

Chicago Pedestrian Plan



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

CDOT Goals

- Eliminate pedestrian crash fatalities in ten years
- Reduce pedestrian and bike crash injuries 50% in five years
- Reach 50% of commute trips made by walking, biking, transit, and working from home by 2030 (currently 38%)

Chance a person would survive if hit by a car travelling at this speed

Speed (mph)	Distance (ft)	Survival Chance (%)
20	45	95
30	85	60
40	145	20



Plan Content

- Vision statement
- What We Heard
- Tools for Safer Streets
- Safety
- Connectivity
- Livability
- Health
- Implementation: Making It Happen



Tools for Safer Streets

WHAT: Discussion of the tool

WHERE: Appropriate uses

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





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

PEDESTRIAN FATALITIES

70% OF FATAL PEDESTRIAN CRASHES IN CHICAGO WERE HIT AND RUN. BY COMPARISON, 48% OF FATAL PEDESTRIAN CRASHES NATIONWIDE WERE HIT AND RUN.



Year	Fatalities
2005	65
2006	50
2007	55
2008	58
2009	35

-47.7%

PEDESTRIAN CRASHES



Year	Crashes
2005	3500
2006	3800
2007	3600
2008	3400
2009	3200

-8.1%

CITY-WIDE TRENDS

THE FREQUENCY OF PEDESTRIAN FATALITIES IN CHICAGO HAS TRIPLED SINCE 1990. THE FREQUENCY OF PEDESTRIAN CRASHES IN CHICAGO HAS TRIPLED SINCE 1990. THE FREQUENCY OF PEDESTRIAN CRASHES IN CHICAGO HAS TRIPLED SINCE 1990.

SOURCE: CHICAGO POLICE DEPARTMENT, CHICAGO DEPARTMENT OF TRANSPORTATION



Strategy	Perf. Plan	Action	Status	
1.1 Develop a Zero in Ten pedestrian crash reduction program	1.1.1	Identify leading by the Data in Ten program.	Green	
	1.1.2	Identify leading by the Data in Ten program.	Green	
	1.1.3	Identify leading by the Data in Ten program.	Green	
	1.1.4	Develop and implement aggressive enforcement initiatives along each corridor and intersection.	Green	
	1.1.5	Develop and implement aggressive enforcement initiatives along each corridor and intersection.	Green	
	1.1.6	Increase automated enforcement along each corridor and intersection.	Yellow	
	1.1.7	Work with community groups on education campaigns for each location.	Green	
	1.1.8	Continuously evaluate Data in Ten program.	Green	
	1.2 Implement Safety Zones	1.2.1	Post Safety Zones within 750 feet of a school or park, provide and implement pedestrian safety programs, including school zone.	Green
		1.2.2	Continuously evaluate Safety Zones.	Green
1.2.3		Identify and implement safety improvements along pedestrian corridors.	Green	
1.2.4		Identify and implement safety improvements along pedestrian corridors.	Green	
1.2.5		Identify and implement safety improvements along pedestrian corridors.	Green	
1.2.6		Identify and implement safety improvements along pedestrian corridors.	Green	
1.2.7		Identify and implement safety improvements along pedestrian corridors.	Green	
1.2.8		Identify and implement safety improvements along pedestrian corridors.	Green	
1.3 Improve pedestrian safety at signalized intersections	1.3.1	Identify and implement safety improvements along pedestrian corridors.	Green	
	1.3.2	Identify and implement safety improvements along pedestrian corridors.	Yellow	
	1.3.3	Identify and implement safety improvements along pedestrian corridors.	Yellow	
	1.3.4	Identify and implement safety improvements along pedestrian corridors.	Yellow	
	1.3.5	Identify and implement safety improvements along pedestrian corridors.	Yellow	
	1.3.6	Identify and implement safety improvements along pedestrian corridors.	Yellow	
	1.3.7	Identify and implement safety improvements along pedestrian corridors.	Yellow	
	1.3.8	Identify and implement safety improvements along pedestrian corridors.	Yellow	
	1.3.9	Identify and implement safety improvements along pedestrian corridors.	Red	
	1.3.10	Identify and implement safety improvements along pedestrian corridors.	Red	

Safety

- Develop a Zero in Ten pedestrian crash program
- Implement Safety Zones
- Improve signalized intersections
- Citywide crosswalk policy
- Balance street space between vehicles, pedestrians, and bicyclists
- Safety improvements for seniors
- Taxi drivers safety
- Design neighborhood streets for slow, local traffic
- Driver outreach in high crash locations
- Improve crash data

Safety

- Pedestrian safety in enforcement
- Automated enforcement
- Work with the judicial system
- Work with emergency responders
- Modify driver education programs
- Temporary uses in vacant properties
- Support Safe Passages
- Information for crash victims
- Support Chicago Alternative Policing Strategy
- Analyze the relationship between pedestrian safety and crime

Crash Awareness Campaigns



High Visibility & Targeted Enforcement



Safety Marketing 2014



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
9. Improve underpasses



Connectivity

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



POTENTIAL CONDITIONS
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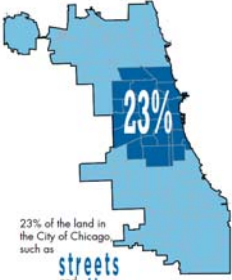
Livability

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



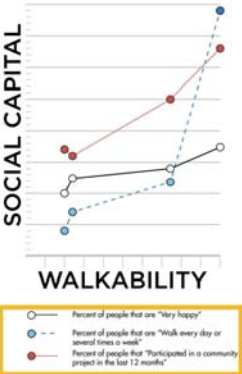

Health

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



SOCIAL CAPITAL

WALKABILITY

- — 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"

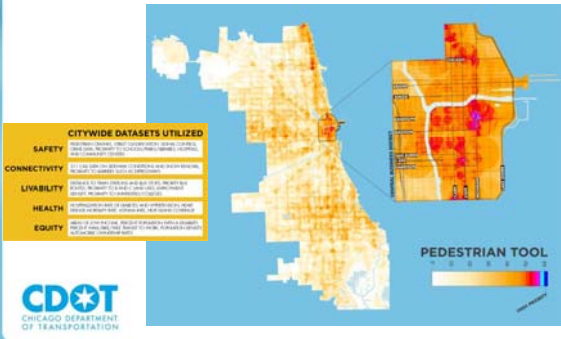


Health

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: Prioritization Tool



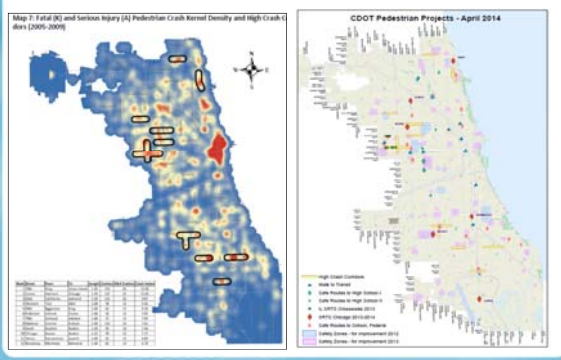
CITYWIDE DATASETS UTILIZED

- SAFETY**
 - Chicago Police Department (CPD) - 2012-2013
 - Chicago Police Department (CPD) - 2014
 - Chicago Police Department (CPD) - 2015
 - Chicago Police Department (CPD) - 2016
 - Chicago Police Department (CPD) - 2017
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 - Chicago Police Department (CPD) - 2020
 - Chicago Police Department (CPD) - 2021
 - Chicago Police Department (CPD) - 2022
 - Chicago Police Department (CPD) - 2023
 - Chicago Police Department (CPD) - 2024
- CONNECTIVITY**
 - Chicago Police Department (CPD) - 2012-2013
 - Chicago Police Department (CPD) - 2014
 - Chicago Police Department (CPD) - 2015
 - Chicago Police Department (CPD) - 2016
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- LIVABILITY**
 - Chicago Police Department (CPD) - 2012-2013
 - Chicago Police Department (CPD) - 2014
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- HEALTH**
 - Chicago Police Department (CPD) - 2012-2013
 - Chicago Police Department (CPD) - 2014
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- EQUITY**
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 - Chicago Police Department (CPD) - 2024

PEDESTRIAN TOOL




Implementation: Crash Data in Planning

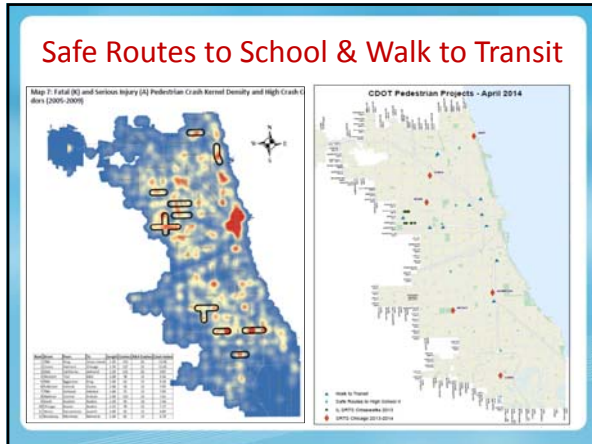


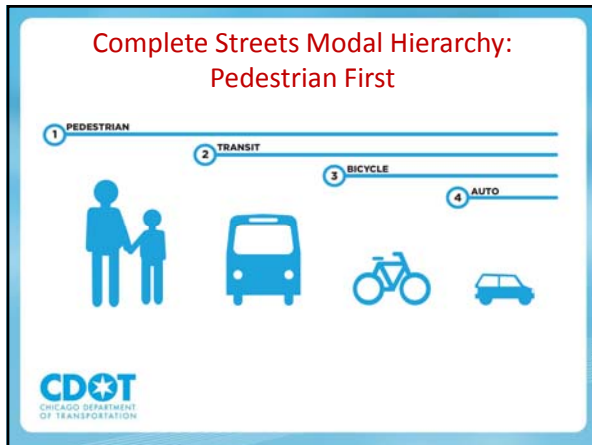
Map 7: Fatal (A) and Serious Injury (B) Pedestrian Crash Density and High Crash (C) Miles (2005-2009)

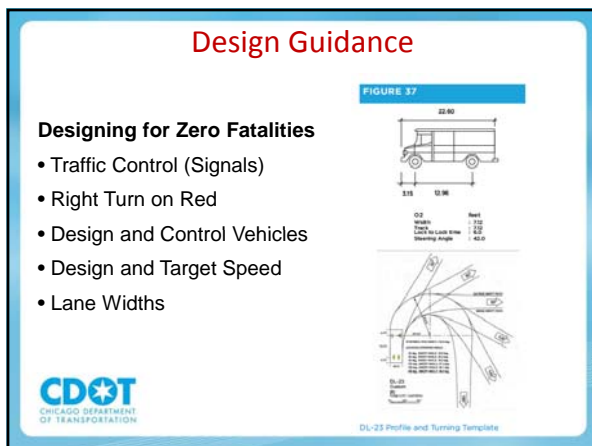
CDOT Pedestrian Projects - April 2014

- High Crash Corridor
- Maple to Forest
- CDOT Pedestrian to High Corridor 1
- CDOT Pedestrian to High Corridor 2
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Design Guidance

Intersections

- Small, simple intersections
- Minimize crossing length, locate at desire lines
- Align lanes
- Square off
- Manage speed
- Organize buses and cyclists
- Prioritize signals for peds
- Convert excess pavement

The diagram illustrates a four-way intersection with arrows indicating traffic flow. A dashed line indicates a 'Possible Median' across the intersection. A shaded area at the corner indicates a 'Possible Curb Extension'.

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

Examples – Arterial Resurfacing

(Before) South Chicago – Looking SE (After) South Chicago – Looking SE

The 'Before' image shows a road with a faded yellow center line and a faded blue bike lane. The 'After' image shows the same road with a newly resurfaced yellow center line and a newly resurfaced blue bike lane.

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CHICAGO DEPARTMENT OF TRANSPORTATION

Walk to Transit

Recommended Improvements

- **MTA Blue Line**
- **MTA Blue Line**
- **MTA Blue Line**
- **MTA Blue Line**
- **MTA Blue Line**

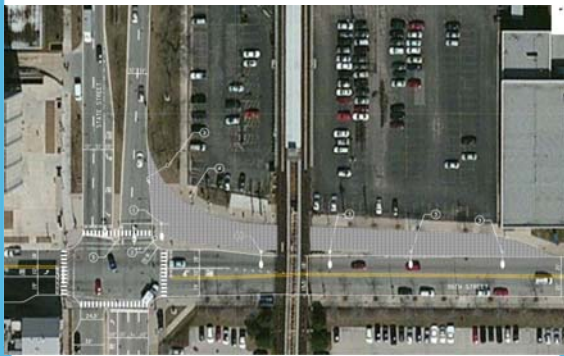
35-Bronzeville-Hit (Greenline) Improvements Plan

The map shows a grid of streets with a yellow circle highlighting a specific area. Various transit stops and facilities are marked with icons and labels.

Walk to Transit



Walk to Transit



Stay In Touch!



Website
www.chicagocompletestreets.org

Contact
scarlson@milhouseinc.com

Facebook
facebook.com/CDOTNews