

Daniel La Spata

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CITY OF CHICAGO CITY COUNCIL



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Traffic Safety

Vice Chair, Committee on Contracting
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MONTHLY REPORT – OCTOBER 2024 **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 October 2024.

Date, Time, & Location of Meeting:

On Tuesday, October 1st, 2024, at 1:00 p.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall in City Council. The meeting was called to order at 1:15 p.m.

Members in Attendance:

Alderman Hopkins (2nd Ward)
Alderman Robinson (4th Ward) – virtual
Alderman Yancy (5th Ward)
Alderman Chico (10th Ward)
Alderman Quinn (13th Ward)
Alderman Moore (17th Ward)
Vice Mayor Burnett (27th Ward)
Alderman Ervin (28th Ward)
Vice Chair Cruz (30th Ward)
Alderman Knudsen (43rd Ward)
Alderman Lawson (44th Ward)
Alderman Manaa-Hoppenworth (48th Ward)

Absent Members: Chairman La Spata (1st Ward), Alderman Curtis (18th Ward), Alderman Martin (47th Ward)

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

Public Comment:

There were three spoken public comments for this meeting.

Spoken Public Comment was provided by the following individuals (in order of appearance):

- Jessica J.: shared frustration about the visible presence of migrants in the public way; commented on reckless driving by uber and lyft drivers

- Michael B.: spoke against paid parking, as well as the impoundment and ticketing policies / practices of the City; expressed frustration with CPD's inability to recover stolen vehicles and the issues that causes
- Zoe L.: spoke against permitted parking and expressed confusion with the amount of disabled permit parking in the city; shared frustration about the visible presence of migrants in the city

Approval of September 2024 Rule 45 Report:

Ald. Lawson 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 21 pages and included 420 matters:

- 375 ordinances related to disabled parking permits,
- 17 ordinances related to residential parking permit zones,
- 14 ordinances related to parking restrictions,
- 12 ordinances related to traffic warning signs and/or signals,
- 1 ordinance related to parking meters, and
- 1 ordinance related to a municipal code amendment

Direct Introductions on page 1 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 page 2-10 Passed as Recommended by the appropriate Department(s). Ald. Manaa-Hoppenworth moved to approve all Recommended ordinances on pages 2-10, which was approved by the same roll call as was used to establish quorum.

All matters on pages 11-21 Passed with No Recommendation. These items were submitted as aldermanic overrides or received no recommendations from City Departments. Ald. Chico moved to approve all No Recommendation ordinances on pages 11-18 and items 1 through 13 on page 19, which was approved by the same roll call as was used to establish quorum.

A Substitute Ordinance [SO2024-0012274] was submitted by the ward office for Item 14 on page 19. Ald. Knudsen moved to accept the Substitute Ordinance, which was approved by the same roll call as was used to establish quorum. Ald. Lawson moved to approve the Substitute Ordinance, which was approved by the same roll call as was used to establish quorum.

Ald. Chico moved to approve all matters on pages 20-21, 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. Burnett so moved, and hearing no objections, the meeting was adjourned at 1:30 p.m.

Date, Time, & Location of Meeting:

On Monday, October 21st, 2024, at 10:00 a.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall in City Council. The meeting was called to order at 10:05 a.m.

Members in Attendance:

Chairman La Spata (1st Ward)
Alderman Hopkins (2nd Ward)
Alderman Robinson (4th Ward) – virtual
Alderman Yancy (5th Ward)
Alderman Chico (10th Ward)
Alderman Quinn (13th Ward)
Alderman Moore (17th Ward)
Alderman Curtis (18th Ward)
Vice Mayor Burnett (27th Ward)
Alderman Ervin (28th Ward)
Vice Chair Cruz (30th Ward) – virtual
Alderman Knudsen (43rd Ward)
Alderman Lawson (44th Ward)
Alderman Martin (47th Ward)
Alderman Manaa-Hoppenworth (48th Ward)

Non-Committee Members in Attendance: Ald. Ramirez (12th Ward), Ald. Rodriguez (22nd Ward), Ald. Sposato (38th Ward)

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

Public Comment:

There were 13 spoken public comments and 27 written public comments for this meeting which can be read in their entirety on pages 8-18.

Spoken Public Comment was provided by the following individuals (in order of appearance):

- **Stephanie B.:** Policy Manager at Illinois Environmental Council, in support of Vision Zero legislation; spoke about need to prioritize safety in Chicago for all users of the road and making micro-mobility and mixed uses of roadways safer
- **Tim S.:** Supportive of majority of the work being done; hesitation with resident based reporting and thinks that pilot should get rolled into the Smart Streets program
- **Alex P.:** member of Active Transportation Alliance, supports lowering the speed limit and fines + fees reform to create more equitable approach to traffic safety; highlighted CDOT traffic data on fatalities to uplift the need for this legislation; emphasized investing in infrastructure alongside lowering speeds
- **Dominic A.:** member of Sierra Club, in support of the legislative package to work toward zero traffic fatalities; uplifted need for equitable enforcement and named benefits of lowering speeds; wants bike and bus lane reporting to be easy and intuitive to do and not cumbersome
- **Alex M.:** member of Strong Towns Chicago, in support of lowering the speed limit; emphasized increased survival rate of people hit at lower speeds, impact on infrastructure and street design in the future, and possible boost in national biking rating for the City as positive impacts of the policy

- Jonathan S.: supportive of all three legislative items and suggested that some of the money should go directly into infrastructure; suggested increasing the warning period of ticketing to help increase driver compliance with lower speeds; suggested use of incentives in resident based reporting, pointing to New York City's program as an example
- Carsten L.: 2nd ward resident in full support of the Vision Zero legislation; highlighted CDOT's recent report on 2023 traffic crashes to uplift that 46 people died on Chicago streets and speeding was a factor in 68% of those occurrences
- Noah A.: supportive of the Vision Zero package; uplifted the need to keep bus lanes clear and accessible to all users, pointing out how cars parked in bus lanes make access difficult if not impossible for elders, disabled people, and others
- Tiwon S.: spoke about his experience being assaulted and harassed by CPD, citing the Free2Move campaign to end pretextual traffic stops; discussed the need to address police violence urgently
- Mr. Blakemore: discussed the issue of walking, talking, driving while Black; uplifted racial disparity in ticketing between Black and white people; spoke against Residential Permit Parking; spoke against white people reporting traffic incidents
- Cyrus D.: in favor of lowering the speed limit and the pilot program for bus and bike lane blockages; spoke about the need to increase the mindfulness of parking in bus and bike lanes, obstructions of which make them unusable and create dangerous situations
- Chloe G.: strongly supports all three Vision Zero items; highlighted research that speed enforcement via cameras instead of police is more equitable; uplifted disproportionate impact of traffic fatalities on Black Chicagoans; shared that NYC's program led to over 12,000 incidents, with 90% leading to tickets
- Kyle L.: Executive Director of Better Streets Chicago, in full support of all three items; thanked Mayor Johnson, Commissioner Carney, Dept. of Public Health for their support of these items; highlighted need for equitable enforcement, disproportionate impact of traffic violence on Black Chicagoans, and long-term impact of the policy on CDOT street design standards

Agenda of Matters Considered:

The Agenda of Matters Considered consisted of 13 pages and included 210 matters:

- 188 ordinances related to disabled parking permits,
- 8 ordinances related to residential parking permit zones,
- 6 ordinances related to traffic warning signs and/or signals,
- 3 ordinances related to parking restrictions,
- 1 ordinance related to industrial permit parking,
- 1 ordinance being re-referred to a different committee, and
- 3 key legislative items (two municipal code amendments and one resolution)

Chair La Spata opened the meeting by providing remarks on the Vision Zero legislative items – an ordinance to lower the default city-wide speed limit, a resolution on equitable enforcement, and an ordinance establishing a resident-based reporting pilot program for bus and bike lane blockages.

A substitute resolution [SR2024-0010992] was submitted by the sponsoring alder for Item 3 on page 1, which calls for the establishment of an interagency working group to assess and redesign speed limit enforcement structure and practices in the city. The substitute adds language that calls for the working group to convene

within 60 days of passage of the resolution and report recommendations to the Committee by August 1st, 2025. Ald. Martin moved to accept the Substitute Ordinance, which was approved by via voce vote by the same roll call as was used to establish quorum.

Chair La Spata shared remarks on SR2024-0010992 and the racial and class disparities in the impacts of fines and fees on Chicago residents before opening the floor for questions and comments.

Questions & comments on SR2024-0010992:

- Ald. Moore stated that he would like to end the use of automated speed cameras and look into other methods of enforcement instead.
- Ald. Manaa-Hoppenworth shared that people in her community want to be safe and are asking for safer streets, whatever the form of enforcement may be.
- Ald. Curtis highlighted the issues of speeding his ward faces, specifically discussing a stretch on South Western Avenue where he would like to see speed cameras added.
- Ald. La Spata shared that the location of speed cameras is dictated by state law and that the issue of the use of speed cameras is not within the scope of the committee as there is an ongoing contract in place.

Ald. Moore motioned to amend SR2024-0010992 to include the option to end the use of speed cameras in the City of Chicago. A roll call vote was taken and the motion failed, with 10 nays and 3 ayes, with committee members voting as follows:

Ayes (3): Yancy, Moore, Ervin

Nays (10): La Spata, Cruz, Hopkins, Chico, Quinn, Curtis, Knudsen, Lawson, Martin, Manaa-Hoppenworth

Additional questions & comments on SR2024-0010992:

- Ald. Quinn stated that he would like to see the use of mobile speed cameras, which could be rotating across various locations based on community feedback and where issues persist.
- Ald. Martin inquired whether the City is currently using any mobile cameras or similar tech, the response to which will be provided through the chair.
- Ald. Yancy shared that his community experiences drivers running the red light by the hospital in his ward and the need for some traffic calming there but the difficulty in doing so as the area around Lake Shore Drive has split jurisdiction across the Chicago Parks District, the Illinois Department of Transportation, and the Chicago Department of Transportation.
 - Ald. La Spata shared that the Committee aims to have an IDOT-CDOT hearing in Committee to discuss such issues around jurisdiction and collaboration across agencies.

Seeing no further questions or comments, Ald. Moore moved to approve SR2024-0010992, which was approved by via voce vote by the same roll call as was used to establish quorum.

Next, Chair La Spata shared remarks on Item 1 on page 1 [O2024-0010990], an ordinance lowering the city-wide default speed limit from 30 to 25 miles per hour, highlighting data previously presented by CDOT on traffic crashes in Chicago and sharing the impact of speed limit lowering in other cities across the country.

Questions & comments on O2024-0010990:

- Ald. Moore asked whether any cities were asked about their police ticketing rates before and after lowering their speed limit.

- Ald. La Spata said that they had not but that the Chicago Police Department confirmed that there would be no changes to their enforcement policies as a result of the change.
- Ald. Ervin asked the same question as Ald. Moore, as to whether other cities' ticketing rates had been studied. Ald. Ervin shared that he believed other safety issues to be a priority over the issue of traffic safety, stating that this is not a top concern for his community. Ald. Ervin questioned the timeline for passing the policy, suggesting the item be held in committee instead of being voted on.
- Ald. Quinn asked about the date of implementation and the expected cost of implementation.
 - Ald. La Spata responded that the policy would go into effect on January 1, 2026 and that the estimated cost, as provided by CDOT, was \$3 million assuming that the state does not follow Chicago's example and similarly lower the default speed limit, which could help remove the cost burden of new speed limit signs from the City of Chicago.
- Ald. Curtis stated that he does consider speeding and traffic safety an issue in and for his community, but he agreed that the item should be held in committee at this time.
- Non-member Ald. Sposato questioned whether the unintended consequences of the policy change had been considered, such as increased road rage and confusion between different speed limits on different streets (alluding to state-owned roads in the City of Chicago). Ald. Sposato asked whether the speed camera threshold would be lowered to match the speed limit lowering and agreed that the item be held.
 - Ald. La Spata emphasized that conversations are ongoing with state partners to encourage a lower default speed limit across the state and affirmed that the speed camera threshold would be lowered to match the lower city-wide speed limit.
- Ald. Hopkins stated that he is in support of promoting ideas of safer streets but thought that there should be more community buy-in on a ward-by-ward basis before this policy moves forward, suggesting that it be held in committee.
- Ald. Cruz shared that her community is in support of the policy and that she sees the need to move on this issue as it is within the jurisdiction of the committee when it comes to safety.
- Non-member Ald. Rodriguez shared support for the policy and uplifted that this is a catch-up measure, as compared to other major cities in the country, and should not be delayed any further for that reason.

Ald. Ervin motioned to table O2024-0010990, which failed by a roll call vote, with 11 nays and 2 ayes, with committee members voting as follows:

Ayes (2): Yancy, Ervin

Nays (10): La Spata, Cruz, Hopkins, Chico, Quinn, Moore, Curtis, Knudsen, Lawson, Martin, Manaa-Hoppenworth

With no further questions or comments, Ald. La Spata moved to approve the ordinance. The motion passed by a roll call vote, with 8 ayes and 5 nays, with committee members voting as follows:

Ayes (8): La Spata, Cruz, Chico, Quinn, Knudsen, Lawson, Martin, Manaa-Hoppenworth

Nays (5): Hopkins, Yancy, Moore, Curtis, Ervin

Next, a substitute ordinance [SO2024-0010993] was submitted for Item 2 on page 1, which amends the municipal code chapter 9-108 to establish a public enforcement pilot program for residents to submit recorded evidence of covered parking offenses. The substitute corrects the covered offenses for the pilot program, making a correction so only Section 9-12-060 and Section 9-40-060, bike lane and bus lane blockages, are

covered. Ald. Martin moved to accept the Substitute Ordinance, which was approved by the same roll call as was used to establish quorum.

Chair La Spata shared remarks on SO2024-0010993, sharing an overview of the pilot program and its intended impact before opening the floor for questions and comments.

Questions & comments on SO2024-0010993:

- Ald. Quinn asked why only bike and bus lanes were chosen to be covered offenses, stating that he often sees violations in reserved disabled parking in his ward.
 - Ald. La Spata explained that the choice to start with a narrow scope but broad geography is intended to test this new method of enforcement, which could later be expanded if deemed successful.
- Ald. Lawson uplifted adding additional categories in the future, citing the blocking of crosswalks, fire hydrants, and reserved disabled parking as persistent issues. Ald. Lawson asked when the pilot would be up and running.
 - Ald. La Spata stated that optimally the pilot would be live as soon as possible after January 1, 2025. However, to account for any delays in implementation, the pilot expiration is bound to the date the first cited violation rather than a specific date in the future.
- Ald. Lawson asked what the process would be once a violation is reported, uplifting the need for a short turnaround to ensure that the two warnings for non-commercial vehicles don't reach the driver after they have already committed a third violation.
 - Ald. La Spata described the process of a violation being reviewed, resulting in an Administrative Notice of Violation, and the citer and violator attending a hearing to resolve the matter, resulting in either a fine or dismissal of the citation.

With no further questions or comments, Ald. Manaa-Hoppenworth moved to approve SO2024-0010993, which was approved by via voce vote by the same roll call as was used to establish quorum, with Ald. Ervin recorded as a no vote on the item.

Item 1 on page 2 was an ordinance that was mistakenly referred to the Committee on Pedestrian and Traffic Safety. Ald. Martin motioned to recommend re-referral of this item to the Committee on License and Consumer Protection, which was approved by via voce vote by the same roll call vote as was applied to establish quorum.

Direct Introductions on page 3 Passed without Department recommendations. Ald. Lawson moved to approve all Direct Introduction ordinances, which was approved by via voce vote by the same roll call as was used to establish quorum.

All matters on page 4-9 Passed as Recommended by the appropriate Department(s). Ald. Manaa-Hoppenworth moved to approve all Recommended ordinances on pages 4-9, which was approved by via voce vote by the same roll call as was used to establish quorum.

All matters on pages 10-13 Passed with No Recommendation. These items were submitted as aldermanic overrides or received no recommendations from City Departments. Ald. Martin moved to approve all No Recommendation ordinances on pages 10-13, which was approved by via voce vote by the same roll call as was used to establish quorum.

Having no further business before the committee, Chair La Spata requested a motion to adjourn. Ald. Martin so moved, and hearing no objections, the meeting was adjourned at 12:00 p.m.

Written Public Comment:

Metropolitan Planning Council, submitted October 18, 2024:

Members of the Committee:

The Metropolitan Planning Council, a non-profit, nonpartisan civic organization dedicated to fostering equity in the built environment, strongly endorses the Pedestrian and Traffic Safety Policy Package which includes an ordinance to lower the default speed limit within the City of Chicago. This measure holds the potential to significantly enhance traffic safety, particularly for vulnerable road users and marginalized communities.

In recent years, we have witnessed a rise in traffic fatalities and serious injuries, with many crashes involving excessive speeding. Despite ongoing efforts by the city to calm traffic through improved road design, the implementation of these measures takes time. Lowering speed limits is an important tool to complement ongoing roadway design work and can quickly contribute to reducing the number and severity of crashes, saving lives.

A key finding of the recent Speed Management report by the Chicago Metropolitan Agency for Planning is that vehicle speeds have a large impact on the severity of crashes, especially for people walking, biking, or rolling. Even small reductions in vehicle speed can reduce the kinetic energy of a collision and improve safety. For example, the average pedestrian fatality risk drops 64 percent when average vehicle speeds decrease from 30 mph to 26 mph.

Additionally, drivers operating a vehicle at higher speeds have a reduced field of vision, making it more difficult to react to other road users. Lowering speed limits will improve the ability for drivers to react in time to prevent crashes and reduce their severity.

We also support complementary measures to ensure safer streets for all road users. The second ordinance would establish a system for residents to report bike and bus lane obstructions by commercial and personal vehicles. This step is critical to reducing the hazards caused by blocked lanes and promoting safer, more reliable transportation options for Chicago's residents.

Lastly, we call on the Mayor's Office and relevant City departments to convene a Working Group to evaluate the current enforcement structure, revenue collection practices, and create a more equitable system of enforcement, including evolved fines and fees reform. Ensuring that enforcement practices are fair and transparent will help build trust within communities and further the goal of traffic safety.

By embracing this initiative, Chicago will align itself with cities like Seattle, San Francisco, Boston, and New York, which have all reduced their default speed limits, seeing reductions in crashes and fatalities. These efforts should be paired with driver education initiatives, automated enforcement mechanisms, and the allocation of revenue generated from fines towards enhancing road infrastructure.

We urge a favorable vote on the implementation of a 25 mph speed limit and encourage collaboration between the city and the state to extend these measures to other urban areas across Illinois.

Thank you for your attention to this critical matter.

*Sincerely,
Dan Lurie
President & CEO*

Illinois Environmental Council, submitted October 18, 2024:

Testimony of Illinois Environmental Council in Support of Vision Zero Package

The IEC represents over 100 organizations including Active Transportation Alliance, Ride Illinois and others focused on transportation policy in Chicago. We are writing in support of vision zero ordinances introduced by Alderman La Spata. We appreciate his leadership as we seek to pass legislation that ensures the safety of all those who use our roads across the city.

Each of these ordinances is well-intentioned to prioritize Chicagoans' safety and uplifts the growing number of Chicagoans utilizing alternative modes of transportation in our city. By reducing overall speed in the city, Chicago will optimize our streets for bike, e-bike, e-scooter users, and pedestrians. IEC supports legislative actions that recognize micro mobility as an important element of a clean and equitable transition to a future in Chicago that includes sustainable, clean, safe, and accessible transit systems. Convening a working group that includes community groups is an important step to creating a fair system that enforces equitable mixed-uses of our roadways. Lastly, the implementation of a resident-based system for reporting bike and bus lane blockages can uplift the work our enforcement officers do every day. Enacting these Vision Zero policies will help Chicago be a climate leader by supporting a reduction in greenhouse gasses emissions.

IEC supports this package and thanks Alderman La Spata for his continued support of these important safety standards for our city.

We ask that the committee vote in favor of these ordinances.

*Sincerely,
Stephanie Blumenthal
Climate Programs Policy Manager
Illinois Environmental Council*

John Paul Jones, Sustainable Englewood Initiatives, submitted October 18, 2024:

City Council Ordinance (02024-001990) and Resolution (R2024-010992) relative to speed maximum and limits; and the creation of an Interagency task force assess and design program.

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, Alderman and City department representatives.

Sustainable Englewood Initiatives (SEI) is a local advocacy organization working on environmental justice, transportation planning, socio-economic initiatives, public safety, community benefit strategies and regional peace platforms through our "Emmett Till Commemoration Road - Till Justice Rings" project.

We are writing to support the above ordinance and resolution. This action adds value to the public policy work underway at the Chicago Metropolitan Area for Planning (CMAP) agency that is pursuing similar action in Springfield.

This one-two punch will save lives in the streets of Chicago and reduce injuries across the State of Illinois. The Greater Englewood district has seen its share of traffic accidents and injuries among neighbors. New speed limits must be enacted to safeguard pedestrians, families and drivers traveling through Chicago.

Thank you for your pursuit to save lives and families from physical and financial pains

*Truly,
John Paul Jones
President
Sustainable Englewood Initiatives
And
Nature Trail Steward Consultant
Grow Greater Englewood*

Community Organizing and Family Issues., Submitted October 22, 2024

Good morning, I am Donna Carpenter, Co-Chair of the Stepping Out of Poverty Campaign with POWER-PAC IL, a parent leader with COFI, Community Organizing and Family Issues, and a resident of Englewood.

Like many Black and brown Chicago residents, I don't have a car, and walk or take the bus to get everywhere I need to be. Speeding cars affect my safety on a daily basis.

However, historically, the surveillance and debt burden of traffic tickets has affected Black and brown Chicago communities much more than other communities, leading to a debt spiral that is almost impossible to escape from. It has really negative impacts on residents, including making them ineligible for city jobs.

COFI and POWER-PAC IL has worked with the Chicago City Clerk to create the Clear Path Relief Program to solve some of these issues, but it still needs to be meaningfully implemented.

We support safety in our communities, but it is crucial that this policy is designed with Black and brown community members and does not put more of a financial burden on our communities.

We urge the city to look at the racial equity impact of this policy and work with community members through the working group to ensure that it is designed and implemented equitably.

Thank you.

Donna Carpenter

Eddie L., submitted October 14, 2024:

Hello committee,

I can't make Monday's meeting in person but I'm writing to express my overwhelming and complete support for this trio of legislation, especially lowering the speed limit and enabling resident reporting of bike and bus lane violations.

It is long past time that these common-sense safety measures were put into place and I look forward to their passage this coming Monday.

-Eddie L

Eric W., submitted October 15, 2024:

Hello,

I'm writing to voice my support for the two items in the subject line. Lowering the speed limit, as discussed in prior city meetings, can, by itself, reduce the harms of traffic. That means fewer deaths and injuries caused by people driving too fast. Please support this item.

As well, the current status quo for enforcement of blocked bike and bus lanes is insufficient. I have to move out of the bike lane into motor traffic many times on almost every ride, because someone has, for one reason or another, blocked the bike lane. That lane is there for the safety of people biking, not for the convenience of people driving.

These maneuvers are dangerous. I am routinely harassed, and occasionally threatened, by people driving when I am forced into motor traffic by a blocked bike lane. There are a lot more people trying to get from Point "A" to Point "B" by bike than there are enforcement officers available to, well, enforce the bike lanes. If there were actually consequences for blocking bike lanes, then maybe people would do it less often

Similarly, one person blocking a bus lane impedes the movement of every single person riding a bus. The bus often has to merge into overtaking traffic. That wastes time, harms bus reliability, and increases the risk of a crash.

Please emphatically support this measure. It will help to make our streets safer for all road users.

Thank you,

Erik W.

Jimmy C., Submitted October 15, 2024:

I supporting lowering the citywide speed limit to 25 mph.

I also think we should start the conversation about ending right turns on red, since it's a huge danger to pedestrians outside the Loop.

Best,

Jeremy C., 40th Ward Resident

Daniel K., Submitted October 15, 2024:

I'm writing to express my complete support for this trio of legislation, especially lowering the speed limit and enabling resident reporting of bike and bus lane violations. It is long past time that these common-sense safety measures were put into place.

Eric R., Submitted October 15, 2024:

Hello — I'm writing to express my complete support for this trio of legislation, especially lowering the speed limit and enabling resident reporting of bike and bus lane violations. It is long past time that these common-sense safety measures were put into place.

Brian P., submitted October 15, 2024:

I can't make Monday's meeting in person so I'm writing to express my complete support for all 3 pieces of legislation.

As an avid biker I've been frustrated with my options to report a vehicle parked in the bike lane. I encounter an event like this every single day that I bike and have given up reporting such occurrences because there hasn't been any consequences for the violators. I look forward to the policies passing

Brian P.

47th Ward resident

Neil M., Submitted October 15, 2024:

Hello,

I am not in town so will not be able to attend the committee meeting but I am in full support of the Vision Zero legislation especially lowering the speed limit to 25 mph and citizen reporting of bike and bus lanes. These would make getting around the city much safer regardless of transportation mode.

Best,

Neil M.

Maxwell M., Submitted October 16, 2024:

Hello,

I'm writing to express my support for one part of this legislation. Lowering the speed limit in multiple residential areas is a no brainer and will save lives and mitigate the number of accidents. I do not support an "equitable ticketing system" because that simply does not make sense. As a citizen of the city with no car (35% of the city), not punishing or lowering punishments on drivers is insanity. It costs 0 in tickets to abide by the current law. Making roads less friendly to speeding is a much better alternative as drivers cannot be expected to follow the

law. Additionally, I do not support the proposed system of allowing people to report driver violations as that will flood the system and create issues. I suggest adding cameras to buses so they can automatically ticket drivers parked in front of bus stops and driving in bus lanes, as that is how you correct driver behavior.

*Thank you,
Hyde Park Resident*

Zach W., Submitted October 16, 2024:

Good morning committee members,

I'm writing this morning because I will not be able to attend Friday's committee meeting, but want to express my strong support for the three Vision Zero ordinances before your committee. I am a resident of the 44th ward. My family and I are frequent users of Chicago's bike, pedestrian, and transit infrastructure.

The first ordinance concerns lowering the default speed limit. Lowering the default city speed limit even by only 5 mph will have a substantial effect on cycling and pedestrian injuries and fatalities across the city. As we know pedestrian fatalities fall dramatically with reduced speed. A pedestrian hit at 30 mph has a greater than 45% chance of dying, whereas the same pedestrian hit at 20 mph has a less than 10% chance of dying. That is a dramatic difference in outcomes. Further, slow traffic encourages my cycling. Studies show that one of the largest barriers to cycling adoption is the perception of riding in fast moving traffic. As traffic speed falls, the number of people willing to cycle to their destination increases.

The second ordinance creates a system that allows public enforcement of parking violations in the city. This is critically important. Unfortunately city sidewalks and bike lanes have become parking lots, dramatically increasing the danger for pedestrians (especially children who have even more limited visibility) and cyclists. If we could count on the CPD to issue tickets for these infractions then such a program might not be needed. Unfortunately, due to manpower constraints this simply isn't an option. Allowing the public to report these infractions with the weight of a ticket behind them would be a boon for pedestrians and cyclists and hopefully encourage even more use of active transportation infrastructure as those lanes become noticeably less obstructed by parked cars.

Finally, before your consideration is a resolution to explore speed enforcement mechanisms. Speeding across the city is problematic to say the least and enforcement of speeding has effectively dropped to zero. Speeding cars are not just a danger to themselves and other drivers, but doubly so to cyclists and pedestrians who are not protected by a giant steel cage. Speed cameras are impartial, effective, and do not have the same negative incentives as red light cameras. Studies show that speed cameras are extremely effective at reducing speeding where they are present.

*Thank you for your time,
Zach Welden*

Ratnika P., Submitted October 16, 2024:

Dear Committee,

I am a resident in the near South side neighborhood, and live between Wabash street and Michigan Avenue - two extremely busy roads. I am writing to register my strongest support for the legislation being reviewed in the Committee meeting, especially lowering the speed and enabling resident reporting of bike and bus lane violations.

Speeding cars kill, and a lower speed limit is the difference in the number of lives we can save every year. The World Health Organization has noted that someone who is hit by a vehicle traveling at 50 miles per hour has a

3 times higher risk of dying than if they had been hit by a vehicle moving at 30 miles per hour. Do we value 5 more minutes of convenience for cars or the lives of our residents? As someone who has suffered several near misses as a pedestrian - when cars brazenly violate traffic lights and drive so fast that their breaking is abrupt-enforcing a 25 mph speed limit is long overdue and common sense legislation.

I strongly urge you to pass the trio of legislation.

*Yours sincerely,
Ratnika P.
Chicago, Illinois 60613*

Andrew S., Submitted October 16, 2024:

To the committee,

As a lifelong Chicago resident that navigates the city by foot, car, bike, and public transportation, these proposals are incredibly important. The speed limit in Chicago is way too high. I often notice motorists breaking many laws including speed limits and violating bike and bus lanes. We need some way to enforce these rules equitably without creating dangerous situations with law enforcement getting residents and camera systems more involved can definitely help with that.

Please lower the speed limit to 25, almost all research points to setting the speed limit lower than 30mph. 20mph would be ideal as the risk of injury becomes dramatically lower at that speed, but 25 would be better than 30. At 30 mph the yellow "cross walk" signs become useless, motorists are going way too fast to notice pedestrians waiting to cross, especially since most motorists think it is okay to drive ten miles over the speed limit. I have waited upwards of ten minutes at these signs on Western and not a single motorist would pay any attention as they fly by OVER the speed limit.

Additionally we need to continue making our streets safer with physical infrastructure as many motorists will refuse to follow any speed limit. I regularly watch drivers speeding at speeds over 50mph down 35th ST, Western, and Ashland near the McKinley Park neighborhood.

We need a lower speed limit, equitable enforcement, and changes to the built environment NOW. Chicago is one of the few urbanized areas in the country with a good base of sustainable infrastructure like public transportation, universal side walk coverage, bike infrastructure, and dense neighborhoods with most of what you need near where you live. We should continue to be leaders instead of ceding to lawless motorists. Chicago shows that you can an environmentally responsible lifestyle like every other wealthy country without leaving the United States.

*Best,
Andrew*

Andrew M., Submitted October 16, 2024:

Please protect my family with young children by lowering the speed limit. As a volunteer crossing guard at Armour Elementary CPS where my kids go, I can tell you this is incredibly important.

I also bike daily with my children for transportation around town and to school. Blocked bike lanes are dangerous and chronic problem that could easily be remedied by allowing citizen ticket writing.

Please pass these ordinances.

*Andrew M.
11th Ward*

Bryce D., Submitted October 16, 2024:

*To the committee on pedestrian and traffic safety and the city of Chicago,
I write to strongly support the 3 vision zero policies coming for a vote soon.*

Vote to lower the speed limit.

Vote to improve and reform the fine system for traffic violations.

Vote to establish resident based reporting.

Vote to affirm these policies to save lives across the city of Chicago.

Thank you

Bryce D., 60661

Sara T., Submitted October 16, 2024:

Hello,

My name is Sara and I am a resident of the 32nd Ward in Lakeview. I am writing in support of the policies on Vision Zero proposed by Alderman La Spata which are going to a vote on Monday, October 21. These policies - a reduction in the city wide speed limit, reform of the fine enforcement structure, and a resident reporting system - are absolutely critical to improve safety for residents in Chicago. As someone who uses both a bike and a bus as part of my daily commute, I'm very aware of the problems that illegally parked vehicles obstructing bike and bus lanes pose. Since only one vehicle can obstruct traffic and there will never be enough law enforcement officers to monitor every bike or bus lane in the city, resident reporting is crucial to ensure the lanes are kept clear and future behavior is modified. Additionally, lowering the speed limit city wide is an important step in improving safety on our streets. Many studies have shown that speed is not only an important factor in increasing the risk of accidents, but also affects the severity of accidents when they happen. Every mph slower a person drives gives them more reaction time and less impact in any collision that may happen.

I very much hope the Committee on Pedestrian And Traffic Safety passes these policies and recommends passage to the full council. These would significantly improve my quality of life as a Chicagoan and make our community safer and more pleasant.

Thank you,

Sara T.

Andrew B., Submitted October 16, 2024:

I support the plans to lower Chicago's default speed limit to 25. Many of our peer cities (and even cities wishing to be us) have done it successfully, and we can too.

I support working on fines and fees reform. The objective should be for people to learn and change their dangerous behavior, not cause unnecessary financial distress.

I support resident-based reporting of bus/bike lane obstructions. The current system of CPD/Finance has proven ineffective. While I know law-breaking drivers won't like it, something must change from bus/bike lanes being used as another parking/food delivery parking.

Andrew B.

(Ward 4)

Adrian L., Submitted October 17, 2024:

Dear members of the committee,

I am writing to you to express my strong support for the resolutions to:

- 1. Reduce the city-wide speed limit*
 - 2. Allow residents to report bike/bus lane obstructions.*
- Additionally, (3.) I urge the committee to expand speed enforcement.*

I would like to share my rationale for the support briefly:

- 1. As a resident of the South Side who does not own a car, I experience dangerous high-speed interactions with cars every day, both on foot and on my bike. We know that speed kills, and we must prioritize pedestrian safety over driver convenience.*
- 2. It is almost every day that I encounter people parked in bike lanes. Every time this forces me to go out into traffic to pass. Motorists do not expect cyclists to pull out of the bike lane or worse do and purposefully try to speed up to get ahead of me. This makes for an especially fear-inducing scenario. While I am lucky to be young and physically able-bodied, this should not be the line to be able to bike our streets. Everyone should be able to use our bike lanes, safely. The only way to accomplish this is to make sure they remain clear. For this, we need violation enforcement. It is clear such enforcement does not exist at the moment and we need a new way forward. Hence I support this resolution.*
- 3. While reducing the speed limit is a great idea, we need speed enforcement. I live on a street that has a 25mph speed limit. However, this does not mean much and most drivers drive 30-35mph. We know how much this speed delta increases the chance of pedestrians or cyclists dying. While using infrastructure to slow down drivers would be ideal, we have to live in the current reality, where this is not the case. Hence, we desperately need enforcement, especially on the South Side where we disproportionately face the burden of traffic violence. **I urge the committee to install more speed cameras.** This change should be accompanied by more equitable ways of handling fine payments.*

Thank you for your time and consideration.

- Adrian Lehmann

Jack C., Submitted October 17, 2024:

Hello:

As a Chicago resident, I strongly support your three-pronged approach to traffic safety. As a frequent pedestrian, I remain concerned about drivers regularly blowing stop signs and being on their phones all the time. I also don't understand why drivers keep doing things like going straight from left turn lanes at stop lights.

I really support the residential reporting as well. Having the ability to do that would help deter people from committing these traffic violations that endanger vulnerable road users. I would also support a program where the reporting resident gets 10% of the fine as well.

Finally, I think additional automated enforcement cameras would be helpful at stop signs in every ward and all along DuSable Lake Shore Drive. This is a way to relieve some pressure on police and let them focus on tasks that a camera can't do. I really don't want to be one of the 40,000 annual roadway deaths in this country.

Respectfully,

Jack C.

Lakeview Resident

Brain B., Submitted October 17, 2024:

Hello,

I would like to express my enthusiastic support for the three measures being considered to reduce traffic violence in Chicago: reduction of speed limits, fines & fee reform, and resident based reporting. Not only do I regularly commute to work and run errands by bike, but I push my two daughters in strollers frequently along our streets. I am also a physician and public health professional, and I know that these measures are evidence-based practices to reduce injury and death among vulnerable street users.

Thank you,

Brian B.

Ward 33

Andy H., Submitted October 17, 2024:

Dear Committee Members,

I'm writing to express support for 2 proposed ordinances described at <https://www.the1stward.com/vision-zero>:

Lowering the default citywide speed limit

Establishing a system for residents to report bike and bus lane obstructions by commercial and personal vehicles

Please feel free to contact me if you have any questions or need more information from me.

Sincerely,

Andy H

Chicago, IL 60640

Roman S., Submitted October 17, 2024:

Honorable Members of the Committee on Pedestrian and Traffic Safety,

I am asking you to pause the vote on lowering the speed limit in the city until we have a tangible process for making the City's traffic fine and traffic stop process more equitable. In my view these initiatives need to be executed concurrently as we do not need to create more situations in which Black and Brown drivers are exposed to risky interactions with Chicago Police. Moreover a 2021 ProPublica analysis found that Chicago traffic cameras disproportionately ticket Black and Latino drivers. It is likely that changes that the City Council is considering will result in more regressive taxes, in the form of speed camera tickets, on Black and Brown communities.

Thank you for the work that you do to keep our city safer.

Best,

Roman Shuster

Carsten L., Submitted October 18, 2024:

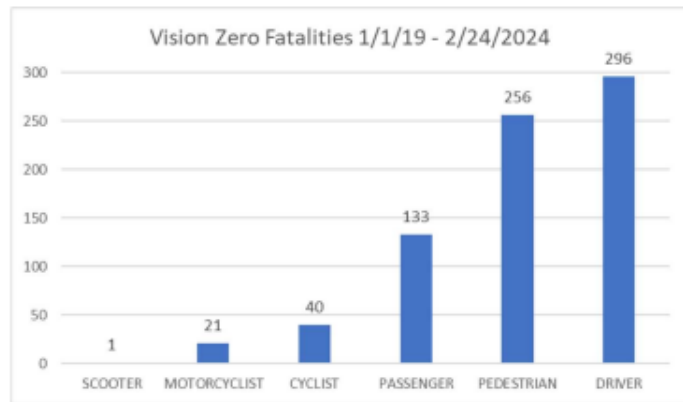
To the Committee on Pedestrian and Traffic Safety,

I wish to express my enthusiastic support for a lowering of the citywide default speed limit from 30 to 25 miles per hour. A reduction of Chicago's default speed limit would increase safety for all road users; pedestrians, transit riders, cyclists, automobile drivers and their passengers.

According to the data set Traffic Crashes - Vision Zero Chicago Traffic Fatalities posted on the Chicago Data Portal, there have been 747 fatalities on Chicago's roads from the beginning of recording on January 1st 2019,

through February 24th 2024. A summary of the fatalities is below:

Victim	Count
PEDESTRIAN	256
PASSENGER	133
DRIVER	296
CYCLIST	40
MOTORCYCLIST	21
SCOOTER	1
TOTAL	747



747 lives have ended on Chicago's streets due to traffic violence in a little over 5 years. I will note that for this same time period there have been 3,142 Fatal Shooting Victimization in Chicago, according to the City's Violence Reduction Dashboard. Both of these figures are unacceptable, but today we have the opportunity for a discussion about good legislation that can reduce the number of traffic fatalities in Chicago. Chicago can join other cities like New York, Boston, D.C., Seattle, and Atlanta and lower the default speed limit to 25 MPH.

As a Chicagoan who is often a pedestrian, I anecdotally note the recent post pandemic trend of Chicago drivers failing to yield to pedestrians in crosswalks is getting worse. I have had several 'close calls' with vehicles in the past year when I have crossed in a marked crosswalk with the right of way. I don't care to think what would happen to me or another pedestrian if struck by a vehicle, but the data shows that reduction in speed is directly correlated to pedestrian survival. I share the graphic below from the U.S. Department of Transportation's National Roadway Safety Strategy report. This graphic draws on data published in 2011 from the AAA Foundation for Traffic Safety.



Sources: Fatality Analysis Reporting System; Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, DOT HS 813 118, June 2021; AAA Foundation for Traffic Safety, [Impact Speed and a Pedestrian's Risk of Severe Injury or Death](#); National Traffic Speeds Survey III: 2015, DOT HS 812 485, March 2018.

I thank Alders La Spata and Martin for the introduction of this resolution, and look forward to working with my city to create safer streets for all roadway users.

Sincerely,
Carsten L, 2nd Ward Resident

Ian H., Submitted October 18, 2024:

Good morning,

I am writing to express my strong support for Amendments O2024-0010990 and O2024-0010993, and Resolution R2024-0010992.

These measures are essential to making our streets safer. I have seen numerous cars going well over the posted speed limit on my street, N. Sheridan Road. I have been in rideshares that go well over the speed limit in my residential area (on one occasion it was at least 40 mph down a narrow stretch of N Sheridan Rd, near my apartment, with limited view of sidewalks and crosswalks due to parked cars). Lowering the posted speed limit to 25 mph is vital to making residential streets like mine safer for pedestrians. Additionally, I appreciate the goal of R2024-0010992 to ensure that implementation is equitable.

In regard to Amendment O2024-0010993, I often encounter bike and bus lanes blocked by parked cars. I usually log these using the Bike Lane Uprising phone application, so I am a strong advocate for the pilot program to facilitate citizen reporting of blocked lanes. I believe the program will receive high engagement from citizens.

*Sincerely,
Ian H.*

Marge L., Submitted October 20, 2024

My dead great grandmothers turtle can go faster than 25 mph you Eejits.

In what world is Having bikes, runners, and scooters going faster than cars. We know you hate the tax payers that got you there, but settle down and worry about the fucken out of control crime, and our progressive socialist that our ruining our city (aka CTU hire Johnson and crew..)

Just know that the the city and the world is watching you clowns trying to pass a ridiculous and useless (probably illegal) law to make cars to only go putt putt 🚗 🚗, and probably horrible for the environment!! just trying to screw us again so the working class will be affected much more and will pay AGAIN for your misuse of OUR MONEY, we've been getting it up the ass long enough.. just stop this shit

*Thank you
M L*