

ACCESSIBLE PEDESTRIAN SIGNALS (APS)

SEMI-ANNUAL PROGRAM REPORT



June 12, 2026

A. Overview:

The Chicago Department of Transportation (CDOT) is committed to ensuring equitable, safe, and accessible street crossings for all pedestrians – particularly individuals who are blind or have low vision – through its Accessible Pedestrian Signal (APS) implementation program. As part of this effort, CDOT installs and maintains MUTCD-compliant APS devices at signalized intersections with pedestrian signals. These devices provide information about pedestrian signals in a non-visual format using audible tones, speech messages, and vibrotactile features, enabling individuals with vision impairments to cross with greater ease and confidence.

On May 29, 2025, the United States District Court for the Northern District of Illinois-Eastern Division (Court) issued a Remedial Plan Order (the Order) in *American Council of the Blind of Metropolitan Chicago, et al. v. The City of Chicago*. The Order requires the City of Chicago (City) to install APS at a minimum of approximately 71% of its signalized intersections with pedestrian signals by December 31, 2035 (Phase I) and at its remaining signalized intersections with pedestrian signals by December 31, 2040 (Phase II).

During Phase I, the City must install APS at no fewer than the following number of signalized intersections with pedestrian signals each year:

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

The Order also requires the City to submit reports at least every six months to counsel for Plaintiffs and the United States, the Certified Orientation and Mobility Specialist, and the Independent Monitor documenting its compliance with the Order. This document serves as the second such report and is organized generally according to the structure outlined in the Remedial Plan Order.

B. General Status

As of June 12, 2026, APS devices are installed at 165 intersections citywide, representing 6.1% of the City's 2,722 signalized intersections equipped with pedestrian signals. Of these, 78 were installed and activated between May 29, 2025, and May 28, 2026, fulfilling the requirements for Year 1 of the Order (Plan Year 1). See Appendix A for a complete list of all signalized intersections equipped with APS devices.

C. Applicable Standards

The Illinois Department of Transportation (IDOT) adopted the 11th Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) statewide on March 2, 2026. Until that adoption, the

City was designing APS in accordance with the 2009 Edition of the MUTCD – with Revisions 1 and 2 dated May 2012 – with considerations to ensure forward compatibility with the requirements of the 11th edition. Since that adoption, CDOT has now been formally designing APS in accordance with the current MUTCD 11th Ed. and will continue to do so going forward.

D. Discretion and Engineering Judgement

The Order allows the City to use discretion in its implementation of APS including to (i) create efficiencies in the design, approval, bidding, and construction of APS installations, (ii) respond to material and/or labor shortages, (iii) group similar intersections when placing projects for bid; (iv) re-prioritize intersections for construction to respond to delays arising from approvals issues, underground utility review issues, redesign issues, and a lack of acceptable bids; and (v) exercise engineering judgment and discretion in designing and installing APS to the extent permitted by the MUTCD.

CDOT regularly exercises engineering judgment and discretion in designing and installing APS to the extent permitted by the MUTCD.

The MUTCD considers engineering judgement to be a fundamental principle in the design of traffic control devices (TCDs) such as APS. The MUTCD provides Standard, Guidance, and Options statements in the application of TCDs where *Standard* statements are required practices, *Guidance* statements are recommended practices in typical situations but with *deviations allowed through engineering judgement*, and *Option* statements are permitted but not required practices.

An example of MUTCD Guidance statements with respect to APS are the placement criteria outlined in the section for *Pedestrian Detectors* which recommends how APS should be placed relative to the crosswalk, the roadway, the curb ramp, and other factors which can be affected by existing physical constraints.

The MUTCD explicitly does not require documentation of engineering judgement when an engineer deviates from *Guidance* statements; however, in compliance with the Order, CDOT has contemporaneously documented the application of engineering judgement for APS designs developed and approved in Plan Year 1. Of the 78 intersections which had APS installed in Plan Year 1, 49 intersections had designs which were developed and approved prior to the Order. In compliance with the MUTCD, these locations do not have documentation for any deviations from MUTCD Guidance.

Since the Order, CDOT has developed a design check sheet to document cases on an intersection-by-intersection basis where engineering judgement is applied in the deviation from MUTCD Guidance. (See the APS Design Check Sheet template in Appendix B.)

For any APS designs approved since the Order, CDOT has provided all documentation of engineering judgement to the Certified Orientation and Mobility Specialist (COMS) for review and feedback. (See Section J. Personnel below.) Since the fall of 2025, CDOT has typically met with the COMS bi-weekly to review and discuss instances of the application of engineering judgment.

CDOT will continue to provide documentation of engineering judgement to the COMS on a monthly basis at a minimum.

CDOT has not yet identified conditions where engineering judgement is repeatedly exercised and thus has not adopted any written procedures and criteria for such.

E. Implementation

1. Prioritization Methodology

CDOT provided a draft *APS Installation Prioritization Methodology* to Plaintiffs and the United States for review in the fall of 2025. After receiving input from Plaintiffs, CDOT provided a revised Methodology for further review to Plaintiffs, the United States, the APS Community Advisory Committee, and the Independent Monitor in February 2026. CDOT is continuing to prioritize locations for APS in good faith based on the provided methodology. (See *APS Installation Prioritization Methodology* in Appendix C.)

CDOT has taken steps to promote the equitable installation of APS across the City primarily by educating the public in an effort to generate public requests more broadly across the City. To this end, CDOT developed and released a video on social media to educate the public about APS and has added it to a new page on the APS website. A second video is currently in development. CDOT also prepared an educational fact sheet and promotional flyer which was sent in February 2026 to all Alderpersons in the city to share with their constituents. (See APS Fact Sheet and Flyer in Appendix D.)

2. Newly Pedestrian Signalized Intersection

In Plan Year 1, CDOT installed new pedestrian signals at nine intersections which were not previously equipped with such. All nine were the result of newly signalized intersections. APS was installed at all nine intersections as part of the work and were counted toward the Plan Year 1 totals. (See Newly Pedestrian Signalized Intersections in Appendix E.)

3. Public Requests

CDOT has received valid requests for APS installation at 69 intersections since March 9, 2025. Of these, five locations have had APS installed, and two are under construction to install APS soon. Five requested locations were found to lack adequate existing infrastructure and have taken more than twelve months to install APS – of these, all are expected to be issued for construction within 2026 and have APS installed within twenty-four months.

Beyond the 69 intersections noted above, the City has received requests at approximately 386 additional locations which CDOT believes came from a single requestor and do not support the goals of the Order to aid the blind community. CDOT suspects these requests came from the same requestor who made 700 requests in 2025 which were delisted and removed from the

request queue by order of the Court. CDOT is taking steps to present these new suspect requests to the Court for relief.

CDOT is working to fulfill APS installation requests received prior to March 9, 2025. Of 64 identified requests, 23 have APS installed; 16 are under construction to install APS; 12 were found to lack adequate infrastructure for APS installation and are proceeding through additional coordination; 8 are duplicates; 3 were confirmed by the original requestor to be in error or no longer desired; and 2 were found to be invalid requests at signalized intersections which do not have pedestrian signals. Of the sixteen locations under construction, fourteen are expected to have APS installed within the summer of 2026; and two are part of larger active construction projects which will install APS in 2027 or later.

4. New Signal Equipment

CDOT completed Traffic Signal Modernizations at nine intersections in Plan Year 1, all of which resulted in the installation of APS. (See Traffic Signal Modernization Locations in Appendix F.)

CDOT is not aware of any exclusive pedestrian phases (EPP) installed in Plan Year 1 or planned for installation.

F. Phase I

CDOT installed APS at 78 of 70 required intersections within Plan Year 1. The eight intersections installed beyond the required 70 have been applied to Plan Year 2. To date, CDOT has installed 9 of 110 required intersections in Plan Year 2.

In Plan Year 1, CDOT installed APS based on the following priority categories: 18 public requests; 28 priority category 1; and 32 which were part of other capital improvement projects.

CDOT is currently prioritizing designs for Year 2 in the following order: 1) public requests received to date; and 2) Priority Category 1 intersections – those with exclusive pedestrian phases, mid-block pedestrian crossings, T-shaped intersections, intersections of three or more distinct streets, and the top 100 intersections listed in CDOT's Complex Intersection Study. No other priority categories are currently being targeted in Year 2.

G. Compliance and Maintenance

CDOT established an APS Compliance Program in Plan Year 1 to ensure continued APS compliance with MUTCD standards. The program is generally composed of the following components: 1) documenting compliance during the design phase; 2) inspecting APS at the time of installation to identify and correct compliance deficiencies; 3) conducting annual inspections of all APS locations which were installed in the previous Plan Year or earlier; 4) maintaining a system to receive, track and address requests for APS repair and maintenance.

1. Design Documentation

CDOT implemented a policy in the fall of 2025 for all designers to document the exercise of engineering judgement for any deviations from MUTCD guidelines for the design of APS as part of the standard design review process. CDOT is enforcing this policy for any APS design approved on or after May 29, 2025.

2. Time of Installation Inspections

It has been a standard practice for CDOT personnel to perform an inspection at an official construction walk through of any new signal equipment being put into operation to check for consistency with the construction plans and compliance with operational requirements. This inspection results in a punch list issued to the contractor who must address it prior to acceptance by the City.

CDOT has enhanced this practice with a formal APS Installation Check Sheet to ensure all relevant standards and guidelines related to APS are checked and added to the construction punch list. (See APS Installation Check Sheet in Appendix G.)

3. Annual Inspections

CDOT completed annual APS inspections at 86 intersections which had APS installed prior to Plan Year 1 to document continued compliance with the MUTCD and to identify any maintenance or programming issues. Of the inspected intersections, 44 were found to have maintenance issues. Maintenance issues at all intersections have been addressed except for three locations which had extenuating circumstances. All APS devices installed in Plan Year 1 or earlier will receive an annual inspection within the current Plan Year 2.

4. System to Receive, Track, and Address Complaints and Repairs

The City utilizes the centralized 311 city service request system to receive and track service requests from both public members and city staff using new APS service request codes established in the summer of 2025. The status of all maintenance requests are also listed on the APS website, which is updated monthly to reflect any extenuating circumstances encountered which prevents a problem APS from being repaired or replaced within five business days.

In Plan Year 1, the City received 60 valid requests for APS repair or maintenance, all of which have been addressed. (See APS Requests for Maintenance or Repair in Appendix H.)

H. Communication

CDOT continues to maintain an APS website at www.chicagoaps.org – established in the summer of 2025 and 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 continues to solicit and provide information for community members to make public requests for APS installation, maintenance, or repair. Requests may 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.

I. Community Involvement

The City has continued to meet quarterly with and receive feedback from the APS Community Advisory Committee (Committee) established in the fall of 2025. The Committee remains composed of representatives from CDOT, MOPD, and Chicago's blind community, including organizations that serve the blind community. Meeting dates, agendas, and minutes for past and upcoming meetings are available on the APS website. See Appendix I for Committee meeting minutes through February 2026.

J. Personnel

CDOT Chief Highway Engineer David Miller, P.E., continues to serve as the point person responsible for overseeing the implementation of the Order; and CDOT Director of Grants Management Grant Davis continues to serve as the point person responsible for ensuring the City's comprehensive pursuit of funding to support the installation of APS.

The City continues to consult with Amanda Hetzel, M.S. Ed., COMS, CVRT as the Certified Orientation and Mobility Specialist (COMS) who reviews and provides feedback on the design of APS.

CDOT continues to coordinate and meet with Michael G. Shaw, ADAC, APAC-BE, ICC who serves as the Independent Monitor appointed by the Court in the spring of 2025. CDOT has provided all relevant documents and information requested by the Independent Monitor regarding the City's compliance with the Order.

K. Summary

The Chicago Department of Transportation has identified approximately 64 distinct requirements in the APS Remedial Plan Order and has completed or begun work on all 44 which are currently relevant. 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 A

List of Intersections equipped with APS

Intersections with APS Installed

Location	Install Date
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-S ASHLAND AVE-W MADISON ST	12/21/2023
N ASHLAND AVE-W GRACE ST	1/18/2024
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

Intersections with APS Installed

Location	Install Date
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
N CLINTON ST-W WASHINGTON BLVD-W WASHINGTON ST	6/11/2025
S ASHLAND AVE-W FLOURNOY ST	6/11/2025
N GLENWOOD AVE-W DEVON AVE	6/12/2025
N LEAVITT ST-S LEAVITT ST-W MADISON ST	7/8/2025
N KOLIN AVE-W CHICAGO AVE	8/12/2025
N HAMLIN AVE-N HAUSSEN CT-N MILWAUKEE AVE	8/26/2025
S MICHIGAN AVE-E ROOSEVELT RD	8/26/2025

Intersections with APS Installed

Location	Install Date
S WABASH AVE-E ROOSEVELT RD	8/26/2025
S ASHLAND AVE-W ROOSEVELT RD	8/26/2025
S PAULINA ST-W ROOSEVELT RD	8/26/2025
S DAMEN AVE-W ROOSEVELT RD	8/26/2025
S OAKLEY AVE-W OGDEN AVE-W ROOSEVELT RD	8/26/2025
S STONY ISLAND AVE-E 89TH ST	9/9/2025
S CICERO AVE-S ARCHER AVE	9/9/2025
S STONY ISLAND AVE-S SOUTH CHICAGO AVE-E 79TH ST	9/9/2025
N HALSTED ST-W HUBBARD ST	10/8/2025
N HALSTED ST-W BLACKHAWK ST	10/16/2025
N KILBOURN AVE-N MILWAUKEE AVE	10/28/2025
N KEDZIE AVE-N MILWAUKEE AVE NORTH	10/29/2025
N KEDZIE AVE-N MILWAUKEE AVE SOUTH	11/6/2025
N MILWAUKEE AVE-W LOGAN SOUTH DRIVE-W LOGAN BLVD	11/6/2025
N KEDZIE BLVD-W LOGAN BLVD	11/6/2025
S HALSTED ST-W 45TH ST	11/13/2025
N KIMBALL AVE-N MILWAUKEE AVE-W DIVERSEY AVE	12/2/2025
N HALSTED ST-N LINCOLN AVE-W FULLERTON AVE	12/3/2025
N PINE GROVE AVE-W DIVERSEY PKWY	12/3/2025
N CICERO AVE-N MILWAUKEE AVE-W IRVING PARK RD	12/3/2025
N CENTRAL PARK AVE-N MILWAUKEE AVE	12/16/2025
N KIMBALL AVE-W ARDMORE AVE	12/18/2025
S STATE ST-W 29TH ST	1/22/2026
S WESTERN AVE-W 48TH PL	2/18/2026
N CANAL ST-S CANAL ST-W MADISON ST	2/19/2026
S MICHIGAN AVE-E CONGRESS PKWY	3/19/2026
N CLINTON ST-S CLINTON ST-W MADISON ST	3/19/2026
N WABASH AVE-E LAKE ST	3/19/2026
N CANAL ST-W WASHINGTON BLVD-W WASHINGTON ST	3/19/2026
S STATE ST-CONGRESS PKWY	3/19/2026
E JACKSON BLVD-E JACKSON DR-S MICHIGAN AVE	3/19/2026
840 S CANAL CROSSING	3/24/2026
S WESTERN AVE-W 18TH ST	3/24/2026
500 S HALSTED CROSSING	3/24/2026
S DEARBORN ST-W ADAMS ST	3/24/2026
432 W WASHINGTON GATEWAY CROSSING	3/26/2026
N WACKER DR-S WACKER DR-W MADISON ST	3/26/2026
432 W MONROE GATEWAY CROSSING	3/26/2026
432 W JACKSON GATEWAY CROSSING	3/26/2026
420 W RANDOLPH RIVERSIDE CROSSING	3/26/2026
S THROOP ST-W 95TH ST	4/8/2026
N NATCHEZ AVE-W IRVING PARK RD	4/9/2026
N SHERIDAN RD-W ARTHUR AVE-WEST LOYOLA AVE	4/9/2026
N SHERIDAN RD-N SHERIDAN RD@6420N (N. INT.)	4/9/2026
N SHERIDAN RD-W DEVON AVE (MAIN INT.)	4/9/2026
N SHERIDAN RD-W DEVON AVE-E SHERIDAN (E. INT)	4/9/2026
N ASHLAND AVE-W BERWYN AVE	4/14/2026

Intersections with APS Installed

Location	Install Date
N CLYBOURN AVE-W DIVISION ST	4/17/2026
3000 N CENTRAL EDGEBROOK GOLF COURSE DRIVEWAY	4/21/2026
4640 W DIVERSEY DRIVEWAY	4/21/2026
N SHERIDAN RD-W ARGYLE ST	4/21/2026
S CHARLES ST-W 95TH ST	4/22/2026
400 N WABASH TRUMP TOWER CROSSING	4/24/2026
435 N MICHIGAN TRIBUNE CROSSING	5/7/2026
N MICHIGAN AVE-BRICKHOUSE	5/7/2026
N WACKER DR-W RANDOLPH ST	5/7/2026
S WACKER DR-W MONROE ST	5/7/2026
848 W HARRISON CROSSING	5/11/2026
5150 W 55TH ST DRIVEWAY	5/20/2026
5150 S LAKE PARK DRIVEWAY	5/20/2026
S STATE ST-W ROOSEVELT RD	5/20/2026
S MICHIGAN AVE-E 9TH ST	5/20/2026
N DESPLAINES ST-S DESPLAINES ST-W MADISON ST	5/20/2026
N STATE ST-W WASHINGTON ST-W WASHINGTON BLVD	5/22/2026
N LA SALLE ST-W WASHINGTON ST-N LA SALLE DR-W WASHING	5/22/2026
N SHERIDAN RD-W NORTH SHORE AVE	5/22/2026
N SHERIDAN RD-W BALMORAL AVE	5/22/2026
N BROADWAY - W BALMORAL AVE	5/22/2026
S COTTAGE GROVE AVE-E 35TH ST	5/28/2026
E WASHINGTON ST-N WABASH AVE-W WASHINGTON BLVD	5/28/2026
S WABASH AVE-E IDA B WELLS DR	6/11/2026
Total:	165

APPENDIX B

APS Design Check Sheet Template

Accessible Pedestrian Signal (APS) Design Check Sheet



Project Name	
Project Number	
Project Type	

Street 1		Ramp 1 Crossing Direction	
Street 2		Ramp 2 Crossing Direction	
Street 3 (if needed)		Ramp 3 Crossing Direction	
Corner or Median			

MUTCD Section	Design Factor	Allowed Range or Max/Min	Design Value for APS Serving:						Justification for Deviation - Indicate Affected Ramp (attach sheet if additional space needed)	
			RAMP 1		RAMP 2		RAMP 3			
			Value	Meets?	Value	Meets?	Value	Meets?		
A	4I.05.04A	Reach distance: APS push button face within 10" reach from long side of 30"x48" clear level all weather surface? (Y/N)	10" max to level surface							
B	4I.05.04C	Far Side of Ramp: Is the APS located on the side of the curb ramp farthest from the center of the intersection? (Y/N)	Farthest side							
C	4I.05.04D	Distance from Ramp: Distance of the APS from the edge of the associated curb ramp farthest from the center of the intersection?	10' max							
D	4I.05.04E	Distance from Crosswalk: Distance of the APS from the edge of the crosswalk farthest from the center of the intersection? (Use negative value if within crosswalk alignment.)	5' max							
E	4I.05.04F	No stop line overlap: Is alignment of APS closer to crosswalk than adjacent stop line, if present? (Y/N)	Closer than stop line							
F	4I.05.04G	Distance from FOC: Distance of APS from the face of the curb?	1.5' to 6'							
G	4I.05.04J	4' PAR: Is there 4' minimum provided for a pedestrian access route (PAR) passing APS? (Y/N)	4' min							
H	4I.05.04B	4' WAR: Is there a 4' minimum wide wheelchair accessible route (2.1% max cross slope) provided from the APS push button to the ramp? (Y/N)	4' min							
I	4I.05.07	Distance between APS for Ramp # and nearest APS unit located on the same corner? (Speech message required if <10')	10' min							
J	n/a	Reasonable Access: Does the APS placement maintain reasonable access to operable parts of adjacent buildings, structures, and utilities?	–							

Designed by		Date		Design Firm	
Checked by		Date		Design Firm	

APPENDIX C

APS Installation Prioritization Methodology

ACCESSIBLE PEDESTRIAN SIGNALS (APS)

INSTALLATION PRIORITIZATION METHODOLOGY



February 23, 2026

Overview

As part of the Remedial Plan Order (Order) – formalized May 29, 2025 (see Exhibit A) – to install Accessible Pedestrian Signals (APS) in the City of Chicago (City) at signalized intersections with pedestrian signals, the City is required to “establish a mechanism...to prioritize the installation of APS at signalized intersections.” This document outlines CDOT’s proposed methodology for prioritizing intersections for APS installation. As required by the Order, this methodology utilizes criteria set forth in the *National Cooperative Highway Research Program (NCHRP), Accessible Pedestrian Signals: A Guide to Best Practices for APS Location Selection* and considers the complexity of intersections.

The Order specifies the following priority categories which form the basis of CDOT’s methodology:

1. Newly Pedestrian Signalized Intersections
2. Existing Signalized Intersections with pedestrian signals but without APS, which are to be prioritized based on:
 - a. Public Requests
 - b. New Signal Equipment
 - c. Particularly Dangerous Conditions
 - d. Public Transportation
 - e. Public Facilities

NCHRP Project 3-62 – Guidelines for Accessible Pedestrian Signals

The National Cooperative Highway Research Program (NCHRP) is a program funded by state departments of transportation and administered by the Transportation Research Board (TRB) to implement systematic, well-designed, and implementable research related to complex transportation problems. *NCHRP Project 3-62: Guidelines for Accessible Pedestrian Signals* was a research project completed in 2018 whose objective was “to develop guidelines and training materials for implementation of accessible pedestrian signals (APS).” As part of the project, the *NCHRP Web-Only Document 117A: Accessible Pedestrian Signals: A Guide to Best Practice* (APS Guide) was published to summarize and provide guidelines for the design, usage, prioritization, and other best practices for APS in the United States.

The APS Guide includes an Appendix D titled *APS Prioritization Tool Instructions and Forms*, which lays out a recommended prioritization method based on research into how blind pedestrians cross at signalized intersections and on intersection characteristics that present particular challenges for blind pedestrians. Appendix D also provides a *Prioritization Tool for Installation of Accessible Pedestrian Signals* (Prioritization Tool). The Prioritization Tool (see Exhibit B) presents a scoring method for each crosswalk at an intersection and the intersection

overall. Crosswalks and their respective intersections receive certain points based on their individual characteristics. Crosswalks that are more difficult for blind pedestrians to navigate receive a higher score and are therefore recommended to be prioritized ahead of other lower-scoring crosswalks.

One scoring criteria example is the configuration of the intersection. A standard four-leg intersection scores zero (0) points; however, as the intersection geometry becomes more difficult to navigate for blind pedestrians, more points are allotted to each type of configuration. A four-leg, offset intersection or three-leg intersection scores three (3) points, an intersection with 5 or more legs scores twelve (12) points, and a midblock location scores fourteen (14) points.

While the APS Guide and the Prioritization Tool provide a basis for prioritization in the Order and also for the City, the Order states the “City of Chicago is not required to score each individual intersection”; meaning that while CDOT’s prioritization methodology is based on elements of the APS Guide, it will not be used to score and rank each individual intersection.

Intersection Prioritization

CDOT will utilize the following methodology for prioritizing APS improvements at signalized intersections in Chicago. This methodology follows criteria included in the APS Guide, the prioritization requirements specified within Section III.A. of the Order, and other guidance criteria based on the relative difficulty for blind pedestrians to navigate the intersection.

Intersections not included in Prioritization Ranking

Several categories of intersections require APS improvements to be installed independently from the prioritization process. These intersections do not need to be prioritized, because the Order gives specific direction on when APS should be installed at these intersections. The three types of intersections not included in the Prioritization Ranking are:

- **Newly Pedestrian Signalized Intersections** (Section III.A.1) are required to incorporate APS as part of their standard equipment and therefore do not need to be prioritized.
- **Existing Signalized Intersections with New Signal Equipment** (Section III.A.2.b) are also required to incorporate APS as part of their standard equipment. New signal equipment refers to intersections where all or substantially all of the signal equipment is replaced or where exclusive pedestrian phases are added. CDOT will regularly coordinate with projects installing new signal equipment to avoid duplicating work, and in general defer the APS installation to the project with the larger scope of work at that intersection.

These intersections also do not need to be prioritized. However, an intersection may be dropped out of the program priority listing if another project is already planned to perform the work.

- Intersections for which the **Public Requests** installation of APS (Section III.A.2.a) are generally required to be installed within twelve (12) months of receipt of request where

possible to do so. Therefore, when an intersection receives a public request, design priority will be escalated to accommodate this timeline.

Intersection Priority Categories

Intersections that are not receiving new signal equipment or which have not been requested by the public will be placed into one of the following four Priority Categories. These categories assign priority based on aspects of the intersection geometry, signal phasing and equipment, and proximity to pedestrian generators. The relative order of these prioritizations is based off points given by the Prioritization Tool and as required by the Order. Full intersection and crosswalk scoring will not be performed.

Priority Category 1 Particularly Dangerous Conditions (EPP, MPS, TSI, 3+ Streets, and Complex Intersections)

Section III.A.2.c in the Order states the “City of Chicago shall first prioritize installation of APS at all signalized intersections with pedestrian signals that are equipped with EPP [Exclusive Pedestrian Phases], mid-block pedestrian crossings (“MPS”), T-shaped intersections (“TSI”), three or more distinct streets or have other complex geometry (defined as the 100 most complex intersections in the City of Chicago’s Complex Intersection Study....”).

According to the APS Guide, these intersections are among the most difficult for blind pedestrians to navigate and would receive some of the highest scores in the Prioritization Tool, because they do not provide a corresponding vehicular phase to provide audible cues to blind pedestrians of when to begin crossing, and they have unusual crosswalk orientations that are difficult for blind pedestrians to navigate.

For reference, the Prioritization Tool assigns the following respective points to crosswalks that meet these criteria:

Midblock location	14 points
5 or more legs	12 points
Exclusive ped phase	8 points
Skewed crosswalk	7 points

Priority Category 2 Other Particularly Dangerous Conditions (LPIs and PTPs)

Section III.A.2.c in the Order also states that “After APS is installed at [intersections in Priority Category 1], City of Chicago must prioritize installing APS at intersections with LPI [Leading Pedestrian Intervals] and PTP [Protected Turn Phases].”

LPIs give pedestrians a few seconds head start to enter the crosswalk before drivers in adjacent vehicles receive a green light. This allows pedestrians to establish themselves in the crosswalk before turning vehicles enter the intersection, improving their visibility and potentially reducing

pedestrian-vehicle conflicts. Adding APS to these intersections allows blind pedestrians to fully utilize this feature.

PTPs, while generally enhancing intersection safety by eliminating conflicts between turning vehicles and both oncoming traffic and crossing pedestrians, can pose difficulties for blind pedestrians. The sound of turning vehicles during a PTP can be misinterpreted by blind pedestrians as parallel traffic and thus the onset of a walk interval. The addition of APS at these intersections can help provide clarity to blind pedestrians in navigating these intersections.

For comparison, the Prioritization Tool assigns the following points to crosswalks that meet these criteria:

- LPI 8 points
- PTP 3 or 7 points (depending on which turning movement gets a protected phase)

Priority Category 3 Intersections near Public Transportation and Intersections near Public Facilities

Sections III.A.2.d and III.A.2.e in the Order state the “City of Chicago shall prioritize signalized intersections with pedestrian signals within 1/8 mile of public transportation” and “signalized intersections with pedestrian signals within 1/8 mile of public facilities.”

The presence of public transportation facilities and public facilities or major pedestrian attractions increases the likelihood of higher pedestrian volumes, including both sighted and blind pedestrians. The higher level of pedestrian activity increases the chances of blind pedestrians crossing at the intersection; therefore, increasing the need for APS. Further, public facilities listed in Section III.A.2.e of the Order include “organizations serving people with visual disabilities”. These facilities are among the most likely to have blind pedestrians crossing at nearby intersections and because of that receive one of the higher scores in the Prioritization Tool.

For reference, the Prioritization Tool gives the following points to crosswalks that meet these criteria:

- Transit Facility 1, 3, or 5 points depending on the type of transit facility
- Public Facility Up to 10 points for proximity to a Facility for Visually Impaired
Up to 5 points for proximity to a Major Pedestrian Attraction

Priority Category 4 All Other Intersections

Any intersection that does not fall into Priority Categories 1-3 will be placed in Priority Category 4. Section III.A states that “for all intersections that do not fall within these priority provisions, City of Chicago has discretion to select the order of APS installation to meet its yearly requirements. City of Chicago shall make reasonable efforts to install APS equitably across the city.”

Sub-Category Prioritization

Within all Priority Categories, and to the extent that the requirements to address public requests and meet yearly minimums allow, CDOT may sub-prioritize APS installation order to consider the complexity of the intersection, to achieve an equitable application of APS across the city, and to meet the yearly minimum installation requirements set forth in the Order.

CDOT will strive to prioritize intersections that represent a wide mix of complexities. This will mean engaging in design on locations which require longer design and construction timelines simultaneously with locations which may pass through design and into construction relatively quickly.

CDOT will strive to prioritize intersections in areas that have not received an equitable share of APS installations, where economic conditions recommend it, and/or where the density of other transportation infrastructure is light. The main gauge for such prioritization will be via the City’s Mobility and Economic Hardship (MOBEC) Index which evaluates and rates all community areas within the City based on economic and transportation demographics, which include the percentage of the population with a disability.

CDOT will always strive to prioritize intersections that meet multiple prioritization criteria, as defined in the Order, over those that have fewer such criteria. This means that for intersections which may have an equally high priority, the ones which also meet additional lower priorities will be more desirable.

For reference, a listing of intersections is included in the Appendix (See Exhibit C) which lists intersections based on their current Priority Categories assignment. CDOT is working to identify all intersections which meet the defined Priority Category criteria and will continue to refine the listings as work progresses.

Future Consultation

CDOT anticipates the prioritization in the early years of the Order will be largely driven by public requests, Priority Category 1 locations, and yearly minimum requirements. As the pace of APS installations stabilizes and the opportunity to exercise discretion in prioritization increases, CDOT will continue to consult with Plaintiffs, the United States, the Independent Monitor, and the APS Community Advisory Committee to assist in prioritizing locations in the lower Priority Categories.

Summary

CDOT intends to prioritize the installation of APS at intersections citywide based on criteria laid out in the APS Guide which lays out intersection geometrics, signal timings, and more that make crossings particularly difficult for people who are visually impaired to navigate as well as factors that make them more likely to use a crosswalk. A summary of the recommended Priority Categories for all intersections is as follows:

Priority	Section	Intersection Type	Notes
Always	III.A.1	Newly Pedestrian Signalized Intersections	Required to include APS as part of normal installation and therefore are not included in prioritization
	III.A.2.b	Existing Signalized Intersections with New Signal Equipment	Required to include APS as part of normal installation and therefore are not included in prioritization
	III.A.2.a	Public requests prior to 3/9/25	Have already been prioritized as part of the Year One intersections
	III.A.2.a	Public requests received after 3/9/25	Must be installed within 12 months of receipt of request and will therefore be moved to the top of the priority list
1	III.A.2.c	Particularly Dangerous Conditions (EPP, MPS, TSI, and Complex Intersections)	To be prioritized first along with public requests
2	III.A.2.c	Other Particularly Dangerous Conditions (LPIs and PTPs)	To be prioritized after the other particularly dangerous conditions intersections
3	III.A.2.d	Intersections near Public Transportation	Intersections near Public Transportation and Public Facilities to be prioritized together after all intersections meeting the particularly dangerous conditions
	III.A.2.e	Intersections near Public Facilities	
4	III.A	All other intersections	City has discretion to select the order of all other intersections while meeting yearly installation goals and equity goals

This approach to APS prioritization for signalized intersections with pedestrian signals is consistent with the priority categories set forth in the Order, considers the complexity of intersections, and utilizes criteria set forth in the *National Cooperative Highway Research Program ("NCHRP"), Accessible Pedestrian Signals: A Guide to Best Practices for APS Location Selection*. Further prioritization based on the NCHRP guidance or other criteria is not required nor is the City required to score each individual intersection; however, the City will strive to sub-prioritize as outlined. For all intersections that do not fall within these priority provisions, the City has discretion to select the order of APS installation to meet its minimum yearly requirements.

EXHIBIT A:

Remedial Plan Order

EXHIBIT B

NCHRP 117A APS Prioritization Tool for the Installation of Accessible Pedestrian Signals

EXHIBIT C

Listing of Intersections by Priority Category

APPENDIX D

APS Fact Sheet and Flyer

Accessible Pedestrian Signals (APS)

The Chicago Department of Transportation (CDOT) is launching a major expansion of Accessible Pedestrian Signals (APS) at signalized intersections across Chicago. To support this effort, CDOT has launched [ChicagoAPS.org](https://chicagoaps.org), where residents can request new APS locations, find existing APS locations, and report maintenance needs.



What are Accessible Pedestrian Signals (APS)

APS are devices that communicate information about pedestrian signal timing in a non-visual format such as audible tones and/or speech messages and vibrating surfaces. APS devices serve blind, low vision, and deafblind pedestrians, as well as anyone who finds visual signals difficult to interpret due to lighting, weather, or environmental noise.

How can I request new APS or report issues for existing APS devices?

- Submit a request online at [ChicagoAPS.org](https://chicagoaps.org)
- Call 311 (or 312-744-5000 if outside Chicago)
- Use [311.Chicago.gov](https://311.chicago.gov) or the CHI311 mobile app (search for “New Accessible Pedestrian Signal Request”)
- Visit your Alderman’s Office or the Mayor’s Office for People with Disabilities (MOPD) to make a request in person

Where can APS be installed?

APS can be installed at any signalized intersection with pedestrian signals. APS can only be installed within the City of Chicago. APS cannot be installed at non-signalized locations such as an all-way stop-controlled intersection or an unsignalized midblock crossing.

How are APS installations prioritized?

APS are installed at intersections throughout the City of Chicago, especially where:

- There are public requests for APS.
- There are conditions that may make crossing more difficult for people with vision disabilities, such as exclusive pedestrian phases, mid-block crossings, T-intersections, and other complex features.
- There is proximity to various public amenities, such as public transit stations, hospitals, police stations, government buildings, and other key destinations.

How long does it take to get an APS installed after requesting?

The City strives to install requested APS within 12-24 months of receiving a valid request. Installation pace can be affected by intersection complexity and the need to retrofit older infrastructure.

Where can I find out if an intersection already has APS?

A full list of current APS locations is available at [ChicagoAPS.org](https://chicagoaps.org)



Questions or feedback?

Email CDOTAPS@cityofchicago.org or visit [ChicagoAPS.org](https://chicagoaps.org)



ACCESSIBLE PEDESTRIAN SIGNALS (APS)

Learn more at **ChicagoAPS.org**



The Chicago Department of Transportation (CDOT) is launching a major expansion of Accessible Pedestrian Signals (APS) across Chicago. APS communicate pedestrian signal timing in a non-visual format to assist people who are blind or have low vision in safely crossing streets. CDOT has launched **ChicagoAPS.org** where residents can request new APS, find existing APS locations, and report maintenance needs.

APPENDIX E

Newly Pedestrian Signalized Intersections

Newly Pedestrian Signalized Intersections

Location	Install Date	Reason for APS Install
N KOLIN AVE-W CHICAGO AVE	8/12/2025	New signal
N HAMLIN AVE-N HAUSSEN CT-N MILWAUKEE AVE	8/26/2025	New signal
N HALSTED ST-W HUBBARD ST	10/8/2025	New signal
N HALSTED ST-W BLACKHAWK ST	10/16/2025	New signal
N KEDZIE AVE-N MILWAUKEE AVE NORTH	10/29/2025	New signal
S WESTERN AVE-W 48TH PL	2/18/2026	New signal
S THROOP ST-W 95TH ST	4/8/2026	New signal
N ASHLAND AVE-W BERWYN AVE	4/14/2026	New signal
S CHARLES ST-W 95TH ST	4/22/2026	New signal
Total:	9	

APPENDIX F

Traffic Signal Modernization Locations

Traffic Signal Modernization Locations

Location	Install Date	Reason for APS Install
N KILBOURN AVE-N MILWAUKEE AVE	10/28/2025	TSM
N KEDZIE AVE-N MILWAUKEE AVE SOUTH	11/6/2025	TSM
N MILWAUKEE AVE-W LOGAN SOUTH DRIVE-W LOGAN BLVD	11/6/2025	TSM
N KEDZIE BLVD-W LOGAN BLVD	11/6/2025	TSM
S HALSTED ST-W 45TH ST	11/13/2025	TSM
N KIMBALL AVE-N MILWAUKEE AVE-W DIVERSEY AVE	12/2/2025	TSM
N CENTRAL PARK AVE-N MILWAUKEE AVE	12/16/2025	TSM
N KIMBALL AVE-W ARDMORE AVE	12/18/2025	TSM
S STATE ST-W 29TH ST	1/22/2026	TSM
Total:	9	

APPENDIX G

APS Installation Check Sheet

Accessible Pedestrian Signal (APS) Installation Check Sheet



Project Name	
Project Number	
Project Type	
Street 1	
Street 2	
Street 3 (if needed)	
Corner or Median	

Ramp Crossing Direction	
Ramp Crossing Direction	
Ramp Crossing Direction	

Check	MUTCD Section (if applicable)	Requirement	Meets?						Comments
			RAMP 1		RAMP 2		RAMP 3		
			Yes / No / NA	Measurement	Yes / No / NA	Measurement	Yes / No / NA	Measurement	
A	n/a	Does the APS location match what is shown on the Issued For Construction plans? If not, does it match the revised location approved by CDOT via RFI, change order, etc?							
B	4I.05.04J	4' PAR: Is there 4' minimum provided for a pedestrian access route (PAR) passing the APS and post? Provide width, <i>measured to the tenth of a foot</i> , in the Measurement column.							
C	4I.05.04I	Is the APS mounting height above ground surface between 36" and 48"? (Measure to center of APS push button face) Provide height, <i>measured to the nearest inch</i> , in the Measurement column.							
D	n/a	Reasonable Access: Does the APS placement maintain reasonable access to operable parts of adjacent buildings, structures, and utilities?							
E	4I.05.04H	APS Orientation: Is the APS push button face oriented parallel to (in alignment with) the crosswalk?							
F	4K.02.03	Speech Message: Is Speech Walk Message provided if the face of another APS push button is within 10'?							
G	4K.02.03D	Extended Press Speech Message: When APS push buttons are closer than 10' apart, is there a Speech Informational message for an extended APS push button press during the flashing or solid DON'T WALK phase?							
H	4K.03.03 - 05	Audible Walk Indication: When APS push button is pressed, does audible walk indication (percussive tone, or Speech Walk Message) start at the onset of the WALK phase and continue for the entire WALK phase?							
I	4K.03.06	Button Press During Walk: If the APS push button is pressed after the onset of the WALK interval, is the audible walk indication immediately provided?							
J	4K.03.03	Vibrotactile Arrow Vibration: When APS push button is pressed, does vibrotactile arrow vibrate during the WALK phase?							
K	4K.03.04	No Walk Indication During DON'T WALK: Is there NO audible walk indication during the flashing or solid DON'T WALK phase?							
L	4K.03.22	WAIT Message During DON'T WALK: Is there a "WAIT" message when APS push button is pressed during the flashing or solid DON'T WALK phase?							
M	4K.04.04	Locator Tone: Does the APS have an audible locator tone at all times except during the WALK indication?							
N	4K.04.08	Locator Tone Volume: Can the APS locator tone be heard from at least 6' away?							

Accessible Pedestrian Signal (APS) Installation Check Sheet



Project Name	
Project Number	
Project Type	
Street 1	
Street 2	
Street 3 (if needed)	
Corner or Median	

Ramp Crossing Direction	
Ramp Crossing Direction	
Ramp Crossing Direction	

Check	MUTCD Section (if applicable)	Requirement	Meets?						Comments
			RAMP 1		RAMP 2		RAMP 3		
			Yes / No / NA	Measurement	Yes / No / NA	Measurement	Yes / No / NA	Measurement	
O	4K.04.08	Locator Tone Volume: Can the APS locator tone be heard from no more than 12' away or the nearest building line (whichever is LESS)?							
P	4K.03.05	Walk Indicator Volume: Can the audible walk indication be heard when standing at the beginning of the crosswalk?							
Q	4K.03.10	Volume Adjustment: Does the volume of the audible locator tone and walk indication increase and decrease with the ambient sound?							
R	4K.03.06	Signals that Rest in Walk: If the pedestrian signal rests in walk phase, is the audible walk indication limited to the first 7 seconds of the phase?							
S	n/a	Provide 2 photos of each APS, one from ramp landing facing street and one from street facing ramp landing.							

Measured by		Date		Firm	
Checked by		Date		Firm	

Form Revised: 5/12/2026

APPENDIX H

APS Requests for Maintenance or Repair

APS Maintenance Requests

Location	Request Date	Status
Lincoln Ave & Catalpa Ave	6/27/2025	Completed
553 W Madison St	9/2/2025	Completed
3401 W Belmont Ave	9/4/2025	Completed
2380 N Lincoln Ave	9/5/2025	Completed
5860 N Pulaski Rd	9/8/2025	Completed
3101 N Greenview Ave	9/8/2025	Completed
875 N Orleans St	9/12/2025	Completed
Milwaukee & Hamlin/Hauszen	9/22/2025	Completed
3400 W Belmont Ave	9/25/2025	Completed
2758 N Kimball Ave	9/27/2025	Completed
5940 N Sheridan Rd	10/10/2025	Completed
5557 N Clark St	10/27/2025	Completed
5557 N Clark St	10/28/2025	Completed
3750 N Lake Shore Dr SB	11/6/2025	Completed
1553 W Jackson	11/13/2025	Completed
3003 N Southport Ave	11/27/2025	Completed
3760 N HALSTED ST	11/30/2025	Completed
3401 W BELMONT	12/15/2025	Completed
2801 N PINE GROVE AVE	12/18/2025	Completed
5800 N KIMBALL AVE	12/23/2025	Completed
2399 W GRAND AVE	12/24/2025	Completed
2172 S ARCHER AVE	12/30/2025	Completed
2754 N PINE GROVE AVE	12/30/2025	Completed
854 W TAYLOR ST	1/6/2026	Completed
5800 N KIMBALL AVE	1/12/2026	Completed
2154 W MADISON ST	1/13/2026	Completed
2800 N MILWAUKEE AVE	2/3/2026	Completed
2811 N KIMBALL AVE	2/3/2026	Completed
204 W CERMAK RD	2/7/2026	Completed
4707 W FOSTER AVE	2/16/2026	Completed
2801 N PINE GROVE AVE	2/24/2026	Completed
2100 S ARCHER AVE	2/28/2026	Completed
3003 N SOUTHPORT AVE	2/28/2026	Completed
3101 N LINCOLN AVE	3/4/2026	Completed
3401 W BELMONT	3/9/2026	Completed
1401 W DEVON AVE	3/13/2026	Completed
1711 W ROOSEVELT RD	3/20/2026	Completed
2740 N PINE GROVE AVE	3/23/2026	Completed
4826 S WESTERN AVE	3/31/2026	Completed
3330 N LAKE SHORE DR	4/10/2026	Completed
3058 N GREENVIEW AVE	4/14/2026	Completed
2801 N PINE GROVE AVE	4/15/2026	Completed

APS Maintenance Requests

Location	Request Date	Status
3330 N LAKE SHORE DR	4/17/2026	Completed
4910 S WESTERN AVE	4/20/2026	Completed
3400 W BELMONT	4/24/2026	Completed
2740 N PINE GROVE AVE	4/24/2026	Completed
2351 W 18TH ST	4/29/2026	Completed
4835 S WESTERN BLVD	4/30/2026	Completed
3410 N LAKE SHORE DR	5/6/2026	Completed
5400 N SHERIDAN RD	5/12/2026	Completed
5356 N SHERIDAN RD	5/12/2026	Completed
4508 W IRVING PARK RD	5/15/2026	Completed
5400 N SHERIDAN RD	5/16/2026	Completed
5400 N SHERIDAN RD	5/16/2026	Completed
5356 N SHERIDAN RD	5/17/2026	Completed
5356 N SHERIDAN RD	5/17/2026	Completed
5400 N SHERIDAN RD	5/19/2026	Completed
402 W RANDOLPH ST	5/20/2026	Completed
899 S MICHIGAN AVE	5/25/2026	Completed
500 S MICHIGAN AVE	5/29/2026	Completed

APPENDIX I

APS Community Advisory Committee Meeting Minutes

APS Community Advisory Committee Meeting

Meeting Minutes

Date: November 18, 2025
Time: 2:00 PM – 4:00 PM
Location: 2 N LaSalle St, Chicago, IL 60602

Committee Attendees:

Name	Affiliation/Role	Location
Rachel Arfa	MOPD, Commissioner	In-Person
Peter Berg	UIC	Virtual
Doreen Bogus	MOPD	In-Person
Jaret Bozigan	The Chicago Lighthouse	In-Person
Thomas Ciesielski	MOPD	In-Person
David Gleason	CDOT	In-Person
Irma Gomez-Fierro	CTA	In-Person
Maureen Heneghan	American Council of the Blind of Metropolitan Chicago	Virtual
Mandi Hetzel	Second Sense/COMS	In-Person
Jaemi Jackson	CMAA	Virtual
Christina McGleam	MOPD	In-Person
Dave Miller	CDOT, APS Implementation Point Person	In-Person
Mike Shaw	Independent Monitor	In-Person
Daniel Shin	CDOT	In-Person
Andy Slater	Community member	Virtual
Craig Turner	CDOT, Acting Commissioner	In-Person
Bryen Yunashko	DeafBlind advocate	In-Person
Anne Zhang	CDOT	In-Person

ASL and tactile interpreters and other support staff were present at the meeting.

1. Introductions & Opening Remarks

CDOT Acting Commissioner Craig Turner and MOPD Commissioner Rachel Arfa welcomed attendees and reiterated the City's commitment to accessibility.

2. Meeting Format & Communication

Discussion of communication protocols for this meeting.

Bryen Yunashko & Rachel Arfa: Introduced hand-raising protocol:

- Closed fist: Interrupt for clarification.
- Open fist: Request to speak in turn.

Reminder to introduce yourself before speaking and allow time for interpreters.

3. APS Program Overview

CDOT provided an overview of the APS implementation program, the purpose and functionality of accessible pedestrian signals, and the APS Remedial Plan.

- Modern APS units are being implemented citywide.
- Most Chicago signals are pre-timed and do not require pressing the button to actuate walk signals.
- Wireless technology is being explored to reduce installation time.
- APS is installed per federal guidelines.

Remedial Plan:

- Starting May 2025: accelerated installation of APS.
- Goal: 71% of signalized intersections with pedestrian signals by 2035 (~1,900 signals).
- Remaining signalized intersections with pedestrian signals by 2040.
- Minimum: 70 intersections Year 1 increasing to 245 per year.

Prioritization factors: new signals, public requests, dangerous conditions, proximity to public facilities, educational campuses. Detailed prioritization plan to be shared with committee.

Funding: Local funds currently used; seeking additional grants. APS installations also occur during signal modernization projects.

4. Key Discussion Points

APS Design & Functionality

- APS Settings
 - Some APS units are not loud enough- CDOT commented that APS units are designed to self-adjust based on ambient noise. CDOT is also looking at refining settings on APS devices.
 - Complaints about loudness in some neighborhoods; outreach needed to explain functionality and inform neighbors of what is being installed and why.
 - APS sound acts as a beacon for orientation; vibration alone is insufficient.

- Question raised whether vibration intensity is adjustable. Confirmed it is not.
- Orientation
 - Suggestion for APS to announce street names for better navigation.
 - CDOT will review feasibility and cost implications.
 - Distance from Curb: Current placement often far from curb cut;
 - CDOT reviewing options for prioritizing closer placement.
- DeafBlind Accessibility:
 - APS button has vibrotactile component per federal guidelines
 - Suggestion that tactile elements such as tactile crosswalks are integral to APS implementation.
 - Noted that federal standards currently provide no guidance for using tactile crosswalks.
 - Suggestion to explore tactile bars (used in Japan, South Korea, Australia).
 - Consider prioritizing APS in residential areas with low pedestrian traffic, where assistance may not be available due to infrequent pedestrian traffic.

Committee Purpose & Broader Accessibility

- Mike Shaw: Asked if CDOT or MOPD has a broader Pedestrian Access Advisory Committee.
 - Dave Miller: Chicago Mobility Collaborative exists; started from Bicycle Advisory Committee.
 - Rachel Arfa: MOPD has an advisory committee with representation from different disabilities.
 - Irma Gomez-Fierro : CTA has ADA advisory committee meetings. CDOT and CTA can coordinate further
- Bryen Yunashko: APS alone is not enough; need holistic approach to accessibility.
- Suggestion for developing best practice for accessible design beyond APS.

Public Feedback & Outreach

CDOT discussed efforts to engage the public.

Website: www.chicagoaps.org launched for:

- APS locations, request logging, feedback submission, contact info.
- 311 System: New request types for APS installation and maintenance.
- Maintenance requests handled within 5 business days; major damage may take longer.
- Newly requested installations: typically 12–24 months.
- Social Media Campaign:
 - CDOT to check with social media team for APS rollout messaging.
 - CDOT to collaborate with MOPD and CTA for citywide outreach.

- Community Education: Outreach to neighborhoods to explain APS sounds and functionality;
- CDOT reaching out to all 50 wards.

Additional Accessibility Concerns

- Cane detection during sidewalk construction.
- Service animal training and APS sound standards.
- Tactile bus signs and wayfinding integration with APS.
- Enforcement: Suggestion to involve CPD for pedestrian law compliance.
- Explore all-pedestrian traffic signal phase at complex intersections (e.g., intersection Damen-North-Milwaukee).

5. Action Items

CDOT:

- Report on available tactile crosswalk treatments and APS design improvements.
- Share detailed prioritization methodology with committee.
- Coordinate with social media team for APS informational campaign.
- Review feasibility of APS announcing street names.
- Attend CTA ADA committee meeting for collaboration.

Committee:

- Provide feedback on prioritization methodology.

CTA/CDOT:

- Explore joint campaign for bus wayfinding and APS.

Next Meetings:

- February 24, May 19, August 18, November 17 (all Tuesdays, 2–4 PM).
- Dates and times pending Committee confirmation.

6. Closing

- Commissioner Rachel Arfa and Dave Miller thanked participants for input and emphasized ongoing collaboration.
- Bryen Yunashko noted clear design guidelines inclusive of all visual and hearing impairments are essential.

APS Community Advisory Committee Meeting

Meeting Minutes

Date: February 24, 2026
Time: 2:00 PM – 4:00 PM
Location: 2 N LaSalle St, Chicago, IL 60602

Committee Attendees:

Name	Affiliation/Role	Location
Romina Castillo	CDOT	In-Person
Grant Davis	CDOT, Funding Point Person	In-Person
David Gleason	CDOT	In-Person
Dave Miller	CDOT, APS Implementation Point Person	In-Person
Anne Zhang	CDOT	In-Person
Rachel Arfa	MOPD	In-Person
Doreen Bogus	MOPD	In-Person
Christina McGleam	MOPD	In-Person
Jessica Moranto	MOPD	In-Person
Liliana Schiller	MOPD	In-Person
Irma Gomez-Fierro	CTA	In-Person
Bryen Yunashko	Deafblind Advocate	In-Person
Amanda Hetzel	Second Sense, COMS	Virtual
Jaemi Jackson	CMAP	Virtual
Denise Avant	National Federation of the Blind Illinois	Virtual
Jae Jin Pak	UIC	Virtual
Jaret Bozigian	The Chicago Lighthouse	Virtual
Maureen Henneghan	American Council for the Blind of Metropolitan Chicago	Virtual
Michael Shaw	Jensen Hughes, Independent Monitor	Virtual
Carla Mykytiuk	Jacobs, Moderator	In-Person

Members of the public, ASL and tactile interpreters, and other support staff were present at the meeting.

1. Introductions & Opening Remarks

Attendees and committee members introduced themselves and their institutions.

Carla Mykytiuk (meeting administrator) shared the agenda and some meeting protocol.

Commissioner Rachel Arfa welcomed attendees and expressed appreciation for the collaboration and preparation by committee members. CDOT noted that Acting Commissioner Craig Turner could not attend and shared his regrets.

2. Meeting Format & Communication

Dave Miller: Provided suggestions for communication protocol:

- Closed fist: Interrupt for clarification.
- Open fist: Request to speak in turn.

Reminder provided to committee members to introduce yourself before speaking and allow time for interpreters. Reminder to speak clearly and loudly for closed captions and online participants. Public attendees reminded that all microphone and cameras will be turned off until the public comment portion of the meeting.

3. Committee Background and Purpose

CDOT reiterated the background and purpose of the committee which is to provide feedback to the City of Chicago on all issues relating to the Remedial Plan Order issued by the US District Court which requires the City to install APS at a minimum of 71% of signalized intersections with pedestrian signals within the City by December 31, 2035. The committee must include representatives from CDOT, MOPD, Chicago's blind community, and organizations serving that community.

4. Old Business

a. Public Outreach and Information Campaign

- APS Information Campaign and Website
 - CDOT noted that the website ChicagoAPS.org has been established to:
 - Share information on APS, including intersections equipped with APS, and officials to contact regarding APS,
 - Allow community members to request APS installations or maintenance,
 - Track the status of requests for APS installations or maintenance, and
 - Share agendas and minutes of these meetings.
 - The website has been active since the summer of 2025. CDOT is open to any feedback or further improvements that can be made to it.

- Question received on how frequently the APS website is updated. CDOT commented that the site is updated periodically at least once a month, and not in real-time. Noted the date displayed shows the time of last update.
- Questions Raised:
 - How are duplicate requests handled?
 - CDOT Engineering stated APS requests are not closed as duplicates; all requests appear on the website within 30 days.
 - Some committee members noted that for other 311 categories, duplicates are closed as “completed,” which can confuse users.
 - Do multiple requests increase priority?
 - No. One request is treated with the same priority as multiple requests.
- Training, Demonstrations, and Media Outreach
 - CDOT noted they are beginning to meet with ward officials and is updating them on the APS program and 311 requests.
 - CDOT commented that they plan to release short, engaging educational videos to spotlight how to use APS.
 - Training and Demonstrations
 - Romina Castillo: Noted progress is being made on videos to demonstrate how to use APS and other related information, with emphasis on the most helpful information for the blind community. Highlighted importance of accessibility features in these videos when releasing this information in video format.
 - Maureen Henneghan: Expressed interest in physical, in-person group trainings to be held for people to experience and understand how to use APS, in addition to releasing informational videos and online information.
 - Jaret Bozigian: Agreed that more training and education on how to cross a street using APS would be helpful. Has had clients who are blind or visually-impaired uncertain if the locator tone is indicating whether it is safe to cross or not. Education and training is important to ensure people know how to use APS safely.
 - Denise Avant: Agreed that hands-on training, videos on the city website, or YouTube channel would be helpful.
 - Also suggested that there needs to be a resource to train people on how to fill out request forms for APS Installation and Maintenance using accessibility/screen reading technology.
 - Commissioner Arfa: Agreed that these are great ideas. Encouraged present committee members to participate in the videos.
 - Media

- Jaret Bozigian: Asked if news coverage is being pushed to showcase APS
 - Anne Zhang/Romina Castillo: Will bring it up with CDOT communications officer, with goals to tie to milestones and videos to highlight APS.
 - Dave Miller: CDOT can also highlight how implementation is ramping and scaling up to show progress in the city
 - Jamie Jackson: Outreach and coordination should also include CPS to help educate on how to cross safely.
- General Design Feedback
 - Doreen Bogus: Noted as part of the training campaign, it would be helpful to have a description of the shape of APS structure to help clarify (for example) what is a bus stop sign, what is a signal pole, and what is the APS pole?
 - Dave Miller: CDOT to work with Ms. Castillo to explore this further.

i. APS Goals

CDOT reiterated that APS installation goals follow the **Remedial Plan Order**:

- **71%** of signalized intersections with pedestrian signals will have APS within **10 years**.
- Potential expansion to **100%** within **15 years**.
- Additional details of installation goals can be found in the publicly available APS Remedial Plan Order.

b. CDOT and CTA Coordination

- CDOT reported on presenting at CTA's advisory committee meeting
- Irma Gomez-Fierro: Coordination with the CTA ASAP program is going well. APS installed at/near stations can be highlighted on CTA website. Received feedback of a lot of noise around some intersections, with combination of ambient noise, CTA signs, and APS beeping. Noted that there is an audible difference between APS beeping and CTA beeping.
- Dave Miller: Noted CTA is also installing APS as part of the Austin Green Line station project near city limits.

c. APS Design & Functionality

- APS Settings
 - Concerns on lack of street name messaging
 - Maureen: When push button says 'Wait', it would be useful for it to also state street information, example 'Wait Milwaukee'.

- Dave Miller: CDOT follows MUTCD standards to provide street names only when APS are less than 10 feet apart. CDOT exploring use of optional messaging to provide street name information when APS push button is pressed and held for an extended duration (extended press). This is the main focus of the optional extended press functionality. Main goal is to keep APS consistent.
- Michael Shaw: Agreed that consistent messaging with APS is critical.
- Denise: Agreed that the messaging needs to be thoughtful and consistent. Simplicity and consistency are important for APS to help people use them effectively.
- Amanda Hetzel: Supported option for speech message on extended press. Noted percussive tones are better as the base press option as its easier to hear in a lot of ambient noise to locate APS.

d. Tactile Surfaces within Crosswalks

- CDOT noted that in researching this topic, the design team found some examples in Japan and other locations but did not find any written guidance on where or how to use the tactile surfaces.
 - Bryen: Japan has made a lot of progress on accessibility and guidance and visitors do not need any outside assistance to cross the street.
 - CDOT requested any sources or information Bryen might have on installations in Japan or other countries.
- CDOT wants to understand potential design, materials, and maintenance of tactile crosswalks.

e. APS Volume

- Volume of APS: Reiterated the importance of proper APS sound calibration.
- CDOT noted they have received complaints about the sound being too high or too low. CDOT to continue refining the standard sound and to investigate further. Currently, APS automatically adjust volume in response to ambient noise, but results vary by manufacturer. CDOT is also approaching the issue as an educational campaign to explain to communities and residents the purpose of the sounds.
- Public comment received from person living in Lakeview near a six-way intersection where APS is particularly loud. APS could be heard on the upper floors of the building, at least 100 feet away at sidewalk level, across the intersection, and reflected off buildings.

5. Committee Feedback

a. Prioritization Methodology

- CDOT noted they had received minor feedback from plaintiffs on the draft prioritization methodology.
- David Gleason: Provided overview of methodology for the committee. Prioritization categories defined in the Remedial Plan Order.
 - Install APS with new signal
 - Install APS with full modernization
 - Public Requests should come to the front
 - Priority Categories:
 - 1. Intersections with exclusive pedestrian phases, midblock crossings, T-intersections, Intersections of three or more streets, Intersections identified as top 100 in Complex Intersections Study
 - 2. Intersections with leading pedestrian intervals, protected turn phases
 - 3. Intersections in proximity to public amenities:
 - Public Transportation
 - Transit stations
 - Transfer points
 - Streets under elevated train lines
 - Public Facilities
 - Hospitals
 - Police Stations
 - Major pedestrian attractions
 - Organizations serving the blind and seniors
 - Government buildings
 - 4. Everything else that is signalized with a pedestrian signal
 - Noted sub-prioritization within those buckets. Considering factors such as equity (MOBEC rating). If two intersections have almost the same prioritization score, prioritize based on which hits more boxes for the subcategories.
- Commissioner Arfa: Noted that MOPD and CDH released a report of how many people with different disabilities live in different areas.
- Comments from committee on prioritization
 - Bryen Yunashko: Noted APS are most helpful at major streets (i.e. Archer Ave, Pulaski, Central, Cicero). The greatest concern is major intersections which are unsafe for vision-impaired.
 - Analysis could be done to determine where APS could be placed to provide most impact for access across major barriers and cover largest areas for blind or low-vision people.

b. Additional Accessibility Concerns

- Potential for Braille Signage
 - Feedback on Braille Signage on APS buttons
 - CDOT is considering whether to add Braille text to APS signage. According to MUTCD, Braille is listed as optional and not a requirement.
 - Feedback from committee:
 - Irma Gomez-Fierro: CTA has been piloting Braille bus stops to include route direction and number. These tend to get vandalized due to lower height compared to other bus signs. CTA is piloting sticker with raised letters and Braille goes on top of the metal sign.
 - Dave Miller: Requested Ms. Gomez-Fierro/CTA share what they are using for Braille so CDOT can investigate further for APS usage.
 - Bryen Yunashko: Noted Braille should also include high gloss letters for low vision.
- APS Information on GPS wayfinding mapping apps:
 - Bryen Yunashko: Since people who are blind or vision-impaired often use GPS (like Google Maps) for walking, asking if APS is planned to be coordinated with GPS to identify intersections with APS?
 - Dave Miller: CDOT is looking into this or seeking alternative ways to communicate this information. CDOT to talk to Traffic Safety group to find a contact. Noted Google and other mapping entities do not work for the city, so not sure what is compatible or what can be done in this regard.
- General Design comments:
 - Several commenters agreed that consistency is very important in design and operation. APS should be located in similar places and function in similar ways all across the City so that people visiting new areas understand how to use them.
- Difficulties crossing complex intersections:
 - John Gleichman: Architect who has lived in Chicago for over 45 years who has lost his sight.
 - Angled streets and six-way streets almost impossible to cross for people who are blind or visually impaired. Frequently leads people who are blind or visually impaired to walk out of the crosswalk, leading to dangerous situations.
 - Tokyo or Seoul noted to have examples of tactile crosswalks.

- Question/suggestion posed for CDOT to do a field visit with visually-impaired pedestrians so designers can experience their perspective and techniques.

6. Action Items

CDOT:

- APS Website
 - Add basic instructions on how to use APS until full training materials and videos are released.
 - Confirm whether language is present on whether the tactile arrow points in the direction of the crossing.
- Continue evaluating feasibility and cost implications of optional extended-press features and development of policy standard for optional APS speech messages to indicate street names.
- Explore options to provide information on intersection locations with APS using GPS/Google Maps other similar navigation platforms. Check with Division of Traffic Safety to identify appropriate contact.
- Develop a plan to host in-person trainings to lead groups on how to use APS.
- Increase reach of APS education through CDOT social media platforms and CDOT YouTube channel.
- Coordinate with CDOT communications officer regarding opportunities for APS news coverage. Also consider coordination with schools and CPS.
- Develop a resource to assist individuals in completing APS Request and Maintenance forms using accessible screen reading technology.
- Continue exploring and refining volume settings and policy standards for APS.
- Consider organizing field training for CDOT staff to walk with blind or low-vision pedestrians or committee members at intersections to better understand user experience, particularly at complex and skewed intersections. Reach out to John Gleichman, who offered assistance to guide this.
- Continue investigating tactile wayfinding options inside crosswalks. Look at international examples like Seoul or Tokyo.
- Review Braille bus stop signage policy from CTA pilot and determine next steps and potential feasibility incorporating similar strategies for Braille on APS signs.

Committee:

- Participate in APS educational video development and filming
- Review APS Prioritization Methodology and provide comments or feedback

CTA

Chicago APS Community Advisory Committee
Meeting Minutes – 2/24/2026

- Share methods, strategies, and lessons learned from tactile Braille bus stop signage pilot with CDOT.

a. Next Meetings:

- May 19, August 18, November 17 (all Tuesdays, 2–4 PM).
- Dates and times pending Committee confirmation.

7. Closing

- Dave Miller thanked participants for input and emphasized ongoing collaboration.