

Mayor's Pedestrian Advisory Council Meeting Minutes

August 9th, 2017 3:00 pm – 4:30 pm

1. Introductions

MPAC members present:

Co-Chair Rebekah Scheinfeld, CDOT
Co-Chair Adam Becker, Consortium to Lower Obesity in Chicago Children (CLOCC)
AARP – R. Andrews, Bob Gallo, Janine Johnson
Access Living – Mary Rosenberg
Active Transportation Alliance – Kyle Whitehead, Julia Gerasimenkko
CMAP – John O'Neal
CLOCC – Lindsey Arenberg, Gladys Hansen-Guerra, Katie Danko, Eric Goodwin
DCASE – Melanie Wang
Department of Planning and Development – Todd Wyatt
Department of Public Health – Ann Cibalskis, Margartia Reina
FHWA – Greg Piland

Mayor's Office for People with Disabilities (MOPD) – Laurie Dittman, Elise Ehrenberg, Shree Mehrotra
Metropolitan Planning Council – Audrey Wennink
National Safety Council – Susan Crotty

Vision Zero West Side – Brittanii Batts, DeAndre Bingham, Katie Bowes, A. Redmond

Chicago Dept. of Transportation: Lauren Crabtree, Rosanne Ferruggia, Luann Hamilton, Eric Hanss, Hsuan-Hui Hu, Angel Montalvo, Tyler Rose, Sean Wiedel, Amanda Woodall

Others present: Stanley Daniel, M. Lopez, Stacey Meekins, Alan Mellis, Charlie Short, Marsha Trawinski

2. Approval of Minutes - The meeting minutes from May 2017 were approved.

3. Pedestrian Crash/Fatality Update

- a. 27 fatalities year-to-date as reported by the Chicago Police Department, 2016 showed 26 fatalities at this point; the five-year average between 2011 and 2015 based on data provided by the Illinois Department of Transportation is 20.8.
- b. Chicago is experiencing a rise in traffic fatalities in 2017 compared to recent years. Motorist fatalities make up almost the entirety of the overall increase.

4. Vision Zero Update

- a. The Vision Zero Plan was released to the public by Mayor Emanuel on June 12th.
- b. The Large Vehicle Safety Enhancements Ordinance, or truck sideguard ordinance, is a key component and the first policy change under Vision Zero. The ordinance was passed and announced by the Mayor's Office on June 28. It requires contractors to phase installation of additional mirrors and sideguards to vehicles by 2021.
- c. Data analysis shows that almost all high-crash areas on the South and West sides are also areas of high economic hardship. Vision Zero West Side is determining the best approach for improving traffic safety in areas of high hardship and/or vulnerable communities.
- d. Council members have been asked to provide input about how outreach can occur and what to include in a Vision Zero toolkit for local advocates to use.

5. DCASE Year of Public Art (YOPA) Initiative

- a. DCASE manages City assets such as Millennium Campus, the Chicago Cultural Center, Lakefront festivals and other events to provide 2,000 programs, services and events annually.
- b. The 2017 YOPA initiative honors and explores the legacy of public art in Chicago.
- c. The 50x50 Neighborhood Art Project brings new public art to every Ward and promotes art across the city. Pieces are selected at the local level with determining factors including location and type of medium. Each piece must last for a minimum of 5 year. Some element of each art piece will be completed by the time of the YOPA festival set for October.

6. CMAP Non-Motorized Transportation Snapshot Review

- a. The goal of the snapshot report is to provide an overview of existing conditions and trends in the Chicago region since 2010. Snapshot report should be published by June 2018.
- b. There are currently 40 complete streets policies in the region implemented byat different levels of government.

- c. Outside of Chicago, there is little change in the number of people walking to work. Key elements of walkability include usefulness, safety, comfort, and visual interest.
- d. Innovative pedestrian treatments include shared streets, raised crosswalks, curb extensions and pedestrian scrambles.
- e. Medium or low income households have a higher association with serious and fatal crashes.
- f. Regional scores will combine the added amenities, intersection density, block length, block sizes and include score penalties for fatal crashes and non-residential spaces.

7. Interim Treatments Program

- a. CDOT's Interim Treatments Program offers low cost, safety-focused geometric improvements options made through pavement markings, signage, colored pavement and flex posts.
- b. Characteristics include designs that are easy to install and adjust and that can be beneficial where capital improvements would be prohibitively expensive.
- c. 2017 work includes implementation along corridors like Milwaukee Ave from Western/Division to Damen/North Ave, spot improvements, evaluation of existing conditions and materials, using observations to guide standards, and distributing information about the treatments.
- d. Location selection has many different guidelines including pedestrian and vehicle volumes.
- e. Cook County "Invest in Cook" improvement corridors qualities and measures:
https://www.cookcountyil.gov/sites/default/files/invest_in_cook_program_description_final_1-23-17.pdf

8. Public Comment

- a. The street at Washington and Wabash is now open and in final construction stages. The elevated train station will open at the end of the month.

9. Adjournment