Sen. Mike Simmons

Filed: 4/24/2026

AMENDMENT TO SENATE BILL 3478

AMENDMENT NO. _____. Amend Senate Bill 3478 by replacing everything after the enacting clause with the following:

"Section 5. The Bikeway Act is amended by adding Sections 0.05 and 5 as follows:

(605 ILCS 30/0.05 new)

Sec. 0.05. Definitions. As used in this Act:

"Curb extension treatment" means a gateway, pinch point, chicane, or bus bulb.

"MOBEC hardship" or "MOBEC" means the Mobility and Economic Hardship Index created by the Chicago Department of Transportation.

"Public funds" means money appropriated by any form of government, or an agency or department of that government, and grant funding from a nonprofit organization or foundation.

"Quick-build" means methods and treatments, including

street furniture, precast concrete curbs, flex-posts for chicanes, and bump outs, signage, and traffic signal changes.

"Safe cycling network" means the 450-mile network of streets in Chicago or 10% of streets within municipalities bordering Chicago forming a grid that is to be implemented by the Safe Cycling Network Plan.

"Safe Cycling Network Plan" or "Plan" means the design and implementation plan authorized under Section 5 that outlines the plan for a 450-mile network of connected streets, with a focus on residential streets, that will receive on-road treatments to calm traffic and make designated roads safer for all road users, with priority given to vulnerable road users.

"Safe cycling street" means a public right-of-way that receives the required number of points of safe street treatments designed to calm traffic and increase safety for pedestrians and cyclists or enhance access for individuals with disabilities and where pedestrians have the right-of-way over all other traffic, followed by cyclists. "Safe cycling street" does not include Class I bikeways.

"Safe street treatment" means a quick-build or construction implementation of a traffic calming device. "Safe street treatment" does not include treatments such as on-sidewalk signage, paint-only installations, traffic signal fixtures, and other treatments as outlined in subsection (d) of Section 5.

"Street segment" means any part of a vehicular

right-of-way that is at least 2,640 feet in length.

"Traffic volume management treatment" means median diverters, partial closure or forced turn diverters, and diagonal diverters.

(605 ILCS 30/5 new)

Sec. 5. Safe cycling network.

(a) By June 1, 2027, the Chicago Metropolitan Agency for Planning, in coordination with the Chicago Department of Transportation, the Cook County Department of Transportation and Highways, and cycling advocacy groups in Chicago, shall develop and submit to the General Assembly a Safe Cycling Network Plan for the implementation of transportation improvements designed to increase the safety of cyclists. The Plan shall:

(1) identify 450 miles of roadway in Chicago. The total yearly mileage and distribution of yearly mileage of safe cycling streets to be installed are as follows:

(A) 50 miles in 2028;

(B) 75 miles in 2029;

(C) 100 miles in 2030 and 2031;

(D) 125 miles in 2032;

(E) 35% of miles in community areas experiencing high MOBEC hardship based on data collected no earlier than one year before the issuance of the MOBEC, for each year through 2032;

(F) 20% of miles in community areas experiencing the highest number of crashes per capita based on data collected no earlier than 2024, for each year through 2032;

(2) identify 10% of the total mileage of roadways in municipalities sharing a border with Chicago. The total yearly mileage and distribution of yearly mileage of safe cycling streets to be installed are as follows:

(A) 10% in 2028;

(B) 20% in 2029 and 2030;

(C) 25% in 2031 and 2032;

(D) 30% of the total mileage of roads to receive safe street treatments shall be in the census tracts at or under the 30th percentile of the area median income of a municipality;

(3) prioritize selection of streets that connect community areas, neighborhoods, pedestrian streets, retail corridors, attractions and city institutions, paths, and trails maintained by the Chicago Park District and the Forest Preserve District of Cook County, roads on opposite sides of a body of water, and streets under the jurisdiction of other municipalities that have safe street treatments when they connect with the Chicago street network;

(4) create at least one construction plan for the implementation of the safe cycling network for the

calendar year 2028 for each municipality under paragraphs (1) and (2);

(5) develop engineering typicals that detail how common types of existing infrastructure interference in each municipality may be modified to accommodate safe street treatments. The Chicago Metropolitan Agency for Planning may enter into intergovernmental agreements limited to the development of the typicals to facilitate their creation;

(6) not place more than 3 consecutive street segments on a residential street that is within 660 feet from the edge of an expressway right-of-way, excluding S. South Chicago Avenue and S. Vincennes Avenue in Chicago;

(7) be designed and treated as a plan for construction that is eligible for local, State, and federal funding opportunities; and

(8) identify potential funding sources, including existing and potential public funds for each municipality to support the implementation of the Plan beginning in 2028 until the Plan has been fully implemented.

(b) Each street segment in the Plan shall receive at least 40 points of safe street treatments. A street segment where the length is at least 50% within one mile of a rail station, school, or a commercial corridor shall receive a minimum of 48 points of safe street treatments.

(c) The total required number of points per municipality

is the number of streets segments where 50% of the segment is within one mile of a rail station or school or one-eighth mile from a commercial corridor, times 48, plus the number of street segments where 50% of the segment is not within either one mile of a rail station or school or one-eighth mile from a commercial corridor, times 40.

(d) Each noncredit point is worth $10,851. Points awarding credit for existing conditions are worth $3,789. The minimum dollar value required to be invested per street segment is the total required points per segment, times the assigned dollar value of a noncredit point, minus the number of points applied as credit to the segment times the assigned dollar value of a credit point, if any points for credit are applied.

(e) The Chicago Metropolitan Agency for Planning is authorized to determine which safe street treatments are to be installed on each street segment, designate additional safe street treatments with assigned point values, and assign point values to the following safe street treatments, except paragraph (20), for the installation of a safe street treatment on a per block basis or 660 feet, whichever is greater:

(1) a paint marking that directs a bike lane user from the bike lane into a left-turn lane;

(2) a striped bike lane painted in white;

(3) signage providing wayfinding to nearby public transit and bicycle share options when the public way is

within one mile of a train station;

(4) a painted bike box or 2-stage turn queue box at a traffic signal;

(5) a gateway applied to the entrance of a street in an allowed direction of travel;

(6) a speed cushion or speed bump with a cutout for a bicycle to roll through;

(7) a one-way separated bike lane;

(8) a 2-way separated bike lane;

(9) a raised crosswalk or speed table at the exit of an intersection in an allowed direction of travel. Additional points may be awarded at a rate of 1.5 times the base value of a singular installation if an installation is made at an entrance to an intersection;

(10) a midblock chicane;

(11) a traffic signal timed to the average travel speed of 15 miles per hour;

(12) quick-build speed reduction infrastructure. No points are awarded for this type of installation 12 months after the completion of the installation. Additional points may be awarded at a rate of 1.5 times the base value of a singular installation if installations are made at both;

(13) a pair of gateways and curb extension treatments installed at the beginning and end of a block. Points may be awarded at a rate of 0.33 times the base value of an

installation made on both ends of a block, for a pair at the beginning of an intersection. Points may be awarded at a rate of 0.66 times the base value of an installation made on both ends of a block, for a single pair at the exit of an intersection;

(14) a traffic volume management treatment strategy;

(15) a one-way protected bike lane;

(16) a bus bulb on each side of a block when 2 stops are present, otherwise, one side only;

(17) a curb extension treatment that reflects the actual space a vehicle occupies at an intersection, to an intersection;

(18) a 2-way protected bike lane;

(19) a traffic signal installed at an intersection of a safe cycling street that crosses an arterial road or a Department of Transportation right-of-way; and

(20) 12 points for redesigning and completing the installation of the redesign if:

(A) the redesign reduces the vehicular design speed of the public way to 10 miles per hour or slower;

(B) the redesign separates the pedestrian and bicycle right-of-way from all vehicular traffic by at least 8 feet; or

(C) the redesign restricts vehicular traffic from entering the street segment on a permanent basis other than to park a vehicle.

The point values awarded shall be weighed on the safety benefit and cost of installation of the safe street treatment.

(f) One additional point shall be awarded per installation for including a Plan within the design of any safe street treatments in subsection (e) if:

(1) the United States Department of Agriculture's hardiness rating of the plant is 6a or 6b;

(2) the plant does not entirely block the sight lines at intersections for any mode of transportation;

(3) it meets the requirements of the Urban Ecology section of the Chicago Department of Transportation's Sustainable Urban Infrastructure: Policies and Guidelines Volume 1;

(4) replaces a nonpermeable surface in the design with soil and plants. Drainage shall be incorporated as needed; or

(5) one and a half points are awarded in Chicago when the vegetation planted is in a location that is at or above the median atmospheric temperature as measured by the Heat Watch 2023 project.

(g) Any safe cycling streets completed before June 1, 2027 that meet the technical requirements of this Section may be applied as credit at the rates set in subsection (e) toward the yearly mileage goal in 2028 or 2029.

(h) Repairs may be made to street segments not included in

the Plan that currently have on-street protections for bicyclists may be exchanged for credit at the rate set in subsection (d) that may be applied to a street segment of a safe cycling street.

(i) All infrastructure installations and street design modifications shall meet the Department of Transportation's Bureau of Local Road and Streets Manual and, in Chicago, the Chicago Department of Transportation's Street and Site Plan Design Standards.".