

## **Bike Grid Now Applauds Introduction of Landmark Legislation to Advance Regional Safe Cycling Network**

Chicago, Bike Grid Now! is pleased to announce the introduction of new state legislation to lay the groundwork for a comprehensive regional bike grid. The bill SB3478, introduced by Illinois State Senator Mike Simmons (IL-07), amends the Illinois Highway Code to direct the Chicago Metropolitan Agency for Planning (CMAP) to develop a blueprint for a bike and pedestrian-prioritized street network including 450 miles of safe, slow streets in Chicago with additional infrastructure in bordering municipalities.

The proposed Safe Cycling Network Plan would prioritize connections between community areas, retail corridors, major attractions, institutions, as well as existing and planned infrastructure to create a cohesive system for all ages and abilities across 10% of city streets and neighboring suburbs. Under the proposed framework, at least 35% of the network would be located in community areas experiencing economic hardship,<sup>1</sup> with additional prioritization given to high-crash corridors and areas lacking existing safe streets infrastructure.

“We know how dangerous and inequitable a patchwork system is,” said Bike Grid Now organizer Nik Hunder. “Fragmentation means cyclists, pedestrians, and people on scooters or other micromobility devices are forced to navigate life-threatening gaps in protective road treatments that are not equitably distributed economically and racially across the city. It’s time to make our streets safer for all Chicagoans – not just those in the most privileged and politically responsive neighborhoods.”

The benefits also reach across the state. Safer city roads drive state-wide economic growth, advance environmental goals, boost tourism, and decrease costs associated with traffic crashes and deaths. State legislators leading on this issue understand that strategic investment in urban infrastructure is a life-saving measure that supports the interests of all constituents in Illinois.

While the Chicago Department of Transportation (CDOT) has made great strides in installing safer infrastructure over the past several years, Chicago is still far from fulfilling its 2017 promise to eliminate traffic fatalities and serious injuries by 2026. Based on crash statistics from the Chicago Data Portal and CDOT, more than 280 pedestrians and 45 cyclists were killed by vehicles in Chicago from 2020 to 2025, with approximately 19,600 pedestrians and cyclists injured during that same period.<sup>2</sup> In comparing 2022 to 2025, even as cyclist fatalities dropped, cyclist injuries went up more than 42%.<sup>3</sup>

If funded and implemented by the Chicago City Council, the full Safe Cycling Network could be completed by 2032, delivering a transformative investment in safer streets, expanded mobility options, and more equitable access to freedom in transportation.

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<sup>1</sup> [https://www.chicago.gov/city/en/depts/cdot/supp\\_info/cdotstrategicplan/mobility-and-economic-hardship-index-.html](https://www.chicago.gov/city/en/depts/cdot/supp_info/cdotstrategicplan/mobility-and-economic-hardship-index-.html)

<sup>2</sup> CDOT Monthly Traffic Reports - January 2022 - December 2025

<sup>3</sup> Chicago Data Portal - Traffic Crashes - Crashes

SYNOPSIS AS AMENDED: Amends the Illinois Highway Code, Bikeways Act. Provides that the Chicago Metropolitan Agency for Planning (CMAP) shall develop and deliver to the Illinois General Assembly a plan for a connected network of streets with protective infrastructure in Chicago and for municipalities sharing a border with Chicago by June 1, 2027. Provides the network shall prioritize connections between neighborhoods, pedestrian streets, retail corridors, attractions and city institutions, and trails. Allows CMAP to designate additional protective infrastructure for inclusion in the network.

new 605 ILCS 30

From [ILCS Code section, par. [range]]

AN ACT concerning transportation

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

Section 5. The Bikeways Act is amended by adding Section 0.05 and Section 5 as follows  
(605 ILCS 30/0.05)

Sec. 0.05 Definitions

For the purposes of this section, the following terms will have these definitions ascribed to them.

“Curb extension treatment” is a gateway, pinchpoint, chicane, or bus bulb.

“MOBEC Hardship” or “MOBEC” is the Mobility and Economic Hardship Index created by the Chicago Department of Transportation.

“Quick-build” means methods and treatments including street furniture, precast concrete curbs, flex-posts for chicanes and bump outs, signage, and traffic signal changes.

“Public funds” are moneys appropriated by any form of government or department of it and grant funding from non-profit organizations or foundations.

“Safe Cycling Network plan” or “the Plan” is the design and implementation plan authorized by 605 ILCS 30/5 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 network" is the 450-mile network, in Chicago or 10% of streets within municipalities with at least 10% of their area within three miles of a border of the City of Chicago, of streets forming a grid that is to be implemented by the Safe Cycling and Network plan.

"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, safety for cyclists, or enhance access for individuals with disabilities and where pedestrians have the right-of-way over all other traffic, followed by cyclists. It does not include Class I bikeways.

"Safe streets treatment" means a quick-build or construction implementation of a traffic calming device, excluding treatments such as on-sidewalk signage, paint-only installations, traffic signal fixtures, and other treatments as outlined in subsection (d).

"Street segment" means any part of a vehicular right of way that is at least 2640 feet in length.

"Traffic volume management treatments" are median diverters, partial closure or forced turn diverters, and diagonal diverters.

(605 ILCS 30/5)

#### Sec. 5 Safe Cycling Network

(a) By June 1, 2027, the Chicago Metropolitan Agency for Planning ("CMAP") in coordination with the Chicago Department of Transportation, Cook County Department of Highways and Transportation and cycling advocacy groups in Chicago, shall develop and submit to the General Assembly a plan for 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 the following:

- (i) 50 miles in 2028
  - (ii) 75 miles in 2029
  - (iii) 100 miles in 2030 and 2031
  - (iv) 125 miles in 2032
  - (v) 35% of miles in the Safe Cycling Network shall be in community areas experiencing high MOBEC hardship based on data collected no earlier than one year before the issuance of the index, for each year through 2032;
  - (vi) 20% of miles in the Safe Cycling Network shall be in community areas experiencing the highest number of crashes per capita based on data collected no earlier than 2024, for each year through 2032; and
- (2) identify 10% of the total mileage of roadways in municipalities sharing a border with the City of Chicago. The total yearly mileage and distribution of yearly mileage of safe cycling streets to be installed are the following rates:
- (i) 10% in 2028
  - (ii) 20% in 2029 and 2030
  - (iii) 25% in 2031 and 2032
  - (iv) 30% of the total mileage of roads to receive safe streets 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 streets treatments when they connect with the Chicago street network;
- (4) include at least one section identifying the construction plan for implementation of the network for the calendar year 2028 for each municipality in subsection (a)(1) and (2);
- (5) develop engineering typicals that detail how common types of existing infrastructure interference in each municipality can be modified to accommodate safe street treatments. CMAP may enter into intergovernmental agreements limited to the development of the typicals to facilitate their creation;

- (6) not place more than three consecutive street segments on a residential street that is within 660 feet from the edge of an expressway's right-of-way, excluding S. South Chicago Avenue and S. Vincennes Avenue in Chicago;
  - (7) be designed and treated as a plan for construction so that the plan 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. Street segments whose length is at least 50% within one-mile of a rail station or school. Each street segment one-eighth mile of 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 either 1 mile of a rail station or school, or 1/8 mile from a commercial corridor, times 48.0, plus, the number of street segments where 50% of the segment is not within either 1 mile of a rail station or school, or 1/8 mile from a commercial corridor, times 40.0.
- (d) Each non-credit point is worth \$10,851.00. Points awarding credit for existing conditions are worth \$3,789.00. 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 non-credit 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) CMAP shall have the authority to make determinations on which safe street treatments are to be installed on each street segment, designate additional safe streets treatments with assigned point values, and assign point values to the following safe street treatments, except subsection (20), for the installation of a safe street treatment on a per block basis or 660 feet, whichever is greater:
- (1) Paint markings that direct bike lane users from the bike lane into a left-turn lane
  - (2) Striped bike lane painted in white
  - (3) Signage providing wayfinding to nearby public transit and bicycle share options when the public way is within 1 mile of a train station
  - (4) Painted bike box or two-stage turn queue box at a traffic signal

- (5) Gateway applied to the entrance of a street in an allowed direction of travel
- (6) A speed cushion or a speed bump with a cutout for bicycles to roll through
- (7) One-way separated bike lane
- (8) Two-way separated bike lane
- (9) 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 the base value of a singular installation if an installation is made at an entrance to an intersection.
- (10) Mid-block chicane
- (11) 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 the base value of a singular installation if installations are made at both.
- (13) A pair of gateways and curb extensions installed at the beginning and end of a block. Points may be awarded at a rate of .33 of 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 .66 of the base value of an installation made on both ends of a block, for a single pair at the exit of an intersection.
- (14) Traffic volume management strategies
- (15) One way protected bike lane. Additional points may be awarded at a rate of 2.0 times the base value of an installation if the protected bike lane is raised to curb level.
- (16) Bus bulbs on each side of a block when two stops are present; otherwise, one side only.
- (17) Curb extensions that reflect the actual space a vehicle occupies (sneckdown) at an intersection, to an intersection.
- (18) Two-way protected bike lane. Additional points may be awarded at a rate of 2.0 of the base value of an installation if the protected bike lane is raised to curb level.
- (19) Traffic signal installed at an intersection of a safe cycling street that crosses an arterial road or an Illinois Department of Transportation right-of-way.
- (20) Twelve points for redesigning and completing the installation of the redesign when one of the following is true:

- (i) The redesign reduced the vehicular design speed of the public way to 10 miles per hour or slower
- (ii) Separates the pedestrian and bicycle right-of-way from all vehicular traffic by at least eight feet
- (iii) 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) when either:
  - (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 sightlines at intersections for any mode of transportation;
  - (3) meets the requirements of the Urban Ecology section of the Chicago Department of Transportation's Sustainable Urban Infrastructure: Policies and Guidelines Vol. 1; only applies to Chicago;
  - (4) replaces a non-permeable surface in the design with soil and plants. Drainage shall be incorporated as needed.
  - (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, in addition to IDOT's Bureau of Local Road and Streets Manual and in Chicago, CDOT's Street and Site Plan Design Standards, meet the following requirements.