

Mayor's Pedestrian Advisory Council Meeting Agenda

August 6, 2015, 3:00 pm – 4:30 pm

1. Introductions

MPAC members present:

Co-Chair Rebekah Scheinfeld, Commissioner CDOT
Active Transportation Alliance – Ron Burke
Chicago Metropolitan Agency for Planning (CMAP) – John O'Neal
Consortium to Lower Obesity in Chicago Children (CLOCC) – Eric Goodwin
Department of Planning and Development (DPD) – Benet Haller
Department of Public Health (CDPH) – Jennifer Herd
Federal Highway Administration (FHWA) – Greg Piland
Illinois Department of Transportation (IDOT) – Dennis Embree

Mayor's Office for People with Disabilities (MOPD) – Laurie Dittman
Metropolitan Planning Council (MPC) – Kara Riggio
Nat'l Highway Traffic Safety Admin (NHTSA) – Dwight Lockwood
University of Chicago – Rudy Nimocks
Chicago Dept. of Transportation: Mike Amsden, Katie Bowes, Lauren Crabtree, Rosanne Ferruggia, Luann Hamilton, Eric Hanss, Charlie Short, Sean Wiedel,
Others present: Alan Mellis, Marcia Trawinski, John Greenfield (Streetsblog), Lee Crandell (Lakeview Chamber), Craig Kaiser (SOAR),

2. Approval of Minutes - The meeting minutes from May 7, 2015 were approved

3. Pedestrian Crash/Fatality Update – 4 fatalities in July, 30 fatalities year-to-date, which is above the 5-year trend; for the year, 5 fatalities near transit stations, 5 victims under the age of 10, and 2 victims at red lights.

4. Chicago Pedestrian Plan: Connectivity Highlights – Introducing a new method of communicating Pedestrian Plan progress – a summary of the chapter goals, including progress items.

- Update on the Connectivity chapter and its 16 action areas, including snow removal, updated TOD ordinance, Walk to Transit I and II projects, ADA Compliance, the 130th Street/Torrance at-grade rail crossing, and underpass improvements

Q: Will the CTA be able to handle the increase in passengers caused by the updated TOD ordinance?

5. Connectivity Chapter Discussion: Identifying Gaps in the Network

a. Group discussion on developing criteria for collecting information on pedestrian barriers and gaps.

i. Criteria will be used to accomplish actions in the Pedestrian Plan; possibly to populate a database for city-wide systemic tracking

Initial Suggestions:

- Arterial and edge of city with no sidewalks, e.g. the Forest Preserve
- Way-finding, how a tourist or someone new to the city uses the pedestrian facilities available
- Loitering, crime/safety, areas with bushes and/or an environment that doesn't produce a sense of safety
- Pedestrian elevators on upper/lower Michigan need clear signage

ii. Tools like Google maps and street view may also be used to find issues

6. Connectivity Chapter Case Study: Lincoln Hub – Lee Crandell, ssa27@lakeviewchamber.com

a. Lakeview Chamber & SSA 27: mission is to support vibrant local economy/high quality of life by improving/enhancing public streets/spaces, creating memorable experiences, encouraging spending locally, and promoting the neighborhood.

b. *Lakeview Area Master Plan* (2011): Create reasons to linger; visually connect both sides of the street; advocate for sidewalk extensions; develop an activity center; focus on 2900-3000 N. Lincoln

c. Outreach & Planning: public input; public meetings, survey

d. Project Goals: People-friendly; greenery; pedestrian-friendly; traffic calming; town square

e. Project Scope: Lincoln from Belmont to Diversey; 38 seats and 16 planters installed; focal point at Lincoln/Wellington/Southport with traffic calming

f. Lincoln Hub Goals: reduce crossing distance for pedestrians; reduce vehicle speeds; provide additional pedestrian space for seating/landscaping

g. Scope: *see 8-6-15 presentation for photographs*

h. Implementation: City approvals; request for proposal; vendor selection; construction was difficult to find a construction company and other vendors, as the project scope was small

Q: What about the chairs at night?

A: Partner restaurants in the area lock them up and restage them in the mornings

Q: Does the design take into account left hand turns?

A: One corner on the south side of Lincoln was redone after community feedback. Paint on south-bound Southport was adjusted as well

Q: What has been the response from businesses and pedestrians?

A: Mixed. Most like that it is a destination now. Some don't like the polka dots. The dots are attention-getting, memorable, and bold.

Q: Could the crosswalks have been moved?

A: Moving would be cost-prohibitive, so the existing infrastructure was used.

7. Announcements from the Council – none

8. Public Comment - none