

VISION ZERO

 Oak Park

Board Study Session



Sam
Schwartz

MUSE
COMMUNITY + DESIGN

Agenda

1. What is Vision Zero?
2. How was the Oak Park Vision Zero Action Plan developed?
3. Action Plan overview
4. Goals, Strategies, & Actions
5. Next Steps
 1. SS4A Demonstration Projects

**Vision Zero is the *commitment* to eliminating death and serious injury from traffic crashes.
Safe System is the *approach*.**

0

By changing how we *design, use, and view our streets*, we can make them *safer for everyone*.

How was the plan developed?

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 – Fall 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.

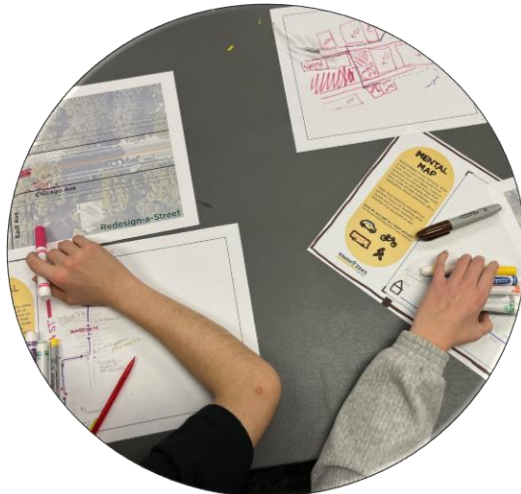
Community Engagement



Pop-up engagements



Community Walkshop



Focus groups



Public Workshops

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

Crash Trends in Oak Park

From 2018 – 2022, there were 132 serious injuries and fatalities in Oak Park*.

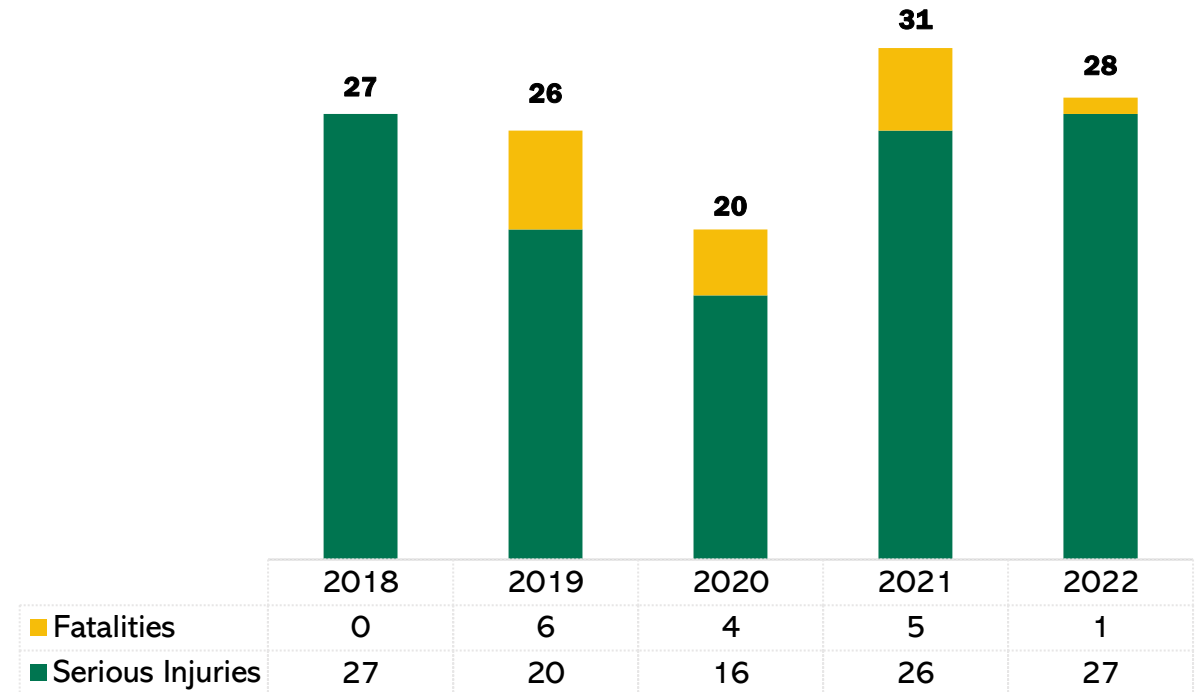
- 114 crashes
- 16 fatalities
- 116 serious injuries**

The average annual number of fatalities from traffic crashes for the most recent five years (3.2) was significantly higher than the previous decade (1.2).

* Includes all crashes geolocated within the boundaries of the Village plus a 50-foot buffer to include border streets. Expressway crashes were removed prior to analysis.

** Serious Injury is IDOT classification Level A-Injury: Incapacitating Injury

Traffic Deaths and Serious Injuries in Oak Park



Crash Severity by Mode

When involved in a traffic crash, death or serious injury is:



More likely for people biking
compared to people in cars.



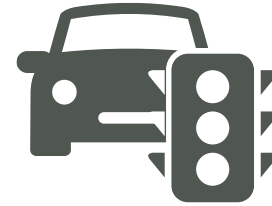
More likely for people walking
compared to people in cars.

Dangerous Driving Behaviors

More than 2 out of every 3 crashes (68%) where someone was killed or seriously injured involved three dangerous driving behaviors.



Failure to Yield



Disobeying Traffic Signs & Signals



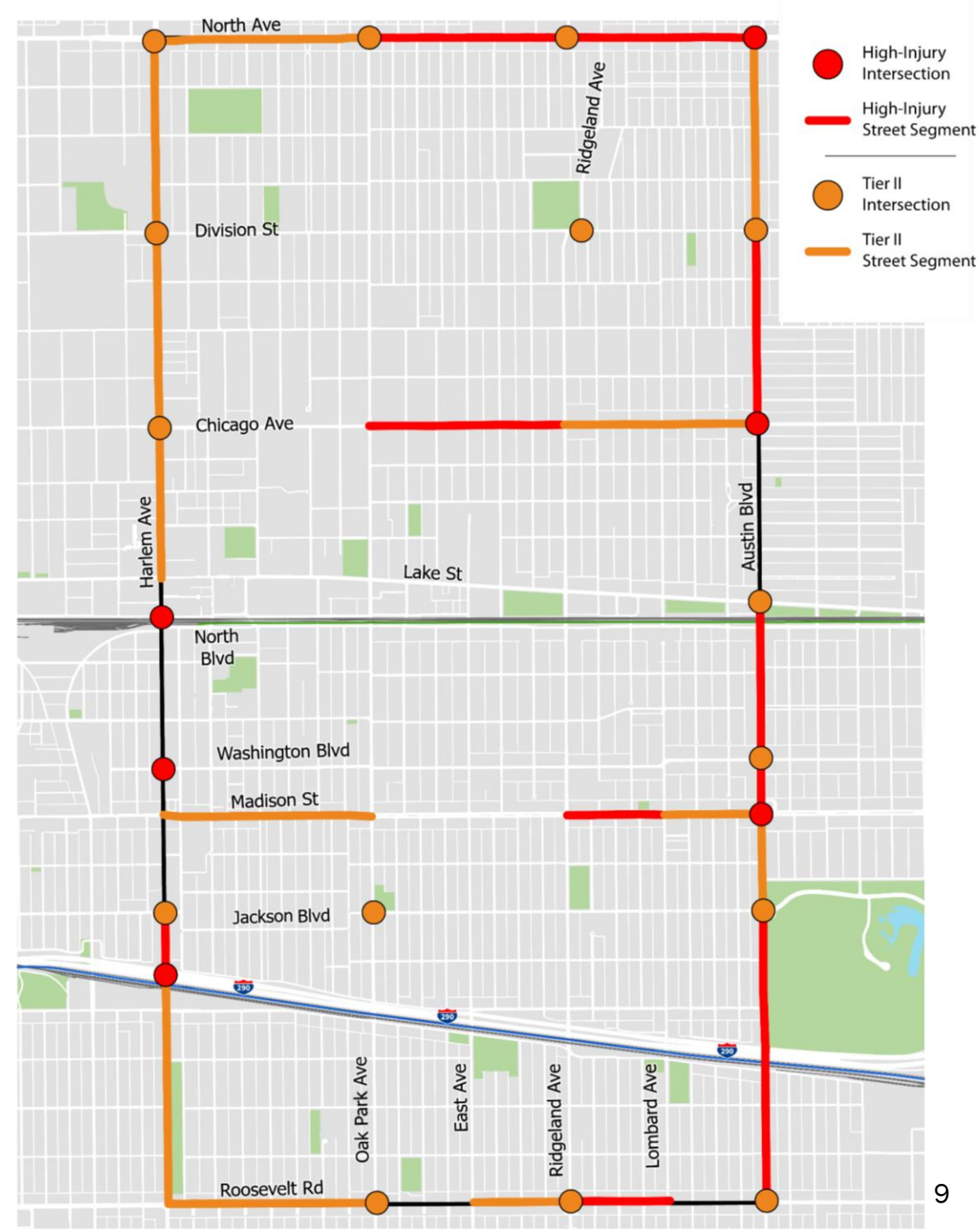
Failure to Reduce Speed

High Injury Network

41% of all serious and fatal crashes occur on just **14%** of the Village's streets and intersections.

The High Injury Network was identified based on:

- History of serious and fatal crashes,
- Relative risk of the street/intersection type, and
- Relative crash history.



Action Plan Overview

What the plan covers

- Oak Park's vision for safe, equitable streets
- How the plan was developed
- The safe systems approach to traffic safety
- Crash trends in Oak Park
- Community input
- Strategies to achieve Vision Zero
- Vision Zero Toolbox
- Conceptual designs for high-crash locations
- Performance measures and reporting procedures

What it doesn't include

- A comprehensive list of all locations desired for safety improvements
- Detailed language to update/establish new policies

Oak Park's Vision Zero Goal

Oak Park *consistently* has **zero deaths or serious injuries from traffic crashes by 2035.**

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

Strategy 5

Increase targeted traffic safety enforcement efforts

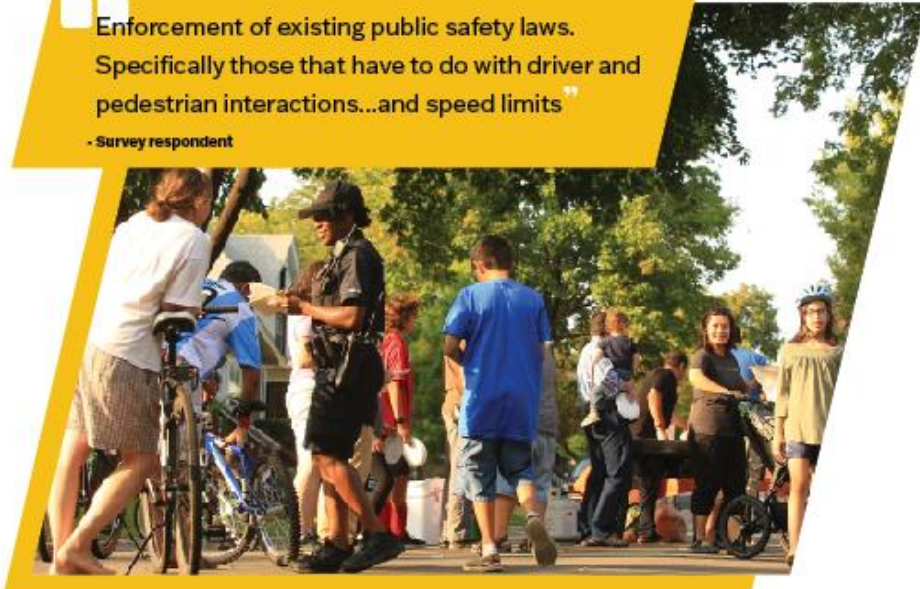
Across this planning process' many community and stakeholder engagement efforts, community members consistently voiced a desire for increased traffic safety enforcement to help reduce dangerous driving behaviors and improve safety for all street users, including police enforcement and means of automated 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.

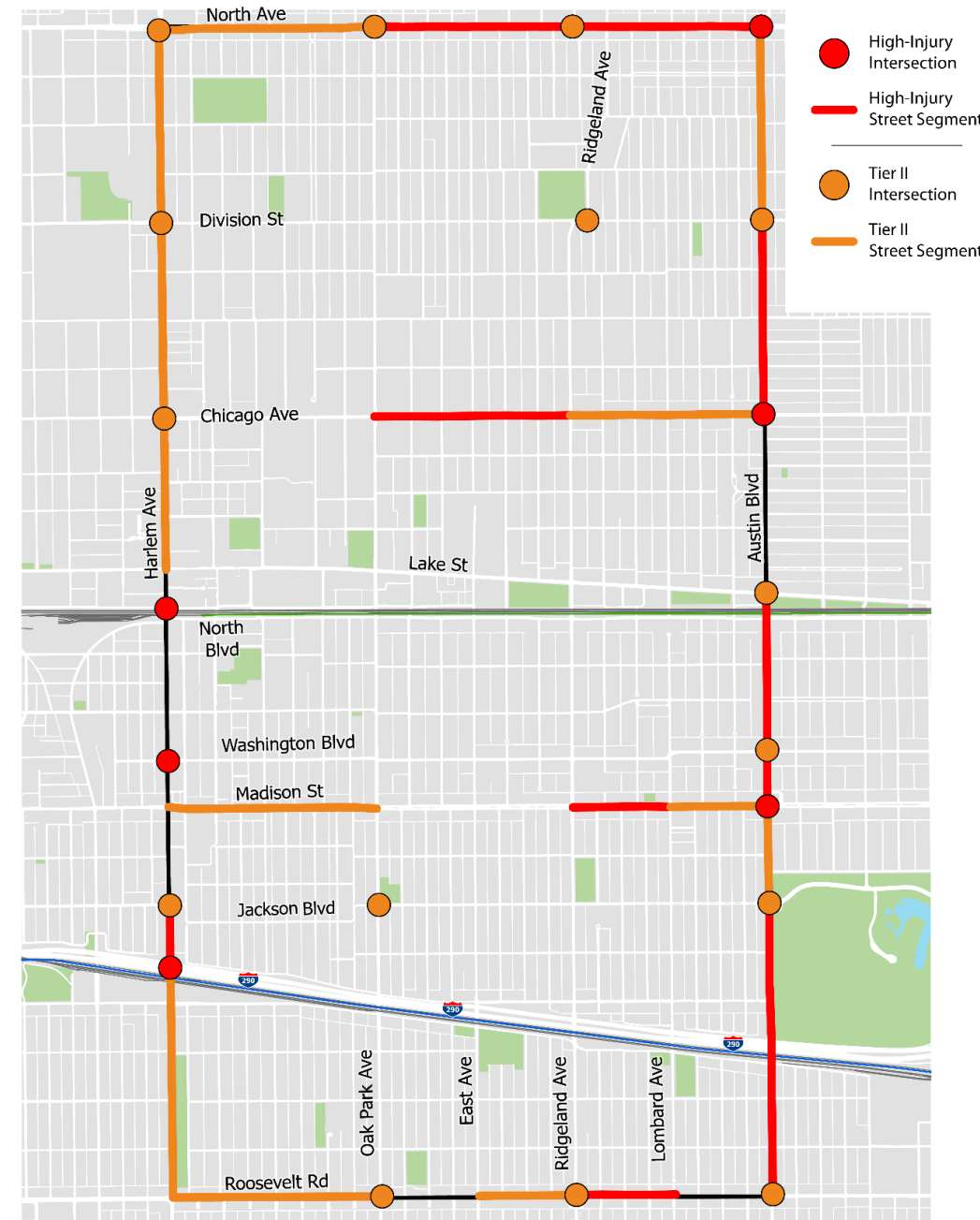
RECOMMENDED ACTIONS	LEADING ACTORS SUPPORTING ACTORS	TIMELINE
Implement targeted traffic safety enforcement efforts focused on dangerous driving behaviors, the high injury network, and key locations near schools and parks.	<ul style="list-style-type: none"> Police 	Near-term (0 - 2 years)
Increase training for officers to equip them with skills and tactics to execute targeted safety enforcement efforts.	<ul style="list-style-type: none"> Police 	Near-term (0 - 2 years)
Establish quarterly meetings with DPW, VOPD, and Public Health to assess crash trends, issues, and emerging locations.	<ul style="list-style-type: none"> Engineering Public Works Police Public Health 	Near-term (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.	<ul style="list-style-type: none"> Engineering Village Manager Police Finance 	Mid-term (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.	<ul style="list-style-type: none"> Engineering Chief Diversity, Equity, and Inclusion Officer Engineering 	Near-term (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.	<ul style="list-style-type: none"> Engineering Law 	Mid-term (2 - 5 years)
Increase the Village's enforcement capacity and establish a dedicated traffic enforcement team	<ul style="list-style-type: none"> Police Village Manager 	Mid-term (2 - 5 years)
Explore strategies and technologies to bolster enforcement, involve community members, and integrate education with enforcement	<ul style="list-style-type: none"> Police Engineering Chief Diversity, Equity, and Inclusion Officer 	Near-term (0 - 2 years)

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

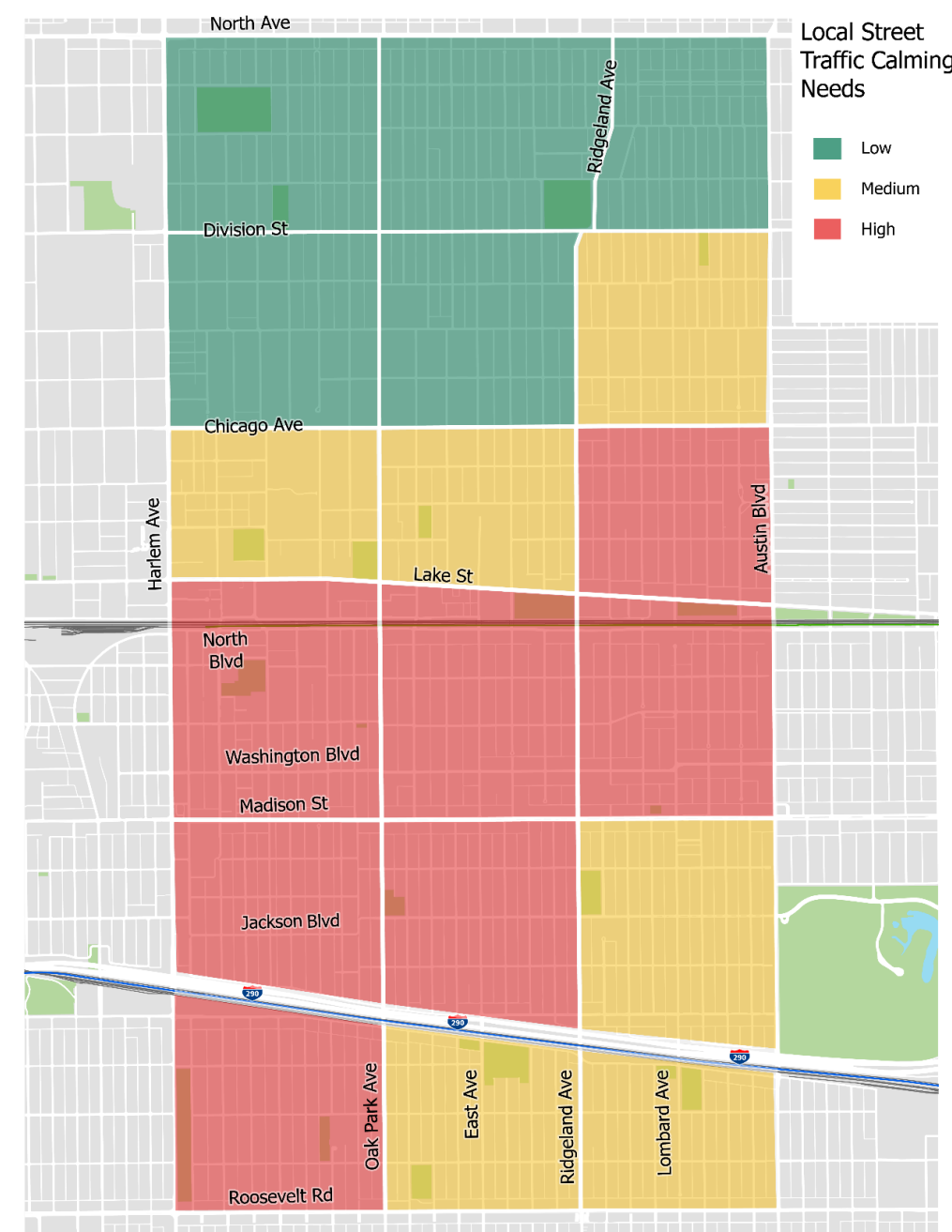
1. Establish an ongoing safety improvement program for the High Injury Network

- Coordinate with partners to develop safety improvements, allocate funding, and implement improvements for all HIN segments/intersections that are not solely under Oak Park's jurisdiction
- Implement at least one safety project on the HIN each year using a combination of quick-build techniques and permanent capital improvements
- Incorporate the HIN as a factor in developing the Village's annual resurfacing program and capital improvement program
- Evaluate lighting on all major streets and locations with significant pedestrian activity and implement necessary lighting upgrades
- Review and revise the HIN every other year with the latest crash data



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

- Prioritize interventions in key locations while maintaining responsiveness to resident requests
- Reduce data collection requirements for proven traffic calming treatments
- Refine the Traffic Calming toolbox to emphasize high priority safety tools that address key issues on the local street network
- 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 as part of their high use network and these tools will be administered by Village staff



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

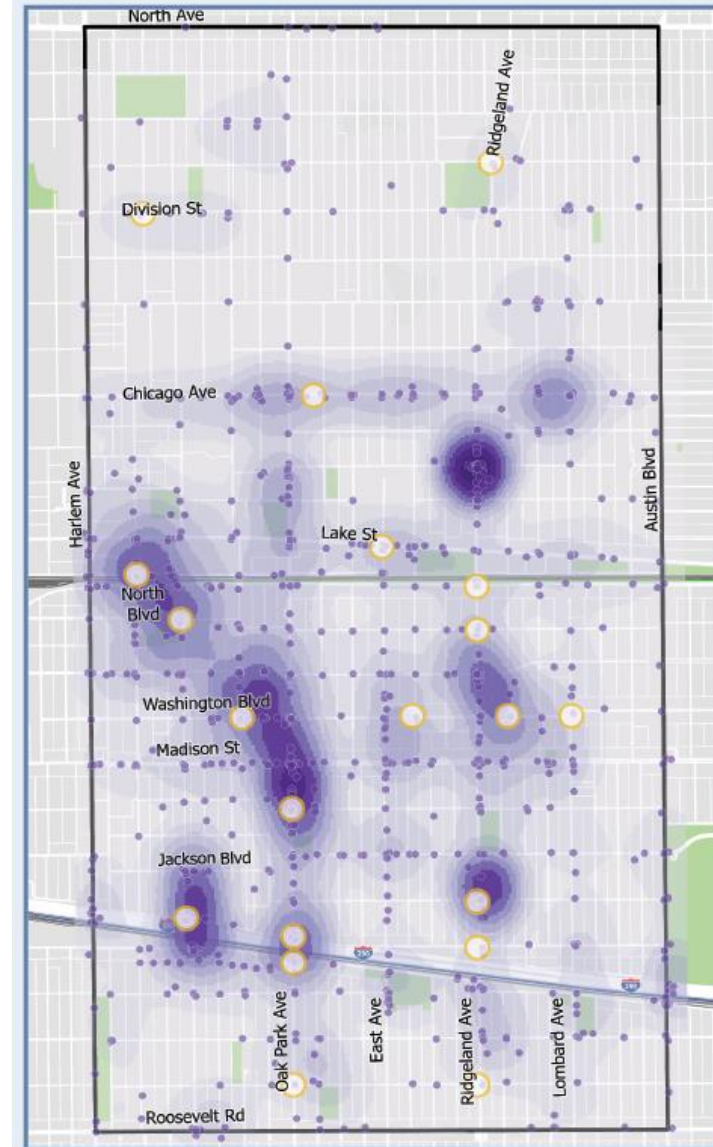
Move to a “traffic calming by policy” model to deploy a standard toolbox of traffic calming measures on local streets when they are resurfaced:

- **For all local resurfacing projects:** Mark crosswalks and daylight intersections
- **For all local resurfacing projects adjacent to schools, parks, and the High Injury Network:** Mark crosswalks, daylight intersections, create park/school safety zones, and implement curb extensions as practicable
- Conduct safety reviews of all programmed local resurfacing projects to identify further safety enhancements

3. Create safe, comfortable, complete networks for people walking and biking

- Update the Village’s Bike Plan and dedicate funding for implementation
- Complete the network of Neighborhood Greenways as outlined in the 2015 Neighborhood Greenways System Study
- Establish a formal crosswalk marking policy covering locations, marking types, and supplemental safety improvements (e.g., curb extension, refuge islands, rectangular rapid flashing beacons, pedestrian hybrid beacons).
- Implement pedestrian safety improvements and traffic calming measures at high-priority crossing locations identified through community engagement and crash analysis

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

3. Create safe, comfortable, complete networks for people walking and biking

- Enhance traffic signal policies to prioritize pedestrians.
 - Establish fixed-time signals/pedestrian recall as the default pedestrian signal standard.
 - Adjust 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 Leading Pedestrian Interval (LPI) policy that establishes LPI as the default timing configuration on all legs whenever a signal timing plan is updated. Certain locations with complex geometries or other operational challenges may not be appropriate for LPI.
- 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.

4. Align policies and processes to the Safe System Approach

- 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
- Formalize engineering policies that prioritize the safety of people walking
 - Adopt a modal hierarchy policy that prioritizes people walking and rolling
 - Adopt a policy to prioritize safety and accommodation of all users at intersections when there are alterations to cross-section, intersection geometry, and/or signal timing
 - Adopt a design and control vehicle policy that results in compact intersections while providing access for expected vehicles
 - Adopt a target speed policy, accounting for pedestrian vulnerability in the event of a crash, by which design and posted speeds are set

5. Increase targeted traffic safety enforcement efforts

- Implement targeted traffic safety enforcement efforts focused on dangerous driving behaviors, the high injury network, and key locations near schools and parks.
- Increase training for officers to equip them with skills and tactics to execute targeted safety enforcement efforts, reduce conflicts, and create positive experiences that lead to safer behaviors.
- Establish quarterly meetings with DPW, VOPD, and Public Health to assess crash trends, issues, and emerging locations. Utilize these meetings to identify priority locations for targeted traffic safety enforcement efforts.

5. Increase targeted traffic safety enforcement efforts

- 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.
- 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 on the implementation of targeted traffic safety enforcement efforts and red light cameras.
- 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.

Key Actions from Other Strategies

- Develop a multilingual traffic safety campaign and educational materials to teach residents about new traffic safety tools and safe behaviors
- Establish an interdisciplinary fatal crash response team to investigate the contributing factors of each fatal crash and determine necessary interventions
- Publish an annual Vision Zero report including the most recent data on severe crashes and progress on the Vision Zero strategies and actions
- Establish project evaluation plans for all major safety projects and share findings

Questions and Feedback

Next Steps

- Finalize plan based on Board feedback
- Present the plan for formal adoption in February
- Finalize Safe Streets and Roads for All grant agreement with FHWA, which includes:
 - Developing Complete Streets Handbook and Design Guide
 - Safety demonstration projects on the High Injury Network
 - Local streets safety demonstration projects (target 10 locations near parks/schools)
 - Pedestrian signal and leading pedestrian interval demonstration projects (target 10 locations near parks, schools, transit)
 - All elements will involve additional community engagement