

CITY OF CHICAGO 2011 PEDESTRIAN CRASH ANALYSIS

SUMMARY REPORT



Chicago Department of Transportation



CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION



CITY OF CHICAGO
2011 PEDESTRIAN CRASH ANALYSIS
(2005-2009 Crash Data)
Summary Report

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Pedestrian Safety In Chicago

Pedestrian activity is an essential part of Chicago's vibrancy. It livens our streets and neighborhoods, strengthens local businesses, creates safer neighborhoods, provides access to jobs, and leads to healthier Chicagoans. Given these benefits, it is important that we ensure our streets are comfortable and safe for all users. A critical component of this is pedestrian safety. The City, residents, visitors, businesses, and community groups must ensure everyone can travel safely. This shared responsibility relates to how we drive, travel as pedestrians, design our streets, and enforce our traffic laws.

The City of Chicago, Chicago Department of Transportation (CDOT), and Chicago Police Department (CPD) have a number of ongoing efforts aimed at improving pedestrian safety. These efforts include outreach and policy efforts, enforcement initiatives, and engineering and design improvements.

To further inform pedestrian safety efforts, CDOT has completed an extensive pedestrian crash analysis. This analysis included all collisions in Chicago from 2005 through 2009 that involved a pedestrian and a motor vehicle in which the pedestrian was the first point of contact for the vehicle¹. Specific crash factors and characteristics were analyzed to determine populations who were involved in pedestrian crashes, when and where pedestrian crashes occurred, and the contributing factors related to pedestrian crashes.

The pedestrian crash analysis is the first step in the Pedestrian Plan

This analysis will be utilized to guide the development of Chicago's upcoming Pedestrian Plan and public awareness campaign. The findings within this report will help inform the Plan's goals and objectives and will provide fundamental information needed to make sound, data-driven policies and programming decisions.



¹ Note: 2005 data were originally geocoded in a different coordinate system. Some anomalies in the data may exist as a result.

ONGOING PEDESTRIAN PROGRAMS

The following are ongoing programs aimed at providing better accommodation for pedestrians and improving safety.

Mayor's Pedestrian Advisory Council: Established in 2006, the Mayor's Pedestrian Advisory Council acts as the interdisciplinary body of stakeholder groups and local, state, and federal representatives on pedestrian safety. The Council meets quarterly.

Safe Streets for Chicago: Launched in 2006, this pedestrian safety campaign includes coordination with the Office of Emergency Management and Coordination and the Chicago Police Department to implement public safety messaging and enforcement efforts.

Safe Routes Ambassadors: This pedestrian safety education program annually reaches over 13,000 Chicago students, parents, and teachers through direct in-school safety presentations.

Safe Routes for Seniors: This senior walking encouragement and safety program focuses on the unique perspective of senior pedestrians and conducts presentations at senior centers, senior residences, and health fairs.

Pedestrian Safety Enforcement: Ongoing enforcement of pedestrian safety laws in targeted high crash corridors. Evaluations of the enforcements show that more drivers are stopping and yielding for pedestrians.

Countdown Timers: Proven to reduce pedestrian crashes at an intersection, by the end of the summer of 2011 Chicago will have installed countdown timers at over 44 percent of signalized intersections. CDOT is pursuing funding for installations at 100 percent of intersections.

Signal Timing: Leading Pedestrian Intervals and increased pedestrian crossing time facilitate more comfortable crossings. CDOT is retiming crossings at key intersections with attention to the needs of vulnerable populations such as children or seniors.

Refuge Islands/Curb Extensions: Refuge islands and curb extensions reduce the crossing distance for pedestrians. CDOT is utilizing these proven countermeasures to improve pedestrian safety throughout the city.

Traffic Calming Program: Designed to make residential streets safer for drivers, pedestrians and bicyclists. The program uses several roadway engineering tools to "calm" vehicular traffic and encourage slower and safer driving behaviors.

Department of Transportation



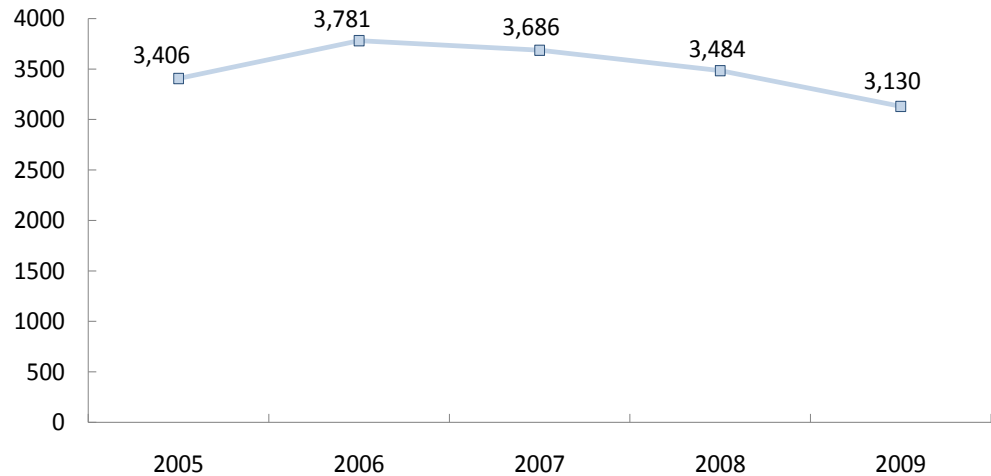
Pedestrian Crash Trends

**Pedestrian crashes
have dropped 22
percent since 2001**

The number of pedestrian crashes in Chicago decreased significantly from 2005 to 2009 (**Figure 1**), continuing a dramatic downward trend seen throughout most of the past decade. In fact, the 3,130 pedestrian crashes in 2009 represented a nine-year low, dropping 8 percent since 2005 and more than 22 percent since 2001.

The pedestrian crash rates per 100,000 Chicagoans experienced a similar downward trend as seen in the total number of crashes. The crash rate decreased by more than 9 percent from 2005 to 2009 and by more than 21 percent from 2001.

Figure 1:
Total Pedestrian
Crashes





The annual number and rate of pedestrian fatalities from 2001 to 2009 also saw downward trends. The 34 fatalities in 2009 was the lowest fatality count of the study period (**Figure 2**). In fact, it represented a 16-year low from the first year the data is available in 1994. Pedestrian fatalities have decreased by 61 percent from the 1994 level of 88. The rate of pedestrian fatalities per 100,000 residents decreased over the study period from a high of 2.5 in 2005 to a low of 1.2 in 2009.

Pedestrian fatalities reached a 16-year low in 2009 with 34 fatalities

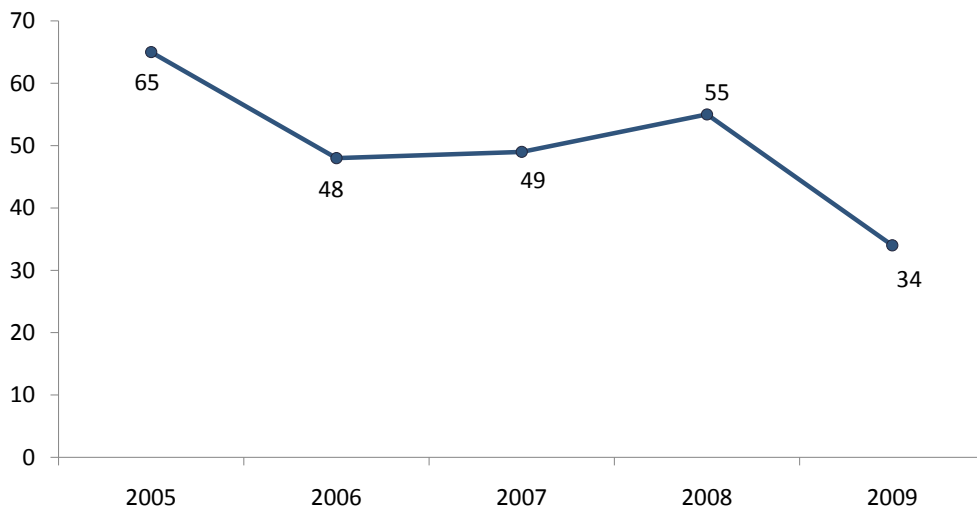


Figure 2:
Pedestrian Fatalities

Chicago has the lowest pedestrian fatality rate of large, densely populated cities

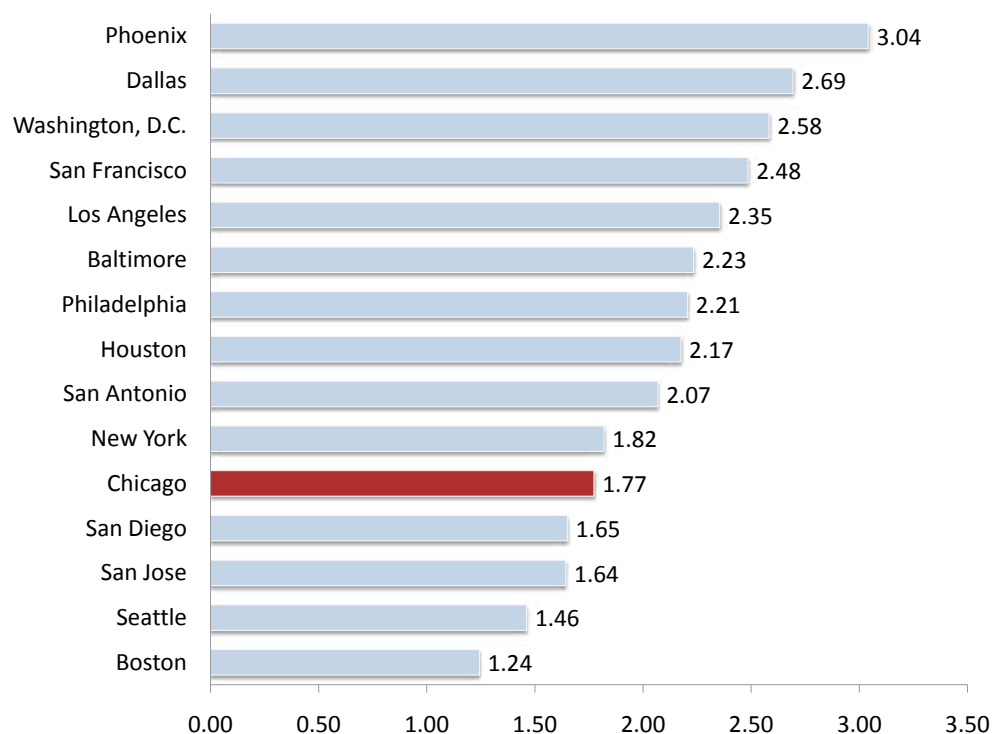
Serious injury crashes also decreased in Chicago. These crashes decreased from a high of 630 in 2005 to 503 in 2009, representing a 20 percent drop.

The lowest number of serious injury crashes occurred in 2008 with 458.

Not only have fatal pedestrian crashes decreased throughout Chicago, but pedestrians are safer here than in most peer cities. **Figure 3** shows Chicago's pedestrian crash fatality rate per 100,000 residents as well as that of ten comparable US cities. Chicago has the fifth lowest pedestrian fatality rate, behind only Boston, Seattle, San Jose and San Diego.

The average pedestrian fatality rate in Chicago of 1.77 from 2005 through 2009 was 16 percent lower than the average rate of the 14 other cities. Most notably, when considering population density, Chicago had the lowest pedestrian fatality rate of cities over 500,000 residents with a population density greater than 5,000 residents per square mile.

Figure 3:
Pedestrian Fatality Rates of Chicago and Peer U.S. Cities (2005-2009)



Key Findings

Trends in pedestrian crashes from 2005 through 2009

- ★ Pedestrian crashes in Chicago have followed a downward trend since 2001
- ★ Chicago has a low pedestrian fatality rate among peer cities

Who was involved in pedestrian crashes?

- ★ The age group of 15 to 18-year-old pedestrians had the highest crash rate per population
- ★ More males than females were involved in crashes as pedestrians and motorists; however, more females were involved in crashes in Chicago as compared to national statistics
- ★ Taxi involvement in pedestrian crashes in the Central Business District (CBD) was 28 percent
- ★ Taxi involvement in crashes outside the CBD was 2 percent

When did the pedestrian crashes occur?

- | | |
|--|--|
| ★ From 2005 through 2009, Thursdays had the most crashes | ★ 3:00 - 6:00 p.m. was the high crash time period, 6:00 - 9:00 p.m. was the second highest crash time period |
|--|--|

What were the roadway characteristics of pedestrian crashes?

- ★ Fifty percent of fatal and serious injury crashes occurred on arterial streets, despite accounting for approximately 10 percent of the street miles in Chicago, based on IDOT's roadway classification system
 - ★ Eight out of the top twelve neighborhood high crash corridors were four-lane roadways; all were arterials
 - ★ Seventy-eight percent of all crashes and 80 percent of fatal and serious crashes occurred within 125 feet of the midpoint of an intersection; 53 percent of all crashes were recorded as intersection-related on crash reports
- | | |
|---|---|
| ★ Youth crashes (ages 0 to 14) were more likely to occur on local streets than other age groups (43 percent vs. 23 percent overall) | ★ Overall, the majority (76 percent) of the crashes occurred on arterial and collector roadways |
| ★ Youth pedestrians aged 0 to 14 were more likely to be struck mid-block and not in a crosswalk than other age groups | ★ Older pedestrians were more likely to be struck in a crosswalk than other age groups |

Key Findings (cont'd.)

Where in Chicago were the pedestrian crashes occurring?

- ★ A band of community areas stretching from the Loop and Near North Side on the east to Austin on the west contained the highest number of overall and/or fatal and serious injury pedestrian crashes
- ★ The Chicago Transit Authority rail stations with high numbers of nearby pedestrian crashes were along the Green Line, Red Line - Dan Ryan branch, and Blue Line - O'Hare branch
- ★ A two-mile corridor along 79th Street contained four of the top twenty crash intersections
- ★ The Loop, Near North Side, and Near West Side Chicago Community Areas contained four of the top crash intersections
- ★ In an examination of various factors including crime, income, race, language spoken, and walkability index, the strongest correlation found was between pedestrian crashes and crime

What factors were most common in pedestrian crashes?

- ★ Hit and run crashes accounted for 40 percent of fatal crashes in Chicago versus 20 percent nationally; hit and run crashes accounted for 33 percent of overall pedestrian crashes in Chicago
- ★ On average, there were 2 hit and run crashes per day resulting in a pedestrian injury or fatality
- ★ The most common pedestrian action at the time of a crash was "crossing with the signal"; pedestrians crossing with the signal was more common in the CBD than outside
- ★ Citywide, 52 percent of pedestrian crashes at signalized intersections involved turning vehicles; 36 percent were left turns and 16 percent were right turns
- ★ 66 percent of the crashes in the CBD involved turning vehicles; 48 percent were left turns and 17 percent were right turns
- ★ 48 percent of the crashes outside the CBD involved turning vehicles; 32 percent were left turns and 16 percent were right turns



Who Was Involved in Pedestrian Crashes

PEDESTRIAN AGE

Children in Chicago were more likely to be involved in pedestrian crashes than adults. The crash rate for children of high school age (15 to 18) was highest among all age groups at 194.6 crashes per 100,000 population. Primary school-aged children (5 to 14-year olds) had the second highest crash rate at 137.5. The fatal (K) and serious injury (A) crash rate also was highest among 15 to 18-year olds. (Figure 4).

Children 5 to 18 years old were most likely to be involved in pedestrian crashes

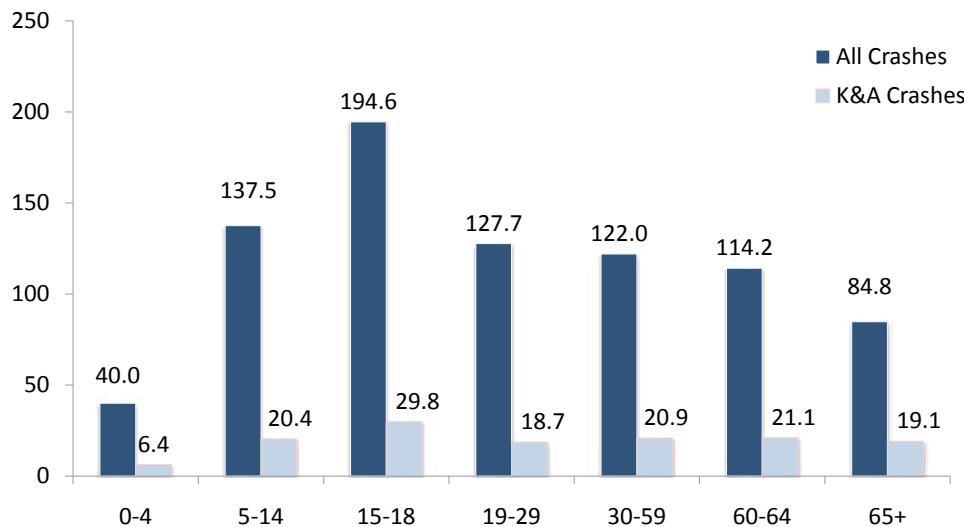


Figure 4:
Pedestrian Crash Rate per 100,000 Population by Age Group (2005-2009)

Crashes among children decreased, however. From 2005 through 2009, the annual number of pedestrian crashes involving 5 to 18-year olds decreased by 28 percent, from 964 to 698.

Although the pedestrian crash rate of 84.8 per 100,000 for seniors (65+) was second lowest among all age groups, seniors were overrepresented in fatal and serious injury crashes. Despite the fact that seniors were involved in only 6.2 percent of pedestrian crashes overall, they were involved in 9.5 percent of the fatal crashes. Four percent of senior crashes resulted in a fatality and 18.2 percent resulted in serious injury, compared with 1.4 percent and 14.9

percent respectively, for all age groups. The higher proportion of fatal and serious injury crashes among seniors is likely related to their higher physical fragility relative to the overall population.



Despite a lower crash rate than other age groups, seniors (65+) were over-represented in fatal and serious injury crashes

PEDESTRIAN GENDER

Male pedestrians in Chicago were involved in 52 percent of all pedestrian crashes and 54 percent of fatal and serious injury crashes, despite making up only 48 percent of Chicago's population. These proportions are lower than national statistics, however as nationally, males are involved in 69 percent of pedestrian crashes. The largest proportion of males involved in pedestrian crashes occurred in the 0 to 14 age group, where they were involved in 62 percent of all crashes and 1.6 times more likely to be involved in a crash than females.

Female pedestrians in Chicago were involved in 45 percent of all crashes between 2005 and 2009, 1.5 times more than the national average of 31 percent. There were three age groups where females were involved in more crashes than males: 15 to 18, 19 to 29 and 65+. The only age groups where the female crash rate by population

was higher than the male rate, however, were the 15 to 18 and 19 to 29 age groups (Figure 5).

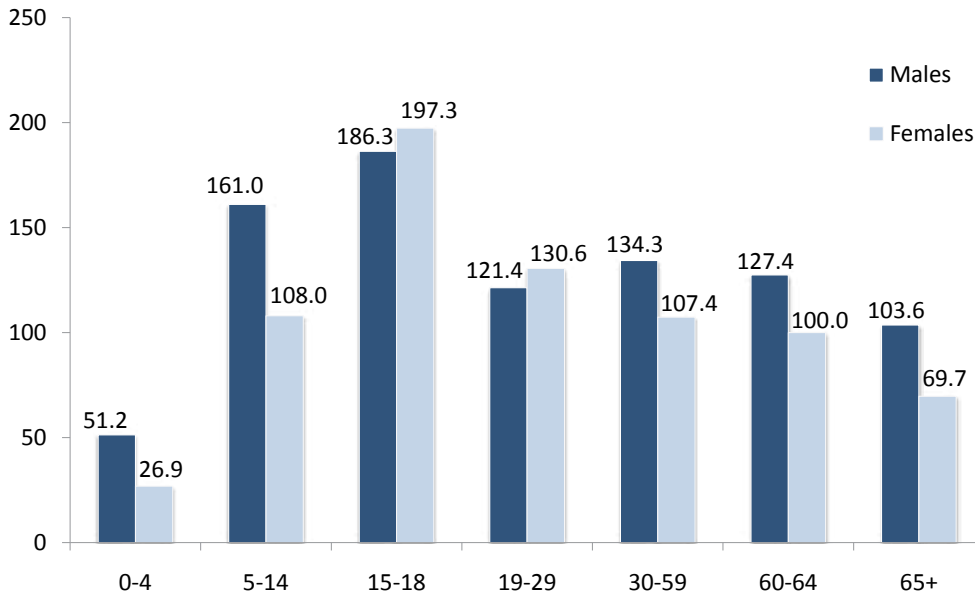
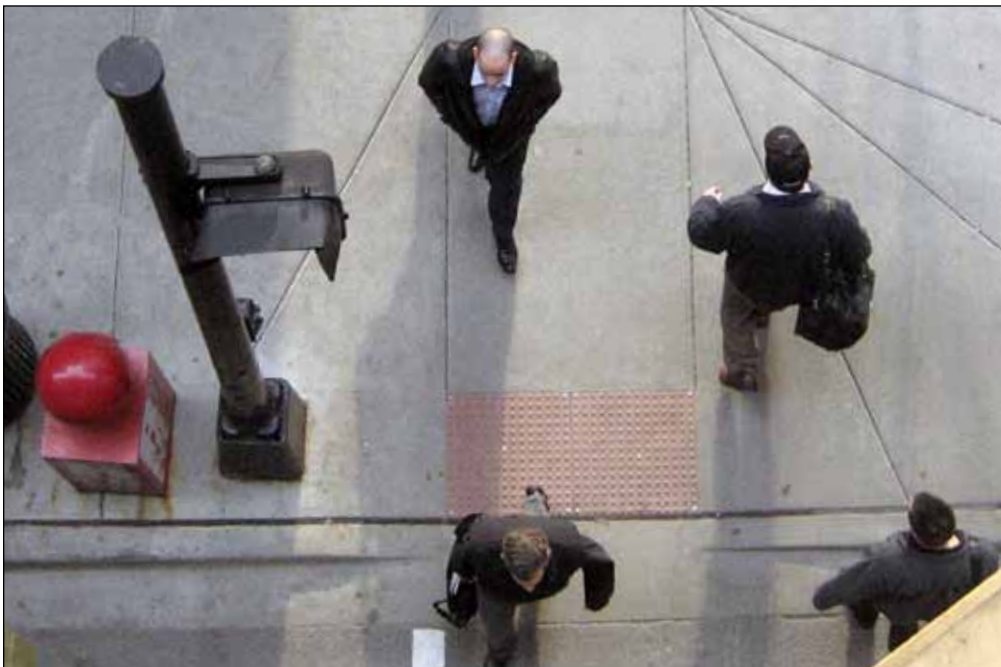


Figure 5:
Pedestrian Crash
Rate per 100,000
Population by Gender
and Age Group
(2005-2009)

PEDESTRIAN RACE AND ETHNICITY

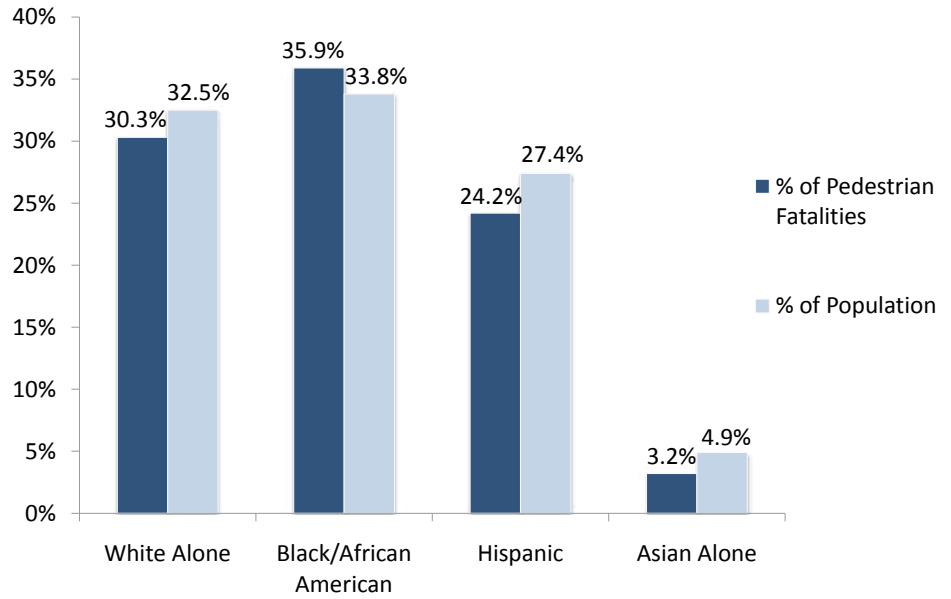
Information on the race of the pedestrians involved in crashes was only available for fatal pedestrian crashes, for all years except 2008. The breakdown of pedestrian fatalities closely matched the proportion of Chicago’s popu-



2011 Pedestrian Crash Analysis

lation per the 2005-2009 US Census American Community Survey (**Figure 6**). Pedestrians who identified as black or African American were the only group overrepresented in crashes as they were involved in 36 percent of fatal crashes while making up 34 percent of the overall population.

Figure 6:
Pedestrian Fatalities by
Race



When Did Pedestrian Crashes Occur

DAY OF WEEK

Pedestrian crashes occurred most often on Thursdays and least often on Fridays and Saturdays (**Figure 7**). Nearly 17 percent of all crashes occurred on Thursdays. These results were similar for fatal and serious injury crashes. This is a significant shift from the 2001 through 2005 period, when Fridays had the most pedestrian crashes. The low percentage of fatal and serious injury crashes on Fridays and Saturdays in Chicago, 13 percent and 10 percent respectively, differs significantly from national statistics as well, where Fridays account for 17 percent and Saturdays 18 percent of pedestrian fatalities.

Thursdays had the most pedestrian crashes while Saturdays had the fewest

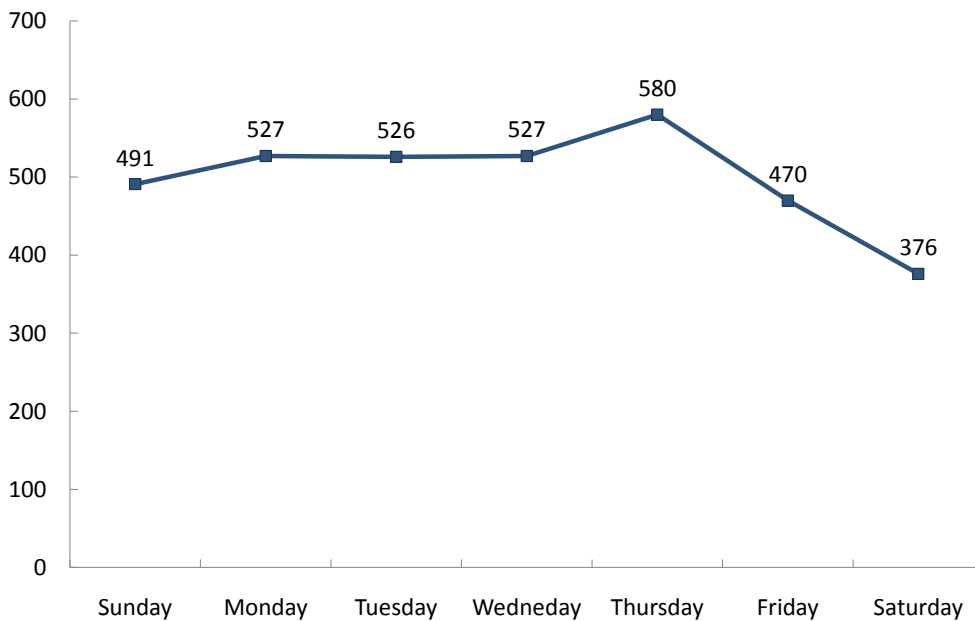


Figure 7: Average Pedestrian Crashes by Day

TIME OF DAY

Pedestrian crashes occurred most often from 3:00 p.m. to 6:00 p.m. for all age groups except seniors. This was especially evident in the 5 to 14 age group, where almost 40 percent of the pedestrian crashes occurred during this period, compared to 26 percent of pedestrian crashes for all age groups combined.

Seniors were most likely to be struck mid-day. Over 48 percent of senior

Pedestrian crashes occurred most often during the evening peak period, 3:00 p.m. - 6:00 p.m.

crashes occurred between 9:00 a.m. and 3:00 p.m., compared to roughly 29 percent of pedestrian crashes for all age groups occurring during this period.

Late night crashes were more likely to involve 19 to 29-year olds and to occur on weekends. Ten percent of crashes among this age group occurred between midnight and 3:00 a.m., double the percentage of crashes for all age groups combined during this period. Over 21 percent of all pedestrian crashes on weekends occurred between the overnight hours of 9:00 p.m. and 6:00 a.m., compared to 16 percent of weekday crashes occurring during the same period.



Where Did Pedestrian Crashes Occur

CENTRAL BUSINESS DISTRICT (CBD)

Various analyses were performed on pedestrian crashes that occurred in the Central Business District (CBD)². The Near North Side and Loop Chicago community areas (CCA) comprise most of the CBD and, over the five-year study period, experienced the highest number of pedestrian crashes of all 77 CCAs. The CBD is vastly different from the rest of Chicago due to the large concentration of commuters, tourists, business travelers and residents. The CBD also has shorter block lengths than most other areas of Chicago and the majority of intersections are signalized.

Five high crash corridors were identified within the CBD (**Map 1**). These five corridors accounted for 19.5 percent of all fatal and serious injury crashes in the CBD during the five-year period.



Map 1:
CBD High Crash
Corridors and
Pedestrian Crashes

2 An area bounded by Roosevelt Road to the south, Halsted Street to the west, Division Street to the north and Lake Michigan to the east

Pedestrians in the CBD were more likely to be struck while crossing in a crosswalk and with the “Walk” signal than pedestrians outside the CBD. The locations of pedestrians at the time of a crash were recorded as being in a crosswalk, in the roadway, outside an available crosswalk, where a crosswalk was unavailable, in a driveway, or in undetermined locations.

Fifty-six percent of pedestrians struck in the CBD high crash corridors were in the crosswalk, compared to only 32 percent citywide. Outside the

CBD, the most common type of pedestrian crash occurred when the pedestrian was in the roadway.



Taxis were involved in 28 percent of the pedestrian crashes in Chicago’s CBD

Taxis were involved in over 33 percent of the crashes occurring in the CBD high crash corridors, compared to only 5.1 percent of all crashes citywide. Overall in the CBD, taxis were involved in 28 percent of the pedestrian crashes. The number of taxis within the CBD relative to the number of overall vehicles is unknown, so it is difficult to determine if taxis are overrepresented among CBD crashes.

CHICAGO NEIGHBORHOODS

Chicago Community Areas (CCA) were used to examine pedestrian crashes at the neighborhood level. The CCAs divide the city into 77 areas that have remained constant since 1980 and are tied to commonly referenced neighborhoods.³

³ *Encyclopedia of Chicago* <http://encyclopedia.chicagohistory.org/pages/319.html>. Accessed April 25, 2011.

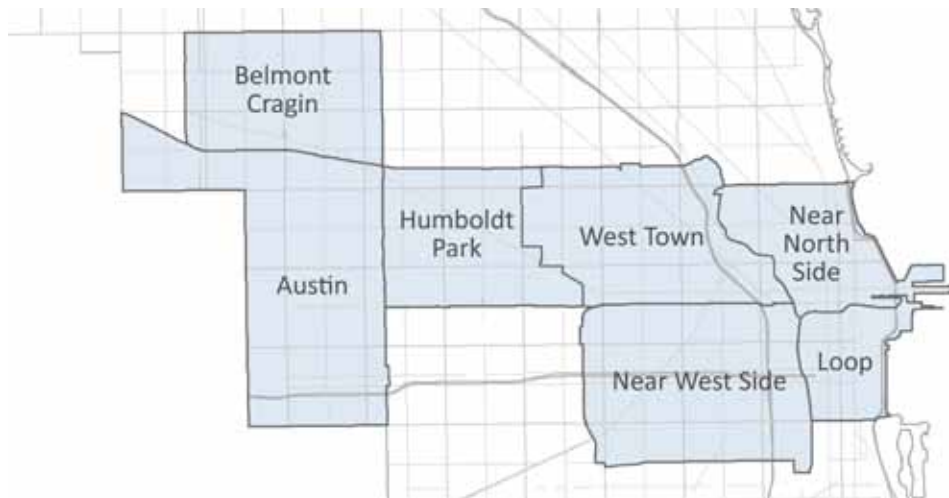
Table 1 lists the CCAs with the highest number of total fatal (K) and serious injury (A) pedestrian crashes. These eight CCAs were also among the twelve CCAs with the most pedestrian crashes overall. The table also lists the number of total crashes. These CCAs, except for Auburn Gresham, which is on the southwest side, form an east-west band across Chicago, stretching from the Loop and Near North Side on the east to Austin on the west (See **Map 2**).

A band of Chicago Community Areas across central Chicago includes seven of the eight areas with the most pedestrian crashes

CCA	K&A Crashes	Total Crashes
Near North Side	139	1,071
Austin	130	903
Loop	118	924
Near West Side	93	633
Belmont Cragin	83	421
West Town	81	497
Auburn Gresham	73	407
Humboldt Park	71	398

Table 1:
Top CCAs by Total and K&A Pedestrian Crashes

These CCAs also had a high number of hit and run crashes and high rates of crashes when accounting for factors such as population and street mile.



Map 2:
Seven of Eight High Crash CCAs

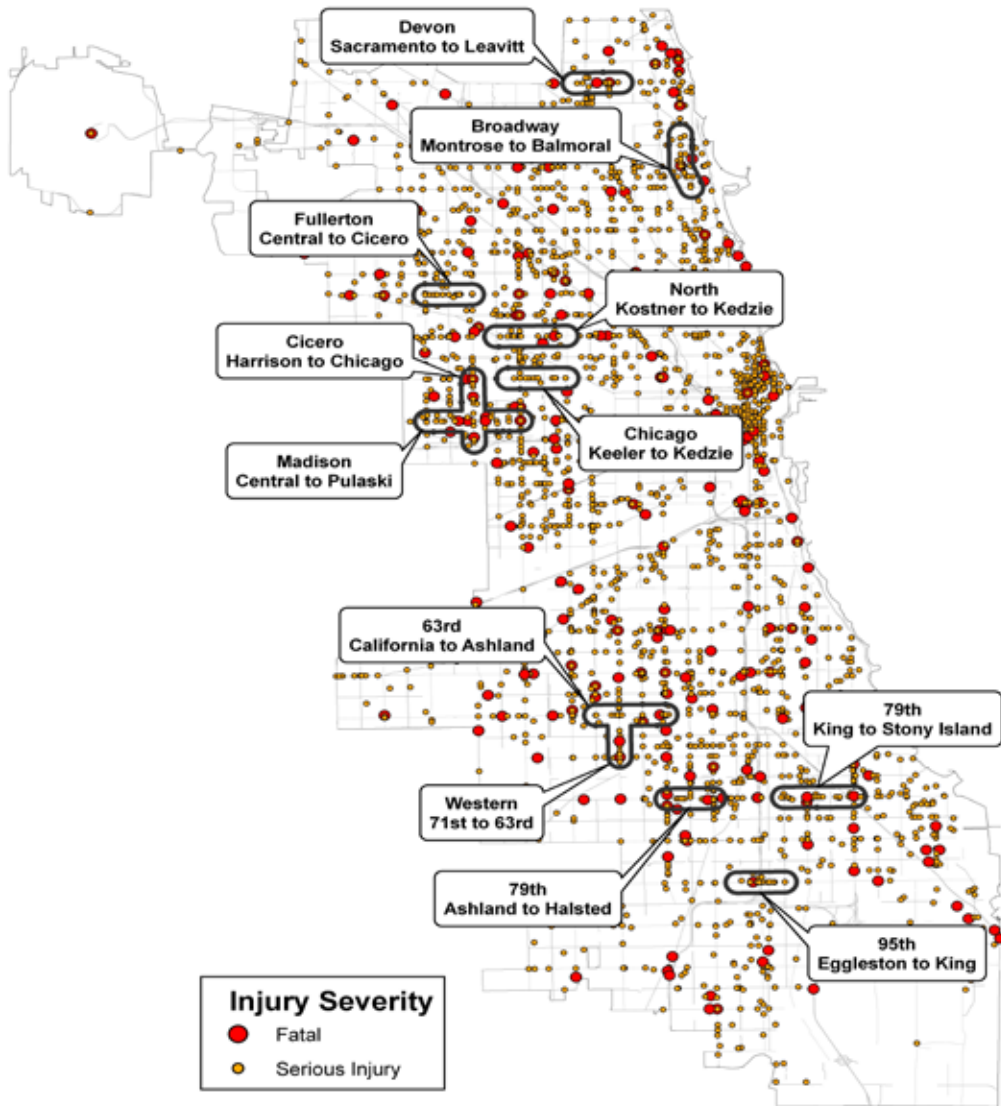
2011 Pedestrian Crash Analysis

Twelve high crash corridors were identified within Chicago's neighborhoods outside of the CBD. The 12 neighborhood high crash corridors were assigned a crash index and ranked using a weighted crash density (**Table 2** and **Map 3**). The crash index included a higher weighting for fatal and serious injury crashes. These corridors accounted for 6.7 percent of all fatal and serious injury crashes during the five-year period.

Table 2:
Neighborhood High
Crash Corridors by
Crash Index

Street	From	To	Crash Index
79th	King	Stony Island	13.06
Cicero	Harrison	Chicago	11.85
63rd	California	Ashland	9.87
Western	71st	63rd	9.36
95th	Eggleston	King	9.30
Fullerton	Central	Cicero	7.95
79th	Ashland	Halsted	7.92
Madison	Central	Pulaski	7.65
North	Kostner	Kedzie	7.44
Chicago	Keeler	Kedzie	7.17
Devon	Sacramento	Leavitt	6.82
Broadway	Montrose	Balmoral	6.79





Map 3:
Neighborhood High
Crash Corridors

Fifty-three percent of pedestrian crashes within the high crash corridors occurred on four-lane roadways compared to only 26 percent of crashes citywide. All twelve of the corridors were arterials, with four being principal arterials and eight being minor arterials, according to the Illinois Department of Transportation’s roadway classification system.

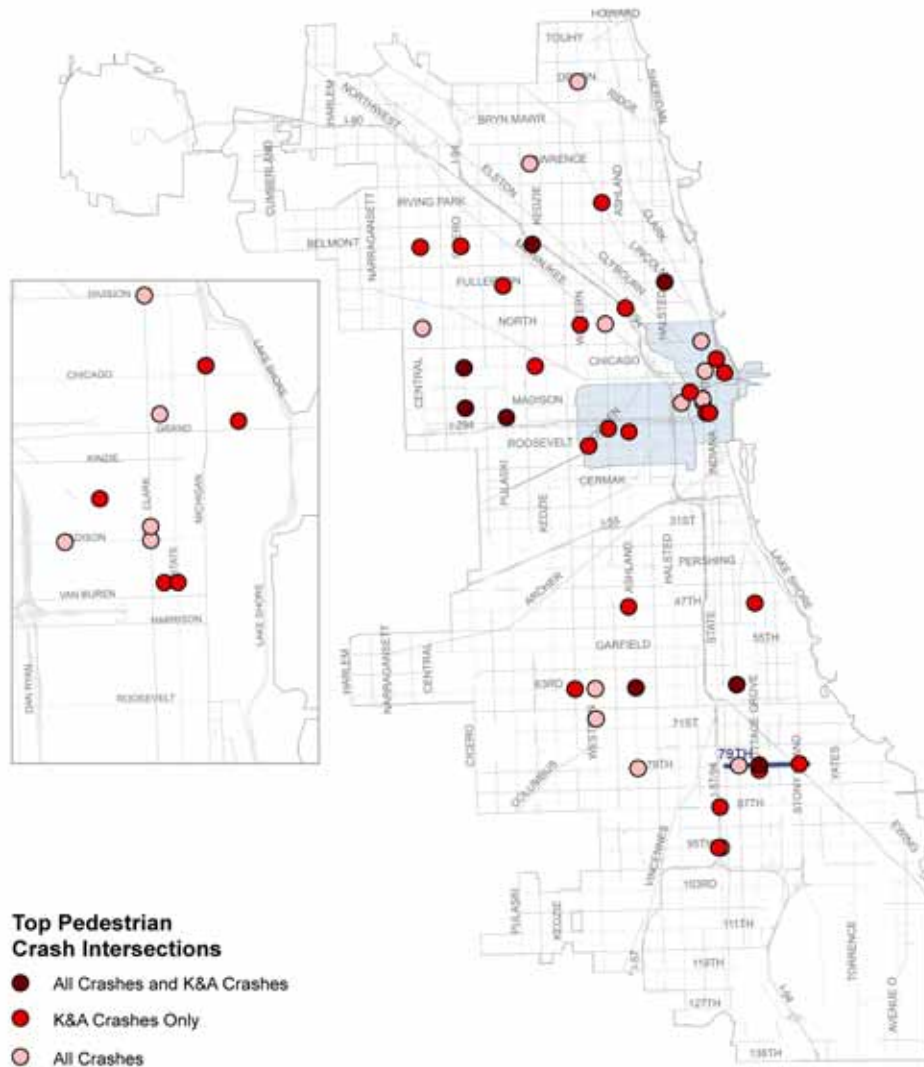
The twelve corridors with the highest density of crashes were all arterial streets

INTERSECTIONS

Intersection crashes were defined as those occurring within 125 feet of the intersection midpoint. Based on this definition, 78 percent of all pedestrian crashes and 80 percent of fatal and serious injury pedestrian crashes from 2005 through 2009 occurred at an intersection. This is significantly different from national statistics, where 46 percent of crashes are intersection related. Chicago’s dense street-grid and short block lengths may account for such a high proportion of intersection crashes.

The intersections with the highest overall pedestrian crashes and the highest fatal and serious injury pedestrian crashes were identified (**Map 4**). Generally speaking, these intersections were scattered throughout the city. Of note, though, four of the top crash intersections were along a two-mile corridor of 79th Street and four were in each of the Loop, Near North Side, and Near West Side CCAs.

Map 4:
Top Pedestrian Crash
Intersections



Pedestrians were most often crossing with a signal when struck. Citywide, 49 percent of pedestrians struck at signalized intersections were crossing with a “Walk” signal. This number was slightly higher in the CBD where 60 percent of pedestrians were crossing with the signal and slightly lower outside of the CBD where 47 percent of pedestrians were crossing with the signal.

Pedestrians crossing against the signal accounted for 16.4 percent of crashes. A total of 19 pedestrian actions were recorded at the time of a crash. Pedestrians recorded as taking “unknown” or “other” actions accounted for almost 18 percent of the crashes. In the remaining crashes, the pedestrian actions were spread out across 15 other crash reporting options, including “walking with traffic,” “walking against traffic,” or “standing/playing/working in roadway.”

CTA STATIONS

Fatal and serious injury pedestrian crashes within 1/8 mile of CTA transit stations were analyzed to identify stations with high crash incidences. While 8 of the top 10 high crash stations were in the CBD, these stations were not included in this summary because of the high volumes of pedestrians around these stations who are not using transit.



Seventy-eight percent of all pedestrian crashes and eighty percent of fatal and serious injury crashes occurred within 125 feet of an intersection

The top 10 stations, excluding CBD stations, are displayed in **Table 3**. Three of the top 10 high crash stations were located along the Green Line on the south side, 3 were along the Dan Ryan branch of the Red line, and 2 along the Blue Line O’Hare branch.

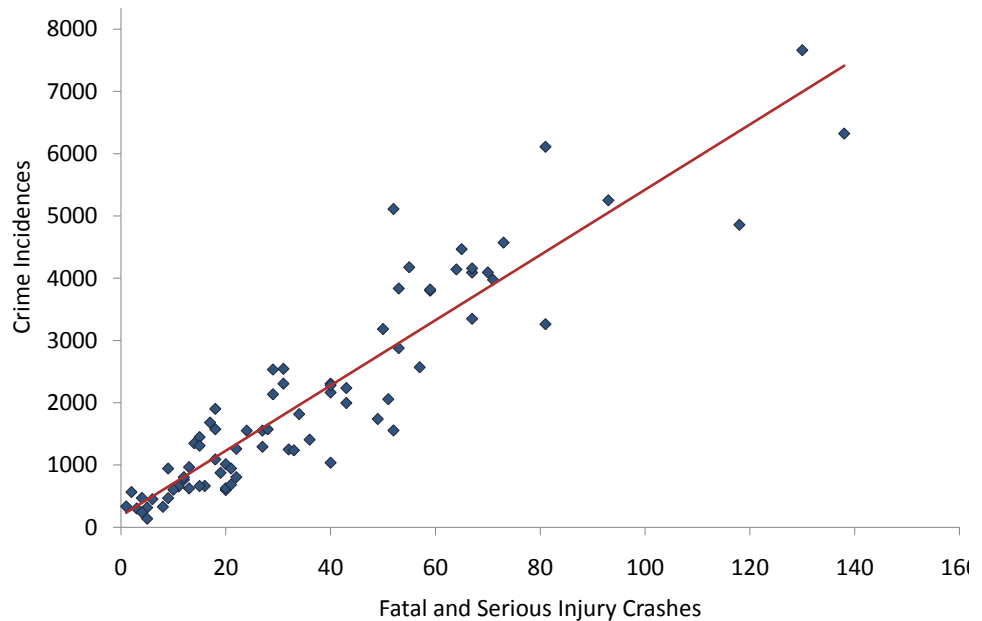
Table 3:
CTA Stations with Top
Ten K&A Crashes

Line & Station	K&A Crashes
Green Line - King Drive	11
Red Line - North/Clybourn	11
Red Line - 95th/Dan Ryan	9
Green Line - Ashland/63rd	8
Blue Line - Irving Park	8
Red Line - 79th	8
Green Line - Laramie	7
Red Line - Cermak/Chinatown	7
Blue Line - Belmont	7
Green Line - 47th	6

CRIME

Numerous social and demographic characteristics, including crime, income, race, language spoken and walkability index, were analyzed to identify correlations with pedestrian crashes. The strongest correlation was found between crime and fatal and serious injury pedestrian crashes. **Figure 8** shows areas in Chicago with higher incidences of crime were more likely to see higher numbers of these most serious pedestrian crashes.

Figure 8:
Crimes vs. Fatal
and Serious Injury
Pedestrian Crashes



Pedestrian Crash Types

FAILURE TO YIELD

Of the 17 motorist actions recorded at the time of a pedestrian crash, the most common motorist action was failing to yield to pedestrians. When accounting only for known factors for motorist action, “failure to yield” was cited as the primary factor in pedestrian crashes 48 percent of the time, for both overall and fatal and serious injury crashes.

The most common motorist action contributing to pedestrian crashes was failure to yield

TURNING VEHICLES AT SIGNALIZED INTERSECTIONS

The most common vehicle maneuvers resulting in a pedestrian crash at signalized intersections were turning movements. Fifty-two percent of pedestrian crashes at signalized intersections involved turning vehicles (**Figure 9**). This number increased to 66 percent of crashes in the CBD. Specifically, left-turning vehicles accounted for 35.5 percent of the crashes citywide and 48 percent of the crashes in the CBD, outnumbering right-turning vehicles by more than 2 times.

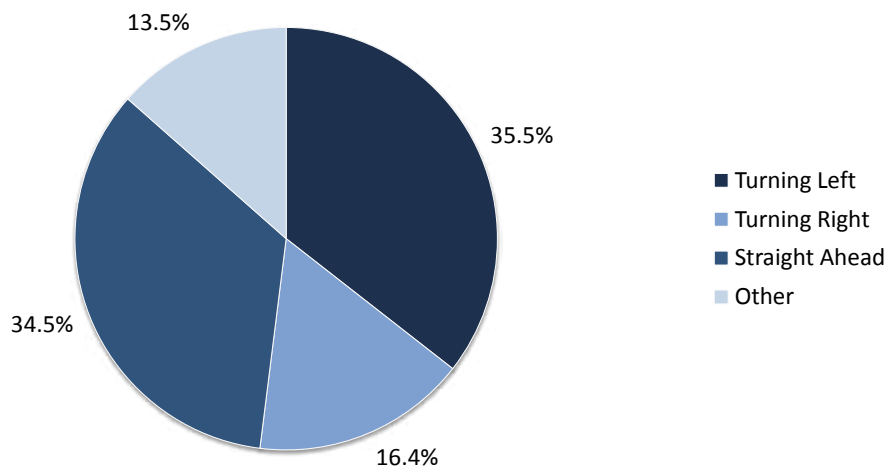


Figure 9:
Vehicle Maneuvers at
Signalized Intersection
Pedestrian Crashes

An average of almost two pedestrians were injured or killed every day in a hit and run crash

HIT AND RUN CRASHES

Hit and run crashes accounted for 33 percent of all pedestrian crashes and 40 percent of all fatal pedestrian crashes in Chicago. By comparison, hit and run crashes account for 20 percent of fatal pedestrian crashes nationwide. Over the five-year period, there were roughly two hit and run pedestrian crashes per day resulting in an injury or fatality.

Roadway Characteristics

ROADWAY CLASSIFICATION

Over 47 percent of all pedestrian crashes and roughly 50 percent of fatal and serious injury crashes occurred on arterial roadways, despite arterials only accounting for 10 percent of the total street miles in Chicago. Conversely, 23 percent of crashes occurred on local streets, which make up about 78 percent of the total street miles. However, 41 percent of youth crashes (0 to 14-year olds) occurred on local streets.

CROSSING LOCATION

Older pedestrians (60+) were struck more often in a crosswalk than other age groups and youth pedestrians (0 to 14-year olds) were struck more often mid-block and not in a crosswalk. **Figure 10** shows the pedestrian location by age group of the most significant categories. Other, less common categories, included crashes in which a pedestrian was struck in a driveway, a bikeway, or the location was unknown.



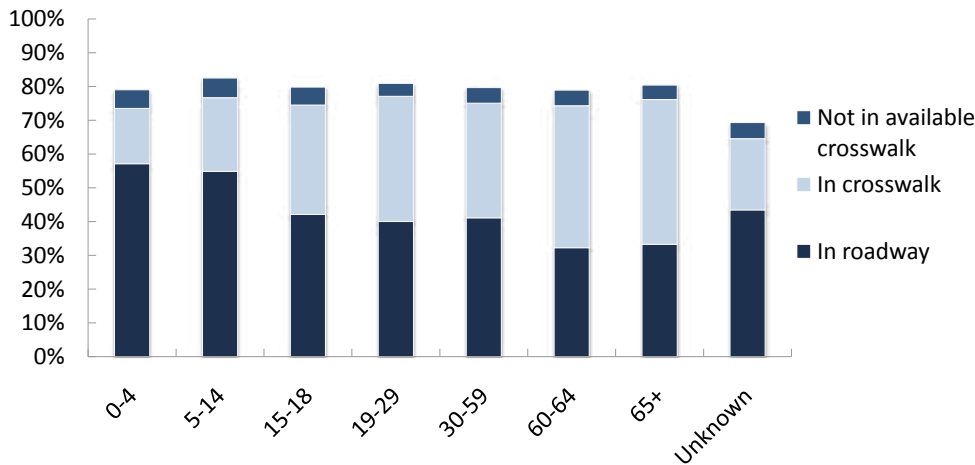


Figure 10:
Pedestrian Location by
Age Group
(2005-2009)

Next Steps

The results of this analysis will guide current pedestrian safety initiatives and the development of future policy, engineering and public awareness efforts with Chicago’s upcoming Pedestrian Plan. It will provide existing pedestrian crash conditions and serve as a benchmark for measuring the City of Chicago goals set forth in the Plan. This information will also inform upcoming pedestrian safety public awareness, supported by a grant from the National Highway Traffic Safety Administration.

As the preceding analysis illustrates, there have been truly significant improvements in pedestrian safety in Chicago over the last decade - representing an important milestone for Chicago. Yet even with these substantial improvements, the Chicago Department of Transportation and the Mayor’s



2011 Pedestrian Crash Analysis

Pedestrian Advisory Council are continuing to work to make Chicago a truly great city in which to be a pedestrian.

Together, CDOT and MPAC have identified a vision for Chicago's future as a pedestrian-focused city. This vision will be used to guide the work on Chicago's Pedestrian Plan. This vision reads:

The people of Chicago cultivate, encourage, and enjoy mutual respect on our streets. People choose to be pedestrians because the experience is the safest, most connected, accessible, and above all, the most enjoyable. Because we are committed to a strong pedestrian environment as an essential part of our complete transportation system, we are a healthier, more livable city.

To ensure the realization of this vision, the Pedestrian Plan will include the findings from this analysis, input from key stakeholders, and an extensive public involvement process to identify strategies related to Safety, Connectivity, Livability, and Health. All of this will further strengthen Chicago's great pedestrian environment and ensure that the city continues our remarkable gains in pedestrian safety.

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