

ACCESSIBLE PEDESTRIAN SIGNALS (APS)

SEMI-ANNUAL PROGRAM REPORT



December 12, 2025

A. Overview:

The Chicago Department of Transportation's (CDOT) Accessible Pedestrian Signal (APS) implementation program is committed to ensuring equitable, safe, and accessible street crossings for all pedestrians, including those who are blind or have low vision. Under this program, CDOT is installing and maintaining MUTCD-compliant APS devices at signalized intersections with pedestrian signals that convey information about the pedestrian signal in a non-visual format using audible tones, speech messages, and vibrotactile features such as vibrating push buttons, enabling individuals with vision impairments to cross with greater ease and confidence.

The United States District Court, Northern District of Illinois-Eastern Division (Court) issued a decision in the case of American Council of the Blind of Metropolitan Chicago, et al. v The City of Chicago on May 29, 2025, mandating the City of Chicago (City) install APS at a minimum of approximately 71% of signalized intersections with pedestrian signals within the City by December 31, 2035 (Phase I) and at the remaining signalized intersections with pedestrian signals but without APS by December 31, 2040 (Phase II). During Phase I, the City must install APS on the following number of signalized intersections with pedestrian signals, at a minimum:

Year 1: 70 Intersections	Year 6: 220 Intersections
Year 2: 110 Intersections	Year 7: 235 Intersections
Year 3: 135 Intersections	Year 8: 245 Intersections
Year 4: 154 Intersections	Year 9: 245 Intersections
Year 5: 185 Intersections	Year 10: 245 Intersections

B. General Status

As of December 12, 2025, APS units are installed at 113 intersections Citywide; of which, 28 were installed and activated on or after May 29, 2025, the start of Year 1 of the Remedial Plan Order (the Order). This represents 4.2% of the City's 2,720 signalized intersections with pedestrian signals. See the Appendix for a list of all signalized intersections equipped with APS units. Existing APS locations are also listed on the APS website. (See Section F. Communication.)

The City continues to design and install APS in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition with Revisions 1 and 2 dated May 2012 with considerations to ensure forward compatibility with the requirements of future editions. The Illinois Department of Transportation (IDOT) is expected to adopt the MUTCD 11th Edition for the state in the near future.

C. Discretion and Engineering Judgement

A normal part of engineering design involves engineering judgement in the application of relevant design guidance based on the specific context of the design. Documentation of engineering judgement is usually not required; but in compliance with the Order, CDOT has begun to contemporaneously document engineering judgement applied in the reasonable deviation from

MUTCD guidance. CDOT formally established a policy on October 29, 2025 requiring this documentation to be provided for any APS designs on City-maintained signalized intersections.

CDOT has provided the Certified Orientation and Mobility Specialist (COMS) (see Section H. Personnel below) with all documentation of engineering judgement to date. The first of ongoing regular meetings with the COMS was held December 11, 2025. CDOT anticipates holding regular meetings with the COMS until they are sufficiently oriented with CDOT APS design practices and has been able to review all instances of engineering judgement. CDOT will continue to provide documentation of engineering judgement to the COMS on a monthly basis at a minimum.

D. Implementation

1. Prioritization Methodology

CDOT developed a draft APS Installation Prioritization Methodology to prioritize the installation of APS at signalized intersections with pedestrian signals that is consistent with the priority categories set forth in the Order and that utilizes criteria of the National Cooperative Highway Research Program (NCHRP) *Accessible Pedestrian Signals: A Guide to Best Practices for APS Location Selection*. This methodology was shared with Plaintiffs, the United States, the APS Community Advisory Committee, and the Independent Monitor for input. While awaiting feedback from the required stakeholders, CDOT is proceeding in good faith with APS implementation as per the proposed methodology and will adjust methodology as needed following input.

CDOT plans to include this topic as an agenda item at the next scheduled APS Community Advisory Committee for further discussion and input.

2. Public Requests

CDOT attempted to confirm that each public request received prior to March 9, 2025 is still desired. Of 64 identified requests, only one was confirmed to be in error and no longer desired. Of the remaining requests: 8 are duplicates; 12 are installed; and 3 are in construction. The remainder are in design and are expected to be fulfilled in Year 1.

To date, CDOT has received 750 additional public requests for the installation of APS. CDOT believes 700 of these requests came from a single requestor and do not support the goals of the Order to aid the blind community. On December 9, 2025, the Court granted a motion by the City to delist them and remove them from the queue. This removal will not impact any valid requests received for the same intersections nor the required prioritization of these intersections as per the Order.

Of the remaining 50 valid requests, 28 are under evaluation for complexity, 19 are in active design, and 3 are in construction. CDOT has provided responses for all requests on the APS website (see Section F. Communication below) and will continue to provide responses within 6 months of receipt.

CDOT is concurrently evaluating these requests to determine if they involve an intersection with EPPs or LPIs. CDOT will consult with the COMS in any cases where the request cannot be immediately fulfilled.

3. New Signal Equipment

CDOT established a citywide policy on May 14, 2019 requiring APS be installed at any newly signalized intersections and any signalized intersections being fully reconstructed as part of a traffic signal modernization. CDOT will continue to enforce this policy going forward.

CDOT is not aware of any exclusive pedestrian phases (EPP) planned for installation.

4. Phase I

CDOT has installed APS at 28 of 70 intersections required within Year 1 of the Order.

In line with the proposed prioritization methodology and the priority categories in the Order, CDOT is currently prioritizing designs for Year 1 in the following order: 1) public requests received prior to March 9, 2025; 2) intersections with exclusive pedestrian phases, mid-block pedestrian crossings, and T-shaped intersections; 3) public requests received after March 9, 2025. No other priority categories are currently being targeted in Year 1.

E. Compliance and Maintenance

CDOT has established an APS Compliance Program to ensure continued APS compliance with MUTCD standards. The program includes:

1. **Design Documentation** – CDOT has implemented a policy to document compliance of APS design with MUTCD guidelines as part of the design review process. This is carried into engineering plans issued for construction.
2. **Turn-on Inspections** – It has been standard practice for CDOT personnel to perform an inspection of any new signal equipment being put into use at an official construction walk through for consistency with the construction plans and compliance with local operational requirements. This inspection results in a punch list issued to the contractor who must address it prior to acceptance by the City. This practice will continue going forward.
3. **On-site Inspection at Time of Installation** – In addition to usual Turn-on Inspections, CDOT has implemented a pilot program to perform an independent inspection of all APS installations which have occurred since the Order to document the compliance of APS with the construction plans and with applicable standards. Applicable deficiencies are documented and conveyed to the contractor to resolve issues prior to acceptance. CDOT plans to expand this program to train all Consultant Construction Engineers on City projects to complete this work as part of any contract construction work related to APS.

- 4. Annual Inspections** – CDOT is starting a program to inspect APS on an annual basis to document continued compliance with the MUTCD and to identify any maintenance or programming issues. All intersections that had modern APS installed prior to the Order will be inspected by May 28, 2026. APS devices newly installed since the Order will receive an annual inspection starting in the Order Year following their installation. This schedule will result in an inspection schedule more frequent than what is currently performed for visually-based pedestrian signals. CDOT expects to utilize consultant engineers to implement annual inspections for the immediate future but is also investigating training for the City's Traffic Signal Repairmen to conduct inspections and maintenance during routine signal work around the city.
- 5. System to Track Complaints and Repairs** – The City of Chicago utilizes the 311 System (<https://311.chicago.gov>) to receive and track service requests from either public citizens or city staff. This will be the centralized system for members of the public or City of Chicago officials or employees to submit a request for maintenance or repair of an APS device. On August 15, 2025, new service request options were activated in the 311 System to accept APS Maintenance requests and New APS Installation requests. The existing 311 System assigns these requests to the appropriate parties, and tracks status of each request through completion. The status of all maintenance requests will also be accessible on the APS website.
- 6. System for Repair and Maintenance** – All maintenance and compliance issues are automatically directed from the 311 System to CDOT crews for correction within 5 business days if possible or as soon as feasible if extenuating circumstances are encountered. The APS website will be updated to reflect extenuating circumstances if encountered.

F. Communication

On August 7, 2025, the City of Chicago established a dedicated APS website at www.chicagoaps.org – consistent with Web Content Accessibility Guidelines 2.1 Level AA – which lists intersections equipped with APS and provides contact information for City officials to contact regarding APS.

The website solicits and provides information for community members to make public requests for APS installation, maintenance, or repair. Information is provided for requests to be made by phone via the 311 system, online at the 311 website, on mobile devices via the 311 mobile app, or in person at the Mayor's Office for People with Disabilities (MOPD) or at Aldermanic Ward Offices citywide where requests will be input into the centralized 311 system.

CDOT tracks each of these requests, posts them to a publicly accessible listing on the APS website within 30 days of receipt or sooner, reviews and determines an outcome, and responds on the website within 6 months of receipt or sooner. The APS website provides an approximate timeline of when the request will be completed based on the order they are received. CDOT

updates the APS website monthly at a minimum to ensure up-to-date information is available to the public.

CDOT has prepared communication material to share with City Council members and their constituents to convey information about APS and to solicit requests for new APS and APS maintenance.

G. Community Involvement

In conjunction with MOPD, CDOT established an APS Community Advisory Committee (Committee) that includes representatives from CDOT, MOPD, organizations serving the blind, members of the blind community, the Independent Monitor (see Section H. Personnel below), and the COMS.

The first Committee meeting was held on November 18, 2025 and quarterly meeting dates have been proposed for 2026. Meeting dates, agendas, and minutes will be available on the APS website.

H. Personnel

CDOT has appointed David Miller, P.E., Chief Highway Engineer to oversee the implementation of the Order and Grant Davis, Director of Grants Management to ensure a comprehensive pursuit of funding to support the installation of APS. Members of the Committee, the Independent Monitor, the COMS, and Counsel for Plaintiffs and the United States were notified of these appointments on December 5, 2025.

The City has engaged Amanda Hetzel, M.S. Ed., COMS, CVRT with Second Sense as the Certified Orientation and Mobility Specialist (COMS) who will be providing expertise on design, installation, and maintenance of APS.

CDOT recommended, and on June 20, 2025, the Court appointed Michael G. Shaw with Jensen Hughes as the Independent Monitor.

I. Summary

The Chicago Department of Transportation has identified approximately 63 discreet requirements in the APS Remedial Plan Order and has completed or begun work on 38 of them. CDOT is committed to equipping signalized intersections throughout Chicago with APS and will continue to look for methods to increase the pace of APS design and construction.

APPENDIX

List of Intersections equipped with APS

Signalized Intersections Equipped with APS

Location	Install Date	Year 1
N PULASKI RD-N ELSTON AVE	10/13/2004	
N LINCOLN AVE-W CATALPA AVE	9/12/2006	
N SHERIDAN RD-W THORNDALE AVE	12/31/2015	
S WESTERN BLVD-W 48TH PL	1/11/2018	
N LIEB AVE-N ELSTON AVE	6/25/2018	
N LAKE SHORE DR-W ROSCOE ST	8/17/2018	
S WENTWORTH AVE-W CERMAK RD	10/9/2019	
S WENTWORTH AVE-S ARCHER AVE	10/23/2019	
S PRINCETON AVE-S ARCHER AVE-W CERMAK RD	11/5/2019	
N EDENS RAMP - W FOSTER AVE	6/10/2020	
S ABERDEEN ST-W 87TH ST	9/11/2020	
S MORGAN ST-W 119TH ST	9/22/2020	
N PULASKI RD-W THORNDALE AVE (PVT)	11/19/2020	
S AVENUE O - E 122ND ST	2/8/2021	
S DR MARTIN LUTHER KING JR DR-E OAKWOOD BLVD	3/23/2021	
S PULASKI RD-W 35TH PL	7/23/2021	
N CALIFORNIA AVE-W HOWARD ST	8/24/2021	
S PULASKI RD-W 36TH ST	10/7/2021	
S LOOMIS ST-W ROOSEVELT RD	12/2/2021	
S WOOD ST-W ROOSEVELT RD	12/12/2021	
S ST LOUIS AVE - W 51ST ST	12/15/2021	
S MORGAN ST-W ROOSEVELT RD	1/11/2022	
S BLUE ISLAND AVE-W ROOSEVELT RD	2/10/2022	
2420 S HALSTED ST	2/18/2022	
N DAMEN AVE-W HOWARD ST	3/29/2022	
N CLARK ST-W BRYN MAWR AVE	4/14/2022	
S HALSTED ST-W 37TH ST	9/15/2022	
N LEAVITT ST-W DIVERSEY PKWY	11/17/2022	
S STONY ISLAND AVE-E 69TH ST	1/27/2023	
N ASHLAND AVE-W CATALPA AVE	4/21/2023	
N ELSTON AVE-N MAGNOLIA AVE-W BLACKHAWK ST	6/13/2023	
S RACINE AVE-W HARRISON ST	6/14/2023	
S RICHARDS DR-E HAYES DR	6/27/2023	
W LAKE ST & N RIVERSIDE PLAZA	7/21/2023	
S LAKE SHORE DRE-E HAYES DR-S COAST GUARD DR	8/22/2023	
2132 N ELSTON DRIVEWAY	9/20/2023	
432 W ADAMS GATEWAY CROSSING	9/22/2023	
N KILBOURN AVE-W IRVING PARK RD	10/19/2023	
N SOUTHPORT AVE-W WELLINGTON AVE-N LINCOLN AVE	11/8/2023	
N GREENVIEW AVE-N LINCOLN AVE-W BARRY AVE	11/9/2023	
N ASHLAND AVE-N LINCOLN AVE-W BELMONT AVE	11/16/2023	
N SEMINARY AVE-W BELMONT AVE	12/13/2023	
N ASHLAND AVE-W GRACE ST	1/18/2024	

Signalized Intersections Equipped with APS

Location	Install Date	Year 1
S ASHLAND AVE-W HARRISON ST	1/25/2024	
S HYDE PARK DR-E 57TH ST	2/21/2024	
S CORNELL DR-E 57TH ST	2/22/2024	
S DAMEN AVE-W 48TH ST	2/29/2024	
S COMMERCIAL AVE-E 91ST ST	4/11/2024	
432 W MADISON GATEWAY CROSSING	4/24/2024	
N ROCKWELL ST-W GRAND AVE	5/28/2024	
N ASHLAND AVE-W WASHINGTON BLVD-W WASHINGTON ST	5/30/2024	
N CALIFORNIA AVE-W GRAND AVE	6/4/2024	
N ASHLAND AVE-W WARREN BLVD	6/5/2024	
N OAKLEY BLVD-W GRAND AVE	6/6/2024	
N SHERIDAN RD-W AINSLIE ST	6/7/2024	
N DAMEN AVE-W GRAND AVE	6/11/2024	
S ASHLAND AVE-W ADAMS ST	6/12/2024	
N WESTERN AVE-W GRAND AVE	6/13/2024	
S ASHLAND AVE-W MONROE ST	6/18/2024	
S ASHLAND AVE-W OGDEN AVE	6/26/2024	
S ASHLAND AVE-W JACKSON BLVD	7/1/2024	
S ASHLAND AVE-W CONGRESS PKWY	7/2/2024	
900 W TAYLOR CROSSING	7/2/2024	
S COMMERCIAL AVE-E 92ND ST	7/9/2024	
S ASHLAND AVE-W VAN BUREN ST	7/10/2024	
1818 W IRVING PARK CROSSING	7/17/2024	
N KIMBALL AVE-W BELMONT AVE	7/18/2024	
S Stony Island Ave-E 64th St	7/30/2024	
N ASHLAND AVE-S SCHREIBER AVE-N CLARK ST	8/27/2024	
S ST LAWRENCE AVE-E 51ST ST	8/29/2024	
S STONY ISLAND AVE-E 63RD ST-E HAYES DR	9/4/2024	
S Stony Island Ave-E 62nd St	9/5/2024	
N ASHLAND AVE-W DEVON AVE-N CLARK ST	9/6/2024	
N LA SALLE ST-W LAKE ST	9/10/2024	
S KEELER AVE-W 31ST ST	10/3/2024	
S ELLIS AVE-E 43RD ST	10/17/2024	
S STONY ISLAND AVE - E MIDWAY PLAISANCE -E 60TH ST	10/24/2024	
S DR MARTIN LUTHER KING JR DR-E 41ST ST	11/7/2024	
N ORLEANS ST-W LOCUST ST	11/22/2024	
S DAMEN AVE-W 57TH ST	11/26/2024	
S DAMEN AVE-W 61ST ST	12/11/2024	
N STONY ISLAND AVE-E MIDWAY PLAISANCE - E 59TH ST	1/18/2025	
S STATE ST-E 53RD ST	2/27/2025	
S WABASH AVE-E 29TH ST	4/30/2025	
N EAST RIVER RD-W BRYN MAWR AVE	5/3/2025	
N HALSTED ST-N BROADWAY-W GRACE ST	5/29/2025	Y

Signalized Intersections Equipped with APS

Location	Install Date	Year 1
N CLINTON ST-W WASHINGTON BLVD-W WASHINGTON ST	6/11/2025	Y
S ASHLAND AVE-W FLOURNOY ST	6/11/2025	Y
N GLENWOOD AVE-W DEVON AVE	6/12/2025	Y
N LEAVITT ST-S LEAVITT ST-W MADISON ST	7/8/2025	Y
N KOLIN AVE-W CHICAGO AVE	8/12/2025	Y
N HAMLIN AVE-N HAUSSEN CT-N MILWAUKEE AVE	8/26/2025	Y
S MICHIGAN AVE-E ROOSEVELT RD	8/26/2025	Y
S WABASH AVE-E ROOSEVELT RD	8/26/2025	Y
S ASHLAND AVE-W ROOSEVELT RD	8/26/2025	Y
S PAULINA ST-W ROOSEVELT RD	8/26/2025	Y
S DAMEN AVE-W ROOSEVELT RD	8/26/2025	Y
S OAKLEY AVE-W OGDEN AVE-W ROOSEVELT RD	8/26/2025	Y
S STONY ISLAND AVE-E 89TH ST	9/9/2025	Y
S CICERO AVE-S ARCHER AVE	9/9/2025	Y
S STONY ISLAND AVE-S SOUTH CHICAGO AVE-E 79TH ST	9/9/2025	Y
N HALSTED ST-W HUBBARD ST	10/8/2025	Y
N HALSTED ST-W BLACKHAWK ST	10/16/2025	Y
N KILBOURN AVE-N MILWAUKEE AVE	10/28/2025	Y
N KEDZIE AVE-N MILWAUKEE AVE NORTH	10/29/2025	Y
N KEDZIE AVE-N MILWAUKEE AVE SOUTH	11/6/2025	Y
N MILWAUKEE AVE-W LOGAN SOUTH DRIVE-W LOGAN BLVD	11/6/2025	Y
N KEDZIE BLVD-W LOGAN BLVD	11/6/2025	Y
S HALSTED ST-W 45TH ST	11/13/2025	Y
N KIMBALL AVE-N MILWAUKEE AVE-W DIVERSEY AVE	12/2/2025	Y
N HALSTED ST-N LINCOLN AVE-W FULLERTON AVE	12/3/2025	Y
N PINE GROVE AVE-W DIVERSEY PKWY	12/3/2025	Y
N CICERO AVE-N MILWAUKEE AVE-W IRVING PARK RD	12/3/2025	Y
Total:	113	28