



Mayor's Pedestrian Advisory Council - Meeting Minutes

Date:	November 7, 2019	Time:	3:00 pm- 4:30 pm
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Co-Chairs: Adam Becker, CLOCC

MPAC Members in Attendance			
Name	Department/Agency	Name	Department/Agency
Adam Becker	CLOCC	Rochelle Jackson	NLCCC
Terri Worman	AARP	Diane Burnham	SECC
Marcia Trawinski	Metro Seniors in Action	Julia Gerasimenko	Active Transportation Alliance
Margarita Reina	CDPH	Greg Piland	FHWA
Dr. Karen Sheehan	Lurie Children's Hospital	Audrey Winnink	MPC
Jessica Brant	Latinos Progresando	Laurie Dittman	MOPD
Greg Polman	The Lighthouse	Kathy Austin	Second Sense

Proceedings
Meeting called to order at 3:08 pm by Adam Becker
August MPAC meeting minutes were approved with amendments to correct MPAC members in attendance.

Agenda and Notes	
Topic	Facilitated by
<p>MPAC Member Introductions –</p> <p>a) The Council is joined by a number of new members at this meeting. All council members were asked to introduce themselves, their organizations, and why they are a part of MPAC. b) New council members: North Lawndale Community Coordinating Committee, Logan Square Neighborhood Association, South East Chicago Commission, Latinos Progresando, Garfield Park Community Council, and Teamwork Englewood.</p>	Adam Becker
<p>Fatalities Update -</p> <p>a) Between January 1 and October 31, there have been 35 pedestrian fatalities in Chicago. This is the same number as at this time last year. b) The first half of the year the pedestrian fatality numbers were significantly lower than in past years, so we know that this can change dramatically over the course of one or two months. d) 64% of fatalities occurred in High Crash Areas or along High Crash Corridors. Speaks to continued need for investment in these areas. e) 21 of 31 crashes where we know the type of vehicle were SUVs or larger and 43% of the crashes were hit and runs. f) Age – both younger and older people are more vulnerable. For victims whose age we know, 71% are over 50 and 17% over 80. 79% of drivers are under 50, 25% under 30. g) These numbers are similar to national trends – fatalities for people in vehicles are going down, fatalities for people walking and biking are not. In Chicago, fatalities are down 27% (77 total), but most of the reduction comes from fewer motorist deaths. h) Continuing to investigate the role of vehicle design in crashes – older vehicles are cycling off the road. New cars are now designed to protect the person in the vehicle, but not to protect vulnerable road users. i) Some questions about the update: How many of drivers were distracted? It is difficult to know because this is likely underreported. How many drivers were intoxicated? Difficult to track in real time because results are slow to return to reports. Margarita at CDPH can sure more information from her long term tracking. How many victims have some type of disability?</p>	David Smith



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<p>Project Updates -</p> <ul style="list-style-type: none"> a) <u>ADA ramps</u> – upgraded over 7,000 in 2019 through a variety of funding sources. Local funding was used to respond to approximately 800 311 requests from residents, with 300 more to be completed in <u>Accessible Pedestrian Signals (APS)</u> – Mayor Lightfoot announced a new commitment in late July to install up to 100 in the next 2 years. Locations will be prioritized in the Central Business District, near residential/commercial locations, institutional locations, at six legged intersections, university campuses, and in response to stakeholder suggestions. b) <u>Pedestrian Countdown Signals</u> – Countdown signals planned at 60 locations in 2020. Many are in the West and Near West Side High Crash Areas (HCA). c) <u>Pedestrian intersection improvements</u> – David Smith gave an overview of some pedestrian improvements that have been installed around the City in the past year: Madison and St. Louis – Refuge island and bike lanes installed, bump outs to be installed next year. 80th and Cottage Grove – Refuge Island. 55th Street – bike lane, bump outs, refuge islands as part of arterial resurfacing program. Rush University medical campus – buffered bike lane and refuge island. Rush completed a pedestrian master plan and CDOT will be coordinating on implementation. d) <u>Question about loading zones and bike lanes</u> – Will barrier protected bike lanes make it difficult for a vehicle to drop a ramp (like a Pace vehicle). CDOT is working with MOPD to make sure drop off and pick up for these vehicles is possible. E.g. the raised bike lane in front of the Goodman Theater. 	<p>David Smith</p>
<p>Goals for 2020 -</p> <p>In 2019, our goal was to add new council members to bring more perspectives to the council and to get council members out into the community, which we used summer field visits to achieve. Now we'd like to have the conversation about setting goals for 2020.</p> <p>Discussion –</p> <ul style="list-style-type: none"> a) Could we reformat the Council to have more community representatives? Would also like to find a way to better incorporate health messaging and data into Vision Zero efforts. b) The Mayor committed to all new traffic signals having APS installed. Can this group help monitor that the City is sticking to this commitment? Also could have a demonstration of APS device. c) Previously site visits were set up around specific community projects. In the future, could they be organized around topics – like technology? d) Possibility for meetings to be organized by topics – technology, access, built environment, etc. e) Topic for a meeting or part of a meeting – Chicago needs pedestrian counts in the City to understand trends. What technologies are available and how can we advocate for their use? f) Site visit where MPAC participates in a walkability audit. g) Topic for a meeting – walkability to support transit use. h) MPC has an upcoming report on universal mobility (to be released at December 3 event). i) Bump outs near schools in North Lawndale are not well-marked and get run over at night by drivers because they cannot see them. Can the bump outs be painted with reflective paint? j) Could set time on the agenda to talk through issues in the neighborhoods represented. k) Goal: use time at the council to explain why and how projects are rolled out to neighborhoods across the City. l) Discuss ice and snow/removal in first meeting of 2020. m) Can council members share ideas for agenda items? Yes! Would like meeting agendas to come from members. <p>Please send additional ideas for goals to Adam and Romina.</p>	<p>Adam Becker</p>
<p>Big Marsh Recommendations -</p> <ul style="list-style-type: none"> a) Group that attended site visit in July put together recommendations. b) They include: improvements on 130th St including connections for cycling, extending the 34 CTA bus route to Riverdale, supporting the pedestrian/bike bridge across Lake Calumet, wayfinding signage, and setting up a site visit with the Mayor's Office. c) Active Transportation Alliance has been working in Big Marsh with a group called Southside Trailblazers. They have identified similar recommendations to MPAC with a few additions: right-sizing Torrence Ave and an off-street trail from Pullman to Riverdale. 	<p>Ruth Rosas Julia Gerasimenko</p>



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d) Active Transportation Alliance on behalf of the Port District has secured funding for a feasibility study process for the bridge across Lake Calumet starting in 2020.

Actions	Lead
Members to email additional 2020 goals to Adam and Romina.	Members
Public Comment & Announcements	
a) World Day of Remembrance Event to be held in the Thompson Center – November 18 from 9am to 1pm. Press conference at noon. b) CDOT should request sturdier crosswalk signs in 2020 budget.	
Adjournment at 4:30 pm	