

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
1.1 Develop a Zero in Ten pedestrian crash reduction program	1.1.a	Identify funding for the Zero in Ten program.	Green
	1.1.b	Identify locations based on pedestrian crash data annually .	Green
	1.1.c	Continue to investigate fatal pedestrian crashes.	Green
	1.1.d	Design safety improvements for corridors and intersections.	Green
	1.1.e	Develop and implement aggressive enforcement initiatives along each corridor and intersection.	Yellow
	1.1.f	Increase automated enforcement along each corridor and intersection.	Green
	1.1.g	Work with community groups on education campaigns for each location.	Brown
	1.1.h	Continually evaluate Zero in Ten program.	Brown
1.2 Implement Safety Zones	1.2.a	Pilot Safety Zones within 1/8-mile of a school or park; prioritize and implement pedestrian safety engineering, enforcement, education here.	Green
	1.2.b	Evaluate the pilot program.	Brown
	1.2.c & d	Collaborate on future school sitings. Ensure pedestrian safety improvements are included with construction of all new schools and parks.	Brown
	1.2.e	Develop a safe park access plan that includes a typology of park access and associated right of way design strategies.	Green
	1.2.f	Ensure that Safe Routes to School funding is utilized in areas with the greatest potential to improve safety.	Green
	1.2.h	Increase pedestrian and bicycle safety visits by the Bicycling and Safe Routes Ambassador to schools and parks.	Green
1.3 Improve pedestrian safety at signalized intersections	1.3.a	Install leading pedestrian intervals (LPIs) at locations with high pedestrian volumes or where three or more crashes involving a turning vehicle and a pedestrian occurred within three years. Prohibit RTOR here.	Yellow
	1.3.b	Eliminate push buttons except where necessary to bring up a WALK phase. Include an LED indicator light and LPIs with push button.	Yellow
	1.3.c	Identify locations for changing protected left-turns from leading to lagging based on pedestrian crash data.	Yellow
	1.3.d	Develop criteria for pedestrian scrambles and implement a pilot location to evaluate its effects on safety and operations.	Green
	1.3.e	Conduct a study on reducing default walking speed from 3.5 ft/second	Red
	1.3.f	Develop a database of all push button locations. Remove unnecessary and inoperable ones.	Green
	1.3.g	Develop an implementation plan to restrict right turns on red at intersections within the Central Business District or Pedestrian Streets. Include guidance on signage, enforcement and standards for allowing exceptions to this policy.	Brown
	1.3.h	Develop a pilot "Don't Block the Box" program that includes standard engineering treatments, enforcement recommendations, and public awareness. Identify high priority locations where vehicles spill over into the intersection and implement pilot.	Red
	1.3.i	Develop an accessible pedestrian signal request form, a policy for installation, based on MUTCD guidelines, and identify funding for installation.	Red
	1.3.j	Install countdown timers at all signalized intersections by 2022	Green
1.4 Implement a citywide crosswalk policy	1.4.a	Educate CDOT, IDOT, Cook County Highway (CCHD), and CTA staff and consultants on the new guidelines for crosswalks.	Yellow
	1.4.b	Require all projects that involve crosswalks at uncontrolled locations to confirm that they meet the new crosswalk guidelines.	Yellow
	1.4.c	Stripe all future crosswalks using the continental design. Develop guidelines for decorative crosswalks etc. that may also be used.	Green
	1.4.d	Review existing crosswalks at uncontrolled locations on high crash/high speed/high volume corridors as part of the Zero in Ten program. Determine treatments based on engineering judgment.	Green
	1.4.e	Require all future roadway projects to include consideration for additional pedestrian safety tools, such as refuge islands or bump-outs, at crossing locations.	Green
	1.4.f	Develop comprehensive signage and enforcement for corner clearance violations. Change 9-64-100 of the Municipal Code to make it illegal to park within 20' in front of a crosswalk at an uncontrolled location, whether or not posted.	Yellow
	1.4.g	Update the guidance on crosswalks in the City's Street and Site Plan Design Standards.	Brown
	1.4.h	Develop a database of crosswalks of uncontrolled and midblock locations.	Brown

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1.5 Balance street space between vehicles, pedestrians, and bicyclists	1.5.a	Identify locations for road diets based on traffic volume, existing street configuration, overall connectivity, and land uses.	Yellow
	1.5.b	Create a new road diet program that prioritizes locations as part of resurfacing projects or as stand-alone projects.	Green
	1.5.b	Develop and implement geometric and traffic volume criteria for peak hour parking restrictions for all roadway resurfacing and reconstruction. Consider bump-outs on corridors that do not meet the criteria for peak hour parking restrictions.	Green
	1.5.c	Create a database listing all streets with peak hour parking restrictions.	Red
	1.5.d	Identify funding sources for future road diets.	Brown
1.6 Implement safety improvements for seniors.	1.6.a	In coordination with other agencies, analyze pedestrian safety improvements during planning and construction of new senior facilities.	Green
	1.6.b	Identify five corridors or intersections annually that have a high number of senior pedestrian crashes and reduce the crossing distance by 2013. Identify funding, implement and evaluate by 2015.	Yellow
	1.6.c	Increase pedestrian crossing time at signalized intersections within 1/8-mile of a senior center or hospital.	Green
1.7 Encourage Chicago taxi drivers to be the safest in the country	1.7.a	Conduct direct outreach to taxi companies about pedestrian safety.	Green
	1.7.b	Enforce the practice of revoking a chauffeur's license after three moving violations in one year.	Green
	1.7.c	Place bumper stickers on taxis on how to report taxi driver behavior issues.	Green
	1.7.d	Develop safety based incentive programs for drivers and taxi companies.	Green
	1.7.e	Integrate technology tools to evaluate taxi driver behavior.	Brown
1.8 Design neighborhood streets for slow, local traffic	1.8.a	Develop and implement typologies for neighborhood streets that encourage vehicle speeds of 20 mph.	Yellow
	1.8.b & c	Utilize a broader range of pedestrian safety tools for future traffic calming projects. Update the aldermanic menu to include additional tools.	Yellow
	1.8.d	Encourage ward-based transportation committees	Green
	1.8.e	Develop a pilot program to install 20 mph signs (with ald/comm support) and evaluate effect.	Brown
	1.8.f	Pilot a Skinny Street program that converts one-way streets to two-way 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.	Brown
	1.8.g	Develop a program to evaluate each traffic calming solution.	Brown
	1.8.h & i	Develop a web-based traffic calming guide to educate aldermen and residents about available pedestrian safety tools.	Green
	1.8.i & j	Develop a Home Zone application process for residents to design streets. Share Home Zone info with aldermen and community groups.	Brown
	1.9 Focus behavior outreach efforts in high crash locations	1.9.a & d	Identify high priority locations, demographics, and behaviors based on crash data, both local and national, for all users. Identify locations targeted for enforcement and annually update.
1.9.b		Educate new drivers on pedestrian and driver safety.	Yellow
1.9.c		Collect and analyze data on bicyclists on sidewalks and crashes between bicyclists and pedestrians.	Red
1.9.e		Develop comprehensive education campaigns for identified locations, demographics, and behaviors.	Green
1.9.g		Coordinate with community groups to build capacity and extend driver behavior outreach campaigns.	Brown
1.9.f		Continue awareness campaign to encourage bicyclists to ride on the street not the sidewalk.	Green
1.9.h		Evaluate behavior outreach campaigns.	Brown
1.10 Improve crash data collection and sharing	1.10.a	Identify a funding source for a crash data website.	Brown
	1.10.b, c, d	Develop a website to host crash data. Work with IDOT to provide previous & current year's crash data to website host.	Brown
	1.10.d	Establish a procedure for IDOT to continually provide current crash data to the website host.	Brown
Further integrate pedestrian safety into enforcement efforts	1.11.a	Add pedestrian safety enforcement to district operations. Include crosswalk enforcement in DUI Strike Force Patrols targeted offenses.	Yellow
	1.11.b	Compile an annual report that tracks pedestrian safety enforcements.	Yellow
	1.11.c	Review the current traffic control aide (TCA) training program and modify to include a stronger pedestrian safety component.	Yellow
	1.11.d	Develop a public service announcement that pedestrian safety violations will be enforced.	Yellow

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1.11		1.11.e & f	Educate officers on pedestrian safety violations and enforcement at signals and unsignalized crosswalks. Provide the training to all officers responsible for traffic enforcement.	
		1.11.g	Establish performance measures on integrating pedestrian safety enforcement into district operations.	
		1.11.h & i	Integrate common causes of Central Business District intersection crashes and prevention into TCA training. Create an educational pamphlet/presentation for TCAs who have already undergone training.	
1.12	Increase automated enforcement	1.12.a	Update the red light priority model to include intersection pedestrian crashes where the motorist action was "straight ahead."	
		1.12.b	Evaluate red light cameras on pedestrian crashes at intersections five years prior to and after installation.	
		1.12.c	Use cameras to enforce speed limits near schools and parks.	
		1.12.d	Use direct outreach and digital media for automated enforcement public awareness.	
		1.12.e	Pilot and evaluate new automated enforcement technologies as available.	
1.13	Work with the judicial system to enforce safe driving	1.13.a	Collaborate with other agencies/organizations to develop a Judicial Safety Committee to recommend improved judicial enforcement of violations. This could include prosecutors, lawyers, four to five judges, National Highway Transportation Safety Administration, Cook County States Attorney's Office, Secretary of State's office, and legislators.	
		1.13.b	Develop a strategic plan with the Judicial Safety Committee and assist in implementing it.	
1.14	Share information with emergency responders on traffic calming tools	1.14.a	Meet with and interview emergency responders about their experience with traffic calming devices.	
		1.14.b & c	Develop a brochure illustrating traffic calming best practices for ensuring prompt emergency response times. Deliver to emergency responders.	
1.15	Modify driver education programs	1.15.a	Develop mobility education curriculum that teaches how to ride a bike, be a pedestrian, and take transit, in addition to driving.	
		1.15.b	Provide information on new traffic safety laws with city sticker purchases.	
		1.15.c	Work with Secretary of State to increase pedestrian topics in driver education, licensing exam, and traffic school curriculum	
		1.15.d	Develop a continuing mobility education program for older drivers on new laws and trends.	
1.16	Make it easier to install temporary uses in vacant properties	1.16.a	Encourage owners of vacant properties to activate sites with public art and temporary improvements. (See also 3.5)	
		1.16.b	Explore using nuisance laws to make improvements to vacant properties easily.	
		1.16.c	Pilot an incentive program for property owners to integrate public art along visible and blank walls.	
		1.16.d	Cite vacant property owners that do not shovel sidewalks adjacent to their property.	
1.17	Support Chicago's Safe Passages program	1.17.a	Develop materials/handouts for Safe Passages staff on pedestrian safety and laws.	
		1.17.b	Include pedestrian safety in Safe Passages staff training.	
		1.17.c	Evaluate Safe Passages effect on pedestrian crashes on an annual basis.	
1.18	Improve information for crash victims	1.18.a, b, c	Develop a brochure on what to do if you've been in a pedestrian crash. Distribute to aldermen, community groups and on CDOT and DPH websites.	
1.19	Support Chicago Alternative Policing Strategy Program	1.19.a, b, c	Create and conduct traffic safety presentations at CAPS meetings. Develop materials on traffic calming and enforcement to hand out.	
		1.19.d	Develop a traffic enforcement request form to provide at CAPS meetings.	
1.2	Analyze the relationship between pedestrian safety and crime	1.20.a	Identify and obtain funding for ped safety/crime study	
		1.20.b	Identify ped safety/crime location and obtain data for "before" conditions.	
		1.20.c & d	Design and implement pedestrian safety improvements and enforcement.	
		1.20.e	Evaluate impact on pedestrian safety and crime.	