

## Daniel La Spata

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### CITY OF CHICAGO CITY COUNCIL



CITY HALL  
3<sup>RD</sup> FLOOR - ROOM 300  
121 NORTH LASALLE STREET  
CHICAGO, ILLINOIS 60602

Chair, Committee on Pedestrian and  
Traffic Safety

Vice Chair, Committee on Contracting  
Oversight and Equity

Ex-Officio, Chicago Plan Commission

### Committees

Budget and Government Operations  
Committees and Rules

Economic, Capital and Technology  
Development

Environmental Protection and Energy

Finance

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Zoning, Landmarks and Building  
Standards

## **MONTHLY REPORT – JANUARY 2025** **COMMITTEE ON PEDESTRIAN AND TRAFFIC SAFETY**

Pursuant to the Rule 45 of City of Chicago Rules and Order, the Committee on Pedestrian and Traffic Safety submits the following monthly report for January 2025.

### **Date, Time, & Location of Meeting:**

On Tuesday, January 14th, 2025, at 12:00 p.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall in Room 201A. The meeting was called to order at 12:07 p.m.

### **Members in Attendance:**

Chairman La Spata (1<sup>st</sup> Ward)  
Alderman Hopkins (2<sup>nd</sup> Ward)  
Alderman Yancy (5<sup>th</sup> Ward)  
Alderman Chico (10<sup>th</sup> Ward)  
Alderman Quinn (13<sup>th</sup> Ward)  
Alderman Moore (17<sup>th</sup> Ward)  
Alderman Curtis (18<sup>th</sup> Ward)  
Alderman Ervin (28<sup>th</sup> Ward)  
Vice Chairman Cruz (30<sup>th</sup> Ward)  
Alderman Knudsen (43<sup>rd</sup> Ward)  
Alderman Manaa-Hoppenworth (48<sup>th</sup> Ward)

**Absent Members:** Alderman Robinson (4<sup>th</sup> Ward), Alderman Burnett (27<sup>th</sup> Ward), Alderman Lawson (44<sup>th</sup> Ward), Alderman Martin (47<sup>th</sup> Ward)

**Non-Members Present:** Alderman Lee (11<sup>th</sup> Ward), Alderman Mosley (21<sup>st</sup> Ward)

### **Public Comment:**

There were five spoken public comments and two written comments for this meeting. Spoken comment summaries are below, and written comment can be read in its entirety on pages 4-5.

- **Roman S.:** Advocated for pausing or amending the lowering of the speed limit; argued that there needs to be more time to study the possible impact on travel times and clarify where it would be implemented; stated that equitable enforcement should be planned and implemented before speed limit is lowered

- Stephanie B.: Staff member of IL Environmental Council; in support of lowering the speed limit, stating that slower streets are safer streets for all road users and noted that the change would lower car-created air pollution; in support of all three Vision Zero policies
- Jim M.: Staff member of Active Transportation Alliance; praised CDOT for their Complete Streets work and for having transparent conversations about their work and traffic fatalities; said that CDOT has done a lot of work on making streets safer, which they'll report on during the subject matter hearings and uplifted the need to keep funding this work through the Chicago Works bond
- Mr. Blakemore: Spoke about driving, walking, talking while Black, pointing to how enforcement is not equitable and disproportionately targets + harms Black people; noted the inequity in placement and ticketing of red-light cameras; stated that residential permit parking should not exist
- Jessica J.: Doesn't think that lowering the speed limit will help and argued that we need more speed bumps to actually slow people down; want to get around the city however she wants to, including by driving; says there's less driving and biking on the south and west sides because there's less investment there, less business/options for people to get to using those modes of travel

**Approval of December 2024 Rule 45 Report:**

Ald. Curtis moved to approve, which was approved by the same roll call as was used to establish quorum.

**Agenda of Matters Considered:**

The Agenda of Matters Considered consisted of 8 pages and included 98 matters:

- 80 ordinances related to disabled parking permits,
- 8 ordinances related to traffic warning signs and/or signals,
- 4 ordinances related to parking restrictions,
- 3 ordinances related to residential parking permit zones,
- 1 ordinance related to parking meters, and
- 2 subject matter hearings

Direct Introductions on page 2 Passed without Department recommendations. Ald. Cruz moved to approve all Direct Introduction ordinances, which was approved by the same roll call as was used to establish quorum.

All matters on pages 3-6 Passed as Recommended by the appropriate Department(s). Ald. Yancy moved to approve all Recommended ordinances on pages 3-6, which was approved by the same roll call as was used to establish quorum.

All matters on pages 7-8 Passed with No Recommendation. These items were submitted as aldermanic overrides or received no recommendations from City Departments. Ald. Manaa-Hoppenworth moved to approve all No Recommendation ordinances on pages 7 and items 1-6 and item 8 on page 8, which was approved by the same roll call as was used to establish quorum.

A Substitute Ordinance [SO2024-0013724] was submitted by the ward office for Item 7 on page 8. Ald. Curtis moved to accept the Substitute Ordinance, which was approved by the same roll call as was used to establish quorum. Ald. Yancy moved to approve the Substitute Ordinance, which was approved by the same roll call as was used to establish quorum.

All actions taken at the meeting were by viva voce vote.

There were two subject matter hearings, on the topics of the Chicago Department of Transportation's 2023 Crash Report and Chicago's Complete Streets Ordinance. No votes were taken on the topic.

CDOT Commissioner Tom Carney and Managing Deputy Commissioner Vig Krishnamurthy led a presentation on traffic crash data from 2023, as well as preliminary data from 2024, and the complete streets projects completed in the past year. Key data points shared during the presentation include:

- Chicago saw a 27% reduction in traffic fatalities in 2023 from a 2021 peak
- Preliminary data from 2024 shows the lowest traffic fatality total since 2020, with fatalities for people riding a bike or scooter at their lowest since 2013 and fatalities for people walking at their lowest since 2018
- Key issues related to traffic crashes, based on 2023 data, were:
  - o Speeding: 68% of fatalities involved speeding
  - o Size: wider streets have 14x more fatal crashes
  - o Reckless driving: 84% of fatalities involve reckless driving and 18% of fatalities involve disregarding stop signs and traffic signals
  - o Persistent Inequities: Black Chicagoans are 3.8 times more likely than other residents to be killed in a traffic crash and communities with the most mobility and economic hardship experience a greater proportion of severe traffic crashes
- Complete Street elements in 2024 included:
  - o 7,344 Core Elements (context sensitive lanes, enhances crosswalks, ADA curb ramps)
  - o 1,093 Enhanced Elements: 67 refuge islands, 1,004 curb extensions, and 22 raised crosswalks
    - This is a 56% increase from 2023.
  - o 18.6 Miles of Network Elements: 47.4 Bikeway miles, 5.1 Bus Lane miles, 66 Bus Boarding Islands
- Impacts of Traffic Investments:
  - o Left Turn Traffic Calming Program: yielded 24% reduction in all crashes and 29% more drivers yielding to people walking across the street
  - o Jackson Boulevard in Columbus Park: yielded 75% decrease in speeding violations and 25% decrease in all crashes
  - o Central Park Avenue in Garfield Park: yielded 59% decrease in speeding and reduced crossing distance by more than half

Alders La Spata, Cruz, Yancy, Lee, Manaa-Hoppenworth, and Curtis shared comments and asked questions following the presentation. Questions fell into the topics of 2025 goals for Complete Streets project, CDOT's relationship with IDOT, and local + state solutions to speeding and increasing road safety.

Having no further business before the committee, Chair La Spata requested a motion to adjourn. Ald. Manaa-Hoppenworth so moved, and hearing no objections, the meeting was adjourned at 1:26 p.m.

**Written Public Comment:**

Peter B., submitted January 13, 2025:

*Good Day Alderwomen & Aldermen,*

*I am Peter Barnes a life long resident of Chicago and current resident of the 20th ward. I am writing the committee to bring attention to rouge rideshare rental companies operating in the City of Chicago. I have been driving rideshare for 5 years consecutively, having to resort to renting a car I discovered several rouge rideshare rental car companies. There are several dozen companies illegally operating as rideshare rental companies. Uber and Lyft require that all rental cars in operation on platforms are apart of an approved partnership. Operating cars not apart of an approved partnership can result in drivers account bending waitlisted or deactivated.*

*I have brought a Civil lawsuit against 2 rental companies whom advertised and advised they were apart of approved partnerships when indeed they were not. Ez Leasing Cars LLC advertises as if they are an approved partner, even advertising the partnership allows company to waive the \$1000 deductible Uber and Lyft require in cases of an accident. Ez Leasing Cars LLC also conducts inspections on its own cars often falsifying Uber and Lyft 22 point safety reports and placing vehicles that are not road worthy on the road for rent for rideshare, jeopardizing the safety and lives of countless driver and pedestrians whom commute in Chicago daily. I have proof of these forged inspections, vehicles with check engine light and deplorable conditions and proof of insurance fraud committed by Ez Leasing Cars LLC. This company has even charged for fees and tolls no invoice could be produced or charges could be explained and charged deductibles in which no damage occurred.*

*Wolley Leasing LLC is another company in which has advertised as an approved partner of Uber and Lyft and forged safety inspection reports. Wolley Leasing even went as far as making a false vehicle theft report while collecting money on the rental.*

*I would like to the opportunity to bring this problem to the attention of the committee and present a resolution that would bring about regulations that would*

*\* Require all Rental Car Companies/Agencies whom rent vehicles for the purpose of rideshare to register as TNP and have annual fee accessed to registration*

*\* Require all fleet and individual vehicles to undergo Bi Annual 22 point Safety Inspection at City Of Chicago Public Vehicle Inspection Facilities. (\$35-\$50 fee accessed per inspection)*

*This would add another layer of safety and protection to the citizens of Chicago and add a positive revenue stream to the City's budget.*

*Your time and consideration is appreciated.*

John Paul Jones, submitted January 13, 2025:

*RE: Committee on Pedestrian and Trac Safety Ordinance  
(crash report - Speed Limits and Complete Streets)*

*Prepared by: Sustainable Englewood Initiatives (SEI)*

*Good morning, Alderman and Chairman Daniel La Spata; Alderman and Vice Chairman Ruth Cruz; City Council Committee on Pedestrian and Traffic Safety, fellow committee members, Aldermans, CDOT Commissioner Carney and department representatives.*

*Sustainable Englewood Initiatives (SEI) is a local advocacy organization dedicated to introducing environmental solutions, transportation planning, traffic congestion deliberations, community benefit strategies and platforms for peace through the Emmett Till Commemoration Initiatives - Till Justice Rings Project.*

*SEI is here to register our support of today's two matters before the Pedestrian and Traffic Safety Committee that moves to advance Chicago's Speed Limits and enhance Chicago's Complete Streets Programming.*

*In FY 2022-24, CDOT played a significant role securing capital dollars to introduce Complete Streets Programming in the Greater Englewood and the Austin community. The increased spending and pedestrian friendly designs has brought new hope to the corridors. In particular, CDOT is working in good faith with the community to advance work on the Englewood Nature Trail.*

*Prior to this action, Greater Englewood was pursuing Vision Zero programming and pursuing ways to best approach various programs to reduce traffic incidents. Shortly after, the Vision Zero Programming was moved from the district. And the policy and planning was discontinued.*

*Matter of fact, today's action in the City Council Committee on Finance included an ordinance to pay out a lawsuit on a police chase on the Southside Racine Corridor that involved a fatality from a crash. The offender was driving 72 mph, while the police was traveling 59 mph in a 30 mph zone.*

*You see, we recognized the link between effective infrastructure planning and legislatives action via speed limits.*

*Today's action is both wise and prudent.*

- Creating policy to combat traffic speeds,*
- Reviewing ways to enhance model Complete Streets Programming,*
- Broadening CDOT planning team beyond Central Downtown relative to train station design concepts in neighborhoods via CTA Greenline Englewood Racine Station,*
- Measuring how best to approach enhancements to our boulevards system as Chicago's Next Big Plan and anticipate public engagement relative to Federal Grants selections for FY 2026-2027 - Hello, Emmett Till Commemoration Road and Hamilton Ave Walking Trail!*

*These and other pedestrian friendly activities are right on time!*

*To this end, thank you for the opportunity to make public comments.*

*Truly,*

*John Paul Jones*

*President*

*Sustainable Englewood Initiatives*

*cc: Greater Englewood Elected Officials  
CDOT Commissioner Carney  
CTA Board  
Morton Arboretum  
Grow Greater Englewood  
Teamwork Englewood  
Transportation Equity Network  
Center for Neighborhood Technology  
Chicago Metropolitan Area for Planning (CMAP)  
Northwestern University Global Center Warren Buffett Foundation*