



BICYCLE FRIENDLY STATE REPORT CARD

ILLINOIS

RANKED

16

OF 50

STATE ADVOCACY GROUP:
RIDE ILLINOIS

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Illinois, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Illinois.

The Illinois Department of Transportation is working on data projects to improve data on things such as an inventory of bicycle facilities. This type of data will help ensure that bicycle facilities are coordinated with local governments and identify maintenance needs as assets can be more actively managed over time.

In 2019, the Illinois legislature provided \$50 million in *annual* funding for bicycle and pedestrian projects. This is a great step for the state towards creating a safer and more sustainable transportation system.

The current implementation of the Illinois Compete Streets law requires a 20% local match for adding sidewalk, bike lanes, and other infrastructure for people who bike and walk. This required match may prevent lower-resource communities from receiving safe infrastructure and is not required for car infrastructure. The state should change this policy to help all communities receive safe infrastructure.

Over the years, Illinois has often been near or at the top of the country in terms of unobligated balances in the Transportation Alternatives Program, putting these funds at great risk when federal rescissions are not based on apportionment. The state must be more proactive at solving this issue than in the past, and implement methods that have worked in other states.

The State Bikeways Grant program has been restored after years of diverting grant money to pay IDNR salaries. Continue this program and raise its maximum grant amount to account for inflation.

Active transportation is an important part of community health and promotion of physical activity. Illinois should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

Illinois' Complete Streets policy and state road design standards were recently improved in many ways, including the addition of Separated Bicycle Lanes and a stronger focus on resurfacing projects improving bicycling conditions. The state must ensure that these and other policy improvements are effectively implemented at the District road project level.

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

FHWA's Bicycle Count Pilot Program found that continuous bicycle counters can save staff time and provide more robust data than manual counts. Illinois should consider starting a continuous counter program. Find more resources here: <http://www.pedbikeinfo.org/topics/countingestimating.cfm>

Continue to increase state partnership in the Illinois Bike Summit, with opportunities for professional development, contact with elected officials, and networking

	Infrastructure & Funding	D+
	Education & Encouragement	B
	Legislation & Enforcement	A-
	Policies & Programs	C
	Evaluation & Planning	B-

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.6% of commuters biking to work	19/50
Safety	7.2 fatalities per 10K bike commuters ⁱⁱ	24/50
Spending	\$3.73 per capita FHWA spending on biking and walking ⁱⁱⁱ	7/50


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


ⁱⁱ 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.


ⁱⁱⁱ 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.


Category Breakdown: ILLINOIS

 Infrastructure & Funding Ranked 37 of 50 States D+	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	C+
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	C+
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	F

 Policies & Programs Ranked 20 of 50 States C	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	C-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C

 Education & Encouragement Ranked 7 of 50 States B	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	B

 Evaluation & Planning Ranked 22 of 50 States B-	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	D
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 3 of 50 States A-	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	B
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	A-
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State 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.

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TOGETHER!



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