

Technical Memorandum

I-290

Preliminary Engineering
and Environmental (Phase I) Study
West of Mannheim Road to East of Cicero Avenue

Crash Report

Addendum 1

April 2011

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1.0 Introduction

This addendum was prepared to provide additional analysis and further identification of crash trends in the following three areas:

- Portions of the I-290 mainline having high crash rates, with an emphasis on the presence of Driving Under the Influence (DUI) and distracted driving crashes
- Non-Motorized (pedestrian and bicyclist) crashes with motor vehicles
- Pace and CTA bus transit crashes

Data for the additional detail was provided by police crash data & reports provided by IDOT and from crash data provided by Pace and CTA.

1.1 Terminology

Injury crashes are assigned a letter based on the level of injury severity. The severity categories are:

Type "K" Crash: A crash in which one or more fatalities occurred.

Type "A" Crash: A crash in which one or more incapacitating injuries occurred. One or more of the vehicle occupants could not leave the scene of the crash without medical assistance. "K" and "A" crashes as a group are also referred to by federal policy as "serious injury" crashes.

Type "B" Crash: A crash in which there were no incapacitating injuries, but where one or more of the vehicle occupants had visibly apparent injuries.

Type "C" Crash: A crash in which there were no visibly apparent injuries, but where a possible injury had occurred because of a complaint of pain by one or more of the vehicle occupants.

Type "P" (Property Damage Only) Crash: A crash where there were no injuries, but where property damage occurred to one or more vehicles and/or a roadside object or barrier.

2.0 Mainline High Crash Segment Analysis

In order to better define the contribution of crash factors such as the frequency of distracted driving, driving under the influence, age and other factors in the overall crash totals, a detailed review of 1,341 individual police crash reports was performed on the three high crash segments of I-290.

2.1 Methodology

For the analysis of the I-290, three mainline segments having the highest occurrence of crashes were identified for in depth review:

- Westbound I-290 at Harlem Avenue – MP 21.31 to MP 21.98
- Westbound I-290 at Austin Boulevard – MP 17.53 to MP 19.04
- Eastbound I-290 from Mannheim Road to 17th Avenue – MP 17.53 to MP 19.04

Data gathered from IDOT included tabular crash data for years 2006, 2007, and 2008 (matches overall crash analysis data), as well as hardcopy printouts of actual police reports for all crashes occurring in the segment specified. The tabular data included crash report record numbers, mile stations, date and time of the crash, crash type utilizing Illinois State Police definitions, date of birth of drivers, road conditions, weather conditions, lane number, vehicle types involved and whether the crash is classified as K or A. Hard copy police reports provided additional information (in most cases) pertaining to the circumstances of the crash via a written narrative.

Driver age was calculated using the drivers' date of birth and the date of the crash. Crashes involving driver distraction and DUI were counted by tabulating the crashes based on the crash cause and description given in the crash report. The type of driver distraction was also broken down into distractions inside and outside the vehicle and identified exactly if such information was provided (e.g. inside vehicle distraction involving a beverage). The traffic lane in which a crash occurred was included in the analysis when provided by the crash reports.

Driving Under the Influence (DUI) of alcohol (blood alcohol content of 0.08% or greater in Illinois), is a contributing factor in many severe crashes. Nationwide, 31.4% of the 34,017 fatal crashes were identified as DUI-related in 2008. In Illinois, 362 of 1,043 highway fatalities (34.7%) were DUI-related. The trend nationwide and in Illinois is toward lower overall fatalities and lower percentages of DUI related fatalities over the last several years. For instance, in Illinois, overall highway fatalities declined 30% from 1,355 in 2004 to 1,043 in 2008, and DUI-related fatalities decreased 27% from 2004 to 2008 in actual numbers (458 to 362) but increased slightly as a percentage of all fatalities (33.8% to 34.7%). Fatal DUI crashes usually occur in nighttime or early dawn conditions; for the year 2008 in Illinois, 39% of overall fatal crashes occurred between the hours of 9 P.M and 6 A.M., but 68% of all DUI-related fatal crashes occurred within the same hours.¹ On the I-290 mainline, 14 of 67 (21%) fatal or incapacitating injury crashes were identified as DUI-related.

2.1.1 I-290 WB at Harlem Avenue – MP 21.31 to MP 21.98

This 0.67 mile long, 3-lane westbound I-290 segment is centered on the Harlem Avenue interchange, and encompasses both the left-hand exit and entrance ramps. During the three year period, this segment experienced a total of 303 crashes (452 crashes per mile), with two Type A severity crashes and one fatality (Table 2-1). Of the 303 total crashes, 10 were identified as having a driver under the influence. Six crashes were noted by the reports as being caused by a distracted driver; 4 due to distractions inside the vehicle, and 2 outside distractions.

The greatest number of crashes, 62% occurred during congested periods with 39% of the crashes attributed specifically to "failure to reduce speed to avoid a crash." The driver age group with the greatest number of crashes was 20-29, representing almost a third of the crashes in this segment. Of the crashes where a lane position was identified, the far left lane (the lane adjacent to the entrance and exit ramps) had the greatest number of crashes; however the majority of crash reports did not identify a vehicle lane position.

¹ National Highway Traffic Safety Administration FARS Encyclopedia report (accessed from website).

Table 2-1 - Crash Summary I-290 WB at Harlem Avenue

Westbound I-290 at Harlem Avenue (MP 21.31 to MP 21.98)		Total Crashes
		303
Crash Categories – Top 10	# of Crashes	% of Total
During Congested Periods	187	61.7%
Hit and Run Crashes	33	10.9%
Crash Due to Weather Conditions	18	5.9%
DUI/Controlled Substance	10	3.3%
Drowsiness	10	3.3%
Medical (Physical Health of Driver)	8	2.6%
Distraction Inside Vehicle	4	1.3%
Crashes on Shoulders	3	1.0%
Distraction Outside Vehicle	2	0.7%
Glare/Sun	2	0.7%
# K & A Crashes	# of Crashes	% of Total
K (Fatal)	1	0.3%
A (Incapacitating Injury)	2	0.7%
Crash Description – Top Five (Illinois State Police Classification #)	# of Crashes	% of Total
Failure to reduce speed to avoid crash (28)	117	38.6%
Following too closely (3)	57	18.8%
Improper lane usage (20)	52	17.2%
Driving skills/knowledge/experience (15)	24	7.9%
Improper overtaking/passing (4)	8	2.6%
Travel Lane Position	# of Crashes	% of Total
Left - 1	46	15.2%
Center - 2	32	10.6%
Right - 3	19	6.3%
Not Identified	206	68.0%
Age of Driver	# of Crashes	% of Total
<=19	19	6%
20-29	89	29%
30-39	64	21%
40-49	52	17%
50-59	26	9%
60-69	10	3%
70-79	7	2%
>=80	1	0%
No Age Reported	35	12%

2.1.2 I-290 WB at Austin Boulevard – MP 22.76 to MP 23.60

This 0.84 mile long segment of westbound I-290 includes the left-hand exit and entrance ramps of the Austin Boulevard interchange, and the right hand entrance ramp from Central Avenue. I-290 is four lanes from the east; then it reduces to three lanes as the far left lane becomes the Austin Boulevard off ramp. During the three year period, this segment experienced a total of 469 crashes (558 crashes per mile), with 8 Type A severity crashes and 1 fatality (Table 2-2). Of the 469 total crashes, 4 were identified as having a driver under the influence. 11 crashes were noted by the reports as being caused by a distracted driver; 8 due to distractions inside the vehicle, and 3 outside distractions.

The majority of crashes in this segment (62%) occurred during congested periods. 39% of the crashes were specifically attributed to a “failure to reduce speed to avoid a crash.” Notably, these percentages are similar to those at occurring at the Harlem Avenue interchange. However, the Austin segment had a higher overall number of crash incidents than the Harlem segment (469 vs. 303). The driver age group with the greatest number of crashes was 20-29, representing over a third of the crashes in this segment. Of the crashes where a lane position was identified, the second lane from the left had the greatest number of crashes reported. This is attributed to the merging activities that occur at the Austin Boulevard exit ramp, where the far left lane (lane 4) ends as the exit ramp, and continuing west as three lanes. Here, through traffic in lane 4 merges right to lane 3 to avoid a forced exit to Austin Boulevard, creating a higher crash potential.

Table 2-2 - Crash Summary I-290 WB at Austin Boulevard

Westbound I-290 at Austin Boulevard (MP 22.76 to MP 23.6)		Total Crashes
		469
Crash Categories – Top 10	# of Crashes	% of Total
During Congested Periods	290	61.8%
Hit and Run Crashes	33	7.0%
Crash Due to Weather Conditions	10	2.1%
Distraction Inside Vehicle	8	1.7%
Distraction Outside Vehicle	3	0.6%
DUI/Controlled Substance	4	0.9%
Drowsiness	4	0.9%
Medical (Physical Health of Driver)	3	0.6%
Glare/Sun	2	0.4%
Crashes on Shoulders	0	0.0%
# K & A Crashes	# of Crashes	% of Total
K (Fatal)	1	0.3%
A (Incapacitating Injury)	8	1.7%
Crash Description – Top Five (Illinois State Police Classification #)	# of Crashes	% of Total
Failure to reduce speed to avoid crash (28)	181	38.6%
Following too closely (28)	126	26.9%
Improper lane usage (3)	67	14.3%
Driving skills/knowledge/experience (15)	21	4.5%
Weather (11)	10	2.1%
Travel Lane Position	# of Crashes	% of Total
Left - 1	89	19%
2	94	20%
3	56	12%
Right - 4	7	1%
Not Identified	223	48%
Age of Driver	# of Crashes	% of Total
<=19	18	4%
20-29	171	36%
30-39	77	16%
40-49	67	14%
50-59	49	10%
60-69	30	6%
70-79	8	2%
>=80	3	1%
No Age Given	46	10%

2.1.3 I-290 EB from Mannheim Rd. to 17th Ave. – MP 17.53 to MP 19.04

This 1.51 mile long segment of eastbound I-290 extends from the Mannheim Road overpass to the 17th Avenue overpass, and includes the 25th Avenue interchange ramps. Here, I-290 consists of three through lanes with a fourth auxiliary lane that connects the eastbound C-D road to the 25th Avenue off ramp. During the three year period, this segment experienced a total of 569 crashes (376 crashes per mile), with 8 Type A severity crashes and 1 fatality (Table 2-2). Of the 569 total crashes, 4 were identified as having a driver under the influence. 33 crashes were noted by the reports as being caused by a distracted driver; 12 due to distractions inside the vehicle, and 21 outside distractions.

The majority of crashes (53%) occurred during congested periods. 36% of the crashes were specifically attributed to "failure to reduce speed to avoid a crash." The driver age group with the greatest number of crashes was 20-29, representing almost a third of the crashes in this segment. Of the crashes where a lane position was identified, the second lane from the right had the greatest number of crashes reported. This is attributed to the weaving that occurs by vehicles merging left onto I-290 from the auxiliary lane and vehicles merging right from I-290 into the auxiliary lane to exit to 25th Avenue.

Table 2-3 - Eastbound I-290 - Mannheim Road to 17th Ave Crash Summary

Eastbound I-290 - Mannheim Rd. to 17th Ave (MP 17.53 to 19.04)		Total Crashes
		569
Crash Categories – Top 10	# of Crashes	% of Total
During Congested Periods	300	52.7%
Hit and Run Crashes	34	6.0%
Distraction Outside Vehicle	21	3.7%
Distraction Inside Vehicle	12	2.1%
Crash Due to Weather Conditions	11	1.9%
DUI/Controlled Substance	6	1.1%
Medical (Physical Health of Driver)	3	0.5%
Glare/Sun	2	0.4%
Drowsiness	2	0.4%
Crashes on Shoulders	1	0.2%
# K & A Crashes	# of Crashes	% of Total
K (Fatal)	1	0.3%
A (Incapacitating Injury)	8	1.4%
# K & A Crashes	# of Crashes	% of Total
Failure to reduce speed to avoid crash (28)	204	35.9%
Following too closely (3)	119	20.9%
Improper lane usage (20)	105	18.5%
Driving skills/knowledge/experience (15)	38	6.7%
Improper overtaking/passing (4)	22	3.9%
Travel Lane Position	# of Crashes	% of Total
Left – 1	107	18.8%
2	105	18.5%
3	124	21.8%
Right – 4	1	0.2%
Not Identified	232	40.7%
Age of Driver	# of Crashes	% of Total
<=19	31	5%
20-29	172	30%
30-39	113	20%
40-49	99	17%
50-59	77	14%
60-69	27	5%
70-79	6	1%
>=80	1	0%
No Age Reported	43	8%

2.2 Conclusions

The data suggests that most crashes within high crash segments occur during traffic congestion on I-290, and that congestion is the predominant factor contributing to crashes within these high crash locations. Driver statements in the reports support this notion, with several of them reporting that traffic was moving and then suddenly came to a stop, leaving no time to stop or maneuver to avoid striking another vehicle.

Although there were some crashes that involved a driver under the influence and distracted drivers, none of the high crash locations reviewed had greater than 6% of these types of crashes, combined. By comparison to national crash information published by the National Highway Traffic Safety Administration (NHTSA)^{2,3}, the high crash segment analysis suggests that alcohol- and distracted driving-related crashes for I-290 in the study area were similar to or lower than national trends for impaired or distracted driving:

Table 2-4 - Study Area vs. NHTSA DUI & Distracted Driving Crashes percentages

	I-290 High Crash Segments	NHTSA Data
DUI	.9% to 3.3%	7%
Distracted Driver	2.0% to 5.8%	17%

A detailed review of the high crash location data did not reveal any additional crash factors that were not already identified in the July 2010 Crash Analysis; furthermore, the detailed review did not reveal any contraindications of crash patterns or likely causative factors when compared to the previous analysis. Therefore, there are no revisions to the conclusions of the July 2010 Crash Analysis.

² "Distracted Driving 2009", National Highway Traffic Safety Administration 2009 (DOT HS 811 379)

³ "Traffic Safety Facts", National Highway Traffic Safety Administration 2004 (DOT HS 809 911)

3.0 Non-Motorized (Pedestrians/Bicyclists)

3.1 Methodology

Non-Motorized (Pedestrian and Bicyclist) crashes were reviewed in the I-290 study area for the period of 2006-2008 using IDOT data and crash reports. This data helps planners in identifying high crash locations for non-motorized modes for future roadway safety and design considerations.

This review was performed by reviewing the crash reports and separating the crash data by intersection, location on the street (e.g. midblock, crosswalk), and primary reason (i.e. distracted driver or pedestrian). Data about whether the driver or victim was under the influence and whether the crash was a hit and run was also determined.

3.2 Results

The available data shows that of the 42 total crashes involving non-motorized users, 28 were pedestrian and 14 were bicyclist (pedacyclist). Crashes with pedestrians in the crosswalk counted for 22 of the crash locations, followed by pedestrian in the street with 7 crash instances. Harrison Street, which parallels closely to I-290 in several areas, had 10 crashes. Garfield Street, which also parallels I-290, accounted for 5 crashes.

There were no incidents where the driver of the vehicle was found to be under the influence, however, in two crashes the bicyclist was under the influence. Injury crashes included six Type A (5-pedestrian, 1-pedacyclist), 14 Type B (9-pedestrian, 5-pedacyclist), 17 Type C (13-pedestrian, 4-pedacyclist), and two Type K (2-pedestrian) crashes. Distracted driving was cited in three crashes, one due to a cell phone and the other two attributed to sunlight. There were 12 hit and run crashes where the motor vehicle left the scene of the crash after striking the pedestrian or bicyclist.

Time of day analysis shows that for the time period 2006-2008, 30 crashes (71%) occurred between 12 pm and 12 am, with half of those crashes occurring in the late afternoon and early evening, between 4 pm and 8 pm.

The primary cause (as defined in the crash reports) was due to the failure of the driver to yield the right of way, which resulted in 13 crashes. A crash cause could not be determined in 7 of the overall non-motorized crashes.

3.3 Conclusions

The review of the pedestrian crashes shows that the majority of the crashes that involve pedestrians occur at crosswalks where driver, bicyclist, and pedestrian travel patterns intersect. Several of the crash reports cite pedestrian crosswalk crashes occurring due to a vehicle turning from one street onto another.

Review of annual non-motorized crash data for annual crash trends is inconclusive. There was an increase in total crashes from 2006 to 2007 but then a sharp decrease from 2007 to 2008.

Table 3-1 – Study Area Bike/Pedestrian Total Crashes By Year

2006	2007	2008
14	19	9

Nearly half of the pedestrian crashes occurred on Harrison and Garfield Streets, which closely parallel I-290. A determination could not be made of traffic volumes' contribution to crash exposure along these streets (traffic counts on these streets were unavailable at the time of this analysis).

Most of the reported non-motorized crashes resulted in an injury (88% or 37 out of 42); this is a much higher percentage than injury-related crashes as a whole within the I-290 corridor (12% or 725 out of 6,066⁴).

4.0 PACE/CTA Transit

4.1 Methodology

Crash data for the analysis of bus transit crashes was provided by Pace suburban bus service and the Chicago Transit Authority (CTA). The data provided by Pace was for the period of 2007-2009 and from 2009-2010 from the CTA. Neither datasets included information regarding injuries sustained in the crashes. Crash data for bus routes located partly or entirely within the study area was requested, and all CTA and PACE crash data provided is within the study area boundaries.

The PACE bus data provided only the type of crash using the crash description provided. Additional information on Pace bus crashes was sought by cross-referencing that data to the IDOT crash data based on the date and description of the crash.

CTA data provided the route number and name, time of day, and the object the bus collided with. The data was for 2009 through August 2010 and therefore could not be cross-referenced with the 2006-2008 IDOT data that was available.

4.2 PACE Bus

The correlation of Pace & IDOT crash data resulted in two exact matches and three possible matches. Due to limited information, the Pace data could only be classified by types of crashes. The results showed that in three years, there were a total of 15 crashes involving Pace vehicles. Of the total, there were five sideswipe crashes, two rear end crashes where the bus was in

⁴ I-290 Preliminary Engineering and Environmental (Phase I) Study Crash Analysis, July 2010

motion, and two instances where the vehicle was hit due to the other driver losing control of their vehicle.

4.3 CTA Bus

CTA crash data allowed crashes to be separated out by time of day, object struck (e.g. another vehicle, pedestrian, fixed object), and route (Table 4-1)

There were 161 crashes in the period January 2, 2009 through August 19, 2010. Bus Route 54 (Cicero Avenue) had the most number of crashes with 31 followed by Bus Route 72 (North Avenue) with 22 crashes and Bus Route 85 (Central Avenue) and Bus Route 91 (Madison Street) with 17 crashes each.

Collisions with other vehicles accounted for 142 crashes, while there were 11 crashes involving a fixed object, and four crashes with a pedestrian.

CTA reported that 15 bus collisions were reported to the FTA as 'major' due to one or more people being transported for medical care.

The evening rush period had the greatest number of crashes. This is observed in the 3-4 pm time period which had 20 crashes followed by 5-6 pm with 17 crashes and 4-5 pm with 15 crashes.

Table 4-1 - CTA Bus Crash Summary

CTA Bus Crashes	Total Crashes	
	161	
Crashes By Route	# of Crashes	% of Total
#54 - Cicero	31	19%
#72 - North	22	14%
#85- Central	17	11%
#91- Austin	17	11%
#20 - Madison	15	9%
#57 - Laramie	14	9%
#12 - Roosevelt	8	5%
#66 - Chicago Avenue	8	5%
#70- Division	8	5%
#126 - Jackson	7	4%
#90 - Harlem	6	4%
#21- Cermak	4	2%
#86 - Narragansett/Ridgeland	4	2%
Crashes By Collision Type	# of Crashes	% of Total
Vehicle	142	88%
Fixed Object	11	7%
Pedestrian	4	2%
Null	3	2%
CTA Vehicle	1	1%
Crashes By Time of Day	# of Crashes	% of Total
12 am to 5am	5	3%
6 am	6	4%
7 am	7	4%
8 am	9	6%
9 am	7	4%
10 am	8	5%
11 am	7	4%
12 pm	13	8%
1 pm	8	5%
2 pm	5	3%
3 pm	20	12%
4 pm	15	9%
5 pm	17	11%
6 pm	12	7%
7 pm	4	2%
8 pm	7	4%
9 pm	5	3%
10 pm	3	2%
11 pm	3	2%

4.4 CTA Rail (Blue Line)

Three crash incidents along the Blue Line in the I-290 focused study area were reported by the CTA for the time periods requested. In general, there are few opportunities for CTA Rail Transit vehicles and autos, trucks, buses, bicycles or pedestrians to interact, thus diminishing most potential conflicts. Within the study area, the CTA rail transit vehicles are separated either vertically, by use of a grade separation, or horizontally by means of a concrete barrier.

The CTA rail crashes involved an automobile or truck leaving the roadway and striking CTA facilities or adjacent barriers:

6/11/2009 - Near Central - in which a car crashed on the expressway and came to rest on the Blue line tracks.

10/13/2009 - Near Austin - in which a truck made contact with the retaining wall. There was concern with possible debris on the CTA right of way.

3/26/2010 - Near the Old Central Station - in which a truck overturned on the expressway and moved the barrier fence; CTA reduced speed to make clearance (presumably until repairs were made).

These reported incidents occurred in 2009 & 2010 and therefore was not able to be cross-referenced to the 2006, 2007, & 2008 IDOT crash data to evaluate specific causes or factors. This data will be cross-referenced to the 2009 data when available.

4.5 Conclusions

An evaluation of the provided crash data found that it is difficult to identify any trends with respect to bus and rail transit crashes, especially as it relates to the I-290 Corridor. Table 4-2 presents total study area PACE and CTA crashes by year. Review of annual PACE and CTA data for crash trends is inconclusive. The PACE data shows little change in the number of crashes during the three years of crash data they provided. Since the CTA data only covers years 2009 and 2010, it there is insufficient data to identify a trend in the number of CTA crashes one way or another.

Table 4-2 - Study Area PACE & CTA Crashes by Year

	2007	2008	2009	2010
PACE	4	6	4	
CTA			98	63

The robust dataset analyzed by IDOT for the years 2006 through 2008, and crash data available for subsequent years, will be used to assess safety needs and assist in the development and evaluation of alternatives.

Appendix A

IDOT - Non Motorized Crash Data (2006, 2007, 2008)

Non Motorized Crash Data

Location	Crash Date	Ped/Bicycle	Cause Primary	Total KIL	Total INJ	Total A INJ	Hit and Run	Location	Notes
Bellwood Ave. & Harrison	7/19/2006 5:05 PM	Pedestrian	Not applicable				Yes	Street	Passing vehicle hit ped
25th AVENUE	6/21/2007 7:10 AM	Pedalcyclist	Improper turning/no signal	0	1	0		Street	
25TH AVENUE & Harvard	5/10/2008 1:58 PM	Pedalcyclist	Not applicable	0	1	0		Street	Bicyclist Intoxicated
16TH AVENUE & Harrison	5/24/2007 10:19 PM	Pedestrian	Not applicable				Yes	Street	
9TH AVENUE	6/8/2006 6:14 PM	Pedalcyclist	Not applicable	0	1	0	Yes		Bicyclist Intoxicated
9TH AVENUE & Van Buren	8/7/2007 4:11 PM	Pedestrian	Not applicable	0	1	0		Crosswalk	
1ST AVENUE	5/13/2007 2:39 AM	Pedestrian	Failure to yield right of way	0	1	0	Yes	Intersection	
DES PLAINES AVENUE	4/26/2006 11:05 AM	Pedestrian	Failure to yield right of way	0	1	0	Yes	Crosswalk	
DES PLAINES AVENUE	6/17/2007 1:24 PM	Pedalcyclist	Failure to yield right of way	0	1	0			
CIRCLE AVENUE	11/1/2007 3:35 PM	Pedestrian	Failure to yield right of way	0	1	0			
CIRCLE AVENUE	6/13/2008 7:30 PM	Pedalcyclist	Equipment vehicle condition	0	0	0			
CIRCLE AVENUE	9/28/2008 12:25 PM	Pedestrian	Failure to reduce speed to avoid crash	0	1	1			
HARLEM AVENUE & Garfield	10/21/2006 10:30 AM	Pedestrian	Failure to yield right of way				Yes	Crosswalk	
HARLEM AVENUE & I290	2/17/2006 12:40 AM	Pedestrian	Failure to reduce speed to avoid crash					Crosswalk	
HARLEM AVENUE & Jackson	10/27/2007 4:08 PM	Pedalcyclist	Failure to yield right of way					Intersection	Sun blinded Driver
HARLEM AVENUE & Harrison	12/21/2007 5:10 PM	Pedalcyclist	Failure to yield right of way					Crosswalk	
HARLEM AVENUE & Garfield	3/14/2008 2:00 PM	Pedestrian	Failure to yield right of way					Crosswalk	

Location	Crash Date	Ped/Bicycle	Cause Primary	Total KIL	Total INJ	Total A INJ	Hit and Run	Location	Notes
HARLEM AVENUE & Garfield	10/18/2008 3:39 PM	Pedalcyclist	Unable to determine					Crosswalk	Possible Cell phone use by driver
EAST AVENUE & Van Buren	5/13/2008 4:00 PM	Pedestrian	Failure to yield right of way	0	1	1	Yes		Skateboarder hit car
EAST AVENUE	5/28/2007 5:41 PM	Pedestrian	Unable to determine	0	1	0		Street	
EAST AVENUE & Garfield	10/16/2008 4:50 PM	Pedestrian	Vision obscured	0	0	0		Crosswalk	Sun blinded Driver
RIDGELAND AVENUE & Harrison	1/12/2006 8:45 AM	Pedestrian	Failure to yield right of way	0	1	0		Crosswalk	
RIDGELAND AVENUE & Harrison	2/2/2007 8:30 AM	Pedestrian	Failure to yield right of way	0	1	1		Crosswalk	
AUSTIN Blvd	6/6/2007 1:00 PM	Pedestrian	Not applicable	0	1	0	Yes	Bus Stop	
AUSTIN Blvd	7/20/2007 8:35 PM	Pedalcyclist	Unable to determine	0	1	0			
AUSTIN Blvd & Railroad	8/18/2006 7:15 PM	Pedalcyclist	Unable to determine	0	1	0		Crosswalk	
AUSTIN Blvd & Harvard	8/22/2006 7:10 PM	Pedestrian	Failure to reduce speed to avoid crash	0	1	0		Crosswalk	
CENTRAL AVENUE & Harrison	11/21/2007 5:00 PM	Pedestrian	Not applicable	0	1	0		Street	
CENTRAL AVENUE & Harrison	12/22/2007 8:35 PM	Pedestrian	Failure to yield right of way	0	1	0		Crosswalk	
CENTRAL AVENUE	7/28/2008 10:33 AM	Pedestrian	Operating vehicle in erratic, reckless, careless, negligent or aggressive manner	0	1	0			Ped left scene
CENTRAL AVENUE	6/14/2007 1:20 PM	Pedestrian	Not applicable	0	1	1	Yes	Street	Vehicle left scene
CENTRAL AVENUE & Flournoy	1/26/2006 7:45 AM	Pedestrian	Failure to yield right of way	0	1	0	Yes	Crosswalk	Vehicle left scene
CENTRAL AVENUE & EB Ent. 290	9/3/2006 4:40 PM	Pedalcyclist	Not applicable	0	1	0		Crosswalk	Bicyclist hit vehicle

Location	Crash Date	Ped/Bicycle	Cause Primary	Total KIL	Total INJ	Total A INJ	Hit and Run	Location	Notes
CENTRAL AVENUE & I290	12/22/2006 7:45 AM	Pedestrian	Unable to determine	0	1	0		Crosswalk	
CENTRAL AVENUE & EB Ent. 290	10/1/2007 5:15 PM	Pedalcyclist	Not applicable	0	1	0		Crosswalk	Bicyclist hit vehicle
CENTRAL AVENUE & WB Exit 290	11/5/2007 10:53 AM	Pedalcyclist	Unable to determine	0	1	0		Crosswalk	
LARAMIE AVENUE & Harrison	12/12/2006 7:12 PM	Pedestrian	Not applicable	0	1	0	Yes	Crosswalk	Ped entered intersection without walk signal
Clarence Ave. & Harrison	2/11/2006 3:40 PM	Pedestrian	Exceeding safe speed for conditions					Mid block	Child ran into street
Humphrey & Harrison	3/16/2006 6:00 PM	Pedestrian	Failure to reduce speed to avoid crash					Crosswalk	
Maple St. & Garfield	6/21/2007 12:00 PM	Pedestrian	Not applicable					Crosswalk	
Lockwood St. & Lexington	7/3/2008 2:20 PM	Pedestrian	Unable to determine					Mid Block	
Kostner Ave. & Lexington	8/14/2007 6:35	Pedalcyclist	Not applicable				Yes	Crosswalk	

Appendix B

PACE Bus Crash Data

CTA Crash Data

PACE Bus Crash Data

Route	Accident Date	Location	Accident Description
767	1/16/2007	I-290 & School St.	Bus was on I-290 Eastbound, a vehicle travelling in the same direction spun out lost control and struck the left front tire of the bus, causing the front bumper of the car
	2/6/2007	I-290 & Harlem	Turning left onto I-290 the 2nd vehicle was travelling fast and lost control of her vehicle and hit my vehicle front end.
	3/29/2007	I-290 & Mannheim Rd.	COMING OFF EISENHOWER RAMP & DR THOUGHT VEH IN FRONT PULLED OUT & SCR TAPPED VEHICLE FROM REAR
307	8/23/2007	I-290 & Harlem	SEMI TRUCK MADE CONTACT WITH THE RIGHT REAR OF BUS WHILE BUS WAS TRAVELING SOUTH BOUND, NO INJURIES.
757	2/28/2008	I-290 & St. Charles Rd.	A TRUCK PULLED IN FRONT OF THE BUS THEN STOPPED CAUSING THE OPERATOR TO HIT THE RIGHT REAR OF THE TRUCK.
VIP	4/30/2008	I-290	Veh 1 (pace) was stopped in traffic when veh 2 rear ended veh 1 at a low speed.
	5/22/2008	I-290	E ON 290 WHEN LARGE SIGN FLEW UP AGAINST THE CAR
8112	8/27/2008	I-290	V#3 TRIED TO SQUEEZE BETWEEN V#1 & V#2. V#2 REAR ENDED V#3 & V#3 REAR ENDED V#1. NO INJURY
	11/2/2008	I-290 & Des Plaines	V#1 & V#2 CHANGING LANES AT SAME TIME & COLLIDED. DAMAGE TO DR SIDE OF VEH.
307	12/13/2008	I-290 & Harlem Ave.	WHEN OPERATOR WAS BOARDING PASSENGERS A VEHICLE SIDE SWIPED THE BUS CAUSING DAMAGE TO THE DRIVERS SIDE MIRROR.
747	6/8/2009	I-290 & Mannheim Rd.	A VEHICLE MADE CONTACT WITH THE LEFT SIDE OF THE BUS WHILE TRAVELING IN THE SAME DIRECTION. VEHICLE #2 DRIVER WAS ISSUED A TICKET.
307	8/22/2009	I-290 & Harlem Ave.	WHILE HEADING SOUTH ON HARLEM A CAR IN THE RIGHT TURN LANE VEERED LEFT AND STRUCK THE BUS IN THE FRONT DOOR AREA. THE FRONT DOOR GLASS WAS BROKEN. NO INJU
	9/20/2009	I-290 & Austin Blvd.	DR SITTING STILL WHEN V#2 REAR ENDED HIM. NO INJURY
307	11/19/2009	I-290 & Harlem Ave.	WHILE HEADING SOUTH ON HARLEM A CAR IN THE RIGHT TURN LANE TURNING LANE MADE CONTACT WITH THE BUS MIRROR. NO DAMAGE AND NO INJURIES. THE TRUCK LEFT THE SCENE. P

CTA Crash Data

Route Number	Route Name	Run	Incident Date		Incident Address	Collision With
12	Roosevelt	626	April 27, 2009 - Mon	5:55	290 expressway	Vehicle
12	Roosevelt	705	July 17, 2009 - Fri	6:39	Roosevelt/Laramie	Vehicle
12	Roosevelt	622	September 01, 2009 - Tue	7:05	50th/Roosevelt	Vehicle
12	Roosevelt	446	May 14, 2010 - Fri	10:58	Harrison central terminal	Fixed Object
12	Roosevelt	619	June 22, 2010 - Tue	2:02	Roosevelt/Cicero	Vehicle
12	Roosevelt	661	June 24, 2009 - Wed	2:30	Roosevelt/central	Vehicle
12	Roosevelt	609	July 21, 2010 - Wed	3:05	Roosevelt/Cicero	Vehicle
12	Roosevelt	613	April 02, 2010 - Fri	6:00	5031 w. Roosevelt	Vehicle
20	Madison	49	March 20, 2009 - Fri	4:38	LAKE/HARLEM AVE	VEHICLE
20	Madison	54	November 20, 2009 - Fri	8:33	Madison & Cicero	Vehicle
20	Madison	6	May 26, 2009 - Tue	11:10	4818 W. Madison st	Vehicle
20	Madison	6	November 04, 2009 - Wed	11:42	5941 W. Madison	Vehicle
20	Madison	7	November 07, 2009 - Sat	12:25	Menard & Madison	Vehicle
20	Madison	25	July 06, 2010 - Tue	2:20	Madison & Austin	Fixed Object
20	Madison	319	May 19, 2010 - Wed	3:15	Madison & Lotus	Vehicle
20	Madison	17	May 26, 2010 - Wed	4:25	Madison & Menard	Vehicle
20	Madison	17	May 02, 2009 - Sat	5:26	Cicero & Madison	Vehicle
20	Madison	246	July 21, 2009 - Tue	5:45	Madison & lotus	Vehicle
20	Madison	37	January 08, 2009 - Thu	5:55	5950 W. MADISON	VEHICLE
20	Madison	36	January 21, 2010 - Thu	6:13	Madison & Central	Vehicle
20	Madison	24	May 28, 2009 - Thu	6:21	Madison & Lotus	Vehicle
20	Madison	28	March 24, 2009 - Tue	9:16	MADISON/MAYFIELD	VEHICLE
20	Madison	37	July 02, 2009 - Thu	11:58	Madison & Laverne	Vehicle
21	Cermak	431	August 31, 2009 - Mon	12:37	Cermak & Ridgeland	Vehicle
21	Cermak	407	January 07, 2010 - Thu	3:13	Austin & Cermak	Vehicle
21	Cermak	419	February 02, 2010 - Tue	6:44	5601 w cermak	Vehicle
21	Cermak	451	January 11, 2009 - Sun	8:12	CERMAK/CICERO	VEHICLE
54	Cicero	437	February 13, 2010 - Sat	1:40	Cicero & Ohio	Vehicle
54	Cicero	403	January 16, 2010 - Sat	4:43	Cicero & Ferdinand	Vehicle
54	Cicero	403	February 07, 2009 - Sat	6:11	354 N CICERO	VEHICLE
54	Cicero	447	January 08, 2010 - Fri	8:25	150 n. Cicero	Vehicle
54	Cicero	421	April 04, 2010 - Sun	8:45	Cicero & 21st st	Vehicle
54	Cicero	719	May 08, 2009 - Fri	8:55	Cicero & Monroe	Vehicle
54	Cicero	401	January 09, 2009 - Fri	9:04	24TH PL/CICERO	VEHICLE
54	Cicero	406	July 06, 2009 - Mon	10:50	Cicero & 13th st	Vehicle

Route Number	Route Name	Run	Incident Date		Incident Address	Collision With
54	Cicero	410	March 30, 2009 - Mon	11:25	CICERO/LAKE ST	VEHICLE
54	Cicero	408	August 28, 2009 - Fri	11:34	4800 W. 24th pl	Vehicle
54	Cicero	426	August 06, 2009 - Thu	12:19	Cicero & Lake	Vehicle
54	Cicero	429	December 03, 2009 - Thu	12:22	Chicago & Cicero	Vehicle
54	Cicero	421	August 19, 2010 - Thu	12:35	923 S. Cicero	Vehicle
54	Cicero	431	December 09, 2009 - Wed	1:14	Cicero & Madison	Vehicle
54	Cicero	409	December 19, 2009 - Sat	1:44	1600 s. Cicero	Vehicle
54	Cicero	412	April 29, 2010 - Thu	2:30	Cicero & Thomas	Vehicle
54	Cicero	412	August 26, 2009 - Wed	3:05	Cicero & 21st st	Vehicle
54	Cicero	434	January 19, 2010 - Tue	3:15	Cicero & lake	Vehicle
54	Cicero	421	July 20, 2010 - Tue	3:35	Cicero & Chicago	NULL
54	Cicero	429	August 20, 2009 - Thu	4:58	758 N. Cicero	Vehicle
54	Cicero	472	June 04, 2010 - Fri	5:18	Cicero & 19th	Vehicle
54	Cicero	449	July 28, 2009 - Tue	5:30	Cicero & north ave	Vehicle
54	Cicero	434	June 02, 2009 - Tue	5:30	Roosevelt & Cicero	Vehicle
54	Cicero	431	August 16, 2010 - Mon	5:40	Cicero & Kinzie	Pedestrian
54	Cicero	428	November 04, 2009 - Wed	5:56	Chicago & Cicero	Vehicle
54	Cicero	416	February 28, 2010 - Sun	6:13	Cicero & Chicago	Pedestrian
54	Cicero	430	September 29, 2009 - Tue	6:22	Cicero & 15th	Vehicle
54	Cicero	432	January 02, 2009 - Fri	7:26	2100 S CICERO AVE	VEHICLE
54	Cicero	462	June 22, 2009 - Mon	7:45	900 s Cicero	Vehicle
54	Cicero	429	February 20, 2009 - Fri	9:35	1158 N CICERO AVE	VEHICLE
54	Cicero	429	August 10, 2010 - Tue	11:34	Cicero & Iowa	Vehicle
57	Laramie	71	January 27, 2010 - Wed	7:47	Laramie & lake	Vehicle
57	Laramie	854	February 10, 2009 - Tue	7:58	357 N LARAMIE	VEHICLE
57	Laramie	805	March 22, 2010 - Mon	10:39	Lake & Laramie	Vehicle
57	Laramie	804	April 08, 2010 - Thu	10:56	Chicago & Laramie	Vehicle
57	Laramie	810	November 28, 2009 - Sat	11:30	Fulton & Laramie	Vehicle
57	Laramie	807	October 11, 2009 - Sun	12:00	Laramie & Washington	Fixed Object
57	Laramie	804	February 28, 2009 - Sat	12:00	336 S LARAMIE ST	VEHICLE
57	Laramie	805	February 08, 2010 - Mon	12:04	858 N. Laramie	Vehicle
57	Laramie	803	July 13, 2010 - Tue	12:24	Laramie & Madison	Vehicle
57	Laramie	821	April 20, 2010 - Tue	3:44	Laramie & Potomac	Vehicle
57	Laramie	811	May 04, 2010 - Tue	5:35	Laramie & Iowa	Fixed Object
57	Laramie	632	June 11, 2009 - Thu	5:50	Laramie & Lake	Vehicle

Route Number	Route Name	Run	Incident Date		Incident Address	Collision With
57	Laramie	243	December 28, 2009 - Mon	6:10	Laramie & Lake	Vehicle
57	Laramie	837	January 28, 2009 - Wed	8:41	LARAMIE/IOWA	VEHICLE
66	Chicago Avenue	542	August 04, 2010 - Wed	12:15	Chicago & Long	Vehicle
66	Chicago	514	February 01, 2010 - Mon	8:32	Chicago & central	Vehicle
66	Chicago	511	April 17, 2009 - Fri	10:41	Central & Chicago	Vehicle
66	Chicago Avenue	528	March 02, 2010 - Tue	3:20	Chicago & Central	Vehicle
66	Chicago	524	March 17, 2009 - Tue	5:50	CHICAGO/CENTRAL AVE	VEHICLE
66	Chicago Avenue	530	October 02, 2009 - Fri	7:35	Chicago & Lockwood	Pedestrian
66	Chicago	576	October 04, 2009 - Sun	8:55	Chicago & Laramie	Vehicle
66	Chicago Avenue	537	July 08, 2010 - Thu	10:05	5249 W. Chicago	Pedestrian
70	Division	807	November 12, 2009 - Thu	7:06	Divison & Cicero	Vehicle
70	Division	609	August 15, 2009 - Sat	3:00	Division & Cicero	Vehicle
70	Division	617	May 15, 2009 - Fri	3:48	Division & Austin	Vehicle
70	Division	620	May 14, 2009 - Thu	5:16	division & Central	Vehicle
70	Division	643	November 11, 2009 - Wed	5:33	Division & Central	Vehicle
70	Division	646	May 27, 2010 - Thu	7:30	5032 W. Division	Vehicle
70	Division	615	February 08, 2009 - Sun	8:58	DIVISION/CENTRAL	VEHICLE
70	Division	642	May 01, 2010 - Sat	9:40	Division & Austin	Vehicle
72	North Avenue	709	March 10, 2010 - Wed	8:54	North ave & Linder	Vehicle
72	North	710	August 28, 2009 - Fri	9:20	5959 W. north ave	Vehicle
72	North	707	January 15, 2009 - Thu	9:25	NORTH AVE/OAK PARK	NULL
72	North	701	May 14, 2009 - Thu	9:35	North & Normandy	Vehicle
72	North Avenue	705	June 13, 2010 - Sun	10:18	6912 W. North Ave	Fixed Object
72	North	706	January 06, 2009 - Tue	10:53	5620 W NORTH AVE	VEHICLE
72	North	710	June 08, 2009 - Mon	11:35	North & Narragansett	Vehicle
72	North Avenue	715	July 08, 2010 - Thu	12:03	7003 W. North Ave	Vehicle
72	North	707	November 18, 2009 - Wed	1:15	North & Austin	Vehicle
72	North	712	April 27, 2009 - Mon	1:29	North & Long	Vehicle
72	North	707	March 26, 2009 - Thu	1:40	5211 W NORTH AVE	VEHICLE
72	North	751	July 23, 2009 - Thu	2:47	North ave & Laramie	Vehicle
72	North Avenue	717	February 28, 2010 - Sun	3:10	North Ave & Austin	Vehicle
72	North Avenue	775	June 01, 2010 - Tue	3:55	North & Mayfield	Vehicle
72	North Avenue	773	August 10, 2010 - Tue	4:03	North & Laverne	Vehicle
72	North	712	July 14, 2009 - Tue	4:18	North & Narragansett	Vehicle
72	North	772	January 17, 2009 - Sat	4:19	NORTH AVE/MAYFIELD	VEHICLE

Route Number	Route Name	Run	Incident Date		Incident Address	Collision With
72	North	725	March 10, 2009 - Tue	4:33	NORTH AVE/MENARD	VEHICLE
72	North Avenue	478	August 07, 2010 - Sat	4:40	North & Austin	Vehicle
72	North Avenue	717	March 18, 2010 - Thu	5:00	North & Linder	Vehicle
72	North	757	August 03, 2009 - Mon	5:45	North ave & Lombard	Vehicle
72	North	731	November 25, 2009 - Wed	8:40	North & Mason	Vehicle
85	Central	766	October 29, 2009 - Thu	6:17	central/lake	Vehicle
85	Central	806	March 06, 2010 - Sat	6:30	central/Chicago	Fixed Object
85	Central	7	January 28, 2010 - Thu	6:55	central/Madison	Vehicle
85	Central	7	April 02, 2010 - Fri	8:20	central/division	Vehicle
85	Central	51	June 11, 2010 - Fri	8:24	1003 n. central ave.	Vehicle
85	Central	56	January 27, 2009 - Tue	9:08	CENTRAL/CORCRAN	VEHICLE
85	Central	3	March 12, 2010 - Fri	12:10	central/Corcoran place	Vehicle
85	Central	11	March 02, 2010 - Tue	1:56	central-Huron	Vehicle
85	Central	10	February 19, 2010 - Fri	3:05	central/concoroan	Vehicle
85	Central	15	January 07, 2009 - Wed	3:51	CENTRAL/CONCORAN	NULL
85	Central	15	March 23, 2010 - Tue	4:00	central/Corcoran place	Vehicle
85	Central	101	April 21, 2009 - Tue	4:19	Fulton/central	Vehicle
85	Central	52	June 14, 2009 - Sun	5:12	central/iowa	Vehicle
85	Central	22	April 22, 2009 - Wed	6:25	central/Corcoran	Vehicle
85	Central	921	April 04, 2010 - Sun	9:07	central/Chicago	Vehicle
85	Central	54	June 19, 2010 - Sat	10:10	central/Chicago	Vehicle
85	Central	12	April 19, 2009 - Sun	10:28	central/Washington	Vehicle
86	Narragansett/ Ridgeland	439	December 31, 2009 - Thu	1:15	Narragansett/north ave.	Vehicle
86	Narragansett/ Ridgeland	414	May 25, 2010 - Tue	3:41	Ridgeland/north ave.	Vehicle
86	Narragansett/ Ridgeland	453	October 15, 2009 - Thu	4:35	Ridgeland/north ave.	Vehicle
86	Narragansett/ Ridgeland	453	September 17, 2009 - Thu	6:40	6400 w. north ave.	Vehicle
90	Harlem	92	March 31, 2009 - Tue	7:48	HARLEM/LAKE ST	VEHICLE
90	Harlem	76	December 05, 2009 - Sat	7:58	Harlem/north ave.	Vehicle
90	Harlem	67	July 09, 2010 - Fri	4:05	s. boulevard/Harlem	Vehicle
90	Harlem	72	February 13, 2010 - Sat	6:06	s. blvd/Harlem	Vehicle
90	Harlem	84	March 28, 2009 - Sat	8:22	SOUTH BLVD/HARLEM	VEHICLE
90	Harlem	76	April 08, 2010 - Thu	11:08	s. boulevard/Harlem	Vehicle
91	Austin	211	July 10, 2009 - Fri	6:45	Austin/Roosevelt	Vehicle
91	Austin	194	January 29, 2009 - Thu	7:28	MASON/FILLMORE	VEHICLE
91	Austin	197	January 15, 2009 - Thu	8:10	AUSTIN/NORTH AVENUE	VEHICLE
91	Austin	222	June 25, 2010 - Fri	9:21	Austin/Harrison	Vehicle
91	Austin	61	July 27, 2010 - Tue	11:08	525 n. Harlem	Vehicle

Route Number	Route Name	Run	Incident Date		Incident Address	Collision With
91	Austin	795	September 19, 2009 - Sat	12:05	Austin/Chicago	Fixed Object
91	Austin	221	June 04, 2010 - Fri	12:30	Austin/Chicago	Fixed Object
91	Austin	194	June 11, 2009 - Thu	1:15	Austin/Adams	Vehicle
91	Austin	200	April 25, 2009 - Sat	3:35	Austin/Ontario	Vehicle
91	Austin	207	October 05, 2009 - Mon	3:45	Austin/Chicago	Fixed Object
91	Austin	211	October 30, 2009 - Fri	4:28	Austin/Augusta	Vehicle
91	Austin	213	April 16, 2010 - Fri	4:29	Austin/division	Fixed Object
91	Austin	196	July 19, 2009 - Sun	4:44	Roosevelt/Austin	Vehicle
91	Austin	231	June 27, 2010 - Sun	6:30	Madison/Austin	Fixed Object
91	Austin	223	August 27, 2009 - Thu	6:39	Austin/north ave.	Vehicle
91	Austin	202	February 21, 2009 - Sat	8:21	AUSTIN/LAKE ST	VEHICLE
91	Austin	7202	December 01, 2009 - Tue	9:14	Austin/Washington	Vehicle
126	Jackson	110	January 12, 2010 - Tue	9:07	Jackson/Austin	CTA Vehicle
126	Jackson	104	December 02, 2009 - Wed	10:27	5256 w. Jackson	Vehicle
126	Jackson	104	September 26, 2009 - Sat	3:30	Jackson/Laverne	Vehicle
126	Jackson	140	July 17, 2009 - Fri	3:35	5362 w. Jackson	Vehicle
126	Jackson	125	March 12, 2009 - Thu	3:50	5031 W JACKSON BLVD	VEHICLE
126	Jackson	152	October 03, 2009 - Sat	4:50	Jackson/central	Vehicle
126	Jackson	135	August 18, 2009 - Tue	5:53	4900 w. Jackson	Vehicle