**Summary**

**Illinois** is a standout in Legislation & Enforcement, with strong legal protections for bicyclists and strong laws against dangerous driver behavior, including distracted driving. While Illinois is the #1 ranked state in that category, there is a serious asterisk that falls outside the scope of our survey data.

That asterisk would be the case of Boub vs. Township of Wayne, which in 1998 held that Illinois municipalities are not liable for damages to bicyclists caused by road conditions unless the municipality has designated that the road is intended for bicyclists. This case means that municipalities can avoid legal risk by not planning for or building for bicyclists. Despite amending its law so that bicyclists “shall be granted all of the rights” of vehicle drivers in 2016, the decision in Boub still has not explicitly been overturned and casts a shadow over state and local bicycle planning. Remedy this should be a priority for the state.

Outside of the Legislation & Enforcement category, Illinois is mostly an average state. It’s poor performance in the Infrastructure & Funding category may reflect budgetary problems that go far beyond transportation.

**Feedback Points**

- **Illinois** could improve its data systems in order to report on planned and built bicycle facilities. This could include a Complete Streets Inventory and improved roadway evaluation procedures.

- **Illinois** should update the state’s design manuals (BDE for state roads, BLR for local road design approvals) according to the latest industry manuals (including AASHTO 2012, NACTO) in order to improve the state’s design and access policies.

- Complete streets efforts would be improved by incorporating bicycle (and pedestrian) needs more into internal criteria on which state roads are funded for resurfacing or reconstruction. This could include proactively expanding the scope and budget of resurfacing projects where reasonable improvements can improve bike and pedestrian safety.

- **Illinois** should use both 405 and 402 safety funding to ensure that there are adequate public education opportunities for people to learn about safe bicycling and safely sharing the road with people who bike. With good laws on the books it is important that the public is educated about them.

- The Illinois DOT should hold or provide ongoing support for a state bicycle and/or walking conference with opportunities for professional development, contact with elected officials, and networking.

- More aggressively implement the Illinois Bike Transportation Plan. Provide public reporting of progress with an implementation dashboard or other system.

**Bicycle Friendly Actions**

- **Complete Streets Law / Policy**
  - ✔️ Progress

- **Safe Passing Law (3ft+)**
  - ✔️

- **Statewide bike plan last 10 years**
  - ✔️

- **2% or more fed funds on bike/ped**
  - ✔️

- **Bicycle Safety Emphasis Area**
  - ✔️

**Federal Data on Biking**

- **Ridership**: 0.6% of commuters biking to work
  - Rank: 20/50

- **Safety**: 7.5 fatalities per 10k bike commuters
  - Rank: 24/50

- **Spending**: $2.28 per capita FHWA spending on biking and walking
  - Rank: 29/50

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1 This figure is based upon the Census Bureau’s American Community Survey (ACS) 5-year estimate.

2 This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.

3 FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.
The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.
The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.