



Upshift

summer 2019



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Cover photo

Grand Illinois Bike Tour this past June.

Ride Illinois Adds Truck-Bicycle Safety Content in Response to Recent Fatalities

At the beginning of this year, Ride Illinois released an online resource teaching truck drivers how to be safer around bicycles. The new Truck Driver module has been added to the statewide organization's popular BikeSafetyQuiz.com website.

Our BikeSafetyQuiz.com online lessons continue to be successfully used by cyclists, drivers, students, police departments and others to increase knowledge on bicycling safety and on driving in the presence of bikes. More than 80,000 people, since 2013, have participated in our easy-to-use resource. Our BikeSafetyQuiz.com includes Illinois Secretary of State approved content and provides both cyclists and motorists, with interactive instruction on relevant state laws and avoiding common car bike crashes.

As with the other four modules serving various audiences, the Truck Driver module covers crash avoidance and relevant state laws. The module is also appropriate for drivers of buses and other large vehicles.

In addition, new questions, on how bicyclists can ride more safely around trucks and other large vehicles, have been added to the Adult Bicyclist module of BikeSafetyQuiz.com. The situations covered come directly from the five cyclist fatalities, involving trucks, in Chicago since 2016.

"Bicycle safety around trucks and buses has been a growing concern," said Ed Barsotti, Chief Programs Officer of Ride Illinois. "We want to close a gap in education for people riding bicycles and driving trucks."

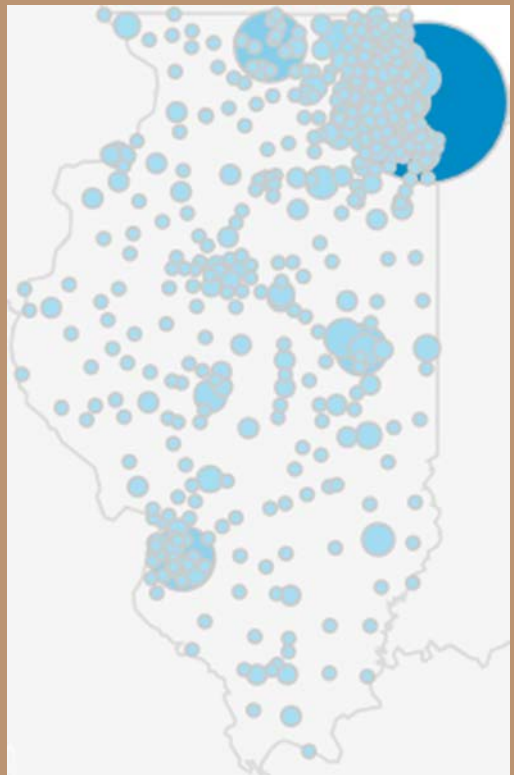
Ride Illinois plans to spread the new BikeSafetyQuiz.com content to cyclists, motorists, and driver education programs, while specifically reaching out to companies with truck drivers.





In April, the University of Illinois at Chicago hosted a “Test Your Street Smarts” event, using our BikeSafetyQuiz.com. “We had a lot of students swing by the table to express their interest in the Bike Safety Quiz, educational materials, and just to ask questions about cycling on campus and what facilities exist at UIC to assist cyclists...Overall, I think the tabling event was a success and I’m glad we were able to spread the word about cycling safety and cycling in general on campus.”

State Bike Path Grant Restored; Other IDNR Requests



There have been nearly 82,000 Illinois users and 110,000 user sessions since BikeSafetyQuiz.com went live in 2013.

This spring, Ride Illinois chief programs officer Ed Barsotti and board president Dick Westfall had the opportunity to meet with Colleen Callahan, new director of the Illinois Department of Natural Resources (IDNR).

We discussed the agency’s State Bike Path Grant Program, which had been on hold for most of the past decade while various IDNR special funds were diverted to plugging budget holes for paying salaries. Restoring the 50% state/50% local match funding source was one of our three priorities we presented late last year to then Governor-Elect J.B. Pritzker’s transition team. The program was indeed restored this spring, at more than twice its traditional yearly amount of \$2.5-3 Million. The amount requested in applications received was below the available dollars, quite likely due to local agencies’ lack of expectation after years of the program’s hiatus. We pointed this out to Dir. Callahan, while requesting that the program return to healthy and consistent funding levels as in the past. We also requested an inflationary adjustment in the maximum grant award, from the \$200,000 cap set in 1991 to a new \$400,000 limit.

Other requests:

- Replenish staffing of IDNR’s Greenways and Trails group, a longtime partner with Ride Illinois on numerous efforts to promote bicycling and trails throughout the state
- Instead of diverting the Parks and Conservation – Bikeways special fund to pay IDNR salaries, use the rest of the fund’s capital dollars (after the State Bike Path Grant’s portion) for much-needed repairs on IDNR-maintained state trails such as the Hennepin Canal and Rock Island Trails
- Adopt a no turn away policy at state parks for touring bicyclists and other non-motorized travelers seeking a place to camp – even if a state park’s official campsites are already full

The issues are currently under consideration by Director Callahan and IDNR staff.

13,000 Driver Ed Students Trained with [BikeSafetyQuiz.com](https://www.bikesafetyquiz.com) Grant!

We have had 94 high schools sign up for our current Injury Prevention Grant from the Illinois Department of Transportation! The grant's focus is educating young motorists on how to drive safely in the presence of bicycles. So far, for this fiscal year – October 2018 through September 2019 – 13,028 students from all around the state have used our [BikeSafetyQuiz.com](https://www.bikesafetyquiz.com) Driver's Education lesson. Our grant for the last fiscal year reached 7,633 students.

Driver education programs are reimbursed \$2 per student for staff time. By the end of September, we expect more than 15,000 students to have participated. [BikeSafetyQuiz.com](https://www.bikesafetyquiz.com) is an easy-to-use resource that includes IL Secretary of State approved content and provides both cyclists and motorists with online, quiz-based instruction on common car-bike crash causes and relevant state laws. Question topics include:

- Cyclist rights to the road
- Cyclist rules, responsibilities
- Fault in car-cyclist crashes
- 3-foot passing law
- Passing in narrow lane
- Intersection visibility, safety
- "Right-hook" mistake
- "Left-cross" mistake
- Crosswalk right-of-way
- Opening doors in parked cars
- Harassment law
- Distracted driving
- Intimidating cyclists to move
- Passing techniques
- Hints of cyclist moving left
- Right-of-way, general
- Right-of-way, 4-way stop
- Looking at stop signs
- Stop line too far back
- Correct side of road, cyclists
- Triggering stoplights
- Ride far-right exceptions
- Riding two abreast
- Bike lane intersections
- Cyclist hand signals

Ride Illinois has applied to IDOT to renew the program for 2019-2020, with a goal of at least 18,000 Driver Education students. Contact us to help recruit your local high schools if they are not yet on board.

Illinois high schools receiving IDOT-funded Ride Illinois grants for using [BikeSafetyQuiz.com](https://www.bikesafetyquiz.com) in Drivers Ed classes

Aledo

Mercer County HS

Arthur

Arthur Lovington

Atwood Hammond HS

Athens

Athens HS

Aurora

Metea Valley HS

Waubonsie Valley HS

West Aurora HS

Bartlett

Bartlett HS

Batavia

Batavia HS

Blue Island

Eisenhower HS

Bradley

Bradley Bourbonnais

Comm. HS

Brownstown

Brownstown HS

Cahokia

Cahokia HS

Carpentersville

Dundee Crown HS

Carthage

Illini West HS

Benton

Benton HS

Champaign

Centennial HS

Champaign Central HS

Chicago

Alcott College Prep Crane

Medical Prep HS

Fenger HS

John Hancock College Prep

Lane Tech HS

Lincoln Park HS

Lindblom Math & Science Acad.

Marist HS

Phoenix Military Acad.

Sarah Goode STEM Acad.

Sullivan HS

Victoria Soto HS

Chicago Heights

Bloom HS

Bloom Trail HS

Chillicothe

IVC HS

Collinsville

Collinsville HS

Country Club Hills

Hillcrest HS

Cowden

Cowden-Herrick HS

Crystal Lake

Crystal Lake South HS

Deerfield

Deerfield HS

Schools receiving IDOT-funded Ride Illinois grants for [BikeSafetyQuiz.com](https://www.bikesafetyquiz.com) use (continued)

Des Plaines Maine West HS	Hinkley HInckley-Blg Rock HS	Oak Park Oak Park River Forest HS	Staunton Staunton HS
Dolton Thornridge HS	Hoopeston Hoopeston Area HS	Olney Richland County HS	Stillman Valley Stillman Valley HS
Downers Grove Downers Grove North HS	Huntley Huntley HS	Ottawa Ottawa Township HS	Streamwood Streamwood HS
Earlville Earlville CUSD 9	Jerseyville Jersey Comm. HS	Park Forest Rich East HS	Streator Streator Township HS
East Moline United Township HS	Kansas Kansas HS	Park Ridge Maine East HS	Summit Argo Comm. HS
East Peoria East Peoria Comm. HS	Kewanee Kewanee HS	Petersburg PORTA CUSD 202	Sycamore Sycamore HS
East St. Louis East St Louis Senior HS Wyvetter Younge Alt. Learning Center	Lake Villa Lake Comm. HS	Plainfield Plainfield East HS Plainfield North HS Plainfield South HS	Tinley Park Andrew HS
Edinburg Edinburg District #4	Lincoln Lincoln Comm. HS	Plano Plano HS	Urbana Urbana HS
Elgin Larkin HS	Litchfield Litchfield HS	Pleasant Plains Pleasant Plains HS	Vernon Hills Vernon Hills HS
Elkville Elverado HS	Lockport Lockport Township HS	Princeton Princeton HS	Villa Grove Villa Grove HS
Ellisville Bushnell-Prairie City HS	Lombard Glenbard East HS	Princeville Princeville HS	Washington Washington Comm. HS
Eureka Eureka HS	Mackinaw Dee Mack HS	Riverton Riverton HS	West Chicago West Chicago Comm. HS
Franklin Park Leyden HS	Mahomet Mahomet-Seymour HS	Rockford Harlem HS Rockford Auburn HS Rockford East HS Rockford Jefferson HS Roosevelt Education Center	West Frankfort Frankfort Comm. HS
Gillespie Gillespie HS	Maple Park Kaneland HS	Rushville Rushville - Industry HS	Wheaton Wheaton North HS Wheaton Warrenville South HS
Gilman Iroquois West HS	Mascoutah Mascoutah HS	Seneca Seneca HS	Williamsville Williamsville HS
Hamilton Hamilton HS	Maywood Proviso East Township HS	Shelbyville Shelbyville HS	Wilmington Wilmington HS
Hampshire Hampshire HS	Minooka Minooka Comm. HS	South Holland Thornwood HS	Woodlawn Woodlawn HS
Harvard Harvard HS	Morris Morris Comm. HS	Springfield Springfield HS	Woodstock Woodstock HS Woodstock North HS
Herscher Herscher HS	Morrison Morrison HS		Yorkville Yorkville HS
Highland Highland HS	Mt. Prospect Prospect HS		Zion Zion-Benton HS
Highland Park Highland Park HS	Mt. Vernon Mt. Vernon Township HS		
	Naperville Neuqua Valley HS		

Note: Dozens of other Illinois high school Drivers Ed programs have used BSQ, either before FY18, or since with no grant.

Ride Illinois Goes to Washington

In March, Ride Illinois board members and staff led our state's delegation to meet with Illinois' Congressional offices as part of the National Bike Summit Lobby Day. We had meetings with a total of 15 House of Representative and Senate offices.

Our asks – from the League of American Bicyclists' national agenda – were quite detailed, covering bike/ped improvements from highway safety funds, a bike commuter tax benefit, data access to help mainstream bikes in transportation planning, and – in the Senate for now – adjustments to improve the main federal funding source for trails and bikeways.

We asked for support of:

Improving the Transportation Alternatives (TA)

program – In Illinois, this program funds IDOT's Transportation Enhancements Program and Safe Routes to School program, IDNR's Recreational Trails Program, and TA grants by the largest of Illinois' metropolitan areas. The large majority of the funds pay for trails, other bike-ways, and pedestrian facilities. The requested improvements to the TA program would:

- Change the amount of funding from a fixed number to a percentage, similar to other transportation programs, to prevent further erosion of TA dollars
- Increase the percentage of a state's TA funds – to a maximum of 100% - that is distributed by metro areas instead of the state DOT
- Allow up to 5% of TA funds to offer technical assistance to local governments, perhaps reducing the project throughput problems that have plagued Illinois' TA funds

COMMUTE Act (HR 1517 in the House, S 654 in the Senate) – This act would create a pilot program for states and local governments to access data to better plan transportation network for all transportation modes – including driving, transit, biking and walking.



funded projects in the geographically-larger rural districts in the state.

We have had some follow up with representatives since that time, including a meeting with Rep. Sean Casten in April, where we reiterated our asks made at the National Bike Summit while highlighting specific needs within his district.



A special rule opening Highway Safety Improvement (HSIP) funds to regions with high bike and pedestrian crash rates – Currently, less than one percent of HSIP funds are used for vulnerable road users, such as bicyclists and pedestrians. The special rule states that if a metropolitan area, rural planning area or tribal land has a vulnerable road user fatality rate higher than 1.5 persons per 100,000 population for two years or more, then the state must use some of its HSIP funding to try to prevent vulnerable road user fatalities in that area.

Bicycle Commuter Benefit Act of 2019 (HR 1507 in the House) – The act would reinstate and extend commuter tax benefits, similar to parking or transit benefits, to employees who choose to bike to work. Employees would be able to use up to 20 percent of the parking benefit for bicycling expenses. Lastly, it would simplify the administration of the bike commuter benefit, allowing employees to use the benefit pre-tax, without having to turn in receipts.

Additionally, we educated the offices on federally-funded bikeways and trails in their districts. You can view the list, for each IDOT district, of federally-funded bikeways and trails (as well as projects that were denied for 2018) on our website at bit.ly/2LLyJRd. It is interesting to see which projects have been funded throughout the state. There is sometimes the perception that most of the funding goes to the Chicagoland area; but, the numbers show more

New 3 Feet Design

Ride Illinois, and its partner bike clubs, continue to make progress in our campaign to have three feet passing state law signs installed on popular cyclist routes. The Illinois Department of Transportation (IDOT) recently created a new version of the sign. Ride Illinois worked with IDOT on this new design. Whereas the previous text-only version (“State Law – 3 Feet Min To Pass Bicycles”) was simply approved by IDOT, this new version is actually a new sign standard specifically in the Illinois MUTCD manual of signage standards.

The signs are meant to discourage drivers from attempting to squeeze by a cyclist within the same lane, often when there is oncoming traffic. The signs cite the Ride Illinois-initiated 2007 state law that vehicles need to pass bicyclists with a minimum of three feet. On roads where adding paved shoulders or bike lanes seems very unlikely, the signs can provide at least some benefit of increasing motorists’ awareness of how to pass more safely.

Our process has been to work with bike clubs or individuals to identify priority locations for signs and verify that it is an appropriate location. Ride Illinois, then, sends a request letter to the road agency, offering to help pay if needed.

We invite you to help us identify problem roads and locations where better signage is needed.



Transportation Enhancements and Safe Routes to School Grant News

In April, the Illinois Department of Transportation announced the recipients of the 2019 Safe Routes to School funding cycle. More than \$5.5 million of federal funding was awarded to 33 communities throughout the state. Some of the projects include sidewalks, bike racks, a trail, bicycle rodeo sponsorships, Walk to School and Bike to School Events and a Walking School Bus program. The full list of awards can be found on IDOT’s website, using bit.ly/30sEwPQ.

The Illinois Transportation Enhancement Program (ITEP), the top governmental funding source for new trails and bikeways since 1991, will begin accepting applications for its next two-year cycle on Oct. 1. Kudos to the Active Transportation Alliance for leading the effort to increase the fund by \$50 million per year! This new state funding, part of Illinois’ capital bill, will supplement the program’s federal money.

Ride Illinois, a longtime monitor of IDOT’s use of ITEP’s dollars, will work with Active Trans and IDOT to ensure efficient use of the new money. Information on the ITEP program can be found at bit.ly/2YOZNmx.

Nighttime Trail Use By Bike Commuters

In recent years, Ride Illinois has occasionally heard of bike commuters getting ticketed for using certain trails after sunset. This is a problem especially after the autumn time change, in places where the road alternatives to the trails are very uncomfortable. We were unsuccessful in convincing Lake County Forest Preserve to either allow nighttime commuters with legally proper lighting – or at least to stop ticketing them.

Many of Illinois’ trails have been built with federal transportation funds. It is our belief that local agencies should not be able to restrict transportation usage on such trails. IDOT agreed with our recent request about this, adding the following new policy to their Illinois Transportation Enhancements Program (ITEP) webpage:

“Any local agency that intends on limiting the accessibility (such as time-of-day restrictions) without adequate safety justification or prohibits transportation to any of its intended users will be ineligible.”

As it currently stands, the policy is applicable only for future ITEP-funded trails, but there is potential to spread the policy to existing trails built with federal transportation dollars.

IDOT Road Project Reviews — All Nine Districts Complete!

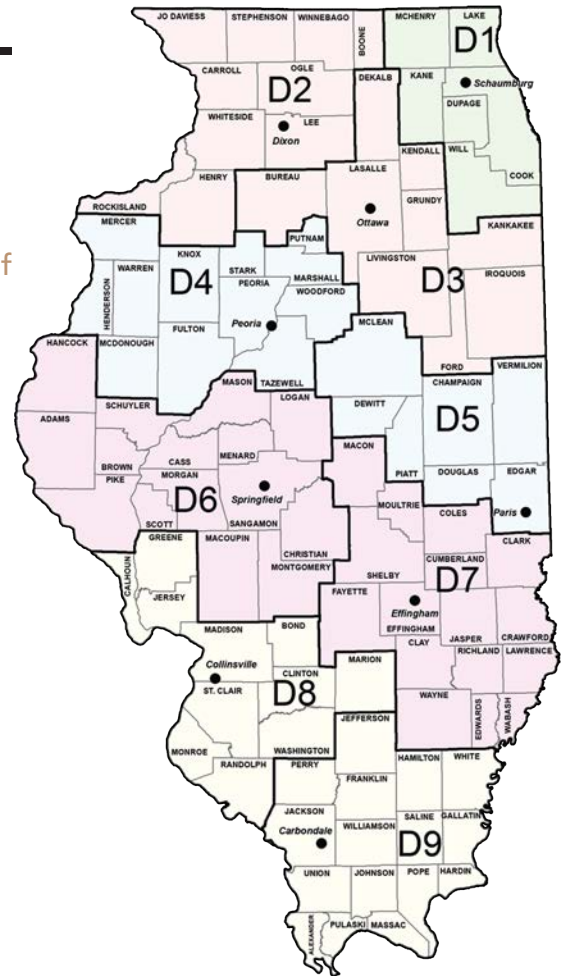
Ride Illinois members have cited bike-friendly roads as their highest priority for our work. Over the past couple of years, we have significantly increased efforts to review individual Illinois Department of Transportation (IDOT) projects and to advocate for better bicycling conditions at the early, pre-design stages of this roadwork

Earlier this year, we finished reviewing the five-year plans for all nine IDOT districts. We now have analyzed conditions and level of need for all upcoming IDOT road projects statewide. For 250 of those projects, we provided IDOT engineers with detailed technical suggestions that would improve bicycling safety and accommodations if incorporated. With the passage of the state capital bill, many of these road projects will finally start happening

The following is a list of the letters sent for Districts 3 (based in Ottawa) and 7 (based in Effingham), which are the most recent districts we completed. After IDOT staff reviewed the letters, we met with each district to discuss details of our input and other bicycle accommodation needs. The text of the letters is available on our website at rideillinois.org/idot-road-project-reviews-complete.

District 3:

- Armour Rd bridge replacement over railroad in Bourbonnais
- I-180 bridge repair over Illinois River in Hennepin
- IL23 resurfacing from Genoa to Sycamore
- IL38 resurfacing from DeKalb to Kane County
- IL38 resurfacing from Ogle County to DeKalb
- IL47 bridge replacement over I-55 in Dwight
- IL47 resurfacing south of Yorkville
- IL64 resurfacing from Sycamore to Kane County
- IL71 resurfacing from Newark to Yorkville
- IL126 resurfacing from Yorkville to Will County
- Larry Power Rd bridge replacement over I-57 in Bourbonnais
- US45/52 bridge replacement over I-57 in Kankakee
- US6 resurfacing from Morris to Channahon
- US6 resurfacing in Ottawa
- US6/IL89 resurfacing in Spring Valley
- Waldron Road bridge replacement over I-57 in Kankakee



Renew your Membership Online

Much of the work we do would not be possible without the support of our members. Your support will strengthen the voice of thousands of cyclists and enable us to expand and deliver our outreach and programs across the state. Together, we can continue the momentum toward a bike-friendly Illinois.

You can renew at
rideillinois.org.

District 7:

- IL1 bridge replacement over railroad in Marshall
- IL16 resurfacing and interstate interchange in Mattoon
- IL105 bridge replacement over Lake Decatur in Decatur
- IL121 resurfacing in Decatur and Mt. Zion
- IL121 resurfacing from Sullivan to Mattoon
- US36 bridge replacement over Lake Shore Dr in Decatur
- US40 resurfacing from Effingham to Teutopolis
- US45 resurfacing in Effingham
- US45/IL15 resurfacing in Fairfield

Updated Bike Maps for Springfield & Quad Cities

Over the years, Ride Illinois has produced bicycle maps for several metro areas throughout the state. The fifth edition of our popular Quad Cities Bike map is now complete! The map identifies off-road trails and suggested on-road routes for bicycle travel throughout East Moline, Moline, Rock Island, Davenport, Bettendorf, and beyond. You can pick up a free copy of the Quad Cities map at local bike shops, city halls, and the Quad Cities Convention and Visitors Bureau, or download the map at rideillinois.org. Special thanks to Ride Illinois member Dean Mathias who headed the update project!

The second edition of our Springfield map is currently underway! Ride Illinois developed this map which suggests routes for bicycle travel throughout the Springfield area. The back of the map provides resources and useful information for safer biking. Our thanks to Ride Illinois member Tom Clark who is heading up the update!

Ride Illinois has partnered with several cities throughout the state to produce maps with suggested bike routes and trails to help make biking safer and more accessible. Find more city and state maps and trail guides at rideillinois.org.



New Ride Guide

Our new annual spring ride mailing format was sent in early March to 12,000 households and nearly 200 bike shops. Included were ads from bike clubs and other organizations, for 29 public invitational bike ride events in and near Illinois.



The new format was very well received. Missed out on a copy? You can visit your local bike shop or become a member and indicate that you want a copy of the Ride Guide in the “Comments” field. As a bonus, if you become a member, you will be guaranteeing that you receive the 2020 Ride Guide (in addition to supporting our important work)!

Is your local bike shop out of our Ride Guide? Have them contact us, or feel free to send us a note, and we will make sure to send them additional copies! For ride organizers, we will be sending out the details on the 2020 Ride Guide mailing near the end of the year.

Announcement of 2020 GIBT Towns & Wrap Up of Another Successful GIBT!

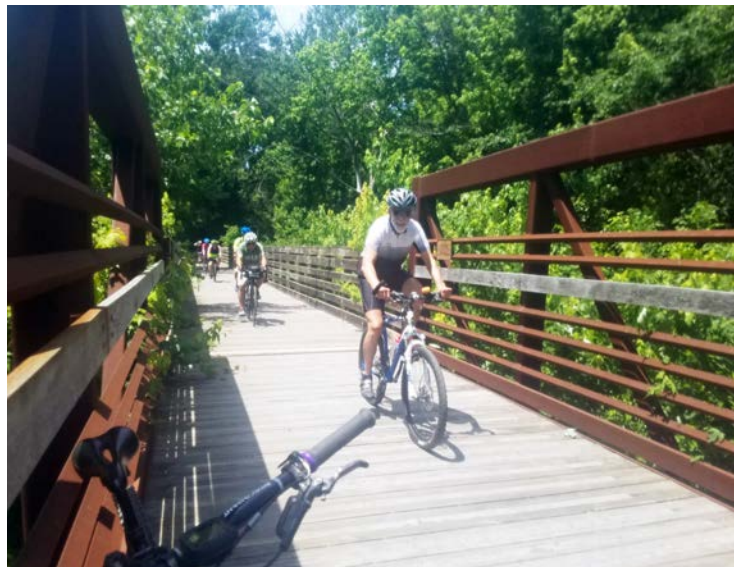
Our 2020 Grand Illinois Bike Tour towns have been announced! Our next GIBT will be from June 7-12, 2020 in Metro East - the Illinois side of the St. Louis area. Our theme will be the Trails of Madison County, with more than half of the miles on paved trails including sections along the Mississippi River.

For our 2020 GIBT, we will be starting and ending in Litchfield. We will then travel to Lebanon for one night, Edwardsville for two nights and Alton/Grafton for two nights!

Our ride has a comfortable size, with 235 riders joining our sold-out tour this year. Cyclists can choose from basic routes averaging a reasonable 45-50 miles, or choose longer options. Our layover days allow people to choose either a basic or long route - or, to just enjoy the host towns and the camaraderie of our other riders.

We announced the 2020 route the last evening of this year's tour. The response was phenomenal with lots of clapping, cheering and even some whooping.

While many have done our tour for several years, the small size of riders makes it a welcoming invite to newcomers. "Surpassed my expectations. Nice and quiet roads, mostly flat but enough hills to feel challenged. Drivers were exceptionally courteous and mindful of our safety. Felt really good vibes about them!" one newcomer said. "I was really nervous about doing this ride but it was just what I needed to boost my self-confidence and get back into biking longer trips." Another first timer said "I had a great time. The folks who do the ride were interesting and funny. I felt welcomed as a lone first-timer and really had a lot of fun."



A couple more reasons (from this year's riders) on why you should join us in 2020:

"This is a great ride with a group of friendly people. I love it!"

"Overall this continues to be an excellent ride I look forward to every year. We brought three additional people with us and they will probably return next year as well. Great ride, great people, great weather (this year) All added up to a fantastic time."

Early bird registration will open on rideillinois.org on November 1. To be placed on our GIBT 2020 email list, email Gina Kenny at gina@rideillinois.org.

Thank you to everyone that joined us on the 17th annual Grand Illinois Bike Tour, which started and ended in Tuscola with stops in Mattoon, Effingham and Charleston. We want to graciously thank the communities for hosting us, as well as Westfield and Arcola who hosted rest stops for our riders. We cannot thank our outstanding volunteers enough who helped us with a variety of tasks, from water stops, rest stops and SAG driving to coordinating the catering for us and finding communities to host fantastic rest stops.

Ride Illinois Chief Programs Officer Ed Barsotti (Semi-)Retiring

After nearly 20 years of service to Ride Illinois, our Executive Director and Chief Program Officer Ed Barsotti has announced his retirement from full-time work with the organization effective this coming January. At that time Ed will continue to work part-time on selected projects for Ride Illinois.

The Board of Directors is in the midst of a search for a new Executive Director, conducting initial interviews at the time of this writing. The transition plan has the new Executive Director working side by side with Ed for several months, to ensure that the change goes very smoothly. By January or earlier, the new Executive Director will be fully in place.

Ride Illinois Welcomes New Board Members

Ride Illinois would like to welcome four new board members! Angela Brooks, David Landeweer, Don Dirks and Ramon Escapa were appointed to Ride Illinois board of directors.

Angela Brooks, of Chicago, is a real estate developer for Chicago Housing Authority and an urban planner. Brooks is a member of the Major Taylor Cycling Club and Misfits Cycling.

David Landeweer, of Arlington Heights, is a civil engineer with experience and expertise in the planning and design of bike trails. Landeweer is also a former board member of Trails for Illinois.

Don Dirks, of Ottawa, is the vice president of the Starved Rock Cycling Association (SRCA) and is also an attorney.

Ramon Escapa, of Rushville, has been the Schuyler County State's Attorney since 2012. He is also a Judge Advocate in the Illinois National Guard.

Ride Illinois is governed and guided by 13 current board members from around the state.

Bike Planning Assistance and Expertise

One of the ways that Ride Illinois helps make our state's communities more bike friendly is through bike planning assistance. Bike plans not only help identify existing bike-friendly routes but also provide the municipality with a specific blueprint on how to improve the bikeability of their community.

Local bike advocates and others in the community provide input at our public brainstorming workshops, where they help identify and prioritize potential roadway and other corridors for the bike network. Bike plans provide detailed recommendations to be implemented, such as where to retrofit various types of bikeways and how to incorporate them into future road design and development. Of course, bicycle-friendly communities have more than just good bike networks. We also provide education and enforcement tools, such as our free BikeSafetyQuiz.com, and other resources to communities.

Ride Illinois provides bike planning help ranging from a few "pro-bono" hours, to contractual assistance on an hourly basis, to development of entire plans. We have worked on plans for more than 20 towns and other governmental agencies all around the state. This year, Ride Illinois completed bike plans for Mattoon, Princeton, and Morrison.

Besides bike planning, Ride Illinois also provides other services to communities, including road project reviews, Bicycle Friendly Community award advice, and/or other bike coordinator-like tasks.

Bike Planning Training

Making a town more bike-friendly for recreation and transportation involves specialized knowledge in infrastructure, education, and more. Ride Illinois is known for our expertise in that area and, this spring, we presented a 90-minute "Bikeway Design Strategies: Off- and On-Road in Suburban and Rural Areas" technical seminar three times. The presentations were given in Kane County, in McHenry County and in Will County, mostly to road engineers, planners, and other governmental staff.

The PDF of the presentation is available on our website at bit.ly/4S78PJ3.



2550 Cheshire Dr.
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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

