



Illinois

RANKING # 14

REGIONAL RANKING » MIDWEST #3

GOVERNOR: Bruce Rauner

DOT COMMISSIONER: Randall Blankenhorn

BICYCLE/PEDESTRIAN COORDINATOR: None

STATE ADVOCACY GROUP: League of Illinois Bicyclists

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

4	LEGISLATION AND ENFORCEMENT	
3	POLICIES AND PROGRAMS	⏚
2	INFRASTRUCTURE AND FUNDING	⏚
4	EDUCATION AND ENCOURAGEMENT	
2	EVALUATION AND PLANNING	

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

	1% OR MORE OF PEOPLE COMMUTING BY BIKE
	SAFE PASSING LAW (3 FEET OR GREATER)
	COMPLETE STREETS POLICY
	DEDICATED STATE FUNDING
	ACTIVE STATE ADVOCACY GROUP
	STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)
	SHARE THE ROAD CAMPAIGN
	VULNERABLE ROAD USER LAW
	BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
	2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

46 of 100

2014: 53 of 100

FEEDBACK

- Hire and strategically place a full-time, qualified bicycle/pedestrian coordinator to implement the state bike transportation plan and to provide input on road projects. To keep their focus, assign other tasks not directly related to these priorities (e.g., RTP administration) to other staff.
- Illinois DOT's 20% local cost share for bike/ped elements of state road designs has sometimes led to non-accommodation, project delays and re-designs. Requiring a local contribution for these elements is not usually done in higher-ranking "Bicycle-Friendly States". Also, local non-payment is not an exception in Illinois' Complete Streets law. Bike/ped components should have the same cost share as the rest of the road.
- Routinely and more promptly incorporate updates of national standards and FHWA-accepted guidance manuals into IDOT's BDE and BLR design manuals. The bike plan, including Appendix N, details many specific points. Also, consistency is needed between the "bike chapters" (BDE Chapter 17, recently-revised BLR Chapter 42) and other chapters.
- Adjust the 2010 IDOT BDE manual's bikeway selection table to more closely meet the newer 2012 AASHTO bike guide's recommendations – and to better ensure implementation in some cases. For times when the table's recommended bikeway cannot be implemented, add solid guidance on secondary, fallback options to the design manuals.
- Take advantage of resurfacing projects where there is excess lane width to reconfigure lane striping for bike lanes (in towns) or paved shoulders (outside of towns). In addition, consider expanding a resurfacing project's scope, budget, and paved width, where there is significant need for bicycle or pedestrian accommodation.