

Project Goals Legend: S = Safety, A+C = Access and Connectivity, O = Choices/Transportation Options, C= Collaboration, EJ = Equity/Environmental Justice, H = Public Health and Well-Being, EC = Economic Competitiveness, E = Environment, CM = Communication

No.	Objective/Recommendation	Action Item	Priority	Anticipated Impact	Lead Agency(ies)	Partner Agency(ies)	Project Goals
1.0	Planning & Policies						
1.1	Ensure that Complete Streets projects have an equal consideration in the Multi-year Planning Process	Incorporate standalone pedestrian or bicycle improvement projects into the MYP where warranted.	High	High	IDOT – OP&P, Highways		A+C, EJ, S, H, EC, E
		Create Health Impact Assessment requirements for project selection that are appropriately scaled to project or plan size.			IDOT – OP&P, DPH	Illinois Center for Transportation (ICT), Active Living by Design	H
		Develop a system for the Multi Year Program that prioritizes, amongst other items, projects with Complete Streets improvements. This could be framed as a weighted points system as with Tri-County MPO.	High	High	IDOT – OP&P		A+C, EJ, S, H, EC, E
1.2	Improve Complete Streets inventory and roadway evaluation procedures	Implement the proposed Bikeway Inventory System. Encourage MPOs and other relevant jurisdictions to participate. Assign staff member to manage the Bikeway Inventory System and promote the system statewide.	High	High	IDOT – OP&P	Illinois Municipal League MPO's, RPO's, local governments	A+C, S, C
		Incorporate recommended Complete Streets inventory items into the Illinois Roadway Information System (IRIS).	High	High	IDOT –OP&P		A+C, S
		Evaluate various tested methodologies and modify the Illinois Bicycle Level of Service model to better represent actual bicycling conditions.	High	High	IDOT –OP&P	League of Illinois Bicyclists	A+C, S, EC
		Incorporate Multimodal Level of Service assessment alongside Vehicular Level of Service on all projects (except limited access roadways).			IDOT –Highways, BDE, BLR		A+C, S
		Develop tools for planners and engineers to assist in bicycle and pedestrian project identification and development.	High	High	IDOT –Highways, BDE, BLR	District Offices	A+C, S
		Distribute data freely for use in planning and encouragement statewide.			IDOT – OP&P, Communications	Illinois Municipal League, MPO's, RPO's, local governments	A+C, S, C
		Re-evaluate IRIS and BIS attributes regularly.			IDOT – OP&P		A+C, S

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		Review potential methodologies for bicycle latent demand and incorporate into the roadway planning process			IDOT – OP&P, Highways, BDE, BLR		A+C, S
		Perform targeted before and after pedestrian and bicycle counts to measure the Department’s performance on improving conditions for walking and bicycling and gauge statewide walking and bicycling demand.			IDOT – OP&P		A+C, S
		Create a program for identifying and targeting the reduction in sidewalk gaps. This could be done in conjunction with district ADA Transition Plans.	High	High	IDOT – OP&P	MPO’s, RPO’s, local governments	A+C, S, C
		Create inventory of complete street barriers (especially near schools).			IDOT – SE, Information Processing	MPO’s, RPO’s, local governments	A+C, S, O
1.3	Incorporate Environmental Justice considerations in project planning and development	Update IDOT planning guidelines to include a prioritization of transportation options for vulnerable system users.	High	High	IDOT – OP&P	NAACP, AARP, AAPD, PolicyLink, Equity Caucus at Transportation for America, etc.	A+C, S, EJ
		Encourage plan reviews and planning process reviews from organizations focused on transportation equity. Utilize such coalitions by sending project input letters and inviting MYP/TIP input.			IDOT—OP&P	NAACP, AARP, AAPD, PolicyLink, Equity Caucus at Transportation for America, etc.	
		Establish an Environmental Justice working group, with a focus on targeted and vulnerable constituencies.			IDOT – SE, BDE, BLR, OP&P	IL Department on Aging; IL Department of Human Services, AARP	A+C, S, O, EJ, H
		Partner with other Illinois Departments to improve methods of addressing ADA considerations.			IDOT –SE, OP&P	IL Department of Public Health; IL Department of Human Services	A+C, O, C, EJ, H

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		Establish equity prioritization points in MYP selection process			IDOT- Highways, OP&P		A+C, O, C, EJ, H
1.4	Continue to explore ways to improve the quality and completeness of bicycle and pedestrian crash data	Educate departmental staff about crash data collection and crash data analysis procedures and trends.			IDOT – SE	IDOT - Highways	A+C, S, C
		Investigate ways to supplement currently available crash data.			IDOT - SE	Law enforcement, Hospitals, MPOs/RPOs, local governments	A+C, S, C
		Modify reporting methods to improve reporting for bicycle-related crashes.			IDOT - SE	Law enforcement, State, ICT, Hospitals, MPOs/RPOs, local governments, LIB	A+C, S, C
1.5	Develop policies, design guidelines and programs that support the IDOT zero fatality policy	Evaluate facilities and programs for their capability to improve pedestrian and bicyclist law compliance in addition to motorist compliance.	High	High	IDOT – Highways, DTS	LIB	S
		Adopt and require a roadway safety audit that includes considerations for all users at the onset of the preliminary design phase of a project.			IDOT – OP&P, Highways, BDE, BLR	LIB	S
1.6	Investigate opportunities for collaboration with the We Choose Health Initiative through the Illinois Department of Public Health	Encourage collaboration between IDOT and IDPH Healthy and Safe Built Environment program.			IDOT – OP&P, DPH	Illinois Department of Public Health	H, C, EJ, E
		Identify current indicators and implement the collection of new indicators for ongoing surveillance with partner organizations (e.g children walking to school, active commuters, etc. for measuring performance).			IDOT – OP&P, DPH	Illinois Municipal League, State Board of Education, Schools	H
		Prepare health data sets and reports that can be used in transportation planning, implementation and performance evaluation.			DPH, Universities	IDOT – OP&P	H, C

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1.7	Develop a state bicycle network that connects with population centers, popular destinations, and national bicycle networks	Develop an interconnected system of rural bikeways statewide that connect population centers and significant destinations. This may include working with LIB to develop a coordinated signage, wayfinding and mapping effort as well as outreach to advertise these routes.			IDOT- OP&P, Highways, DTS, Communication; IDNR, League of Illinois Bicyclists	Illinois Municipal League, MPO's, RPO's, local governments	A+C, S, EC, E, C
		The Plan's proposed regional connections should automatically warrant bicycle accommodations in roadway improvements.			IDOT -- OP&P, Highways, DTS, Communications	MPO's; RPO's; local governments	A+C, S, EC, E, C
		Regional bicycle routes should incorporate local "business routes" where possible. Signage and infrastructure should be upgraded along these corridors to facilitate bicycling.			IDOT – Highways, OP&P; MPO's, RPO's, local governments	IDNR, LIB	EC, C, A+C, S
		Roadway improvements along identified regional or national bicycle routes should feature highest-quality improvements for bicycling such as wide paved shoulders or sidepaths.			IDOT		EC, A+C, S
		Recognize historic routes such as Route 66 and the National Road as priorities for bikeway improvements.	High	High	IDOT – OP&P, Highways	IHPA	A+C, EC
1.8	Better integrate land use considerations into the transportation planning process	Review IDOT and regional partner planning agencies' transportation policies to ensure that land use is a key element in planning.	High	High	IDOT – OP&P; MPO's, RPO's, local governments	Congress for the New Urbanism (CNU)	EC, A+C, H, EJ, E

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		Dedicate planners to oversee the development of a land use consideration program.			IDOT – OP&P		EC, A+C, H, EJ, E
		Prioritize projects that develop land use and corridor plans that support multimodal transportation			IDOT – OP&P, Communications ; MPO's, RPO's, local governments		EC, A+C, H, EJ, E
		Modify Traffic Impact Studies to include multimodal component, including off-site improvements from major new developments to high pedestrian/bicycling attractors within ¼ mile of site.			IDOT – OP&P, Highways, BDE, BLR		EC, A+C, H, EJ, E, S
1.9	Make intermodal connections a priority in bikeways planning efforts	Plan and prioritize the statewide network so that multimodal connections with and between local transit operator stops are priorities.	High	High	IDOT – OP&P, PIT	Bus Operators	A+C
		Encourage communities and local transit operators to apply for FTA Formula grants.			IDOT – OP&P, PIT	Transit operators; local governments	A+C
1.10	Continue to support the Safe Routes to School Program and establish goals with performance measures to support its advancement	Utilize plan SRTS program review and compare with the AASHTO <i>Safe Routes to School Noteworthy Practices Guide</i> to assist in improving and streamlining SRTS operations.	High	High	IDOT, SRTS		A+C, S, H, EJ, C
		Assign a dedicated, full-time State Safe Routes to School coordinator.			IDOT, SRTS		A+C, S, H, EJ, C
		Collaborate to incorporate more local school officials into transportation planning efforts.	High	High	IDOT, SRTS	Illinois Municipal League, State Board of Education, local governments, schools	A+C, S, H, EJ, C
1.11	Improve public and organizational participation in project planning and input	Reach out to other organizations, including State and local non-profits, to identify appropriate ways to boost resident engagement in transportation planning.			IDOT - Communications , Highways; MPO's/RPO's	Local organizations	C

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1.12	Work with public transit and rail partner agencies to improve inter-modality of non-SOV (single occupancy vehicle) transportation	Work with local transit agencies to ensure bike racks are present or bicycles are allowed on all busses throughout the state.	High	High	IDOT –PIT; Local Transit Agencies		A+C
		Work with Metra and other regional passenger rail carriers within the state to ensure that bikes are allowed at all times on all trains.	High	High	IDOT –PIT; Regional Rail Carriers		A+C
		Work with Amtrak to ensure that bikes are allowed and reasonably stowed on all trains. Old policies can be improved such as stowing accommodation, maximum number of bikes allowed and price of a bicycle ticket.	High	High	IDOT –PIT; Amtrak		A+C
		Consider roadways within the bicycle/pedestrian catchment areas of local and regional transit access (3mi) as high priorities for Complete Streets improvements.			IDOT—PIT; Local Transit Agencies, Regional Rail Carriers, Amtrak		A+C, S
2.0	Design & Maintenance						
2.1	Update design guidance and policies for bicycle and pedestrian projects and programs within department manuals	Use the detailed BDE and BLR analysis in this plan to make sure that Complete Streets policies and design guidelines are consistent across all chapters of the BDE and the BLR manuals.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Utilize bicycle-friendly shoulder and rumble strip design guidance in Highway and Safety Improvement Plan (HSIP) and 3R projects.			IDOT – Highways, BDE, BLR, SE		A+C, S
		Utilize Complete Streets consideration on resurfacing projects (3P and SMART)	High	High	IDOT – Highways, BDE, BLR		A+C, S, EC
2.2	Improve and update design policies for bicycle and Complete Streets infrastructure that address a wide range of user types and needs	The addition of the “Urban Area” definition in Chap 17 has confused some staff that areas under 50,000 are exempt from accommodating bikes. The original intent (in 2000 Ch17) was that populated areas will generate bicycle travel. Replace ‘urban’ with ‘populated’ or ‘incorporated’. Read: “in or within one mile of an incorporated area.” This more appropriately would include all incorporated areas within Illinois.	High	High	IDOT – Highways, BDE, BLR		EC, A+C, H, EJ, E, S
		Clearly define an unjustifiable project expense in terms of Complete Streets accommodations in a roadway project. Federal guidance suggests 20% of total project cost.	High	High	IDOT – BDE, BLR	FHWA	A+C, S, EC
		Modify policy so that roadway/bridge/intersection improvements can have differing logical termini for pedestrians, bicycles and motor vehicles.	High	High	IDOT - Highways, BDE, BLR		A+C, S

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		Update the Complete Street requirement to include complete streets improvements along all corridors that are included in a locally adopted bicycle or pedestrian plan.	High	High	IDOT - Highways, BDE, BLR		A+C, S
		Develop a strategy and timeline for updating state design and policy based on the findings of this Long Range Transportation Plan.	High	High	IDOT - OP&P	IDOT - Highways, BDE, BLR, SE, DTS, Communications	All
		Clarify pedestrian and bicycle needs on bridge structures in urban, rural, and transitioning areas that reflect the lifespan of bridges.	High	High	IDOT - Highways, BDE, BLR, B&S		A+C, S
		Chapter 17 of the BDE (and Chapter 42 of the BLR) to be organized around land-use contexts: such as urban, suburban, and rural.			IDOT - Highways, BDE, BLR		A+C, S
		Use Plan recommendations to further update all applicable chapters of the BDE & BLR Manuals to reflect State Complete Streets policies and goals.	High	High	IDOT – Highways, BDE, BLR		All
		Include official policy statements in areas such as lane widths, jurisdictional liability, and the provision of sidepaths vs. bike lanes.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Per Federal guidance from the Departments of Justice and Transportation (http://www.ada.gov/doj-fhwa-ta.htm), the BDE Manual should be amended to clarify that resurfacing is an alteration that requires the installation of curb ramps where street level pedestrian walkways cross curbs.			IDOT - Highways, BDE, BLR	FHWA, DOJ	A+C, S, EJ
		Incorporate more comprehensive standard review procedures for lane widths and capacity in the design phase of all project types (STIP, SMART, HSIP, 3R, 3P) to see if bicycle facilities can be incorporated at little additional cost.			IDOT - Highways, BDE, BLR		A+C, S, C
		Add bicycle parking requirements to projects with bicycle accommodations where on or off-street vehicle parking is present.			IDOT - Highways, BDE, BLR		A+C
		Clarify latent demand requirement and provide better tools for evaluating latent bicycling demand.			IDOT - Highways, BDE, BLR		A+C, S

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		Remain current with research regarding bicycle safety and best practices as bicycle planning and design is evolving rapidly in the United States.			IDOT - Highways	LIB, Illinois Center for Transportation	A+C, S
		IDOT policies, practices and standards should be updated within a year of release of new FHWA, AASHTO, and other applicable guidelines.			IDOT – Highways, OP&P	FHWA	A+C, S
		Refer to the BDE and BLR detailed analysis table to identify additional areas where Complete Streets policies can be strengthened.			IDOT - Highways, BDE, BLR		All
2.3	Review peer states’ bicycle policies for policy recommendations or regulations that the peer state believes should have been handled differently	Look for design fall-back solutions within these policies, to support flexible design choices. Wisconsin can serve as a good model.			IDOT— Highways, BDE, BLR, OP&P		A+C, C, CM
2.4	Improve the design approval process for local road projects, especially concerning bicycle accommodations	Streamline Environmental Survey Request and Project Development Report requirements for simple bikeway projects, such as restriping.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Streamline the local project variance process for cities working to implement bike plans, possibly exclusively those with Complete Streets policies.	High	High	IDOT – Highways, BDE, BLR		A+C, S, EC
		Regularly review applicable variances (e.g. annually, or bi-annually).			IDOT— Highways, BDE, BLR		A+C
		Make the documentation for minimal impact Complete Streets improvements easier than larger-scale roadway reconstruction projects. This would encourage more Complete Streets improvements in local jurisdictions.			IDOT— Highways, BDE, BLR		A+C

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		Allow flexibility in speed limit reduction within communities, possibly exclusively for communities with Complete Streets policies.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Provide detailed resources for local agencies and consultants who are preparing Complete Streets project documentation.	High	High	IDOT – Highways, BDE, BLR		A+C, S
2.5	Improve laws that pertain to bicycling to make them safer for all roadway users	Support the passage of a law that states a bicycle is considered a vehicle.			IDOT; State Legislature		A+C, O, S
		Review Chicago bicycle law best practices and consider adoption at the statewide level.					A+C, O, S
		Review Illinois Municipal Vehicle Code Review for recommendations on how laws can be improved to make the roadway environment safer for all users.			State Legislature	IDOT	A+C, O, S
2.6	Track and measure the implementation of Complete Streets	Develop performance measures that evaluate State progress on Complete Streets. Track performance measures both at the central office and within individual districts. Tailor specific performance measures for each district.	High	High	IDOT	LIB	A+C, S
		Develop regular Department-wide reporting methods for performance measures. This may include the development of an annual scorecard to be completed by central office and district bike/ped representatives. Tie to MYP development.	High	High	IDOT – OP&P		All
2.7	Ensure HSIP equally considers pedestrian and bicycle projects in prioritization and project programming	Evaluate the existing HSIP prioritization and project programming process and adjust as needed to ensure pedestrian and bicycle safety performance measures are met.	High	High	IDOT - SE		A+C, S

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2.8	Develop policies, design guidelines and programs related to bicycling that support the IDOT zero-fatality policy	Develop an injury minimization approach for setting speed limits on new roadways and major roadway reconstruction projects.	High	High	IDOT – Highways, BDE, BLR, SE		S
		Revise Department guidelines for the design of roadways to prioritize safety of all roadway users over vehicular LOS. For example, signal timing procedures at intersections with pedestrian and bicycle crossings.	High	High	IDOT – Highways, BDE, BLR, SE		S
		Mid-block crossings should be provided for pedestrians and bicyclists wherever development or points of interest exist on either side of a roadway and the distance between crossings is over ¼ mile.			IDOT— Highways, BDE, BLR, SE		S, A+C
2.9	Develop more detailed warrants and triggers for bicycling accommodations	Add the following question to the checklist in Section 17-1.04 of the BDE: “Does the surrounding community, and/or local agencies representing those communities, express strong desire and support for the accommodation of bicyclists as part of the project?”	High	High	IDOT – BDE, BLR		A+C, C
		The qualitative statements of section 17-1.04 could be strengthened to be more detailed and definitive. For certain land uses, it can be stated that the warrants for Complete Streets would always be met.	High	High	IDOT – BDE, BLR		A+C
		Utilize the BDE and BLR detailed analysis table in this Plan to identify additional areas where warrants and triggers can be improved.			IDOT – Highways, BDE, BLR		A+C

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2.10	Incorporate green infrastructure and construction principles in Complete Streets projects	Perform a review of BDE and BLR manuals to determine what practices can be improved upon from an environmental sustainability standpoint.			IDOT	ICT, EPA	E
		Develop performance measures for green infrastructure and construction practices.			IDOT	ICT, EPA	E
2.11	Review and revise BLR and BDE manuals for bicycle and pedestrian best practices	IDOT policies, practices and standards should be updated within a year of release of new FHWA, AASHTO, and other applicable guidelines.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Incorporate PROWAG guidance on the design of safe pedestrian accessways in the BDE and BLR Manuals.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Update and improve the project matrix for best practices and design flexibility. For example, currently the policy and design matrix favor sidepaths over on-street accommodations. Also, sidepaths are often not feasible in many urban areas. The matrix should also include additional considerations such as roadway volume, land use and bicycle user comfort. (Facility types could be categorized by the types of riders they would most likely appeal to).	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Additional guidance is needed for bicycle facilities adjacent to parking lanes. Guidance may include buffered bike lanes; parking ticks in bike lanes and left-of-center markings; and sharrows.			IDOT – Highways, BDE, BLR		A+C, S
		Include innovative facility types supported in MUTCD such as protected lanes, green pavement, etc.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Improve design guidance and policy flexibility to increase potential for selecting reasonable alternate routes for bicyclists. Policy should encourage consistency in bicycle or pedestrian facility type across project segments or jurisdictions. Alternate routes should only be used where it is the best solution in terms of bicyclist comfort and safety and where detours are kept at a minimum. IDOT may need to make adjustments in terms of logical termini and project scope policies.			IDOT – Highways, BDE, BLR		A+C, S

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		Improve design guidance for bicycle and pedestrian crossings at intersections including pedestrian/bicycle refuge islands. Revise language in the BDE and BLR manuals to support the use of corner and median refuge islands.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Expand design guidance for mid-block crossings and median refuge islands at mid-block crossings and intersections.			IDOT – Highways, BDE, BLR		A+C, S
		Improve design guidance for sidepaths, including design at intersections and maintenance considerations. Clarify where they are and are not appropriate. This can include details such as benefit of corner islands and using right-in-right-out access management.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Establish criteria for grade-separating trails over state highways.			IDOT – Highways, BDE, BLR		A+C, S
		Improve design guidelines for shoulders and rumble strips to improve these for bike friendliness. For example, Wisconsin and Oregon set minimum shoulder widths for bicyclists based on roadway speed and ADT.	High	High	IDOT – Highways, BDE, BLR, SE		A+C, S
		Expand standard drawings and specifications for common bicycle design treatments in both urban and rural environments. This includes intersection/roadway crossing markings, signal timing and bridges.			IDOT – Highways, BDE, BLR, SE		A+C, S
		Add guidance on burying or extending the gutter pan for added bike lane width.			IDOT – Highways, BDE, BLR		A+C, S
		Improve guidance on the design of safety rails parallel to bicycle facilities.			IDOT – Highways, BDE, BLR, B&S		A+C, S
		Phase I design checklists should include more bicycling considerations.			IDOT – Highways, BDE, BLR		A+C, S
		Provide improved guidance on road diets. In particular, where they are warranted and what are appropriate designs.	High	High	IDOT – Highways, BDE, BLR		A+C, S

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		Add guidance on appropriate transitions between facility types. For example, should bicycle route wayfinding signage be provided at the end of a bike lane or sidepath; and how intersections should be designed when a bike lane is temporarily dropped? Generally, however, consistent facility types should be required where possible. (The NACTO Urban Bikeway Design Guide provides guidance)	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Add guidance on wayfinding signage and develop standard signage for designated regionally-significant on-road bicycle routes.			IDOT – Highways, BDE, BLR		A+C, S
		Set minimum BLOS requirements for all roadway projects that include bicycle facilities.	High	High	IDOT – Highways, BDE, BLR		A+C, S
		Add guidance on light fixtures and lighting considerations in bikeway design. Consider innovative technology such as solar power.			IDOT- Highways, BDE, BLR		A+C, S
		Add guidance on flood protection.			IDOT— Highways, BDE, BLR		A+C, EJ, S
2.12	Improve response to bicycling maintenance issues	Set up an online reporting form or app that allows users to report maintenance issues, including those pertaining to bicycling.	High	High	IDOT – Communication, Highways	LIB	A+C, S, C
		Improve bikeway sweeping/plowing programs and procedures as a collaborative effort. Shoulder sweeping should occur at minimum once a year on prioritized roads.	High	High	IDOT –Highways	MPO's/RPO's, local governments	A+C, S
		Institute program to inventory and replace all unsafe drainage grates on the state roadway system.	High	High	IDOT –Highways		A+C, S
		Set minimally acceptable requirements for pedestrian and bicycle facility maintenance by facility type.			IDOT- Highways		A+C, S
		Develop bicycle and pedestrian-specific work zone access guidelines and incorporate these into BDE/BLR Policy Manuals.	High	High	IDOT- Highways, BDE, BLR		A+C, S
2.13	Provide better mechanisms for bikeway and Complete Streets upgrades in maintenance	Provide policy direction that requires project planners/designers to look at the possibility of	High	High	IDOT – Highways, SE		A+C, S

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	projects such as SMART, 3R, 3P	reconfiguring streets for bicycling accommodations in maintenance projects.					
		Provide better coordination with municipalities concerning incorporating bikeways in maintenance projects.	High	High	IDOT – Communications, OP&P	MPO’s/RPO’s, local governments	A+C, S, C
	Provide better mechanisms for bikeway and Complete Streets upgrades in maintenance projects such as SMART, 3R, 3P	Provide policy direction that requires project planners/designers to look at the possibility of reconfiguring streets for bicycling accommodations in maintenance projects.	High	High	IDOT – Highways, SE		A+C, S
3.0	Funding						
3.1	Improve the effectiveness, administrative efficiency and transparency of the state's grant programs	Provide funding resources for communities and streamline the ITEP application process. Enhance the online application process by providing tools such as a detailed facility cost-estimation tools.	High	High	IDOT – OP&P, Communications		All
		Continue advertising the program through IDOT media channels. Work with LIB on outreach and community assistance efforts.			IDOT—OP&P, Communications	LIB	C
		Ensure only shovel-ready projects receive funding by requiring minimum phase 1 design and engineering. Alternatively, have separate funding pots and applications for design and construction costs/land acquisition.			IDOT—OP&P		C
		Increase transparency and guidance in the ITEP program by establishing a project ranking matrix based on factors such as project readiness, potential impact, receipt of past ITEP grants, etc. Provide applicants that are not awarded grants feedback on their application.	High	High	IDOT – OP&P		All
3.2	Incorporate Complete Streets projects as an equal consideration to other project types in the Multi-year Planning Process	Dedicate funding to Complete Streets projects in the MYP. Possible ideas include relating revenues to mode share, outstanding need, and/or public opinion.	High	High	IDOT – OP&P	League of Illinois Bicyclists (LIB), National Complete Streets Coalition?	A+C, EJ, S, H, EC, E

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		Develop a minimum funding requirement for Complete Streets improvements within the general roadway fund.			IDOT—OP&P	IDOT-- Highways	A+C, EJ, S, H, EC, E
		Generate a minimum requirement for Complete Streets funding as part of the Surface Transportation Program (STP) funds. This could be based on projected bicycle and pedestrian mode-share, cost estimate of identified needs, or from public opinion.			IDOY—OP&P	IDOT-- Highways	A+C, EJ, S, H, EC, E
3.3	Keep better record of Complete Streets improvements and their return on investment	Develop better tracking of pedestrian and bicycle facility costs and revenues (especially for incidental projects). Consider that return on investment is not only depends on bike/ped counts, but conditions for those who must use those roads.	High	High	IDOT – OP&P, Highways	LIB	EC
3.4	Provide sufficient funding levels for Complete Streets projects	Continue to supplement bicycle and pedestrian program funds with Surface Transportation Program (STP) funds sufficiently to meet the goals of this Plan.	High	High	IDOT – OP&P, Highways		A+C, S
		Establish a bike planning program fund for local communities, possibly tying into the STP funds, as in the East/West Gateway MPO, or ITEP program. Establish a funding source for improvements in communities outside of urbanized areas.	High	High	IDOT - OP&P		A+C, S, EC
		Assign adequate Highway Safety Improvement Program funding to meet bicycle and pedestrian performance measures.	High	High	IDOT - SE		A+C, S

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		Continue to make 100% of Transportation Alternative Program (TAP) (Map-21) funds available for eligible activities. These funds should not be redirected to other programs.	High	High	IDOT – OP&P, Highways		A+C, S
		Address the issue with the 80/20 funding match for pedestrian and bicycle accommodations by adjusting cost-share levels to 100/0 for most Complete Street Projects	High	High	IDOT – OP&P, Highways	MPO's/RPO's, local governments and businesses	A+C, S
		Establish a bicycle planning/program fund to cover technologically innovative projects that support biking.			IDOT—OP&P	IDOT Bureau of Information Processing, MPO's/RPO/s, local governments and businesses	A+C, S
4.0	Education & Promotion						
4.1	Improve IDOT Bicycling Website so that it is a one-stop bicycling resource for the public, state jurisdictions and state agencies	Update the navigability and graphic appeal of the website. It may help to give the page an address and look unique from the IDOT homepage.	High	High	IDOT – Communications , OP&P		
		Tie in resources for the public such as safety resources, benefits of bicycling, bicycle trip planning maps and resources, contact information, and information on bikeway project input opportunities.	High	High	IDOT – Communications , OP&P, DTS		
		Tie in resources for state jurisdictions, such as bikeways planning information, funding information, information on SRTS planning, and technical assistance in the form of exemplary design and policy guidelines.			IDOT – Communications , OP&P		
4.2	Increase dedicated staff for Complete Streets issues within all departments, at both the central office and districts	Create a dedicated bicycle pedestrian coordinator in both the Offices of Planning and Programming and the Division of Highways.	High	High	IDOT – OP&P, Highways		All
		Ensure that there is at least one person at each district who specializes in bicycle and pedestrian issues – ensure that they are abreast of current departmental policies, design issues, prototypical examples from other districts and national best practices.	High	High	IDOT – OP&P, Highways, Districts		All

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		Dedicate specific staff, such as a bicycle and pedestrian coordinator, to oversee the implementation of the State Bike Transportation Plan. Implementation should be tracked using methods such as an annual implementation report.			IDOT – OP&P, Highways		All
4.3	Continue and expand involvement with State MPO's, RPO's and local governments	Encourage local government and Division/District Staff to communicate about upcoming construction and rehabilitation projects. This could be done through regular meetings to discuss upcoming projects and the Multi-Year Program planning process.			IDOT – All	MPO's/RPO's, local governments, Illinois Municipal League	C
		Coordinate State bicycle planning throughout Illinois with all jurisdictions – this could be done within the Multi Year Program planning process.			IDOT – OP&P	MPO's/RPO's, local governments, League of Municipalities	C
		Create a bicycle and pedestrian master planning guide for local agencies.			IDOT – OP&P, BLR, Communications	MPO's/RPO's, local governments, Illinois Municipal League	A+C, S, C
		Encourage the development of local design manuals.			IDOT - Communications	MPO's/RPO's, local governments, Illinois Municipal League	A+C, S, C
		Provide regularly updated resources that advertise funding programs for bicycle and pedestrian improvements.			IDOT – OP&P, Communications	Illinois Municipal League, MPO's, RPO's, local governments	All
4.4	Continue and expand involvement with State bicycling advocacy groups	Continue involvement in annual Illinois bicycle summit and expand broad engagement of non-traditional groups/organizations. A partnership on the Summit could provide IDOT a forum for training staff and consultants.			IDOT - All	LIB, Trails for Illinois, CNU, other local bicycling advocacy groups	C
4.5	Establish opportunities for bringing government agencies, jurisdictions, non-profits and advocacy networks together	Create a statewide Complete Streets coalition, like in Minnesota, Michigan and Indiana, to foster ongoing statewide implementation of Complete Streets processes across all jurisdictions.	High	High	IDOT – Communications, OP&P, Highways, DPH	Multiple government agencies, jurisdictions and	

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					(Indiana Health by Design supports Indiana Complete Streets Coalition)	NGO's	
4.6	Gather data, best practice, examples, and lessons learned for design treatments, planning, and policy related to Context-Sensitive Solutions (CSS) and pedestrian/bike planning	Work with CNU and ITE to update a new edition of the <i>Designing Walkable Urban Thoroughfares</i> guide.			IDOT	ITE, CNU, local governments (case study projects)	C, CM, EC
4.7	Establish outreach programs directed at community leaders showing the benefits of Complete Streets and bicycling for their communities	Coordinate with partner organizations to develop educational materials and outreach for local leaders, elected officials and boards/commissions regarding the benefits of active transportation and informational materials on transportation planning and implementation. Illustrate the potential for raised property values due to Complete Streets policies.	High	High	IDOT - Communications	LIB, other advocacy groups, IL Department of Human Resources; IL Department of Commerce and Economic Opportunity	All
		Communicate return on investment from Complete Streets Projects including impact relevant to multiple types of stakeholders.	High	High	IDOT— Communications	EPA, IL Department of Commerce and Economic Opportunity, Universities	CM, C, EC
4.8	Provide modern, innovative means of collecting information, sharing information and mapping on regional trails through Internet, smartphone, etc	Enhance state tourism website and Dept. of Commerce website to include information about quality-of-life measures (such as access to transit, greenways, etc.)			Department of Tourism, Department of Commerce and Economic Opportunity	IDOT	C, EC

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		Provide bikeways information in easily accessible digital and physical formats to encourage reproduction and incorporation into third party apps. One example would be to submit all available State bicycle data for inclusion in Google Maps.	High	High	IDOT – Communications, OP&P		All
		Develop a statewide online and/or smartphone app for bicycling that includes information on preferred routes and real-time information on roadway conditions such as maintenance and weather.			IDOT – Communications, OP&P		All
		Promote the regional bicycling system through online and offline mapping and wayfinding, and coordinated outreach efforts with assistance from partner agencies.	High	High	IDOT – Communications, OP&P	LIB, Trails for Illinois, Department of Tourism, Department of Commerce and Economic Opportunity	All
4.9	Work with partner agencies to track economic impact of Complete Streets	Pursue studies that look into how Complete Streets relates to real estate values, jobs created, tourism dollars, business relocation due to quality of life, retail success along Complete Streets, etc.			IDOT – Communications, OP&P, Highways; Department of Commerce and Economic Opportunity; CNU		C, EC
4.10	Coordinate with IDNR, MPO’s and other agencies on Complete Streets, trails and other building efforts	Continue ISBTP Advisory Group to work with IDOT and IDNR on implementation of this Plan.	High	High	IDOT – OP&P	Advisory Group partner organizations	All
		Coordinate on connectivity to trails and trails access.	High	High	IDOT – OP&P, IDNR	Trails for Illinois, LIB	C, A+C, S
		Coordinate on ROW easement for trails/trailheads.	High	High	IDOT – OP&P, Highways; IDNR	Trails for Illinois, LIB	C, A+C, S
		Continue utilizing prioritization criteria for bike/ped projects that are a part of a regional trail or connect to a regional trail.	High	High	IDOT, IDNR	Trails for Illinois, LIB	A+C
		Work with INDR to plan and develop an interconnected state network of greenway trails.			IDOT – OP&P, IDNR		A+C, H, EC
		Tollway projects that affect other roads should be held accountable for Complete Streets as well.	High	High	IDOT – OP&P, Highways, BDE, BLR, Tollways		A+C

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4.11	Incorporate environmental stewardship principles in Complete Streets projects and outreach	Incorporate environmental stewardship issues, educational and encouragement campaigns.			IDOT – All, IDNR, Governor’s Office for Sustainability, Illinois EPA		C, E
		Engage and collaborate with State organizations and environmental nonprofits to see where environmental considerations best fit within Complete Streets goals.			IDOT – Communications, OP&P, Highways, BDE, BLR	IDNR, Governor’s Office for Sustainability, Illinois EPA, environmental non-profits (http://www.eco-usa.net/orgs/il.shtml)	C, E
4.12	Expand available information, information sharing and training on Complete Streets	Expand Department approved, online resources for Complete Streets planning and design.			IDOT – Communications, OP&P, Highways		C
		Utilize innovative tools in training and planning such as Streetmix (www.streetmix.net).			IDOT – Communications, OP&P, Highways, BDE, BLR		C
		Create an internal, online forum for sharing Complete Streets information and resources among districts.			IDOT – Communications, OP&P, Highways		C
4.13	Work with partner agencies and communities to develop additional bicycling events such as races, long-distance tours, etc	Partner agencies are already engaged in these types of events. IDOT can play a key role in supporting these activities and encouraging new initiatives in line with other Plan goals.	High	High	IDOT – Communications	LIB, Office of Tourism, local governments and businesses	EC, C

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4.14	Expand public education, outreach and enforcement on bicycling	Develop and implement programs that educate all types of roadway users on the rules of the road and safety for non-motorized users.	High	High	IDOT – Communications, DTS; Governor’s Office; Board of Education; Secretary of State; LIB		S
		Incorporate bicycling into driver’s education/ driver’s test. This could include having questions on bicycling or incorporating bicycling skills/safety into High School driver’s education programs. Support LIB in their pursuit of this goal.	High	High	Secretary of State, LIB	Communications, DTS	S
		Increase enforcement of bicycle traffic violations. LIB’s bike safety quiz is being used in ticket diversion programs Champaign, Urbana, and Highland Park.			Law Enforcement Training & Standards Board, Law Enforcement Agencies, LIB	Communications, DTS	S
		Conduct outreach to public officials, transportation professionals and residents at large about the benefits of bicycling and reasons to accommodate it.			IDOT – Communications, DTS; Governor’s Office	MPO’s/RPO’s, local governments, Illinois Municipal League	
		Institutionalize elementary school education for bicyclists. LIB’s bike safety quiz is beginning to get 4 th /5 th grade usage, but assistance by relevant state agencies is needed to institutionalize it for routine acceptance and use.			IDOT – Communications, DTS, SRTS; Governor’s Office; Board of Education; Secretary of State; LIB	Elementary Schools	

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		Conduct outreach to encourage “family biking” and encourage safe riding with children.			IDOT— Communications , SE	LIB and other advocacy groups	
		Partner with agencies such as the Department of Tourism in developing community development type programs such as the Kentucky or Pennsylvania “Trail Towns” programs.	High	High	Illinois Department of Tourism	IDOT, LIB and other advocacy groups	
		Work with non-traditional organizations, e.g. Equip for Equality, NAACP, AARP, to identify the most effective and appropriate messages to encourage increased active transportation among low-income, people of color, youth, older adults, people with disabilities.			IDOT – Communications , DTS	Governor’s Office for Sustainability, non-traditional organizations, LIB	C, EJ
		Develop a focused outreach approach to increase bicycling among women and girls.			IDOT - Communications , DTS	Illinois National Organization for Women, American Association of University Women, Girl Scouts, Illinois Healthy Women, other women/girl advancement organizations.	C, EJ
4-15	Support efforts to better integrate land use considerations into the transportation planning process	Continue to provide departmental education and discussions on the relationship between land use and multimodal transportation.			IDOT – OP&P, Highways	CNU	C, EC, H, E

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4.16	Promote the institutionalization of health professionals/advocates into transportation planning processes	Reach out to local health directors and boards of health to communicate the importance of participation in local/regional transportation planning.			IDOT – Communications , OP&P; DPH; Illinois Department of Public Health, MPO’s	Health Systems, Illinois Health Care Association, other health advocacy networks	C, H
		Identify and implement incentives for local health officials to collaborate on transportation planning efforts. Incorporate health professionals into the planning and project scoping process.	High	High	IDOT – Communications , OP&P; DPH; Illinois Department of Public Health	Health Systems, Illinois Health Care Association, other health advocacy networks	C, H
		Engage network of possible non-profit partners in Illinois, many of which support healthy living initiatives.			IDOT – Communications , OP&P; DPH; Illinois Department of Public Health	Governor’s Office, Health advocacy networks, Illinois Healthy Women, Action for Healthy Kids, Illinois Fresh Food Fund	C, H
4.17	Establish networks to educate non-traditional groups about transportation issues	Conduct targeted social media, advertisements, marketing campaigns and/or other promotional efforts to increase active transportation.			IDOT – Communications , DTS	Governor’s Office for Sustainability, non-traditional organizations, LIB	C, EJ
4.18	Continue to develop and expand educational resources for residents	Utilize LIB safety resources, such as videos, pamphlets and the Bike Safety Quiz on State websites (IDOT and Secretary of State) and in State outreach efforts.	High	High	IDOT – DTS, Communications , LIB	Secretary of State, Governor’s Office	S
		Promote walking and bicycling as an amenity by continuing to feature exemplary facilities/projects from around the State.	High	High	IDOT – DTS, Communications	LIB	C