

SAFE CROSSINGS FACT SHEET

Our streets are some of Chicago's greatest assets and improving intersection design and enforcement is one of the best ways to make our streets safer and our communities more livable. Our streets should be safe for all road users and safe to cross for people of all ages and abilities, including our most vulnerable populations such as children, seniors and residents with disabilities. By reducing and eventually eliminating the number of serious traffic injuries and fatalities, more Chicagoans will embrace alternative transportation options, lead healthy and active lifestyles and participate fully in the life of our communities.



CHICAGO REGION PEDESTRIAN SAFETY STATISTICS*

- 2013: 29 pedestrian fatalities in Chicago; 21 so far in 2014
- 4,700 reported pedestrian crashes with 130 fatalities in Illinois in 2012
- 84% of crashes and 69% of pedestrian fatalities in Illinois occurred in metro Chicago
- In Chicago, pedestrian fatalities accounted for one-third of all traffic fatalities in 2012, compared to roughly 14% statewide
- 78% of all pedestrian crashes in Chicago occur within 125 feet of an intersection
- 80% of fatal and serious pedestrian crashes occurred within 125 feet of an intersection
- 40% of fatal pedestrian crashes in Chicago were hit-and-run, compared to 20% nationwide
- Although arterial streets account for only 10% of Chicago's street miles, 50% of fatal/serious crashes occurred on them
- 15- to 18-year-old pedestrians had the highest crash rate
- 3 p.m. – 6 p.m. was the high crash time period, 6 p.m. – 9 p.m. was the second highest
- Older pedestrians were more likely to be struck in a crosswalk than other age groups

10 DANGEROUS CHICAGO INTERSECTIONS

- [N. MILWAUKEE AVE/W. NORTH AVE/N. DAMEN AVE](#)
- [N. CICERO AVE AND W. CHICAGO AVE](#)
- [N. HALSTED ST/N. LINCOLN AVE/W. FULLERTON AVE](#)
- [S. COTTAGE GROVE AVE AND E. 79TH ST](#)
- [N. DEARBORN ST AND W. ONTARIO ST](#)
- [S. ASHLAND AVE AND W. 63RD ST](#)
- [N. CICERO AVE AND W. MADISON ST](#)
- [N. ASHLAND AVE AND W. CORTLAND ST](#)
- [S. MARTIN LUTHER KING DR AND E. 63RD ST](#)
- [N. ELSTON AVE/N. WESTERN AVE/W. DIVERSEY AVE](#)

10 DANGEROUS SUBURBAN INTERSECTIONS

- [N. MCCORMICK BLVD AND W. TOUHY AVE \(SKOKIE\)](#)
- [S. CICERO AVE AND W. CERMAK RD \(CICERO\)](#)
- [U.S. ROUTE 12 \(MANNHEIM ROAD/LA GRANGE ROAD\)AND W. CERMAK RD \(WESTCHESTER\)](#)
- [SHERMER RD AND DEMPSTER ST \(MORTON GROVE\)](#)
- [N. LA GRANGE RD AND W. OGDEN AVE \(LA GRANGE\)](#)
- [HARMS RD AND GLENVIEW ROAD \(GLENVIEW\)](#)
- [1ST AVE AND MADISON ST \(MAYWOOD\)](#)
- [N. HARLEM AVE AND MADISON ST \(FOREST PARK/OAK PARK\)](#)
- [HARLEM AVE AND 79TH ST \(BURBANK\)](#)
- [E. 147TH ST AND HALSTED ST \(HARVEY\)](#)

*Sources: Chicago Department of Transportation (CDOT); 2011 Pedestrian Crash Analysis; 2012 Chicago Department of Transportation Pedestrian Plan



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SAFE CROSSINGS FACT SHEET CONTINUED

In addition to intersections with significant pedestrian traffic, there are many spots throughout the region where people do not even attempt to cross because the barriers are so intimidating or infrastructure is lacking. Many of these “barrier crossings” are located near schools, shopping centers or senior living homes, where potential for high levels of pedestrian traffic exists.



Image: Dan Burden (www.pedbikeimages.org)



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REGIONAL BARRIER CROSSINGS

- 130th Street in Altgeld Gardens – On the Far South Side, there are no sidewalks on a long stretch of 130th Street in Altgeld Gardens, limiting access to the neighborhood’s only source of fresh produce.
- 79th/Stony Island/S. Chicago Ave – Ranked near the top of the regional list for total crashes, pedestrians rarely even attempt to cross – especially east-west – and avoid walking and biking in the neighborhood.
- Wentworth Ave. between 18th and 19th – This Chicago block has no sidewalks and no shoulder, yet it is the only way to get to Ping Tom Park East and 18th Street for Chinatown residents and anyone coming from south of 18th Street and west of the tracks. There is no access across the train tracks from the west side of Ping Tom Park to Ping Tom East.
- S. Halsted and 183rd St. – In Homewood in South Suburban Cook County, children living less than a mile from school ride the bus because they are unable to cross this intersection.
- Weber Road east of I-55 – The residents of a nearby senior center in Bolingbrook are effectively blocked from accessing a shopping center and other amenities across the street.

*Sources: Chicago Department of Transportation (CDOT); 2011 Pedestrian Crash Analysis; 2012 Chicago Department of Transportation Pedestrian Plan