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

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

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

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%


   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