

## Daniel La Spata

ALDERMAN, 1<sup>ST</sup> WARD  
1958 N. MILWAUKEE AVE.  
CHICAGO, ILLINOIS 60647  
PHONE: 872-206-2685  
E-MAIL: info@the1stward.com



### 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

Housing and Real Estate

Zoning, Landmarks and Building  
Standards

## **MONTHLY REPORT – JUNE 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 June 2025.

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

On Monday, June 9th, 2025, at 10:00 a.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall, Room 201A. The meeting was adjourned at 10:28 a.m. due to a lack of quorum.

---

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

On Thursday, June 12th, 2025, at 1:00 p.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall, Room 201A. The meeting was called to order at 1:05 p.m.

### **Members in Attendance:**

Chairman La Spata (1<sup>st</sup> Ward)  
Alderman Hopkins (2<sup>nd</sup> Ward)  
Alderman Robinson (4<sup>th</sup> Ward)  
Alderman Yancy (5<sup>th</sup> Ward)  
Alderman Quinn (13<sup>th</sup> Ward)  
Alderman Curtis (18<sup>th</sup> Ward)  
Alderman Burnett (27<sup>th</sup> Ward)  
Alderman Ervin (28<sup>th</sup> Ward) – virtual  
Vice Chairman Cruz (30<sup>th</sup> Ward)  
Alderman Knudsen (43<sup>rd</sup> Ward)  
Alderman Lawson (44<sup>th</sup> Ward)  
Alderman Manaa-Hoppenworth (48<sup>th</sup> Ward)

**Absent Members:** Alderman Chico (10th Ward), Alderman Moore (17<sup>th</sup> Ward), Alderman Martin (47<sup>th</sup> Ward)

The Chair accepted a motion from Ald. Robinson to allow for remote participation by Ald. Ervin, which was approved by the same roll call as was used to establish quorum.

**Public Comment:** There was no spoken public comment for this meeting.

**Approval of May 2025 Rule 45 Report:**

Ald. Manaa-Hoppenworth 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 13 pages and included 218 matters:

- 175 ordinances related to disabled parking permits,
- 18 ordinances related to parking restrictions,
- 16 ordinances related to traffic warning signs and/or signals,
- 6 ordinances related to residential parking permit zones,
- 2 ordinance related to parking meters, and
- 1 ordinance related to a municipal code amendment.

Direct Introductions on pages 2-4 Passed without Department recommendations. Ald. Yancy 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 5-7 Passed as Recommended by the appropriate Department(s). Substitute Ordinances were submitted by the ward office for Items 1-3 on page 5 [SO2025-0015072, SO2025-0015075, and SO2025-0015410]. Ald. Lawson moved to accept these items, which was approved by the same roll call as was used to establish quorum. Ald. Knudsen moved to approve all items on pages 5-7, which was approved by the same roll call as was used to establish quorum.

All matters on pages 8-13 Passed with No Recommendation. These items were submitted as aldermanic overrides or received no recommendations from City Departments. Substitute Ordinances were submitted by the respective ward offices for Item 15 on page 12 [O2025-0016157] and Item 2 [SO2025-0016161], Item 4 [SO2025-0017238], Item 6 [SO2025-001758611], Item 9 [SO2025-0016114], and Item 10 [SO2025-0016115] on page 13. Ald. Curtis moved to accept the Substitute Ordinances, which was approved by the same roll call as was used to establish quorum. Ald. Manaa-Hoppenworth moved to approve all items on pages 8-13, which was approved by the same roll call as was used to establish quorum.

A Substitute Ordinance [SO2025-0017552] was submitted by the sponsoring alder for Item 1 on page 1, which amends Title 9 of the Municipal Code to designate portions of Chicago Avenue as rush hour bus lane and modifying the start and end points of no stopping/no standing zones for the Smart Streets Pilot. Ald. Lawson moved to accept the Substitute Ordinance, which was approved by vica voce vote by the same roll call as was used to establish quorum.

Representatives from the Department of Law, Chicago Department of Transportation, and Department of Finance were present to explain the amendment and answer any questions. Ald. Lawson and Ald. Hopkins had questions about the enforcement around bus lane blockages.

The Committee took a short recess from 1:23-2:04 pm.

Seeing no further questions or comments, Ald. Lawson moved to approve SO2025-0017552, which was approved by vica voce vote by the same roll call as was used to establish quorum.

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

Having no further business before the committee, Chair La Spata requested a motion to adjourn. Ald. Curtis so moved, and hearing no objections, the meeting was adjourned at 2:05 p.m.

---

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

On Thursday, June 26th, 2025, at 1:00 p.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall, Council Chambers. The meeting was called to order at 1:14 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) – virtual  
Alderman Quinn (13<sup>th</sup> Ward)  
Alderman Moore (17<sup>th</sup> Ward)  
Alderman Curtis (18<sup>th</sup> Ward)  
Alderman Burnett (27<sup>th</sup> Ward)  
Alderman Ervin (28<sup>th</sup> Ward)  
Vice Chairman Cruz (30<sup>th</sup> Ward)  
Alderman Lawson (44<sup>th</sup> Ward) – virtual  
Alderman Manaa-Hoppenworth (48<sup>th</sup> Ward)

**Absent Members:** Alderman Robinson (4<sup>th</sup> Ward), Alderman Knudsen (43<sup>rd</sup> Ward), Alderman Martin (47<sup>th</sup> Ward)

The Chair accepted a motion from Ald. Manaa-Hoppenworth to allow for remote participation by Ald. Chico and a motion from Ald. Cruz to allow for remote participation by Ald. Lawson, which were approved by the same role call as was used to establish quorum.

**Public Comment:** There were two spoken comments for this meeting and six written comments (pg 6-8).

- **Mr. Blakemore:** Talked about driving while Black and walking while Black; talked about the importance of Black residents being civically engaged and attending meetings
- **Jim M.:** representing the Active Transportation Alliance and member of the Free2Move Coalition; Called for the end of pretextual traffic stops, citing that data that shows how the policy is ineffective and inequitable

### **Agenda of Matters Considered:**

The Agenda of Matters Considered consisted of one page and one matter: R2025-0016752 calling for a hearing on use of police traffic stops in Chicago, impacts on traffic safety and reform efforts undertaken by Chicago Police Department and Community Commission for Public Safety and Accountability. No votes were taken on the topic.

Ald. Yancy, the sponsor of the resolution, opened the subject matter hearing by contextualizing the policy issue within his personal experiences with traffic stops. He named the concern and reality that Black residents are disproportionately impacted by pretextual traffic stops and ended his comments by sharing his support for Free2Move's proposal policy platform of limiting low level traffic stops, restricting pretextual traffic stops, and ending suspicionless consent searches.

The hearing included presentations from the following groups and individuals:

Impact for Equity: Amy Thompson - Staff Counsel and Joi Imobhio - Policy Strategist

Chicago Police Department: Deputy Chief Jill Stevens - Bureau of Patrol; Captain Jake Alderden - Training and Support Group; Lt. Mike Kapustianyuk - Research and Development; and Deputy Director Noe Flores - Strategic Initiatives Division

Community Commission for Public Safety and Accountability: Adam Gross - Executive Director

Councilmember Isaiah Thomas from Philadelphia also provided testimony through a pre-recorded video, in which he shared his experience in helping pass traffic stops reform policy in Philadelphia and the impacts of the policy.

Key points shared during the presentation include:

Impact for Equity:

- There is a discrepancy between the number of traffic stops reported by CDP (293,139) and the number of stops recorded by the Office of Emergency Management and Communication (over 462,000).
- The majority of traffic stops were for registration / licensing or equipment offenses, which are violations that typically do not present a serious or immediate road safety danger.
- Data on traffic stops in 2024 illustrate low rates of citation (8.5%), arrest (4.5%), and contraband recovery (1.3%), including gun recovery (0.75%).
- Black drivers continued to be overrepresented in traffic stops: despite being 28.8% of Chicago's population, they were 44.6% of those stopped, 66.4% of those searched, and 56.3% of those arrested.
- The presentation ended with uplifting Free2Move's policy proposal, which supports limiting low level traffic stops, restricting pretextual traffic stops, and ending suspicionless consent searches.

CPD:

- CPD is developing a new, formal traffic stop policy for the entire Department that is intended to reinforce legal standards and constitutional rights, prioritize safety for both community members and officers, and promote respect and trust in how CPD serves neighborhoods. This policy development is happening in coordination with the CCPSA.
- Every year, all CPD officers must complete 40 hours of in-service training. This year, those hours include an 8-hour course on constitutional policing, which focuses on the Fourth Amendment (the right to be free from unreasonable searches and seizures); procedural justice; and how to use officer discretion responsibly and an 8-hour course focused on de-escalation; use of force; and how to safely respond to resistance, especially during high-risk vehicle stops.

CCPSA:

- The Independent Monitor for the Consent Decree, the Illinois Attorney General, and the City of Chicago have been working to include traffic stops in the Consent Decree.
  - o The CCPSA is able to work on this policy at the moment because it is not included in the Consent Decree currently, allowing the body to work on it. The CCPSA is developing an agreement with CPD to continue being able to play a significant role if the issue of traffic stops does get included in the Consent Decree.
- In their community engagement process, the CCPSA had heard: concerns about officer conduct, the number and fairness of stops, and the impact on trust in CPD; the belief that when used appropriately, traffic stops can be an important public safety tool; and an interest in clearer policy standards, more accountability, effective training, and more documentation.
- On April 21, CPD submitted a draft policy and the Commission submitted a memo and policy mark-up to the Consent Decree judge and the Independent Monitor. The CCPSA response reflects individual commissioners' view; the CCPSA has not adopted an official response to the policy.
- Commissioners support much of what is in CPD's draft policy, and a majority of Commissioners think that CPD's policy should be revised in several important ways as it relates to limiting traffic stops for certain vehicle or license compliance violations and stronger standards for consent searches.
- The CCPSA has not taken a position on Free2Move's policy platform.
- The CCPSA will continue to seek public input on traffic stops reform, continue to work with CPD to develop a new traffic stops policy, and publish a summary report at the end of this process.

Alders Yancy, Hopkins, Curtis, Crus, La Spata, and Manaa-Hoppenworth shared comments and asked questions following the presentation. Questions were about current traffic enforcement by CPD, what stops for low level offenses could entail, the legal definitions around searches during traffic stops, effectiveness in traffic stops as a method to increase public safety, and the data presented by Impact for Equity and CPD.

Having no further business before the committee, Chair La Spata requested a motion to adjourn. Ald. Hopkins so moved, and hearing no objections, the meeting was adjourned at 3:12 p.m.

## **Written Public Comment:**

Collin P., submitted May 29, 2025:

*I support automated enforcement via speed and red light cameras or similar as they are more fair than traffic stops and less likely to result in something going tragically wrong.*

Avis C., submitted May 30, 2025:

*I've raised the problem to my alderman regarding this intersection before. This morning I was walking east on the south side of Hirsch, crossing north onto Leavitt when a car also traveling east on Hirsch did not stop, or even slow down, at the stop sign before turning south on Leavitt. It would have hit me if I didn't stop suddenly, in the intersection. I slapped the car several times to alert them but they continued to turn (as they swore at me and flipped me off) into my path. This isn't an isolated incident; in this neighborhood it's the rule, not the exception. Someone will get hurt, and today it would have been me if I was any less diligent. Even the police run these stop signs. Why are people not ticketed for breaking the law and endangering pedestrians?*

Daniel G., submitted June 10, 2025:

*Hello, my name is Daniel Gentile, a resident of the 1st ward. I am writing to add public comment for the pedestrian and traffic safety committee for the June 12th meeting.*

*My goal is to reignite support and provide input for the future of Chicago's Boulevard system. It has been identified by CDOT as an essential corridor for connectivity and improvement, stretching 26 miles across most of the city. Bits and pieces of a safe, connected, and lively boulevard have been built, specifically the Independence Blvd project. I am also very happy to hear that Humboldt Blvd is receiving improvements and would love to see that throughout the whole boulevard system. I live close to the 606 bloomingdale trail, and I can say from experience it is a fun, safe, and amazing part of my neighborhood that I wish the whole city had something similar. This proposal could be the shining light for Chicago's commitment to safe active transportation.*

*Extending these improvements across the whole boulevard system would connect economically disadvantaged areas to transportation and recreational opportunities. Given that many residents living on the west and south sides do not have access to a car, providing a safe option to traverse the city via active transportation would improve economic and recreation connectivity between neighborhoods. Further, approximately 30% of city residents live within walking distance to the boulevard system. Improving the boulevard system would benefit ALL Chicago residents by setting an example for what future projects they would want to connect to their neighborhood.*

*Namely, these improvements would include a protected/separated bikeway along the boulevards, a pedestrian path throughout the boulevard greenway, and local art or historic installations. The infrastructure in some areas along the boulevards is in desperate need of revitalization. With cost effectiveness in-mind, the city could easily improve 300+ acres of under-utilized green space with simple sidewalk additions and concrete barrier bike paths on existing overbuilt roadways. Needless to say many of the boulevards overbuilt roadways encourage high speeds and pedestrian collisions. These improvements are a basic part of CDOT's complete streets vision, but make a huge difference in the access and safety of this historic corridor of the city.*

*Thank you to the committee for highlighting the issue of pedestrian and bike safety. This project would be a huge step forward in promoting active transportation, neighborhood connectivity, and the revitalization of underserved areas. I'd be happy to answer questions, present a full proposal, and speak on the matter if called upon.*

Metropolitan Planning Council, submitted June 25, 2025:

*Members of the City Council:*

*The Metropolitan Planning Council (MPC), a local nonprofit, nonpartisan civic organization dedicated to fostering equity in the built environment, strongly supports the Freedom to Move Coalition's efforts to revise and ultimately eliminate the use of pretextual traffic stops in Chicago.*

*Over the past years, the Coalition has documented the harmful and racially inequitable impacts of these stops across the city. The data shows that pretextual traffic stops disproportionately affect Black and Latine communities and fail to deliver on the stated goals of enhancing roadway or public safety.*

*A 2023 report by Equity and Transformation and the Freedom to Move Coalition revealed a nearly 700% increase in traffic stops since 2015, including a 5% increase in 2023 over the previous year, totaling 537,313 stops. Despite this surge, less than 1% of stops led to the discovery of firearms or contraband, fewer than 4% resulted in citations, and fewer than 3% led to arrests. These numbers demonstrate that pretextual stops are ineffective and unjust.*

*We urge the City Council to work with the Chicago Police Department and the Community Commission for Public Safety and Accountability on the following policy changes:*

- 1. End CPD's use of pretextual traffic stops as a crime-fighting tool. Shift away from using minor traffic violations, such as expired registration or a broken taillight, as a pretext to search for unrelated criminal activity. Limit traffic stops to instances where there is reasonable suspicion or probable cause that a driver is endangering others or an otherwise threat to public safety.*
- 2. Prioritize enforcement of serious safety-related violations. Focus traffic enforcement on infractions that pose an immediate risk to public safety. Limit officers' ability to stop drivers for minor violations such as:*
  - Expired registration (within six months)*
  - A single non-functioning headlight, taillight, or brake light*
  - Non-functioning license plate lights*
  - Improperly displayed license plates*
  - Loud sound systems or minor emissions violations*
- 3. Require criminal suspicion before seeking consent to search. Ensure that CPD officers may only ask for consent to search during a traffic stop when there is probable cause or reasonable suspicion of criminal activity. This will maintain officers' ability to conduct necessary investigations while protecting residents' rights.*

*Thank you for your leadership on this critical issue.*

*Sincerely,*

*Dan Lurie  
President & Chief Executive Officer  
Metropolitan Planning Council*

Alex H., submitted June 26, 2025:

*I'm new to Chicago, by way of Memphis--and I'm asking that you all end the use of pretextual stops now. Memphis presented data to our City Council regarding disproportionate pretextual stops and use of force one month before Tyre Nichols was murdered by MPD, and did not act on our recommendation to end pretextual stops when they had the chance. I hope Chicago will consider this example and end pretextual stops before*

*tragedy strikes. In nearly every instance, these stops disproportionately impact Black and Brown folks and do not impact safety significantly enough to be helpful or strategic. I understand this to be the case in Chicago as well. I hope you'll do the right thing. Thank you for your consideration.*

Sullivan P., submitted June 26, 2025:

*My name is Sully Peterson-Quinn. I am a resident of Chicago's West Side, and I work with the Grassroots Alliance for Police Accountability (GAPA). The GAPA coalition strongly supports the end of CPD's racist and costly pretextual traffic stop policy in Chicago. The traffic stop policies proposed by CPD and the CCPSA being discussed today won't effectively get at the root cause of Chicago's traffic stop problem, which is pretextual stops; those must be ended. As the new stop-and-frisk, pretextual traffic stops have driven both the drastic increase in stops over the last decade and well as a stark decrease in the community's trust in our police force. Pretextual stops disproportionately impact marginalized communities and shift CPD resources away from real public safety threats. All this together impacts response times and drives a deeper wedge between Chicago's police and the communities they serve. Our demand is that Chicago's City Council will work to end these stops as the urgent community safety priority that we know it is.*