



# Illinois

# RANKING # 11

## REGIONAL RANKING » MIDWEST #3

GOVERNOR: Pat Quinn

DOT COMMISSIONER: Ann Schneider

BICYCLE/PEDESTRIAN COORDINATOR: Gabriel Sulkes

STATE ADVOCACY GROUP: League of Illinois Bicyclists

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

**4** LEGISLATION AND ENFORCEMENT

**4** POLICIES AND PROGRAMS

**1** INFRASTRUCTURE AND FUNDING

**4** EDUCATION AND ENCOURAGEMENT

**2** EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)



SAFE PASSING/VULNERABLE ROAD USER LAW



COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP



STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)



SHARE THE ROAD CAMPAIGN



BICYCLE EDUCATION FOR POLICE



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

# 53.1

 of 100

2013: 51.9 of 100

## FEEDBACK

- Implement the State Bike Transportation Plan's Action Item: "Address the issue with the 80/20 funding match for pedestrian and bicycle accommodations." Use the same local cost-share for bike/pedestrian accommodations as is used for the overall project.
- Fully update IDOT policies, practices and standards to meet the latest FHWA, AASHTO, and other applicable guidelines. Make sure that Complete Streets policies and design guidelines are consistent across all chapters of the BDE and the BLR manuals.
- More fully incorporate bicycling into driver's education programs and the driver's test.
- Collect data regarding enforcement actions against motorists based on incidents with bicycles, such as traffic tickets issued, prosecutions, or convictions.
- Partner with bicycle advocates to promote the online bike safety learning quizzes [www.bikesafetyquiz.com](http://www.bikesafetyquiz.com). Ideally, the quizzes should be included in PE learning standards, and be routinely used in traffic school and drivers education programs.
- Since arterial and collector roads are the backbone of every transportation network, it is essential to provide adequate bicycle facilities along these roads. Increase the percentage of state highway network that has paved shoulders or bike lanes greater or equal to 4 feet wide.
- Adopt road project selection criteria that incentivize bicycle and pedestrian accommodations, where there is existing or latest demand.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.