VISION ZERO Oak Park

# ACTION PLAN


Oak Park

February 2025

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# Acknowledgments

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## Transportation Commission

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## Village Departments

Communications

Development Services

Diversity, Equity, and Inclusion

Engineering

Fire

Health

Police

Planning

Public Works

## Steering Committee

Oak Park Park District

Southeast Oak Park group

Bike Walk Oak Park

School District - High School District 200

Energy and Environment Commission

Aging in Communities Commission

School District - Elementary District 97

Disability Access Commission

State Farm, Madison St

Oak Park Cycle Club

Resident, former leader League of American Bicyclists

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# Executive Summary

**Everyone in Oak Park should be able to walk, bike, take public transit, and drive on streets that are safe, regardless of who they are or where they live.**

The many options that exist to get around the Village are a tremendous asset to our community members, and Village staff are continuously working to make these options safer, more convenient, and more comfortable—installing traffic calming measures, building new bikeways, and making safety improvements for people walking. Creating safer streets for everyone is not a new effort for Oak Park; however, we recognize that even one life lost or altered by a serious injury because of a traffic crash is unacceptable, and we must do everything in our power to prevent these tragedies.

**The Village of Oak Park is committed to the goal of consistently having zero deaths or serious injuries on its streets by 2035.**

This Vision Zero Action Plan details our approach for how we will get there together and is guided by data and informed by the lived experiences of people throughout Oak Park. Throughout the process, we have heard from residents about the issues they see and experience on our streets and the opportunities continued investment in safe streets can enable for our community. We have worked to ensure that diverse perspectives throughout our community are incorporated in this plan, specifically focusing on engaging with those who are most impacted by traffic crashes.

Across the United States, there has been a staggering rise in traffic fatalities over the last decade, with a particularly sharp increase from 2019 to 2022. The nationwide increase in traffic fatalities has most acutely impacted people walking. From 2009 to 2022, the number of pedestrians killed nearly doubled to more than 7,500 people.

We have not been immune to these trends in Oak Park. Between 2018 and 2022, there have been 114 fatal or serious injury crashes in the Village of Oak Park (including all perimeter streets), an average of 23 per year. These crashes resulted in 132 people being seriously injured (116) or killed (16). More than a third (38%) of severe crashes, though, occurred on streets that are not under the Village's control.

The average annual fatalities from traffic crashes in Oak Park over this time period (3.2) significantly exceeded the average of the previous decade (1.2) and represents one roadway fatality each year for every 16,600 Oak Park residents, a higher rate than the City of Chicago and Cook County.

**OAK PARK TRAFFIC CRASH FATALITY RATE**


**includes all of the Village's perimeter streets*

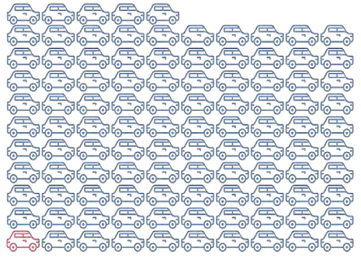
Unfortunately, the most vulnerable in our community are hurt the most by these events. People walking or biking in Oak Park made up over one-third of all serious injuries and fatalities from traffic crashes over the study period. According to the data in Oak Park, pedestrian crashes are 15 times more likely to result in serious injuries or fatalities than motor vehicle crashes, while cyclist crashes are 12 times more likely.

Three major types of dangerous driving behaviors were the most common causes of severe crashes in Oak Park: failure to yield, failure to reduce speed, and disobeying traffic signs and signals. These three causes alone were found as primary or secondary causes for 68% of all fatal and serious injury crashes over the last five years.

Severe crashes are not evenly distributed throughout our community. Nearly half of all crashes that result in serious injury or death (41%) occurred on a small subset of our streets and intersections, referred to as the High-Injury Network throughout this Action Plan. Many of these streets are not directly under the Village's control, meaning that it will require collaboration and coordination with our partners (the Illinois Department of Transportation, Chicago Department of Transportation, and neighboring communities) to make meaningful changes at these locations.

Based on 30 fatalities that occurred from 2007 to 2021, severe crashes have disproportionately impacted people of color in Oak Park—just as they do across the United States. The fatality rate for Hispanic or Latino individuals (measured as the annual number of fatalities per 100,000 residents) in Oak Park is five times higher than White (non-Hispanic) individuals. The fatality rate for Black or African American individuals in Oak Park is more than double that of White (non-Hispanic) individuals.

**RISK OF SERIOUS INJURY OR FATALITY IN TRAFFIC CRASHES**



**1** out of every **105** crashes leads to a serious injury or fatality for people driving

**1** out of every **8** crashes leads to a serious injury or fatality for people biking

**1** out of every **7** crashes leads to a serious injury or fatality for people walking

Reducing and eliminating severe crashes in Oak Park requires a comprehensive set of strategies that, when implemented in tandem, can address the many factors that influence safety on our streets. Utilizing the Federal Highway Administration's Safe System approach along with input and feedback from community members, conversations with Village staff and stakeholders, detailed analysis of crash data and other data sources, and a review of best practices being implemented in other cities around the country, 10 Vision Zero strategies and associated actions were identified. Many of the strategies and actions continue and build on the good work already being done across the Village with a focus on how to systematize, further expand, and focus these efforts on locations with the greatest risk.

## 10 Vision Zero strategies

1. Establish an ongoing safety improvement program for the High Injury Network
2. Expand on the Residential Traffic Calming Program to create a proactive approach to safety improvements on local streets
3. Create safe, comfortable, complete networks for people walking and biking
4. Align policies and processes to the Safe System approach
5. Increase targeted traffic safety enforcement efforts
6. Launch a Village-wide traffic safety campaign
7. Respond to fatal crashes with urgency
8. Continue efforts to create a safer Village fleet
9. Utilize data and technology to better understand safety issues and trends
10. Track progress towards Vision Zero



**Oak Park's Vision Zero Action Plan is a roadmap to eliminate death and serious injuries from traffic crashes in our community, but it is also more: it's a plan for how we can build a safer, more connected, and more equitable community through a new approach to our streets and transportation system.**

Successfully putting this plan's recommendations into practice will require staff across different Village departments to collaborate and commit to Vision Zero—remaining focused on and prioritizing safety in their day-to-day work. We will regularly track and share our efforts and progress, including releasing an annual report on our Vision Zero program that will evaluate key performance metrics in order to better understand the impact of our investments.

Investing in safer streets will yield a multitude of benefits for Oak Park. By creating streets that are safe and welcoming to all, we will continue to foster a diverse community of thriving neighborhoods that enables active, healthy lifestyles. A mobility system with safer transportation options can equitably address the needs of all demographic groups, especially people of color, those with lower incomes, older adults, the very young, and people with limited mobility. Making walking and biking safe and comfortable is essential to meeting our climate goals and decreasing greenhouse gas emissions.

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# Our Commitment to Vision Zero

## Oak Park's Vision

**Everyone in Oak Park should be able to walk, bike, take public transit, and drive on streets that are safe, regardless of who they are or where they live.** Many of us, though, have witnessed or been involved in traffic crashes, have had near misses or close calls, or know family or friends who have been impacted by traffic crashes. Even one life lost or altered by a serious injury because of a traffic crash is unacceptable, and we must do everything in our power to prevent these tragedies.

**The Village of Oak Park is committed to the goal of consistently having zero deaths or serious injuries on its streets by 2035.**

This Vision Zero Action Plan details our approach for how we will get there together. Over the years, we have been continually working to improve safety on our streets—calming traffic, building new bikeways, and making safety improvements for people walking. By employing a comprehensive set of strategies and actions, we can address the locations and causes of severe crashes in Oak Park and the issues that community members have raised throughout this planning process. Successfully putting this plan's recommendations into practice will require staff across different Village departments to collaborate and commit to Vision Zero—remaining focused on and prioritizing safety in their day-to-day work.

Vision Zero builds on and furthers many of our community's shared goals laid out in existing plans. By creating streets that are safe and welcoming to all, we will continue to foster a diverse community of thriving neighborhoods that enables active, healthy lifestyles. A mobility system with safer transportation options can equitably address the needs of all demographic groups: people of color, those with lower incomes, older adults, the very young, and people with limited mobility. Making walking and biking safe and comfortable is essential to meeting our climate goals and decreasing greenhouse gas emissions.

# How it Came Together

The strategies and actions laid out in this Vision Zero Action Plan are guided by data and informed by the lived experiences of people throughout Oak Park. Throughout the process, we have heard from residents about the issues they see and experience on our streets and the opportunities continued investment in safe streets can enable for our community. We have worked to ensure that diverse perspectives throughout our community are incorporated in this plan, specifically focusing on engaging with those who are most impacted by traffic crashes.

**FALL 2023 • WINTER 2024**

## Learning About the Issues

- **Analyzed crash data to understand where, when, and why severe crashes are occurring in Oak Park and who is most affected.**
- **Engaged with community members and stakeholders through a community walking tour, interactive workshop, and digital survey, gathering their experiences and perspectives on traffic safety.**
- **Examined our policies and processes related to how we design, build, and maintain our streets, how we educate our community about safe street behavior, and how we enforce traffic laws.**

**SPRING 2024**

## Exploring Solutions

- **Identified potential strategies and actions that respond to the needs and issues of Oak Park and refined them through focus group discussions with residents.**
- **Examined what other communities are doing to make progress towards Vision Zero and talked to stakeholders and staff about how best practices can be adapted and applied in our community.**

**SUMMER 2024**

## Determining our Actions

- **Refined potential solutions and gathered community feedback on specific tools, actions, and policy recommendations at a public workshop.**
- **Worked across departments to prioritize our actions and determine roles and responsibilities.**

Our residents' commitment to building a better Oak Park is one of the elements that makes our community truly special. Throughout this process, we worked with our Transportation Commission to help guide our approach and inform the plan's direction. We engaged with neighborhood business associations, the Disability Access Commission, and Aging in Communities Commission. We assembled a community-based steering committee to provide input on community engagement and project deliverables.

## What is a Safe Systems Approach?

To achieve Vision Zero, system-level changes are needed in how we plan, design, and build our transportation system. To help reach this goal, the Federal Highway Administration (FHWA) created the Safe System Approach (SSA). The Village of Oak Park believes this approach has the highest potential to end traffic fatalities on our roads.

The Safe System Approach aims to prevent serious injuries and deaths on the road for everyone. It does this by understanding that people make mistakes and designing roads so that those mistakes don't result in severe harm or death. This holistic view of the road system is a paradigm shift of how we think about roadway safety: while a traditional traffic safety approach focuses on preventing all crashes and individual error, the Safe Systems Approach focusing on reducing the impact of crashes and a shared responsibility of all roadway users.

| TRADITIONAL | | SAFE SYSTEM |
|---|---|---|
| Prevent crashes | → | Prevent deaths and serious injuries |
| Improve human behavior | → | Design for human mistakes/ limitations |
| Control speeding | → | Designing for safe speeds |
| Individuals are responsible | → | Responsibility is shared |
| React based on crash history | → | Proactively identify and address risks |



### The Safe Systems Approach is guided by six principles:

1. **Deaths and serious injuries are unacceptable:** while any crashes at all are undesirable, the SSA recognizes that fatal and serious injury crashes should be prioritized
2. **Humans make mistakes:** people aren't infallible, and crashes will happen – our system should accommodate mistakes and mitigate their impacts
3. **Humans are vulnerable:** humans have limits to tolerating crash forces, and our systems should be human-centric and accommodate human vulnerabilities
4. **Responsibility is shared:** all participants (from street users to vehicle manufacturers) must ensure that crashes don't lead to fatal or serious injuries
5. **Safety is proactive:** risk should be identified and mitigated before it happens, rather than reacted to after an incident
6. **Redundancy is crucial:** all aspects of our transportation system should be strong enough that if one part fails, other parts still protect people

### These six principles combine to create an approach to ensure safety by design, rather than relying solely on human behavior to prevent accidents, through five key objectives:

**Safer People**: Encourage people to travel safely and responsibly and make sure the conditions help them get to their destination unharmed.

**Safer Roads:** Design roads that minimize the effects of human error, prevent harm, encourage safe behavior, and protect everyone, especially the most vulnerable.

**Safer Vehicles:** Expand vehicle features that prevent accidents and reduce crash harm for both people inside and outside the vehicle.

**Safer Speeds:** Promote safer driving speeds with smart road design, proper speed limits, education, and enforcement.

**Post-Crash Care:** Increase crash survival by providing fast emergency care, keeping first responders safe, and preventing extra accidents through good traffic management.

3

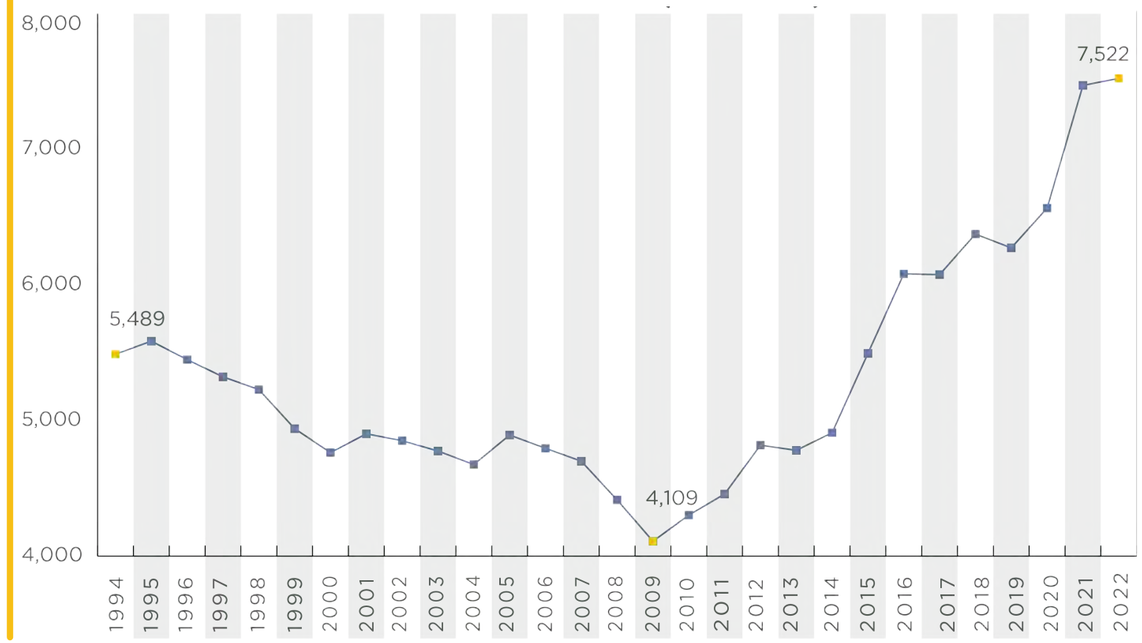
# Why Do We Need Vision Zero?

# Where are we now?

## Nationwide Trends

The need for Vision Zero is underscored by alarming national trends in road-related deaths and injuries: despite advancements in vehicle technology and stricter regulations, traffic fatalities continue to claim thousands of lives annually. In 2023, over 40,000 people were killed in traffic crashes across the US – and this issue is particularly pressing among vulnerable populations such as pedestrians, cyclists, and children, who bear a disproportionate burden of these tragedies.

**U.S. PEDESTRIAN FATALITIES (1994 - 2022)**



## Crash Trends in Oak Park

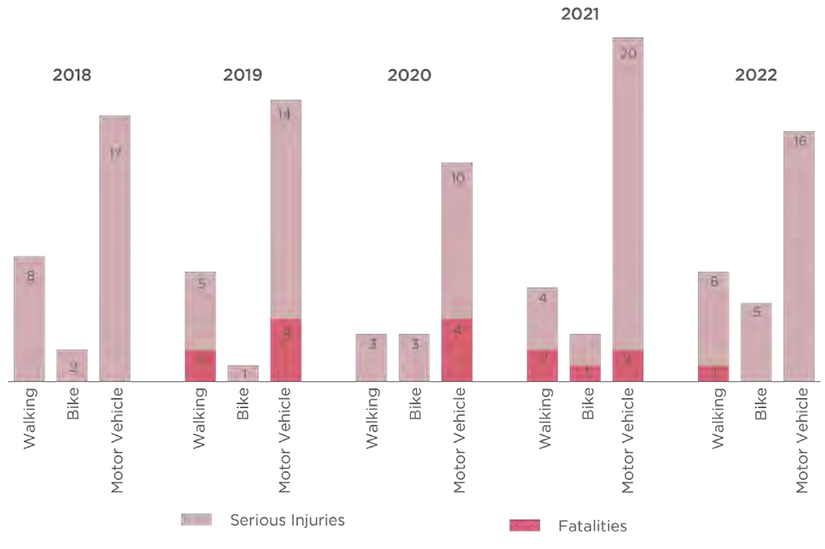
The Village of Oak Park is no exception to this trend. In the five years between 2018 and 2022, there have been 114 fatal or serious injury crashes (also referred to as KSI crashes) in the Village of Oak Park, an average of 23 per year. These crashes resulted in 132 people seriously injured (116) or killed (16). More than a third (38%) of severe crashes, though, occurred on streets that are not under the Village's control (crash data includes all of the Village's perimeter streets). Since 2018, streets within Oak Park under the Illinois Department of Transportation's jurisdiction have averaged 4.3 severe crashes per mile per year, compared to less than one (0.7) severe crash per mile per year for Village-owned streets.

When including all crashes on perimeter streets, the average annual fatalities from traffic crashes in Oak Park (3.2) significantly exceeded the average of the previous decade (1.2), as well as the rates for the City of Chicago and Cook County.

Unfortunately, the most vulnerable are hurt the most by these events. People walking or biking in Oak Park made up over one-third of all serious injuries and fatalities from traffic crashes over the study period. This number includes five total pedestrian fatalities, one cyclist fatality, and 10 total motorist fatalities over the five years, all surpassing the previous decade's annual averages.

**On average, Oak Park experiences one roadway fatality for every 16,600 residents** *(when accounting for all crashes on perimeter streets)*.

**PEOPLE KILLED OR SERIOUSLY INJURED SINCE 2018, BY MODE**



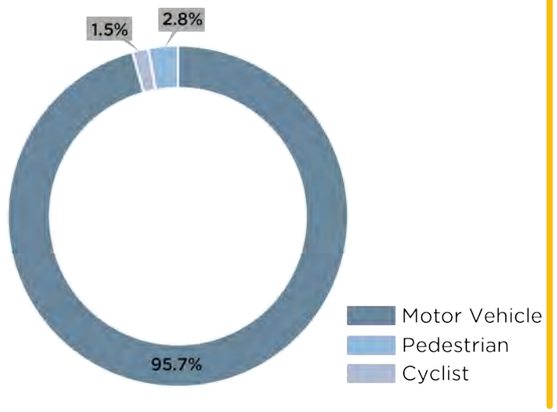

**15x** **12x**

**In Oak Park, pedestrian crashes are 15 times more likely to result in serious injuries or fatalities than motor vehicle crashes, while cyclist crashes are 12 times more likely.**

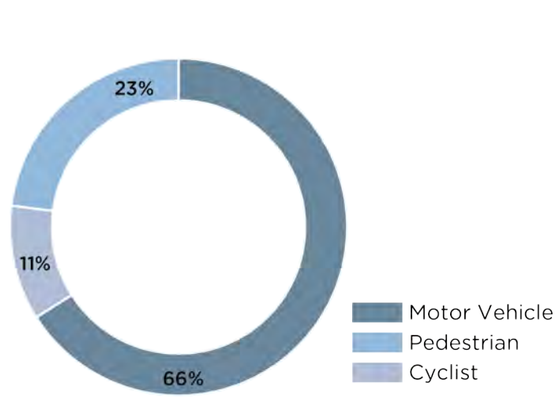
Since 2018, 96% of all crashes in Oak Park involved only motor vehicles, while pedestrians and cyclists were involved in 3% and 1% of total crashes, respectively.

Despite being involved in just 4% of total crashes, cyclists and pedestrians in Oak Park collectively accounted for 34% of serious injuries and fatalities.

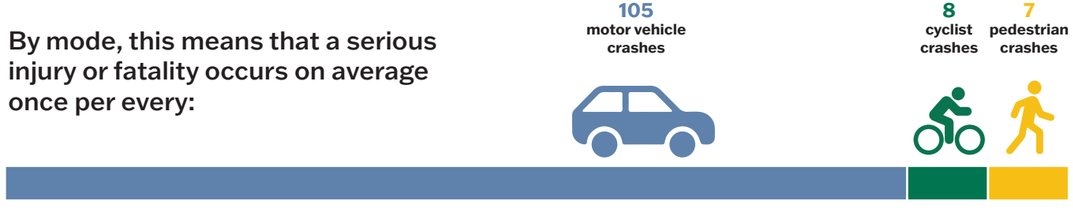
**SHARE OF TOTAL CRASHES**




**SHARE OF SERIOUS AND FATAL INJURIES BY MODE (2018-2022)**




**By mode, this means that a serious injury or fatality occurs on average once per every:**



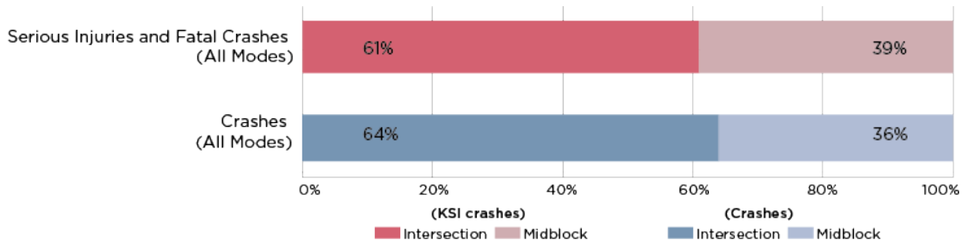
# Beyond the Trends

**Understanding how to best address traffic safety issues in the Village requires a robust understanding of the crashes: where they occurred and why. Systemically identifying trends and recurring problems allowed for the development of the targeted interventions that result from this plan. Understanding which crash types occur most often, as well as which crash types most often result in fatalities and serious injuries is critical for developing effective safety countermeasures.**

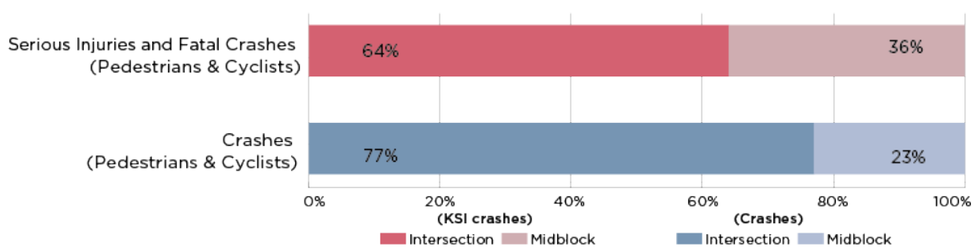
## Where are crashes happening?

Between 2018 and 2022, 61% of all KSI crashes occurred at intersections, while 39% occurred mid-block. Signalized intersections saw roughly four times the average number of KSI crashes per intersection when compared to other intersections. Intersections of two streets with four lanes saw 2.4 times the baseline number of KSI crashes compared to the average number of KSI crashes at all intersections.

**SHARE OF CRASHES FOR ALL TRAVEL MODES AT INTERSECTION VS. MIDBLOCK**




**SHARE OF VEHICLE TO BICYCLE & PEDESTRIAN CRASHES AT INTERSECTION VS. MIDBLOCK**




## What is causing crashes?

Upon assessing contributory causes for all KSI crashes in Oak Park, three major types of driving behaviors were the most common crash causes: failure to yield, failure to reduce speed, and disobeying traffic signs and signals. These three causes alone were found as primary or secondary causes for 68% of all fatal and serious injury crashes over the last 5 years.

**68%**

**OF ALL FATAL AND SERIOUS INJURY CRASHES OVER THE LAST 5 YEAR WERE CAUSED BY THREE BEHAVIORS:**

**failure to yield**

**disobeying traffic signs & signals**

**failure to reduce speed**

| CRASH TYPE | CRASH FREQUENCY | CRASH SEVERITY |
|---|---|---|
| Front to Rear | Very Common | Less Severe |
| Turning | Common | Severe |
| Angle | Common | Severe |
| Parked Motor Vehicle | Common | Less Severe |
| Fixed Object | Less Common | Severe |
| Sideswipe opposite Direction | Rare | Very Severe |
| Front to Front | Rare | Very Severe |

Between 2018 and 2022, the most common motor vehicle crash type was Front to Rear, representing 30% of all crashes but only 23% of KSI crashes. During that same period, Angle and Turning crashes accounted for 32% of all crashes but combined for 41% of KSI crashes.

Visibility and lighting are also critical factors in creating safer streets for all users. From 2018 to 2022, 90% of driver fatalities occurred in darkness and four of the five pedestrian deaths occurred in darkness.


**OF DRIVER FATALITIES TOOK PLACE IN DARKNESS**

**4 OUT OF 5**

**PEDESTRIAN DEATHS TOOK PLACE IN DARKNESS**

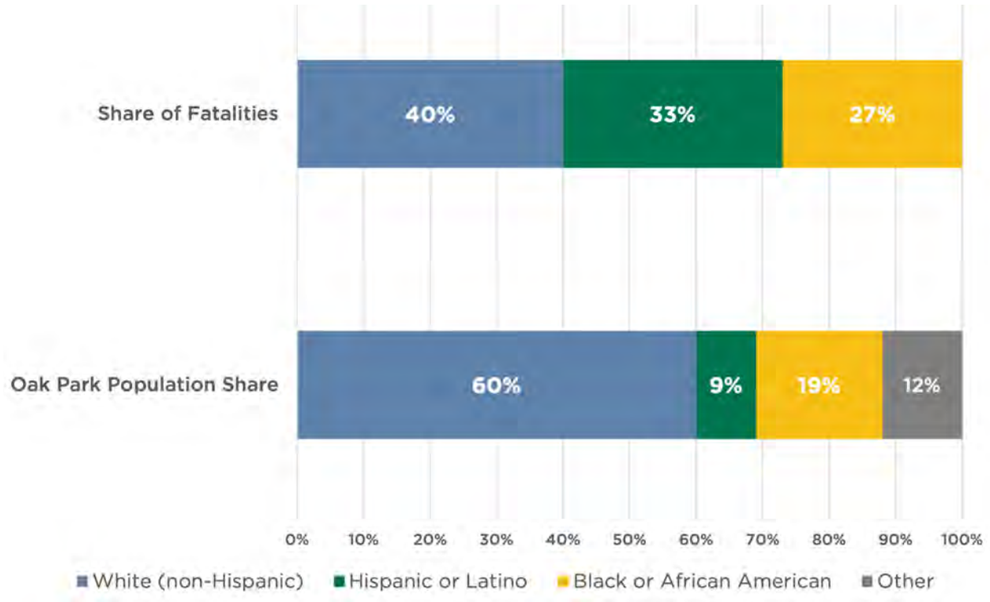


## Who is this happening to?

The United States Department of Transportation (USDOT) has found that historically, underserved communities – communities of color, low-income communities, and communities with the highest poverty rates – have experienced a disproportionate share of fatal crashes. This Vision Zero Action Plan recognizes that getting to zero requires an intentional commitment to understanding these disparities and addressing them at their root. One of the guiding principles of Vision Zero is the equitable implementation of infrastructure investments: dedicating more resources to areas that face disproportionate burdens to address the consequences of past decisions. By equitably investing in safer streets, we can meaningfully improve safety, break vicious cycles compounded by traffic violence, and create places that are healthier, more just, and more prosperous. Equity considerations are central to this Action Plan, and woven throughout our crash assessment, engagement, project prioritization process, and strategies.

To understand who is impacted by traffic safety, traffic fatalities in Oak Park from 2007 through 2021 were captured and analyzed to identify any racial disparities among traffic fatality victims in the Village. Non-white and Hispanic/Latino people were overrepresented in traffic fatalities in Oak Park.

**EQUITY ANALYSIS**



## Who is this happening to? (cont'd)

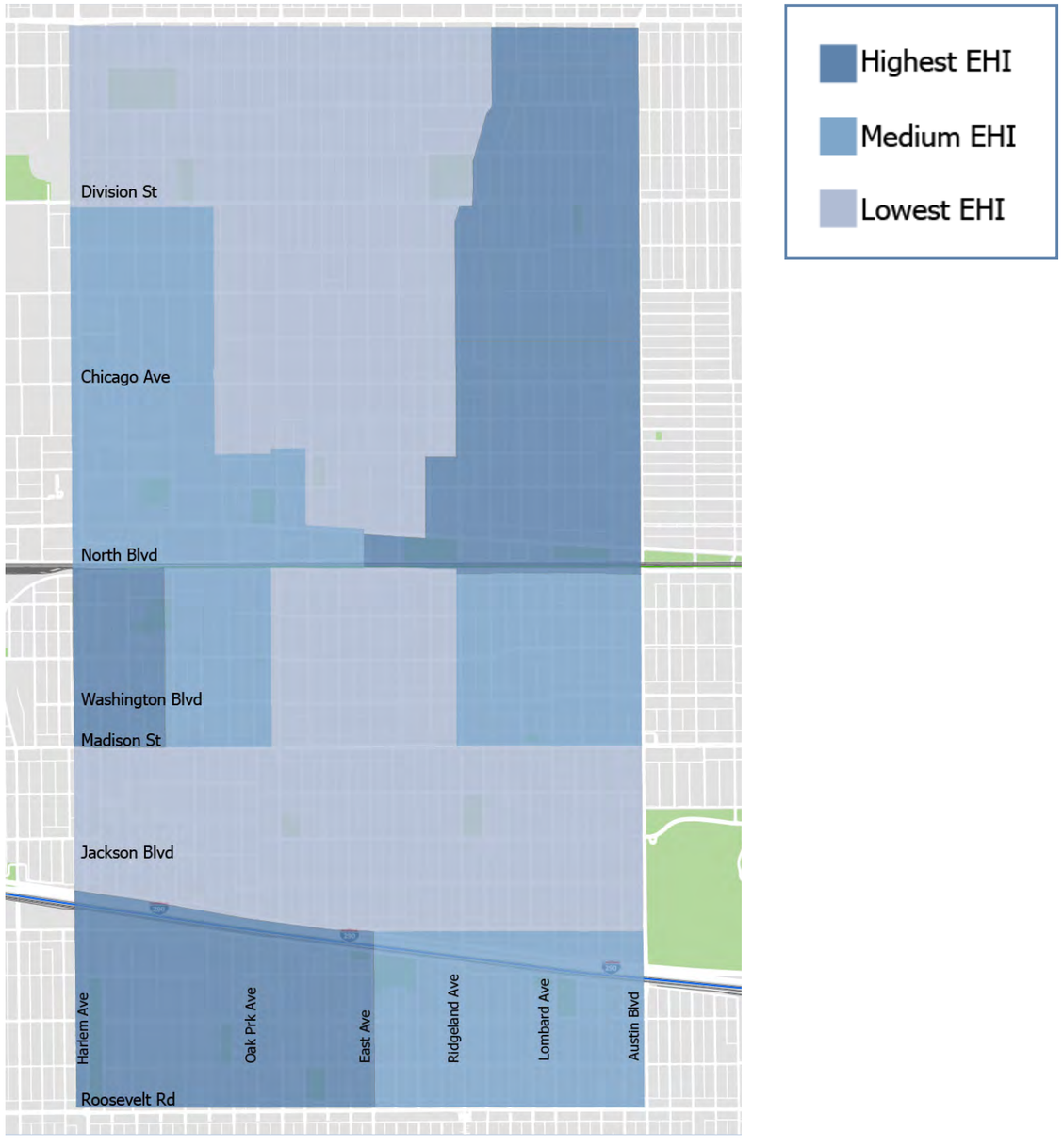
Furthermore, to identify underserved communities in Oak Park, this Vision Zero Action Plan developed an economic hardship index for it made up of five variables: percent population that was a dependent, percent population without a high school diploma, median income for individuals aged 15 or older, percent population below 100% Federal Poverty Level (FPL), and percent population unemployed. Each tracts indexes for each variable were averaged to create a general Economic Hardship Index (EHI). A map of these indexed scores are shown on the next page.

**Oak Park's highest hardship census tracts experienced slightly more fatalities and more KSI crashes than all other census tracts.**

In addition to identifying inequities in the Village of Oak Park, it's critical to recognize the impacts of traffic safety in communities immediately adjacent to the Village. Investing in historically disadvantaged communities is a central aim of the US Department of Transportation RAISE grant program, through which the USDOT has classified census tracts as "historically disadvantaged areas" or "area of persistent poverty."6 While Oak Park does not have any census tracts classified as such, adjacent tracts in Chicago, Cicero and Berwyn are classified as either historically disadvantaged, areas of persistent poverty, or both. By coordinating with these jurisdictions, Oak Park can work to improve the safety along streets shared with its neighbors, especially in areas of Oak Park that are adjacent to historically disadvantaged areas.

| | AVG. ANNUAL FATALITIES PER 100,000 RESIDENTS | AVG. ANNUAL KSI CRASHES PER 100,000 RESIDENTS | HIGH INJURY INTERSECTIONS |
|---|---|---|---|
| Highest Hardship Census Tracts | 6.2 | 47.2 | 4 |
| All Other Census Tracts | 5.9 | 40.7 | 2 |

**ECONOMIC HARDSHIP INDEX**



## Developing a High-Injury Network: Creating the Most Impactful Changes

A high-injury network (HIN) provides decision-makers with quantitative information about which streets and intersections see the highest concentrations of severe traffic crashes and can, therefore, benefit most from the implementation of safety countermeasures. HINs, in part, fulfill Question 3 on USDOT's Safe Streets and Roads for All Self-Certification Eligibility Worksheet: geospatial identification of higher risk locations, which is a requirement for eligibility for Safe Streets and Roads for All Implementation Grants or to conduct Supplemental Planning/Demonstration activities.

**While other tools may complement high injury networks in developing a data-driven Vision Zero program and action plan, high injury networks are useful for:**

**Prioritizing Projects.** A high-injury network indicates the major corridors and intersections with both the greatest demonstrated safety need and the greatest opportunities to make progress towards Vision Zero goal.

**Identifying High Impact Grant Applications**. A high-injury network indicates the corridors and intersections that are most likely to demonstrate safety need and impact on competitive regional, state, and federal grant applications,

**Developing Critical Partnerships.** A high-injury network demonstrates where partnerships are most needed, either as part of continuing inter-agency coordination, or as a starting point for collaboration.

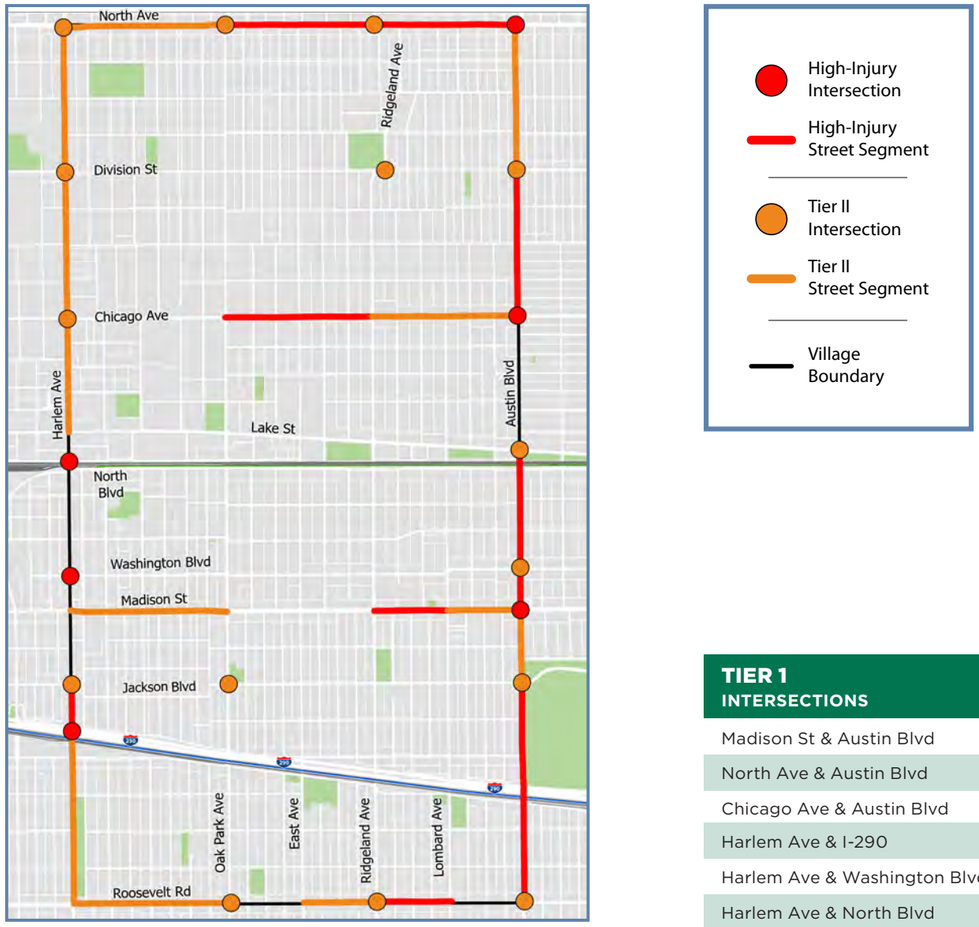
The high-injury network (HIN) developed in this Vision Zero Action Plan evaluated both intersections and street segments separately, using a list of candidate intersections and street segments was informed by results from the systemic analysis, which indicated an elevated safety risk on arterial and collector streets, as well as signalized intersections.

**THE METRICS THAT CONTRIBUTED TO THE HIN INCLUDED:**

- Severe Crash History
- Intersection and Street Typology Risk Assessment
- Intersection and Street Relative Severe Crash History

These metrics resulted in a high-injury network that included just 14% of both signalized arterial & collector intersections and arterial and collector centerline miles, but saw 41% of all fatal and serious injury crashes between 2018 and 2022. Most of the streets and intersections on the high-injury network are not directly under the Village of Oak Park's control: North Avenue, Harlem Avenue, and Roosevelt Road are all under the Illinois Department of Transportation's jurisdiction and Austin Boulevard is split between Oak Park and the City of Chicago. Because taking action on these streets will require collaboration, a second tier of high-injury segments and intersections was also developed to identify additional priority locations.

### HIGH INJURY NETWORK




| TIER 1 INTERSECTIONS |
|---|
| Madison St & Austin Blvd |
| North Ave & Austin Blvd |
| Chicago Ave & Austin Blvd |
| Harlem Ave & I-290 |
| Harlem Ave & Washington Blvd |
| Harlem Ave & North Blvd |

| TIER 1 SEGMENTS | |
|---|---|
| Roosevelt Rd (Ridgeland Ave to Lombard Ave) | Austin Blvd (Madison St to Lake St) |
| Austin Blvd (Roosevelt Rd to Jackson Blvd) | Chicago Ave (Oak Park Ave to Ridgeland Ave) |
| Harlem Ave (I-290 to Jackson Blvd) | Austin Blvd (Chicago Ave to Division St) |
| Madison St (Ridgeland Ave to Lombard Ave) | North Ave (Oak Park Ave to Austin Blvd) |

# What We Heard

We engaged Oak Park residents throughout the planning process to understand daily safety challenges that may not be represented by other data analysis. By collecting feedback online and in-person, we developed a greater understanding of traffic safety concerns and opportunities for improvement.

The first part of this engagement process was designed to identify how Oak Park residents get around, what their safety concerns are, where they have more trouble traveling safely, and what they want to see improved on their streets. This feedback laid the groundwork for us to begin identifying potential solutions.

**90%** OF RESPONDENTS WALK OR BIKE IN OAK PARK ON A WEEKLY BASIS.

**Many Oak Park residents walk or bike regularly as a way to get around the Village; however, residents feel less safe biking and walking than they do while driving.**

Here's how we met community members in Oak Park

Formed a steering committee and led a community walking tour of Oak Park

Met residents at the Oak Park Farmers' Market to spread the word about Vision Zero

"All major streets need safe street crossings."

-Survey respondent

Held a public workshop to discuss traffic safety and gather ideas from residents

"I feel safe when cars drive at safe speeds."

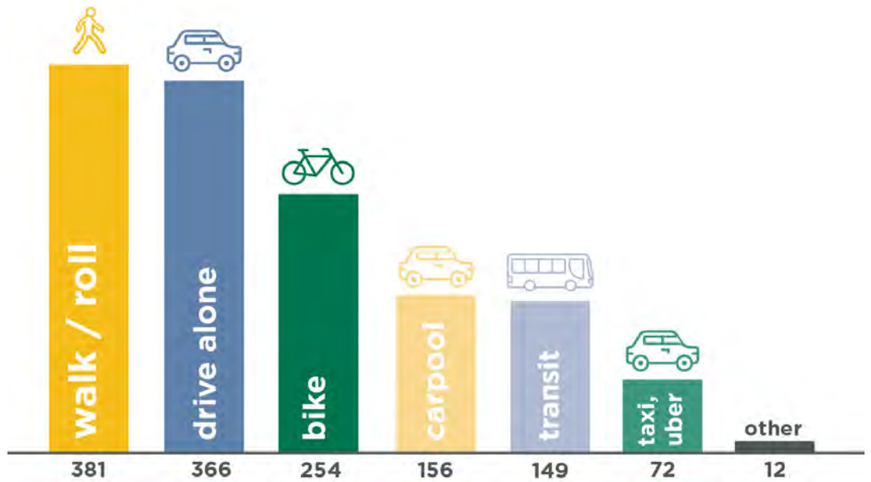
-Workshop participant, pedestrian in Oak Park


Conducted a digital survey with 400+ responses

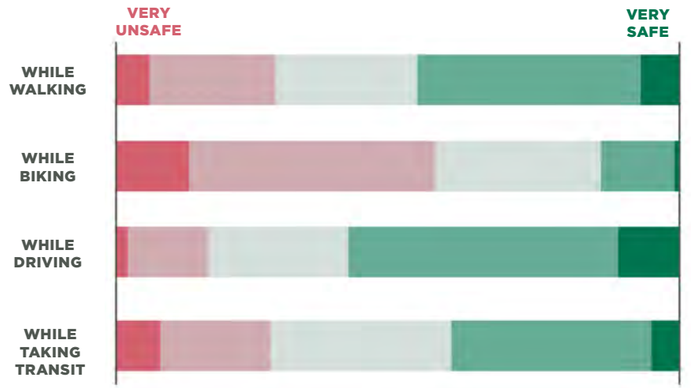
"Changing the culture of transportation to be people-first"

-Workshop participant on how Oak Park can achieve Vision Zero

## HOW DO YOU GET AROUND OAK PARK?




## HOW SAFE DO YOU FEEL WHILE TRAVELING?




*How safe Oak Park residents feel while getting around, based on survey results.*

## RESIDENTS' KEY SAFETY CONCERNS

- **Speeding, distraction, and other unlawful driving behavior**
- **Traffic at rush hour and school dismissal times**
- **Insufficient pedestrian and bicycle infrastructure**
- **Insufficient lighting levels**

*Based on feedback from the walking tour, workshop, focus groups and Steering Committee meetings.*

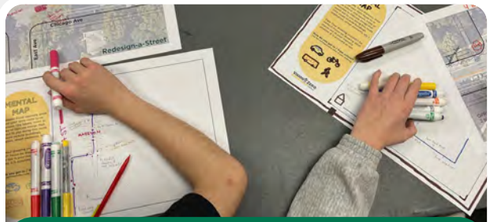
# What We Heard

Later in the engagement and planning process, we held focused discussions with residents to refine our ideas and gather feedback on potential recommendations. Steering Committee members and Village staff from various departments also helped guide the development of the plan's recommendations. Finally, the project team presented a set of draft strategies and recommendations for feedback at the Vision Zero Workshop – an interactive, open-house style meeting.

Shared key findings at Oak Park's A Day in Our Village

Talked with more than 40 neighbors about Vision Zero solutions at a public workshop

> Let's not hold ourselves to a national average [of high traffic speeds]... let's be better."
>
> **-Walking tour participant**



Held focus group discussions with high school students, older adults, parents, and Spanish-speaking residents

## RESIDENTS' KEY DESIRES FOR SAFETY IMPROVEMENTS

### Traffic calming improvements

**Including speed humps, pinch points, bump outs, stop signs and more, especially around schools, parks, and residential areas**

### Increased traffic enforcement

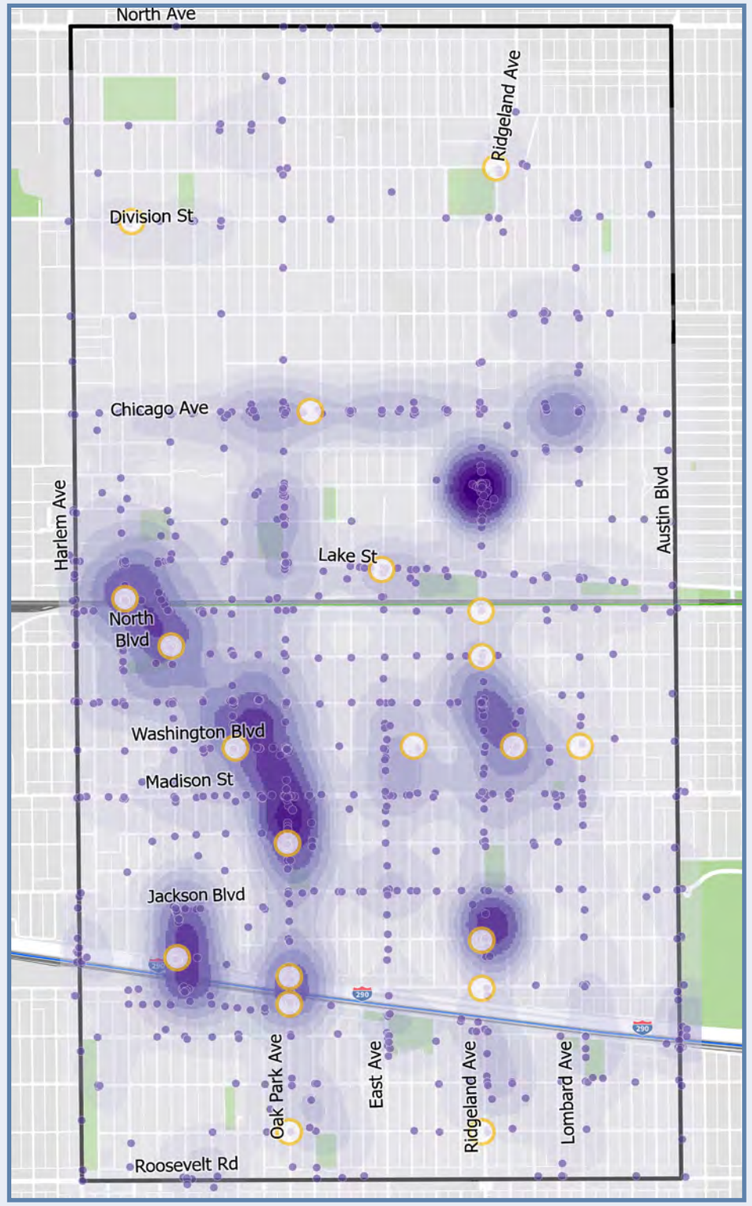
**Including targeted enforcement during rush hour and around schools and parks, as well as automated enforcement tools**

### Pedestrian and bicycle infrastructure

**Including designs that physically protect users, placed on busy streets that are difficult to walk and bike on**



## COMMUNITY IDENTIFIED LOCATIONS FOR SAFETY IMPROVEMENTS




**Across in-person workshops and online, interactive tools, residents shared more than 1,000 locations where they see a need for safety improvements.**

- **Community input locations**
- **Priority crossing locations**

**Based on this input and crash data, we identified 20 priority intersections and crossings to target for pedestrian safety improvements (excludes locations already identified as part of the HIN).**

**Ridgeland Avenue**

- Ridgeland & Berkshire
- Ridgeland & South
- Ridgeland & Pleasant
- Ridgeland & Van Buren
- Ridgeland & Harrison
- Ridgeland & Fillmore

**Oak Park Avenue**

- Oak Park & Fillmore
- Oak Park & Garfield
- Oak Park & Harrison
- Oak Park & Adams
- Oak Park & Lake

**Washington Boulevard**

- Washington & Lombard
- Washington & Cuyler
- Washington & Scoville
- Washington & Kenilworth

**Others**

- Division & Bellefore
- Lake & East
- Home & Pleasant
- Home & Harrison
- North & Marion

# 4

# Our Action Plan

## Oak Park Vision Zero Strategies

The Village of Oak Park is committed to the goal of consistently having zero deaths or serious injuries on its streets by 2035. Reducing and eliminating severe crashes requires a comprehensive set of strategies based on the Safe System approach. This section lays out the recommended strategies and actions Oak Park will undertake to achieve Vision Zero, along with information on who will be involved in implementing each action and its estimated time frame.

Ten key strategies and associated actions were developed based on input and feedback from community members, conversations with Village staff and stakeholders, detailed analysis of crash data and other data sources, and a review of best practices being implemented in other cities around the country. The strategies align with the Safe System principles and are composed of a number of actions to advance and achieve each strategy. Many of the strategies and actions continue and build on the good work already being done across the Village—including new bicycle infrastructure and pedestrian safety improvements—with a focus on how to systematize, further expand, and focus these efforts on locations with the greatest risk.

| | SAFE SYSTEM ELEMENT ADDRESSED | | | | |
|---|---|---|---|---|---|
| **STRATEGY** | **SAFE USERS** | **SAFE ROADS** | **SAFE SPEEDS** | **SAFE VEHICLES** | **POST-CRASH CARE** |
| Establish an ongoing safety improvement program for the High Injury Network | X | X | X | | |
| Expand on the Residential Traffic Calming Program to create a proactive approach to safety improvements on local streets | X | X | X | | |
| Create safe, comfortable, complete networks for people walking and biking | X | X | | | |
| Align policies and processes to the Safe System approach | X | X | X | | |
| Increase targeted traffic safety enforcement efforts | X | X | X | | |
| Launch a Village-wide traffic safety campaign | X | X | X | | |
| Respond to fatal crashes with urgency | X | X | | | X |
| Continue efforts to create a safer Village fleet | X | | | X | |
| Utilize data and technology to better understand safety issues and trends | X | X | X | X | |
| Track progress towards Vision Zero | X | X | X | X | X |

# Strategy 1

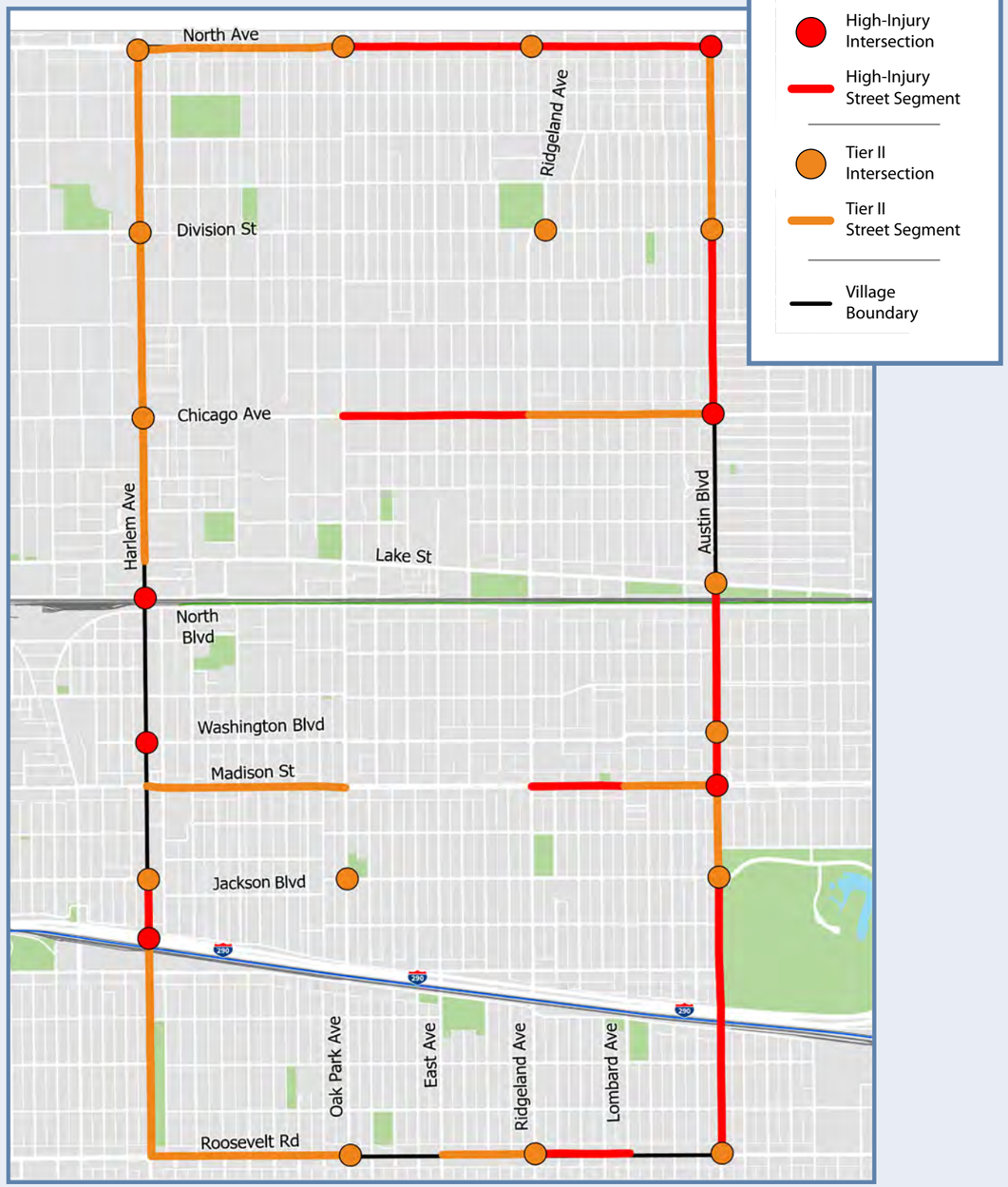
## Establish an ongoing safety improvement program for the High Injury Network

From 2018 - 2022, 41% of all severe crashes in Oak Park occurred on just 14% of the Village's street network and intersections. These locations are the highest priority (Tier 1) within the High Injury Network—a small subset of the Village's streets and intersections with the greatest history and risk of severe crashes based on crash analysis (see map on the following page). Focusing targeted investments on the High Injury Network has the greatest potential to reduce severe crashes in the years ahead. Many of the streets and intersections that make up the High Injury Network (HIN) are not directly under the Village's jurisdiction, though, and coordination and collaboration with partner agencies will be essential to implementing safer street designs in these locations.

| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| Coordinate with IDOT, the City of Chicago, Cicero, Forest Park, Berwyn, and Cook County to develop safety improvements, allocate funding, and implement improvements for all HIN segments/intersections that are not solely under Oak Park's jurisdiction | • **Engineering**<br>• Village Manager | Mid- to long-term<br>(2 – 5+ years) |
| Implement at least one safety project on the HIN each year using a combination of quick-build techniques and permanent capital improvements | • **Engineering**<br>• Public Works<br>• Transportation Commission (as needed) | Near-term<br>(0 – 2 years) |
| Incorporate the HIN as a factor in developing the Village's annual resurfacing program and capital improvement program | • **Engineering**<br>• Public Works<br>• Finance | Near-term<br>(0 – 2 years) |
| Evaluate lighting on all major streets and locations with significant pedestrian activity (i.e., schools, parks, transit stations) and implement necessary lighting upgrades | • **Engineering**<br>• Public Works<br>• Development Services | Mid-term<br>(2 – 5 years) |
| Review and revise the HIN every other year with the latest crash data | • **Engineering** | Near-term<br>(0 – 2 years) |



**HIGH INJURY NETWORK**



# Strategy 2

## Expand on the Residential Traffic Calming Program to create a proactive approach to safety improvements on local streets

While the greatest risk of severe crashes is concentrated on major streets with greater volumes of cars traveling at higher speeds, residents shared numerous concerns regarding safety on their local streets—particularly around speeding, distracted driving, and failure to yield to people crossing the street at locations with high levels of pedestrian activity and vulnerable road users likes parks and schools. Oak Park's Residential Traffic Calming Program responds to resident-initiated requests for traffic calming on local streets, and the Village has implemented dozens of traffic calming projects in response to these requests in recent years.


**LOCAL STREETS TRAFFIC CALMING PRIORITIZATION ANALYZED**

- Volume of crashes resulting in an injury, involving someone under 18, or involving a person walking or biking;
- Proximity of parks, schools, libraries, and transit;
- Whether the intersection falls within a census tract with higher relative levels of economic hardship; and
- Volume of geographically specific public comments received throughout the planning process

Building on the Residential Traffic Calming Program's success, the Vision Zero Plan aims to enhance the program, align with Safe System principles, and update the Village's toolbox to continue making local streets safer for all users. As part of this planning process, the Village analyzed data and feedback from community members to prioritize areas for potential safety improvements on the local street network. Because of the relatively low number of injury crashes that have occurred on the local street network, this analysis incorporated a number of planning factors related to crash risks. Factors analyzed (and listed in order of the weighting assigned to each factor) included crashes resulting in any injury; crashes involving someone under the age of 18; crashes involving a person walking or biking; proximity of parks, schools, libraries, and transit stations; the relative level of economic hardship for the surrounding census tract; and the volume of geographically specific public comments received throughout the planning process.

| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| **Enhance the Village's Residential Traffic Calming Program by:**<br>• Prioritizing interventions in key locations while maintaining responsiveness to resident requests<br>• Reducing data collection requirements for proven traffic calming treatments that have a record of success in Oak Park<br>• Refining the Traffic Calming toolbox to emphasize high priority safety tools that address key issues on the local street network<br>• Enable the use of vertical deflection tools (i.e., speed tables and speed cushions) on local streets on blocks adjacent to schools, parks, transit stations, senior living facilities, and the HIN or when more than 15% of the people driving on the block are doing so at a speed of 5 mph or more above the speed limit. Vertical deflection tools will not be used on streets identified by the Oak Park Fire Department (see map in Appendix 4) as part of their high use network and these tools will be administered by Village staff (and not included in the set of tools Transportation Commission uses in response to resident traffic calming petitions). | • **Engineering**<br>• Transportation Commission | Near-term<br>(0 – 2 years) |
| **Move to a "traffic calming by policy" model to deploy a standard toolbox of traffic calming measures on local streets when they are resurfaced.** | • **Engineering**<br>• Public Works<br>• Village Manager | Near-term<br>(0 – 2 years) |
| **Consider traffic calming improvements proactively when implementing large scale streetscape projects to mitigate cut-through traffic and dangerous driving behaviors.** | • **Engineering**<br>• Development Services | Near-term<br>(0 – 2 years) |

# Strategy 3

## Create safe, comfortable, complete networks for people walking and biking

In Oak Park, crashes involving a person walking are 15 times more likely to result in serious injuries or fatalities than motor vehicle crashes, while crashes involving someone biking are 12 times more likely. In a survey of more than 400 Oak Park residents, more than 90% of respondents indicated that they walk or bike at least weekly, but residents feel the least safe traveling through the Village by bike. Throughout the project's engagement efforts, community members voiced the need for complete, connected networks for people walking and biking designed with robust infrastructure that creates a safe, comfortable environment for people of all ages and abilities.

| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| **Update the Village's Bike Plan and dedicate funding for implementation.** | • **Engineering**<br>• Village Manager | Near-term<br>(0 – 2 years) |
| **Complete the network of Neighborhood Greenways as outlined in the 2015 Neighborhood Greenways System Study.** | • **Engineering**<br>• Public Works | Mid-term<br>(2 – 5 years) |
| **Establish a formal crosswalk marking policy.** | • **Engineering**<br>• Public Works<br>• Village Manager | Near-term<br>(0 – 2 years) |
| **Enhance traffic signal policies to prioritize pedestrians, including making automatic "walk" signs for pedestrians and leading pedestrian intervals the default where practical.** | • **Engineering**<br>• Village Manager<br>• Public Works | Near-term<br>(0 – 2 years) |
| **Update the Village's maintenance budget, equipment, and processes to accommodate new street designs and safety countermeasures and ensure infrastructure is maintained in a state of good repair.** | • **Public Works**<br>• Engineering<br>• Finance | Near-term<br>(0 – 2 years) |
| **Implement pedestrian safety improvements and traffic calming measures at high-priority crossing locations identified through community engagement and crash analysis (see page 31).** | • **Engineering**<br>• Public Works | Near-term<br>(0 – 2 years) |



# Strategy 4

## Align policies and processes to the Safe System approach

Achieving and sustaining Vision Zero in Oak Park will require a consistent, comprehensive, and proactive approach to traffic safety. Targeted capital investments that address key high-risk locations and behaviors are an essential step in reaching the Vision Zero goal, but they must be backed by policies and actions that are holistic in scope to achieve a Safe System that spans the entirety of the Village of Oak Park. Policies shape how streets are designed, operated, and maintained, describe staff responsibilities and authorities, and incentivize, discourage, or prioritize certain activities. Policies, though, are only as good as their application: the best policies are applied consistently and institutionalized within the organization, assessed based on outcomes, and updated to incorporate observed and anticipated changes.

| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| **Update the Village of Oak Park's Complete Streets policy to incorporate lessons learned since the policy's adoption in 2012, integrate new best practices, and foster systematic implementation of Complete Streets and safety improvements.** | • **Engineering**<br>• Village Manager | Near-term<br>(0 – 2 years) |
| **Formalize engineering policies that prioritize the safety of people walking, including:**<br>• A modal hierarchy policy that prioritizes people walking and rolling<br>• A design and control vehicle policy that results in compact intersections<br>• A target speed policy, accounting for pedestrian vulnerability in the event of a crash, by which design and posted speeds are set | • **Engineering** | Near-term<br>(0 – 2 years) |
| **Coordinate with IDOT to extend the memorandum of understanding around traffic safety improvements signed with the City of Chicago in 2023 to Oak Park.** | • **Engineering**<br>• Village Manager<br>• Law | Mid-term<br>(2 – 5 years) |
| **Establish clear guidance for multimodal maintenance of traffic requirements during construction projects to prioritize safety for people walking and biking.** | • **Engineering**<br>• Development Services<br>• Public Works | Near-term<br>(0 – 2 years) |

# Strategy 5

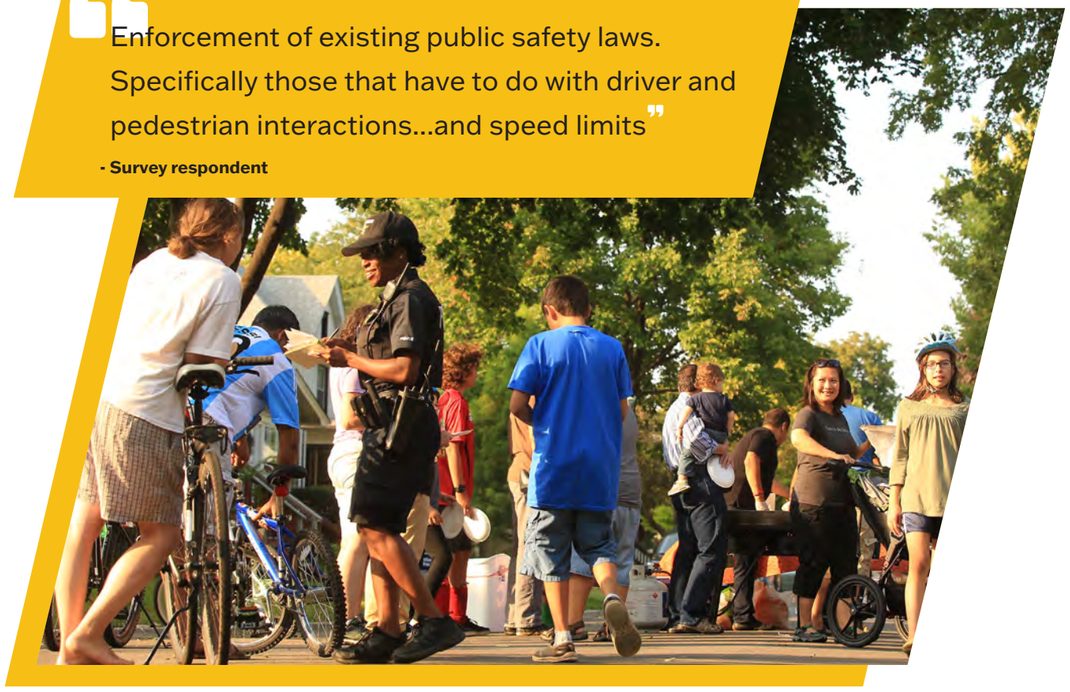
## Increase targeted traffic safety enforcement efforts

Across this planning process' many community and stakeholder engagement efforts, community members consistently voiced a desire for increased traffic safety enforcement to help reduce dangerous driving behaviors and improve safety for all street users, including police enforcement and means of automated enforcement (e.g., red light and speed cameras). The Village of Oak Park Police Department (VOPD) has played an active role in shaping this plan and is committed to working to achieve the Village's Vision Zero goal; however, the department faces urgent staffing challenges that must be addressed in order to fulfill this role. We also recognize that different people and communities have different perspectives on traffic safety enforcement (whether conducted by officers or automated) and are committed to ongoing community engagement and analysis to monitor the implementation of this strategy.

***WHAT WOULD MAKE WALKING AND BIKING SAFER IN OAK PARK?***

"Enforcement of existing public safety laws. Specifically those that have to do with driver and pedestrian interactions...and speed limits"

**- Survey respondent**



**39%** OF SURVEY RESPONSES ABOUT SAFETY IMPROVEMENTS MENTIONED ENFORCEMENT

**Throughout the planning and engagement process, residents frequently called attention to the need for accountability for unsafe driving.**

| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| **Implement targeted traffic safety enforcement efforts focused on dangerous driving behaviors, the high injury network, and key locations near schools and parks.** | • **Police** | Near-term<br>(0 – 2 years) |
| **Increase training for officers to equip them with skills and tactics to execute targeted safety enforcement efforts.** | • **Police** | Near-term<br>(0 – 2 years) |
| **Establish quarterly meetings with DPW, VOPD, and Public Health to assess crash trends, issues, and emerging locations.** | • **Engineering**<br>• Public Works<br>• Police<br>• Public Health | Near-term<br>(0 – 2 years) |
| **Install red light cameras at intersections on the HIN. In implementing red light cameras, the Village will maintain control of all signal timing and revenue from violations should be dedicated to a fund focused on transportation safety and street improvements.** | • **Engineering**<br>• Village Manager<br>• Police<br>• Finance | Mid-term<br>(2 – 5 years) |
| **Work with the Village's Chief Diversity, Equity, and Inclusion Officer to assess traffic stop data and red-light camera violations and gather community input.** | • **Engineering**<br>• Chief Diversity, Equity, and Inclusion Officer<br>• Engineering | Near-term<br>(0 – 2 years) |
| **Partner with Cook County and other municipalities to lobby for wider automated enforcement powers (e.g., speed cameras) proven to reduce severe crashes and increase safety.** | • **Engineering**<br>• Law | Mid-term<br>(2 – 5 years) |
| **Increase the Village's enforcement capacity and re-establish a dedicated traffic enforcement team** | • **Police**<br>• Village Manager | Mid-term<br>(2 – 5 years) |
| **Explore strategies and technologies to bolster enforcement, involve community members, and integrate education with enforcement** | • **Police**<br>• Engineering<br>• Chief Diversity, Equity, and Inclusion Officer | Near-term<br>(0 – 2 years) |

# Strategy 6

## Launch a Village-wide traffic safety campaign

Oak Park aims to create a shared culture across the Village that prioritizes safety to achieve its Vision Zero goal. Equipping our staff and residents to change their behavior to prioritize safety will require spreading the word about severe crashes in Oak Park, who they affect, how they're caused, and what we all can do to prevent them. In order to make the lasting behavior changes that are needed to eliminate fatalities and serious injuries on our streets, investments made in physical changes to the city's infrastructure should be paired with education and messaging.


| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| Develop a multilingual traffic safety campaign focused on reducing serious injuries and deaths through speed reduction and uncovering the reasons behind dangerous driving behaviors. Messaging campaigns should employ a multichannel approach (e.g., social media, billboards, and earned or paid media) to reach broad audiences and/or key groups. | • **Public Health**<br>• Communications<br>• Engineering | Near-term<br>(0 – 2 years) |
| Create multilingual educational and outreach materials to teach residents about new traffic safety tools and safe behaviors. | • **Public Health**<br>• Communications<br>• Engineering | Near-term<br>(0 – 2 years) |
| Collaborate with District 97 and Oak Park River Forest High School on safe street educational programs for all ages and revamping the driver's ed program to include additional information geared towards a dense, urban context like Oak Park and safe walking, biking, and transit use. | • **Public Health**<br>• Engineering | Mid-term<br>(2 – 5 years) |



# Strategy 7

## Respond to fatal crashes with urgency

As the Village works to implement the Vision Zero Oak Park Plan and achieve our Vision Zero goal, we must also respond to every fatal crash that may occur to prevent future tragedies and deepen our understanding of the issues at the root of severe crashes. Each severe crash represents an opportunity for the Village to better understand trends, behaviors, and contributing factors and to apply this understanding to operations and processes.

| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| Establish an interdisciplinary fatal crash response team, including staff from VOPD, Fire, DPW, and Public Health, to investigate the contributing factors of each fatal crash and determine necessary interventions. | • **Engineering**<br>• Police<br>• Fire<br>• Public Works<br>• Public Health | Near-term<br>(0 – 2 years) |
| Make fatal crash statistics available to the public and decision makers on a regular basis. | • **Engineering**<br>• Communications | Near-term<br>(0 – 2 years) |

# Strategy 8

## Continue efforts to create a safer Village fleet

The cars on our streets should be as safe for people outside the vehicle as those inside the vehicle. Vehicles with poor visibility and blind spots, excessive weight, or higher, more vertical front ends make them less safe for people walking and biking. These risks should be mitigated by safety technologies if there are not alternate models or designs that meet operational needs. The Village can continue to lead by example by procuring vehicles that minimize severe crash risk for all users of our streets.

| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| Codify fleet vehicle procurement standards that prioritize safety for all road users. | • **Public Works**<br>• Police<br>• Fire<br>• Engineering | Near-term<br>(0 – 2 years) |
| Work with the Oak Park Fire Department to evaluate opportunities to downsize fleet vehicles where an equally capable, smaller equivalent is available. | • **Public Works**<br>• Fire | Near-term<br>(0 – 2 years) |
| Continue consistent application of Driver Education and Training for public employees. | • **Public Works** | Near-term<br>(0 – 2 years) |

## Strategy 9

### Utilize data and technology to better understand safety issues and trends

Crash data from police reports are the primary source of information on severe crashes in Oak Park; however, nationally there are known gaps in crash reports (i.e., underreporting of less severe crashes involving people walking and biking) and limitations regarding the amount of information around contributory causes and high-risk behaviors. Expanding Village staff's access to high-quality data that supplements existing sources and enables better safety planning, evaluation, and tracking will be important for Vision Zero.

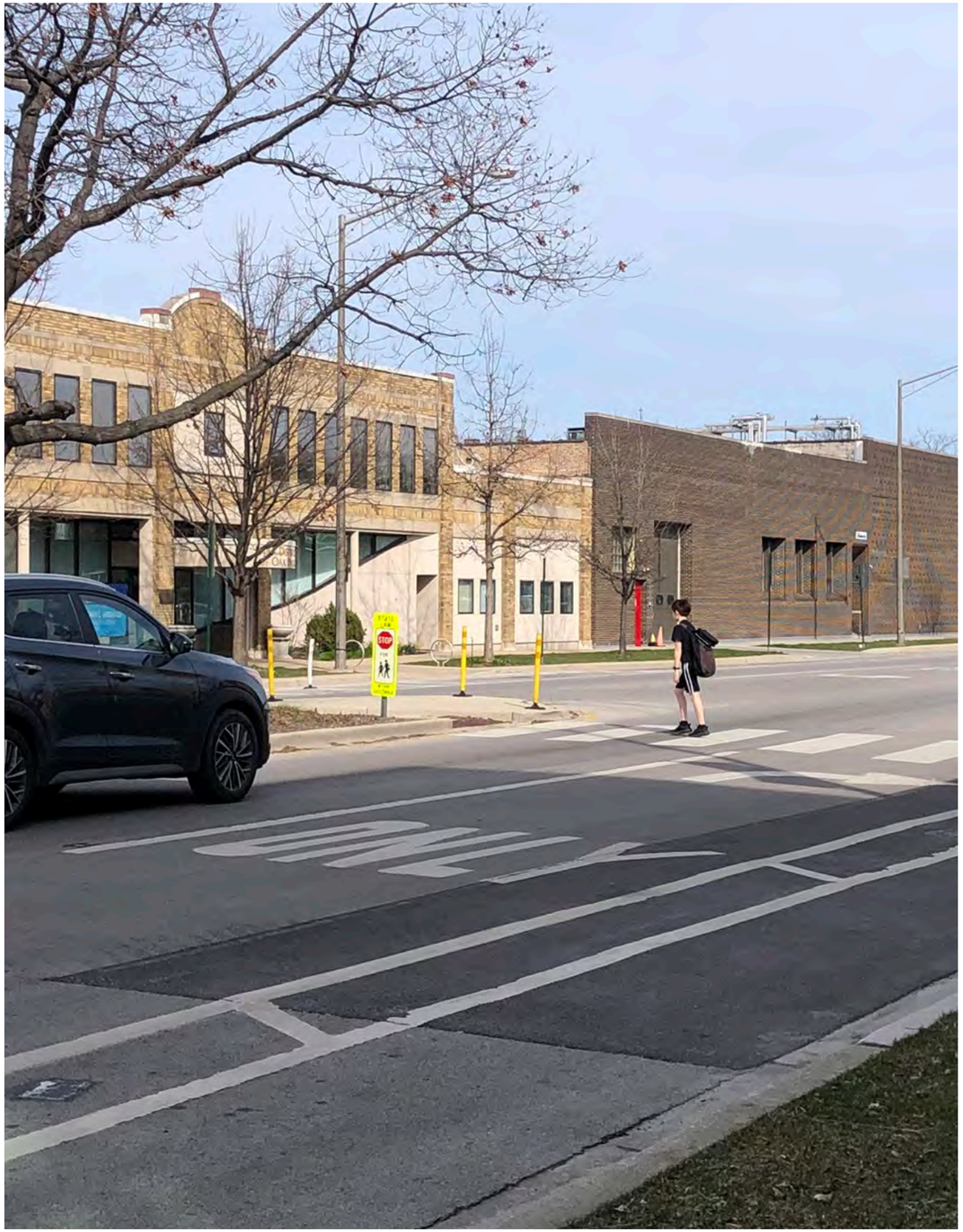
| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| Obtain anonymized big data products such as crowd-sourced telematics data to enhance understanding of speeding and other dangerous driving behaviors. Integrate new data sources into the process for identifying high-injury locations and prioritizing traffic calming needs on local streets. | • **Engineering**<br>• Public Health | Near-term (0 – 2 years) |
| Continuously improve data collection and analysis methods to track and evaluate the effectiveness of safety countermeasures. | • **Engineering** | Near-term (0 – 2 years) |
| Continuously monitor new technology, and improve existing technology, to inform what countermeasures to deploy and where to deploy them. | • **Engineering**<br>• Public Health | Near-term (0 – 2 years) |

## Strategy 10

### Track progress towards Vision Zero

Rigorously tracking our progress on the path towards zero deaths and serious injuries will enable the Village to understand the impact of its actions, adapt its overall strategy, respond to emerging opportunities and challenges, and hold us all accountable. Sharing this information with the public will enable a continued dialogue with the community that is rooted in data.

| RECOMMENDED ACTIONS | LEADING ACTORS<br>SUPPORTING ACTORS | TIMELINE |
|---|---|---|
| Publish an annual Vision Zero report including the most recent data on severe crashes and progress on the Vision Zero strategies and actions. | • **Engineering** | Near-term (0 – 2 years) |
| Establish project evaluation plans for all major safety projects and share findings with the public, elected officials, and stakeholders. | • **Engineering** | Near-term (0 – 2 years) |



# Vision Zero Toolbox

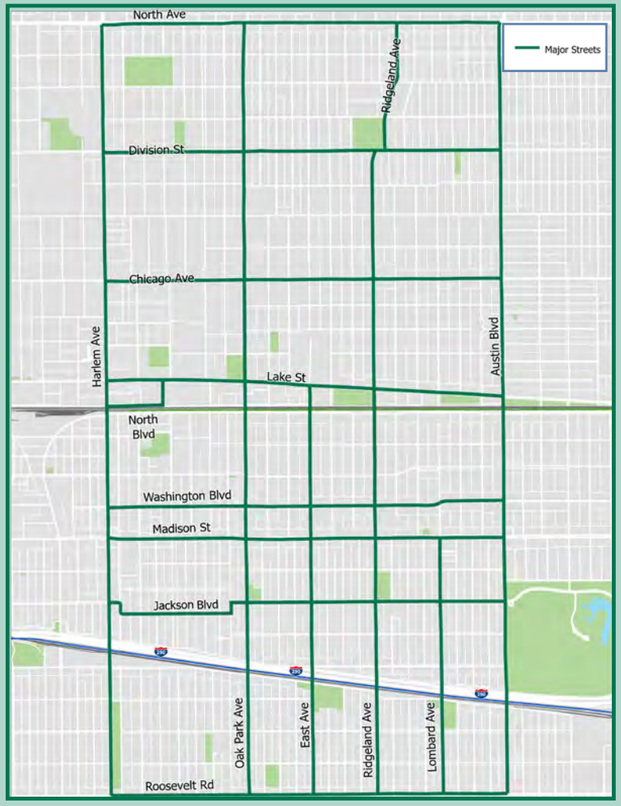
**Oak Park's existing Traffic Calming Toolbox includes a range of infrastructure tools to increase safety on the Village's local streets.**

The Vision Zero Oak Park Toolbox includes a narrower set of tools geared towards addressing the primary factors that lead to severe crashes in the Village. The Toolbox focuses on proven safety countermeasures that will have the largest impact on safety on Oak Park's streets.

The Toolbox is divided into two sections: one for major streets and one for local streets. Traffic calming and safety projects on major streets are led by Village staff. Both Village staff and the Transportation Commission play important roles in developing and implementing improvements for local streets. Several tools are applicable in both contexts and are included in both sections. Each tool includes a short description, a high-level relative construction cost and information on the types of crashes the tool addresses.

Many of the tools in the Toolbox can be implemented as quick-build projects using lower cost, temporary materials. For both quick-build and permanent projects, Oak Park can incorporate complementary elements such as asphalt art or green infrastructure to further additional community benefits.

**MAJOR STREETS**



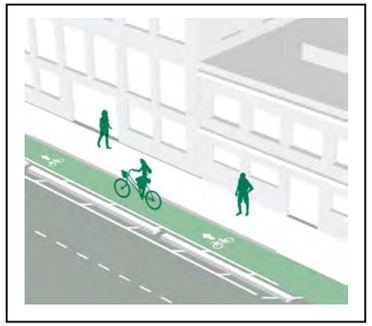

**RELATIVE CONSTRUCTION COSTS**

**$** = <$15,000 **$$** = $15,000 - $50,000 **$$$** = $50,000 - $100,000 **$$$$** = > $100,000

**Costs in 2024 dollars and based on 2024 resurfacing program where applicable*



## High-Priority Tools for Major Streets



### Protected Bike Lane

**RELATIVE COST:** $$$$

**CRASH TYPE:** Angle crashes, head-on crashes

**BEHAVIORS ADDRESSED:** Bicycle/vehicle conflicts

Protected bike lanes are designated lanes for bicycles that are physically separated from motor vehicle traffic by barriers such as curbs, bollards, or planters, enhancing cyclist safety and encouraging cycling as a mode of transportation.

### Corner / Curb Extension

**aka Bump-Out, Neckdown, or Bulb-Out**

**RELATIVE COST:** $$ based on 2024 resurfacing costs

**CRASH TYPE:** Turning crashes, head-on crashes, angle crashes

**BEHAVIORS ADDRESSED:** failure to yield, pedestrian visibility, high speeds through intersections

Corner, curb, or pedestrian extensions, also known as bump-outs, neckdowns, or bulb-outs, refer to the extension of sidewalks or curbs at street corners, narrowing the roadway and reducing crossing distances for pedestrians, enhancing safety and walkability. At bus stop locations, curb extensions can be used to both increase pedestrian safety and decrease dwell times. On bike routes, the use and design of curb extensions should avoid creating any additional conflicts for people biking.

### High Visibility Crosswalks

**RELATIVE COST:** $

**CRASH TYPE:** Head-on crashes, turning crashes

**BEHAVIORS ADDRESSED:** failure to yield, pedestrian visibility

High-visibility crosswalks are marked pedestrian crossings with enhanced visibility features to improve pedestrian safety. These crosswalks typically feature bold markings, bright colors, and additional signage to make them more conspicuous to drivers, thereby reducing the risk of pedestrian-vehicle collisions and enhancing pedestrian access and mobility.

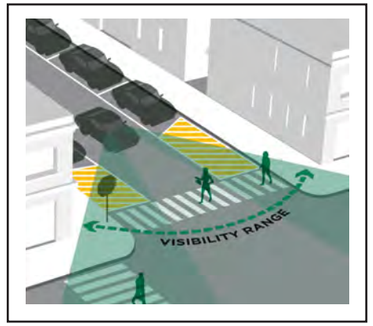
## Protected Intersection

**RELATIVE COST:** $$$$

**CRASH TYPE:** Turning crashes

**BEHAVIORS ADDRESSED:** Bicycle/vehicle conflicts, high speeds through intersections, failure to yield

Protected intersections are intersection designs that prioritize the safety of cyclists by incorporating physical barriers and dedicated signal phases to separate them from motor vehicles, reducing potential conflicts and improving overall road safety.



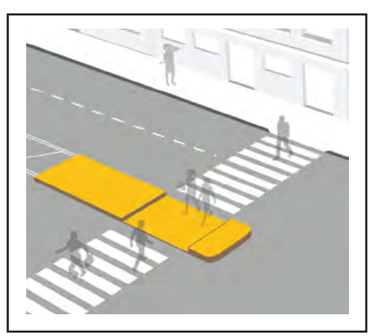

## Intersection Daylighting

**RELATIVE COST:** $

**CRASH TYPE:** Head-on crashes, turning crashes

**BEHAVIORS ADDRESSED:** Failure to yield, pedestrian visibility

Daylighting intersections removes parking within 20–25 feet of the intersection to enhance visibility for drivers, cyclists, and pedestrians, reducing the potential for collisions and improving overall safety at intersections and crossings.



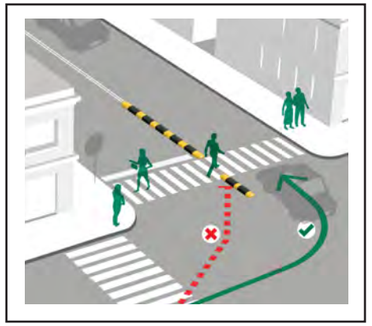
## Pedestrian Refuge Island

**RELATIVE COST:** $

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** failure to yield

Pedestrian refuge islands are raised structures within the center of a road that reduce the crossing distance for pedestrians, providing a safe haven midway through the street and limiting exposure.



## Left Turn Traffic Calming

**RELATIVE COST:** $$

**CRASH TYPE:** Turning crashes, angle crashes

**BEHAVIORS ADDRESSED:** Failure to yield, high speeds through intersections

Left turn traffic calming refers to measures implemented to slow down vehicles making left turns at intersections. These measures may narrower turning radii or hardened centerlines, designed to encourage drivers to make slower and more cautious left turns and prevent vehicles from crossing into opposing lanes. These interventions are typically made of durable materials such as concrete, plastic, or raised markers.

## Leading Pedestrian Interval

**RELATIVE COST:** $

**CRASH TYPE:** Turning crashes

**BEHAVIORS ADDRESSED:** Failure to yield, pedestrian visibility

A leading pedestrian interval (LPI) is a traffic signal timing strategy that gives pedestrians a head start when crossing at signalized intersections. During an LPI, the pedestrian walk signal turns on a few seconds before the corresponding green light for vehicles, allowing pedestrians to enter the crosswalk and establish their presence before vehicles begin to move. This helps enhance pedestrian visibility and safety by reducing conflicts between pedestrians and turning vehicles.

## Lane Narrowing

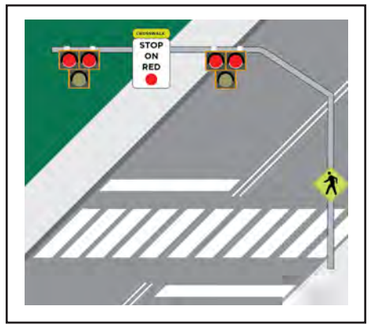
**RELATIVE COST:** $

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** Speeding

Lane narrowing involves reducing the width of traffic lanes on a roadway to promote safer driving speeds and discourage aggressive driving behaviors. This traffic calming measure typically involves re-striping lanes or installing physical elements such as bollards or planters to create a perception of reduced space, encouraging drivers to slow down and exercise caution.

## HIGH-PRIORITY TOOLS FOR MAJOR STREETS




### Pedestrian Hybrid Beacon

**RELATIVE COST:** $$$

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** Failure to yield, pedestrian visibility

A pedestrian hybrid beacon, also known as a High-Intensity Activated Crosswalk (HAWK) beacon, is a pedestrian-activated traffic signal designed to facilitate safe pedestrian crossings at mid-block locations or unsignalized intersections. When activated by a pedestrian, the beacon displays a sequence of flashing yellow, solid yellow, and solid red lights to alert drivers to stop and yield to pedestrians. Pedestrian hybrid beacons provide controlled crossing opportunities for pedestrians while minimizing traffic delays and improving safety at locations with high pedestrian volumes or limited visibility.

### Raised Crosswalk

**RELATIVE COST:** $$$$

**CRASH TYPE:** Head-on crashes, turning crashes

**BEHAVIORS ADDRESSED:** High speeds through intersections, failure to yield, pedestrian visibility

A raised crossing or crosswalk is a pedestrian crossing point where the pavement is elevated slightly above the level of the surrounding roadway. Raised crossings are typically constructed using speed tables or raised crosswalk platforms to increase the visibility of pedestrians, reduce vehicle speeds, and enhance safety at intersections and mid-block crossings. These features provide a physical and visual cue to drivers to yield to pedestrians and promote a more walkable and pedestrian-friendly environment.

### Protected Left Turn Phasing (Lagging)

**RELATIVE COST:** $

**CRASH TYPE:** Turning crashes, angle crashes

**BEHAVIORS ADDRESSED:** High speeds through intersections, failure to yield

Protected left turn phasing (lagging) ensures intersection safety by allowing left-turning vehicles to proceed only after oncoming traffic has cleared, reducing the risk of collisions. Converting signals with protected left turn phases to lagging should be done holistically across the Village rather than on a one-off basis.

### Raised Intersection

**RELATIVE COST:** $$$$

**CRASH TYPE:** Head-on crashes, turning crashes

**BEHAVIORS ADDRESSED:** High speeds through intersections, failure to yield, pedestrian visibility

A raised intersection is an intersection where the entire roadway surface is elevated to the level of the adjacent sidewalks or pedestrian areas. Raised intersections are designed to slow down vehicle speeds, reduce the risk of collisions, and prioritize pedestrian safety by creating a continuous and level surface for pedestrians to cross. These intersections may also include additional design elements such as textured pavement, raised crosswalks, and traffic calming features to enhance visibility and accessibility for pedestrians.

### Rectangular Rapid Flashing Beacon

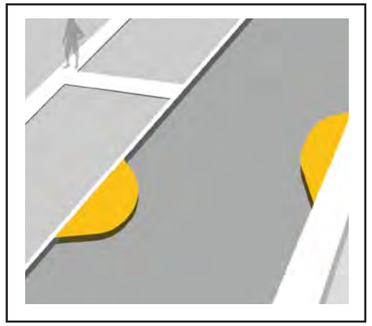
**RELATIVE COST:** $$

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** Failure to yield, pedestrian visibility

A Rectangular Rapid Flashing Beacon (RRFB) is a pedestrian-activated warning device used to alert drivers to the presence of pedestrians at crosswalks or pedestrian crossings. RRFBs consist of rectangular-shaped LED lights that flash rapidly when activated by pedestrians, drawing attention to the crosswalk and prompting drivers to yield. These beacons are particularly effective in improving pedestrian safety at locations with high vehicle speeds or limited visibility.

## High-Priority Tools for Local Streets



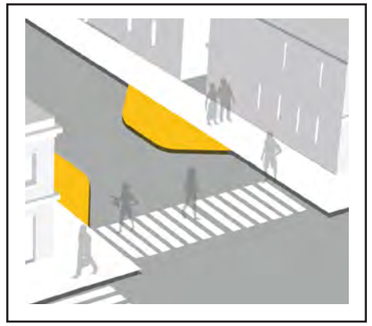
### Chicane

**RELATIVE COST:** $

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** Speeding

A chicane is a traffic calming measure consisting of a series of alternating curves or obstacles intentionally placed along a roadway to slow down vehicle speeds, often used in urban areas or on residential streets to discourage speeding. On bike routes, the use and design of chicanes should avoid creating any additional conflicts for people biking.



### Choker / Pinch Point

**RELATIVE COST:** $$

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** Speeding

A choker or pinch point is a traffic calming feature that narrows the width of a roadway, typically achieved through physical barriers or design elements, aiming to slow down vehicular traffic and enhance safety by reducing available space for vehicles. On bike routes, the use and design of pinch points should avoid creating any additional conflicts for people biking.

### Neighborhood Greenway

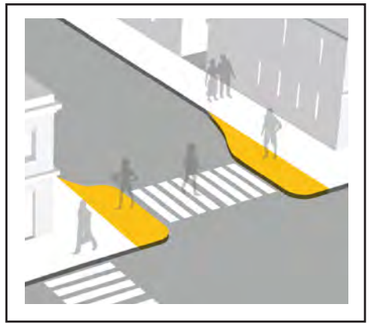
**RELATIVE COST:** $$

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** Speeding, bicycle/vehicle conflicts, failure to yield

A neighborhood greenway is a low-speed street that has been optimized for bicycle travel through the addition of bike-focused wayfinding, signage, and marking and accompanying traffic calming elements.





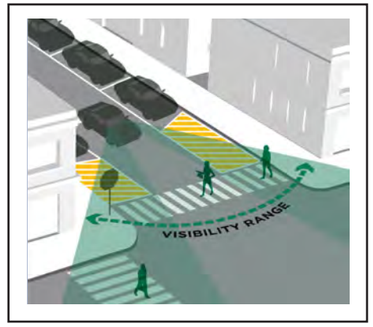
### Curb Extension

**RELATIVE COST:** $ - $$$ (context dependent)

**CRASH TYPE:** Turning crashes, head-on crashes, angle crashes

**BEHAVIORS ADDRESSED:** Failure to yield, pedestrian visibility, high speeds through intersections

Corner, curb, or pedestrian extensions, also known as bump-outs, neckdowns, or bulb-outs, refer to the extension of sidewalks or curbs at street corners, narrowing the roadway and reducing crossing distances for pedestrians, enhancing safety and walkability. At bus stop locations, curb extensions can be used to both increase pedestrian safety and decrease dwell times. On bike routes, the use and design of curb extensions should avoid creating any additional conflicts for people biking.




### Intersection Daylighting

**RELATIVE COST:** $

**CRASH TYPE:** Head-on crashes, turning crashes

**BEHAVIORS ADDRESSED:** Failure to yield, pedestrian visibility

Daylighting intersections removes parking within 20–25 feet of the intersection to enhance visibility for drivers, cyclists, and pedestrians, reducing the potential for collisions and improving overall safety at intersections and crossings.

### Traffic Diverter

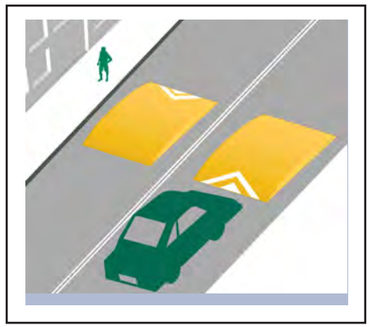
**RELATIVE COST:** $

**CRASH TYPE:** Turning crashes, angle crashes

**BEHAVIORS ADDRESSED:** Speeding, bicycle/vehicle conflicts

A traffic diverter is a traffic calming measure that redirects or restricts vehicle movements by creating diagonal barriers or obstructions at intersections, typically implemented to discourage through-traffic and prioritize other modes of transportation such as walking or cycling.

## HIGH-PRIORITY TOOLS FOR LOCAL STREETS



### Speed Cushion

**RELATIVE COST:** $

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** Speeding

A speed cushion is a raised traffic calming device consisting of several smaller humps or cushions installed across the width of a roadway. Unlike traditional speed humps or bumps, speed cushions are designed to limit the impact on emergency vehicles or wider vehicles such as buses. Speed cushions effectively slow down traffic, discourage speeding, and enhance safety.

Speed cushions (as well as speed tables) can be used on local streets that do not fall on the Oak Park Fire Department's high use network (see map in Appendix 4) when adjacent to pedestrian generators or on streets with speeding issues (see specific criteria on page 37). The installation of speed cushions will be administered by Village staff and not included in the set of tools the Transportation Commission uses in response to resident traffic calming petitions.

### Raised Crosswalk

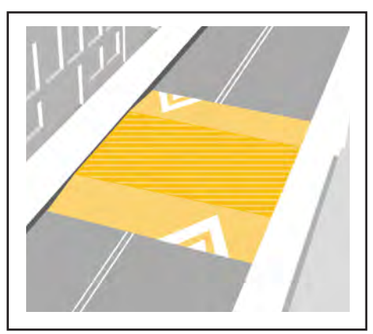
**RELATIVE COST:** $$$$

**CRASH TYPE:** Head-on crashes, turning crashes

**BEHAVIORS ADDRESSED:** High speeds through intersections, failure to yield, pedestrian visibility

A raised crossing or crosswalk is a pedestrian crossing point where the pavement is elevated slightly above the level of the surrounding roadway. Raised crossings are typically constructed using speed tables or raised crosswalk platforms to increase the visibility of pedestrians, reduce vehicle speeds, and enhance safety at intersections and mid-block crossings. These features provide a physical and visual cue to drivers to yield to pedestrians and promote a more walkable and pedestrian-friendly environment.

Because of the cost and potential related impacts of raised crosswalks (i.e., drainage), raised crosswalks will be administered by Village staff and not included in the set of tools the Transportation Commission uses in response to resident traffic calming petitions.



### Speed Table

**RELATIVE COST:** $

**CRASH TYPE:** Head-on crashes

**BEHAVIORS ADDRESSED:** Speeding

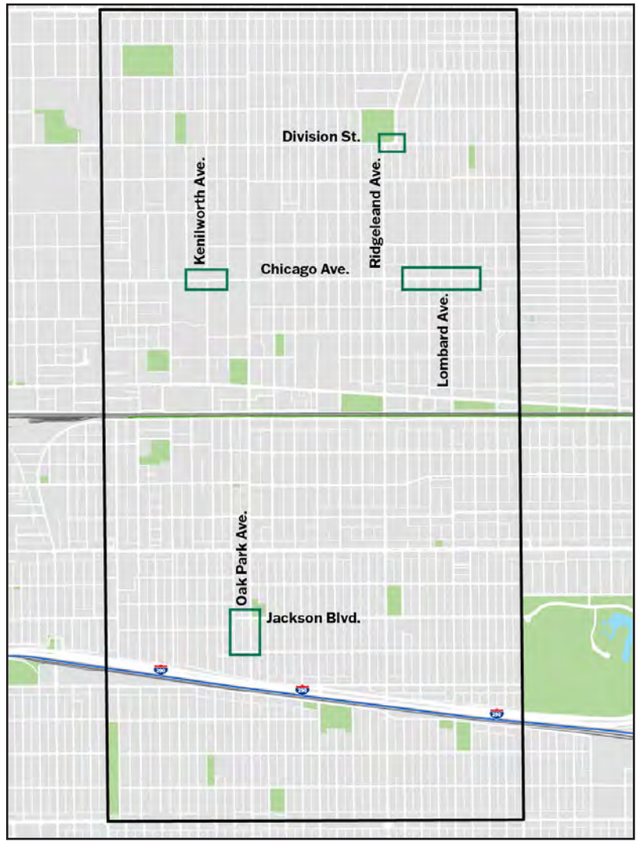
A speed table is a flat-topped traffic calming device installed on roadways to reduce vehicle speeds. Unlike traditional speed humps or bumps, speed tables have a longer and more gradual incline and decline, allowing vehicles to pass over them at moderate speeds without causing discomfort. In Oak Park, speed tables can be used in the same locations as described for speed cushions and, similarly, will be administered by staff.



# Designing Safer Streets

Conceptual designs were developed for four locations on Oak Park's High Injury Network to demonstrate how the Village can use many of the tools highlighted throughout this plan to create safer streets and a better experience for people walking and biking. Additional community engagement and traffic engineering analysis will be required before more detailed designs are developed.

## CONCEPTUAL DESIGN LOCATIONS



# **Chicago Avenue** (from Ridgeland to Kenilworth)

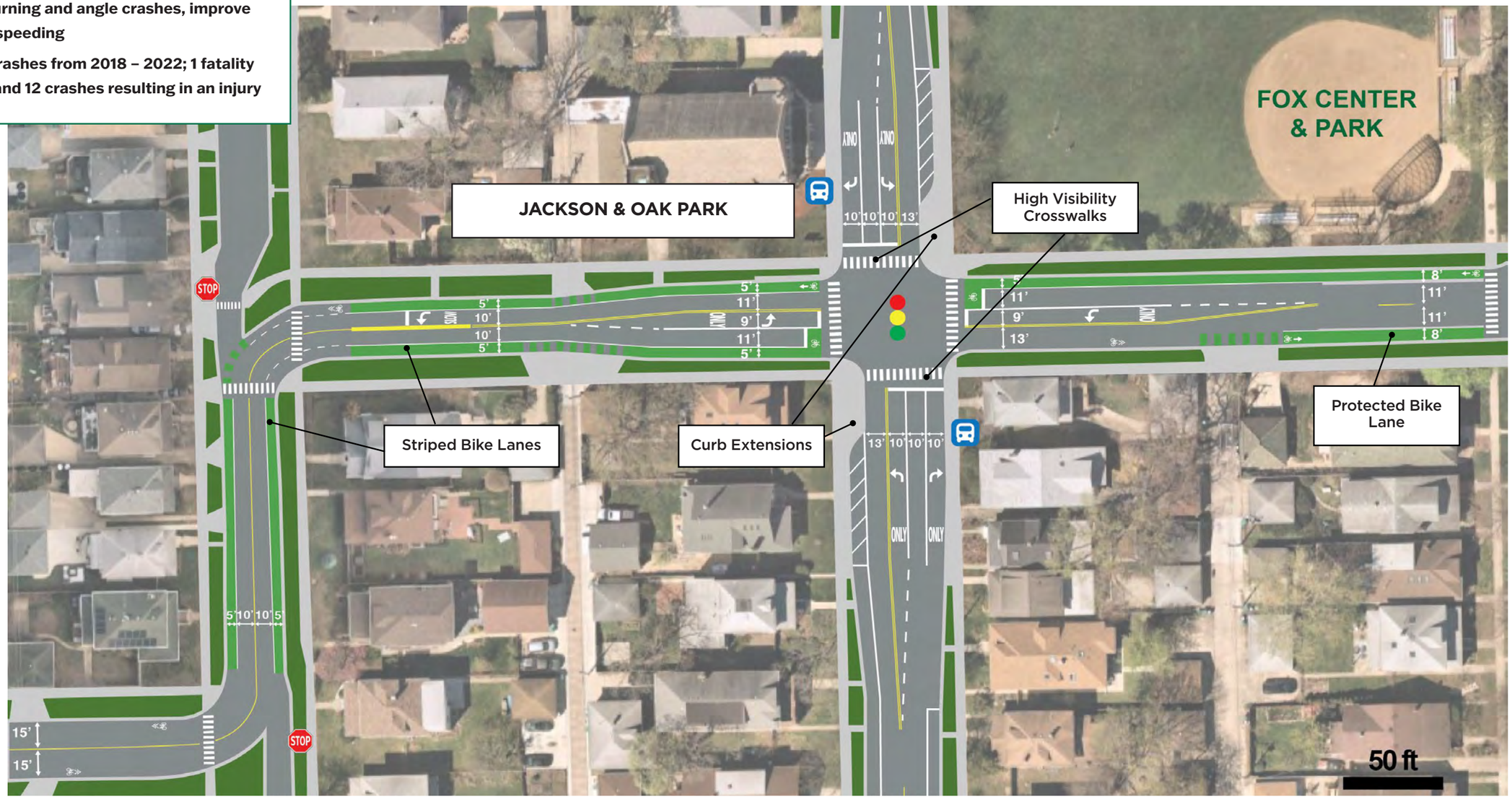
**OBJECTIVE:** Improve pedestrian and bicycle safety and connectivity, reduce speeding, and improve yielding rates

**CRASH HISTORY:** 133 crashes from 2018 – 2022; 3 serious injuries and 40 crashes resulting in an injury

# Intersection of Jackson Boulevard and Oak Park Avenue

**OBJECTIVE:** Improve bicycle and pedestrian safety and connectivity, reduce turning and angle crashes, improve yielding rates, reduce speeding

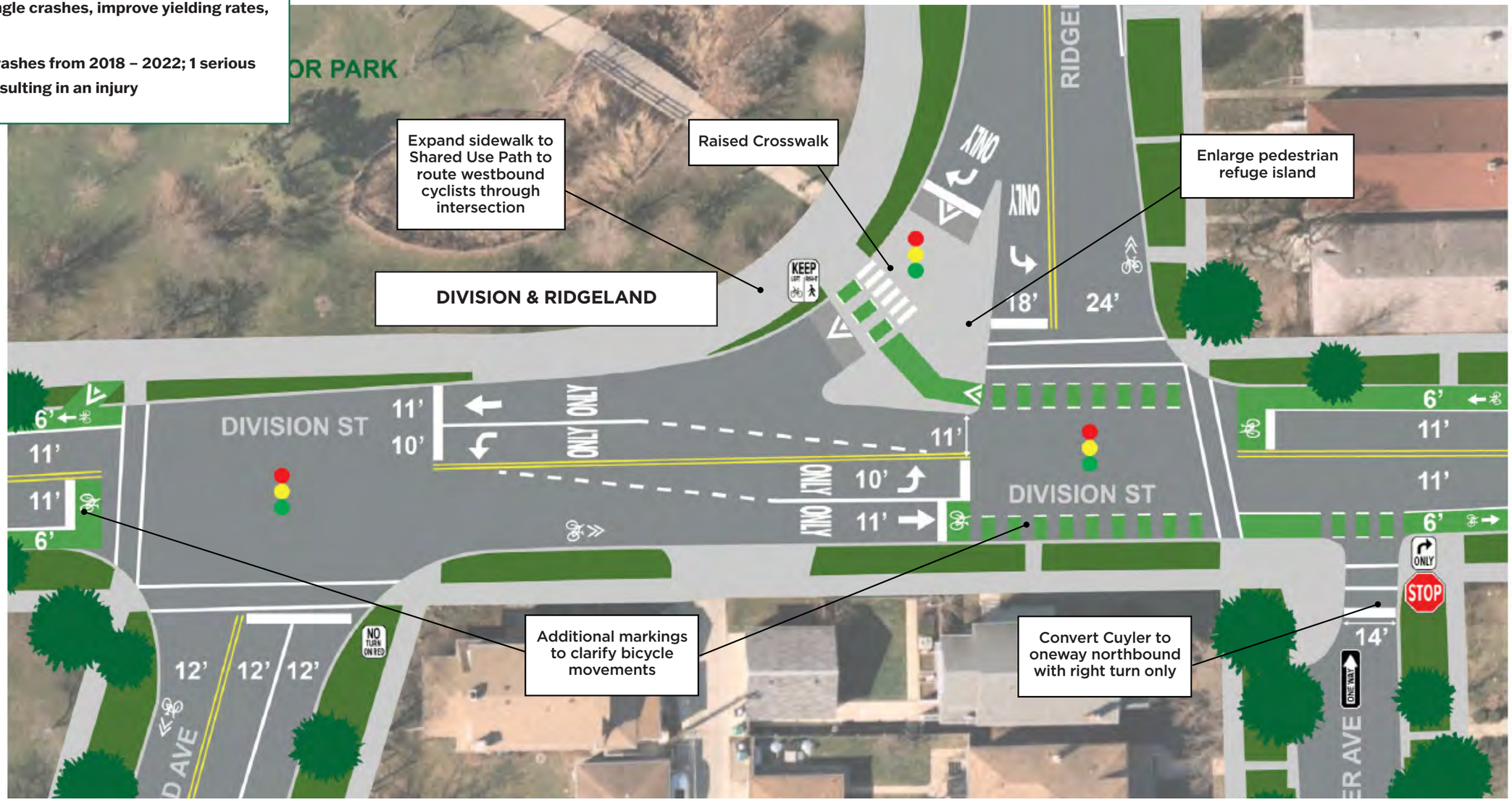
**CRASH HISTORY:** 54 crashes from 2018 – 2022; 1 fatality and 3 serious injuries and 12 crashes resulting in an injury



# Intersection of Ridgeland Avenue and Division Street

**OBJECTIVE:** Improve bicycle and pedestrian safety and connectivity, reduce angle crashes, improve yielding rates, reduce speeding

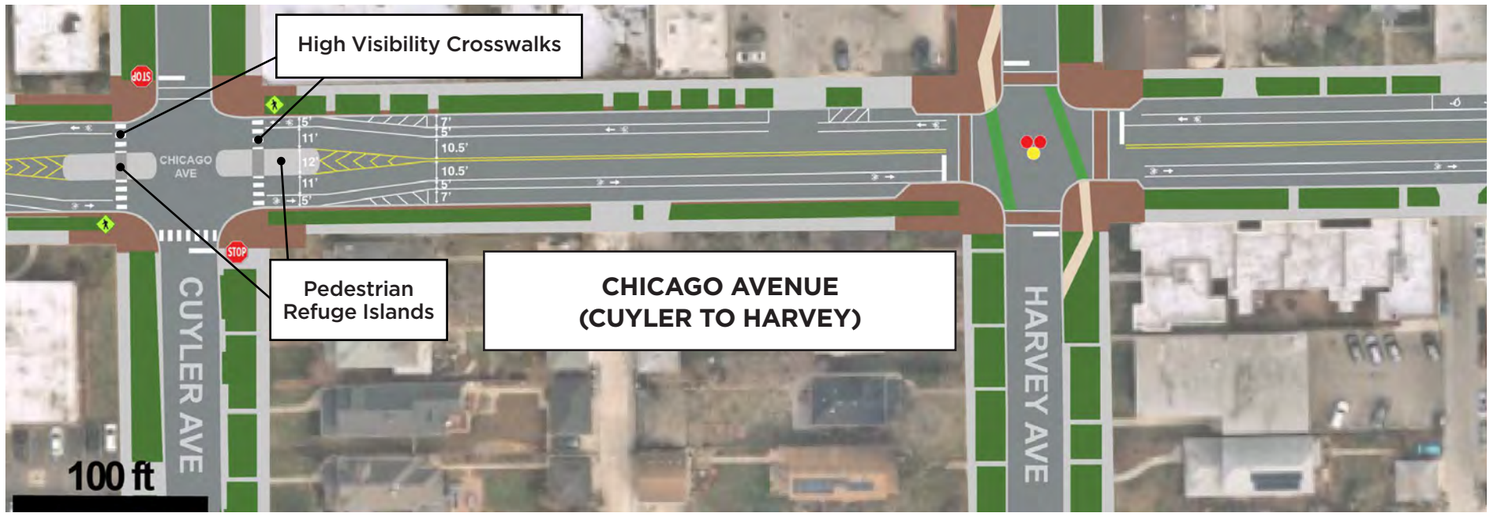
**CRASH HISTORY:** 49 crashes from 2018 – 2022; 1 serious injury and 11 crashes resulting in an injury

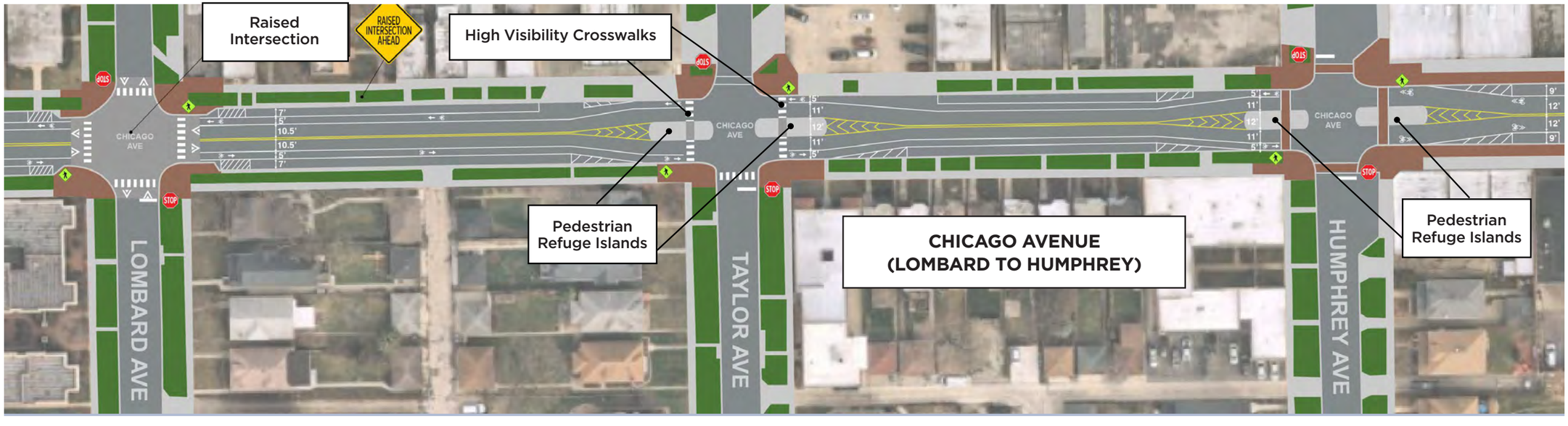


# **Chicago Avenue** (from Cuyler to Humphrey)

**OBJECTIVE:** **Improve pedestrian safety and connectivity, reduce angle crashes, improve yielding rates, reduce speeding**

**CRASH HISTORY:** **86 crashes from 2018 – 2022; 4 serious injuries and 22 crashes resulting in an injury**



## Reporting and Accountability

Continual evaluation and learning is a critical component to achieve sustained, systematic success in reducing traffic injuries and fatalities. The performance measures detailed below are designed to build transparency with Oak Park residents and elected officials, create defined feedback loops between implementation and future design and investment choices, and enable adaptation moving forward while adhering to the Village's core values and desired outcomes. These metrics will be evaluated on an annual basis, as new crash data becomes available, and included in an annual report detailing Oak Park's Vision Zero efforts and progress. Along with these program-level performance measures, the Village will also establish evaluation plans for major safety projects to better understand and communicate the impact of different countermeasures and tools.


## VISION ZERO PERFORMANCE MEASURES

**Total serious injuries and fatalities resulting from traffic crashes (annual total + five-year rolling average)**

- To provide further detail, this metric will also be broken out and reported for streets under the Village's jurisdiction as well as for streets and intersections included in the High-Injury Network

**Crashes resulting in a serious injury or fatality (annual total + five-year rolling average)**

- To provide further detail, this metric will also be broken out and reported for streets under the Village's jurisdiction as well as for streets and intersections included in the High-Injury Network

**Total serious injuries and fatalities by mode (annual total + five-year rolling average)**

**Share of serious injuries and fatalities for people walking and biking (annual total + five-year rolling average)**

**Share of crashes resulting in a serious injury or fatality involving primary dangerous driving behaviors (failure to yield, disobeying traffic signals and signs, failure to reduce speed; (annual total + five-year rolling average)**

**Fatalities resulting from traffic crashes per 100,000 residents (annual total + five-year rolling average)**

- To provide further detail, this metric will also be reported by race/ethnicity

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# Appendix 1: Engagement Summary

# Vision Zero Oak Park: Engagement Summary

## Engagement By the Numbers:

- 140 public workshop participants
- 400+ survey responses
- 40+ focus group participants
- 2,000+ project website interactions and 450+ project website subscribers
- Top themes from engagement include safety improvements for cyclists and pedestrians, traffic calming improvements, targeted traffic enforcement, and traffic safety education.

**Background & Engagement Structure**

Community and stakeholder engagement took place between the fall of 2023 and the summer of 2024 and feedback played a critical role in shaping Oak Park's Vision Zero recommendations. The project team engaged residents and stakeholders in a variety of settings in order to gain a comprehensive understanding of issues and desires. These efforts included the following:

- Steering Committee
    - The Steering Committee included 16 representatives from community organizations, advocacy groups, businesses, Village of Oak Park Commissions, schools, and parks. This group met three times over the course of the project, providing guidance on key project deliverables and processes.
- Community Walking Tour
    - The project kicked off with a walking tour guided by Village staff. Participants included Steering Committee members and interested members of the public. Existing street safety infrastructure was highlighted along the way and participants gave detailed feedback about their perceptions of safety at different points on the route.
- Digital Survey
    - An 11-question digital survey was conducted over ten weeks. The survey was comprised of two parts: a questionnaire with multiple choice and open response questions and a mapping component for users to provide location-based feedback. The questionnaire received 406 responses, and the map tool had 1,000+ points placed by users.
- Focus Group Discussions (4)
    - The project team held four small group discussions, each with participants who have unique perspectives on traffic safety. These groups included OPRF High School students, older adults, parents from the OPRF High School African American Parents for Purposeful Leadership (APPLE), and Spanish-speaking residents. Discussion topics included mode split, personal travel behaviors and their influences, safety concerns, traffic enforcement, safety countermeasures, and personal security. This feedback enriched the findings from the project's

digital survey and public workshops and guided the project team's decision-making process while developing recommendations.

- Public Workshops (2)
    - The first public workshop was held at the Oak Park Conservatory on February 3rd, 2024 and had around 100 attendees. From this workshop, the project team gathered initial feedback about traffic safety concerns, locations where residents want to see improvements, and residents' goals for the Vision Zero plan.
    - The second workshop was held at the Ridgeland Common Recreational Complex on July 20th 2024, where the project team presented draft strategies, recommendations, and toolbox items for residents to provide feedback on. The team heard from about 40 residents at this workshop.
- Pop-up Engagements (2)
    - The project team set up a table at the Farmers' Market on October 28th, 2023 to spread the word about Vision Zero and promote the digital survey. On June 2nd, 2024, the project team hosted a booth at Oak Park's A Day in Our Village event to share an update on the Vision Zero planning process, highlight key findings, and promote the second public workshop.
- Village Department Interviews (4)
    - Four stakeholder interviews were held with staff from the Police Department, Public Works Department, Public Health, the Fire Department, and the Diversity, Equity, and Inclusion (DEI) Office. These meetings were designed to inform department leaders of the Vision Zero project and gather their input on findings and recommendations as they were developed.

**Key Themes and Insights from Engagement:**

*Travel Characteristics*

- Over 90% of survey respondents said they walk or bike on a weekly basis and walking was the leading mode for Oak Park residents traveling within the Village. Additionally, through focus group discussions and other public engagement, it became clear that walking is an important and preferred mode of transportation for many residents.
- Safety concerns are the greatest for cyclists, with 56.5% of survey respondents indicating that they feel either unsafe or very unsafe while biking in Oak Park. Drivers generally feel the safest – only 16.2% feel either unsafe or very unsafe while driving. Many workshop participants indicated that they would bike more for fun and necessity if they felt safer doing so and if there were more dedicated routes with protected infrastructure.

*Safety Concerns*

- Top concerns that cause Oak Park residents to change their travel patterns are time of day (specifically rush hour and school dismissal), insufficient bicycle and pedestrian infrastructure, and poor visibility from low lighting levels.
- When asked about behaviors that lead to crashes, residents were most concerned about speeding, distraction, and unlawful driving. Many residents also identified a lack of traffic enforcement as a safety concern, noting that it has contributed to a culture of no accountability for unsafe driving behavior.
- Streets that residents mentioned most frequently as concerning were major arterials, including Ridgeland Ave., Harlem Ave., Chicago Ave., Oak Park Ave., and Washington Blvd. Additionally, many residents could name residential streets and intersections that were concerning, and that many drivers cut through residential areas to avoid traffic on main arterials.

*Community Identified Opportunity Areas*

- Street Design and Infrastructure Improvements
    - Residents pushed for more robust pedestrian infrastructure, a more complete bike network with protected bike infrastructure, improved lighting, and clear signage.
    - Residents specifically wanted to see new bike infrastructure on streets running north to south, like East Ave. and Oak Park Ave. Desires for pedestrian improvements trended toward crossings at arterials like Chicago Ave., Madison St., Lake St., and Ridgeland Ave. There were clear patterns in the desired traffic calming improvements along Chicago Ave., Pleasant St., Randolph St., and Jackson Blvd.
- Traffic Safety Culture & Education
    - There was a significant push for improved traffic safety education for all users. High school students discussed the need for targeted education campaigns that reach young people through social media, while parents pushed for more programming in schools for students who are starting to walk or bike to school.
    - Calls for increased education were often rooted in a desire for an improved culture of safety on Oak Park streets. Residents overwhelmingly wanted to see drivers respect all street users by slowing down, not cutting through neighborhood streets at fast speeds, and adhering to traffic signals and stop signs. Many residents want more people to walk and bike in the Village, noting that they feel safer as a pedestrian or cyclist when they see other pedestrians and cyclists out in the streets.
- Traffic Enforcement
    - Many residents expressed a desire for increased traffic enforcement, identifying a lack of accountability for dangerous driving behavior in recent years. There were also concerns among residents about the inequitable impacts of police

enforcement, with some favoring automated methods like speed cameras and red-light cameras.

- Residents who favor enforcement noted that rush hour and high-risk arterial streets should be the focus of targeted enforcement efforts.

6

# Appendix 2: Crash Memo

# VISION ZERO Oak Park

## Crash Analysis Memo

February 2024

Oak Park

Sam Schwartz
A TYLin Company

MUSE
COMMUNITY + DESIGN

# Vision Zero Oak Park Crash Analysis Memo

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# Executive Summary

## Severe Crash Trends and Users

Between 2018 and 2022, the Illinois Department of Transportation (IDOT) reported **114 fatal and serious injury crashes** in the Village of Oak Park, an average of 23 per year. Over this period, a total of **132 people were seriously injured (116) or killed (16)**, resulting in an average of 3.2 fatalities and 23.2 serious injuries annually. This represents one roadway fatality each year for every 16,600 Oak Park residents, a higher rate than the City of Chicago and Cook County. In the past five years, average annual fatalities from traffic crashes (3.2) significantly exceeded the average of the previous decade (1.2).

**People walking or biking in Oak Park made up over one-third of all serious injuries and fatalities from traffic crashes over the study period**. Between 2018 and 2022, the Village saw an average of 17.4 motorist, 6.2 pedestrian, and 2.8 cyclist fatalities and serious injuries annually. This number includes five total pedestrian fatalities, one cyclist fatality, and 10 total motorist fatalities over the five years. Fatalities across all three modes fall above the annual average from the preceding 10 years (2008-2017).

In Oak Park, pedestrian crashes are **15 times** more likely to result in serious injuries or fatalities than motor vehicle crashes, while cyclist crashes are **12 times** more likely.

| User Type | *Frequency* | *Severity* |
|---|---|---|
| Pedestrian | Rare | Very Severe |
| Bicycle | Rare | Very Severe |
| Motor Vehicle | Very Common | Less Severe |

## Severe Crash Behaviors

**Failure to yield, failure to reduce speed, and disobeying traffic signs and signals contributed to 68% of all fatal and serious injury crashes** over the last five years.

## Crash Locations and Systemic Crash Analysis

Between 2018 and 2022, **61% of all crashes were someone was killed or seriously injured (KSI crashes) occurred at intersections**, while 39% occurred mid-block. Signalized intersections saw roughly four times the average number of KSI crashes per intersection when compared to other intersections. Intersections of two streets with four lanes saw 2.4 times the baseline number of KSI crashes.

**Arterial streets see more than 6 times the baseline number of total crashes and KSI crashes per mile**, with four lane streets being the most dangerous. Local streets see just 26% of crashes per mile and just 12% of KSI crashes per mile compared to the baseline.

Streets under IDOT's jurisdiction account for 10% of centerline miles in Oak Park, yet 38% of KSI crashes occur on IDOT streets. Since 2018, IDOT streets have averaged 4.3 KSI crashes per year, compared to just 0.7 KSI crashes per year for Village-owned streets.

## High Injury Network

High-injury network locations – the signalized arterial and collector intersections and segments with the highest KSI crash risk and KSI history – accounted for **41%** of all fatal and serious injury crashes between 2018 and 2022. Of note are Roosevelt Road and Austin Boulevard, which combined represent 34% of KSI crashes in Oak Park. These streets run adjacent to three of the four highest economic hardship level census tracts in Oak Park, as well as adjacent historically disadvantaged areas in Chicago, Cicero, and Berwyn.

## Equity Analysis

Based on fatality data from 2007-2021, non-white and Hispanic/Latino people were overrepresented in traffic fatalities in Oak Park.

| | White (Non-Hispanic) | Hispanic or Latino | Black or African American |
|---|---|---|---|
| **Oak Park Population Share**[1] | 60% | 9% | 19% |
| **Share of Fatalities (2007-2021)** | 40% | 33% | 27% |
| **Annual Fatalities per 100,000 Residents** | **2.5** | **13.6** | **5.3** |

Oak Park's highest hardship census tracts experienced **slightly more fatalities** and **more KSI crashes** than all other census tracts.

| | Avg. Annual Fatalities per 100,000 Residents | Avg. Annual KSI Crashes per 100,000 Residents | High Injury Intersections |
|---|---|---|---|
| **Highest Hardship Census Tracts** | 6.2 | 47.2 | 4 |
| **All Other Census Tracts** | 5.9 | 40.7 | 2 |

[1] U.S. Census Bureau. 2022. American Community Survey 5-Year Estimates.

# Descriptive Statistics

## Description of Data

Crash analysis for the Village of Oak Park was conducted using crash data from the Illinois Department of Transportation (IDOT) for the years 2018 through 2022. The subset of crashes used for the analysis included any crash geolocated within the boundaries of the Village plus a 50-foot buffer. The 50-foot buffer ensured that all crashes along boundary streets, such as Austin Blvd. and North Ave., would also be incorporated in the analysis. In addition to filtering for this subset of crashes by location, all expressway crashes were removed prior to analysis. The resulting dataset included 7,606 total crashes, an average of 1,521 per year, and 114 crashes resulting in fatalities or serious injuries (KSI crashes), an average of 23 per year. IDOT data only include reported crashes that meet the department's definition of a crash and reporting requirements. Therefore, crashes that were not reported to law enforcement and crashes that did not involve a motor vehicle (e.g., cyclist-fixed object) are not included in this analysis.

*Table 1. Crashes by Year, Oak Park*

| | Total Crashes | Total Fatal and Serious Injury Crashes |
|---|---|---|
| **2018** | 1,691 | 24 |
| **2019** | 1,738 | 23 |
| **2020** | 1,303 | 16 |
| **2021** | 1,482 | 27 |
| **2022** | 1,392 | 24 |
| **Total** | **7,606** | **114** |

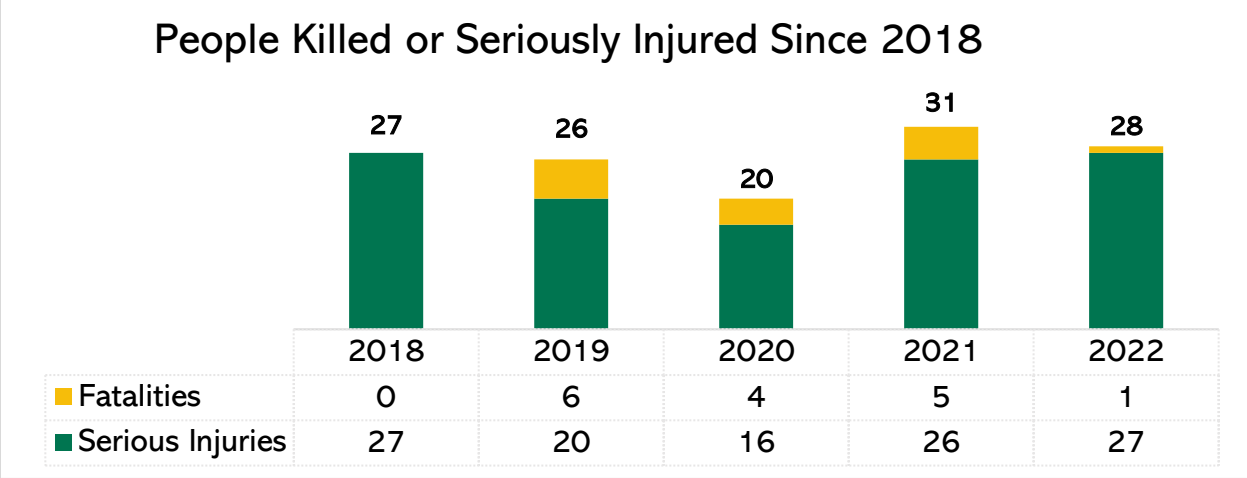
## Annual Description of Trends

### Overall Fatalities and Serious Injuries

Between 2018 and 2022, the Village of Oak Park saw 132 serious injuries or fatalities. These occurred across 114 incidents, resulting in 16 fatalities and 116 serious injuries, or an average of 3.2 fatalities and 23.2 serious injuries annually. This represents one roadway fatality each year for every 16,600 Oak Park residents, a higher rate than the City of Chicago and Cook County, which each saw roughly one fatality for every 18,000 residents.

Oak Park achieved zero fatalities in 2018, but each year since has seen at least one fatality, for an average of 3.2 fatalities per year. In the decade preceding these five years (2008-2017), Oak Park saw an average of 1.2 total roadway fatalities annually, indicating that fatalities over the past five years are above average for the Village, led by a large increase in deaths in 2019, 2020, and 2021.

*Figure 1. People Killed or Seriously Injured in Oak Park by Year*

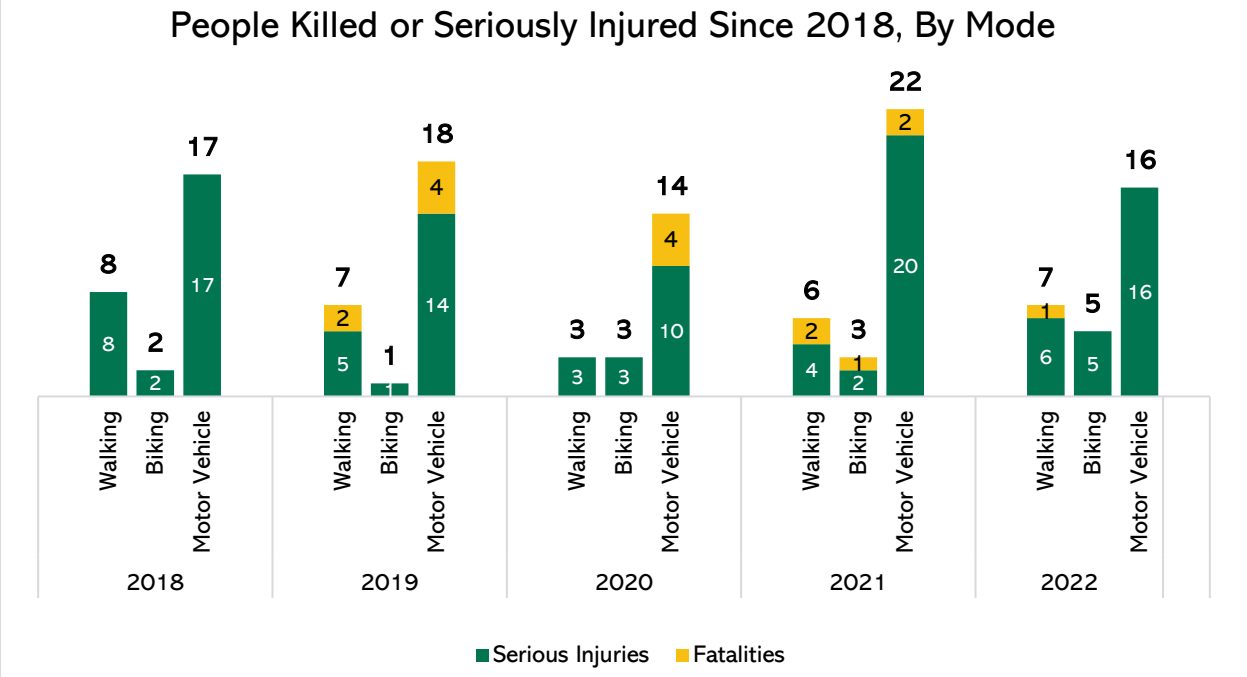



## Fatalities and Serious Injuries by Mode

Between 2018 and 2022, the Village saw an average of 17.4 motorist, 6.2 pedestrian, and 2.8 cyclist fatalities and serious injuries annually. This number includes 5 total pedestrian fatalities, 1 cyclist fatality, and 10 total motorist fatalities over the 5 years. Fatalities across all three modes fall above the annual average from the preceding 10 years (2008-2017).

Notably, the Village saw 12 cyclist and pedestrian fatalities and serious injuries in 2022, an above-average count relative to 5-year trends. However, year-on-year variation is high due to the small number of severe crashes by mode, particularly severe crashes involving people walking or biking.

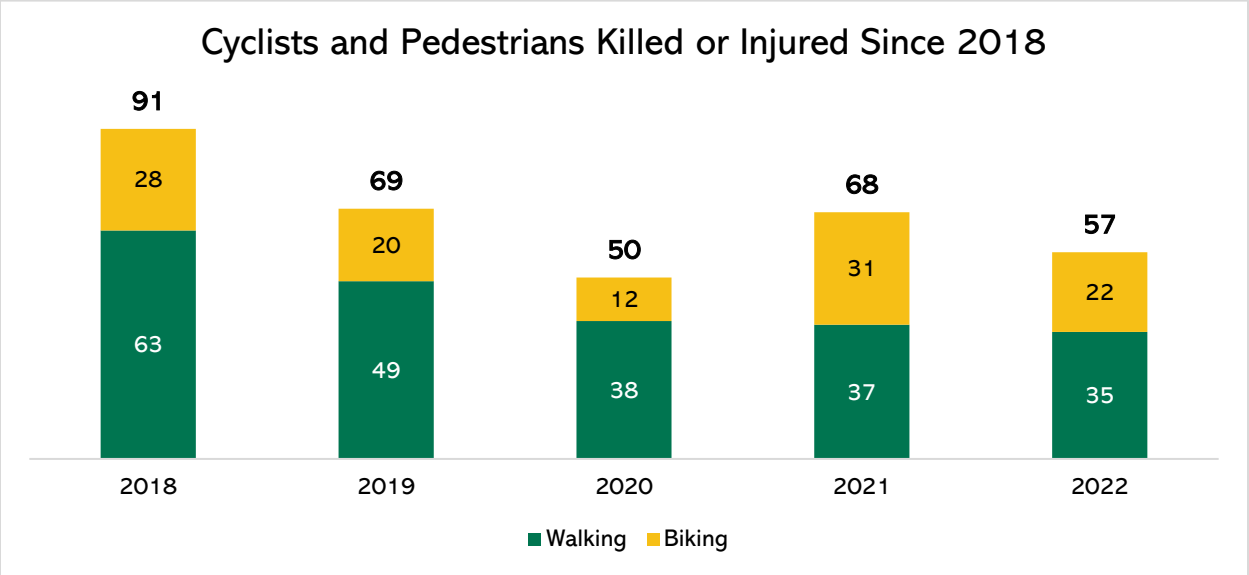
*Figure 2. Count of KSI Crashes in Oak Park by Mode*



## Bicycle and Pedestrian Fatalities and Total Injuries

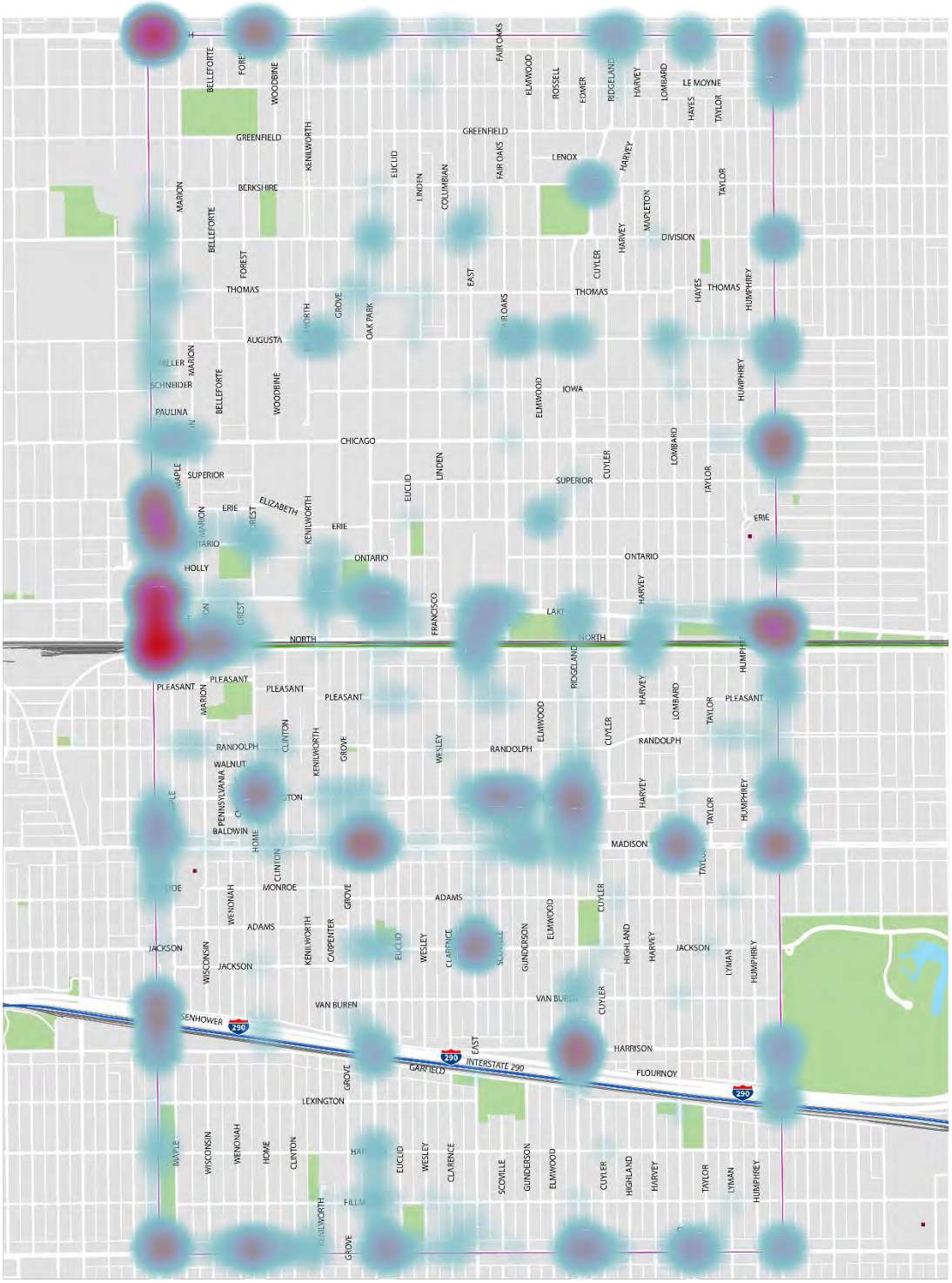
To get a more complete sample size of bicycle and pedestrian crashes, annual trends in fatalities and total injuries were also explored for these modes.[2] Between 2018 and 2022, the Village saw an average of **44.4** pedestrian and **22.6** cyclist fatalities and injuries annually, for an average of **67 annual** bicycle and pedestrian fatalities and injuries. Annual breakdowns are shown in Figure 3. A heatmap of bicycle and pedestrian crash locations can also be found in Figure 4.

*Figure 3. Cyclists and Pedestrians Killed or Injured Since 2018*




[2] All K, A, B and C category cyclist and pedestrian crashes were included in this section.

*Figure 4. Bicycle & Pedestrian Crash Location Heatmap (2018-2022)*



## Description of Users

### Crashes by Mode

Since 2018, 96% of all crashes in Oak Park involved *only* motor vehicles, while pedestrians and cyclists were involved in 3% and 1% of total crashes, respectively. Despite being involved in just 4% of total crashes, cyclists and pedestrians in Oak Park collectively accounted for 34% of serious injuries and fatalities.

*Figure 5. Share of Total Crashes by Mode*

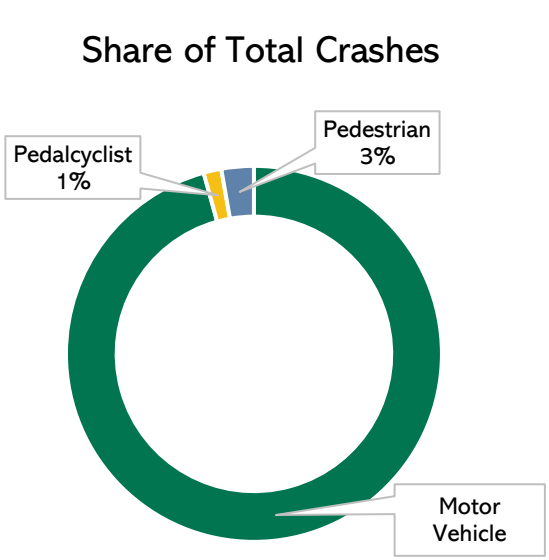
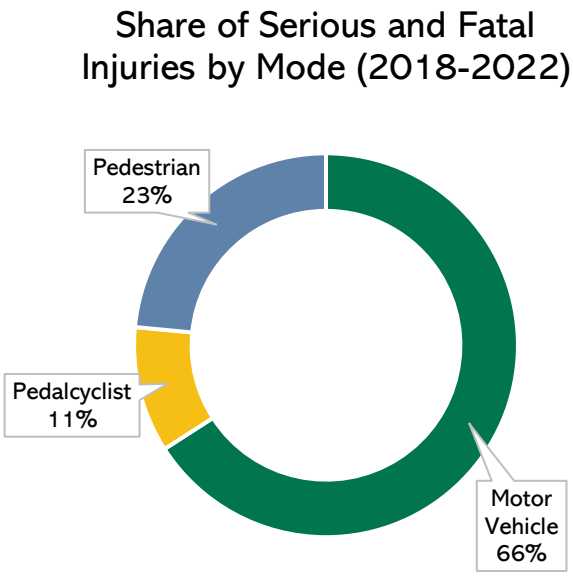



*Figure 6. Share of Fatalities and Serious Injuries by Mode*




By mode, this means that a serious injury or fatality occurs on average once per every:


Pedestrian crashes are **15 times** more likely to result in serious injuries or fatalities than motor vehicle crashes, while cyclist crashes are **12 times** more likely.

## Age Statistics

Understanding age demographics for those involved in crashes can deliver valuable insights for countermeasure approaches such as educational campaigns and outreach. For KSI crashes, the median age for all drivers of striking vehicles was 37, while the median age for all persons injured in KSI crashes (not including the striking driver) was 42.5. The distribution of ages for both categories can be found in Figure 6 and Figure 7.

*Figure 6. Striking Vehicle Driver Age Distribution - KSI Crashes, 2018-2022*

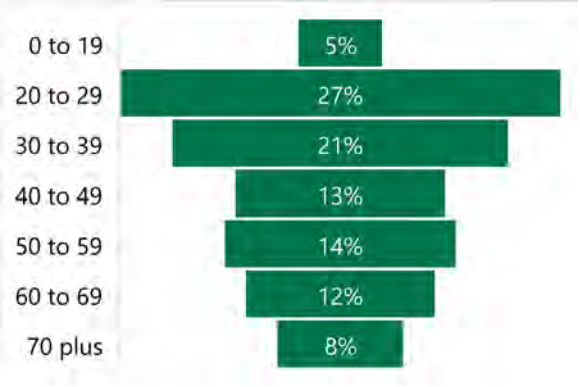
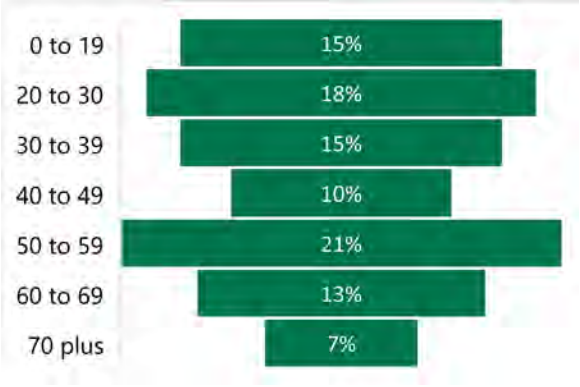



*Figure 7. Victim Age (Excluding Striking Driver) - KSI Crashes, 2018-2022*




In addition to ages for all road users involved in KSI crashes, cyclist and pedestrians ages were broken out separately. To ensure a large enough sample of crash victims, all killed or injured cyclist and pedestrian ages were included. From 2018-2022, the median age for a cyclist killed or injured in a crash was 28, while the median age for a pedestrian killed or injured in a crash was 41.5. These distributions can be found in Figure 8 and Figure 9. Notably, pedestrian victims fall across all age groups, while 41% of cyclist victims are under the age of 20.

*Figure 8. Pedestrian Victim Age - Fatal or Injury Crash, 2018-2022*

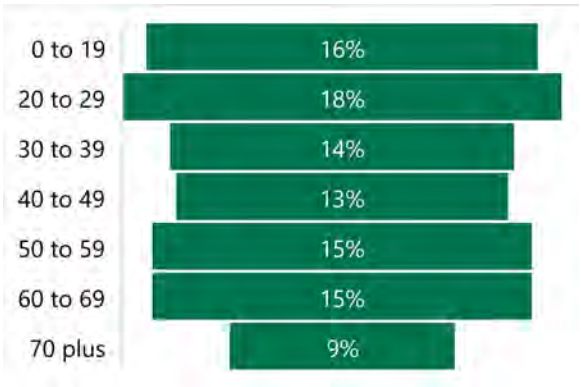
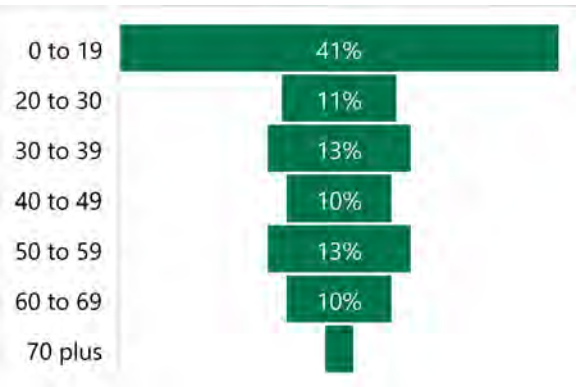



*Figure 7. Cyclist Victim Age - Fatal or Injury Crash, 2018-2022*



## Temporal Crash Trends

Temporal crash trends identify variations in the frequency and severity of Oak Park traffic incidents over specific time periods, including daily, weekly, monthly, and seasonal cycles. Analysis of these patterns can help to identify risk factors and inform targeted interventions for improving road safety.

The following section examines temporal trends for all crashes were a person involved was killed or severely injured (KSI) across all modes and crashes involving any injury (not just severe) involving bicyclists and pedestrians.[3]

### Time of Day and Day of Week

Trends in the time of day and day of the week when crashes are prevalent can be used to develop evidence-based regulations, optimize resource allocation, and inform infrastructure planning as well as heighten emergency response preparedness during peak crash times.

#### *KSI Crashes*

**Time of Day**: A disproportionate share of fatal crashes occurred during overnight hours, with 50% of all fatal crashes from 2018 – 2022 occurring between 10pm and 4am. This underscores the importance of addressing nighttime road safety concerns, possibly through enhanced visibility measures and targeted awareness campaigns. Identifying the types of crashes that occur most overnight, namely angle, pedestrian, and fixed object, is critical to addressing them effectively.

However, looking beyond fatal crashes to all KSI crashes, 83% of KSI crashes occurred in the daytime. This suggests that although overnight movement poses a higher fatality risk, the severity of crashes during the day demands equal attention.

**Day of Week:** Approximately 50% of all fatal crashes occurred on weekends. While only 31% of KSI crashes occur on the weekends, the rate of crashes per weekend day is higher than per weekday, with Saturday the most dangerous day for severe traffic crashes. From this data, it can be concluded that there is a potentially an association between the day of the week and the occurrence of fatal and severe injury crashes.

[3] To ensure a sufficient sample size, all A, B and C cyclist and pedestrian crashes were included in this section.

*Table 2. Average KSI Crashes by Day of Week and Hour (2018-2022)*

| Hour | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | **Total** | |
|---|---|---|---|---|---|---|---|---|---|
| **0** | 0.2 | 0.0 | 0.2 | 0.2 | 0.2 | 0.0 | 0.2 | 1.0 | 4% |
| **1** | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 1% |
| **2** | 0.0 | 0.0 | 0.2 | 0.2 | 0.0 | 0.4 | 0.2 | 1.0 | 4% |
| **3** | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.6 | 3% |
| **4** | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0% |
| **5** | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 1% |
| **6** | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 0.2 | 0.2 | 0.8 | 4% |
| **7** | 0.2 | 0.2 | 0.2 | 0.2 | 0.0 | 0.2 | 0.0 | 1.0 | 4% |
| **8** | 0.2 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 1.0 | 4% |
| **9** | 0.0 | 0.6 | 0.6 | 0.0 | 0.0 | 0.4 | 0.2 | 1.8 | 8% |
| **10** | 0.0 | 0.2 | 0.4 | 0.2 | 0.0 | 0.4 | 0.0 | 1.2 | 5% |
| **11** | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 1.0 | 1.4 | 6% |
| **12** | 0.2 | 0.2 | 0.2 | 0.4 | 0.2 | 0.6 | 0.2 | 2.0 | 9% |
| **13** | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.2 | 0.4 | 2% |
| **14** | 0.2 | 0.0 | 0.2 | 0.2 | 0.4 | 0.0 | 0.0 | 1.0 | 4% |
| **15** | 0.2 | 0.4 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 1.0 | 4% |
| **16** | 0.4 | 0.4 | 0.4 | 0.2 | 1.0 | 0.0 | 0.0 | 2.4 | 11% |
| **17** | 0.2 | 0.2 | 0.4 | 0.2 | 0.2 | 0.2 | 0.2 | 1.6 | 7% |
| **18** | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.2 | 0.0 | 0.6 | 3% |
| **19** | 0.4 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 1.2 | 5% |
| **20** | 0.4 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 4% |
| **21** | 0.0 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.0 | 0.6 | 3% |
| **22** | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.6 | 3% |
| **23** | 0.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 2% |
| **Total** | 2.8 | 3.6 | 3.4 | 2.6 | 3.4 | 4.0 | 3.0 | 22.8 | |
| | 12% | 16% | 15% | 11% | 15% | 18% | 13% | | |

## *Bicycle & Pedestrian Injury Crashes*[4]

**Time of Day**: Over half of all injury crashes involving cyclists and pedestrians occur during commuting hours. Nearly 40% of injury cyclist and pedestrian crashes occurred in evening hours between 3pm-7pm and an additional 14% occurred between 7am-10am. This underscores the importance of focusing safety measures on this specific time frame, such as through educational campaigns and infrastructure improvements near areas that people often visit on foot for bicycle for commuting purposes, such schools, business centers, and CTA and Metra stations.

**Day of Week**: Weekdays stand out as high-risk periods for the occurrence of injury crashes involving cyclists and pedestrians. Assessing the total number of injury crashes between 2018 and 2022, weekdays had 91% more daily injury crashes than on weekends. Taken into consideration with the time-of-day data, it can be inferred that weekdays may be more dangerous because they typically see increased commuting activity with more people traveling to and from work or school. The higher volume of cyclists and pedestrians sharing the road with other vehicles during these times may increase the risk of accidents.

[4] To ensure a sufficient sample size, all A, B, and C cyclist and pedestrian crashes were included in this section.

*Table 3. Average Bicycle & Pedestrian Injury Crashes by Day of Week and Hour (2018-2022)*

| Hour | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | **Total** | |
|---|---|---|---|---|---|---|---|---|---|
| **0** | 0 | 0 | 0.2 | 0.2 | 0.2 | 0 | 0 | 0.6 | 1% |
| **1** | 0 | 0 | 0.2 | 0 | 0.2 | 0 | 0 | 0.4 | 1% |
| **2** | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0.2 | 0% |
| **3** | 0 | 0.2 | 0 | 0 | 0 | 0.2 | 0 | 0.4 | 1% |
| **4** | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0% |
| **5** | 0 | 0 | 0 | 0.4 | 0 | 0.2 | 0 | 0.6 | 1% |
| **6** | 0.2 | 0.4 | 0.2 | 0.2 | 0.2 | 0.2 | 0 | 1.4 | 2% |
| **7** | 0.6 | 0.2 | 0.4 | 0.8 | 0.4 | 0.2 | 0 | 2.6 | 4% |
| **8** | 1.6 | 0.2 | 0.6 | 1.2 | 0.2 | 0.2 | 0.2 | 4.2 | 7% |
| **9** | 0.4 | 0.6 | 0.8 | 0 | 0.4 | 0 | 0 | 2.2 | 3% |
| **10** | 0.4 | 0.2 | 0.2 | 0.2 | 0.4 | 0.2 | 0.2 | 1.8 | 3% |
| **11** | 0.8 | 0.2 | 0.6 | 0.6 | 0.8 | 0.4 | 0.2 | 3.6 | 6% |
| **12** | 0.4 | 0 | 0.8 | 0.6 | 0 | 0.4 | 0.2 | 2.4 | 4% |
| **13** | 0.8 | 0.2 | 0.6 | 0.2 | 0.2 | 0.2 | 0.4 | 2.6 | 4% |
| **14** | 1.2 | 0.4 | 0.4 | 0.6 | 0.6 | 0.2 | 0.4 | 3.8 | 6% |
| **15** | 0.8 | 1.2 | 0.4 | 0.6 | 1.2 | 0.6 | 0.2 | 5 | 8% |
| **16** | 1.2 | 1.8 | 0.8 | 1.2 | 0.8 | 0.6 | 0 | 6.4 | 10% |
| **17** | 0.4 | 0.6 | 1.8 | 1.6 | 0.8 | 1 | 0.8 | 7 | 11% |
| **18** | 0.8 | 1 | 1.2 | 2 | 0.2 | 0.6 | 0.4 | 6.2 | 10% |
| **19** | 0.4 | 0.6 | 0.6 | 0.6 | 0.4 | 0 | 0.2 | 2.8 | 5% |
| **20** | 0.2 | 0.6 | 0.2 | 0.6 | 0.6 | 0.2 | 0.6 | 3 | 5% |
| **21** | 0.6 | 0.2 | 0.6 | 0.6 | 0 | 0.8 | 0 | 2.8 | 4% |
| **22** | 0 | 0.6 | 0 | 0.2 | 0.4 | 0 | 0.8 | 2 | 3% |
| **23** | 0 | 0 | 0 | 0.2 | 0 | 0.2 | 0 | 0.4 | 1% |
| **Total** | 10.8 | 9.2 | 10.6 | 12.8 | 8.2 | 6.4 | 4.6 | 62.6 | |
| | 18% | 15% | 17% | 20% | 13% | 10% | 7% | | |

## Seasonal Variation

Knowledge of the months and seasons when crashes occur provides insight into the impact of environmental factors (such as weather, temperature, daylight conditions, and road conditions) and behavioral (likelihood of choosing a mode) on Oak Park traffic crashes.

For this analysis, data are divided into the following seasons:

**Winter**: December*, January, February (*includes the December of the previous calendar year)

**Spring:** March, April, May

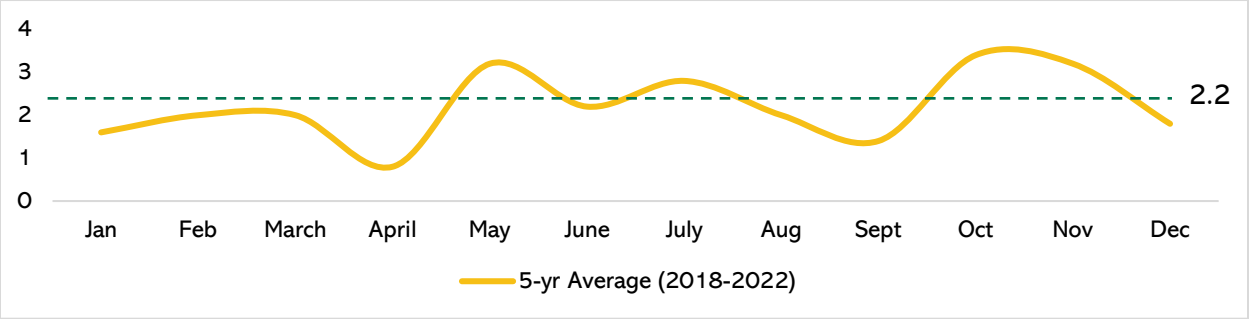
**Summer**: June, July, August

**Fall:** September, October, November

### *Fatalities and Serious Injuries*

The number of people killed or seriously injured is distributed roughly evenly across months, with an average of 2.2 KSI injuries/fatalities per month. KSI crashes are most notably above average in May, October, and November.

*Figure 9. People Killed or Seriously Injured in Traffic Crashes by Month (2018 - 2022)*

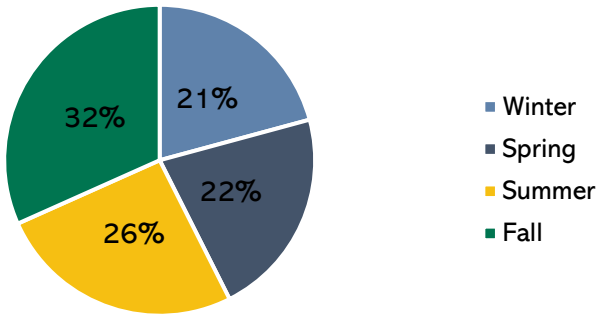



When compared against the average 6.4 persons killed or seriously injured by season, the average number of fatalities and serious injuries in Winter were less than the average (18% less) while Fall experienced greater than average amount (24% more crashes).

*Table 4. People Killed or Seriously Injured by Season (2019 - 2022)*

| Season | Average (2019-2022[5]) |
|---|---|
| Winter | 5.3 |
| Spring | 6 |
| Summer | 6.5 |
| Fall | 8 |
| Total | 25.8 |

*Figure 10. Percent of People Killed or Seriously Injured in Traffic Crashes by Season (2019 - 2022)*

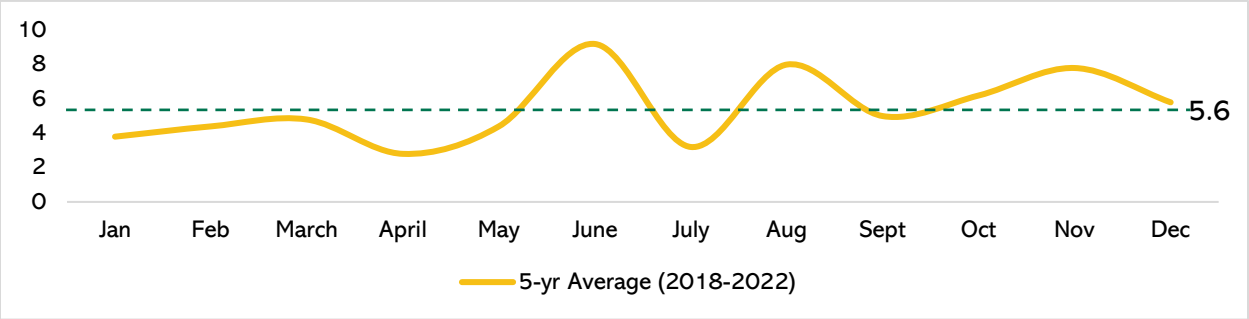



### *Bicycle and Pedestrian Fatalities and Injuries*

There is an average of 5.6 pedestrians and cyclists injured or killed in traffic crashes per month. On average, more cyclists and pedestrians are injured or killed in warmer months, with June, August, October, and November experiencing a greater than average number of bicycle and pedestrian injuries.

[5] Data for seasonal analysis includes December 2018 – November 2022. December is counted towards the season of the following year.

*Figure 11. Pedestrians/Cyclists Injured or Killed in Traffic Crashes by Month (2018 – 2022)*

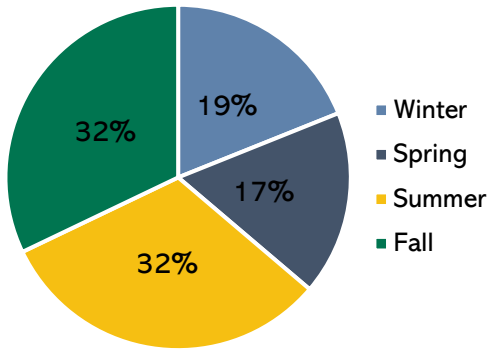



Over 60% of injuries and deaths occur during the warmer months of Summer and Fall. There are 27% and 28% more bike/ped injuries or deaths in Summer and Fall, respectively, compared to the per season average of 15.2 injuries and deaths. These differences are likely affected by lower volumes of people walking and biking in winter and early spring due to weather.

*Table 5. Pedestrians/Cyclists Injured or Killed in Traffic Crashes by Season (2019 - 2022)*

| Season | Average (2019-2022[6]) |
|---|---|
| Winter | 11.8 |
| Spring | 10.8 |
| Summer | 19.8 |
| Fall | 19.8 |
| Total | 62.0 |

*Figure 12. Percent of Pedestrians/Cyclists Injured or Killed in Traffic Crashes by Season (2019 – 2022)*



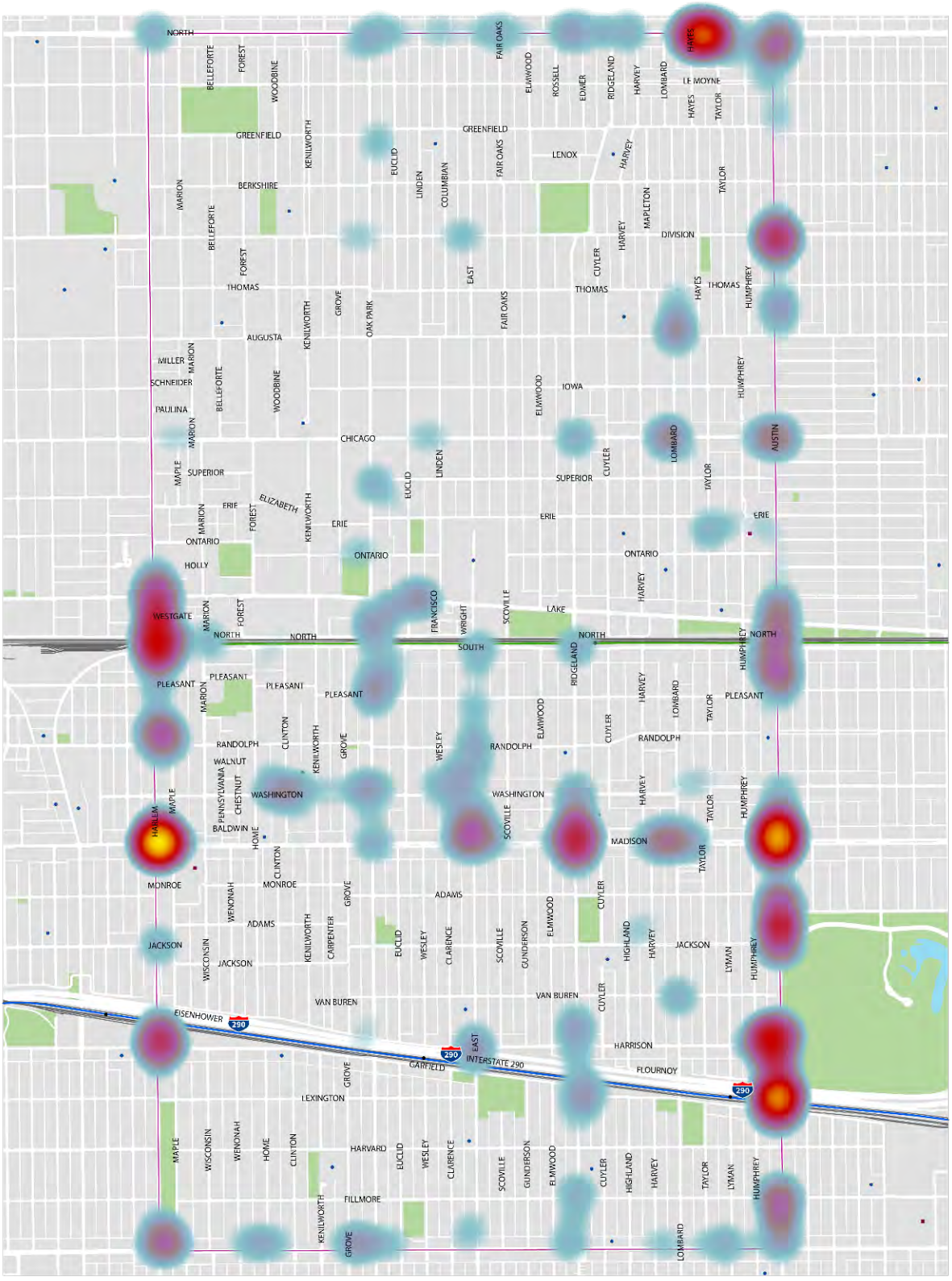

## Visibility

Visibility and lighting conditions relate to temporal conditions of both time of day and season. Overnight conditions tend to be in darkness (either full or lighted road), while winter/fall months have less daylight hours.

More fatal roadway crashes in Oak Park occur in darkness. From 2018 to 2022, 90% of motor vehicle fatalities occurred in darkness. Additionally, 4 of the 5 pedestrian deaths occurred in darkness. However, the incidence of crashes overall is high in daylight conditions. This suggests that although dark conditions pose a higher fatality risk, the severity of crashes during the day demands equal attention. Figure 14 shows a heatmap of crash locations where lighting conditions were marked as “Darkness” by the reporting officer. These may indicate priority locations for street lighting improvements.

[6] Data for seasonal analysis includes December 2018 – November 2022. December is counted towards the season of the following year.

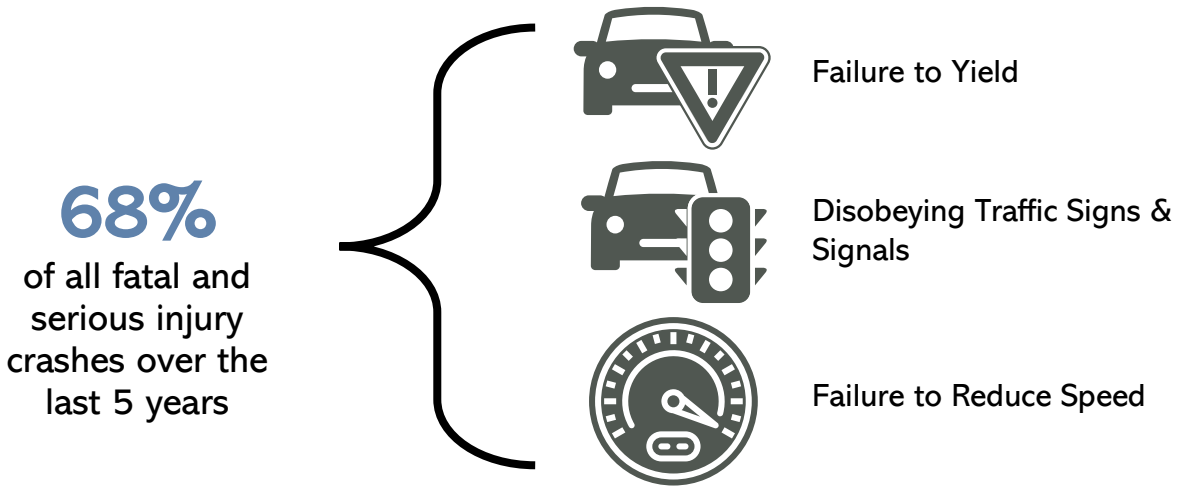
*Figure 13. Locations of Crashes Marked as Occurring in "Darkness" Lighting Conditions*



## Contributory Causes

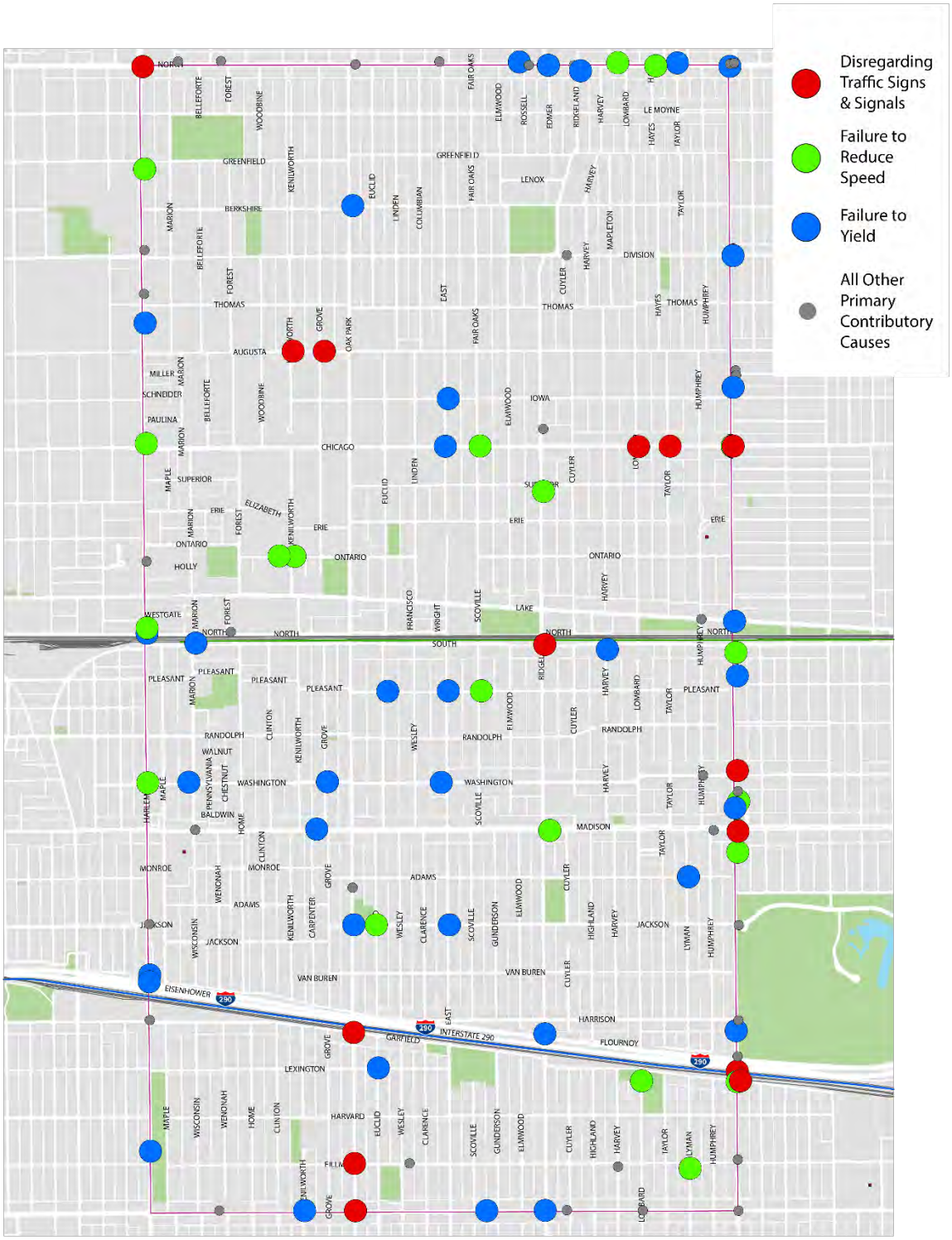
Contributory cause is a field reported by law enforcement which indicates the most significant factors in causing crash, determined by the reporting officer's judgement. Each crash can be given a primary cause and a secondary cause to indicate the most significant and second most significant factor.

Upon assessing contributory causes for all KSI crashes in Oak Park, three major types of driving behaviors were the most common causes: failure to yield, failure to reduce speed, and disobeying traffic signs and signals. These three causes alone were found as primary or secondary causes for 68% of all fatal and serious injury crashes over the last 5 years.




To further validate the trends seen in the IDOT crash data, a detailed review of all crash reports for bicycle and pedestrian KSI crashes was conducted. This review involved reading through the written narrative for each crash and determining whether key driving behaviors were exhibited. This review confirmed the trends found in the IDOT crash data, with roughly 75% of bicycle and pedestrian KSI crashes involving driver failure to yield, speeding, or disobeying traffic signs and signals. Notably, over 37% of these crashes involved speeding. Locations of KSI crashes by primary contributory cause can be found in Figure 14.

*Figure 14. Crashes by Primary Contributory Cause*

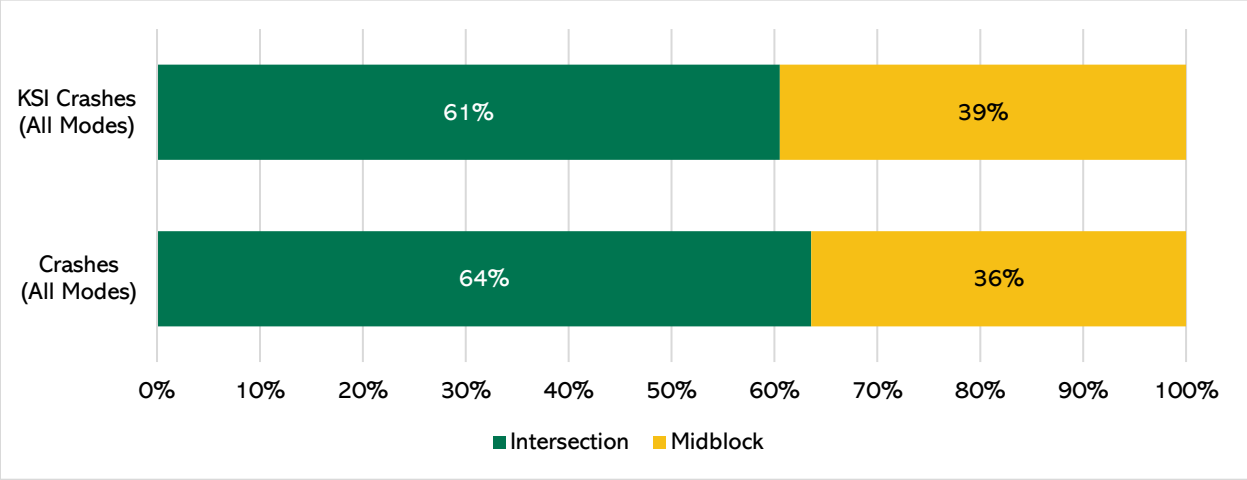


## Crash Locations

### Intersection vs. Midblock Crashes

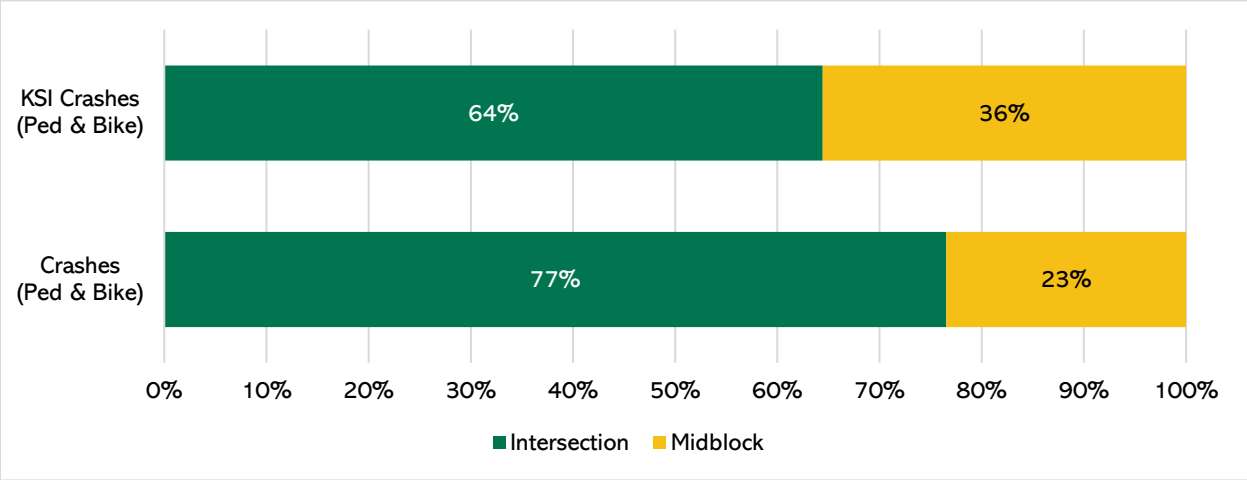
Between 2018 and 2022, 64% of all crashes in the Village of Oak Park occurred at intersections, while the remaining 36% occurred mid-block. Among total KSI crashes, 61% occurred at intersections and 39% occurred mid-block.[7]

*Figure 15. Share of Crashes at Intersections vs. Midblock*




During the same period, pedestrian & cyclist KSI crashes followed a similar pattern, with 64% occurring at intersections and 36% mid-block. However, a higher share of total pedestrian & cyclist crashes, 77%, occurred at intersections.

*Figure 16. Share of Bicycle & Pedestrian Crashes at Intersections vs. Midblock*




[7] Crashes are considered to have occurred at intersections if they fall within 75' of an intersection point. Crashes are considered to have occurred midblock if they fall outside 75' of an intersection point.

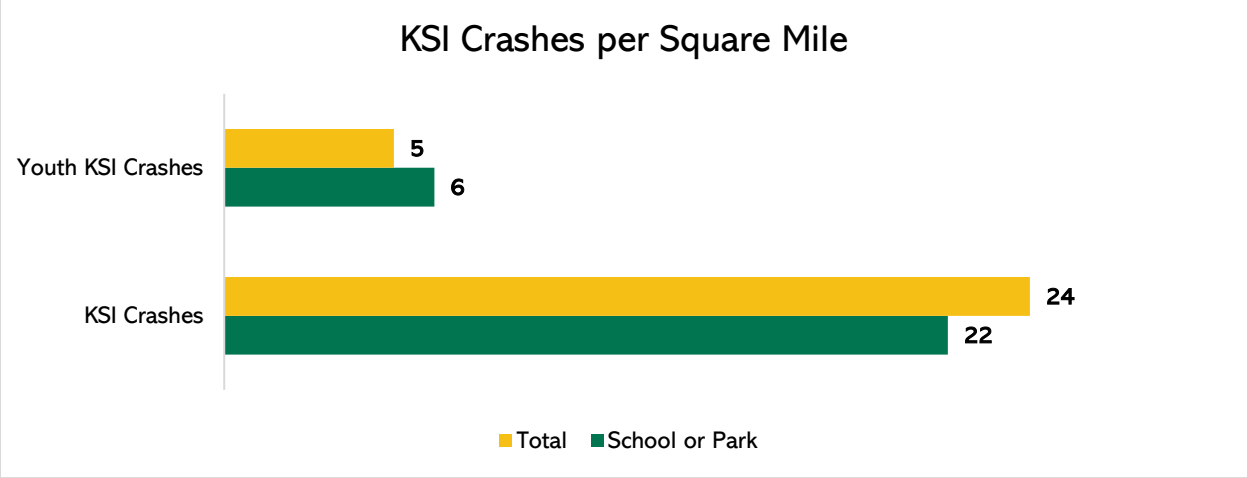
## Schools and Parks

Roughly 30% of Oak Park is located near[8] one of the Village's many parks and schools. Because parks and schools are likely to generate trips by vulnerable road users, such as bicyclists, pedestrians, and children, understanding traffic safety trends in these areas is critical.

Between 2018 and 2022, 30% of total crashes and 27% of KSI crashes occurred near a school or park. Indicating areas near schools and parks in the Village do not see more crashes than the rest of the Village.

However, areas in the Village near schools or parks see slightly more youth crashes and youth KSI crashes[9] per square mile than the Village as a whole, including 38% of all KSI youth crashes. However, this data should be used cautiously given the small number of KSI crashes involving a youth that have occurred in Oak Park (9 KSI crashes involving a youth near schools or parks out of 24 total KSI crashes involving a youth).

*Figure 17. KSI Crashes per Square Mile (Citywide vs. Parks/Schools)*




[8] Crashes are considered to be "near" a school or park if they occurred within 1/16th mile of a school/park boundary.

[9] Crashes are considered a "crash involving a youth" if anyone listed in the crash report is under 18 years of age

# Systemic Analysis

## Crash Severity by User

Recognizing which types of road users experience the most crashes which types of road users most disproportionately experience severe crashes is key in identifying safety countermeasures. Table 6 outlines the share of total crashes, KSI crashes and relative severity across different user types between 2018 and 2022.

*Table 6. Share of Crashes and KSI Crashes by User Type*

| User Type | % of Crashes | % of KSI Crashes | Relative Severity[10] |
|---|---|---|---|
| Pedestrian | 2.8% | 27.2% | **9.76** |
| Bicycle | 1.5% | 12.3% | **8.05** |
| Motor Vehicle | 95.7% | 60.5% | **0.63** |

These finding can be reduced to two key indicators, frequency and severity, to help identify how safety countermeasures should be prioritized across user types. The following key findings can be understood from Table 7:

- Motor vehicle only crashes are very common but tend to be less severe when they occur.
- Pedestrian and cyclist crashes are rare but tend to be very severe when they occur.

*Table 7. Frequency and Severity by User Type*

| User Type | *Frequency* | *Severity* |
|---|---|---|
| Pedestrian | Rare | Very Severe |
| Bicycle | Rare | Very Severe |
| Motor Vehicle | Very Common | Less Severe |

## Crash Type Analysis (Motor Vehicle Crashes)

Understanding which crash types occur most often, as well as which crash types most often result in fatalities and serious injuries is critical for developing effective safety countermeasures. Between 2018 and 2022, the most common motor vehicle crash type was Front to Rear, representing 30% of all crashes but only 23% of KSI crashes. During that same period, Angle and Turning crashes accounted for 32% of all crashes but combined for 41% of KSI crashes.

[10] For each user type, relative severity represents the ratio of its share of severe crashes to its share of total crashes. A relative severity of 1 indicates that user type sees a share of severe crashes proportional to its share of total crashes. A relative severity above 1 indicates that user type has resulted in a disproportionately high number of severe crashes, and a relative severity below 1 indicates that user type has resulted in a disproportionately low number of severe crashes.

*Table 8. Share of Crashes and KSI Crashes by Crash Type*

| Crash Type | % of Motor Vehicle Crashes | % of Motor Vehicle KSI Crashes | Relative Severity[11] |
|---|---|---|---|
| **Front to Rear** | 30% | 23% | 0.76 |
| **Turning** | 16% | 22% | 1.35 |
| **Angle** | 16% | 19% | 1.21 |
| **Parked Motor Vehicle** | 16% | 9% | 0.54 |
| **Fixed Object** | 5% | 7% | 1.58 |
| **Sideswipe Opposite Direction** | 1% | 4% | 3.30 |
| **Front to Front** | 1% | 4% | 5.36 |

Distilling these findings into two key indicators found in, frequency and severity, helps identify crash types which should be given highest priority for safety countermeasures. Several key findings can be understood from the table:

- Front to Rear crashes are very common, but tend to be less severe when they occur.
- Sideswipe Opposite Direction and Front to Front crashes are rare but tend to be very severe when they occur.
- Turning and Angle crashes are both common and tend to be severe when they occur.

*Table 9. Frequency and Severity by Crash Type*

| Crash Type | *Frequency* | *Severity* |
|---|---|---|
| **Front to Rear** | **Very Common** | **Less Severe** |
| **Turning** | **Common** | **Severe** |
| **Angle** | **Common** | **Severe** |
| **Parked Motor Vehicle** | **Common** | **Less Severe** |
| **Fixed Object** | **Less Common** | **Severe** |
| **Sideswipe Opposite Direction** | **Rare** | **Very Severe** |
| **Front to Front** | **Rare** | **Very Severe** |

[11] For each crash type, relative severity represents the ratio of its share of severe crashes to its share of total crashes. A relative severity of 1 indicates that crash type sees a share of severe crashes proportional to its share of total crashes. A relative severity above 1 indicates that crash type has resulted in a disproportionately high number of severe crashes, and a relative severity below 1 indicates that crash type has resulted in a disproportionately low number of severe crashes.

## Vehicle Maneuver Analysis (Bicycle & Pedestrian Crashes)

Since IDOT crash data specifies bicycle and pedestrian crashes as a type of crash, looking at the maneuver of striking vehicles involved in bicycle and pedestrian crashes can reveal patterns and help develop effective safety countermeasures. Table 10 outlines the share of bicycle and pedestrian injury crashes by striking vehicle maneuver. This data shows that:

- Straight Ahead is the most common striking maneuver in bicycle injury crashes and second most common in pedestrian injury crashes.
- Turning maneuvers (both right and left turns) account for **56%** of pedestrian injury crashes and **45%** of bicycle injury crashes.
    - Left turns account for more crashes than right turns for both modes.

*Table 10. Share of Bicycle and Pedestrian Crashes by Striking Vehicle Maneuver*

| Striking Vehicle Maneuver | Share of Bicycle Injury Crashes | Share of Pedestrian Injury Crashes |
|---|---|---|
| Straight Ahead | 34% | 28% |
| Turning Left | 27% | 33% |
| Turning Right | 18% | 23% |
| Other | 17% | 10% |
| Unknown | 4% | 6% |
| Total | 100% | 100% |

## High-Risk Feature Analysis (Intersections)

The risk of crashes and KSI crashes are not distributed evenly across intersections or types of intersections in Oak Park. To identify intersection characteristics that may create a higher safety risk for road users, crash history across various intersection types were isolated and compared. This process revealed a set of key characteristics to focus on when identifying intersections for the high injury network.[12] All intersections in the Village of Oak Park were included in the Control Type analysis, and all signalized intersections were included in the Number of Lanes analysis; locations are shown in Figure 18.

### Control Type

The frequency of crashes and KSI crashes varies between intersection control types. The analysis outlined in Table 11 compares three categories of intersections: signalized intersections, unsignalized intersections where local streets meet local streets, and unsignalized intersections where local streets meet an arterial or collector.

- Signalized intersections saw roughly four times the average number of total crashes and KSI crashes per intersection.
- Unsignalized local-local intersections saw far fewer crashes and KSI crashes than the baseline.

*Table 11. Intersection Analysis by Control Type (All Crash Types)*

| Intersection Type | Intersection Count | Crash Count | Crashes per Intersection | Crashes Baseline | KSI Crash Count | KSI Crash per Intersection | KSI Baseline |
|---|---|---|---|---|---|---|---|
| **Total** | 657 | 4816 | 7.33 | **1** | 69 | 0.11 | **1** |
| **Signalized Intersection** | 83 | 2526 | 30.43 | **4.15** | 34 | 0.41 | **3.90** |
| **Unsignalized (Local-Local)** | 377 | 581 | 1.54 | **0.21** | 11 | 0.03 | **0.28** |
| **Unsignalized (Local-Arterial/Collector)** | 197 | 1709 | 8.68 | **1.18** | 24 | 0.12 | **1.16** |

Repeating the analysis above with only bicycle and pedestrian crashes reveals similar patterns, with signalized intersections accounting for a disproportionate number of crashes and KSI crashes.

[12] For this analysis, crashes within 75 feet of an intersection center point were assigned to that intersection.

*Table 12. Intersection Analysis by Control Type (Bicycle & Pedestrian)*

| Intersection Type | Intersection Count | Crash Count | Crashes per Intersection | Crashes Baseline | KSI Crash Count | KSI Crash per Intersection | KSI Baseline |
|---|---|---|---|---|---|---|---|
| **Total** | 657 | 251 | 0.38 | **1** | 29 | 0.04 | **1** |
| **Signalized Intersection** | 83 | 130 | 1.57 | **4.10** | 12 | 0.14 | **3.28** |
| **Unsignalized (Local-Local)** | 377 | 51 | 0.14 | **0.35** | 9 | 0.02 | **0.54** |
| **Unsignalized (Local-Arterial/Collector)** | 197 | 70 | 0.36 | **0.93** | 8 | 0.04 | **0.92** |

## Number of Lanes (Signalized Intersections)

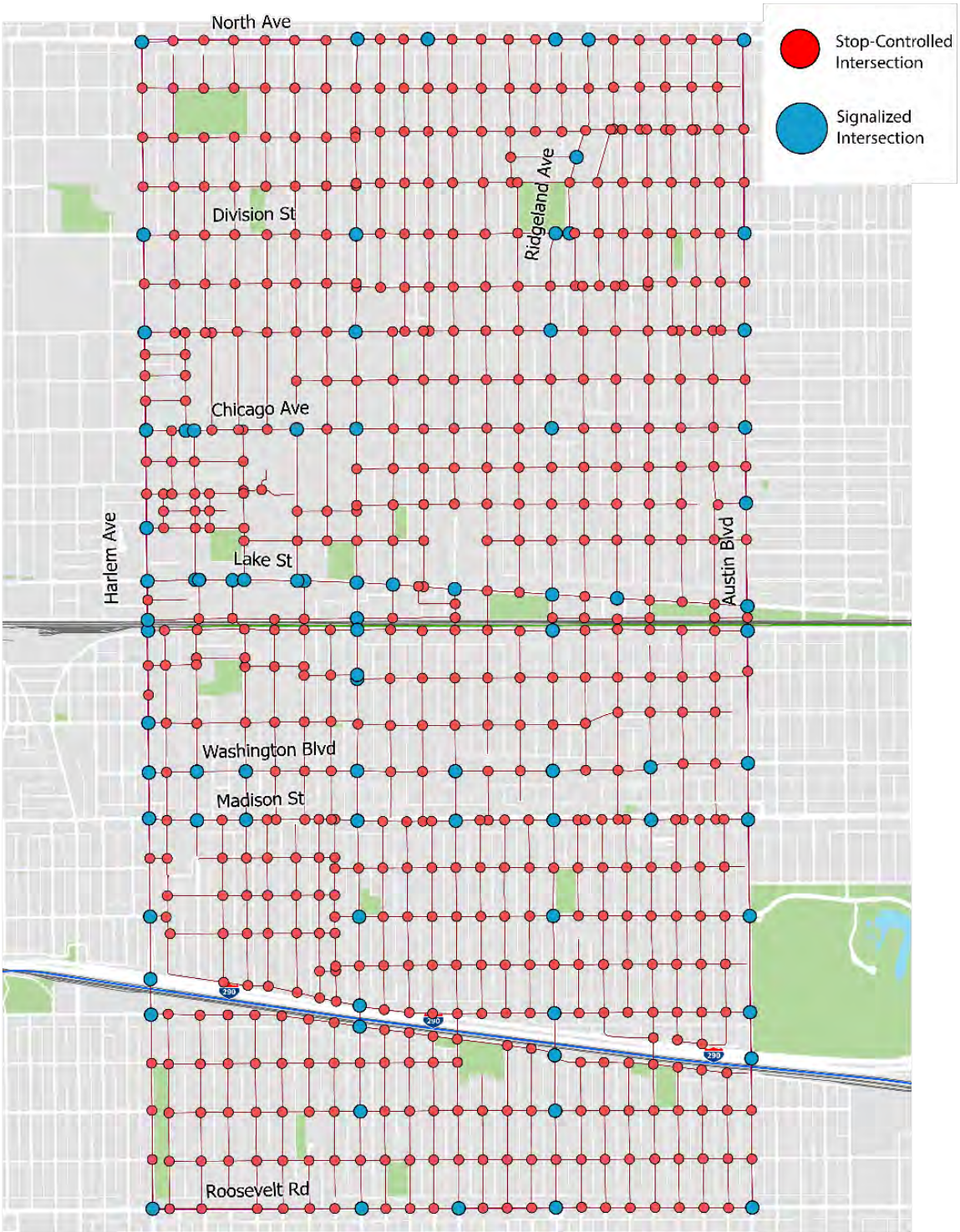
The control type analysis demonstrates that signalized intersections see far more crashes and KSI crashes than non-signalized intersections; however, variations in signalized intersection configuration can also impact safety. Three different groups of lane configurations were compared across signalized intersections: 2 Lanes vs. 2 Lanes, 2 Lanes vs. 4 Lanes, and 4 Lanes vs. 4 Lanes.

- 4 Lane vs. 4 Lane intersections saw 2.4 times the baseline number of KSI crashes and 1.5 times the baseline number of total crashes.
- 2 Lane vs. 4 Lane intersections saw total crashes and KSI crashes roughly equivalent to baseline.
- 2 Lane vs. 2 Lane intersections saw total crashes and KSI crashes significantly lower than baseline.

*Table 13. Intersection Analysis by Number of Lanes (All Crash Types)*

| Signalized Intersection Type | Intersection Count | Crash Count | Crashes per Intersection | Crashes Baseline | KSI Crash Count | KSI Crash per Intersection | KSI Baseline |
|---|---|---|---|---|---|---|---|
| **Total** | 39 | 1621 | 41.6 | **1** | 26 | 0.7 | **1** |
| **2 Lanes vs. 2 Lanes** | 13 | 281 | 21.6 | **0.52** | 2 | 0.2 | **0.23** |
| **2 Lanes vs. 4 Lanes** | 18 | 856 | 47.6 | **1.14** | 11 | 0.6 | **0.92** |
| **4 Lanes vs. 4 Lanes** | 8 | 484 | 60.5 | **1.46** | 13 | 1.6 | **2.44** |

*Figure 18. Systemic Analysis Intersection Locations*



## High-Risk Feature Analysis (Streets)

In addition to intersections, an analysis was conducted to identity street characteristics that may create a higher safety risk for road users. This process compared crash history across several isolated street characteristics to identify which street typologies should be the focus of a high injury network.[13] All street segments falling between intersections used in the High-Risk Feature Analysis (Intersections) were used in this analysis, shown in Figure 19. Only crashes not assigned to intersections (midblock crashes), were assigned to street segments for the analysis.

### Jurisdiction

Streets under IDOT's jurisdiction account for 10% of centerline miles in Oak Park, yet 38% of KSI crashes occur on IDOT streets. Since 2018, IDOT streets have averaged 4.3 KSI crashes per year, compared to just 0.7 KSI crashes per year for Village-owned streets.

### Functional Classification

The frequency of crashes and KSI crashes varies across street functional classifications. The analysis outlined in Table 14 compares the three primary functional classifications in the Village: local, collector, and arterial.

- Arterial streets see more than **6 times** the baseline number of total crashes and KSI crashes per mile.
- Collector streets see total crashes and KSI crashes per mile above the baseline.
- Local streets see just **26%** of crashes per mile and just **12%** of KSI crashes per mile compared to the baseline.

*Table 14. Street Segment Analysis by Functional Class*

| Street Segment Functional Class | Centerline Miles | Crash Count | Crashes per Mile | Crashes per Mile Baseline | KSI Crash Count | KSI Crash per Mile | KSI per Mile baseline |
|---|---|---|---|---|---|---|---|
| Total | 73.2 | 2759 | 38 | **1.00** | 45 | 0.6 | **1.00** |
| Local | 55.6 | 536 | 10 | **0.26** | 4 | 0.1 | **0.12** |
| Collector | 9.6 | 397 | 41 | **1.10** | 8 | 0.8 | **1.36** |
| Arterial | 8.0 | 1826 | 227 | **6.03** | 33 | 4.1 | **6.68** |

[13] For this analysis, non-intersection crashes within 75 feet of a street segment centerline were assigned to that street segment.

## Number of Lanes (Arterials & Collectors)

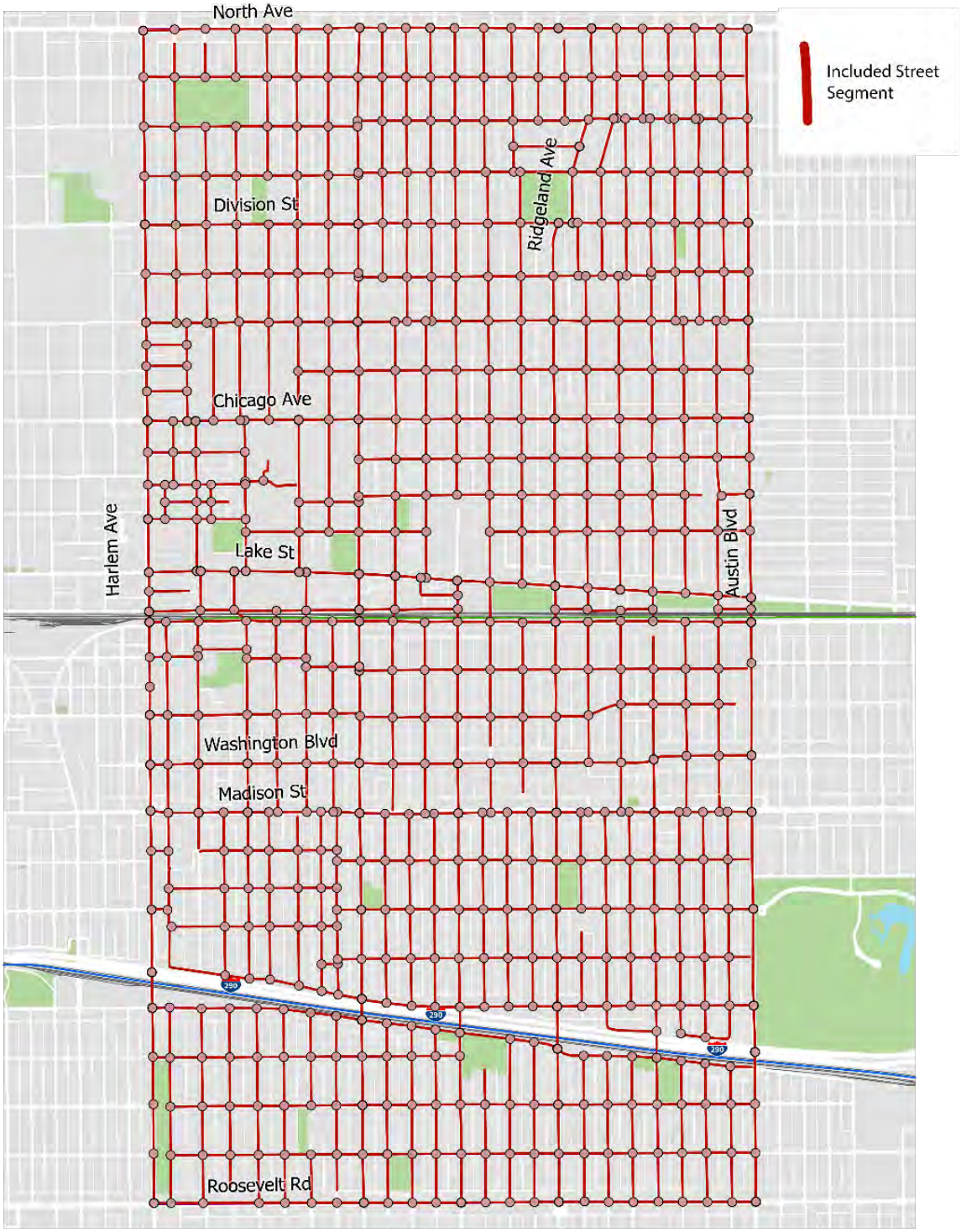
The functional class analysis indicated that arterials and collectors see far more crashes and KSI crashes than local streets, but various features on arterial and collector streets can also impact safety. To further identify these features, arterial and collector streets with 2 lanes and 4 lanes were compared in Table 15.

- Arterials and collectors with 4 lanes see at least **1.8 times** the baseline number of total crashes and KSI crashes per mile.

*Table 15. Street Segment Analysis by Number of Lanes (Arterials & Collectors)*

| Number of Lanes | Centerline Miles | Crash Count | Crashes per Mile | Crashes per Mile Baseline | KSI Crash Count | KSI Crash per Mile | KSI per Mile baseline |
|---|---|---|---|---|---|---|---|
| **Total** | 17.6 | 2223 | 126.3 | **1.00** | 41 | 2.3 | **1.00** |
| **2 Lane** | 10.5 | 591 | 56.5 | **0.45** | 10 | 1.0 | **0.41** |
| **4 Lane** | 7.1 | 1632 | 228.6 | **1.81** | 31 | 4.3 | **1.86** |

*Figure 19. Systemic Analysis Street Segment Locations*



# High Injury Network

## High Injury Network Purpose

A high-injury network (HIN) provides decision-makers with quantitative information about which streets and intersections see the highest concentrations of severe traffic crashes and can, therefore, benefit most from the implementation of safety countermeasures. HINs, in part, fulfill Question 3 on USDOT's SS4A Self-Certification Eligibility Worksheet: geospatial identification of higher risk locations, which is a requirement for eligibility for SS4A Implementation Grants or to conduct Supplemental Planning/Demonstration activities.

While other tools may complement high injury networks in developing a data-driven Vision Zero program and action plan, high injury networks are useful for:

- **Prioritizing Projects**. A high-injury network indicates the major corridors and intersections with both the greatest demonstrated safety need and the greatest opportunities to make progress towards Vision Zero goal.
- **Identifying High Impact Grant Application**. A high-injury network indicates the corridors and intersections that are most likely to demonstrate safety need and impact on competitive regional, state, and federal grant applications,
- **Developing Critical Partnerships.** A high-injury network demonstrates where partnerships are most needed, either as part of continuing inter-agency coordination, or as a starting point for collaboration.

## Methodology

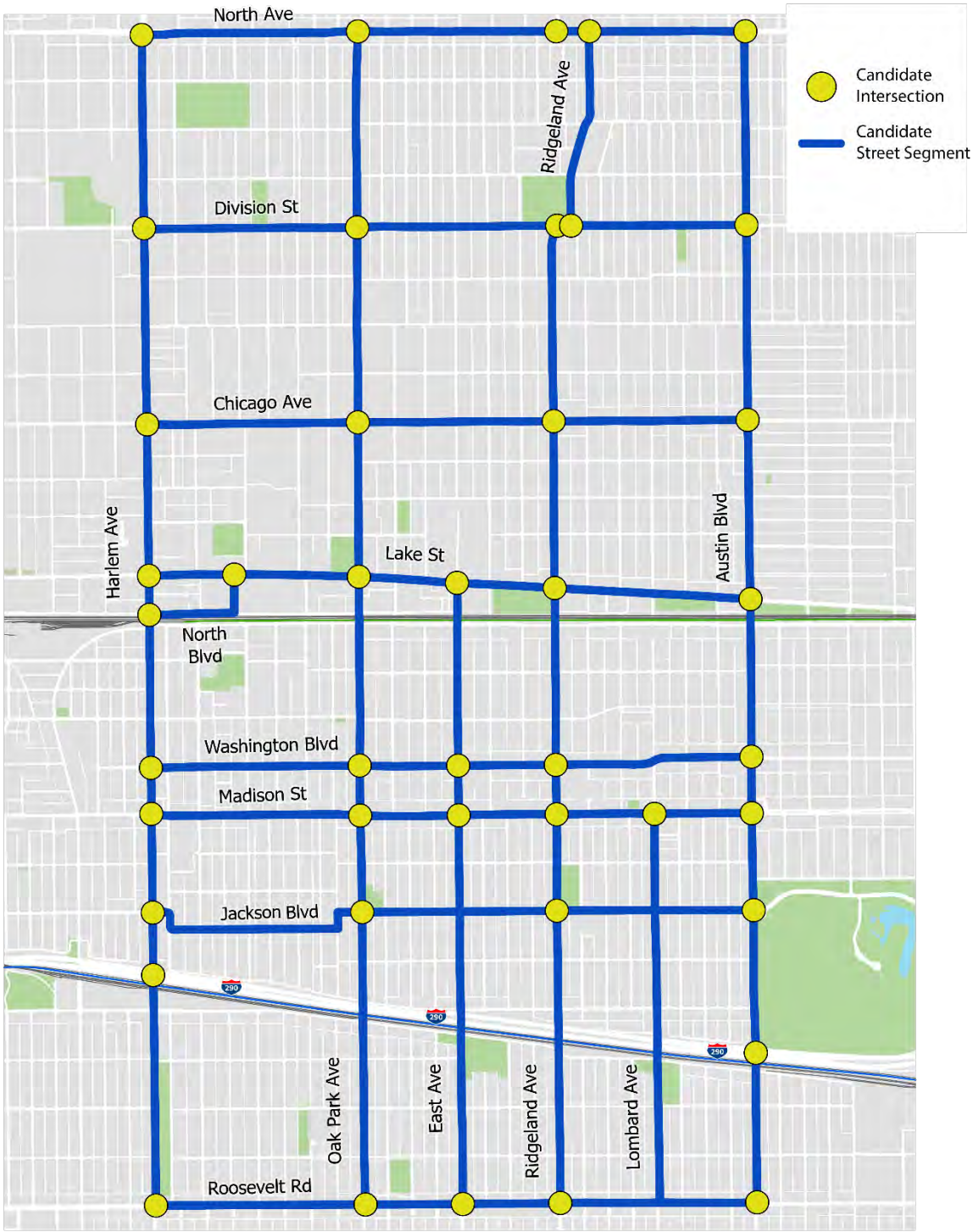
### Candidate Intersections and Street Segments

Because of the distinct types of crashes and related safety countermeasures at intersections and street segments, the methodology to determine the high-injury network evaluated both intersections and street segments separately. The list of candidate intersections and street segments was informed by results from the systemic analysis, which indicated an elevated safety risk at arterial and collector streets, as well as signalized intersections. Table 16 outlines the specific criteria for both intersections and street segments, and Figure 20 shows the resulting map of candidates based on those criteria.

*Table 16. High-Injury Network Candidate Criteria*

| HIN Candidate | Criteria |
|---|---|
| **Intersection** | Arterial and collector streets |
| **Street Segment** | Signalized intersections between arterial and collector streets |

*Figure 20. Candidate Intersections and Street Segments*



For both intersections and street segments, three primary typologies (outlined in Table 17) were identified through the systemic analysis. These typologies represent feature variations shown to have an impact on expected KSI crashes and are a key piece of the High-Injury Network evaluation.

*Table 17. High-Injury Network Typologies*

| HIN Candidate | Typologies |
|---|---|
| **Intersection** | 2 Lanes vs. 2 Lanes<br>2 Lanes vs. 4 Lanes<br>4 Lanes vs. 4 Lanes |
| **Street Segment** | 4 Lane Arterials<br>2 Lane Arterials<br>2 Lane Collectors |

## High Injury Network Evaluation Criteria

To determine the high-injury network, all candidate intersections and street segments were evaluated on three equally weighted criteria: KSI Crash History, Typology Risk Assessment, and Relative KSI Crash History. Each criteria provides different, but equally important, information on the risk of severe crashes and potential impact of safety improvements for each candidate intersection and street segment.

- **KSI Crash History** assesses KSI crashes at each intersection and street segment relative to all other intersections and street segments.
- **Typology Risk Assessment** assesses the risk of each intersection and street segment's typology relative to all other typologies.
- **Relative KSI Crash History** assesses KSI crashes at each intersection and street segment relative to all other intersections and street segments within the same typology.

Scores for each assessment criteria are normalized to vary from 0 to 1, with 0 representing the lowest safety risk and 1 representing the highest. Descriptions of minimum and maximum scores for each criterion are broken down in Table 18.

*Table 18. Description of Criteria Scoring*

| | Minimum | Maximum |
|---|---|---|
| **KSI Crash History (0-1)** | Fewest number of KSI crashes among all intersections/streets | Highest number of KSI crashes among all intersections/streets |
| **Typology Risk Assessment (0-1)** | Typology with fewest number of KSI crashes among all intersection/street typologies | Typology with highest number of KSI crashes among all intersection/street typologies |
| **Relative KSI Crash History (0-1)** | Fewest number of KSI crashes among all intersections/streets within the same typology | Highest number of KSI crashes among all intersections/streets within the same typology |

## Evaluation Criteria Calculations

### *Intersections*

Methodologies for calculating each intersection evaluation criterion can be found below and equations can be found in Table 19. Note that all crashes falling within a 75-foot radius of each intersection are considered intersection crashes and assigned to that specific intersection.

- **Intersection KSI Crash History** is calculated for each intersection by taking the KSI crash count at each intersection and dividing by the maximum KSI crash count among all intersections. A score is assigned for each intersection, yielding a maximum score of 1 and minimum score of 0.
- **Intersection Typology Risk Assessment** is calculated for each intersection typology and assigned to each intersection that falls under that typology. For each intersection typology, the total KSI crash count per intersection is calculated. This number is then divided by the maximum typology KSI crash count per intersection. A score is assigned for each intersection, yielding a maximum score of 1 and minimum score of 0.
- **Intersection Relative KSI Crash History** is calculated for each intersection by taking the KSI crash count at each intersection and dividing this value by the KSI crash count per intersection of the intersection's typology, this shows the KSI crashes at each intersection relative to the expected KSI crashes for the intersection's typology. This value is calculated for all intersections then divided by the maximum intersection value to get the Relative KSI Crash History for each intersection, yielding a maximum score of 1 and minimum score of 0.

*Table 19. Intersection Evaluation Criteria Equations*

| Evaluation Criteria | Intersection Calculation |
|---|---|
| KSI Crash History | $\frac{KSI\ Crash\ Count_{Intersection}}{MAX(KSI\ Crash\ Count)_{All\ Intersections}}$ |
| Typology Risk Assessment | $\frac{KSI\ Crash\ Count\ per\ Intersection_{Intersection\ Typology}}{MAX(KSI\ Crash\ Count\ per\ Intersection)_{All\ Intersection\ Typologies}}$ |
| Relative KSI Crash History | $\frac{\left(\frac{KSI\ Crash\ Count_{Intersection}}{KSI\ Crash\ Count\ per\ Intersection_{Intersection\ Typology}}\right)}{MAX\left(\frac{KSI\ Crash\ Count_{Intersection}}{KSI\ Crash\ Count\ per\ Intersection_{Intersection\ Typology}}\right)}$ |

### *Street Segments*

Methodologies for calculating each street segment evaluation criterion can be found below and equations can be found in Table 20. Note that this analysis excludes all intersections crashes assigned in

the Intersections portion of the high-injury network analysis, and only includes crashes falling midblock between signalized, arterial & collector intersections. All midblock crashes falling within 75-feet of each street segment centerline are assigned to that specific street segment.

- **Street Segment KSI Crash History** is calculated for each street segment by taking the KSI crash count per mile for each street segment and dividing by the maximum KSI crash count per mile among all street segments. A score is assigned for each street segment, yielding a maximum score of 1 and minimum score of 0.
- **Street Segment Typology Risk Assessment** is calculated for each street segment typology and assigned to each street segment that falls under that typology. For each typology, the total KSI crash count per mile is calculated. This number is then divided by the maximum street segment typology KSI crash count per mile. A score is assigned for each street segment, yielding a maximum score of 1 and minimum score of 0.
- **Street Segment Relative KSI Crash History** is calculated for each street segment by taking the KSI crash count per mile for each street segment and dividing this value by the KSI crash count per mile of the street segment's typology, this shows the KSI crash count per mile at each street segment relative to the expected KSI crash count per mile for the street segment's typology. This value is calculated for all street segments then divided by the maximum street segment value to get the Relative KSI Crash History for each street segment, yielding a maximum score of 1 and minimum score of 0.

*Table 20. Street Segment Evaluation Criteria Equations*

| Evaluation Criteria | Street Segment Calculation |
|---|---|
| KSI Crash History | $\frac{KSI\ Crash\ Count\ per\ Mile_{Street\ Segment}}{MAX(KSI\ Crash\ Count\ per\ Mile)_{All\ Street\ Segments}}$ |
| Typology Risk Assessment | $\frac{KSI\ Crash\ Count\ per\ Mile_{Street\ Segment\ Typology}}{MAX(KSI\ Crash\ Count\ per\ Mile)_{All\ Street\ Segment\ Typologies}}$ |
| Relative KSI Crash History | $\frac{\left(\frac{KSI\ Crash\ Count\ per\ Mile_{Street\ Segment}}{KSI\ Crash\ Count\ per\ Mile_{Street\ Segment\ Typology}}\right)}{MAX\left(\frac{KSI\ Crash\ Count\ per\ Mile_{Street\ Segment}}{KSI\ Crash\ Count\ per\ Mile_{Street\ Segment\ Typology}}\right)}$ |

## Results

Scores for all criteria are then summed for each intersection and street segment to yield a net score between 0 and 3. The top 20% of net scores for intersections and the top 20% of net scores for street segments make up the high-injury network, shown in Figure 21 and listed out in Table 21 and Table 22. In addition to the high-injury network, intersections and street segments falling into the second highest 20% of net scores (the 60$^{th}$-80$^{th}$ percentile) are marked as Tier II and those falling into the third highest 20% of net scores (the 40$^{th}$-60$^{th}$ percentile) are marked as Tier III. While not a part of the high-injury network, these locations represent the next-highest priority for safety countermeasures.

- High-injury intersections represent just **14%** of signalized arterial & collector intersections.
- High-injury street segments represent just **14%** of the arterial and collector centerline miles.
- High-injury network locations accounted for **41%** of all fatal and serious injury crashes between 2018 and 2022.

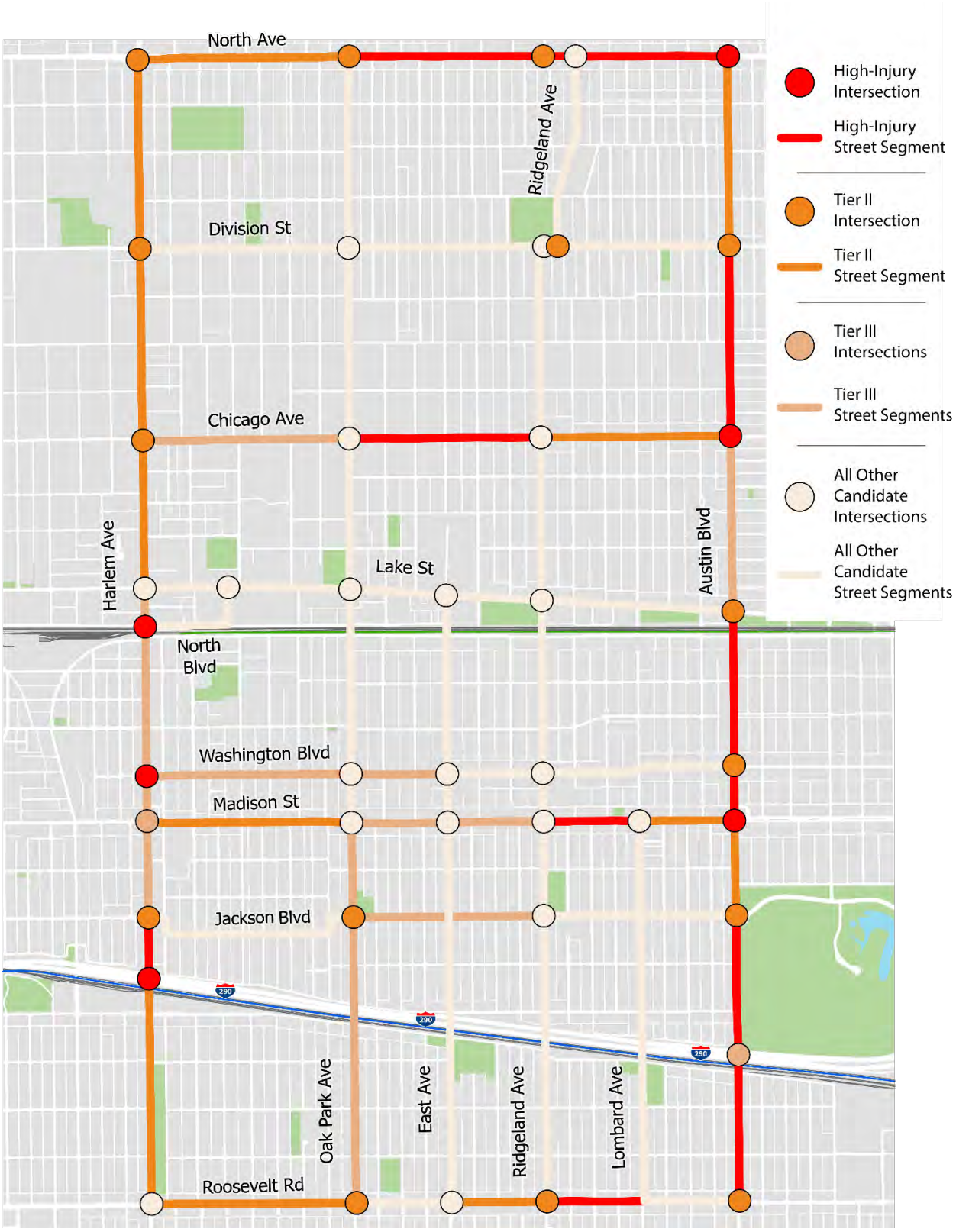
*Table 21. High-Injury Intersections*

| Count | Intersection |
|---|---|
| 1 | Madison St & Austin Blvd |
| 2 | North Ave & Austin Blvd |
| 3 | Chicago Ave & Austin Blvd |
| 4 | Harlem Ave & I-290 |
| 5 | Harlem Ave & Washington Blvd |
| 6 | Harlem Ave & North Blvd |

*Table 22. High-Injury Street Segments*

| Count | Segment | Length (miles) |
|---|---|---|
| 1 | Roosevelt Rd (Ridgeland Ave to Lombard Ave) | 0.26 |
| 2 | Austin Blvd (Roosevelt Rd to Jackson Blvd) | 0.75 |
| 3 | Harlem Ave (I-290 to Jackson Blvd) | 0.16 |
| 4 | Madison St (Ridgeland Ave to Lombard Ave) | 0.25 |
| 5 | Austin Blvd (Madison St to Lake St) | 0.55 |
| 5 | Chicago Ave (Oak Park Ave to Ridgeland Ave) | 0.51 |
| 6 | Austin Blvd (Chicago Ave to Division St) | 0.50 |
| 7 | North Ave (Oak Park Ave to Austin Blvd) | 1.00 |
| Total | High-Injury Segments | 3.99 |

*Figure 21. High-Injury Network Analysis Results*



# Equity Analysis

## The Role of Equity in Vision Zero

Historically, underserved communities – communities of color, low-income communities, and communities with the highest poverty rates – have experienced a disproportionate share of fatal crashes. In 2018, Indigenous and Black people in the United States faced higher traffic fatality rates than the overall population, with the disparity even more pronounced for people outside of a vehicle. The fatality rate for Black and African American pedestrians stood at 3 fatalities per 100,000 people while that for American Indian or Alaskan Native stood at almost 6, in comparison to a fatality rate of 2 for the total population.[14] Evidence suggests that this disparity is widening: between 2019 and 2020, overall fatal traffic crashes rose 7.2% while fatalities among Black people increased 23%.[15] People living in the 40% of counties with the highest poverty rate had 35% more fatalities than the national average per capita.[16] Not only are these facts shocking on their face: they compound with economic insecurity, reduced access to opportunity, health disparities, and other inequities to deepen the impact of each fatality on families, neighborhoods, and communities.

These same communities have seen less infrastructure and overall investment than more privileged ones or have been negatively impacted by the construction of arterials and highways that divide neighborhoods, create barriers to mobility, and increase high-speed vehicle traffic. This has led to a significant disparity in the quality and design of streets in underserved communities.

Getting to zero requires an intentional commitment to understanding these disparities and addressing them at their root. One of the guiding principles of Vision Zero is the equitable implementation of infrastructure investments: dedicating more resources to areas that face disproportionate burdens to address the consequences of past decisions. By equitably investing in safer streets, we can meaningfully improve safety, break vicious cycles compounded by traffic violence, and create places that are healthier, more just, and more prosperous.

## Traffic Fatalities and Race

The National Highway Traffic Safety Administration (NHTSA) documents racial data for traffic fatalities through the Fatality Analysis Reporting System (FARS). Traffic fatalities in Oak Park from 2007 through 2021 were captured and analyzed to identify any racial disparities among traffic fatality victims in the Village.[17] Results from this analysis are outlined in Table 23.

[14] United States Department of Transportation. 2022. National Roadway Safety Strategy. Washington, DC: USDOT. Pg. 8.
[15] Ibid. Pg. 7
[16] Ibid. Pg. 7
[17] Traffic fatalities include all fatal crashes in FARS database that fall within the Village boundary plus a 50' buffer. This ensures all fatalities on border streets are captured and matches the methodology for all other crash analyses in the memo.

*Table 23. Race and Fatalities Analysis*

| | White (Non-Hispanic) | Hispanic or Latino | Black or African American |
|---|---|---|---|
| **Oak Park Population Share**[18] | 60% | 9% | 19% |
| **Share of Fatalities (2007-2021)** | 40% | 33% | 27% |
| **Annual Fatalities per 100,000 Residents** | **2.5** | **13.6** | **5.3** |

## Oak Park Census Tracts

### Economic Hardship Index

To identify underserved communities in Oak Park, an economic hardship index was developed. This index was made up of five variables: percent population that was a dependent, percent population without a high school diploma, median income for individuals aged 15 or older, percent population below 100% Federal Poverty Level (FPL), and percent population unemployed. These metrics closely follow the economic hardship index developed by the Great Cities Institute at the University of Illinois at Chicago for use in the city of Chicago.[19] All data was collected from the US Census Bureau using 2022 American Community Survey 1-year estimates. Analysis was conducted for each census tract in Oak Park and normalized to compare tracts to other tracts in Oak Park.

Each statistic was normalized using the following formula (except median individual income):

$$\%\ Below\ 100\%\ FPL\ Index = \frac{\%\ below\ FPL}{Max(\%\ below\ FPL)} * 100$$

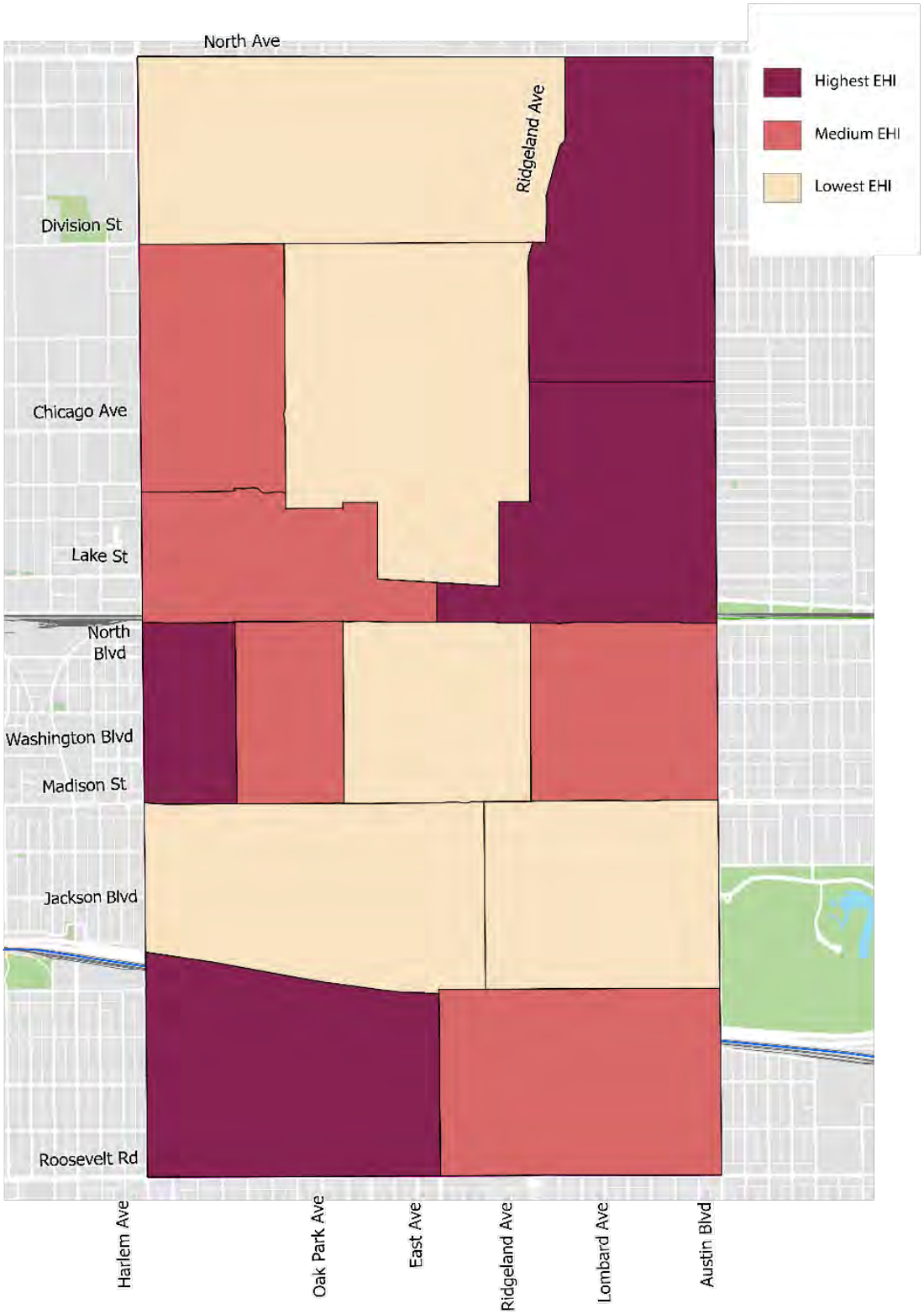
Median individual income was normalized using the following formula:

$$Median\ Individual\ Income\ Index = \frac{Min(Median\ Individual\ Income)}{Median\ Individual\ Income} * 100$$

Each tracts indexes for each variable were averaged to create a general Economic Hardship Index (EHI). This index was then mapped (shown in Figure 22).

[18] U.S. Census Bureau. 2022. American Community Survey 5-Year Estimates.
[19] Great Cities Institute, University of Illinois Chicago. 2017. Chicago Community Area Economic Hardship Index.

*Figure 22. Oak Park Economic Hardship Index*



Oak Park has 14 census tracts, which were categorized as Highest, Medium, and Lowest based on their EHI: 4 in the Highest category, 5 in the Medium category, and 5 in the Lowest category.

## KSI Crashes

For the highest hardship census tracts:

- **6.2** annual fatalities per 100,000 residents
- **47.2** annual KSI Crashes per 100,000 residents
- **4** high-injury intersections

For the remaining census tracts:

- **5.9** annual fatalities per 100,000 residents
- **40.7** annual KSI Crashes per 100,000 residents
- **2** high-injury intersections

*Table 24. Oak Park Census Tract Equity Analysis*

| Tract | Economic Hardship Level | Share of Area | Share of Population | Share of KSI Crashes | Share of HIN Centerline Miles |
|---|---|---|---|---|---|
| **17031812100** | **Highest** | 8% | 6% | 8% | 4% |
| **17031812500** | **Highest** | 9% | 9% | 11% | 0% |
| **17031812801** | **Highest** | 3% | 6% | 3% | 0% |
| **17031813200** | **Highest** | 9% | 9% | 12% | 17% |
| **Total** | | **28%** | **30%** | **33%** | **22%** |
| | | | | | |
| **17031812600** | **Medium** | 5% | 7% | 9% | 14% |
| **17031812301** | **Medium** | 3% | 5% | 1% | 0% |
| **17031812302** | **Medium** | 6% | 5% | 4% | 0% |
| **17031813100** | **Medium** | 8% | 9% | 14% | 17% |
| **17031812802** | **Medium** | 5% | 10% | 6% | 0% |
| **17031812400** | **Lowest** | 9% | 9% | 7% | 11% |
| **17031812200** | **Lowest** | 5% | 6% | 4% | 0% |
| **17031812700** | **Lowest** | 11% | 6% | 5% | 11% |
| **17031812900** | **Lowest** | 7% | 7% | 7% | 11% |
| **17031813000** | **Lowest** | 12% | 7% | 11% | 13% |
| **Total** | | **72%** | **70%** | **67%** | **78%** |

## Adjacent Communities of Economic Hardship

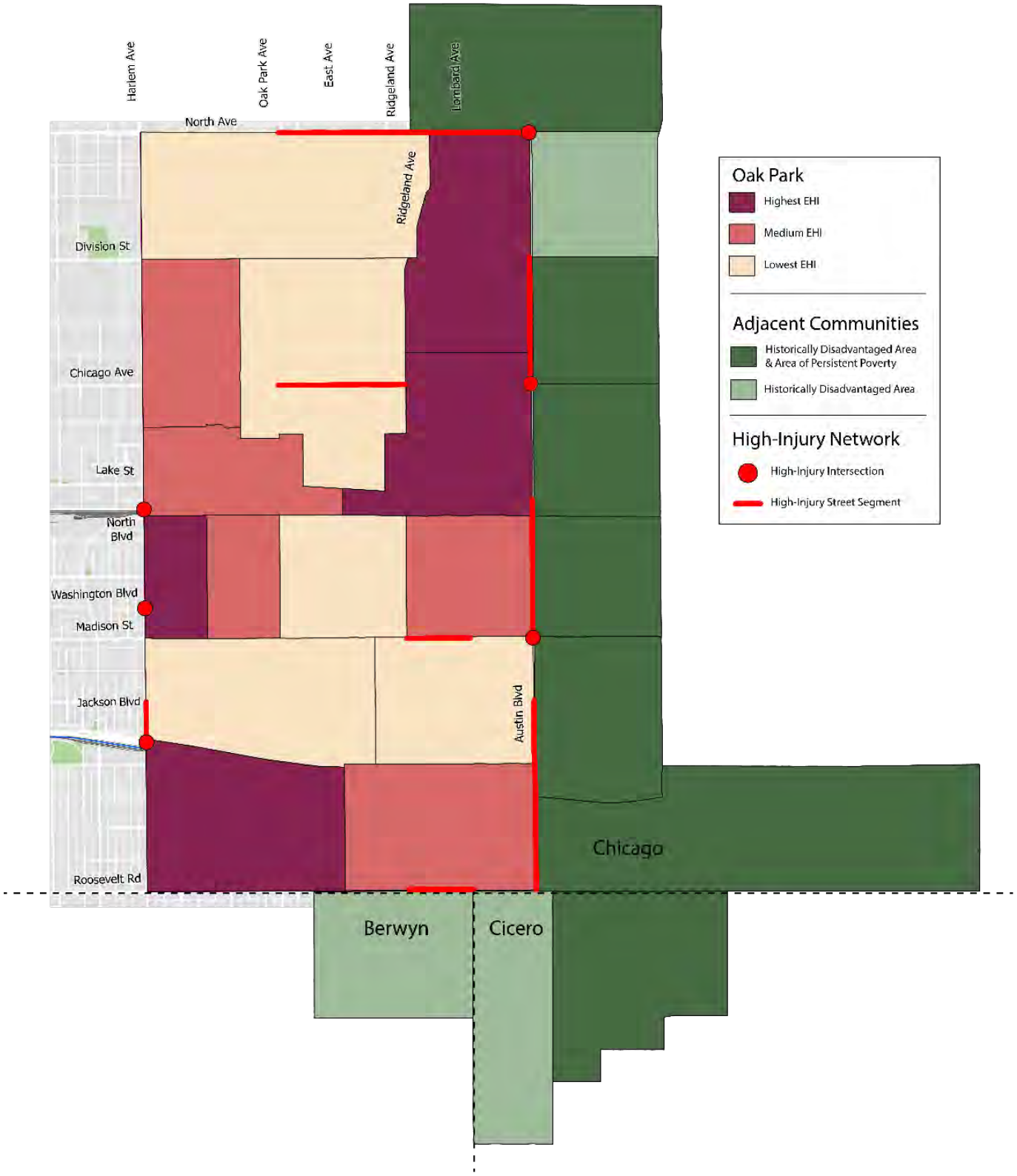
In addition to identifying inequities in the Village of Oak Park, it's critical to recognize the impacts of traffic safety in communities immediately adjacent to the Village. Investing in historically disadvantaged communities is a central aim of the US Department of Transportation RAISE grant program, through which the USDOT has classified census tracts as "historically disadvantaged areas" or "area of persistent poverty."[20] While Oak Park does not have any census tracts classified as such, adjacent tracts in Chicago, Cicero and Berwyn are classified as either historically disadvantaged, areas of persistent poverty, or both. Figure 23 shows these adjacent census tracts, alongside Oak Park census tracts by economic hardship level, and the high-injury network. Of note are Roosevelt Road and Austin Boulevard, which combined represent 34% of KSI crashes in Oak Park. These streets run adjacent to three of the four Highest economic hardship level census tracts in Oak Park, as well as adjacent historically disadvantaged areas in Chicago, Cicero, and Berwyn.

By coordinating with Chicago, Cicero and Berwyn, Oak Pak can work to improve the safety along streets shared with its neighbors, especially in areas of Oak Park that are adjacent to historically disadvantaged areas. While Roosevelt Road is under the jurisdiction of the Illinois Department of Transportation and any street geometry changes would need to be done in coordination with them, Austin Boulevard is under joint jurisdiction between the City of Chicago and the Village of Oak Park. This presents significant opportunity for safety improvements along Austin Boulevard, as this eliminates many barriers to implementation.

Because of their status as historically disadvantaged areas and areas of persistent poverty, these adjacent census tracts are given preference in RAISE grant applications from USDOT, potentially unlocking a funding source for safety improvements along streets bordering historically disadvantaged areas and areas of persistent poverty.

[20] United States Department of Transportation. 2023. RAISE Grant Project Location Verification Tool.

*Figure 23. Adjacent Communities Equity Map*



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# Appendix 3: Policy and Process Memo

# Policy & Actions Memorandum

February 2024

## Introduction

Achieving and sustaining Vision Zero in Oak Park and elsewhere requires a consistent, comprehensive, and proactive approach to traffic safety. Targeted capital investments that address key high-risk locations and behaviors are an essential step in reaching the Vision Zero goal, but they must be backed by policies and actions that are holistic in scope to achieve a Safe System that spans the entirety of the Village of Oak Park. Policies shape how streets are designed, operated, and maintained, describe staff responsibilities and authorities, and incentivize, discourage, or prioritize certain activities. Policies, though, are only as good as their application: the best policies are applied consistently and institutionalized within the organization, assessed based on outcomes, and updated to incorporate observed and anticipated changes.

Consistent with the Safe System principles (Figure 1), policies and actions should recognize the shared responsibility that all levels of government, the private sector, and the public have in eliminating severe crashes. The most critical policies and actions are those that the Village has authority over – its ordinances, practices, standard operating procedures, guidelines, and standards, among others. The policies and actions of others, including the State of Illinois, the Illinois Department of Transportation (IDOT), and the federal government, however, also affect the ability to achieve zero traffic deaths and goals. Some policy changes are straightforward and quick, others are complex and require high levels of political will and partnership. Understanding potential impact, implementing precursors to more ambitious policies, and building on common-sense wins are all necessary aspects of aligning policies with Vision Zero.

*Figure 1: Safe System Principles*

| | |
|---|---|
| **Death and Serious Injuries are Unacceptable** | We can and must design a system where tragedies don't happen. Our primary focus should be on severe crashes. |
| **Humans Make Mistakes** | We can't expect perfect behavior. Our system should anticipate mistakes and mitigate the chance of death when they occur. |
| **Humans Are Vulnerable** | Our bodies have physical limits for tolerating crash forces, the design of our system should accommodate these human vulnerabilities. |
| **Responsibility is Shared** | We all (govt, industry, researchers, the public) have a responsibility to prevent fatalities and serious injuries on our roadways. |
| **Safety is Proactive** | We should use tools that identify and address issues in our system, rather than waiting for severe crashes to occur and react after. |
| **Redundancy is Crucial** | We need all parts of the system to be strengthened so that if one part fails, others still protect people. |

This memo assesses current Village policies that directly or indirectly shape traffic safety; proposes recommendations and actions to supplement, enhance, and better institutionalize these polices; and puts forward an evaluation, monitoring, and reporting framework to track the outcomes and uptake of these policies and the Village of Oak Park Vision Zero program.

## Assessment of Current Policies and Practices

### Overview

The Village of Oak Park has established a solid baseline of policies to advance safety and make the Village more accessible and comfortable for users of all ages and abilities, no matter how they travel. Through implementation, Village staff have gained an understanding of new policies and updates to current internal and external practices that would enable them to sustain and grow safety improvements in Oak Park.

The Village's practices are in line with other municipalities of Oak Park's size and even larger cities. The Traffic Calming Program for residential streets is well developed and popular – to the point of being oversubscribed. The Village has recently implemented a road diet on Madison Street with separated bike lanes, bump-outs, and pedestrian refuge islands, has piloted paint-and-post bump-outs, and has lowered speed limits on local jurisdiction streets. Fleet Services purchases fleet vehicles with the full complement of available safety features, including pedestrian safety features, and uses in-vehicle telematics to monitor safe driving.

Oak Park has not yet formally adopted a Vision Zero goal in a plan or study, although it is anticipated that the Village will make a Vision Zero commitment through this plan. Traffic safety and reducing crashes, particularly for vulnerable users, is mentioned in *Climate Ready Oak Park* (2022), the *Oak Park Bicycle Plan* (2008), and the *Neighborhood Greenways System and Bike Share Feasibility Study* (2014). Recognizing that bordering streets play an outsized role in driving severe traffic crashes, the Village has collaborated with local partners through the *Chicago-Oak Park Traffic Safety and Mobility Study on North Avenue* (2020) and has an action to partner with local and state transportation agencies in *Climate Ready Oak Park*.

Based on an assessment of current policies and practices, the project team believes that the Village is in the second stage of the Vision Zero Maturity scale – "Building a Safety Program" – shown in Figure 2.

*Figure 2: Vision Zero Maturity Scale*

| Considering a Safety Program | Building a Safety Program | Growing a Safety Program | Maturing a Safety Program |
|---|---|---|---|
| *Safety is a responsibility of the agency and staff but is not formalized and consistent.* | *Agency has committed to Vision Zero as a goal and is formalizing a safety program.* | *Agency has prioritized Vision Zero as a goal and is increasing its ability to implement its formal safety program.* | *Agency has institutionalized Vision Zero and is proactively seeking to improve safety through all agency investments and operations.* |

### Policy Inventory

The project team reviewed Village plans and resources and interviewed Village staff to inventory written policies, defined procedures, applicable Village ordinances, design guidance, and standards. To ensure that the inventory is inclusive of all initiatives, Village staff completed a Vision Zero policy checklist (see Appendix) and participated in a policy workshop in December 2023.

To understand alignment with the Safe System approach, the project team categorized identified policies by Safe System objective (Figure 3) and, in consultation with Village staff, determined the general level of institutionalization: the degree to which the policy is followed today, as summarized in Table 1.

*Figure 3: Safe System Objectives*

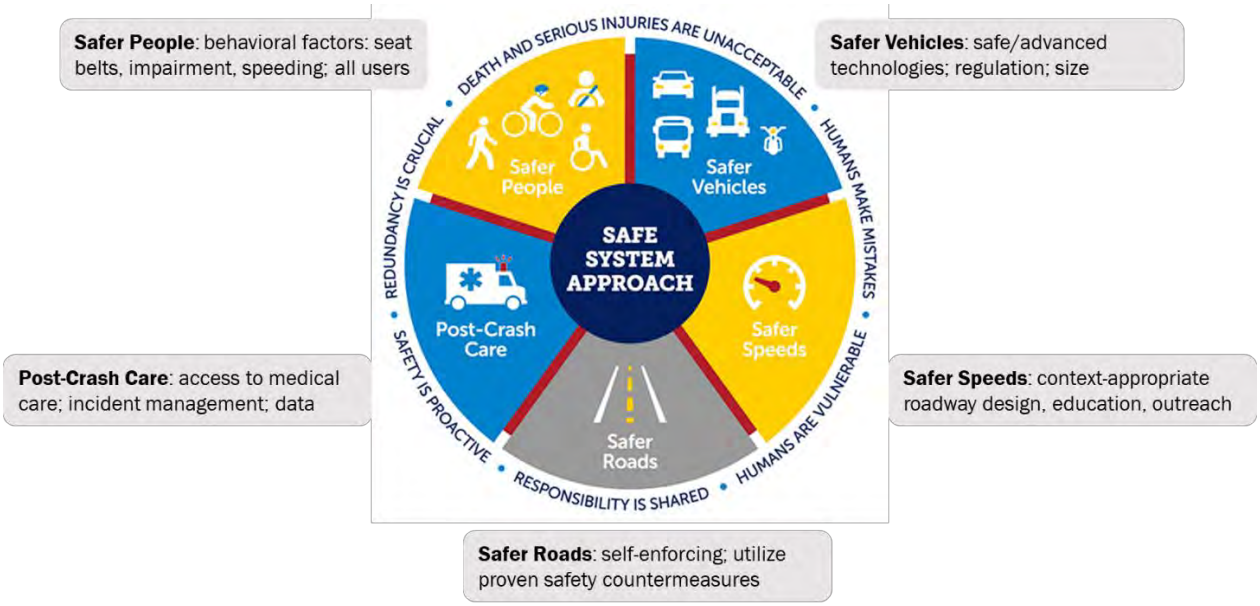


*Table 1: Village of Oak Park Policy Inventory*

| Safe System Objective | Policy | Description | Level of Safety Institutionalization |
|---|---|---|---|
| Safe Streets | Complete Streets Policy (local) | Existing (2012); policy requires design for all users, completion of a complete streets checklist, updated resurfacing procedure, updates to policies and ordinances, training, and performance measures; the policy is supported by an SOP | Inconsistent |
| | Intersection Daylighting Policy | Existing; Village code specifies a 100' sight triangle; per state law parking is prohibited within 20' of a crosswalk at an intersection or within 30' of an approach to a stop sign or signal | Consistent |
| | Crosswalk Marking Policy | Existing; crosswalks restriped on recurring basis with priority for crosswalks near schools, key areas need elaboration (e.g., spacing) | Inconsistent |
| | Pedestrian Crossing Timing Guidelines | Existing; Covers pedestrian crossing timing but key areas need elaboration and clarification (pedestrian push buttons, leading pedestrian intervals) | Consistent |
| | Parkway Planting Ordinance | In Development; restricts plantings based on line of sight and other geometric conditions | *In development* |
| | Capital Improvement Plan | Existing; resurfacing projects are determined by asset quality, streetscapes by alignment with other plans, like the *Bike Plan* and *Climate Ready Oak Park* | Consistent |
| Safe Users | Driver Education and Training (public employees) | Existing; driver safety training is performed in-house at the beginning of every season; backing-up training is conducted annually | Consistent |

| Safe System Objective | Policy | Description | Level of Safety Institutionalization |
|---|---|---|---|
| | Bike Fleet Usage Policy (public employees) | Existing; requires all Village employees to follow rules of the road and wear helmets | Unknown |
| | Snow Plan | Existing; includes crosswalk clearance details and school crosswalk plowing and salting procedure | Unknown |
| | Leaf Clearance | In Development; presentation to Village Board anticipated March 2024 | Unknown |
| Safe Speeds | Residential Street Traffic Calming Program | Existing; program is popular and over-subscribed | All the time |
| | Speed Limit Reductions | In practice; speed limits lowered on local-jurisdiction streets on a project-by-project basis, not governed by a written policy | Inconsistent |
| Safe Vehicles | Safe Vehicle Procurement Standards | In practice; new fleet purchases carry the full suite of safety features, have on-board telematics, and are downsized where practicable for duty; the Village maintains a bicycle fleet | Consistent |

## Opportunities

Village staff have identified opportunities to develop new policies and refine existing ones, as described in Table 2. Many of the items identified as opportunities have been desired by staff for some time, while others are responsive to more recent community and Village Board requests.

*Table 2: Village of Oak Park Policy Opportunities*

| Safe System Objective | Policy | Description |
|---|---|---|
| Safe Streets | Village Specific Design Guidance | DPW defers to state standards and lacks its own design standards/methodology for pedestrian and bicycle facilities, geometrics, and traffic signals. It would be preferable to have context-sensitive guidance instead of deferring to state guidance, especially to provide to developers/others doing work in the public ROW. NACTO guidance hasn't been adopted but is occasionally consulted; in general there is hesitancy around blanket adoption of any one design guide due to maintenance challenges and the desire to be context sensitive. |
| | Updated Crosswalk Marking Policy | Guidelines for prioritizing when/where to mark crosswalks would be helpful for decision making and responding to community requests, particularly marking types (e.g., where should high visibility continental crosswalks be used vs. transverse markings), where to supplement with other improvements (like bump-outs, RRFBs), and crosswalk spacing (e.g., should crosswalk be marked every block, some distance away from signals, etc.). |
| | Traffic Signal Timing Guidelines | Local standards would facilitate the timely implementation of updated timing plans. |
| | Pedestrian Signals and Push Buttons Policy | In response to local interest, a process for implementing/removing push buttons and criteria for where they are needed (e.g., offset intersections) would be beneficial. |
| | Leading Pedestrian Intervals Policy | Criteria for determining where these should be prioritized or installed would be helpful. |

| Safe System Objective | Policy | Description |
|---|---|---|
| | Pedestrian Scrambles Guidelines | The Village is implementing it first all-red, all-way crossing phases although some technical hurdles remain and may be interested in expanding this tool with guidance. |
| Safe Speeds | Residential Street Traffic Calming Program Updates | The volume of requests is creating a backlog and requests may be based more on perceptions of safety than on crash history. Thresholds and screening criteria would help right-size the workload and focus improvements at the highest impact locations. |

## Barriers

Village staff discussed several barriers to growing and institutionalizing the Vision Zero initiative, as detailed in Table 3. Staff did not describe any barriers enshrined in ordinance, departmental SOPs, design guidance/standards, or written policies.

*Table 3: Village of Oak Park Policy Barriers*

| Barrier | Description |
|---|---|
| Lack of Complete Streets Champion | The position with oversight over the Complete Streets Policy has been vacant and high demand for qualified professionals regionally has made it difficult to find a suitable candidate. |
| Surveillance Concerns | There are concerns over the use of camera-based technologies like MioVision as they capture video that may be used for activities other than traffic monitoring and safety evaluation (e.g., near miss detection). |
| Capacity for Grant Administration and Management | The Village has recently brought on outside support to help staff identify and apply for discretionary grants. For more complex grants, staff capacity to handle grant administration, management, and oversight remains a concern. |
| Perceptions of Safety | Resident perceptions of safety and safety priorities may not always align with where severe crashes are most frequent. |
| Maintenance Resources | New designs and infrastructure (e.g., separated bike facilities and paint and post bump-outs) are outpacing available maintenance equipment, resources, and practices included in SOPs. Design and maintenance need additional coordination and alignment to ensure that the Village's infrastructure can be maintained in a state of good repair. |

## Gaps

Many of the opportunities identified by Village Staff relate to gaps in Village policies and practices. To supplement this list, the project team and staff compared the Village to a checklist of practices implemented by peer jurisdictions and national and international best practices. This checklist is included in the Appendix. It is not anticipated that any one jurisdiction would have all of the policies on the checklist. Rather, the checklist is intended to spark ideas and discussion around policy priorities.

*Table 4: Village of Oak Park Policy Gaps*

| Safe System Objective | Policy | Description |
|---|---|---|
| Safe Streets | Design and Control Vehicle Policy | Adopting context-specific guidelines around the design and control vehicles anticipated in the Village would help engineers design and justify more compact intersections (e.g., including bump-outs, refuge islands, and tighter curb radii). The City of Chicago has adopted DL-23s instead of larger SU-30s in many contexts. |
| | Intersection Daylighting in High Parking Demand Areas | While the Village has authority to remove parking close to crosswalks under local ordinance and state law, daylighting is not done consistently in areas with multi-family housing. |
| | Multimodal Maintenance of Traffic | The Complete Streets SOP requires project engineers to coordinate multimodal accommodations during construction with contractors, but clear guidance would increase consistency. |
| | Safety Over Convenience Policy | Recent projects have prioritized safety and multimodal accommodations over vehicular level of service to achieve Village and project goals. Rebalancing operations to focus on safety rather than throughput would be worth exploring. |
| | Capital Program Prioritization | The 5-year CIP is updated annually and considers Village plans but is not scored based on criteria. The Village Board has expressed a desire to move to a performance-based process where safety is a criterion. |
| | ROW Guidelines for Off-street Development | Establishing guidelines would enable the Village to establish expectations with developers from the onset and incorporate more desired improvements into site planning. |
| Safe Users | Fatal Crash Response Team | Staff have a strong interest in forming a fatal crash response team along with police department staff. Currently, fatal and serious crashes are only assessed from an engineering perspective when DPW receives a notification from the police department. |
| | Snow Plan | Snow plan does not include information about clearing crosswalk ramps, bus shelters, bike lanes, and refuge islands. |

## Policy Recommendations and Actions

As the Village formalizes and grows its safety program, it should prioritize steps to **enhance its safety toolbox** and **prioritize and implement safety treatments more systemically**. The following recommendations focus primarily on internal processes and policies that the Village could undertake and implement under its own authorities and responsibilities. To round out the recommendations, the Village could also influence the processes and policies of external stakeholders to improve safety in Oak Park.

### Internal Recommendations

The following recommendations could be implemented by Village staff, Transportation Committee, and/or Village Board.

#### *Update the Village of Oak Park Complete Streets Policy*

Staff feedback indicates that the current Complete Streets policy is not consistently applied across all capital investments in the Village. The Village's Complete Streets policy is over 10 years old. Within that time, Village staff and Transportation Committee have gained experience with the

strengths and weaknesses of the policy. At the national level, new best practices have also emerged that could be incorporated into an update. Perhaps most importantly, the process of reviewing and potentially revising the policy would involve staff who have joined since the original policy was adopted in 2012 and engage a new generation of stakeholders within the Village. Ideally, this will enable new champions to emerge and promote greater understanding and uptake of the Complete Streets policy.

In updating the Complete Streets policy, the Village should consider the following:

- Creating a framework that emphasizes that the Complete Streets policy should be the responsibility of everyone within DPW, not a single Complete Streets champion. The policy should clearly indicate its applicability across capital programming, planning, design, operations, and maintenance. Each team within DPW should consider how their roles, processes, and procedures could be updated to meet the goals and targets set out in the policy and better distribute the responsibility for implementation.
- Updating the Complete Streets checklist to provide more direction to project managers about the all ages and abilities pedestrian-, bicyclist-, and transit-supportive design features that are required, preferred, and optional. Guidance should be provided that indicates how considerations may change when implementing a streetscape, resurfacing, or pavement marking project.
- Indicating when the Complete Streets coordination should occur in project development with an emphasis on inclusion early in project scoping to minimize impacts to schedule and provide sufficient lead times for design and coordinate with others, like maintenance staff, transit providers, and utilities.
- Updating design guidance to the latest best practices that fit the context of Oak Park, namely the NACTO guides and MassDOT's Separated Bike Lane Planning & Design Guide
- Updating performance measures to outcomes (e.g., modeshift, severe crash reduction, GHG emissions) in addition to outputs (e.g., miles of bike lanes installed)
- Specifying how the policy affects off-street development and responsibilities for the Planning, Preservation, and Zoning department.
- Publishing an annual report that celebrates annual progress and reflects on lessons learned and opportunities to improve Complete Streets delivery.

### *Formalize Engineering Policies that Prioritize the Safety of People Walking*

Through recent infrastructure projects, the Village has seized on win-win opportunities and navigated trade-offs in line with its larger goals. As low-hanging fruit is picked, designing a Safe System will involve trade-offs. Policies to make trade-offs in line with Village goals will help staff consistently and transparently make and explain design decisions. These policies should be sensitive to Oak Park's walkable, urban village context.

- Adopt a modal hierarchy policy that prioritizes people walking and rolling that recognizes: a) pedestrians are the most vulnerable users and most at-risk in the event of a crash and b) that pedestrian activity and accommodations should be expected across the Village. This policy may also consider setting a pedestrian level of service or level of traffic stress threshold to meet or exceed across all project types.
- Adopt a policy to prioritize safety and accommodation of all users over vehicular level of service (VLOS) at intersections when there are alterations to cross-section, intersection geometry, and/or signal timing. This may include moving to a "level of traffic stress" basis

for operations analysis, a multimodal level-of-service basis, setting a "maximum, not to exceed" VLOS of D or E rather than using a minimum rule-of-thumb, and/or specifying design improvements that supersede typical VLOS thresholds (e.g., LPI, road diets).

- Adopt a design and control vehicle policy that results in compact intersections while providing access for expected vehicles based on functional classification/land use. This policy should allow for the smallest possible design vehicle – DL-23/parcel delivery truck for turns onto/off-of local streets, SU-30's for turns to/from collectors and minor arterials, and the smallest possible for major arterial-major arterial turns. This will enable tight turn radii, bump-outs, and refuge islands in locations that may be infeasible when applying turning templates of design vehicles used in the IDOT BLRS.
- Adopt a target speed policy that accounts for pedestrian vulnerability in the event of a crash (20-25mph) by which design and posted speeds are set (target=design=posted). While many of the Village's streets are already signed at these thresholds, such a policy will ensure that designs are self-enforcing and that design speeds do not lead to operating speeds over the posted limit.

### *Update the Crosswalk Marking Policy to Meet Best Practices*

FHWA has identified high-visibility crosswalk markings as a proven safety countermeasure and provides guidance for what markings to place where in the *Crosswalk Marking Selection Guide*. Practitioners have misinterpreted past research on high visibility crosswalk placement. FHWA recommends installing high visibility crosswalks at *all* uncontrolled crossing locations and at *all* established midblock crossings (pages 36-37). This recommendation considers that pedestrians take the shortest distance path and are unlikely to go out of their way to cross at an improved crosswalk. Establishing a threshold for spacing between marked crosswalks is therefore not recommended. FHWA notes that above certain volume, speed, and crossing distance thresholds (as shown in Figure 4), high visibility crosswalks should be implemented and supplemented with other measures to improve crosswalk visibility—including pedestrian crossing warning signs, parking restrictions and/or curb extensions, and an appropriate level of lighting.

In the event of resource constraints as funding and staff are sought to meet FHWA's recommendations, high visibility crosswalks could be prioritized on corridors and at locations where pedestrian visibility to motorists is paramount. Table 5 provides a prioritization framework based on safety performance and pedestrian activity.

*Figure 4: Crosswalk Marking Supplementation Conditions*

| Roadway Configuration | Posted Speed Limit and AADT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AADT <9,000 | | | AADT 9,000-12,000 | | | AADT 12,000-15,000 | | | >15,000 | | |
| | ≤30 | 35 | ≥40 | ≤30 | 35 | ≥40 | ≤30 | 35 | ≥40 | ≤30 | 35 | ≥40 |
| 2 lanes | | | 2,3 | | | 2,3 | | | 2,3 | | 2 | 2,3 |
| 3 lanes with raised median | | | 2,3 | | 2 | 2,3 | | 2 | 2,3 | 2 | 2 | 2,3 |
| 3 lanes without raised median | | | 2,3 | 2 | 2 | 2,3 | 2 | 2 | 2,3 | 2 | 2 | 2,3 |
| 4+ lanes with raised median | | | 2,3 | 2 | 2 | 2,3 | 2 | 2 | 2,3 | 1,2,3 | 1,2,3 | 1,2,3 |
| 4+ lanes without raised median | | 2 | 2,3 | 2 | 2 | 2,3 | 2 | 2 | 1,2,3 | 1,2,3 | 1,2,3 | 1,2,3 |

**Figure 11: Combined guidance on marking crosswalks at uncontrolled locations.**

**Note:**
**1 = 2009 MUTCD recommended supplemental treatments.**
**2 = 2018 FHWA Uncontrolled Crossing Guide recommended supplemental treatments.**
**3 = 2012 NCUTCD recommended supplemental treatments.**
**Source: Adapted from 2009 MUTCD, Section 3B.18(08-09) (4), 2018 FHWA Uncontrolled Crossing Guide (34), and NCUTCD Crosswalk Markings Application Criteria, Attachment No. 12 (33)**

*Table 5: High Visibility Crosswalk Prioritization*

| High Priority | Moderate Priority | Low Priority |
|---|---|---|
| Tier 1 and Tier 2 High Injury Network uncontrolled mainline crossings | Tier 1 and Tier 2 High Injury Network minor street stop-controlled crossings | Tier 3 High Injury Network uncontrolled mainline crossings |
| Uncontrolled crossings at transit and rail stations | Stop controlled crossings at transit and rail stations | Residential-local streets (all legs, transverse crossings only) |
| Uncontrolled crossings at parks, schools, community centers, senior facilities, and medical centers (all) | Stop controlled crossings at parks, schools, community centers, senior facilities, and medical centers | |
| Midblock crossings | Signalized Intersections | |

### *Enhance Traffic Signal Policies to Prioritize Pedestrians*

In-line with the pedestrian-first modal hierarchy recommended above, traffic signal timing should prioritize the safety and comfort of people walking and rolling. Signal timing plans should consider the vulnerability of people walking and rolling and their specific needs. Signal timing improvements for pedestrians tend to be very low cost and high return on safety. Additionally, by better accommodating the needs of people walking and rolling, compliance with traffic signals will likely increase.

- Adopt a short cycle length standard to reduce pedestrian delay, improve operations, and accommodate the needs of all users. Setting a threshold based on volume/capacity ratio (e.g., 0.95 during peak hour) could help designers with location-specific timing plans at more complex locations.
- Establish fixed-time signals/pedestrian recall as the default pedestrian signal standard in the Village in line with NACTO recommendations, guidance from DOTs like CalTrans, and peer practices. All crosswalks that have no conflicting vehicle movements should have a default walk phase corresponding to the vehicular green interval. Fixed-time signals increase regularity, predictability, and parity of all users. It is beneficial to pair fixed-time pedestrian cycles with low cycle lengths (~60 seconds). Semi-actuated pedestrian phases may be advisable in site-specific contexts, but they should be exceptions to the rule and based on pedestrian counts. In locations where semi-actuated pedestrian phases are implemented and cycle lengths are significant, actuators should trigger the pedestrian phase quickly to reduce pedestrian delay and improve compliance.
- Adopt a Leading Pedestrian Interval policy that establishes LPI as the default timing configuration on all legs to update whenever a signal timing plan is updated. FHWA's *Handbook for Designing Roadways for the Aging Population* recommends LPI at intersections with high volumes of turning vehicles. In cases where turning vehicle volumes are low, where there is no demonstrated pedestrian-turning vehicle crash history, and there are no major pedestrian generators (e.g., bus stop, park, school) this requirement may be waived. LPI may also be waived for legs where protected turns, restricted turns, and pedestrian scrambles are already implemented or where implementation would require significantly increasing the signal cycle length. At large intersections, a longer LPI may be needed to establish pedestrians in the crosswalk.
- Proactively evaluate signals along the Tier 1 and Tier 2 HIN, adjacent to schools, parks, and community centers, with a severe crash in the last 5 years, and adjacent to Metra/CTA stations for LPI.
- Reduce the crossing pace to 3.0 ft/s at intersections with high anticipated volumes of people with slower crossing speeds (e.g., seniors, people with disabilities, children and families).

### *Adopt a Prioritized Capital Improvement and Street Resurfacing Plan*

Building a safe, all-ages and abilities network is the product of many incremental improvements, some highly choreographed, others opportunistic. Incorporating safety data into annual and multi-year capital and resurfacing plans can reveal high impact investments that meet multiple Village goals and identify where up-front coordination on design, community engagement, and other impacts to project scope, schedule, and budget may occur.

- Create quantitative prioritization criteria for capital programming that incorporate, at minimum, severe crash history and whether the project falls on the High Injury Network.
- Develop a process to engage staff responsible for Vision Zero and Complete Streets design and compliance during project selection. This will enable early input on scoping so that no opportunities to improve safety are missed and so that projects reflect community expectations from past or ongoing plans and studies. Maintenance staff should also be involved if any new infrastructure types are proposed to develop a maintenance plan.

- Include long-line restriping, crosswalk restriping, and bike lane maintenance projects in the CIP to see where there could be efficiencies and where additional coordination/design would be beneficial.
- Maintain an unconstrained project list inclusive of High Injury Network improvements, protected bike network expansion, etc. to position the Village for grant applications and awards.

### *Update the Residential Traffic Calming Program*

The Residential Traffic Calming Program is very popular and has been back-logged due to the volume of requests and pauses in data collection during the COVID-19 pandemic. DPW has recently taken steps to clear this backlog by bringing on additional resources. The process, however, is likely overly cumbersome and could be streamlined.

- Move to a "traffic calming by policy" model to deploy a standard toolbox of traffic calming measures on residential streets when they are resurfaced. The City of Boston recently moved to a model where they install speed humps based on a standard layout during all local street resurfacing projects. The Village may consider adding bump-outs to this list of enhancements based on popularity. More complex and site-specific designs like traffic circles and diverters should be undertaken through a more in-depth process.
- Reduce data collection requirements for proven traffic calming treatments that have a record of success in Oak Park if geometric requirements are met. Site-specific data requirement should be reserved for tools that have more significant impacts or costs that require a higher level of justification and/or engineering analysis.
- Use systemic safety criteria like proximity to schools, parks, and senior centers to screen incoming petitions and subdivide them into priority tiers.
- Consider reducing toolbox to proven countermeasures or countermeasures that self-enforce speeds through horizontal or vertical deflection.
- Consider traffic calming improvements proactively when implementing large scale streetscape projects to mitigate cut-through traffic and dangerous driving behaviors.
- Incorporate the Slow Streets Program tools into overall Residential Traffic Calming Program to expand strategies that enable safe streets for play.

### *Convene a Fatal Crash Response Team*

The Village should continue to explore setting up a Fatal Crash Response Team of multidisciplinary practitioners including law enforcement, engineering, and human services staff. Each severe crash represents an opportunity for the Village to better understand trends, behaviors, and contributing factors and to apply this understanding to operations and processes. The team should assess locations where deaths and serious injuries occur in-person for potential improvements – whether they are directly related to the crash or not – to promote all five Safe System objectives. The Fatal Crash Response Team should develop short-term engineering recommendations where low-cost opportunities are clear and long-term recommendations that can be incorporated into future systemic improvements or corridor projects.

### *Codify Fleet Vehicle Procurement Standards*

The Village has moved to procuring best-in-class safety features for its fleet. To ensure that this continues going forward, procurement standards should be codified in DPW policy. This policy should include Driver Enhanced Vision Systems for all large vehicles with blind spots and a "Good"

pedestrian safety rating in line with European New Car Assessment Program (Euro NCAP) standards.

### External

The following recommendations could be implemented in partnership with external stakeholders but could not be implemented by the Village alone.

#### *Coordinate with IDOT to extend the CDOT Pedestrian Safety infrastructure MOU to the Village of Oak Park*

In 2023, CDOT and IDOT signed an MOU to streamline the implementation of safety improvements. The MOU enables:

> "A standardized list of traffic safety infrastructure designs routinely submitted by CDOT that will not be subject to comprehensive IDOT review prior to installation. This will allow the city to design and self-certify curb cuts and other sidewalk improvements to make streets more walkable and accommodating for nonvehicular traffic, establishes 10-foot-wide vehicular lanes as the minimum lane width.
>
> Clarified "Design Vehicle" standards to emphasize pedestrian safety at intersections. A design vehicle is the largest vehicle that is likely to use the facility with considerable frequency and its selection can significantly impact a road's design and geometry. By agreeing to a more appropriate design vehicle for urban streets, certain state routes will be able to add safety features, such as curb extensions and bump-outs that shorten crossing distances for pedestrians."

To ease future implementation of safety treatments, the Village should coordinate with IDOT to obtain a similar agreement. Oak Park's land use context, anticipated users and activities, and street network is nearly identical to Chicago's in all important respects. This agreement would complement the engineering policies recommended above.

#### *Establish Vision Zero Coordination with the City of Chicago*

Oak Park shares two border streets with Chicago, North Ave and Austin Blvd, both of which are on the Oak Park High Injury Network. Improving these streets will require a joint effort between the Village and CDOT. Partnership will enable both parties to identify opportunities for collaboration and to sequence work. Since North Ave is an IDOT route, both municipalities working together as a unified voice for safety may improve the viability of future improvements. This coordination could occur on a quarterly, biennial, or annual basis.

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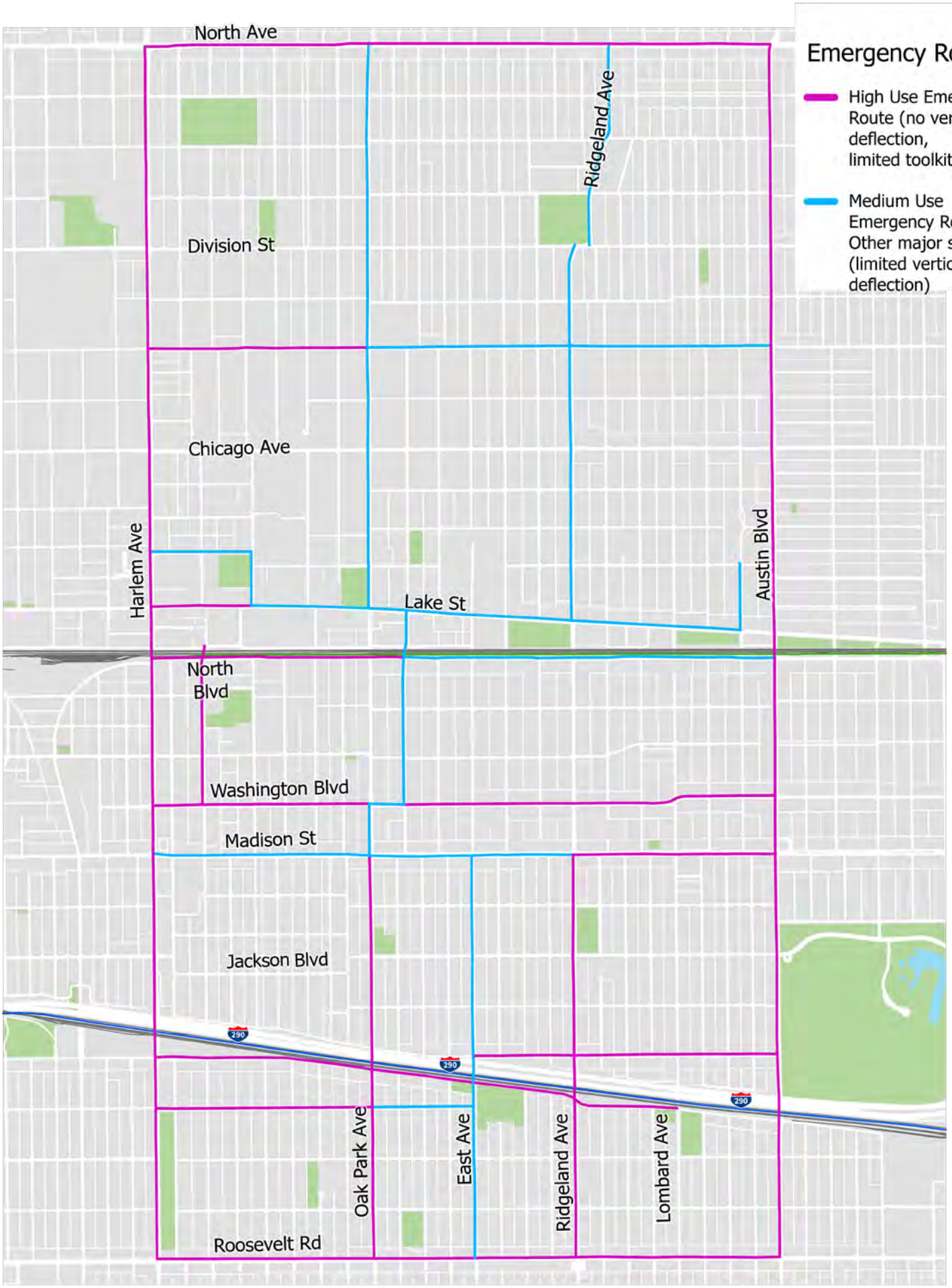
# Appendix 4: Emergency Response Map


Emergency Routes
High Use Emergency Route (no vertical deflection, limited toolkit)
Medium Use Emergency Route / Other major streets (limited vertical deflection)
North Ave
Division St
Chicago Ave
Harlem Ave
Lake St
North Blvd
Washington Blvd
Madison St
Jackson Blvd
Roosevelt Rd
Oak Park Ave
East Ave
Ridgeland Ave
Lombard Ave
Austin Blvd
290