

Mayor's Pedestrian Advisory Council Meeting Minutes

May 10th, 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)
Access Living – Mary Rosenberg
Active Transportation Alliance – Ron Burke, Kyle Whitehead
CMAP – John O'Neal
CLOCC – Gladys Hansen-Guerra, Katie Danko, Eric Goodwin
CTA – Sonali Tandon
Department of Planning and Development – Benet Haller
Department of Public Health – Jennifer Herd
FHWA – Greg Piland

Lurie Children's Hospital – Karen Sheehan
Mayor's Office for People with Disabilities (MOPD) – Laurie Dittman
Metropolitan Planning Council – Audrey Wennink
National Safety Council – Kathy Bernstein
NeighborsSpace – Ben Helphand

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

Others present: Brad Gregorka, Trina Grieshaber, Craig Kaiser, Debbie Liu, Alan Mellis, Kristen O'Toole

2. Announcement of New Co-Chair – Adam Becker (CLOCC) was appointed as co-chair

3. Approval of Minutes - The meeting minutes from February 2017 were approved

4. Pedestrian Crash/Fatality Update

- a. 14 fatalities year-to-date as reported by the Chicago Police Department; the five-year average between 2011 and 2015 based on data provided by the Illinois Department of Transportation is 11.4.
- b. IDOT recently release 2015 crash data. The 5-year rolling fatality average for Chicago moved from 35.4 in the period of 2010-14 to 38.2 from 2011-15, on trend with national increases including highway fatalities.
- c. Pedestrian fatalities year-to-date for 2017 are slightly under trend in comparison to the last several years.

5. Vision Zero Update

- a. Announcement date for Vision Zero to be scheduled within the next weeks.
- b. Summer 2017 will roll out a 3-year action plan focused on high crash corridors and areas.
- c. Vision Zero was awarded a grant through the National Safety Council to focus on Chicago's west side, one of the most impacted areas for fatal and serious crashes. Areas include Austin, West Garfield Park, East Garfield Park, North Lawndale and the Near West Side.
- d. Vision Zero West Side team is working with community groups and residents on how to approach enforcement to avoid any potential undue economic hardship and other challenges.
- e. A job advertisement is posted on the Vision Zero website to hire four community organizers for west side outreach, <http://visionzerochicago.org/getinvolved/employment/>.

6. Pedestrian Connectivity to Schools

a. Policies and Programming that Ensure Pedestrian Access to Chicago Public Schools

- i. Since 2011, there have been 0 incidents involving students on a Safe Passage Route and a 33% reduction in crime during operational hours.
- ii. Expansion of the summer Safe Passage Program for teenagers in the Chicago Park District Windy City Programs will include an additional 250 workers, operate 6 days weekly, and increase park sites by 50% from 21 to 31 parks.

b. CDOT Safe Routes to School Projects

- i. 10 pedestrian refuge islands on Chicago Avenue and Madison Street between Pine and Lamont were completed in 2016 using federal Safe Routes to School funding, over 10 schools within a half mile
- ii. Improvements to be conducted at 10 schools city-wide by summer/fall 2017 include pedestrian refuge islands, sidewalk restoration, pedestrian timers, signage, and high visibility crosswalks
- iii. MPAC voted to draft a letter to send to IDOT Transportation Alternative Program (TAP) about program funding equity, especially for SRTS projects.

c. Lane Tech High School Case Study

- i.** Infrastructure improvements around Lane Tech include pedestrian countdown clocks, raised crosswalks, speed display on Rockwell Avenue, speed cameras at Western and Addison, pedestrian refuge island at Western and Cornelia.
- ii.** The Western Avenue Improvement Project is scheduled to be completed by fall 2017.

7. CTA All Station Accessibility Program (ASAP)

- a.** Goal is to have accessible rail system within 20 years, currently 45 of 145 CTA stations are non-accessible, 3 stations under current design or construction
- b.** ASAP modifications include new elevators meeting ADA standards, power assisted doors, ADA fare array, ADA braille and signage, accessible customer agent kiosks and staff restrooms, increased platform clearances, evaluation of additional code requirements, adjacent crosswalks and streets made ADA accessible, consideration of wayfinding elements.
- c.** Wayfinding elements contain 6 categories: tactile ground surface indicators, floor graphics, pedestrian routes to bus stops and accessible pedestrian signals (APS), tactile maps, directional signage, wayfinding applications (APP's).
- d.** ASAP is in the strategic planning process and securing funding and community partners, strategic plan should be released by mid-year.

8. Public Comment

- a.** MB Financial Bike the Drive is Sunday, May 28th
- b.** Federal Highway Administration program Safe Transportation for Every Pedestrian (STEP) is drafting policy to design pilot projects across the state for infrastructure like pedestrian refuge islands and road diets.