

MAYOR'S PEDESTRIAN ADVISORY COUNCIL

February 5th, 2013
3:00 p.m. - 4:30 p.m.
Meeting Minutes

1. Introductions

MPAC Members Present:

Co-chair, Rebekah Scheinfeld – Commissioner, Chicago Department of Transportation (CDOT)
Co-chair, Peter Skosey – Metropolitan Planning Council

Jaime Arteaga – Consortium to Lower Obesity in Chicago's Children (CLOCC) (for Adam Becker)
Andres Alvear – Active Transportation Alliance (for Melody Geraci)
Jennifer Herd - Chicago Department of Public Health
Alicia Ivy – Pedestrian and Traffic Safety Committee
Marcia Trawinski – Metro Seniors in Action
John O'Neal – Chicago Metropolitan Agency for Planning (CMAP)
Kim Kolody – Illinois Department of Transportation (IDOT) (for Priscilla Tobias)
Robert Vance – Chicago Transit Authority (CTA)

Others Present:

Marcus De La Fleur – De La Fleur, LLC
Genaro Escarzaga – Active Transportation Alliance
Stacey Meekins – Sam Schwartz Engineering
Allan Mellis – Private Citizen
Colin Murphy – National Complete Streets Coalition
Kara Riggio – Metropolitan Planning Council
Daniel Ronan – Streetsblog Chicago

Chicago Department of Transportation Representatives Present:

Luann Hamilton, Suzanne Carlson, Janet Attarian, Eric Hanss, Carlin Thomas, Charlie Short, Lauren Crabtree, Erin Vogel

2. Approval of Minutes

- The meeting minutes from 11/13/2013 were approved.

3. Pedestrian Fatalities Update

- 29 pedestrian fatalities in 2013 according to CPD data; 47 pedestrian fatalities in 2012 according to IDOT data, and in the low to mid thirties for the previous three years using IDOT data. Total crash data is not available for 2013 yet, but in general, fatality and injury crashes are down over time.
- Inquiry about whether there is data on crashes between pedestrians and bicyclists. Charlie Short responded that if the crashes occur when there is also motor vehicle traffic, then they are counted. Currently "a motor vehicle must be involved in order for a crash to be counted."

4. Healthy CPS and Safe Routes to Schools

- Genaro Escarzaga, Active Transportation Alliance's Safe Routes to School Coordinator, presented an update on his work with Healthy CPS, a grant-funded wellness initiative of Chicago Public School.

- LearnWELL, a component of Healthy CPS and successor to the Go for the Gold program, has 140 participating schools, with technical assistance and support from the CPS Offices of Health and Wellness. Program aims to get students physically active for 30 minutes a day by implementing breaks such as MoveWELL (30 minutes of Physical Education), PlayWELL (20 minutes of recess), and more.
- Safe Routes to Schools (SRTS) is often confused with Safe Passage, the CPS program to increase student safety while walking on routes to and from school. This is a “good bridge” into talking about Safe Routes as a more holistic strategy.
- 5 E’s of SRTS: Education, Encouragement, Enforcement, Engineering, and Evaluation.
- SRTS Toolkit includes a Bike Safety Comic Book and 25 Safe Routes Action Plans to develop travel plans for 25 schools throughout the district as part of Healthy CPS
- 18,456 students included in action plans, mostly Pre K-8th, 3 middle schools, focus of Safe Routes Action Plans.

5. Safe Routes to Schools Grants Update

- Suzanne Carlson presented on IDOT’s 2013-2014 Safe Routes to School infrastructure grant applications
- SRTS grant applications currently open, deadline was extended two weeks to 2/17/2014.
- CDOT is putting in six infrastructure grant applications. The infrastructure grants go up to \$200,000 including match. Chicago Police Department is putting in four applications for non-infrastructure programs up to \$30,000 and CPS is putting in grants for two schools.
- To select schools for grants, the implementation tool from the Pedestrian Plan is being used with custom data sets including youth pedestrian crash rates and other community rates relevant to students walking to school, such as income, low vehicle ownership, census data, and certain health indicators.
- Neighborhood schools were chosen so that the student population has the ability to walk to school. Schools also had to be K-8 according to requirements of the grant. Schools that were the worst-ranked within each child zone safety area were selected.
- Selected schools: Swift, Lorca, Nobel, Sherwood, McKay, and Curtis. Met with schools and handed out parent and teacher surveys to gather information about how safety, weather, crime, and other factors that affect students’ method of transportation to school.
- Focus of grant applications involve crosswalk improvements, efforts to slow down turning movements, curb speeding, countdown timers, and pedestrian rapid flash beacons, Improvements are focused directly around each school and specific safety issues raised by the administration.
- Turnaround time following grant application submittal has not been announced.

6. Safe Routes Ambassadors Updates

- Charlie Short presented an update on Safe Routes Ambassadors
- Safe Routes Ambassadors (SRAs) primarily educate second, fifth, and tenth graders in bike and pedestrian safety.
- Since September 2013, 61 individual schools have been visited and 37 additional schools have agreed to visits in the spring once testing has ended, for a total of 98-99 total schools. Last year, about 80 schools were visited.
- So far, about 4,275 individuals have been educated, and 112 total events have been attended since September 2013.
- Plan to hire two new SRAs to assist with the season as it gets busier and school visits are increased to anywhere from 10-15 a week. Application is on chicagocompletestreets.org.

7. Snow Removal

- Snow removal update presented by Eric Hanss.
- Continuation of annual campaigns
 - Distribution of door hangers and snow clearance guidance to ward offices.
 - Public Way Inspectors surveying 311 Sidewalk Snow Removal Requests.
 - Winter Wonder Contest, highlighting businesses/organizations doing an exceptional job clearing sidewalks, is underway. Winners will be announced in March.

- Chicago Shovels: Plow Tracker, Snow Corps, Snow Apps, and Adopt a Sidewalk.
- Use of 311 to submit Sidewalk Snow Removal requests by Chicago residents has increased compared to the past several years. It is the fourth most popular CDOT CSR (Customer Service Request) in January, behind potholes, sidewalk survey, and street lights out.
- 2,566 unique Sidewalk Snow Removal Requests through Jan. 2014; 2,146 unique requests in Jan. alone compared to 777/70 in 2012-2013.
- 311 complaint breakdown (commercial vs. residential):
 - 2009-2011 - 39% Commercial, 61% Residential
 - 2012-2013 – 32% Commercial, 68% Residential
 - 2013-2014 – 38% Commercial, 62% Residential (to date)
- Plans for 2014-2015 winter
 - Potentially integrating sidewalk snow removal into a 2014-2015 Winter Pedestrian Awareness campaign
 - Revamping the Adopt-A-Sidewalk app with the Smart Chicago Collaborative who now has ownership over it. Collaborative has assessed app needs future improvements to meet its goals, such as:
 - More appealing interface
 - Better integration with other apps (Snow Corps, Plow Tracker, etc.)
 - Creative year-round appeal, possibly with other 311-type tie-ins
- Inquiry about when and if citations are issued to residences/businesses for neglecting to shovel snow.
 - Citations issued this year have been up from previous years. Generally, once the City visits the location in question the property owner has already come into compliance and shoveled their walk.
 - Upon first complaint for a business or multi-family residence, a notification or warning is given, and a property that has offended time after time may receive a citation.
 - The concern with citing residential properties is that the City does not want to cite residents who are seniors or physically unable to shovel snow.
- Committee staff will follow up with information about 311 request turn around time.
- Divvy is responsible for cleaning and shoveling around Divvy stations.

7. Announcements from the Committee

8. Adjournment