



ACTIVE TRANSPORTATION
ALLIANCE

Helping communities build safer streets and trails with a local grant program

Support Senate Bill 2016 (Sen. Sandoval, Rep. Moylan)

IN BRIEF

Complete Streets are streets safe for everyone using the road no matter how they are moving. Too often, streets are designed solely to move cars and trucks as fast as possible with little regard for safety. This is especially true for the most vulnerable on our streets – people walking and biking, people with disabilities, etc.

Under this program, local governments could apply for grants to build and extend trails or make street improvements for vulnerable users. Eligible projects would include pedestrian refuge islands, crosswalk countdown timers, pedestrian crossing signs, upgraded trail crossings, and bike lanes that create orderly street space for all. These improvements are relatively inexpensive and provide safety benefits for all users. For example, pedestrian refuge islands range from \$10,000 to \$30,000 and have proved to reduce crashes by more than 50% on multilane roadways.

WHY THIS IS NEEDED

- Walking and biking projects are in high-demand, with applications for Illinois Transportation Enhancement Program (ITEP) funds exceeding available dollars by a factor of 7.
- These projects have a high ROI. Studies show building infrastructure like sidewalks, trails and bike lanes creates more than 10 jobs for every \$1 million invested – about 50 percent more than car-only road projects.

WHAT IT DOES

- Dedicates 2% of state funds within a transportation capital budget for local governments to implement complete streets walking and biking infrastructure improvements. The funds would be administered through the existing Illinois Transportation Enhancement Program (ITEP) and would supplement federal funding of ITEP. 2% is about \$50 million of IDOT capital spending at recent funding levels.
- Prioritizes funds for high-need communities by (1) eliminating the local match requirement for low-income communities (2) setting aside at least 25% of funds for high-need communities based upon median income and tax base.

MODELS FROM OTHER STATES

- Minnesota 10-year Capital Highway Investment Plan (2017 – 2026)
 - Bicycle Infrastructure – 1.0% (\$78 million)
 - Accessible pedestrian infrastructure – 1.7% (\$136 million)
- Michigan State Transportation Law (updated in 2006)
 - Minimum of 1% of state transportation funds for biking and walking facilities
- Oregon Bicycle Bill (passed in 1971)
 - Minimum of 1% of state highway funds used for biking and walking facilities
- Pennsylvania Multimodal Transportation Fund (FY 2018-2019)
 - 42 projects receive \$49 million in funding

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