



Sen. Sara Feigenholtz

Filed: 3/6/2026

10400SB3627sam001

LRB104 19781 LNS 35348 a

1 AMENDMENT TO SENATE BILL 3627

2 AMENDMENT NO. _____. Amend Senate Bill 3627 by replacing
3 everything after the enacting clause with the following:

4 "Section 5. The Department of Transportation Law of the
5 Civil Administrative Code of Illinois is amended by adding
6 Sections 2705-631 and 2705-632 as follows:

7 (20 ILCS 2705/2705-631 new)

8 Sec. 2705-631. Quick-build bicyclist safety projects.

9 (a) As used in this Section, "quick-build bicycle lane"
10 means a temporary or interim bicycle lane, protected bicycle
11 lane, buffered bicycle lane, sidepath connection, or
12 intersection treatment designed for accelerated deployment
13 using low-cost, modular, temporary, or removable materials or
14 methods, including delineator posts, modular curbing,
15 temporary curb extensions, refuge islands, signal timing or
16 phasing changes, removable barriers, or similar treatments

1 intended to reduce crashes involving vulnerable road users.

2 (b) The Department is prohibited from the exclusion of
3 proposals of quick-build infrastructure as a temporary
4 alternative for an infrastructure project. Quick-build
5 infrastructure projects shall serve as temporary safety
6 solutions in areas identified as high-crash corridors for
7 vulnerable road users.

8 (c) A quick-build infrastructure may include, but is not
9 limited to, a cycle lane delineator or other temporary
10 infrastructure solutions. A cycle lane delineator shall have
11 the following specifications: flexible cushions that absorb on
12 impact; and reflective strips that provide high visibility
13 during both day and night.

14 (d) In selecting and scheduling projects under this
15 Section, the Department shall prioritize locations that are on
16 the high-injury corridor network identified under Section
17 2705-632, with particular consideration for corridors with
18 fatalities or injuries of vulnerable road users.

19 (e) Quick-build infrastructure shall be installed as an
20 interim safety improvement pending design, funding, or
21 construction of permanent infrastructure. Quick-build
22 infrastructure shall be removed and replaced with permanent
23 infrastructure within 12 months of the installation of the
24 quick-build infrastructure, or as soon as reasonably possible.

25 (f) Where practicable and consistent with applicable
26 safety standards, the Department shall consider whether a

1 quick-build bicycle lane or protected bicycle lane can be
2 designed with sufficient clear width, mountable or removable
3 separation, or other features that allow access by an
4 authorized emergency vehicle during an emergency response
5 without authorizing general motor vehicle travel in the
6 facility.

7 (g) Projects under this Section shall comply with
8 applicable State and federal traffic control standards and
9 Department policies.

10 (h) Nothing in this Section requires the Department to
11 install a project in the absence of available funding,
12 engineering feasibility, or compliance with applicable
13 standards.

14 (20 ILCS 2705/2705-632 new)

15 Sec. 2705-632. High-injury corridors for bicyclists and
16 vulnerable road users.

17 (a) As used in this Section:

18 "High-injury corridor" means a roadway segment or corridor
19 that the Department determines has an elevated concentration
20 or rate of crashes resulting in fatalities or serious injuries
21 to bicyclists or other vulnerable road users based on the
22 Department's crash data and methodology.

23 "Vulnerable road user" means a pedestrian, bicyclist,
24 person using a wheelchair or other mobility-assistance device,
25 or other person lawfully using a roadway without the

1 protection of an enclosed motor vehicle.

2 (b) The Department shall identify, maintain, and update a
3 statewide high-injury corridor network for bicyclists and
4 other vulnerable road users using not less than the most
5 recent 5 years of finalized crash data.

6 (c) The Department shall publish the high-injury corridor
7 network on its website in a searchable and downloadable
8 format.

9 (d) The Department shall use the high-injury corridor
10 network to prioritize quick-build bicycle safety projects and
11 other safety improvements intended to reduce fatalities and
12 serious injuries to bicyclists and other vulnerable road
13 users.

14 (e) The Department may issue guidance on the methodology
15 used to identify high-injury corridors under this Section.

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