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CITY OF CHICAGO CITY COUNCIL



CITY HALL
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Traffic Safety

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MONTHLY REPORT – MARCH 2026 **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 March 2026.

Date, Time, & Location of Meeting:

On Tuesday, March 10, 2026, at 12:30 p.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall, Room 201A. The meeting was called to order at 12:45 p.m.

Members in Attendance:

Alderman Hopkins (2nd Ward)
Alderman Robinson (4th Ward) - virtual
Alderman Chico (10th Ward) - virtual
Alderman Quinn (13th Ward)
Alderman Moore (17th Ward) - virtual
Alderman Curtis (18th Ward)
Alderman Burnett (27th Ward)
Alderman Ervin (28th Ward)
Vice Chairman Cruz (30th Ward)
Alderman Knudsen (43rd Ward)
Alderman Lawson (44th Ward)
Alderman Martin (47th Ward)
Alderman Manaa-Hoppenworth (48th Ward)

Absent Members: Chairman La Spata (1st Ward), Alderman Yancy (5th Ward)

Non-Members in Attendance: Alderman Ramirez (12th Ward), Alderman Gutierrez (14th Ward)

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

Public Comment: There were 15 spoken and 5 written public comments (see pg. 4) for this meeting.

- Ruben O.: Talked about a crash at Kedzie and Pershing where the truck involved in the crash couldn't pull over due to the protected bike lane that's been installed; uplifted the damage to sidewalks by trees and safety issues on the CTA as well
- Maria: 20 year resident of Brighton Park opposed to the infrastructure changes on Archer Avenue, stating that they are not safe for drivers or pedestrians; said they have a negative impact on businesses
- Patricia P.: Talked about parking issues in the 18th ward on the 7700 block of Kenneth where even CPD has been slow to resolve the issues when called; in favor of citations for riding bikes on sidewalks
- Zack: Resident of Brighton Park; believes Ald. Ramirez is being unresponsive to residents regarding the infrastructure changes in the neighborhood; believes residents were left out of the project
- Carmen R.: Stated that Chicago is not currently a city that works for everyone and that bike lanes are hurting businesses
- Rosalba R.: Resident of Brighton Park; stated that the protected bike lanes are causing congestion at every major intersection and slowing down emergency vehicle travel times; does not believe that residents were engaged enough in the project
- Elaine S: Lifelong resident of Brighton Park; stated that the protected bike lanes are making life harder for drivers; thinks infrastructure being put in is to attract gentrifiers and not to benefit existing community
- Mr. Blakemore: Spoke against the use of residential permit parking in the City; talked about the importance of the public coming to meetings and being active
- Holiday G.: Stated that the lane reductions in Brighton Park hurt local businesses and cause congestion; feels that the project was done to the neighborhood and not with the neighborhood
- Evelyn A.: Resident of Brighton Park; talked about her mother's salon and her concerns that the protected bike lanes will impact the business; believes the changes are going more harm than good and that more than two lanes are needed on the street to keep traffic flowing well
- Juan C.: Resident of and business owner in Brighton Park; expressed wanting to work toward a solution regarding the infrastructure changes that have occurred because the changes have impacted his business but doesn't believe it would be productive to get rid of them at this point
- Juan M.: Talked about how the streets should be designed for drivers since there are more drivers than bikers who use Archer Avenue
- Eva V.: Stated that she does not believe Ald. Ramirez is listening to residents; expressed wanting safety for all and wanting more transparency in government
- Dennis W.: Expressed anger with the city making money off its residents through the use of speed cameras, parking tickets, etc.; stated that all the sitting alders who are okay with this need to be voted out
- Santiago H.: Resident of Brighton Park; has a business that has been impacted by the infrastructure changes and shared how his commute has increased because of traffic and congestion

Approval of February 2026 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 15 pages and included 302 matters:

- 289 ordinances related to disabled parking permits,
- 4 ordinances related to parking restrictions,
- 4 ordinances related to residential parking permit zones,
- 3 ordinances related to parking meters, and
- 2 ordinances related to traffic warning signs and/or signals.

Direct Introductions on page 1 Passed without Department recommendations. Ald. Martin 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 2-12 Passed as Recommended by the appropriate Department(s). Ald. Quinn moved to approve all items on pages 2-12, which was approved by the same roll call as was used to establish quorum.

All matters on pages 13-15 Passed with No Recommendation. These items were submitted as aldermanic overrides or received no recommendations from City Departments. Substitute Ordinances were submitted by the 14th ward for Item 1 [SO2026-0022557] and Item 2 [SO2026-0022564] on page 15. Ald. Martin moved to accept all Substitute Ordinances, which was approved by the same roll call as was used to establish quorum. Ald. Quinn moved to approve all items on pages 13-15, 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.

Having no further business before the committee, Vice Chair Cruz requested a motion to adjourn. Ald. Quinn so moved, and hearing no objections, the meeting was adjourned at 1:20 p.m.

Written Public Comment:

David R., Submitted March 7, 2026:

Concrete islands and bike lanes so not serve the public safety. They make committing longer on cta buses, they block traffic from flowing when a vehicle needs to make a left turn. Make public transportation a priority instead of blocking lanes to service a hand full of people.

Corey B., Submitted March 7, 2026:

I can spend my time rattling off facts that show the benefits of pedestrianization on public safety and commerce in the city. I could talk about my experiences in other cities where I've seen how cities are catered to people and not vehicles. And while all of this is true, I just want to urge the city to please continue its investments in making this city less car dominated. We've let vehicle-based infrastructure make us antisocial disconnect communities and make it harder for working-class people to get around without being shackled to car payments. Many people spend their time fear-mongering with little evidence about what these changes are doing to the city today, but these fears are based on wanting everything to remain the same and that's not a vision of the city that I can support. We should be focused how these evidence based enhancements are working towards a much better future vision for this city. We can be a world-class city where people can get around as easily on foot as they can in a car, but we have to make that investment today to ensure that this city is equitable for all people no matter what mode of transportation they choose. Thank you

Rosalba R., Submitted March 8, 2026:

The concrete barriers are a negative impact on the Brighton park community. Traffic is back up from Western to Pulaski, because people are trying to avoid the traffic, they take the residential streets which it affects on the small streets and cars going through alley's. Which is unsafe for our children and people. Because of the concrete barriers, where are cops, ambulances, firefighters suppose to pass by if cars can't pull over to the right side?

Ramiro, Submitted March 8, 2026:

The concrete barriers are a negative impact causing traffic and feel unsafe with mad drivers

Anabel M., Submitted March 9, 2026:

#1 I ACTUALLY WITNESSED: - I was driving down Archer last weekend between Albany & California, traffic was congested, an ambulance and a fire truck needed to pass, I could hear them from a long distance. I could not tell from which direction they were coming from but it really did not make a difference because vehicles could not pull over to the side as the law states, to make way, because there was no where for the cars to go to allow way for these emergency vehicles. This was and WILL BE a safety risk, issue & hazard, where someone who needs medical attention or in crisis cannot get the help or reach a hospital at a timely manner. An ambulance or fire truck are meant to arrive on site within a certain matter of specific time, please tell us how our community's safety is being considered at all with these safety limitations and restrictions?! - These construction changes don't make sense, we do not have bike pedestrians on archer the same way we see on lake shore, downtown, Hyde Park or up north. Where did this idea come from & how is it taking into consideration the actual Brighton Park community? - it impacts elders, children & families with so many community centers, stores, restaurants, schools and churches. Why is this happening? There is no high need or demand for these bike lanes. - Archer is a huge street & runs for long miles, this makes commute a safety issue and hazard, who is this meant to really benefit?