



LRB104 18728 LNS 36607 a

1 AMENDMENT TO SENATE BILL 3478

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

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

6 (605 ILCS 30/0.05 new)

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

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

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

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

16 "Quick-build" means methods and treatments, including

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

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

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

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

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

26 "Street segment" means any part of a vehicular

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

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

5 (605 ILCS 30/5 new)

6 Sec. 5. Safe cycling network.

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

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

18 (A) 50 miles in 2028;

19 (B) 75 miles in 2029;

20 (C) 100 miles in 2030 and 2031;

21 (D) 125 miles in 2032;

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

1 (F) 20% of miles in community areas experiencing
2 the highest number of crashes per capita based on data
3 collected no earlier than 2024, for each year through
4 2032;

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

9 (A) 10% in 2028;

10 (B) 20% in 2029 and 2030;

11 (C) 25% in 2031 and 2032;

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

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

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

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

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

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

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

17 (8) identify potential funding sources, including
18 existing and potential public funds for each municipality
19 to support the implementation of the Plan beginning in
20 2028 until the Plan has been fully implemented.

21 (b) Each street segment in the Plan shall receive at least
22 40 points of safe street treatments. A street segment where
23 the length is at least 50% within one mile of a rail station,
24 school, or a commercial corridor shall receive a minimum of 48
25 points of safe street treatments.

26 (c) The total required number of points per municipality

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

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

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

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

24 (2) a striped bike lane painted in white;

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

1 within one mile of a train station;

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

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

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

8 (7) a one-way separated bike lane;

9 (8) a 2-way separated bike lane;

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

15 (10) a midblock chicane;

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

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

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

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

6 (14) a traffic volume management treatment strategy;

7 (15) a one-way protected bike lane;

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

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

13 (18) a 2-way protected bike lane;

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

17 (20) 12 points for redesigning and completing the
18 installation of the redesign if:

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

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

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

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

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

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

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

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

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

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

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

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

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

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