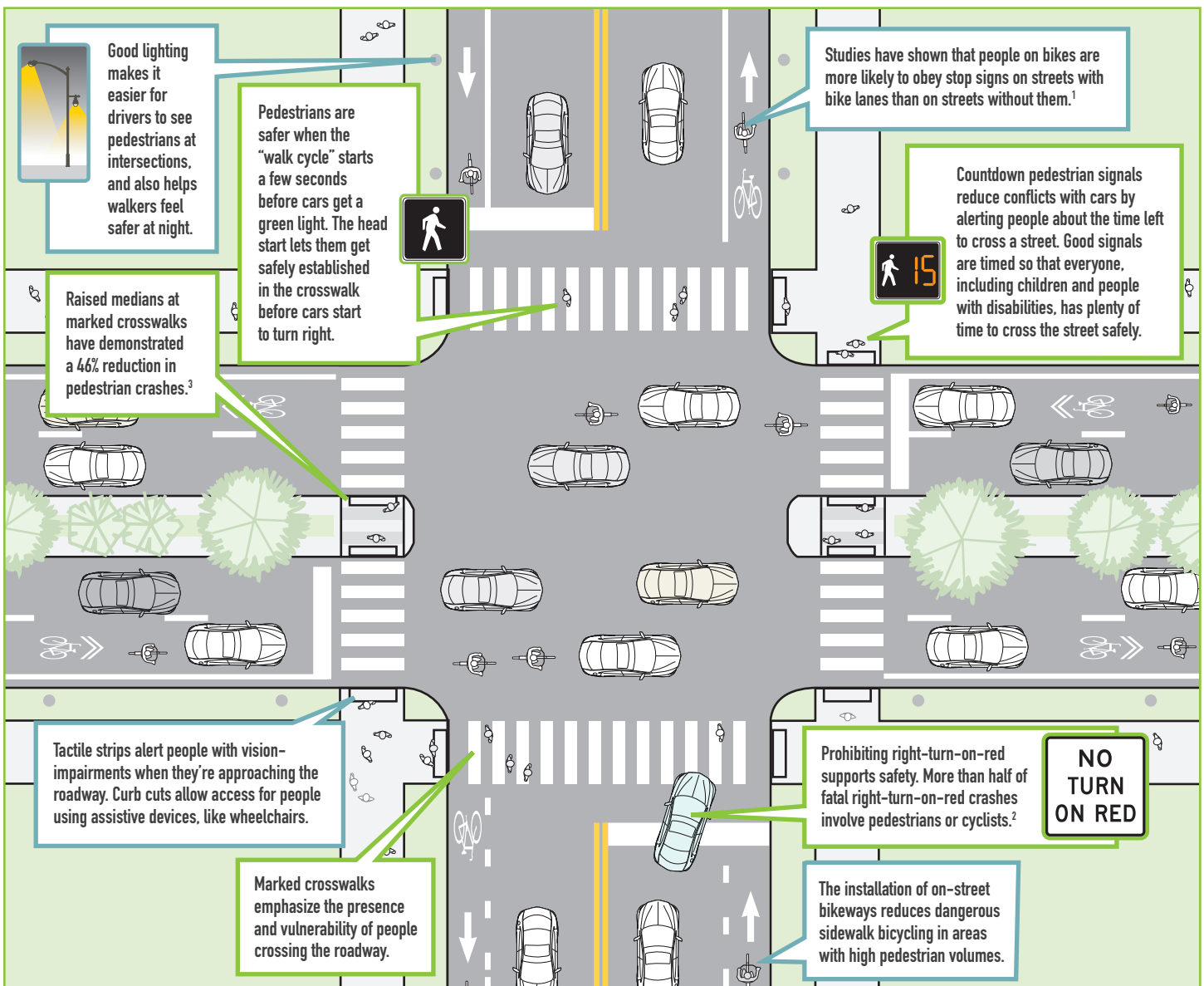


COMPLETE STREETS

make roads safer for everyone

Many people feel safer in cars than they do out walking or biking, and this discourages them from choosing active transportation. If cars are moving too fast, or if there is a lack of basic infrastructure to support bicycling and walking, people will choose to drive. Those who do not have a car may simply choose to stay home, or may be forced to make unsafe choices to reach their destination. Complete Streets can provide a safer environment by preventing speeding and by giving people safe places to walk, bicycle, and access public transit.



¹ Hunter, W., et al. (1998). Bicycle Lanes Versus Wide Curb Lanes: Operational and Safety Findings and Countermeasure Recommendations. Federal Highway Administration, Washington, DC: U.S. Department of Transportation. Retrieved from <http://www.fhwa.dot.gov/publications/research/safety/pedbike/99035/index.cfm>

² Traffic Safety Facts Banner Number 86, 1995 National Highway Traffic Safety Administration – US Department of Transportation <http://www.nhtsa.gov/About+NHTSA/Traffic+Techs/current/ci.The+Safety+Impact+of+Right+Turn+on+Red:+Report+to+Congress.print>

³ Lindley, J. (2008). Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures. Federal Highway Administration, Washington, DC: U.S. Department of Transportation.

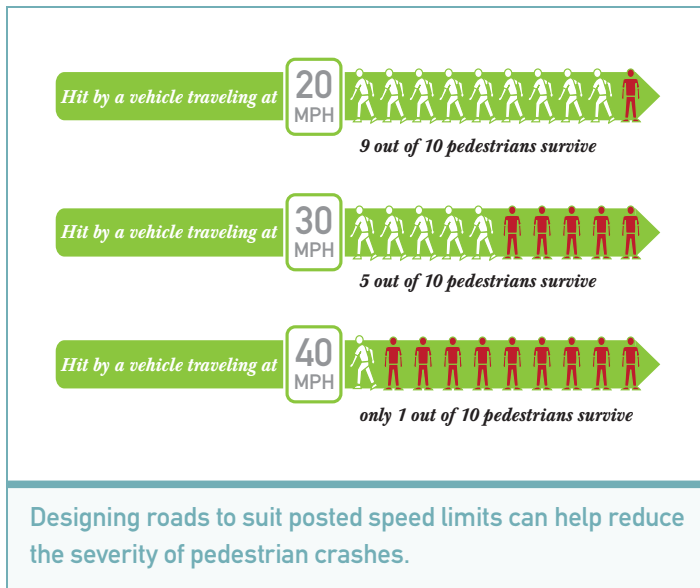
ROADWAY DESIGNS & SAFETY

Roadway design can influence pedestrian, bicyclist, and driver behavior. Some roadway designs encourage unsafe behavior:

- Wide vehicle lanes can encourage drivers to travel at higher speeds than the marked speed limit.
- A lack of bike lanes may encourage bicyclists to ride on the wrong side of the street.
- Long distances between blocks may encourage pedestrians to cross mid-block, without a crosswalk.

Some roadway designs encourage safe behavior:

- Bump-outs at intersections slow drivers down and make pedestrians more visible.
- Bike lanes can encourage cyclists to ride on the street, in the proper direction.



THE IMPACT OF CRASHES

Crashes have a serious impact:

- In 2013, there were 57,883 crashes in suburban Cook County, an average of 159 crashes per day.¹
- On average, 20 crashes per day involve injuries, and 4 crashes per day involve severe injuries.

For pedestrians and cyclists, a crash involving a vehicle can be devastating.

- In 2013, there were 1,532 crashes involving pedestrians and bicyclists in suburban Cook County. This figure only takes into account reported crashes.
- In 2013, 73 percent of vehicle crashes involving a cyclist or pedestrian resulted in injury or death.²

A COMPLETE SOLUTION

Complete Streets can help to calm traffic, reduce speeds, decrease fatalities, and reduce injuries in crashes:

- Raised medians give pedestrians a place to stop when crossing multiple lanes. At marked crosswalks, raised medians have seen a 46 percent reduction in pedestrian crashes.³
- Streets with protected bicycle lanes have 90 percent fewer injuries per mile.⁴
- Paved shoulders reduce the number of head-on crashes between pedestrians and motorists by 15 to 75 percent, and the number of sideswipe crashes by 15 to 41 percent.⁵
- In Iowa, reducing the number of lanes from four lanes to three lanes decreased crashes by 47 percent. Reducing lanes on a road to match the land use is often called a “road diet” or road “rightsizing”.⁶

Healthy HotSpot Initiative

The places we live, work, learn, worship, and play matter to our healthy and can have an impact on how long and how well we live. Healthy HotSpots are places in suburban Cook County that have implemented one or more proven strategies to encourage positive behaviors, or to protect the public’s well-being. Learn more at cookcountypublichealth.org/healthy-hotspot.

¹ Illinois Department of Transportation. (2013). City and County Crash Summaries webpage. Retrieved from www.dot.il.gov/trafficsafety/summaries.html

² Ibid.

³ Lindley, J. (2008). Guidance Memorandum on Consideration and Implementation of Proven Safety Countermeasures. Federal Highway Administration. Washington, DC: U.S. Department of Transportation.

⁴ People for Bikes. (n.d.). Statistics Library/ Facilities Statistics. Retrieved from: <http://www.peopleforbikes.org/statistics/category/facilities-statistics>

⁵ FHWA (n.d.). Safety Benefits of Walkways, Sidewalks, and Paved Shoulders. Retrieved from http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/

⁶ FHWA (2010). Evaluation of Lane Reduction “Road Diet” Measures on Crashes. Retrieved from <http://www.fhwa.dot.gov/publications/research/safety/10053/>