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CITY OF CHICAGO CITY COUNCIL



CITY HALL
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Traffic Safety

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MONTHLY REPORT – OCTOBER 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 October 2023.

Date, Time, & Location of Meeting:

On Thursday, October 5th, 2023, at 9:30pm the Committee on Pedestrian and Traffic Safety held a meeting at City Hall in Council Chambers. Due to a delay in meeting quorum, the meeting began at 9:54 a.m.

Members in Attendance:

Chairman La Spata (1st Ward)
Vice Chairman Cruz (30th Ward)
Alderman Robinson (4th Ward)
Alderman Yancy (5th Ward)
Alderman Chico (10th Ward)
Alderman Moore (17th Ward)
Alderman Ervin (28th Ward)
Alderman Lawson (44th Ward)
Alderman Martin (47th Ward)
Alderman Manaa-Hoppenworth (48th Ward)

Absent Members: Alderman Hopkins (2nd Ward), Alderman Quinn (13th Ward), Alderman Curtis (18th Ward), Vice Mayor Burnett (27th Ward), Alderman Knudsen (43rd Ward)

The Chairman accepted a motion from Ald. Lawson to allow for remote participation by Ald. Yancy and a motion from Ald. Ervin to allow for remote participation by Ald. Moore, which were approved by the same roll call as was used to establish quorum.

Public Comment:

There were four in-person, spoken public comments made during the meeting.

- George Blakemore: Mr. Blakemore expressed opposition to residential permit parking. He shared that there is an issue with cars parking in the middle of the street on Milwaukee Avenue and suggested a traffic study be conducted. He stated that he does not believe alders should be able to attend meetings virtually, suggesting that this option was being taken advantage of and that he wants to see them in the room. Mr. Blakemore encouraged more Black residents to attend meetings. He stated that more people should be bilingual as it would open up more opportunities for people. Mr. Blakemore ended his public comment by expressing opposition to businesses being able to take up space in streets, citing the 42nd ward as an example where this is an issue.
- Zulma Santiago: Ms. Santiago started by sharing that street markings and street signs should be maintained to ensure that the signage is clearly visible to ensure safety. She shared that bike lanes and markings across the city should be uniform to create more safety.
- David Anthony Velez: Mr. Velez started by sharing he was born and raised in Humboldt Park, now lives in the Austin area, volunteers with the Northwest Center, and works in Garfield Park. He grew up biking in the city and noted that things have changed significantly in the past 30 years. As someone who has biked in most parts of the city, Mr. Velez notes that it is nicer to bike in the areas that have protected bike lanes. He also drives, so he sees both sides of the issue and notes that having more protected bike lanes makes it easier for bikers and drivers to travel safely. He noted that in Garfield Park there are areas where it's unclear whether there is a bike lane or not which discourages him from biking, compared to Belmont Cragin where bike lanes are clearly marked. Mr. Velez suggested there should be protected bike lanes on major and busy streets, suggesting this would help connect neighborhoods and allow people to visit different parts of the city more easily. He ended by sharing that most people across different ages tend to be in favor of protected bike lanes when they are engaged on this topic.
- Jeremy Cuebas: Mr. Cuebas introduced himself as the lead organizer for the Northwest Center in Belmont Cragin, a community organization that provides free programs and services and organizes residents to build power. The organization has been working on bringing better bike infrastructure to their community since 2018: through working with community partners, alders in the 30th, 31st, and 36th wards, and the Department of Transportation, the neighborhood went from 1.2 miles of bike lanes to over 15 miles of bike lanes and 13 Divvy stations in the neighborhood. Mr. Cuebas noted that the 9-page report that committee members received from the Northwest Center is part of a 72-page report that the organization recently published. Those nine pages focus on best practices, and he highlighted that working with alders was an important part of the process. Mr. Cuebas shared that Belmont Cragin had zero bike fatalities in the last year and believes this is a direct result of the work done to achieve better bikeability. He notes that Chicago was ranked 160 out of 163 big cities in its bikeability, which shows that Chicago still has a long road ahead in terms of saving lives. He ended with encouraging collaboration across departments and wards to bring bike fatalities down to zero.

Approval of September 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 27 pages and included the following matters:

- 467 ordinances related to disabled parking permits,
- 45 ordinances related to traffic warning signs and/or signals,
- 25 ordinances related to residential parking permit zones,
- 10 ordinances related to parking restrictions, and
- 1 ordinance amending the municipal code

The Direct Introductions on pages 1-4 Passed without Department recommendations. Ald. Cruz 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 5 Passed as Recommended by the appropriate Department(s). Ald. Moore moved to approve all Recommended ordinances, which was approved by the same roll call as was used to establish quorum.

All matters on pages 6-8 Passed with No Recommendation, with the exception of various changes and overrides as noted on the summary report. Ald. Manaa-Hoppenworth moved to approve all No Recommendation ordinances, which was approved by the same roll call as was use to establish quorum.

The Disabled Parking Ordinances on pages 9-27 Passed with No Recommendation. Ald. Martin moved to approve all Disabled Parking Ordinances, which were approved by the same roll call as was use to establish quorum.

All actions taken at the meeting were by viva voce 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 at 10:12 a.m.