



**ride**  
ILLINOIS



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**Upshift**  
Winter 2017

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**Cover photo**

*Ride Illinois cohosting 150 state lawmakers and legislative staff on the 2016 Bipartisan Ride during the National Conference of State Legislatures Summit in Chicago this past August.*

Photographer: Chris Ocken  
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## Teaching our Newest Drivers

One of Ride Illinois' target audiences for bicycle safety education is our newest generation of motorists. We are actively promoting the use of our BikeSafetyQuiz.com resource in driver education programs around the state so that our youngest drivers have the opportunity to learn how to safely share the road with cyclists.

This past fall, Ride Illinois Executive Director Tania Sebastian attended the Illinois High School & Driver Education Association's Fall Workshop in Chicago. She gave a presentation to over 100 instructors on the importance of educating their students about car and bicycle interactions and how they can easily incorporate those lessons by using BikeSafetyQuiz.com. The motorist version of the quiz includes 26 Secretary of State-approved questions covering on-the-road situations, techniques, common mistakes, and relevant laws



when sharing the road with bicycles. The learning comes from short explanations tailored to a student's right or wrong response, and teachers do not need training in the subject matter to use the lesson. Over 80 schools have used the quiz in their classrooms, and we are working to reach many more public and private driver education programs.

Help us urge your local high school driver education teachers to incorporate this easy tool in their curriculum! Information for instructors is available at BikeSafetyQuiz.com, or have them email us at info@rideillinois.org to set up the quiz for their school.

## Sign Up For Our Monthly E-News

Stay up to date on Ride Illinois' efforts, action alerts, and bicycling related news by signing up for our e-newsletter at [rideillinois.org](http://rideillinois.org).

## Follow Ride Illinois On Facebook

Find us at [www.facebook.com/rideillinois](http://www.facebook.com/rideillinois) and catch up with us daily. We'll share news, resources, events, contests, and have discussions about what we're doing to make Illinois a more bicycle-friendly state.

## Join us at the National Bike Summit

For 15 years, Ride Illinois has participated in the National Bike Summit in Washington D.C. and led Illinois' delegation on Lobby Day where advocates from across the nation descend on Capitol Hill to ask members of Congress to speak up for—and fund—bicycling projects. The next National Bike Summit will take place March 6-9, 2017, and more information can be found at the League of American Bicyclists website at [bikeleague.org](http://bikeleague.org). If you'd like to join the Illinois delegation and help us meet with our state's Congressional offices, email us at [info@rideillinois.org](mailto:info@rideillinois.org).



*Our 2016 Illinois delegation above (from left to right): Bill Chalberg, Downers Grove Bicycle Club Board Member; Tania Sebastian, Ride Illinois Executive Director; Michael Gorman, Bike BloNo Board Member; Ed Barsotti, Ride Illinois Chief Programs Officer; Elizabeth Adamczyk, Women Bike Chicago Chair; Cynthia Hoyle, Alta Planning + Design; Richard Bascomb, Village of Schaumburg Transportation Manager; Jeff Yockey, Champaign County Bikes Executive Director.*

## Bipartisan Bike Ride



On August 11, Ride Illinois had the honor of leading a bicycle ride for over 150 state lawmakers and legislative staff from around the country. They were in Chicago for the annual National Conference of State Legislatures Summit. Each year, our sister organization, Bike Texas, hauls two truckloads of bicycles to wherever the conference is being held and organizes a ride for the attendees with the help of a local partner like us. We invited Illinois

Representative Elaine Nekritz (D) and Illinois Senator Christine Radogno (R) to co-host the ride with us, and help us invite other Illinois legislators to participate in the ride. We also created the route and recruited an amazing group of volunteers to unload and set up the bikes for the early morning ride.

Starting in Chicago's Grant Park, the 8.5 mile ride combined the grandiosity of the Lakefront Path

and views that evoked the grit of the City's industrial past. The return route showcased projects that have significantly improved the safety and comfort of on-street bicycling, such as the new curb-protected bike lanes on 31st Street through Bronzeville and the Illinois Institute of Technology's campus.

By providing this fun, low stress way to tour cities, legislators can ride away inspired to improving the cycling environment in their home states—and with the ideas to make it happen. Before the ride, Senator Christine Radogno explained: "We welcome the opportunity to share examples of bike improvements made possible by local, state, and federal collaboration."

Representative Elaine Nekritz added, "I look forward to taking the conference outside. Riding a bike is one of the best ways to experience Chicago."

# Pushing for New Bicycle Safety Legislation

This spring, Ride Illinois will be in Springfield to advocate for a new bicycle safety bill we have proposed. This not-yet-numbered state bill would make three common practices legal and clarify existing law on another. The amendments will:

## ALLOW MOTORISTS TO PASS BICYCLISTS IN A NO-PASSING ZONE UNDER CERTAIN CONDITIONS

Roadway no-passing zones are determined by road engineers, with zone lengths based on the relative speeds of drivers of motorized vehicles passing other vehicles. For some roads, no-passing zones continue for a very long time.

This presents a problem for drivers wishing to pass a relatively slow-moving bicyclist on two-lane roads lacking enough width for drivers to safely and legally pass with at least three feet lateral clearance (625 ILCS 5/11-703(d)). While there may be sufficient time to safely pass a bicycle given the limitations for passing (5/11-705 and 706), the solid centerline tells the motorist not to move into the oncoming lane—even partially—to do so.

In this common situation, the majority of motorists do cross solid centerlines to pass cyclists, anyway. Some drivers choose to pass too closely, to obey the no-passing zone. However, in doing so, they illegally squeeze by within the same, too-narrow lane—a scary maneuver sometimes leading to sideswipe crashes. For long no-passing zones, those obeying both the no-passing zone and the three-foot passing law may end up following the bicyclist slowly for a long time.

It is not clear whether current law (5/11-707(c)) allows a no-passing zone exception in this case by considering a bicycle as an “obstruction” using 5/11-701(a)2. This ambiguity needs to be addressed through a specific clarification, legalizing what most motorists already do.

Several states have modernized their solid centerline no-passing rule to reflect safe and practical passing practices. Most of those states have allowed motorists to pass bicyclists in a no-passing zone merely “when it is safe to do so.” Others provide more specificity related to cyclist speed. We recommend a more specific approach that borrows safety exceptions from current law (625 ILCS 5/11-706) on driving on the left side.

### PROPOSED AMENDMENT TO 625 ILCS 5/11-703:

(e) The operator of a motor vehicle may drive to the left side of the center of a roadway which has been designated a no-passing zone to overtake and pass a bicycle or individual proceeding in the same direction, pursuant to the requirements of paragraph (d), when the motor vehicle is capable of overtaking and passing the bicycle or individual



without exceeding the speed limit, except, when approaching within 100 feet of or traversing any intersection, alley, driveway, tunnel, bridge, viaduct, curve or crest of a grade where the driver’s view is obstructed as to create a hazard.

*[Paragraph (d) is the 3-foot passing law. Paragraphs (e) and (f) become (f) and (g), respectively.]*

## OFFICIALLY LEGALIZE BICYCLING ON ROAD SHOULDERS, BUT NOT REQUIRE IT

Current law 625 ILCS 5/11-709.1 largely restricts vehicles driving on a shoulder, with some exceptions including “any farm tractor or implement of husbandry” listed in its paragraph (b). Bicycling on a paved shoulder is generally accepted practice, usually preferred by cyclists, but it is not legally clarified. Legal clarity would be a benefit both for cyclists as well as for road agencies willingly desiring to sign or otherwise designate bicycle routes having such shoulders.

However, it is poor practice to require cyclists to ride on a shoulder. If the shoulder is unpaved (e.g., gravel), many bikes are unable to ride on it without a very high risk of a flat tire and possibly falling. Many paved shoulders are not routinely swept, resulting in debris accumulation that frequently causes flats and possibly leads to falls. Shoulder rumble strips, while reducing car run-off-the-road crashes, are jarring and dangerous to ride on for bikes. Finally, other legal cyclist traffic maneuvers require riding away from the shoulder.

We recommend adding bicycles as exceptions to the statute restricting driving on a shoulder, if it is made clear that shoulder riding is not a requirement.

### PROPOSED AMENDMENT TO 625 ILCS 5/11-709.1:

Sec. 11-709.1. Driving on the shoulder.

(a) Vehicles shall be driven on a roadway, and shall only be driven on the shoulder for the purpose of stopping or accelerating from a stop while merging into traffic. It shall be a violation of this Section if while merging into traffic and while on the shoulder, the vehicle passes any other vehicle on the roadway adjacent to it.

(b) This Section shall not apply to any authorized emergency vehicle, to any authorized transit bus, to any farm tractor or implement of husbandry, to any service vehicle while engaged in maintenance of the highway or related work, or to any authorized vehicle within a designated construction zone.

(c) This Section shall not apply to any bicycle; however, a bicycle shall not be required to be operated upon a shoulder.

## **ALLOW BICYCLISTS TO USE A REAR LIGHT WITHOUT ALSO USING A REAR REFLECTOR**

Current law 625 ILCS 5/11-1507 governs required equipment when bicycling at night. Required on the back is “a red reflector on the rear of a type approved by the Department which shall be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle.”

Red lights may be used in addition to a reflector, and there is no specificity on whether the light must be steady or could be flashing: “A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector.”

Current, improved rear-lighting technology has eliminated the need for reflectors, and many bicyclists solely use rear lights already.

Proposed solution: We recommend that the law should be updated so that a steady or flashing lamp may be used instead of the red reflector. Eight states and the City of Chicago currently allow either a light or reflector, although there is no consensus language. A simple fix based on current Illinois law wording is suggested.

### **PROPOSED AMENDMENT TO 625 ILCS 5/11-1507:**

Sec. 11-1507. Lamps and other equipment on bicycles.

(a) Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 500 feet to the front and with a red reflector on the rear of a type approved by the Department which shall be visible from all distances from 100 feet to 600 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle. A lamp emitting a steady or flashing red light visible from a distance of 500 feet to the rear may be used in addition to or instead of the red reflector.

## **CLARIFY “SUBSTANDARD LANE WIDTH” EXCEPTION TO RIDING FAR RIGHT**

Current law 625 ILCS 5/11-1505 governs the position of bicycles (and motorized pedal cycles) operating on roadways at less than the normal speed of traffic. That position shall be “as close as practicable and safe to the right-hand curb or edge of the roadway” – with a list of safety-motivated exceptions closely approximating the Uniform Vehicle Code.

One such exception to the far-right rule is “substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this subsection, a ‘substandard width

lane’ means a lane that is too narrow for a bicycle or motorized pedal cycle and a vehicle to travel safely side by side within the lane.” The main purpose is to allow bicyclists to ride further out from the right edge to dissuade motorists from attempting to pass too closely – the source of dangerous sideswipe crashes.

Unfortunately, “substandard lane width” has been subject to various interpretations, even by traffic engineers unfamiliar with national best practice on bicycle accommodation.

Recently, the AASHTO Guide for the Development of Bicycle Facilities (2012) – the top national design reference on bicycle issues – has provided clarity while using the same 3-foot passing minimum clearance specified in Illinois law: “Lane widths of 13 ft (4.0 m) or less make it likely that most motor vehicles will encroach at least part way into the next lane to pass a bicyclist with an adequate and comfortable clearance (usually 3 ft. [0.9 m] or more depending on the speed of the passing vehicle). Lane widths that are 14 ft (4.3 m) or greater allow motorists to pass bicyclists without encroaching into the adjacent lane.”

To clarify its ambiguity, we recommend amending the substandard lane width exception to refer to the AASHTO bicycle guide or successor nationally-accepted design reference document. This does not in any way construe that lanes must be constructed with widths of 14 feet or more. We would support any additional language that may be needed to make this point clear.

### **PROPOSED AMENDMENT TO 625 ILCS 5/11-1505(a)(3):**

When reasonably necessary to avoid conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, motorized pedal cycles, pedestrians, animals, surface hazards, or substandard width lanes that make it unsafe to continue along the right-hand curb or edge. For purposes of this subsection, a “substandard width lane” means a lane that is too narrow for a bicycle or motorized pedal cycle and a vehicle to travel safely side by side within the lane, as specified by the American Association of State and Highway Officials’ Guide to the Development of Bicycle Facilities or successor document; or

**Two of the provisions detailed above are inspired by incidents occurring in Illinois where cyclists were either wrongly prosecuted or not offered the protection of the law. Another will clear up a perceived conflict with the existing three-foot passing state law. While these proposed amendments may seem modest, they will go a long way in protecting bicyclists’ rights and safety on the roads, and we’ll need your help to make them a reality! Please join our email list at [rideillinois.org](http://rideillinois.org) so that you will receive our calls to action and latest updates on this legislative effort!**

**We want to thank Representative Tim Butler (R-Springfield) and Representative Anna Moeller (D-Elgin) for sponsoring the bill.** While we await our bill number, Ride Illinois is conferring with state agencies and groups including the Illinois Secretary of State, Illinois Department of Transportation, Illinois State Police, and Illinois Association of Chiefs of Police in hopes of gaining consensus for easier passage.

## 2016 Illinois Bike Summit – A Great Success

**One of Ride Illinois’ strategies to make biking better in our state is to provide advocates and local/state agencies with information on how to do so. Whether it’s providing direct assistance to a town, offering strategic guidance to local advocates, or presenting at seminars and conferences, sharing the whys and hows is a critical component of making Illinois more bike friendly.**

The Illinois Bike Summit is a major event connecting advocates and professionals with best practices, inspiring examples, and others whose experience and expertise can help them.

This past year’s summit was held in Normal on September 19, and over 250 bicycle advocates, planners, civil engineers, public health researchers, and elected officials were in attendance.

We were honored to have had IDOT Secretary Randy Blankenhorn (pictured above, center) give an inspiring speech about IDOT’s new thinking and approach to bicycle planning across the state.

“How do we give people the option to bike if they want to bike in a safe and efficient manner,” said Secretary Blankenhorn. “That’s the conversation that we need to start to have, and we need to start to have it together as we look toward the future.”

Presentations from our 25 speakers are available to download on the 2016 Illinois Bike Summit page on [rideillinois.org](http://rideillinois.org). We welcome you to learn more and consider joining us for our next Illinois Bike Summit in the spring of 2018 in Chicago.

*Special thanks to our many sponsors for helping make the event possible: Freeman Kevenides Law, Town of Normal, Christopher B. Burke Engineering, Alta Planning + Design, Bike BloNo, Friends of the Constitution Trail, Illinois Department of Transportation, McLean County Regional Planning Commission, Vitesse Cycle, Epstein, American Planning Association - Illinois Chapter, Clark Dietz, Connect Transit, Dero Bike Racks, SRAM Cycling Fund, Bloomington Cycle and Fitness, Bloomington Primary Care, Drs. Doran, Capodice, Efaw & Ocheltree, Ecology Action Center, Farnsworth Group, Maurer-Stutz, McLean County Health Department, McLean County Wheelers, Orthodontics Associates, Sugar Creek Orthodontics, Toole Design Group, T.Y. Line International Group, Uptown Partners.*



Ride Illinois Executive Director Tania Sebastian (left), IDOT Secretary Randy Blankenhorn (center), Ride Illinois Chief Programs Officer Ed Barsotti (right)

### 2016 Scheduled sessions included:

- Your Bikeway Infrastructure Toolbox
- How Normal Became a Bicycle Friendly Community
- Bike Law: In the Books and in the Courtroom
- \*Trails = \$\$\$
- Raising the Next Generation of Cyclists
- Rolling Towards Equity: Breaking Barriers and Biking for Necessity
- The Softer Side of Trails: The Whys and Hows of Natural Surface Facilities
- Trail Talk: Youth Corps and Recreational Corridors
- Making it Count: Using Data to Improve Bicycling
- Advocacy: Bikeways for All and Make Biking Better
- The Ease of the E’s: Reaching Bicycle Friendly Community Status
- How Biking Helps Public Health and Public Health Helps Biking
- Sharing—and Friending—the Trail
- The Early History of Bicycling in Illinois

## 2016 Illinois Bike Summit Award Winners

### Ride Illinois awarded two cities and one individual for their significant achievements in bicycle advocacy.

The City of Aurora was presented with the Ride Illinois Project Award for an outstanding bikeway infrastructure project — the installation of curb-protected bike lanes on River Street. The new protected bikeway connects the remaining half-mile-long trail gap on the Fox River Trail. The trail now spans more than 60 miles from Oswego all the way north near Wisconsin. The curb-protected bike lanes provide a level of comfort consistent with the rest of the trail. The innovative facility features green pavement, bicycle-only traffic signals, concrete curbing and brick stamping, and more. “Protected bike lanes are for more than just Chicago and directly-adjacent suburbs,” said Ed Barsotti, Chief Programs Officer of Ride Illinois. “We’re thrilled to see the bold leap forward in Aurora’s bikeway infrastructure and to recognize this transformative project. It’s also smart policy, as Illinois’ second-largest city, like many others, seeks to attract businesses and a young workforce.”



Aurora’s Engineers Roopa Anjanappa and Eric Gallt (left) and Ride Illinois Chief Programs Officer Ed Barsotti (right)

The City of Danville was presented with the Ride Illinois Partnership Award for their exceptional participation in the Illinois Mayor’s Bicycle Safety Challenge. Ride Illinois invited towns throughout the state to join the Challenge this past spring. We asked mayors to proclaim a bike safety week and encourage their residents – cyclists, motorists, and children – to learn more about sharing the road by using our education tool, BikeSafetyQuiz.com.



Danville Mayor Scott Eisenhauer (left), Ride Illinois Executive Director Tania Sebastian (center), and Danville Planners Ross Hilleary and Chris Milliken (right)

George Bellovics, the Illinois Department of Natural Resources’ Landscape Architect and Grand Illinois Trail Coordinator, was presented with the Ride Illinois Professional Award for his instrumental role in developing many of the state’s most popular bike trails. From the Great River Trail in northwestern Illinois, to Rockford’s Perryville Path, to the south suburbs’ Old Plank Road Trail, George has provided guidance, secured funding, and proven a steady hand in dealing with political challenges. One project exemplifies George’s success – a segment of the 65-mile Great River Trail was proposed through the Upper Mississippi National Wildlife Refuge. The U.S. Fish and Wildlife Service was leery of a bike trail on Refuge property, especially through a sensitive ecological area. George helped design a solution to and complete a paved bike trail on the Refuge, a first for the Service nationwide.

Danville stood out in terms of their organized community outreach and social media efforts. Mayor Eisenhauer led by example, took the quiz, and proudly promoted his participation. He inspired residents to learn more about safe riding and driving techniques, and motivated city employees and Danville residents to take the quiz. During Danville’s Bike Safety Week, city staff and residents posted their selfies with the quiz certificate of completion on social media. They also hosted a ride with the mayor and promoted safe cycling, provided helmet fittings, and showcased their ongoing commitment to bike safety by highlighting their shared use paths, on-street bike lanes, and bike sharrows.



Ed Barsotti and Tania Sebastian (left), IDNR’s George Bellovics (center), and Ride Illinois Board Member Dick Westfall (right)





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Bob and Karen Pautsch	Riccardo Superina	Randy Anderson	Sandra Brown	Randy and Laura Curtis	Joe Frazee
Derek Peebles	Eric Swanson	Larry Appelson	Tyler Brown	Dale Czarny	Dan Frett
Jane Pfeifer	John Sweet	Stephanie Applebaum	James Bryniarski	Jurgen Daartz	Michael Frigo
Edward Pierson	Mikie Swier	Lisa Applegate	Greg Buban	Joseph Daniel	Bob and Claire Gadbois
Fraeda and Gary Porton	Tom and Julie Szafraniec	Bernadette Ardaugh	Patricia Burckhalter	Paul Danko	Kathy Galias
Mitchell and Sharyl Portugal	Roman and Cari Szczesniak	Steve Arendas	Mark Burket	Al Dargiel	Lynne Gallucci
Jerry Prestinario	Mike Szyska and Sylvia Kellogg	Gary Audi	George and Sandy Burrier	Jennifer Davis	John Gamble
Tom and Ginny Preston	Cyndi Tate	Mary Ann Badke	Bob Burtch	Joanne Davis	Kevin Garcia
Donna Proctor	Cyndi Tate	Michael Bagby	Don Buss	Jonathan and Adolpho De La Pena	Deb Garner
Glenn Pryor	Tom and Mary Tebbe	Alan Bailey	Martha Butler	Lynda Deans	Kevin Gaydar
Marilyn Quas	Tom and Mary Tebbe	Alaric Bailey	Todd Cagnoni	Rodney and Julie Delfinado	Jo Gayle
Jovito Quintos	Mark Theesfeld	Robert T Baird	Erwin Campbell	Clinton Desmond	Paul Gearen
Don Radtke	Erich and Kristin Thurow	Linda Baker	Michele Campbell	Erin Desmond	Robert Gedmin
Dave and Cindy Reedy	Randy Tornquist	Jerry Balin	George Capps	Eric Dickerson	David Geist
Thomas Remec	Bill Triplett	Pat Barker	Mike Caputo	Ron Dierks	Leroy Gesbeck
Robert Rhine and Sandra Rouhselang	Eric Tschosik	Kevin Barrett	Kenneth Carlborg	Katie Donoghue	Tim Giardina
Kay Richards and Mark Ailes	Bill and Sue Tucker	Alex Bart	Gene Carlson	Ken Doyle	Alan Gibbs
Christine Richards	Martin Van Ausdale	Ed Bartunek	Hal Carlson	Gary Doza	Art Gilfand
Chris Richerson	Mike Vander Weele and Mary McKinstry	Debra and John Baruch	Tom Casson	Bernie and Barbara Drake	Laurie Gillard
Chris Rieke	Eric Vann	Richard Bascomb	Edward Cave	Carl Droege	Bill Gillespie
David and Jimmie Ring	John Villani	Rob Bauer	John Chapman	Tamara Ducey	Bob Gillman
Ronald Ritter	Jonathan Voelz	Juliette Beaulieu	Terri Chavez	Wallace Dunn	Eric Ginsburg
Marianne Robertson	Ira Wachtel	Ralph Bechtold	John E Chebuhar	Susan Dytkevicz	John Goerner
Sheri Rosenbaum	Linda Warner	Lance Beigh	Mike Childress	Carol Eagleton	James M Goff
Brett Rudis	Lisa M Weber	Jacob Benjamin	Scott Chisholm	James Earnshaw	Michael Golden
Rita Rudloff	Dick and Mary Weeks	William m Benjamin	Diane Chomiak	Ronald Eash	William Goldstein
Diane Ryzner	Linda Weglarz and Dave Siegfried	Jeanne Bereza	Anthony Cimaglia	Carl Eberle	Christopher Gomes
	Edward Weisbrod	Steve Berger	Dave Cinotto	Amy R Edwards	Harry and Susan Gore
	Dean and Judy Welch	Diane Bernardi	Tom Clark	Barbara Eichholz	Michael Gorman
	Doug Welch	Mary Bertrand	William Clark		Greg Gornik
					William Gotfryd

Mary Graden	Jason Jenkins	James Larson	Michael Millenson	Jean Peterson	Richard Schouten
William Grant	Bill Jereb	Kevin Lee	Alan Miller	Jerry Peterson	Cindy Schuerman
Bill Gray	James Johnson	Georgette LePage	Christopher Miller	Nona Petruszak	Ken Schulein and Donna Fritz
Lawrence Griffin	Kent Johnson	Kay Less	DuWayne Miller	Marian Pezdek	Vern Schultz
Stephen Grube	Philip Johnson	Jerry Levy	Jean Miller	Paul Pfundstein	Matt Schulze
Joseph Grzenia	Scott Johnson	Gabe Lewis	Jeff Miller	Evelyn Phelps	Anna Schwalm
John and Karla Guilfoil	Ted Johnson	Greg Liebman	Kevin Miller	Frank Pielsticker	Ronald Sebonia
Marla Gursh	Rich Jones	Larry Lind	Margaret Miller	Len Pollak	Robert Secor
Clif Gustafson	Jeffrey Jost	Andy Littleton	Donna Milligan	Mitchell Pomper	Rebecca Senneff
David Haas	Gigi Jover-Ledesna	Alan Lloyd	Chris Mitchell	Wayne Pond	Joseph Sepulveda
Rudolf Habben	Mark and Roxanne Junge	Chester Lloyd	Steve Mitoraj	Dorcy Prosser	Fred Sevald
Tracy Hall	Sharon and Ron Kaminecki	Robert Lockwood	John Mola	Jose Ramirez	Mitchell Sheinkop
Phyllis Hansen	James Kaplan	John Loesch	Barbara Moore	Daniel Rankin	Peter Sherer
Andrew Harrington	Cynthia Karabush	Jeff Long	Bob Morette	Ginny Rath	Steven Sidell
Elaine Harris	Stan Kardell	Jo Ann Long	Byron Morrison	Jeffrey Regan	Scott Sievers
Jeff Hartigan	Mark Karl	Kathie Long	Clint Moyers	Micheal Regan	Sheila Simons
Bill Hauda	Robert Kastigar	Michael Longo	Robert Murphy	Gary J Reid	Casstedaro Simpson
Karen Hauser	William Kaufman	Richard Lukacovic	Linnea Myers	Edward and Sharyn Reiff	Jim Simpson
Tom Hedeem	Dwaine Keller	John Lump	Julius Nadas	Roger Reinmann	Steve Sinderson
Will Heelan	Karl Kelley	Bill Lundberg	Gregory Nash	Dan Reiser	Ripujit Singh
Barry Hehemann	Bill Kelly	Ginny Luptak	Meg Naulty	Chuck Remsberg	Mike Sinner
Brenda Hendrick	Katie Kemp	Kevin Lutz	Michael Nawrocki	Carl Renouard	Julie Sklom
Mike Hensley	Louis Kier	William Lyman	Marian Nealon	Deborah Renville	David Sknerski
Mark Herman	Karen Kiley	Gary Lyons	Laurence Nelligan	Thomas Repede	Ann Slavin
Gary Hermanek	Kevin Killips	Gary Maars	Michael Nelson	Jane Reuber	Walter Slazyk
Linda Herrmann	Jim King	Rob Mackenzie	Lisa and Victor Nemeroff	Keith Rich	Allan Slobodin
Ann Hettinger	John Kingon	Susan Mackin	Nancy Nesyto-Freske	Kathy Rickard	Karl Smedberg
Teresa Hiatt	Kathleen Kirby	John Magney	Jack Nevin	Thomas Rickert	Bradley Smith
Ron Himmelman	Troy Kitner	Chris Mailing	John Newman	John Risinger	Jacob A Smith
James Hinton	Sally and Eric Kleinschmidt	Cynthia Malek	Oscar Newman	Michael Robaczewski	Johannes Smits
Roger Hitchings	Nancy Klimah	Leon Malone	Lynn Newton	Stephanie Robbins	Robert Sobkoviak
Leonard Hodge	Tony Knepper	Chris Manheim	Robert Nickels	Doug Roberts	Chris Speight
Ralph and Carol Hoekstra	Tom Knorring	George Mann	David Nilles	Linda Roby	Joanne and Greg Spitz
John Hoeningger	Dean Koenigs	Yaseen Mansour	Jason Noe	Sandra Roe	Ann Stahel
Doug Hoffman	Gina Koertner	Rich Marisie	Robert Noe	Bill Roloff	John Stark
Ed Hoffman	Gary Koester	Chuck Martschinke	Mark North	Michael Root	Joseph Starr
David Hogue	Harv Koplo	Deb and Dean Mathias	Alice Novotny	Thomas Rozanski	Allen W Stasch
Lynn Hollahan	William Kovacs	David Mayer	Donna Nowatzki	Michael Rucker	Patti Staton
Rosemary Hollinger	Kent Kraft	Ronald P Mayhew	David Nutt	Ron Ruda	Henry Stawarski
Mary Holmes	Frances Kramer	Victoria McAdams	Eric Nyman	John Rudnicki	Trisha Steele
Cindy Homan	Cheri Kranz	Brian McCann	Robert D Oakes	Keith Saginus	Seth Stein
Andrew and Permillia Horst	Steve Krasnowski	Dan McCullough	Robert Oakleaf	Charles Salisbury	Charles Steinke
Joanna Hosteny	Sandra Krause	Robert McCullough	Fran O'Connell	Debbie Salm	John Stewart
Anastassia Hudachko-Strine	John Kremer	Jim McDermott	Mike O'Connor	John Sanders	Todd Stocke
James Hudson	Bruce Krueger	Mark McDonald	Chuck Oestreich	John Sanford	Lindy Stockton
Spencer Huebner	Richard Kruss	Marie McDowell	Terry O'Grady	William Sanford	Deborah Stoffregen
Jack Huggins	Mary Jo Kulzick	Peggy McEvelly-Reed	Maureen Olker	Ronnie Sarkar	Gale Stoffregen
Robert Huss	Steve Kurt	Bill McGovern	Stephanie Olson	Ed and Joan Saunders	Timothy Stoffregen
Anita Huston	Dale Kyser	Gary McIntyre	Wally Olson	Karen Schenkenfelder	Pamela Stone
Michael Hutmacher	John Lally	John McKee	Dawn Oppermann	Joe Scherb	Walter Stoops
Dean Incoperio	Tom Lamb	Brenna McKenzie	Steve Oren	Christopher Schiller	Bruce and Kris Stromberg
Robert Ingraham	Richard Lami	Lou McMurray	Salvador Ortiz	Mike Schimanski	Mike Sublett
Bert Jacobson	Chel Lancaster	Dale Medendorp	Ray Parini	John Schladweiler	Brian Sullivan
June Jacque	Chris Landers	Alan Medsker	Deirdre Parker	Barbara Schlatter	Ted Sward
Grant Jahr	Karen Laner	Dean Mertjes	Joseph Pasteris	Vernon Schleyer	Christopher Sweet
Derrick James	Bill Lang	Mark Merten	Debbie Pastors	Mark Schlossberg	Kathy Sweitzer
Tom Janas	Dante Lanzetta	Lee Messersmith	Vincent A Patrizi	Marvin Schmidt	Ben Swisher
Jean Janssen	George Lapano	Kimberly Messina	David Patterson	John Schneider	Peter Szabo
Shirley Jayne	John LaPlante	Joseph Miceli	Mary Lou Pease	Nancy Schofer	John Tadie
Lois Jazo	David Larks	John Middleton	Kathleen Perkins	Barry Scholnick	William Tait

George Tarbay	Jeff Towne	Sheila Vogdes	Kathleen Weisman	Michael Wilner	Barney Young
Frederick Tarbell	Toan Tran	Fred Voras	Neil Wells	Dick and Nancy Wilson	Janice Yuvan
Hal Tarr	Joe and Linda Trexler	Robert Wagner	Bryan Werner	David Wilson	Vita Zadura
Dan Terkla	Larry Trollope	Jeff Wagoner	Julian Westerhout	Keith Wilson	Jim Zigel
Cindy Termuende	Coleman Tuggle	Steven Waichler	Leann Whalen	Scott Wilson	Joan Zajac
Jim Thale	Don Tuskey	Michael Walczak	Gregory Wheeler	Frank Winans	David Zeiger
Katie Thatcher	John Underwood	Yipu Wang	Suzanne Wheeler	Bonnie Windsor	Derik Zuelke
John Thiel	Robert Unger	Steve Warmowski	Albert Whetter	Eugene Wineinger	Gerard Zujuc
David Thomas	Cindy Urquhart	Sandra Waterhouse	Curt White	Mary Winkel	Francis J. Zurek
Mike Thomas	Violeta Valadka	Karen Waters	Michael White	Thomas Witt	
Christopher Tipper	Kevin Van Cott	Bill Watson	Jerry Whittle	Charlotte Woodhouse	
Brian Tobin	Joe Van Houtte	Gary Watson	Lily Wilcock	Wayne S. Woodworth	
Raechel Toff	Mary Vance	Natalie Watson	April M. Williams	Heath Wright	
Paul Tomasik	Sally Vancil	Timothy A Weaver	Bob Williams	Richard Yant	
James Tomlin	Arlyn Vander Eide	Arthur Weiner	Clark Williams	John Yerger	
William Tornow	Ronald Vargo	Karl Weingartner	Arlene Willmann	Kate Yoshida	

## A Warm Welcome

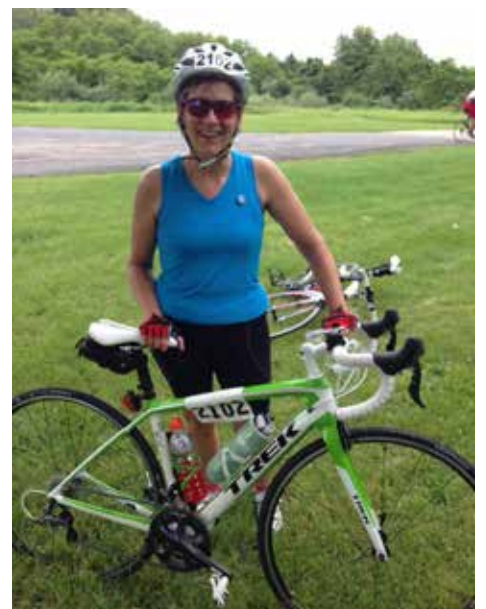
### Mary Joe Herseth - Ride Illinois Board Member

**What do you do?** I have been a Banker in Chicago for over 35 years. Currently I am National Head of Banking for BMO Private Bank. I am also on the boards of Thresholds, who helps people with severe and chronic mental illness, and Dominican University, a private Catholic University in River Forest with a rich history of academics and inclusivity.

**Why do you like to bike?** I have biked all my life but started seriously riding about 15 years ago. One motivator for riding is staying healthy and fit -- and the hope to stave off aging as much as I can!! I ride with friends and enjoy the social aspect of doing so. Plus riding with a group helps me become a better biker. I love being outdoors and it is easier to get to know places by biking them.

**What is your vision for Ride Illinois?** We are fortunate to have Ride Illinois to make biking better and respected and accepted by all in Illinois. I hope that I can contribute to making biking more popular and safer in Illinois. We need better access to sharing roads, especially in more urban areas, and we need better education in sharing roads with cars.

**Tell us a fun fact about you!** When not biking, I love to play golf (not as well or as often as I like) but even so, I have had 3 holes in one! I also eat too much chocolate so I need to bike more!



### Christina Swartz - Ride Illinois Marketing Director

We are happy to announce Christina Swartz as the new Marketing Director for Ride Illinois. She's an experienced marketer with 10 years experience in community engagement and raising campaign awareness through a variety of marketing channels; both traditional and digital platforms.

Her first bike was a beautiful orange and yellow Schwinn "Sundance" with a banana seat. Frequent family bike rides were a part of growing up in the suburbs of Chicago and her bike riding adventures have continued with trips to the grocery store, grabbing an afternoon latte at a local coffee shop, catching the Blue Line at the Jefferson Park station.

# New 3 Feet Signs for Wayne Township, Bartlett, Lake County, & Highland Park

We're making progress in our campaign to get new 3 feet passing state law signs placed on popular cyclist routes. Signs have been installed in Wayne Township, Bartlett, Lake County, and will be installed in Highland Park this coming spring.



Last year, we wrote about how Ride Illinois has been working with the Illinois Department of Transportation and other agencies to adopt better signs that educate all road users about the 3 feet passing law and provide clarity on how to “share the road.” The law, written and lobbied for by Ride Illinois, addresses a major safety concern for cyclists: drivers “squeezing by” as oncoming traffic approaches.

**Wayne Township:** This past summer, Wayne Township became the first agency in Illinois to install signs that read: STATE LAW – 3 FEET MIN TO PASS BICYCLES. The signs were installed on Smith Road and Powis Road, both popular bicycle routes in the area.

**Bartlett:** The Village of Bartlett also installed signs on northbound and southbound Munger Road north of Army Trail Road.

**Lake County:** Signs were installed on St. Mary’s Road in Mettawa and Libertyville, a very popular bicycle route on a 40mph, higher traffic road. STATE LAW – 3 FEET MIN TO PASS BICYCLES signs were installed northbound near IL 176 and southbound near IL 60, replacing existing Share the Road signs. The Lake County Department of Transportation is evaluating whether to replace Share the Road signs in other locations as well.

**Highland Park:** This coming spring, Highland Park will be installing dozens of STATE LAW – 3 FEET MIN TO PASS BICYCLES on popular routes including Ridge Rd., Old Elm Rd., St. John’s Ave., and several others. This effort will be funded by a federal grant (with 20% Highland Park match) that will also add intersection and sharrow

markings. Ride Illinois’ past partnership with Highland Park’s police department helped gain their preference for 3 feet state law signs over the Share the Road signs that were originally planned. Highland Park’s Public Works was also convinced when they learned of IDOT’s approval of our recommended signs.

We are advocating for signs in several other communities throughout the state, often with input from local bicycle clubs. We invite cyclists to help us identify problem roads and locations where better signs are needed, and contact us at [info@rideillinois.org](mailto:info@rideillinois.org) or through our online Make Biking Better form at [rideillinois.org](http://rideillinois.org).

## Grand Illinois Bike Tour — 300 miles in 6 days

Join us for the 15th annual Grand Illinois Bike Tour, June 11-16, 2017. This year's route will feature the Rock River and Mississippi River valleys in scenic northwestern Illinois, with charming towns and great bicycling on quiet roads and some trails.

Our unforgettable six-day ride will make a loop starting and ending in Byron, with stops in Dixon, Savanna, the Quad Cities area (two nights), and Sterling. Choose between camping in parks and staying in motels. Enjoy overnights filled with good food and good fellowship, all in support of Ride Illinois – the statewide organization working to make biking better in Illinois.

Basic daily route distances are a moderate 43 to 59 miles, with an average of 51. Longer route options are available for those interested. Routes are marked, plus maps are provided.

Those camping will tent in parks near the banks of the Mississippi and Rock Rivers. All ten breakfasts and dinners are included, with showers provided. Those staying in nearby motels (at extra cost) have nine meals and evening receptions included, with bus shuttling to dinners. Our motel option – which has grown to 90+ riders – sells out earlier than the camping option.

Luggage transportation provided in separate vehicles for campers and motelers. T-shirt, emergency SAG support, and refreshment stops are included, with expert bike repair available. Nightly meetings with ride information and more.

Registration is currently open and is quickly reaching its maximum capacity of 230 riders.

**For all event details and registration, log on to [rideillinois.org](http://rideillinois.org).**



### Volunteer Support and Discounts

Would you like to participate in the tour but not ride every day? Maybe you're with a group of riders that want to ferry a vehicle around for the week. We are offering discounted or free registration for volunteer drivers and extra vehicles to help with SAG ride support and to give us a hand in case of emergencies. Please contact us at [ed@rideillinois.org](mailto:ed@rideillinois.org) if you might be interested.

# ITEP Grants Announced

**IDOT announced a \$30.7 million investment to expand travel options and enhance the quality of life in communities throughout the state.**

33 projects were approved through IDOT's Illinois Transportation Enhancement Program (ITEP), including biking and walking paths, trails, streetscape beautification work and other projects to encourage safe travel across various modes of transportation at the local level.

"This program is one of the most popular at IDOT and highly competitive for a reason: it allows our partners in local government to put into action their plans for improving local transportation," said Illinois Transportation Secretary Randy Blankenhorn. "We are proud to invest in these projects that allow our communities to showcase themselves as outstanding places to live, work and play."

Made possible by federal funds, ITEP awards are focused on improving bike and pedestrian travel, as well as other surface transportation improvements that promote alternative options for travel. Ride Illinois has long advocated for increased transparency and process improvement to make sure Illinois uses all of its available money from this federal funding source.

"Each year, Ride Illinois joins others nationwide in Washington D.C. to support the federal transportation dollars that fund ITEP. Back home, we push for the most bicycling bang from these bucks," said Ed Barsotti, Ride Illinois Chief Programs Officer. "We applaud IDOT for moving ITEP to a two-year cycle and for a timely announcement of grants emphasizing biking statewide."

Among the ITEP awards, many will fund projects that Ride Illinois has influenced through local bike planning work. The Effingham project implements much of bikeway network that was recommended in Ride Illinois' bike plan for the city. Similarly, the pedestrian/bicycle bridge spanning I-80 was a high priority in the bike plan we produced for Ottawa. Ride Illinois has also worked on bike plans for Carbondale, Urbana, Sangamon County, and Park Ridge, and we're pleased to see ITEP funding support improvements in these areas. We are also happy to see funding for exciting projects like the Kickapoo Rail Trail and other bikeway and trail improvements throughout the state.

For this latest funding cycle, IDOT received 241 applications for projects worth an estimated \$261.3 million. The complete list of the 33 awarded projects is below including the project sponsor, ITEP amount, and specific project work. The next round of ITEP awards will be in 2018. To be eligible, applicants must commit a local match of at least 20 percent to their project.

<b>City of Park Ridge - \$1,289,150</b> South Northwest Highway Streetscape	<b>Village of Port Byron - \$1,153,920</b> Illinois Route 84 Corridor Enhancement Project - Phase II	<b>City of Champaign - \$2,000,000</b> Bradley Avenue Corridor Complete Street	<b>Sangamon County - \$420,800</b> Sangamon Valley Trail Extension
<b>Village of Niles - \$698,620</b> Milwaukee Avenue Corridor Improvements - Phase VI	<b>Sycamore Park District - \$632,600</b> The Great Western Trail: Brickville Road to Main Street	<b>Urbana Park District - \$426,600</b> Park Street Shared-use Path	<b>City of Charleston - \$800,000</b> Charleston to Mattoon Lincoln Prairie Grass Trail Pedestrian/Bicycle Facility Improvements
<b>Village of Romeoville - \$296,700</b> Romeoville Proposed Metra Station - New Construction	<b>City of Ottawa - \$2,000,000</b> Pedestrian/Bicycle Bridge Spanning I-80	<b>Champaign County Forest Preserve District - \$225,000</b> Kickapoo Rail Trail - Phase Two Design Engineering	<b>Village of Dieterich - \$1,023,010</b> Downtown Enhancements
<b>Village of Channahon - \$682,480</b> Bridge Street Multi-use Path	<b>Village of Bradley - \$333,800</b> Illinois Route 50 Shared Path Mall Entrance to Larry Power Road	<b>City of Litchfield - \$1,937,800</b> Litchfield Streetscaping - Phase III	<b>City of Newton - \$1,056,000</b> Phase IV - Eagle Trails
<b>Village of Johnsburg - \$1,072,100</b> Church Street Streetscape Improvements	<b>City of Peoria - \$485,170</b> Rock Island Greenway Extension	<b>Quincy Park District - \$791,990</b> Bill Klingner Bike/Pedestrian Trail - 18th to 24th Street	<b>City of Effingham - \$934,400</b> Bike Path - Pavement Marking and Signage Project
<b>Rockford Park District - \$2,000,000</b> Jefferson Street Bridge Underpass	<b>City of Washington - \$255,840</b> McCluggage Road/Centennial Drive Recreation Trail Connection	<b>Village of Williamsville - \$2,000,000</b> Heritage Route 66 Trail - Williamsville to Sherman	<b>City of Columbia - \$998,140</b> Main Street Streetscape - Phase 2
<b>Winnebago County - \$984,960</b> Perryville Bike Path Extension (Hart Road to Willow Brook Lane)	<b>Village of Creve Coeur - \$1,936,200</b> Illinois Route 29 Sidewalk and Lighting Improvement	<b>City of Pana - \$497,120</b> Lincoln Prairie Trail Bridge Replacement	<b>City of Eldorado - \$274,080</b> Rt 45 and Rt 142 Pedestrian Access
<b>City of Silvis - \$340,300</b> Avenue of the Cities Shared-use Path	<b>McLean County - \$160,000</b> Historic Route 66 Bikeway - 1.1 Miles South of Shirley to Funk's Grove	<b>City of Havana - \$264,130</b> Business Park Sidewalk Addition	<b>City of Carbondale - \$708,940</b> Northwest Pedestrian and Bicycle Path



**ride**

ILLINOIS

2550 Cheshire Dr.  
Aurora, IL 60504



# Share the Road License Plates

Make a statement when you drive and help make cycling safer at the same time. The license plates deliver a key message while raising money for Ride Illinois's safety education efforts.

Visit [rideillinois.org](http://rideillinois.org)

