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CITY OF CHICAGO CITY COUNCIL



CITY HALL
3RD 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

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MONTHLY REPORT – FEBRUARY 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 February 2026.

Date, Time, & Location of Meeting:

On Monday, February 9, 2026, 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 1:11 p.m.

Members in Attendance:

Chairman La Spata (1st Ward)
Alderman Hopkins (2nd Ward)
Alderman Robinson (4th Ward) - virtual
Alderman Chico (10th Ward)
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) - virtual
Alderman Lawson (44th Ward)
Alderman Martin (47th Ward)
Alderman Manaa-Hoppenworth (48th Ward)

Absent Members: Alderman Yancy (5th Ward), Alderman Knudsen (43rd Ward)

Non-Members in Attendance: Alderman Dowell (3rd Ward), Alderman Ramirez (12th Ward), Alderman Lopez (15th Ward)

The Chair accepted a motion from Ald. Ervin to allow for remote participation by Ald. Cruz and Ald. Moore, a motion from Ald. Curtis to allow for remote participation by Ald. Robinson, and a motion from Ald. Quinn to allow for remote participation by Ald. Ramirez, which were approved by viva voce by the same role call as was used to establish quorum.

Public Comment: There were 13 spoken and 3 written public comments (see pgs. 5-7) for this meeting.

- Eva V.: Brighton Park resident opposed to the installation of concrete bike lanes on Archer Avenue; didn't feel that the community was adequately included in the project planning
- Maria M.: Brighton Park resident opposed to the installation of concrete bike lanes on Archer Avenue; suggested that the bike lanes have caused congestions and gridlock as well as negative impact on small businesses by taking away available parking spaces on the street
- Ruben O.: 12th ward resident; complained about the lack of parking enforcement and enforcement of no truck corridors; believes emergency response vehicles will be impeded by the installation of bike lanes
- Julia H.: Transportation Equity Network member; supportive of CDOT's investments in complete streets infrastructure; cited the 30% reduction in traffic fatalities from CDOT's annual crash report as a benefit of such investments, among other stats from the report
- Carmen R.: Upset with the lack of parking on Archer Avenue, suggesting that businesses are suffering as a result of this; stated that infrastructure must be removed for revenue generation
- Dennis W.: Alders are meant to protect constituents and provide them with information but believes this is not happening; blamed the Mayor for lack of engagement and community input in city plans
- Mr. Blakemore: Against bike lanes and concrete bike lanes; glad to see the greater public engagement at this committee meeting and expressed that people need to be proactive in attending meetings
- Jim M.: Active Transportation Alliance member and 39th ward resident; shared about difficulty in crossing the street safely with his children at a Irving Park intersection; stated that cars are being slowed down by infrastructure because they are deadly, citing CDOT crash data to support this claim
- Larry N.: Expressed the need for a drivers advocacy group in Chicago to counter the bike advocacy groups in the city; against any impediments to drivers
- Patricia P.: Against automatic bikes and wants more ticketing for them; stated the need for the city to figure out how to prevent crashes in the first place
- Laura S.: Access Living member; stated support for complete streets projects, sharing about the impact on disabled people and the need for investments in transit, sidewalks, etc. to ensure disabled people can get around everywhere and have full access and in the city
- Howard C.: 1st ward resident; trying to get a choking point at 1500 Fry St. resolved; stated that he's been working on this for a year and a half, which is far longer than he thought it'd take; also mentioned a safety issue at Greenview and Chicago, where he's seen the stop sign often ignored by drivers
- Andrew M.: 11th ward resident who lives off Archer Avenue; supportive of the speed camera that was added to slow drivers down but thinks that street design change on and around Archer Ave is necessary as well; wants to see Archer Avenue returned to the neighborhood for safer use by all

Approval of January 2026 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 434 matters:

- 416 ordinances related to disabled parking permits,
- 9 ordinances related to traffic warning signs and/or signals,
- 4 ordinances related to parking restrictions,
- 2 ordinances related to residential parking permit zones,
- 2 municipal code amendments, and
- 1 subject matter hearing

Direct Introductions on page 2 Passed without Department recommendations. Ald. Manaa-Hoppenworth moved to approve all Direct Introduction ordinances, which was approved by vica voce by the same roll call as was used to establish quorum.

All matters on pages 3-18 Passed as Recommended by the appropriate Department(s). Ald. Martin moved to approve all items on pages 3-18, which was approved by vica voce by the same roll call as was used to establish quorum.

All matters on pages 19-21 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 4 [SO2025-0021178] and Item 5 [SO2025-0021179] on page 21. Item 7 on page 21 was held in committee. Ald. Martin moved to accept all Substitute Ordinances, which was approved by vica voce by the same roll call as was used to establish quorum. Ald. Manaa-Hoppenworth moved to approve all items on pages 19-21 except Item 7 on page 21, which was approved by vica voce by the same roll call as was used to establish quorum.

A substitute ordinance [SO2024-0010993] was submitted by the sponsoring alder for Item 2 on page 1, which amends Municipal Code Chapter 9-108 by adding new Section 9-108-025 to establish a public enforcement pilot program for residents to submit recorded evidence of covered parking offenses. The substitute was written with departmental feedback and creates the program in two phases:

- First phase: Department of Finance will designate a group of Parking Enforcement Aides to be primarily focused on issuing violations for parking in crosswalks, bike, and bus lanes outside the current Smart Streets footprint.
- Second phase: Department of Finance will develop a dispatch system with other relevant departments to allow 311 complaints of parking violations to be dispatched to active parking enforcement aides.

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

Ald. La Spata shared remarks on the substitute ordinance before opening the floor for questions and comments.

Questions & comments on SO2024-0010993:

- Ald. Hopkins highlighted the need for a solution in business corridors where there are no alleys and bike lanes or parking meters that limit the number of installable loading zones to ensure businesses aren't impacted by increased enforcement of parking violations, citing Wells between North and Division as an example of such a scenario.
- Ald. Martin shared how speaking directly with businesses, going door to door, was helpful for understanding needs around deliveries, metered parking, and more when Clark Street was being re-designed. He uplifted and thanked CDOT for their solutions and creative thinking around that.
- Ald. Lawson shared about the loading and unloading restrictions that are in place around Wrigley field as an example of finding solutions that are specific to an area's needs and uplifted the need for loading zone reform in general in Chicago.
 - o Ald. Hopkins thanked Ald. Lawson for speaking about the issue of enforcement, agreeing that greater enforcement is necessary and suggesting that automated enforcement may be a solution.

- Ald. Manaa-Hoppenworth shared her personal experiences with the safety issues that arise when enforcement is lacking, as is currently the case.
- Ald. Moore suggested that the program be implemented through a ward opt-in structure instead of making it a city-wide pilot.

With no further questions or comments, Ald. Moore motioned for a roll call vote on the substitute ordinance. The motion passed by a roll call vote, with 9 ayes and 1 nay.

Item 1 on page 1 was a subject matter hearing on Chicago's Complete Streets Ordinance (Municipal Code of Chicago section 10-14). David Smith and Vig Krishnamurthy from the Chicago Department of Transportation led the presentation, sharing data from the Annual Crash Report illustrating the impact of complete streets investments and highlighting projects from 2025 with examples of different complete streets elements in use. Alders Burnett, Quinn, Martin, Curtis, Manaa-Hoppenworth, Dowell, Lopez, and Ramirez shared comments and asked questions following the presentation. Questions fell into the topics of implementation and impact of investments, timeline for projects and infrastructure changes, opinions on the use of protected bike lanes, and the need for more engaged cross-neighborhood planning. No votes were taken on this item.

A substitute ordinance [SO2025-0021022] was submitted by the sponsoring alder for Item 3 on page 1, which amends Municipal Code Chapter 2-102 by adding new Section 2-102-110 to require City Council approval to close bridges of Chicago for improvement, maintenance, repair or other public work. The substitute ordinance was written with departmental feedback and removed City Council approval for bridge closures.

Ald. Burnett moved to accept the Substitute Ordinance, which was approved by *vicia voce* vote by the same roll call as was used to establish quorum. Ald. Hopkins shared remarks on the substitute ordinance before opening the floor for questions and comments. Alders Burnett and Curtis expressed support for the ordinance, highlighting the need for better planning and outward communication ahead of anticipated major infrastructure projects. Ald. Curtis moved to approve the Substitute Ordinance, which was approved by *vicia* 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. Hopkins so moved, and hearing no objections, the meeting was adjourned at 3:49 p.m.

Written Public Comment:

Transportation Equity Network, February 6, 2026:

*Acting Commissioner
Chicago Department of Transportation
2 N. LaSalle Street
Suite 1110
Chicago, IL 60602*

Re: Support for Continuing to Advance Safety Goals Through Complete Streets

Dear Acting Commissioner Turner,

The Transportation Equity Network is a coalition of community-based organizations, equitable transportation advocates, civic groups, and other stakeholders across Chicago and suburban Cook County working with decision-makers to embed racial equity and mobility justice into transportation through community-driven decisions and investments. The majority of our community-based organization members operate in Chicago's South and West sides in historically transit disinvested communities.

We write to express our collective support for continued efforts by the Chicago Department of Transportation (CDOT) to implement safer street infrastructure throughout the city. Investments in bike lanes, pedestrian refuge islands, curb extensions, and other Complete Streets features are essential to improving safety for all users through improved roadway design, including people rolling, walking, biking, taking transit, and driving. Additionally, having complete streets is an important component to meeting Chicago and regional climate goals by facilitating people to use active modes of transportation that are not reliant on fossil fuels.

The latest data from the Chicago Traffic Crashes Annual Report shows that by 2024, CDOT had achieved a noticeable 30% reduction in traffic fatalities, and 18% reduction in serious injuries, from the peak of 2021. This progress coincides with increased investment in proven safety infrastructure and the expansion of protected and connected bikeways across the city. Project level results further demonstrate the effectiveness of this approach: on Long Avenue between Belmont Avenue and Irving Park Road, the implementation of Complete Streets features led to a 97% increase in driver compliance with the speed limit, while on Granville Avenue, similar improvements resulted in an 88% reduction in crashes. These outcomes reinforce the importance of continuing to prioritize safety-focused design as a core transportation strategy.

We encourage CDOT to remain focused and to build on the progress the city has made, and we stand behind the robust community engagement processes that accompany these projects and urge the Department to continue advancing implementation and investing with meaningful engagement with communities, even when politically motivated pushback arises.

As more projects move from planning to implementation, we support CDOT's commitment to delivering on adopted plans and advancing a bold vision for safer streets. The data and the broad support from communities across the city, affirm the value of this work. The Transportation Equity Network stands ready to continue supporting CDOT as this progress continues.

Thank you for your leadership and continued commitment to safer, more equitable streets in Chicago.

*Best regards,
Transportation Equity Network*

Executive Committee and the following Members:

*Active Transportation Alliance
Austin Coming Together
Center for Neighborhood Technology
Elevated Chicago*

*The Equiticity Racial Equity Movement
Garfield Park Community Council
Greater Auburn Gresham Development Corporation
Greater Englewood Chamber of Commerce
Greater Roseland Chamber of Commerce
Illinois Environmental Council
Little Village Environmental Justice Organization
Metropolitan Planning Council*

These methods have saved lives in New York City every day, and I believe they would be a welcome change for Chicago. So, thank you for the opportunity to testify.

James A., Submitted February 11, 2026:

Dear Chairman La Spata and committee members:

Over the last three years, the stretch of Archer Avenue between Western Avenue and Pulaski Road has seen 417 car crashes that sent people to the hospital, including seven fatalities. Brighton Park as a community area, 2020-24, experienced 6,603 traffic crashes, with 1,533 people injured and 13 people killed.

The Chicago Department of Transportation is building safety improvements on Archer Avenue and Kedzie Avenue, including better organization of the street, safer and shorter pedestrian crossings, left-turn lanes where needed, protected bike lanes, and bus stop improvements.

Traffic safety opponents, including those who gave oral public comments at the committee's meeting on Feb. 9, are moaning that this project is causing traffic congestion. Yet the project is still under construction. Winter snuck up early on the construction workers, and the job has been left incomplete. There are orange construction barrels, holes in the pavement, piles of snow, and a lack of signs and pavement markings where there eventually will be signs and pavement markings. When construction is complete, and drivers have had a chance to adjust, it'll be fine.

Also, please don't be fooled. The anti-safety crusade is artificial rage bait for a political campaign. It's sponsored by The Urban Center, the political arm of mayoral candidate Paul Vallas, a two-time loser who lives in Palos Heights, and disgraced charter school boss Juan Rangel. Their real goal is to de-fund public schools. Their anti-safety effort is meant to gin up hysteria among car supremacists – those who think cars are more important than people, and the only people who matter are people in cars.

Car drivers who must drive fast have the Stevenson Expressway available to them, less than a mile away. It has no bike lanes, no bus stops, no crosswalks, no pedestrians, no stop lights, no little old ladies – yet it shockingly it still has traffic congestion. The car supremacists should do their crazy driving there, not on neighborhood streets in Brighton Park.

I also wish to rebut some of the claims the anti-safety public comment witnesses made on Feb. 9:

- *There were many community meetings, for several years, organized by the current alderman and her predecessor, with the participation of the Chicago Department of Transportation. None of this was a secret. There were many opportunities to make constructive suggestions. Now this has been decided, and work is under way, though paused for winter. This is no time to pull back. Again, this is a make-believe political issue for people with ulterior motives.*
- *Witnesses stated both that there are never any cyclists, plus you see them everywhere you go.*
- *Witnesses complained that cyclists don't obey the law, yet there were car drivers speaking who admitted they park illegally and drive over the speed limit.*

- One witness stated that delivery vehicles parked in bike lanes don't impede bike riders, who can "go around." This is the very definition of impeding. I would point out further that even if there's no bike lane, double parking is still a violation of city code, Sec. 9-64-110(a)(1) and Sec. 9-64-110(a)(2).

Thank you for reading this. Please place this statement into the record of the committee's proceedings under public comment.

Sincerely,
James A.
27th Ward

James Z., Submitted February 11, 2026:

Opposed to the Archer Avenue bike lane.

James Zograf
12th Ward