

# MAYOR'S PEDESTRIAN ADVISORY COUNCIL

November 5, 2014, 3:00 - 4:30 p.m.  
Meeting Minutes

## 1. Introductions and Welcome of New Members

### **MPAC Members Present:**

Co-chair, Rebekah Scheinfeld – Commissioner, Chicago Department of Transportation (CDOT)  
Co-chair, Peter Skosey – Metropolitan Planning Council  
Adam Becker – Consortium to Lower Obesity in Chicago's Children (CLOCC)  
Marcus de la fleur – de la fleur LLC  
Laurie Dittman – Mayor's Office for People with Disabilities (MOPD)  
Bob Gallo – American Association of Retired Persons (AARP)  
Benet Haller – Department of Planning and Development (DPD)  
Ben Helphand - NeighborSpace  
Mary Lopez – Committee on Pedestrian and Traffic Safety  
Rudy Nimocks – University of Chicago  
John O'Neal – Chicago Metropolitan Agency for Planning (CMAP)  
Greg Piland – Federal Highway Administration  
Kara Riggio – Metropolitan Planning Council (MPC)  
Dr. Karen Sheehan – Lurie Children's Hospital  
Marcia Trawinski – Metro Seniors in Action  
Robert Vance – Chicago Transit Authority (CTA)  
Dr. Stephanie Whyte – Chicago Public Schools (CPS)

### **Others Present:**

Allan Mellis (Public), Steven Vance (Streetsblog Chicago), Kristen Maddox (Alta Planning), Daniel Ronan (National Public Housing Museum), Monique Stinson (Reynolds, Smith, and Hills, Inc.), Jeffrey Wright (Chicago Public Schools), Kyle Whitehead (Active Transportation Alliance),

### **Chicago Department of Transportation Representatives Present:**

Mike Amsden, Janet Attarian, Suzanne Carlson, Lauren Crabtree, Luann Hamilton, Eric Hanss, Hannah Higgins, Charlie Short, Sean Wiedel, Amanda Woodall

Commissioner Scheinfeld welcomed new member Bob Gallo, State Director of AARP Illinois, to the Council.

## 2. Approval of Minutes

- The meeting minutes from 8/6/2014 were approved

## 3. Pedestrian Fatalities 2014 Update

- Commissioner Scheinfeld reviewed pedestrian fatalities this year to date, which are trending higher than last year at this time, but are still below the five-year average.
- One fatality occurred in November, two in October, two in September, and three in August. There have been 29 pedestrian fatalities in 2014 according to Chicago Police Department data. Year to date in 2013 was 23 and total was 29 (CPD data).

## 4. Chicago Pedestrian Plan: Connectivity Follow-up

- a. Pedestrian Streets Subcommittee (*Peter Skosey*)

- The intent of the Chicago Zoning Ordinance on pedestrian streets (P-Streets) is to maintain the existing character of these locations. Changes are being proposed to proactively create more P-Streets.
  - The proposed changes would allow new P-Streets with the propensity to become more pedestrian-oriented, including proximity to CTA and Metra stations, while allowing them to contain a small number of negative characteristics that could be changed in future plans.
  - Changes would prohibit new construction that would take away pedestrian characteristics, have excessive curb cuts, or build too close to lot lines.
  - The council was asked for concurrence to move forward with these plans.
  - Motion to continue was approved.
- b. Sidewalk Snow Removal (*Luann Hamilton*)
- An interagency Sidewalk Snow Removal Task Force has been established to identify issues around snow removal. The Task Force includes CDOT Project Development, Infrastructure, In-House Management; Department of Planning and Development; Streets and Sanitation; 2FM and the Chicago Transit Authority. This Task Force meets bi-monthly.
  - The Office of Emergency Management and Communications (OEMC) is developing its annual messaging and the Winter Weather Workshop.
  - The Task Force is reviewing possible improvements for 311 requests and resolutions, including improving online access to making reports and requests.
  - The Winter Wonder Awards recognize businesses for shoveling sidewalks. Businesses are nominated by the community. CDOT asked members for ways to publicize and market the awards. Sidewalk clearance should be all the way through ADA ramps and at bus stops.
  - Marcia Trawinski said involving seniors could help with raising interest and awareness.
  - Adam Becker commented that there could also be an award for worst job; the Commissioner suggested a best improved award.
  - Candidates for the awards can be submitted online, and anyone may be elected for an award. There may be separate categories for the awards, including awards for chambers.
  - Discussion on including a media partner such as DNA Info, Streetsblog, or the Tribune in order to raise awareness and incentive.
- c. Argyle Street (*Janet Attarian*)
- The Argyle Streetscape Project goals were discussed, including improving infrastructure, supporting merchants, branding, and creating a complete, shared street.
  - Shared street design includes speeds less than 15mph, blurred lines between pedestrian and vehicular spaces and the removal of barrier curbs. Benefits include increased safety through individual responsibility, expansion of public urban space, increased pedestrian and bicycle traffic, promotes economic development.
  - The shared street will slow speeds for all users and the speed limit will be changed to 10 MPH. There will be minimal traffic control devices, but there will be signage to cue that users are entering or approaching a shared street zone.
  - Community outreach was conducted in public meetings, CTA postings, aldermanic partnership and outreach, and door to door. The community is responding enthusiastically. Construction is expected to begin in 2015, and finish by the end of 2015.

## 5. CHICAGO PEDESTRIAN PLAN: LIVABILITY

- a. Scorecard Highlights (*Suzanne Carlson*)
- Presented Chicago Pedestrian Plan scorecard for “Livability” Chapter, and reviewed goals and progress. Goals include increasing pedestrian space and activity.
  - Highlights include updating and finalizing city guidelines and standards, encouraging activity in all pedestrian spaces, and identifying pedestrian streets (P-streets).
- b. Metropolitan Planning Council (MPC) People Spot Evaluation (*Kara Riggio*)
- According to a study by the Knight Foundation, social offerings are one of the highest factors that keeps people in their communities and neighborhoods.

- MPC and Sam Schwartz Engineering interviewed and observed businesses and residents at Chicago’s nine People Spots to understand how the community is affected by the developments, now in their third year. They interviewed 100 visitors and 40 businesses.
  - 80% of businesses found that People Spots brought in more foot traffic and customers, 34% of visitors made unplanned purchases of food or beverages, 33% of visitors said that they would have been home if not for the People Spot. 43% of visitors traveled only a quarter mile or less, 57% of them walked, and 11% biked.
  - People Spots encourage business owners to pay attention to the façade of the building, encourages slower traffic and a better image.
  - Business owners have asked about paying for creation of their own People Spots.
  - All People Spots fulfill ADA requirements, and all require public space signage.
- c. Placemaking and Make Way for People (*Janet Attarian*)
- There are four types of People Places:
    - People Spots – platforms in parking lanes next to sidewalks
    - People Streets – “excess” asphalt converted into hard-scape public places to create safer intersections and open spaces in neighborhoods
    - People Plazas – Existing malls, plazas, and triangles with new programming and retail/marketing opportunities to encourage pedestrian activity
    - People Alleys – alleys that are used for artwalks, seating, and other events in order to support placemaking and economic development
  - In 2012 an enabling ordinance was passed and the People Spot pilot location on N. Kenmore Avenue was developed. Four pilot locations were built, and the Polish Triangle People Plaza was developed in conjunction with Open Streets.
  - In 2013, twelve Make Way for People locations were permitted and the People Plaza RFP was planned to be released.
  - 2014 has continued with expansion of projects, contingent on community support and funding. People Spot development is bottom-up; requests are made by the community.
  - Streetscape Guidelines are from 2003; updates include revising standards, providing tools for evaluation, embedding sustainability elements, and explaining the process and role in a larger placemaking continuum (from people spots to full streetscapes).
  - The core values in placemaking are to reflect community needs and culture, support local business, foster connection, strengthen neighborhoods and public/non-motorized transportation, and re-imagine street potential.
  - Challenges include looking for innovative and affordable ways to engage people and get feedback. Placemaking is community driven and requires public engagement.
  - Steve Vance commented that new guidelines could consider crosswalks as open spaces.
- d. New Business: Daniel Ronan commented that the Council should clarify who is on the Council and who is a community member, and that more needs to be done to prevent pedestrian fatalities. He also commented that the Council could have community-based representatives from throughout Chicago and that social media blasts could better communicate agendas publicly.

## 6. Looking Ahead – Chicago Pedestrian Plan: Health (new date 2/5/15)

- The February MPAC meeting will focus on the Pedestrian Plan “Health” chapter. The Council may review this chapter in advance and suggest items to be highlighted, including follow-up to the “Livability” chapter. The Chicago Pedestrian Plan is available online at [www.chicagocompletestreets.org](http://www.chicagocompletestreets.org). Please contact [charlie.short@activetrans.org](mailto:charlie.short@activetrans.org) with any suggestions and/or questions.

## 7. Adjournment