



November 10, 2021

President John Brown and Trustees, Village of Savoy, Illinois

CC: Christopher Walton, Village Administrator; Roland White, Public Works Director

Dear President Brown and Savoy Trustees:

On behalf of Champaign County Bikes, we thank you for supporting our Three-Foot Passing sign campaign by putting several signs up in key locations in Savoy. The point of this campaign is to promote safety by increasing motorist awareness for bicyclists and pedestrians. However, the most effective and least costly safety measure available today is reduction of speed limits.

Nationally, there are 6.7 million vehicle crashes yearly with about 40,000 deaths and over 2.7 million injuries ([National Highway Traffic Safety Administration](#)). Individual driver behavior and poorly designed roadways with speed limits set according to maximum federal guidelines both play a role. We do not need to accept vehicle injury and death as a cost of doing business. We don't accept gun violence; we shouldn't accept vehicle violence.

Lowering the speed limit on all neighborhood streets is the single most effective action to lower traffic fatalities and serious injuries that can be taken now without long term roadway redesign. For residential streets it's really the only practical thing to do. Some communities are actually moving to 20 mph matching the speed limit in most school zones, and they are finding this change well received. See, [Minneapolis and St. Paul](#), [Seattle](#), [Portland](#), [Eugene](#), [Madison](#), and [Fayetteville](#) (Note: 1/3 of the [United Kingdom's whole population](#) now lives in neighborhoods where the speed limit is 20 mph).

However, a reduction to 25 mph is a good compromise and is supported statistically. [People for Bikes](#), a national bicycle advocacy group supports 25 mph as the highest speed for bike and pedestrian comfort when separate infrastructure is not available. They recently downgraded communities and states like Illinois with default 30mph limits. As a consequence, they down rated our local communities to the 20s on their scale while peer college communities like Columbia (MO), Bloomington (IN), Iowa City, and State College (PA) score in the 40s to 50's or even higher.

This story from <https://usa.streetsblog.org/2016/05/31/3-graphs-that-explain-why-20-mph-should-be-the-limit-on-city-streets/> has some very interesting graphs and statistics:

“The investigative news nonprofit [ProPublica](#) has produced [an interactive graph](#) that deftly conveys how just a few miles per hour can spell the difference between life and death when a person is struck by a motorist. ProPublica’s Lena Groeger used data from the [AAA Safety Foundation](#) to chart the plummeting likelihood of survival as motorist speed increases.

The average pedestrian struck by a driver traveling at 20 mph has a 93 percent chance of surviving. For a 70-year-old, the chances are somewhat lower but still a robust 87 percent.

As Groeger puts it: Once cars reach a certain speed (just above 20 mph), they rapidly become more deadly. According to [\[AAA’s Brian\] Tefft’s](#) data, a person is about 70 percent more likely to be killed if they’re struck by a vehicle traveling at 30 mph versus 25 mph. In collisions at 30 miles per hour, about one in five pedestrians will not survive. For older pedestrians, the odds are significantly worse.”

CCB supports the reduction of residential speed limits as a great way to increase livability in our communities by encouraging more bicycling and walking. We hope Savoy will join the Champaign County communities of Mahomet, St. Joseph, and Ludlow by going to 25mph neighborhood streets and thereby setting a great example for Urbana and Champaign.

Sincerely,

Charlie Smyth  
Chair, [ChampaignCountyBikes.org](#)

### **CCB Contact Information**

Charlie Smyth, [csmyth@sbcglobal.net](mailto:csmyth@sbcglobal.net), 217-367-2813 (H), Chair  
Jeff Yockey, [jeffyockey@gmail.com](mailto:jeffyockey@gmail.com), 217-565-1785 (C), Vice-Chair  
<https://www.ChampaignCountyBikes.org/>

Champaign County Bikes ([CCB](#)) is a 501(c)(3) non-profit organization working to make our area safer for all road users and to improve the cycling and walking experience in Champaign County. CCB coordinates efforts with local agencies and groups such as CU Safe Routes to School Project as well as the state advocacy organization, [Ride Illinois](#). CCB is working on youth education, and supports joint efforts such as Bike to Work Day, Bike Month, Light the Night, Vision Zero, and the expansion of local trails such as the Kickapoo Rail Trail.



Champaign County Bikes  
PO Box 2373  
Champaign, IL 61825-2373