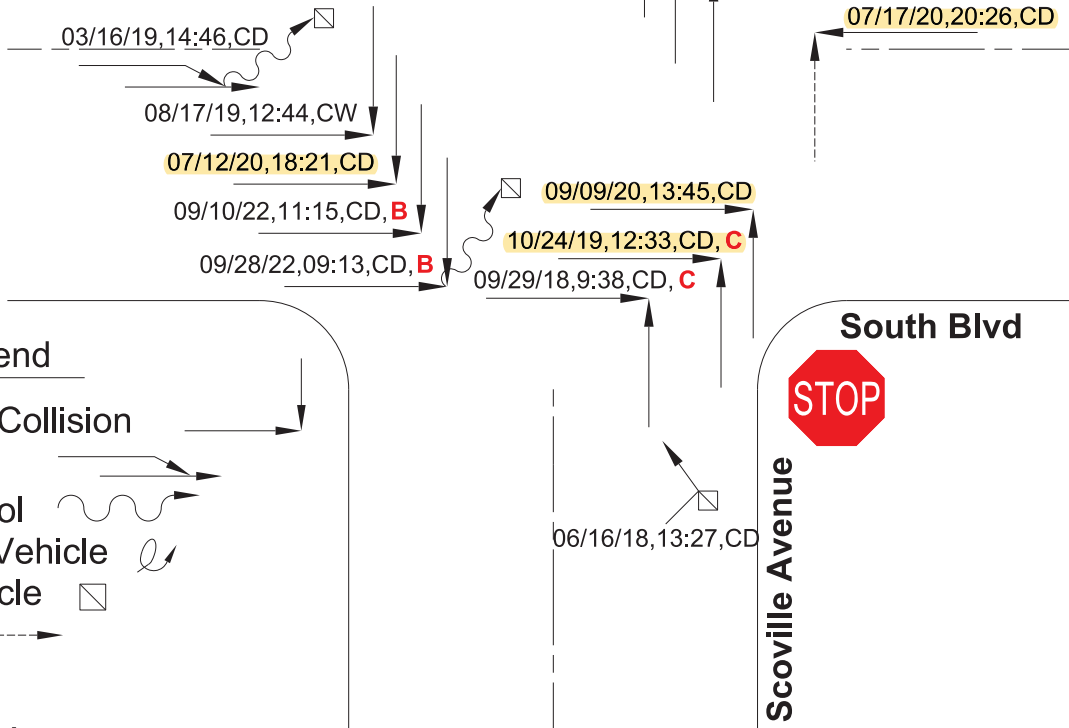


HISTORICAL DATA - JAN 1994 - DEC 1996
 N/S STOP SIGN INSTALLED 12/31/1994
 1995 -1997 # OF CRASHES = 15, ADT = 5,103
 1997 CRASH RATE = 2.684 Acc/MEV
CRITICAL CRASH RATE = 1.029 Acc/MEV
 2018-2022 # OF CRASHES = 17
2022 CRASH RATE = 1.825 Acc/MEV

YEAR	# OF CRASHES
2018	5
2019	4
2020	5
2021	0
2022	3

10/12/22,08:57,RW
 (No Description of Crash Available)



Legend

- Right Angle Collision
- Side-Swipe
- Out of Control
- Overturned Vehicle
- Parked Vehicle
- Bicycle

Date:
 Month/Day/Year

Time:
 00:00 (Military Time)

Weather: C=Clear, R=Rain,
 F=Fog, S=Snow

Injury:
K =Fatal,
A =Incapacitated,
B =Non-Incapacitating,
C =Not Evident

Pavement:
 D=Dry,
 W=Wet,
 I=Icy

Village of Oak Park

Traffic Calming Petition

Collision Diagram (Jan 2018-Dec 2022)

South Boulevard and Scoville Avenue



June 9, 2023
 Not to Scale

Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

South Blvd & Scoville Ave Intersection

	Initial Crash	1 Year Period	Number of Crashes	3 Year Period
1	1/30/2018	1/30/2019	4	1/29/2021
2	5/30/2018	5/30/2019	4	5/29/2021
3	9/29/2018	9/29/2019	4	9/28/2021
4	11/8/2018	11/8/2019	4	11/7/2021
5	3/14/2019	3/13/2020	3	3/13/2022
6	8/17/2019	8/16/2020	4	8/16/2022
7	10/24/2019	10/23/2020	5	10/23/2022
8	7/12/2020	7/12/2021	4	7/12/2023
9	7/17/2020	7/17/2021	3	7/17/2023
10	9/9/2020	9/9/2021	2	9/9/2023
11	10/3/2020	10/3/2021	1	10/3/2023
12	9/10/2022	9/10/2023	2	9/9/2025
13	9/28/2022	9/28/2023	1	9/27/2025