

R E S O L U T I O N

WHEREAS, Nearly 90% of traffic deaths in Chicago involve reckless behavior by people behind the wheel.ⁱ; and

WHEREAS, Two-thirds of Chicago traffic deaths between January and June of 2023 involved drivers traveling at high speedsⁱⁱ; and

WHEREAS, More than 63 percent of drivers and passengers killed in traffic crashes in Chicago were in the striking vehicle that originated the collision, meaning that the driver's own behavior – regardless of circumstances—resulted in their own death or the death of a person they knowⁱⁱⁱ; and

WHEREAS, Chicago saw 127 traffic fatalities in 2022, up from the prior 10-year average of 107.5^{iv}; and

WHEREAS, Pedestrian deaths have reached a 40-year high in the United States^v; and

WHEREAS, Vehicle speed at the time of impact is directly correlated to whether a person will live or die^{vi}; and

WHEREAS, Pedestrians struck by vehicles traveling at 25 MPH are half as likely to die as those struck at 30 MPH^{vii}; and

WHEREAS, Chicagoans who face the greatest barriers to health, income, and personal safety are also the most likely to die in traffic crashes^{viii}; and

WHEREAS, In 2021, Black Chicagoans were killed in traffic crashes at 3.8 times the rate when compared to the City's non-black population^{ix}; and

WHEREAS, Regardless of location or circumstances, nearly two-thirds of all people killed in Chicago's traffic crashes are Black, despite making up less than one-third of Chicago's population;^x and

WHEREAS, A growing body of research shows that drivers base their decisions at least partially on the posted speed limit^{xi}; and

WHEREAS, Many major United States cities have lowered their speed limit to 25 MPH including Los Angeles, Washington D.C., and New York City along with cities here in Illinois including Evanston, Wheaton, and Aurora ^{xii}; and

WHEREAS, CDOT's Vision Zero plan calls to eliminate fatalities and serious injuries from traffic crashes, reaffirms that even one life lost in a traffic crash is unacceptable, and states that all

Chicagoans have the right to walk, bike, take public transit, and drive on streets that are safe for everyone, regardless of who they are or where they live; now therefore^{xiii},

BE IT RESOLVED, That we, the Mayor and the members of the City Council for the City of Chicago, do hereby call upon the Committee on Pedestrian and Traffic Safety to hold a subject matter hearing on the matter of lowering the citywide default speed limit from 30 MPH to 25 MPH and call upon the Commissioner of the Department of Transportation, the Comptroller, subject matter experts and community organizers to present information supporting this proposal.



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ⁱ <https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/traffic-safety.html>
ⁱⁱ <https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/traffic-safety.html>
ⁱⁱⁱ <https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/traffic-safety/reckless-driving.html>
^{iv} https://www.chicago.gov/content/dam/city/sites/complete-streets/pdfs/MonthlySummary/2023/October_2023_MonthlySummarySheet.pdf
^v <https://www.npr.org/2023/06/26/1184034017/us-pedestrian-deaths-high-traffic-car>
^{vi} https://nacto.org/wp-content/uploads/2020/07/NACTO_CityLimits_Spreads.pdf
^{vii} <https://www.nyc.gov/html/dot/downloads/pdf/2014-10-twenty-five-mile-speed-limit-faq.pdf>
^{viii} <https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/traffic-safety/persistent-inequities.html>
^{ix} <https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/traffic-safety/persistent-inequities.html>
^x <https://www.chicago.gov/city/en/sites/complete-streets-chicago/home/traffic-safety/persistent-inequities.html>
^{xi} https://nacto.org/wp-content/uploads/2020/07/NACTO_CityLimits_Spreads.pdf
^{xii} NY: <https://www.nyc.gov/office-of-the-mayor/news/493-14/mayor-de-blasio-signs-new-law-lowering-new-york-city-s-default-speed-limit-25-mph#0>
LA: <https://www.latimes.com/california/story/2022-02-22/l-a-will-reduce-speed-limit-by-5-mph-on-177-miles-of-streets>
DC: [https://ddot.dc.gov/release/ddot-advances-vision-zero-lowering-speed-limit-25-mph-key-dc-corridors#:~:text=\(Washington%2C%20DC\)%20%E2%80%94%20The,national%20standards%20in%20roadway%20safety](https://ddot.dc.gov/release/ddot-advances-vision-zero-lowering-speed-limit-25-mph-key-dc-corridors#:~:text=(Washington%2C%20DC)%20%E2%80%94%20The,national%20standards%20in%20roadway%20safety)
Evanson: <https://www.cityofevanston.org/government/departments/police/traffic-bureau/speed-reduction-campaign>
Wheaton: <https://www.wheaton.il.us/825/New-Residential-Speed-Limit>
Aurora: <https://www.athd.org/wp-content/uploads/2023/04/Kane-County-Ordinance-13-09-25-MPH-Speed-Limit-on-Township-Roads-1.pdf>
^{xiii} https://secureservercdn.net/198.71.233.109/8gq.ef1.myftpupload.com/wp-content/uploads/2016/05/17_0612-VZ-Action-Plan_FOR-WEB.pdf

