling supports programs.
- **Education / Promotion** - This category includes recommendations that provide statewide bicycling encouragement, education, enforcement and other support programs. An example of one such program is Illinois' SRTS. It also includes measures which the department and partner organizations can take to improve communication and provision of information within the department, state partners and with the general public.



*Outreach with an interested Illinoisan during the annual New Belgium "Tour de Fat" in Chicago, IL.*

## PLANNING AND POLICIES

### ACTION ITEMS

#### OBJECTIVE:

#### Improve Complete Streets inventory and roadway evaluation procedures

BICYCLE INVENTORY SYSTEM	<p>Implement the proposed Bikeway Inventory System. Encourage MPOs and other relevant jurisdictions to participate.</p> <p>Assign staff member to manage the Bikeway Inventory System and promote the system statewide.</p>
ENHANCE ROADWAY SYSTEM	<p>Incorporate recommended Complete Streets inventory items into the Illinois Roadway Information System (IRIS).</p>
INNOVATIVE TOOLS	<p>Develop tools for planners and engineers to assist in bicycle and pedestrian project identification and development.</p>
LATENT DEMAND	<p>Review potential methodologies for bicycle latent demand and incorporate into the roadway planning process.</p>
GAP ANALYSIS	<p>Create inventory of complete street barriers (especially near schools).</p>
GAUGE DEMAND	<p>Develop baselines using pedestrian and bicycle counts to gauge statewide walking and bicycling demand.</p>

#### OBJECTIVE:

#### Ensure that Complete Streets projects have an equal consideration in the Multi-Year Planning Process

MULTI-MODAL PLANNING	<p>Develop a system that prioritizes projects with Complete Streets improvements.</p>
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#### OBJECTIVE:

#### Develop policies, design guidelines and programs that support the IDOT zero fatality policy

MULTI-MODAL PLANNING	<p>Continue and expand upon education encouragement and enforcement programs such as SRTS and informational brochures through the Division of Traffic Safety.</p>
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# Illinois Bike Transportation Plan

## Transforming Transportation for Tomorrow

### PLANNING AND POLICIES

#### ACTION ITEMS

##### OBJECTIVE:

**Continue to explore ways to improve the quality and completeness of bicycle and pedestrian crash data**

##### INNOVATIVE TRAININGS

*Educate department staff about crash data collection and crash data analysis procedures and trends and investigate ways to supplement current data.*

##### IMPROVE DATA COLLECTION

*Modify reporting methods to improve reporting for bicycle-related crashes.*

##### OBJECTIVE:

**Investigate opportunities for collaboration with the We Choose Health Initiative through IDPH**

##### PARTNER WITH PUBLIC HEALTH

*Encourage collaboration between IDOT and IDPH Healthy and Safe Built Environment Program.*

##### HEALTHY DATA SETS

*Prepare health data sets and reports that can be used in transportation planning, implementation and performance evaluation.*

##### OBJECTIVE:

**Develop a state bicycle network that connects with population centers, popular destinations, and national bicycle networks**

##### INTEGRATED NETWORKS

*Develop a system that prioritizes projects with Complete Streets improvements.*

##### OBJECTIVE:

**Continue to support the SRTS Program and establish goals with performance measures to support its advancement and programs that support the IDOT zero fatality policy**

##### IMPROVE SAFE ROUTES

*Review current SRTS practices to assist in improving and streamlining SRTS operations.*

##### SAFE ROUTES COORDINATOR

*Assign a dedicated, full-time state SRTS coordinator.*

##### SAFE ROUTES PLANNING

*Collaborate to incorporate more local school officials into transportation planning efforts.*



## ACTION ITEMS

### PLANNING AND POLICIES

#### OBJECTIVE:

#### Better integrate land use considerations into the transportation planning process

##### LAND USE PLANNING

*Review IDOT and regional partner planning agencies' transportation policies to ensure that land use is a key element in planning.*

##### MULTI-MODALISM

*Prioritize projects that develop land use and corridor plans that support multi-modal transportation.*

#### OBJECTIVE:

#### Make intermodal connections a priority in bikeways planning efforts

##### INTER-MODALITY

*Plan and prioritize the statewide network so that multi-modal connections with and between local transit operator stops are priorities.*

#### OBJECTIVE:

#### Track and measure the implementation of Complete Streets

##### TRACK PERFORMANCE

*Develop a system that prioritizes projects with Complete Streets improvements.*

##### SAFETY

*Evaluate the existing HSIP prioritization and project programming process to ensure pedestrian and bicycle safety performance measures are met.*

#### OBJECTIVE:

#### Work with public transit and rail partner agencies to improve intermodality

##### BIKES ON TRANSIT

*Work with transit and rail partner agencies to ensure that bike racks are present or bicycles are allowed on all systems throughout the state.*

##### WORKING GROUP

*Work with Metra, Amtrak, and other regional passenger rail carriers within the state to ensure that bikes are allowed and reasonably stowed on all trains.*

##### COMPLETE STREETS

*Consider roadways within the bicycle/pedestrian catchment areas of local and regional transit access (3 miles) as high priorities for Complete Streets.*



**PLANNING AND POLICIES**

**ACTION ITEMS**

**OBJECTIVE:**

**Coordinate with other agencies on bicycle and pedestrian issues**

<b>INTER-AGENCY COLLABORATION</b>	<i>Establish a working group that satisfies the requirements of 605 ILCS 30/ Bikeway Act while facilitating inter-agency coordination.</i>
<b>REGIONAL COORDINATION</b>	<i>Coordinate and encourage involvement with state Metropolitan Planning Organizations, Regional Planning Organizations, Transit Planning Organizations, and local governments.</i>
<b>TRAIL COORDINATION</b>	<i>Coordinate on connectivity to trails and trails access. Coordinate on ROW easement for trails/trailheads.</i>
<b>STATE TRAIL SYSTEM</b>	<i>Work with IDNR to plan and develop an interconnected state network of greenway trails.</i>
<b>LOCAL PLANNING ASSISTANCE</b>	<i>Create a bicycle and pedestrian master planning guide for local agencies.</i>
<b>PROMOTE FUNDING OPPORTUNITIES</b>	<i>Provide updated resources that advertise funding programs for bicycle and pedestrian improvements.</i>
<b>TOURISM COLLABORATION</b>	<i>Partner with agencies such as the Department of Tourism in developing community development type bike recreational programs.</i>

**OBJECTIVE:**

**Gather data, best practice, examples, and lessons learned for design treatments and planning**

<b>INNOVATIVE DESIGN</b>	<i>Continue to work with partners such as the Congress for New Urbanism and Institute of Transportation Engineers to share best design practices.</i>
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**OBJECTIVE:**

**Improve District Bicycle Maps**

<b>ENHANCE MAPS</b>	<i>Improve bikeways facility data collection and bicycle level of service using emerging industry research and portray this on district maps. Improve the accuracy of bicycling conditions as described on District Maps.</i>
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## PLANNING AND POLICIES

### ACTION ITEMS

#### OBJECTIVE:

**Promote the institutionalization of health professionals/advocates into transportation planning processes**

#### PARTNER WITH PUBLIC HEALTH

*Engage local health directors and boards of health to participate in local/ regional transportation planning.*

#### ENGAGE WITH ADVOCATES

*Engage network of possible non-profit partners in Illinois, many of which support healthy living initiatives.*

#### OBJECTIVE:

**Incorporate Environmental Justice considerations in project planning and development**

#### BICYCLE INVENTORY SYSTEM

*Update IDOT planning guidelines to include a prioritization of transportation options for vulnerable system users.*

#### WORKING GROUP

*Establish an Environmental Justice working group, with a focus on targeted and vulnerable constituencies.*

#### ENHANCE ACCESS

*Partner with other Illinois agencies to improve methods of addressing ADA considerations.*

#### OBJECTIVE:

**Enhance the "Complete Streets" capabilities within the department**

#### COORDINATOR

*Create a dedicated bicycle pedestrian coordinator.*

#### DISTRICT COORDINATORS

*Ensure that there is at least one person at each district who coordinates bicycle and pedestrian issues.*



# Illinois Bike Transportation Plan

## Transforming Transportation for Tomorrow

### DESIGN AND MAINTENANCE

#### ACTION ITEMS

##### OBJECTIVE:

**Update design guidance and policies for bicycle and pedestrian projects and programs within department manuals**

##### ENHANCE COMPLETE STREETS CAPABILITIES

*Review and implement “Design & Maintenance Recommendations” included in the plan to ensure that bicycle and pedestrian policies and design guidelines are consistent. These technical recommendations are available at [www.IllinoisBikePlan.com](http://www.IllinoisBikePlan.com)*

### FUNDING

#### ACTION ITEMS

##### OBJECTIVE:

**Enhance the efficiency and effectiveness of the state’s grant programs**

##### ITEP

*Provide funding resources for communities and streamline the ITEP application process. Enhance the online application process by providing tools such as a detailed facility cost-estimation tools.*

##### PROMOTION

*Continue advertising the program through IDOT media channels. Work with LIB on outreach and community assistance efforts.*

##### SHOVEL-READY PROJECTS

*Ensure only shovel-ready projects receive funding by requiring minimum phase 1 design and engineering.*

##### ITEP TRANSPARENCY

*Increase transparency and guidance in the ITEP program by establishing a project ranking matrix based on factors such as project readiness, potential impact, receipt of past ITEP grants, etc.*

##### STATE PLANNING & PROGRAMMING

*Continue to supplement bicycle and pedestrian program funds with Surface Transportation Program (STP) funds sufficiently to meet the goals of this plan.*

##### OBJECTIVE:

**Set funding targets for bicycle and pedestrian projects**

##### DEDICATED FUNDING

*Dedicate funding to Complete Streets projects in IDOT’s MYP*

##### GENERAL ROADWAY FUND (GRF)

*Develop a minimum funding requirement for Complete Streets improvements within the general roadway fund*

##### SURFACE TRANSPORTATION PROGRAM

*Generate a minimum requirement for Complete Streets funding as part of the STP funds.*



## FUNDING

### ACTION ITEMS

#### OBJECTIVE:

#### Enhance the efficiency and effectiveness of the state's grant programs (continued)

FUND LOCAL PLANNING	Establish a bike planning program fund for local communities. Establish a funding source for improvements in Communities outside of urbanized areas.
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	Assign adequate Highway Safety Improvement Program funding to meet bicycle and pedestrian performance measures.
FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	Continue to make 100 percent of Transportation Alternative Program (TAP), MAP-21, funds available for eligible activities.
COMPLETE STREETS FUNDING	Address the issue with the 80/20 funding match for pedestrian and bicycle accommodations.
INNOVATIVE FUNDING	Establish a bicycle planning/program fund to cover technologically innovative projects that support biking.
PROMOTE FUNDING OPPORTUNITIES	Provide updated resources that advertise funding programs for bicycle and pedestrian improvements.

#### OBJECTIVE:

#### Set funding targets for bicycle and pedestrian projects

DEDICATED FUNDING	Dedicate funding to Complete Streets projects in the IDOT MYP.
GENERAL ROADWAY FUND (GRF)	Develop a minimum funding requirement for Complete Streets improvements within the general roadway fund.
SURFACE TRANSPORTATION PROGRAM	Generate a minimum requirement for Complete Streets funding as part of the Surface Transportation Program (STP) funds.



# Illinois Bike Transportation Plan

## Transforming Transportation for Tomorrow

### EDUCATION / PROMOTION

#### ACTION ITEMS

##### OBJECTIVE:

##### Expand public education, outreach and enforcement for bicycling

RULES OF THE ROAD	<i>Develop and implement programs that educate all types of roadway users on the rules of the road and safety for non-motorized users.</i>
DRIVER'S EDUCATION	<i>Incorporate bicycling into driver's education/ driver's test. Incorporating bicycling skills/safety into driver's education programs.</i>
ENFORCEMENT	<i>Ensure proper enforcement of bicycle traffic laws.</i>
GENERAL OUTREACH	<i>Conduct outreach to public officials, transportation professionals and residents at large about the benefits of bicycling and reasons to accommodate it.</i>
EARLY CHILDHOOD EDUCATION	<i>Institutionalize elementary school education for bicyclists.</i>
PARTNERSHIPS	<i>Partner with external stakeholders to encourage active transportation among low income, people of color, older adults, women and children.</i>

##### OBJECTIVE:

##### Provide modern, innovative means of collecting information, sharing information and mapping on regional trails through Internet, smartphone, etc

DIGITAL AND PRINT RESOURCES	<i>Provide bikeways information in easily accessible digital and physical formats.</i>
COMMUNICATE COMMUTING OPTIONS	<i>Develop a statewide online and/or smartphone app for bicycling that includes information on preferred routes and realtime information on roadway conditions such as maintenance and weather.</i>
INTERNAL TRAINING	<i>Promote the regional bicycling system through online and offline mapping and wayfinding, and coordinated outreach efforts with assistance from partner agencies.</i>



## EDUCATION / PROMOTION

### ACTION ITEMS

#### OBJECTIVE:

#### Expand available information, information sharing, and training on Complete Streets

##### ENHANCE TRAFFIC SAFETY MATERIALS

Expand department approved, online resources for Complete Streets planning and design.

##### INNOVATIVE TOOLS

Expand department approved, online resources for Complete Streets planning and design.

##### INTERNAL TRAINING

Create an internal, online forum for sharing Complete Streets information and resources among districts.

#### OBJECTIVE:

#### Improve IDOT's online educational resources

##### ENHANCE MAPS

Regularly update the IDOT "Transportation Alternatives" website and include resources for the public such as safety resources, trip planning maps and resources, and contact information.

#### OBJECTIVE:

#### Continue to develop and expand educational resources for residents

##### PARTNER WITH PUBLIC HEALTH

Conduct targeted social media, advertisements, marketing campaigns and/or other promotional efforts to increase active transportation.

##### ENGAGE WITH ADVOCATES

Promote walking and bicycling as an amenity by continuing to feature exemplary facilities/projects around Illinois.

#### OBJECTIVE:

#### Expand public education, outreach and enforcement for bicycling

##### PARTNER WITH PUBLIC HEALTH

Continue involvement in annual Illinois bicycle summit and expand broad engagement of non-traditional groups/organizations.

#### OBJECTIVE:

#### Expand public education, outreach and enforcement for bicycling

##### ENGAGEMENT

Reach out to other organizations, including state and local non-profits, to identify appropriate ways to boost resident engagement in bicycle transportation planning.



# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

### PERFORMANCE MEASURES

Performance measures have been developed based on the recommendations and the corresponding objectives and action items presented in the previous section. Each measure will allow IDOT to track the progress of state bicycling and Complete Streets improvements and the plan's implementation. The performance measures are organized into four categories:

1. Planning and Policies
2. Design and Maintenance
3. Funding
4. Education / Promotion

Performance measure details can be found in the appendix.

### PEDALING FORWARD

IDOT is excited to begin implementing the Illinois State Bike Transportation Plan and looks forward to working with the many agencies, organizations, and Illinois residents and visitors that have been actively engaged throughout the plan's development, as well as any others that are interested in strengthening bike transportation across Illinois.



Milwaukee Ave. - Chicago, IL





# Illinois Bike Transportation Plan

## *Transforming Transportation for Tomorrow*

### **COLLABORATION**

Multi-modal planning requires clear, consistent, and productive public partnership. The Illinois Bike Transportation Plan was a collaborative effort that united a diverse array of stakeholders from across the state. During the planning process, IDOT heard from over 4,000 members of the general public and from over 75 organizations including state agencies, regional planning councils, schools and universities, private sector employers, and advocacy groups. A few selected quotes are highlighted throughout this Executive Summary.

### **ACKNOWLEDGEMENTS**

IDOT would like to thank the following agencies and organizations who contributed their time, experience and expertise to development of the Illinois Bike Transportation Plan. Their input has helped to create this rich and valuable road map for improving bicycling and multi-modal transportation in Illinois.

Bi-State Regional Commission  
Chicago Metropolitan Agency for Planning  
Congress for the New Urbanism  
Danville Area Transportation Study  
Decatur Urbanized Area Transportation Study  
DeKalb Sycamore Area Transportation Study  
East-West Gateway Council of Governments  
Federal Highway Administration  
Forest Preserve District of Will County  
Greater Egypt Regional Planning Commission  
Illinois Alliance to Prevent Obesity  
Illinois Association of County Engineers

Illinois Association of Park Districts  
Illinois Department of Natural Resources  
Illinois Department of Public Health  
Illinois Office of Tourism  
Kankakee County Planning Department  
League of Illinois Bicyclists  
Macon County RPC  
McClellan County Regional Planning Commission  
National Park Service  
Openlands  
Rockford Area Transportation Study  
Springfield/Sangamon County  
Stateline Area Transportation Study  
Trails for Illinois  
Tri-County Regional Planning Commission

### **CONSULTANTS**

Alta Planning + Design  
Metroquest (Online outreach)  
Heartlands Conservancy (Outreach)  
Trailnet (Outreach)





## ENDNOTES

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