Walk. Roll. Illinois

Active Transportation Plan

June 2026

Illinois Department of Transportation

Letter from the Illinois Secretary of Transportation

Dear Illinois Residents and Transportation Partners,

As an outdoor enthusiast and avid cyclist, I am extremely proud to present the **Walk.Roll.Illinois Active Transportation Plan**. It is the first plan of its kind for Illinois and a bold and forward-looking roadmap for creating a safer, more connected and more equitable transportation system for all who walk, bike or roll in our state.

Active transportation is not just a recreational choice—it is an essential mode of travel for thousands of Illinois residents every day. This plan recognizes that reality and sets forth strategies to ensure that walking, biking and rolling are safe, accessible and integrated into our statewide transportation network. By prioritizing people over vehicles, we are investing in safer and healthier communities, cleaner air and vibrant local economies.

Walk.Roll.Illinois reflects years of collaboration with local governments, advocacy organizations and residents across Illinois. We heard your voices and incorporated your ideas into this plan.

Illinois is home to more than **552,000 households without a vehicle**, and **nearly 27% of residents report no physical activity in a given week**. These statistics convey the urgency of creating a transportation system that serves everyone. Through this plan, we are focused on connecting and expanding infrastructure, improving safety and providing resources to local agencies that make walking, biking and rolling viable and attractive options statewide.

I invite you to explore this inaugural plan and join us in shaping a future where active transportation is safe, convenient and embraced across Illinois. Together, we can build a transportation system that reflects our values of equity, sustainability and community.

Thank you for your partnership and commitment to making Illinois a leader in multimodal transportation.

Gia Biagi

Illinois Secretary of Transportation

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About This Plan

ILLINOIS DEPARTMENT OF TRANSPORTATION

This plan serves as the strategic guide for the Illinois Department of Transportation (IDOT) to create or update policies, practices and processes that support active transportation across the state. The plan provides strategies, action items and performance measures to guide active transportation and track progress for years to come.

INTERAGENCY COUNCIL ON BIKEWAYS

Interagency Council on Bikeways members contributed greatly to the plan, providing feedback on strategies and recommending next steps for plan implementation. This plan provides the ICB with actionable and measurable steps and outlines new partnership possibilities across agencies.

MPOS, LOCAL STAKEHOLDERS AND PARTNERS

The plan identifies new opportunities for IDOT partners to engage with local agency staff who are pursuing active transportation planning, design and construction projects. The plan outlines strategies and provides new resources, such as the Local Implementation Guide, that support both state and local active transportation initiatives.

ILLINOIS RESIDENTS

Walk.Roll.Illinois establishes a framework for statewide strategies and initiatives that support the continued development of safe, accessible walking and rolling infrastructure for all residents. Through this planning effort, thousands of residents shared their experiences, directly shaping the plan's strategies and priorities.

Table of Contents

Abbreviations

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	Americans with Disabilities Act of 1990
APBP	Association of Pedestrian and Bicycle Professionals
ATP	Active Transportation Plan
BDE	Bureau of Design and Environment
BFIS	Bicycle Facility Inventory System
BLOS	Bicycle Level of Service
BLRS	Bureau of Local Roads and Streets
BRC	Blue Ribbon Commission On Transportation Infrastructure
BSPE	Bureau of Safety Programs and Engineering
CDC	Centers for Disease Control
CDOT	Chicago Department of Transportation
CSS	Context-Sensitive Solutions
EJ	Environmental Justice
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
ICB	Interagency Council on Bikeways
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IDPH	Illinois Department of Public Health
ITE	Institute of Transportation Engineers
ITEP	Illinois Transportation Enhancement Program
KSI	Killed or Seriously Injured
LRTP	Long Range Transportation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NHI	National Highway Institute
NHTSA	National Highway Traffic Safety Administration
OIPI	Office of Intermodal Project Implementation
PIE	Public Information and Education
SHSP	Strategic Highway Safety Plan
SPR	Statewide Planning and Research Funds
SRTS	Safe Routes to School
USDA	United States Department of Agriculture
VMT	Vehicle Miles Traveled
VRU	Vulnerable Road User

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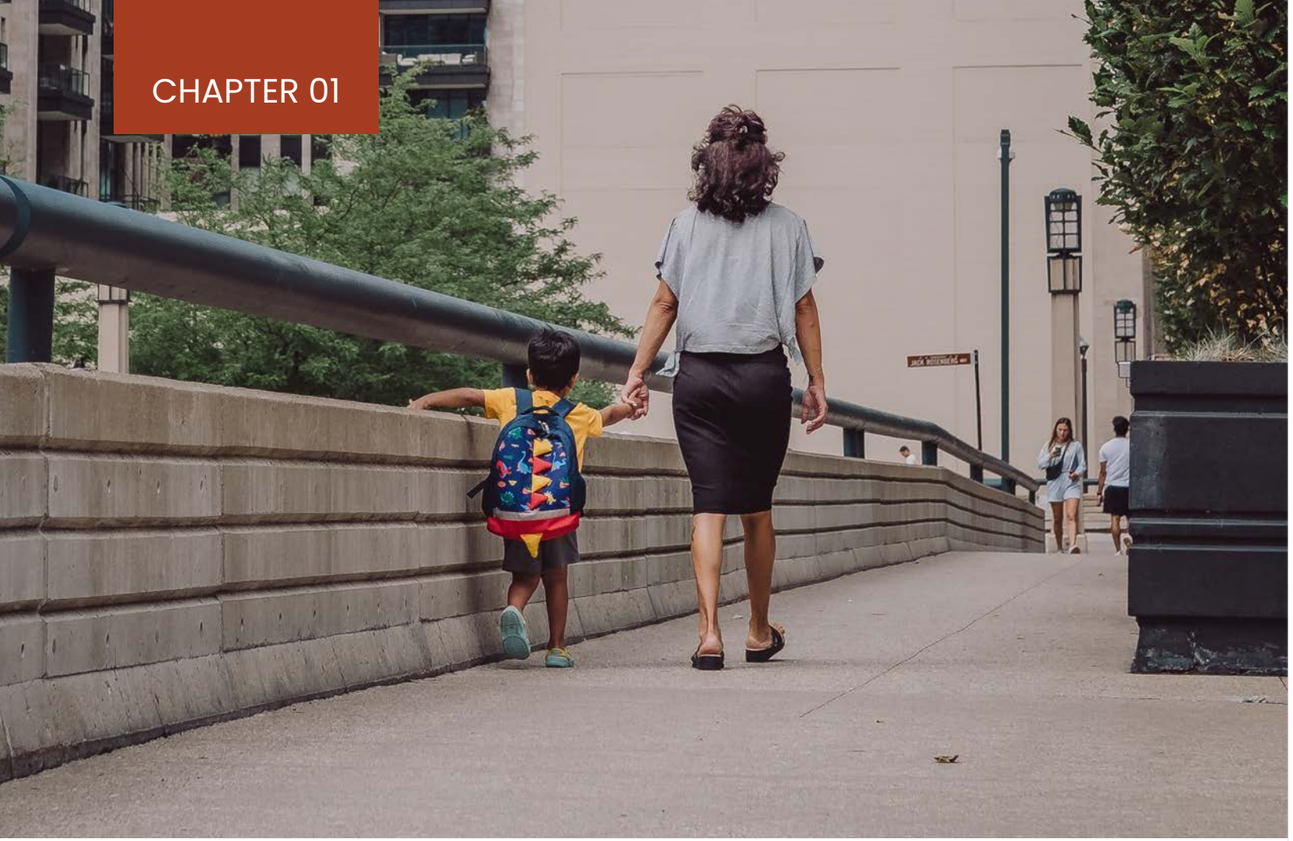


CHAPTER 01

Introduction

A Plan for All of Illinois

Walk.Roll.Illinois, the statewide Active Transportation Plan, provides the framework to improve active transportation policies, processes and education, as well as future implementation of strategies and actions. This plan serves as a guide for IDOT and other active transportation partners.

Why a statewide active transportation plan?

The plan creates a framework of recommendations for IDOT to consider and implement in coordination with bureaus and state agencies. This Active Transportation Plan serves as a critical next step in improving safety and comfort for all who walk, bike or roll and outlines new strategic policies, programs and planning resources.

At the state level, the Interagency Council on Bikeways (ICB) will continue coordinating the development and implementation of this plan's strategies.

Additionally, the Blue Ribbon Commission (BRC) will oversee progress and coordination of Walk.Roll.Illinois's implementation. This plan advances the Commission's recommendation to promote multimodal connectivity across the state.

The findings and guidance presented in this plan also apply to IDOT Districts, metropolitan planning organizations (MPOs), county and local active transportation practitioners and advocates. See page 10 for additional plan resources, including a Local Implementation Guide.

Walk.Roll.Illinois builds upon IDOT's first bicycle plan

2014 › Illinois Bike Transportation Plan

2026 *Today* › Walk.Roll.Illinois Active Transportation Plan

2014 Illinois Bike Transportation Plan

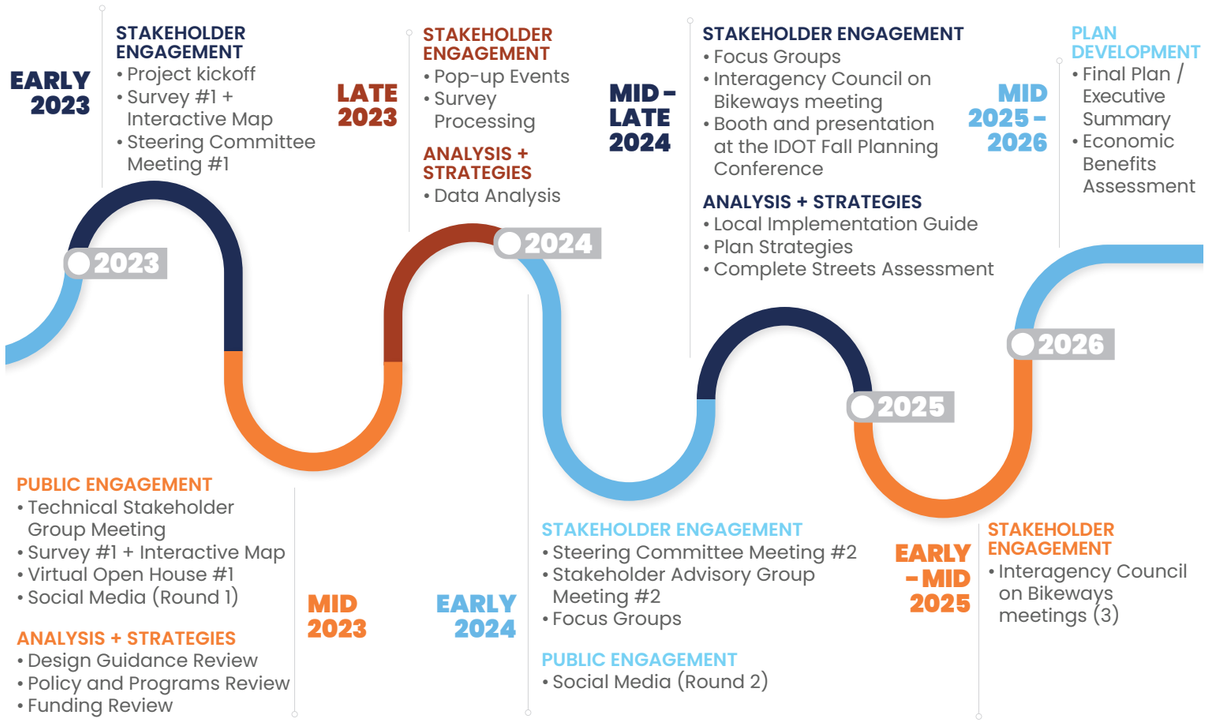
This plan builds upon the strategies and recommendations that were created in the 2014 Illinois Bike Transportation Plan, the Department's first statewide bicycle planning effort. Since then, IDOT has created the Bicycle Facility Inventory System (BFIS), developed the Bike Level of Service (BLOS) tool, formed the ICB and issued internal directives to update design guidance.

The 2014 Illinois Bike Transportation Plan and appendices can be accessed on the IDOT website .

Plan Approach

The project started with listening sessions with stakeholders across the state, including state agencies, IDOT staff and local agency partners to develop a vision statement and set of goals for the plan. Stakeholders across the state shared current barriers to active transportation and helped frame and inform the recommended strategies that serve as the guiding path for the future of active transportation at IDOT.

At the state level, the ICB will continue coordinating the development and implementation of strategies in this plan.

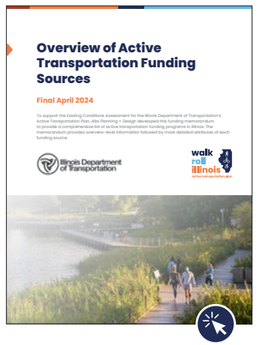


LRTP + the Walk.Roll.Illinois Active Transportation Plan

This Active Transportation Plan was developed at the same time as the 2026 Long Range Transportation Plan (LRTP). The strategies and action items of this document will become the future active transportation section of the 2026 LRTP.

How Was This Plan Developed?

Existing conditions memos provide detailed information regarding active transportation maintenance, design guidance, new mobility and funding at IDOT. **Click or tap on the images to access the documents.**

Maintenance	Design Guidance	New Mobility	Funding Sources
			

Additional Plan Resources

In addition to this plan, IDOT created a Local Implementation Guide as a resource for technical stakeholders and advocates.

Local Implementation Guide

The Local Implementation Guide provides practical tips and resources for each of the following topics:

- Planning Strategies and Resources
- Policy Guidance and Implementation
- Cost Benefit Analysis
- Funding Sources
- Design Guidance
- Education and Outreach
- Micromobility
- Transit Integration
- Maintenance

The three goals of the Implementation Guide are:

1. Develop a policy guidance document for IDOT staff and local agency partners in the style of a high-level resource handbook.
2. Direct local transportation practitioners to context-specific planning strategies and resources, funding information, design guidance, and partnership opportunities to advance active transportation across Illinois.
3. Respond to and incorporate results from public engagement with stakeholder advisory groups to tailor guidance and resources to local needs.

Check out the project site at walkrollillinois.com to access all plan resources.

Walk Roll Illinois
Local Implementation Guidebook

Illinois Department of Transportation

walk roll illinois active transportation plan

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CHAPTER 02

Vision and Goals

Vision

> To provide a safe, equitable, multimodal active transportation network that reflects our unique communities, improves access, increases active transportation and advances livability and connectivity for everyone.

Essential Transportation

This plan highlights the need for active transportation as a healthy, sustainable and essential mode of everyday **transportation**.

Active transportation encompasses human-powered travel modes, such as walking and biking, and increasingly includes electric-assist bicycles, scooters and mobility devices like wheelchairs (often referred to as "rolling"). Unlike traditional motor vehicles, these modes are smaller, slower and more vulnerable, requiring **thoughtful integration into transportation planning.**

This Walk.Roll.Illinois Active Transportation Plan aims to guide Illinois communities in creating safer, more inclusive infrastructure that supports these modes as essential components of a multimodal transportation system. Recognizing active transportation as a **valid and necessary form of mobility**—not merely recreational—reinforces its role in advancing public health, equity, environmental sustainability and economic vitality.

Goals

Safety

Reduce bicyclist and pedestrian serious injuries and fatalities.

Connectivity

Connect people to essential destinations like schools, jobs, parks and more through comfortable and continuous bicycle and pedestrian facilities.

Equity

Ensure that the network is accessible to users of all ages, abilities and backgrounds.

Partnerships

Build new partnerships and strengthen existing relationships to advance walking, biking and rolling.

Livability

Support active living environments that provide affordable transportation options and allow people to thrive in their communities and neighborhoods.

Public health & environment

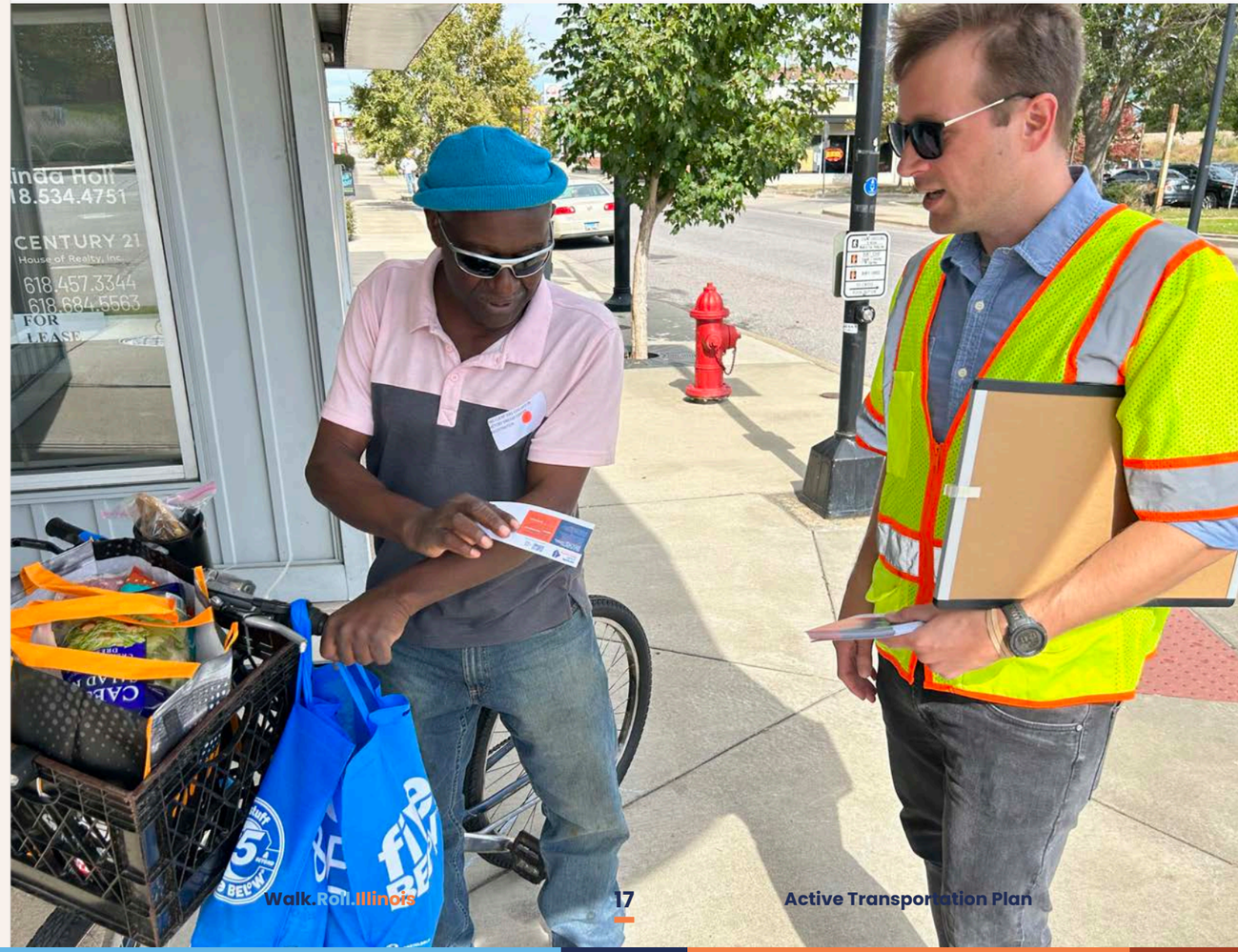
Promote active modes of travel that improve air quality and reduce chronic disease, fossil fuel dependence, greenhouse gas emissions and congestion.

Economic vitality

Support the creation of economically and culturally vibrant streetscapes that provide opportunities to engage with businesses and commerce and drive economic activity.

> "This plan highlights the many benefits for Illinois residents to switch modes and embrace a more connected system that considers all road users."
>
> *- Azariah M., Student Safety Advocate, Bloomington*

A member of the project team talks with a bicyclist in Champaign to understand barriers and concerns about walking, biking and rolling in his community.



CHAPTER 03

How We Roll: State of Active Transportation in Illinois

Active Transportation at IDOT

Over 12 million people call Illinois home. The Walk.Roll.Illinois Active Transportation Plan strives to promote comfortable and accessible bicycle and pedestrian facilities that connect every resident to their destinations. Conducted by IDOT, this planning effort focused on improving state-maintained roadways and coordinating with local agencies by providing focused strategies to update policy, programs and processes.

IDOT developed and maintains the Bicycle Facility Inventory System (BFIS), which collects data about bike lanes, greenways and trails across the state. In addition, the BLOS analysis highlighted that **5,000 of the nearly 16,000 roadway miles managed by IDOT are considered suitable for cycling.**

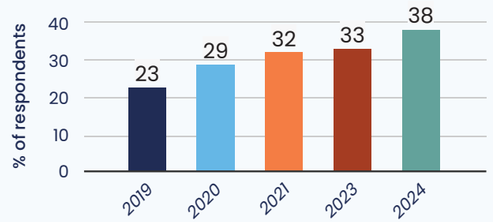
Why Active Transportation?

There is a **significant need** across the state for a safer and more connected network for walking, biking and rolling.

Recent **IDOT 2024 Travel Opinion Survey**, which collects input from Illinois residents about their priority state capital projects, found a growing desire for more bicycle facilities and trails.

IDOT 2024 Traveler Opinion Survey

Percent of respondents who selected **"Improve or expand bicycle and pedestrian trails"** as a top capital project priority.



There is a need to get to everyday destinations by active transportation, which some residents rely on due to a lack of vehicle ownership.

552,555 Illinois households do not own a vehicle

(ACS 5-year estimates, 2024; B08201)

Regular walking, biking and other physical activity improves physical and mental health, highlighting the importance of active transportation in everyday lives.

~23% of residents engage in no physical activity in a given week

(America's Health Rankings, Illinois, 2024)

Lastly, investments in active transportation facilities improve safety for all roadway users.

18% of traffic fatalities include people walking and rolling

(Illinois Vulnerable Road User Safety Assessment, 2023)

Policies, Programs and Guidance

The Complete Streets Policy, Bikeway Act, the Bureau of Design and Environment (BDE) Manual and the Bureau of Local Roads and Streets (BLRS) Manual are major policy and design guidance created and updated by IDOT. More information about these documents is included later in this chapter.

A full policy and program review can be found in the Existing Policies and Programs Appendix.

Resources

IDOT hosts data and resources pertaining to existing and proposed active transportation facilities, publishes bicycle maps and maintains a website dedicated to Trails and Active Transportation.

- *Complete Streets Law*
- *Bikeway Act*
- *BDE Manual*
- *BLRS Manual*
- *ADA Title II Statewide Compliance Assessment*
- *IDOT Bicycle Maps*
- *Trail Listing*
- *Trails and Active Transportation*

Policy Timeline

1990s
- Illinois Bikeway Act passed in 1994

2000s
- IDOT Complete Streets Policy Adopted in 2007
- 3-Foot Passing Law enacted

2010s
- Bike Plan Developed
- "Dutch Reach" and Driver Exam Questions Law enacted
- Interagency Council on Bikeways Developed

2020s
- IDOT removed the 20% local match for walking and biking facilities on IDOT-maintained roads
- Walk.Roll.Illinois Active Transportation Plan Developed

As part of the Rebuild Illinois program, Illinois funded 66 projects with $139.2M for active transportation infrastructure and programs in 2025 through the Illinois Transportation Enhancement Program.

There are 520 miles of bikeways maintained by IDOT.

1 — 50

Illinois ranked 16th highest of 50 states for active transportation commuting to work with 2.6% of people commuting by walking and 0.5% commuting by biking.

(American Community Survey, 2021)

Safety Planning, Programs and Resources

A variety of plans and initiatives advance the safety of vulnerable roadway users (VRU) across the state including the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plan (SHSP) and the Triennial Highway Safety Plan (3HSP).

The **HSIP** is a federal program that funds safety projects and requires data-driven safety strategies.

The **SHSP** establishes statewide performance measures and goals for safety.

The **3HSP** shares core safety targets with the HSIP and focuses on behavioral safety countermeasures.

Pedestrian and bicycle safety are key focus areas in Illinois' SHSP. One of the performance measures in the HSIP is the number of fatalities and serious injuries involving non-motorized users. The state has set a goal of reducing these incidents by 2% annually, a goal that aims to reverse the national trend of rising bicycle and pedestrian deaths. This target was achieved in the most recent Federal Fiscal Year 2023 (FFY23) performance review and Illinois remains committed to the SHSP's overarching vision of zero fatalities.

Another program to address VRU safety includes the "It's Not a Game" paid and earned media campaign. This educational campaign cleverly educates drivers about safe roadway behaviors, protective gear, and relevant traffic safety laws.

Example from IDOT's "It's Not a Game" campaign.

Learn more about the Interagency Council on Bikeways on the IDOT website.

Cross-Agency Coordination

The ICB was established by the "Illinois Bikeway Act" (605 ILCS 30) as a collaborative effort to convene members on a quarterly basis for the purpose of determining policy and priorities set forth by the act. As shown in the graphic below, the Council links interdisciplinary members together at IDOT, state agencies and regional and local entities to identify necessary policies and strategies to implement safer active transportation facilities with a focus on the statewide bicycling network.

The mission of the ICB is to identify active transportation issues, support the development of our Statewide Active Transportation Plan and ensure proper implementation of the Complete Streets Policy. With a primary focus on bicycle paths and the statewide bikeways network, the Council uses the strengths and expertise of its interdisciplinary team to make informed recommendations on partnership opportunities, policy, funding, legislation and efforts to gain the support of partners.

Council membership:

- Secretary of Transportation
- State Agencies
- Regional Agencies
- Local Agencies
- Nonprofit Organizations

Interagency Council on Bikeways

Council responsibilities:

- Identify active transportation issues
- Support the development of Walk.Roll.Illinois
- Ensure proper implementation of the Complete Streets Policy

Blue Ribbon Commission

In 2022, the Illinois General Assembly passed Senate Bill 0849 and established the Blue Ribbon Commission (BRC). The Commission serves to develop recommendations that enable IDOT to more effectively deliver on its mission to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity and demonstrate respect for the environment.

Through the Commission's 2025 report, the BRC addresses the state's 11 most critical transportation needs and guides recommendations through five overarching objectives:

- Accelerate Project Delivery
- Expand Workforce Capacity
- Maximize the Value of Investments
- Drive Sustainable Outcomes
- Secure Adequate Funding Sources

Several BRC duties, observations and recommendations affect active transportation, including recommendation 22C to implement Walk.Roll.Illinois. This page highlights some of the Commission's observations that relate to this plan's goals.

Walk.Roll.Illinois recommendations that align, support or are echoed by the BRC's recommendations are indicated in Chapter 5 of this plan.

BLUE RIBBON COMMISSION on Transportation Infrastructure Funding and Policy

11 duties

37 observations

27 recommendations under 5 overarching objectives

IDOT and the Illinois General Assembly implement recommendations

BRC Observations that Relate to Walk.Roll.Illinois Goals

- #24: IDOT does not have a consistent framework for evaluating how investments align with equity goals.
- #27: IDOT lacks a strategic, network-focused approach to building a comprehensive, statewide walking and rolling network.
- #32 & 35: IDOT's internal structure and transportation funding is siloed by mode rather than considering their broader multimodal connectivity impacts on the system.
- #34: Non-highway modes lack dedicated funding sources.
- #36: IDOT does not have standard multimodal performance metrics to inform investments.

Economic Benefits of Active Transportation

In the U.S., transportation is the second largest category of household expenditures and this high cost is primarily driven by automobile ownership. Investments in active transportation infrastructure can result in positive returns for communities, both in terms of household costs, local economic impacts and costs to society. This section summarizes the economic benefits of active transportation broadly. More information about how active transportation projects have improved local economies in Illinois is available in the Economic Benefits of Active Transportation Memo.

Household Transportation Spending Today

Lower income households make fewer trips than higher income households.

On average, U.S. households make **1,990 trips**, including commutes and household shopping, each year.[13]

Households making **less than $15k** make only **892 trips**, while households making **more than $75k** make over **2,400 trips**.[13]

Low-income households spend a disproportionate percent of their income on transportation.

On **average**, U.S. households spend **12.8%** of their pre-tax income on transportation.[14]

Households making **less than $30k** spend **30.6%** of their pre-tax income on transportation.[14]

Households making **more than $156k** spend **9.6%** of their pre-tax income on transportation.[14]

Private vehicle ownership is the biggest driver of high household transportation costs.

92.0% of household transportation expenditures are related to **vehicle ownership and use**.[14]

37.5% of transportation expenditures is from vehicle purchases.[14]

54.5% of vehicle ownership expenditures is on maintenance, insurance and other costs from regular use.[14]

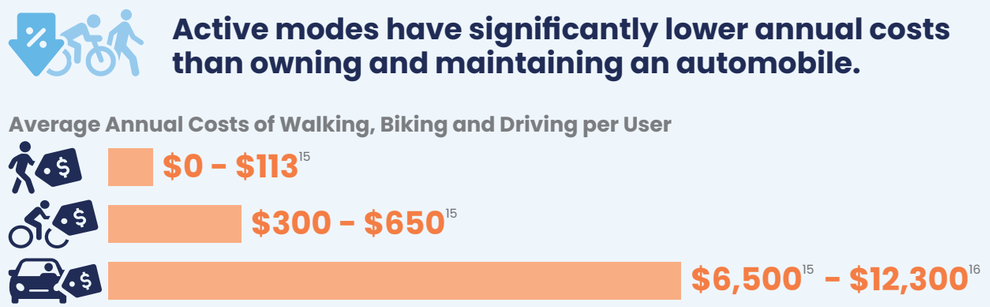
[13] USDOT, FHWA. 2024. *Summary of Travel Trends: 2022 National Household Travel Survey*, p. 24. Retrieved from https://nhts.ornl.gov/assets/2022/pub/2022_NHTS_Summary_Travel_Trends.pdf

[14] U.S. Department of Labor, Bureau of Labor Statistics. 2024. *Transportation Economic Trends.* Retrieved from https://data.bts.gov/stories/s/28tb-cpjy

Economic Benefits of Active Modes for Households and Communities

Household Savings Through Active Transportation

Active modes have significantly lower annual costs than owning and maintaining an automobile.



Societal Economic Benefits of Active Transportation

Homes in walkable neighborhoods sell for **23.5% more** than comparable homes in car-dependent areas.[17]

Walkable areas generate **75.0% higher** commercial rent premiums compared to car-dependent suburban areas.[18]

Complete Street projects averted **$18.1 million** in collision and injury costs in one year.[19]

People who **bike to businesses** make **more frequent trips and spend more** per month than those who drive.[20]

For each $1 million spent, **cycling infrastructure projects** generate **11.4 jobs** whereas roadway-only projects create 7.8 jobs per $1 million.[21]

[15] Litman, Todd. 2022. Victoria Transport Policy Institute. *Transportation Cost Estimates*. Retrieved from https://vtpi.org/tce.pdf

[16] AAA Automotive. n.d. AAA Auto Repair Article. *Breaking Down the Cost of Car Ownership*. Retrieved 20 April 2026 from https://www.aaa.com/autorepair/articles/breaking-down-the-cost-of-car-ownership

[17] Katz, Lily. 2020. Redfin News. *How Much Does Walkability Increase the Value of a Home?*

[18] Hadden Loh, Tracy and Leinberger, C. B. 2019. Brookings Institute. *The Economic Power of Walkability in Metro Areas.*

[19] Anderson, Geoff and Searfoss, L. 2015. Smart Growth America. *Safer Streets, Stronger Economies.*

[20] PeopleForBikes and Alliance for Biking & Walking. 2023. *Protected Bike Lanes Mean Business.*

[21] Garrett-Peltier, Heidi. 2011. Political Economy Research Institute. University of Massachusetts, Amherst. *Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts.*

Vulnerable Road User Assessment

National Comparison and Trends

According to 2023 Fatality Analysis Reporting System data , Illinois ranked 30th in pedestrian fatalities by state and reported a pedestrian fatality rate of 1.59 per 100,000 residents. Over the last five years, Illinois has moved around the ranking list between 29th and 33rd and has experienced an overall increasing trend in pedestrian fatalities, which are also increasing nationally.

Illinois ranked 30th in the US for pedestrian fatalities per 100,000 residents.

Illinois ranked 21st for bicyclist fatalities per 100,000 residents.

(NHTSA, 2023; Total and Pedalcyclist Fatalities in Traffic Crashes and Pedalcyclist Fatality Rates per 100,000 Population, by State, 2023)

Illinois 2023 VRU Safety Assessment

In addition to the federally-required safety plans, IDOT developed the Illinois VRU Safety Assessment 2023 to evaluate statewide trends in VRU safety specifically. The assessment found that VRU fatalities have been increasing over the last 10 years, including a consistent rise since 2017, as seen below.

Pedestrian and Pedalcyclist Fatalities (2011-2025)*

(IDOT Highway Crash Dataset, crash data 2008-2023; IDOT - Bureau of Data Collection, crash data 2024-2025)

Section 3 of the Illinois VRU Safety Assessment 2023 provides an overview of current efforts for VRUs at the state, regional, county and municipal levels.

Strategies and Countermeasures

The VRU Safety Assessment identified strategies to reduce fatalities for non-motorists, some of which are listed below. See Section 4 of the Illinois VRU Safety Assessment 2023 for a full list of strategies for pedestrian and bicyclist safety.

- Infrastructure Strategies for Intersections
- Infrastructure Strategies for Segments
- Common Factors for Pedestrians
- Safe System Approach Strategies

Check out the full Illinois VRU Safety Assessment 2023 and visit the VRU ArcGIS Online Experience to view the High Injury Network and filter crashes by county and mode.

Active Transportation and Transit

Transit and active transportation are natural allies in building equitable, sustainable and accessible mobility systems. Transit stops are often the starting or ending point of walking, biking or rolling trips. Well-designed connections between these modes can significantly enhance the usability and reach of both systems.

Active Transportation and Transit Implementation

When designed and planned together, transit and active transportation create a seamless experience for users, making it easy for them to walk, bike, roll and take transit to a wide range of destinations.

Interagency coordination is critical for improving multimodal access. Collaboration between transit providers, municipal departments, MPOs and state agencies — including the Office of Intermodal Project Implementation — during project planning, design and implementation can result in better connected public transit and active transportation infrastructure.

Next Move Illinois 2026

Next Move Illinois is the Statewide Public Transportation Plan. The plan will address long-term impacts to transit services, set a strategic vision and identify strategies to improve public transportation. Learn more about the plan on the IDOT website .

Illinois Transit Facts

63 public transit operators

400 million bus riders statewide

96 counties offer transit service

4 intercity passenger rail corridors

32 Amtrak stations

14 Amtrak stations with transfers to bus service

2 Amtrak stations with transfers to ferry service

6 Amtrak stations with transfers to intercity bus service

Complete Streets at IDOT

An evaluation of IDOT's Complete Streets Policy was conducted to understand the state's progress and areas for consideration in creating a safe, equitable and multimodal transportation network. The review assessed IDOT's policies using the National Complete Streets Coalition's framework.

Various procedure memorandums, public acts and sections of the BDE Manual and BLRS Manual inform Complete Streets at IDOT.

Key Procedure Memorandums

- **PM 68-10 (2010):** Introduced facility selection tables, increased state funding match and emphasized local agency coordination.
- **PM 19-07 (2019):** Updated context-sensitive design guidance and introduced BLOS metrics.
- **PM 21-06 (2021):** Adjusted scoping thresholds to include smaller municipalities and updated BLOS methodology to reflect all heavy vehicle types.

IDOT and CDOT collaborated to install barrier protected bike lanes on a state route, creating a more complete street.

Legislation

- Public Act 95-665 (2007): Known as the "Complete Streets Law," it mandates that bicycle and pedestrian ways be fully considered in the planning and development of transportation facilities in urban areas during construction or reconstruction of state transportation projects.
- Public Act 102-0660 (2021): Expanded the scope of the Complete Streets Law to include municipalities with populations over 1,000 (previously only urban areas of 50,000+). It also introduced exceptions for municipalities and provisions for reallocating unspent ITEP funds to bicycle and pedestrian projects.
- Public Act 103-0295 (2023): Requires IDOT to establish a Zero Traffic Fatalities Task Force with members from various perspectives to develop a report which reevaluates speed limit standards and suggests improvements for vehicle, bicycle and pedestrian safety.
- Public Act 103-0502 (2023): Requires IDOT to make pedestrian and cyclist safety improvements during routine maintenance within 500 feet of work zones on state roads. It also mandates semiannual reporting to the General Assembly on such improvements.
- Public Act 103-1079 (2025): Amends the Illinois Vehicle Code to allow local governments to restrict vehicle turning radii at intersections, enabling safer street designs like curb extensions and alternative turning accommodations.

Bureau of Design and Environmental Manual

The BDE Manual is IDOT's primary design reference and includes several chapters relevant to Complete Streets:

- **Chapter 5:** Covers local agency agreements and cost-sharing for pedestrian and bicycle accommodations. Since 2022, most accommodations on state routes are 100% state-funded.
- **Chapter 17:** Provides scoping and design requirements for bicycle and pedestrian facilities, aligned with AASHTO, the Federal Highway Administration (FHWA) and National Association of City Transportation Officials (NACTO) standards.
- **Chapters 31, 36, 48, 55, 57, 58:** Address design controls, intersections, urban streets, work zones, traffic control devices and accessibility features.

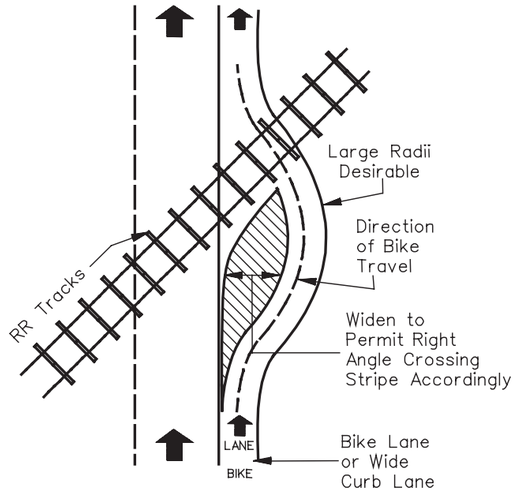


Figure 42-3I: Bike Lane Railroad Crossing Treatments
BLRS Manual, page 42-3(17)

Bureau of Local Roads and Streets Manual

The BLRS Manual guides projects not on state routes and includes:

- **Chapter 41:** Covers accessibility elements like curb ramps and pedestrian signals.
- **Chapter 42:** Provides design standards for bicycle facilities.

Policy Evaluation

As part of this plan, the project team utilized the National Complete Streets Coalition's Complete Streets Policy Framework to assess the state legislation and IDOT guidance that influence Complete Streets implementation. The evaluation found that while Illinois has a strong legislative foundation and robust design guidance, there are opportunities to improve policies to better facilitate the implementation of Complete Streets. These opportunities include:

- Continue to clarify implementation
- Measure and track performance
- Engage local agency stakeholders

Key recommendations for strengthening Complete Streets in Illinois can be found in Chapter 5 of this plan. These steps aim to strengthen IDOT's ability to deliver inclusive, accessible infrastructure for all users.

Check out the BFIS site at bfis.app.dot.illinois.gov to access the interactive map.

Bicycle Facility Inventory System (BFIS)

IDOT is creating and normalizing a database of shared use paths, bike lanes and more through the BFIS. Facility types included in the BFIS reflect bikeway facilities recognized in FHWA's Bikeway Selection Guide. The data is provided and continually updated by local agencies and then added to the state database. If you see data is missing or outdated, contribute to the BFIS or reach out to IDOT with new data.

Shared use paths

Existing: 3,764 miles
Proposed: 1,295 miles

Standard bike lanes

Existing: 1,885 miles
Proposed: 115 miles

Shared lane markings

Existing: 78 miles
Proposed: 67 miles

Buffered bike lanes

Existing: 27 miles
Proposed: 13 miles

Protected bike lanes

Existing: 14 miles
Proposed: 19 miles

Contribute data on your agency's new bicycle facilities on the BFIS website at bfis.app.dot.illinois.gov and click on the 'Edit' button.

Data as of September 2025. 870 miles of "other type of bicycle facility" are proposed. Exact typology is unknown. Data is managed through a data owner opt-in system, meaning the accuracy of the presented facilities depends on if data was submitted and how recently. Facility length was calculated in the Illinois West FIPS 1202 coordinate system.

Map 1. Existing and Proposed Bicycle Facilities

LEGEND

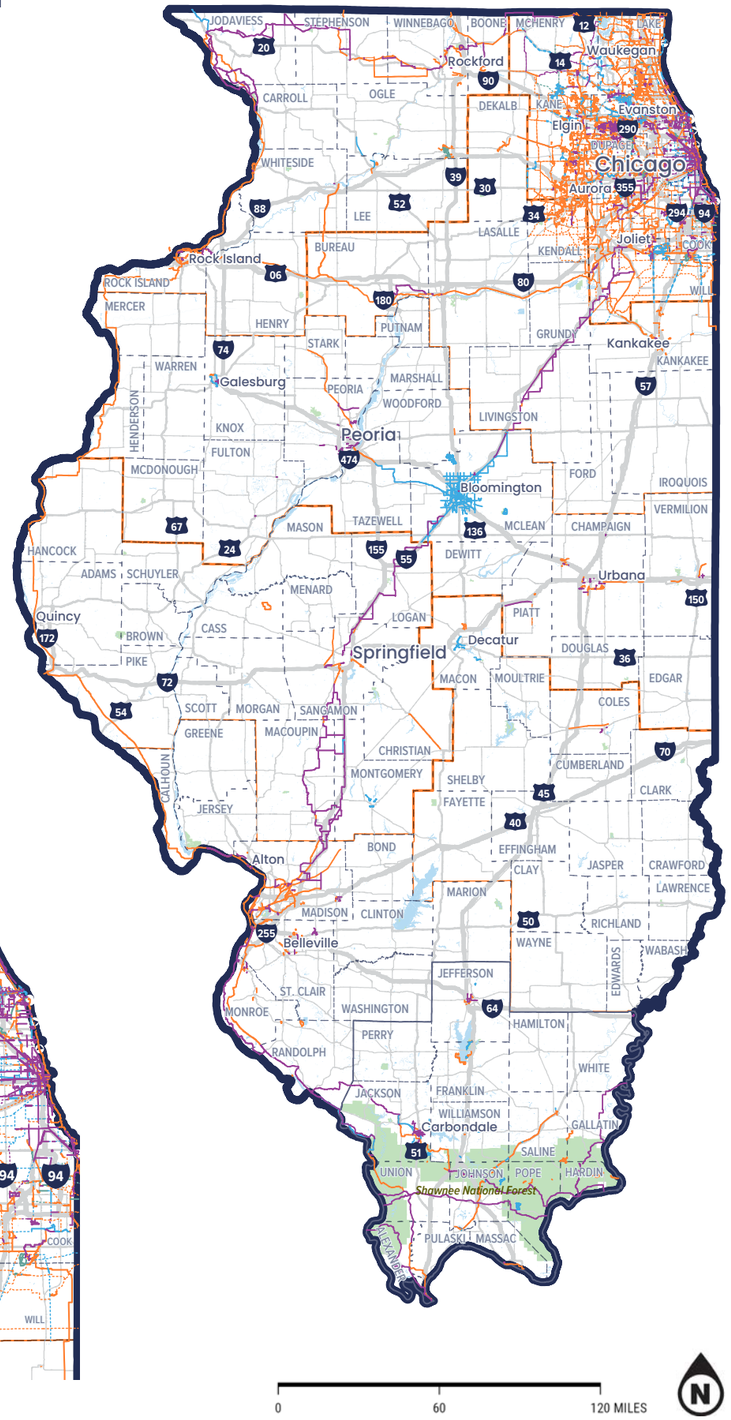
- Counties
- Water
- State Parks

Existing

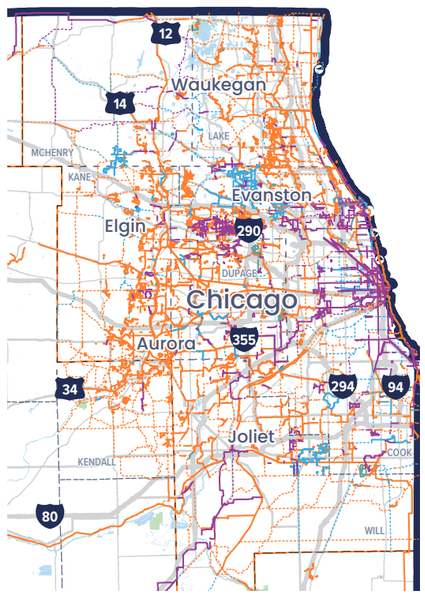
- Shared Use Path
- Separated Bike Lane, Buffered Bike Lane, Standard Bike Lane or Counter Flow
- Other

Proposed

- Shared Use Path
- Separated Bike Lane, Buffered Bike Lane, Standard Bike Lane or Counter Flow
- Other



Chicago-area



Check out the BLOS site to access the interactive map.

Bicycle Level of Service (BLOS) Rating System

To help cyclists assess the suitability of roads for biking across Illinois, IDOT developed a BLOS rating for thousands of roadway segments. Using its comprehensive roadway database, IDOT created a five-tier color-coded system—ranging from bright green (most suitable) to dark red (least suitable)—to visually represent cycling conditions on state maps.

The BLOS rating is based on several key factors, including average daily traffic volumes, truck traffic and lane widths. For example, a road with moderate traffic may still receive a favorable rating if it features wide shoulders, ample lane width and a smooth surface.

Gravel and unpaved roads are shown in gray and are not rated, as they are generally unsuitable for cycling. However, oil-and-chip roads are included due to their hard surface, though cyclists should be cautious as surface conditions can vary seasonally and by location. All rated roads are reassessed every three years, so conditions may have changed since the last evaluation.

Intended Users

These ratings are designed for adult cyclists with average or above-average experience who are comfortable riding alongside motor vehicle traffic. While more experienced riders may find even moderately rated (yellow) roads acceptable, less experienced cyclists should exercise additional caution and consider riding with more seasoned companions. This system is not intended for use by children.

System Limitations

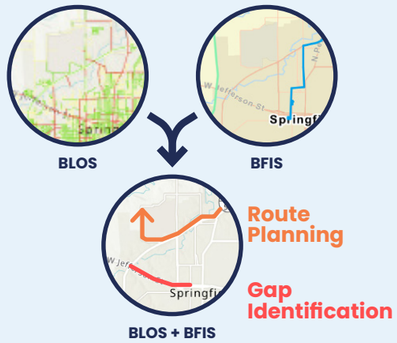
The BLOS does not currently account for vertical grades (hills), which are common in southern and northwestern Illinois. Hills can pose physical challenges and visibility risks, especially when cresting. Cyclists are advised to ride near the right edge of the road, follow all traffic laws and consider using visibility aids like pole-mounted flags for added safety.

BLOS + BFIS

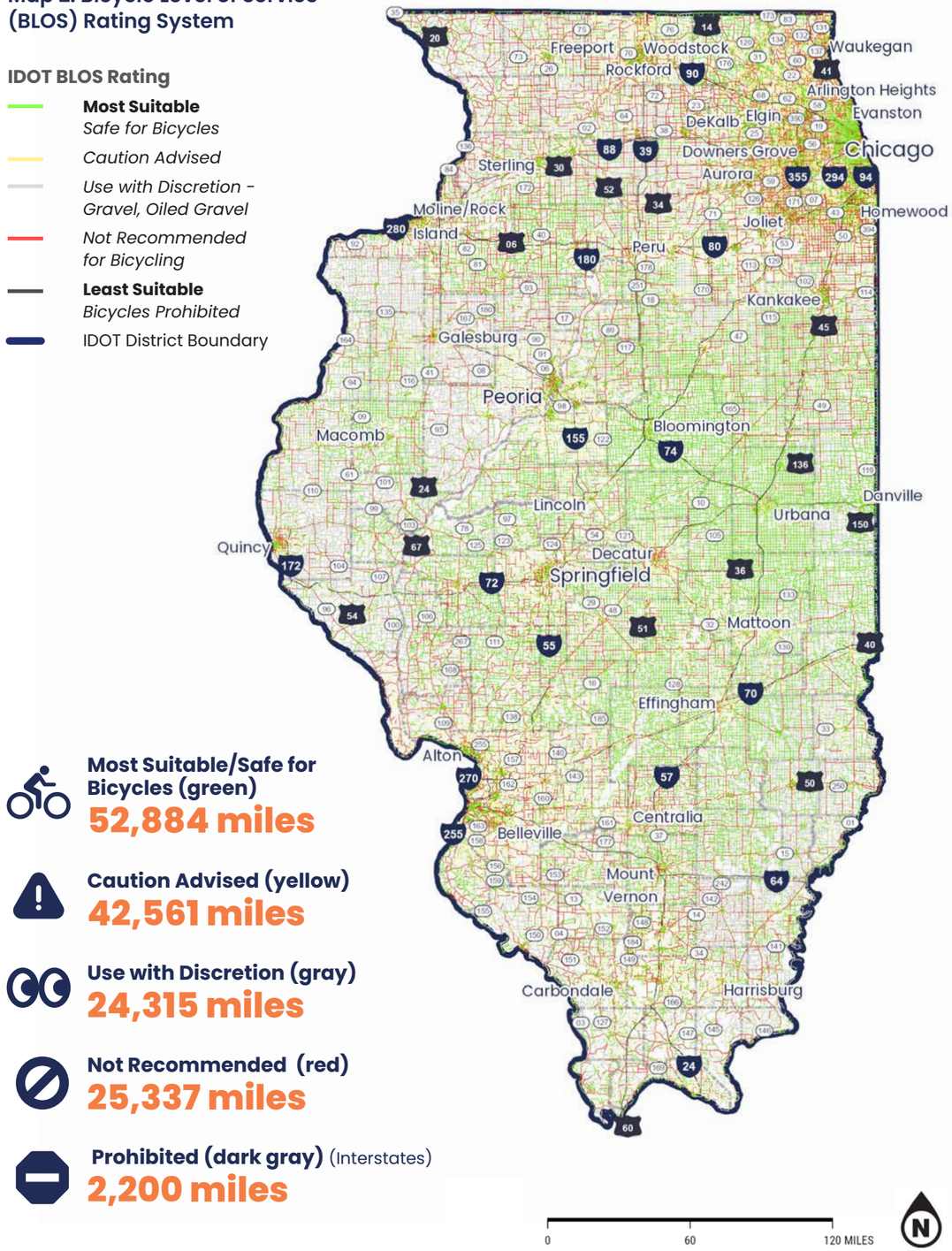
The BLOS rating system identifies low traffic roads that are comfortable and safe for bicyclists as well as roads that are not recommended for bicycling. When combined with the BFIS, the two datasets:

1) Assist users in **planning their biking and rolling routes** by combining existing facilities with safe, low traffic connections; and

2) **Identify gaps** between existing facilities where high stress roads are barriers to safe biking.



Map 2. Bicycle Level of Service (BLOS) Rating System



Existing Conditions Assessment

Statewide Analysis Findings

The analysis portion of the Walk.Roll.Illinois planning process focused on understanding where Illinois residents walk and bike to for everyday destinations and identifying where residents face the most significant health disparities.

The assessment explored the following questions to help IDOT and local practitioners identify focus areas for active transportation investments:

Where are underserved communities in the state of Illinois?

Where is the greatest demand for active transportation?

Where are the health disparities the greatest?

Check out the Documents Section of the project website to view the data behind these analyses, District-level findings, full analysis memos and a summary of existing conditions.

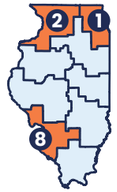
Transportation Equity

Transportation equity involves equal and just access to users regardless of where they live or their age, abilities or backgrounds. Often, transportation equity involves confronting historic underinvestment in transportation infrastructure. **The transportation equity analysis identifies areas with a higher concentration of underserved communities**.

In total, **2.2 million** people were identified as living within the highest equity need areas.

Districts with the greatest concentration of underserved communities

- District 1
- District 2
- District 8

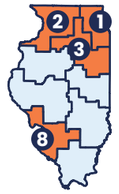


Transportation Demand

Transportation demand is the existing and potential demand for active transportation. This includes factors such as where people live and work and trip attractors, such as schools and retail establishments. **The demand analysis identifies areas with high active transportation demand.**

Districts with the highest demand scores:

- District 1
- District 3
- District 2
- District 8



Cities and towns with the greatest transportation demand:

- Chicago
- Champaign
- Peoria
- Bloomington

Health Analysis

A community's environment holds a significant impact on health outcomes. Access to opportunities for physical activity through active transportation travel improves health outcomes across several dimensions. **The health analysis identifies areas with poor health outcomes.**

Districts with the highest health need:

- District 4
- District 6
- District 7
- District 9

Cities and towns with the greatest health need:

- Hopkins Park
- East St. Louis
- Cairo
- Pulaski
- Mounds

Equity Analysis

The equity analysis examined various factors to identify the locations of historically underserved communities, such as communities with low incomes. Underserved communities may not have the same access to convenient, safe and affordable means of transportation as the rest of the population. Therefore, these communities may benefit the most from investments in active transportation infrastructure in their communities and neighborhoods.

This analysis recognizes that needs and barriers to safely and conveniently getting around by active modes vary among population groups. By locating these groups, IDOT and its partners can prioritize their needs when planning, constructing and maintaining active transportation facilities. The table below lists the equity indicators used in this analysis.

Equity Analysis Indicators, Sources and Weighting

Indicator	Definition	Equity Weight
Income Level[1]	Percentage of households making less than 200% of the poverty level	25
Race/Ethnicity[1]	Percentage of the population that is non-white and/or Hispanic/Latino	20
Access to a Vehicle[1]	Percentage of households without vehicle access	15
Air Quality[2]	Quantity of particulate matter (PM2.5) in the air	10
Economic Opportunity[3]	Percentage of people who grew up in a census tract who, 30 years later, do not live in a wealthy census tract	10
Educational Attainment[3]	Percentage of the population over 25 years of age with educational attainment at or less than a high school diploma or equivalent	10
Housing Cost Burden[1]	Cost of rent and mortgage payments as a percent of household income	5
Youth & Seniors[1]	Percentage of the population under the age of 18 or over the age of 65	5

[1] American Community Survey (ACS) 5-Year Estimates. U.S. Census Bureau.
[2] Environmental Justice (EJ) Screen. Environmental Protection Agency (EPA).
[3] Opportunity Atlas. U.S. Census Bureau and Opportunity Insights at Harvard University.

Check out the project website for the full analysis memos with approach methodology and statewide and District level findings.

Demand Analysis

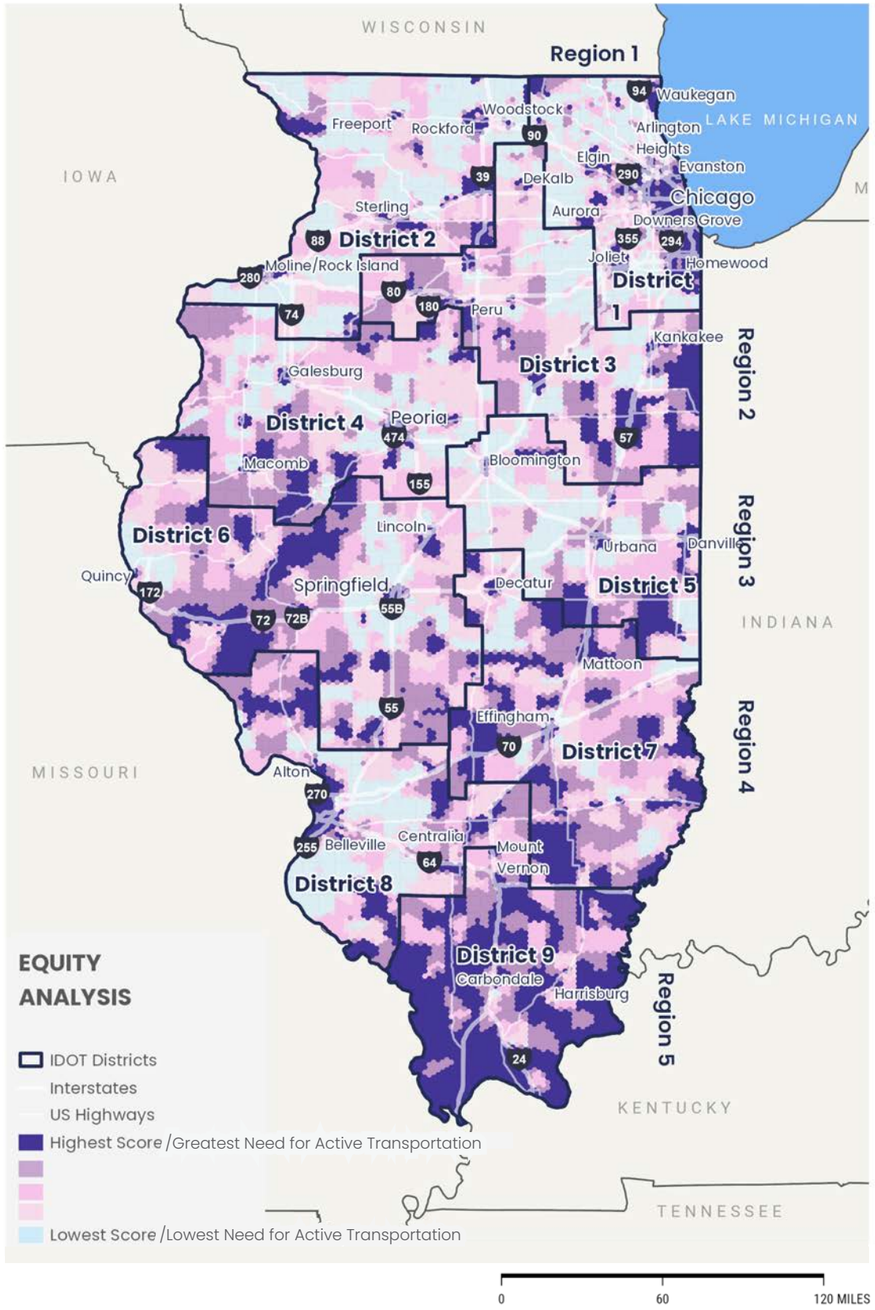
The demand analysis evaluated the existing and suppressed demand for walking and biking. A separate score was developed for walking and biking. The analysis examined factors listed in the table below, including the locations of trip generators, trip attractors, built environment factors and demographic and trip-making patterns. The resulting assessment provides information about where in Illinois people are more likely to walk or bike. This data is especially helpful for determining locations that would immediately benefit from improved active transportation infrastructure.

Demand Analysis Indicators, Sources and Weighting

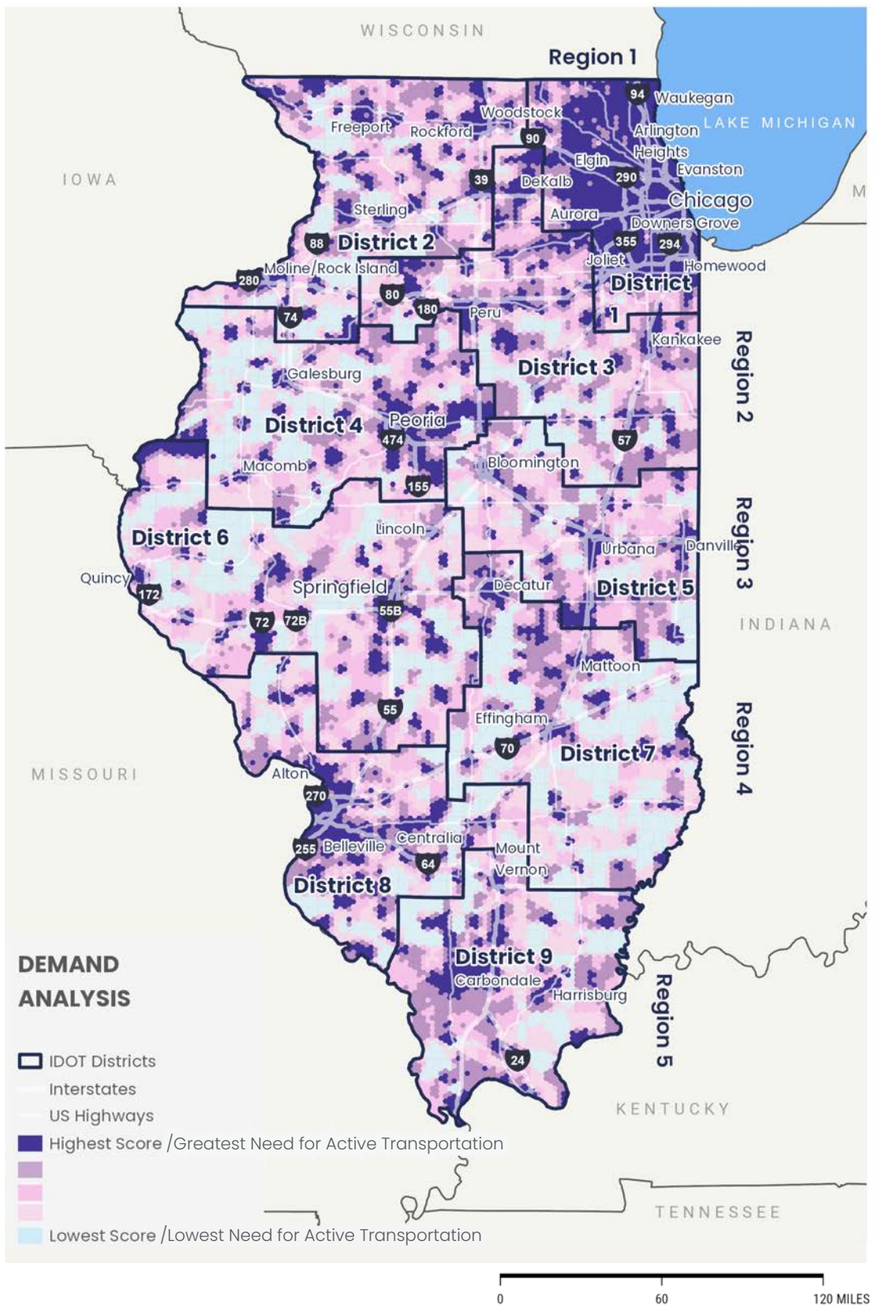
Indicator	Definition	Walk Score Weight	Bike Score Weight
Bike Facility Density[4]	Proximity of bike facilities within 1/4 mile	0	15
Percent Zero Vehicle Households[5]	Percentage of households without vehicle access	15	15
Intersection Density[5]	Presence of three or more network links within a block, including at least one active transportation network link	10	0
Proximity to Transit Stops[6]	Presence of bus stops within 1/4 mile	10	5
Proximity to Parks[7]	Presence of parks, schools, grocery stores and destinations that offer entertainment activities and services (e.g., theater, restaurant, cafe, museum and nightclub); These may increase the occurrence of walking and biking trips	10	10
Proximity to Schools[8]		10	10
Proximity to Grocery Stores[10]		5	5
Proximity to Entertainment[7]		5	5
Short Trip Making[9]	Percentage of trips that are less than 1 mile or less than 3 miles, which could be converted to walking and biking trips, respectively	10	10
Employment Mix[5]	Employment entropy for land use diversity	5	5
Employment + Housing Mix[5]	Employment and household entropy as a proxy for land use diversity	5	5
Housing Unit Density[5]	Housing units per acre	5	5
Job Density[5]	Jobs per acre	5	5
Walk/Bike Commute Mode Split[1]	Percentage of workers who commute via walking or biking	5	5

[4] BFIS. IDOT.
[5] Smart Location Database. EPA.
[6] National Transit Map. Bureau of Transportation Statistics.
[7] OpenStreetMap.
[8] Homeland Infrastructure Foundation-Level Data. U.S. Homeland Security.
[9] Replica Places.
[10] SNAP Eligible Retailers. U.S. Department of Agriculture.

Map 3. Equity Analysis Findings



Map 4. Demand Analysis Findings



Health Analysis

One goal of Walk.Roll.Illinois is to foster healthier and more active communities by promoting active transportation through the built environment. Sedentary lifestyles are a common result of modern life, but negative effects can be counteracted by incorporating regular physical activity into weekly routines such as by walking or rolling to work or school. According to the Centers for Disease Control (CDC), a lack of physical activity is one of the key lifestyle risks for chronic disease.

The health analysis highlights areas in the state experiencing poor health, many of which have historically experienced disinvestment in active transportation infrastructure. These areas can greatly benefit from active transportation infrastructure investments. The following indicators were combined to identify populations with significant health concerns across Illinois.

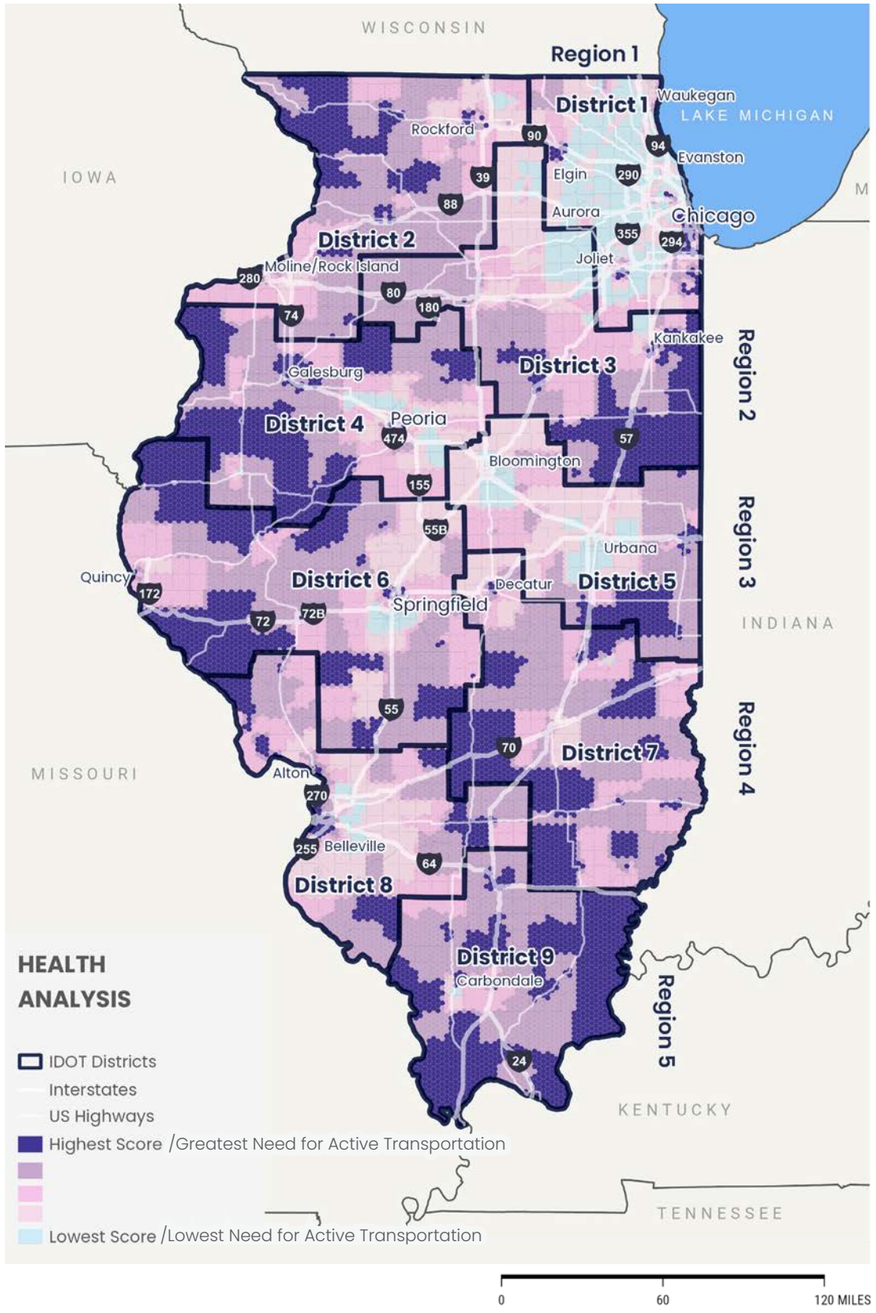
Health Analysis Indicators, Sources and Weighting

Indicator	Definition	Health Weight
Diabetes[11]	Percentage of the adult population that reported having diabetes	15%
Heart Attack[11]	Crude death rate attributed to heart attack	15%
Hypertension[11]	Number of preventable hospitalizations	15%
Access to Exercise Opportunities[12]	Percentage of the population without access to places for physical activities	10%
High Cholesterol[11]	Proportion of adults who reported being told that they have high cholesterol	10%
Obesity[11]	Proportion of adult respondents whose BMI was considered obese.	10%
Stroke[11]	Crude death rate attributed to stroke	10%
Asthma Rates[11]	Percentage of the adult population with asthma	5%
Behavioral Wellness[11]	Average number of mentally unhealthy days reported in past 30 days	5%
Physical Inactivity[11]	Percentage of adults that report no leisure-time physical activity	5%

[11] *CDC PLACES.*

[12] *County Health Rankings.*

Map 5. Health Analysis Findings



Analysis Findings

The following page combines the equity, demand and health analyses into a single map. Areas with the highest statewide scores in one category (top 20%) are represented using primary colors, with secondary colors representing locations with high scores across multiple categories. Most locations in the state score highly in at least one of the three categories, emphasizing the need for a stronger active transportation network statewide. Locations with two or more high-scoring categories, suggesting the strongest need for greater active transportation options, are found in every District and across different geographic and land use contexts.

Equity

The following areas in Illinois demonstrate especially high **equity** scores:

- South and West Chicago
- Paris
- Champaign
- Harvard
- Lawrenceville
- East Cape Girardeau
- Pope County
- Cass County

Demand

The following areas in Illinois demonstrate especially high **demand** scores:

- Naperville
- Evanston
- Galena
- Ottawa
- Bloomington
- Carlinville
- Belleville
- Effingham

Health

The following areas in Illinois demonstrate especially high **health** scores:

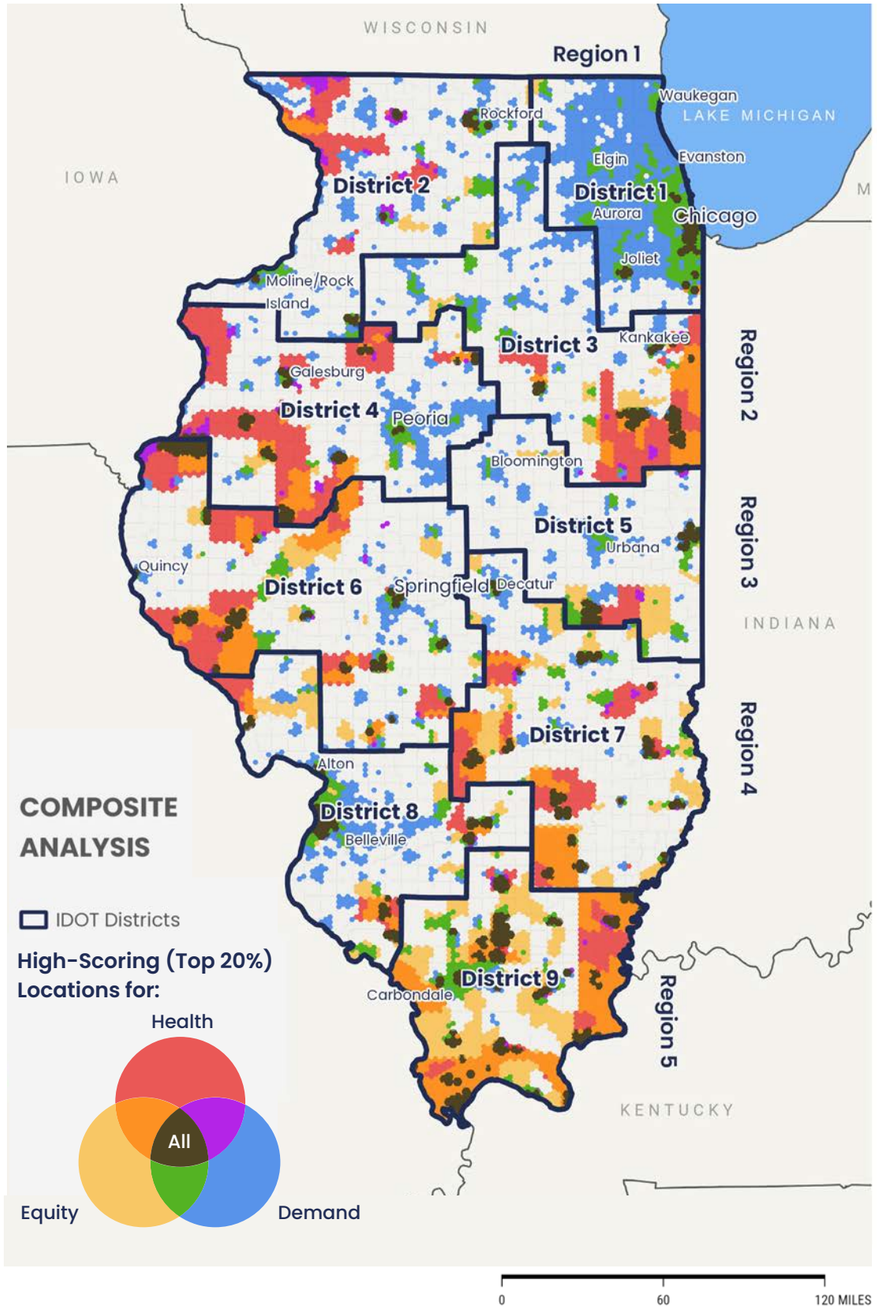
- South Ohio River region
- Watseka/Iroquois County
- Pike County
- Douglas County
- Stark County
- Louisville
- Stronghurst
- Witt

Combined Analysis Statewide Characteristics

The following areas in Illinois are the highest-scoring locations across **multiple categories**, with scores in the top 20% of all locations statewide across equity, demand and/or health.

- Chicago
- Joliet
- Kewanee
- Rockford
- Gilman
- Pontiac
- Kankakee
- Galesburg
- Peoria
- Astoria
- Pittsfield
- Springfield
- Taylorville
- Danville
- Arcola
- Mattoon
- Vandalia
- Mount Vernon
- Carbondale
- East St. Louis
- Metropolis

Map 6. Equity, Demand and Health Composite



Existing Conditions Resources

Existing conditions memos provide detailed information regarding active transportation maintenance, design guidance, new mobility and funding at IDOT. **Click or tap on the images to access the documents.**

Maintenance

The memorandum summarizes the resources, responsibilities and practices pertaining to active transportation maintenance in Illinois.

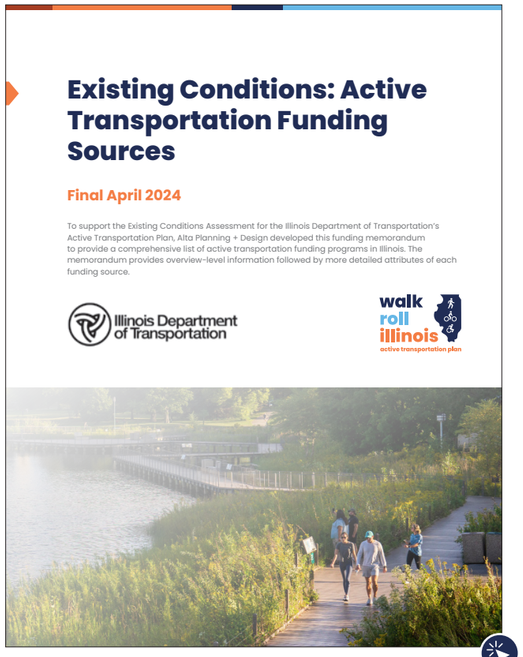
Design Guidance

The memorandum summarizes how federal, state and local design guidance and resources shape the development of active transportation infrastructure in Illinois.

New Mobility

The memorandum summarizes micromobility practices and resources relevant to Illinois communities.

Funding Sources



The memorandum provides overview-level information followed by more detailed attributes of each funding source.

CHAPTER 04

Stakeholder and Public Engagement

Overview

Background

During the two-year planning process, the project team reached out to various stakeholders throughout the state including IDOT District and MPO staff, city and county active transportation practitioners, local advocates and the public.

Most public comments were received via a survey and interactive map that was open from February 2023 until the end of October 2024. Pop-up events were hosted in the fall of 2023 at community centers and transit stations.

The project team met with the project Steering Committee, the Stakeholder Advisory Group and the Technical Stakeholder Group multiple times throughout the project to gather feedback on existing conditions and recommendations. These groups are described further in the Technical Stakeholder Engagement section of this plan.

Engagement Overview

The public outreach process had two major phases:

- The **first phase** solicited feedback on existing conditions, key destinations, community concerns and active transportation opportunities and constraints. As part of the first phase, the project team launched interactive online tools, hosted pop-up events in communities across the state and solicited public feedback via public surveys and an interactive map. In addition, the project team met with IDOT District staff and key statewide and local stakeholders to identify barriers and challenges to active transportation.
- The **second phase** engaged historically underrepresented and advocacy groups. The project team partnered with local organizations to convene focus groups to receive feedback on residents' active transportation experiences and needs.

Engagement Methods by Stakeholder Type and Geography

	Technical Stakeholders	Community Members
Statewide	Steering Committee and Interagency Council on Bikeways	Project survey, interactive map, virtual open house, social media promotion with partner toolkit and the 2025 Bike Summit
IDOT District	Stakeholder Advisory Group	Focus groups
Local Agency	Technical Stakeholder Group	Pop-up events

Public Engagement Activities

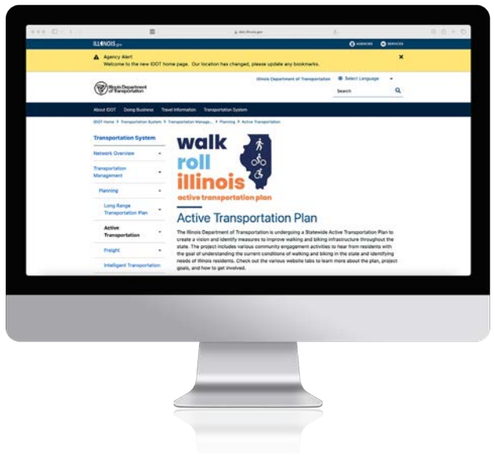
A variety of engagement activities took place in 2023 to inform and seek feedback from residents in Illinois. Below is a brief overview of these activities:

Project Website

The project website served as a central hub for stakeholders to access project-related information, updates and resources.

The website included resources for agencies, municipalities, the public and others interested in active transportation.

Check out the project site at walkrollillinois.com.



Virtual Open House

The project website included a virtual public meeting space to inform the public about the project and encourage them to provide feedback when it was convenient for them.

Project Information Fact Sheet and Postcard

The project team developed a fact sheet to provide stakeholders with essential project details, including project goals and objectives, an overview of the project schedule and ways to get involved.

In addition, the team created a project postcard in English and Spanish for communities to share. The fact sheet and postcard were available on the project website.

Social Media Campaign

Beginning in April 2023, the project team initiated a strategic social media campaign across IDOT platforms to raise awareness about the project and encourage public participation in the online survey and interactive map.

In addition, community groups were encouraged to use the public-meeting-in-a-box materials, a set of plan materials available for partners through the plan website, and other project materials to spark a conversation about local active transportation needs.

Pop-Up Events

Beginning in October 2023, project team members handed out project materials at multiple pop-up events in local communities. The booth allowed project team members to engage with the public and answer questions. Each location was selected to reach active transportation users.

125
people engaged at pop-up events

533
Postcards distributed

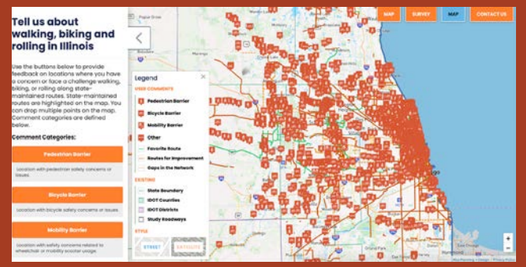
Survey Overview

A website-based survey solicited input from residents and communities across Illinois. The survey primarily focused on gathering information on residents' transportation habits and experiences using active transportation. The online survey was also available in Spanish. A total of 2,442 responses were received between March 2023 and October 2023.

2,442

Survey responses

A Corridor Ambassador with the Coalition for a Better Chinese American Community shares information about the plan with community residents in Chicago's Chinatown.



Interactive Map Overview

Along with the online survey, an interactive map was available on the project website to encourage residents to identify specific areas on state routes where active transportation improvements are needed. The map was promoted along with the public survey to gather more information on residents' experiences with active transportation in their community.

A total of 4,133 map comments were received by October 31, 2023. The charts in this section provide a high-level look at trends compiled from map comments.

4,133

Map comments received

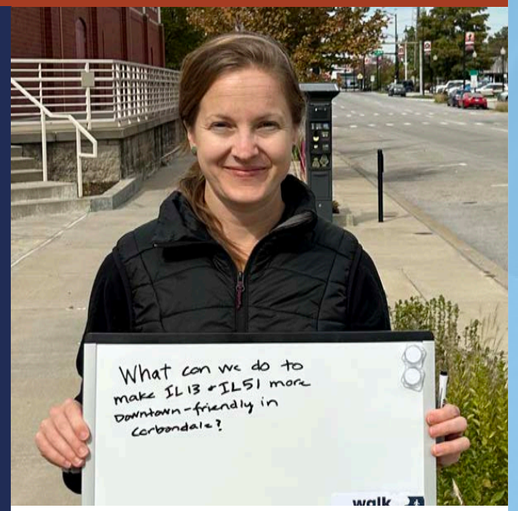
Additional Outreach

The project team conducted additional outreach at the Illinois Statewide Metropolitan Planning Organization meetings, 2023 National Shared Mobility Summit in Chicago, Quad Cities Marathon Club, Quad Cities Bicycle Club and a Quincy Transit public meeting.

Approximately

2,300

additional stakeholders were reached



Molly Maxwell, Senior Planner with the City of Carbondale, shares her vision for a more walkable and bikeable Downtown Carbondale.

Top Themes by Comment Type

Safety + **Connectivity**

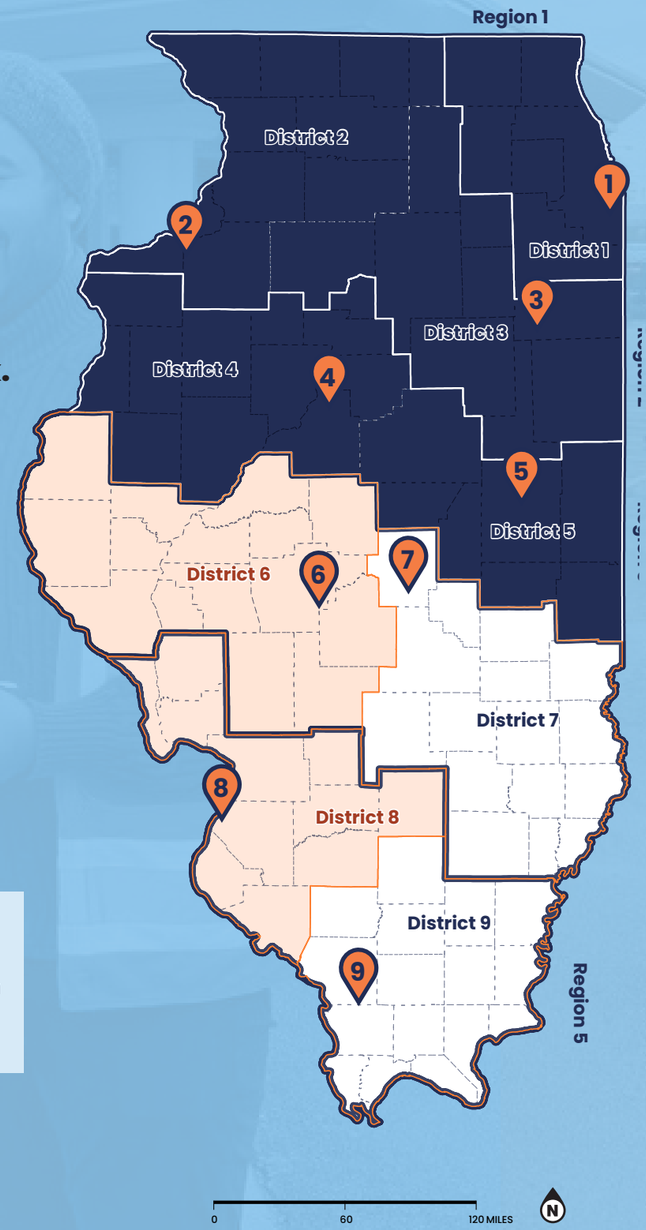
Pedestrian safety is a top concern overall, especially in Districts 1, 2 and 3.

Districts 6 and 8 had the most concerns regarding Gaps in the Network.

Engagement Pop-Up Events

1. Chicago
2. Moline
3. Kankakee
4. Peoria
5. Champaign
6. Springfield
7. Decatur
8. East St. Louis
9. Carbondale

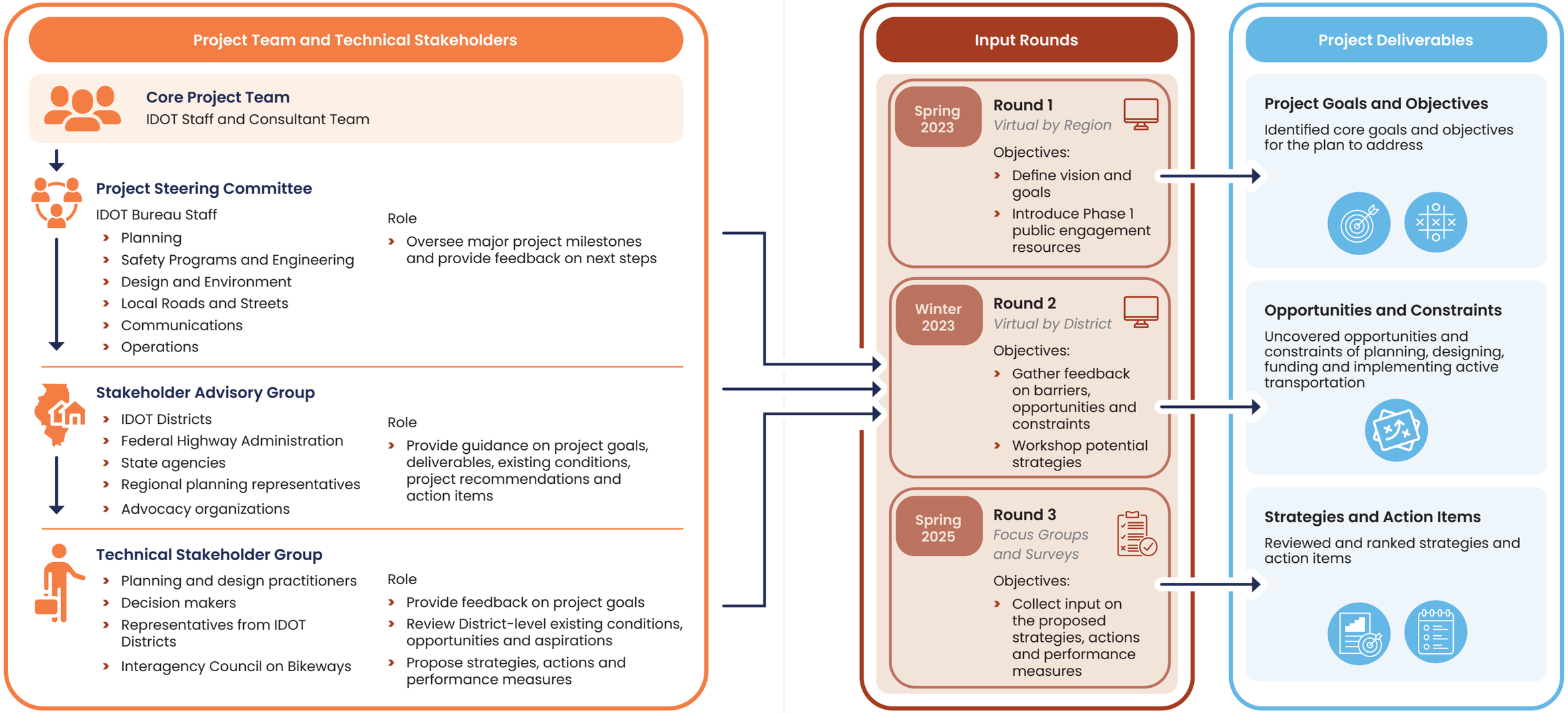
Check out the project website to view the full public engagement summary with District-level findings and survey response questions.



Technical Stakeholder Engagement

The graphic below identifies who, when and why the project team engaged technical stakeholders.

Several rounds of technical stakeholder engagement activities took place over the course of the plan's development to inform analyses and strategies. The first round introduced the plan, presented the public engagement strategy and identified a vision and goals for Walk.Roll.Illinois. The second round of technical stakeholder engagement included discussions about barriers, opportunities and constraints to building out active transportation facilities. During the third round of engagement, the project team workshopped the draft strategies with technical stakeholders to create the final set of strategies and action items.



CHAPTER 05

Action Plan

A Collaborative Effort

Achieving a safe and equitable multimodal active transportation network in Illinois requires coordination across many agencies, organizations and levels of government. While IDOT is the lead on this plan, it was developed in partnership with other state and federal agencies, MPOs, local governments and advocacy and nonprofit organizations to access a wealth of knowledge and input. These entities play a key role in planning, funding, designing, constructing and maintaining Illinois' active transportation system. They also share a collective responsibility for achieving this plan's goals of equity, safety, connectivity, partnerships, economic vitality, public health and environment and livability.

Below and on the following pages are the roles and responsibilities of this plan's core partners.

IDOT

IDOT leads the implementation of this plan at the statewide level; works closely with regional, local and other statewide partners; and provides active transportation facilities on state-owned roadways.

Active Transportation Opportunities:

Design

Incorporating active transportation enhancements into projects and developing standalone active transportation projects where requested and warranted to advance connections across the state.

Education

Serving as a technical resource for local agencies by providing training, resources and active transportation best practices.

Planning

Supporting the statewide active transportation network by monitoring progress toward achieving the goals and performance metrics outlined in this plan.

Funding

Prioritizing and administering state and federal funding for projects that serve all modes and advance equity, safety, access and active transportation.

Partnerships

Collaborating with regional, local and other statewide partners to implement the statewide plan.

Walk.Roll.Illinois Implementation and the BRC

BRC recommendation 22C is to implement Walk.Roll.Illinois. It acknowledges that implementation may require IDOT and the General Assembly to identify funding and implement relevant policies.

Metropolitan Planning Organizations (MPOs)

There are 15 MPOs in Illinois. MPOs operate at the regional level for urban areas and are composed of representatives from local governments and transportation implementers. Each of these transportation-policy making organizations manage the planning and allocation of federal funding for their designated metropolitan area.

Active Transportation Opportunities:

Funding

Prioritizing and administering federal funding for projects that serve all modes and advance equity, safety, access and active transportation.

Planning

Evaluating the regional active transportation network by monitoring progress toward achieving the goals and performance metrics outlined in this plan.

Partnerships

Collaborating with local jurisdictions to identify regional priorities and act as a liaison to IDOT.

Education

Serving as a technical resource for local jurisdictions on active transportation best practices.

Evaluation

Working in partnership with local and regional partners to create and maintain a plan for a regional active transportation network.

Local Governments

There are 102 counties and 1,300 municipalities in Illinois. These local governments manage the planning, design, construction and maintenance of the local transportation system, including active transportation facilities within their jurisdictions.

Active Transportation Opportunities:

Design

Managing active transportation projects design and construction and ensuring partners are following state and federal design guidelines and standards.

Maintenance

Maintaining active transportation facilities and ensuring that they are safe and accessible year-round.

Planning

Working in partnership with community leaders and advocacy organizations to create and maintain a plan for local active transportation network implementation.

Funding

Identifying and applying for local, regional, state and federal funding to support the implementation of the local active transportation network.

Policy

Updating existing policies to support active transportation at the local level.

Evaluation

Evaluating the local active transportation network by monitoring progress toward achieving the goals and performance metrics outlined in this plan.

Advocates and Nonprofit Organizations

Advocacy and nonprofit organizations represent specific localities or topic areas and help advance active transportation in Illinois. Several advocacy and nonprofit organizations participated in the development of this plan including, but not limited to, Ride Illinois, Active Transportation Alliance and Farmworker Health Program.

Active Transportation Opportunities:

Education

Educating and encouraging community members about safe biking and walking behaviors and the many associated benefits.

Partnerships

Communicating local active transportation needs and priorities to decision makers and collaborating with government agencies on planning, prioritization and implementation efforts.

Funding

Applying for funding to support active transportation safety education and identifying infrastructure grant opportunities for agencies.

Policy

Providing expertise and support for legislation aimed at expanding the scope and effectiveness of active transportation.

Other State and Federal Agencies

Illinois' transportation system is inherently connected to its economy, environment, housing and health; therefore, it's essential that state and federal agencies coordinate closely. This includes Illinois agencies like the Department of Commerce and Economic Opportunity, Environmental Protection Agency, Housing Development Authority, Department of Natural Resources, Pollution Control Board, Department of Public Health, Bureau of Tourism and others. Federal agencies include the Federal Highway Administration, CDC and EPA.

Active Transportation Opportunities:

Design

Providing oversight and ensuring that agencies and departments follow all federal standards, guidelines and processes related to active transportation project implementation.

Partnerships

Coordinating with other state agencies to advance the goals and performance metrics outlined in this plan.

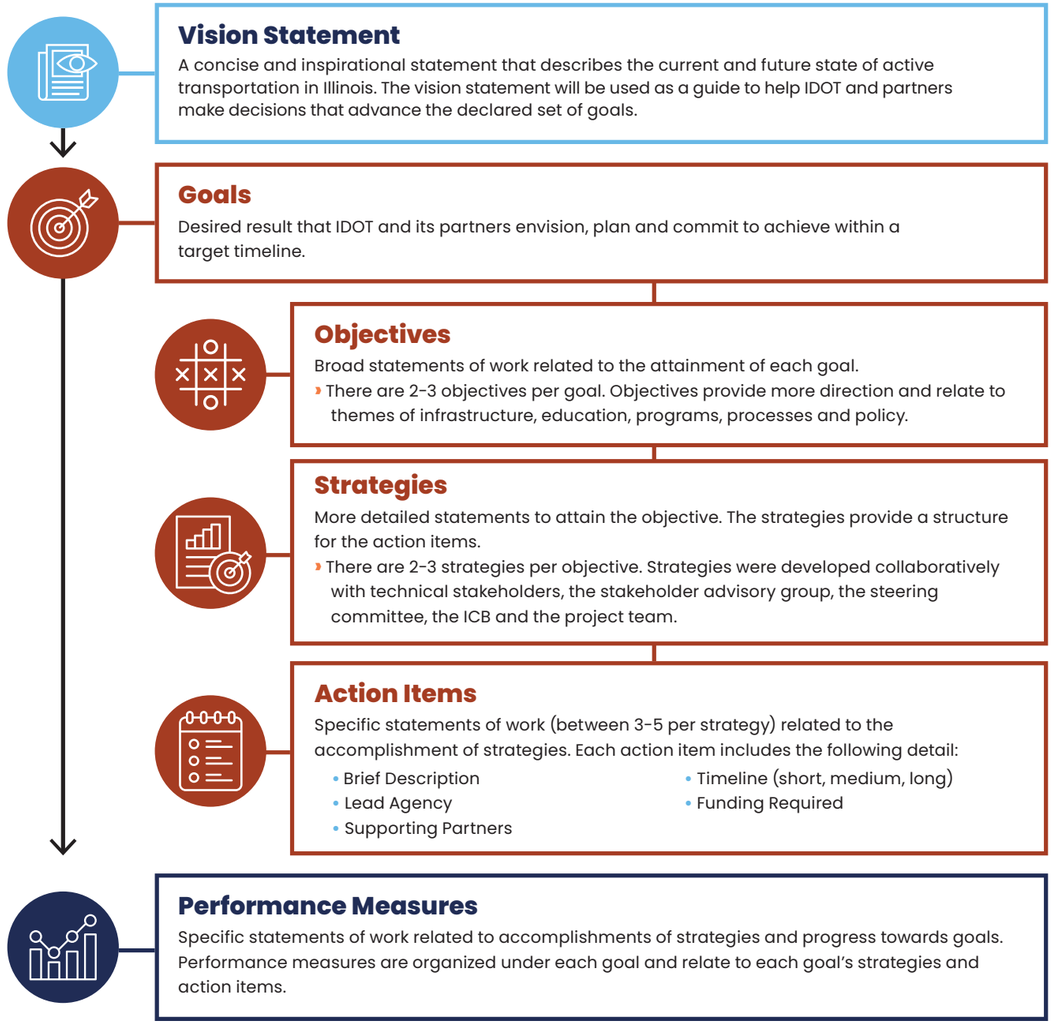
Funding

Identifying opportunities to leverage funding sources across agencies to support active transportation implementation.

For federal agencies, awarding and administering discretionary funds.

Action Plan Overview

The successful implementation of the IDOT Active Transportation Plan hinges on a clear and collaborative path forward. This Action Plan section details that path, outlining the specific strategies and action items developed in partnership with stakeholders. It serves as a comprehensive guide for IDOT and its partners, translating our shared vision and goals into concrete steps to improve active transportation infrastructure and opportunities statewide.



Goals, Objectives and Strategies

The Goals, Objectives and Strategies section of Walk.Roll.Illinois provides clear, actionable steps to advance walking, biking and rolling across the state. Grounded in seven core goals—safety, connectivity, partnerships, livability, public health and the environment, equity and economic vitality—these strategies provide a framework for implementing projects that are inclusive, data-driven and community-informed. Each strategy includes specific objectives, action items and performance measures to guide progress and accountability. Together, they chart a path toward a more accessible, sustainable and connected transportation system for all Illinois residents.

The following pages list each objective, strategy, action item and performance measure for each goal.

Action items and performance measures that are closely aligned with **BRC recommendations** are indicated with this icon and the relevant recommendation number: #

Tables of these action items, including additional detail regarding responsible parties and resources needed for implementation, begin on page 98

Goal: Safety

Reduce bicyclist and pedestrian fatalities and serious injuries.

Goal: Connectivity

Connect people to essential destinations like transit, schools, jobs, parks, healthy food options, medical services and more through safe, comfortable and continuous pedestrian and bicycle facilities.

Goal: Equity

Ensure the network is accessible to users of all ages, abilities and backgrounds.

Goal: Partnerships

Build and strengthen partnerships to advance walking, biking and rolling.

Goal: Livability

Support active living environments that provide affordable transportation options and allow people to thrive in their communities and neighborhoods.

Goal: Public Health and the Environment

Promote active modes of travel that improve air quality and may lead to a reduction of chronic disease, fossil fuel dependence, greenhouse gas emissions and congestion.

Goal: Economic Vitality

Support active transportation as a driver of local business, tourism and vibrant communities.

Goal: Safety

Reduce bicyclist and pedestrian fatalities and serious injuries.

Safety Objective 1

Improve safety of active transportation users by providing dedicated and separated facilities. Use data to inform locations of priority gaps in the active transportation network and fill in gaps.

Strategy A

Create and maintain a database of existing and planned active transportation infrastructure to identify missing gaps and collaborate across agencies.

- **Action Item 1:** Create a guide for local agencies to develop, maintain and share sidewalk and bike lane/trail inventories. (2-3 years)
- **Action Item 2:** Leverage the existing IDOT sidewalk and bike facility inventories and create georeferenced databases (e.g., GIS data) with all information in one place to be utilized across IDOT departments and state agencies. Identify network gaps, document further data needs and identify the overall state of the active transportation system in Illinois. Collaborate with the ICB to understand data requirements and software across departments. (2-3 years) (22C)

Strategy B

Coordinate across IDOT Districts, MPOs and local agencies to plan and construct infrastructure to fill gaps in the network.

- **Action Item 1:** Include metrics for VRU crashes in the state's safety performance measures that guide investment and prioritization decisions. (1 year)
- **Action Item 2:** Provide guidance to local partners to address the identified funding and allocation barriers, with an emphasis on advancing opportunities for communities with significant access and health needs. (2-3 years)
- **Action Item 3:** Explore coordination with the active transportation community, local health departments and other partners to develop and maintain active transportation networks to identify and prioritize gaps in existing networks and other active transportation assets. (2-3 years)

Safety Objective 2

Improve the safety of active transportation users through education, outreach, new technology and programs.

Strategy A

Engage diverse stakeholders to align institutional goals in support of improving safety and comfort for VRUs.

- **Action Item 1:** Partner with law enforcement agencies to conduct training on accurately reporting details in collisions involving VRUs; evaluate the attributes that would be useful for safety data analysis in crash reports. Establish a working group with law enforcement representatives to assess data collection.

  1 year

- **Action Item 2:** Encourage District staff to expand the use of Roadway Safety Audits and bike and walk audits with local agency partners, focusing on identifying and mitigating hazards for VRUs.

  2-3 years

  6D

- **Action Item 3:** Continue to investigate new technologies such as counters, cameras and signal technology to detect near misses and other upcoming safety evaluation measures.

  4-5 years

  17B

Strategy B

Develop, update and promote public educational materials for active transportation education.

- **Action Item 1:** Promote existing roadway safety materials for public education, including the Bureau of Safety Programs and Engineering (BSPE) Public Information and Education (PIE) resources, at no charge.

  1 year

- **Action Item 2:** Collaborate to develop new programs and strengthen existing programs for active transportation promotion along with bicycle and pedestrian education. Continue to collaborate with nonprofit advocacy organizations including Ride Illinois and the Active Transportation Alliance.

  4-5 years

Safety Objective 3

Improve safety by providing new technical resources regarding maintenance of active transportation facilities.

Strategy A

Create active transportation resources to provide clear guidance on maintenance policies, contacts and best practices.

- **Action Item 1:** Develop a guidance document and case studies for best practices for snow and ice removal on sidewalks, crosswalks, bicycle facilities and shared-use paths.

  2-3 years

- **Action Item 2:** Create a database of new municipal agreements relating to sidewalk and side path maintenance.

  4-5 years

- **Action Item 3:** Create and implement "how to" practices and a guide for maintaining all types of pedestrian and bicycle infrastructure, including lighting, signage, signals, stop lines, geometric improvements, specialized crosswalks and crossings, tactile warnings, vertical delineator posts, railings, bicycle racks, street furniture, landscaping and winter maintenance best practices. Include strategies to extend facility lifecycles, typical maintenance costs and guidance on how to calculate maintenance costs.

  4-5 years

  20A

Safety Performance Measures and Tracking

- Coordinate with the annual tracking of VRU fatalities as set forth in the HSIP.
- Develop two of the pilot internal technical assistance teams to help small or resource-limited communities.
- Conduct a walk or bike audit in each IDOT District by 2027 with the IDOT District engineer, local staff and advocates. 6D
- Quarterly meetings between the ICB and BSPE to track progress and collaborate on action items. Develop a yearly work plan to identify priorities and task leads.
- Creation of a maintenance toolkit. 20A
- Develop one pilot study of near-miss camera deployment and data assessment. 17B

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Goal: Connectivity

Connect people to essential destinations through safe, comfortable, continuous and accessible pedestrian and bicycle facilities.

Connectivity Objective 1

Develop, improve and maintain safe, accessible and connected active transportation infrastructure that completes networks.

Strategy A

Develop and implement design guidance, policies and best practices to expand a safe and comfortable active transportation system.

- **Action Item 1:** Continue to work with the BDE Policy unit on how to implement items such as the new AASHTO Bike Guide into the BDE manual. Convene quarterly meetings for design guidance and organizational processes to identify and address gaps in support of more effective implementation of guidance. — 1 year
- **Action Item 2:** Promote traffic calming measures to reduce traffic speeds and improve safety for people walking and biking. — 2-3 years
- **Action Item 3:** Develop an IDOT Complete Streets Design Guide as a supplement to the Context Sensitive Solutions (CSS) guidance. Assess the success and lessons learned from other state DOTs with these guides. — 4-5 years
- **Action Item 4:** Explore new IDOT policies and MOUs with local governments and transit agencies to establish processes to implement bicycle and pedestrian infrastructure through a strategic, network-focused approach and implement safety countermeasures along state routes. — 4-5 years — 22C
- **Action Item 5:** Repurpose unused land along rail lines, highways and rivers for active transportation connectivity. Explore MOUs with local agencies to remove unmarked roads from IDOT inventory via jurisdictional transfer. — >5 years — 22E
- **Action Item 6:** Implement active transportation strategies for segments and intersections as defined by the 2023 *Illinois VRU Safety Assessment*. — >5 years

Strategy B

Ensure active transportation facilities complement public transit and foster multimodal connectivity.

- **Action Item 1:** Foster collaboration with regional and local transit agencies to identify new mobility hubs for increased active transportation and multimodal travel. Establish coordinated communication with OIPI so that transit and pedestrian work can complement each other. — 1 year
- **Action Item 2:** Coordinate with initiatives from SB 2111 and update project selection criteria to evaluate project potential for mode shift to active transportation and/or transit trips. — 2-3 years — 17B
- **Action Item 3:** Gather active transportation data to support transit agencies and local departments of transportation in providing safe and comfortable passageways to transit stops and stations. Make it routine to gather bicycle and pedestrian data while collecting AADT. — 2-3 years — 17B
- **Action Item 4:** When applicable, provide funding bonus points for ITEP projects connecting to transit stations. — 2-3 years
- **Action Item 5:** Explore the feasibility of repurposing land along rail lines and transferring or leasing surplus land near transit corridors to developers who commit to affordable, mixed-use housing to increase walking and rolling access to transit and decrease car dependency. — 4-5 years — 22E
- **Action Item 6:** Develop design standards and best practices to ensure that active transportation facilities connect to transit stops, mobility hubs and rail stations have necessary amenities (bicycle parking, bike lockers, lighting, etc.). Consider land use and roadway context, local goals and anticipated users in determining the appropriate facility for each project. — 4-5 years

Connectivity Objective 1 *continued*

Develop, improve and maintain safe, accessible and connected active transportation infrastructure that completes networks.

Strategy C

Develop resources, data and performance measures to aid and track improved active transportation connectivity.

- **Action Item 1:** Identify major gaps in active transportation infrastructure along IDOT roads and provide a yearly assessment. Utilize new resources such as the Replica data and integrate latent bicycle and pedestrian demand into the data driven decision tool.
  - 2-3 years
  - 17B
- **Action Item 2:** Proactively develop a connected active transportation system which promotes safer modes of transportation in daily life for all Illinoisans. Continue to track and collect data through the BFIS. Explore more data options and ways to display and share data across departments.
  - 2-3 years
  - 17B
- **Action Item 3 :** Create an annual report of Walk.Roll.Illinois progress. Update the plan elements on a recurring basis in collaboration with MPOs and community partners.
  - 2-3 years
  - 22C
- **Action Item 4:** Include active transportation projects on existing performance dashboards and create a statewide dashboard to track active transportation and leverage data.
  - 2-3 years
  - 17B
- **Action Item 5:** Develop an inventory of roads built with more lanes than are needed to identify locations where active transportation and safety projects can be implemented.
  - 4-5 years
  - 17B
- **Action Item 6:** Create a statewide active transportation count program to collect user data. Use the collected count data to inform investment and prioritization performance measures.
  - >5 years
  - 17B

Connectivity Objective 2

Provide local agencies with resources for planning, design and construction of active transportation facilities.

Strategy A

Improve local access to program funding availability, application timeline scheduling and an overview of eligible activities and local match requirements.

- **Action Item 1:** Share the Active Transportation Alliance's funding list to assist local governments in identifying programs and grants for project implementation.
  - 1 year
- **Action Item 2:** Coordinate with the Blue Ribbon Commission 2025 report recommendations to explore Federal Flexible Match processes.
  - 2-3 years
  - 19A
- **Action Item 3:** Allocate state and federal funds to start Phase 1 projects.
  - 2-3 years
- **Action Item 4:** Expand funding flexibility in state funding to establish a multimodal funding approach that aligns with state goals regardless of mode, such as increasing bicycle and pedestrian network connectivity to decrease greenhouse gas emissions.
  - 4-5 years
  - 18A
- **Action Item 5:** Provide funding and build capacity for SRTS non-infrastructure, ITEP and NHTSA funding for education programs so that children can travel to school on safe and connected bikeways and walkways.
  - 4-5 years

Connectivity Objective 2 *continued*

Provide local agencies with resources for planning, design and construction of active transportation facilities.

Strategy B

Facilitate partnerships and develop new programs to support local agencies.

- **Action Item 1:** Expand and establish new partnerships to identify opportunities for regional collaboration on grant applications. Quarterly assess grant opportunities and coordinate with IDOT District staff.

  2-3 years

- **Action Item 2:** Review and encourage the use of innovative design and materials guidance for flexible, quick-build design solutions to enable lower-cost, phased implementation of active transportation projects as soon as practicable. Support the development of IDOT quick-build guidelines.

  2-3 years

- **Action Item 3:** Pilot internal technical assistance teams to help small or resource-limited communities apply for competitive funding, navigate program requirements and manage grants. Assess the opportunity to partner with universities to pilot technical assistance teams, providing students with experience developing proposals and providing them at no cost or low cost.

  4-5 years

- **Action Item 4:** Work with MPO and local partners to optimize existing infrastructure before considering expanding infrastructure. Take advantage of the ability to transfer jurisdictional ownership of roadways as appropriate to meet walking and rolling network needs.

  4-5 years

  6A 20B 26A

Connectivity Performance Measures and Tracking

- Annual report of mileage of new bicycle lanes, sidepaths, sidewalks and trails constructed or improved by IDOT and local agencies.
- Annual miles of critical gaps (missing segments) closed in the planned pedestrian and bicycle network connecting to essential destinations.
- 0.15% annual increase in commuting by walking or biking as measured by the American Community Survey Journey to Work commuting data.
- Mode shift metrics are included in project ranking or selection criteria. 17B
- Updates to the BDE Manual and creation of new guidance.
- 5% annual increase in active transportation funding coming into the State of Illinois from competitive federal grant programs.
- One completed pilot technical assistance team.
- Development of quick-build design guidance.
- Walk.Roll.Illinois Annual Report and Tracking 22C

Goal: Equity

Ensure the network is accessible to users of all ages, abilities and backgrounds.

Equity Objective 1

Secure safe, connected and accessible active transportation options for underserved communities.

Strategy A

Provide equitable funding and resources for the expansion of active transportation systems.

- **Action Item 1:** Include and explore accessibility factors in the evaluation of active transportation funding programs. Include factors such as income level, access to transportation, health indicators, crash history and proximity to essential services. — 2-3 years
- **Action Item 2:** Support funding opportunities with no match or a reduced match for underserved communities; support potential partners, such as MPOs, to help local agencies apply for such funding (using partners defined by the grant program). — 4-5 years

Strategy B

Assess state-level funding for active transportation and seek new opportunities to provide funding for MPO, county and local agency active transportation projects.

- **Action Item 1:** Assess the current distribution of FHWA formula funds for active transportation. Identify major gaps in active transportation funding and staff capacity limitations. — 1 year
- **Action Item 2:** Review and update existing funding programs, such as SRTS and ITEP, and funding policies like Flexible Federal Match and State Funding Swap Programs, to streamline application processes, schedules, equity priorities, local match requirements and eligible activities. — 2-3 years — 19A, 19B
- **Action Item 3:** Identify new funding sources for maintaining paths, protected bikeways and other active transportation facilities. Explore the feasibility, legislative requirements and impacts to the current state funding program of making funding available to local agencies to maintain active transportation infrastructure on state facilities. — 2-3 years — 20A

Equity Objective 1 *continued*

Secure safe, connected and accessible active transportation options for underserved communities.

Strategy C

Provide underserved communities with convenient access to high-quality, safe and affordable mobility options.

- **Action Item 1:** Evaluate investing in areas with a high concentration of systemically excluded or underserved communities to address the higher rates of roadway fatalities and serious injuries for people walking and biking. 2-3 years
- **Action Item 2:** Supply safe travel mode options by providing educational programs through the SRTS program to educate school-age children on safe use of active transportation. 2-3 years
- **Action Item 3:** As applicable, incentivize ITEP applicants to incorporate mobility options and mobility hubs into their project applications to connect their proposed projects to a multimodal facility and/or nearby active transportation facilities. 4-5 years
- **Action Item 4:** Implement a Safe Routes to Essential Services and Safe Routes to Work grant program for local agencies to fund planning, infrastructure and mobility projects that improve active transportation connectivity between underserved communities and essential services such as schools, healthcare, employment, grocery stores, parks, etc. >5 years

Equity Objective 2

Provide regular opportunities for communities to be engaged in project processes.

Strategy A

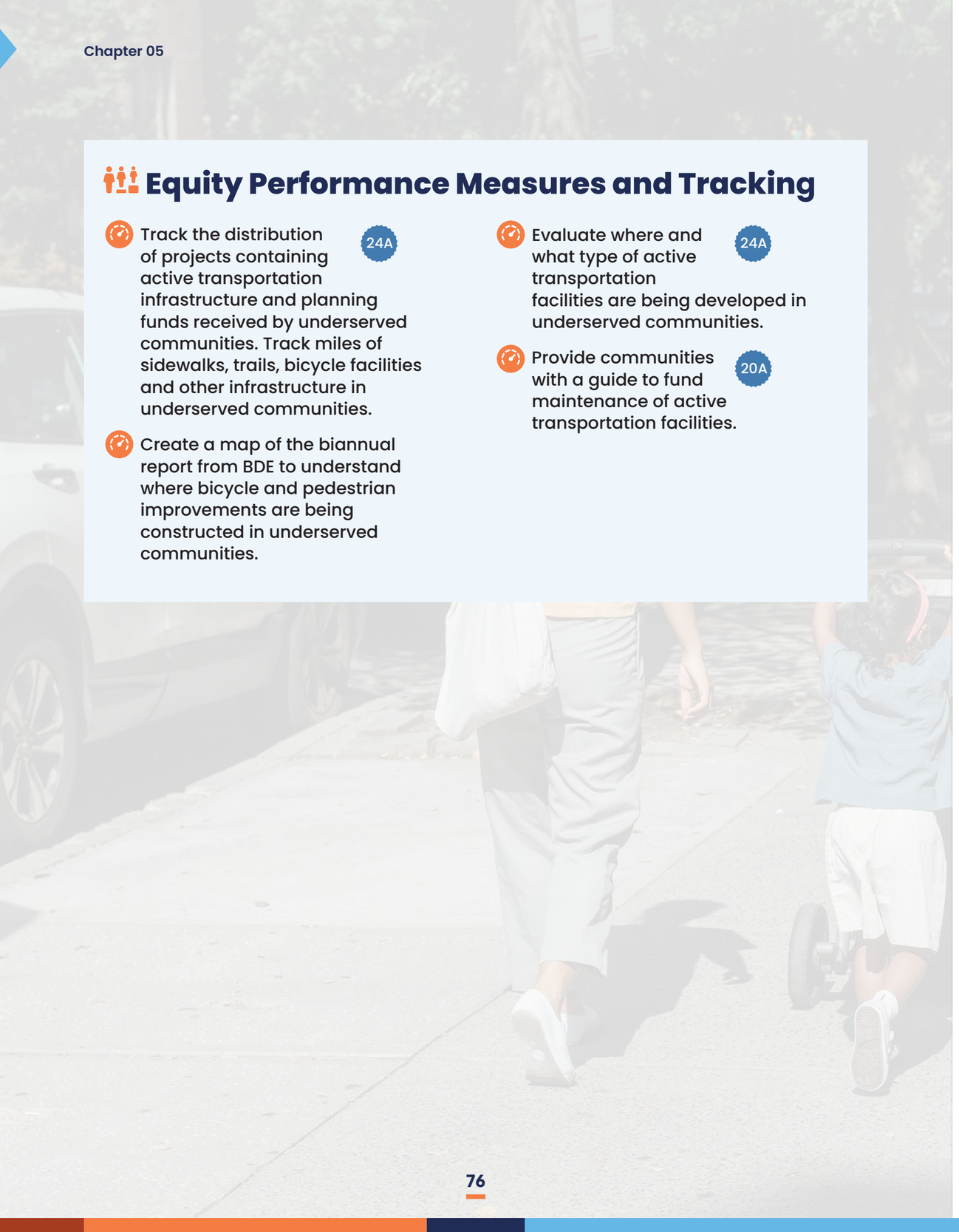
Identify proactive ways to gather feedback and engage underserved communities through various stages of planning and construction.

- **Action Item 1:** Continue to work with partners with positive pre-existing relationships with their host communities, such as hospitals, schools, transit agencies, non-profit organizations, etc. 1 year
- **Action Item 2:** Expand the reach of periodic surveys/outreach of residents in underserved communities to gather feedback on the accessibility, quality and coverage of active transportation systems in their communities from planning through construction (Phase I through Phase III). 2-3 years
- **Action Item 3:** Develop a toolkit, including surveys, and identify best practices for engaging populations who are more likely to be missed in community engagement. Provide this toolkit to IDOT Districts, MPOs, municipal staff and consultants. Ensure that outreach is deployed effectively throughout the planning process, with a specific focus on communities that are typically not heard, during planning and implementation. 4-5 years

Strategy B

Improve the process of community engagement and inclusion.

- **Action Item 1:** Enhance and promote guidance from subject matter experts on community engagement-related best practices (for example, the 2024 Chicago Metropolitan Agency for Planning's Public Participation Plan). 2-3 years
- **Action Item 2:** Implement a pilot program to compensate community engagement participants for their involvement. Reimbursement may include payment, childcare, food or a host of other options to be explored. Assess the results of the pilot program and issue a report on the findings, making sure to note effects on engagement numbers and participant satisfaction. Create policy and guidance based on the results. 2-3 years
- **Action Item 3:** Expand community resilience as a priority to ensure that environmental justice is prioritized in state funding efforts and that historically marginalized and underserved communities have access to active transportation and do not disproportionately affect marginalized communities. 4-5 years 24A



Equity Performance Measures and Tracking

- Track the distribution of projects containing active transportation infrastructure and planning funds received by underserved communities. Track miles of sidewalks, trails, bicycle facilities and other infrastructure in underserved communities. 24A
- Create a map of the biannual report from BDE to understand where bicycle and pedestrian improvements are being constructed in underserved communities.
- Evaluate where and what type of active transportation facilities are being developed in underserved communities. 24A
- Provide communities with a guide to fund maintenance of active transportation facilities. 20A

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Goal: Partnerships

Build and strengthen partnerships to advance active transportation.

Partnerships Objective 1

Develop new resources, tools and programs to foster cross-agency and department collaboration and leverage existing funding opportunities.

Strategy A

Coordinate efforts and identify active transportation resources, research initiatives and programs.

- **Action Item 1:** Maintain the Walk.Roll.Illinois Online Experience and develop an evaluation section to provide annual transparency on implementation progress. — 1 year; 22C
- **Action Item 2:** Develop an Illinois active transportation benefit procedure and process for quantifying benefits of implementing active transportation facilities and programs. Provide resources on a web platform and develop key takeaways to support practitioners when identifying project benefits. — 2-3 years
- **Action Item 3:** Create a new program at IDOT to support the development of District bicycle plans. — 2-3 years
- **Action Item 4:** Develop evaluation tools for local planning agencies to assess and track their active transportation infrastructure. — 2-3 years; 22C
- **Action Item 5:** Conduct a research study to evaluate the potential for a statewide bicycle route wayfinding and signage plan with universal visual standards and branding to create a statewide trail identity. — 4-5 years

Strategy B

Support ongoing training and create incentives for IDOT staff.

- **Action Item 1:** Promote active transportation training opportunities to IDOT managers and staff, including AASHTO, APBP, NACTO, NHI, the Pedestrian and Bicycle Information Center and FHWA resources and trainings. — 1 year
- **Action Item 2:** Expand the annual IDOT fall conference by including IDOT-led trainings that focus more on policy and standards as well as local agency-led trainings that highlight innovation, creativity and success stories. Explore the feasibility of providing continuing education credits. — 2-3 years
- **Action Item 3:** Develop an internal IDOT working group to share and expand active transportation opportunities for planners, engineers, coordinators and other relevant staff across business units. — 2-3 years
- **Action Item 4:** Establish bicycle and pedestrian recognition and awards for innovative practice and motivational success stories. — 4-5 years

Partnerships Objective 2

Create new external partnerships to expand IDOT's active transportation programs, funding and staff capacity.

Strategy A

Engage in active transportation advocacy and partnerships at the national and state level, in partnership with local jurisdictions and advocates.

- **Action Item 1:** Encourage IDOT staff to join partnership organizations, such as APBP, ITE and others as applicable by paying for their membership and providing representatives to attend meetings to discuss IDOT policies, procedures and standards. Continue to share information across IDOT bureaus through bicycle and pedestrian coordinators/managers.

  1 year

- **Action Item 2:** Coordinate across state agencies (including IDNR, IDPH and others) and with local, regional and federal agencies to assess shared goals, partner on initiatives and periodically reevaluate legislative priorities.

  2-3 years

Strategy B

Continue to grow relationships with local agency partners by providing new resources, agreements and programs.

- **Action Item 1:** Encourage the IDOT active transportation manager, District engineers and subject matter experts to support local agencies on bicycle and pedestrian assessments and audits as potential projects are identified. Create a process to identify when bicycle and pedestrian audits or assessments are required.

  2-3 years

- **Action Item 2:** Explore an expanded MOU that facilitates the implementation of active transportation in local communities along IDOT roads. For example, assess the CDOT and IDOT MOU for safety countermeasures. Periodically review the pros and cons of existing agreements and propose changes to partnership arrangements.

  2-3 years

- **Action Item 3:** Develop a campaign for coordinated communication on active transportation that can serve as a "how-to" guide for planning, design and funding of active transportation for local practitioners. Toolkit materials could include short videos, user testimonials and printed collateral. Materials should be easy to understand and available in multiple languages.

  4-5 years

- **Action Item 4:** Expand statewide active transportation peer-learning exchanges and promote participation opportunities to smaller communities and agencies. Share information on active transportation facility design, network planning and design guidelines to local governments and community organizations. Promote existing training provided by FHWA, NHI and others.

  >5 years

Partnerships Performance Measures and Tracking

- Quarterly meetings of the ICB and/or interdepartmental working group are well-attended, including quarterly progress updates.
- 10 organizations or agencies represented on the ICB (+2–3 organizations/agencies per year).
- Development of District bicycle plans.
- 10% - 15% increase in formalized IDOT partnerships.

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Goal: Livability

Support active living environments that provide affordable transportation options and allow people to thrive in connected communities and neighborhoods.

Livability Objective 1

Develop guidance, standards and policies that foster the creation of comfortable, safe and accessible active transportation facilities and multimodal options.

Strategy A

Encourage the implementation of active transportation facilities based on land use context and the ability to foster multimodal connectivity.

- **Action Item 1:** Create a working group of IDOT, MPO, transit agency and local agency staff to assess the effectiveness of the current IDOT Context Sensitive Solutions (CSS) guide, policy and process. — 1 year
- **Action Item 2:** Provide resources to local governments on how to include bicycle and pedestrian infrastructure in local transportation and/or comprehensive plans through policy and land development regulations. Provide examples of dedicated requirements for active transportation rights-of-way into subdivision regulations and new development procedures. Collaborate with local agency practitioners and advocates to identify the needed resources. — 2-3 years — 22E
- **Action Item 3:** Explore land development policies that reduce greenhouse gas emissions and engage with Transit Oriented Design (TOD) on IDOT-owned land where appropriate. — 4-5 years
- **Action Item 4:** Prioritize universal access design and coordinate with local agencies on level of design standard. — 4-5 years

Strategy B

Assess current policies and procedures regarding Complete Streets and CSS guidance.

- **Action Item 1:** Consider a Complete Streets Oversight Committee, comprising representatives across the state (or designate an existing committee, such as the Interagency Council on Bikeways) to monitor implementation of the Complete Streets policy. Coordinate a biannual meeting to review the Complete Streets policy and share results of Complete Streets implementation. — 1 year
- **Action Item 2:** Conduct IDOT, IDNR and local agency staff interviews or small focus groups to evaluate how the current CSS policy is working in practice. — 1 year
- **Action Item 3:** Assess the effectiveness of the CSS process to ensure bicycle and pedestrian facilities are fully considered in the planning and design decision-making process. — 2-3 years

Livability Objective 2

Promote Complete Streets design and implementation.

Strategy A

Collaborate with IDOT staff on updates to Complete Streets resources and provide resources to local agencies.

- **Action Item 1:** Create a Complete Streets hub on IDOT's website that is a resource for IDOT staff, external partners and the public. The IDOT Complete Streets hub would include the Complete Streets policy, resources, funding opportunities, case studies, ongoing related initiatives and training materials and resources.

  2-3 years

- **Action Item 2:** Update the BDE Manual and IDOT Complete Streets policy with the latest standards. Continue to incorporate the latest AASHTO guidance, conduct literature/peer-state review and gather additional approaches to inform potential updates.

  2-3 years

- **Action Item 3:** Develop a Complete Streets Design Guide that incorporates best practices in Complete Streets design from the BDE Manual, NACTO design guides and AASHTO standards.

  4-5 years

- **Action Item 4:** Explore creating multimodal urban-specific design guidelines. Explore providing local jurisdictions with design jurisdiction responsibilities as local agencies understand community goals and context. Collaborate with a local agency and develop a pilot project to test this approach.

  4-5 years

  6B

Strategy B

Support municipalities and counties in adopting and implementing Complete Streets policies.

- **Action Item 1:** Include bonus points or dedicated funding set-asides for projects that incorporate Complete Streets principles and/or have locally-adopted Complete Streets policies into IDOT-administered grant programs.

  2-3 years

- **Action Item 2:** Organize an annual or biennial statewide Complete Streets Summit to deliver professional training, recognize achievements through awards and foster collaboration among planners, engineers, public officials, health professionals, advocates and other stakeholders shaping communities across Illinois.

  4-5 years

- **Action Item 3:** Create a Complete Streets Policy Toolkit/resources that include customizable policy templates, supportive zoning examples, adoption checklists, bicycle parking or snow removal ordinances, public transit connections and sample resolutions for municipalities and counties.

  4-5 years

- **Action Item 4:** Offer technical assistance or small planning grants through state (SPR) or federal funding sources to help communities draft, adopt or implement Complete Streets policies.

  >5 years

Livability Performance Measures and Tracking

- Increase of 5% of MPO, county and local agencies with Complete Streets policies in three years.
- Through the ITEP and related state-administered programs, identify applicants that have a Complete Streets policy in place and aim to provide funding or bonus points to 20% of applicants with a Complete Streets policy in place.
- 5 new adopted Complete Streets, Vision Zero and Safe Systems policies at the MPO, county or local agency level annually.
- Pilot project of local design jurisdiction. 6B

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Goal: Public Health and the Environment

Promote active transportation to encourage walking and bicycling for better health, improved air quality and less fuel consumption.

Public Health and the Environment Objective 1

Encourage mode shift and prioritize movement of people, not vehicles, to improve health outcomes.

Strategy A

Support the integration of active transportation planning with land use and comprehensive planning at the state and local agency level.

- **Action Item 1:** Partner with IDPH, transit agencies and local agencies across the state to educate developers and local agencies on the benefits of compact growth and walkable communities that feature mixed-use development with people-oriented infrastructure. Specifically, highlight the benefits of better integrating active transportation with transit-oriented development. 2-3 years
- **Action Item 2:** Collaborate with MPOs and regional planning organizations to provide city and transit agency planners and staff with the education and resources to advocate for mixed-use developments and multimodal transportation options. 2-3 years
- **Action Item 3:** Coordinate with IDOT's Vehicle Miles Traveled (VMT) modeling team to incorporate metrics for active transportation miles traveled. 2-3 years 21C
- **Action Item 4:** Research creating a statewide technical assistance program to aid local agencies with planning, designing and implementing active transportation quick-build projects. 4-5 years
- **Action Item 5:** Set up an annual meeting or regular opportunity for practitioners to meet and discuss integration of active transportation planning into the comprehensive planning process. 4-5 years

Strategy B

Integrate active transportation planning and decision-making with public health initiatives, programs and research.

- **Action Item 1:** Collaborate with IDPH, state police, the Department of State and allied bureaus to create safety strategies targeted toward VRUs to develop a comprehensive perspective and save lives. 2-3 years
- **Action Item 2:** Update the statewide BFIS annually and host a yearly meeting with practitioners to provide updates and discuss how the latest data can be integrated in public health tracking and initiatives. 2-3 years
- **Action Item 3:** Collaborate with IDPH, the Illinois Alliance for Health and other partners to strategically improve health outcomes, including reducing public health hazards of social isolation and poor air quality. For example, coordinate with IDPH on their State Health Improvement Plan and initiatives from that effort. 4-5 years

Public Health and the Environment Objective 2

Promote and implement healthy, environmentally sustainable transportation programs and infrastructure.

Strategy A

Broaden opportunities to enhance environmental comfort and safety and reduce greenhouse gas emissions.

- **Action Item 1:** Support a healthy environment through greenhouse gas reduction through mode shift to active transportation. Utilize tools to estimate greenhouse gas and vehicle miles traveled reductions.

2-3 years

21C

- **Action Item 2:** Promote and/or develop resources for practitioners and decision makers that communicate the benefits and best practices of incorporating vegetation, trees, solar energy and bioswales within project areas, while maintaining the visibility and safety of transportation system users.

2-3 years

- **Action Item 3:** Encourage the implementation of active transportation support elements, such as lighting and benches, through a mutual aid network to reduce waste and improve local agency access to bicycle and pedestrian elements.

4-5 years

Public Health and the Environment Performance Measures and Tracking

- 0.15% - 2% annual increase in walking, biking and micromobility trips at the state, regional and local levels.
- 0% - 0.25% decrease in statewide vehicle miles traveled annually. 21C
- Regional and local health agency reporting of rates of obesity and other tracked metrics of physical activity.
- Development of additional guidance on VRU safety strategies and implementation guidance.
- Development of a new working group or regularly occurring meeting of public health professionals, local agency practitioners and IDOT staff.

Goal: Economic Vitality

Cultivate active transportation as a driver of local business development, tourism and vibrant communities.

Economic Vitality Objective 1

Support economic development and innovation with trail- and bicycle route-based tourism.

Strategy A

Identify infrastructure needs for existing nationally designated bicycle routes and desired future bicycle routes.

- **Action Item 1:** Integrate trails with local businesses by using signs, adopt-a-section and infrastructure that better develops "trail towns." — 2-3 years
- **Action Item 2:** Collaborate with IDOT District staff, IDNR, forest preserves, counties and advocacy organizations to identify improvements to existing bicycle routes. Identify infrastructure needed to develop future high quality and connected bicycle routes for national designation. — 2-3 years — 20B
- **Action Item 3:** Partner with the Illinois Office of Tourism to create a dedicated Active Travel Illinois campaign highlighting trail towns, scenic bicycle routes and recreational bicycling opportunities. Identify trail and active transportation connections to neighboring states. — 4-5 years

Strategy B

Support rural economies by promoting recreational trail development such as rail-to-trail projects and regional trail initiatives.

- **Action Item 1:** Connect IDOT District staff with IDNR staff to identify quick-win opportunities for recreational trail development near state routes. — 1 year
- **Action Item 2:** Produce resources or a study consisting of case studies and implementation material demonstrating the local economic impacts and best practices of rural trails and active transportation. — 2-3 years
- **Action Item 3:** Explore Main Street revitalization in under-resourced rural communities by investing in active transportation projects without a local match requirement. — 4-5 years

Economic Vitality Objective 2

Prioritize active transportation facilities along state routes that traverse activity centers such as business districts, retail and commercial corridors and other centers of economic activity.

Strategy A

Prompt local agencies to broaden opportunities for their residents to stimulate economic growth.

- **Action Item 1:** Coordinate with local and regional governments, health departments, transit agencies and other partners to obtain data to identify areas of demand and opportunity for active transportation facilities. Integrate new resources such as the Replica HQ data to understand demand.

  2-3 years

- **Action Item 2:** Coordinate with local agencies to prioritize connecting origins and destinations so those with limited vehicle access can access everyday destinations.

  2-3 years

- **Action Item 3:** Collaborate with public and private partners to prioritize development along active transportation corridors. This can involve outreach to business partners to inform them of the positive economic impacts of increased access as identified in several reports such as *Safe Access for Everyone is Good for Business*, released in 2024 by the FHWA.

  4-5 years

- **Action Item 4:** Develop working groups with organizations like Main Street America and other downtown alliance organizations to identify how transportation intersects with economic opportunity in local contexts.

  4-5 years

Economic Vitality Performance Measures and Tracking

- 2% increase in trail mileage year-over-year.
- Sample of increases in property values or lease rates in areas with new active transportation infrastructure.
- Increase in bicycle parking spaces within business districts and activity centers.
- 1,800 - 2,100 jobs supported or created by active transportation construction annually.
- Track the number of trail and Complete Streets improvements in rural communities.

Goal: Safety

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding		Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Improve the safety of active transportation users by providing dedicated and separated facilities. Use data to inform locations of priority gaps in the active transportation network and fill in gaps.																			
Strategy A Create and maintain a database of existing and planned active transportation infrastructure to identify missing gaps and collaborate across agencies.	S.1.A.1	Create a guide for local agencies to develop, maintain and share sidewalk and bike lane/trail inventories.	X		X	X			Resource Development	2-3 years	X	X	X	X			X	X	X
	S.1.A.2	Leverage the existing IDOT sidewalk and bike facility inventories and create georeferenced databases (e.g., GIS data) with all information in one place to be utilized across IDOT departments and state agencies. Identify network gaps, document further data needs and identify the overall state of the active transportation system in Illinois. Collaborate with the ICB to understand data requirements and software across departments.			X				Data	2-3 years	X	X			X		X	X	X
Strategy B Coordinate across IDOT Districts, MPOs and local agencies to plan and construct infrastructure to fill gaps in the network.	S.1.B.1	Include metrics for VRU crashes in the state's safety performance measures that guide investment and prioritization decisions.			X				Data	1 year	X				X		x		x
	S.1.B.2	Provide guidance to local partners to address the identified funding evaluation and allocation barriers, with an emphasis on advancing opportunities for communities with significant access and health needs.	X		X		X		Resource Development	2-3 years	X		X	X	X		X	X	
	S.1.B.3	Explore coordination with the active transportation community, local health departments and other partners to develop and maintain active transportation networks to identify and prioritize gaps in existing networks and other active transportation assets.	X		X				Data	2-3 years	X	X	X	X	X		X	X	X

Goal: Safety

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 2: Improve the safety of active transportation users through education, outreach, new technology and programs.																		
Strategy A Engage diverse stakeholders to align institutional goals in support of improving safety and comfort for VRUs.	S.2.A.1	Partner with law enforcement agencies to conduct training on accurately reporting details in collisions involving VRUs; evaluate what attributes are, or would be, useful for safety data analysis in crash reports. Establish a working group with law enforcement representatives to assess data collection.	X					Training; Resource Development	1 year	X		X		X		X	X	X
	S.2.A.2	Encourage District staff to expand the use of Roadway Safety Audits and bike and walk audits with local agency partners, focusing on identifying and mitigating hazards for VRUs.	X	X		X		Evaluation; Policy	2-3 years	X	X	X	X		X	X	X	
	S.2.A.3	Continue to investigate new technologies such as counters, cameras and signal technology to detect near misses and other upcoming safety evaluation measures.	X	X				Research	4-5 years	X	X				X	X	X	X
Strategy B Develop, update and promote public educational materials for active transportation education.	S.2.B.1	Promote existing roadway safety materials for public education, including the Bureau of Safety Programs and Engineering (BSPE) Public Information and Education (PIE) resources, at no charge.	X					Communications; Promotion	1 year	X	X			X			X	
	S.2.B.2	Collaborate to develop new programs and strengthen existing programs for active transportation promotion and education. Continue to collaborate with nonprofit advocacy organizations including Ride Illinois and the Active Transportation Alliance.	X					Program Development	4-5 years	X	X	X	X			X	X	

Goal: Safety

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Objective 3: Improve safety by providing new technical resources regarding maintenance of active transportation facilities.																			
Strategy A Create active transportation resources to provide clear guidance on maintenance policies, contacts and best practices.	S.3.A.1	Develop a guidance document and case studies for best practices for snow and ice removal on sidewalks, crosswalks, bicycle facilities and shared-use paths.	X			X			Resource Development	2-3 years	X		X	X		X	X	X	
	S.3.A.2	Create a database of new municipal agreements relating to sidewalk and side path maintenance.			X		X		Research; Policy	4-5 years	X	X	X				X	X	X
	S.3.A.3	Create and implement "how to" practices and a guide to maintaining all types of pedestrian and bicycle infrastructure, including lighting, signage, signals, stop lines, geometric improvements, specialized crosswalks and crossings, tactile warnings, vertical delineator posts, railings, bicycle racks, street furniture, landscaping and winter maintenance best practices. Include strategies to extend facility lifecycles, typical maintenance costs and guidance on how to calculating maintenance costs.	X	X		X			Resource Development	4-5 years	X	X	X	X		X	X	X	

Goal: Connectivity

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding		Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Develop, improve and maintain safe, accessible and connected active transportation infrastructure that completes networks.																			
Strategy A **Develop and implement design guidance, policies and best practices to expand a safe and comfortable active transportation system.**	C.1.A.1	Continue to work with the BDE Policy unit on how to implement items such as the new AASHTO Bike Guide into Chapter 17 of the BDE manual. Convene quarterly meetings for design guidance and organizational processes to identify and address gaps in support of more effective implementation of guidance.		X	X		X		Research; Policy	1 year	X						X		
	C.1.A.2	Promote traffic calming measures to reduce traffic speeds and improve safety for people walking and biking.	X	X	X				Communications; Resource Development	2-3 years	X		X	X		X	X	X	
	C.1.A.3	Develop an IDOT Complete Streets Design Guide as a supplement to the Context Sensitive Solutions guidance. Assess the success and lessons learned from other state DOTs with these guides.	X	X	X	X			Resource Development	4-5 years	X	X	X	X			X	X	
	C.1.A.4	Explore new IDOT policies and MOUs with local governments and transit agencies to establish processes and procedures to implement bicycle and pedestrian infrastructure through a strategic, network-focused approach and implement safety countermeasures along state routes.			X				Policy	4-5 years	X	X	X				X	X	
	C.1.A.5	Repurpose unused land along rail lines, highways and rivers for active transportation connectivity. Explore MOUs with local agencies to remove unmarked roads from IDOT inventory via jurisdictional transfer.		x	x				Policy; Implementation	>5 years	X		X	X	X	X		X	
	C.1.A.6	Implement active transportation infrastructure strategies for segments and intersections as defined within the 2023 *Illinois Vulnerable Road User Safety Assessment*.			X				Implementation	>5 years	X	X	X			X	X	X	

Goal: Connectivity

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Objective 1: Develop, improve and maintain safe, accessible and connected active transportation infrastructure that completes networks.																			
Strategy B **Ensure active transportation facilities complement public transit and foster multimodal connectivity.**	C.1.B.1	Foster collaboration with regional and local transit agencies to identify new mobility hubs for increased active transportation and multimodal travel. Establish coordinated communication with OIPI so that transit and pedestrian work can complement each other.			X				Collaboration	1 year	X	X					X	X	
	C.1.B.2	Coordinate with initiatives from SB 2111 and update project selection criteria to evaluate project potential for mode shift to active transportation and/or transit trips.			X				Collaboration	2-3 years	X				X		X	X	X
	C.1.B.3	Gather active transportation data to support transit agencies and local departments of transportation in providing safe and comfortable passageways to transit stops and stations. Make it routine to gather bike/ped data while collecting AADT.	X		X				Data	2-3 years	X	X	X						X
	C.1.B.4	When applicable, provide funding bonus points for ITEP projects connecting to transit stations.			X		X		Policy	2-3 years	X						X		

Goal: Connectivity

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Objective 1: Develop, improve and maintain safe, accessible and connected active transportation infrastructure that completes networks.																			
Strategy B **Ensure active transportation facilities complement public transit and foster multimodal connectivity.**	C.1.B.5	Explore the feasibility of repurposing land along rail lines and transferring or leasing surplus land near transit corridors to developers who commit to affordable, mixed-use housing to increase walking and rolling access to transit and decrease car dependency.		X	X		X		Policy	4-5 years	X		X	X	X	X	X	X	
	C.1.B.6	Develop design standards and best practices to ensure that active transportation facilities connect to transit stops, mobility hubs and rail stations and have necessary amenities (bicycle parking, bike lockers, lighting, etc.). Consider land use and roadway context, local goals and anticipated users in determining the appropriate facility for each project.	X	X	X				Resource Development	4-5 years	X	X	X	X			X	X	
Strategy C **Develop resources, data and performance measures to aid and track improved active transportation connectivity.**	C.1.C.1	Identify major gaps in active transportation infrastructure along IDOT roads and provide a yearly assessment. Utilize new resources such as the Replica data and integrate latent bicycle and pedestrian demand into the data driven decision tool.			X				Implementation	2-3 years	X	X					X	X	X
	C.1.C.2	Proactively develop a connected active transportation system which promotes safer modes of transportation in daily life for all Illinoisans. Continue to track and collect data through the BFIS. Explore more data options and ways to display and share data across departments.	X		X				Resource Development	2-3 years	X	X	X	X			X	X	X
	C.1.C.3	Create an annual report of Walk.Roll.Illinois progress. Update the plan elements on a recurring basis in collaboration with MPOs and community partners.	X						Implementation	2-3 years	X	X	X	X			X	X	X

Goal: Connectivity

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Objective 1: Develop, improve and maintain safe, accessible and connected active transportation infrastructure that completes networks.																			
Strategy C **Develop resources, data and performance measures to aid and track improved active transportation connectivity.**	C.1.C.4	Include active transportation projects on existing performance dashboards and create a statewide dashboard to track active transportation and leverage data.	X		X				Progress Reporting; Data	2-3 years	X	X	X				X	X	X
	C.1.C.5	Develop an inventory of roads built with more lanes than are needed to identify locations where active transportation and safety projects can be implemented.	X	X					Resource Development	4-5 years	X	X	X				X	X	X
	C.1.C.6	Create a statewide active transportation count program to collect user data.	X		X				Resource Development	>5 years	X	X	X	X		X	X	X	X
Objective 2: Provide local agencies with resources for planning, design and construction of active transportation facilities.																			
Strategy A **Improve local access to program funding availability, application timeline scheduling and an overview of eligible activities and local match requirements.**	C.2.A.1	Share the Active Transportation Alliance's funding list to assist local governments in identifying programs and grants for project implementation.					X		Communications	1 year	X	X	X	X			X		
	C.2.A.2	Coordinate with the Blue Ribbon Commission 2025 report recommendations to explore Federal Flexible Match processes.					X		Policy	2-3 years	X				X	X	X	X	
	C.2.A.3	Allocate state and federal funds to start Phase 1 projects.					X		Policy	2-3 years	X					X	X		

Goal: Connectivity

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Objective 2: Provide local agencies with resources for planning, design and construction of active transportation facilities.																			
Strategy A **Improve local access to program funding availability, application timeline scheduling and an overview of eligible activities and local match requirements.**	C.2.A.4	Expand funding flexibility in state funding to establish a multimodal funding approach that aligns with state goals regardless of mode, such as increasing bicycle and pedestrian network connectivity to decrease greenhouse gas emissions.					X		Policy	4-5 years	X				X	X	X		
	C.2.A.5	Provide funding and build capacity for SRTS non-infrastructure, ITEP and NHTSA funding for education programs so that children can travel to school on safe and connected bikeways and walkways.					X		Policy	4-5 years	X	X				X	X		
Strategy B **Facilitate partnerships and develop new programs to support local agencies.**	C.2.B.1	Expand and establish new partnerships to identify opportunities for regional collaboration on grant applications. Quarterly assess grant opportunities and coordinate with IDOT District staff.					X		Collaboration	2-3 years	X	X					X	X	
	C.2.B.2	Review and encourage the use of innovative design and materials guidance for flexible, quick-build design solutions to enable lower-cost, phased implementation of active transportation projects as soon as practicable. Encourage local practitioners to reference and support IDOT quick-build guidelines.	X	X			X		Policy	2-3 years	X		X				X		

Goal: Connectivity

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Objective 2: Provide local agencies with resources for planning, design and construction of active transportation facilities.																			
Strategy B **Facilitate partnerships and develop new programs to support local agencies.**	C.2.B.3	Pilot internal technical assistance teams to help small or resource-limited communities apply for competitive funding, navigate program requirements and manage grants. Assess the opportunity to partner with universities to pilot technical assistance teams, providing students with experience developing proposals and providing them at no cost or low cost. See the OIPI's existing transit structure as an example.	X				X		Resource Development; Collaboration	4-5 years	X		X				X	X	X
	C.2.B.4	Work with MPO and local partners to optimize existing infrastructure before considering expanding infrastructure. Take advantage of the ability to transfer jurisdictional ownership of roadways as appropriate to meet walking and rolling network needs.		X	X		X		Policy	4-5 years	X		X	X	X	X	X	X	

Goal: Equity

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding		Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Secure safe, connected and accessible active transportation options for underserved communities.																			
Strategy A **Provide equitable funding and resources for the expansion of active transportation systems.**	EQ.1.A.1	Include and explore accessibility factors in the evaluation of active transportation funding programs. Include factors such as income level, access to transportation, health indicators, crash history and proximity to essential services.			X		X		Data	2-3 years	X								X
	EQ.1.A.2	Support funding opportunities with no match or a reduced match for underserved communities; support potential partners, such as MPOs, to help local agencies apply for such funding (using partners defined by the grant program).					X		Collaboration	4-5 years	X	X	X		X	X		X	
Strategy B **Assess state-level funding for active transportation and seek new opportunities to provide funding for MPO, county and local agency active transportation projects.**	EQ.1.B.1	Assess the current distribution of FHWA formula funds for active transportation. Identify major gaps in active transportation funding and staff capacity limitations.					X		Evaluation	1 year	X								X
	EQ.1.B.2	Review and update existing funding programs, such as SRTS and ITEP, to streamline application processes, schedules, equity priorities, local match requirements and eligible activities.					X		Evaluation; Resource Development	2-3 years	X								X
	EQ.1.B.3	Identify new funding sources for maintaining paths, separated bikeways and other active transportation facilities. Explore the feasibility, legislative requirements and impacts to the current state funding program to make maintenance funds available to local agencies to maintain active transportation facilities on state roads.					X		Resource Development	2-3 years	X	X			X			X	X

Goal: Equity

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Secure safe, connected and accessible active transportation options for underserved communities.																		
Strategy C **Provide underserved communities with convenient access to high-quality, safe and affordable mobility options.**	EQ.1.C.1	Evaluate investing in areas with a high concentration of systemically excluded or underserved communities to address the higher rates of roadway fatalities and serious injuries for people walking and biking.			X			Evaluation	2-3 years	X						X		x
	EQ.1.C.2	Supply safe travel mode options by providing educational programs through the SRTS program to educate school-age children on safe use of active transportation.	X					Resource Development	2-3 years	X	X	X				X	X	
	EQ.1.C.3	As applicable, incentivize ITEP applicants to incorporate mobility options and mobility hubs into their project applications to connect their proposed projects to a multimodal facility and/or nearby active transportation facilities.		X	X		X	Policy	4-5 years	X		X			X		X	
	EQ.1.C.4	Implement a Safe Routes to Essential Services and Safe Routes to Work grant program for local public agencies that funds planning, infrastructure and mobility projects that improve active transportation connectivity between underserved communities and essential services such as schools, healthcare, employment centers, grocery stores, parks, etc.			X		X	Program Development	>5 years	X		X				X	X	

Goal: Equity

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Objective 2: Provide regular opportunities for communities to be engaged in project processes.																		
	EQ.2.A.1	Continue to work with partners with positive pre-existing relationships with their host communities, such as hospitals, schools, transit agencies, non-profit organizations, etc.			X			Collaboration	1 year	X	X	X	X	X			X	
Strategy A Identify proactive ways to gather feedback and engage underserved communities through various stages of planning and construction.	EQ.2.A.2	Expand the reach of periodic surveys/outreach of residents in underserved communities to gather feedback on the accessibility, quality and coverage of active transportation systems in their communities from planning through construction (Phase I through Phase III).		X	X			Communications	2-3 years	X						X		
	EQ.2.A.3	Develop a toolkit, including surveys, and identify best practices for engaging populations who are more likely to be missed in community engagement. Provide this toolkit to IDOT Districts, MPOs, municipal staff and consultants. Ensure that outreach is deployed effectively throughout the planning process, with a specific focus on communities that are typically not heard, during planning and implementation.	X		X			Resource Development	4-5 years	X						X		
Strategy B Improve the process of community engagement and inclusion.	EQ.2.B.1	Enhance and promote guidance from subject matter experts on community engagement-related best practices (for example, the 2024 Chicago Metropolitan Agency for Planning's Public Participation Plan).	X					Communications	2-3 years	X						X		

Goal: Equity

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Objective 2: Provide regular opportunities for communities to be engaged in project processes.																			
Strategy B **Improve the process of community engagement and inclusion.**	EQ.2.B.2	Implement a pilot program to compensate community engagement participants for their involvement. Reimbursement may include payment, childcare, food or a host of other options to be explored. Assess the results of the pilot program and issue a report on the findings, making sure to note effects on engagement numbers and participant satisfaction. Create policy and guidance based on the results.	X						Policy	2-3 years	X			X		X	X	X	
	EQ.2.B.3	Expand community resilience as a priority to ensure that environmental justice is prioritized in state funding efforts and that historically marginalized and underserved communities have access to active transportation and do not disproportionately affect marginalized communities.			X				Policy	4-5 years	X						X		X

Goal: Partnerships

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Develop new resources, tools and programs to foster cross-agency and department collaboration.																		
Strategy A Coordinate efforts and identify active transportation resources, research initiatives and programs.	P.1.A.1	Maintain the Walk.Roll.Illinois Online Experience and develop an evaluation section to provide annual transparency on implementation progress.	X					Resource Maintenance	1 year	X						X		X
	P.1.A.2	Develop an Illinois active transportation benefit procedure and process for quantifying benefits of implementing active transportation. Provide resources on a web platform and develop key takeaways to support practitioners when identifying project benefits.	X					Resource Development	2-3 years	X						X		
	P.1.A.3	Create a new program at IDOT to support the development of District bicycle plans.			X			Program Development	2-3 years	X					X	X		
	P.1.A.4	Develop evaluation tools for local planning agencies to assess and track their active transportation infrastructure.			X	X		Resource Development	2-3 years	X	X	X				X	X	
	P.1.A.5	Conduct a research study to evaluate the potential for a statewide bicycle route wayfinding and signage plan with universal visual standards and branding to create a statewide trail identity.		X	X			Research	4-5 years	X	X						X	X
Strategy B Support ongoing training and create incentives for IDOT staff.	P.1.B.1	Promote active transportation training opportunities to IDOT managers and staff, including AASHTO, APBP, NACTO, NHI, the Pedestrian and Bicycle Information Center and FHWA resources and trainings.	X					Training	1 year	X						X		
	P.1.B.2	Expand the annual IDOT fall conference by including IDOT-led trainings that focus more on policy and standards as well as local agency-led trainings that highlight innovation, creativity and success stories. Explore the feasibility of providing continuing education credits.	X	X				Resource Development	2-3 years	X						X		

Goal: Partnerships

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Develop new resources, tools and programs to foster cross-agency and department collaboration.																		
Strategy B **Support ongoing training and create incentives for IDOT staff.**	P.1.B.3	Develop internal IDOT working group to share and expand active transportation opportunities for planners, engineers, coordinators and other relevant staff across business units.			X		X	Collaboration	2-3 years	X						X	X	
	P.1.B.4	Establish bicycle and pedestrian recognition and awards for innovative practice and motivational success stories.	X	X				Program	4-5 years	X	X	X				X	X	
Objective 2: Create new external partnerships to expand IDOT's active transportation programs, funding and staff capacity.																		
Strategy A **Engage in active transportation advocacy and partnerships at the national and state level, in partnership with local jurisdictions and advocates.**	P.2.A.1	Encourage IDOT staff to join partnership organizations, such APBP, ITE and others as applicable by paying for their membership and providing representatives to attend meetings to discuss IDOT policies, procedures and standards. Continue to share information across IDOT bureaus through bicycle and pedestrian coordinators/managers.	X					Policy; Communication	1 year	X					X			
	P.2.A.2	Coordinate across state agencies (including IDNR, IDPH and others) and with local and regional agencies to assess shared goals, partner on initiatives and periodically reevaluate legislative priorities.			X		X	Collaboration	2-3 years	X				x		X	X	
	P.2.A.3	Encourage the IDOT active transportation manager, District engineer and subject matter experts to support local agencies on bicycle and pedestrian assessments and audits as potential projects are identified. Create a process to identify when bicycle and pedestrian audits or assessment are required.	X	X	X			Collaboration; Policy	2-3 years	X						X	X	

Goal: Partnerships

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 2: Create new external partnerships to expand IDOT's active transportation programs, funding and staff capacity.																		
	P.2.A.4	Explore an expanded MOU that facilitate the implementation of active transportation in local communities along IDOT roads. For example, assess the CDOT and IDOT MOU for safety countermeasures. Periodically review the pros and cons of existing agreements and propose changes to partnership arrangements.		X	X			Policy	2-3 years	X	X	X				X	X	
Strategy B **Continue to grow relationships with local agency partners by providing new resources, agreements and programs.**	P.2.A.5	Develop a campaign for coordinated communication on active transportation that can serve as a "how-to" guide of planning, design and funding of active transportation for local practitioners. Toolkit materials could include short videos, user testimonials and printed collateral. Materials should be easy to understand and available in multiple languages.	X	X				Communications	4-5 years	X	X					X	X	
	P.2.A.6	Expand statewide active transportation peer-learning exchanges and promote participation opportunities to smaller communities and agencies. Share information on active transportation facility design, network planning and design guidelines to local governments and community organizations. Promote existing training provided by FHWA, NHI and others.	X	X				Communications	>5 years	X	X	X				X	X	

Goal: Livability

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Develop guidance, standards and policies that foster the creation of comfortable, safe and accessible active transportation facilities and multimodal options.																		
Strategy A Encourage the implementation of active transportation facilities based on land use context and ability to foster multimodal connectivity.	L.1.A.1	Create a working group of IDOT, MPO, transit agency and local agency staff to assess the effectiveness of the current IDOT Context Sensitive Solutions guide, policy and process.		X	X			Policy	1 year	X	X	X				X	X	
	L.1.A.2	Provide resources to local governments on how to include bicycle and pedestrian infrastructure in local transportation and/or comprehensive plans through policy and land development regulations. Provide examples of dedicated requirements for active transportation rights-of-way into subdivision regulations and new development procedures. Collaborate with local agency practitioners and advocates to identify the needed resources.	X		X			Resource Development	2-3 years	X	X	X	X			X	X	
	L.1.A.3	Explore land development policies that reduce greenhouse gas emissions and engage with Transit Oriented Design (TOD) on IDOT-owned land where appropriate.		X	X		X	Policy	4-5 years	X		X	X	X	X	X	X	
	L.1.A.4	Prioritize universal access design and coordinate with local agencies on level of design standard.			X	X	x	Standards	4-5 years	X	X	X				X	X	

Goal: Livability

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Develop guidance, standards and policies that foster the creation of comfortable, safe and accessible active transportation facilities and multimodal options.																		
Strategy B Encourage the implementation of active transportation facilities based on land use context and ability to foster multimodal connectivity.	L.1.B.1	Consider a Complete Streets Oversight Committee, comprising representatives across the state (or designate an existing committee, such as the ICB) to monitor implementation of the Complete Streets policy. Coordinate a biannual meeting to review the Complete Streets policy and share results of Complete Streets implementation.	X	X	X			Collaboration	1 year	X	X	X		X		X	X	
	L.1.B.2	Conduct IDOT, IDNR and local agency staff interviews or small focus groups to evaluate how the current CSS policy is working in practice.	X	X	X			Collaboration; Policy	2-3 years	X	X	X		X		X	X	
	L.1.B.3	Assess the effectiveness of the CSS process to ensure bicycle and pedestrian facilities are fully considered in the planning and design decision-making process.		X	X			Policy	2-3 years	X	X	X	X			X	X	
Objective 2: Promote Complete Streets design and implementation.																		
Strategy A Collaborate with IDOT staff on updates to Complete Streets resources and provide resources to local agencies.	L.2.A.1	Create a Complete Streets hub on IDOT's website that is a resource for IDOT staff, external partners and the public. The IDOT Complete Streets hub would include the Complete Streets policy, resources, funding opportunities, case studies, ongoing related initiatives and training materials and resources.	X					Communications	2-3 years	X						X		

Goal: Livability

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 2: Promote Complete Streets design and implementation.																		
Strategy A Collaborate with IDOT staff on updates to Complete Streets resources and provide resources to local agencies.	L.2.A.2	Update the BDE Manual and IDOT Complete Streets policy with the latest standards. Continue to incorporate latest AASHTO guidance, conduct literature/peer-state review and gather additional approaches to inform potential updates.		X				Policy	2-3 years	X						X		
	L.2.A.3	Develop a Complete Streets Design Guide that incorporates best practices in Complete Streets design from the BDE Manual, NACTO design guides and AASHTO standards.	X	X				Resource Development	4-5 years	X	X	X	X			X	X	
	L.2.A.4	Explore creating multimodal urban-specific design guidelines. Explore providing local jurisdictions with design jurisdiction responsibilities as local agencies understand community goals and context. Collaborate with a local agency and develop a pilot project to test this approach.	X	X				Resource Development	4-5 years	X		X			X	X	X	
Strategy B Support municipalities and counties in adopting and implementing Complete Streets policies.	L.2.B.1	Create a Complete Streets Policy Toolkit/resources that include customizable policy templates, supportive zoning examples, adoption checklists, bicycle parking or snow removal ordinances, public transit connections and sample resolutions for municipalities and counties.	X					Resource Development	2-3 years	X	X	X				X	X	
	L.2.B.2	Organize an annual or biennial statewide Complete Streets Summit to deliver professional training, recognize achievements through awards and foster collaboration among planners, engineers, public officials, health professionals, advocates and other stakeholders shaping communities across Illinois.	X					Collaboration	4-5 years	X	X					X	X	

Goal: Livability

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding		Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 2: Promote Complete Streets design and implementation.																			
Strategy B **Support municipalities and counties in adopting and implementing Complete Streets policies.**	L.2.B.3	Include bonus points or dedicated funding set-asides for projects that incorporate Complete Streets principles and/or have locally-adopted Complete Streets policies into IDOT-administered grant programs.					X		Policy	4-5 years	X						X		X
	L.2.B.4	Offer technical assistance or small planning grants through state (SPR) or federal funding sources to help communities draft, adopt or implement Complete Streets policies.			X		X		Policy	>5 years	X						X		

Goal: Public Health and the Environment

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Encourage mode shift and prioritize movement of people, not vehicles, to improve health outcomes.																		
Strategy A **Support the integration of active transportation planning with land use and comprehensive planning at the state and local agency level.**	PHE.1.A.1	Partner with IDPH, transit agencies and local agencies across the state to educate developers and local agencies on the benefits of compact growth and walkable communities that feature mixed-use development with people-oriented infrastructure. Specifically, highlight the benefits of better integrating active transportation with transit-oriented development.	X	X				Resource Development	2-3 years	X	X	X	X	X		X	X	
	PHE.1.A.2	Collaborate with MPOs and regional planning organizations to provide city and transit agency planners and staff with the education and resources to advocate for mixed-use developments and multimodal transportation options. Provide case study examples of successful transit-oriented development and other mixed-use developments with multimodal connectivity at a variety of scales including urban, suburban and small towns.	X	X				Resource Development	2-3 years	X	X					X	X	X
	PHE.1.A.3	Coordinate with IDOT's VMT modeling team to incorporate metrics for active transportation miles traveled.	X					Evaluation	2-3 years	X						X		
	PHE.1.A.4	Research creating a statewide technical assistance program to aid local agencies with planning, designing and implementing active transportation quick-build projects.	X				X	Policy	4-5 years	X						X	X	
	PHE.1.A.5	Set up annual meeting or regular opportunity for practitioners to meet and discuss integration of active transportation planning into the comprehensive planning process.	X		X			Collaboration	4-5 years	X	X	X	X			X	X	

Goal: Public Health and the Environment

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Encourage mode shift and prioritize movement of people, not vehicles, to improve health outcomes.																		
	PHE.1.B.1	Collaborate with IDPH, state police, the Department of State and allied bureaus to create safety strategies targeted toward VRUs to develop a comprehensive perspective and save lives.		X	X			Collaboration	2-3 years	X				X		X	X	X
Strategy B **Integrate active transportation planning and decision-making with public health initiatives, programs and research.**	PHE.1.B.2	Update the statewide BFIS annually and host a yearly meeting with practitioners to provide updates and discuss how the latest data can be integrated in public health tracking and initiatives.	X					Resource Development	2-3 years	X	X	X				X	X	
	PHE.1.B.3	Collaborate with IDPH, the Illinois Alliance for Health and other partners to strategically improve health outcomes including reducing public health hazards of social isolation and poor air quality. For example, coordinate with IDPH on their State Health Improvement Plan and initiatives from that effort.		X	X			Collaboration	4-5 years	X			X	X		X	X	X

Goal: Public Health and the Environment

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding		Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 2: Promote and implement healthy, environmentally sustainable transportation programs and infrastructure.																			
Strategy A **Broaden opportunities to enhance environmental comfort and safety through design.**	PHE.2.A.1	Support a healthy environment through greenhouse gas reduction through mode shift to active transportation. Utilize tools to estimate greenhouse gas and vehicle miles traveled reductions.	X		X				Standards	2-3 years	X	X	X				X	X	
	PHE.2.A.2	Promote and/or develop resources for practitioners and decision makers that communicate the benefits and best practices of incorporating vegetation, trees, solar energy and bioswales within project areas, while maintaining the visibility and safety of transportation system users.	X	X					Resource Development	2-3 years	X						X		
	PHE.2.A.3	Encourage the implementation of active transportation support elements, such as lighting and benches, through a mutual aid network to reduce waste and improve local agency access to bicycle and pedestrian elements.					X		Program Development	4-5 years	X	X	X				X	X	

Goal: Economic Vitality

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding	Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 1: Support economic development and innovation with trail- and bicycle route-based tourism.																		
Strategy A **Identify infrastructure needs for existing nationally designated bicycle routes and desired future bicycle routes.**	EV.1.A.1	Integrate trails with local businesses by using signs, adopt-a-section and infrastructure that better develops "trail towns."	X		X			Promotion	2-3 years	X		X	X		X	X	X	
	EV.1.A.2	Collaborate with IDOT District staff, IDNR, forest preserves, counties and advocacy organizations to identify improvements to existing bicycle routes. Identify infrastructure needed to develop future high quality and connected bicycle routes for national designation.			X			Collaboration	2-3 years	X	X	X	X	X		X	X	
	EV.1.A.3	Partner with the Illinois Office of Tourism to create a dedicated Active Travel Illinois campaign highlighting trail towns, scenic bicycle routes and recreational bicycling opportunities. Identify trail and active transportation connections to neighboring states.	X					Promotion	4-5 years	X			X	X		X	X	
Strategy B **Support rural economies by promoting recreational trail development such as rail-to-trail projects and regional trail initiatives.**	EV.1.B.1	Produce resources or a study consisting of case studies and implementation material demonstrating the local economic impacts and best practices of rural trails and active transportation.	X					Resource Development	1 year	X	X	X	X			X	X	X
	EV.1.B.2	Connect IDOT District staff with IDNR staff to identify quick-win opportunities for recreational trail development near state routes.			X			Collaboration	2-3 years	X				X		X	X	
	EV.1.B.3	Explore Main Street revitalization in under-resourced rural communities by investing in active transportation projects without a local match requirement.			X		X	Policy	4-5 years	X	X	X	X	X	X			

Goal: Economic Vitality

Strategy	ID	Action Item	Theme: Education	Theme: Design	Theme: Connectivity & Constraints	Theme: Maintenance	Theme: Funding		Recommendation Type	Timeline	Parties Responsible for Implementation: IDOT	Parties Responsible for Implementation: MPOs	Parties Responsible for Implementation: Local Governments	Parties Responsible for Implementation: Advocates and Nonprofits	Parties Responsible for Implementation: Other State Agencies	Resources Needed for Implementation: Funding	Resources Needed for Implementation: Additional Staff Capacity	Resources Needed for Implementation: Cross-Agency Coordination	Resources Needed for Implementation: Data Needs
Objective 2: Prioritize active transportation facilities along state routes that traverse activity centers such as business districts, retail and commercial corridors and other centers of economic activity.																			
Strategy A **Prompt local agencies to broaden opportunities for their residents to stimulate economic growth.**	EV.2.A.1	Coordinate with local and regional governments, health departments, transit agencies and other partners to obtain data to identify areas of demand and opportunity for active transportation facilities. Integrate new resources such as the Replica HQ data to understand demand.	X		X				Collaboration; Data	2-3 years	X	X	X		X		X	X	x
	EV.2.A.2	Coordinate with local agencies to prioritize connecting origins and destinations so those with limited vehicle access can access everyday destinations.			X				Policy	2-3 years	X	X	X				X	X	
	EV.2.A.3	Collaborate with public and private partners to prioritize development along active transportation corridors. This can involve outreach to business partners to inform them of the positive economic impacts of increased access as identified in several reports such as Safe Access for Everyone is Good for Business, released in 2024 by the FHWA.	X						Promotion	4-5 years	X		X	X			X	X	
	EV.2.A.4	Develop working groups with organizations like Main Street America and other downtown alliance organizations to identify how transportation intersects with economic opportunity in local contexts.	X		X				Collaboration	4-5 years	X		X	X			X	X	

Future of Active Transportation

Surveys and trends show a continued demand and interest for walking, biking, rolling and accessing transit as preferred travel modes when they are safe and convenient. This plan provides guidance on how to provide these travel modes but also recognizes that new technology and cultural shifts present unknown factors in the ever-changing landscape of our public spaces and roadways. Staying at the forefront of innovation, through researching and testing, will position Illinois to be a leader in multimodal transportation.

Tracking Technology and Innovation

Research

Continue to provide State Planning and Research funds to test new active transportation implementation methods, measure results and share findings.

Internal Tracking

Create an internal working group inside the Interagency Council on Bikeways to track new trends in transportation technology.

Higher Education

Coordinate with the university parters to create a research program on active transportation technology and new roadway safety countermeasures.

Adapting and Responding

Climate Resiliency

As weather patterns change and climate shifts over time, create a working group within IDOT to test and forecast needs in new construction materials.

Data and Innovation

Provide quantifiable data on the health, transportation, economic returns, rural innovation and other benefits to communicate the need and return on investment of active transportation.

Micromobility

As new forms of micromobility are developed, there will be more small wheeled devices sharing bike lanes and shared use facilities with active transportation users. Staying informed helps ensure that IDOT develops safety measures and educational programs based on best practices that address all transportation modes.

Tracking Progress

The Performance Tracking section outlines how progress toward the goals of the Illinois Active Transportation Plan will be monitored and assessed over time. By establishing clear, measurable indicators for each goal, the plan supports data-driven decision-making and helps identify areas for improvement. Regular monitoring will allow IDOT and its partners to evaluate the effectiveness of strategies, demonstrate impact and adapt approaches as needed to ensure continuous progress toward a safer, more equitable and better-connected active transportation network across the state.

Annual Reporting

An annual report will be published to provide data and updates on the status of Walk. Roll.Illinois action items. The annual report will also serve as a tool to identify or modify strategies based on evaluation, new research and countermeasures and policy or guidance updates.

Performance Measure Tracking

IDOT will assess the plan's progress towards meeting the identified performance measures for each goal (Safety, Connectivity, Equity, Partnerships, Livability, Public Health & Environment and Economic Vitality).

Goal Performance Measure	Baseline	Yearly Performance	Performance Measure Status
Provide the performance measure.	Identify the baseline metric for each performance measure.	Add the current year's performance.	Include the target status. Target Met Target Partially Met Target Not Met

APPENDIX A

Existing Policies and Programs

Final April 2025

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design summarized existing IDOT plans and policies to document their relationship with IDOT's active transportation efforts.

Illinois Department of Transportation

walk roll illinois
active transportation plan

IDOT Policies

Policy Name	Lead Department	Year	Relationship to Active Transportation	Additional Information
Public Act 102-0660 (House Bill 270)	IL General Assembly	January 2022	IL Legislation to have the Department of Transportation scope & add bicycle & pedestrian accommodations with its programmed state route projects.	This Public Act amended a previous statute, 605 ILCS 5/4-220 and thus changed scoping to include small towns with over 1,000 population and change the cost sharing formulas to have state pay 100% for basic accommodations.
Americans with Disability Act Transition Plan	Bureau of Design & Environment	2015, updated in 2021	Provides requirements for how the IL Dept of Transportation administers ADA in public right-of-way, namely to address curb ramps, crosswalks and accessible pedestrian signals as part of project alterations.	This is further discussed in BDE Manual Chapter 58.
The following Bureau of Design & Environment (BDE) Manual is required to be used for policy in scoping and design of state route projects. A separate manual, the Bureau of Local Roads & Streets (BLRS) Manual is the policy for local road projects that use federal dollars. There are slight differences between the two.				
State-Local Agreements Policy	Bureau of Design & Environment	October 2021	**Chapter 5** of the Bureau of Design & Environment's (BDE) Manual discusses in **Chapter 5-3** the maintenance obligations that Local Agencies (LAs) must agree to if the State installs pedestrian & bicycle accommodations; and in **Chapter 5-5** the Cost Share between LAs and the State if ped/bike accommodations go above the state's scoped accommodation that the State would otherwise pay 100% for.	Public Act 102-0660, since January 2022, requires the cost share to be changed and paid for 100% by the State for state route projects' bike & ped accommodations.

Policy Name	Lead Department	Year	Relationship to Active Transportation	Additional Information
Bicycle & Pedestrian Accommodations Policy	Bureau of Design & Environment	October 2021	**Chapter 17** of the BDE Manual is for state route project scoping & design requirements for bicycles & pedestrians. This chapter includes on-road and offroad bicycle accommodations relative to site context. **Chapter 17-1** details the scoping requirements for a state route project that shall install new bicycle & pedestrian accommodations where a project is in proximity to a municipality over 1,000 persons and widens the travel way other than freeways. If a safety issue exists, then bike & ped scoping could also apply within the improvement's scope of work requirements. **Chapter 17-2.01** covers warrant analyses to determine if a bicycle accommodation is warranted. **Chapter 17-2.02** covers the on-road bicycle accommodation policies and design details. **Chapter 17-2.03** covers off-road bicycle facility policies and designs. **Chapter 17-4** covers pedestrian warrants and design considerations.	This uses the 605 ILCS 5/4-220 legislation and AASHTO, FHWA and NACTO best practices.
State Route Capacity Policy	Bureau of Design & Environment	February 2016	**Chapter 31-4.05** of the BDE Manual discusses the Highway Capacity Manual (HCM) Methodologies required to assess capacity of state route improvements. Pedestrian & Bicyclist LOS's are acceptable as 'Other Users' ; Pedestrians are detailed in **Chapter 31-5.03**, where vehicular accommodations can not be compromised by pedestrians. Bicyclists are more generally discussed in **Chapter 31-5.04** and their Bicycle Level of Service refers to BDE Manual Chapter 17. This manual does not cover Level of Traffic Stress at this time.	This chapter utilizes HCM methodologies for vehicle and nonmotorized users' capacities.

Policy Name	Lead Department	Year	Relationship to Active Transportation	Additional Information
State Route Intersection Design Policy	Bureau of Design & Environment	September 2020	**Chapter 36** of the BDE Manual covers many aspects of Intersection Design, including traditional intersections, roundabouts and several Alternative Intersections, including how to factor bicycle & pedestrian movements into them. **Chapter 36-1.09** covers basic design options for pedestrians & bicyclists in typical intersections; **Chapter 36-2.01(c)** covers Encroachment of turning vehicles thus providing geometric policy on intersection quadrants; **Chapter 36-2.01(e)** cover Pedestrians as part of Turning Radii.	IL State statute requires that a WB-65 truck should physically be able to traverse any intersection.
State Route-Urban Highways and Streets Policies	Bureau of Design & Environment	October 2021	**Chapter 48** of the BDE Manual covers design policies of urban roadways. Specific to pedestrians, **Chapter 48-2.04** covers sidewalk warrants, widths, buffer areas, appurtenances, ADA accessibility and sidewalks on bridges.	This chapter covers typical sidewalk work in urban environments and re-covers the same elements that are in Chapter 17-4.
Workzone Traffic Control for Pedestrians & Bicyclists	Bureau of Design & Environment	June 2016	**Chapter 55** of the BDE Manual covers Workzone Traffic Control. Specifically, **Chapter 55-2.01(d)** Pedestrians/ Bicyclists details the policy requirements to provide peds and cyclists their safe and continued access through workzones.	
Traffic Control Devices Policies	Bureau of Design & Environment	March 2022	**Chapter 57** of the BDE Manual covers Traffic Control Devices. Specifically, **57-3.05(c)** covers policies for crosswalk pavement markings. **Chapter 57-3.07(f)** details the policy requirements to provide cyclists pavement markings to enhance conspicuity of where cyclists belong on-road and how to separate themselves when on off-road paths. **Chapter 57-4.06(d)** covers the traffic signal needs for pedestrian operation. **Chapters 57-4.07 (e & f)** detail the detection of pedestrians and cyclists at signalized intersections.	These features are compliant with the MUTCD and the IL Supplemental MUTCD (IL MUTCD).

Policy Name	Lead Department	Year	Relationship to Active Transportation	Additional Information
ADA and Transit Policies	Bureau of Design & Environment	December 2021	**Chapter 58-1** covers policies regarding ADA accessibility in the public right-of-way. **Chapter 58-3** covers policies relating to bus stops, turnouts and various other features relating to transit in the states highway right-of-way.	ADA Accessibility comes from PROWAG and IL's Environmental Barriers Act.
Guidelines for use of Leading Pedestrian Intervals	Bureau of Operations	November 2020	Establishes criteria for when leading pedestrian intervals should be considered at signalized intersections to allow pedestrians a "head-start" into the intersection before vehicular traffic receives a green signal.	Criteria derived from similar criteria developed as part of a research study in Toronto, Canada.
Policy on Accessible Pedestrian Signals and pushbuttons for traffic signals and pedestrian hybrid beacons	Bureau of Operations	October 2021	Requires the use of accessible pedestrian signals for all new and planned traffic signal construction.	Referenced in statewide ADA Transition Plan.
Guidelines for Pedestrian Crossings at Uncontrolled Locations	Bureau of Operations	October 2021	Contains recommendations and criteria for the use of certain traffic control devices for crosswalks at uncontrolled locations to improve pedestrian safety.	Similar format to FHWA's STEP Guidance.
IDOT BLRS Manual	Bureau of Local Roads	April 2005/ Currently being revised	**Chapter 41-5** covers pedestrian requirements and **41-6** covers ADA requirements. The BLRS Manual covers local jurisdiction roadway improvements that utilize Federal and State Motor Fuel Tax funded projects overseen by IDOT on the local system.	

Policy Name	Lead Department	Year	Relationship to Active Transportation	Additional Information
IDOT BLRS Manual	Bureau of Local Roads	April 2005/ Currently being revised	**Chapter 42** covers requirements for bicycle facilities.	
Blue Ribbon Commission of Transportation Infrastructure and Policy Act	Office of Executive Appointments	May 2022	Commission to consider multimodal system needs, including bicycle facilities; consider ways to improve transportation investment impacts on goals such as addressing climate change.	The Commission is responsible for guiding the future of Illinois' transportation policy. Other items of note are funding options and governance of the system.
Strategic Highway Safety Plan 2022-2026	Bureau of Safety Programs and Engineering	2022	Countermeasures and their treatments identified to eliminate pedestrian KSI: reduce pedestrian exposure, improve visibility for pedestrians, improve awareness for pedestrian safety, slowing vehicle speed for pedestrian safety. IDOT, Illinois State Board of Education and Illinois Secretary of State are responsible for safe pedestrian implementation and progress updates.	Vision Zero goals have already been adopted.

IDOT Programs

Program Name	Lead Department	Year	Relationship to Active Transportation	Additional Information
HSIP	BSPE / Local Roads		Improvements for bicycles and pedestrians related to safety can be funded.	
Safe Routes to Schools	OP&P		Improvements for pedestrians can be funded to improve active transportation access to schools.	
ITEP	OP&P		Improvements for bicyclists and pedestrians can be funded.	
Data Driven Decisions for Capacity Projects		2022	Higher scores for projects within 1-3 miles of an intermodal facility and for projects that reduce emissions.	New and still evolving tool for data-driven funding prioritization for state jurisdiction projects that add capacity.

Program Name	Lead Department	Year	Relationship to Active Transportation	Additional Information
2023 Highway Safety Plan Nonmotorized Safety Countermeasures				
Nonmotorized Paid Media		2023	Paid media campaign in the spring and summer to maximize awareness, to support effort of high-visibility enforcement campaigns and inform the general public to be aware of bicycles and pedestrians.	Funded by FAST Act.
Bicycle and Pedestrian Safety Education for Adults and Children		2023	Education campaign mostly in Chicago using their Streets Are for Everybody (SAFE) Ambassadors- the Chicago DOT safety education and engagement team. Three primary goals: increase the number of trips made by bicycle, reduce the number of bicycling-related injuries and fatalities and helping all road users better share the roads and off-street rails. Chicago PD will conduct high-visibility crosswalk enforcement and speed-related missions in high pedestrian crash areas. The League of Illinois Bicyclists offers education and awareness materials to schools and communities through their website, BikeSafetyQuiz.com.	
NHTSA Nonmotorized Grants		2022 - 2026	Agencies can apply for grants to provide law enforcement training on non-motorized road user safety, support mobilizations to enforce traffic laws, collect data or develop public education and awareness campaigns designed to inform motorists and non-motorized road users.	IL is eligible because >15% of crash fatalities are bike-ped.
2024-2026 Highway Safety Plan Nonmotorized Safety				
Performance reporting		2023	Consistent collection and tracking of data, comparing to 2023 targets, including pedestrian and bicycle crashes.	Bicyclist crash targets will be achieved, but reduction in pedestrian crashes will not be met.

APPENDIX B

Active Transportation Maintenance Practices in Illinois

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design developed this memorandum to provide a high-level overview of active transportation maintenance. The memorandum summarizes the resources, responsibilities and practices pertaining to active transportation maintenance in Illinois.

Illinois Department of Transportation

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Overview of Active Transportation Maintenance Practices in Illinois

Introduction

Active transportation facilities—including sidewalks, bike lanes, shared-use paths and more—are a critical part of a state's transportation system. Just like roads and bridges, these facilities require regular maintenance.

The primary purpose of this memo is to identify and assess the current practices, roles and responsibilities surrounding the maintenance of active transportation facilities in Illinois. Secondarily, this memo outlines available resources related to funding and winter maintenance. The memo is organized into the following sections:

- Illinois Maintenance Responsibilities & Resources
- Illinois Municipality Sidewalk Maintenance Examples
- National Sidewalk Maintenance Scan
- Winter Maintenance Best Practices
- Maintenance Funding

Illinois Maintenance Resources & Responsibilities

Illinois, according to the Illinois Highway Code, defines maintenance as "the performance of all things necessary to keep a highway in serviceable condition for vehicular traffic."[1] This includes active transportation infrastructure; the Illinois Highway Code states that the term "highway" includes "shared-use paths for nonvehicular public travel, sidewalks, bike paths and all other structures and appurtenances necessary or convenient for vehicular traffic."[2]

Below are several guiding documents, policies and practices at the state and federal level that inform maintenance practices for active transportation facilities in Illinois:

State-Level Maintenance Resources & Responsibilities

The Illinois Department of Transportation (IDOT) shares responsibility with other jurisdictions for the maintenance of state highways, including the maintenance of active transportation facilities like bikeways and sidewalks.

Bureau of Local Roads & Streets Manual

The Bureau of Local Roads and Streets Manual (BLRS Manual) is a resource published by IDOT that provides guidance to local agencies, district offices and consultants preparing plans and reports for local agency projects.[3] This manual

1 https://www.ilga.gov/legislation/ilcs/ilcs4.asp?DocName=060500050HArt%2E+2+Div%2E+2&ActID=1745&ChapterID=45&SeqStart=1100000&SeqEnd=3200000
2 Ibid.
3 https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/lpa-project-development-and-implementation/policy-and-procedures/local-roads-and-streets-manual.html

includes direction on maintenance activities under "Chapter 2: Administrative Policies and Procedures" (updated June 2018), "Chapter 14: Maintenance" (updated December 2018), "Chapter 25: Construction and Maintenance" (updated January 2012) and "Chapter 42: Bicycle Facilities" (updated October 2013). Key takeaways from the manual are as follows:

- **Responsibility:** The manual provides the following guidance on responsibility: "Responsibility for maintenance of bike lane facilities should be determined and agreed upon during the planning process and should be included in the local agency funding agreement, when applicable" (BLRS Manual, 42-4(1). The Bureau of Local Roads and Streets' *Highway Jurisdiction Guidelines for Highway and Street Systems* is a resource to support jurisdictions in the case of a jurisdictional dispute regarding maintenance responsibilities (BLRS Manual, 2-5-1).
- **Legal Authority:** The manual outlines the laws that govern IDOT's policies and procedures. This includes the Bikeway Act (605 ILCS 30/0.01 et seq) which provides legal authority for the construction and maintenance of bikeways (BLRS Manual, 2-1-1). *A summary of the Bikeway Act as it relates to maintenance can be found in the following section.*
- **Surface Type:** The manual outlines the benefits and drawbacks of a variety of surface types including concrete, Hot Mix Asphalt (HMA), Bituminous Surface Treatment (BST) and crushed aggregate surfaces (BLRS Manual, 42-3(3). *Table 1 summarizes these options.*
- **Use of Motor Fuel Tax:** The manual explicitly states how and to what degree municipalities, counties, townships and road districts can use Motor Fuel Tax funds for the maintenance of bicyclist and pedestrian infrastructure (BLRS Manual, 14-1-6). More information on this can be found in the funding section of this memo.

Table 1: Bikeway Surface Types and Maintenance Considerations

Surface Type	Maintenance Needs	Cost	Other Considerations
Concrete	Lowest maintenance	Highest initial cost	Hard surface that supports users; easy to form to site conditions; advantages in wet soil conditions or areas that may periodically flood; project location may impede access for the large, heavy equipment required.
Hot Mix Asphalt (HMA)	Low maintenance	Higher initial cost	Hard surface that supports users; no erosion; project location may impede access for the large, heavy equipment required.
Bituminous Surface Treatment (BST)	Medium maintenance – potential for bleeding in hot weather	Less expensive than HMA or concrete	Stable surface; loose surface chips may pose safety concern.
Crushed Aggregate Surfaces	High maintenance – require substantially increased maintenance over the life of the project	Least expensive	Permeable surface; subgrade should be properly compacted and a geotextile fabric mat used if the soil is soft or unstable; crushed aggregate surface (i.e., FA 20 or equivalent) should be placed over a base course and properly rolled and compacted.

Illinois Bikeway Act

Passed in 1994, the Bikeway Act was Illinois' first bicycle-related law.[4] It provided legal authority for both the construction and maintenance of bikeways, of which is defined as follows:

> Bikeway: "(1) a shared facility whereby both vehicles and bicycles may operate on the through lanes, parking lanes or shoulders of a street or highway, (2) a pathway on a street or highway right-of-way, on public land other than a street or highway right-of-way or on lands not owned by a municipality, local unit of government, county or the State of Illinois or one of its agencies or authorities by agreement with the owner for a minimum duration of 20 years."[5]

In terms of maintenance, the law outlines that IDOT will establish and maintain a statewide bikeways program and, with IDOT approval, counties, municipalities, conservation districts, park districts and forest preserve districts can reconstruct, maintain, alter and improve bikeways.

Federal Active Transportation Maintenance Policies & Guidance

Policies and resources at the federal level that guide maintenance of active transportation facilities include the following:

- **Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG):** Signed into law in 1990, the ADA protects the civil rights of people with disabilities. Under the ADA, the US Access Board published the final rule on the minimum guidelines for the accessibility of pedestrian facilities in the public right-of-way (PROWAG).[6] PROWAG includes guidance on maintenance, operations and alterations to ensure facilities are accessible and usable to people with disabilities.
- **Manual on Uniform Traffic Control Devices (MUTCD):** This manual provides guidance on traffic control devices to ensure consistency, safety and efficiency across the country. It includes specific requirements for the maintenance of bicyclist traffic control devices (Section 9A.04), which state that "all signs, signals and markings, including those on bicycle facilities, should be properly maintained to command respect from both the motorist and the bicyclist. When installing signs and markings on bicycle facilities, an agency should be designated to maintain these devices."[7]

The latest versions of both PROWAG and the MUTCD were issued in late 2023. The final implementation of these guidelines will occur in the coming years.

Active Transportation Asset Management

In 2019, Federal Highway Administration (FHWA) required that each state department of transportation develop and submit a transportation asset management plan that outlines how it plans to operate, maintain and improve its physical assets. FHWA does not require state departments of transportation to address active transportation facilities.[8] IDOT's *Transportation Asset Management Plan* is a strategic planning document that sets the priorities for the operations and maintenance of the state's vast network of highways and bridges. While the Illinois Highway Code states that the term "highway" includes shared-use paths for nonvehicular public travel, sidewalks and bike paths,[9] these facilities are not included within the

4 https://idot.illinois.gov/transportation-system/transportation-management/planning/active-transport-projects/bike-plan.html
5 https://www.ilga.gov/legislation/ilcs/ilcs3.asp?ActID=1750&ChapterID=45
6 https://www.federalregister.gov/documents/2023/08/08/2023-16149/accessibility-guidelines-for-pedestrian-facilities-in-the-public-right-of-way
7 https://mutcd.fhwa.dot.gov/
8 https://journals.sagepub.com/doi/10.1177/03611981221087239
9 https://www.ilga.gov/legislation/ilcs/ilcs4.asp?DocName=060500050HArt%2E+2+Div%2E+2&ActID=1745&ChapterID=45&SeqStart=1100000&SeqEnd=3200000

Transportation Asset Management Plan.[10] IDOT does inventory its curb ramps and is in the process of inventorying its bikeways, at this time, IDOT does not have a systematic approach to evaluating the condition of all active transportation facilities on state highways. A recent survey publication from the Institute of Transportation Engineers noted that an emerging best practice in sidewalk maintenance is conducting a complete inventory of sidewalks as part of an asset management system.[11]

As mentioned above, IDOT created a Bicycle Facility Inventory System; an online, interactive map database that includes helpful information about bicycle lanes, paths, trails and their associated characteristics.[12] This system will better allow IDOT and other agencies to include bicycle infrastructure more prominently in future projects.

Illinois Municipality Sidewalk Maintenance Examples

Illinois' municipal code states that municipalities have the authority to regulate sidewalks—specifically, their use, construction, repair and maintenance, including snow removal.[13] Many municipalities in Illinois use a cost-sharing approach where municipalities and adjacent property owners share the cost and responsibility of sidewalk repair and replacement.

The following examples demonstrate how some Illinois municipalities approach maintenance responsibility and funding:

City of Chicago – Shared Cost Sidewalk Program

The City of Chicago operates a Shared Cost Sidewalk Program, which is a voluntary program where the City shares the cost of replacing sidewalks with the property owners.[14] This program applies to sidewalks deemed by Chicago Department of Transportation as "in need of replacement" within the public right-of-way. The program is popular and only opens once a year for a short window of time to accept new applicants. If a property owner's application is accepted, the approximate cost to the owner ranges from $600 to $1,500. Older adults (age 65+) or people with disabilities are eligible to receive a 50% discount.

10 https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/opp/transit/idot-2022-tamp-fhwa-certified-01-24-23.pdf
11 https://www.ite.org/technical-resources/topics/complete-streets/residential-local-street-sidewalk-survey/
12 https://idot.illinois.gov/transportation-system/transportation-management/planning/active-transport-projects.html
13 https://www.ilga.gov/legislation/ilcs/ilcs4.asp?DocName=006500050HArt%2E+11+Div%2E+84&ActID=802&ChapterID=14&SeqStart=225900000&SeqEn
14 https://www.chicago.gov/city/en/depts/cdot/provdrs/street/svcs/shared_cost_sidewalkprogram.html

City of Peoria – Sidewalk Maintenance Policy

In the City of Peoria, if the Department of Public Works finds a portion of sidewalk in need of a repair, they will issue a notice to the property owner stating that they must repair said portion of sidewalk.[15] The property owner is responsible for making the repairs or identifying a contractor to make the repairs. The City will reimburse the property owner for 80% of the cost of the repair based upon the lowest bid. If a landowner chooses a contractor with a higher bid, the City will reimburse the owner for 80% of the lowest bid cost of repair.

City of Naperville – Sidewalk & Curb Maintenance Program

The City of Naperville runs a Sidewalk Replacement Program and repairs sections of sidewalk it deems in need of repair.[16] The City pays for 50% to 75% of the cost of replacement depending on the type of property: multi-family and commercial (50%), residential property (60%) or multi-frontage residential lots (60%). If preferred, the City allows property owners to replace sidewalks through private contractors. The City requires that the sidewalk section meet one of the following conditions:

- Sidewalk must be sunken or risen to a height difference of one inch or more between sections.
- Sidewalk must be broken or separated into three or more pieces.
- Fifty percent or more of the sidewalk surface must be deteriorated.

City of Carbondale – Sidewalk Repair Policy

In the City of Carbondale, if the Director of Public Works or their designee determines that a sidewalk section in need of repair qualifies for the City's replacement program, the City will pay for the entire cost of replacement or repair.[17] If the sidewalk section does not qualify under the replacement program, the City and property owner will equally share the cost of repair. The City has not published the criteria of the City's replacement program.

15 https://library.municode.com/il/peoria/codes/code_of_ordinances?nodeId=CO_CH26STSIOTPUPL_ARTVIISIDROTRI-W_DIV1SINERE_S26-231DEDINO
16 https://www.naperville.il.us/residents/sidewalk-and-curb-maintenance-program/
17 https://codelibrary.amlegal.com/codes/carbondaleil/latest/carbondale_il/0-0-0-13104

National Sidewalk Maintenance Scan

In 2022, the Institute of Transportation Engineers issued a Residential Local Street Sidewalk Survey to its members and other transportation professionals and published a summary of the findings.[18] The purpose of the survey was to improve awareness of the best practices for local, residential street sidewalk design, construction and maintenance. Key findings relevant to these sidewalk maintenance best practices are as follows:

- Agencies are largely responsible for residential local street sidewalks. For example, when asked about responsibility:
  - 83% of respondents stated that an agency was responsible for repairing damaged local residential sidewalks, whereas 40% stated that homeowners were responsible.
  - 71% of respondents stated that an agency was responsible for maintaining local residential street sidewalks, whereas 42% stated that homeowners were responsible.
  - 80% of respondents stated that an agency was responsible for monitoring sidewalk status for repairs, obstructions and maintenance, whereas 31% stated that homeowners were responsible.[19]

Winter Maintenance Best Practices

Illinois is one of many states in the US whose maintenance responsibilities include clearing snow and ice, ensuring that the transportation network is safe and accessible year-round.[20] Bike lanes and paths blocked by snow, sidewalks covered in ice, slippery curb ramps and inaccessible bus stops are common and pose serious safety and access concerns for walking, using mobility assistive devices and biking. Despite the cold, people walk, roll and bike year-round reach essential destinations.

Illinois' Snow and Ice Removal Act states that property owners or residents are encouraged to clear snow and ice from sidewalks abutting said property.[21] At the local level, many municipalities—for example, Chicago, Champaign and Rockford—have additional legislation in place that requires property owners and residents to clear snow.[22, 23, 24] Some municipalities' legislation notes that it is unlawful to clear snow and deposit it in the right-of-way, which includes sidewalks and bike lanes and paths.

An example of another state that faces snow and ice removal responsibilities is Minnesota. They have some winter maintenance approaches that may be appropriate to apply in Illinois. In 2018, Minnesota Department of Transportation released their statewide pedestrian system plan, which included a section on sidewalk snow clearing.[25] That plan provides guidance and considerations on three different approaches to snow maintenance for sidewalks:

18 https://www.ite.org/technical-resources/topics/complete-streets/residential-local-street-sidewalk-survey/
19 Note – The survey allowed multiple responses so totals exceeded 100%.
20 Note – Recreational use facilities may not receive winter maintenance.
21 https://www.ilga.gov/legislation/ilcs/ilcs3.asp?ActID=2084&ChapterID=58
22 https://www.chicago.gov/city/en/depts/cdot/supp_info/sidewalk_snow_removal.html#:~:text=You%20must%20shovel%20snow%20as,removed%20by%2010%3A00%20am
23 https://champaignil.gov/public-works/find-a-service/streets-sidewalks/snow-ice-removal/#:~:text=For%20storm%20events%20with%20more,City%20alleys%20will%20be%20cleared
24 https://www.rockfordil.gov/365/Snow-Ice
25 https://www.dot.state.mn.us/peds/minnesota-walks.html

- **Property Owner Responsibility:** This is a common approach in which property owners and/or occupants are responsible for snow clearance. By relying on residents, the jurisdiction creates a model of shared responsibility for sidewalk clearance. The concern with this approach is that for some people—this includes, but is not limited to, older adults, people with disabilities, pregnant people and people who are experiencing illness or traveling—it is difficult or impossible to clear their sidewalks.
- **Partially Municipality-Led:** With this approach, property owners and/or occupants are required to clear sidewalks abutting their property and the jurisdiction is responsible for clearing the snow on a select number of priority sidewalk routes. Criteria for how priority sidewalk routes are determined varies, but it often is related to routes to schools or areas that experience high volumes of people walking. Rochester, MN (population: 114,011), uses this approach to clear snow and ice in the city.[26]
  - Note: In July 2023, Chicago City Council passed "Plow the Sidewalks" ordinance (O2023-2104), which requires the City to establish a municipal sidewalk snow and ice removal pilot program. A working group comprising several City staff members representing the Department of Streets and Sanitation, Transportation, Office of Budget and Management and Mayor's Office for People with Disabilities will establish program guidelines, including the size and selection of the pilot area, by May 2024. Per the ordinance, the working group will consider the following criteria when determining the pilot zones: concentration of people 65 years or older, low-income households, families with children under the age of 5 and persons with disabilities; public transit ridership, number of zero car households, areas of historical disinvestment and population density.[27]
- **Municipality-Led:** With this approach, municipalities assume full responsibility for sidewalk snow and ice clearance. This approach is less common primarily because of the cost of implementation, labor (municipal staff or outside contractors) and equipment. This approach can be very beneficial for those who it is challenging or impossible to clear their own snow. Bloomington, MN (population: 85,319), uses this approach to clear its 250 miles of sidewalks.[28]

26 Ibid.
27 https://chicityclerkelms.chicago.gov/Matter/?matterId=6B59C122-7625-EE11-9CBD-001DD804E11C
28 https://www.dot.state.mn.us/peds/minnesota-walks.html

Maintenance Funding

IDOT Maintenance Funding

IDOT's BLRS Manual outlines how the Motor Fuel Tax funds can be spent and by which entities are outlined in Table 2 and Table 3 (BLRS Manual, 14-1-6).[29]

Maintenance Funding Examples

There are several creative ways to fund maintenance on active transportation infrastructure. Table 4 can serve as a resource for Illinois jurisdictions seeking information on how to raise funds for active transportation maintenance and repair. The communities featured below are from across the United States and demonstrate the wide range of possible approaches.

Table 2: Jurisdiction Permission to Utilize Motor Fuel Tax Funds on Bicycle Infrastructure

Entity	Bicycle Paths	Bicycle Parking Facilities	Bicycle Signs and Marking
Municipalities	X	X	X
Counties over 500,000	X	_	X
Townships	_	_	X

Table 3: Jurisdiction Permission to Utilize Motor Fuel Tax Funds on Pedestrian Infrastructure

Entity	Maintain and Repair Sidewalks	Fill Short Gaps in Sidewalk Network*
Municipalities	X	X
Counties	X	X
Townships	X	X

**Barring there are no issues with sidewalk grades or slopes. If the municipality seeks to use said funds for filling in gaps, it must follow the requirements of the ADA or PROWAG.*

29 https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/lpa-project-development-and-implementation/policy-and-procedures/local-roads-and-streets-manual.html

Table 4: Maintenance Funding Examples

Method	Location	Cost to Taxpayers	Revenue Generated	Additional Details
Sidewalk Mileage Tax	Ann Arbor, MI	Average household pays an additional $13 per year in their taxes.	$560,000 annually	In 2011, Ann Arbor, MI, voters overwhelming—60%—approved a sidewalk mileage tax that would raise funds to "address significant sidewalk maintenance that was not being adequately addressed through the City's code requirements, which assigns the responsibility of sidewalk maintenance to the adjacent property owner."[1] This approach is considered more equitable and effective than relying on adjacent property owners.
Sidewalk Improvement District Program	Rochester, MN	Average residential rate is estimated to be $57 annually.	N/A	In 2022, Rochester, MN, City council approved a Sidewalk Improvement District program that shifts the cost from the adjacent property owner to the City's community-funded program.[2] While this does require a small annual fee to taxpayers, it spreads the cost across the whole community. This is considered a more equitable approach that reduces burden on lower-income property owners.[3]
Sidewalk Improvement District Program	Ithaca, NY	Estimated to range between $70 and $140 annually depending on property classification.	$840,000 annually	In 2014, Ithaca, NY, passed legislation creating five sidewalk assessment districts. The funds raised through an annual sidewalk assessment fee cover sidewalk replacement and construction, including corner curb cuts.[4] This approach is considered a more equitable approach to funding sidewalk maintenance.

Table References

1 https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/chap7.cfm
2 https://www.rochestermn.gov/government/departments/public-works/sidewalks-paths/sidewalk-replacement-maintenance/sidewalk-improvement-districts
3 https://www.health.state.mn.us/communities/physicalactivity/docs/repair.pdf
4 https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/chap7.cfm

Method	Location	Cost to Taxpayers	Revenue Generated	Additional Details
Denver Deserves Sidewalks	Denver, CO	N/A—a sidewalk task force is currently refining the fee structure.	N/A—a sidewalk task force is currently refining the fee structure.	In 2022, Denver, CO, voters approved a ballot initiative that shifted the responsibility of sidewalk construction and maintenance away from property owners and on to the City.[5]
Sidewalk Safety Program – Utility Fees	Corvallis, OR	$12 annually per household.	N/A—prior to the increase in 2022, the estimated annual revenue was $150,000.	For more than a decade, Corvallis, OR, has included a sidewalk maintenance fee as part of residents' monthly City Services bill.[6] In 2022, City council raised the $0.80 monthly fee to $1 to cover the average yearly cost to repair sidewalks.[7]

Table References (continued)

5 https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Department-of-Transportation-and-Infrastructure/Programs-Services/Pedestrians/Sidewalks
6 https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa13037/chap7.cfm
7 https://www.corvallisoregon.gov/publicworks/page/sidewalk-safety

APPENDIX C

Design Guidance in Illinois

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design, Lochmueller Group and TYLin developed this memorandum to provide a high-level overview of active transportation design guidance. The memorandum summarizes how federal, state and local design guidance and resources shape the development of active transportation infrastructure in Illinois.

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Overview of Design Guidance in Illinois

Summary

This memorandum examines how federal, state and local design guidance—as well as planning and policy documents from key government agencies and advocacy organizations—shape the development of active transportation infrastructure in Illinois. The resources discussed include both national and state design standards as well as recent best practice guidelines. Treatments described are proven safety countermeasures to assist nonmotorized vehicle user safety. Featured are innovative facility types of which are being deployed selectively across a variety of land use contexts and jurisdictional scales. The table highlights each resource's relationship to active transportation and identifies opportunities for action, supporting the Illinois Department of Transportation (IDOT) and its partners throughout the state in their efforts to continue advancing walking and rolling modes across the transportation system.

Evolution of Active Transportation Design Guidance

The field of active transportation design has moved forward rapidly over the last few decades and continues to evolve as communities adopt Complete Streets policies, align climate and transportation goals and prioritize safety for vulnerable roadway users:

- Nationally, many states consider the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (also referred to as the Bike Guide) and *Guide for the Planning, Design and Operation of Pedestrian Facilities* (or Pedestrian Guide) as the definitive resources for active transportation design guidance.
- These resources have been supplemented by publications from institutions such as the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO), the Institute of Transportation Engineers (ITE), the National Cooperative Highway Research Program (NCHRP) and other local transportation and planning agencies, providing a wealth of design guidance and sharing of best practices.
- In Illinois, IDOT's first formal bicycle policy document was adopted in 1995. Additionally, the first designs specific to bikeways and pedestrians were incorporated in Chapter 17 of the 1998 version of the *Bureau of Design and Environment Manual* (BDE Manual) and Chapter 42 of the Bureau of Local Roads and Streets Manual (BLRS Manual). These chapters have been updated in 2010 and 2019. Current guidance for active transportation infrastructure in this chapter remains largely based on

AASHTO's 2012 Bike Guide, FHWA Bicycle Facility Selection Guide and NCHRP reports. These IDOT chapters may be updated when the version 2.0 AASHTO Bike Guide is published, presumably in the near future. Policy changes should be given to designers to enhance the expectations of bicycle and pedestrian innovation updates.

- FHWA issued new guidance on November 16, 2023, for local agencies and state DOTs as part of the Bipartisan Infrastructure Law. Planning NHS route work *shall* use FHWA recognized guides to enhance the nonmotorized infrastructure on non-interstate, NHS routes. Non-NHS route projects typically under local agency jurisdiction may also use the nonmotorized design guidance recognized by FHWA if the state does not currently have policy on the subject and so long as the infrastructure does not conflict with state or federal law or rules.

Major Themes

A major theme that has emerged from extensive review of these design guidance resources is a greater need for context sensitivity when it comes to implementing local active transportation infrastructure. This concept aligns with Illinois' Complete Streets Policy and IDOT's departmental objectives to fully consider the needs of all roadways users in a manner that is sensitive to local contexts. Further, the FHWA specifically encourages state Departments of Transportation (DOTs) to prioritize pedestrians and cyclists as equals among other modes, emphasizing the need to go beyond minimum requirements to proactively plan robust active transportation networks.[1] Additionally, as the following resources demonstrate, there is no shortage of guidance profiling innovative treatment types and proven safety countermeasures that planners and engineers have at their disposals. Designers should be aware that design exceptions to these policies are attainable when coordinated with the appropriate State personnel and referencing the most appropriate external design guidance.

As communities in Illinois seek to encourage the use of active transportation and provide additional opportunities for people of all ages and abilities to have greater mobility options, agencies throughout Illinois can benefit from remaining attentive to how design standards shape efforts to provide safe and inclusive active transportation infrastructure.

1 Federal Highway Administration, "United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations" (2010), https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm

Timeline of Statewide Active Transportation Planning & Design Guidance in Illinois

Year	Effort	Agency	Outcomes
1970s	IDOT begins assisting in the construction of trails and addition of shoulders intended for bicycling on state routes.	IDOT	First example of IDOT support for bicycling as a mode of transportation and inclusion of active transportation users on state facilities.
1990	Passage of the Americans with Disabilities Act (ADA) of 1990.	United States Congress	Title II of the ADA specifically prohibits discrimination against individuals based on disability by public entities at the local level, requiring agencies to provide accessible transportation infrastructure such as sidewalks, crossings and public transit.
1992	Adoption of IDOT's original ADA Transition Plan.	IDOT	The plan discussed goals for attaining compliance with the ADA of 1990 and plans to allocate resources statewide to provide accessible pedestrian infrastructure. The plan received updates in 2015 and 2021 to re-evaluate agency policies and ensure adherence to the latest accessibility guidelines.
1994	Passage of the Illinois Bikeway Act (605 ILCS 30/).	Illinois General Assembly	Appropriated state funds for bicycling infrastructure and supportive programs for some of Illinois' first bicycle lanes, demonstration projects, education programs and research.
1995	Adoption of IDOT's first formal bicycle policy document, BDE Technical Memorandum 95-21.	IDOT	First incorporation of designs pertaining to bikeways included in IDOT's BDE Manual.
1998	Revision of BDE Manual to include Chapter 17, Bicycle and Pedestrian Accommodations.	IDOT	Largely based on the 1991 AASHTO Bike and Pedestrian Guides, this revision enshrined explicit design parameters for active modes into the BDE Manual for the first time.
2007	Incorporated Complete Streets policies into Bicycle and Pedestrian Ways laws (Public Act 095-0665).	Illinois General Assembly	Stipulates that bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities on state-led projects.
2013	Bureau of Local Roads and Streets Manual (BLRS) Update.	IDOT	Updated Chapter 42 to reflect the 2012 AASHTO Bike Guide.

Year	Effort	Agency	Outcomes
2014	Release of the first-ever Illinois Bike Transportation Plan.	IDOT	Provides IDOT with policies, best practices and strategic direction for implementing a safe, sustainable and multimodal transportation system in Illinois.
2019	Substantial revisions to Chapter 17 of the BDE Manual regarding the ways in which nonmotorized accommodations should be considered and incorporated on IDOT projects (based on PA 095-0665 and recommendations from the Illinois Bike Transportation Plan).	IDOT	These revisions modified and expanded design guidance and criteria for bicycle and pedestrian accommodations, including the introduction of Bicycle Level of Service (BLOS), buffered and separated bicycle lanes and updated sidewalk and crosswalk design standards.
2021	Amendments to the Illinois Complete Streets Policies under Bicycle and Pedestrian Ways law, 625 ILCS 5/4-220. (HB0270/ Public Act 102-0660).	Illinois General Assembly	Expands IDOT's obligation to establish bicycle and pedestrian ways in or within one mile of any municipality with a population of over 1,000 people and removes the 20% local cost match for these projects.
2021	Revisions to Chapters 5, 17 and 48 of the BDE Manual to comply with HB0270/PA 102-0660).	IDOT	Incorporates all the requirements from the law as part of HB0270/PA 102-660 into IDOT Policy updates for Cost Participation, Bicycle and Pedestrian Accommodations and Urban Highways & Streets Chapters of the BDE Manual.

Table Hierarchy

The following table compiles the most significant design guidance resources used for developing transportation facilities in the State of Illinois, especially those pertaining to active transportation infrastructure, as well as other advisory documents. To make the resources more navigable, they are organized according to the following hierarchy:

- Documents are divided into three sections: Resources directly pertaining to the State of Illinois/IDOT, Local Resources and other National Resources.
- Within these sections, documents with legal or regulatory authority are presented first, followed by those that are more supplemental in nature (i.e., legislation/design standards vs. design guidance).
- Resources from government agencies (e.g., IDOT, FHWA, etc.) are presented first, followed by resources from professional or advocacy organizations.
- Finally, resources are presented chronologically by year of publication or latest revision (oldest to newest).

As this body of work is continuously evolving and expanding, the following inventory is not comprehensive of all advisory guidance available. Practitioners should remain alert to future updates and newly issued resources as they are released.

Resource Information	Relationship to Active Transportation
State of Illinois/IDOT Resources	
Illinois Accessibility Code **Institution:** Illinois Capital Development Board **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2018	The Illinois Accessibility Code implements the Environmental Barriers Act (410 ILCS 25) by establishing minimum scoping and technical design requirements to ensure that the built environment in Illinois is design, constructed and altered to be accessible and usable to all individuals, including those with disabilities. The Code resolves differences between accessible design standards by adopting the stricter of state or federal design standards (thereby providing the greatest degree of access) and applies to all public facilities in the State of Illinois with the full force and effect of law.
Bureau of Local Roads and Streets Manual **Institution:** IDOT **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2018	The Illinois *Bureau of Local Roads and Streets Manual* (BLRS Manual) plays a significant role in the development of active transportation infrastructure in the State of Illinois. The BLRS Manual is a resource that provides guidelines and standards for the design and construction of local roads and streets, which include infrastructure for all modes of transportation, including walking and biking. The intended audience of this document are municipalities and counties, as well as consulting engineers and contractors involved in the maintenance of local roads and streets. IDOT uses this manual to review local and county projects that receive state funding, motor fuel tax or others. It includes guidance on topics like road cross-sections, intersection design, pavement conditions and maintenance standards for local roads. Local public agencies are generally encouraged to consider the travel needs of all users of transportation corridors and to understand the generators of local active travel more specifically.

Resource Information	Relationship to Active Transportation
Incorporated Complete Streets policies into Bicycle and Pedestrian Ways laws. (Public Act 095-0665) **Institution:** Illinois General Assembly **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2021	Incorporated Complete Streets policies into Bicycle and Pedestrian Ways laws, originally passed in 2007, stipulated that bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities and established in conjunction with the construction, reconstruction or other change of any state transportation facility within one mile of an urban area, except in resurfacing projects that do not widen the traveled way or where approved by the Secretary of Transportation based upon documented safety issues, excessive cost or absence of need. HB0270 accelerates the development of active transportation infrastructure by amending this policy in several important ways – first, "urban area" is more carefully defined as a municipality with a population of over 1,000 people. Second, the policy directs IDOT not only to establish bicycle and pedestrian ways, but also to solely fund these projects. Municipalities may exempt themselves from this requirement by passing a resolution stating that a bicycle or pedestrian way does not fit within their development plan.
Illinois Supplement to the Manual on Uniform Traffic Control Devices, Revision 3 **Institution:** IDOT and FHWA **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2021	The Illinois Supplement to the MUTCD provides additional standards and guidance for traffic control devices related to pedestrian and bicycle transportation. The document includes only minor changes or additions directly related to active transportation are stated in the document. These pertain to in-street pedestrian crossing signs, pedestrian hybrid beacons, school crosswalk warning assemblies and in-roadway warning lights at crosswalks. There are no revisions to Part 9 – Traffic Control for Bicycle Facilities.
Bureau of Design and Environment Manual **Institution:** IDOT **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2023	The *Bureau of Design and Environment Manual* (BDE Manual) is a comprehensive and expansive design guidance document established by IDOT. It serves as a guiding document for IDOT staff and consultant personnel for a wide spectrum of transportation projects, encompassing all types of vehicles and modes of transportation. While the BDE Manual covers many aspects of transportation, it dedicates specific attention to addressing the unique challenges and needs of active travelers within the broader transportation landscape, aiming to promote safety, accessibility and integration with other facilities. Chapter 17 of the BDE Manual is of particular significance in this regard. This chapter centers on bicycle and pedestrian accommodations and includes extensive guidance for both on-road and off-road considerations relative to site context. It primarily relies on the AASHTO Green Book for design guidance, while also allowing for the utilization of design features found in FHWA publications, NACTO guidelines and other recognized documents (provided they align with the ILMUTCD). Recently, the facility selection table for on-road bicycle accommodations in the BDE Manual has been updated to include one-way separated bicycle lanes for the first time.

Resource Information	Relationship to Active Transportation
Illinois Bike Transportation Plan **Institution:** IDOT **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2014	The *Illinois Bike Transportation Plan* serves as the transportation alternatives chapter of the *2012 Illinois State Long-Range Transportation Plan* (LRTP) and follows that plan's theme of Transforming Transportation for Tomorrow. It provides IDOT with policies, best practices and strategic direction for implementing a sustainable, multimodal transportation system in Illinois. The plan provides over 200 recommendations and action items designed to enhance IDOT's ability to provide safe and cost-effective accommodations for cyclists across Illinois. The recommendations address a variety of topics including facility design and maintenance, network gaps, grant funding programs, safety education and enforcement and internal governance and coordination. In addition, the plan includes performance measures designed to evaluate progress towards implementation. Some of the issues addressed in the plan include: a statewide and regional analysis of current accommodations, policies and planning documents; an evaluation of IDOT's Complete Streets policy and other bicycling-related statutes; a review of national bicycling trends, best practices and their applicability in the Illinois transportation context.
Illinois Long Range Transportation Plan **Institution:** IDOT **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2019	The purpose of the LRTP is to provide direction for the development of the Illinois transportation system. The LRTP vision for transportation in Illinois is to provide innovative, sustainable and multimodal transportation solutions that support local goals and grow Illinois' economy. IDOT is required to complete an LRTP every five years, per state legislation and a major theme of the 2019 iteration was a stakeholder desire for increased multimodal travel options throughout the state, including specifically the further development of active transportation infrastructure to improve community livability, strengthen freedom of mobility and bolster resiliency.
Bicycle and Pedestrian Accommodations Study **Institution:** IDOT **Relevant Land Use Contexts:** Suburban, Urban **Last Updated:** 2019	This expansive guidance document offers a supplement to Bureau of Design and Environment policy for incorporation of bicycle and pedestrian accommodations along Illinois roadways based on currently available research and national guidance. The document is intended for use by planning and engineering staff at IDOT and largely focuses on projects in urban and urban core areas, however it may apply to areas throughout Illinois seeking to encourage incorporation of bicycle and pedestrian facilities within roadway improvement projects. The study documents overall findings on a variety of active transportation facility types, summarizing their impacts on safety, operations and maintenance activities. Treatment types discussed include such accommodations as contra-flow bike lanes, raised crosswalks, curb bump-outs, median refuge islands and many more.

Resource Information	Relationship to Active Transportation
TRA-23: Guidelines for Establishing Pedestrian Crossings **Institution:** IDOT **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2021	These guidelines outline the policies and procedures related to evaluating and designing pedestrian crossings in Illinois. It applies to both new crossings and the assessment of existing ones and distinguishes between different types of crossing locations, recognizing that unique guidance is required for each. The guidelines for implementation place the responsibility for evaluating requests to establish pedestrian crossings on the IDOT districts. Initial evaluations consider various factors, including traffic volume, speed limits, crossing distances, pedestrian volume, crash history, lighting and more. Different criteria are applied to legs of intersections without control and midblock locations. Site-specific design considerations encompass accessibility standards, refuge islands, lighting, parking restrictions and other elements. The policy also discusses pavement markings, signs, beacons and other elements essential for pedestrian safety.
ADA Transition Plan for Programs and Facilities in the Public Right-of-Way **Institution:** IDOT **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2021	The *ADA Transition Plan* outlines key actions for IDOT to make Illinois' transportation system accessible to all, particularly those with disabilities. Further, this transition plan fulfills the requirements of Section 504 of the Rehabilitation Act of 1973 and Title II of the ADA of 1990 to conduct a self-evaluation and detail how the agency is ensuring that all its facilities, services and programs are fully accessible. The Transition Plan documents past accomplishments and establishes a compliance inventory database for sidewalks maintained by IDOT, curb ramps, crosswalks, pedestrian signals, rest areas and weigh stations.
Illinois 2023 State Freight Plan **Institution:** IDOT **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2023	While the plan does not explicitly reference active transportation facilities or facility design, it does highlight freight movements' impact on communities through which freight travels (Chapter 6), outline goals, strategies and actions to mitigate those impacts (Chapter 10) and detail how projects that are shown to mitigate freight related impacts in certain communities are awarded additional points in the competitive freight program project selection (Chapter 9).
The Rating System – Bicycle Level of Service **Institution:** IDOT **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2023	IDOT has developed a Bicycle Level of Service (BLOS) rating system to inform cyclists about road suitability for biking across the state. BLOS formula is driven by the Highway Capacity Manual methodology and is included in IDOT's form BDE 1703. This system assesses thousands of road segments, categorizing them into six scales ranging from bright green (most suitable) to dark red (least suitable). Several factors contribute to these ratings, including traffic volumes, traffic speed, truck traffic percentages, pavement condition, lane/shoulder widths, the number of lanes and on-street parking. Under this system, even a high-speed road with moderate traffic can receive a high suitability rating if it has wide lanes, ample shoulders and a well-maintained surface. The BLOS is used to produce county-level suitability maps and primarily targets adult cyclists with average or better-than-average experience who are comfortable sharing the road with vehicular traffic. The system is not intended as a guide for children or other inexperienced cyclists, who are most likely to face the greatest barriers to active travel.

Resource Information	Relationship to Active Transportation
Local Resources	
Complete Streets Chicago: Design Guidelines **Institution:** Chicago Department of Transportation (CDOT) **Relevant Land Use Contexts:** Urban **Last Updated:** 2013	*Complete Streets Chicago* demonstrates the city's commitment to prioritizing safety, accessibility and balance among all road users. By placing pedestrians at the forefront of its modal hierarchy, IDOT's guidelines emphasize creating streets that accommodate not just motor vehicles but also pedestrians, cyclists, transit riders and freight. This pedestrian-first approach aligns with the overarching goal of making Chicago's streets more "complete" by favoring pedestrians over automobiles, these design guidelines prioritize community livability and safety. The guidelines develop a system of street typologies, ranging from pedestrian ways to thorough fares, to ensure that street design complements its context, offering flexible design values to accommodate a range of conditions. Further, the guidelines emphasize the importance of thoughtfully designed intersections and crossings to ensure compact and safe junctions. By adopting performance-based guidance, including designing streets for target speeds at or below the speed limit, and creating a new design vehicle based on delivery trucks, these guidelines encourage safer, more balanced streets. In addition, the document details procedures for project delivery, creating a framework for achieving the city's goals of reducing crashes, injuries and traffic fatalities while also increasing the share of trips made by cycling. By pursuing these policies and procedures, these guidelines promote the development of active transportation infrastructure and creating a safer, more accessible transportation system for all residents of Chicago.
Vision Zero Chicago: Action Plan 2017-2019 **Institution:** City of Chicago **Relevant Land Use Contexts:** Urban **Last Updated:** 2017	Chicago is one of many communities around the nation that have signed onto the Vision Zero Network, a collaborative campaign to help communities eliminate all traffic fatalities and serious injuries while also increasing safe, healthy, equitable mobility for all. Vision Zero commits to several principles—most important among these are that traffic crashes are not "accidents," and that the tools and technology to prevent loss of life across the city's and state's roads already exist. Published in 2017, this plan seeks to invest additional resources in communities most affected by traffic violence, change behaviors and perceptions to build a citywide culture of safety, design streets so that they are safer for all users and encourage and implement policies that create safer vehicles and drivers. The plan relies on proven methods and design strategies to reduce crashes, including the collection and use of data to prioritize resources, choosing effective street designs that prioritize safety over capacity, identifying and preventing the most dangerous roadway behaviors and launching education campaigns to promote greater roadway safety.

Resource Information	Relationship to Active Transportation
Bike Decatur: Regional Bicycle Master Plan **Institution:** Decatur Urbanized Area Transportation Study **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2021	The plan details a vision and goals for bicycling in the region and recommends a complete bicycle network that prioritizes access to high quality bicycle facilities. These recommendations generally follow current best practices and the plan references the IDOT BDE Manual, BLRS Manual, AASHTO *Guide for the Development of Bicycle Facilities*, the FHWA *Small Town and Rural Multimodal Networks* and the NACTO *Urban Bikeway Design Guide* as guiding documents for facility applicability and selection. Recommended facility types include shared roadways (bike routes, bike boulevards and advisory bike lanes), visually separated facilities (conventional and buffered bike lanes) and physically separated facilities (cycle tracks, side paths and shared-use paths). The plan also recommends adopting a Complete Streets ordinance to integrate active transportation considerations into transportation planning, project development and maintenance activities.
ON TO 2050 **Institution:** Chicago Metropolitan Agency for Planning (CMAP) **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2022	CMAP's *ON TO 2050* Plan serves as a comprehensive blueprint for the sustainable development and growth of the metropolitan Chicago region over the coming decades. The plan outlines strategies and goals in areas like transportation, land use, housing, economic development and the environment. In terms of active transportation design guidance, the plan focuses on promoting a multimodal transportation network that accommodates walking and biking as viable modes of transportation throughout the region. CMAP aims to enhance the walkability and bikeability of communities by investing in sidewalks, crosswalks, protected bike lanes and more. By fostering safe and accessible walking and biking environments, the plan contributes to reducing congestion, improving air quality and enhancing the overall quality of life for residents. *ON TO 2050* is not only a strategic framework for sustainable regional development but also a driver for the development of active transportation infrastructure specifically, benefiting both current and future generations in the region and aligning with other goals across the community, prosperity and environmental policy landscapes.
Working Collaboratively with IDOT **Institution:** Active Transportation Alliance **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2017	This resource offers guidance to municipalities in Illinois on how to collaborate with IDOT to incorporate a Complete Streets approach into roadway projects by summarizing the IDOT project delivery process and explaining the relationship of active transportation infrastructure to relevant design guidance standards used by the department. IDOT holds ownership of critical thoroughfares in many communities in Illinois, possesses approval authority for projects on these routes and mandates that any project using state or federal funding must gain IDOT approval before construction initiation. This document traces the evolution of Complete Streets policy in Illinois, from the 1990s when IDOT introduced a bike/ped accommodation policy to the establishment of the State's official policy in 2007. Notably, Illinois' Complete Streets law does not apply to regular road resurfacing projects, unlike many other Complete Streets policies across the country. It further breaks the IDOT project delivery process into its three phases, nothing that Phase I is the most crucial point for municipalities to collaborate with IDOT to create project scopes that meet the needs of all roadway users, which might call for design features such as lane reductions or other design changes.

Resource Information	Relationship to Active Transportation
National Resources	
Manual on Uniform Traffic Control Devices for Streets and Highways (11th Edition, December 2023) **Institution:** Federal Highway Administration (FHWA) **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2023	The *Manual on Uniform Traffic Control Devices* (MUTCD) plays a significant role in shaping the development of all transportation infrastructure in the United States. It provides the standardized guidelines and regulations for traffic control devices and road signage, which directly impact the safety, comfort and functionality of pedestrian and cycling infrastructure. When designing active transportation facilities such as crosswalks, bike lanes and shared-use paths, planners and engineers frequently refer to the MUTCD to ensure compliance with federal and state regulations.
Public Right-of-Way Accessibility Guidelines **Institution:** US Access Board **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2023	The *Public Right-of-Way Accessibility Guidelines* (PROWAG) is a set of accessibility standards issued by the US Access Board under Title II of the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) of 1968. PROWAG is designed to ensure that pedestrian facilities in public rights-of-way are readily accessible and usable by individuals with disabilities. These guidelines cover a range of key accessible features, including pedestrian access routes, alternate pedestrian access routes, accessible pedestrian signals, crosswalks, transit stops, on-street parking and more. The purpose of PROWAG is to address the ongoing challenges faced by pedestrians with disabilities due to inaccessible sidewalks, crosswalks and other pedestrian facilities. These guidelines are crucial for providing equal access to pedestrian facilities, as pedestrian travel is a primary means of transportation for many individuals with disabilities. PROWAG specifies detailed requirements for pedestrian access routes, accessible pedestrian signals, crosswalk treatments, transit stops and more, aiming to provide clear standards for accessibility. By addressing the need for accessible pedestrian facilities, PROWAG contributes to creating an inclusive and equitable environment for all pedestrians, including those with disabilities, in the public right-of-way. The guidelines also help state and local governments, transportation agencies and federal entities ensure compliance with federal accessibility requirements under the ADA and ABA. PROWAG represents a significant development in the effort to make public rights-of-way accessible, improving the overall mobility and independence of individuals with disabilities.

Resource Information	Relationship to Active Transportation
US Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations **Institution:** FHWA **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2010	This policy statement reflects the federal government's commitment to promoting active transportation infrastructure development, emphasizing that safe and convenient walking and bicycling facilities should be incorporated into transportation projects and recognizing that walking and bicycling offer various benefits, including improved health, reduced emissions and more livable communities.
Bicycle and Pedestrian Facility Design Flexibility Memorandum **Institution:** FHWA **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2013	This memorandum expresses FHWA's support for taking a flexible approach to bicycle and pedestrian facility design. Citing AASHTO's Bike and Pedestrian Guides as the primary national resources for designing active transportation facilities, the FHWA also endorses NACTO and ITE guides for additional flexibility as communities continue to build out their active transportation networks.
Questions and Answers about Design Flexibility for Pedestrian and Bicycle Facilities **Institution:** FHWA **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2014	Developed as a follow-up to FHWA's "Bicycle and Pedestrian Facility Design Flexibility Memorandum" (see previous entry), these questions and answers clarify FHWA's perspective on NACTO's *Urban Street Design Guide* and its relationship to the concept of design flexibility, following its publication in 2014.
Separated Bike Lane Planning and Design Guide **Institution:** FHWA **Relevant Land Use Contexts:** Suburban, Urban **Last Updated:** 2015	This design guide outlines planning considerations for separated bike lanes, providing a menu of design options to achieve separation while also considering midblock design factors for driveways, transit stops, accessible parking, loading zones and others. It provides detailed intersection design information covering topics such as turning movement operations, signalization, signage and on-road markings. Case studies highlight best practices and lessons learned throughout the document.

Resource Information	Relationship to Active Transportation
Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts **Institution: FHWA** **Relevant Land Use Contexts: Rural, Suburban, Urban** **Last Updated: 2016**	FHWA's *Achieving Multimodal Networks* guide emphasizes the importance of multimodal transportation networks in providing access to jobs, education, healthcare and other essential services across urban, suburban and rural areas in the United States. The guide promotes the idea that interconnected pedestrian and bicycle infrastructure is vital for making walking and biking a feasible transportation choice, contributing to community health, equity and overall quality of life. This publication serves as a resource for practitioners looking to establish multimodal transportation networks and focuses on ways planners and designers can leverage the flexibility inherent in existing national design guidance to address common roadway design challenges and barriers. The primary objective is to reduce conflicts among various transportation modes and ensure that walking and bicycling are safe, comfortable and attractive options for people of all ages and abilities.
Small Town and Rural Multimodal Networks **Institution:** FHWA **Relevant Land Use Contexts:** Rural, Suburban **Last Updated:** 2016	While much of the research and analysis of active transportation infrastructure design has taken place with larger cities in mind, this guide recognizes that active transportation is even more common in many small towns and rural communities than it is in some urban areas. This resource fills a gap in design guidance by applying existing national guidelines to rural settings and small towns, addressing challenges specific to rural areas and focusing on opportunities to make incremental improvements in such contexts.
Bikeway Selection Guide **Institution:** FHWA **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2019	This document is a resource supporting transportation practitioners in making informed decisions about the trade-offs between different types of bikeways, highlighting the linkages between the bikeway selection process and overall transportation planning process. The guide emphasizes the critical role of comfort, not just safety, to appeal to a broader spectrum of potential active travelers and to achieve FHWA's goal of a 30% mode share for walking and bicycling trips by 2025. The guide bases its selection of bikeway types primarily on factors like traffic volume, operating speeds, functional classifications and land use contexts. Included in the guide are policy frameworks for promoting active travel, key aspects of the planning process to incorporate relevant bikeways and real-world example across a range of common roadway types demonstrating how bikeway choice influences travel decisions across other modes.

Resource Information	Relationship to Active Transportation
A Policy on Geometric Design of Highways and Streets, 7th Edition **Institution:** American Association of State Highway and Transportation Officials (AASHTO) **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2018	This guidance, commonly known as the "Green Book," is a foundational resource for highway and street design. While primarily focused on motorized transportation, its principles and guidelines nonetheless influence the development of active transportation infrastructure, as design parameters related to lane width, intersection design and roadway layout directly shape the safety and accessibility of walking and rolling facilities. Designers are encouraged to consider not only vehicular movement, but also that of people, goods and services. Intended as a comprehensive reference manual to assist in administrative, planning and educational efforts related to roadway design, this policy is not intended to be a prescriptive design manual. Rather, it provides guidance to engineers and designers crafting unique design solutions that meet the needs of all street users on a project-by-project basis. The Green Book applies only to streets and roads that are part of the National Highway System, but some cities apply its recommendations to all streets. The policy repeatedly emphasizes the needs for context sensitivity, design flexibility and the consideration of multimodal needs.
Guide for the Development of Bicycle Facilities, 5th Edition **Institution: AASHTO** **Relevant Land Use Contexts: Rural, Suburban, Urban** **Last Updated: 2024**	The AASHTO Bike Guide is a fundamental resource for the design and development of bicycle infrastructure in Illinois. The guide serves as a reference for shaping active transportation infrastructure by providing detailed guidelines on the planning, design and implementation of bike facilities. The guide clarifies the elements needed to make bicycling a more safe, comfortable and convenient mode of transportation and reiterates that bicyclists should be expected on all types of roadways, except where otherwise prohibited. The guide was developed prior to other cycling facility design guidance such as NACTO's *Urban Bikeway Design Guide* (2012) and FHWA's *Separated Bike Lane Planning and Design Guide* (2015)—as such, AASHTO's Bike Guide does not consider separated bike lanes as its own category of facility type. Its content ranges from planning process considerations to the design of on- and off-road facilities, as well as bicycle parking and maintenance/operational considerations.
Guide for the Planning, Design and Operation of Pedestrian Facilities, 2nd Edition **Institution:** AASHTO **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2021	This resource provides guidance on the planning, design and operation of pedestrian facilities along and across streets and highways. Specifically, the guide focuses on identifying effective measures and describing appropriate methods for accommodating pedestrians on public rights-of-way, which vary among roadway and facility types. It also recognizes the profound effect that land use planning and site design have on pedestrian mobility and active transportation more broadly, underscoring the need to plan for safety and protect the most vulnerable of roadway users. The guide is intended for use by planners, roadway designers and transportation engineers, at both the state and local levels, who make daily decisions affecting pedestrians and active transportation infrastructure.

Resource Information	Relationship to Active Transportation
Urban Street Design Guide **Institution:** NACTO **Relevant Land Use Contexts:** Suburban, Urban **Last Updated:** 2013	NACTO's *Urban Street Design Guide* is a comprehensive resource offering guidelines and recommendations for designing urban streets with a focus on safety, sustainability and improved livability. It provides a framework for designing streets that prioritize pedestrians, cyclists and public transit users, promoting multimodal and active transportation options while reducing the dominance of cars. The guide emphasizes the importance of context-sensitive design, tailoring street layouts to suit the unique needs and characteristics of communities as far ranging as urban centers, suburban downtowns and quiet residential streets. A central component of the *Urban Street Design Guide* is its emphasis on Complete Streets and attention to active transportation design features. Streets should be designed to accommodate all users, regardless of their mode of transportation or level of mobility and support diverse modes of transport through inclusion of bike lanes, pedestrian-friendly crosswalks, transit stops and green infrastructure. By promoting designs that cater to multiple modes of transportation and consider streets not just as corridors for the conveyance of people, goods and services, but also as front yards, parks, playgrounds and public spaces, the guide encourages the development of vibrant, people-centered environments that enhance economic vitality, foster social interaction and improve livability.
Urban Bikeway Design Guide, Second Edition **Institution:** NACTO **Relevant Land Use Contexts:** Suburban, Urban **Last Updated:** 2014	The NACTO *Urban Bikeway Design Guide*, a companion to the *Urban Street Design Guide*, is a specialized resource dedicated to promoting safe, efficient and user-friendly bicycle infrastructure in urban areas. It plays a pivotal role in active transportation planning by providing comprehensive guidelines and design recommendations specifically tailored to enhancing cycling as a mode of transportation. The guide emphasizes the critical role of bicycle facilities in promoting active transportation and offers a wide array of design options and strategies for creating conventional bike lanes, protected bike lanes, bike boulevards and other cycling infrastructure that can be incorporated into the existing urban landscape. It encourages cities and communities to prioritize and invest in bicycle friendly infrastructure, promoting cycling as a sustainable and healthy mode of transport. It further underscores the importance of creating interconnected networks of bike facilities that link a variety of destination types, making it easier for people to choose cycling as a viable means of commuting for everyday trips as well as for recreation.
Designing for All Ages and Abilities: Contextual Guidance for High-Comfort Bicycle Facilities **Institution:** NACTO **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2017	NACTO's *Designing for All Ages and Abilities* is a design guidance resource that highlights the significant need to create urban environments that enable people of diverse skill levels and experiences to engage in active mobility through provision of high-comfort bicycle facilities. The guide underscores the importance of comfort and accessibility as fundamental principles in urban design. It advocates for streets and public spaces that are designed to be inclusive toward a wider group of potential cyclists, tapping into the latent demand for better and safer places to ride and ensuring that everyone, regardless of age or physical ability, can comfortably and safely get around. The resource provides detailed facility selection guidance to prioritize features such as protected bicycle lanes, shared streets, bicycle boulevards and separated bikeways. Treatments are based on roadway contexts such as target motor vehicle speeds, maximum motor vehicle volumes and key operational considerations to determine the most appropriate facility types for reducing stress and ensuring accessibility to the widest possible slate of potential users.

Resource Information	Relationship to Active Transportation
Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings **Institution:** NACTO **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2019	NACTO's *Don't Give Up at the Intersection* underscores the critical role of well-designed intersections in promoting safe and accessible active transportation options for a wide variety of users. The guide recognizes that intersections, the places where vehicle-bike conflicts are most likely to occur, are key points in the urban landscape where the safety and comfort of cyclists and pedestrians must be prioritized. This guide expands and updates the NACTO *Urban Bikeway Design Guide* by offering detailed guidance and innovative design solutions for creating bicycle crossings that are safe and user-friendly. It emphasizes the importance of clear and intuitive intersection design, including features like protected bike intersections, dedicated bike intersections, minor street crossings and signalization strategies to reduce conflicts and increase comfort and safety. Further, the guide addresses the importance of intersection design in ensuring equitable access to transportation options, particularly in underserved communities.
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach **Institution:** ITE **Relevant Land Use Contexts:** Suburban, Urban **Last Updated:** 2010	Endorsed by the US Department of Transportation in its 2013 "Bicycle and Pedestrian Facility Design Flexibility Memorandum," this resource provides valuable design guidance for walkable urban environments that add economic value, contribute to sense of place, complement adjacent land uses and support multimodal safety, mobility and accessibility. Addressing both planning and design approaches, the document discusses streetside, traveled way and intersection design elements like frontage and furnishing zones, lane widths, medians, bike lanes, on-street parking, midblock crossings, pedestrian refuge islands, transit stops, curb radii, roundabouts, pedestrian crossing treatments and curb extensions.
State Leadership for Safer Streets **Institution:** The League of American Bicyclists (LAB) **Relevant Land Use Contexts:** Rural, Suburban, Urban **Last Updated:** 2022	The League of American Bicyclists' Bicycle Friendly States rankings, Report Cards and 2022 National Report offer a set of resources providing a comparative framework to help states assess and identify areas of improvement within their DOTs to promote active transportation. The rankings in the report are based on publicly available data and surveys conducted with state DOT officials and bicycle advocacy organizations. The Bicycle Friendly State Report Card highlights the top five "Bicycle Friendly Actions," including the presence of safe passing laws, Complete Streets policies, an emphasis on bicycle safety, recent statewide bike plans and a minimum level of federal funds allocated to biking and walking of at least 2% (Illinois has made progress on all of these). The report assigns category scores and grades to states based on various criteria ranging from infrastructure and traffic laws to programming and education. It also draws lessons from other high-achieving Bicycle Friendly States such as Massachusetts, Oregon, Washington, California and Minnesota, showcasing their successful initiatives related to speed limits, climate action, active transportation funding and infrastructure development.

Looking Ahead

The breadth and diversity of these resources demonstrate that there is a vast amount of design guidance available for bicycle and pedestrian facilities. Although the content of this memorandum is not exhaustive, extensive review of these documents has shown:

- Some design guidance resources have been specifically developed to target active travelers and to enhance the viability of transportation alternatives, such as NACTO's *Don't Give Up at the Intersection* or FHWA's *Achieving Multimodal Networks*, among others.
- Still, several of the most critical design standards shaping active travel networks are subsumed within larger design manuals, such as the BDE and BLRS Manuals. These remain the primary references on bicycle and pedestrian policy and design and have critical roles in determining how Illinois' roadway network ultimately functions.
- Since the incorporation of the first bicycle and pedestrian design accommodations to the BDE Manual in 1998, IDOT has made significant and meaningful improvements to update and expand its active transportation design standards as innovation in the field has continued. These include incorporation of a Bicycle Level of Service (BLOS) analysis and new facility typologies such as separated bicycle lanes, for example. These manuals should follow the evolution of bikeway and pedestrian designs.
- As this important progress has taken place, past IDOT planning efforts have identified that the manuals compartmentalize much of their active transportation-related guidance into a single chapter.[1] While helpful in terms of providing easy access to relevant project development design information, this may also risk making active travel accommodations in Illinois appear supplemental rather than integral to the structure and design of the larger transportation network.

Elevating these design standards to be equal in practice with other modes will be key to enhancing the guidance available to planners and engineers who seek to create safe, connected and equitable active transportation networks. This will further align active transportation goals with public health, the environment, local economic vitality and affordable and accessible transportation options for all users.

1 Illinois Department of Transportation. 2014. Illinois Bike Transportation Plan. https://idot.illinois.gov/transportation-system/transportation-management/planning/active-transport-projects/bike-plan.html

APPENDIX D

New Mobility in Illinois

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design developed this memorandum to provide a high-level overview of new mobility, specifically micromobility. The memorandum summarizes micromobility practices and resources relevant to Illinois communities.

Illinois Department of Transportation

walk roll illinois
active transportation plan

Overview of New Mobility in Illinois

Introduction

New and innovative modes have become a force for change on our streets and sidewalks, redefining what mobility is and adding new demands in areas with limited space. Not only do the modes continue to evolve, but so do the technologies and policies that support them. New mobility, for the purpose of this document, refers to transportation services or modes that are enabled, defined or redefined by digital technology. Often, they are defined by features such as apps, real-time information, point-to-point trips, on-demand services, multimodal trips, shared fleets or trip services and electric-powered devices. One form of new mobility and the primary form this document will focus on, is micromobility.

Micromobility broadly refers to lightweight, low-speed travel modes that serve as personal mobility options. This includes many types of vehicles, from bikes, e-bikes and e-scooters to delivery trikes and one-wheels. While definitions for the term micromobility vary in the U.S. and internationally, the category usually includes both electric-powered and human-powered modes and both privately-owned and shared fleets of those modes. For example, a person may own an e-scooter and use it to get around (electric-powered, privately-owned) or a person may pay to check-out a bike from a bike share program that operates in their community (human-powered, shared fleet).

Shared micromobility programs provide a fleet of shared lightweight, low-speed vehicles available for public use. Programs are often managed and permitted by local governments and operated by private companies or local organizations.

These vehicles are generally rented through a mobile app or kiosks and are meant for short point-to-point trips. Users pay a fee to unlock the vehicles, which are parked in the public right-of-way. Currently, shared micromobility programs are available in over 400 cities in North America, including Illinois cities like Chicago, Champaign-Urbana, Edwardsville and Carbondale. In 2022, shared micromobility riders in North America took at least 157 million trips.[1]

Purpose

The purpose of this memo is to define micromobility and provide an overview of current micromobility practice relevant to Illinois communities. While micromobility often falls under the umbrella of active transportation, there are challenges that arise such as operating characteristics, technology, funding, safety, infrastructure and more.

This document will help address these challenges in a dedicated discussion and equips both state and local practitioners with information and tools to facilitate informed discussions with local communities. The memo covers the following sections:

- **Micromobility and Active Transportation:** the characteristics of micromobility and the relationship of micromobility modes to active transportation.
- **Micromobility Topic and Policy Areas:** a discussion of relevant policy, legislation and practice to inform local decision-making.

1 North American Bike Share Association (NABSA). 2022 4th Annual Shared Micromobility State of the Industry Report. August 10, 2023

Micromobility and Active Transportation

What is Micromobility?

The term *micromobility* encompasses a vast array of evolving transportation modes, from electric skateboards to delivery trikes, all contributing to reshaping the urban landscape. These modes include e-scooters, bike share bikes and bicycle-like vehicles, such as e-bikes, one-wheels and cargo bikes. These modes can be privately owned or part of a sharing scheme of docked (station-based) or dockless vehicles.

New types of devices and design modifications of micromobility continue to emerge. Because of this, it is helpful to think of micromobility based on the characteristics that make this category different from other modes rather than trying to create a final list of what is or is not micromobility. For micromobility, vehicle weight and top speed are the most defining characteristics.

The International Transport Forum (ITF) is a leading international transportation organization that has provided a helpful approach to classifying micromobility. They focus on vehicles that do not exceed a maximum speed of 28 miles per hour and a mass of 77 pounds, whether electric, electrically assisted and human-powered. ITF describes micromobility (orange box) and active transportation (green box) as part of a larger family of "light mobility" travel options (all modes shown). Figure 1 explains how micromobility modes are distinct from other light mobility modes.

Walk.Roll.Illinois Goals

IDOT's ATP, Walk.Roll.Illinois, is consistent with the state's Long Range Transportation Plan (LRTP). The LRTP established 5 performance goals for the transportation system related to economy, livability, mobility, resiliency and stewardship. These goals provide overarching guidance for the goals for implementing the ATP. As part of the planning process, Walk.Roll.Illinois has identified 7 specific goals for guiding priorities and decision-making around investments in active transportation. The implementation of micromobility and supporting amenities can advance these goals:

- **Safety:** Reduce bicyclist and pedestrian serious injuries and fatalities.
- **Connectivity:** Connect people to essential destinations like schools, jobs, parks, healthy food options, medical care and more through comfortable and continuous bicycle and pedestrian facilities.
- **Equity:** Ensure the network is accessible to users of all ages, abilities and backgrounds.
- **Partnerships:** Build new partnerships and strengthen existing relationships to advance walking and biking.
- **Economic vitality:** Support the creation of economically and culturally vibrant streetscapes that provide opportunities to engage with businesses and commerce and drive economic activity.
- **Public health & environment:** Promote active modes of travel that improve air quality and reduce chronic disease, fossil fuel dependence, greenhouse gas emissions and congestion.
- **Livability:** Support active living environments that provide affordable transportation options and allow people to thrive in their communities and neighborhoods.

Micromobility within the Light Mobility Landscape

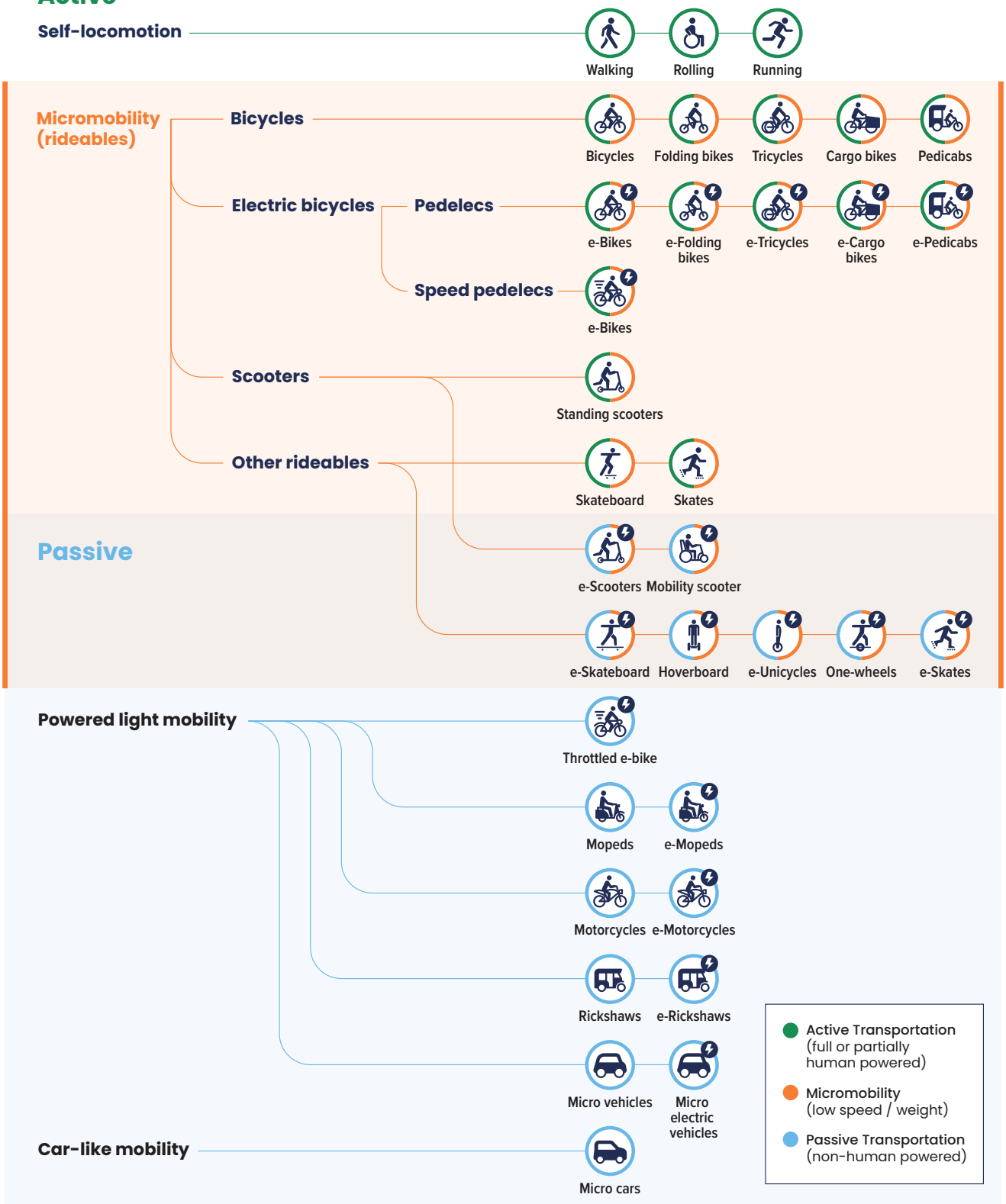


Figure 1: Micromobility within the Light Mobility Landscape (adapted from International Transport Forum's (ITF) summary of the light mobility landscape in their 2023 publication "Towards the Light: Effective Light Mobility Policies in Cities")

Safety for Micromobility Users

Walk.Roll.Illinois establishes the safety of vulnerable road users as a core priority. People riding micromobility modes are vulnerable road users just like people walking and bicycling. New investments to improve safety of active transportation users may also benefit micromobility users. In some cases, micromobility use may increase the volumes of multimodal travelers in particular areas or on specific streets, further amplifying the need for protected space for people walking, rolling and riding. Considering the full range of vulnerable road users when planning for safety improvements is in line with the Safe System and Vision Zero approach.

Micromobility devices are designed for use in on-street bikeways and shared-use trails, not sidewalks. Connected networks of bikeways and trails provide micromobility users with safe routes to get to their destination. This also benefits pedestrians and people with disabilities by separating uses and making bikeway, trail and sidewalk experiences more predictable. Micromobility users can further support the safety of pedestrians and persons with disabilities by:[2]

- **Riding** in bike lanes or low-speed travel lanes rather than on the sidewalk or in crosswalks.
- **Parking** micromobility devices in places that will not obstruct the sidewalk and will maintain a clear path for people walking and rolling, such as at bike racks, docking stations, designated parking hubs or within the furnishing zone.
- Following **trail etiquette** guidance when riding on shared-use paths or greenways, such as maintaining safe speeds and signaling when passing.

This memo, through its safety-focused lens, will help Illinois communities account for current and future innovations in mobility while upholding best practices for safety and accessibility.

Micromobility Topic & Policy Areas

There are nine key topic and policy areas that Illinois cities, towns and metropolitan planning organizations (MPO) can consider when addressing micromobility in their communities, as shown in Figure 2.

Each topic and policy area in this section includes a high-level introduction to considerations for micromobility in Illinois communities of all sizes and levels of active transportation and micromobility innovation, including the following information:

- **Overview** of considerations.
- **Relevance** to the Illinois Department of Transportation (IDOT) Active Transportation (AT) goals (equity, safety, connectivity, economic vitality, public health and environment and livability) and how the given topic supports those goals.
- **Resources** for further insights.

2 For additional information: American Planning Association. Access Denied. March 2020. Access Denied (planning.org)

Complete Streets

Overview

Complete Streets policies have been in place in communities around the country for over two decades. Since the movement began, the variety of modes operating on community streets has changed and trips consisting of multiple modes and trip chaining are increasingly common. For example, dockless bike share and scooter share (like Lime and Bird) and rideshare services (like Uber and Lyft) have made door-to-door trips possible on a large scale for a variety of modes, rather than requiring people to end their trip at a docking station or parking lot. For micromobility to be effectively integrated in Complete Streets, it is helpful to consider their role on both a network and street level.

- **Complete Streets networks:** Given the limited availability of space within the right-of-way, prioritize access for the people and modes, who need it the most on a network level, first. While Complete Streets are typically pictured

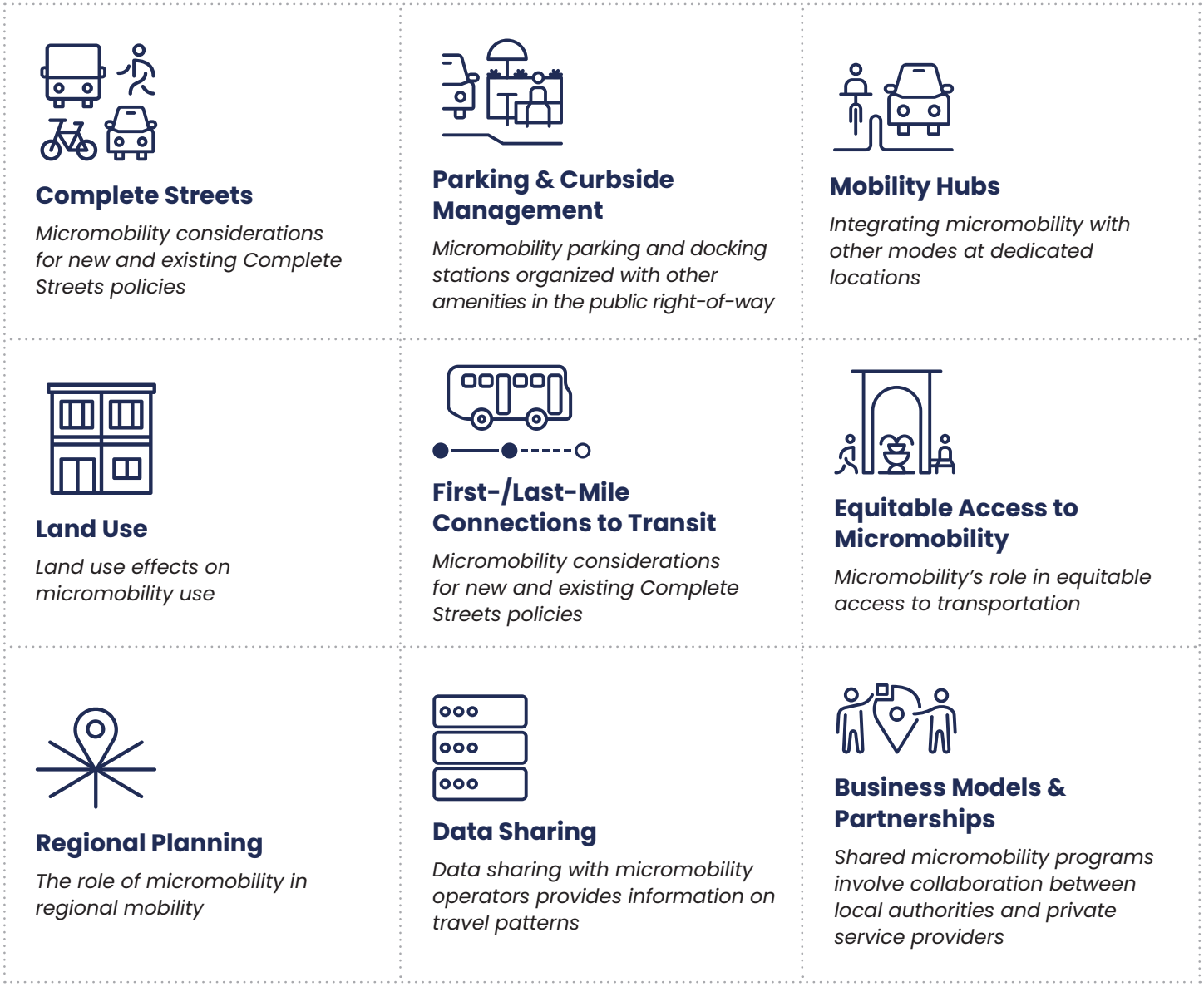


Figure 2: Key Topic & Policy Areas for Micromobility

in dense urban areas with space for transit, delivery vehicles, taxis and rideshare, bicycles and pedestrians, they encompass a spectrum of environments. A slow street with infrequent bus service and a bike share may also represent a complete streets network, meeting the needs of those who use it. Organizing traffic flow for all modes based on functional and land use classifications will help clarify difficult decisions around space and make the path toward Complete Streets more achievable.

- **Complete Streets design:** On the street level, the design of public space profoundly influences user behavior. Embracing a goals and outcomes-based approach to planning, design and engineering is crucial to ensuring that behavior is positive. By establishing community-based modal priorities, space can be dedicated in a way that is more likely to meet the needs of all road users. The efficacy of shared bike and scooter programs as low-impact transportation alternatives is contingent upon the availability of safe riding spaces and parking facilities. Intentional design and management of the bike and pedestrian realm is critical to the experience of all road users—whether walking, rolling, waiting for transit or even driving.

Amid substantial grant opportunities for capital projects in sustainable mobility, there is unprecedented opportunity to support the implementation of active and micro modes. Forward-thinking Complete Streets policies that consider all modes, including micro modes, play a crucial role in determining how well modes like e-bikes and scooters enhance or diminish the value of investments in biking and walking.

Relevance to IDOT AT Goals

- **Safety:** The inclusion of micro modes in Complete Streets guidance will affirm their space in the right-of-way and clarify expectations, reducing likelihood of incidents. The permittance of micromobility will also support more people walking and rolling, thereby increasing safety in numbers and reducing serious injuries and fatalities for bicyclists and pedestrians.
- **Connectivity:** Addressing Complete Streets at the network level will increase opportunities to connect people to essential destinations like schools, jobs, parks, healthy food options, medical care and other key destinations. It will help identify and close gaps for active and micro modes on the street level.
- **Livability:** Complete Streets that include not just sidewalks and bike lanes, but space and considerations for micro modes, support the creation of active living environments, provide additional affordable transportation options.

Resources

- Chicago Complete Streets Guidelines: https://www.chicago.gov/content/dam/city/depts/cdot/Complete%20Streets/CompleteStreetsGuidelines.pdf
- Chicago Municipal Code Title 9, Vehicles, Traffic and Rail Transportation: https://codelibrary.amlegal.com/codes/chicago/latest/chicago_il/0-0-0-2645032
- NACTO Designing for Small Things with Wheels, 2023: https://nacto.org/wp-content/uploads/Part-II-Citation-8_-Designing-for-Small-Things-With-Wheels.pdf
- NABSA Incorporating Shared Micromobility in Electric Vehicle Charging Projects: https://www.dropbox.com/scl/fi/rr98t563hbidhzxq8ykvh/Incorporating-Shared-Micromobility-in-Electric-Vehicle-Charging-Projects.pdf?rlkey=icz1hrr4g8efiy12e2a3soz9c&dl=0
- Beaverton Complete Streets Policy: https://content.civicplus.com/api/assets/9785c060-93f2-42b0-90c7-bdb8353cb7e4

Parking & Curbside Management

Overview

In the realm of urban mobility, the curb has long been a hub of activity—accommodating an array of functions from bike lanes and parking spots to bus stops, ride-hailing zones, electric vehicle charging and loading areas. The advent of shared micromobility services has further enriched this dynamic landscape and created more competition for a limited amount of space. Curbside considerations for micromobility can be summarized with the following:

- **Micromobility parking:** Creating parking for services such as bike and scooter shares can be done through expanding the functionality of furnishing zones, converting car parking spaces or repurposing excess space at the corner of a street with docking stations or parking hubs.
- **Access to micromobility charging:** The rise of electric-powered micromobility, whether in shared fleets or privately owned vehicles, has underscored the importance of publicly accessible charging stations.
- **Co-location of transportation services:** Recent years have witnessed a surge in ride-hailing services and novel trends in e-commerce, urban deliveries and associated pick-up and drop-off activities. This, along with traditional modes like transit, opens avenues for integrating multiple mobility services within a single, convenient location—facilitating seamless multimodal journeys and ensuring convenient access to sustainable transportation methods.

Unregulated curb access can significantly impact municipal objectives, safety and accessibility. With thoughtful planning, jurisdictions can carve out space for shared micromobility access, parking and charging facilities while upholding safe and convenient pathways for pedestrians, bicyclists, public transit users and other valued uses of the curb.

Relevance to IDOT AT Goals

- **Economic vitality:** Proponents of traditional car parking often have economic vitality at the core of their arguments. This same thought is particularly strong for active and micro modes. Research shows that people choosing active modes tend to shop more often. Creating space for a variety of modes to park in commercial areas will support the creation of economically and culturally vibrant streetscapes that provide opportunities to engage with businesses and commerce.
- **Safety:** Thoughtful curbside management can prevent unsafe and undesirable situations, such as delivery vehicles parked in the bike lane or e-scooters falling onto the sidewalk.

Resources

- NABSA Incorporating Shared Micromobility in Electric Vehicle Charging Projects: https://www.dropbox.com/scl/fi/rr98t563hbidhzxq8ykvh/Incorporating-Shared-Micromobility-in-Electric-Vehicle-Charging-Projects.pdf?rlkey=icz1hrr4g8efiy12e2a3soz9c&dl=0
- Shared Mobility Policy Playbook, UC Berkeley: https://escholarship.org/uc/item/9678b4xs
- Seattle Policy (page 20): https://playbook.t4america.org/parking-street-design/

Mobility Hubs

Overview

A mobility hub is defined as a strategically designated location that offers a minimum of two transportation services—typically incorporating at least one micromobility option, such as bike share or scooters. What makes mobility hubs particularly effective is their adaptability to different contexts. They can range from highly multimodal urban neighborhoods, where entire communities function as a mobility hub or they can be small, dedicated areas specifically for scooter or bike share parking—strategically positioned adjacent to transit stops, transforming even these compact spaces into effective mobility hubs.

Micromobility modes have an average trip distance of around 1 to 1.5 miles.[3] This characteristic renders these micro modes well-suited for first- and last-mile connections between various modes of transportation, not only because of the short distances of those connections but also because they do not require car parking. Therefore, when part of a shared fleet, they allow the user to choose a different mode on their return trip (meaning, the person is not committed to a vehicle that must return home with them). Whether it is linking up with buses, trains, micro transit services or car-sharing platforms, micromobility modes and their hubs have become integrated components of urban transportation networks.

Mobility hubs play an important role in the organization of public space. They not only facilitate essential services such as shared e-scooter parking but also create opportunities for integration with other transportation modes, particularly transit and car-sharing services. By encouraging this relationship between different modes of travel, mobility hubs enhance urban mobility efficiency and accessibility. These hubs create a platform for multimodal trip-making and a more interconnected and user-friendly mobility experience, shaping a more sustainable future for Illinois communities. An example is shown in Figure 3.

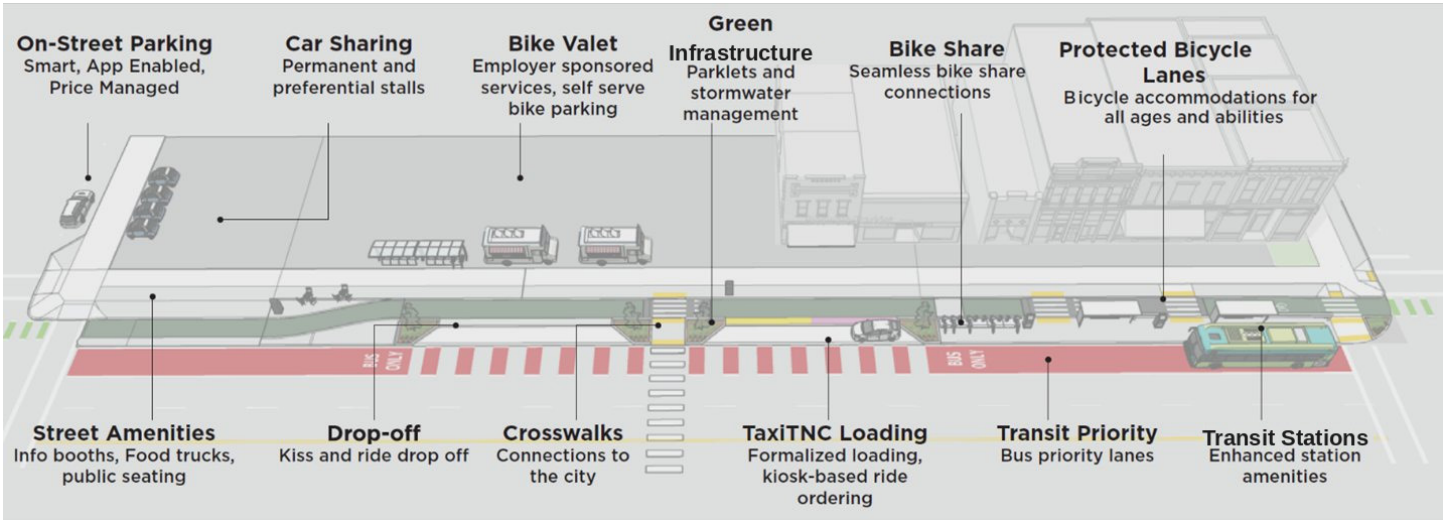


Figure 3: Mobility Hub Services and Features

3 Micromobility average trip distance in the U.S. | Statista. https://www.statista.com/statistics/1220228/average-trip-distance-using-micromobility-products/

Relevance to IDOT AT Goals

- **Equity:** By putting thoughtful consideration into the location of mobility hubs in transportation-disadvantaged communities, mobility hubs can support more equitable access to transportation options. This supports a transportation network that is accessible to users of all ages, abilities and backgrounds.
- **Partnerships:** Partnerships at mobility hubs among different modes and providers can lead to opportunities to build new partnerships and strengthen existing relationships to advance micromobility.
- **Public health & environment:** Providing more mobility options that encourage a shift from driving to active modes of travel can improve air quality and reduce chronic disease, fossil fuel dependence, greenhouse gas emissions and congestion and increase access to healthy food options, medical care and more.
- **Livability:** Mobility hubs can provide additional options for affordable transportation to better meet people's travel needs—supporting the creation of active living environments.

Resources

- NACTO's 2022 Shared Micromobility in the U.S. and Canada Report: https://nacto.org/publication/shared-micromobility-report-2022/
- Peoria Tri-County Emerging Mobility Strategy 2020 Report: https://tricountyrpc.org/wp-content/uploads/FINAL_Tri-County-Emerging-Mobility-Strategy.pdf
- Minneapolis Mobility Hub Pilot Report: Mobility-Hubs-Pilot-2020.pdf (minneapolismn.gov)
- Portland Bureau of Transportation Mobility Hub Typology: https://altago.com/resources/19464/
- Shared Use Mobility Center (SUMC) Mobility Hubs: https://sharedusemobilitycenter.org/wp-content/uploads/2019/08/Mobility-Hubs_SUMC_Web.pdf

Land Use

Overview

The built environment surrounding the streets can be just as influential as the design of the road itself in determining the way people use the street, their behavior and the modes they choose to travel there. Land use and the policies that support its development, can determine the modes that will be most successful there.

In densely populated areas with a high density of key destinations, scooters and human-powered bikes serve as viable alternatives to walking, offering convenient and efficient ways to cover short distances. Micromobility options can also bridge the gap between neighborhoods, reducing reliance on cars and ride-hailing services, enhancing connectivity and fostering a sense of community across different parts of a city.

The introduction of active and micromobility modes into commercial centers can have a positive economic impact. Pedestrians are more likely to pop into a store after window shopping, people on bikes and scooters have the flexibility to make impulse stops. The availability of micromobility options enhances accessibility, making it easier for people to explore local businesses and contribute to the economic vitality of the area. The Urban Land Institute (ULI) documented this in their 2021 report *Small Vehicles, Big Impact: Micromobility's Value for Cities and Real Estate*.[4] Similarly, the 2021 research study *Wheels to Meals: Measuring the Impact of Micromobility on Restaurant Demand* found that having a shared e-scooter program in a city significantly impacts restaurant spending with e-scooter users spending approximately 5.2% more than before having access to the program.[5]

Policies related to zoning, land use and development codes that may influence micromobility use, access and safety include:

- **Car parking requirements:** parking requirements for developments determine the amount of land dedicated to vehicle parking infrastructure and services which influences people's choice of travel mode.
- **Mixed-use development:** blending residential, commercial and recreational spaces in mixed use developments creates shorter distance trips from origin to destination which promotes vibrant communities and makes travel by micromobility more practical.
- **Bike parking standards:** minimum requirements for secure bike and micromobility parking influences people's choice in travel mode .
- **Curbside space allocation:** regulations for new developments may determine how loading zones, bus stops, bike lanes and bike and micromobility parking interact at the curb and how these different mobility functions successfully integrate into the urban landscape.
- **Incentives for infrastructure and programming:** incentives for the development of programs that support shared mobility, such as mobility hubs, reduced on-site car parking and travel demand management programs can lead to reduced car parking demand and more use of affordable and low- or no-emission vehicles.

By integrating these initiatives into urban planning efforts, cities, towns and MPOs can pave the way for more sustainable and accessible developments.

4 Urban Land Institute. Small Vehicles, Big Impact: Micromobility's Value for Cities and Real Estate. Washington, D.C.: Urban Land Institute, 2021.

5 Kim, Kyeongbin and McCarthy, Daniel, Wheels to Meals: Measuring the Impact of Micromobility on Restaurant Demand (May 3, 2023). Available at SSRN: https://ssrn.com/abstract=3802082 or http://dx.doi.org/10.2139/ssrn.3802082

Relevance to IDOT AT Goals

- **Connectivity:** Thoughtful revisions to development codes can include providing facilities and amenities that encourage micromobility for new development and connect people to essential destinations like schools, jobs, parks, healthy food options, medical care and more through comfortable and continuous bicycle and pedestrian facilities.
- **Economic vitality:** Bikes and micromobility are good for business. The introduction of more micromobility to commercial areas may support the creation of economically and culturally vibrant streetscapes that provide opportunities to engage with businesses and commerce.
- **Public health & environment:** While micromobility itself can improve public health, intentional coordination with developers and local officials can maximize the shift of trips to active modes of travel to improve air quality and reduce chronic disease, fossil fuel dependence, greenhouse gas emissions and congestion and improve access to healthy food options, medical care and more.
- **Livability:** Mixed-use and high-density development in particular have potential to join forces with micromobility providers to create attractive active living environments that provide affordable transportation options.

Resources

- Tulsa Mobility Innovation Strategy: https://www.cityoftulsa.org/media/18545/tulsa-mobility-innovation-strategy-full-report.pdf
- Urban Land Institute Small Vehicles, Big Impact: https://statics.teams.cdn.office.net/evergreen-assets/safelinks/1/atp-safelinks.html

First-/Last-Mile Connections to Transit

Overview

People most often arrive at transit stops by walking or driving. Bicycling to a transit stop may seem like an obvious choice; however, encouraging chain trips that combine biking and taking transit (for people using their own bicycles) can be a challenge. Micromobility options like scooters and bike share bridge this gap, catering to individuals who prefer not to worry about secure bike parking at transit stations.

Scooters and dockless bikes strategically placed at transit stops offer an immediate solution for commuters as soon as they disembark, allowing them to conveniently reach their final destinations. This eliminates the hassle of figuring out transportation options after leaving the station and encourages the use of micromobility for the last mile of the journey. By offering readily available micromobility solutions at transit stops, municipalities can reduce congestion caused by car parking and encourage more sustainable trips from start to finish.

Exploring opportunities for integrated systems or user cards that work with both transit and micromobility can further enhance the user experience. Streamlining payment methods and providing a unified platform for accessing both services encourage commuters to choose these integrated modes, simplifying their journeys and encouraging transit ridership.

Relevance to IDOT AT Goals

- **Equity:** Expanding access to transit and increasing mobility options in transportation disadvantaged communities will ensure the network is a benefit to users of all ages, abilities and backgrounds.
- **Partnerships:** First-/last-mile connections allow for new public-private partnerships that support integrating micromobility with transit and taking a user-centered, customer-first approach to seamless multimodal trip options.
- **Public health & environment:** Promoting micromobility for short trips will shift trips to active modes of travel to improve air quality and reduce chronic disease, fossil fuel dependence, greenhouse gas emissions and congestion and increase access to healthy food options, medical care and more.
- **Connectivity:** Making connections to transit will broaden the mobility network and connect people to essential destinations like schools, jobs, parks, healthy food options, medical care and more.

Resources

- Bedford Park Last Mile Mobility Study (2019): https://learn.sharedusemobilitycenter.org/wp-content/uploads/vobp_phase_i_final.pdf
- Bedford Park Last Mile Mobility Action Plan: https://learn.sharedusemobilitycenter.org/wp-content/uploads/VOBP_ActionPlanLayout-5.28.2020-single-page_Optimized.pdf
- Investigating the role of micromobility for first- and last-mile connections to public transport: https://www.sciencedirect.com/science/article/pii/S2950105923000013

Equity and Micromobility

Overview

Micromobility can be a powerful tool for improving access to essential destinations and offering a cost-effective means to reach jobs and meet daily needs. Online tools like the US Department of Transportation's Climate and Economic Justice Screening Tool and North Carolina Department of Transportation's Transportation Disadvantage Index serve as valuable resources—showing how to identify transportation disadvantage and equity priority areas. These tools aid in identifying where intervention is most needed, laying the groundwork for inclusive micromobility planning. However, achieving equity in micromobility access requires deliberate planning and engagement, particularly in disadvantaged communities.

Implementation efforts should be coupled with programming, education and outreach initiatives. In the following examples, communities around the U.S. found a variety of ways to improve equitable access to micormobility programs:

- Paid neighborhood ambassador programs can educate the public on how to use the new modes, as well as increase level of comfort. Portland Metro worked closely with a majority-Asian community experiencing significant barriers to accessing transportation. Building on a previous collaborative effort to create a historically and culturally appropriate approach to transit-oriented-development,[6] Metro supported a partnership between the local community (the Jade District), the City of Portland, the transit agency (TriMet) and a suite of private mobility services.[7] This resulted in greater awareness of and access to the City's BikeTown program, as well as critical input to shape future mobility programs, such as the need for private mobility services to offer a broader range of language translations in their smartphone applications.
- Adaptive bike share programs (e.g. hand cycle rentals) and expanded micromobility design innovations (e.g. seated scooters) can also expand who is able to participate in shared micromobility programs. The City of Oakland, CA's study of accessibility of shared mobility services identified ways to expand access to the services within the existing regulatory and permit structure for shared mobility providers.[8] Oakland was the first city in the United States to require that permitted scooter share providers offer adaptive scooters for persons with disabilities. Their most recent permit mandates that adaptive scooters have three wheels, a seat and a basket.
- "Bike Share for All" programs that establish income-based fares and use targeted outreach are common among U.S. shared micromobility programs. Successful initiatives have resulted in more than 20% of bike share members enrolled through the Bike Share for All program.[9] Multimodal-focused programs are also being tested in some communities, such as Los Angeles Department of Transportation's (LADOT) pilot of a Universal Basic Mobility Program.[10]
- Prioritizing docked stations in transportation-disadvantaged areas enhances accessibility. Dockless modes require more dedicated efforts to redistribute scooters and bikes on at least a once-daily basis, which leads to more consistency in operators properly distributing devices to transportation disadvantaged communities. Portland, OR recently expanded bike share service to new areas, including East Portland, based on City priorities for racial equity.[11] This area of the City, which was

6 Portland's Jade District ready to shine way forward for businesses, residents | Metro (oregonmetro.gov)
7 PILOT projects test new approaches to equitable transportation in greater Portland | Metro (oregonmetro.gov)
8 https://altago.com/wp-content/uploads/Oakland-Mobility-Assessment-Report-v4-web-2.pdf
9 https://medium.com/oakdot/the-year-in-review-2018-shared-mobility-snapshot-3ed9d34234e6
10 https://ladot.lacity.gov/ubm
11 https://www.portland.gov/transportation/news/2022/1/10/pbot-and-lyft-announce-major-biketown-service-area-expansion

previously not included within the BikeTown service area now shows routes with high volumes of shared micromobility trip activity on the City's data sharing platform Ride Report.[12]

Affordability is also a key aspect of equitable access. Below are opportunities for increasing participation of lower-income residents:

- **Reduced fares:** Residents qualifying for social benefits programs (SNAP, public housing assistance, WIC, FAFSA, LIHEAP) or with an annual household income at or below 300% of the poverty level should access discounted micromobility services. Reduced fares for seniors, students or persons with disabilities further contribute to an inclusive approach.
- **Payment options:** Providing diverse payment options, including cash, debit or credit and transit cards, makes it easier for individuals from various socioeconomic backgrounds to use micromobility services.
- **Membership and non-membership programs:** Offering per-ride options, monthly memberships and pay-as-you-go opportunities widens accessibility, allowing users to choose plans that suit their needs. Initiatives like Pittsburgh Healthy Ride's ConnectCard, enabling free rides up to 15 minutes, exemplify targeted affordability programs.
- **Smartphone alternatives:** Recognizing the digital divide, providing alternatives like bike keys ensures that individuals without smartphones can seamlessly participate in micromobility programs.

Equitable access to micromobility is best achieved through a comprehensive approach encompassing community engagement, strategic planning and targeted affordability initiatives. By combining these efforts, communities are enabling access to micromobility for all residents.

- **Equity:** Thoughtful implementation of micromobility modes for community members who need it the most will make the network accessible to users of all ages, abilities and backgrounds.
- **Safety:** Implementing micro modes in disadvantaged areas can be a catalyst for improving the safety of bike/pedestrian facilities that are often lacking in these communities, which would reduce bicyclist and pedestrian serious injuries and fatalities.
- **Connectivity:** Providing micromobility services for people in transportation disadvantaged areas will make it easier for them to reach essential destinations like schools, jobs, parks, healthy food options, medical care and more.
- **Economic vitality:** Providing more transportation access for underserved populations will create economically and culturally vibrant and diverse streetscapes that provide opportunities to engage with businesses and commerce.
- **Public health & environment:** Improving access to active and micro modes in disadvantaged areas can mitigate barriers to public health including access to healthy food, medical care and more; improve air quality; and reduce fossil fuel dependence, greenhouse gas emissions and congestion.
- **Livability:** Livability and transportation equity go hand in hand. Active living environments make affordable transportation options possible, enabling more community members to access daily needs.

Relevance to IDOT AT Goals

12 https://public.ridereport.com/pdx?x=-122.5650393&y=45.5242851&z=11.18

Resources

- US Department of Transportation's Climate and Economic Justice Screening Tool: https://ndcpartnership.org/knowledge-portal/climate-toolbox/climate-and-economic-justice-screening-tool-cejst
- North Carolina Department of Transportation's Transportation Disadvantage Index: https://connect.ncdot.gov/projects/planning/Pages/EJ-TDI-maps.aspx

Regional Planning

Overview

Micromobility is most often used for local travel and short trips. Regional planning offers an opportunity to expand the reach of those modes, particularly with electric or pedal-assist bikes and with connections to regional public transportation, such as buses and trains. In considering trip purpose, commuting is a key avenue in which micro modes can support the shift from motor vehicles to these lighter modes in a regional context.

- **Chain regional trips:** Similar to the recommendations outlined in the **First-/Last-Mile Connections to Transit** section, integration with transit systems—using the same travel user cards and apps and the same micromobility options across communities—is important for more seamless travel. This facilitates a cohesive regional transportation network with a consistent user experience, encouraging micromobility for commuting.
- **Direct regional trips:** Electric micro modes, like e-bikes, can expand the distance people are willing to commute by bike. Regional planning for active and micro modes requires safe and direct infrastructure akin to bicycle superhighways. Providing a network of direct and comfortable routes will enable all ages and abilities to lead the shift toward replacing traditional travel choices with micromobility. Where high-commuter share is a goal, minimizing the ease of driving and parking motor vehicles will also motivate the transition to active and micro modes.

Additional ways to encourage regional trips and make active and micro modes the easy choice include implementing intersections with priority for bicyclists and pedestrians such as roundabouts, shortcuts that make the active network more direct, attractive routes where possible and strong wayfinding. Addressing the unique needs of micromobility on a regional scale involves an increase in secure parking facilities. Program agreements with regional councils of governments are a starting point for collaboration and coordination, ensuring that regional planning initiatives align with the goals of micromobility expansion.

Relevance to IDOT AT Goals

- **Connectivity:** Network connectivity through integrating micromobility with transit and longer-distance routes will connect people to essential destinations like schools, jobs, parks, healthy food options, medical care and more through comfortable and continuous bicycle and pedestrian facilities.
- **Economic vitality:** Providing opportunities for easier travel across regional communities will expand access to jobs and broaden recreational tourism opportunities, supporting the creation of economically and culturally vibrant streetscapes that provide opportunities to engage with businesses and commerce.
- **Public health & environment:** Replacing long-distance trips with modes like e-bikes will improve air quality and reduce chronic disease, fossil fuel dependence, greenhouse gas emissions and congestion and increase access to healthy food options, medical care and more.

Resources

- The Great Trails State: https://www.ncdot.gov/divisions/integrated-mobility/multimodal-planning/great-trails-state/Pages/default.aspx
- San Diego Region (SANDAG) Complete Corridors: https://www.sandag.org/regional-plan

Data Sharing

Overview

While active transportation data is often limited to traditional sources of data collection—such as census, intercept surveys, counters and self-reporting—shared micromobility services are operated and managed fleets of vehicles that provide reliable, built-in data collection. This data is often provided to public sector agencies by the shared micromobility operators in the format of either General Bikeshare Feed Specification (GBFS) or the Mobility Data Specification (MDS). GBFS and MDS are two different ways to standardize communication and data-sharing between cities and private mobility providers, such as e-scooter and bike share companies.

This wealth of data from shared micromobility services goes beyond trip start and end points. It includes helpful details such as trip distances, travel durations, user demographics and usage frequency. These insights are valuable in shaping effective transportation planning strategies. They offer helpful guidance on where to invest in new bike and micromobility lane infrastructure. By pinpointing origins and destinations, planners can identify areas of high demand, indicating the need for enhanced active transportation. Additionally, these data illuminate travel patterns, facilitating the identification of opportunities for first- and last-mile transit access. This intricate understanding of travel demand forms the foundation for effective targeted travel demand management programs. The City of Seattle, WA maintains an interactive data dashboard showing how data provided by multiple shared mobility operators is used to inform permit compliance, program evaluation and broader transportation planning purposes.[13]

This data can also serve as a powerful tool for enhancing safety measures. Comparing it against safety data, transportation authorities can identify typologies of areas needing safety improvements specific to micromobility users.

The data can be used to improve the reach and performance of mobility programs. Through analysis of the data, operators can fine-tune their operational models, identifying gaps in service or barriers to participation, adjusting the placement of parking hubs and stations, refining parking requirements or redefining service areas. This level of precision allows for strategic expansions and the refocusing of outreach efforts, tailoring them to specific target audiences. Toronto, ON used ridership data from their existing bike share program to develop a four-year expansion plan.[14]

When services are operated by a non-governmental vendor, it is important that requirements for sharing data with local government are in place. Establishing robust requirements for data sharing should be completed during the vendor permitting or contracting process. This collaboration can occur through third-party data platforms, ensuring a smooth flow of information between service providers and local authorities.

Local agencies and MPOs can be encouraged to adopt modeling approaches employing more disaggregated data, including land use and travel networks, and custom impedances reflecting well-understood factors driving behavior change for active modes. Notably, network quality emerges as a crucial consideration for travel options, as demonstrated by the Utah-based Wasatch Front Regional Council, which is developing state-of-the-practice models for modeling bicycling behavior.

This relationship between data, shared micromobility services and urban planning allows

13 https://www.seattle.gov/transportation/projects-and-programs/programs/new-mobility-program/scooter-bike-share-data

14 https://blog.altaplanning.com/heres-the-roadmap-to-expand-bike-share-toronto-and-meet-increasing-cycling-demand-f5622b4f1cc3

practitioners to understand and respond quickly to new mobility opportunities and challenges.

Relevance to IDOT AT Goals

- **Safety:** Data sharing can identify hot spots to be redesigned, reducing bicyclist and pedestrian serious injuries and fatalities.
- **Connectivity:** Data sharing can help highlight areas of low use, identifying areas that may need an improvement in connectivity and supporting people in their ability to access essential destinations like schools, jobs, healthy food options, medical care and parks.
- **Partnerships:** Partnerships between local governments and service providers will provide necessary insights to advance walking and biking.
- **Economic vitality:** Data can also identify areas of high use, indicating areas to maximize opportunities to engage with businesses and commerce.

Resources

- NACTO Shared Micromobility Permitting, Process and Evaluation, 2023: nacto.org/wp-content/uploads/2022/12/2022_NACTO_UBDG_Regulating-Micromobility.pdf
- NACTO Guidelines for Regulating Shared Micromobility, 2019: Shared Micromobility Permitting, Process and Participation | National Association of City Transportation Officials (nacto.org)

Business Models & Partnership

Overview

Shared micromobility programs are usually made possible through involvement of both the public sector (government) and the private sector (business). North America has a young but maturing industry of shared micromobility service providers. For shared micromobility to be available in a community, the role of local governments lies in establishing a viable framework that permits the existence of these services, while ensuring their sustained and effective operation for long-term viability. Typically, this involves creating permitting programs or establishing contracts with selected service providers. Additionally, local governments often allocate annual funding, provide local matches for grant funds and offer ongoing staff and in-kind resources to support these initiatives.

Figure 4 illustrates how ownership and operations of a micromobility program relate to the local government's level of involvement, both financially and in terms of administrative control.

Figure 4: Levels of Government Involvement in Micromobility Programs

Relevance to IDOT AT Goals

- **Equity:** The level of control that a local jurisdiction has in their local micromobility program and policies will likely directly affect their ability to support equitable access to the service.
- **Partnerships:** Micromobility programs inherently require partnerships to succeed. Strong partnerships between local agencies and providers will maximize potential for advancing micromobility.
- **Economic vitality:** Further collaboration across local government departments can link micromobility stations and areas of high use with programs such as parklet and sidewalk seating for restaurants, supporting the creation of economically and culturally vibrant streetscapes that provide opportunities to engage with businesses and commerce.

Resources

- NACTO Shared Micromobility Permitting, Process and Evaluation, 2023: nacto.org/wp-content/uploads/2022/12/2022_NACTO_UBDG_Regulating-Micromobility.pdf
- NACTO Guidelines for Regulating Shared Micromobility, 2019: Shared Micromobility Permitting, Process and Participation | National Association of City Transportation Officials (nacto.org)

APPENDIX E

Active Transportation Funding Sources

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design developed this funding memorandum to provide a comprehensive list of active transportation funding programs in Illinois. The memorandum provides overview-level information followed by more detailed attributes of each funding source.

Illinois Department of Transportation

walk roll illinois
active transportation plan

Introduction

This document was created to assist statewide partners in identifying the most significant federal, state and local funding resources for bicycle and pedestrian improvements and programming. These funding sources are administered in different ways by jurisdiction and disbursed both as formula funds and as competitive, discretionary grant awards.

Identifying the appropriate funding source for a project can be complex. The summary of federal, state and private funding sources included in the following pages is intended to be used as a resource for agencies and organizations across Illinois.

Although funding comes from different sources, Illinois Department of Transportation (IDOT) projects resulting from this funding are all coordinated in the four-year State Transportation Improvement Program (STIP), which itself is a result of the six-year Proposed Highway Improvement Program (or Multi-Year Program). In Fiscal Year (FY) 2021 to FY 2024, the IDOT STIP outlines total transportation improvement spending of about $34 billion, which includes $13.9 billion for highway improvements that, depending on the scope of the project, may incorporate new or upgraded active transportation facilities. These are funded through both federal sources and state sources such as gas tax receipts.

However, the STIP and Multi-Year Program do not account for federally administered funding programs that are often awarded on a competitive basis and targeted to very specific goals and needs. This resource also includes these funding programs for IDOT and partners to consider when funding active transportation improvements.

To maximize funding for active transportation, the IDOT funding approach should consider a variety of funding programs that also have a wide variety of eligibility criteria, administrative details and match requirements. The following pages contain lists of important funding programs and the most relevant details and requirements for each, organized into three sections:

1. Federal funding programs
2. State funding programs
3. Private funding programs
4. Local funding programs

USDOT Funding Resources

Visit transportation.gov/grants for an overview of federal funding opportunities that can aid communities in meeting their active transportation infrastructure needs.

See also the FHWA's updated active transportation project funding guide: Pedestrian and Bicycle Funding Opportunities (current as of Nov 2023), as well as AASHTO's funding table for the Infrastructure Investment and Jobs Act (published 2021).

Federal Funding (FY23 and FY24)

Annual Apportionments

- STBG $505M
- TAP $50.4M
- TMA TAP $21.2M
- SRTS $3M ($250k max award)
- ITEP** $24.7 M ($3M max award)
- RTP $1.5M
- CMAQ $124M
- PBSP $1M
- HSIP $104.6M
- SPR $7M
- CRFP $45M
- NHTSA
  - S. 402 $14M
  - S. 405 $4M

Competitive Grant Programs

- ATIIP* $44.5M
- PROTECT $848M
- Healthy Streets Program $100M
- SS4A $1B
- RAISE $1.5B total $25M max award
- TOD Pilot Planning $13M
- Flexible Funding for Transit Access - up to 50% of FHWA/FTA project funds
- RCN and NAE $3.3B

Legend

ATIIP: Active Transportation Infrastructure Investment Program
CMAQ: Congestion Mitigation and Air Quality Improvement
CRFP: Carbon Reduction Formula Program
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
HSIP: Highway Safety Improvement Program
ITEP: Illinois Transportation Enhancement Program
NHTSA: National Highway Traffic Safety Administration
PBSP: Pedestrian and Bicycle Safety Program
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
RAISE: Rebuilding American Infrastructure with Sustainability and Equity
RCN: Reconnecting Communities and Neighborhoods
RTP: Recreational Trails Program
SPR: Statewide Planning and Research
SRTS: Safe Routes to School
SS4A: Safe Streets and Roads for All
STBG: Surface Transportation Block Grant
TAP: Transportation Alternatives Program
TMA: Transportation Management Areas
TOD: Transit-Oriented Development

*Per FHWA, "Funding beyond FY23 is subject to the availability of appropriation."
** IDOT adds $50M of state funding to ITEP in addition to the federal apportionment.

Federal Funding Programs

There are a variety of funding programs that the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) administers and awards to states and local governments nationwide on a competitive basis. Such funding programs can change frequently to match FHWA priorities and in many cases are only available for a certain number of years to match a specific total budget appropriation.

These funding opportunities contain more discretionary or non-formula funding than the state-funded and IDOT/Metropolitan Planning Organization (MPO)-administered funding programs described in the next section. However, through large one-time award amounts targeted to specific goals, they can be part of the overall strategy to improve active transportation accommodations in Illinois. Award amounts are based on most recent program information.

Active Transportation Infrastructure Investment Program (ATIIP)

- **$60 million** requested for FY 2024 to fund competitive grants to **support planning and active transportation implementation at the network scale**.

Healthy Streets Program

- **$100 million** planned for FY 2024 to fund awards of up to $15 million for communities to **reduce the impacts of heat and climate change** on roadway users, including pedestrians and cyclists.

Flexible Funding for Transit Access

- Allows for up to **50% of FHWA/FTA project funds** to be transferred to a project funded by the other agency, if the project goal is **improving transit access**, including via walking and biking.

Pilot Program for Transit-Oriented Development (TOD) Planning

- **$13 million** was awarded in 2023 to pilot programs related to **transit-oriented development**.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- Maximum awards of **$25 million** awarded to projects that meet criteria including **safety, environmental sustainability and mobility** and community connectivity, among others.

Reconnecting Communities and Neighborhoods (RCN) Program

- **$1 billion** allocated to the program from FY 2022 to FY 2025 to fund projects that **remove barriers and improve access** to daily needs, with an emphasis on disadvantaged communities.

Safe Streets and Roads for All (SS4A)

- **$5 billion** allocated from FY 2022 to FY 2026 to support the development (planning and development grant) and implementation (implementation grant) of a **comprehensive safety action plan.**

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Formula Program

- **$848 million** allocated for FY 2022 to FY 2023 to provide funding for projects that **improve resilience of transportation facilities** via the Planning or Resilience Grant programs.

Active Transportation Infrastructure Investment Program (ATIIP)

The ATIIP awards competitive grants "to plan, design and construct networks of safe and connected active transportation facilities that connect between destinations within a community or metropolitan region" (FHWA). These grants are intended to support planning and active transportation implementation at the network scale, rather than on a project-by-project basis. ATIIP grants may also fund projects to plan, design and construct an active transportation "spine," or a facility that connects communities, regions or states. Link to program webpage.

Program	**Active Transportation Infrastructure Investment Program (ATIIP)**
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	$45M in FY 2023 $60M requested for FY 2024
Match	20%; waived for projects serving communities with a poverty rate over 40% (based on the majority of census tracts served by the eligible project)
Eligible Activities	› Planning of walking and bicycling facility networks. › Connectivity analysis of active transportation networks. › Asset inventory of walking and bicycling facilities, including compliance with the Americans with Disabilities Act. › Data collection of walking and bicycling volume, route choices, crashes and other data necessary for measuring performance. › Project prioritization activities for walking and bicycling facilities. › Design and construction of walking and bicycling facilities at a network scale. › Evaluation and performance measurement of resulting networks. › Technical assistance and research, such as: ◇ Technical assistance in conducting multimodal network connectivity analysis. ◇ Technical assistance in collection of walking and bicycling data. ◇ Research in estimating levels of comfort with facility types and forecasting levels of participation in active transportation. ◇ Evaluation of rates of participation in walking and bicycling as a result of network-scale investments. ◇ Estimation of benefits that result from network-scale investments.

Healthy Streets Program

The Healthy Streets Program is a new discretionary grant program to help expand the use of cool and porous pavement and to expand tree cover. Goals of the program include mitigating urban heat islands, improving air quality, reducing the extent of impervious surfaces, reducing stormwater run-off and flood risks and reducing heat impacts to infrastructure and road users. These goals can benefit active transportation by creating a more comfortable walking and biking environment. Link to program webpage.

Program	**Healthy Streets Program**
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	$100M planned for FYs 2024, 2025 and 2026 $15M maximum award
Match	20%; waived if a community can prove a qualifying hardship
Eligible Activities	› Urban heat island or tree canopy assessment › Related equity assessment › Cool and porous pavements › Stormwater flooding mitigation › Purchasing of trees and site preparation › Underground infrastructure assessment › Planning activities

Flexible Funding for Transit Access

Although it is not a source for new funding, this program allows the flexible use of FHWA and FTA project funds to shift allocations between projects. Up to 50% of the respective funds can be transferred to an already-funded project from the other agency, if the goal of the destination project is to improve transit access and transit-related bike and pedestrian facilities. Link to program webpage.

Pilot Program for Transit-Oriented Development (TOD) Planning

The Pilot Program for TOD Planning is a competitive grant to support the FTA's objective to improve public transportation by providing funding to local communities to integrate land use and transportation planning with a capital investment for a new fixed guideway or core capacity improvement project. It has been funded since 2015. Funds are granted to pilot programs that examine ways to improve economic development and ridership, multimodal connectivity and accessibility and transit access for pedestrian and bicycle traffic. The plans should engage the private sector, identify infrastructure needs and enable future mixed-use development near transit stations. The 2023 awards favored projects including three or more affordable housing development activities. Link to program webpage.

Program	**Pilot Program for Transit-Oriented Development (TOD) Planning**
Agency	Federal Transit Administration (FTA)
Type	Discretionary
Funding	$13M in 2023
Match	20%; waived or reduced to 10% if a community can prove a qualifying hardship
Eligible Activities	› Comprehensive plan report including corridor and station development plan and implementation guidance. › Revised TOD-focused zoning codes and/or resolutions. › Report on financial tools to encourage TOD implementation. › Affordable housing policies that reduce regulatory barriers and parking standards, support affordable rent opportunities, support permanent affordable housing in areas of high homelessness and encourage streamlined permitting for affordable housing units. › Policies to encourage TOD particularly to: ◇ Prioritize areas with high rates of homelessness. ◇ Reduce regulatory barriers that unnecessarily raise the costs of housing development. ◇ Increase access to environmental justice populations and reduce greenhouse gas emissions. › Local or regional resolutions to implement TOD plans or establish TOD funding mechanisms.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

RAISE is a competitive grant program that allows the United States Department of Transportation (USDOT) to provide funds for road, rail, transit and port projects. This grant program was previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants. USDOT evaluates applications for this grant program on the requested infrastructure project's potential to improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity (including tourism), state of good repair, partnership and collaboration and innovation. Link to program webpage.

Program	**Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	Minimum award of $5M in urban areas and $1M in rural areas $25M maximum award
Match	20%, unless the project is in a rural area, a historically disadvantaged community or an area of persistent poverty
Eligible Activities	› Highways › Bridges › Pedestrian facilities › Bicycle and other nonmotorized facilities › Passenger and freight rail › Ports › Airports

Reconnecting Communities and Neighborhoods (RCN) Program

The RCN program provides funding to transportation projects "1) to advance community-centered transportation connection projects, with a priority for projects that benefit disadvantaged communities[...], that improve access to daily needs such as jobs, education, healthcare, food, nature and recreation and foster equitable development and restoration, and 2) to provide technical assistance to further these goals" (FHWA).

The following types of grants are available under this program: Community Planning Grants and Capital Construction Grants and Regional Partnership Challenge Grants. These are offered as part of two programs that are now under the umbrella of the RCN program: the Reconnecting Communities Pilot (RCP) Program and the Neighborhood Access and Equity (NAE) Program. A single application through the RCN program allows an applicant to be considered for both RCP and NAE grants. Link to program webpage.

Program	**Reconnecting Communities and Neighborhoods (RCN) Program**
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	$1B from FY 2022 to FY 2026
Match	**Community Planning Grants** › 20% (RCP) › 20%; waived for projects in a disadvantaged or underserved community (NAE) **Capital Construction Grants** › 20%-50% (RCP) › 20%; waived for projects in a disadvantaged or underserved community (NAE)
Eligible Facilities	Highways or other transportation facilities that pose barriers to community connectivity due to high speeds, grade separations or other design factors
Eligible Activities	**Community Planning Grants** › Planning studies to assess the feasibility of removing, retrofitting or mitigating an existing eligible dividing facility to reconnect communities. › Other planning activities in advance of the project. **Capital Construction Grants** › Preliminary and detailed design activities and associated environmental studies; predevelopment/ preconstruction; construction; permitting activities including the completion of the National Environmental Policy Act (NEPA) process.

Safe Streets and Roads for All (SS4A)

The SS4A program supports development and implementation of a comprehensive safety action plan (Action Plan) to identify and treat the most significant roadway safety concerns in a community. SS4A comprises two types of grants: a planning and demonstration grant to develop, complete or supplement an Action Plan and an implementation grant to implement strategies identified in the Action Plan. Applicants must have an eligible Action Plan to apply for an implementation grant. The SS4A program can be used to support safety projects and strategies that address serious safety violations of drivers (e.g., speeding, alcohol and drug-impaired driving), so long as the proposed strategies are data-driven and demonstrate a process in alignment with goals around community policing and in accordance with federal civil rights laws and regulations. Link to program webpage.

Program	**Safe Streets and Roads for All (SS4A)**
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	$5B from FY 2022 to FY 2026 › $100,000 to $10,000,000 awards for Planning and Demonstration. › $2.5M to $25M awards for Implementation.
Match	20%
Eligible Activities	**Planning and Demonstration Grants** › Developing an Action Plan: leadership commitment and goal setting, planning structure, safety analysis, engagement and collaboration, equity considerations, policy and process changes, strategy and project selections, progress and transparency. › Conducting planning, design and development activities to advance projects and strategies identified in Action Plan. › Carrying out projects and strategies identified in an Action Plan. **Implementation Grants** › Must carry out projects and strategies identified in an Action Plan and may include the two other Planning and Demonstration activities. › Projects and strategies' activities must be either infrastructure, behavioral or operational that are already identified in the Action Plan. › Projects and strategies' activities must be directly related to addressing safety problems.

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Formula Program

The PROTECT grant is a USDOT fund for projects that address the climate crisis by improving the resilience of all surface transportation. Projects should closely follow best available information and practices for climate change risks, impacts and vulnerabilities. Projects can be funded for any level and scale of transportation and this is reflected in that states, MPOs, local governments, federally recognized tribes and affiliated groups and US territories can all apply directly for the grant. There are two types of grants: Planning and Resilience Grants. Resilience grants have four sub-types: Resilience Improvement, Community Resilience and Evacuation Routes and At-Risk Coastal Infrastructure. Bicycle and pedestrian paths are eligible surface transportation facilities. Link to program webpage.

Program	**Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) Formula Program**
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	$848M for FY 2022 to FY 2023
Match	**Planning Grants:** No match required. **Resilience Grants:** 20%, can use other federal funds to meet 20% match. Match reductions are available if the state is implementing a project identified in an existing Resilience Improvement Plan.
Eligible Activities	**Planning Grants** › Development of a state or MPO Resilience Improvement Plan. › Resilience planning, predesign, design or development of data tools to simulate transportation disruption scenarios, including vulnerability assessments. › Technical capacity building by the eligible entity in order to assess surface transportation vulnerabilities, community response strategies. › Evacuation planning and preparation. **Resilience Grants** › One or more construction projects to improve climate change resiliency, such as: ◇ Reconstruction, realignment or improvement of an existing facility, natural infrastructure, floodwater mitigation measures and strengthening drainage systems, structural stormwater controls, relocating roadways, vegetation management practices and erosion control. › Any activity that addresses risks from coastal flooding, erosion, wave action, storm surge or sea level change. › Construction or modification of storm surge, flood protection or aquatic ecosystem restoration elements functionally connected to a transportation improvement.

State Funding Programs

Some of IDOT's highway funding programs that include active transportation investments originate with FHWA formula funds and are dispersed through the state's MPOs and other entities, including Transportation Management Associations (TMAs), which are TDM agencies focused on congestion reduction. Though the funds come from federal sources, IDOT and the MPOs administer these funding programs and decide how those funds are spent. These funds are also coordinated with the IDOT State Transportation Improvement Program (STIP). Such programs include the Transportation Alternatives Set-Aside of the Surface Transportation Block Grant (STBG) Program and the Congestion Mitigation and Air Quality Improvement (CMAQ) program. Other programs that originate with FHWA funding, like the Highway Safety Improvement Program (HSIP), are awarded based on a project selection process. Most of these programs are generally not targeted specifically toward active transportation, but they can fund roadway improvements that incorporate active transportation facilities or improvements.

IDOT also administers programs that use a greater portion of state funding for active transportation improvements, such as the Illinois Transportation Enhancement Program (ITEP), which is a major program for local bicycle and pedestrian improvements. Some ITEP funds do come from the Transportation Alternatives Set-Aside of the STBG Program.

The funding programs listed on the following pages are a compilation of sources that **IDOT administers in partnership with the state's MPOs and the FHWA** and which can be used for active transportation funding in Illinois. Award amounts are based on most recent program information. Pages 14-23 contain greater detail on the programs, with briefer descriptions of those that are simply revenue sources or lack the administrative structure of a full program.

USDOT Funded - Semi-Competitive Funds Administered by Illinois

Highway Safety Improvement Program (HSIP)

- **$3.4 billion** available nationwide in FY 2024 to fund improvements to state or local roads that will **reduce fatalities and serious injuries** among motorized and nonmotorized roadway users. Over **$102 million** was available to Illinois in FY 2023 after set-asides. Funds are awarded based on demonstrated need: priority is given to projects with higher total numbers of fatalities and serious injuries.

USDOT Funded - Formula Funds Administered by Illinois

Congestion Mitigation and Air Quality Improvement (CMAQ)

- **$124 million** available statewide for FY 2024 to fund projects that will **improve air quality and reduce congestion**.

Carbon Reduction Formula Program

- Over **$225 million** available statewide over five years for projects that will **reduce transportation emissions**.

National Highway Traffic Safety Administration (NHTSA) Grants

- NHTSA provides USDOT formula funding to states that have an approved Highway Safety Plan (HSP), totalling about **$18 million** in FY 2023. These funds can be used by IDOT or local sub-grantees for **various safety improvements and programs**, **vehicle occupant protection and traffic safety information system improvements.**

Recreational Trails Program (RTP)

- This program is funded by the FHWA and provides **$1.5 million** to fund the **development and maintenance of recreational trails** and trail-related facilities.

Surface Transportation Block Grant (STBG) Program

- **$505 million** available statewide for FY 2024 for MPOs to use flexibly in accordance with **local transportation priorities.** The funding also allows transfers to and from other federal aid apportioned programs, including HSIP, CMAQ and the Carbon Reduction Program.

Other State Funding Sources

Illinois Transportation Enhancement Program (ITEP)

- **$125 million** was awarded in 2022 to projects that **improve quality of life and access to multimodal transportation**, with an emphasis on granting awards to communities most in need.

Motorist User Fees

- 54.4% of the money deposited each month in the state Motor Fuel Tax Fund is distributed by IDOT as follows: **49.1% to the municipalities**, apportioned in proportion to population; 16.74% to counties have a population of 1 million or more; 18.27% to counties with a population of less than 1 million; 15.89% to road districts/townships, apportioned to each in proportion to the total mileage of roads in the state.

Pedestrian and Bicycle Safety Program (PBSP)

- **$1 million** was available in 2023 for projects designed to reduce **incidence of bicycle- and pedestrian-involved crashes** resulting in fatalities and serious injuries.

Rebuild Illinois Capital Plan

- Allocates a total of **$33.2 billion over six years** to develop needed infrastructure in each area of the state, This includes **$25.4 billion for roads and bridges** and $1.4 billion for rail projects, including added Grade Crossing Protection projects.

Safe Routes to School (SRTS)

- Maximum award of **$250,000 for infrastructure projects and $100,000 for non-infrastructure projects** that aim to encourage and **make it safer for children to walk, bike and roll to school**. Both types of project must be completed within a two-mile radius of a school campus.

Statewide Planning and Research (SPR)

- **$7 million in total** available for FY 2024 to fund planning and research activities related to transportation; in particular, projects can be related to **further studying or implementing a goal, strategy or objective contained in the State's Long Range Transportation Plan** or in one of the Department's modal plans.

Congestion Mitigation and Air Quality Improvement (CMAQ)

The CMAQ program is federally funded, but in Illinois, it is administered through the Chicago Metropolitan Agency for Planning and the St. Louis East-West Gateway (EWG) Council of Governments. The program's overall goals are to improve air quality and reduce congestion, through four objectives: localized congestion relief, operational improvements, mode shift and direct emissions reduction. Both administrated areas are considered non-attainment areas for the eight-hour ozone standard, so priority is given to projects that reduce ground-level ozone. This can include active transportation projects that have the potential to facilitate mode shift. Link to program webpage.

Program	**Congestion Mitigation and Air Quality Improvement (CMAQ)**
Agency	CMAP and EWG
Type	Formula
Funding	$124M available statewide in FY 2024
Match	20%
Timing	Depends on municipalities
Selection Criteria	Selected by municipalities
Eligible Activities	› Transit improvement for facilities, operational frequency or speed and bike and pedestrian connections to transit. › Traffic flow improvements to eliminate bottlenecks, improve intersections and coordinate signal phases. › Direct emissions reduction projects through idle reduction, lower-emission fuels, retrofitting existing diesel engines and vehicle replacements with alternative fuel vehicles. › Bicycle facility projects, which are scored according to safety and attractiveness, connectivity, their connected roadways' level of traffic stress and transit availability.

Highway Safety Improvement Program (HSIP)

HSIP is federally funded and administered by IDOT. It is intended to fulfill IDOT and FHWA goals of reducing fatalities and serious injuries of motorized and nonmotorized roadway users through the Safe Systems Approach. The grant allocates 80% of available funds to state roads and 20% to local roads for highway safety improvements. Priority is given to projects with higher total numbers of fatalities and serious injuries. The grant is intended for highway improvement, but bicycle and pedestrian safety improvements are also eligible activities. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. Link to program webpage.

Program	**Highway Safety Improvement Program (HSIP)**
Agency	IDOT
Type	Discretionary
Funding	$3.4B nationally in FY 2024
Match	20%
Timing	Call for projects typically each spring; deadline end of spring
Selection Criteria	https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/manuals-guides-and-handbooks/safety/safety-1.06---safety-engineering-policy-memorandum.pdf
Eligible Activities	› Improvement for pedestrian or bicyclist safety. › Improvement of highway safety through facility upgrades, behavioral strategies and operational improvements. › Development of performance measures to ensure there are reductions in fatalities and serious injuries.

Carbon Reduction Formula Program

This program provides funds for projects designed to reduce transportation emissions, defined as CO_2 emissions from on-road highway sources. The application process and eligibility criteria are the same as CMAQ. Link to program webpage.

Illinois Transportation Enhancement Program (ITEP)

ITEP is funded by the State of Illinois through federal and local sources to fund local partners' transportation, including local governments and regional planning commissions. In 2022, there was a special focus on quality-of-life projects with the goal of granting awards to the communities most in need. The grant intends to improve overall quality of and access to multimodal transportation as an economic growth booster. Over two-thirds of 2022 awards were granted to bike and pedestrian projects. More detailed information will be available in August 2024, when the application cycle reopens. Link to program webpage.

Program	**Illinois Transportation Enhancement Program (ITEP)**
Agency	IDOT
Type	Discretionary
Funding	$125M in 2022, maximum award of $3M
Match	Variable
Timing	Call for projects every other year in summer/fall; deadline in fall
Selection Criteria	https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/doing-business/pamphlets-and-brochures/itep/cycle-15-2022-itep-funding-guidlines.pdf
Eligible Activities	› Bike and pedestrian paths › Trails › Streetscape beautification › Improvements for safe, multimodal transportation

Motorist User Fees

Motorist user fees, including the fuel tax and a portion of vehicle registration fees, are an important source of revenue administered by IDOT to municipalities, counties and road districts/counties within Illinois. 54.4% of the money deposited each month in the state Motor Fuel Tax Fund is distributed by IDOT as follows: 49.1% to the municipalities, apportioned in proportion to population; 16.74% to counties have a population of 1 million or more; 18.27% to counties with a population of less than 1 million; 15.89% to road districts/townships, apportioned to each in proportion to the total mileage of roads in the state. Link for more information.

National Highway Traffic Safety Administration (NHTSA) Grants

NHTSA provides two formula funding sources, subsequently administered by IDOT, that are dedicated to improving safety nationwide: Section 402 and Section 405. Together, these two sources provided IDOT with about $18 million for safety improvements and programs in FY 2023. These funding sources may be used for programmatic safety improvements related to education, enforcement and emergency management.

The State Highway Safety Program, also known as Section 402, provides funding to support various safety projects and programs, some of which may directly and indirectly enhance bicycle and pedestrian safety. IDOT may use these funds directly or award funding to sub-grantees such as local governments, law enforcement agencies, universities or healthcare organizations. At least 40% of Section 402 funds must be used to address locally-identified traffic safety issues and an approved Highway Safety Plan is required for IDOT to remain eligible for these funds.

Section 405 is a separate NHTSA formula grant that in FY 2023 focused on programs such as occupant protection and traffic safety information system improvements. While these have a less direct impact on bicycle and pedestrian safety, improving the safety of the overall transportation system can provide benefits for all users. Link to program webpage.

Program	**National Highway Transportation Safety Administration (NHTSA) Grants**
Agency	IDOT
Type	Formula
Funding	Section 402: $14M in FY 2023 Section 405: $4M in FY 2023
Timing	Formula funding awarded annually; sub-grantees designated at IDOT's discretion.
IDOT Info	https://idot.illinois.gov/transportation-system/transportation-safety/safety-grants.html
Eligible Activities	**Section 402** funds may be used in support of the Illinois Highway Safety Plan to: › Improve pedestrian and bicycle safety. › Reduce the number of injuries and deaths resulting from driving in excess speeds. › Reduce the number of injuries and deaths resulting from driving while impaired. › Reduce the number of crashes from unsafe driving behavior. › Improve law enforcement services in motor vehicle accident prevention, traffic supervision and post-crash procedures. **Section 405** funds may be used for activities such as: › Improving occupant protection. › Improving state traffic safety information systems.

Pedestrian and Bicycle Safety Program

The Pedestrian and Bicycle Safety Program is designed to reduce the incidence of crashes involving pedestrians and bicyclists and the resulting fatalities and serious injuries. Applications should be data-driven with strong built-in performance measures. The grant is intended for enforcement improvement, public education, emergency response service and infrastructure. The project should be aligned with the Bureau of Safety Programs & Engineering's performance measures in the Highway Safety Plan. Link to program webpage.

Program	**Pedestrian and Bicycle Safety Program**
Agency	IDOT
Type	Discretionary
Funding	$1M in 2023
Match	None
Timing	Call for projects typically in the fall; deadline usually end of year
Selection Criteria	https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/safety/hsp/plans/2023-hsp.pdf
Eligible Activities	› Law enforcement training for nonmotorized road user safety. › Campaigns and mobilizations designed to enforce State traffic laws applicable to cyclists and pedestrians. › Public education campaigns to inform the public about bike-ped safety and mobility, including the importance of speed management for the safety of nonmotorized road users. › Public education for nonmotorized road users on value of safety equipment. › Infrastructure designed to improve nonmotorized safety. › Establishment and maintenance of data collection infrastructure.

Rebuild Illinois Capital Plan

Statewide capital plan that will allocate $33.2 billion over six years to transportation improvements around the state, including $25.3 billion to roads and bridges and $4.6 billion to mass transit. Link to program webpage.

Recreational Trails Program (RTP)

Administered by the State's Department of Natural Resources, the Recreational Trails Program is an FHWA-funded grant program to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Funds can benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling and ATV riding. Link to program webpage.

Program	**Recreational Trails Program (RTP)**
Agency	Illinois Department of Natural Resources (IDNR)
Type	Discretionary
Funding	$1.5M
Match	20%
Timing	Call for projects typically at beginning of year; deadline in March
Selection Criteria	https://dnr.illinois.gov/aeg/federalrecreationaltrailsprogram.html
Eligible Activities	› Maintenance and restoration of existing trails. › Development and rehabilitation of trailside and trailhead facilities and trail linkages, including, but not limited to, drainage, crossings, stabilization, parking, signage, controls, shelters, water, restroom buildings and access facilities. › Lease of recreational trail construction and maintenance equipment. › Construction of new recreational trails. › Acquisition of easements and fee simple title to property for recreational trails or trail corridors. › Assessment of trail conditions for accessibility and maintenance. › Operation of educational programs to promote safety and environmental protection. ◇ Maximum 5% of total fund.

Safe Routes to School (SRTS)

SRTS is a federally-mandated, IDOT-administered program. The program has changed since it was first introduced; it is part of the Transportation Alternatives Program and no longer requires a full-time local SRTS coordinator. SRTS aims to improve conditions for walking and biking to school through three main goals:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school.
2. To make bicycling and walking to school a safer and more appealing transportation alternative.
3. To facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of primary, middle and high schools.

All projects must be completed within a two-mile radius of the school campus. Each school district is limited to one infrastructure and one non-infrastructure application. Link to program webpage.

Program	**Safe Routes to School (SRTS)**
Agency	IDOT
Type	Discretionary
Funding	**Infrastructure Projects** › Minimum $25,000 and maximum $250,000 **Non-Infrastructure Projects** › Minimum $2,500 and maximum $100,000
Match	No match needed in 2023
Timing	Call for projects every other year in summer/fall; deadline in fall
Selection Criteria	https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/memos---letters/safe-routes/2023-funding-guidelines.pdf
	Infrastructure Projects › Sidewalk improvements › Traffic calming and speed reduction › Traffic control devices, including permanently mounted solar-powered speed feedback signs › Pedestrian and bicycle crossing improvements › On-street bicycle facilities › Off-street bicycle facilities › Secure bicycle parking facilities **Non-Infrastructure Projects** › Enforcement programs › Education and educational materials for students, parents and wider community › Encouragement campaigns like contests, events and Walking School Bus programs › Evaluation costs for data gathering, analysis and reporting at the local level › Equity and Engagement to gather feedback from disadvantaged communities

Surface Transportation Block Grant (STBG) Program

The STBG is an FHWA-funded grant program that allows state and local transportation decision-makers flexibility in allocating funds where they are needed. The program allows transfers of up to 50% of funding to and from other federal aid apportioned programs, like the HSIP, CMAQ and Carbon Reduction Program. Individual MPOs like the Tri-County Regional Planning Commission can set goals and determine which activities and projects are eligible for awards. It should be noted that the Chicago Metropolitan Agency for Planning has ceded administration of STBG funds to the local region's Mayors and City Councils. STBG applications will open again in the spring of 2024. Link to program webpage.

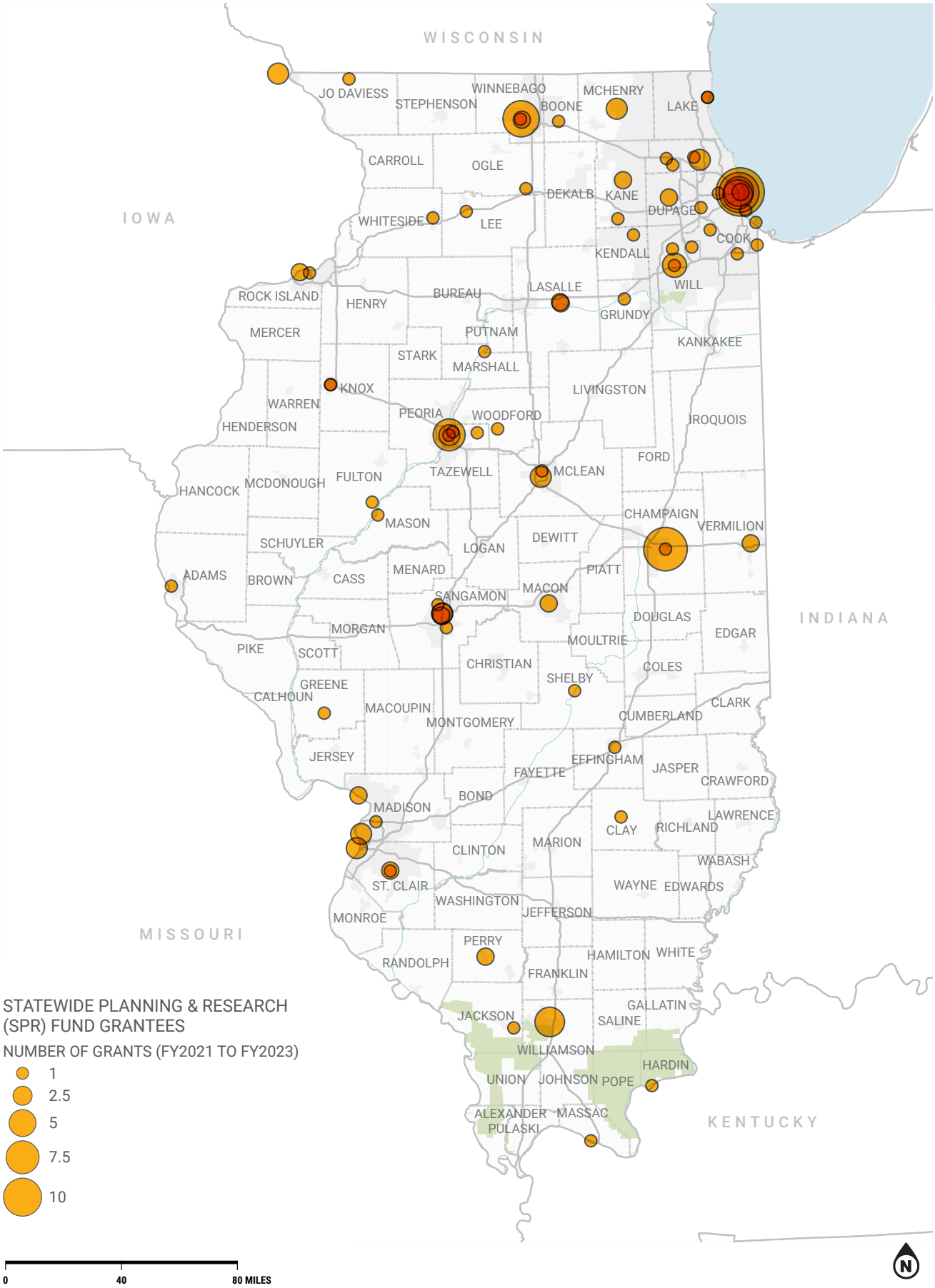
Program	**Surface Transportation Block Grant (STBG) Program**
Agency	IDOT, MPOs
Type	Formula
Funding	$505M available statewide FY 2024.
Match	20%
Timing	Depends on MPOs
Selection Criteria	Depends on MPOs
Eligible Activities	› Eligible activities are very broad and depend on an individual MPO's priorities. › Bicycle and pedestrian barrier elimination. › Construction, reconstruction, rehabilitation or operational improvements of roadways. › High-risk, high-congestion intersection projects. › Transportation alternatives.

Statewide Planning and Research (SPR) Funds

SPR funds are administered by IDOT's Bureau of Planning and are awarded to support planning and research activities related to transportation, with a goal to further implement IDOT planning and performance-based initiatives. Funds under this program may be used for a wide range of transportation topics, including active transportation efforts such as bicycle and pedestrian plans or data collection for long-term performance measurement. SPR funds cannot be used for preliminary engineering, design, right-of-way, construction or maintenance projects. All projects should be related to further studying or implementing a goal, strategy or objective within the State's Long Range Transportation Plan or one of IDOT's modal plans. IDOT distributes SPR funds statewide, with grantees selected according to how well their projects match with the eligible activities listed in the table below. Link to program webpage.

The map on the following page shows the distribution of grantees and frequency of awards from FY 2021 through FY 2023.

Program	**Statewide Planning and Research (SPR) Funds**
Agency	IDOT
Type	Formula
Funding	Total maximum of $7M is available for FY 2024. There is no minimum award amount.
Match	20%, unless a waiver is granted (especially for disadvantaged/economically distressed communities)
Timing	Call for projects in winter/spring; deadline in spring
Selection Criteria	IDOT evaluated previously awarded projects based on the following criteria: studying or implementing a goal strategy or objective within the state's Long Range Transportation Plan or one of the Department's associated plans, implementing a performance-based program development process, implementing asset management, benefiting a disadvantaged/economically distressed community, climate change/carbon reduction, equity, resiliency improvement planning, discretionary grant program development (from program webpage)
Example Eligible Activities	› Planning studies › Data purchase, collection and/or analysis › Research activities › Program development activities › Performance management activities › Coordination/outreach activities


WISCONSIN
IOWA
INDIANA
MISSOURI
KENTUCKY
JO DAVIESS
STEPHENSON
WINNEBAGO
BOONE
MCHENRY
LAKE
CARROLL
OGLE
DEKALB
KANE
DUPAGE
WHITESIDE
LEE
COOK
KENDALL
WILL
ROCK ISLAND
HENRY
BUREAU
LASALLE
GRUNDY
MERCER
PUTNAM
KANKAKEE
STARK
MARSHALL
KNOX
LIVINGSTON
WARREN
PEORIA
WOODFORD
IROQUOIS
HENDERSON
FORD
TAZEWELL
MCLEAN
HANCOCK
MCDONOUGH
FULTON
CHAMPAIGN
MASON
VERMILION
SCHUYLER
DEWITT
LOGAN
ADAMS
BROWN
CASS
MENARD
PIATT
SANGAMON
MACON
DOUGLAS
MORGAN
EDGAR
PIKE
SCOTT
MOULTRIE
CHRISTIAN
COLES
GREENE
SHELBY
CALHOUN
MACOUPIN
CLARK
MONTGOMERY
CUMBERLAND
JERSEY
EFFINGHAM
JASPER
FAYETTE
CRAWFORD
BOND
MADISON
LAWRENCE
CLAY
RICHLAND
CLINTON
MARION
WABASH
ST. CLAIR
WAYNE
EDWARDS
WASHINGTON
JEFFERSON
MONROE
PERRY
HAMILTON
WHITE
RANDOLPH
FRANKLIN
GALLATIN
JACKSON
SALINE
WILLIAMSON
HARDIN
UNION
JOHNSON
POPE
ALEXANDER
MASSAC
PULASKI
STATEWIDE PLANNING & RESEARCH
(SPR) FUND GRANTEES
NUMBER OF GRANTS (FY2021 TO FY2023)
1
2.5
5
7.5
10
0
40
80 MILES
N

Local Funding Programs

The revenue sources described below flow into local government general funds. Funds that are, or can be, explicitly earmarked to fund transportation improvements include the mass transit district sales tax, motor vehicle user fees including fuel tax revenue and special service area programs.

Mass Transit District Sales Tax

Sales taxes imposed by mass transit districts (the Regional Transportation Authority (RTA) which serves the Chicago region and the Metro-East Mass Transit District (MED) which serves Madison and St. Clair counties) are collected and distributed by the Illinois Department of Revenue and are an important source of funding for public transportation providers. These funds can be used to improve all equipment or property that is "useful or necessary for providing, maintaining or administering public transportation," which could include accessibility improvements.

Motor Fuel Tax Revenue

49.1% of IDOT's distributable share of the money deposited each month in the state Motor Fuel Tax Fund is distributed to the municipalities, apportioned in proportion to population; 16.74% is distributed to counties with a population of 1 million or more; 18.27% to counties with a population of less than 1 million; and 15.89% is distributed to road districts/townships, apportioned to each in proportion to the total mileage of roads in the state.

Permissible uses of the Illinois Motor Fuel Tax Fund for municipalities related to active transportation include:

Construction and Maintenance of:

- Traffic Control and School Crossing Signals
- Street Lighting Systems
- Pedestrian Subway or Overhead Crossings
- Sidewalks and Pedestrian Paths
- Bicycle Signs, Paths, Lanes, of Bicycle Parking Facilities

Allotment of Funds for:

- Investments and Deposits
- Matching Federal-aid Funds
- Engineering Services
- Local Mass Transit Districts

Although the Statutes do not explicitly state that MFT funds can be used for the work items below, IDOT has determined that the costs for these items are eligible if they are related to MFT maintenance or construction.

- Curb Ramps
- Right-of-Way
- Utility Adjustments
- Railroad Signal Protection and Crossing Work

Property Tax

Approximately 6,000 local government units in Illinois, including municipalities, townships, counties, schools and park districts, use property taxes to finance the majority of the services that they provide to their citizens. A large share of property tax revenue goes to school districts, while the remainder is spent on other services including police and fire, street maintenance and recreation. Property taxes may be used to fund active transportation projects.

Real Estate Transfer Tax

This tax is imposed on the transfer of a title to real estate or a beneficial interest in real property. Counties may impose a tax of 25 cents per $500 of value on real estate transactions and home rule municipalities may impose an additional real estate transfer tax. Real estate transfer tax revenues go into local government general funds and can be used to fund active transportation projects.

Special Service Area Programs

A tool used by a municipality or county to finance services, improvements or facilities in a certain portion of its jurisdiction, taxing those who will directly benefit from the improvements. Establishment of an SSA is a nine-step procress involving extensive opportunities for community input. To begin the process, the jurisdiction should adopt an ordinance that includes a statement detailing:

- The purpose of the SSA
- A legal description of the boundaries
- An annual maximum tax rate
- The maximum number of years the tax will be levied

Private Funding Programs

Some private funding options are available for active transportation projects, although these are often highly competitive or smaller in scale than federal and state funding programs. Some private funding sources are summarized below.

American Hiking Society

The American Hiking Society runs a National Trails Fund, which allows applicants to create, expand and renovate hiking trails. Grant awards range from $500 to $3,000 and are only awarded to American Hiking Society Alliance members. Alliance members can apply during the once-per-year application window. Link to program webpage.

National Recreation and Park Association (NRPA)

NRPA opens grants periodically for park facilities, operations and programming. Park and recreation agencies, their affiliated friend groups and 501(c)(3) nonprofits are to receive funding. Examples of past grants are "Walk with Ease" in partnership with the Centers for Disease Control and Prevention and a partnership with the National Football League to fund after-school play fields, equipment and staff for children. Link to program webpage.

Bike Industry Community Grant Program

PeopleforBikes funds this program to support bicycle infrastructure projects to increase the ease and safety of biking for all. Grants range from $5,000 to $10,000 and are capital grants for construction of infrastructure projects. Trails, shared-use paths, bike parks, pump tracks, bicycle playgrounds, neighborhood greenways and protected bike lanes are all eligible, as well as proof of concept, quick-build projects. Ideally used to meet a federal fund's local match requirement. Link to program webpage.

Robert Wood Johnson Foundation (RWJF)

Focused on increasing health equity, to enable a healthy life for everyone, the RWJF grant program is flexible and funds a diverse range of projects. Applicants should clearly connect the bike and pedestrian proposal with the goals outlined by RWJF's Culture of Health. Recent Built Environment grant awards have ranged from $60,000 to $2 million. Most awarded projects are selected through a call for proposals on the foundation's website. Link to program webpage.

The Conservation Fund

The Conservation Fund focuses on environmental and land conservation. Their fund loans projects the funds for land acquisition. Land acquisition funds can be used to purchase land for new bicycle and pedestrian facilities. Their organization provides recipients with significant expert support and guidance on financing and for specific project work in their communities. The fund is committed to helping communities create and maintain projects on their own land. Link to program webpage.

Kresge Foundation

The Kresge Foundation provides an average $160 million annually in grant awards and funds a wide range of projects. The organization's work is focused on cities. Grants for bike and pedestrian projects could be suited to their American Cities, Environment or Health initiatives, depending on their scope. Connected communities, transportation resilience, emissions reductions and active transportation could be relevant to a bike and pedestrian project for each of the respective initiatives. Link to program webpage.

Trails Capacity Program

Led by the American Trails organization, this program supports grants for trail maintenance, research and stewardship training across the country, serving all types of trail users. The program has a total of $50,000 available for awards and grant awards range between $2,000 and $15,000. Their funding is focused on state and local lands, but federal land projects are also accepted. Fund priorities are for trail maintenance, research and stewardship training. Funds awarded must be used in the calendar year they are awarded. Link to program webpage.

Walmart Foundation

The Walmart Foundation offers Local Community Grants and accepts applications quarterly. Although they fund in eight priority areas, three are relevant to bike and pedestrian projects: Community and Economic Development, Environmental Sustainability and Quality of Life. Grant awards range from $250 to $5,000. Link to program webpage.

Heart of the Community Program

Southwest Airlines and Points of Light's partnership program is dedicated to funding local stakeholders in a whole-community effort to take individual and collective action to change low-income neighborhoods into places of opportunity. Place-making and operational projects are both welcome to address how these communities "look, feel and function." Projects must be in publicly accessible outdoor space and completed within one year of the award. Link to program webpage.

Rockefeller Foundation Grants

The Rockefeller Foundation funds diverse projects to benefit people worldwide. For bike and pedestrian programs, the Equity & Economic Opportunity, Health and Power & Climate Grants provide opportunities for funding. The Rockefeller Foundation has a strong body of work in transforming city transportation networks and looking to the future. Grants range in size and are regularly updated on the foundation's website. Link to program webpage.

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