

AN ACT concerning transportation.

**Be it enacted by the People of the State of Illinois,
represented in the General Assembly:**

Section 5. The Department of Transportation Law of the Civil Administrative Code of Illinois is amended by adding Section 2705-211 as follows:

(20 ILCS 2705/2705-211 new)

Sec. 2705-211. Zero Traffic Fatalities Task Force.

(a) On or before July 1, 2024, the Secretary of Transportation shall establish and convene the Zero Traffic Fatalities Task Force to develop a structured, coordinated process for early engagement of all parties to develop policies to reduce traffic fatalities to zero.

(b) The members of the Task Force shall include:

(1) the Secretary of Transportation, or the Secretary's designee, who shall serve as Chair of the Task Force;

(2) the Director of State Police, or the Director's designee;

(3) the Secretary of State, or the Secretary's designee;

(4) the Director of Public Health, or the Director's designee;

(5) a member from 3 different public universities in this State, appointed by the Governor;

(6) a representative of a statewide motorcycle safety organization, appointed by the Governor;

(7) a representative of a statewide motorist service membership organization, appointed by the Governor;

(8) a representative of a statewide transportation advocacy organization, appointed by the Governor;

(9) a representative of a bicycle safety organization, appointed by the Governor;

(10) a representative of a statewide organization representing municipalities, appointed by the Governor;
and

(11) a representative of a statewide labor organization, appointed by the Governor.

(c) The Secretary of Transportation shall prepare and submit a report of findings based on the Zero Traffic Fatalities Task Force's efforts to the General Assembly on or before January 1, 2025. The report shall include, but is not limited to, a detailed analysis of the following issues:

(1) The existing process for establishing speed limits, including a detailed discussion on where speed limits are allowed to deviate from the 85th percentile.

(2) Existing policies on how to reduce speeds on local streets and roads.

(3) A recommendation as to whether an alternative to

the use of the 85th percentile as a method for determining speed limits should be considered, and if so, what alternatives should be looked at.

(4) Engineering recommendations on how to increase vehicular, pedestrian, and bicycle safety.

(5) Additional steps that can be taken to eliminate vehicular, pedestrian, and bicycle fatalities on the road.

(6) Existing reports and analyses on calculating the 85th percentile at the local, State, national, and international levels.

(7) Usage of the 85th percentile in urban and rural settings.

(8) How local bicycle and pedestrian plans affect the 85th percentile.

(d) This Section is repealed on January 1, 2026.

Section 99. Effective date. This Act takes effect upon becoming law.