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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

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.