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# Make state roads safer and more accessible for people walking and biking

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## **Support SB3183 (McGuire), HB5246 (Moeller); Eliminate the 20% local cost share for IDOT walking and biking infrastructure**

### IN BRIEF

State roads are often major streets that provide sole access to retail and service industry jobs, grocery stores, doctors' offices, pharmacies, and other important destinations. For many people, including older adults and people with disabilities, sidewalks provide the only option for safely accessing these key places.

Currently, Illinois Department of Transportation (IDOT) policy requires local communities to cover 20% of the cost when IDOT adds infrastructure for people walking and bicycling to construction projects on state roads. The state typically covers 100% of the cost of the work on travel lanes for cars and trucks.

This local match requirement makes it difficult for communities across the state to encourage safe walking and bicycling with things like sidewalks, pedestrian refuge islands, and bike lanes – even when residents and elected officials overwhelmingly support adding the new infrastructure. The cost share makes it particularly difficult for low-income communities to fill gaps in their sidewalk networks and fix their most dangerous streets.

Illinois' 2007 Complete Streets law requires IDOT to include walking and bicycling infrastructure in projects where it's needed. But the local cost share policy often prevents this from happening, while also contributing to project delays and re-engineering.

Research shows other states cover 100% of the cost of all aspects of roadway projects – including accommodations for people walking and bicycling. States covering 100% of the cost include Minnesota, Wisconsin, Colorado, Massachusetts, Delaware, and New Jersey.

### WHAT THE BILL DOES

The bill clarifies the intent of the 2007 Complete Streets Law: when infrastructure for people walking and bicycling is warranted on state roads, the state shall cover 100% of the cost – as it typically does for motor vehicle infrastructure.

- **In or within one mile of an urban area, the Department shall establish and solely fund bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any State transportation facility.**



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