

December 14, 2022.

This recommendation was concurred unanimously by viva voce vote of the members of the Committee with no dissenting vote.

(Ward 50)

Respectfully submitted,

Howard Brookins, Jr.,
Chairman

Committee on Transportation

WHEREAS, American drivers struck and killed an estimated 7,342 pedestrians and 985 people on bicycles in 2021. More than 42,000 people died in car crashes in last year - some of the highest rates of roadway deaths in more than four decades:

WHEREAS, this national crisis grew worse in 2022, in contrast to crash statistics in other countries, most notably European Union nations, where traffic deaths have been on a steady decline in recent decades with 50 percent fewer crashes between 2000 and 2020;

WHEREAS, transportation experts blame the increase on speeding, distracted driving, larger vehicles, roads that prioritize cars over other users and a lack of enforcement of traffic laws;

WHEREAS, crashes disproportionately affect children, seniors, people living in lower-income communities and Black and Latino Americans.

WHEREAS, 174 Chicagoans were killed on City streets in 2021, a 10 percent increase over 2020:

WHEREAS, so far in 2022, 32 pedestrians and 8 cyclists - including eight children: Hermes Rios-Cardona, age 18 months, Rafi Cardenas, age 2; Lily Shambrook, age 3; Ja'Lon James, age 11; Joshua Avina-Luna, age 5; Zain Jaber, age 14; Angela Short, age 14; and Julian Medina, age 15 - have been killed so far by drivers in 2022;

WHEREAS, deadly crashes continue at known dangerous locations - for example, 19th Street and King Drive, where two pedestrians were killed in two months this year; Milwaukee Avenue near Addison Street where two cyclists were killed; and the 900 block of South Pulaski Road, where two people were killed this year, among other hotspots;

WHEREAS, two crashes in late-November 2022 - one in the South Loop and another in Chatham - involving 11 vehicles killed three people and injured 22 more people;

WHEREAS, a range of proven solutions, such as traffic calming features, are available to make roadways safer;

WHEREAS, the Office of the Mayor, the City Council and the Chicago Department of Transportation are committed to improving the quality of streets and encouraging safe, affordable and sustainable options for walking, biking, and mass transit via the 2023-2027 Chicago Works Program, Complete Streets, We Will Chicago and numerous City programs;

WHEREAS, Alderpersons, the general public and pedestrian and bicycle safety advocates have a vital interest and are uniquely positioned to play an essential role in reversing this deadly epidemic on the roadways and make Chicago the safest city in the US;

AND WHEREAS, increasing safety and achieving this shared vision involves timely and comprehensive analysis, timely reporting of crashes and - whenever possible - the mitigation of dangerous hotspots and crash sites via infrastructure improvements and the application of best practices.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHICAGO:

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ORDINANCE

Section 2-102-030 (cc) of the Municipal Code of Chicago is hereby amended by adding the language underscored as follows:

Chicago Fatal Crash Legacy Report

The Department (CDOT) under the direction of the Commissioner shall create a Chicago Fatal Crash Legacy Report ("Report") after fatal crashes involving a pedestrian or bicyclist.

The Report shall include the following:

- A description of the crash and relevant information such as police reports and other findings;
- Suggestions to increase safety at the crash site and surrounding area with the goal of preventing future crashes, including but not limited to changes in physical infrastructure; consideration for additional traffic control devices; and other improvements that CDOT or other partner entities identify in the interest of public safety;
- Cost estimates and a suggested timeline for the implementation of recommendations;
- A determination if recommended improvements - where applicable - are eligible for funding via the Chicago Works Infrastructure, Complete Streets or other appropriate City programs;
- Recommendations relating to the crash from relevant City departments such as the following:

Offices of the Alderpersons: Department of Law: Office of the Mayor: Business Affairs and Consumer Protection: Chicago Department of Public Health: Chicago Department of Transportation: Chicago Fire Department: Chicago Metropolitan Agency for Planning: Illinois Department of Transportation: Chicago Park District: Chicago Police Department: Chicago Public Schools; Chicago Transit Authority: Department of Cultural Affairs and Special Events; Department of Fleet and Facility Management; Department of Innovation and Technology; Department of Planning and Development; Office of Emergency Management and Communications; Utility providers, contractors or other private entities; Public entities such as USDOT, IDOT and the Illinois Secretary of State, for example.

CDOT shall proactively seek input and information from relevant departments or other entities listed above regarding each crash to provide an opportunity for Report contributions.

CDOT should consider how the \$600 million Complete Streets program as described in the 2023-2027 Chicago Works Program can fund recommended improvements.

The Department shall make Reports available on its website within 60 days of the crash. Each year. Reports shall be collected into a single annual document and posted online by Dec. 31.