

The Chicago Pedestrian Plan recommends over 250 actions to improve safety, connectivity, livability and health on Chicago streets. Progress is indicated as green (done/on track), yellow (in progress/not achieved), or red (not on track/not started). Brown shading indicates that the item is mid- or long-term and has not been addressed yet.

Strategy	Ped Plan	Action	Status
2.1 Maintain pedestrian access during construction	2.1.a	Require a minimum 6' travel path for full or partial closure of a sidewalk in the Central Business District, Pedestrian Streets, and locations with high pedestrian volumes. Require a minimum 4' travel path at all other locations. Allow exceptions; keep path along building line.	Green
	2.1.b	Require a pedestrian access plan for proposed closure of a sidewalk; to include new walkways, signage, and accessibility recommendations.	Green
	2.1.c	Develop standards for fences during sidewalk closures.	Yellow
	2.1.d & e	Update the Regulations for Openings, Construction, and Repair in the Public Way manual with these standards for minimum travel paths and fences. Distribute to relevant city staff and contractors.	Yellow
	2.1.f	Develop new urban design standards for sidewalk scaffolding/sheds.	Brown
	2.1.g	Aggressively enforce violations of design standards for sidewalk scaffolding/sheds.	Green
	2.2 Improve snow removal practices	2.2.a	Improve coordination between agencies on sidewalk snow removal. Establish snow removal committee
2.2.b		Prioritize sidewalk snow removal at city facilities.	Brown
2.2.c		Improve awareness of sidewalk snow removal ordinances.	Yellow
2.2.d		Cite vacant properties on arterial streets for non-compliance. Enforce sidewalk snow removal ordinances at commercial properties citywide.	Yellow
2.2.e		Integrate policies and procedures related to pedestrian access and snow removal operations. Develop draft sidewalk snow removal policies and procedures.	Yellow
2.2.f		Provide method for mobile reporting of locations not shoveled; share snow removal calls and issues on City website.	Green
2.2.g		Collect public health information on falls and injuries from sidewalk snow and ice.	Brown
2.2.h		Assist in coordinating ward sidewalk snow removal plans. Pilot neighborhood sidewalk snow removal program.	Green
2.3 Ensure clear sidewalk routes	2.3.a	Develop quantitative standards for pedestrian volumes and sidewalk width for the Sidewalk Café program. Require that sidewalk cafe applications meet these standards.	Brown
	2.3.b	Require newspaper boxes and kiosks to display a permit or license number.	Brown
	2.3.c	Partner with Special Service Areas to enforce newspaper box and kiosk violations of the Municipal Code.	Brown
	2.3.d	Work with Special Service Areas to create neighborhood aesthetic design standards for sidewalk cafés.	Brown
	2.3.e	Provide method for mobile reporting of sidewalk issues and expand the range of issues that can be reported.	Yellow
2.4 Improve pedestrian connectivity to transit	2.4.a	Develop access to transit guidelines, including bus stop siting, connecting sidewalks and providing sidewalk space, and coordinating transit with complete streets.	Brown
	2.4.b	Implement the Transit Friendly Development Guide.	Brown
	2.4.c	Investigate new zoning requirements around transit stations. These could include zoning designation for Transit Streets, similar to Pedestrian Streets, and parking maximums, instead of minimums, for developments within 1/8 mile of a transit station. Amend the Zoning Code to include new requirements.	Green
	2.4.d	Identify & improve transit stations and stops that need improved pedestrian infrastructure.	Green
	2.5.a	Upgrade sidewalks and crossings for accessibility compliance during reconstruction.	Green
	2.5.b	Develop and maintain a database of all ADA compliant ramps.	Green

2.5	Ensure connectivity for persons with disabilities	2.5.c & 2.16	Require a pedestrian accessibility plan for all private and public projects that affect the sidewalk network. Review in CDOT review process.	
		2.5.d	Develop a method to report accessibility issues with existing infrastructure and construction.	
		2.5.e	Develop an application for requesting accessible pedestrian signals.	
		2.5.f	Identify intersections and crossings without accessible ramps and where the grade of the sidewalk is too steep for wheelchairs.	
		2.5.g	Develop an infrastructure improvement program for these ramps, crossings, and sidewalks and identify funding.	
2.6	Improve at-grade railroad crossings	2.6.a	Identify jurisdictions and ownership of pedestrian at-grade railroad crossings.	
		2.6.b	Coordinate with Illinois Commerce Commission (ICC) and Operation Lifesaver to install detectable warning mats, ensure pedestrian paths intersect with crossings at close to 90 degrees, ensure proper gates and signage, and provide pedestrian information at crossings.	
		2.6.c	Monitor rail technology for future products that create level crossing surfaces.	
2.7	Collaborate on future school sitings	1.2.d & 2.7.a	Require pedestrian improvements for new schools.	
		1.2.c & 2.7.b &	Include CDOT as part of the due diligence process for potential school sites. Evaluate potential sites based on pedestrian connectivity and safety.	
2.8	Improve non-standard intersections	2.8.a	Develop typologies and guidelines for diagonal intersections with five or six legs and offset intersections.	
		2.8.b	Remove channelized right-turn lanes where streets intersect at acute angles.	
		2.8.c	Pilot a study prohibiting turning movements at intersections of three major streets.	
2.9	Improve underpasses	2.9.a	Identify all underpasses ownership, maintenance responsibilities, and jurisdiction.	
		2.9.b & c	Develop evaluation criteria and maintenance standards for underpasses; establish a monitoring and maintenance program.	
		2.9.d	Develop urban design guidelines for new underpasses and improvements to existing underpasses.	
		2.9.e	Create an underpass improvement program with funding for connectivity, safety, and aesthetic improvements.	
2.1	Improve expressway entrances and exits	2.10.a	Identify all expressway entrances/exits and note which have transit stations.	
		2.10.b	Develop typologies for these intersections, including low-cost improvements such as striping, signage, and refuge islands.	
		2.10.c	Prioritize the intersections for improvements.	
		2.10.d	Consider eliminating ramps, when possible, and develop standard intersections at entrances and exits.	
		2.10.e	Ensure that all future projects involving expressway entrances and exits include improvements for easy, safe pedestrian crossings.	
2.11	Develop standards for pedestrian facilities within parking lots	2.11.a & c	Develop parking lot standards for pedestrians. Require pedestrian aisles in surface lots with more than 200 spaces.	
		2.11.b	Analyze pedestrian crash data in parking lots.	
		2.11.d	Require crosswalks at all pedestrian crossing locations in parking lots.	
2.12	Improve pedestrian data collection and sharing methods	2.12.a	Develop standards for hourly and daily pedestrian volume counts, including time, day of week, location, and weather.	
		2.12.b	Participate in the National Bicycle and Pedestrian Documentation Project. Develop a brochure and/or webpage on how to collect pedestrian volume data.	
		2.12.d	Develop a system for consultants to upload pedestrian data to CDOT.	
		2.12.e	Update Chicago Traffic Tracker with pedestrian counts.	
		2.12.f & g	Distribute walkability tools to aldermen, community groups, and SSAs. Encourage them to conduct and share walkability audits on the pedestrian environment.	
		2.13.a	Develop a sidewalk checklist for residents and neighborhood groups to survey sidewalks and provide data to CDOT.	

2.13	Identify barriers and gaps in the existing pedestrian network	2.13.b & c	Develop criteria for barriers and gaps. Develop and update barriers and gaps database.	
		2.13.d	Develop a method for mobile reporting of gaps in the pedestrian network.	
		2.13.e	Encourage staff working in the built environment, such as Streets and Sanitation or Park District employees, to report sidewalk conditions.	
2.14	Improve wayfinding	2.14.a	Integrate digital wayfinding into public way structures, such as bus shelters, trash cans, and other street furniture. Make accessible.	
		2.14.b	Identify all intersections that do not have street signs facing each leg of the intersection and install.	
		2.14.c	Coordinate with the RTA on its wayfinding for transit stations.	
		2.14.d	Work with neighborhood groups to integrate digital wayfinding.	
2.15	Identify potential streets for Pedestrian Street designation	2.15.a	Develop criteria for future Pedestrian Streets.	
		2.15.b & d	Identify a first phase of locations that meet criteria and designate them as Pedestrian Streets. Require all new projects along these corridors to meet the Pedestrian Street Chicago Zoning Ordinance.	
		2.15.c	Evaluate proactive zoning.	
2.16	Improve analysis of pedestrian operations	2.16.a	Educate CDOT, CTA, IDOT, and Cook County Highway Department staff and consultants on pedestrian level of service and multi-modal level of service analysis.	
		2.16.b	Pilot multi-modal level of service analysis for intersection in City-conducted traffic studies. Evaluate the pilot. If successful, require traffic studies to use multi-modal level of service.	
		2.16.c	Encourage new developments on heavily traveled sidewalks to be set back further to provide more space for sidewalks or sidewalk cafes.	
		2.16.d & 2.5	Develop full traffic study guidelines that include pedestrian level of service analysis, requirements for pedestrian access and using "person trips" for trip generation.	
		2.16.e	Create a trip generation database of land uses that includes land use size, proximity to transit, number of people trips, and trips per mode.	
		2.16.f & 2.5.c	Require all planned developments to include pedestrian improvement in all review and approval processes.	
		2.16.g & h	Pilot a pedestrian simulation model for a large pedestrian generator. Evaluate if simulator should be utilized for other projects.	