Mayor’s Pedestrian Advisory Council

Wednesday, February 3
## Pedestrian Fatality Statistics

### Year to Date Pedestrian Fatalities
- **2016 (CPD):** 2
- **2015 (CPD):** 7
- **Year to Date Average, 2010-2014 (IDOT):** 2

### Year End Pedestrian Fatalities
- **2015 (CPD):** 46
- **2014 (IDOT):** 35
- **Year End average, 2010-2014 (IDOT):** 35.4

### Pedestrian Fatalities by Month

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<td><strong>TOTAL (Jan 1-31)</strong></td>
<td><strong>2</strong></td>
<td><strong>1</strong></td>
<td><strong>2</strong></td>
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<td><strong>TOTAL</strong></td>
<td><strong>32</strong></td>
<td><strong>36</strong></td>
<td><strong>47</strong></td>
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<td><strong>35</strong></td>
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Vision Zero Focus Cities Announcement

- Chicago has been named as one of ten focus cities for the national Vision Zero Network: Austin, Boston, Chicago, Fort Lauderdale, Los Angeles, New York City, Portland, San Francisco, Seattle, and Washington DC

- Participants in the Focus Cities program will include representatives of each city’s Mayor’s Office, Transportation Department, Police Department, and Public Health Department. In addition, a concurrent track for collaboration will bring together Vision Zero community advocates from each of the Focus Cities.

- The Vision Zero Network will facilitate cooperation amongst the Focus Cities, including peer-to-peer exchange of ideas and strategies, sharing data, and regular communication to not only advance the cities’ individual efforts but also advance the state of the practice of traffic safety in cities across the nation.
Pedestrian Plan Safety Chapter Overview

Design Neighborhood Streets for Slow Local Traffic:
• CDOT has installed two neighborhood greenways and is designing five additional neighborhood greenways for installation in 2016 and 2017

Improve Pedestrian safety at Signalized Intersections:
• CDOT received an RTA Grant for the installation of Accessible Pedestrian Signals (APS) at downtown intersections that provide access to transit.
Pedestrian Plan Safety Chapter Overview

Implement safety zones:
• CDOT has installed Automated Speed Cameras in 63 Safety Zones across the city since 2013.

Further integrate pedestrian safety into enforcement efforts:
• CDOT works with CPD to conduct both High Visibility Crosswalk Enforcement and non-ticketing enforcement events with Ambassadors since 2008
HIGH LEVEL CRASH TRENDS
2010-2014 UPDATE

Presented by Eric Hanss
CDOT Pedestrian Program

February 3, 2016
Increases in active transportation for journey to work

Decreases in driving to work and overall vehicle miles traveled

**MO DESHARE**

**WALKING TO WORK**

14% INCREASE SINCE 2010

Source: ACS 2010, 2014

**BIKING TO WORK**

55% INCREASE SINCE 2010

Source: ACS 2010, 2014

**VEHICLE MILES TRAVELED**

10% DECREASE SINCE 2010

Source: IDOT 2010-14
10 YEAR CRASH TREND

- Injury crashes have declined at a faster rate than AVMT

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
Local and National Fatality Trends 2005-2014

Traffic Fatality Rate, 2009-2013
Cities over 500,000

- Chicago Fatalities - Source: IDOT
- National Fatalities - Source: FARS
Local, State, and National Pedestrian Fatality Trends
2005-2014

- Chicago Fatalities: -46%
- State Fatalities: -24%
- National Fatalities: 0%

Sources:
- Chicago Fatalities: IDOT
- State Fatalities: IDOT
- National Fatalities: FARS
10 YEAR CRASH TREND: PEDESTRIANS

- Declines in crashes involving a pedestrian have outpaced declines in overall crashes and AVMT

Crashes Involving a Pedestrian
City of Chicago, 2005-2014

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
The decline in pedestrian fatalities and serious injuries has been substantial since 2005, but the trend has flattened since 2010.

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
## FINDINGS

|                                | 2005-2009 | 2010-2014 | Change  
|--------------------------------|-----------|-----------|--------
| Pedestrians Involved in Traffic Crashes, Annual Average | 3,678     | 2,947     | -20%   
| Pedestrians Seriously Injured in Traffic Crashes, Annual Average | 548       | 402       | -27%   
| Pedestrians Killed in Traffic Crashes, Annual Average | 50        | 35        | -30%   

Source: IDOT Annual Crash Extracts 2005-2014;

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
FINDINGS 2010-2014

14% vs. 1.2%

of pedestrians involved in traffic crashes sustained a serious injury or died of all persons involved in traffic crashes sustained a serious injury or died

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
65% of pedestrians were hit within 50 feet of the midpoint of an intersection.

46% were crossing with the signal, of the cases where the pedestrian’s action at the time of the crash is known.

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
50% of pedestrians involved in traffic crashes are hit on arterials.

53% of pedestrians who suffer a serious or fatal injury in a traffic crash are hit on arterials.

13% of Chicago’s total roadway mileage is arterial roads.

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
40% of pedestrian fatalities involved a hit and run driver between 2010 and 2014

33% of pedestrians were struck by a hit and run driver between 2010 and 2014

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
Pedestrians Hit by Motor Vehicles
Rate by Age and Gender
City of Chicago, 2010-2014

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
Drivers in Pedestrian Involved Crashes
Rate by Age and Gender
City of Chicago, 2010-2014

Source: IDOT Annual Crash Extracts 2005-2014;
DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.
Safe Routes for Seniors

MPAC February 3, 2016
Senior citizen pedestrians are at greater risk for serious or fatal crashes; educating them about available resources is a key part of reducing those kinds of crashes.
Two Stage Approach

• Two Visits in 2015/2016.
• Collect information about what seniors need to get around better.
• Bring that information back for a second visit.
• Senior Centers, Senior Housing and Senior Service Providers.
What we cover

• 311
• Reaching out to your elected officials.
• How to get access to available transportation services.
• Picking a safe route to all the places you need to go.
Coming in 2016

- 311 Instruction Sheet
- Senior Specific literature
- More visits!
Questions?

Charlie Short

charlie.short@chicagocompletestreets.org

312.744.8147
Please join us for the next Mayor’s Pedestrian Advisory Council Meeting

Wednesday, May 4