



## **Review of the Chicago Pedestrian Plan**

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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.

**Vision**

**statement**

# What we heard



# Tools for Safer Streets

**WHAT:** Discussion of the tool

**WHEN:** Situations where the tool is appropriate

**HOW:** Implementation methodology

**COST:** Low, Medium, or High

## INTERSECTIONS AND CORRIDORS

1. Marked crosswalks
2. In-Road 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

# Tools for Safer Streets



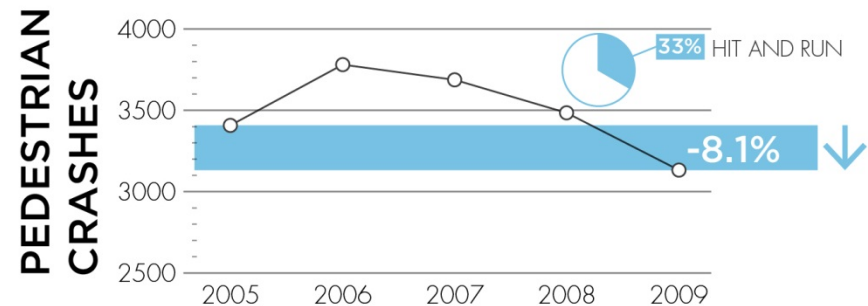
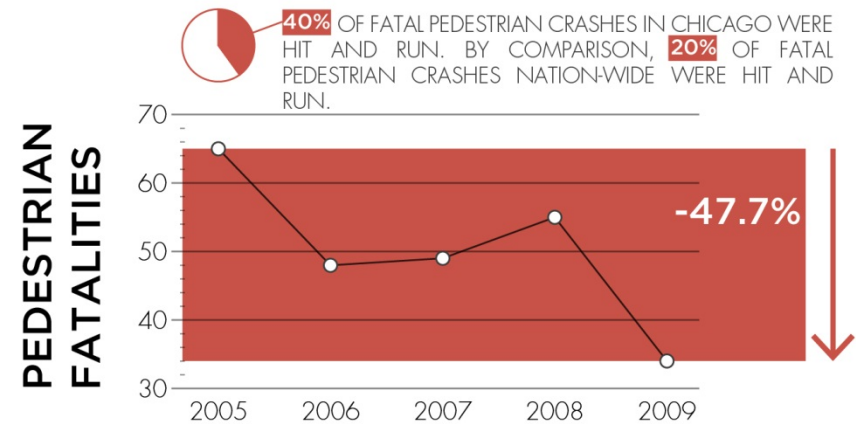
# Safety

## our goals

- › Eliminate pedestrian fatalities in ten years
- › Reduce serious pedestrian injuries by 50% every five years

## how we'll do it

- › 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



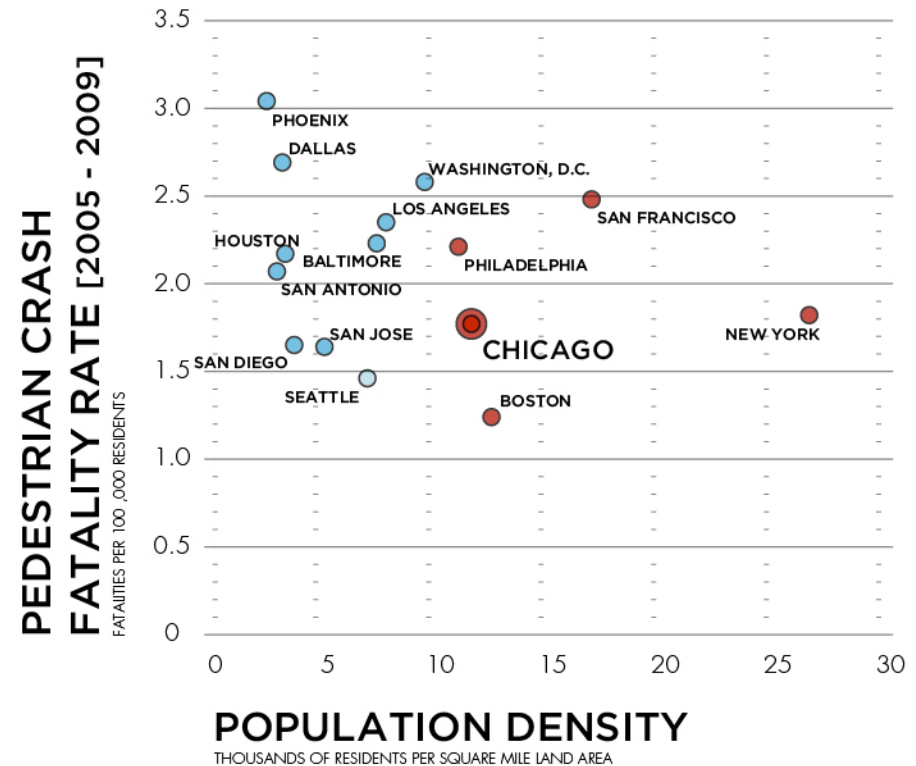
## CITY-WIDE TRENDS

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

# Safety

1. Develop a Zero in Ten pedestrian crash program
2. Implement Safety Zones
3. Improve pedestrian safety at signalized intersections
4. Implement a citywide crosswalk policy
5. Balance street space between vehicles, pedestrians, and bicyclists
6. Implement safety improvements for seniors
7. Encourage Chicago taxi drivers to be the safest in the country



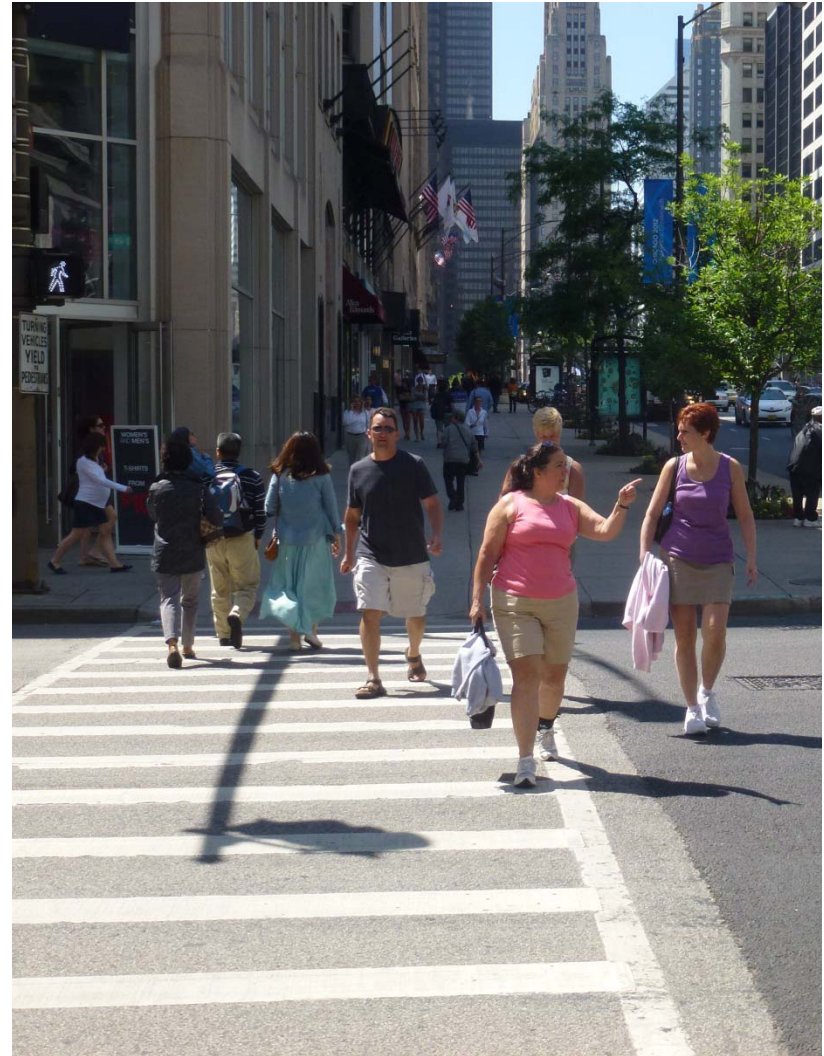
## NATIONAL CONTEXT

COMPARED TO OTHER CITIES WITH POPULATION DENSITIES HIGHER THAN 10,000 RESIDENTS PER SQUARE MILE [●], CHICAGO'S PEDESTRIAN FATALITY RATE IS QUITE LOW.



# Safety

8. Design neighborhood streets for slow, local traffic
9. Focus driver behavior outreach efforts in high crash locations
10. Improve crash data collection and sharing
11. Further integrate pedestrian safety into enforcement efforts
12. Increase automated enforcement
13. Work with the judicial system to promote safe driving



# Safety

14. Share information with emergency responders on traffic calming tools
15. Modify driver education programs
16. Make it easier to install temporary uses in vacant properties
17. Support Chicago's Safe Passages program
18. Improve information for crash victims
19. Support Chicago Alternative Policing Strategy
20. Analyze the relationship between pedestrian safety and crime



# Connectivity

## our goals

- › Identify and eliminate gaps and barriers in the pedestrian network
- › Establish policies that prioritize pedestrian access

## how we'll do it

- › 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



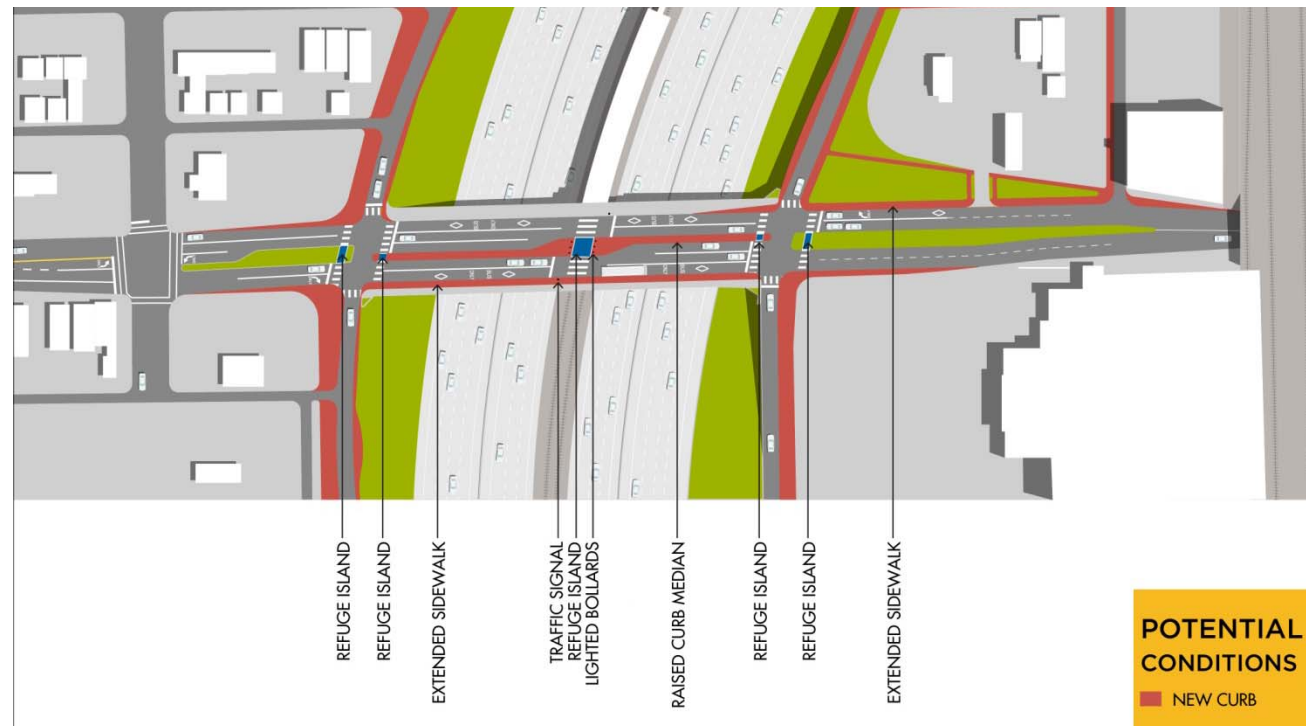
# Connectivity

1. Maintain pedestrian access during construction
2. Improve sidewalk snow removal practices
3. Ensure clear pedestrian routes on sidewalks
4. Improve pedestrian connectivity to transit
5. Ensure connectivity for persons with disabilities
6. Improve at-grade rail crossings
7. Collaborate on future school sitings
8. Improve non-standard intersections



# Connectivity

9. Improve underpasses
10. Improve expressway entrances and exits
11. Develop standards for pedestrian facilities in parking lots
12. Improve pedestrian data collection and sharing methods
13. Identify barriers and gaps in the pedestrian network
14. Improve wayfinding
15. Identify potential streets for Pedestrian Street designation
16. Improve analysis of pedestrian operations



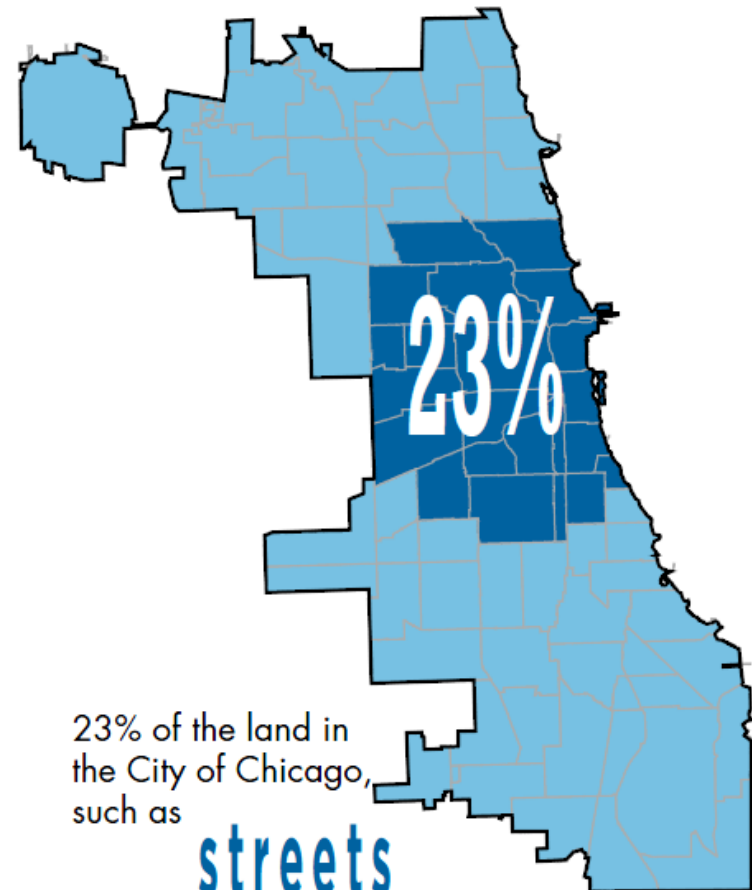
# Livability

## our goals

- › Increase the amount and quality of pedestrian space
- › Increase the activity in pedestrian space

## how we'll do it

- › 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

# Livability

1. Create Make Way for People program
2. Update City guidelines
3. Encourage community placemaking
4. Program pedestrian space
5. Integrate art into pedestrian spaces
6. Maintain public spaces



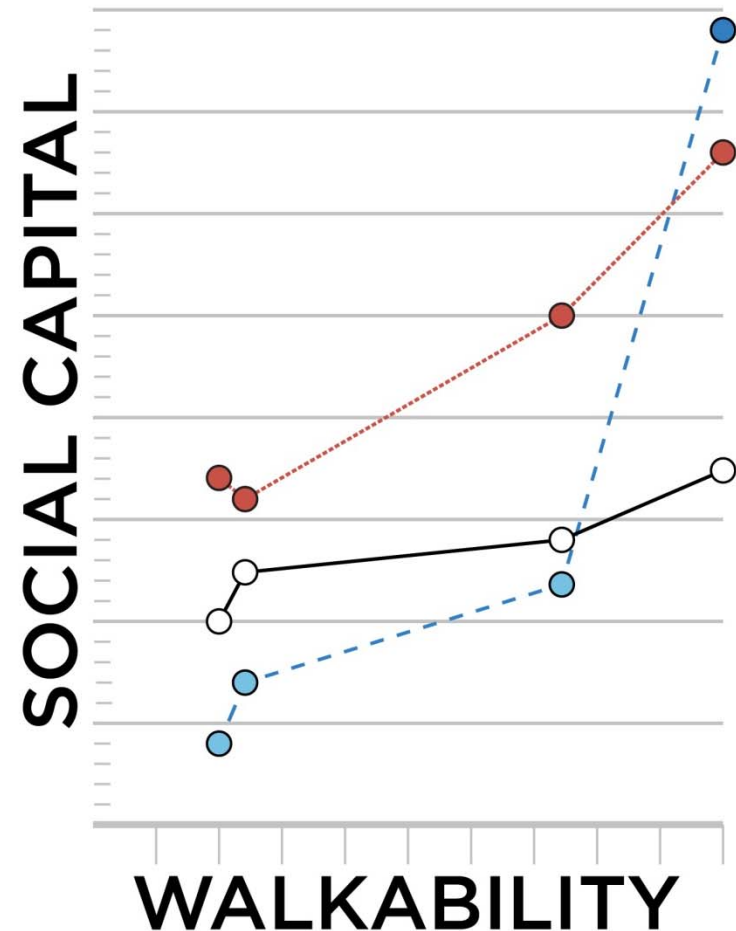
# Health

## 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 do it

- › Develop and support pedestrian programs and events
- › Develop and support pedestrian encouragement policies



- — Percent of people that are "Very happy"
- - - - Percent of people that are "Walk every day or several times a week"
- ····· Percent of people that "Participated in a community project in the last 12 months"



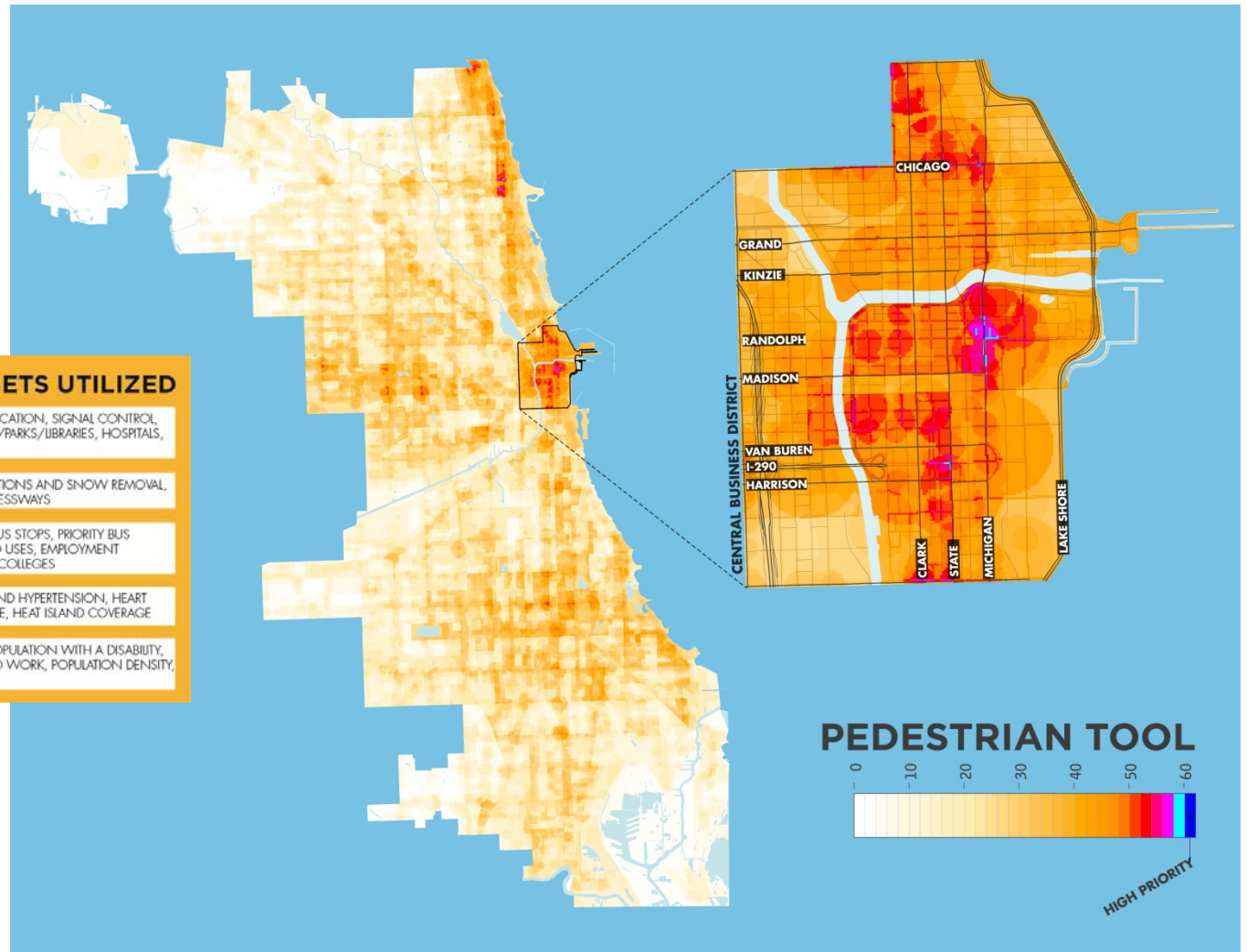
# Health

1. Foster Play Streets
2. Hold more Open Streets events
3. Promote Car Free Day
4. Support Walk and Bike to School Day
5. Implement Pedestrian Awareness Week
6. Establish Pedestrian Challenge event
7. Incorporate Health Impact Assessments
8. Develop a Health by Design Guide
9. Collaborate on Wellness Benefits
10. Support aging in place



# Implementation: Making It Happen

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



# Implementation: Making It Happen

1. Incorporate pedestrian safety improvements into existing transportation projects
2. Establish a funding target and a funding tracking tool for pedestrian projects
3. Establish a reliable and sustainable funding source for the maintenance of pedestrian facilities
4. Identify and fund pedestrian infrastructure projects on an annual basis
5. Expand pedestrian safety improvements as part of the Aldermanic Menu program



# Implementation: Making It Happen

7. Allocate a portion of Surface Transportation Program funds for pedestrian infrastructure projects
8. Utilize revenue collected as part of automated speed enforcement
9. Increase staff dedicated to pedestrian issues
10. Partner with foundations and the private sector for future pedestrian awareness and education campaigns



# Next Steps

1. MPAC Review of Draft Plan
2. Release Draft Plan to Public (July)
3. Public Comment Period (July/August)
4. Release Final Plan (August/September)

