

Daniel La Spata

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



CITY OF CHICAGO CITY COUNCIL



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

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Traffic Safety

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MONTHLY REPORT – APRIL 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 April 2026.

Date, Time, & Location of Meeting:

On Tuesday, April 7, 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 **12:36 p.m.**

Members in Attendance:

Alderman Hopkins (2nd Ward)
Alderman Robinson (4th Ward)
Alderman Yancy (5th Ward) - virtual
Alderman Chico (10th Ward)
Alderman Quinn (13th Ward)
Alderman Moore (17th Ward)
Alderman Curtis (18th Ward)
Alderman Burnett (27th Ward)
Alderman Ervin (28th Ward) - virtual
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)

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

Public Comment: There were 7 spoken public comments for this meeting.

- **Brenden I.:** former 36th ward resident and current 27th ward resident; spoke in strong support of the Grand Avenue project and was an active participant in the meetings about it; spoke about living near Grand Avenue, where speeding and traffic noise was a problem for him and his family
- **Jim M.:** With Active Transportation Alliance; spoke about a hit and run fatal crash that occurred over the previous weekend; shared how infrastructure changes can be implemented to prevent future crashes and save lives by making drivers slow down, as excessive speeds are the leading cause of fatalities and crashes based on CDOT data
- **Neil M.:** 1st ward resident in support of Grand Avenue project; shared how it's currently hard to get around that area and support the businesses that are located there; thinks putting bike lanes on Grand will help people discover the businesses that are located there as they'll have safer options to get there
- **Sam K.:** 1st ward resident in support of Grand Avenue project; rides his bike almost every day because it's the most convenient way for him to get around and safety is the biggest deterrent to biking; protected bike lanes open up the way for people to get around in ways that don't rely on driving; shared how August bike lanes first faced opposition, as the Grand Avenue project is; shared data from CDOT about how the first phase of the Grand Avenue project is already outperforming expectations
- **Marta V.:** 27th ward resident; full time cyclist and used to work for a micromobility company and has biked 100% of the streets in West Town; shared how Grand Avenue has the potential to be safer for all travel modalities especially with the
- **Mikki O.:** Third generation resident on Grand Avenue in the 27th ward; opposed to bike lanes on Grand Avenue because it would eliminate parking and would impact businesses; named congestion after United Center events that impacts Grand Avenue and that the Mayor should meet with constituents about these projects
- **Mr. Blakemore:** stated that Chicago streets are not designed for bicyclists like those of European cities; stated that cyclists should not be riding on streets because they cause havoc and dangerous situations

Approval of March 2026 Rule 45 Report:

Ald. Martin 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 20 pages and included 413 matters:

- 398 ordinances related to disabled parking permits,
- 6 ordinances related to residential parking permit zones,
- 5 ordinances related to traffic warning signs and/or signals, and
- 3 ordinances related to parking restrictions.

Direct Introductions on page 2 Passed without Department recommendations. Ald. Knudsen 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 3-16 Passed as Recommended by the appropriate Department(s). Ald. Lawson moved to approve all items on pages 3-16, which was approved by the same roll call as was used to establish quorum.

All matters on pages 17-20 Passed with No Recommendation. These items were submitted as aldermanic overrides or received no recommendations from City Departments. Substitute Ordinances were submitted by

the 19th ward for Item 8 [SO2026-0023220] on page 20. Ald. Martin moved to accept all Substitute Ordinances, which was approved by the same roll call as was used to establish quorum. Item 2 [O2026-0023965] and Item 6 [O2026-0024002] on page 20 were held. Ald. Martin moved to approve all items on pages 17-20 except Item 2 and Item 6 on page 20, which was approved by the same roll call as was used to establish quorum.

There was a subject matter hearing on the pedestrian bridge closure over the expressway / CTA tracks between Avondale and Northwest Highway (Municipal Code of Chicago section 2-102-110, SO2025-0021022) No votes on this topic were be taken.

Arsalan Khan (*Chief Bridge Engineer*, Chicago Department of Transportation) and Bill Higgins, (*Assistant Commissioner*, Chicago Department of Transportation) presented on the topic.

Key information shared during the presentation included:

- The work for the project includes repair of the bridge bearings at the central pier of the structure and concrete patching on the bridge deck and diaphragms near the central pier. All work will be conducted at night to keep from interfering with CTA service.
- The bridge will be continuously closed for two months starting in mid-May.
- A detour map was shared for northbound and southbound pedestrian traffic, and the only vehicular traffic impact would be nightly single lane and shoulder closures below the structure on the expressway.

Ald. Hopkin, Ald. Curtis, and Vice Chair Cruz had questions about the communication efforts + signage plan for the pedestrian detour; length of lane closures; the timing of and coordination of future bridge closure; and duration of project.

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. Hopkins so moved, and hearing no objections, the meeting was adjourned at 1:11 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?