

Mayor's Pedestrian Advisory Council Meeting Minutes

February 15, 2017 3:00 pm – 4:30 pm

1. Introductions

MPAC members present:

Co-Chair Rebekah Scheinfeld, CDOT
Active Transportation Alliance – Jim Merrell, Kyle Whitehead
CMAP – John O'Neal
Consortium to Lower Obesity in Chicago Children (CLOCC) – Adam Becker, Lindsey Arenberg, Gladys Hansen-Guerra
Department of Fleet & Facilities Management – David Pertuz
Department of Public Health – Jennifer Herd, Margarita Reina,
FHWA – Greg Piland
Lurie Children's Hospital – Karen Sheehan

Mayor's Office for People with Disabilities (MOPD) – Laurie Dittman
National Safety Council – Susan Crotty
NeighborsSpace – Ben Helphand

Chicago Dept. of Transportation: Mike Amsden, Katie Bowes, Lauren Crabtree, Rosanne Ferruggia, Luann Hamilton, Eric Hanss, Angel Montalvo, Charlie Short, Sean Wiedel, Amanda Woodall

Others present: Elizabeth Adamczyk, Brad Gregorka, Trina Grieshaber, Craig Kaiser, Amanda Madrigal, Alan Mellis, Kira Novak, Tyler Rose, Karen Serrano, Apoorva Shenoy, Marcia Trawinski,

2. Approval of Minutes - The meeting minutes from November 2016 were approved

3. Pedestrian Crash/Fatality and Year-End Updates

- a. 6 fatalities year-to-date as reported by the Chicago Police Department; the five-year average between 2010 and 2014 based on data provided by the Illinois Department of Transportation is 2.0
- b. For the year 2016, 44 fatalities were reported, down from 46 for the year 2015.
 - i. The recent increase in pedestrian fatalities in Chicago mirrors a nation-wide trend. Between 2014 and 2015, pedestrian fatalities increased 10%
 - ii. 13 of the reported pedestrian fatalities were hit-and-runs (30%), below the typical ~40%

4. Vision Zero Action Plan – Focus Goal Activity

- a. Severe crashes affect thousands of Chicagoans. 543 people were killed and another 9,374 were seriously injured from 2010 – 2014
- b. Crashes are a social equity issue.
 - i. People of High and Medium Hardship comprise 82% of Chicago's traffic fatalities.
 - ii. Areas of High Economic Hardship have more than 3 times the number of fatalities per 100,000 residents than Low Economic Hardship areas
- c. The Action Plan establishes the framework for further progress, using data, connecting resources, and establishing policies and processes that will enable communities to make their streets safer.
- d. The Action Plan establishes interim benchmarks for a three-year period
- e. Four Goals:
 - i. Target resources in communities disproportionately affected by severe traffic crashes
 - ii. Influence measurable change in behaviors and perceptions to build a citywide culture of safety
 - iii. Make streets safer for all users
 - iv. Encourage and implement policies, training, and technologies that create safer vehicles and professional drivers
- f. High Crash Areas Input Session – maps of high crash areas
 - i. Austin, West Side (Garfield Park, North Lawndale)
 - ii. Near West Side, Central Business District
 - iii. Englewood, Washington Park
 - iv. Near Northwest Side, Belmont Cragin