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CITY OF CHICAGO CITY COUNCIL



CITY HALL
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Chair, Committee on Pedestrian and
Traffic Safety

Vice Chair, Committee on Contracting
Oversight and Equity

Ex-Officio, Chicago Plan Commission

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MONTHLY REPORT – OCTOBER 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 October 2025.

Date, Time, & Location of Meeting:

On Wednesday, October 8th, 2025, at 10:00 a.m. the Committee on Pedestrian and Traffic Safety held a meeting at City Hall, Council Chambers. The meeting was called to order at 10:14 a.m.

Members in Attendance:

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

Absent Members: Alderman Curtis (18th Ward), Alderman Martin (47th Ward)

Non-Members in Attendance: Alderman Mosley (21st Ward)

Public Comment: There were three spoken public comments for this meeting.

- Mr. Blakemore: Expressed frustration with the lack of public turnout to meetings and with alders not listening to public comment
- Lanette T.: Advocated for more investments in Black neighborhoods, like sidewalk repairs and intersections where children can't currently cross easily and safely; spoke about the issue of bad landlords in Black neighborhoods as well
- Molly B.: 2nd ward resident and mother of two young children who spoke about the need for more safe school investments and the need for data around stats around schools that are getting traffic calming infrastructure investments; said there's a need for more rapid responses to serious injury events around schools

Approval of July 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 18 pages and included 319 matters:

284 ordinances related to disabled parking permits,
16 ordinances related to residential parking permit zones,
11 ordinances related to parking restrictions,
5 ordinances related to traffic warning signs and/or signals,
1 ordinance related to parking meters,
1 ordinance related to industrial permit parking zones,
and a subject matter hearing.

Direct Introductions on pages 2-3 Passed without Department recommendations. Ald. Lawson 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 4-7 Passed as Recommended by the appropriate Department(s). Ald. Manaa-Hoppenworth moved to approve all items on pages 4-7, which was approved by the same roll call as was used to establish quorum.

All matters on pages 8-18 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 2 on page 17 [SO2025-0017870] and Item 11 on page 17 [SO2024-0010411]. Ald. Hopkins moved to accept all Substitute Ordinances, which was approved by the same roll call as was used to establish quorum. Ald. Lawson moved to approve all items on pages 8-18, 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 was one subject matter hearing on the topic of the Chicago Department of Transportation's 2024 Crash Report. No votes were taken on the topic.

Vig Krishnamurthy (*Managing Deputy Commissioner*) and David Smith (*Assistant Commissioner*) from CDOT led a presentation on traffic crash data from 2024, including complete streets projects completed in the past year. Key data points shared during the presentation include:

- 30% reduction in fatalities, compared to the peak in 2021 and compared to the 9% decrease nationwide
- 2024 had the lowest number of traffic injuries since 2012
- In 2024, 44% of fatalities occurred on IDOT street, which make up just 10% of Chicago's roadways
- Key issues around traffic safety are:
 - o Speeding: 72% of fatalities involved speeding
 - Combined with speeding, wider streets make it 16 times more likely that a fatality occurs
 - 85% of fatalities involved reckless speeding
 - o Black and Hispanic Chicagoans are three times more likely to be killed in a traffic crash
 - o Chicagoans who are 65 and older are nine time more likely to be fatally struck while walking
- 2025 is on pace for having the lowest number of people killed while walking in a decade
 - o 25% year-to-date reduction as compared to 2024
 - o Total of 71 thus far, which is the lowest in a decade

Alderman La Spata, Hopkins, and Manaa-Hoppenworth had questions and comments on rapid response solutions to events that involve fatalities and/or serious injuries; sharing more specific and measurable data that links complete streets projects to increased traffic safety; the new speed cameras that were installed during 2025 and their impact; and an interest in investments in elements like bumpouts, pedestrian scrambles, and enhanced signal timing.

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 11:36 a.m.