



# Chicago Metropolitan Agency for Planning

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**TO:** CMAP Bicycle and Pedestrian Task Force

**FROM:** CMAP Bicycle and Pedestrian Program staff  
[Adapted from the League of Illinois Bicyclists (LIB) website,  
<http://www.bikelib.org/other-advocacy/idot-complete-streets-law/>]

**Date:** July 15, 2010

**Subject:** Complete Streets – IDOT Implementation

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## **IDOT Complete Streets – Background and Status**

The Illinois Department of Transportation is responsible for building and maintaining state roads including Illinois routes, US Highways, and other main streets in our towns. Their design policies play a large role in how easily and safely people can get around by bicycle or on foot, whether by choice or by necessity.

***On June 1, 2010, IDOT formally adopted a series of design policy changes to their Bureau of Design and Environment manual, Chapters 5 and 17, in response to the 2007 “Complete Streets” state law.***

A Complete Streets bill was first proposed in 2005, calling on IDOT to adopt the Federal Highway Administration’s recommended policy on bike/ped accommodation. The Illinois Senate still passed the bill 41-13-1, but it was shelved without a vote being allowed in the House. Next, in October 2007, the bill overcame then-Governor Blagojevich’s veto to become Public Act 95-0665, going into full effect in July 2008.

After the legislation passed, LIB, ATA, bill-sponsoring legislators (Rep. Nekritz and Sen. Maloney), CMAP, and others met with IDOT officials and reviewed a draft for policy implementation (at <http://bikelib.org/wp-content/uploads/2009/11/CS-Apr09Draft-Feedback.pdf>), which IDOT provided in March 2009. Included in this draft was a bikeway selection table. However, the issue of local cost-share ratios were not addressed.

In February 2010, IDOT presented a second, improved version for policy implementation of Complete Streets (available at <http://www.bikelib.org/wp-content/uploads/2009/11/Complete-Streets-Policy-Revisions-Highlights.pdf>). In March, LIB and its partners submitted a response to the second draft. LIB also asked for an evaluation period to assess the effectiveness of IDOT’s

implementation policy. CMAP, the Chicago Metropolitan Agency for Planning, also prepared a response (available at: <http://www.cmap.illinois.gov/bikeped/bikeped.aspx>).

After receiving and discussing this feedback, IDOT agreed to:

- a policy performance review after two years
- 100% state cost share for bridge accommodations
- bike lanes as an approved option for low-speed, high-traffic volume urban roads
- other minor clarifications

The new versions of the relevant IDOT design policy chapters can be read at <http://www.dot.il.gov/desenv/pdf/PM68-10.pdf>. The policies apply to all future state road projects which are in urbanized areas and/or meet the policy warrants. Also applicable may be road projects currently underway, which are early in project development.