

Village Wide Traffic Update



Discussion Overview

- Existing Traffic Study
- Traffic Safety Commission /
Traffic Calming Toolbox
- Project Overviews
 - Washington
 - Thatcher
 - Lake Street





Village Wide Traffic Study

- In 2023 the Village engaged a professional engineering firm to do a Village Wide Traffic Study. This study was presented to the Traffic & Safety Commission September 20, 2023 was finalized November 13, 2023.
- Key Objectives
 - To solicit Resident Feedback and Engage the Community
 - Detailed Review of Washington & Thatcher
 - The Creation of the Traffic Calming Toolbox

Traffic Safety Commission & The Traffic Calming Toolbox



The Commission serves in an advisory capacity to the Village Board of Trustees and is comprised of seven members, who are residents of the Village.



The function of the Traffic and Safety Commission is to review transit, parking and potentially hazardous traffic matters of the Village that have been referred to them.



Using accepted industry and regulatory standards, the traffic consultant prepared a Traffic Calming Toolbox to inform and guide the decision making process. The Commission uses these guidelines when determining whether to recommend implementing new traffic control measures.

Traffic Calming Tool Box

Data Collection

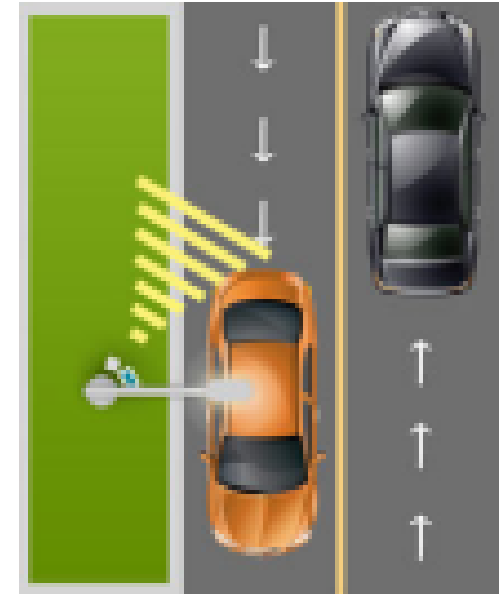
Scoring Matrix

Improvement Matrix

Recommendation to Village Board


Data Collection

- Crash History for last 5 years
- Vehicle Speed
- Average Daily Traffic
- Review of nearby traffic generators (school, library, park, church, or public transit)



Bidirectional – One incoming/ one outgoing lane with unit mounted on the side.

Scoring Matrix


Scoring Matrix		 RIVER FOREST <i>Good Heritage • Bright Future</i>
Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. Score:
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. Score:
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. Score:
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score:
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score:
	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score:
Intersection 1: Segment: Intersection 2:		Total:

* Members of the Traffic & Safety Commission may assign community interest points as deemed applicable.



Improvement Matrix



Improvement Matrix				
Available Traffic Calming Measures	Primary Issue Addressed			Usage Notes
	Speed	Volume	Pedestrian Safety	
Level 1 - No Traffic Flow Changes (25-39 points)				
Targeted Speed Enforcement	X			
Speed Radar Trailer	X			
Speed Feedback Sign	X			
Centerline/Edgeline Markings	X			
Updated Signage (New/Larger/Refreshed)	X		X	
Speed Limit Signage	X			If not already existing
Flashing Signs	X		X	
Pavement Legend	X		X	
High Visibility Crosswalks			X	
Education/Community Outreach	X		X	
Level 2 - Some Traffic Flow Changes (40-59 points)				
Sign Turn Restrictions/Turn Movement Restrictions		X		
On-street Parking Strategies	X			
Parking Lane Markings	X			
Textured Pavement	X			
Rumble Strip	X			
Rapid Rectangular Flashing Beacon			X	Motion Activated - Less intrusive
Left-turn Improvements			X	
Level 3 - Significant Traffic Flow Changes (60-79 points)				
Curb Extensions	X		X	Intersections
Mid-Block Chokers	X		X	Segments
Center Island Narrowing/Pedestrian Refuge			X	
Stop Signage		X		If stop sign warrant is met
Traffic Circle	X	X		
Roundabout	X	X		
Realigned Intersection	X	X		
Speed Hump/Speed Cushion	X	X		Segments
Speed Table/Raised Intersections	X	X		Intersections
Level 4 - Street Closures (80-100 points)				
Median & Partial Medians	X			
Median Barrier		X		Cut-through traffic
Forced Turn Island		X		Cut-through traffic
One-Way to Two-Way Street Conversion		X		
Two-Way to One-Way Street Conversion		X		

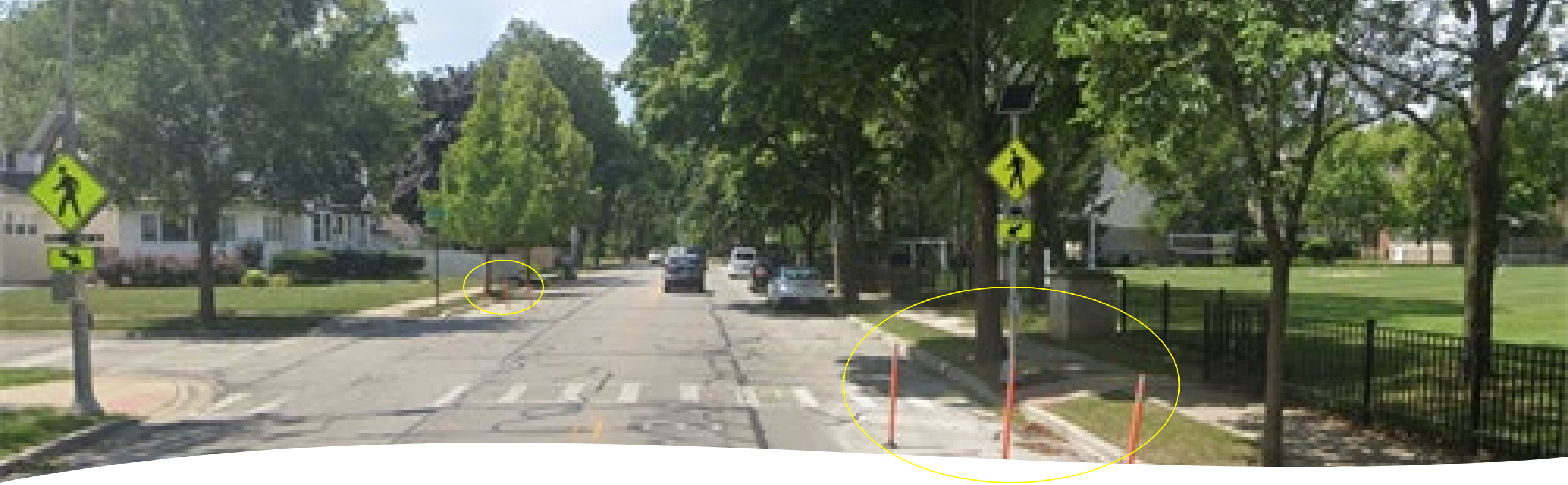
* The list of traffic calming measures above is not exhaustive. While many of the most common traffic calming measures are listed it is possible the Village will want to use improvements not previously considered. In these cases the new improvement type should be reviewed by a Village engineer who will then classify the level of the improvement consistent with the table above. Scoring will then be conducted at the study location normally.

Recommendations to Village Board

The Traffic Safety Commission will review requests and vote on recommended changes.

Signage and Striping changes are handled at a staff level because no code changes are necessary.

Proposed changes to traffic control, parking and roadway configuration are sent to the Village board for review and consideration.



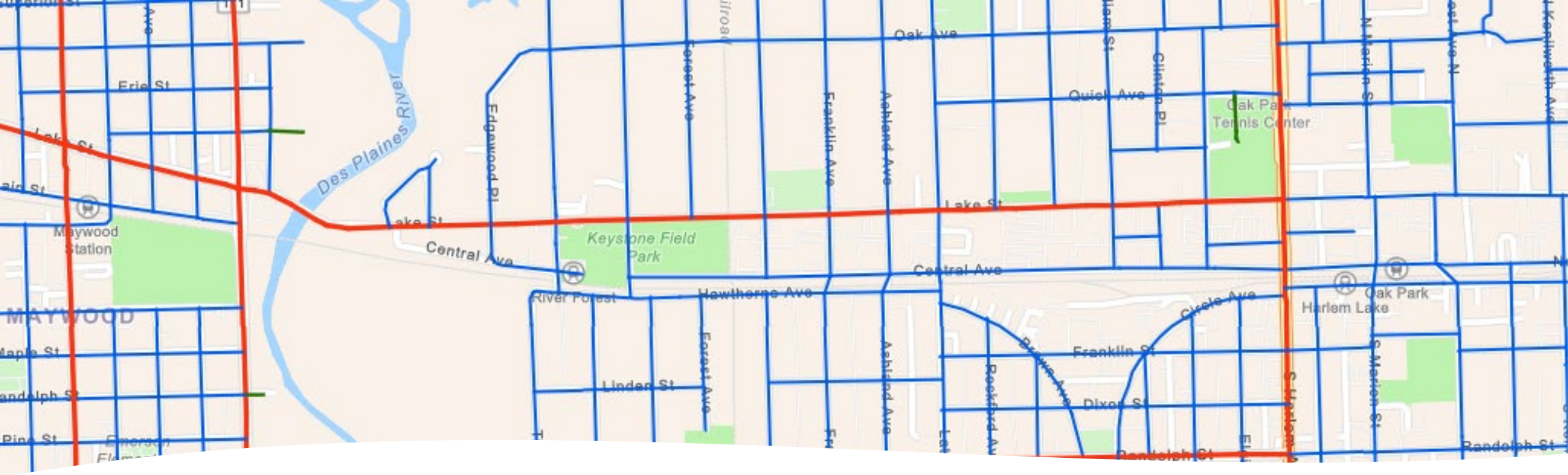
Washington Boulevard

- The Village received significant feedback regarding speeding along the corridor of Washington Blvd.
- Short Term Traffic Calming Measures
- Next Steps
- [Project Page on Village Website](#)

Thatcher Avenue

- Thatcher Ave was identified as an area of interest due to its imbalanced lane configuration and observed speeding during initial field assessments.
- [Project Page on Village Website](#)





Lake Street

- Lake Street is under IDOT Jurisdiction from Harlem going west through Bloomingdale where it turns into US 20. Lake Street east of Harlem is owned by Oak Park and the City of Chicago for their respective segments.
- Lake Street has a functional classification of Minor Arterial and in 2023 had an Annual Average Daily Traffic Figure of 9,700 vehicles.

Designing pedestrian improvements and applying for a permit from IDOT

Lake Street is under IDOT ownership and Jurisdiction.

There are existing curb extensions along the corridor.

In the short term we will consider adding delineators in strategic locations similar to Washington to create a narrowed feel.

Review particular intersections and look to create curb extensions and potentially refuge islands through the permitting process similar to Greenfield and Lemoyne on Harlem.