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State of Active Transportation in Illinois

Introduction

Over 12 million people call Illinois home, and the Illinois Active Transportation Plan strives to promote comfortable and connected bicycle and pedestrian facilities that connect people to destinations. Conducted by the Illinois Department of Transportation (IDOT), this planning effort is focused on state-maintained roadways. The plan's vision is to provide a safe,

equitable, and context-sensitive multimodal transportation network. The Illinois Active Transportation Plan aims to improve livability and connectivity, as well as increase access to educational, occupational, and social opportunities for all Illinois roadway users. There is a critical emphasis on vulnerable roadway users, those who walk, bike, or roll.

How Illinois Stacks Up

3.7 million residents, or 29% of the population, lives in a USDOT disadvantaged community, compared with 33% of the population of the U.S.

Ranked 16 highest of 50 states for active transportation commuting to work with 2.6% of people commuting by walking and 0.5% commuting by biking.

Source: American Community Survey (2021)



There are **282** miles of bikeways maintained by IDOT (of 2,613 miles total).

Source: IDOT



In 2022, Illinois funded **\$123M** for Active Transportation infrastructure and programs. (ITEP)

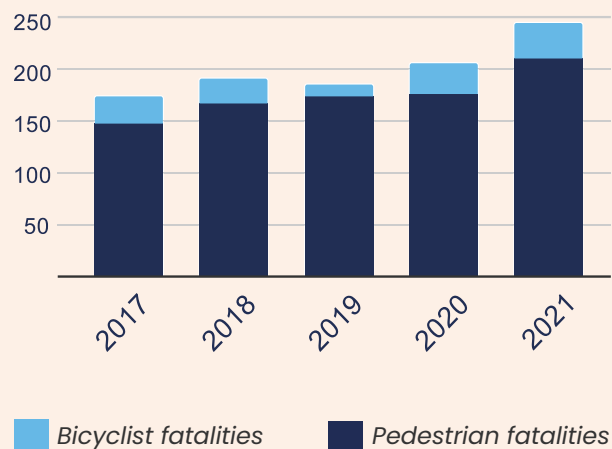
Ranked 28th in the U.S. for pedestrian fatalities per 100,000 residents.

Ranked 17th for bicyclist fatalities per 100,000 residents.

In 2021, nearly **2 people** out of 100,000 Illinois residents died while walking along the road (1.65 pedestrian fatalities per 100K).

Source: National Highway Traffic Safety Administration & U.S. Census. Rankings are from highest fatality rate to lowest.

Fatal pedestrian and bicyclist crashes in IL



Source: National Highway Traffic Safety Administration



Statewide Analysis Findings



Transportation Equity

Transportation equity involves equal and just access to users regardless of where they live or their age, abilities, or backgrounds. Often, transportation equity involves confronting historic underinvestment in transportation infrastructure. **The transportation equity analysis identifies areas with a higher concentration of vulnerable communities.**

In total, **2.2 million** people were identified as living within the highest equity need areas.

Districts with the greatest concentration of vulnerable communities

- District 1
- District 2
- District 8



Transportation Demand

Transportation demand is the existing and suppressed demand for active transportation. This includes factors such as where people live and work and trip attractors, such as schools and retail establishments where people learn and play. **The demand analysis identifies areas with high active transportation demand.**

Districts with the highest demand scores

- District 1
- District 8
- District 3
- District 2

Cities and towns with the greatest transportation demand

- Chicago
- Champaign
- Peoria
- Bloomington



Health Assessment

A community's environment holds a significant impact on health outcomes. Access to opportunities for physical activity through active transportation travel improves health outcomes across several dimensions. **The health analysis identifies areas with poor health outcomes.**

Districts with the highest health need

- District 9
- District 7
- District 6
- District 4

Cities and towns with the greatest health need

- Hopkins Park
- East St. Louis
- Cairo
- Pulaski
- Mounds



A Collaborative Effort: Roles and Responsibilities

Achieving a safe, equitable multimodal active transportation network in Illinois requires coordination across many agencies, organizations, and levels of government. While IDOT is the lead on this plan; this plan is for all of Illinois. This is a core reason why this plan was developed in partnership with other state and federal agencies, MPOs, local governments, and advocacy and non-profit organizations. These entities play a key role

in planning, funding, designing, constructing, and maintaining Illinois' active transportation system. They also share a collective responsibility for achieving this plan's goals of equity, safety, connectivity, partnerships, economic vitality, public health & environment, and livability.

Below are the roles and responsibilities of this plan's core partners:



IDOT

IDOT leads the implementation of this plan at the statewide level; works closely with regional, local, and other statewide partners; and provides active transportation facilities on state-owned roadways.

IDOT's Active Transportation Role:



Design

Incorporating active transportation enhancements into projects and developing standalone active transportation projects to advance connections across the state.



Education

Serving as a technical resource for local agencies by providing training, resources, and active transportation best practices.



Planning

Evaluating the statewide active transportation network by monitoring progress towards achieving the goals and performance metrics outlined in this plan.



Funding

Prioritizing and administering state and federal funding for projects that serve all modes, and advance equity, safety, access, and active transportation.



Partnerships

Collaborating with regional, local, and other statewide partners to implement the statewide plan.





MPOS

There are 16 Metropolitan Planning Organizations (MPOs) in Illinois. MPOs operate at the regional level and are composed of representatives from local governments and transportation implementers. Each of these transportation-policy making organizations manage the planning and implementation of federal funding for their designated metropolitan area.

MPOs' Active Transportation Role:



Funding

Prioritizing and administering federal funding for projects that serve all modes, and advance equity, safety, access, and active transportation.



Partnerships

Collaborating with local jurisdictions to identify regional priorities, and act as a liaison to IDOT.



Planning

Evaluating the regional active transportation network by monitoring progress towards achieving the goals and performance metrics outlined in this plan.



Education

Serving as a technical resource for local jurisdictions on active transportation best practices.



Evaluation

Working in partnership with local and regional partners to create and maintain a plan for a regional active transportation network.



Local Governments

There are 102 counties and 1,300 municipalities in Illinois. These local governments manage the planning, design, construction, and maintenance of the transportation system, including active transportation facilities within their jurisdictions.

Local Governments' Active Transportation Role:



Design

Managing active transportation projects design and construction and ensuring partners are following state and federal design guidelines and standards.



Maintenance

Maintaining active transportation facilities and ensuring that they are safe and accessible year-round.



Planning

Working in partnership with community leaders and advocacy organizations to create and maintain a plan for local active transportation network implementation.



Funding

Identifying and applying for local, regional, state, and federal funding to support the implementation of the local active transportation network.



Policy

Updating existing policies to support active transportation at the local level.



Evaluation

Evaluating the local active transportation network by monitoring progress towards achieving the goals and performance metrics outlined in this plan.





Advocates and Non-profit Organizations

Advocacy and non-profit organizations represent specific localities or topic areas and help advance active transportation in Illinois. Several advocacy and non-profit organizations participated in the development of this plan including, but not limited to, Ride Illinois, Active Transportation Alliance, and Farmworker Health Program.

Advocates' and Non-profit Organizations' Active Transportation Role:



Education

Educating and encouraging community members about safe biking and walking behaviors and the many associated benefits.



Partnerships

Communicating local active transportation needs and priorities to decision makers and collaborating with government agencies on planning, prioritization, and implementation efforts.



Other State and Federal Agencies

Illinois' transportation system is inherently connected to its economy, environment, housing, and health; therefore, it's essential that state and federal agencies coordinate closely. This includes Illinois agencies like the Department of Commerce and Economic Opportunity, Environmental Protection Agency, Housing Development Authority, Department of Natural Resources, Pollution Control Board, Department of Public Health, and Bureau of Tourism. Federal Agencies include Federal Highway Administration, Centers for Disease Control and Prevention, and Environmental Protection Agency.

Other State and Federal Agencies' Active Transportation Role:



Design

Providing oversight and ensure that agencies and departments follow all federal standards, guidelines, and processes related to active transportation project implementation.



Funding

Identifying opportunities to leverage funding sources across agencies to support active transportation implementation.



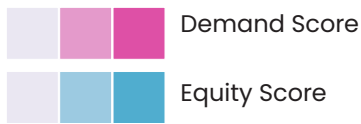
Partnerships

Coordinating with other state agencies to advance the goals and performance metrics outlined in this plan.



Equity and Demand Overlay

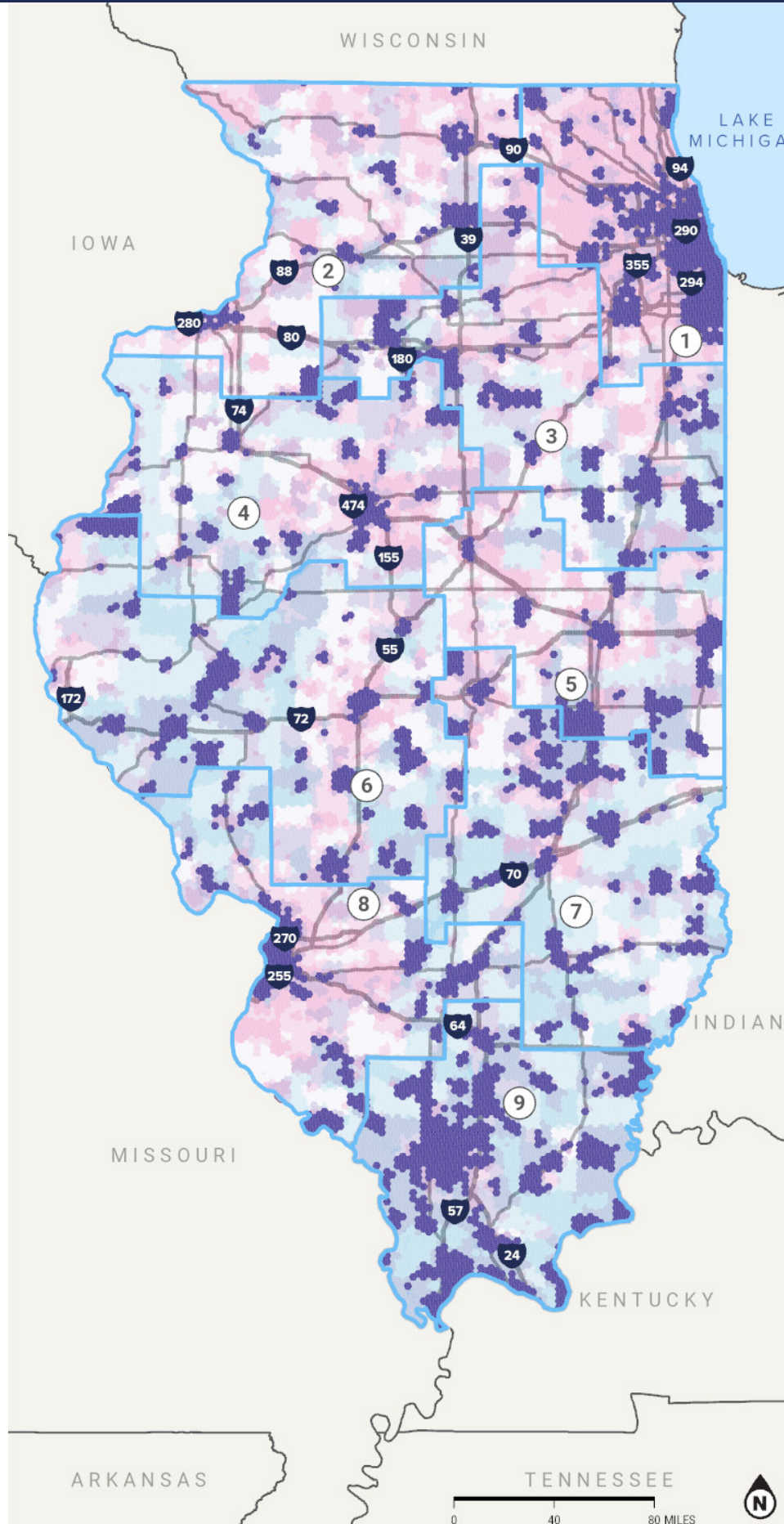
The equity and demand overlay map combines findings from the equity and demand analysis. The dark purple areas represent locations that have both the greatest demand for active transportation and the highest concentration of residents who are vulnerable to transportation need.



Statewide Characteristics

The following areas in Illinois had a higher combined equity and demand need, based on the analysis results.

- West and South Chicago area
- Blue Island/Harvey area
- East St. Louis
- Rockford
- Joliette area
- Peoria
- Springfield
- Danville
- South Ohio River Region
- Rural Murphysboro/Benton area
- Dallas City/La Harpe area
- Chesterville/Arcola area
- Kaskaskia/Chester area



District 1 Summary

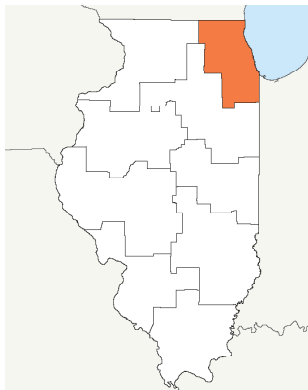
Introduction

District 1 serves the most populous urban areas in the state, including Chicago. District 1 is located in the northeastern part of the state. This district covers six counties: Cook, Lake, McHenry, Kane, DuPage, and Will. The District 1 office supports more than 55 million miles¹ of

¹ Source: [IDOT](#)

travel every day. This district also features the most complex and complete network of state-maintained bikeways and pedestrian pathways in the state. The landscapes of equity, demand, and health are vastly different within the relatively small district boundaries.

District Profile



\$44,707 median income

28,060 centerline miles (total)

2,775 centerline miles (state maintained)

8,439,776 residents

709 miles of bikeways



Lincoln Village Pedestrian and Bicycle Bridge



30% of the population lives in a USDOT disadvantaged community (2.5M total).



730 miles of state-maintained roadways are in high equity and demand areas.

Health Analysis Results

The following areas in District 1 had higher health needs, based on the analysis results:

Chicago

Neighborhoods:

Austin, Garfield Park, North Lawndale, North Grand View, South Douglas, Englewood, Grand Crossing, South Shore, Avalon Park, South Chicago, Calumet Heights, Burnside, Pullman, Roseland, Washington Heights, Auburn Gresham, Chatham, South Deering, West Pullman, Riverdale, East Morgan Park

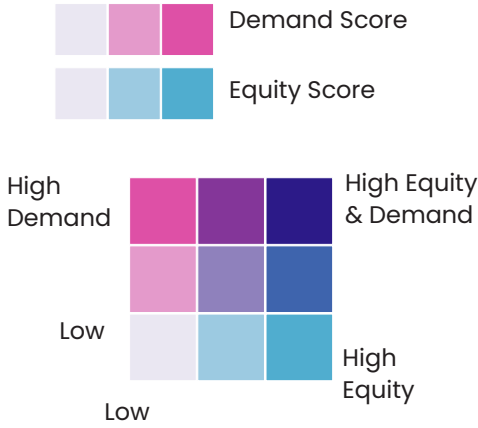
Other

Municipalities:

Robbins, West Riverdale, Harvey, Phoenix, Markham, South Holland, South Calumet City, Glenwood, West Lynwood, Ford Heights, Sauk Village, East Steger, south from Crete, Preston Heights area, Maywood



Equity and Demand Overlay

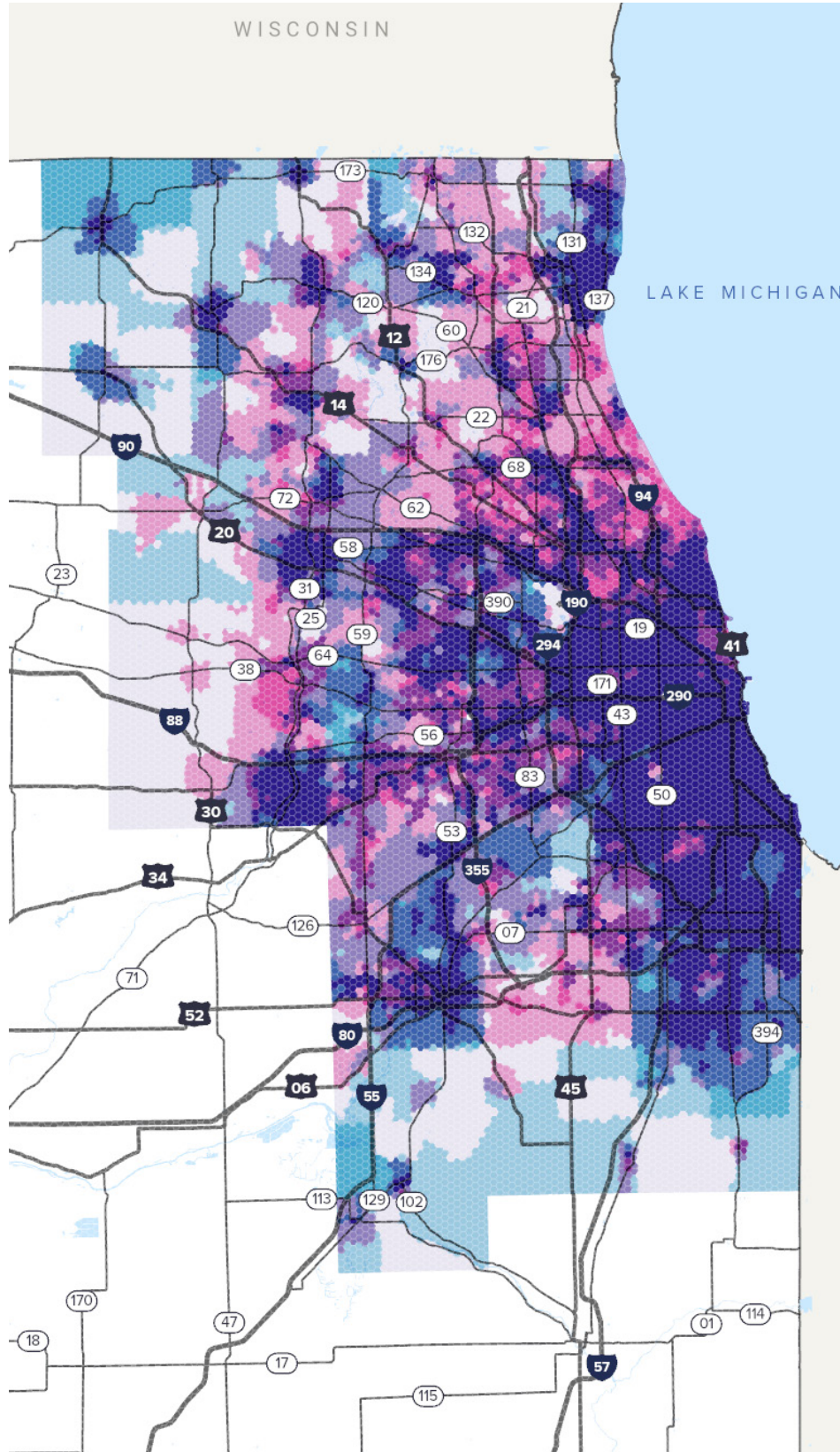


District Characteristics

The following areas in District 1 had a higher combined equity and demand scores, based on the analysis results:

- Chicago Westside (Grand to 33rd)
- Chicago Southside (Brighton Park, Gage Park, Englewood, New City, Washington Park, Oakland to Fuller Park, Woodlawn, Grand Crossing,
- South Shore, Chicago Lawn, Auburn Gresham, and South Chicago)
- Harvey
- West Riverdale
- Cicero
- North Carpentersville
- Bellwood

- ⬆️ District 1 had a greater concentration of people in vulnerable communities than the state average.
- ⬆️ District 1 had greater active transportation demand than the state average.



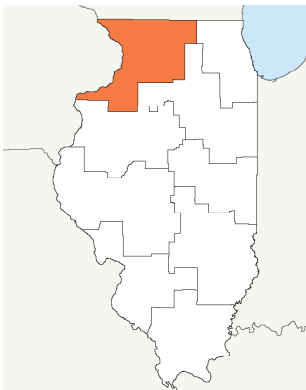
District 2 Summary

Introduction

District 2 serves 10 counties, which include Rockford and municipalities along Rock River such as the Quad Cities. District 2 is located in the northwestern part of the state, stretching from Jo Daviess County where Wisconsin, Iowa, and Illinois adjoin with the Mississippi River, south to Rock Island County and west to

Boone County. This district contains numerous bikeways and trails as well as passenger rail spanning westward from Chicago. Its scenic routes include The Great River Road, the Illinois Lincoln Highway, and the Hennepin State Trail. The scenery is composed of prairies, rolling hills, and bucolic landscapes.

District Profile



\$32,186 median income

14,410 centerline miles (total)

1,708 centerline miles (state maintained)



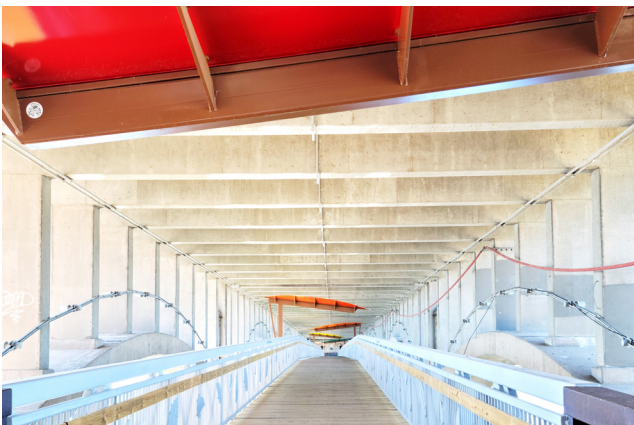
39% of the population lives in a USDOT disadvantaged community (295K total).



161 miles of state-maintained roadways are in high equity and demand areas.

757,659 residents

186 miles of bikeways



Jefferson Street Pedestrian Bridge, Rockford, IL

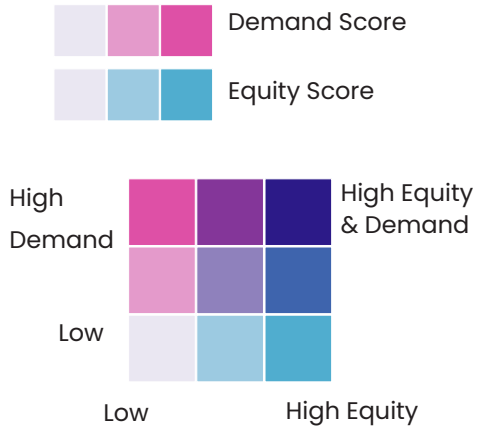
Health Analysis Results

The following areas in District 2 had higher health needs, based on the analysis results:

- West of South Beloit
- Western Rockford
- Northwest Rockford suburbs
- West Rock Island
- Elizabeth/Hanover area
- Mount Morris area
- Northern and eastern Freeport
- Western Kewanee area



Equity and Demand Overlay



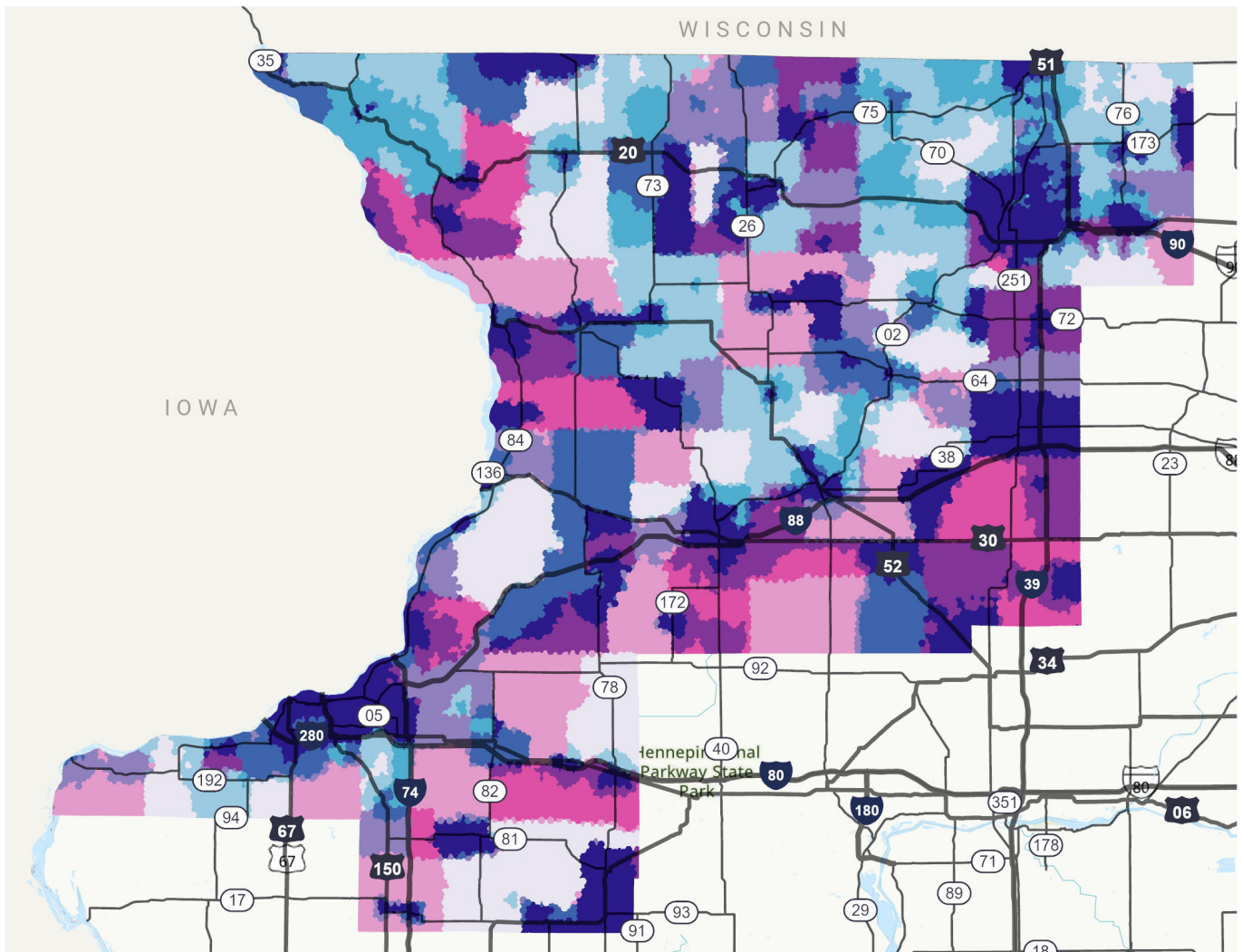
District Characteristics

The following areas in District 2 had a higher combined equity and demand score, based on the analysis results:

- North and western Rock Island
- Taylor Park, Freeport
- Downtown and Ken-Roc Park, Rockford
- Downtown and Spencer Park, Belvidere
- Wallace Park and Harry Kidd Field, Sterling

▼ District 2 had a lower concentration of people in vulnerable communities than the state average.

▲ District 2 had greater active transportation demand than the state average.



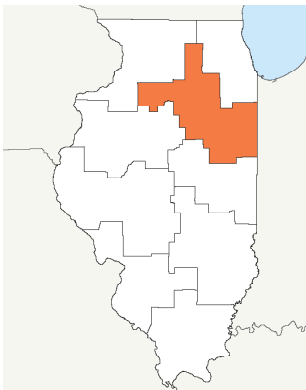
District 3 Summary

Introduction

District 3 serves nine counties located to the south and west of the Chicago metro area. The area is characterized by the Illinois River Valley, and dotted by river cities such as LaSalle, Ottawa, and Peru. This district contains numerous bikeways and trails as well as passenger rail spanning westward from

Chicago. Its scenic routes include the Illinois Lincoln Highway and Illinois River Road. The Illinois and Michigan Canal State Trail connects Peru to Joliet in the Chicago area. The Hennepin Canal State Trail also connects to cities to the west and north. Together they make up a third of the Grand Illinois Trail System.

District Profile



\$33,865 median income

15,660 centerline miles (total)

1,753 centerline miles (state maintained)



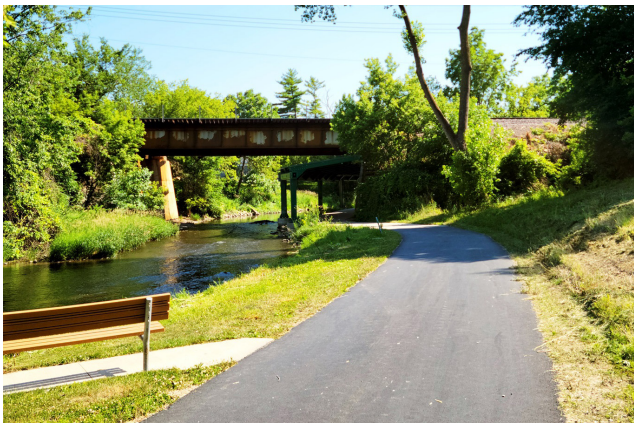
26% of the population lives in a USDOT disadvantaged community (160K total).



108 miles of state-maintained roadways are in high equity and demand areas.

612,324 residents

150 miles of bikeways



Kishwaukee Kiwanis Trail, Dekalb, IL

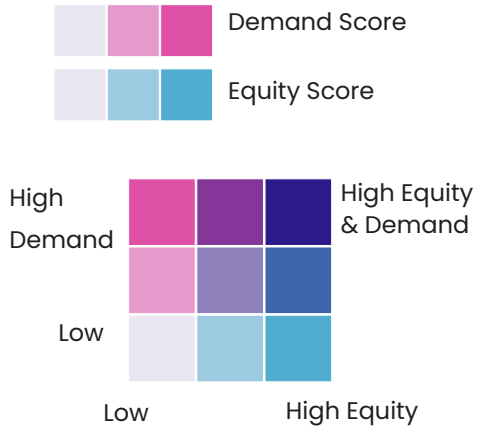
Health Analysis Results

The following areas in District 3 had higher health needs, based on the analysis results:

- Hopkins Park area
- West and South Kankakee area
- Milford and Wellington area
- Northwest Watseka area
- Between Roberts and Cabery
- North of Pontiac area



Equity and Demand Overlay

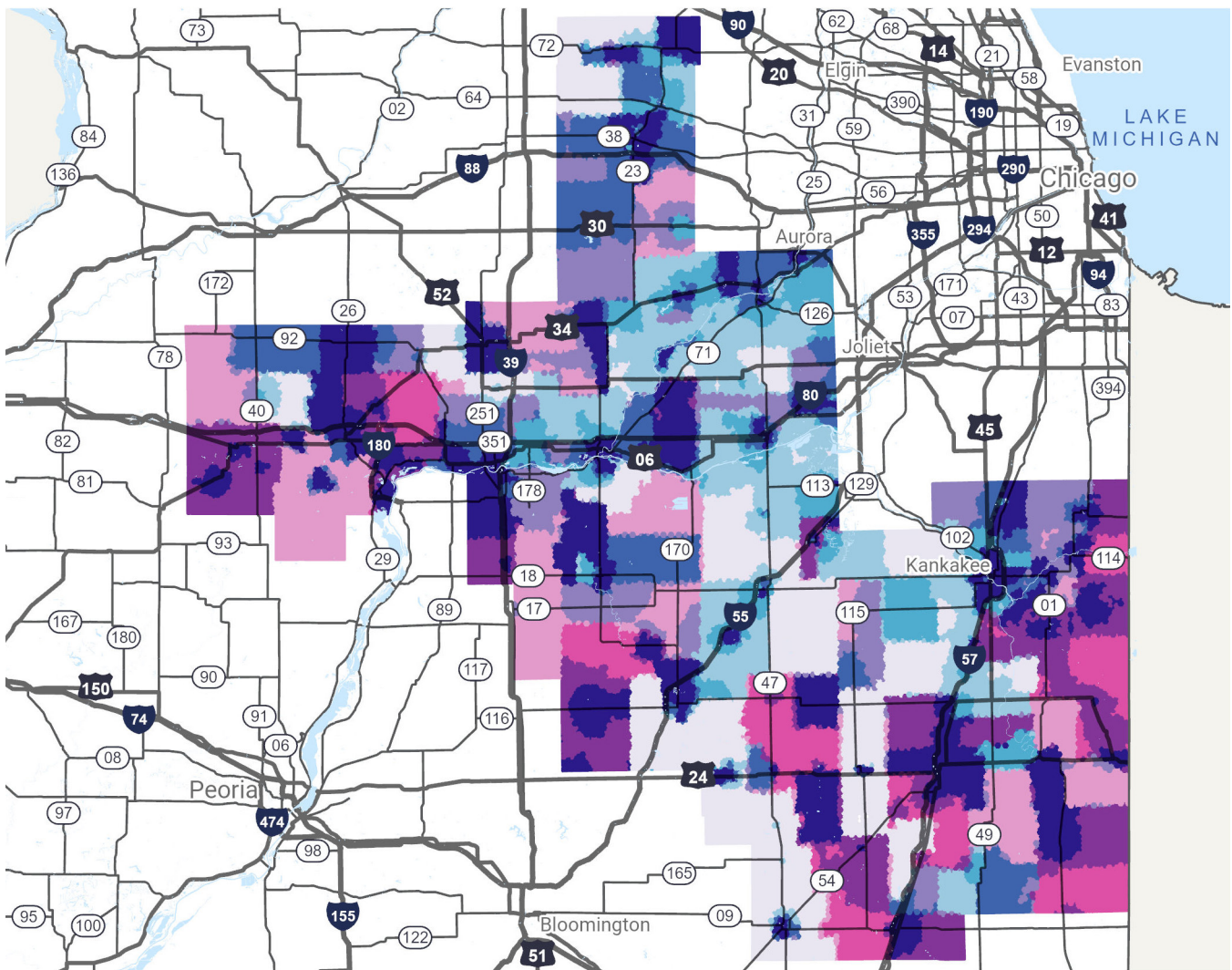


District Characteristics

The following areas in District 3 had a higher combined equity and demand score, based on the analysis results:

- South side of La Salle and Peru
- Kankakee
- Momence
- North Creek, Pontiac
- Bodznick Park, Streator
- Downtown Ottawa
- Spring Valley

- ✓ District 3 had a lower concentration of people in vulnerable communities than the state average.
- ⬆ District 3 had greater active transportation demand than the state average.



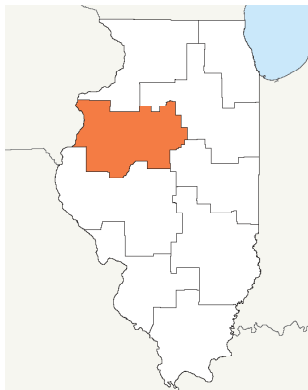
District 4 Summary

Introduction

District 4 serves 11 counties stretching from Mercer and Henderson along the Mississippi River to Woodford and Tazwell on the other side of the Illinois River. This includes the cities of Peoria and Galesburg. The scenic Great River Road, Illinois Lincoln Highway, and Historic Route 66 pass through it along with numerous

highway freight routes. Peoria has connections to the Illinois River Trail as well as the Rock Island Greenway. Galesburg is accessible by Amtrak, and both Galesburg and Peoria are serviced by intercity bus.

District Profile



\$31,304 median income

14,023 centerline miles (total)

1,738 centerline miles (state maintained)



18% of the population lives in a USDOT disadvantaged community (96K total).



132 miles of state-maintained roadways are in high equity and demand areas.

526,951 residents **68** miles of bikeways



Lakeside Greenway

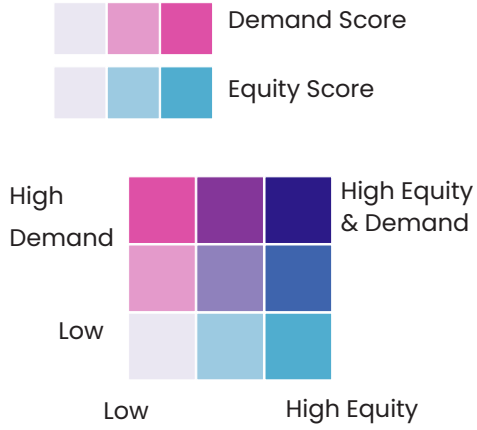
Health Analysis Results

The following areas in District 4 had higher health needs, based on the analysis results:

- Vermont/Astoria/Enion area
- Abingdon/St. Augustine area
- Northern Galesburg area
- Southern Galesburg area
- Southern Peoria
- Big Hollow Creek area



Equity and Demand Overlay

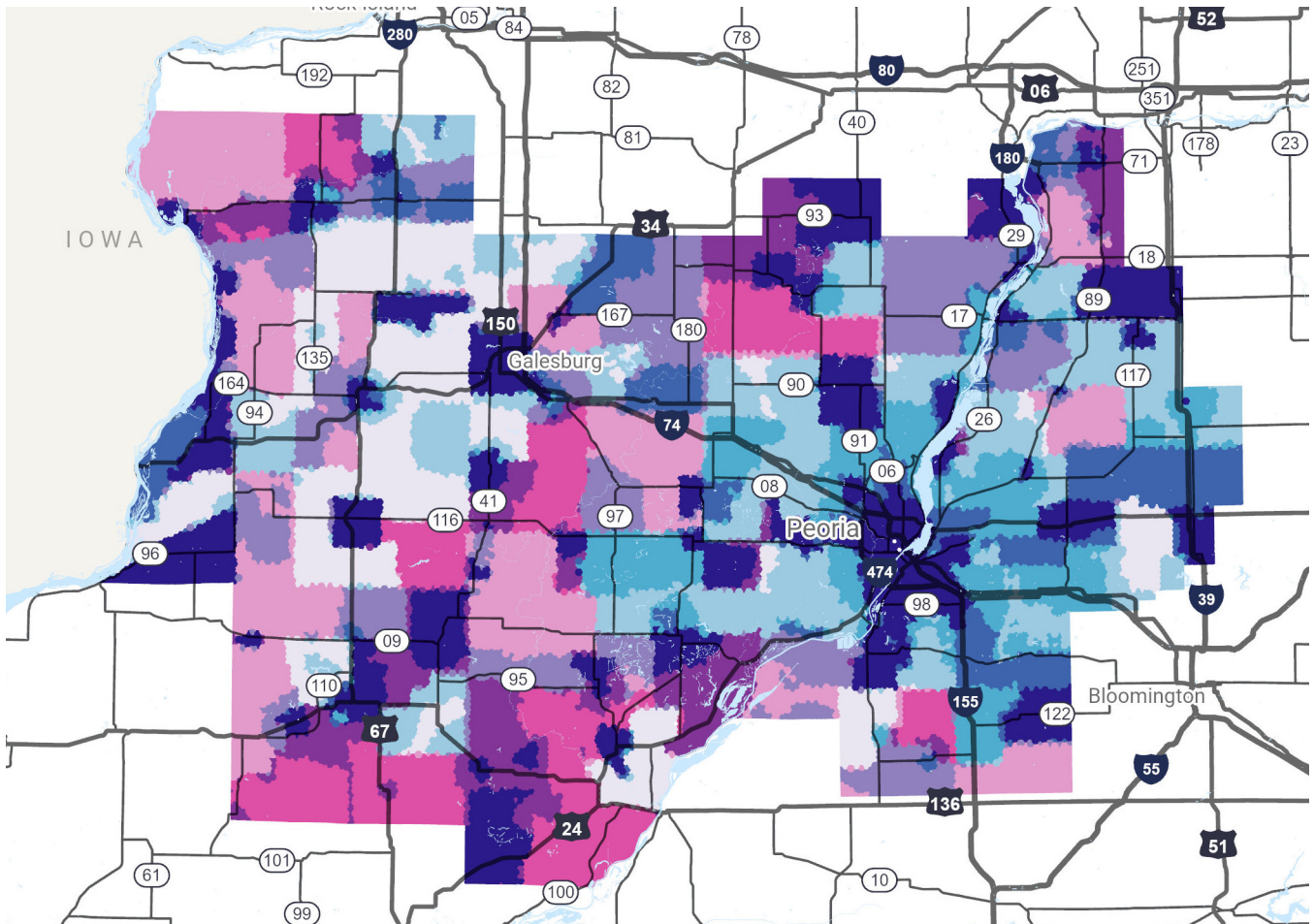


District Characteristics

The following areas in District 4 had a higher combined equity and demand score, based on the analysis results:

- Southeast Monmouth
- Southside of Galesburg
- Downtown Peoria
- South Peoria
- Pleasant Valley Peoria
- Buckheart Creek Canton
- Roosevelt Park Pekin

- ✔ District 4 had a lower concentration of people in vulnerable communities than the state average.
- ✔ District 4 had lower active transportation demand than the state average.



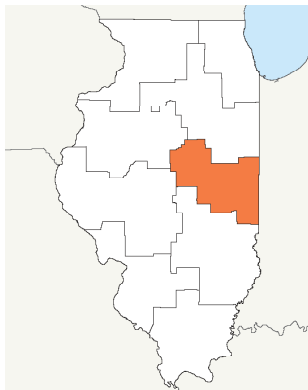
District 5 Summary

Introduction

District 5 serves seven counties stretching from McClean and DeWitt in central Illinois to Edgar and Vermillion on the eastern edge of the state. This includes the two twin cities of Normal-Bloomington and Champaign-Urbana. The scenic Great River Road, Illinois Lincoln Highway, and Historic Route 66 pass through it along

with numerous highway freight routes. Peoria has connections to the Illinois River Trail as well as the Rock Island Greenway. Both Bloomington and Champaign-Urbana are accessible by Amtrak.

District Profile



\$33,068 median income

11,855 centerline miles (total)

1,398 centerline miles (state maintained)



25% of the population lives in a USDOT disadvantaged community (131K total).



98 miles of state-maintained roadways are in high equity and demand areas.

522,014 residents

110 miles of bikeways



Historic Route 66 Trail in District 5

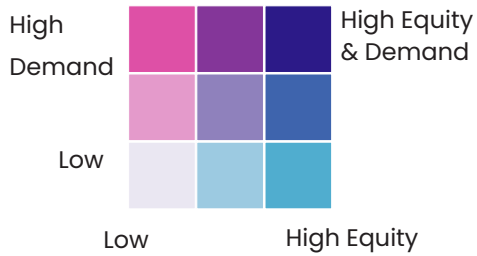
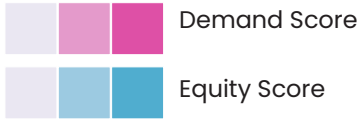
Health Analysis Results

The following areas in District 5 had higher health needs, based on the analysis results:

- Danville
- East Voorhees St. corridor
- West Danville suburbs area
- Tilton and southwest to Catlin area
- North Champaign/Urbana border area
- Arcola/Hindsboro/Newman area
- Greater Hoopeston
- Eastern Clinton



Equity and Demand Overlay

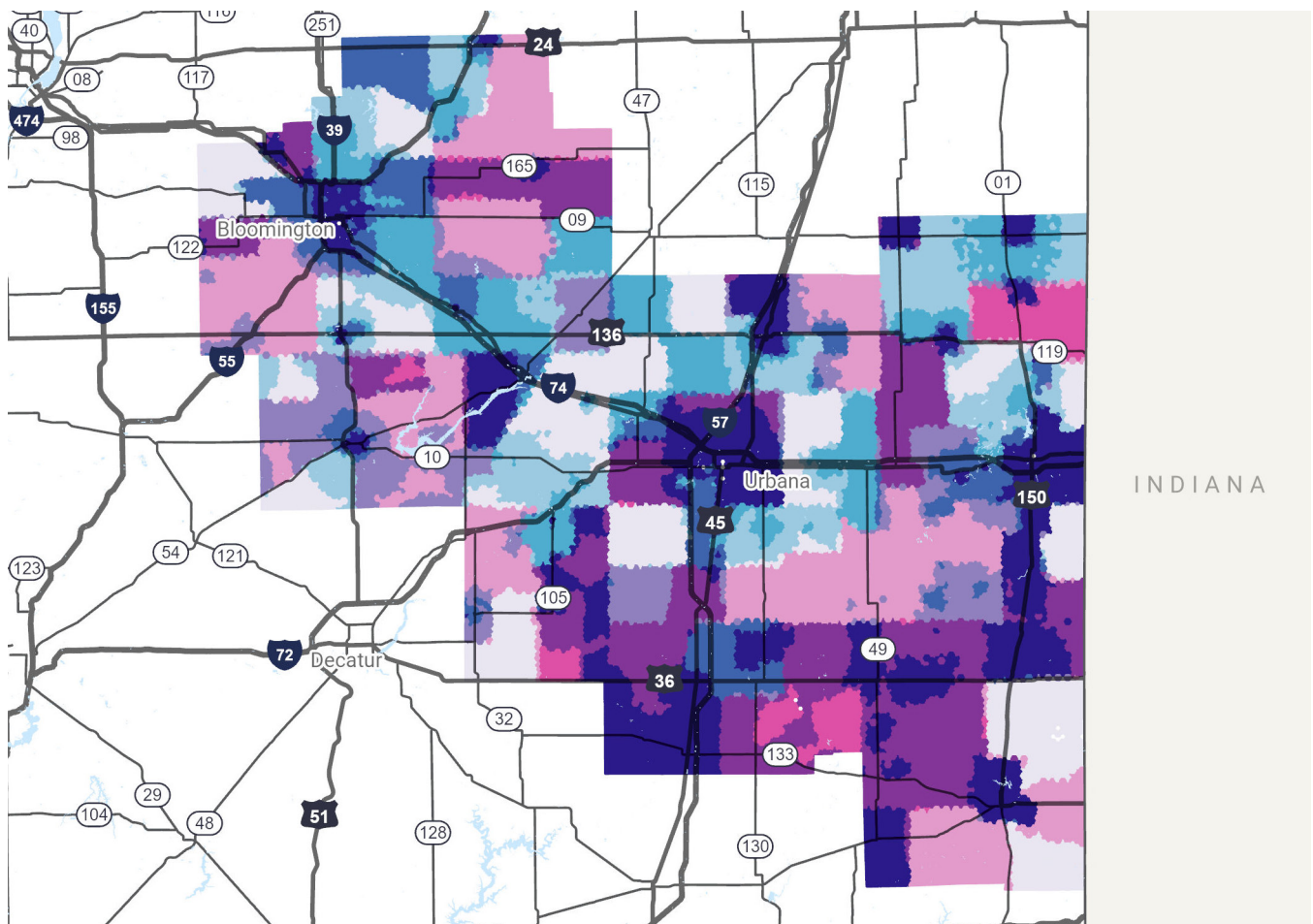


District Characteristics

The following areas in District 5 had a higher combined equity and demand need, based on the analysis results:

- West Bloomington
- Rantoul
- East Arcola
- Champaign/Urbana, just south of Highway 74
- Danville

- ⏵ District 5 had a lower concentration of people in vulnerable communities than the state average.
- ⏴ District 5 had greater active transportation demand than the state average.



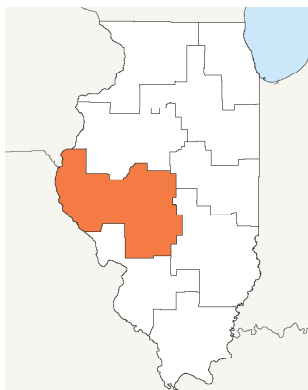
District 6 Summary

Introduction

District 6 serves 15 counties in west-central Illinois, spanning from Pike, Adams, and Hancock counties along the Mississippi River to Christian and Montgomery counties along Highway 51. This includes Amtrak stops in the cities of Quincy and Springfield. The district contains most of the points of interest in the Abraham

Lincoln National Heritage Area. Scenic routes include the Great River Road, Historic Route 66, the Historic National Road, and Pana's Lincoln Prairie bike trail. The combination of state capital sites and Lincoln sites makes this district home to the most historic tourism destinations in Illinois.

District Profile



\$31,842 median income

19,075 centerline miles (total)

2,185 centerline miles (state maintained)



23% of the population lives in a USDOT disadvantaged community (120K total).



178 miles of state-maintained roadways are in high equity and demand areas

521,241 residents

348 miles of bikeways



Greenway in District 6

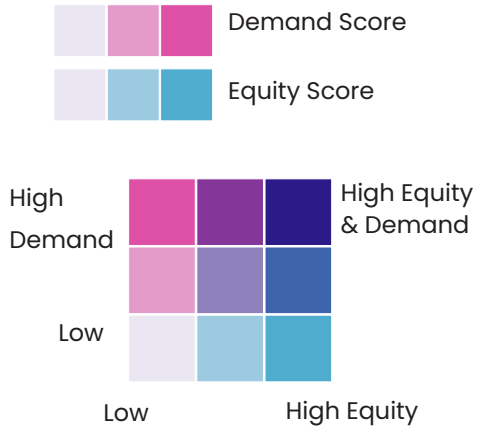
Health Analysis Results

The following areas in District 6 had higher health needs, based on the analysis results:

- Camden/Littleton area north from Ripley
- Havana/Topeka area to Illinois River
- South of Mason City
- Witt/Irving/North Hillsboro area
- West of Highway 55 (Litchfield to Williamson)
- North Taylorville
- Riverside Quincy



Equity and Demand Overlay



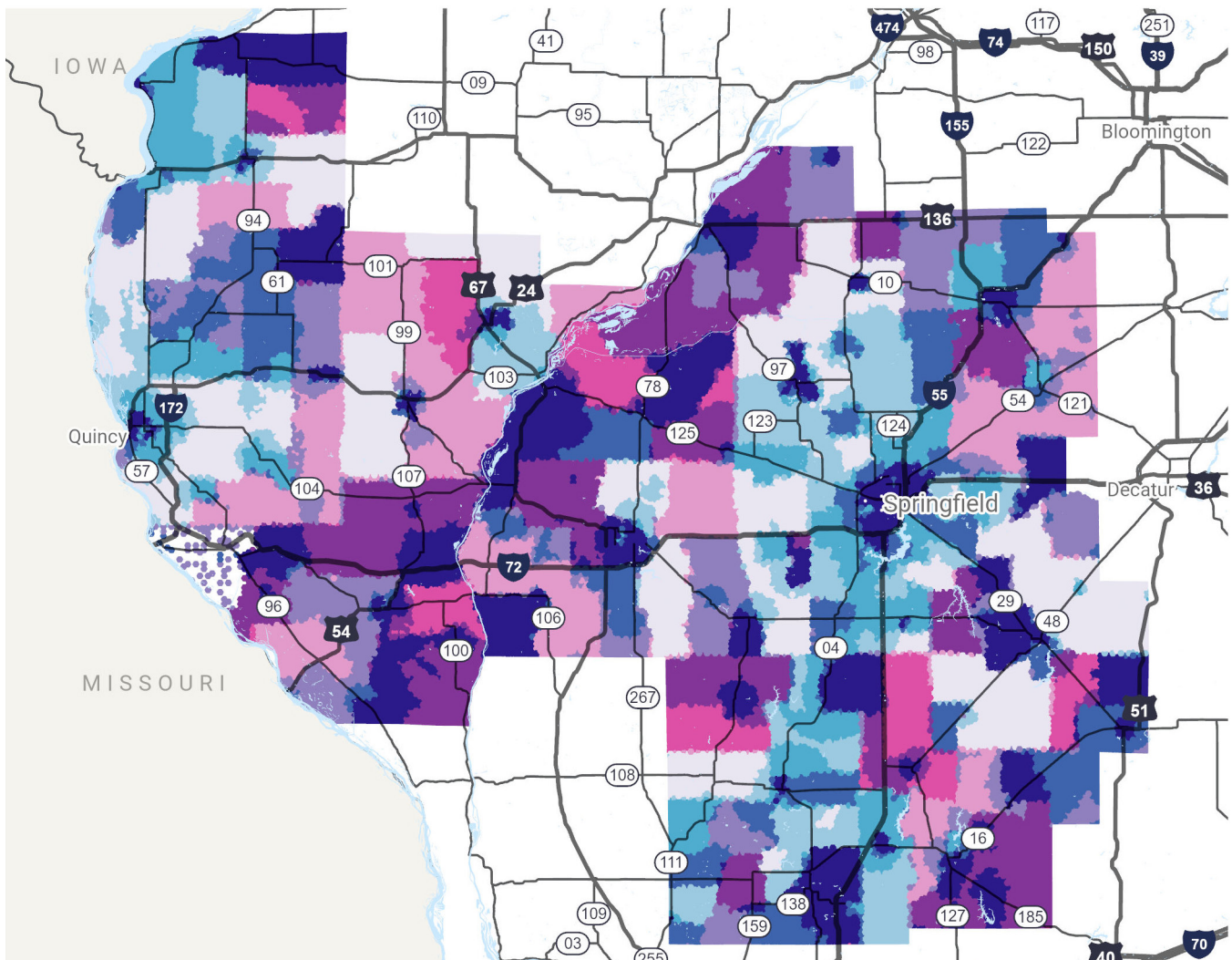
District Characteristics

The following areas in District 6 had a higher combined equity and demand need, based on the analysis results:

- East Springfield
- West Oak Ridge, Springfield
- Grandview
- Devereux Heights, Springfield
- Northeast Jacksonville
- North Beardstown
- West Quincy

⬆️ District 6 had a greater concentration of people in vulnerable communities than the state average.

⬇️ District 6 had lower active transportation demand than the state average.



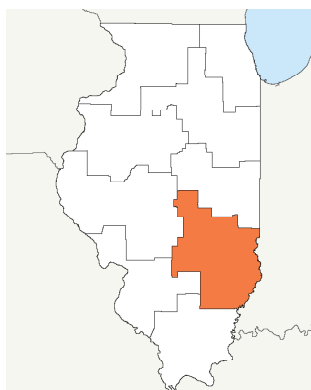
District 7 Summary

Introduction

District 7 contains 16 counties reaching from central Illinois southwest to the Wabash River as it flows from Clark County down to Wabash County. Major cities include Decatur and Effingham, which is serviced by Amtrak. This district includes the Historic National Road. Bike paths and bicycle friendly roadways are

numerous in this region. City accessible lake destinations include Lake Shelbyville, Lake Decatur, and Lake Sara. The Amtrak-serviced city of Mattoon features the 13-mile Lincoln Prairie Grass Trail.

District Profile



\$30,682 median income

17,358 centerline miles (total)

1,681 centerline miles (state maintained)

376,572 residents **7** miles of bikeways



South Fork Bridge over Sangamon River

36% of the population lives in a USDOT disadvantaged community (137K total).

119 miles of state-maintained roadways are in high equity and demand areas

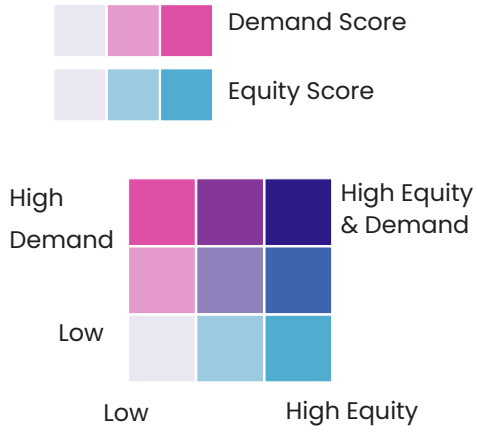
Health Analysis Results

The following areas in District 7 had higher health needs, based on the analysis results:

- Decatur
- Decatur northwest suburbs
- Fairfield
- East Mattoon/West Charleston suburbs
- Greenup/Casey/Martinsville area
- Stoy/Oblong area
- Shelbyville/Tower Hill area
- Lawrenceville area
- Olney
- Albion
- West Mount Carmel area
- South of Vandalia
- Louisville/Flora/Sailor Springs area
- Newton
- Effingham Charlotte Street/Maple Street corridor



Equity and Demand Overlay



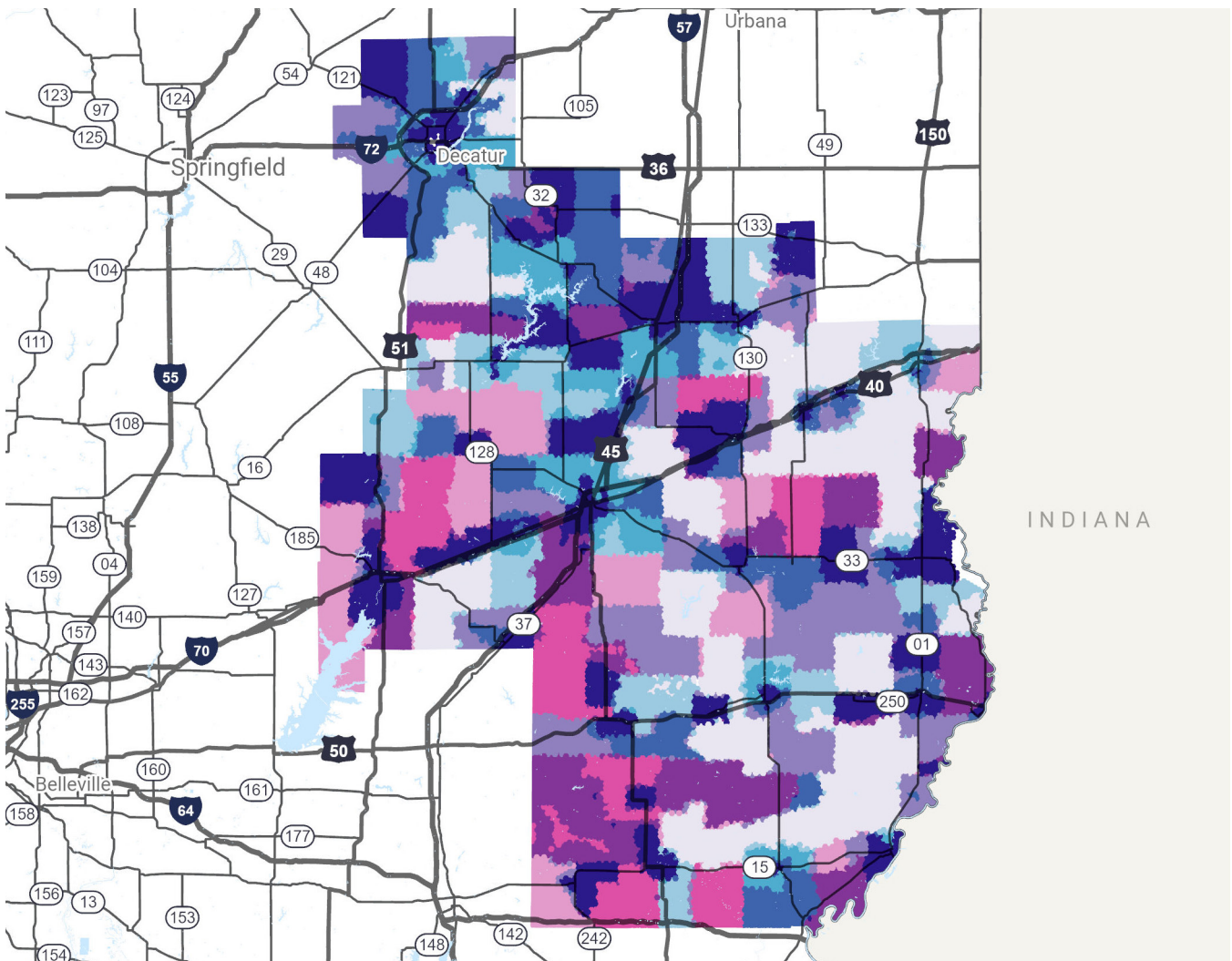
District Characteristics

The following areas in District 7 had a higher combined equity and demand need, based on the analysis results:

- Lincoln Park and East Lake Shore, Decatur
- Northeast Mattoon
- Fairlawn Decatur
- City Park, Olney
- Torrence/Spencer/Fans Field, Decatur
- Southwest Fairfield

⬆️ District 7 had a greater concentration of people in vulnerable communities than the state average

⬇️ District 7 had lower active transportation demand than the state average.



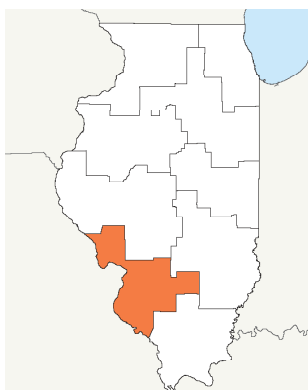
District 8 Summary

Introduction

District 8 serves 11 counties, most of which are along the Mississippi River, owing to this district having the longest border on the river. The Illinois River convenes with the Mississippi, wrapping around the district's northernmost county, Calhoun. The river border then flows from there down past East St. Louis to Randolph

County. Numerous bikeways extend from the East St. Louis metro area, including the Vadalabene Bike Trail along the Great River Road Illinois Scenic Bikeway. The Amtrak follows a short distance of the Mississippi bottomlands from Godfrey before crossing into St. Louis. The district is home of the ancient Cahokia Mounds.

District Profile



\$33,327 median income

13,847 centerline miles (total)

1,972 centerline miles (state maintained)



23% of the population lives in a USDOT disadvantaged community (173K total).



281 miles of state-maintained roadways are in high equity and demand areas.

733,790 residents

720 miles of bikeways



Young Cyclists in District 8

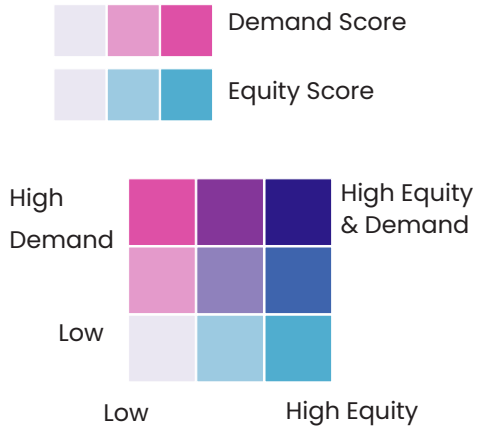
Health Analysis Results

The following areas in District 8 had higher health needs, based on the analysis results:

- East St. Louis and metro area (western and southern Granite City, Venice, Brooklyn, Fairmont City, south and western Madison, Washington Park, west Caseyville, Cahokia Heights, and Sauget)
- Roodhouse
- Alton
- Baldwin/Sparta/Coulterville area
- Highway 51 corridor: (Sandoval to Wamac)
- Belleville Memorial Hospital and Empire
- Hardin/Hamburg/Kampsville area north
- White Hall



Equity and Demand Overlay



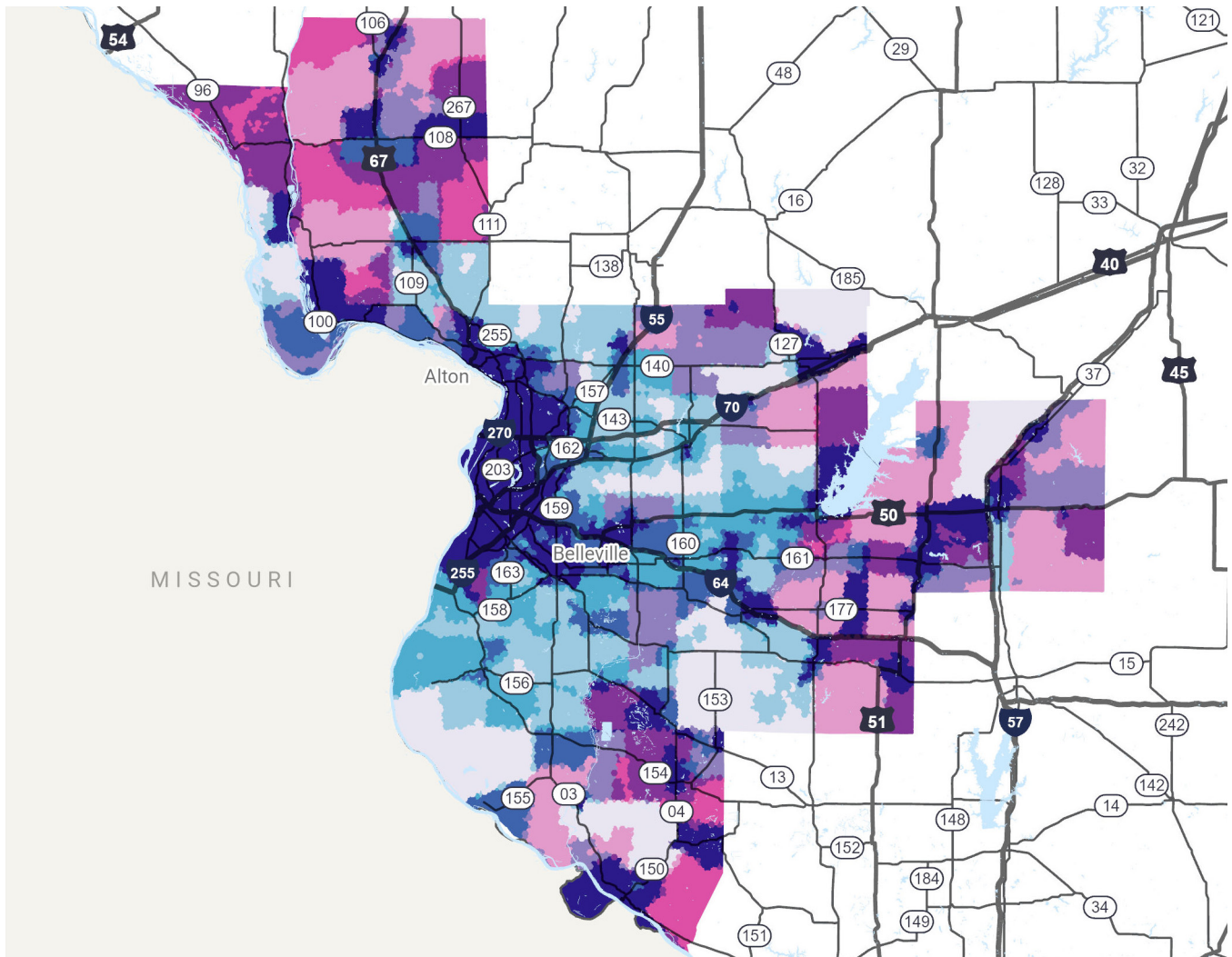
District Characteristics

The following areas in District 8 had a higher combined equity and demand need, based on the analysis results:

- East St. Louis
- Alorton/Centerville
- South Cahokia Heights
- Washington Park
- Venice/Brooklyn
- Central City, Madison
- Downtown and East Granite City
- Downtown and East Alton
- Rock Springs and Olin Park, Alton
- North Centralia

⬆️ District 8 had a greater concentration of people in vulnerable communities than the state average.

⬆️ District 8 had greater active transportation demand than the state average.



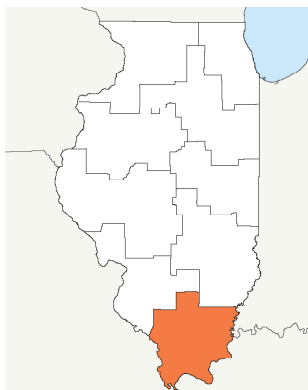
District 9 Summary

Introduction

District 9 serves 16 counties at the southernmost tip of the state in between the Mississippi, Wabash, and Ohio rivers, with those three rivers making up roughly two-thirds of the district's boundary. These rivers create beautiful bluffs, scenic views, and natural habitats for all types of wildlife in the district.

At the Cairo Junction in the southern tip of the state and just north of the confluence of the Mississippi and Ohio rivers, the Great River Road and Ohio River Scenic Byway connect. The most extensive bike trail in the district is the Tunnel Hill State Trail stretching 45 miles between Eldorado to Karnak.

District Profile



\$27,387 median income

12,579 centerline miles (total)

1,508 centerline miles (state maintained)



49% of the population lives in a USDOT disadvantaged community (164K total).



134 miles of state-maintained roadways are in high equity and demand areas.

331,486 residents

315 miles of bikeways



Greenway Underpass in District 9

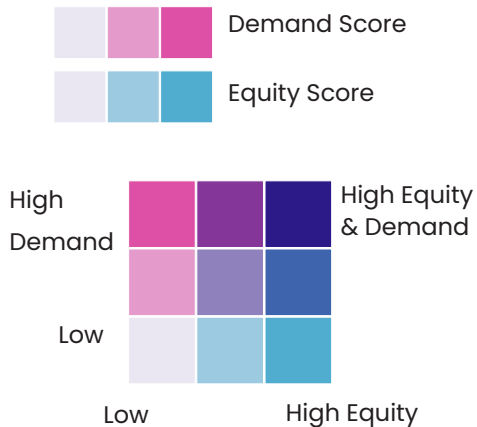
Health Analysis Results

The following areas in District 9 had higher health needs, based on the analysis results:

- › Cairo/Ullin/New Grand Chain area
- › Metropolis
- › Ohio River region south from Golconda
- › North Benton area
- › Western Murphysboro
- › North Carbondale area
- › Christopher
- › West Frankfurt
- › Harrisburg
- › Eastern Eldorado
- › Equality/Junction/Shawneetown area
- › Downtown Mt. Vernon



Equity and Demand Overlay



District Characteristics

The following areas in District 9 had a higher combined equity and demand need, based on the analysis results:

- South and West Murphysboro
- Northeast Carbondale
- Southwest West Frankfort
- Northern West City
- Cairo
- Eastside Metropolis
- Downtown Mt. Vernon

- ⬆️ District 9 had a greater concentration of people in vulnerable communities than the state average
- ⬇️ District 9 had lower active transportation demand than the state average.

