Chicago Pedestrian Plan

Department of Transportation

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CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION

Foot Locker

OFFICE OF THE MAYOR
CITY OF CHICAGO
121 N. LaSalle Street • Chicago, Illinois 60602
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Dear Fellow Chicagoans,

Chicago's remarkable pedestrian streets make our city a place where people want to live, work and play. The pedestrian experience is critical to the city and its future. From the hundreds of thousands of people that walk in the Loop every day, to the millions of riders of our trains and buses, to the bustling activity in our neighborhood commercial corridors, the safety of pedestrians has always been a building block to the city's success.

We are committed to protecting these vital users of our transportation system; safe, pedestrian-friendly streets are a priority for my administration. We will create a culture of safety and respect by addressing street design and behavior through education, engineering and enforcement.

Pedestrians are vital to both the economic and physical health of Chicago. Building more and better pedestrian spaces will help businesses grow and encourage further development of our workforce for those who want to live in a walkable, transit-friendly city. Additionally, by encouraging more people to walk, we can improve our collective health and quality of life.

I am excited about the action steps identified in the Chicago Pedestrian Plan. This comprehensive agenda addresses all aspects of the city's pedestrian experience. By implementing this plan, Chicago can step forward to become the most pedestrian friendly city in the country.

Sincerely,

Rahm Emanuel
Mayor

DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
30 N. LaSalle Street, Suite 1100 • Chicago, Illinois 60602
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Dear Friends,

Chicago is one of the most walkable cities in the world, with its pedestrian friendly (and relatively flat) neighborhood streets, beautiful parks, and incomparable lakefront. We also recognize that to continue to be a world-class walkable city, we must innovate on a continual basis. To do this, we must address the daily challenges and obstacles that still discourage people from travelling by foot or wheelchair. We must also build complete streets and partner with other entities to bring innovative programs and uses to the public way.

The goal of the Chicago Pedestrian Plan is to improve all aspects of the street environment and to eventually eliminate pedestrian fatalities in ten years. This can only be accomplished by prioritizing pedestrian needs, every day, when designing streets, siting buildings, messaging our programs and enforcing traffic laws. This plan identifies the goals, actions, and milestones that are necessary to improve Chicagoans safety, connectivity, livability and health. After all, everyone is a pedestrian at some point every day.

Some of these changes will happen quickly, while others will take more time. Similarly, the costs will vary, from relatively inexpensive to substantially more costly. Any investments made in pedestrian safety and accessibility will result in improvements in Chicago's economic and physical health.

However, we face substantial challenges, too: Chicago is first in the nation for regional traffic congestion; thousands of roadway crashes cost time, money, and lives; Chicago has double the national average for hit and run pedestrian fatalities (40 percent) and rates of childhood obesity are well above national averages, endangering health over a lifetime.

Our goal to reduce pedestrian fatalities to zero over the next ten years may seem a stretch, but as the City of Big Shoulders, we can settle for nothing less than other world-class cities. I look forward to working with all of Chicago to improve the safety of our streets to achieve "Zero in Ten."

Gabe Klein
Commissioner, Department of Transportation

vision statement

The people of Chicago cultivate, encourage, and enjoy mutual respect on our streets.

People choose to be pedestrians because the experience is the safest, most connected, accessible, and above all, the most enjoyable.

Because we are committed to a strong pedestrian environment as an essential part of our complete transportation system, we are a healthier, more livable city.

what we heard

At some point in the day, everyone is a pedestrian; therefore, every Chicagoan has a voice in this plan. To ensure that the public participation process reflected the incredibly diverse range of pedestrian experiences in Chicago, residents utilized multiple ways to participate and share their ideas. These included seven neighborhood public meetings, opportunities for comment on the project website, an interactive online meeting, mail-in comment cards, and a final downtown walking workshop. This portion of the plan briefly summarizes the thoughts and ideas received throughout the process.

*All words sourced from comments received as part of the Chicago Pedestrian Plan outreach process

1 Public Meetings

Seven neighborhood meetings were held as part of the project. Each meeting began with an overview of the planning process followed by questions from those in the audience. Afterwards, attendees participated in four interactive exercises:

Throughout these meetings, participants voiced a number of thoughts and concerns about being a pedestrian in Chicago. In some areas, the main issue was barriers, such as expressways and rail; in others, personal security was identified as why people don't walk to their destination. It became obvious that there will be unique challenges to improving the pedestrian experience in each area of the city and that there will be no one size fits all solution.

A number of sister agencies and partners also generously volunteered their time and knowledge to the outreach process, including:

- Active Transportation Alliance
- Metropolitan Planning Council
- Consortium to Lower Obesity in Chicago Children
- Chicago 311
- Chicago Department of Public Health
- Chicago Public Schools
- Chicago Transit Authority
- Healthy Kids Healthy Communities
- Older Women's League

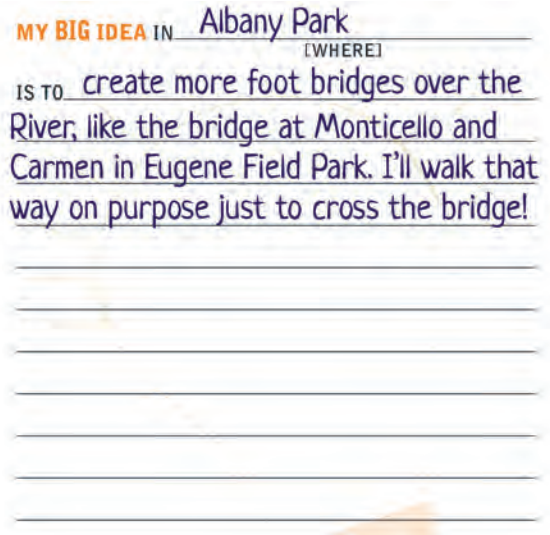
2 Downtown Event

The final public meeting was held at Harold Washington Library on August 24, 2011. All of the attendees went out in groups, analyzed an intersection, and provided thoughts and ideas to improve its safety, connectivity, and livability. After about an hour in the field, each group returned to the library to present the entire audience with their findings. Over 130 people participated in the event.

3 Your BIG Idea

We asked Chicagoans to give us their BIG idea for improving the pedestrian experience. We received over 500 BIG Ideas from the project website (www.chicagopedestrianplan.org), in person, and in the mail. Some of the ideas that we heard from a number of people included:

- Improve safety for children around schools and parks
- Improve access to transit
- Make it safer for seniors to cross the street
- Provide safer crossings at intersections
- Increase pedestrian space
- Enforce existing laws



MY BIG IDEA IN South Shore [WHERE]

IS TO place signs at pedestrian walkways informing motorists that there is a fine for driving into a pedestrian walkway when a pedestrian is present. There are such signs available from the State of Illinois. Observing the safety of pedestrians is a state law.

MY BIG IDEA IN whole city [WHERE]

IS TO eliminate the rush hour parking restrictions.

MY BIG IDEA IN Shopping Centers [WHERE]

IS TO make sidewalks from the street that allow pedestrians to walk into the shopping center without walking through parking lots. Make it mandatory for all new shopping developments.

MY BIG IDEA IN Little Village [WHERE]

IS TO Sugiero poner un speed hump porque los autos manejan muy rapido, mas vigilancia por los ninos que estan jugando en las calles. Poner actividades para los ninos, ejercicio.

MY BIG IDEA IN Norwood Park [WHERE]

IS TO get better lighting on the sidewalk areas – you would feel safer as a pedestrian!

MY BIG IDEA IN Everywhere [WHERE]

IS TO make sure when you install count-down lights for pedestrians that everyone understands them, including seniors and non-English speakers. I have heard an older woman say, when waiting to cross the street, that the countdown is for her to know when to walk, and that when it gets to 0, that is when she walks. She is interpreting it the opposite way, probably because it turns red so quickly.

tools for safer streets

Tools for Safer Streets describes the variety of pedestrian safety tools that will make Chicago's streets safe for its youngest and oldest pedestrians. Accomplishing this will require creativity and innovation to develop unique solutions throughout Chicago.

Each pedestrian safety tool has been grouped in terms of where it might be best utilized. The first group includes tools appropriate for intersections and corridors and the second group includes tools for neighborhood streets.

Each description includes a brief introduction (WHAT), suggestions for the types of situations where the tool should be implemented (WHERE), and details on the methodology for implementation (HOW). Information on the safety benefits of each tool is provided under ADDITIONAL RESOURCES.

INTERSECTIONS AND CORRIDORS

1. **Marked crosswalks**
2. **In-road State Law Stop for Pedestrians signs**
3. **Pedestrian refuge islands**
4. **Signals and beacons**
5. **Accessible pedestrian signals**
6. **Pedestrian countdown timers**
7. **Leading pedestrian intervals**
8. **Lagging left turns**
9. **Road diets**
10. **Speed feedback signs**
11. **Roundabouts**

NEIGHBORHOOD STREETS

12. **Chicanes**
13. **Vertical traffic calming**
14. **Skinny streets**
15. **Bump-outs**
16. **Neighborhood traffic circles**

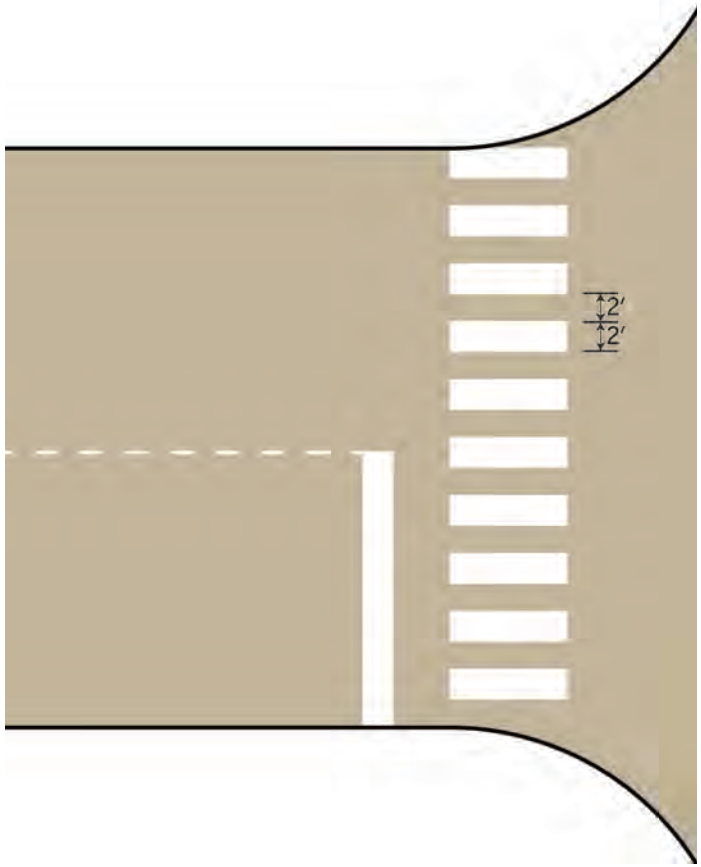
1 Marked Crosswalks

What: Marked crosswalks indicate where pedestrians may cross the street and where drivers should expect them to cross.

Where: Marked crosswalks should be installed at all legs of signalized and stop-controlled intersections. At uncontrolled or midblock locations, consideration should be given to installing crosswalks with additional pedestrian safety tools, such as signage, refuge islands and bumpouts.

How: To ensure high visibility among all roadway users, the default style for marked crosswalks will be the continental style, as shown in the example to the right. Other crosswalks, such as brick or other decorative treatments, can be installed at appropriate locations.

This is a **LOW cost** pedestrian safety tool.



STANDARD CONTINENTAL CROSSWALK

ADDITIONAL RESOURCES

Federal Highway Administration. Crosswalk Marking Field Visibility Study. Washington, D.C., 2010.

Approximately 78% of crashes in Chicago involving pedestrians between 2005 and 2009 took place in or near a crosswalk.

2 In-road State Law Stop for Pedestrians signs

What: State and City law requires that vehicles must stop for pedestrians who are in a crosswalk. In-road "State Law Stop for Pedestrians" signs are a supplemental feature to remind drivers of this law.

Where: In-road "State Law Stop for Pedestrians" signs can be considered at crosswalks at uncontrolled intersections and midblock locations where it is difficult for pedestrians to cross.

How: In-road "State Law Stop for Pedestrians" should be installed at the crosswalk location in the centerline, median, refuge island, or lane line.

This is a **LOW cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Van Houten, R., S. Huybers, R. Malenfant, and J. E. Louis. "Reducing Conflicts Between Motor Vehicles and Pedestrians: The Separate and Combined Effects of Pavement Markings and a Sign Prompt." Journal of Applied Behavior Analysis, 2004: 37, 445-456.

3 Pedestrian refuge islands

What: A pedestrian refuge island is a protected area that allows pedestrians to cross one direction of traffic at a time. This makes finding gaps in traffic easier on two-way streets. Refuge islands differ from medians in that they are not continuous, but are only provided at the crossing location.

Where: Pedestrian refuge islands should be considered when pedestrians are required to cross multiple lanes in each direction or where insufficient gaps in traffic make pedestrian crossings difficult. They can be installed at midblock crossings or at intersections if there is adequate room.

How: Pedestrian refuge islands should be at least 6 feet wide and 40 feet long to provide proper protection for pedestrians. Crosswalks and accessible ramps or cut-through areas must be provided at the refuge islands. Truncated dome detectable warning surface areas must also be installed to allow pedestrians who are blind to detect the refuge island. Pedestrian refuge islands can be designed with an angled path through the island so pedestrians are able to see oncoming traffic prior to crossing.

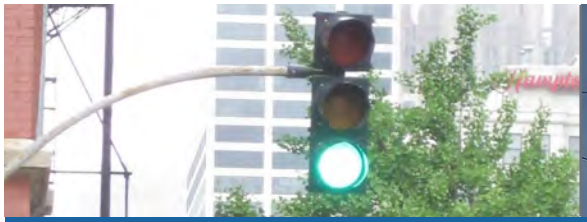
This is a **MEDIUM cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Federal Highway Administration. Desktop Reference for Crash Reduction Factors. 2007.

4 Signals and beacons

TRAFFIC SIGNALS



WHAT

A traffic signal is a protected crossing that has pedestrian signal heads to inform pedestrians when to cross the street. Traffic signals are warranted by either high traffic volumes or high pedestrian volumes.

WHERE

Traffic signals can be installed for a pedestrian crossing if there are high pedestrian volumes, such as at a transit station or a school, or a history of pedestrian crashes. Push buttons should only be included where pedestrians do not get a WALK phase during each traffic signal cycle, usually at locations with very low pedestrian volumes.

HOW

Traffic signals should be considered where an engineering study (based on criteria from the Manual of Uniform Traffic Control Devices (MUTCD)) has determined that pedestrians require a protected crossing at an intersection. All push buttons should be installed with an LED indicator light that demonstrates to the pedestrian that the button was pushed.

This is a **HIGH cost** pedestrian safety tool.

PEDESTRIAN HYBRID BEACONS

WHAT

A pedestrian hybrid beacon (PHB) is a device that stops traffic to allow pedestrians to cross. The beacon flashes yellow, then is steady yellow, then a steady red, then flashes red to make drivers aware to stop. PHBs are a potential solution where traffic signals are not warranted.

WHERE

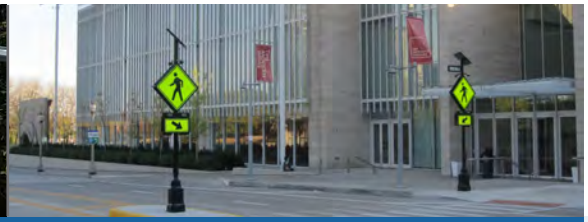
PHBs can be installed for a pedestrian crossing if there are high pedestrian volumes, a history of pedestrian crashes, or not enough gaps in traffic for pedestrians to safely cross the street.

HOW

PHBs should be considered where an engineering study has determined that pedestrians require a protected crossing at an uncontrolled location and a traffic signal is not warranted, based on criteria in the MUTCD.

This is a **HIGH cost** pedestrian safety tool.

RECTANGULAR RAPID FLASH BEACONS



WHAT

A rectangular rapid flash beacon (RRFB) can be used as a warning device at uncontrolled or midblock crossings. Pedestrians push a button to activate rapid flashing yellow LED lights to alert drivers to stop. RRFBs are a potential solution if a traffic signal or a PHB is not warranted.

WHERE

RRFBs can be installed for a pedestrian crossing if there are high pedestrian volumes, a history of pedestrian crashes, not enough gaps in traffic to cross the street, or the roadway width makes it difficult for pedestrians to safely cross.

HOW

RRFBs can be installed at uncontrolled pedestrian crossings. They are usually solar powered signs and have push buttons. The flashing beacons should be activated for the duration of the pedestrian crossing time.

This is a **MEDIUM cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Pedestrian and Bicycle Information Center. 2012. www.walkinginfo.org (accessed 2012).

Arizona Department of Transportation. Pedestrian Signals - Are They Guarantees of Safety? www.azdot.gov (accessed 2011).

Fitzpatrick, Kay, and Eun Sug Park. Safety Effectiveness of the HAWK Pedestrian Crossing Treatment. McLean, Virginia: Federal Highway Administration, 2010.

Van Houten, Ron, and Michael J. Frederick. "Increasing Motorist Yielding Compliance at Pedestrian Crosswalks from under 2% to as high as 94% using Rectangular Rapid Flashing Beacons - Earning it "Interim Approval" from Federal Highway Administration." Journal of the Institute of Transportation Engineers, July 2008.

Federal Highway Administration. Manual on Uniform Traffic Control Devices (MUTCD). 2009, 4E.01.

Rectangular Rapid Flash Beacons at the Art Institute

5 Accessible pedestrian signals

What: An accessible pedestrian signal (APS) is a traffic signal that provides auditory and/or vibrotactile information to pedestrians who are blind or have low vision.

Where: An APS should be installed where there is a need to provide additional crossing information. An APS should be considered at signalized crossings when requested by one or more individuals or where the geometry or signal phasing makes pedestrian crossing locations difficult to identify for pedestrians who are blind or have low vision.

How: An APS requires push buttons and speakers to provide auditory feedback. The Manual on Uniform Traffic Control Devices (MUTCD) provides guidance on the appropriate location of the devices. These are installed with the traffic signal infrastructure.

This is a **MEDIUM cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Harkey, David L., Daniel L. Carter, Janet M. Barlow, and Billie Louise Bentzen. Accessible Pedestrian Signals: A Guide to Best Practices. National Cooperative Highway Research Program. 2007.

6 Pedestrian countdown timers

What: Pedestrian countdown timers provide information on the amount of time remaining to cross the street at signalized intersections.

Where: All new and modernized traffic signals include countdown timers. Retrofitting existing traffic signals with pedestrian countdown timers will be prioritized based on safety considerations, including the presence of children, seniors, and people with disabilities.

How: The pedestrian countdown timer begins in conjunction with the flashing "DON'T WALK" interval. All countdown timers should be programmed to allow pedestrians to cross the street at a maximum walking speed of 3.5 feet per second. Walking speeds slower than 3.5 feet per second should be considered at all locations, particularly at crossings near children, seniors, and people with disabilities.

This is a **LOW cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Transportation Research Board. "Evaluation of Pedestrian Countdown Signals in Montgomery County, Maryland." Journal of the Transportation Research Board. Volume 1878/2004.

7 Leading pedestrian intervals

What: A leading pedestrian interval (LPI) gives pedestrians a head start into an intersection before vehicles. The WALK signal is turned on approximately three seconds before vehicles are given a green signal.

Where: Leading pedestrian intervals are most beneficial and should be prioritized at the following locations:

- Intersections with more than three pedestrian crashes in three years that involve turning vehicles.
- Intersections within 200 feet of a school or park.
- Intersections with high numbers of conflicts between pedestrians and vehicles turning right.
- T-intersections.

How: Leading pedestrian intervals are installed by re-timing a traffic signal. Right turns on red should be prohibited wherever leading pedestrian intervals are installed, with exceptions only in cases when there would be adverse pedestrian safety or traffic impacts. Accessible pedestrian signals should be considered at locations with LPIs to provide information to pedestrians who are blind or have low vision.

This is a **LOW to MEDIUM cost** pedestrian safety tool.

HOW A LEADING PEDESTRIAN INTERVAL WORKS

1. BOTH VEHICLES AND PEDESTRIANS ARE STOPPED.

2. PEDESTRIANS CAN BEGIN TO CROSS THE INTERSECTION, BUT VEHICLES ARE STILL STOPPED.

3. BOTH PEDESTRIANS AND VEHICLES CAN ENTER THE INTERSECTION AND TURNING VEHICLES MUST YIELD TO PEDESTRIANS.

ADDITIONAL RESOURCES

Van Houten, R., R.A. Retting, C.M. Farmer, J. Van Houten, and J.E.L. Malenfant. Field Evaluation of a Leading Pedestrian Interval Signal Phase at Three Urban Intersections. Transportation Research Record No. 1734, 2000.

8 Lagging left turns

What: A lagging left turn is a signal timing in which the left-turn arrow is given after vehicles travelling straight have passed through the intersection. By allowing pedestrians to cross the intersection at the beginning of a signal cycle, conflicts between pedestrians and vehicles turning left are reduced and vehicular operations can improve.

Where: Lagging left turns should be considered at intersections where any of the following exists:

- Protected left turn phase with high pedestrian volumes.
- Three or more crashes in three years between left turn vehicles and pedestrians.
- Pedestrians cross during the left turn phase.
- Leading pedestrian intervals.

How: A traffic signal will need to be re-timed so that the protected left-turn phase occurs after the permitted phase for through traffic. An analysis must be conducted to ensure that changing a left-turn phase to lagging will not negatively affect the operations of the intersection.

This is a **LOW cost** pedestrian safety tool.

LAGGING LEFT TURNS CASE STUDY

At Huron Street and Fairbanks Court in Streeterville, vehicles were unable to turn left because pedestrians were crossing during the entire green phase. After a lagging left-turn phase was installed, pedestrians crossed safely with their signal and the issues with vehicles queueing disappeared.

ADDITIONAL RESOURCES

Harkey, David L., Daniel L. Carter, Janet M. Barlow, and Billie Louise Bentzen. Accessible Pedestrian Signals: A Guide to Best Practices. National Cooperative Highway Research Program. 2007.

9 Road diets

What: A road diet reduces the amount of space for motor vehicles, either through eliminating lanes or shrinking the width of lanes. The reclaimed space from a road diet is then re-allocated for other uses, such as turn lanes, bus lanes, pedestrian refuge islands, bike lanes, or more sidewalk space. Road diets typically involve converting a four- or five-lane roadway into a three-lane street. There are a number of different situations where a road diet is appropriate. Road diets also provide consistent and reliable travel times and speeds on a corridor.

Where: A road diet can be considered on all streets with four or more lanes and less than 23,000 vehicles traveling on it daily. In some circumstances, a road diet may be possible on streets with average daily traffic as high as 30,000 vehicles per day. The width of travel lanes should be routinely considered as part of all future roadway projects.

How: Vehicular capacity analyses and simulation will be necessary to understand the effect of road diets on not only the focus street, but also the adjacent roadways. The additional space gained from a road diet can be used for a variety of other uses, such as sidewalks, refuge islands, bus shelters, bike lanes, or landscaping.

This is a **MEDIUM to HIGH cost** pedestrian safety tool.

LAWRENCE AVENUE ROAD DIET: BEFORE

LAWRENCE AVENUE ROAD DIET: AFTER

ADDITIONAL RESOURCES

Burden, Dan, and Peter Lagerwey. "Road Diets: Fixing the Big Roads." Walkable Communities, Inc. March 1999: 1-15.

10 Speed feedback signs

What: Speed feedback signs display passing vehicle speeds. These signs have been shown to increase driver compliance with the speed limit.

Where: Speed feedback signs should be installed at locations where speeding occurs frequently and in locations with high populations of vulnerable users, such as around schools, parks, or community centers.

How: Speed feedback signs can be installed on a temporary or permanent basis, with or without other pedestrian safety tools.

This is a **MEDIUM cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Cambridge, S., W. Osmers, and T. Francis. Evaluation of the Speed Trailer as a Community Road Resource in Christchurch. Sydney New South Wales Australia: Road Safety Research Policing and Education Conference, 2003.

11 Roundabouts

What: Roundabouts are circular intersections where vehicles travel in a counter-clockwise direction and entering vehicles must yield to circulating vehicles. This treatment forces vehicles to slow down when going through an intersection. Roundabouts require that pedestrians take a circuitous path across or around the intersection and can be particularly difficult crossings for pedestrians who are blind or have low vision.

Where: Roundabouts should only be considered in Chicago where the benefit in reducing vehicle speeds through an intersection outweighs the impacts to pedestrian accessibility and connectivity. This will typically be in the city's parks or at intersections with high vehicle speeds with very low pedestrian volumes.

How: Roundabouts should be designed for low vehicle speeds and to ensure that is safe for all pedestrians to cross through them. This may include installing signage, raised crosswalks, pedestrian hybrid beacons or rapid flash beacons.

This is a **HIGH cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Federal Highway Administration. Roundabouts: An Informational Guide. Washington, D.C. 2010.

Pedestrian Access to Modern Roundabouts: Design and Operational Issues for Pedestrians Who Are Blind. http://www.access-board.gov/research/roundabouts/bulletin.htm (accessed 2011).

12 Chicanes

What: Chicanes are created by installing a series of staggered midblock bump-outs on alternating sides of the street. On two-way streets, chicanes can either deflect both lanes or narrow the roadway to one lane used by both directions. Chicanes may be more desirable to residents than vertical traffic calming tools, such as speed humps, because there is less noise from vehicles scraping the street and from speeding up and slowing down.

Where: Chicanes should be considered on residential streets to reduce speeds and to reduce cut through traffic. They should not be installed on streets with more than one lane of travel in one direction (e.g. two-lane, one-way streets).

How: Chicanes are simplest to install on one-way streets. On two-way streets, there should be sufficient width for both directions to pass, or one direction should be instructed to yield to oncoming traffic. Chicanes may require some parking to be removed. Advance warning signs and reflectors can be used to increase visibility to motorists. The design should accommodate emergency vehicles, snow plows, and street sweepers.

This is a **HIGH cost** pedestrian safety tool.

THE CITY OF SEATTLE FOUND AN 18-35% REDUCTION IN TRAVEL SPEEDS AND A 32-45% DECREASE IN AVERAGE DAILY TRAFFIC (ADT) VOLUMES AT LOCATIONS WITH CHICANES[2].

ADDITIONAL RESOURCES

City of San Diego. "Pedestrian Design Guide." Design Guide, San Diego.

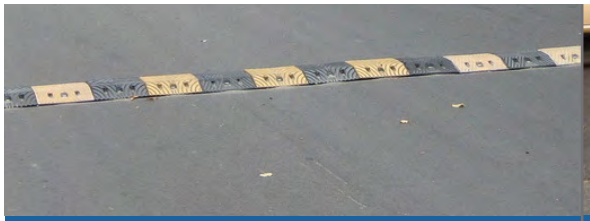
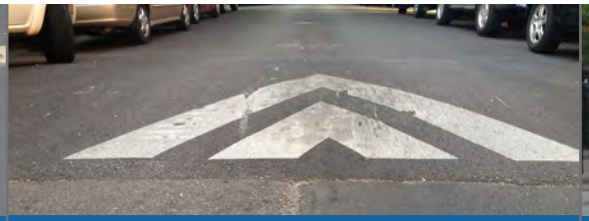
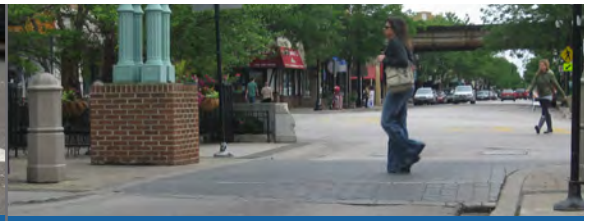
Streetfilms.org. Chicanes.

Department for Transport. Traffic Advisory Leaflet 12/97. Chicane Schemes. Leaflet, Surrey, UK. Department for Transport. 1997.

Chicane on Albany Avenue

13 Vertical traffic calming

Vertical traffic calming devices, such as speed bumps, speed humps, and speed tables, are devices that are placed in the middle of the road bed and require vehicles to slow down to cross over them.

SPEED BUMPS	SPEED HUMPS	SPEED TABLES and RAISED INTERSECTIONS
		
WHAT		
A speed bump is less than a foot in length and generally used in spot locations to reduce speeds.	A speed hump is generally 6 to 12 feet in length and used on residential streets.	A speed table and a raised intersection are essentially longer speed humps used to raise the crosswalk or intersection and reduce vehicle speeds.
WHERE		
Speed bumps can be considered at locations outside of residential areas with very low traffic volumes, such as alleys or parking areas.	Speed humps can be used to reduce traffic speeds on residential streets.	Speed tables or raised intersections can be used on low volume streets or at crossings with high volumes of pedestrians.
HOW		
Speed bumps are only effective at consistently reducing vehicle speeds when used in succession. Signage should be considered at all locations with speed bumps. This is a **LOW cost** pedestrian safety tool.	Speed humps are only effective at consistently reducing vehicle speeds when used in succession. Signage should be considered at all locations with speed humps. This is a **MEDIUM cost** pedestrian safety tool.	Speed tables or raised intersections can be used to create a raised pedestrian crossing. Signage should be considered at all locations with speed tables and raised intersections. This is a **MEDIUM cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Portland Bureau of Transportation. Driver Response to Speed Bumps Graphs.

14 Skinny streets

What: After the severe winters of 1978 and 1979, many of Chicago's streets were converted from two-way to one-way to improve mobility during the winter and to allow plows to go through. However, two-way streets have many advantages over one-way streets. These "skinny streets" reduce vehicle speeds and can also increase connectivity for all users by providing more ways to traverse the city's grid.

Where: Skinny streets should be considered on all one-way streets that are wider than 30 feet.

How: Converting a one-way street to a two-way street requires changes to striping and signage and possibly changes to traffic signals.

This is a **LOW to HIGH cost** pedestrian safety tool.

ADDITIONAL RESOURCES

City of Portland. "Neighborhood Street Design Guidelines. An Oregon Guide for Reducing Street Widths." Design Guide. Portland. 2000.

15 Bump-outs

What: Bump-outs (also known as curb extensions or bulb-outs) extend the sidewalk into a parking or non-moving lane. Bump-outs can reduce the turning speed for vehicles, reduce the distance that pedestrians must cross, improve visibility between motorists and pedestrians, create more space for riders waiting for the bus, and eliminate illegal parking in the corner clearance zone. They also reduce turning radii which reduces vehicle turning speeds.

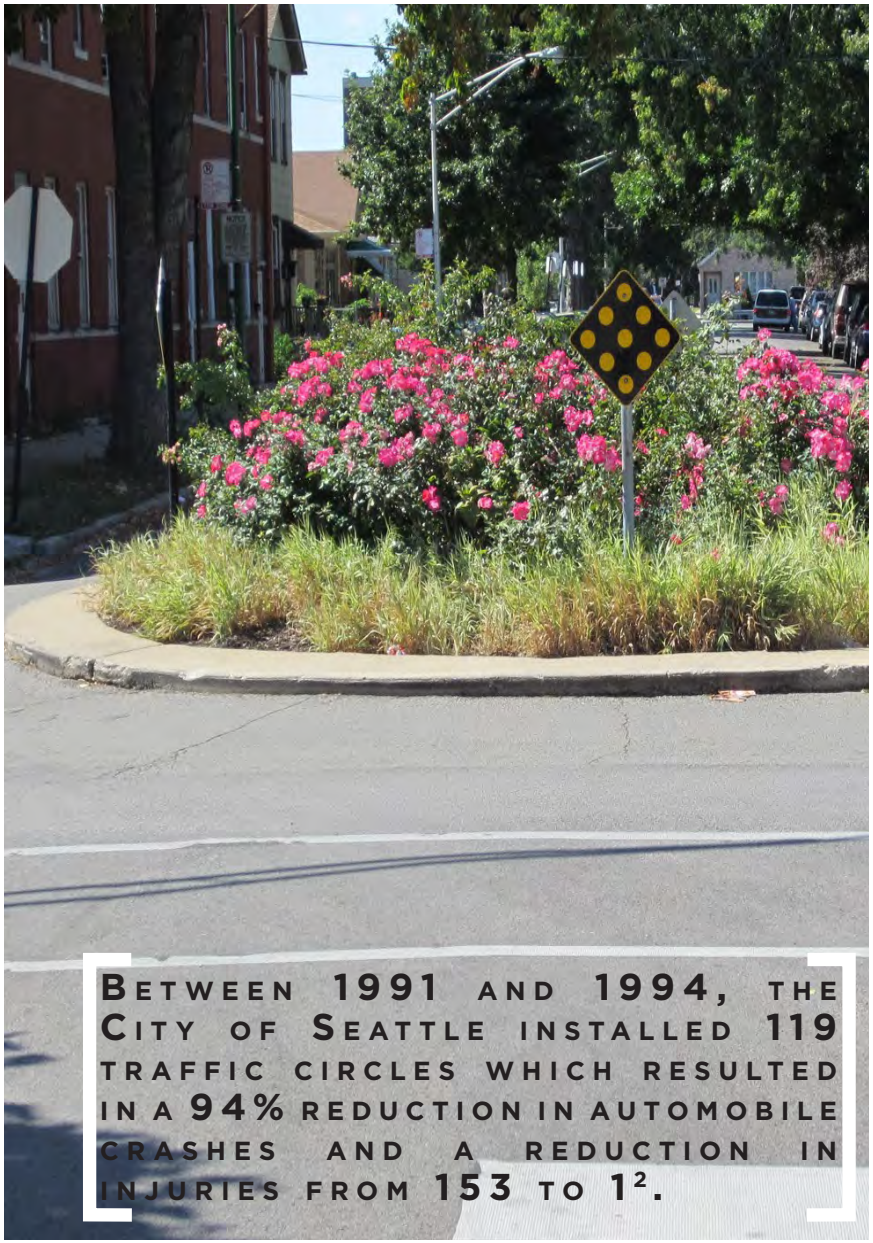
Where: Bump-outs are appropriate on wide streets and areas with large populations of children and seniors. Bump-outs should also be considered in areas with large volumes of pedestrians or in areas with narrow sidewalks. Bump-outs cannot be considered on corridors with rush-hour parking restrictions.

How: Extending the sidewalk into the roadway for a bump-out creates a seamless transition, but can be costly due to changes to the curbs and drainage. "Floating" bump-outs can be constructed by creating a pedestrian refuge area between the sidewalk and travel lane. These bump-outs do not affect the existing drainage and need to be wide enough to provide safe refuge for pedestrians. Bump-outs can also be created using a combination of striping, bollards, and planters. These are much less expensive, but do not provide as much protection for pedestrians.

This is a **LOW to HIGH cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Johnson, Randall S. Pedestrian Safety Impacts of Curb Extensions: A Case Study. Salem. OR. Oregon Department of Transportation and Federal Highway Administration. 2005.



16 Neighborhood traffic circles

What: Traffic circles are circular islands, typically found at the intersection of two residential streets, used to reduce vehicular speeds through the intersection. Traffic circles are not intended to be a stop control device and are different from roundabouts.

Where: Traffic circles should be considered at residential intersections that are wide enough for vehicles to travel in a circular direction and where speeding is a persistent problem.

How: The center of a traffic circle can be used for landscaping or other uses, as long as it does not limit vehicular sight distance. If the circle is landscaped, a maintenance agreement must be provided by an outside organization or agency. Many neighborhood traffic circles have stop signs at the intersection approaches.

This is a **LOW to MEDIUM cost** pedestrian safety tool.

ADDITIONAL RESOURCES

Mundell, P.E., James M. Neighborhood Traffic Calming: Seattle's Traffic Circle Program. Institute for Transportation Engineers. 1997.

safety

Over the last ten years, Chicago has made tremendous improvements in pedestrian safety; yet even one pedestrian fatality is too many. This chapter identifies the policies and programs to make Chicago the safest city in the country for pedestrians.

our goals

» Eliminate pedestrian fatalities in ten years

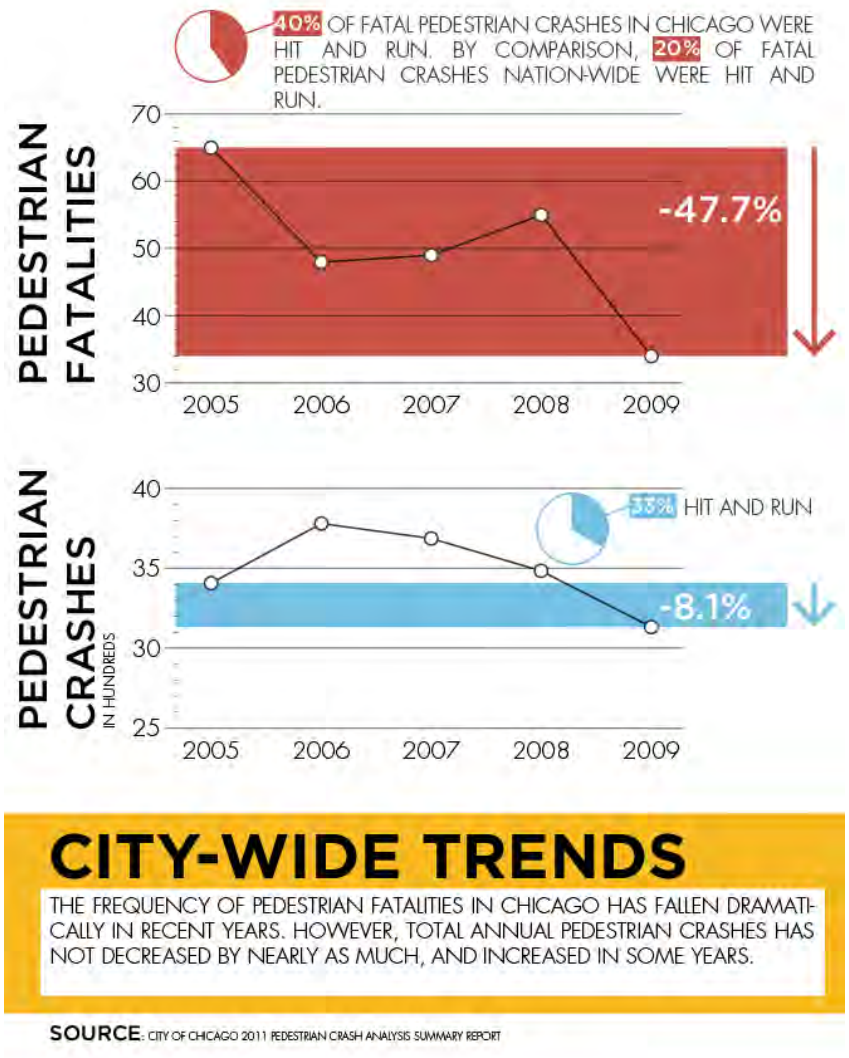
» Reduce serious pedestrian injuries by 50% every five years

how we'll get there

» Design and build safer streets for pedestrians

» Encourage and enforce safe driving, walking, and biking behaviors

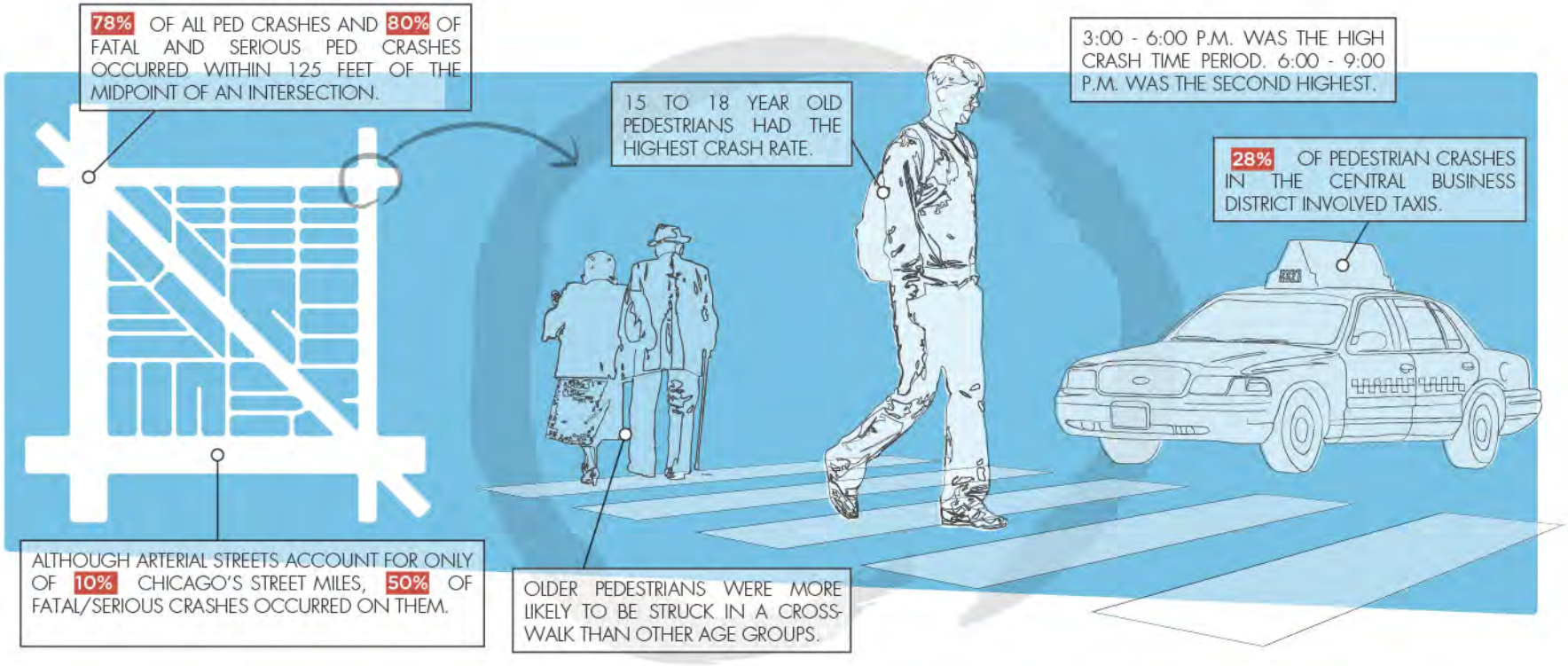
» Make Chicago's streets secure from crime and violence



CITY-WIDE TRENDS

THE FREQUENCY OF PEDESTRIAN FATALITIES IN CHICAGO HAS FALLEN DRAMATICALLY IN RECENT YEARS. HOWEVER, TOTAL ANNUAL PEDESTRIAN CRASHES HAS NOT DECREASED BY NEARLY AS MUCH, AND INCREASED IN SOME YEARS.

SOURCE: CITY OF CHICAGO 2011 PEDESTRIAN CRASH ANALYSIS SUMMARY REPORT



HIGH-FREQUENCY CRASH VARIABLES

DETAILED INFORMATION ABOUT HOW AND WHEN PEDESTRIAN CRASHES OCCUR, COLLECTED AS A PART OF THE CHICAGO DEPARTMENT OF TRANSPORTATION'S 2011 PEDESTRIAN CRASH ANALYSIS, CAN HELP DETERMINE WHAT TYPES OF SAFETY IMPROVEMENTS MIGHT HAVE THE GREATEST IMPACT ON MAKING CHICAGO'S STREETS SAFER FOR PEDESTRIANS.

SOURCE: CITY OF CHICAGO 2011 PEDESTRIAN CRASH ANALYSIS SUMMARY REPORT

1 Develop a Zero in Ten pedestrian crash reduction program

Reducing pedestrian fatalities to zero over the next ten years is the primary goal of this plan. The Zero in Ten program will identify locations that are in the most need of pedestrian improvements and implement aggressive measures to improve pedestrian safety. The program will include design improvements, enforcement initiatives, and education campaigns along two corridors and four separate intersections in Chicago on an annual basis.

ACTIONS

Short Term

- » Identify funding sources for the Zero in Ten program.
- » Identify locations on an annual basis for the program based on pedestrian crash data.
- » Continue to investigate locations where fatal pedestrian crashes have occurred.

Mid Term

- » Design safety improvements for corridors and intersections.
- » Develop and implement aggressive enforcement initiatives along each corridor and intersection.
- » Increase the amount of automated enforcement along each corridor and at each intersection.
- » Work with community groups and neighbors on high visibility awareness and education campaigns for each location.
- » Continually evaluate the results of the program.

MILESTONES

Identify two corridors and four intersections to be improved for the Zero in Ten program by 2013. Annually update the locations for the Zero in Ten program.

Establish and implement the Zero in Ten program by 2014.

Reduce pedestrian fatalities to zero by 2022.

ADDITIONAL RESOURCES

Federal Highway Administration. Pedestrian Safety Countermeasure Deployment Project. Washington, D.C.

2 Implement Safety Zones

Protecting our youngest pedestrians, children, around parks and schools is imperative. A Safety Zone program will improve safety around these land uses and encourage more pedestrian activity among children.

ACTIONS

Short Term

- Implement Safety Zones within 1/8-mile of a school or park and ensure that pedestrian safety efforts, including traffic calming, automated enforcement with speed cameras, and education efforts, are prioritized in these areas. Evaluate the effect of the pilot program.
- Coordinate Safety Zones with the Zero in Ten program.
- Collaborate on future school sitings.
- Ensure pedestrian safety improvements are included with the construction of all new schools and parks.
- Develop a safe park access plan that includes a typology of park access and associated right of way design strategies.
- Ensure that Safe Routes to School funding is utilized in areas with the greatest potential to improve safety.

Mid Term

- Investigate the potential of innovative uses of the public way – activity zones, play streets, etc. to ensure all Chicagoans have safe and convenient access to recreation space.
- Increase the amount of pedestrian and bicycle safety visits by the Bicycling and Safe Routes Ambassador programs to schools and parks.

MILESTONES

Complete safe park access plan in 2012.

Begin to implement safety zones by 2013.

Evaluate the impact of safety zones on speeds and crashes on an annual basis.

ADDITIONAL RESOURCES

National Safe Kids Campaign. "Stop Sign Violations Put Child Pedestrians at Rosk." 2003.

National Safe Kids Campaign. "Latest Trends in Child Pedestrian Safety - A Five Year Review." 2007.

3 Improve pedestrian safety at signalized intersections

According to the 2011 Chicago Pedestrian Crash Analysis, about half of pedestrians struck at intersections with traffic signals were crossing with the signal. Pedestrian safety at signalized intersections must be improved through a number of different means, including changes to traffic and pedestrian signal timing, turning restrictions, and by providing better information to pedestrians.

MILESTONES

Develop evaluation criteria and identify locations to change protected left-turn phases from leading to lagging by 2013.

Establish "Don't Block the Box" program by 2014.

Implement accessible pedestrian signals at ten intersections by 2014.

Include accessible pedestrian signals with all new traffic signals by 2016.

Install pedestrian countdown timers at all signalized intersection by 2022.

ACTIONS

Short Term

» Install leading pedestrian intervals (LPIs) at locations with high pedestrian volumes or at locations where three or more crashes involving a turning vehicle and a pedestrian have occurred over the last three years. Right turns on red should be prohibited wherever LPIs are installed, with exceptions only in cases when there would be adverse pedestrian safety or traffic impacts.

» Eliminate push buttons except for locations where they are necessary to bring up a WALK phases for pedestrians. Include an LED indicator light with all future push buttons to inform the pedestrian that the button has been activated. Include LPIs at any location with a push button.

» Identify locations for changing signal phasing for protected left-turns from leading to lagging based on pedestrian crash data analysis.

» Develop criteria for pedestrian scrambles (all-way pedestrian crossings) and implement a pilot location to evaluate its effects on safety and operations.

» Conduct a study to determine if the default walking speed should be reduced from 3.5 feet per second.

Mid Term

» Develop a database of all push button locations. Remove all unnecessary and inoperable push buttons.

» Develop an implementation plan to restrict right turns on red at intersections within the Central Business District or Pedestrian Streets. The plan will include guidance on signage, enforcement and standards for allowing exceptions to this policy.

» Develop a pilot "Don't Block the Box" program that includes standard engineering treatments, enforcement recommendations, and a public awareness component. Identify high priority locations where vehicles spill over into the intersection on a consistent basis and implement the pilot program.

» Develop an accessible pedestrian signal request process, a policy for installation, based on the Manual on Uniform Traffic Control Devices (MUTCD) guidelines, and identify funding for installation.

ADDITIONAL RESOURCES

"Field Evaluation of Two Methods for Restricting Right Turn on Red to Promote Pedestrian Safety." Institute of Transportation Engineers Journal. January 2002.

"Thinking Outside the Box: An Analysis of Manhattan Gridlock and Spillback Enforcement." 2006.

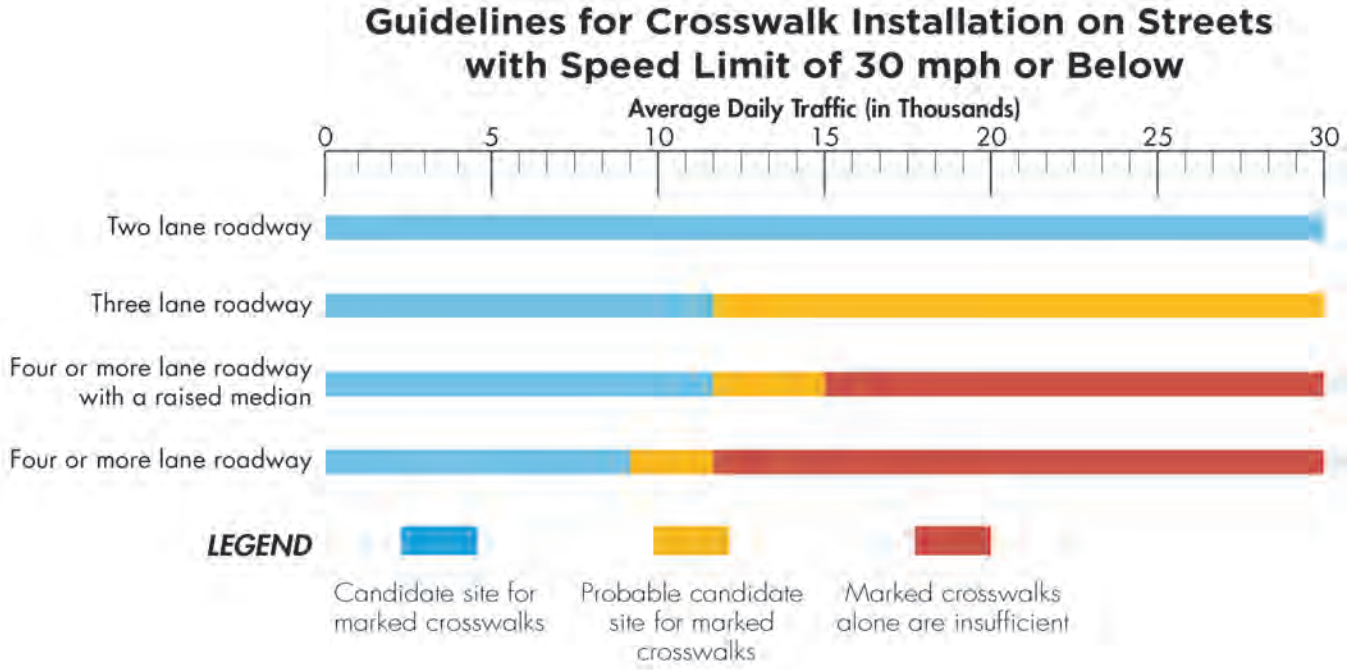
CHINESE COMMUNITY CENTER
公為下天
Welcome to Chinatown
太平洋
PACIFIC FURNITURE
太平洋
PACIFIC FURNITURE
FURNITURE
&
GIFTS

4 Implement a citywide marked crosswalk policy

A citywide marked crosswalk policy is needed to ensure safe crossings for pedestrians and to create consistency for both pedestrians and drivers.

A substantial amount of research has been conducted at the national level on best practices for crosswalk markings and sitings. Based on this research, marked crosswalks will be striped using the continental markings (see Page 18).

For uncontrolled or midblock crossing locations, the guidelines shown below should be used to determine if and how a new marked crosswalk should be installed or when an existing crosswalk should be enhanced. These guidelines are based on previous national research and on best practices for crosswalk markings and sitings. If a crosswalk falls under the "Marked crosswalks alone are insufficient" category, then a crosswalk should only be installed with additional pedestrian safety tools, such as signage, refuge islands, bump-outs, or other tools. The pedestrian safety tools appropriate for each location should be based on site-specific characteristics and engineering judgment.



ACTIONS

Short Term

- Educate the Chicago Department of Transportation (CDOT), Illinois Department of Transportation (IDOT), Cook County Highway Department (CCHD), and Chicago Transit Authority (CTA) staff and consultants on the new guidelines for crosswalks.
- Require all projects that involve crosswalks at uncontrolled locations to confirm that they meet the new crosswalk guidelines.
- Use the continental design as the default treatment for all future marked crosswalks. Develop guidelines for decorative crosswalks and other treatments that may be used in lieu of continental crosswalks.
- Review existing crosswalks at uncontrolled locations on high crash/high speed/high volume corridors as part of the Zero in Ten program. Determine what treatments should be implemented to improve safety based on engineering judgment.
- Require all future roadway projects to include consideration for installing additional pedestrian safety tools, such as refuge islands or bump-outs, at crossing locations.
- Develop a comprehensive signage and enforcement program for corner clearance violations to provide safe sight distance for pedestrians. Change 9-64-100 of the Municipal Code to match the Illinois Vehicle Code Section 11-130 to make it illegal to park within 20' in front of a crosswalk at an uncontrolled location, whether or not signs are posted.

Mid Term

- Update the guidance on marked crosswalks in the City's Street and Site Plan Design Standards.

ADDITIONAL RESOURCES

Federal Highway Administration. Crosswalk Marking Field Visibility Study. Washington, D.C.

Streetfilms.org. Daylighting - Make Your Crosswalks Safer.

National Cooperative Highway Research Program. Improving Pedestrian Safety at Unsignalized Crossings. Washington, D.C. Transportation Research Board.

Long Term

- Develop a database of crosswalks at uncontrolled and midblock locations and create an implementation plan to improve crosswalks that require additional pedestrian safety tools to provide a safe crossing.

MILESTONES

Stripe continental crosswalks as part of all future projects.

Begin reviewing crosswalks at uncontrolled locations as part of all current projects.

Address high crash corridors as part of the Zero in Ten program starting in 2013.

Implement changes to corner clearance requirements in the Municipal Code by 2014.

5 Balance street space between vehicles, pedestrians, and bicyclists

It is critical that the space on Chicago's streets is balanced among all users. There are streets in Chicago that provide more space than is necessary for motor vehicles, which allows motorists to feel comfortable driving at speeds that can increase the risk and severity of pedestrian crashes.

ACTIONS

Short Term

- Identify locations in the city where a road diet would be appropriate based on the volume of traffic, existing street configuration, the overall connectivity of the roadway, and land uses.

Mid Term

- Create a new road diet program that prioritizes locations as part of resurfacing projects or as stand-alone projects.
- Develop and implement geometric and traffic volume criteria for peak hour parking restrictions for all future roadway resurfacing and reconstruction projects. Consider bump-outs on corridors that do not meet the criteria for peak hour parking restrictions.
- Create a database listing all streets with peak hour parking restrictions.

Long Term

- Identify funding sources for future road diets.

MILESTONES

Launch peak hour parking restrictions database in 2013.

Begin road diet program by 2014.

Design and implement two road diets per year, starting in 2014.

Develop geometric and traffic volume policies for peak hour parking restrictions by 2015

ADDITIONAL RESOURCES

Burden, Dan, and Peter Lagerwey. "Road Diets: Fixing the Big Roads." Walkable Communities, Inc. March 1999: 1-15.

HUMBOLDT DRIVE ROAD DIET

As part of an overall traffic calming plan for Humboldt Park, a pilot road diet was implemented on Humboldt Drive. The pilot included reducing the number of lanes from four to three and evaluating the impacts of the change.

Traffic volumes and speeds were collected on Humboldt Drive, as well as the adjacent streets, both before and after the pilot study. The results of the study showed that traffic on Humboldt Drive dropped by 26 percent, the 85th percentile travel speed declined by 7 percent, and there was a 58 percent reduction in drivers traveling over 35 mph. Additionally, 59 percent of people surveyed found it easier to cross Humboldt Drive when the pilot was in place.

Based on the results of the pilot study, the road diet was made permanent and refuge islands were installed at all crossing locations.

6 Implement safety improvements for seniors

Seniors are more likely to be involved in severe crashes and are often exposed to traffic for longer periods due to slower walking speeds. Their mobility range as pedestrians, both perceived and real, can also be limited due to lack of safe pedestrian crossings, which reduces access to basic services and needs, such as transit, doctors, and retail. Seniors can benefit from improvements that reduce crossing distances or increase the amount of time to cross the street.

ACTIONS

Mid Term

» In coordination with other agencies, analyze the need for pedestrian safety improvements during the planning and construction of new senior facilities.

Long Term

» Annually identify five corridors or intersections that have a high number of senior pedestrian crashes and implement solutions to reduce the crossing distance. Identify funding sources for these improvements.

» Coordinate the improvements with the Zero in Ten program.

» Increase the amount of crossing time for pedestrians at signalized intersections within 1/8-mile of a senior center or hospital.

ADDITIONAL RESOURCES

Institute of Transportation Engineers. Pedestrian Signal Safety for Older Pedestrians. Washington, D.C. 2007.

MILESTONES

Identify five corridors or intersections for improvements on an annual basis by 2013.

Implement improvements and evaluate the impacts by 2015.

Reduce crashes involving seniors by 10% annually.

7 Encourage Chicago taxi drivers to be the safest in the country

Taxis are involved in almost 30% of pedestrian crashes in the Central Business District. They are also a key part of Chicago's transportation system, filling gaps in the transit system, helping tourists get around, and allowing people to live in the city without a car. Ensuring Chicago's taxi drivers are the safest in the country will improve pedestrian safety and the image of the city as well.

ACTIONS

Short Term

- » Conduct direct outreach to taxi companies about pedestrian safety.
- » Enforce the practice of revoking a chauffeur's license after three moving violations in one year.
- » Place bumper stickers on taxis that provide information on how to report taxi driver behavior issues.

Long Term

- » Develop safety based incentive programs for drivers and taxi companies.
- » Integrate technology tools to evaluate taxi driver behavior as they become available.

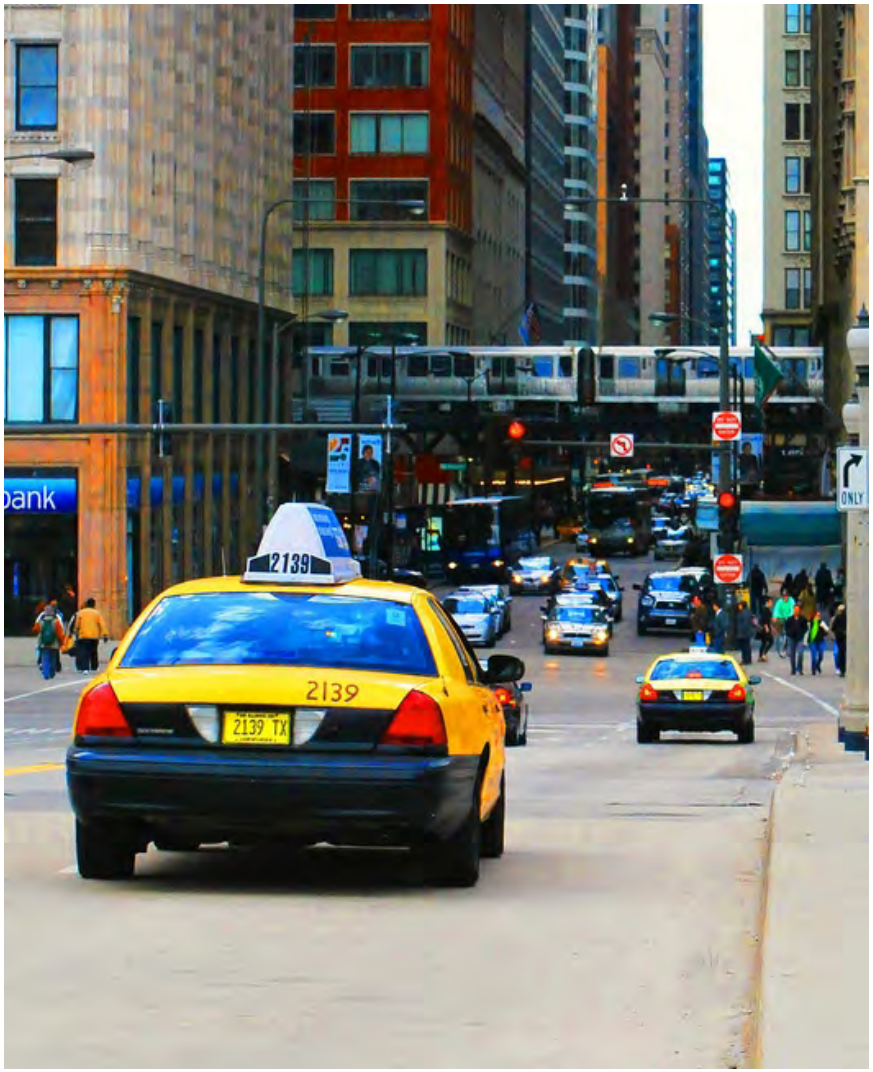
MILESTONES

Begin direct outreach to taxi companies in 2012.

Place bumper stickers with reporting information by 2012.

Integrate technology tools to evaluate drivers by 2016.

Develop an incentive program for taxi drivers by 2016.



ADDITIONAL RESOURCES

Business Affairs and Consumer Protection. City of Chicago. Passenger Information. 2012. http://www.cityofchicago.org/city/en/depts/bacp/supp_info/passenger_information.html.

8 Design neighborhood streets for slow, local traffic

The statutory speed limit is 30 miles per hour (mph) on all streets in Illinois, unless otherwise posted. The same 30 mph speed limit applies to an arterial roadway like Irving Park Road as it does to a residential street like Loomis Avenue. To improve safety, neighborhood streets should be designed for lower vehicle speeds.

Reducing speeds on neighborhood streets will mean integrating the broad range of pedestrian safety tools.

ACTIONS

Short Term

- Develop and implement typologies for neighborhood streets that will encourage vehicle speeds of 20 mph.
- Utilize a broader range of pedestrian safety tools for future traffic calming projects.
- Update the aldermanic menu to include additional tools.
- Encourage ward-based transportation committees.

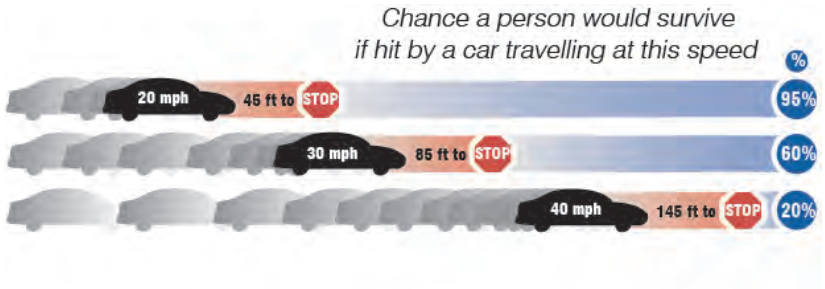
MILESTONES

Update the aldermanic menu to include new tools by 2013.

Create a web-based traffic calming guide by 2013.

Begin a traffic calming monitoring/evaluation program by 2014.

Reduce the 85th percentile speed on neighborhood streets to 20 mph by 2022.



Mid Term

- Develop a pilot program to install 20 mph signs, with aldermanic and community support, in a few locations and evaluate their effect.
- Develop a monitoring program to evaluate each traffic calming solution.
- Pilot a Skinny Street program that converts one-way streets to two-way in order to reduce vehicular speed. Identify all one-way streets that are wide enough to allow two-way operations. Work with aldermen and neighborhood groups to develop pilot projects.
- Develop a web-based traffic calming guide to educate aldermen and residents about available pedestrian safety tools.
- Develop a Home Zone application process that will allow residents to help design their street.
- Share information with aldermen and community groups about Home Zones.

ADDITIONAL RESOURCES

Portland Bureau of Transportation. Traffic Calming Studies and Reports. 2011.

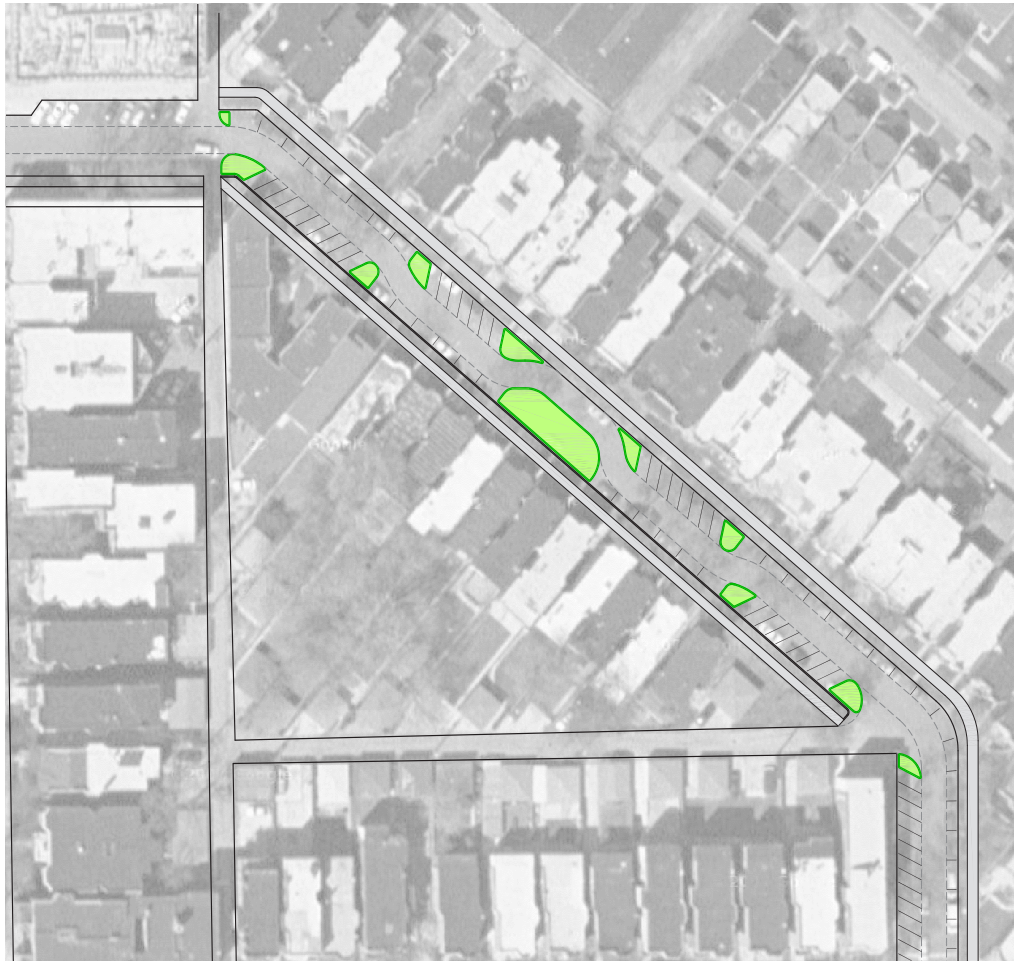
Seattle Department of Transportation. Neighborhood Traffic Operations: Traffic Calming Program. 2011.

City of San Ramon. "Residential Traffic Calming Program." San Ramon, CA, 2006.

ALBANY AVENUE HOME ZONE

Residents of the 2400 block of N. Albany Avenue were concerned about the speed and volume of traffic on their block. Drivers were using it as a cut through to avoid the traffic signal at Fullerton Avenue and Kedzie Avenue. Instead of simply requesting traffic calming on the street, the neighbors got together and decided to develop the first Home Zone in Chicago. A Home Zone is a residential street designed to meet the needs of the local community.

The residents of 2400 N. Albany Avenue collaborated with CDOT staff and the Alderman's office to create a unique traffic calming solution for their block. It included a chicane, angled parking, bump-outs, and play spaces for the children on the block. The entire solution resulted in the loss of only one parking space.



9 Focus behavior outreach efforts in high crash locations

Safe driving, bicycling, and walking behaviors are critical to improving pedestrian safety. Whether it is distracted driving/bicycling/walking, speeding, stopping or yielding for pedestrians, all of these behaviors play a role in the safety of pedestrians. One way to eliminate unsafe behaviors is to implement strong public awareness campaigns. The most effective campaigns target specific behavioral issues that lead to crashes and the locations where they occur.

MILESTONES

Identify high priority locations, demographics, and behaviors by 2013.

Initiate an awareness campaign by 2015.

ACTIONS

Short Term

- Identify high priority locations, demographics, and behaviors based on crash data, both local and national, for all users.
- Educate new drivers on pedestrian and driver safety.
- Collect and analyze data on the presence of bicyclists on sidewalks and crashes between bicyclists and pedestrians.
- Identify locations that should be targeted for enforcement and annually update the list.

Mid Term

- Develop comprehensive education campaigns for the identified locations, demographics, and behaviors for all users.
- Continue the existing awareness campaign to encourage bicyclists to ride on the street and not the sidewalk.
- Coordinate efforts with local community groups to build capacity and extend the reach of outreach campaigns.
- Develop evaluation criteria to monitor and measure the effectiveness of the outreach campaigns.

ADDITIONAL RESOURCES

American Academy of Orthopaedic Surgeons. Decide To Drive. 2011.

City of Chicago. Bike on the Street, Not on the Sidewalk - Safe Cycling in Chicago. 2010.

City of Long Beach. Walk It or Lock It (Video). 2011.

New York City Department of Transportation. New Yorkers Know it All...Except the Speed Limit. 2011.

Van Houten, Ron, and J. E. Louis Malenfant. Effects of A Driver Enforcement Program on Yielding to Pedestrians. Journal of Applied Behavior Analysis. 2004.

10 Improve crash data collection and sharing

Timely access to pedestrian crash data is essential to improving the pedestrian environment. Aldermen, community groups, planners, designers, and the public can use this information to build awareness and make good choices for their communities.

ACTIONS

Short Term

- » Continue to collaborate among departments and agencies to improve crash reporting and data collection.
- » Identify a funding source for a crash data website.

Mid Term

- » Develop a website to host crash data.
- » Work with IDOT to provide previous years crash data to website host.

Long Term

- » Establish a procedure for IDOT to continually provide current crash data to the website host.

MILESTONES

Identify a funding source for a crash data website by 2014.

Develop a website and import historical data by 2015.

Launch the website by 2016.

ADDITIONAL RESOURCES

Transportation Alternatives. CrashStat. 2011.

Michigan Department of Transportation. Michigan Traffic Crash Facts. 2011.

Red Eye Chicago. Tracking Homicides in Chicago. 2011.

11 Further integrate pedestrian safety into enforcement efforts

Increasing enforcement efforts will require expanding knowledge about pedestrian safety across law enforcement and traffic management personnel. Targeted enforcements at specific locations have begun to change motorists' behavior. If drivers come to expect that they will be cited for not stopping at a crosswalk or for speeding, compliance will be more widespread.

MILESTONES

Develop a training program for the Chicago Police Department and begin delivering it in 2013.

Train all traffic control aides about pedestrian crashes in the Central Business District by 2015.

Integrate pedestrian safety enforcement into regular traffic enforcement by 2015.

ADDITIONAL RESOURCES

Greater New Orleans Pedestrian and Bicycle Program. "Enforcement for Pedestrian and Bicycle Safety." New Orleans, LA. 2010.

Wisconsin Pedestrian and Bicycle Law Enforcement Training Course

ACTIONS

Short Term

- Add pedestrian safety enforcement to district operations. Include crosswalk enforcement in the list of targeted offenses as part of DUI Strike Force Patrols.
- Compile an annual report that tracks the level of pedestrian safety enforcements.
- Review the current traffic control aide (TCA) training program and modify to include a stronger pedestrian safety component.

Mid Term

- Develop a public service announcement to inform the public that pedestrian safety violations will be enforced on a regular basis.
- Educate officers on what constitutes a pedestrian safety violation at traffic signals and unsignalized crosswalks and techniques for enforcement.
- Provide the training program to all officers who are responsible for traffic enforcement.
- Establish performance measures to gauge the success of integrating pedestrian safety enforcement into district operations.
- Integrate information about common causes of intersection crashes in the Central Business District and how they can be prevented into the TCA training program.
- Create an educational pamphlet or presentation highlighting the same information to be presented to TCAs who have already undergone training.

12 Increase automated enforcement

Automated enforcement has been successful in reducing the incidence of red light running at signalized intersections. Including consideration for intersections with high numbers of pedestrian crashes is another tool to improve pedestrian safety.

ACTIONS

Mid Term

- Update the red light camera priority model to include pedestrian crashes at intersections where the motorist went straight through an intersection.
- Evaluate the effectiveness of red light cameras on pedestrian safety, examining pedestrian crashes at intersections with cameras for five years prior to and after installation.
- Use cameras to enforce speed limits in close proximity to schools and parks.
- Ensure public awareness of automated enforcement efforts through direct community outreach and digital media.

Long Term

- Pilot and evaluate new automated enforcement technologies as they become available.

MILESTONES

Update the red light camera priority model by 2015.

Develop a report on the effect of red light cameras on pedestrian safety by 2015.

ADDITIONAL RESOURCES

Retting, R.A., Farmer, C.M., McCartt, A.T. Evaluation of automated speed enforcement in Montgomery County, Maryland. Traffic Injury Prevention 9:440-45. 2008.

Retting, R.A., Farmer, C.M. Evaluation of speed camera enforcement in the District of Columbia. Transportation Research Record 1830:34-37. Washington, D.C. 2008.

13 Work with the judicial system to promote safe driving

The court system plays an important role in ensuring pedestrian safety. A Pedestrian Judicial Safety Committee can address pedestrian safety issues and create recommendations within the judicial community that would ensure traffic violations are considered to be serious public safety concerns. This committee should consist of a variety of stakeholders from the court system.

ACTIONS

Long Term

- Collaborate with other agencies and organizations to develop a Judicial Safety Committee comprised of prosecutors, lawyers, judges, and others to develop recommendations for improved judicial enforcement of violations and fines. This committee could include four to five judges, the National Highway Transportation Safety Administration, the Cook County States Attorney's Office, the Secretary of State's office, and selected legislators.
- Develop a strategic plan in collaboration with the Judicial Safety Committee and assist in implementing it.

MILESTONES

Form a Judicial Safety Committee by 2017.

Develop a strategic plan by 2019.

ADDITIONAL RESOURCES

Dizikes, Cynthia. "Courts Drop Most Cases Against Frequently Ticketed Cabdrivers." Chicago Tribune, September 23, 2011.

14 Share information with emergency responders on traffic calming tools

Concerns are occasionally raised about traffic calming measures increasing emergency response times. The needs for safety afforded by reduced traffic speeds and prompt emergency response must be balanced.

ACTIONS

Mid Term

- Meet with and interview Chicago emergency responders about their experience with traffic calming devices.
- Develop an informational packet illustrating traffic calming best practices for ensuring prompt emergency response times.
- Deliver the informational to emergency responders citywide.

MILESTONES

Develop and deliver an informational packet by 2013.

ADDITIONAL RESOURCES

Portland Bureau of Fire, Rescue and Emergency Services. The Influence of Traffic Calming Devices on Fire Vehicle Travel Times. Portland, OR. Portland Bureau of Transportation, 1996.

Batson, P.E., Scott. Offset Speed Tables for Reduced Emergency Response Delay. Irvine, CA. ITE Technical Conference, 2004.

15 Modify driver education programs

Knowledge of the rules of the road, and in particular issues regarding pedestrians, could be improved among all users. The best opportunity to accomplish this is with new drivers. The existing driver education program can be expanded to include significantly more information about pedestrian safety, speed and distracted driving.

ACTIONS

Mid Term

- Develop and distribute a mobility education curriculum that teaches students how to ride a bike, be a pedestrian, and take transit, in addition to learning to drive.
- Provide information on new traffic safety laws with city sticker purchases.
- Work with the Secretary of State's office to increase the amount of pedestrian topics covered in driver education, licensing exams, and traffic school curriculum.

Long Term

- Develop a continuing mobility education program for older drivers to communicate new laws and trends.

MILESTONES

Develop a mobility education curriculum by 2015.

Include information on traffic safety laws with city stickers by 2016.

Develop a continuing mobility education program by 2018.

ADDITIONAL RESOURCES

Occupational Therapy Association of California. Elder Safety. http://www.eldersafety.org.

Mobility Education. 2012. http://mobilityeducation.org.

16 Make it easier to install temporary uses in vacant properties

The quality of buildings facing local streets can have a marked impact on the experience and perceptions of pedestrians. An active storefront, for instance, can provide an attractive backdrop for walking and discourage criminal activity. A vacant building by contrast is a quality of life hazard that can severely deter pedestrian activity. Temporary measures are needed to improve vacant buildings and other inactive surfaces to promote pedestrian security. Methods must be explored to facilitate approvals for artists and community organizations seeking to improve these properties.

ACTIONS

Short Term

- » Encourage owners of vacant properties to activate their sites with public art and temporary improvements.
- » Explore using nuisance laws to make improvements to vacant properties.
- » Pilot an incentive program for property owners to integrate public art along visible and blank walls.

Mid Term

- » Cite owners of vacant properties on arterial streets who do not shovel sidewalks adjacent to their property.

ADDITIONAL RESOURCES

Lin, Xin. Exploring the Relationship Between Environmental Design and Crime: A Case Study of the Gonzaga University District. Washing State University, 2010.

National Crime Prevention Council. "Best Practices for Using Crime Prevention Through Environmental Design in Weed and Seed Sites." 2009.

MILESTONES

Pilot an incentive program for property owners to activate vacant properties by 2015.

17 Support Chicago's Safe Passages program

The Chicago Public Schools (CPS) Safe Passages program provides a group of focus schools with staff to make students feel safe and secure on their way to and from school. This staff can also help improve pedestrian safety around schools.

ACTIONS

Short Term

- Develop materials/handouts for Safe Passages staff on pedestrian safety and laws.
- Include pedestrian safety as a part of Safe Passages staff training.
- Evaluate the effect that the Safe Passages program has on pedestrian crashes on an annual basis.

MILESTONES

Develop Safe Passages materials by 2013.

Integrate pedestrian safety into Safe Passages staff training by 2015.

ADDITIONAL RESOURCES

Chicago Public Schools. Safe Passage. 2011.

18 Improve information for crash victims

Many people involved in a pedestrian crash are unaware of the support that is available to them or the steps to take after the crash. This information should be made widely available to all city residents.

ACTIONS

Mid Term

- Develop an informational packet on what to do if you've been involved in a pedestrian crash.
- Distribute the informational packet to aldermen and community groups and through other available means.
- Make the same information available on the CDOT and Chicago Department of Public Health (CDPH) websites.

MILESTONES

Develop an informational packet for crash victims by 2014.

Update CDOT and DPH websites with this information by 2015.

ADDITIONAL RESOURCES

Active Transportation Alliance. Crash Support. 2011.

Stutts, J., and W. Hunter. Police-reporting of Pedestrians and Bicyclists Treated in Hospital Emergency Rooms. University of North Carolina Highway Safety Research Center.

19 Support Chicago Alternative Policing Strategy Program

Crime prevention and transportation safety are both integral to the health of Chicago's neighborhoods. As such, the Chicago Alternative Policing Strategy (CAPS) program plays an important role in connecting communities with law enforcement. CAPS meetings provide an excellent opportunity to share information with residents on pedestrian safety.

ACTIONS

Mid Term

- » Create a traffic safety presentation for CAPS meetings.
- » Conduct outreach at CAPS meetings.
- » Develop educational materials on traffic calming and traffic enforcement to hand out at these meetings.
- » Develop a traffic enforcement request form to provide at CAPS meetings.

MILESTONES

Develop a presentation and present at CAPS meetings by 2015.

Develop a traffic enforcement request form by 2015.

ADDITIONAL RESOURCES

Chicago Community Policing Evaluation Consortium. "Community Policing in Chicago, Year Ten: An Evaluation of Chicago's Alternative Policing Strategy." 2004.

20 Analyze the relationship between pedestrian safety and crime

The 2011 Chicago Pedestrian Crash Analysis identified a strong correlation between community areas with high numbers of pedestrian crashes and community areas with high crime rates. Correlation does not indicate causation and further study is necessary to understand this relationship and the potential broader benefits of pedestrian safety improvements.

ACTIONS

Short Term

- Identify and obtain funding for this study.
- Identify a location for safety improvements and obtain data for the "before" conditions.

Mid Term

- Design and implement pedestrian safety improvements.
- Develop a pedestrian safety enforcement plan for the area for the duration of the project.
- Analyze the effects on pedestrian safety and crime.

MILESTONES

Initiate this study by 2013 and complete by 2015.

ADDITIONAL RESOURCES

National Highway Traffic Safety Administration. Data-Driven Approaches to Crime and Traffic Safety (DDACTS). 2011.

connectivity

Many parts of Chicago have continuous and connected pedestrian facilities. However, there are still a number of barriers in the pedestrian network that need to be addressed. These barriers, such as missing or damaged sidewalks, expressways through neighborhoods, snow on sidewalks, rail viaducts that are long and dark, or pedestrian detours during construction, all affect pedestrian connectivity. This chapter identifies the policies and coordination that are necessary to make it as easy as possible for pedestrians to access any location in Chicago.

our goals

» Identify and eliminate gaps and barriers in the pedestrian network

» Establish policies that prioritize pedestrian access

how we'll get there

» Design, build, and maintain a more connected pedestrian network

» Improve information on the pedestrian environment and the methods through which pedestrian data is collected, analyzed, and shared

BRYN MAWR
HISTORIC DISTRICT
ONE WAY
Bryn Mawr
OPEN

1 Maintain pedestrian access during construction

There are many occasions when sidewalks need to be closed off or modified during construction projects. Clear, safe, and accessible pedestrian routes must be provided when sidewalks are affected by public and private construction.

ACTIONS

Short Term

- Require a minimum 6' travel path be maintained for any full or partial closure of a sidewalk in the Central Business District, Pedestrian Streets, and other locations with high pedestrian volumes. Require a minimum 4' travel path at all other locations. Allow exceptions when these widths are not possible.
- Keep travel paths along the building line whenever possible.
- Require a pedestrian access plan for any proposed closure of all or part of a sidewalk. The access plan should include new walkways, signage, access to bus stops and train stations, and accessibility recommendations.

Mid Term

- Develop standards for fences during sidewalk closures.
- Update the Regulations for Openings, Construction, and Repair in the Public Way manual with these standards for minimum travel paths and fences and distribute to those that work in the public right of way.
- Develop new urban design standards for sidewalk scaffolding/sheds.

Long Term

- Aggressively enforce violations of these standards.

MILESTONES

Require pedestrian access plans by 2013.

Update the Regulations for Openings, Construction, and Repair in the Public Way with new standards by 2015.

Develop urban design standards by 2016.

ADDITIONAL RESOURCES

U.S. Access Board. Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. July 26, 2011.

2 Improve snow removal practices

During the winter, ice and snow on sidewalks present significant challenges for everyone. Without a clear sidewalk, pedestrians are often forced to walk in the road and into dangerous conflicts with vehicles. For many pedestrians, particularly people with disabilities or seniors, snow can prevent access to basic services, such as public transportation, medical services, or grocery stores. The simple task of shovelling a sidewalk can tremendously alter another individual's quality of life. But no single organization can ensure that Chicago's sidewalks are routinely cleared of snow and ice. The City, residents, community groups, and institutions must work together to share resources and information.

MILESTONES

Establish a sidewalk snow removal committee by 2013.

Develop draft sidewalk snow removal policies and procedures by 2014.

Develop a method to report locations with mobile device by 2015.

Pilot the neighborhood sidewalk snow removal program by 2015.

ADDITIONAL RESOURCES

City of Madison. Snow Removal Regulations. 2011.

ACTIONS

Short Term

- Improve coordination between agencies regarding responsibilities for sidewalk snow removal.
- Prioritize sidewalk snow removal at city facilities.
- Improve awareness citywide of sidewalk snow removal ordinances.

Mid Term

- Cite owners of vacant properties on arterial streets who do not shovel sidewalks adjacent to their properties.
- Integrate policies and procedures related to pedestrian access and snow removal operations.
- Provide a method for people to report locations that are not shoveled using mobile devices and share information on the City's website of previous snow removal calls and issues.
- Collect public health information on falls and injuries related to sidewalk snow and ice.
- Assist in coordinating ward sidewalk snow removal plans.

3 Ensure clear pedestrian routes on sidewalks

Sidewalks, like streets, must provide the proper balance of space to allow pedestrians to safely and comfortably use them. Pedestrians share sidewalks with a number of objects, such as bus shelters, newspaper boxes, tree pits, sidewalk cafes, and signage. To ensure a clear pedestrian route, policies need to balance the free flow of pedestrian movement while accommodating pedestrian amenities.

ACTIONS

Short Term

» Develop quantitative standards for pedestrian volumes and sidewalk width for the Sidewalk Café program. Require that businesses meet these standards for future sidewalk cafe applications.

Mid Term

» Require newspaper boxes and private kiosks to display a permit or license number.

» Partner with Special Service Areas to enforce newspaper box and private kiosk violations of the Municipal Code.

» Work with Special Service Areas to create neighborhood aesthetic design standards for sidewalk cafés.

Long Term

» Develop a method to allow people to report issues with sidewalks on their mobile devices and expand the range of issues that can be reported.

ADDITIONAL RESOURCES

City of Kirkland, WA. Help Keep Sidewalks and Streets Clear.

MILESTONES

Pilot a program for stickers on newspaper boxes and private kiosks by 2015.

Develop new standards and approval process for sidewalk cafes by 2015.

Develop an online method to report sidewalk issues by 2018.

4 Improve pedestrian connectivity to transit

Every transit rider is also a pedestrian during some point of their trip. Improvements to pedestrian infrastructure around transit will encourage more pedestrian activity and transit ridership, improve the safety and overall experience of transit riders, and advance pedestrian friendly land uses.

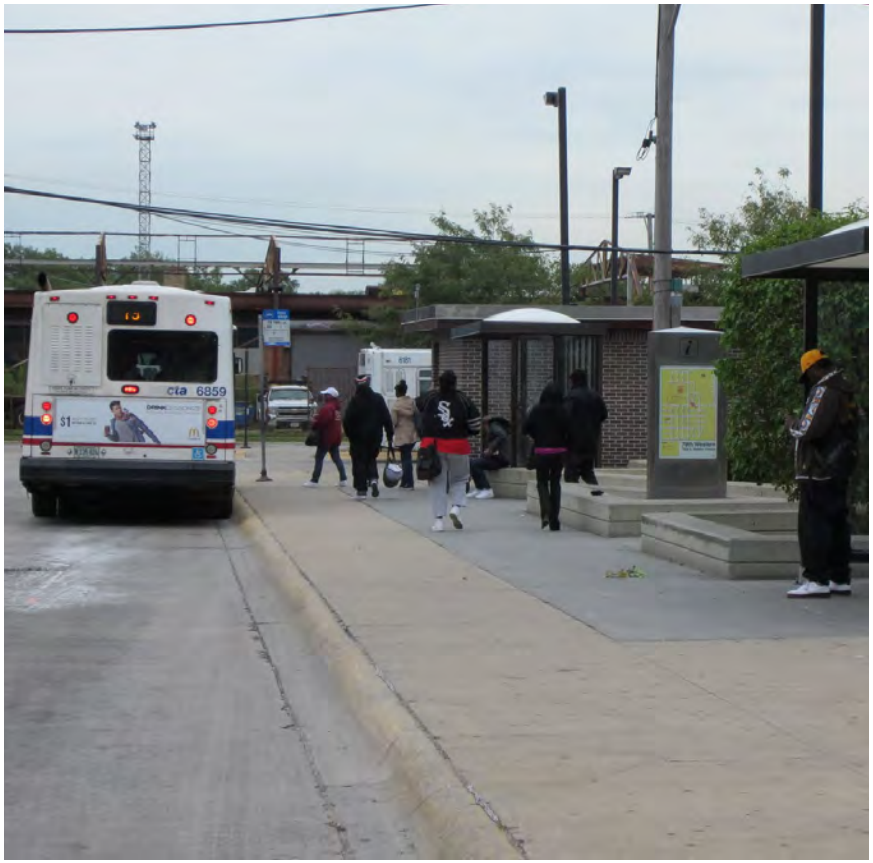
ACTIONS

Short Term

- Develop guidelines for access to transit, including bus stop siting, connecting sidewalks to bus stops, providing the proper amount of sidewalk space at bus shelters, and coordinating transit improvements with other complete street projects.
- Implement the recommendations of the Transit Friendly Development Guide.

Long Term

- Investigate the feasibility of new zoning requirements around transit stations. These could include a new zoning designation for Transit Streets, similar to Pedestrian Streets, and the feasibility of parking maximums, instead of minimums, for new developments located within 1/8 mile of a transit station. Amend the Zoning Code to include any new ordinances.
- Identify transit stations and stops that need improved pedestrian infrastructure and implement improvements.



MILESTONES

Begin to investigate new zoning requirements by 2013.

Develop access to transit guidelines by 2014.

Implement infrastructure solutions at five transit stations or stops in 2014, ten in 2016.

ADDITIONAL RESOURCES

New York City Department of Transportation. Pedestrians & Sidewalks: Safe Routes to Transit. 2011.

5 Ensure connectivity for persons with disabilities

Any barrier, such as an intersection without an ADA compliant ramp or the construction of a new building that doesn't provide enough width for a wheelchair, can prevent a person with a disability from getting to their destination easily and safely. As the pedestrian network is built and improved, upgrades must be made so that all pedestrians will be able to get around Chicago.

ACTIONS

Short Term

- Upgrade sidewalks and crossings for accessibility compliance during reconstruction.
- Develop, complete, and maintain a database of all ADA compliant ramps.

Mid Term

- Require a pedestrian accessibility plan for all private and public projects that affect the sidewalk network. This plan should be reviewed as part of the CDOT review process.
- Develop a system (online or with a mobile device) to report accessibility issues with existing infrastructure and temporary construction.
- Develop an application for requesting accessible pedestrian signals.

Long Term

- Identify intersections and crossings without accessible ramps and locations where the grade of the sidewalk is too steep for wheelchairs.
- Develop an infrastructure improvement program for these ramps, crossings, and sidewalks and identify funding.

MILESTONES

Develop a database of inaccessible sidewalks and intersections by 2015.

Develop and fund a program to reduce the number of inaccessible sidewalks and intersections on an annual basis.

ADDITIONAL RESOURCES

U.S. Access Board. Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. July 26, 2011.

New York City. NYCityMap. 2012.

6 Improve at-grade railroad crossings

Railroad tracks often serve as a major barrier between neighborhoods. Given this, it is important to improve at-grade crossings to make it as easy and safe as possible for people to access both sides of the tracks.

ACTIONS

Short Term

» Identify jurisdictions and ownership of all pedestrian at-grade railroad crossings.

Mid Term

» Coordinate with the Illinois Commerce Commission (ICC), rail operators and owners, and Operation Lifesaver to install detectable warning mats on sidewalks, ensure that all pedestrian paths intersect with the railroad crossings at as close to 90 degrees as possible, ensure that all at-grade crossings have proper gates and signage, and provide additional information for pedestrians at all railroad crossings.

Long Term

» Monitor rail technology for future products that create level surfaces for pedestrians to cross.

MILESTONES

Identify the jurisdiction and ownership of all at-grade railroad crossings by 2014.

Begin coordination program with the ICC and the railroads by 2015.

ADDITIONAL RESOURCES

Don't Become A Wreck. Directed by Sound Transit. 2012.

7 Collaborate on future school sitings

Students and parents are more encouraged to walk to schools that are located on residential streets and adjacent to transit. Conversely, many students and parents may not feel safe walking to schools located on a busy arterial roadway. Collaborating to provide input on desirable transportation attributes for potential sites of future schools is an important element of providing safer routes to schools.

ACTIONS

Short Term

» Require pedestrian improvements for new schools.

Mid Term

» Include CDOT as part of the school siting process for potential public and charter school sites earlier, including the budgeting and design stages.

» Evaluate potential sites for future schools based on pedestrian connectivity and safety.

MILESTONES

Include CDOT as part of the school siting process by 2014.

ADDITIONAL RESOURCES

Oregon Growth Management Program. Walkable Neighborhood Schools. 2011.

8 Improve non-standard intersections

Chicago has a number of atypical intersections, including streets that are offset from one another, streets that cross each other at acute angles, and intersections with three or four streets coming together. It is necessary to identify all of these intersections and develop standards to make them easier for pedestrians to cross.

ACTIONS

Short Term

» Develop typologies and guidelines, utilizing additional pedestrian safety tools, for diagonal intersections with five or six legs and offset intersections.

Mid Term

» Remove channelized right-turn lanes where streets intersect at acute angles.

» Pilot a project that studies the effects of prohibiting turning movements at intersections where three major streets intersect.

MILESTONES

Pilot a study prohibiting turns at diagonal intersections by 2014.

Develop intersection typologies by 2014.

Remove all channelized right turn lanes by 2015.

ADDITIONAL RESOURCES

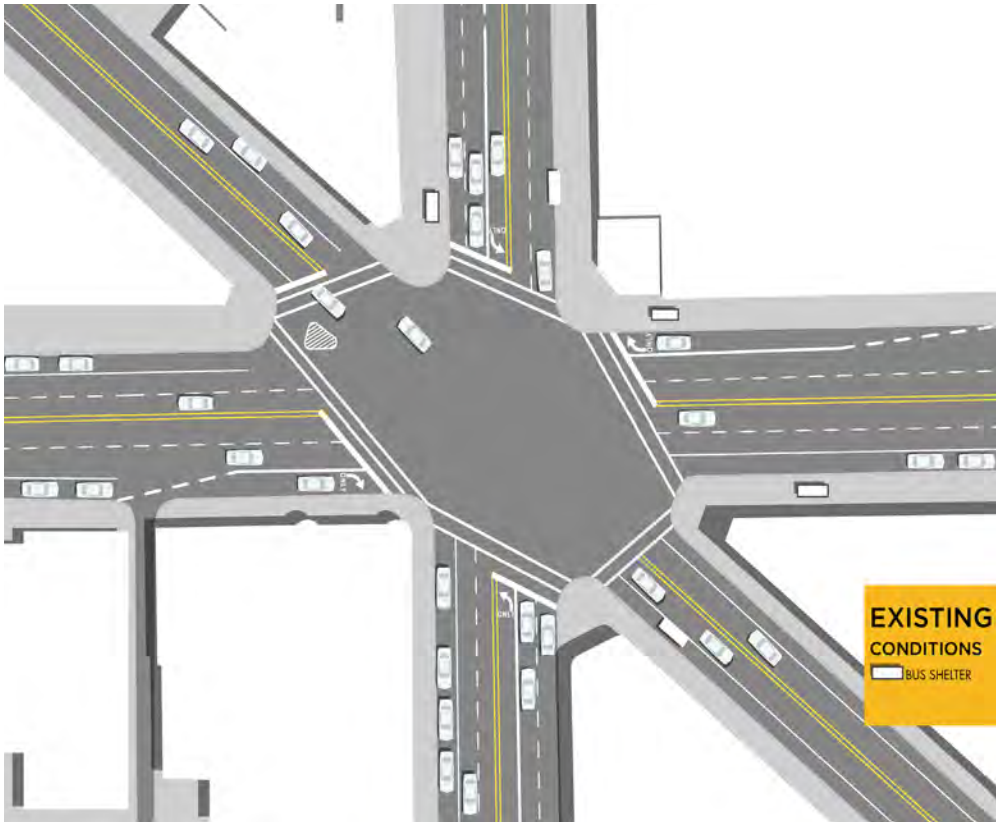
An ITE Recommended Practice - Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. Institute of Transportation Engineers, 2010.

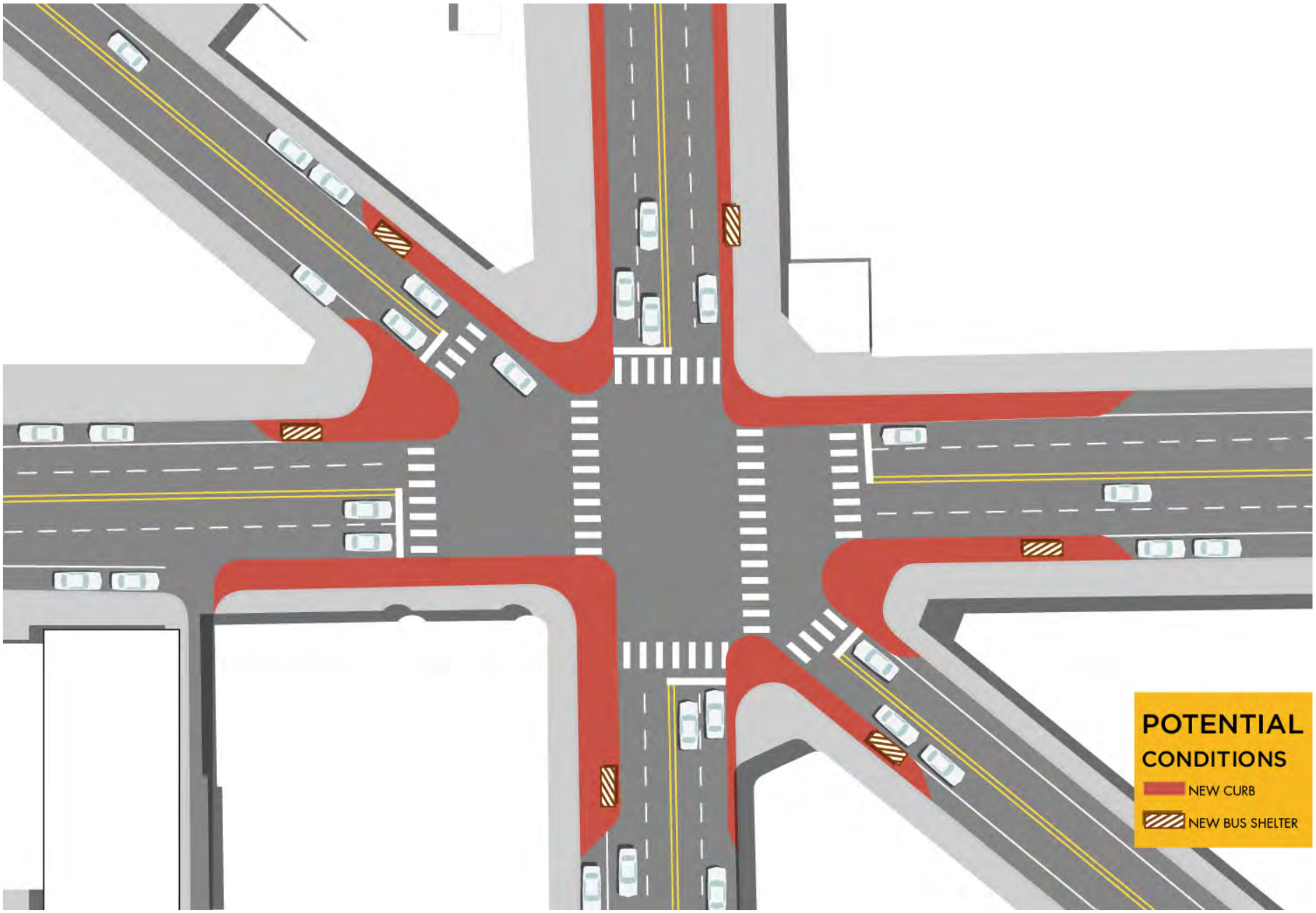
THE SIX WAY INTERSECTION

Chicago has a number of diagonal streets (Archer Avenue, Blue Island Avenue, Lincoln Avenue, Elston Avenue, Milwaukee Avenue) that intersect at one point with both a north-south street and an east-west street. These six way intersections create a number of challenges for pedestrians and vehicles. They require pedestrians to cross large distances to get from one side of the intersection to the other.

There are a number of improvements that can be made to these types of intersections to reduce the crossing distance and improve the connectivity in the neighborhood. The graphic to the right shows a typical six way intersection where a diagonal street intersects two arterial roadways. On the following page a number of modifications have been made. These include:

- removing the channelized right turn lane
- reducing turning radii
- prohibiting turns at the intersection
- providing crosswalks for all movements




POTENTIAL
CONDITIONS
NEW CURB
NEW BUS SHELTER

9 Improve underpasses

Highways and rail lines often act as barriers between neighborhoods and to employment, parks, schools, and libraries. The underpasses with sidewalks provide pedestrians access through this infrastructure also present challenges for pedestrians. There are a number of ways to improve underpasses through lighting, art, and general maintenance.

ACTIONS

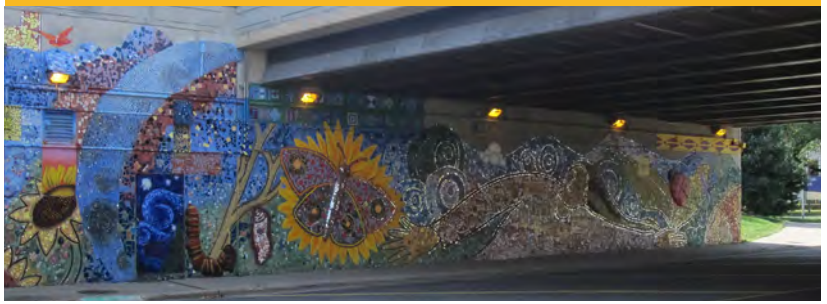
Mid Term

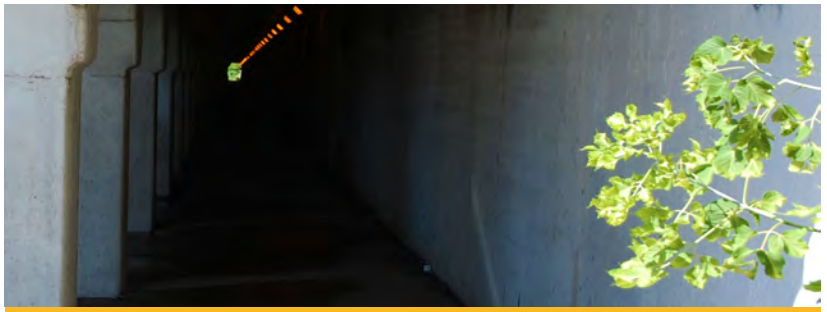
- Identify all underpasses in Chicago as well as the ownership, maintenance responsibilities, and jurisdiction.
- Develop criteria and maintenance standards to evaluate existing underpasses.
- Establish a monitoring and maintenance program for existing underpasses.
- Develop urban design guidelines for new underpasses and improvements to existing underpasses.

Long Term

- Create an underpass improvement program that identifies funding for connectivity, safety, and aesthetic improvements.

INVITING UNDERPASS





UNINVITING UNDERPASS

MILESTONES

Identify all underpasses by 2015.

Develop evaluation criteria by 2015.

Develop urban design guidelines for underpasses by 2015.

Create an underpass improvement program by 2018.

ADDITIONAL RESOURCES

City of Calgary. Downtown Underpass Urban Design Guidelines. Design Guidelines, Calgary, Canada: City of Calgary, 2010.

10 Improve expressway entrances and exits

Both the CTA Red Line and Blue Line are located along expressways and an expressway also separates the Loop from the west side of the city. Thousands of pedestrians must cross the entrances and exits to the expressways on a daily basis to reach their destinations. Many of these entrances and exits were designed primarily for vehicles and are often very difficult for pedestrians to cross. Improving these locations will make it easier for pedestrians to get to transit, the Loop, and other destinations and create a more connected pedestrian environment.

ACTIONS

Short Term

- Identify all expressway entrances and exits and note which locations have transit stations.

Mid Term

- Develop typologies for these intersections, including low-cost improvements such as striping, signage, and refuge islands.
- Prioritize the intersections for improvements.

Long Term

- Consider eliminating ramps, when possible, as part of major improvements and develop standard intersections at entrances and exits.
- Ensure that all future projects involving expressway entrances and exits include improvements to allow for easy and safe pedestrian crossings.

MILESTONES

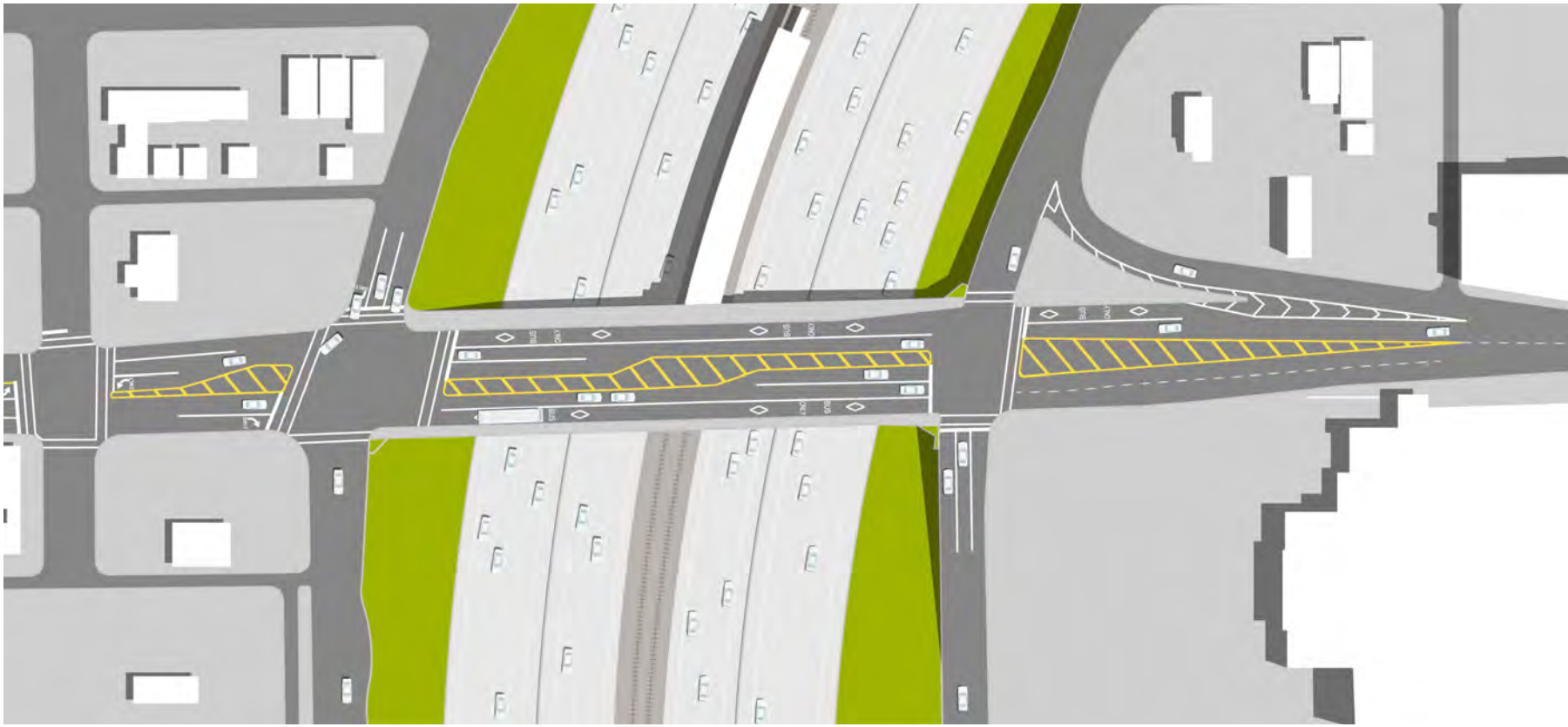
Develop intersection typologies and a prioritization system by 2015.

Begin designing improvements by 2016.

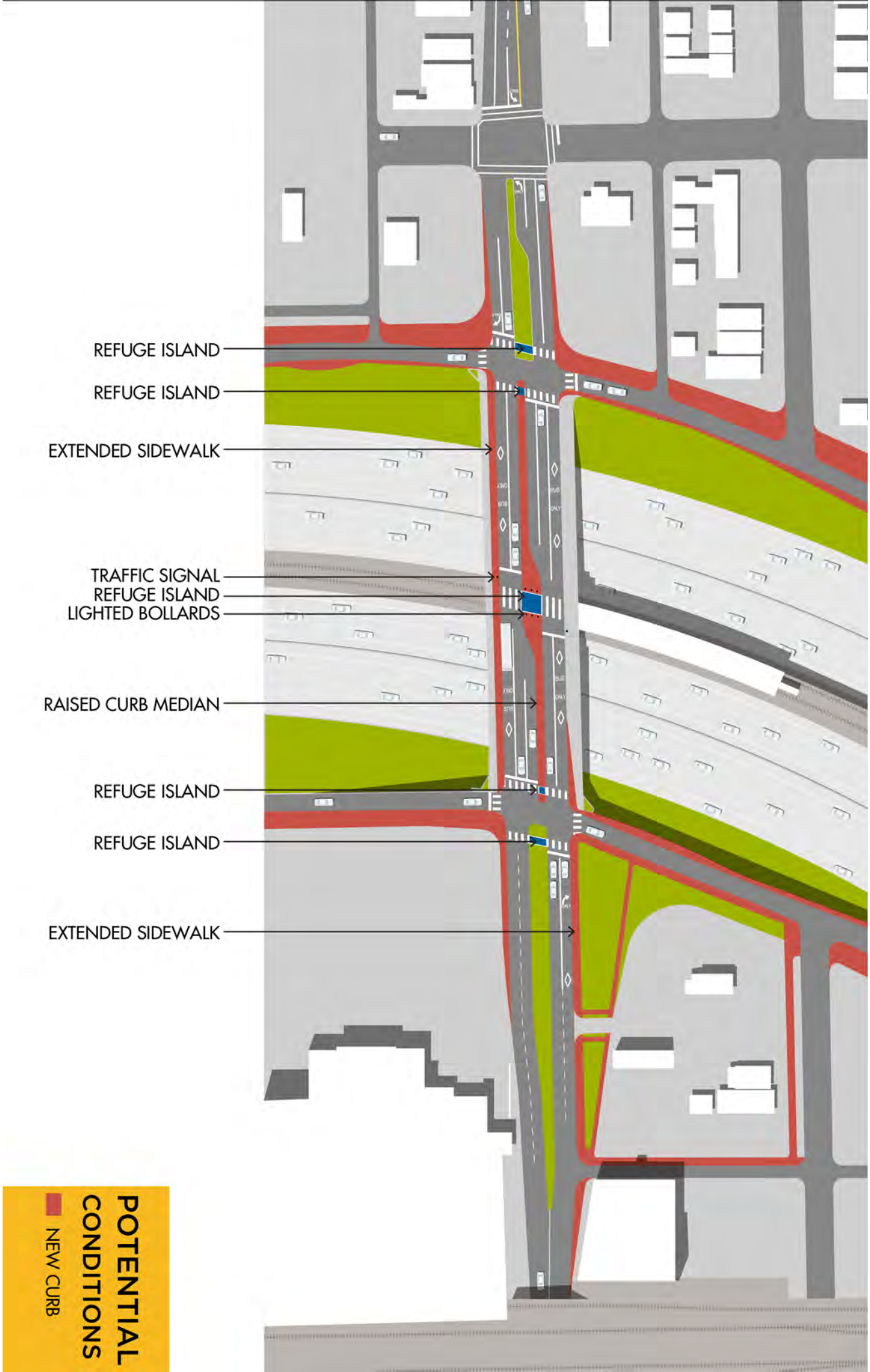
ADDITIONAL RESOURCES

An ITE Recommended Practice - Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. Institute of Transportation Engineers, 2010.

INTERSTATE ENTRANCE & EXIT



Interstates 55, 57, 90, 94, and 290 all run through neighborhoods of Chicago. While these roadways provide regional connectivity for motorists and freight, they also create significant barriers in the pedestrian network. Because both the CTA Red and Blue lines run within the medians of an interstate, thousands of pedestrians must cross the entrances and exits of the interstates on a daily basis to access train stations. Many of these entrances and exits were designed for optimal vehicular operations that did not take into account pedestrian connectivity. Reducing the radii and/or removing low volume ramps, installing pedestrian refuge islands and providing safer crossings between bus stops and train stations can balance the needs of all users.


REFUGE ISLAND
REFUGE ISLAND
EXTENDED SIDEWALK
TRAFFIC SIGNAL
REFUGE ISLAND
LIGHTED BOLLARDS
RAISED CURB MEDIAN
REFUGE ISLAND
REFUGE ISLAND
EXTENDED SIDEWALK
POTENTIAL CONDITIONS
NEW CURB

11 Develop standards for pedestrian facilities within parking lots

The experience of walking in a parking lot should be considered no different than walking on a sidewalk. It should be safe and convenient to get from the car to the front door. Minimizing conflicts between pedestrians and vehicles should be a priority of parking lot design.

ACTIONS

Mid Term

- Develop parking lot standards for pedestrian and transit access.
- Analyze pedestrian crash data in parking lots.
- Require pedestrian aisles in surface parking lots with more than 200 spaces.

Long Term

- Require crosswalks at all pedestrian crossing locations in parking lots.

MILESTONES

Undertake a parking lot pedestrian crash data analysis by 2015.

Develop parking lot standards by 2016.

ADDITIONAL RESOURCES

Pedestrian Planning and Design Handbook. Florida Department of Transportation.

12 Improve pedestrian data collection and sharing methods

Pedestrian volumes are counted as a part of numerous projects in Chicago. In order for this information to be valuable on a macro level, the methods for collecting the data must be standardized.

ACTIONS

Short Term

- Develop standards for hourly and daily pedestrian volume counts, including time and day of week, location, and weather.
- Participate in the National Bicycle and Pedestrian Documentation Project.
- Develop and distribute an informational brochure and/or webpage on how to collect pedestrian volume data.

Mid Term

- Develop a system for consultants to upload pedestrian data to CDOT.
- Update the Chicago Traffic Information Map to display all pedestrian counts.
- Distribute walkability tools to aldermen, community groups, and SSAs.
- Encourage aldermen, community groups, and SSAs to conduct and share the results of walkability audits to obtain qualitative information about the pedestrian environment.

MILESTONES

Develop pedestrian count standards in 2013.

Develop a system to upload and share data by 2014.

ADDITIONAL RESOURCES

Schneider, Robert J, Lindsay S Arnold, and David R Ragland. Methodology for Counting Pedestrians at Intersections: Use of Automated Counters to Extrapolate Weekly Volumes from Short Manual Counts. Washington, DC: Transportation Research Board, 2009.

Consortium to Lower Obesity in Chicago Children. Neighborhood Walkability Assessment Tool. 2012.

Navteq Traffic. Chicago Traffic Information Map. 2012.

City of Minneapolis. Pedestrian Counts. 2011.

Institute of Transportation Engineers. National Bicycle and Pedestrian Documentation Project. 2012.

13 Identify all barriers and gaps in the existing pedestrian network

Chicago has a number of barriers (interstates, viaducts, rivers, etc.) and gaps (missing or broken sidewalks, lack of pedestrian crossing signals, etc.) in its pedestrian network. The first step towards improving pedestrian access through these barriers and gaps is to identify them.

ACTIONS

Short Term

- Develop a sidewalk checklist that allows residents and neighborhood groups to survey existing sidewalks and provide the data to CDOT.

Mid Term

- Develop criteria for what should be considered a barrier and what should be considered a gap.
- Use these criteria to develop and update a database of all identified barriers and gaps in Chicago.
- Develop a process to allow residents to report gaps in the pedestrian network with a mobile device.
- Encourage staff that are working in the built environment, such as Streets and Sanitation or Park District employees, to report sidewalk conditions.

MILESTONES

Develop criteria and a database of identified barriers and gaps by 2015.

Continually monitor and update this list and ensure that the list is used to inform future transportation projects.

ADDITIONAL RESOURCES

City of Naperville. "Sidewalk Gap Inventory Priority System." 2012.

14 Improve wayfinding

Whether it's a tourist visiting Chicago for the first time or a resident exploring a new neighborhood, people want to easily locate information on how to reach their destination. This is not only important in the Central Business District, but to any retail or cultural district in Chicago. Providing this information in a predictable and reliable manner can be accomplished by implementing a set of consistent standards for all future wayfinding projects in Chicago.

ACTIONS

Mid Term

- » Integrate digital wayfinding into structures in the public way, such as bus shelters, trash cans, and other street furniture. Ensure that information is accessible to people with disabilities.
- » Identify all intersections that do not have street signs that face each leg of the intersection and install street signs.
- » Coordinate with the RTA on its wayfinding program for transit stations.
- » Work with neighborhood groups to integrate digital wayfinding into future wayfinding projects.

MILESTONES

Begin implementing digital wayfinding by 2014.

Begin adding streets signs at one-way street intersections by 2014 and complete the installations by 2016.

ADDITIONAL RESOURCES

Wayfinder NYC. Mobile Application. New York City, 2012.

15 Identify potential streets for Pedestrian Street designation

Pedestrian Street is a zoning designation that is intended to preserve and enhance the character of Chicago's pedestrian-oriented shopping districts. The designation regulates building design, land use, vehicular access, and parking. Pro-actively identifying future Pedestrian Streets will encourage clusters of pedestrian retail uses in areas that will support them.

ACTIONS

Short Term

- Develop criteria for future Pedestrian Streets.

Mid Term

- Identify a first phase of locations that meet these criteria and designate them as Pedestrian Streets.
- Evaluate the effectiveness of the proactive zoning.
- Require all future projects along these corridors to meet the Pedestrian Street requirements stated in the Chicago Zoning Ordinance.

MILESTONES

Identify the first phase of future Pedestrian Streets locations by 2015.

Implement the new zoning by 2016.

ADDITIONAL RESOURCES

Chicago Zoning Ordinance Section 17-4-0500 Pedestrian Streets. Pedestrian Streets. Chicago: City of Chicago.

16 Improve analysis of pedestrian operations

Most new developments and projects are required to conduct a traffic study as part of the City's approval process. In addition to understanding the vehicular impacts of these projects, these studies also provide a valuable opportunity to evaluate future pedestrian volumes and movements. There are a number of different tools that can be used to analyze pedestrian operations depending on the type of project. Similar to mitigating impacts of vehicular traffic, projects that affect existing pedestrian safety or operations will require improvements.

ACTIONS

Short Term

- Educate CDOT, CTA, IDOT, and Cook County Highway Department staff and consultants on pedestrian level of service and multi-modal level of service analysis.
- Pilot multi-modal level of service analysis for intersection analyses in City-conducted traffic studies. Evaluate the effectiveness of the pilot. If successful, require all traffic studies to use multi-modal level of service.
- Encourage new developments on heavily traveled sidewalks to be set back further from the curb to provide more space for sidewalks or sidewalk cafes.

Mid Term

- Develop full traffic study guidelines that include pedestrian level of service analysis, requirements for pedestrian access and using "person trips" for trip generation.
- Create a trip generation database of existing land uses in Chicago that includes the size of the land use, proximity to transit, the overall number of people trips, and the number of trips per mode.
- Require all planned developments to include pedestrian improvement strategies as part of all review and approval processes.
- Pilot a pedestrian simulation model for a large pedestrian generator. Evaluate the effectiveness of the pilot and determine if the process should be utilized for other projects.

MILESTONES

Pilot multi-modal level of service analysis by 2013.

Develop full traffic study guidelines by 2015.

Launch the trip generation database by 2015.

ADDITIONAL RESOURCES

2010 City Environmental Quality Review Manual. New York City: Mayor's Office of Environmental Coordination, 2010.

National Cooperative Highway Research Program. NCHRP Report 616. Multimodal Level of Service Analysis for Urban Streets. Washington, D.C.: Transportation Research Board, 2008.

livability

Being a pedestrian in Chicago is about more than simply reaching one's destination; it's about experiencing all of the places in between. Chicago has some of the best public spaces in the world and these spaces greatly benefit our city. They are places for community engagement in neighborhoods, economic development, and simply having fun. As such, the design and function of these spaces should meet the needs of the community. To accomplish this, we must continue to work with local stakeholders and tap into the wealth of local knowledge and creativity to develop new spaces and improve existing ones. This chapter recommends ways to make Chicago's streets more livable.

our goals

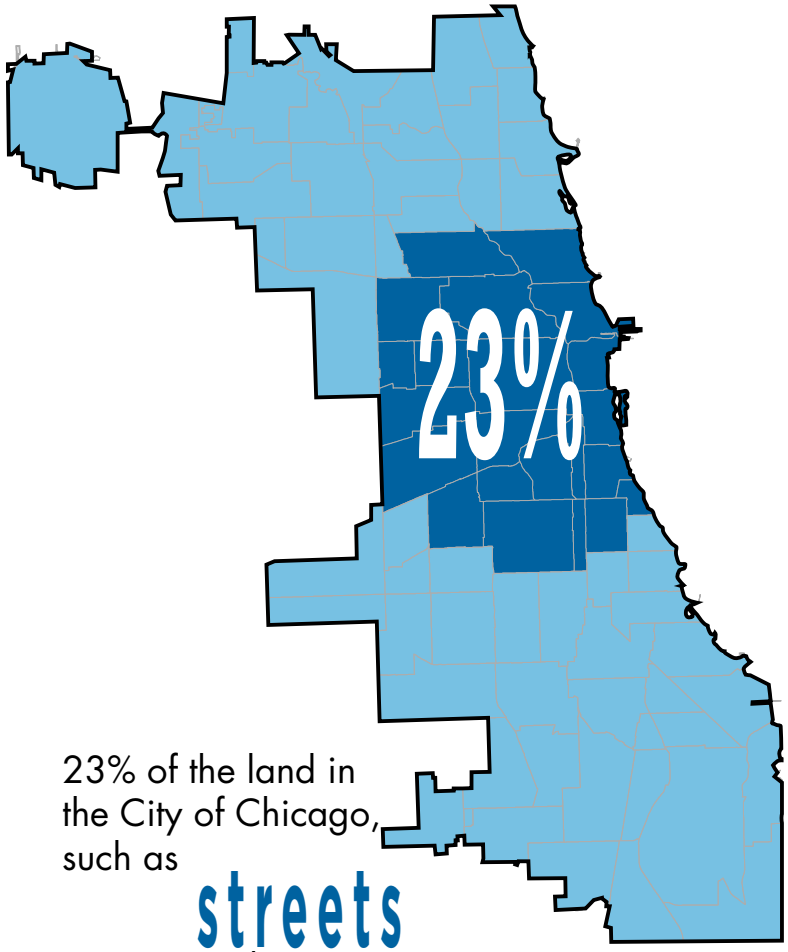
» Increase the amount and quality of pedestrian space

» Increase the activity in pedestrian space

how we'll get there

» Design, build, and maintain more livable streets

» Encourage activity in all pedestrian spaces



23% of the land in the City of Chicago, such as **streets** and **alleys** is found in the public right of way

OPEN

1 Create Make Way for People Program

Every neighborhood in Chicago could benefit from more quality space for its residents and visitors. There are a number of creative ways in which additional pedestrian space can be provided. From converting unnecessary roadway space to re-imagining how to use a parking space, Chicago's Make Way for People program will build more livable streets and increase local economic growth by adding pedestrian space all across the city.

ACTIONS

Short Term

- » Pilot the Make Way for People Program that creates additional pedestrian space by closing streets down permanently or temporarily, creates shared space to give pedestrians the right-of-way, creates public plazas by reclaiming street space, or creates plazas from parking spaces.
- » Develop quantitative and qualitative criteria and metrics for the Make Way for People program and evaluate the program on an annual basis.
- » Ensure equitable distribution of geographic sites in the Make Way for People Program.

Mid Term

- » Develop plans for Make Way for People projects throughout the city. Create at least three new projects annually.

MILESTONES

Launch Make Way for People program in 2012.

Pilot one street closure and two plazas in 2013.

Develop evaluation criteria by 2013.

ADDITIONAL RESOURCES

City of Chicago. Make Way for People. 2012.

New York City Department of Transportation. Pedestrians and Sidewalks: NYC Plaza Program. 2011.

City of San Francisco. Pavement to Parks San Francisco. 2011.

MAKE WAY FOR PEOPLE
Transforming the Public Way

There are many opportunities to increase the number of great public spaces in Chicago by using the public way. This will include taking advantage of streets, alleys, parking, and sidewalks. The example below shows how a segment of a diagonal street could be activated into a world class space for people.

2 Update City guidelines

There are a number of City guidelines and standards that affect the ways that streets are designed. Incorporating livability and health principles, from sidewalk width to stormwater management, into these guidelines will help create better streets for all Chicagoans.

ACTIONS

Short Term

» Finalize Complete Street Guidelines.

Mid Term

» Update the Streetscape Guidelines.

» Create Sustainable Infrastructure Design Guidelines.

» Update the Street and Site Plan Design Guidelines.

» Update the Street Marking Standards.

MILESTONES

Begin updating City guidelines by 2012 and ensure integration of all guides with each other.

Finalize Complete Street Guidelines in 2012.

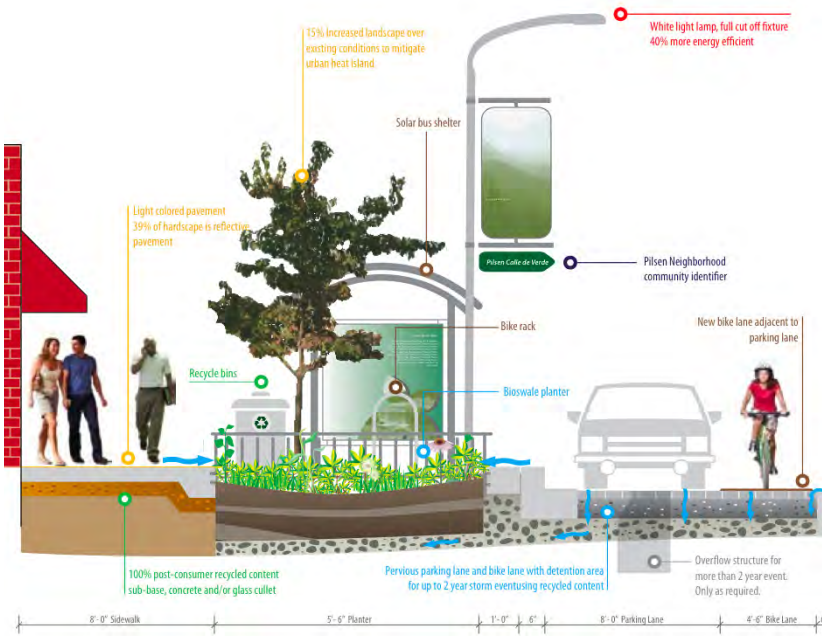
ADDITIONAL RESOURCES

City of Chicago. Streetscape Guidelines. City of Chicago, 2003.

City of Chicago. Street and Site Plan Design Standards. Report, Chicago: City of Chicago, 2007.

City of Chicago. Chicago Street Marking Standards. Chicago: City of Chicago, n.d.

Port Authority of NY & NJ. "Sustainable Infrastructure Guidelines." 2011.



3 Encourage community placemaking

Designing new spaces for pedestrians is not a one size fits all process. Great places in Chicago can only be developed through partnerships with the people that will use them and those that plan and design them. This process is referred to as placemaking. In order to ensure that the public way is designed as public space, future transportation projects will embrace placemaking principles and facilitate community participation in the design process.

ACTIONS

Short Term

- » Encourage placemaking for future transportation projects.
- » Encourage local stakeholders to voice their ideas on transportation projects using interactive methods.

Mid Term

- » Train city staff and consultants on placemaking principles.
- » Incorporate placemaking principles into the city design process.
- » Collaborate with not-for-profit organizations and private developers to create web and mobile applications that can assist with placemaking.

MILESTONES

Develop placemaking guidelines by 2013.

Integrate placemaking into three major highway or bridge projects by 2015.

ADDITIONAL RESOURCES

Metropolitan Planning Council. Placemaking Chicago: A Step-by-step Guide. 2011.

4 Program pedestrian space

The way that streets and pedestrian areas are used, and by whom, is a critical component of creating great places. Programming pedestrian space requires coordination between the City and various organizations to bring unique and engaging activities to activate the public realm. Online tools can serve to facilitate an easy and efficient interface between the City and such groups. These tools can assist groups in obtaining proper permissions for events, providing "how-to" basics and guidelines for acceptable uses and directing users to potential sources of funding or organizational co-sponsors. A marketing effort targeting potential pedestrian space programmers would ensure that institutions, performance groups, creative individuals, and others are directed to the necessary information and resources.

ACTIONS

Short Term

- » Partner with SSAs, Chambers of Commerce, and other community organizations to program new pedestrian spaces.

Mid Term

- » Launch a marketing effort for programming pedestrian space.
- » Create a new permit process for programming pedestrian spaces.
- » Develop an online tool that provides resources for groups wishing to hold an event.
- » Pilot a free Wi-Fi program in pedestrian spaces.
- » Create an request process for benches, similar to bike parking.

MILESTONES

Develop a new permit process for programming pedestrian spaces by 2015.

Create a bench request program by 2015.

Pilot a Wi-Fi program by 2016.

Launch a marketing effort for pedestrian space programming by 2016.

ADDITIONAL RESOURCES

The Street Plans Collaborative. "Tactical Urbanism: Short Term Action, Long Term Change." 2012.

Times Square. Times Square Bowtie. 2012.

5 Integrate art into pedestrian spaces

Chicago's legacy of artistic creativity and cultural production should be legible on its streets and in its pedestrian spaces. In a city with so many creative residents looking for opportunities to show their work, expanding the presence of public art would serve not only to make Chicago's creative scene more visible, but also to help local artists develop their careers. Facilitating creative innovation to enrich public spaces with interactive art, temporary outdoor galleries, video projections, sound and lighting installations, and distinctive green walls to name a few examples, would engage a diverse range of creative individuals and further distinguish Chicago's sidewalks and pedestrian areas.

ACTIONS

Short Term

- Ensure that capital projects integrate public art.

Mid Term

- Encourage temporary/rotating art exhibits in public space.
- Streamline the process to include art in transportation projects.
- Pursue grants from the NEA, the NEH, foundations, and other grant opportunities for public art.
- Encourage placemaking principles to help guide community-led art installations.
- Establish partnerships with local cultural and educational institutions for fundraising and implementation support.

MILESTONES

Include temporary art in four projects by 2016.

Develop funding partnerships for public art by 2016.

ADDITIONAL RESOURCES

Miami-Dade County. Art In Public Places. 2005.

6 Maintain public spaces

The City, residents, SSAs, institutions, and business owners all play a role in maintaining public sidewalks and pedestrian areas. To facilitate better coordination between the City and community partners, effective tools are needed to enable community members to report areas in Chicago where adjacent property owners may need a reminder that sidewalk maintenance is their responsibility.

ACTIONS

Mid Term

- Institutionalize sustainable design into all roadway projects.
- Facilitate community reporting of trash accumulation hot spots using an online tool.
- Establish a Clean and Green Day website and explore the feasibility of holding more events each year.
- Develop maintenance agreements with community organizations for future Make Way for People projects.
- Continue public education efforts on maintaining the public right of way.

MILESTONES

Complete Sustainable Design Standards by 2013.

Establish a pilot program for trash can stewardship by 2015.

Launch Clean and Green Day website by 2016.

Include sustainable design in all transportation projects by 2016.

ADDITIONAL RESOURCES

Future Communities. Maintaining High Quality Public Space. 2009.

health

Chicago's prevalence of overweight and obese adults has dramatically risen over the past decade and that is why the city of Chicago has made obesity reduction for both children and adults by 10% a major priority of its Healthy Chicago Public Health Agenda. Pedestrian activity improves the physical and mental health of both the individual pedestrian and the city as a whole and can also lead to improved social and economic health for neighborhoods. The following chapter identifies programs, policies, and strategies that will encourage a healthier Chicago.

our goals

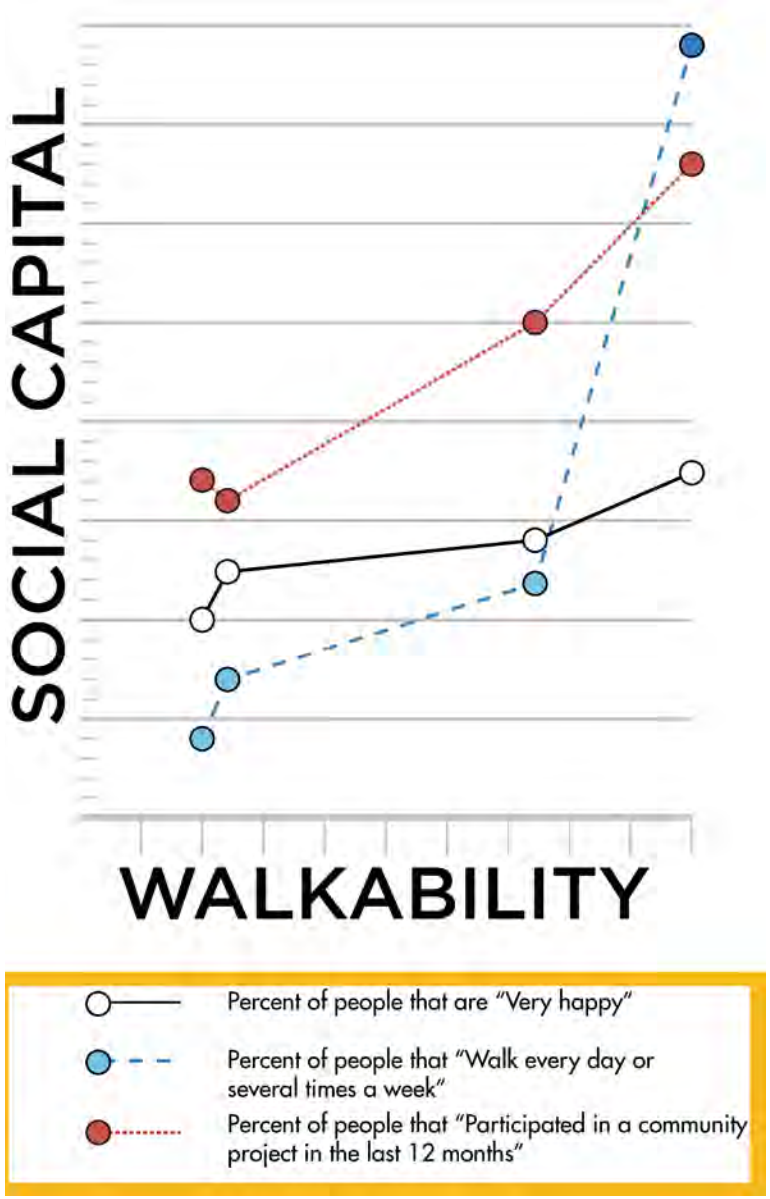
» Increase the number of pedestrian trips for enjoyment, school, work, and daily errands

» Increase the mode share of pedestrian trips for enjoyment, school, work, and daily errands

how we'll get there

» Develop and support pedestrian programs and events

» Develop and support pedestrian encouragement policies



SOURCE: Rogers, Shannon, John Halstead, Kevin Gardner, and Cynthia Carlson. Examining Walkability and Social Capital as Indicators of Quality of Life at the Municipal and Neighborhood Scales. October 2010.

Mexicare
Pharmacy
GOOD NEIGHBOR PHARMACY
US Cellular
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YIELD TO
BIKES
EXIT

1 Foster Play Streets

A zoning designation dating back to the Chicago Municipal Code of 1922 allows for the establishment of Play Streets. Play Streets are regular or reoccurring closures of streets with low traffic volumes to allow children to play in the street. By facilitating community efforts to implement Play Streets, Chicago can creatively support more active play areas in neighborhoods across the city.

ACTIONS

Short Term

- Coordinate Play Streets efforts between CDOT and the Department of Public Health.
- Partner with foundations to pilot Play Streets program.
- Identify locations for pilot Play Streets to serve as models for future community-initiated Play Streets.
- Develop Play Streets pamphlet or other marketing materials for distribution to community-oriented entities.

Mid Term

- Develop an expedited permit process for Play Streets.
- Create a Play Streets "how-to" guide and distribute via a website.
- Partner with a local cultural/creative institution to hold a city-wide design competition to create low-cost, playful, mobile, and highly visible street barriers for use during Play Street play hours.
- Encourage community groups to provide stewardship over Play Streets and make them more visible and distinctive.

Long Term

- Identify funding sources for equipment for Play Streets.

MILESTONES

Implement a pilot Play Streets program by summer 2012.

Launch design competition in summer/fall 2013.

ADDITIONAL RESOURCES

Godenzo, Jennifer S., Javier Lopez, Maritza Owens, Maysoun Freij, and Greg Holisko. Play Streets. Transportation Alternatives.

2 Hold more Open Streets events

Open Streets are large-scale events that temporarily close a street or streets to vehicular traffic in order to allow pedestrians and bicyclists to use and enjoy the roadway. Open Streets events have been held in Chicago in the past, both across neighborhoods along the Boulevards and in the Loop on State Street. This is a highly visible opportunity to encourage pedestrian activities across different communities in a safe and fun environment. Regular Open Streets events throughout the city are the best way to maximize the health benefits.

ACTIONS

Short Term

- Develop an Open Streets steering committee that includes representatives from the City, not-for profits, and the private sector.
- Identify streets and lengths that would be suitable for Open Streets events.

Mid Term

- Identify public and private funding sources for Open Streets events.
- Partner with community groups, institutions, and not-for profit groups to organize, promote, and provide programming for Open Street Events across Chicago.

Long Term

- Continuously reevaluate Open Streets events programming and locations based on attendance and feedback from participants.

MILESTONES

Establish an Open Streets steering committee by 2013.

Partner to hold at least three Open Streets events in 2013, six in 2014, and nine in 2015.

ADDITIONAL RESOURCES

Sarmeinro, et al. "The Ciclovia-Recreativa: A Mass-Recreational Program with Public Health Potential." Journal of Physical Activity and Health, July 2010.

Active Transportation Alliance. Open Streets. 2012.

G O D O G O O D
Kidz Zone!
open streets
for better biking, walking and transit

3 Promote Car Free Day

Every September 22nd, cities around the world participate in Car Free Day, a celebration of active transportation. Previous Car Free Days in Chicago have included events and prizes for participants.

ACTIONS

Short Term

- Promote Car Free Day through the City's and sister agencies' websites and social media platforms.

Mid Term

- Partner with community groups to organize a large, Car-Free Day rally.
- Engage local businesses to donate prizes for individual participants and businesses.
- Study the feasibility of holding an Open Streets event on Car Free Day.
- Partner with local community groups to promote Car Free Day and to hold organized walks or bike rides.

MILESTONES

Help organize and participate in a Car Free Day rally by 2015.

ADDITIONAL RESOURCES

Active Transportation Alliance. Chicagoland Car Free Day. 2011.

4 Support Walk and Bike to School Day

The first "National Walk Our Children to School Day" took place in Chicago in 1997 and it has since evolved into a nationwide event. Walk and Bike to School Day is an excellent opportunity to bring more attention to pedestrian issues affecting children.

ACTIONS

Short Term

- Increase the number of nominations for Crossing Guard Appreciation Day.

Mid Term

- Increase direct participation from Chicago Public Schools (CPS) in Walk and Bike to School Day. Institutionalize the event throughout the agency.
- Increase City resources and assistance to schools to participate in Walk and Bike to School Day.

MILESTONES

Increase the number of schools that participate in Walk to School Day by 5% every year.

Increase the nominations for Crossing Guard Appreciation Day by 10% every year.

ADDITIONAL RESOURCES

National Center for Safe Routes to School. International Walk to School in the USA. 2011.

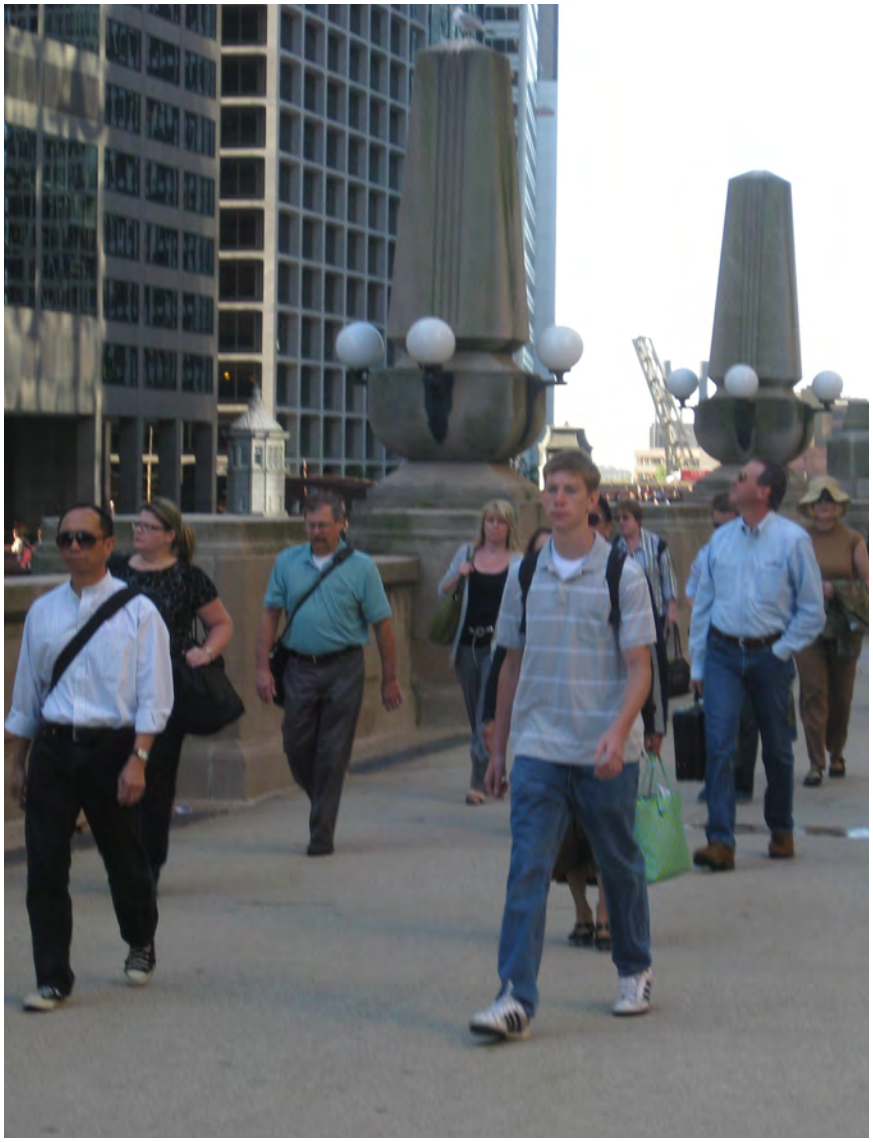
5 Implement Pedestrian Awareness Week

Chicago has held Bike to Work Week on an annual basis for the last 19 years to celebrate the experience of commuting by bicycle. A similar Walk to Work Day currently takes place once a year. Expanding this to an entire week could bring awareness to all pedestrian issues and encourage more pedestrian activity.

ACTIONS

Long Term

- Reach out to local community groups, not-for-profit groups, and stakeholders to organize a Pedestrian Awareness Week.
- Engage the local business community for sponsorship opportunities.
- Secure regular participation from elected officials and leaders for events and promotional efforts.
- Partner with local schools to develop lessons that can be taught during Pedestrian Awareness Week.
- Partner with colleges and universities for volunteer opportunities and to host Pedestrian Awareness Week events.
- Engage local press and social media outlets to promote Pedestrian Awareness Week.
- Hold rallies and events throughout the city and distribute educational materials (both physically and electronically) during Pedestrian Awareness Week.



MILESTONES

Organize and implement a Pedestrian Awareness Week by 2018.

Hold three events or rallies in neighborhoods by 2018.

ADDITIONAL RESOURCES

Bike Walk Virginia. Current Projects: Cyclist and Pedestrian Awareness Week. 2011.

6 Establish pedestrian challenge event

A pedestrian challenge event will allow participants to keep track of how many steps they have taken, compete against their friends, and compete for prizes. This will encourage more pedestrian activity and will allow participants to track and improve their daily physical health.

ACTIONS

Mid Term

- Develop a pilot event program.
- Engage the local and corporate business community for sponsorship opportunities.
- Investigate developing a smartphone app to track steps in lieu of distributing pedometers.
- Engage advocacy, employers, and community groups to organize and promote a Pedestrian Challenge.
- Evaluate the success of the pilot program to determine future events.

MILESTONES

Organize and implement a pedestrian challenge program in 2015.

ADDITIONAL RESOURCES

Pittsburgh Downtown Partnership. Ready, Set, Walk! 2011.

State of Illinois. Walk Across Illinois. 2011.

7 Incorporate health impact assessments

Health impact assessments (HIA) are a method that many cities use to measure a project's effect on health. Incorporating HIAs into future design and planning projects will help stress the importance of connecting land use with active transportation.

ACTIONS

Mid Term

- Research best practices on health impact assessments.
- Identify the types of projects that should conduct health impact assessments and develop the criteria to be included.
- Pilot health impact assessments on two CDOT projects.
- Evaluate the effectiveness of the pilot and determine if the process should be institutionalized.

MILESTONES

Research best practices by 2014.

Identify the types of projects and criteria to use by 2015.

Pilot health impact assessments by 2016.

ADDITIONAL RESOURCES

Centers for Disease Control. Health Impact Assessment. 2011.

8 Develop a Healthy by Design guide

Building and urban design can play a large role in promoting physical activity. Incorporating elements such as bike parking, prominent stairway access, and accessible outdoor spaces encourages more active transportation. Developing guidelines that include active design principles for building and infrastructure construction will assist in furthering healthy lifestyles.

ACTIONS

Long Term

- Develop Healthy by Design guidelines.
- Distribute and promote Healthy by Design guidelines to the development and real estate community.

MILESTONES

Develop Healthy by Design guidelines by 2018.

ADDITIONAL RESOURCES

New York City Department of Design and Construction. Active Design Guidelines. 2011.

9 Collaborate on Wellness Benefits

Wellness benefits can encourage employees to stay healthy and active by offering rewards to those who meet certain health goals. The federal Patient Protection and Affordable Care Act allows employers to offer a reward of 30% of the cost of coverage to employees who engage in wellness programs, while private health insurers are implementing their own wellness programs. Moreover, the City has taken a proactive role in promoting a wellness benefit program by proposing such a program for all City employees.

ACTIONS

Short Term

- Continue wellness programs for municipal employees.

Mid Term

- Distribute information to local employers and health insurance companies regarding wellness programs for employees.
- Ensure that materials distributed with wellness benefit programs include a pedestrian encouragement component.

MILESTONES

Develop and distribute information about wellness programs by 2015.

ADDITIONAL RESOURCES

"Patient Protection and Affordable Care Act." Summary of New Health Reform Law. 2011.

10 Support aging in place

Nine percent of Chicago's population is over 65 years old and that number is expected to grow in the future. As the city's population ages, it is important to embrace transportation and land use policies that will allow seniors to stay in their homes and neighborhoods. These policies include new design standards and associated training for City staff and the development community.

ACTIONS

Short Term

- Continue to focus signal timing and right of way improvements in areas with high populations of seniors.

Mid Term

- Develop best practices for design and land use patterns for seniors.
- Encourage future senior housing near transit.

Long Term

- Work with the development community on appropriate design standards for off-site improvements to facilitate aging in place.

MILESTONES

Identify locations with high populations of seniors in 2012 and update annually.

Develop best practices by 2016.

ADDITIONAL RESOURCES

Transportation for America. "Aging In Place, Stuck Without Options." 2011.

implementation: making it happen

Transforming the ideas and strategies of this plan into reality will be a tremendous challenge. It will require additional funding, efforts, and collaborations that do not exist today. This chapter provides details on identifying high priority areas for future programs, and recommendations for funding.

2022 REPORT CARD

SUBJECT	STATUS	COMMENTS
Safety	✓	Eliminate pedestrian fatalities in ten years
	✓	Reduce serious pedestrian injuries by 50% every five years
Connectivity	✓	Identify and eliminate gaps and barriers in the pedestrian network
	✓	Establish policies that prioritize pedestrian access
Livability	✓	Increase the amount and quality of pedestrian space
	✓	Increase the activity in pedestrian space
Health	✓	Increase the number of pedestrian trips for enjoyment, school, work, and daily errands
	✓	Increase the mode share of pedestrian trips for enjoyment, school, work, and daily errands

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1 High Priority Areas

A number of new initiatives need to be undertaken in the upcoming years to improve the pedestrian experience in Chicago. In order to identify high priority areas for future pedestrian programs, a tool was developed that analyzed pedestrian deficiencies and potential for pedestrian demand. It incorporated a number of city-wide datasets, including land use, pedestrian volumes, demographics, health, and safety, that paint a picture of pedestrian conditions across the city.

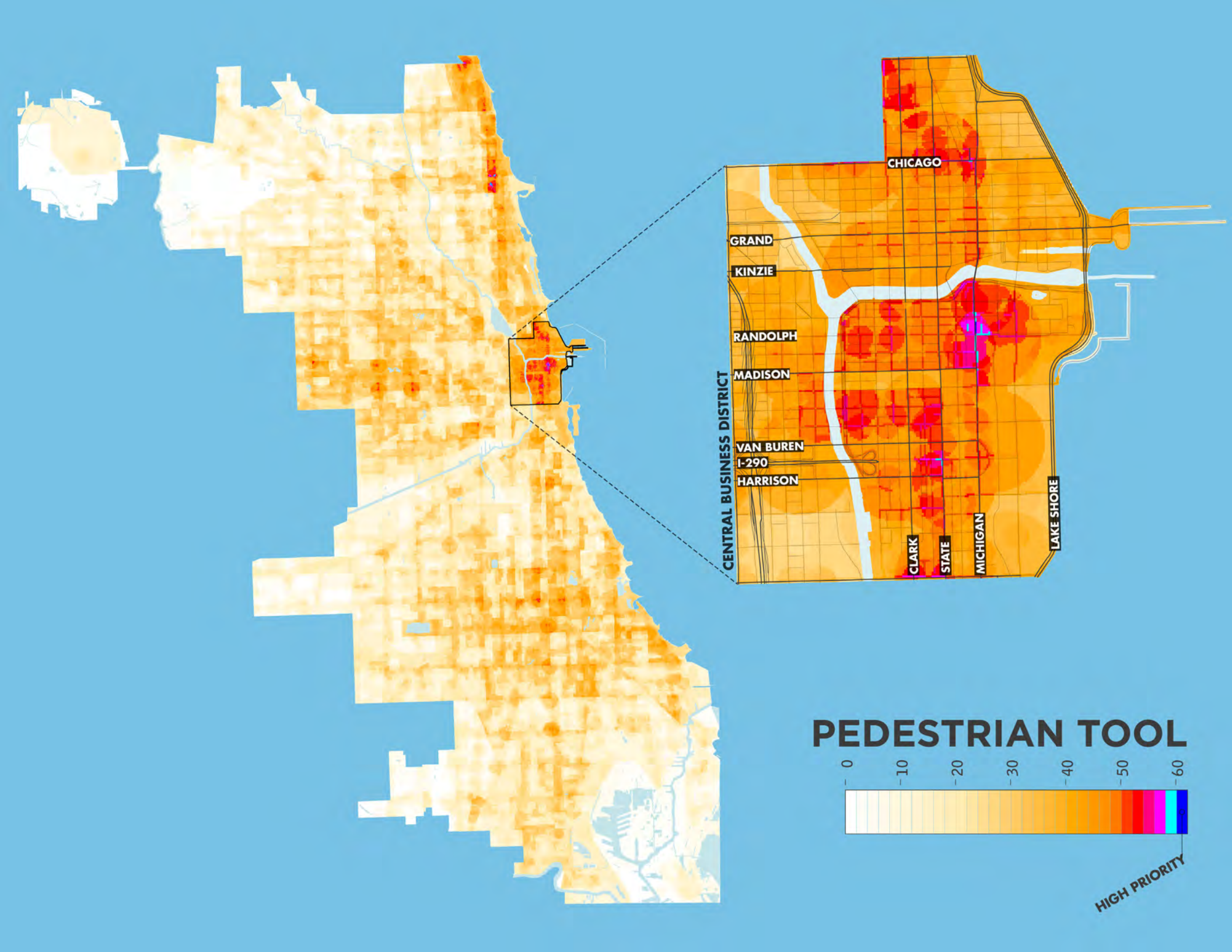
The tool can be used to compare different locations to help make data-driven decisions, equitably and fairly. It can be used to inform the prioritization of future projects, such as streetscapes, protected bike lanes, resurfacing, education campaigns, or Safe Routes to School efforts.

	CITYWIDE DATASETS UTILIZED
SAFETY	PEDESTRIAN CRASHES, STREET CLASSIFICATION, SIGNAL CONTROL, CRIME DATA, PROXIMITY TO SCHOOLS/PARKS/LIBRARIES, HOSPITALS, AND COMMUNITY CENTERS
CONNECTIVITY	311 CALL DATA ON SIDEWALK CONDITIONS AND SNOW REMOVAL, PROXIMITY TO BARRIERS SUCH AS EXPRESSWAYS
LIVABILITY	DISTANCE TO TRAIN STATIONS AND BUS STOPS, PRIORITY BUS ROUTES, PROXIMITY TO B AND C LAND USES, EMPLOYMENT DENSITY, PROXIMITY TO UNIVERSITIES/COLLEGES
HEALTH	HOSPITALIZATION RATE OF DIABETES AND HYPERTENSION, HEART DISEASE MORTALITY RATE, ASTHMA RATE, HEAT ISLAND COVERAGE
EQUITY	AREAS OF LOW INCOME, PERCENT POPULATION WITH A DISABILITY, PERCENT WALK/BIKE/TAKE TRANSIT TO WORK, POPULATION DENSITY, AUTOMOBILE OWNERSHIP RATES

The datasets were organized into five categories: safety, connectivity, livability, health, and equity. The categories relate to the overall goals of the plan.

The datasets were weighted based on a survey that was distributed to the Mayor's Pedestrian Advisory Council and other transportation professionals. The survey asked participants to rank a list of potential factors by importance and to suggest factors for the tool that were not listed. Based on the results of the surveys, each of the factors was weighted accordingly.

This tool identifies high priority pedestrian areas across the city. The high priority areas, as shown on the following page, were the locations that fell within the top 25th percentile of the results. This is only one tool to assist with prioritizing locations for pedestrian projects; it should not be used as the sole determinant for making decisions. Availability and stipulations of funding, community support, and cost sharing opportunities with other planned projects should all be considered in the decision making process.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HIGH PRIORITY

2 Funding

Implementing new programs and solutions will require funding and there will never be enough money to do everything. Doing more with less and exhausting all options for how projects are funded and maintained will be necessary to accomplish all of the goals of this plan. Acknowledging that historically a significant amount of the money for pedestrian efforts has been obtained from federal funding sources, this section identifies city-led strategies to increase the amount of funding that pedestrian projects receive.

1. Incorporate pedestrian safety and accessibility improvements into existing transportation projects.

   The most efficient method to implement pedestrian safety and accessibility improvements across the city will be to incorporate them into future projects. Any project being designed in the public way, from a street being resurfaced to the rehab of a train station, should be reviewed to ensure that pedestrian safety and accessibility improvements are included.

2. Establish a funding target and a funding tracking tool for pedestrian projects.

   An annual funding target should be established for projects that are solely pedestrian related. A tool should also be developed that tracks all pedestrian-related projects and the funding sources being used to implement them.

3. Establish a reliable and sustainable funding source for the maintenance of pedestrian facilities.

   There currently is no dedicated annual funding source for the maintenance of pedestrian facilities. These activities are typically accomplished either as a part of resurfacing projects or through Aldermanic menu money. A sustainable funding source must be established that is tied to the life cycle of the facilities in order to keep pedestrian infrastructure in a state of good repair.

4. Identify and fund pedestrian infrastructure projects on an annual basis.

   A list of potential pedestrian infrastructure projects should be identified on an annual basis.

5. Expand pedestrian safety improvements as part of the Aldermanic Menu program.

   Potential pedestrian safety improvements should be included in the Aldermanic Menu program.

6. Allocate a portion of Surface Transportation Program funds for pedestrian infrastructure projects.

   Surface Transportation Program (STP) funds are used for a variety of different transportation projects in the

city. For roadway and bridge projects, the decisions on how funds are allocated are based on level of service, safety, and physical condition. This process should be expanded to include pedestrian safety and operations as well as the condition of pedestrian facilities.

7. Utilize revenue collected as part of automated speed enforcement.

   A portion of the revenue collected as part of automated speed enforcement should be allocated for pedestrian safety projects, as directed by the State Statute.

8. Partner with foundations and the private sector for future awareness and education campaigns.

   The City has historically partnered with foundations and private sector companies that have a considerable interest in improving pedestrian safety in Chicago. Strengthening these partnerships and forming new ones will provide additional opportunities to increase awareness of pedestrian safety issues.

FRONT AND REAR COVER

Queen's Landing intersection at Lake Shore Drive

Photo Credits

All photos are courtesy of the City of Chicago and Sam Schwartz Engineering, except for the following:

Public websites

- **Page 20, Accessible Pedestrian Signals, accesspress.org**
- **Page 25, Speed Feedback Signs, peds.org**
- **Page 26, Chicanes, streetfilms.org**
- **Page 45, Albany Park Home Zone, albanyparkhomezone.org**
- **Page 46, Focus behavior outreach efforts in high crash locations, www.bikewalklincolnpark.com**
- **Page 54, Temporary uses in vacant properties, makebelieve.wegotitinwpb.com**
- **Page 55, Chicago's Safe Passages program, abclocal.go.com/wls**
- **Page 55, Chicago's Safe Passages program, claretianassociates.org**
- **Page 95, Foster Play Streets, cycling-embassy.dk**

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- **Page 18, Pedestrian Hybrid Beacon, flickr user I_Share_the_Road**
- **Page 23, Lagging Left Turns, Peter Lemmon**
- **Page 56, Improve information for crash victims, Active Transportation Alliance**
- **Page 76, Develop standards for ped facilities within parking lots, flick user Chad KAP**
- **Page 88, Encourage community placemaking, Metropolitan Planning Council**
- **Page 91, Maintain public spaces, Zol87**

End Notes

1. Page 21 - *Federal Highway Administration. Desktop Reference for Crash Reduction Factors. 2007.*
2. Page 35 - *Mundell, P.E., James M. Neighborhood Traffic Calming: Seattle's Traffic Circle Program. Institute for Transportation Engineers. 1997.*

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Access Living

Active Transportation Alliance

Center for Neighborhood Technology

Chicago Department of Public Health

Chicago Department of Transportation

Chicago Metropolitan Agency For Planning (CMAP)

Chicago Park District

Chicago Police Department (CPD)

Chicago Public Schools (CPS)

Chicago Transit Authority (CTA)

Children's Memorial Hospital

Department of Family and Support Services

Department of Housing and Economic Development

Federal Highway Administration (FHWA) – Illinois Division

Illinois Department of Transportation

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