



35 East Wacker Drive  
Suite 1782  
Chicago, IL 60601-2314

T 312.427.3325  
F 312.427.4907  
info@activetrans.org  
activetrans.org

## Public Comments before the Committee on Pedestrian and Traffic Safety

Friday March 3, 2023 at 11 am -Presented by **W. Robert Schultz, III, J.D. Campaign Organizer**

Honorable Alders. I am W. Robert Schultz, III, on staff at Active Transportation Alliance.

Everyone in Chicago, even the 100% drivers, are all pedestrians.

Last year 2022 in Chicago, 1 in 3 traffic fatalities in Chicago were pedestrians and cyclists - people outside of vehicles.

The Complete Streets Ordinance and the Smart Streets Pilots Ordinance before the committee today are valuable tools to add to the toolbox towards making Chicago streets safe for all users. The **Active Transportation Alliance supports the passage and adaptation of both ordinances.**

As Active Trans and its allies work to make our streets safe for all we must remind ourselves that

- Meaningful evaluation of safety improvements is important for documentation and improvement
- Engagement of the impacted community engagement upfront on program design before decisions are made is critical
- These ordinances, although a step forward, are only one piece of the puzzle – can't and don't replace building out the network for bikes and buses and the impact that has on safety and reliability

Unfortunately, I have experienced being hit by a car twice while in the crosswalk. The last time I was Christmas shopping in Jefferson Park and was a ride hail driver. Terrifying and unacceptable.

This year, in 2023, there have already been 12 pedestrian fatalities in Chicago, half of which were hit and runs<sup>1</sup>. Streetsblog reports that according to police, the most recent pedestrian fatality occurred on the north leg of the intersection of Roosevelt Road and Wabash Avenue. Marsha Frankel, 72, who uses a walker, was fatally injured struck by a FedEx delivery driver on Monday, February 20, at about 2:20 p.m.

The **Complete Streets Ordinance** requiring the Department of Transportation to make safety improvements and to report to City Council the type and location of all its safety improvements, will be a step towards life-saving traffic calming improvements on Chicago's major streets to benefit pedestrians, cyclists, and transit riders. Curb extensions and protected bike lanes will save lives, while bus bulbs and bus lanes will improve the speed and reliability of CTA buses. This measure will stretch our infrastructure dollars as far as possible, since safety improvements are cheaper to make when a street is already being rebuilt or repaved.

The **Smart Streets Pilots Ordinance** allowing automated ticketing for drivers parked in bike lanes, bus-only lanes, bus stops, and crosswalks in a downtown pilot area is equally important. The pilot has the potential to answer important questions on how to create an efficient and equitable transportation system, especially if the following important elements are included:

- Robust Signage
- Warning periods
- Continued evaluation of Clear Path



ACTIVE  
TRANSPORTATION  
ALLIANCE

35 East Wacker Drive  
Suite 1782  
Chicago, IL 60601-2314

T 312.427.3325  
F 312.427.4907  
info@activetrans.org  
*activetrans.org*

Adoption of both ordinances will be an important step in our journey towards safe streets and a transit system that works, but to maximize their impact these measures must be implemented in tandem with significantly expanded efforts to dedicate more space on our streets for people walking, biking, and riding transit. Thank you.