



TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

AGENDA

Metropolitan Planning Organization (MPO) Technical Committee

Wednesday, August 20, 2025, at 9:00 a.m. CT

456 Fulton St, Room 420

Peoria, IL 61602

Microsoft Teams

[Join the meeting now](#)

Meeting ID: 236 170 102 689

Passcode: fbRi7f

Dial in by phone

[+1 929-346-7201,445459996#](#)

[Find a local number](#)

Phone conference ID: 445 459 996#

1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of Meeting Minutes of June 18, 2025
5. Recommend to Commission the Transportation Improvement Program Amendments
 - a. Project S-26-14 IL-8 Bridge Repair
 - b. IDOT FY 2025 Program Carryover to FY 2026

S-19-03 IL-116 Bridge Reconstruction	S-19-04 IL-116 Bridge Reconstruction
S-20-01 IL8/116 Bridge Reconstruction	S-20-06 IL8/116 Bridge Reconstruction
S-20-17 Adams St Bridge Reconstruction	S-21-16 IL-29 Pavement Reconstruction
S-21-20 US24 Pavement Reconstruction	S-22-11 IL-8 Pavement Reconstruction
S-24-03 US150 (WB) Bridge Preservation	S-24-21 US150 Pavement Rehabilitation
S-25-04 IL116 Pavement Reconstruction	S-26-04 US24 Pavement Rehabilitation
 - c. IDOT FY 2026 Program Move to FY 2027 and 2028/29

S-20-13 IL29 Bridge Reconstruction	S-24-06 IL29 Intersection Improvement
S-25-01 IL8 Bridge Rehabilitation	S-25-02 IL8 Bridge Rehabilitation
S-26-06 IL6 Bridge Rehabilitation	S-26-08 IL29 Pavement Reconstruction
S-23-01 Adams St Bridge Reconstruction	S-23-02 Adams St Bridge Reconstruction
S-26-05 US150 Pavement Rehabilitation	
6. Recommend to Commission the Formation of a Transportation Safety Committee
7. Discussion of IDOT's request for comments on the Walk Roll Illinois Local Implementation Guidebook
8. Presentation – MioVision Scout Plus Traffic Counting Equipment
9. Other
 - a. Next meeting scheduled for September 17, 2025
10. Adjournment

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI complaint form, please call 309-673-9330.

Tri-County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 309-673-9330 to request special accommodations at least two days in advance.



TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

MINUTES

Metropolitan Planning Organization (MPO) Technical Committee

Wednesday, June 18, 2025, at 9:00 a.m. CT
456 Fulton St, Suite 420
Peoria, IL 61602

1. Call to Order

- a. Chairperson Kinga Krider called the meeting to order at 9:00 a.m.

2. Roll Call

Member	Present	Absent	Member	Present	Absent
Amy McLaren Peoria County	X		Dustin Sutton* Peoria Heights		X
Jeff Gilles Peoria County	X		Dennis Carr City of Washington		X
Cale Thompson* Peoria County		X	Jon Oliphant* City of Washington		X
Paul Augspurger Tazewell County		X	Patrick Meyer Village of Bartonville	X	
Dan Parr Tazewell County	X		Dan Corp IDOT-D4	X	
Conrad Moore Woodford County	X		Karen Dvorsky* IDOT-D4		X
Andrea Klopfenstein City of Peoria		X	Kinga Krider City of West Peoria	X	
Paola Mendez City of Peoria		X	Charles Hess* City of West Peoria		X
Sie Maroon City of Peoria		X	Craig Loudermilk Village of Morton	X	
Cindy Loos* City of Peoria	X		David Horton City of Chillicothe	X	
Simon Grimm City of Pekin		X	LD Chaney Village of Creve Coeur	X	
Josh Wray* City of Pekin	V		Kofi Kisseh CityLink		X
Ty Livingston City of East Peoria	X		ShamRA Robinson* CityLink		X
Bret Tucker* City of East Peoria	X		Eric Miller TCRPC	X	
Mark Lee Village of Peoria Heights			Ann Doubet Village of Germantown Hills	X	
Wayne Aldrich* Village of Peoria Heights	X		Gene Olson , Ex-officio MAAP		X

V = Virtual

Also in attendance: Jacob Weck - IDOT

Staff: Michael Bruner, Reema Abi-Akar, Ray Lees, Else Hayes, Isaiah Hageman, Logan Chapman, Adam Crutcher, and Lori Reynolds.

Virtual attendees: Josh Wray - Pekin, Michael Hudelson and Bob Innis – IDOT

3. Public Comment

None

4. Approval of Meeting Minutes of May 21, 2025

Patrick Meyer moved to approve the May 21, 2025 meeting minutes, and Jeff Gilles seconded. Motion carried.

5. Motion to approve the new slate of Officers for a period of two years

Amy McLaren moved to approve the new slate of Officers for the next two years, and Cindy Loos seconded the motion. Motion carried.

6. Recommend to the Commission the Transportation Improvement Program Amendments.

Amy McLaren motioned to recommend to the Commission the approval of the Transportation Improvement Program Amendments. Conrad Moore seconded the motion.

a. Project S-25-10 Safety Improvements / Traffic Signal Modernization

Michael Bruner presented the following:

This is located in the City of Peoria at the intersection of US-150 (War Memorial Drive) and Willow Knolls Road. It involves traffic signal replacement and improvements, an eastbound turn lane extension, and a southbound turn lane addition.

This project was moved to the FY2026 Program. It is being updated to include a turn lane addition, with an increase of \$497,000 in HSIP funding. It is currently scheduled for the November 7, 2025 letting.

Motion carried.

7. Recommend to the Commission the approval of the FY2026 Special Transportation Studies awards.

Conrad Moore motioned to approve the recommendation to the Commission the approval of the FY2026 Special Transportation Studies. The motion was seconded by David Horton.

Michael Bruner presented the following:

- a. Beginning in FY 2016, Tri-County has set aside MPO funds to be programmed annually for local member jurisdictions in the Metropolitan Planning Area (MPA) to undertake consultant-led transportation planning projects.
- b. \$135,000 was available this year, and TCRPC received four funding requests from the April 16 – May 16 call for projects:
 - i. City of Chillicothe – \$65,000 – Sidewalk Inventory and Analysis
 - ii. City of East Peoria – \$40,000 – Stormwater Inventory and Analysis
 - iii. Village of Germantown Hills – \$50,000 – Active Transportation Plan
 - iv. City of Peoria – \$100,000 – Pavement Condition Index (PCI) Rating Update
- c. The STS Review Committee (Wayne Aldrich and Jeff Gilles) scored them based on set evaluation criteria, prioritized them in a meeting with TCRPC staff (Michael Bruner and Adam Crutcher), and ultimately crafted a funding recommendation.
- d. The four submitted projects total \$255,000, exceeding the available \$135,000 budget by \$120,000. The top three projects, based on the committee's averaged scores, total \$155,000,

just \$20,000 over budget. Notably, the highest-ranked project includes a \$10,000 local contribution.

- i. You can find the project rankings in your packet.
- e. To bring the total closer to the available funds, the budgets for the second- and third-ranked projects were each reduced by \$10,000, with the recommendation that the shortfalls be covered by local contributions.
- f. The Review Committee recommends the following:
 - i. Chillicothe: \$55,000 in STS Funding and \$10,000 in local contribution
 - ii. East Peoria: \$30,000 in STS Funding and \$10,000 in local contribution
 - iii. Germantown Hills: \$50,000 in STS Funding and \$10,000 in local contribution
 - 1. This project was the one with the \$10,000 local contribution built in.
- g. The Chillicothe and Germantown Hills projects may potentially be done by Tri-County staff
 - i. Cindy Loos asked, if Tri-County does those two projects, does the money go back in the pot? Michael explained that the money would go towards the additional staff time.
 - ii. Ann Doubet asked if this recommendation goes to the Full Commission next, to which Michael and Eric Miller both stated yes, based on the recommendation from Technical.

Motion carried.

8. Updates

a. IDOT

- i. **Local Roads** - Jacob Weck reported that IDOT local roads funding of \$400 million was available, applications were due June 2. \$5 billion worth of project applications were received. The selection will be announced as soon as the multi-year program is announced. He also mentioned that an updated speed limit policy would be sent out soon.
- ii. **Central Office** – Bob Innis reported that IDOT would be instituting an electronic TIP for MPOs in Illinois. The first round went well, and Peoria is the next group up in a couple months.

b. FHWA – no report

9. Other

- a. Michael requested sidewalk mileage data from the communities. He already has Peoria, East Peoria, and Bartonville, but would like the rest in the next two weeks. If you have GIS or CAD data, he'd be happy to have it.
- b. Eric Miller recognized and thanked Kinga Krider on behalf of the committee for her leadership over the last two years. Kinga thanked Conrad Moore and Jeff Gilles for stepping up.
- c. Next meeting scheduled for July 16, 2025

10. Adjournment

A motion to adjourn was made by Patrick Meyer and seconded by Jeff Gilles. The motion carried, and the meeting adjourned at 9:17 a.m.

Submitted by:

Eric Miller, Executive Director

Recorded by:

Michael Bruner

Transcribed by:
Lori Reynolds

DRAFT

Attachment A
FY 2025-28 Transportation Improvement Program
TIP Amendment Request Form

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL-8 Bridge Repair	S-26-14		IL-8 Over UP RR north of Pottstown	Bridge joint replacement/repair and painting of beam ends	STBG-U	80%	\$ 960,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 240,000.00
					Local	0%	
					Total		\$ 1,200,000.00
Requesting agency:		IDOT					
Reason for amendment:		Addition to FY26 Program. Targeted for 1-16/2026 Letting.					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 116 Bridge Reconstruction	S-19-03		Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi E of Airport Rd	Bridge Replacement	NHPP	80%	\$ 20,000,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 5,000,000.00
					Local	0%	
					Total		\$ 25,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 116 Bridge Reconstruction	S-19-04		Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi E of Airport Rd	Construction Engineering	NHPP	80%	\$ 1,600,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 400,000.00
					Local	0%	
					Total		\$ 2,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026; Increased NHPP by \$560,000 & State by \$140,000					

Attachment A
FY 2025-28 Transportation Improvement Program
TIP Amendment Request Form

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 8/ IL 116 Bridge Reconstruction	S-20-01		Over Tazewell & Peoria RR (TZRR) & ILL 29 in East Peoria	Construction Engineering	NHPP	80%	\$ 5,440,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 1,360,000.00
					Local	0%	
					Total		\$ 6,800,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 8/IL 116 Bridge Reconstruction	S-20-06		Over Tazewell & Peoria RR (TZRR) & ILL 29 in East Peoria	Bridge Replacement/ Interchange Reconstruction	NHPP	80%	\$ 52,320,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 13,080,000.00
					Local	0%	
					Total		\$ 65,400,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
Adams Street Bridge Reconstruction	S-20-17		Over BNSF RR & UP RR at WCL of Peoria	Preliminary Engineering Phase II	NHPP	80%	\$ 1,600,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 400,000.00
					Local	0%	
					Total		\$ 2,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026					

Attachment A
FY 2025-28 Transportation Improvement Program
TIP Amendment Request Form

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 29 Pavement Reconstruction	S-21-16		N of Gardner Ln to McCluggage Bridge in Peoria	Land Acquisition	NHPP	80%	\$ 971,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 243,000.00
					Local	0%	
					Total		\$ 1,214,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
US 24 Pavement Reconstruction	S-21-20		W of Legion Rd to ECL of Washington	Preliminary Engineering Phase I & Phase II	STBG-State	80%	\$ 4,000,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 1,000,000.00
					Local	0%	
					Total		\$ 5,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026; Merged both records together					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 8 Pavement Reconstruction	S-22-11		Farmington Rd to ILL 116 / Lincoln Ave (EB)	Program # 4-08150-0204 - Preliminary Engineering Phase I - \$720,000 STBG & \$180,000 State; Program # 4-08150-0210 - Preliminary Engineering Phase I & Phase II - \$480,000 STBG & \$120,000 State.	STBG-State	80%	\$ 1,200,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 300,000.00
					Local	0%	
					Total		\$ 1,500,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026; Merged the two S-22-11 records together					

Attachment A
FY 2025-28 Transportation Improvement Program
TIP Amendment Request Form

Title	TIP #	Section #	Location	Action	Source	Share	Cost
US 150 (WB) Bridge Preservation	S-24-03		Over ILL 29 & Illinois River	Construction Engineering	NHPP	80%	\$ 4,000,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 1,000,000.00
					Local	0%	
					Total		\$ 5,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
US 150 Pavement Rehabilitation	S-24-21		0.2 Mile W of Orange Prairie Road to 0.1 Mile W of Int Sterling Avenue/ Glen Avenue	Preliminary Engineering Phase I NHPP \$800,000 & State \$200,000 & Phase II NHPP \$800,000 & State \$200,000	NHPP	80%	\$ 1,600,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 400,000.00
					Local	0%	
					Total		\$ 2,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026; Merged both S-24-21 Records together					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 116 Pavement Reconstruction	S-25-04		Washington St to Griswold St in Peoria	Preliminary Engineering Phase I	NHPP	80%	\$ 1,600,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 400,000.00
					Local	0%	
					Total		\$ 2,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026					

Attachment A
FY 2025-28 Transportation Improvement Program
TIP Amendment Request Form

Title	TIP #	Section #	Location	Action	Source	Share	Cost
US 24 Pavement Rehabilitation	S-26-04		W of Grosenbach Rd in East Peoria to N Cummings Ln in Washington	Resurfacing	NHPP	80%	\$ 6,000,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 1,500,000.00
					Local	0%	
					Total		\$ 7,500,000.00
Requesting agency:		IDOT					
Reason for amendment:		FY 2025 Program Carryover to FY 2026					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 29 Bridge Reconstruction	S-20-13		Over Dickison Run Creek 0.3 Mile N of ILL 6	Bridge Replacement	NHPP	80%	\$ 8,960,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 2,240,000.00
					Local	0%	
					Total		\$ 11,200,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2027					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 29 Intersection Improvement	S-24-06		At Old Galena Road 0.6 Mile N of ILL 6	Intersection Improvement	NHPP	80%	\$ 3,200,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 800,000.00
					Local	0%	
					Total		\$ 4,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2027					

Attachment A
FY 2025-28 Transportation Improvement Program
TIP Amendment Request Form

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 8 Bridge Rehabilitation	S-25-01		Over Kickapoo Creek Trib 3.5 Miles NW of Pottstown	Bridge Superstructure Replacement	Bridge-S	80%	\$ 1,040,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 260,000.00
					Local	0%	
					Total		\$ 1,300,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2027					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 8 Bridge Rehabilitation	S-25-02		Over Kickapoo Creek Trib in Pottstown	Bridge Superstructure Replacement	Bridge-S	80%	\$ 960,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 240,000.00
					Local	0%	
					Total		\$ 1,200,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2027					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 6 Bridge Rehabilitation	S-26-06		Over Charter Oak Road in Peoria	Superstructure Replace & Bridge Repair	NHPP	80%	\$ 2,400,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 600,000.00
					Local	0%	
					Total		\$ 3,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2027					

Attachment A
FY 2025-28 Transportation Improvement Program
TIP Amendment Request Form

Title	TIP #	Section #	Location	Action	Source	Share	Cost
IL 29 Pavement Reconstruction	S-26-08		0.2 mi N of Gardner Ln to 0.1 mi N of Lorentz Ave in Peoria	Construction Engineering	NHPP	80%	\$ 4,000,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 1,000,000.00
					Local	0%	
					Total		\$ 5,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2027					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
Adams Street Bridge Reconstruction	S-23-01		Over BNSF RR & UP RR at WCL of Peoria	Bridge Replacement	NHPP	80%	\$ 47,600,000.00
					3	0%	
						0%	
						0%	
					State	20%	\$ 11,900,000.00
					Local	0%	
					Total		\$ 59,500,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2028; Increased funding by 11%					

Title	TIP #	Section #	Location	Action	Source	Share	Cost
Adams Street Bridge Reconstruction	S-23-02		Over BNSF RR & UP RR at WCL of Peoria	Construction Engineering	NHPP	80%	\$ 2,400,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 600,000.00
					Local	0%	
					Total		\$ 3,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2028; Increased funding by 50%					

Attachment A
FY 2025-28 Transportation Improvement Program
TIP Amendment Request Form

Title	TIP #	Section #	Location	Action	Source	Share	Cost
US 150 Pavement Rehabilitation	S-26-05		0.2 Mile W of Orange Prairie Rd to 0.1 Mile W of Int Sterling/ Glen Avenue	Construction Engineering	NHPP	80%	\$ 2,400,000.00
						0%	
						0%	
						0%	
					State	20%	\$ 600,000.00
					Local	0%	
					Total		\$ 3,000,000.00
Requesting agency:		IDOT					
Reason for amendment:		Moved from FY 2026 Program to FY 2029					



MEMORANDUM

TO: MPO Technical Committee
FROM: Staff
SUBJECT: Formalization of Regional Transportation Safety Committee
DATE: August 20, 2025

Action needed:

Discussion and recommendation to the Full Commission on the establishment of the Regional Transportation Safety Committee.

Background:

Tri-County Regional Planning Commission's recently completed Comprehensive Safety Action Plan (CSAP) was funded by the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A). The goal of the process was to improve roadway safety across the tri-county region and advance toward the Vision Zero goal of eliminating traffic fatalities and serious injuries by 2050.

During the development of the Tri-County CSAP, a Project Steering Committee was formed to provide expert input, review technical materials, and represent key stakeholder perspectives. This group proved valuable in aligning local and regional safety efforts and engaging the public in safety discussions.

Initial committee members represented the following organizations:

- Bicycle and Pedestrian Advocacy Groups
- Bradley University
- County Highway Departments
- Emergency Medical Services
- Federal Highway Administration (FHWA)
- Illinois Department of Transportation (IDOT)
 - Bureau of Planning (Central Office)
 - Bureau of Safety Programs & Engineering (Central Office)
 - Bureau of Local Roads & Streets (District 4)
- Illinois Law Enforcement Training & Standards Board
- Illinois State Police
- Mass Transit District
- Municipal Fire Departments
- Municipal Police Departments
- Municipal Public Works Departments
- Regional Insurance Representative
- School Districts

Proposed Committee Role:

It is proposed that the Regional Transportation Safety Committee conduct the following:

1. Guide Implementation Efforts
 - a. Advise on priority projects, programs, and policies to carry out CSAP recommendations.
 - b. Assist with Safe Routes to School grant applications, such as assistance with conducting the required Parent Surveys.
 - c. Support coordination between jurisdictions, agencies, and community organizations.
2. Monitor Plan Progress and Regional Crash Data
 - a. Review annual crash data and performance metrics.
 - b. Identify emerging safety challenges and recommend responsive strategies.
3. Assist with MPO Transportation Safety Performance Measures
 - a. Contribute to the annual reporting on federally required transportation safety performance measures (PM1).
4. Maintain Public Dialogue on Roadway Safety
 - a. Serve as a regional forum for discussing roadway safety trends and best practices.
 - b. Seek funding for public awareness and safety demonstration projects.

Proposed Committee Deliverables:

It is proposed that the Regional Transportation Safety Committee deliver the following:

1. Update and maintain regional crash dashboard
2. Develop an annual report summarizing regional crash trends, progress towards Vision Zero, and implementation status of the Tri-County CSAP
3. Develop and recommend the Commission's federally required annual safety performance measure reporting
4. Conduct Safe Routes to School Parent Surveys
5. Engage the public and stakeholders through outreach and education

Structure and Governance:

It is proposed that the Regional Transportation Safety Committee be structured and governed as follows:

- Chair and Vice Chair: Elected every other year for a two-year term
- Membership: 21-member board appointed by the Commission
- Meetings: Held at least quarterly
- Reporting: Provide annual summary of regional crash trends and progress toward Vision Zero goals

Membership Composition:

It is proposed that the Regional Transportation Safety Committee be comprised of the following six membership categories with their specified member count. Example member representation is provided for each category.

- **Advocacy & Community – 2 positions**
 - Advocacy groups
 - Interested citizens
 - Neighborhood associations
 - Bicycle & pedestrian organizations
- **Business, Industry, & Media – 3 positions**
 - Chambers of Commerce
 - Freight/transportation companies
 - Insurance providers
 - Newspaper, radio, & TV stations
- **Education & Training – 3 positions**
 - Regional Offices of Education
 - Special Education Associations
 - K-12 schools
 - Colleges & universities
- **First Responders & Enforcement – 5 positions**
 - County Coroner's Offices
 - EMS
 - Fire
 - Police
- **Human Services – 3 positions**
 - Health departments
 - Hospitals & clinics
 - Legal service agencies
 - Social service agencies
- **Transportation & Infrastructure – 5 positions**
 - Highway departments
 - Public works departments
 - Public transit agencies
 - IDOT (Central & District 4)

Draft Bylaws of the Regional Transportation Safety Committee:

Bylaws for the Regional Transportation Safety Committee of the Tri-County Regional Planning Commission

Article I – Name

The name of this Special Committee of the Tri-County Regional Planning Commission, hereinafter referred to as the “Commission”, is the “Regional Transportation Safety Committee”, hereinafter referred to as the “Committee”.

Article II – Authority & Relationship to the Commission

The Committee is established by the Commission, which is the designated Metropolitan Planning Organization (“MPO”) for the Peoria-Pekin urbanized area. The Committee works under the direction of the “Full Commission”, which serves as both the Commission’s full board and the Policy Committee for the MPO. The Committee provides transportation safety expertise and prepares, reviews, and recommends action to the Full Commission for their approval. These Bylaws shall be consistent with the Bylaws of the Tri-County Regional Planning Commission.

Article III – Purpose

The Committee shall serve as the regional forum for advancing roadway safety, guiding the implementation of the *Tri-County Comprehensive Safety Action Plan* (CSAP), and supporting TCRPC in meeting transportation safety performance measure requirements.

Primary responsibilities include:

1. Implementation Guidance
 - a. Guide the implementation of the CSAP.
 - b. Provide direction for transportation safety program grants administered by the Commission by serving as steering committee for all regional transportation safety campaigns and projects.
 - c. Provide safety review and policy recommendations for the planning, design, and implementation of transportation safety projects.
 - d. Recommend and prioritize corrective actions regarding regional transportation safety issues.
2. Performance Monitoring
 - a. Maintain records of all fatal and serious injury crashes within the Tri-County region of Peoria, Tazewell, and Woodford counties.
 - b. Review and assess regional crash data and identify safety trends.
 - c. Monitor CSAP progress with relation to the Safe System Approach, Safe Streets for All, and Vision Zero frameworks.
 - d. Emphasize significant regional transportation safety issues to the Technical Committee and Commission.

3. Safety Targets

- a. Assist the MPO in the development of federally required transportation safety performance measures (PM1).
- b. Develop an annual report summarizing regional crash trends, progress towards Vision Zero, and implementation status of the Tri-County CSAP.

4. Public Engagement

- a. Foster community dialogue and promote safe driving, walking, and bicycling practices.
- b. Conduct training and education on best practices, proven safety countermeasures, and state and federal policy.
- c. Provide recommendations for the encouragement and education of the public regarding transportation safety.
- d. Share appropriate transportation safety documents and resources with the public.

Article IV – Membership

Membership shall be governed by the Commission and reflect the various aspects of transportation safety interests and issues to ensure related challenges and opportunities are considered in their broadest context. The Committee shall be made up of a 21-member board as outlined in the table below:

Category	Positions
Advocacy & Community	2
Business, Industry, & Media	3
Education & Training	3
First Responders & Enforcement	5
Human Services	3
Transportation & Infrastructure	5

To ensure diverse representation or to fill subject matter gaps, the Commission can add additional members to the Committee by Resolution that justifies why over 21 members are needed. Such a resolution shall be passed with two-thirds (2/3) vote and constitute as an amendment of these bylaws. The fully executed resolution should be attached to the official Committee records.

Alternative representatives are allowed, provided that such appointments are submitted in writing with the name of the alternate and the time period of such appointment. Only one alternate is allowed per member. If the alternate attends with the representative, the alternate may sit at the table and participate in the discussion; however, an alternate may not make motions or vote.

Article V – Officers

The officers of the Committee shall be the Chair, Vice Chair, and Secretary. The Secretary shall be a staff member as designated by the Executive Director of the Commission. The terms of Office shall be two years following the Commission's Fiscal Year.

The duty of the Chair is to preside over meetings, set agendas with Commission staff, and represent the Committee as needed. The duty of the Vice Chair is to perform the duties of the Chair in their absence. The duty of the Secretary is ensuring meetings are organized, meeting minutes are taken, Committee records are maintained, and legal requirements are upheld. The Secretary position is non-voting and does not count toward the 21-member total.

Article VI – Elections

The Committee shall elect a Chair and Vice Chair among its members in good standing for a two-year term following the Commission's Fiscal Year. The Chair shall appoint a Nomination Committee to make nominations for these elections. Officers shall be elected by a majority vote of the quorum present.

Article VII – Meetings

It is the intent that the Committee meet as needed and follow the Illinois Open Meetings Act. There shall be an established quarterly meeting place, date, and time for the Committee, with additional meetings scheduled as necessary. At a minimum, the Committee shall meet annually to discuss the federally required transportation safety performance measures.

Notice of all meetings is to include an agenda and shall be made available by the Secretary to all members, including prior meeting minutes.

A quorum for any meeting is a majority of the Committee Members. When a quorum is not present and a legal meeting has been called, only informational items may be discussed, and votes may not be taken. The Committee shall be governed by Robert's Rules of Order, latest edition.

Article VIII – Voting

Each member shall cast one vote that complies with the Illinois Open Meetings Act. Voting shall be by voice vote or roll call if called for by a Member. A record of the vote shall be kept as part of the meeting minutes, including the tally and method (voice or roll call). A simple majority is required to pass all motions. All recommendations will be forwarded to the MPO Technical Committee and Full Commission by the Secretary for their consideration.

Reconsideration of prior approved motions can be called by a member who voted in the affirmative of the original question. A motion to reconsider a previous motion requires a majority vote to approve. If approved, the original questions can be discussed and a

change or new motion can be adopted by a two-thirds (2/3) affirmative vote of the quorum present, or in the alternative it can be added to the agenda for the next meeting for consideration and vote. If a new motion or change fails to obtain such a two-thirds (2/3) affirmative vote, then the original motion remains valid.

Article IX – Subcommittees

The Chair may from time to time establish ad-hoc or advisory subcommittees to advise the Committee on specific issues.

Article X – Records

Minutes of all meetings shall be maintained by the Secretary and distributed to all representatives prior to the next regularly scheduled meeting. Additionally, the Secretary shall maintain the official records and permanent files of the Committee.

Article XI – Deliverables

The Committee shall provide, with support from Commission staff:

1. Update and maintain regional crash data.
2. An annual report summarizing crash trends, progress towards safety goals, and implementation status of CSAP recommendations.
3. Develop and recommend to the MPO Technical Committee and Commission the federally required annual safety performance measure.

Some additional, but not required deliverables are:

1. Conduct annual Safe Routes to School Parent Surveys.
2. Engage the public and stakeholders through outreach and education.

Article XII – Amendments

Amendments may be made to these Bylaws at any legally called meeting where a quorum is present. Such Amendments proposed to be considered at a meeting shall have been included as an agenda item in the notice of meeting. A two-thirds (2/3) vote is required to amend the Bylaws. These bylaws shall be reviewed at least every ten years.



MEMORANDUM

TO: MPO Technical Committee
FROM: Staff
SUBJECT: IDOT Request for Comments – Local Implementation Guidebook
DATE: August 20, 2025

Action needed:

Information item only. No formal action required; however, members are encouraged to review the attached draft and submit comments.

Information:

The Illinois Department of Transportation (IDOT) has requested comments on their draft **Local Implementation Guidebook**, which is part of their large pending **Walk Roll Illinois** Active Transportation Plan.

Comments are due to IDOT by **August 29, 2025**. Please direct your comments to Adam Gabany, IDOT's Intermodal Planning Unit Chief, at Adam.Gabany@illinois.gov. The draft guidebook is attached for your review.

Walk Roll Illinois

Local Implementation Guidebook

August 2025



Introduction

This guidebook serves as a resource for IDOT staff and local agency partners who are working to enhance active transportation within their jurisdictions. It provides a high-level overview of essential elements such as planning, policy development, partnerships, design principles, and funding opportunities.

By showcasing successful initiatives from across Illinois and beyond, IDOT's library of available resources, and insights from national agencies and organizations advancing active transportation, this document is designed to support informed decision-making and strategic action.

The guidebook is organized into several key sections, each dedicated to a fundamental aspect of active transportation development.



Source: Town of Normal, IL



Walk Roll Illinois

The Local Implementation Guidebook is a companion resource to Walk Roll Illinois, the statewide active transportation plan, which envisions a safe, equitable, multimodal active transportation network in Illinois that reflects our unique communities, improves access, increases active transportation, and advances livability and connectivity for everyone, particularly those who walk, bike, or roll. To learn more about the plan and other active transportation resources, visit the project webpage [here](#).



How to Use This Guide

The Local Implementation Guide consists of eight sections organized by specific themes and topics that cover the broad spectrum of active transportation planning and implementation. Within each section, the guide provides practical tips and resources to address common challenges, barriers, and questions that communities often encounter.

Partnerships & Collaboration

Is your community struggling to build lasting and impactful partnerships to accelerate active transportation? This section offers creative strategies to forge strong coalitions, share resources, and engage elected officials.

Planning Strategies & Resources

Curious as to where to start to get your active transportation planning project ideas off the ground? This section outlines several effective planning techniques and available resources to assist in the development of local active transportation projects, offering tips to navigate the complexities of these initiatives and get the most out of your efforts.

Policy Guidance & Implementation Strategies

What kind of policy environments are needed for active transportation planning to thrive? This section offers actionable guidance on establishing and implementing policies that support active transportation goals.

Funding Sources

Struggling to identify the financial resources needed to bring your vision for active transportation in your community to life? This section summarizes available funding sources at the local, state, and federal levels. It offers advice on securing funding, and profiles local matching requirements for these programs to demystify the funding process.

Design Guidance & Recommendations

Looking to understand critical statewide design standards and best practice resources pertaining to active transportation facility design? This section connects planners with technical design guidance and standards for creating safe, accessible, and efficient transportation networks that prioritize all users.

Education & Outreach

Looking for ways to foster a culture that values and utilizes active transportation? This section offers strategies and resources for education, encouragement, and engagement efforts.

Micromobility

Do you have a vision for introducing new mobility options by launching a bike share system or welcoming shared e-scooters to your community? This section explores the integration of shared bikes and scooters into existing transportation systems and how these programs can be effective at different scales.

Maintenance

How does planning for active transportation fit into existing local responsibilities and requirements for maintaining the transportation network? This section identifies and discusses the current practices, roles, and responsibilities surrounding the maintenance of active transportation facilities in Illinois.

Partnerships & Collaboration

Active transportation initiatives, such as enhancing walkability and cyclability, especially in areas surrounding downtown districts on IDOT roads, often require more resources and staffing than many local agencies can sustain on their own. Recognizing this, there is a critical need for creative partnerships and collaborative efforts. By engaging in regional coordination, sharing resources, and working together, IDOT districts and local agencies can effectively extend their capabilities and impact, bringing substantial improvements to active transportation infrastructure.

Creating space for traditional and non-traditional partners to shape active transportation policy, planning, and design decisions opens the door for consensus building, resource sharing, and interdisciplinary collaboration that integrates diverse viewpoints into the decision-making process. The partners listed below should be considered when building partnerships and coalitions to advance active transportation in Illinois.

Traditional Transportation Partners

- › Local agency planning, engineering, and public works
- › Elected officials
- › Metropolitan Planning Organizations
- › Regional Planning Commissions
- › IDOT District Staff
- › Park Districts

Non-Traditional Partners

- › Public health agencies and institutions
- › Emergency response agencies
- › Educational institutions
- › Advocacy organizations
- › Community groups and neighborhood organizations
- › Chambers of commerce and regional economic development councils
- › Illinois Department of Commerce and Economic Opportunity (DCEO)
- › Illinois Department of Natural Resources (DNR)



Tri-County Regional Planning Commission's Walk, Bike, Ride Greater Peoria kick-off event brought together elected officials, agency staff, and members of the public from across the region to hear from community leaders and national active transportation experts. (Source: Tri-County Regional Planning Commission)



Addressing Common Barriers

Sustaining Collaboration

Our collaborative efforts often start and end with a single project. How do we build and sustain collaborative partnerships and coalitions for long-term success?

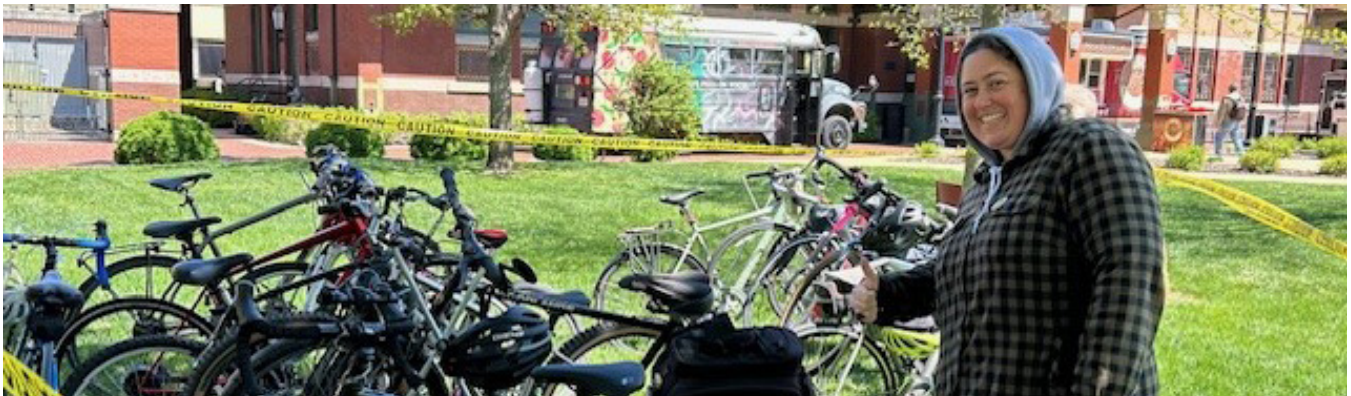
Partnerships come in many shapes and sizes. Even short-term, project-specific partnerships can contribute to larger goals and evolve into lasting relationships. Consider these pathways to sustained collaboration:

- Create an interdepartmental working group to holistically approach active transportation planning, project implementation, programming, policy, and communications.
- Form an Active Transportation Task Force, Advisory Committee, or Regional Coordination Group.
- Establish a formal Memorandum of Understanding (MOU) to establish shared expectations for collaboration and specify roles and responsibilities for partner agencies and organizations.
- Develop maintenance agreements with partner agencies that leverage strengths and resources to address challenging maintenance needs.

IDOT + CDOT MOU to Collaborate on Traffic Safety Infrastructure

In 2023, IDOT and the Chicago Department of Transportation (CDOT) formalized [an agreement](#) to collaboratively enhance traffic safety infrastructure within the City of Chicago. This MOU established preapproval for certain infrastructure designs related to Chicago's local urban street context to improve safety for people walking, biking, and driving. The MOU featured a traffic safety infrastructure menu that may be applied on city streets under IDOT jurisdiction, which included features such as ADA Pedestrian Curb Ramps and application of 10-foot-wide travel lanes as a minimum standard.

This MOU was an important step in improving collaboration between IDOT and its local partner, with the ultimate goal of streamlining the approval and delivery process for implementing proven safety countermeasures that enhance active transportation planning and operations.



The Mayor's Bike Advisory Council of Springfield brings together advocates, partner organization representatives, and other key community stakeholders to provide guidance to elected officials and city staff on bicycle planning, programming, promotions, and other responsibilities. (Source: City of Springfield, IL)

Data Availability & Limitations

Our agency has limited resources and data to help with project identification, scoping, and prioritization. How can we fill this data gap?

Many local agencies struggle with the availability, quality, and completeness of active transportation-related data. Consider turning to partner agencies and state and federal datasets to inform planning and programming efforts:

- Exchange data with partner agencies to support informed decisionmaking and coordinated transportation planning.
- Draw from IDOT's diverse transportation databases to supplement local data sources, including:
 - ◆ [Bicycle Facility Inventory System \(BFIS\)](#),
 - ◆ [IDOT Open GIS Data](#), and
 - ◆ [IDOT Vulnerable Road User \(VRU\) Safety Assessment Dashboard](#).
- Utilize federal datasets to supplement local sources and better understand demographic, transportation, environmental, and other characteristics.

Engaging Elected Officials

How can we build support among elected officials to advance active transportation projects and priorities?

With the power to authorize agency budgets and shape transportation policy and priorities, elected officials have an essential role to play in advancing active transportation. However, these influential stakeholders are often left out of important conversations and initiatives that influence the active transportation landscape. Consider the following opportunities to bring elected officials into the fold:

- Invite elected officials to attend public meetings or participate in a bike tour, walk-to-school event, or road safety audit.
- Prepare legislative briefs to share project details, illustrative project impacts, and document tradeoffs.
- Create annual reports or online dashboards documenting active transportation implementation accomplishments, community impacts, and priorities for the coming year.

Collaborative Planning Efforts: Bensenville Active Transportation Plan

Consider the [Bensenville Active Transportation Plan](#), developed in 2016. This plan was funded through an American Planning Association Plan4Health grant and was created in partnership with the DuPage County Department of Public Health and the B-Well Bensenville Coalition. The plan focuses on using a health and demographic equity analysis to prioritize project implementation, aiming to improve pedestrian and cycling infrastructure in the community.



Resources & Best Practices

- › [CMAP's Planning Technical Assistance Program](#) helps local communities build capacity, engage communities, make critical decisions, and connect partners to funding and resources. The program covers a variety of topics to support active transportation, including ADA self-evaluation and transition planning, bicycle and pedestrian planning, corridor planning, capital improvements planning, and safety planning.
- › [The Active Transportation Alliance's Working Collaboratively with IDOT \(2016\)](#) serves as a resource for municipalities to navigate the project delivery process and effectively collaborate with IDOT to develop Complete Streets and active transportation projects.



The success of Champaign-Urbana's annual Bike Month and Bike to Work Day is a direct result of sustained collaboration between advocacy organizations, local agencies, and dedicated community residents (Source: <https://www.facebook.com/WeLoveUrbana>).

Planning Strategies & Resources

Active transportation plans serve as blueprints for incremental and long-term investments in infrastructure, policies, and programs to enhance walking and bicycling. Active transportation plans can be developed for a municipality, a county, a metropolitan region, or even a rural planning area, with the scope of work tailored to address geographic context and community needs. While an active transportation plan is often a necessary prerequisite for many grant programs, the value of a local plan is much more than simply a bridge to funding. The planning process itself offers communities the opportunity to:

- Measure the effectiveness of recent plans, projects, and initiatives to support walking and bicycling;
- Take stock of current transportation conditions, needs, and opportunities;
- Seek public input and dialogue to help shape plan outcomes;
- Create a shared vision and supporting goals for the future of active transportation;
- Identify targeted infrastructure improvements to build and improve active transportation;
- Prioritize projects to align with community needs and aspirations;
- Determine effective programs and policies;
- Identify relevant funding opportunities; and
- Select criteria to measure plan implementation over time.

A successful plan starts with an understanding of the planning process, the resources available to undertake and implement, and the desired outcomes once the plan is complete. In this section of the guidebook, readers will find useful strategies to address common planning barriers and valuable resources to prepare for and carry out an effective planning process.



Pekin Bicycle & Pedestrian Master Plan open house attendees share ideas for the future bikeway network



Addressing Common Barriers

Securing Funding for Planning Efforts

How can our community afford to develop an active transportation plan?

Many communities struggle to secure the necessary funding to develop a comprehensive active transportation plan. While financial constraints can be a significant hurdle, numerous funding sources, partnerships, and cost-saving strategies can help launch the planning process.

- **Seek planning grants from state and federal programs** such as the [Illinois Transportation Enhancement Program \(ITEP\)](#), [Surface Transportation Block Grant \(STBG\)](#), or [Safe Streets and Roads for All \(SS4A\)](#).
- **Leverage regional and county resources** by collaborating with Metropolitan Planning Organizations (MPOs) or Regional Planning Commissions, many of which offer technical assistance or funding support.
- **Explore partnerships with public health and economic development agencies** that have a vested interest in improving walkability and bikeability and may be able to contribute funding or in-kind support.

Generating and Sustaining Public Engagement

How can we ensure meaningful and ongoing public engagement throughout the planning process?

Public input is essential for a successful active transportation plan, but communities often face challenges in reaching a broad and representative audience, maintaining interest, and incorporating feedback effectively to build consensus around active transportation improvements. Consider the following strategies:

- **Use a mix of engagement techniques** such as in-person workshops, online surveys, pop-up events, and interactive mapping tools to reach diverse community members.
- **Partner with local organizations and trusted community leaders** to connect with underrepresented populations and ensure inclusive participation.
- **Sustain engagement beyond the planning phase** by creating advisory committees or community ambassador programs to support implementation efforts.



Intercept surveys can help reach diverse audiences and generate useful feedback that may not be communicated through traditional engagement platforms

Translating a Plan into Action

How do we ensure that our active transportation plan leads to real change?

A well-developed plan is only effective if it results in tangible improvements to active transportation. Many communities struggle with implementation due to limited resources, shifting priorities, or lack of political support. To improve follow-through, consider these strategies:

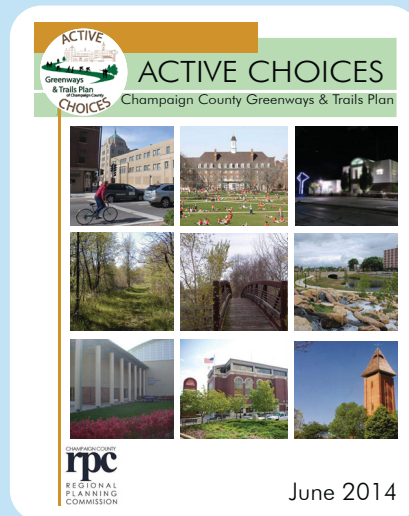
- **Develop a clear implementation roadmap** with phased project priorities, responsible agencies, and potential funding sources.
- **Integrate active transportation priorities into broader municipal and regional plans** (e.g., comprehensive plans, capital improvement programs, and zoning updates) to ensure alignment with long-term goals.
- **Establish performance measures and accountability mechanisms** such as annual progress reports or project tracking dashboards to monitor implementation over time.

The Champaign County Greenways & Trails Plan

The [Champaign County Greenways & Trails Plan](#) is a collaborative effort led by the Champaign County Regional Planning Commission (CCRPC) in partnership with local municipalities, transportation agencies, and community stakeholders. Originally developed in 2004, the plan aimed to enhance the county's network of greenways, trails, and on-street active transportation infrastructure to support biking, walking, and environmental stewardship.

Recognizing the need to update the plan to reflect evolving transportation needs, best practices, and community priorities, CCRPC applied for and received a grant from IDOT in 2011 to fund the plan's update. This update, titled **Active Choices**, expanded the original plan by integrating multimodal transportation planning principles, providing a framework for local agencies to coordinate active transportation investments, and prioritizing equity and accessibility.

IDOT's support enabled CCRPC to coordinate technical analysis, community engagement, and plan development, reinforcing the agency's commitment to advancing active transportation at the local level. By investing in this update, IDOT, CCRPC, and their local partners demonstrated the power of harnessing resources collaboratively to advance active transportation goals. Other communities seeking to update older plans can look to this model as an example of how state funding and guidance can help municipalities refine and expand their active transportation vision.



Resources & Best Practices

- › [IDOT's Planning Resources](#) include statewide plans, funding resources, and major projects related to active transportation and related initiatives.
- › [The AASHTO Guide for the Development of Bicycle Facilities, 5th Edition \(2025\)](#) provides information on the planning, design, and operation of bikeways along streets, roads, and highways, and on paths along independent alignments, in urban, suburban, and rural settings.
- › [AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition \(2021\)](#) provides guidance on the planning, design, and operation of pedestrian facilities along and across streets and highways.
- › [The NACTO Urban Bikeway Design Guide](#) provides design recommendations for urban contexts, offering a wide array of design options and strategies for creating conventional bike lanes, protected bike lanes, and other cycling infrastructure.
- › [East-West Gateway Council of Government's Bicycle Planning Guide \(2018\)](#) provides local agencies with an overview of bicycle planning principles, concepts, strategies, and best practices.
- › [Ride Illinois' Guide to Municipal Bicycle Planning \(2015\)](#) serves as a bicycle planning primer for Illinois municipalities, covering plan components, the planning process, facility types and applicability, and the benefits of a bikeable community.
- › [FHWA's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making \(2022\)](#) highlights effective engagement strategies for transportation planning and project development.

City of Springfield Bicycle Advisory Council

The City of Springfield established the [Bicycle Advisory Council](#) to provide sustained engagement on bicycle infrastructure, policies, and programs. The council advises the Mayor and the Office of Public Works on bicycle-related issues, ensuring that active transportation remains a long-term priority and is fundamentally integrated into planning-level strategic direction.

The Bicycle Advisory Council plays a key role in: evaluating and recommending improvements for on-street and off-street bicycle infrastructure, assisting in the development of a bicycle master plan that integrates with the [Springfield Area Transportation Study \(SATS\)](#), developing public education programs to promote bicycle safety and awareness, and coordinating with local schools to create safer bicycle routes for children.

By institutionalizing community input and providing an official avenue for engagement, the Springfield Bicycle Advisory Council ensures that bicycle infrastructure and policy improvements continue beyond the completion of a single plan. This model can be replicated in other communities looking to sustain engagement and momentum for active transportation initiatives.



Local Policy & Implementation Strategies

Municipalities across Illinois are eager to implement walking and bicycling improvements tailored to their urban, suburban, or rural contexts. However, successful implementation requires a clear understanding of state mobility needs, funding constraints, and regulatory requirements – especially those ensuring accessibility and safety, such as the Americans with Disabilities Act (ADA).

Turning active transportation plans into reality requires creative implementation strategies that leverage available resources, coordinate local and state investments, and maintain

momentum from the planning process. During public engagement for Walk Roll Illinois, many stakeholders expressed a strong desire for better walking and bicycling infrastructure, particularly along IDOT roads, but felt uncertain about where to start or how to navigate approval processes.

Clarifying how municipalities can establish and communicate their active transportation priorities to IDOT will help align local and state goals, streamline project development, and ensure communities can move forward with meaningful improvements.



Ribbon cutting for the MCT Yellowhammer Connector trail in Madison County (Source: <https://www.facebook.com/MCTtrails>).



Addressing Common Barriers

Navigating IDOT Approval Processes

How can our community successfully coordinate with IDOT to implement pedestrian and bicycle projects on state roads?

It can be challenging to align local active transportation priorities with state roadway requirements, particularly when IDOT-controlled roads serve as key corridors for walking and bicycling. However, proactive coordination and clear communication can help municipalities advance their projects effectively.

- › **Adopt a local Complete Streets policy** that aligns with Illinois' Complete Streets Policy, ensuring that active transportation considerations are prioritized in all roadway projects.
- › **Engage IDOT district staff early in the planning process** to discuss project goals, design considerations, and potential funding opportunities.
- › **Develop a local bicycle and pedestrian plan** that clearly identifies infrastructure priorities, making it easier to advocate for improvements during IDOT roadway projects and long-term planning efforts.

Balancing Competing Transportation Priorities

How can our community ensure that pedestrian and bicycle improvements are prioritized alongside motor vehicle needs?

Municipalities often face pressure to allocate road space primarily for motor vehicle travel and parking, which can make it difficult to implement active transportation projects that benefit pedestrians and bicyclists. However, prioritizing active transportation can improve safety, support economic development, and create more livable communities.

- › **Use data-driven decision-making** to highlight safety, equity, and mobility benefits of active transportation projects, including crash data, traffic speed studies, and pedestrian counts.
- › **Adopt a project prioritization framework** that assigns value to active transportation, ensuring that pedestrian and bicycle infrastructure is weighed equally with roadway expansion or repaving projects.
- › **Engage businesses, schools, and community organizations** to demonstrate public support for active transportation improvements and reinforce their benefits beyond mobility (e.g., economic growth, public health, and environmental sustainability).

Implementing Robust Local Complete Streets Policies

How can we ensure that a Complete Streets policy leads to real changes in street design and infrastructure investments?

Adopting a Complete Streets policy is an important step, but ensuring that the policy is implemented consistently across projects can be a challenge. Communities can strengthen their approach by:

- **Incorporating Complete Streets requirements into municipal codes, zoning ordinances, and street design guidelines** to institutionalize active transportation priorities.
- **Establishing a Complete Streets review process** for all new roadway projects, ensuring that pedestrian and bicycle accommodations are considered in early design phases.
- **Providing training for municipal staff and elected officials** on Complete Streets principles, demonstrating how they align with safety, economic development, and environmental goals.

Evanston's Complete and Green Streets Policy

In 2017, the City of Evanston adopted a [Complete and Green Streets Policy](#), reinforcing its commitment to designing streets that accommodate all users – including pedestrians, bicyclists, transit riders, and drivers – while also integrating environmental sustainability into transportation planning. The policy aligns with IDOT's Complete Streets Policy and expands upon it by incorporating green infrastructure elements.

Key Elements of Evanston's Policy include multimodal transportation prioritization, green infrastructure integration, project review and implementation checklists, and equitable access considerations.

Since adopting the policy, Evanston has successfully implemented:

- **Protected bike lanes and improved pedestrian crossings** along key corridors, enhancing safety and connectivity.
- **Green infrastructure projects** such as rain gardens and permeable pavement sidewalks, reducing urban flooding and improving sustainability.
- **Stronger coordination with IDOT**, ensuring that state roadway projects within Evanston incorporate active transportation and environmental sustainability features.

By formalizing this Complete and Green Streets approach, Evanston has set a model for Illinois communities looking to integrate sustainability into active transportation planning while enhancing safety and accessibility for all users.



Source: City of Evanston, IL

Resources & Best Practices

- › [National Complete Streets Coalition \(NCSC\)](#) is a program of Smart Growth America, NCSC supports the development and implementation of Complete Streets policies and practices.
- › [Vision Zero Network](#) is a nationwide initiative dedicated to eliminating traffic fatalities by promoting safe, equitable, and data-driven policies with a strong focus on active transportation users.
- › [FHWA's Noteworthy Local Policies That Support Safe and Complete Pedestrian and Bicycle Networks](#) provides local and state agencies with tools to develop policies that support the development of safe and complete bicycle and pedestrian networks for users of all ages and abilities.
- › [University of Chicago's Zoning for Walkability](#) research brief summarizes findings from a qualitative study examining the implementation of pedestrian-oriented zoning policies in 15 jurisdictions across the U.S.
- › [Association of Pedestrian and Bicycle Professionals \(APBP\) Policy Statements](#) provide engineers, planners, and other active transportation practitioners with valuable insight, guidance, and resources across a variety of topics, including Complete Streets, electric bicycles, performance measures, Vision Zero, shared micromobility, and equity.

Peoria's Adoption of a Walkable, Bikeable Infrastructure Policy

In October 2015, the City of Peoria adopted a [Complete Streets Policy](#) with the goal of creating a safer, more accessible, and equitable transportation system for all residents. The policy recognizes that streets are more than just corridors for cars – they are essential public spaces that should provide safe, comfortable, and convenient access to community destinations for people of all ages and abilities, whether walking, biking, riding the bus, or driving.

Key elements of Peoria's Complete Streets approach include flexible, context-sensitive design, connected networks for all users, and safe and accessible roadways.

Impact & Implementation:

Since adopting the policy, Peoria has:

- › **Focused on safety improvements in areas with high pedestrian activity**, reducing crash risks for vulnerable road users.
- › **Expanded its bike and pedestrian network**, connecting neighborhoods to employment centers, schools, and public spaces.

By embedding equity, safety, and accessibility into its transportation planning, Peoria's Complete Streets Policy serves as a model for communities looking to build more inclusive and multimodal transportation networks.

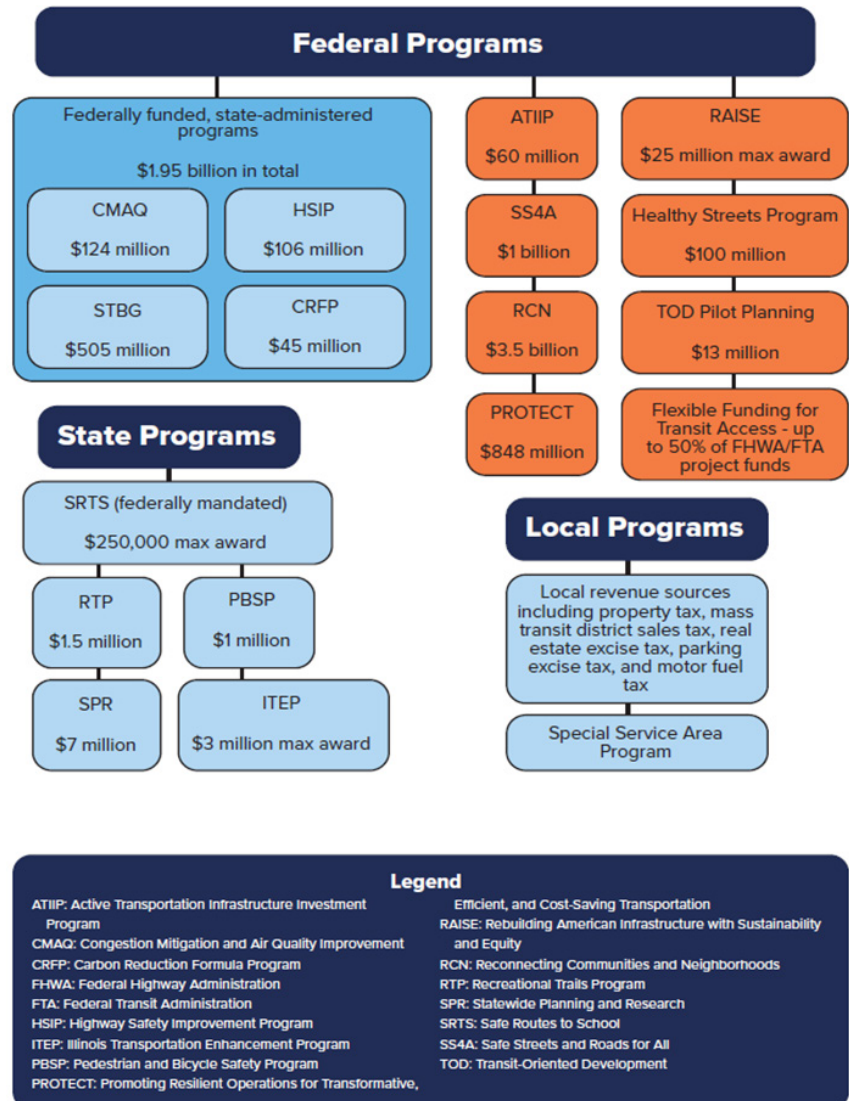
Funding Sources

Understanding the funding landscape for active transportation projects is key to strategically investing in projects and taking advantage of funding opportunities. Funding to advance active transportation projects is available from local, state and federal programs. These sources are administered differently across jurisdictions and may be distributed as formula funds or as competitive, discretionary grant awards.

When exploring funding sources, it is important to consider project size, local match, and your community's overall plan for investing in pedestrian and bicycle facilities. Funding sources, particularly funds awarded through federal grant programs, can regularly change according to federal priorities and budget appropriations. Maintaining a pulse on these programs and how they match your community's active transportation priorities will ensure that available funding is maximized.

Involvement for any given project depends on where funding is coming from, who is administering funding programs, and who the funding is being awarded

to. Identifying appropriate funding sources for active transportation projects requires early coordination between local or county departments of transportation, public works, and planning and potential funders.



Addressing Common Barriers

Navigating the Complexity of Funding Programs

Active transportation funding sources are often complex, with varying eligibility requirements and administrative processes. How can local agencies navigate these complexities to secure funding successfully?

Understanding the nuances of active transportation funding can be challenging, as different programs have distinct application requirements, timelines, and reporting obligations. However, local agencies can take proactive steps to simplify the process and improve funding success rates.

- › **Develop a funding strategy** by identifying priority projects and aligning them with applicable grant programs.
- › **Engage regional and state partners**, such as Metropolitan Planning Organizations (MPOs), Regional Planning Commissions (RPCs), and IDOT, for guidance on funding opportunities and application best practices.
- › **Leverage multiple funding sources** by combining local, state, and federal programs to support active transportation projects.

Meeting Local Match Requirements

Many funding programs require a local match, which can be a barrier for communities with limited financial resources. How can municipalities meet these funding requirements?

While local match requirements can be challenging, they should not deter communities from pursuing funding. There are creative ways to leverage local resources and secure matching funds to meet grant requirements.

- › **Explore partnerships** with local businesses, non-profits, or philanthropic organizations to secure matching funds.
- › **Seek out state and regional programs** that offer complementary funding to help offset local match obligations.

Carbondale Expands the Saluki Greenway with a \$2 Million ITEP Grant

The City of Carbondale is expanding its bike and pedestrian infrastructure with a \$2 million grant from the Illinois Transportation Enhancement Program (ITEP). The project will extend a 1.8-mile multi-use path along Route 13, connecting Murphysboro Road to Wood Road and providing safer, more direct access for pedestrians and cyclists to key destinations, including:

- › Medical offices and an urgent care facility.
- › The Carbondale Farmers Market.
- › Neighborhoods and apartment complexes on the west side of Carbondale.

This project is part of a broader effort to connect Murphysboro, Carbondale, and Marion with a regional bicycle and pedestrian network. The Saluki Greenway extension will ensure that pedestrians and cyclists have the same direct access as drivers to essential community services.

Ensuring Sustainable Long-Term Funding

One-time grants are useful for project development, but how can communities ensure long-term funding for maintenance and future expansion?

Sustainable active transportation infrastructure requires ongoing investment, including maintenance and future system expansions. Communities can build long-term funding stability by integrating active transportation into broader transportation and economic development plans.

- › **Adopt a dedicated local funding stream**, such as a transportation impact fee, sales tax allocation, or special assessment district.
- › **Incorporate active transportation into capital improvement plans (CIPs)** to ensure continuous investment.
- › **Pursue public-private partnerships (PPPs)** to share costs and responsibilities for long-term infrastructure maintenance.

Rockford and Loves Park Expand Bike and Pedestrian Infrastructure with IDOT Grant Funding

In 2023, the City of Rockford and neighboring Loves Park received nearly \$6.3 million in Rebuild Illinois funds to expand sidewalks and multi-use paths, improving safety and mobility for pedestrians and cyclists. The funding, awarded through the Illinois Transportation Enhancement Program (ITEP), supports several key projects that strengthen regional connectivity and enhance quality of life:

- › \$3 million for 1.7 miles of 10-foot-wide shared-use path along Highcrest Road and 1 mile of bike lanes on residential streets, linking the Rock River Path to Rock Valley College and the Perryville Road shared-use path that extends to Rock Cut State Park.
- › \$275,000 for preliminary engineering to design shared-use path connections along the west shore of the Rock River in downtown Rockford, filling gaps in the existing network.
- › \$3 million for sidewalk construction in Loves Park along both sides of Illinois 251 (North Second Street), replacing underutilized parking lanes with green space and improved pedestrian infrastructure.

State Senator Steve Stadelman, who supported the six-year Rebuild Illinois capital spending bill in 2019, highlighted the significance of these projects:

“Investing in alternative transportation infrastructure is the smart course for the future. More and more people want to walk and bike, which benefits our health, our environment, and the economy. Communities that build sidewalks and multi-use paths become more attractive places to live and work.”

The three projects were selected from 213 statewide applications based on their ability to integrate into existing transportation networks and support community needs, particularly in areas with high population and poverty considerations.

IDOT Funding Programs

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.

Table 1: IDOT Funding Programs

Program	Agency	Type	Funding	Match
Highway Safety Improvement Program (HSIP)	IDOT	Discretionary	\$3.4B nationally in FY 2024	20%
Congestion Mitigation and Air Quality Improvement (CMAQ)	CMAQ and EWG	Formula	\$124M available in FY 2024	20%
Carbon Reduction Formula Program	IDOT	Formula		20%
National Highway Traffic Safety Administration (NHTSA) Grants	IDOT	Formula	Section 402: \$14M in FY 2023 Section 405: \$4M in FY 2023	N/A
Recreational Trails Program (RTP)	IDOT	Discretionary	\$1.5M	
Surface Transportation Block Grant (STBG) Program	IDOT, MPOs	Formula	\$505M available in FY 2024	20%
Illinois Transportation Enhancement Program (ITEP)	IDOT	Discretionary	\$125M available in FY 2022	Variable
Motorist User Fees	Administered by IDOT to Local Agencies			
Pedestrian and Bicycle Safety Program (PBSP)	IDOT	Discretionary	\$1M available in FY 2023	
Rebuild Illinois Capital Plan	IDOT		\$33.2B over six years	
Safe Routes to School (SRTS)	IDOT	Discretionary	\$2,500 – \$250,000	None
Statewide Planning and Research (SPR)	IDOT	Formula	\$7M available in FY 2024	20%

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 previous 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.

Table 2: National Funding Programs

Program	Agency	Type	Funding	Match
Active Transportation Infrastructure Investment Program (ATIIP)	FHWA	Discretionary	\$60M requested for FY 2024	20%
Healthy Streets Program	FHWA	Discretionary	\$15M maximum	20%
Flexible Funding for Transit Access	FHWA/FTA	Funds Transfer	N/A	N/A
Pilot Program for Transit-Oriented Development (TOD) Planning	FTA	Discretionary	\$13M in FY 2023	20%
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	FHWA	Discretionary	\$5M min urban \$1M min rural \$25M max	20%
Reconnecting Communities and Neighborhoods (RCN) Program	FHWA	Discretionary	\$1B from FY 2022 to FY 2026	20% – 50%
Safe Streets and Roads for All (SS4A)	FHWA	Discretionary	\$5B from FY 2022 to FY 2026	20%
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	FHWA	FHWA	\$848M from FY 2022 to FY 2026	20%

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. Award amounts are based on most recent program information.

Table 3: Local Funding Programs

Program	Description
Mass Transit District Sales Tax	Sales taxes imposed by mass transit districts 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	Permissible uses of the Illinois Motor Fuel Tax Fund for municipalities related to active transportation include: <ul style="list-style-type: none"> › 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, and lanes; and bicycle parking facilities › Allotment of funds for investments and deposits, matching federal-aid funds, engineering services, and local mass transit districts
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 process involving extensive opportunities for community input.

Private Funding Sources

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.

Table 4: Private Funding Sources

Program	Description
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.
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.
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.
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.
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.
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 and emissions reductions, and active transportation could be relevant to a bike and pedestrian project for each of the respective initiatives.
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.

Program	Description
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.
Walmart Foundation	The Walmart Foundation offers Local Community Grants and accepts applications quarterly. Three program priority areas are relevant to bike and pedestrian projects: Community and Economic Development, Environmental Sustainability, and Quality of Life.
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.

Other Resources

- › [DOT Navigator](#) is a USDOT resource to help communities understand how to apply for grants, and plan for and deliver transformative infrastructure projects and services. Use the search box to quickly find resources.
- › [The USDOT Pedestrian and Bicycle Funding Opportunities Table](#) indicates likely eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs.
- › [Flex Your Grants: Leveraging Federal Dollars for Clean Transportation Projects](#), a 2023 publication by the Shared Use Mobility Center (SUMC), explore how state, regional, and local governments can leverage new and existing federal funding sources to advance clean transportation projects, including bicycle and pedestrian projects.
- › [Active Transportation Alliance's Illinois Bike/Pedestrian Funding Opportunities](#) is an extensive list of potential federal, state, local, and other funding sources for communities to consider in their program and project planning efforts.

Design Guidance

The field of active transportation design has advanced rapidly in recent years, and it continues to evolve as more communities encourage people to walk, bike, and roll through adoption of Complete Streets policies, alignment of climate and transportation goals, and prioritization of safety for vulnerable roadway users. With this has come recognition of the need not just for consistent standards and guidance, but also the need for flexibility and context-sensitivity to address local needs, opportunities, and constraints. Statewide design guidance in Illinois has been responsive to these changes as greater emphasis is placed on the role of active transportation across the statewide system, and IDOT is making significant and meaningful improvements to update and expand its active transportation design guidance as innovation in the field continues.

Design manuals and guides are critical resources that inform how we engineer and construct active transportation facilities. With so many resources available to local agencies during the design process, it is important to understand the design guidance landscape, the difference between standards (required) and guidance (recommended), and how to interpret the contents of these manuals and guides to deliver successful active transportation projects. For example, by adhering to design standards set forth in manuals like IDOT's Bureau of Local Roads and Streets (BLRS) Manual and integrating innovative solutions from the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and others, local planners and engineers can design facilities that meet state and federal standards, address local needs, and enhance the overall quality of life for residents.



The Clark Street protected bike lane was named one of 2024's best new bikeways in the US by People For Bikes (Credit: John Greenfield/Streetsblog Chicago)



Addressing Common Barriers

Understanding and Keeping Up with Design Guidance

Design guidance can be complex and quick to evolve. How can local agencies look to confidently move forward with active transportation projects?

With numerous state, federal, and national resources available, local agencies may have limited capacity to identify which design criteria are required, which are recommended, and how to interpret the latest updates. IDOT is continuously updating its manuals and providing training to support consistent, safe design practices for active transportation facilities.

- **Develop internal checklists or design references** that highlight key elements from the BDE Manual, Bureau of Local Roads and Streets Manual, and complementary national resources like AASHTO, ITE, or NACTO.
- **Participate in IDOT or MPO-led workshops and peer exchanges**, which can offer opportunities to learn from statewide examples and discuss innovative design solutions with practitioners.
- **Monitor the latest updates to IDOT Design Manuals**, which have been recently updated to include new guidance for active transportation facilities. Relevant sections of these documents pertaining to active transportation include Chapter 17 of the IDOT BDE Manual and Chapter 42 of the IDOT BLRS Manual.

Navigating Gaps and Design Barriers to Active Transportation Infrastructure

How can local agencies support walking and biking along high-speed, high-volume roads that may feel unsafe or uncomfortable for non-motorized users?

High-volume corridors are often essential for regional mobility, freight movement, and emergency response. At the same time, these roads frequently serve as critical connections to community destinations such as schools, parks, and commercial centers. When designed without accommodations for people walking, biking, or using assistive devices, these roads can present significant barriers to safety and access. While the Illinois Complete Streets law ensures that active transportation facilities are fully considered as part of all roadway projects, local practitioners may often encounter barriers when planning local networks that intersect with major routes.

- **Collaborate early with IDOT District staff** to explore shared goals, design standards and flexibility, and ensure active transportation needs are integrated into project scoping and development as needed.
- **Incorporate speed management strategies** – such as narrowing lane widths, adding median refuge islands, and enhancing crosswalk visibility – especially near pedestrian generators. For local projects receiving federal or state funding, ensure these facilities are consistent with guidance in the BLRS Manual.

Connecting Residents to Community Destinations

Communities may struggle to provide safe and direct walking and biking connections between residential areas and key destinations like schools, parks, and shopping centers. How can these gaps be addressed to support short, everyday trips by foot or bike?

Many residential neighborhoods in Illinois lack direct, comfortable walking and biking connections to everyday destinations. Barriers such as disconnected street grids, high-speed roadways, wide intersections, or missing sidewalks and crossings can prevent people from choosing active transportation for short trips. These conditions not only reduce accessibility but also disproportionately affect people who don't drive or have limited mobility.

Proactively identifying and closing these connectivity gaps is a key strategy to ensure that active transportation serves everyone. The solutions below highlight approaches communities can take to improve access between homes and important destinations.

- › **Conduct a Network Gap Analysis** to identify key origins (e.g., neighborhoods) and destinations (e.g., schools, transit stops, shopping centers), and map existing barriers or missing links.
- › **Leverage Safe Routes to School programs** to tap into established planning frameworks and funding sources that prioritize safe access for children and families. These programs often include toolkits and funding opportunities that can support local improvements, from crosswalk enhancements to new sidewalks or paths.
- › **Plan for active transportation access in new developments** by ensuring that new subdivisions and redevelopment projects include internal and external pedestrian/bicycle connectivity to adjacent land uses and street networks. Adopt local ordinances or design standards that prioritize multimodal access, such as Complete Streets policies.

Complete Streets Chicago: Design Guidelines

Published in 2013, this [municipal-level design guidance document](#) aims to create safe, accessible, and efficient streets for all users, including pedestrians, cyclists, transit riders, and motorists. The resource emphasizes the incorporation of Complete Streets principles into all transportation projects and establish a roadway typology to guide infrastructure development according to its place within the urban system.



Resources & Best Practices

- › [The Bureau of Design and Environment \(BDE\) Manual](#) is a comprehensive and expansive design manual that serves as a guiding document for IDOT staff and consultant personnel, encompassing all types of vehicles and modes of transportation. Chapter 17 of the BDE Manual centers on bicycle and pedestrian accommodations and includes extensive guidance for both on-road and off-road considerations.
- › [The Bureau of Local Roads and Streets \(BLRS\) Manual](#) is a resource that provides guidelines and standards for the design and construction of local roads and streets, which include infrastructure for walking and biking. The intended audience of this document are municipalities and counties, and IDOT uses this manual to review local and county projects that receive state funding. It includes guidance on topics like road cross-sections, intersection design, pavement conditions, and maintenance standards for local roads.
- › [Achieving Multimodal Networks: Applying Design Flexibility & Reducing Conflicts \(FHWA\)](#) serves as a resource for practitioners looking to establish multimodal transportation networks and focuses on how planners and designers can leverage flexibility to address common roadway design challenges and barriers.
- › [FHWA Separated Bike Lane Planning and Design Guide](#) provides invaluable design considerations for separated bike lanes and includes a menu of design options to achieve separation of vehicular traffic from vulnerable roadway users.
- › [The FHWA Small Town and Rural Multimodal Networks](#) fills a gap in design guidance by applying existing national guidelines to rural settings and small towns, recognizing that active transportation can be just as common in small towns and rural areas.
- › [The NACTO Urban Street Design Guide](#) provides a framework for designing streets that prioritize pedestrians, cyclists, and public transit users.
- › [The NACTO Urban Bikeway Design Guide](#) provides design recommendations for urban contexts, offering a wide array of design options and strategies for creating conventional bike lanes, protected bike lanes, and other cycling infrastructure.
- › [The AASHTO Guide for the Development of Bicycle Facilities, 5th Edition](#) provides guidance for the planning, design, and operation of bikeways along streets, roads, and highways, and on paths along independent alignments, in urban, suburban, and rural settings.
- › [The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2nd Edition](#) provides design guidance on the planning, design, and operation of pedestrian facilities along and across streets and highways.

Education & Outreach

Many local agencies are equipped with the staff, resources, and policies to plan for and implement physical improvements like sidewalks, trails, and bikeways, but often lack the experience and resources to develop effective education and outreach programs to promote active transportation and build community support.

To build and sustain a community culture that values active transportation and chooses walking, biking, and rolling to get around town, local agencies and their community partners must take a holistic approach to active transportation that incorporates education campaigns, programs, and other strategies.

While these efforts may require less financial resources, the time and effort it takes to implement and sustain education programs and activities should not be underestimated. Local agencies should seek collaborative partnerships between departments and with key community stakeholders to leverage resources and strengths, achieve mutual goals, and reach larger audiences. These may include park districts, school districts, health departments, active transportation advocacy groups, cycling clubs, bike shops, advocacy, social service providers, major employers, and other key community stakeholders.



Bike repair station at a community event in the Town of Normal (Source: Town of Normal, IL)



Addressing Common Barriers

Educating Roadway Users

How can local agencies equip people walking, rolling, and driving with the skills and knowledge to safely share the road?

Complete Streets and active transportation projects can bring significant changes to our roadways, and many communities are experiencing separated bike lanes, traffic calming measures, and other improvements for the first time. These changes often raise questions from motorists, bicyclists, and other road users about how to interact with other modes of travel. Consider the following strategies to better equip road users:

- › **Develop multimedia educational materials for drivers, bicyclists, and other road users** providing guidance on how to safely and responsibly navigate through (or alongside) new bikeways, sidepaths, and other active transportation facilities.
- › **Work with driver education providers to integrate bicycle and pedestrian content driver education curricula**, focusing on safety, infrastructure, interactions, regulations, and other pertinent considerations.
- › **Provide group bike rides to highlight new facilities** in collaboration with advocacy organizations, bicycle shops, or other community partners.
- › **Install Complete Streets demonstration projects** to raise awareness for programmed improvements, observe road user behaviors, and evaluate public perceptions.

Conveying the Benefits of Active Transportation

How can local agencies communicate the safety, economic, social, and other benefits of active transportation?

Local agencies often face an uphill battle to win public support for Complete Streets projects. By taking a proactive approach to share information and contributing to the community dialogue that forms around active transportation initiatives, local agencies can build lasting public support and instill community value in the benefits of active transportation. Solutions may include:

- › **Develop a multimedia awareness campaign to promote the benefits of walking and bicycling** and build community support for investments in active transportation facilities.
- › **Create an online presence for your active transportation program** to highlight active transportation impacts and benefits, communicate project information, and offer community resources.
- › **Be present in the community and seek out opportunities to promote active transportation** and share resources at neighborhood meetings, community events, and popular destinations.
- › **Develop annual reports and online dashboards** documenting active transportation implementation accomplishments, community impacts, and priorities for the coming year.

Conveying the Benefits of Active Transportation

How can local agencies ensure that education and outreach efforts effectively reach and resonate with diverse community members?

Many traditional public outreach methods – like town halls, printed brochures, and even social media posts – don’t always reach all segments of a community, especially populations that have been historically underserved, underrepresented, or face other similar barriers to participation and access to information. In some cases, such communities may also be the ones that rely the most heavily on active transportation for personal mobility, whether because of limitations in access to personal vehicles, gaps in public transportation service, or other mobility barriers.

To build more widespread support for active transportation and promote greater access to mobility resources where they are most needed, agencies should tailor their outreach

processes to meet people where they are, using trusted messengers and culturally relevant messaging.

- › **Partner with community-based organizations, cultural institutions, and advocacy groups** to co-develop and deliver outreach strategies that reflect the lived experiences, languages, and priorities of local residents.
- › **Use a variety of communication formats and media** – including in-person events, translated materials, radio and television commercials, social media posts, and partnerships with schools and educational institutions – to reach a wider audience across age groups, language communities and proficiencies, and digital access levels.
- › **Create feedback loops** that include post-event surveys, listening sessions, and resident advisory groups to understand what outreach methods are most effective and responsive to community needs.

Decatur's Learn & Earn a Bike Program

In 2023, the Decatur City Council passed the [Jasper Street Great Streets Great Neighborhoods Roadmap](#), an estimated 3-year, \$10 million plan to bring a sense of cohesion, community, and identity the Jasper Street Corridor and surrounding neighborhoods.

In the summer of 2024, the Jasper Street Implementation Committee launched the Learn & Earn a Bike Program in collaboration with Boys & Girls Club of Decatur, Decatur Bicycle Club, and Hope Academy, funded in part through the USDOT's Thriving Communities Program. The program includes in-class safety courses and on-bike training to equip Decatur youth with the skills necessary to bike around town.



Source: City of Decatur, IL

Resources & Best Practices

- › [Illinois Secretary of State \(ILSOS\) Bicycle and Pedestrian Driver Resources](#) webpage includes tips for interacting with other road users and links to ILSOS and external education resources.
- › [Ride Illinois](#) offers a variety of education resources tailored to different road users and age groups, including their Bicycle-Friendly Driver courses, Smart Cycling courses, and Bike Safety Quiz.
- › [FHWA's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making \(2022\)](#) highlights effective engagement strategies for transportation planning and project development.
- › [The Pedestrian and Bicycle Information Center \(PBIC\)](#) offers a wealth of active transportation education resources, including Trends & Lessons on Public Education for New Infrastructure.
- › [Illinois Public Health Institute's \(IPHI's\) Safe Routes to School: A Communications Roadmap to Move Illinois Communities](#) is filled with practical strategies to promote active transportation for students and families.
- › [Bikes Belong's Review of Bicycle Safety Campaigns](#) provides valuable examples of safety campaigns, messaging, and other tactics to increase public awareness.

Light the Night & Bike Rodeos in Normal

The Town of Normal has made community-centered education a key part of its active transportation outreach strategies through two annual events: Light the Night and the Bike Rodeo. Both events promote bicycle safety while fostering a culture of active transportation and civic connection, showcasing the social co-benefits of public investments into active transportation infrastructure and programming.

Light the Night, held each September in Uptown Normal, provides free front and rear bike lights to riders who need them, improving visibility and safety during darker hours. The event also features bike safety checks, guidance on how to load bikes onto Connect Transit buses, and opportunities to connect with local advocacy groups like Bike BloNo and Friends of the Constitution Trail. The event highlights the importance of bike visibility, especially for riders who may not have access to quality gear or may be interested in exploring active transportation but don't know where to begin.

Later in the month, the Bike Rodeo – part of the Children's Discovery Museum's Worldwide Day of Play – offers a fun, interactive experience for kids to learn safe biking techniques. Through skill-building stations and direct engagement with local officials and volunteers, young riders build confidence and learn how to navigate roads safely.



Source: Town of Normal, IL

Micromobility

Micromobility includes diverse modes of transportation like bicycles, e-bikes, e-scooters, and other lightweight vehicles. This sector is evolving rapidly, offering new opportunities for enhanced urban mobility and posing challenges for integration into existing transportation frameworks. Proactive planning and policy-making can ensure that micromobility aligns with community goals, supports sustainable travel, and integrates seamlessly with other forms of transportation.

In Illinois, micromobility is gaining traction as an essential part of the transportation landscape, especially in urban settings where bicycles, e-bikes, e-scooters, and other micromobility options offer a convenient, attractive, and accessible option. IDOT supports micromobility through various resources and policies designed to facilitate the integration of these modes into the broader transportation network.

Shared Micromobility

Illinois has seen significant growth in shared micromobility systems, which are crucial for providing flexible transportation options. These systems are integrated into public spaces and supported by local policies to enhance accessibility and ensure safety. Many cities across Illinois, including Chicago, Champaign-Urbana, and Evanston, have adopted shared micromobility programs, demonstrating how these systems can complement existing transit networks and expand mobility choices for residents and visitors.

Micromobility Infrastructure

The development of dedicated lanes, parking solutions, and charging stations for micromobility devices helps prevent sidewalk clutter and ensures safe and accessible routes for all users. IDOT and local agencies are working to identify best practices for integrating micromobility into urban and suburban streetscapes, ensuring that road users can safely share space while maintaining clear pedestrian pathways.



Veo operates micromobility fleets in Carbondale and Champaign-Urbana (Source: veoride.com)



Addressing Common Barriers

Ensuring Safe Integration with Other Modes

How can communities safely integrate micromobility into streets that also serve cars, buses, pedestrians, and cyclists?

As micromobility options expand in more communities, local agencies must ensure that streets remain safe for all users. Effective integration requires infrastructure planning that accommodates these modes without compromising safety or mobility. Consider the following strategies:

- › **Consider adding protected bike facilities and dedicated micromobility device parking** proactively when establishing shared micromobility programs to promote clear allocation of roadway space and help avoid device clutter down the road.
- › **Develop clear regulations for micromobility use**, including speed limits, geofencing for restricted or no-ride zones, and designated parking areas.

Managing Parking & Sidewalk Clutter

How can local agencies prevent dockless micromobility devices from creating accessibility barriers on sidewalks and public spaces?

Improperly parked e-scooters and bikes can obstruct pedestrian pathways and pose accessibility challenges. Managing parking effectively ensures that shared micromobility enhances, rather than disrupts, the urban environment. Solutions may include:

- › **Designating micromobility parking areas**, including on-street corrals and sidewalk-adjacent zones.
- › **Using enforcement and technology**, such as geofencing, to guide users to appropriate parking locations.
- › **Encourage new commercial and residential developments to include plans for parking of micromobility devices**, ensuring that people are encouraged to use active modes to get to work or reach community destinations by providing safe and secure parking areas.



Source: UIUC

Dockless Systems in Champaign-Urbana

The Champaign-Urbana area has continued to grow its shared micromobility system by expanding bike share access through the introduction of dockless bicycles and electric-assist bikes. This flexible approach allows users to begin and end trips without the need for fixed docking stations, making it easier for people to ride where and when they need to, while still ensuring devices are parked responsibly in designated areas.

While bike share operator Bird ceased operations in the community in February 2025, Veo continues to provide micromobility services for the community, with operational boundaries and designated slow-ride zones designed to enhance safety in high-traffic pedestrian areas. Geofencing technology is used to manage riding behavior and ensure safe operations, particularly in areas with high pedestrian activity. In these zones, motor-assisted features are automatically reduced to lower speeds, helping to minimize conflicts and support a safer shared space.

Expanding Access to Underserved Areas

How can shared micromobility services and infrastructure be expanded beyond denser urban areas to serve suburban and lower-density areas?

Many shared micromobility systems primarily serve downtowns or university districts, leaving gaps in access for residents in lower-density neighborhoods and limited options for people wishing to use personal micromobility devices. Expanding service areas and ensuring safe active transportation reaches these areas may be key for increasing the popularity of these alternative modes in more areas. Key approaches include:

- › **Working with shared micromobility operators** to implement fare structures that offer discounts for low-income users.
- › **Integrating micromobility with transit hubs and bus routes** to provide first- and last-mile connections.
- › **Establishing equitable distribution requirements** to ensure mobility devices are available to transportation disadvantaged communities or equity priority areas.



Source: City of Chicago, IL

Divvy's Expansion in Chicago

Divvy, the City of Chicago's bike and scooter share system, continues to demonstrate how shared micromobility can be scaled equitably and sustainably in a large, multimodal urban setting. In 2024, residents and visitors took over 11 million trips using shared bikes and scooters – marking the highest annual ridership to date.

As part of its efforts to increase access, Chicago expanded the Divvy network with the addition of 400 new stations across the Northwest, Southwest, and Far South Sides to reach a total of more than 1,000 stations citywide. New mobility hubs at major transit locations further integrate micromobility into the broader transportation network, facilitating smooth transfers between modes.

Additionally, participation in the Divvy for Everyone (D4E) program has more than quadrupled since 2020, reflecting strong and growing demand for low-cost, flexible travel options. The program offers reduced-cost memberships and per-minute rates for qualifying residents, helping to bridge transportation gaps and increase access to mobility.

Chicago's success is also linked to its broader efforts to expand low-stress active transportation infrastructure. Since 2023, the city has added nearly 100 miles of new bikeways, the majority of which are protected lanes and neighborhood greenways.

Resources & Best Practices

- › The [IDOT ATP Micromobility Memo](#) provides detailed information on best practices for integrating micromobility into transportation planning and infrastructure design.
- › [NACTO's Shared Micromobility in the U.S. and Canada](#) provides broad overview of the status and trends in shared micromobility, helping planners understand the scope and impact of these services.
- › [NACTO's Guidelines for Regulating Shared Micromobility](#) outlines best practices for cities and local agencies seeking to regulate and manage shared micromobility systems on their streets.
- › [UC Berkeley's Shared Micromobility Playbook](#) provides strategies for cities to develop and manage shared micromobility programs effectively.
- › [The Shared Use Mobility Center's \(SUMC's\) Mobility Hubs](#) focuses on creating integrated spaces that combine different modes of transportation, including micromobility, to enhance urban mobility.
- › The [SUMC's Micromobility Policy Atlas](#) is a searchable database of more than 100 micromobility policies and regulatory frameworks to inspire and assist planners and policymakers.



Organized rides can increase bike share exposure and ridership (source: <https://www.facebook.com/DivvyBikes>).

Maintenance

Maintenance plays a critical role in supporting safe and accessible active transportation networks. Well-maintained sidewalks, bikeways, and crossings are essential for enabling people of all ages and abilities to walk, bike, and roll year-round. At the same time, deterioration in surface conditions, debris accumulation, inadequate winter maintenance, or drainage issues can create serious safety hazards—particularly for people walking, using mobility devices, or biking.

For local agencies, integrating active transportation into ongoing maintenance planning is an important strategy for improving safety and accessibility while making the most of available resources. Many active transportation improvements—such as curb ramp upgrades, pavement markings, or spot

repairs to sidewalks and bike lanes—can be incorporated into routine maintenance activities or implemented as low-cost stand-alone projects. Thoughtful maintenance practices also support longer-term goals like ADA compliance, stormwater management, and Complete Streets implementation.

In Illinois, IDOT’s maintenance policies and funding programs have increasingly emphasized the importance of asset management, system preservation, and performance-based investment planning. Through coordination with local jurisdictions, IDOT supports strategies to better integrate multimodal needs into maintenance decision-making and facilitate proactive planning at the local level.



Maintenance crew installing green-backed shared lane markings. (Source: City of Chicago, IL)



Addressing Common Barriers

Defining Maintenance Roles and Responsibilities

Who is responsible for maintaining active transportation infrastructure, especially when it spans multiple jurisdictions?

Unclear ownership or jurisdictional boundaries may lead to confusion or gaps in maintenance responsibilities, especially for sidewalks, trails, and bike lanes that cross municipal or agency boundaries. A lack of coordination can result in inconsistent service levels and neglected infrastructure. Proactively establishing clear responsibilities ensures seamless maintenance across the network.

- › **Develop intergovernmental agreements (IGAs) or Memoranda of Understanding (MOUs)** that outline specific maintenance roles, cost-sharing arrangements, and communication protocols. The [BLRS 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” (Ch. 42-4(1)).
- › **Use project development processes to clarify post-construction ownership and responsibility** for sidewalks, bike lanes, and shared-use paths.
- › **Create and maintain a facility inventory that documents ownership and maintenance responsibility** by segment, and update it regularly with agency partners.

Winter Maintenance

How can communities ensure safe and accessible facilities during snow and ice events with limited winter maintenance resources?

Winter conditions can pose a significant barrier to active transportation. Inconsistent or absent snow and ice removal on sidewalks, trails, and bike lanes reduces year-round usability and disproportionately impacts people with mobility limitations. Proactive planning and coordination can mitigate these challenges even when budgets are tight.

- › **Prioritize snow and ice removal along high-use routes**, such as those near schools, transit, and commercial areas, to maximize impact.
- › **Partner with institutions** (e.g., schools, universities, business districts) to share snow removal duties and ensure continuity across property lines.
- › **Incorporate active transportation facilities into municipal snow route maps and budget planning**, ensuring they are treated as essential components of the transportation system.

Funding and Resource Constraints

What can agencies do when they lack the funding, equipment, or staffing to properly maintain walking and biking facilities?

Many local agencies face limited budgets and workforce capacity, making it difficult to maintain active transportation facilities at the level required for safety and usability. However, integrating maintenance into broader capital and operational planning can help stretch available resources and prioritize critical needs.

- **Include maintenance costs in the life-cycle budgeting of capital projects** and incorporate them into long-range transportation and capital improvement plans.
- **Explore low-maintenance design options during project development**, such as durable surface materials, proper drainage systems, and native landscaping that reduces long-term upkeep.

Chicago's 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. This program applies to sidewalks deemed by the 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.



Source: City of Chicago, IL

Naperville's Sidewalk & Curb Maintenance Program

The City of Naperville runs a [Sidewalk Replacement Program](#) and repairs sections of sidewalk it deems in need of repair. 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.

Resources & Best Practices

- › [The IDOT ATP Maintenance Memo](#) provides detailed information on best practices for integrating micromobility into transportation planning and infrastructure design.
- › [The FHWA Guide for Maintaining Active Transportation Infrastructure for Enhanced Safety](#) provides a comprehensive overview of strategies, planning, funding, and other facets of active transportation facility maintenance.
- › [The US Access Board Public Right-of-Way Accessibility Guidelines \(PROWAG\)](#) includes guidance on maintenance, operations, and alterations to ensure facilities are accessible and usable to people with disabilities.
- › [The FHWA Manual on Uniform Traffic Control Devices \(MUTCD\)](#) includes specific requirements for the maintenance of bicyclist traffic control devices (Section 9A.04).
- › [NACTO's Downsized Street Maintenance Vehicles: Case Studies](#) profiles four US cities, including Chicago, that are using smaller vehicles for sweeping and plowing trails and separated bikeways.
- › [Toole Design Group's Winter Maintenance Resource Guide](#) answers important questions about winter maintenance and helps communities think holistically about winter maintenance practices.



With its narrow profile, CDOT's Multihog maintenance vehicle can sweep and plow the City's separated bike lanes. (Source: CDOT)



roll.illinois.walk.**roll.illinois.**