

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

Chair, Committee on Pedestrian and
Traffic Safety

Vice Chair, Committee on Contracting
Oversight and Equity

Ex-Officio, Chicago Plan Commission

Committees

Budget and Government Operations

Committees and Rules

Economic, Capital and Technology
Development

Environmental Protection and Energy

Finance

Housing and Real Estate

Zoning, Landmarks and Building
Standards

MONTHLY REPORT – SEPTEMBER 2023 **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 September 2023.

Date, Time, & Location of Meeting:

On Wednesday, September 6th, 2023, at 2:00pm the Committee on Pedestrian and Traffic Safety held a meeting at City Hall in Council Chambers.

Members in Attendance:

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

Non-Members in Attendance:

Alderman Coleman (16th Ward)
Alderman Silverstein (50th Ward)

Absent Members: Alderman Robinson (4th Ward), Alderman Curtis (18th Ward), Alderman Ervin (28th Ward)

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

Public Comment:

There was no spoken public comment.

The Committee received written public comment in support of the "Traffic Crash Review and Analysis" Ordinance [SO2023-0001253] from State Representative Lindsey LaPointe (Illinois House District 19).

The Committee also received a letter from John Paul Jones, President of Sustainable Englewood Initiatives and Nature Trail Steward-Consultant with Grow Greater Englewood, in support of three ordinances: 1) weight capacity load limit along Hamilton Street [Or2023-0003489]; 2) stop sign at West 62nd Street and Hermitage Avenue [O2023-0003474]; and 3) stop sign at West 46th Place and Normal Avenue [O2023-0003469].

Approval of July 2023 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 10 pages and included the following matters:

- 64 ordinances related to disabled parking permits,
- 39 ordinances related to traffic warning signs and/or signals,
- 14 ordinances related to no parking tow zones,
- 9 ordinances related to residential parking permit zones, and
- 2 ordinances amending the municipal code

The Direct Introductions on pages 2-6 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 page 7 Passed as Recommended by the appropriate Department(s). Ald. Martin moved to approve all Recommended ordinances, which was approved by the same roll call as was used to establish quorum.

All matters on pages 8-10 Failed to Pass as recommended by the appropriate Department(s), with the exception of various changes and overrides as noted on the attached summary report.

Ald. Yancy moved to approve Not Recommended Ordinances 1 through 24 on page 8 over the department's recommendation, which was approved by the same roll call as was used to establish quorum.

Ald. Manaa-Hoppenworth moved to approve Not Recommended Ordinances 1 through 21 on page 9 over the department's recommendation, which was approved by the same roll call as was used to establish quorum.

Ald. Lawson moved to approve Not Recommended Ordinances 1 through 10 on page 10 over the department's recommendation, which was approved by the same roll call as was used to establish quorum.

SO2023-0001253, a substitute ordinance on page 1, passed unanimously. Ald. Manaa-Hoppenworth moved to accept the substitute ordinance and Ald. Cruz moved to recommend approval of the substitute ordinance, which were approved by the same roll call as was used to establish quorum.

All actions taken at the meeting were by viva voice vote.

Having no further business before the committee, Chairman La Spata requested a motion to adjourn. Ald. Lawson so moved, and hearing no objections, Chairman La Spata adjourned the meeting.

Additional Remarks on the SO2023-0001253 - “Traffic Crash Review and Analysis” Ordinance:

The “Traffic Crash Review and Analysis” Ordinance was introduced by Ald. Silverstein (50th Ward) and is co-sponsored by Chairman La Spata, Ald. Dowell, Ald. Mitchell, Ald. Ramirez, Ald. Quinn, Ald. Gutierrez, Ald. Lopez, Ald. Coleman, Ald. Moore, Ald. Curtis, Ald. O’Shea, Ald. Chico, Ald. Lee, Ald. Conway, Ald. Villegas, Ald. Mitts, Ald. Burnett, Ald. Ervin, Ald. Nugent, Ald. Taliaferro, Ald. Cruz, Ald. Napolitano, Ald. Reilly, Ald. Cardona, Ald. Knudsen, Ald. Lawson, Ald. Gardiner, Ald. Martin, Ald. Manaa-Hoppenworth, Ald. Hadden, and Ald. Tabares.

- Ald. Silverstein provided remarks about the ordinance: She highlighted the number of fatalities involving pedestrians in past years, noting that data and reports on fatal crashes could stop the problem at its root and serve as a blueprint to identify and fix crash hot spots to keep communities safe. She spoke on some key particulars of the ordinance, including the requirement that the Chicago Department of Transportation (CDOT) review and analyze every fatal crash and provide potential actions to improve safety. It also requires CDOT to publish preliminary information on crashes every month, as well as an annual summary report.
- W. Robert Schultz III of the Active Transportation Alliance testified in favor of the ordinance and highlighted pedestrian and cyclist fatalities and traffic crashes in the past two years, emphasizing the need for this ordinance. He spoke on the need for documenting where crashes occur to ameliorate these conditions, stating that enacting the ordinance would bring Chicago closer to safe streets for all.
- Dave Smith from the Department of Transportation was present to answer questions, of which there were none.

The following alderpeople provided comments on the “Traffic Crash Review and Analysis” Ordinance:

- Ald. Martin spoke in favor of the ordinance, commending Ald. Silverstein for introducing the ordinance. He stated that standardizing the process of dealing with traffic crashes and fatalities is critical.
- Ald. Lawson spoke in favor of the ordinance, appreciating the analysis being city-wide. He shared that alders use their Menu program funds to improve safety, but that Alders need really good data in order to really improve safety in their respective wards and city-wide.
- Ald. Manaa-Hoppenworth spoke in favor of the ordinance, highlighting a recent fatal hit-and-run in her ward to emphasize the need for data-driven solutions to address infrastructure that is not keeping residents safe.
- Ald. Cruz spoke in favor of the ordinance, noting that her office constantly receives calls about pedestrian safety, especially around schools. She echoed the importance of having data on crashes and being proactive on matters in addressing traffic safety issues.
- Ald. Chico spoke in favor of the ordinance and cited his time as a police officer being on the scene of serious and fatal traffic crashes. He expressed happiness in seeing this ordinance and to see that work is being done to improve unsafe conditions.
- Ald. Yancy spoke in favor of the ordinance, noting an uptick since 2020 in disobeying traffic laws that are meant to keep residents safe.
- Ald. La Spata spoke in favor of the ordinance and uplifted a section of the ordinance that includes the participation of the Illinois Department of Transportation, emphasizing the need for them as partners and importance of gaining that information and data as well. He recounted two fatalities that occurred at the same intersection in his ward thirteen years apart and how nothing was done to improve the intersection until after the second fatality had occurred. He pointed to the ordinance as something that may have helped find a solution for the intersection before that second fatality had occurred.