

2011



City of East Orange Walkable Community Workshop

Pedestrian Safety and Accessibility along Freeway Drive East and West



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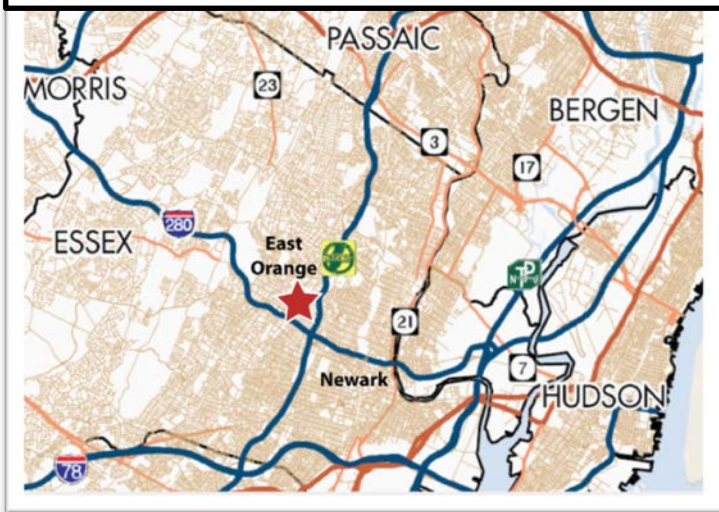
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Background

The North Jersey Transportation Planning Authority (NJTPA), the Metropolitan Planning Organization for the 13 counties of northern and central New Jersey, conducts half-day Walkable Community and Senior Mobility Workshops with counties and municipalities to educate stakeholders, identify barriers to walking, and improve pedestrian safety. For each workshop, NJTPA staff coordinates with local representatives to include a broad range of stakeholders including local leaders, planners, engineers, and residents.

Each workshop consists of four parts: 1) an introduction of local stakeholders; 2) a presentation by an NJTPA facilitator on best practices in a walkable community; 3) a guided walking audit of a study area identified by the local hosts; and 4) small group sessions where recommendations for improvements are discussed and prioritized. The outcome of each workshop is the identification and prioritization of specific recommendations that will increase safety and accessibility for pedestrians. The workshop also serves as a catalyst for local communities and county representatives to implement the improvements themselves and to further refine these recommendations for implementation by other agencies.

Figure 1: Location of the City of East Orange



The City of East Orange Walkable Community Workshop, held on November 15, 2011, promotes the New Jersey Department of Transportation's Complete Streets Policy to accommodate all users, of all ages and abilities, including bicyclists, pedestrians, and transit riders. Walkable neighborhoods are essential in supporting public health, multi-modal networks, economic development, and improving air quality through a reduction in greenhouse gas emissions from vehicles.

The workshop benefitted from the collaboration of various workshop participants, including the New Jersey Department of Transportation, New Jersey Division of Highway Traffic Safety, Meadowlink Transportation Management Association, NJ Transit, Rutgers Center for Advanced Infrastructure and Transportation, City of East Orange, and local representation. Participants investigated the walking conditions of Freeway Drive East and Freeway Drive West between the Brick Church and East Orange Train Stations.

Workshop Methodology

The City of East Orange Walkable Community Workshop began with introductions and a short presentation at East Orange's City Hall. NJTPA staff discussed workshop goals, the benefits of improving walkability, and traffic calming techniques that make it easier for pedestrians to cross Freeway Drive East and Freeway Drive West. The presentation discussed potential design improvements sensitive to the context of the walking audit area and the need to accommodate all ages and abilities. Improvements such as lead pedestrian intervals, pedestrian countdown signals, curb ramps, crosswalks, and traffic calming signage were discussed during the presentation, as was compliance with the Americans with Disabilities Act (ADA). The discussion also included the public health rationale for increasing physical activity and the relationship between walkability and improved quality-of-life.

Following the presentation, attendees participated in a walking audit of the area denoted in ***Figure 2: Freeway Drive, City of East Orange, Workshop Walking Audit***. The purpose of the audit was to observe specific problem spots along the route as well as to point out features of the study area that are pedestrian-friendly. Workshop participants were very helpful in pinpointing suggestions for traffic calming pedestrian features and barriers to walkability within the neighborhood. NJTPA staff recognized that the intersections along the walking audit were important focus areas for the workshop report's recommendation priorities. Attention was paid to the ease of crossing the roads for pedestrians of all ages and abilities, the quality of the walking experience, driver behavior, ADA compliance (with a sensitivity to strollers and wheelchairs), and connectivity between destinations. Representatives from the City of East Orange provided invaluable feedback along the walking audit. The agenda for the workshop and the listing of workshop participants is included as an Appendix on Page 19 and 20.

The third part of the workshop was devoted to generating recommendations for the walking audit area. Participants gathered around street maps of the study area, denoted the location of specific walkability problems and potential solutions. Recommendations were discussed and priorities suggested as noted in the **Findings and Recommendations of Workshop Participants** on Page 8.

Locational Context

Figure 2: Freeway Drive, City of East Orange, Workshop Walking Audit



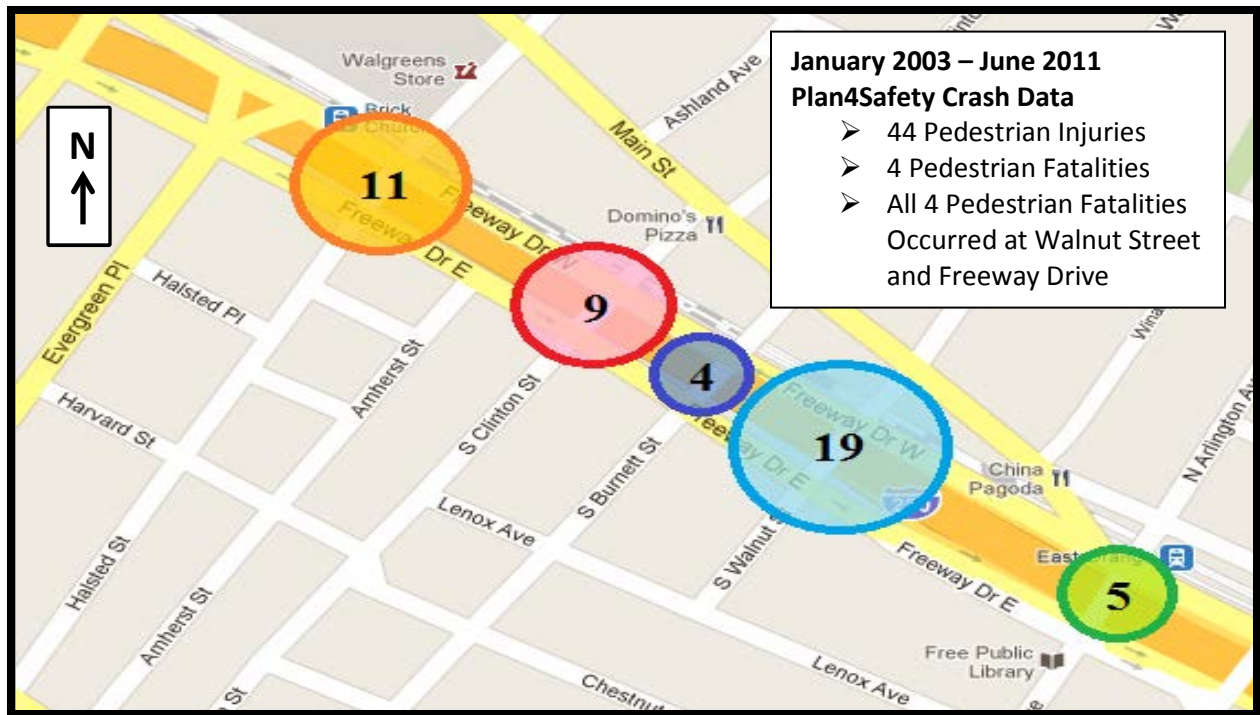
Freeway Drive East and Freeway Drive West run parallel to I-280 with off and on ramp highway connections to I-280 and the Garden State Parkway. Both roadways are one-way directional with a speed limit of 25 mph. The northern portion of Freeway Drive West has a sidewalk on the north side of the roadway, followed by a concrete wall that elevates the Morris & Essex Rail Line. The southern portion of Freeway Drive East has a sidewalk as well with connections to residences, municipal services, and a park.

School children and residents of all ages and abilities walk the intersections of Freeway Drive to access groceries, schools, parks, libraries, churches, municipal and county facilities, housing, and transit. Freeway Drive West has a bus stop that serves NJ Transit Routes 21, 71, 73, and 79 and Coach USA Route 77 at the East Orange Train Station. A few blocks to the west of the East Orange Train Station is the Brick Church Train Station. Both NJTRANSIT train stations provide express and local service to downtown Newark, Hoboken, and Manhattan.

During the workshop walking audit, participants walked along Freeway Drive West from North Arlington Ave to South Clinton Street, crossed I-280, and then along Freeway Drive East to North Arlington Ave and concluded the workshop venue at East Orange's City Hall (as noted in **Figure 2: Freeway Drive, City of East Orange, Workshop Walking Audit**).

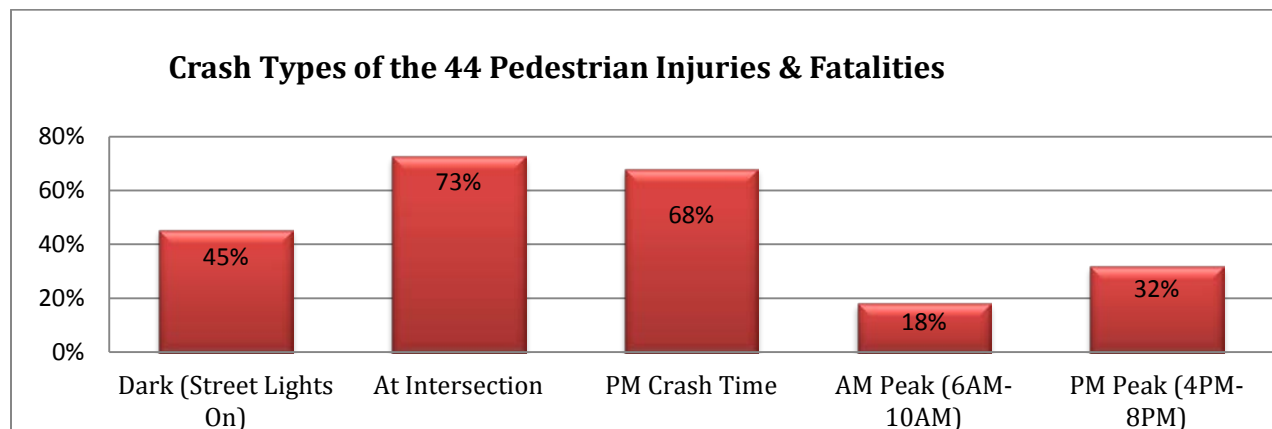
Crash Data

Figure 3: Location of Pedestrian Injuries and Fatalities along Freeway Drive



**Crash Map developed by Rutgers University's Transportation Safety Research Center*

A major factor in the decision to convene a Walkable Community Workshop was pedestrian safety. According to Plan4Safety data developed by Rutgers University's Transportation Safety Research Center, there were 48 pedestrian injuries and fatalities along a half mile segment of Freeway Drive East and West between the Brick Church Train Station and the East Orange Train Station. Four of these crashes resulted in a pedestrian fatality with a significant number of pedestrian injuries at Walnut Street and Freeway Drive. Additional information for each of the 48 pedestrian crashes can be found on Page 23 in the **Appendix** of this report.

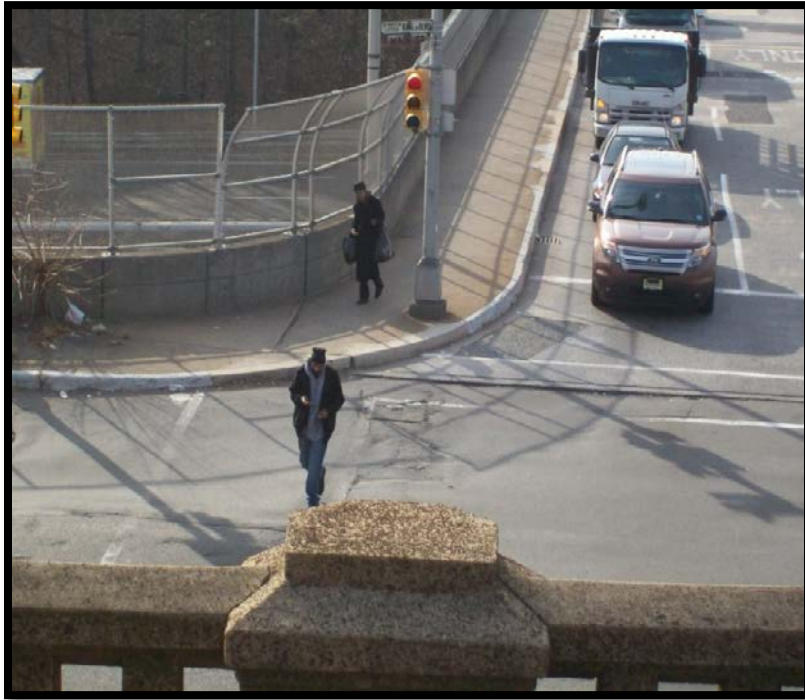


Existing Conditions: Freeway Drive East & South Arlington Ave Intersection



The existing conditions of Freeway Drive East & North Arlington Avenue has heavy pedestrian traffic as it connects the East Orange Train Station and Main Street north of I-280 with the residential neighborhood and municipal library south of I-280. Evident among the other intersections looked at along Freeway Drive East & West, and in the photos to the left, key pedestrian amenities such as pedestrian crosswalks, ADA compliant ramps, and pedestrian countdown signal heads are missing.

Existing Conditions: Freeway Drive West & North Munn Ave Intersection



The photos on this page are representative of the lack of pedestrian signal heads, ADA compliant curb ramps, and pedestrian crosswalks found at almost all of the Freeway Drive East and West intersections. In the photo to the left, pedestrians cross Freeway Drive West to access East Orange's Main Street, East Orange Train Station, and a bus stop which serves Routes 21, 71, 73, and 79 and Coach USA Route 77.

Existing Conditions: Freeway Drive East & South Munn Ave Intersection



Findings and Recommendations of Workshop Participants

The following is a list of suggested pedestrian improvements to promote the New Jersey Department of Transportation's Complete Streets Policy to ensure safe and accessible mobility for all users, of all ages and abilities, who utilize Freeway Drive East and Freeway Drive West. Making recommendations for pedestrian safety is a primary goal of a Walkable Community Workshop, as well as suggestions to improve aesthetics and sidewalk conditions, which are an important determinant in the decision of whether or not to walk. A well-designed pedestrian space encourages more walking. In addition, direct routes and short distances between destinations encourage trips by foot and on bicycle. Lastly, the pedestrian space must reflect the various levels of mobility. Proper design benefits all users, and allows all to participate in the community.





During the walking audit, specific attention was paid to the following:

- The condition of existing sidewalks and crosswalks
- The safety of pedestrian crossings at all intersections
- Motorist travel patterns and speeds in relation to observed pedestrian access patterns
- Bus stop amenities

The recommendations and findings of this report are supported by the workshop attendees. Pedestrian design recommendations were generally consistent at all intersections along Freeway Drive East and Freeway Drive West, with an emphasis on the Freeway Drive East and North Arlington Avenue intersection. Signage focusing on motorist speeding from I-280 on and off-ramps was also discussed. Sidewalk improvements were recommended along Freeway Drive West and East. Finally, improvements were suggested for the sidewalk area encompassing the Freeway Drive West and North Arlington Avenue NJTRANSIT bus stop intersection which serves Routes 21, 71, 73, and 79 and Coach USA Route 77 at the East Orange Train Station. As a result the following recommendations are organized by four categories: (1) signalized intersections, (2) signage, (3) sidewalks, and the (4) East Orange Train Station bus stop at the Freeway Drive West and North Arlington Avenue intersection.

(1) Signalized Intersections Along Freeway Drive East and West:

The following **Improvement Types** are recommendations that can be applied to all of the intersections along Freeway Drive East and Freeway Drive West.

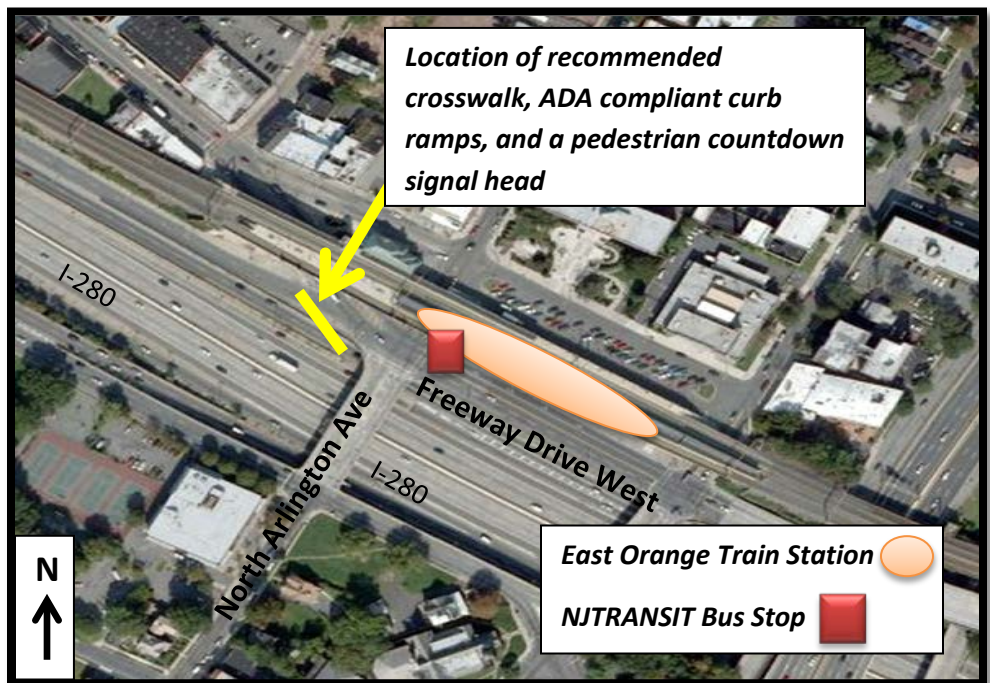
Improvement Types	Safety Benefit
<p>Install pedestrian countdown signal Heads with fixed signals, LED pushbutton assemblies, and R10-3e plaques with supplemental information (in English and Spanish)</p>	<p>Provide pedestrians with information on how much time they have to cross the street. Fixed WALK signals provide a visual cue to drivers making turning movements to stop for pedestrians in the right-of-way.</p> <div style="display: flex; align-items: center; justify-content: center;"> <div style="border: 1px solid black; padding: 5px; margin-right: 20px;"> <p>Recommended Pedestrian Countdown Signal</p> </div>  <div style="border: 1px solid black; padding: 5px; margin-right: 20px;"> <p><i>Existing Freeway Drive Pedestrian Countdown Signal</i></p> </div>  </div>
<p>Install Americans with Disability Act (ADA) compliant curb ramps with detectable warning surfaces and a slope of less than 2%</p>	<p>Assists pedestrians of all ages to navigate a curb with a stroller and wheelchair, and for those with visual and mobility impairments.</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>Recommended ADA Curb Ramp</p>  </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p><i>Existing Freeway Drive Curb Ramp</i></p>  </div> </div>
<p>Evaluate signal cycle/pedestrian signal timing</p>	<p>Leading Pedestrian Intervals provide pedestrians with a 3-5 second “head start” over drivers, with better eye contact between pedestrians and motorists as it establishes the pedestrian further into the crosswalk. It also provides the most vulnerable pedestrians time to ascend and descend the curb before vehicles can begin turning movements.</p>
<p>Repaint crosswalks with reflective striping</p>	<p>Show pedestrians and motorists the desired path of crossing at each leg of the intersection. “Piano-Keys” or “Zebra” reflective crosswalk striping is a recommended enhancement for night-time vision. Crosswalk examples are provided on Page 22.</p>
<p>Install pedestrian-scale lighting along all sidewalks and intersections</p>	<p>Lighting provides pedestrian visibility to the motorist during the early morning and evening commute in the winter months. In addition to safety, lighting can be a security enhancement. Lighting is recommended at 9-12 feet in height.</p>

Freeway Drive West and North Arlington Avenue Intersection Recommendation:



In addition to the intersection recommendations provided on the previous page, adding a crosswalk with ADA compliant curb ramps and a pedestrian countdown signal head along the west leg of the ***Freeway Drive West and North Arlington Ave Intersection*** is highly recommended. During the workshop, pedestrians were seen walking along this leg of the intersection since it's the natural path a person would walk from the City's Main Street to destinations south of Freeway Drive and I-280. No pedestrian connection currently exists at this location.

Figure 4: Recommendations for Freeway Drive West & North Arlington Intersection



Freeway Drive West & East and Walnut Street Intersection Recommendation:

The intersections of Walnut Street and Freeway Drive West and East had the highest concentration of pedestrian crashes with 15 injuries and 4 fatalities from January 2003 to June 2011. The design of the intersection is reflective of a majority of the intersections looked at during the Workshop’s walking audit. All signalized intersection recommendations listed on Page 9 can be applied to this intersection. With these similarities, the question becomes why this intersection has a higher number of pedestrian injuries and fatalities than the other intersections on Freeway Drive West and East? One assumption for this high rate is that the intersection of Walnut Street and **Freeway Drive West** is the first intersection a driver encounters as they exit from the 65 mph I-280 to a 25 mph Freeway Drive West. Walnut Street and Freeway Drive East is also the last intersection a motorist encounters while driving along **Freeway Drive East** before increasing speed towards the 1-280 on-ramp. In both cases, the Walnut Street intersections, south and north of I-280, act as the transition from a 65 mph highway to a 25 mph Freeway Drive. Motorists may not be attentive to pedestrians using the intersection and may be speeding. As a result, this Workshop report recommends the use of gateway, way-finding, warning, and pedestrian signage to remind motorists they are driving through a neighborhood and to maintain slower speeds.

Figure 5: Location of Walnut Street Intersection



(2) Gateway & Way-finding Location Suggestions along Freeway Drive

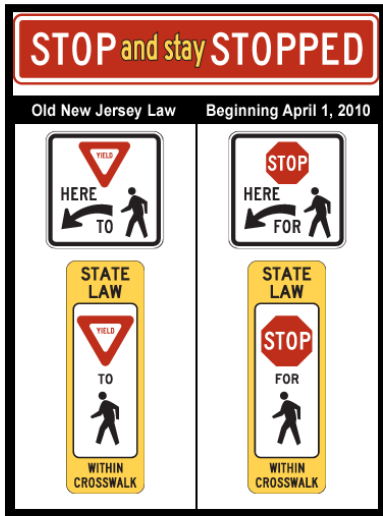


Provide gateway and way-finding signage along Freeway Drive East and West as motorists enter the City of East Orange and at on and off ramps from I-280. This provides a visual cue to motorists that they are traveling through a neighborhood with destinations that attract pedestrian crossings and become cognizant of speeding. Examples of gateway and way-finding signage are provided above. **Figure 6** below provides recommended location of Gateway and Wayfinding signage.

Figure 6: Recommended Location of Signage along Freeway Drive



Pedestrian Signage Along Freeway Drive East and West:



In addition to gateway and way-finding signage, pedestrian signage is recommended at key locations where motorist speeding and or significant pedestrian injuries and fatalities have occurred.



(3) Sidewalks along Freeway Drive West:

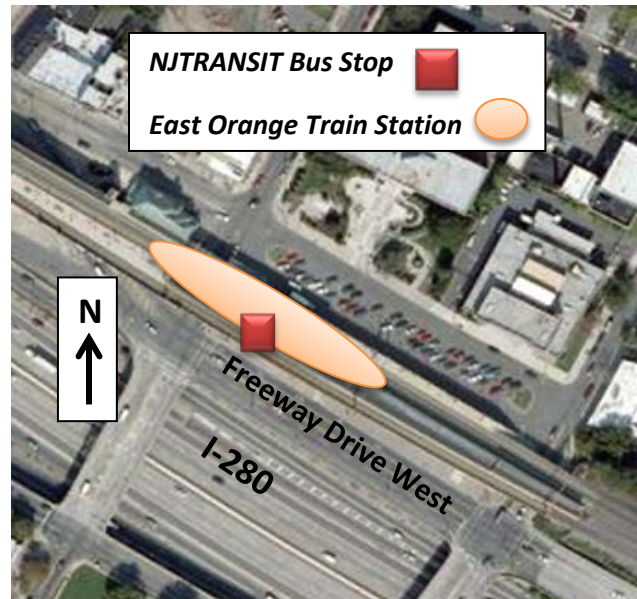


Prior to the finalization of this Workshop Report, existing tree and shrub overhang along Freeway Drive West from the elevated NJTRANSIT Morris & Essex Rail Line was trimmed back for sidewalk accessibility.

(4) Bus Stop Comfort & Safety:

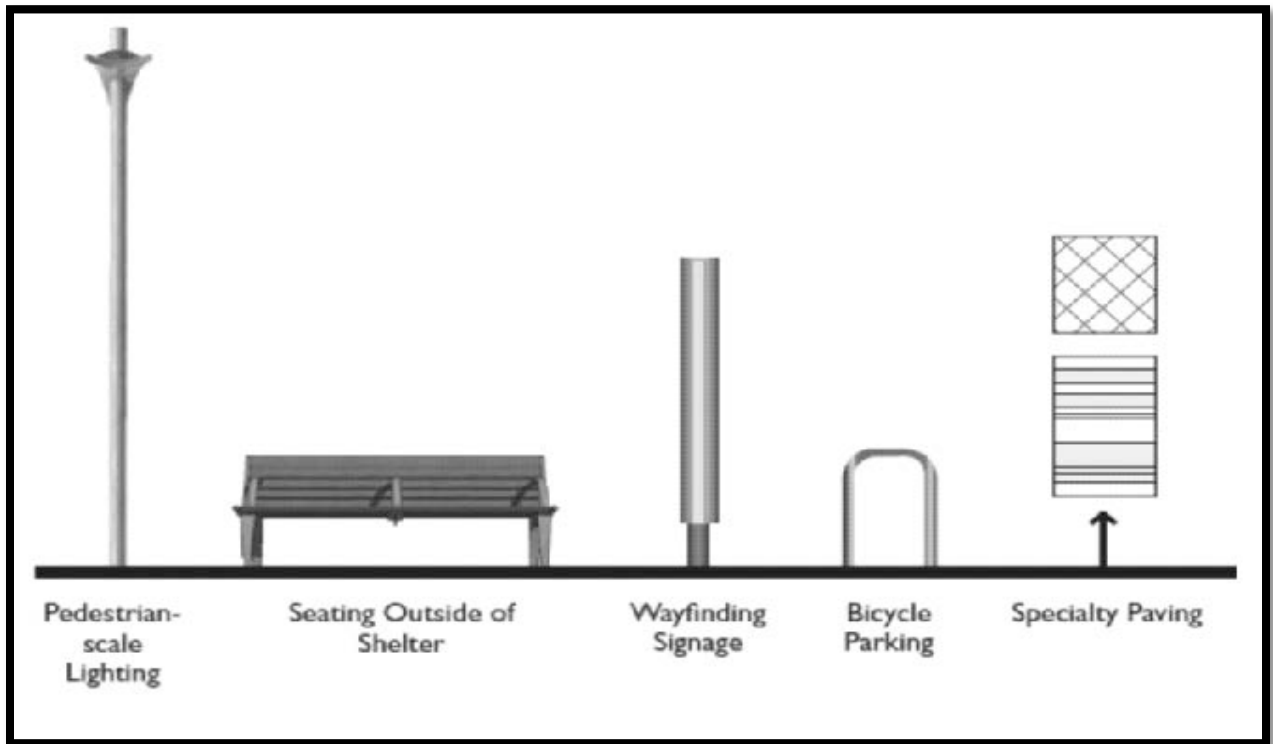
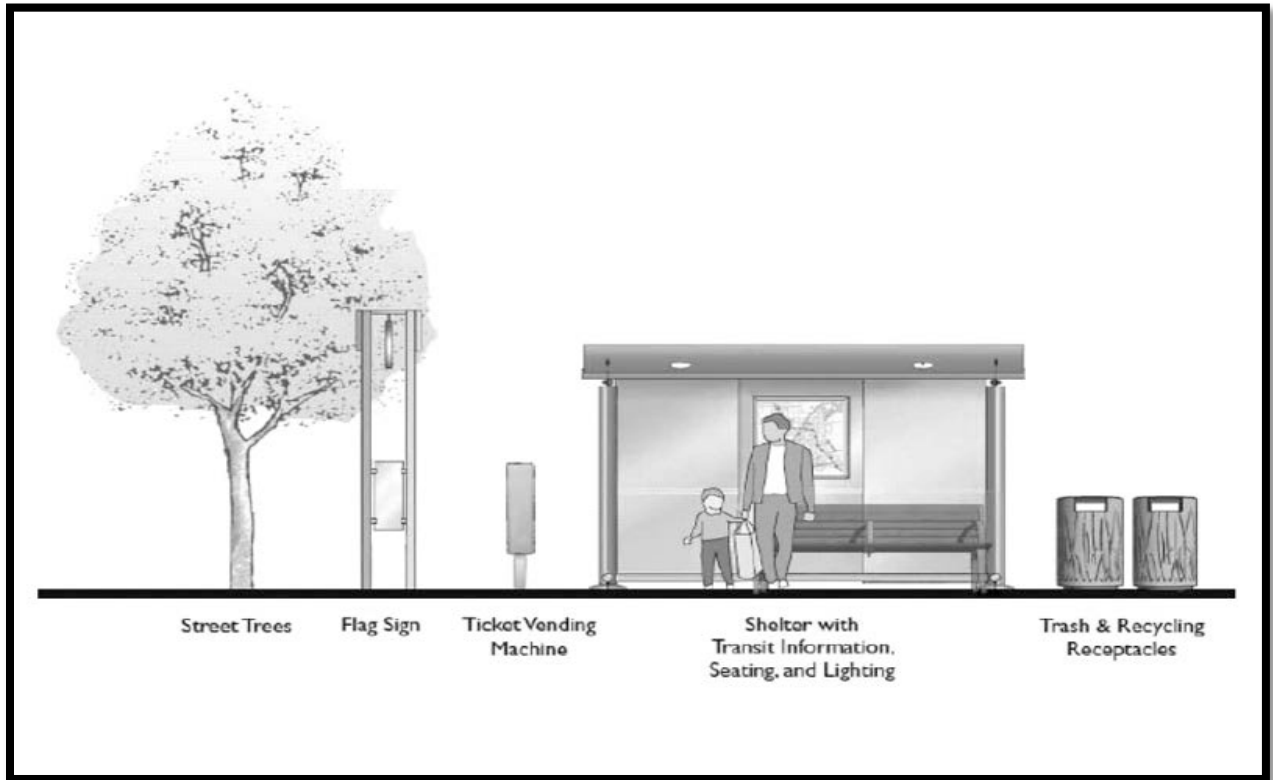
The East Orange Train Station has a high ridership bus stop on Freeway Drive West. Providing bus stop amenities for bus passenger comfort, convenience, and accessibility are highly recommended. During the walking audit, workshop participants noted that this bus stop, which serves the NJTRANSIT Routes 21, 71, 73, and 79 and Coach USA Route 77, had limited bus stop amenities. Workshop participants suggested adding the following design improvements:

- ***Benches*** provide a convenient waiting area for transit customers.
- ***Bus Shelters*** provide comfort and safety for transit riders from inclement weather. All shelters should be wheelchair accessible.
- ***Trash & Recycling Receptacles***
- ***Street Trees*** enhance beautification efforts at bus stops to make travel by transit more attractive.
- ***Bicycle Parking*** promotes multi-modal accessibility.
- ***Communication*** is vital to transit ridership. Municipalities are encouraged to provide bus stop location and route on city way-finding signage, as well as larger bus stop signs for resident and visitor transit users. In addition, NJTRANSIT has “my bus” service where passengers can text the bus stop number and receive information on where the bus is located. The City of East Orange can work with NJTRANSIT to ensure that “my bus” signs are installed at bus stops.



For additional information on how to upgrade an existing or new bus stop, refer to the North Jersey Transportation Planning Authority’s Bus Stop Safety Toolbox brochure: <http://www.njtpa.org/plan/studies/documents/BusStopSafetyToolboxweb.pdf>. The Toolbox is a resource that elected officials, municipalities, planning board members, and citizens can use to understand how a community and implementing agencies can work together to enhance the safety and accessibility of an existing or new bus stop. The brochure was one of the products of a year-long Pedestrian Safety at and Near Bus Stops Study by the NJTPA to promote transit, livability, and complete streets.

Figure 7: Bus Stop Amenity Examples



**Source: Transit Design Guidelines, San Benito County Local Transportation Authority*

Next Steps

A next step for the City of East Orange would be to pursue enforcement and education opportunities in traffic and pedestrian safety. The design of pedestrian facilities plays a large role in the comfort, safety, convenience, and accessibility of a neighborhood. Coupling these design initiatives with enforcement and education ensures a more successful walking environment, since motorist and pedestrian behaviors impact the elements of a walkable community.

Pedestrian and motorist safety education has been a focus at both the national and state level. New Jersey has been designated a Pedestrian Safety Focus State by the Federal Highway Administration's Safety Office due to the high number of pedestrian fatalities. Various organizations, both public and private, have taken a lead in being active within their communities to emphasize safety first in regards to mobility. At the national level, the National Highway Traffic Safety Administration provides a wealth of information regarding distracted driving and pedestrian safety. At the state level, the Department of Highway Traffic Safety provides grants and educational materials to reduce aggressive driving and jaywalking.

Enforcement is a great way to educate motorists and pedestrians. New Jersey's Department of Highway Traffic Safety and the Voorhees Transportation Center have provided support for Pedestrian Decoy Safety programs throughout the state. The program involves an undercover police officer in bright plain clothes at site specific crosswalk locations. The police officer attempts to cross at the crosswalk. Motorists who do not stop for them in the crosswalk are flagged by an enforcement officer who educates the driver by providing a warning or citation of crosswalk law infraction.

Conclusion

Freeway Drive East and West is a vital pedestrian connection for the City of East Orange with high motorist and pedestrian activity. Existing infrastructure within the walking environment includes train stations, a bus stop, sidewalks, and intersection crosswalks. Based on the workshop's walking audit and participant feedback, this report finds that Freeway Drive East and West is in need of pedestrian upgrades and maintenance of existing sidewalks.

Pedestrian suggestions for Freeway Drive East and West focused on (1) intersections, (2) signage, (3) sidewalks, and (4) the East Orange Train Station bus stop at Freeway Drive West and North Arlington Avenue. Intersection recommendations included ADA compliant curb ramps, pedestrian countdown signal heads, and re-striping crosswalks. An additional crosswalk, with an accompanying pedestrian signal head and ADA compliant crosswalk at the west leg of the Freeway Drive West and North Arlington Avenue intersection was suggested to accommodate pedestrian crossings at this location.

In addition to enforcement and educational grant opportunities from the New Jersey Division of Highway Traffic Safety, traffic calming techniques by way of design improvements was recommended through signage. Gateway and way-finding signage was

discussed, with location suggestions, to slow motorist speeds and raise awareness that they are entering a roadway with pedestrian activity.

Lastly, examples of bus stop amenities that would make bus passenger waiting times more comfortable, convenient, and accessible were provided. These bus stop design suggestions were developed for the high ridership bus stop that serves NJTRANSIT Routes 21, 71, 73, and 79 and Coach USA Route 77 transit stop. The bus stop currently has no benches, bus stop shelter, pedestrian lighting, street trees, receptacles, or way-finding signage.

The design recommendations listed in this Walkable Community Workshop report seek to raise awareness of the walking environment in the City of East Orange, and support the New Jersey Department of Transportation's Complete Streets Policy. The report can be used as a resource for public decision makers, municipalities, and citizens to improve the mobility of their community for all users of all ages and abilities.

APPENDIX



**City of East Orange
Walkable Community Workshop
November 15th, 2011
10:00AM – 12:30PM**

AGENDA

1. Welcome.....10:00
2. Walkable Community and Complete Streets Presentation.....10:15
 - Complete Streets Policy
 - Walking Environment
3. Walking Audit.....10:45
 - In field assessment
4. Design Solutions (Breakout Session).....11:30
 - Small team working groups
5. Presentation of Recommendations
6. Priorities and Action Plan
7. Next Steps, Questions, and Wrap up
8. Adjourn.....12:30

Workshop Participants

Name	Organization
Jillian Barrick	City Administrator, City of East Orange
Joseph Bianco, AIA/APA/PP	Principal Planner, City of East Orange
John Carlton	Landscape Architect, Carlton Design
Alex Dambach	Planning Director, City of East Orange
Tineen Howard	Principal Planner, NJ Department of Transportation
Andy Kaplan	Lead Traffic Safety Engineer, Rutgers CAIT Transportation Safety Resource Center (TSRC)
William Riviere	Planner, NJ Department of Transportation
Nora Shepard	Regional SRTS Coordinator, Meadowlink TMA
Robin Starkey	City of East Orange Public Library
John Strachan	NJ Division of Highway Traffic Safety
Brian Tobin	Project Manager, Rutgers CAIT - TSRC
Carl Turner	Assistant Director, Department of Public Works, City of East Orange
Michael Weber	Transportation Researcher, Rutgers CAIT - TSRC
Elmira Yasin	Bus Safety Supervisor, NJTRANSIT
Tommy Davis	NJTPA
Elizabeth Thompson	NJTPA

Pedestrian Image Resource: www.pedbikeimages.org



Edge Striping for Parking



Curb Extensions



High Visibility Crosswalk



ADA Compliant Curb Ramps



Bulb Out



Bulb Out with Parking

Piano Keys Crosswalk Sample



Pedestrian Injuries & Fatalities (2003 to June 2011)

Freeway Drive East and West from Arlington Ave to Halsted St

Crash Date	Crash Time	Cross Street	Environmental Condition	At Intersection	Light Condition	Severity	Surface Condition	Total Injured	Total Killed
2/5/2004	4:36 PM	S ARLINGTON AVE	Clear	No	Daylight	Injury	Dry	1	0
3/17/2005	7:33 AM	S ARLINGTON AVE	Clear	Yes	Daylight	Injury	Dry	1	0
6/9/2006	3:50 PM	S ARLINGTON AVE	Clear	Yes	Daylight	Injury	Dry	1	0
12/17/2006	7:42 AM	S ARLINGTON AVE	Clear	No	Daylight	Injury	Dry	1	0
4/15/2010	5:20 PM	S ARLINGTON AVE	Clear	No	Daylight	Injury	Dry	1	0
4/23/2003	1:10 PM	S WALNUT ST	Clear	Yes	Daylight	Injury	Dry	1	0
6/21/2003	9:20 PM	N WALNUT ST	Rain	Yes	Dark (Street Lights On/ continuous)	Injury	Wet	1	0
12/28/2003	11:15 AM	S WALNUT ST	Clear	No	Daylight	Injury	Dry	1	0
9/24/2004		S WALNUT ST	Clear	No	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
9/24/2004		S WALNUT ST	Clear	No	Dark (Street Lights On/ continuous)	Fatal	Dry	0	1
11/30/2004	6:45 PM	S WALNUT ST	Clear	Yes	Dusk	Injury	Dry	1	0
7/18/2005	1:04 PM	S WALNUT ST	Clear	Yes	NULL	Fatal	Dry	0	1
3/18/2006	12:10 PM	S WALNUT ST	Clear	Yes	Daylight	Injury	Dry	1	0
9/29/2006	6:44 PM	WALNUT ST	Clear	Yes	Dusk	Fatal	Dry	0	1
1/8/2008	8:43 AM	S WALNUT ST	Clear	Yes	Daylight	Injury	Dry	1	0
1/22/2009	7:30 PM	S WALNUT ST	Clear	Yes	Dark (Street Lights On/ spot)	Injury	Dry	1	0
9/11/2010	12:40 AM	S WALNUT ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
6/11/2011	11:18 PM	S WALNUT ST	Rain	Yes	Dark (Street Lights On/ continuous)	Fatal	Wet	0	1
6/13/2011		S WALNUT ST	Clear	Yes	Daylight	Injury	Dry	1	0
7/20/2011	10:30 PM	S WALNUT ST	Clear	Yes	Dark (No Street Lights)	Injury	Dry	1	0
2/17/2007	3:46 AM	N BURNET ST	Clear	No	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
11/30/2007	11:00 PM	S BURNET ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
9/30/2010	6:43 AM	S BURNET ST	Rain	Yes	Daylight	Injury	Wet	1	0
1/29/2011	7:34 PM	S BURNETT ST	Snow	Yes	Dark (Street Lights Off)	Injury	Wet	1	0
8/16/2004	3:20 PM	S CLINTON ST	Clear	Yes	Daylight	Injury	Wet	1	0
8/24/2005	8:35 AM	S CLINTON ST	Clear	No	Daylight	Injury	Dry	1	0

Crash Date	Crash Time	Cross Street	Environmental Condition	At Intersection	Light Condition	Severity	Surface Condition	Total Injured	Total Killed
12/21/2007	6:32 PM	S CLINTON ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Dry	2	0
9/26/2004	6:40 PM	S CLINTON ST	Clear	Yes	Daylight	Injury	Dry	1	0
5/2/2010	8:30 PM	S CLINTON ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
10/21/2010	4:30 PM	S CLINTON ST	Clear	Yes	Daylight	Injury	Dry	1	0
1/13/2011	6:30 PM	S CLINTON ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
3/8/2011	2:45 PM	S CLINTON ST	Clear	No	Daylight	Injury	Dry	1	0
6/17/2011	8:25 AM	S CLINTON ST	Clear	Yes	Daylight	Injury	Dry	1	0
10/29/2003	3:30 PM	HALSTED ST	Rain	Yes	Daylight	Injury	Wet	1	0
9/28/2004	4:00 PM	HALSTED ST	Rain	Yes	Dark (Street Lights On/ continuous)	Injury	Wet	1	0
2/6/2007	7:30 PM	HALSTED ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
2/27/2008	6:23 PM	HALSTED ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
7/7/2008	1:15 PM	HALSTED ST	Clear	Yes	Daylight	Injury	Dry	1	0
1/29/2009	8:01 AM	HALSTED ST	Clear	No	Daylight	Injury	Slush	1	0
5/1/2009	8:00 AM	HALSTED ST	Overcast	No	Daylight	Injury	Dry	1	0
11/23/2009	9:10 PM	HALSTED ST	Rain	Yes	Dark (Street Lights On/ continuous)	Injury	Wet	1	0
2/14/2010	6:30 PM	HALSTED ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Snowy	1	0
2/16/2011	10:40 PM	HALSTED ST	Clear	No	Dark (Street Lights On/ continuous)	Injury	Dry	1	0
6/20/2011	8:43 PM	HALSTED ST	Clear	Yes	Dark (Street Lights On/ continuous)	Injury	Dry	1	0