



ACTIVE TRANSPORTATION
ALLIANCE

Improving safety for all road users on state routes

Support Senate Joint Resolution 24 (Sen. Sandoval)

IN BRIEF

In Illinois serious and fatal traffic crashes of all types disproportionately occur on state-controlled arterial streets. For example, in the Chicago region, 53% of all crashes occur on arterial roads, which make up just 36% of lane miles. Illinois can promote biking and walking and make state roads safer for all users by improving implementation of the state's Complete Streets law, with little additional funding needed.

A joint resolution in support of the Illinois Department of Transportation (IDOT) updating its policies and design guidelines to reflect the needs of everyone using the road would improve safety for all.

WHY THIS IS NEEDED

- People on foot or on bike are more vulnerable to serious injuries in the aftermath of a crash. According to Chicago Department of Transportation (CDOT), people walking in Chicago are 12 times more likely than people in vehicles to be killed or injured in a crash. For people biking, that number is 5 times more likely.
 - The Chicago region is home to 66% of the population of Illinois, but experiences 85% of all ped/bike fatalities.
- People killed and seriously injured in traffic crashes disproportionately live in low-income communities. For example, people living in Chicago neighborhoods with high economic hardship experience three times the number of crashes per 100,000 residents than areas with low economic hardship.

HOW

- Eliminate requirement for local governments to provide matching funds for Complete Streets features like sidewalks, pedestrian refuge islands and bike lanes on state routes.
- Direct IDOT to conduct an evaluation of the implementation of the state's Complete Streets policy, filling gaps in pedestrian sidewalk and intersection design policies and analyzing the equitable distribution of facilities in low-income communities.
- Implement outstanding action items from the state's 2012 bicycle plan, including:
 - Develop a system that prioritizes projects with Complete Streets improvements in the multi-year planning process.
 - Establish a bike planning program fund for local communities, especially low-income.
 - Establish a transportation equity working group at IDOT with a focus on increasing and improving transportation options in communities of color and low-income neighborhoods.

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