



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, January 17, 2024 – 7:30 PM

AGENDA

Physical attendance at this public meeting is limited to 50 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: bkoclanis@vrf.us. You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 833 5080 7173 and passcode 202850 or by clicking here:

<https://us02web.zoom.us/j/83350807173?pwd=dkIvanBtZHluWitRdzBjNnI5cHYzZz09> If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email bkoclanis@vrf.us by 4:00 PM on Wednesday, January 17, 2024.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission meeting held on November 15, 2023.
3. Public Comment
4. Discussion of the Northeast Speed & Volume Report
5. Adjournment

TRAFFIC CALMING TOOLBOX SCORING

TECHNICAL MEMORANDUM

TO: Bill Koclanis, Village of River Forest
 FROM: Jim Yuratovac, Thomas Engineering Group, LLC
 DATE: January 8, 2024
 RE: Northeast Quadrant Count Summary

TEG performed the following traffic counts along several roads in the Northeast portion of the Village previously excluded from the scope of our Village-wide traffic study. Initial volume counts were performed in 2022 by KLOA and since that time barricades have been installed and then removed at the intersections of North Ave and Clinton Pl and North Ave and Bonnie Brae. The barricades blocked access to/from the Village at both intersections and were removed roughly one month before TEG performed our speed/volume data collection. The goal of these counts was to score each location using the Traffic Calming Toolbox recently adopted by the Traffic and Safety Commission to determine what level (if any) traffic calming measures would be appropriate.

The Village requested TEG make comparisons to the previous traffic counts performed by KLOA to evaluate traffic changes from previous years. TEG would like to note the installation/removal of the barriers at Clinton and Bonnie Brae may have led to prolonged changes in driver behavior and altered volumes along all roads counted by TEG when compared to data previously collected by KLOA, thereby making it hard to draw direct comparisons.

The issue reported by residents is that drivers from North Ave use their residential streets to avoid waiting for traffic backed up along North Ave (specifically the intersection of North Ave and Harlem Ave). The results of this study will determine if there are elevated traffic volumes or speeds along any of the studied roads and the best ways to mitigate these issues.

Jackson Avenue: North Avenue – Le Moyne Parkway

Jackson Ave received a score of 36 points from the Traffic Calming Toolbox. This indicates Level 1 improvements can be used at this location. The 85th percentile speed along the road was 30 mph which is 5 mph over the posted limit. There were 4 crashes along the studied route in the previous 5 years or <1 crash per year. The average daily traffic of 1,187 vehicles is appropriate for a local/residential road.

The road has a peak hour volume of approximately ~140 (AM) / 145 (PM) vehicles. This equates to roughly two vehicles per minute during the highest volume hour of operation. In the previous KLOA traffic counts Jackson Ave had an AM peak hour of 191 vehicles and a PM peak hour of 143 vehicles. While past peak hour volumes were slightly higher TEG noted that KLOA volume count data was collected at the intersection of North Ave and Jackson while TEG collected speed/volume data at a mid-block point south of the entrance to Fresh Thyme Market. Because of this discrepancy in data collection TEG could not count the drivers turning into the market before reaching TEG's count device. This most likely explains why the previous KLOA count data appears to show higher volumes.

Based on the volumes and speeds collected along with the low crash rates TEG believes minimal, if any, traffic calming is necessary. The road appears to operate safely in the existing conditions with no need for updates.

Monroe Avenue: North Avenue – Le Moyne Parkway

Monroe Ave received a score of 45 points from the Traffic Calming Toolbox. This indicates Level 2 improvements can be used at this location. The 85th percentile speed along the road was 35 mph which is 10 mph over the posted limit. There were 5 crashes along the studied route in the previous 5 years or 1 crash per year on average. The average daily traffic of 1,181 vehicles is appropriate for a local/residential road.

The road has a peak hour volume of approximately ~100 (AM) / 120 (PM) vehicles. This equates to roughly two vehicles per minute during the highest volume hour of operation. In the previous KLOA traffic counts Monroe Ave had an AM peak hour of 102 vehicles and a PM peak hour of 85 vehicles. Past peak hour volumes were 15-30% lower than what TEG found for the existing road. This may be due to the effects of blocking off Clinton Pl and Bonnie Brae – even after removing the barricades drivers may continue to use new routes through the Village that became habit after the barricades were installed.

Drivers are speeding along Monroe Ave more than any other route studied. The issue was specifically with southbound drivers speeding while northbound drivers had an 85th percentile speed 3 mph lower than southbound drivers. Seeing southbound drivers engaging in more speeding than northbound drivers supports the idea that faster drivers are using the road to avoid traffic along North Ave. Regardless, seeing that both directions of traffic were speeding over 5 mph over the posted limit TEG made sure traffic calming recommendations applied to both directions of travel.

Monroe Ave already appears visually narrow when parking is fully utilized, but the parking restriction on the southbound (west) side of the road makes it look wide open for a driver turning from North Ave. Similarly, the two hour parking restriction for the east side of the road encourages low utilization of street parking and makes the road operate as two wide lanes. Including striping for parking stalls could help maintain a narrower road appearance regardless of parking utilization, and using a combination of several Level 1 traffic calming measures should slow down drivers while minimally impacting residents living along Monroe Ave. The recommended Level 1 traffic calming measures are installing a speed limit sign in conjunction with targeted enforcement. If these initial measures are insufficient, they can be upgraded to a speed radar trailer/speed feedback sign. The speeding is more severe than the other routes studied but does not seem to result in safety issues at this time and volumes remain reasonable. If crashes begin to occur or speeding remains consistent a more in depth study would need to be completed for the corridor to make further recommendations.

William Street: North Avenue – Le Moyne Parkway

William St received a score of 44 points from the Traffic Calming Toolbox. This indicates Level 2 improvements can be used at this location. The 85th percentile speed along the road was 32 mph which is 7 mph over the posted limit. There were 6 crashes along the studied route in the previous 5 years or slightly over 1 crash per year on average. The average daily traffic of 912 vehicles is appropriate for a residential road.

The road has a peak hour volume of approximately ~101 (AM) / 88 (PM) vehicles. This equates to roughly 1.5 vehicles per minute during the highest volume hour of operation. In the previous KLOA traffic counts

William St had an AM peak hour of 64 vehicles and a PM peak hour of 37 vehicles. Past peak hour volumes were between 32-57% lower than what TEG found for the existing road. This may be due to the effects of blocking off Clinton Pl and Bonnie Brae – even after removing the barricades drivers may continue to use new routes through the Village that became habit after the barricades were installed.

William St has seen a clear increase in traffic volumes since KLOA conducted their traffic counts TEG believes this increase is related to blocking access to the Village at Clinton Pl and Bonnie Brae. The increase in traffic is not necessarily detrimental to the road since overall traffic volumes are still within the expected range for a local/residential road, but the combined effect of crashes (including one pedestrian crash) and speeding brought the road up to Level 2 traffic calming improvements.

Monroe Ave and Willaim St have similar parking restrictions along the southbound (west) side of the road and a 2-hour restriction along the east side of the road. This configuration promotes low parking utilization and gives drivers a seemingly wide lane to speed and not worry about going around parked vehicles. Similar to Monroe Ave TEG recommends striping parking to visually narrow the road regardless of parking utilization and utilizing targeted enforcement to correct the existing speeding behavior. A speed limit sign is already posted along the route but may be upgraded to a flashing sign or driver feedback sign if speeding persists.

Clinton Place: North Avenue – Le Moyne Parkway

Clinton Pl received a score of 29 points from the Traffic Calming Toolbox. This indicates Level 1 improvements can be used at this location. The 85th percentile speed along the road was 32 mph which is 7 mph over the posted limit. There were 7 crashes along the studied route in the previous 5 years or >1 crash per year. The average daily traffic of 517 vehicles is appropriate for a local/residential road. The road has a peak hour volume of approximately ~50 (AM) / 65 (PM) vehicles. This equates to less than one vehicle per minute during the highest volume hour of operation. In the previous KLOA traffic counts Jackson Ave had an AM peak hour of 58 vehicles and a PM peak hour of 53 vehicles. The minimal differences between the 2022 and 2023 counts suggests traffic has mostly returned to using Clinton Pl since the barriers were removed.

While volumes remain low this corridor saw a disproportionate number of crashes compared to the other studied routes, and speed was also seen to be an issue. The corridor has similar parking restrictions to both Monroe Ave and William St. These parking restrictions likely result in a similar open-feeling road that enables speeding. Despite not fulfilling the criteria for Level 2 traffic calming measures TEG recommends utilizing the same traffic calming methods that are being installed on Monroe Ave and William St. Clinton Pl is a similar road experiencing comparable speeds and elevated crashes despite a low volume compared to the other studied routes. The impact of striped parking stalls to residents living along the road is minimal so TEG is not concerned about upping the level of traffic calming to match the other routes.

Bonnie Brae: North Avenue – Le Moyne Parkway

Bonnie Brae received a score of 24 points from the Traffic Calming Toolbox. This indicates no improvements are needed at this location. The 85th percentile speed along the road was 31 mph which is 6 mph over the posted limit. There were 2 crashes along the studied route in the previous 5 years or <1 crash per year. The average daily traffic of 410 vehicles is appropriate for a small local/residential road.

The road has a peak hour volume of approximately ~53 (AM) / 33 (PM) vehicles. This equates to less than one vehicle per minute during the highest volume hour of operation. In the previous KLOA traffic counts Jackson Ave had an AM peak hour of 28 vehicles and a PM peak hour of 19 vehicles. The 73-89% increase

between the 2022 and 2023 counts suggests traffic has fully returned to using Bonnie Brae since the barriers were removed and in fact has increased. Regardless of the increase in traffic it is a low daily volume that should not cause issues – comparing Bonnie Brae to other studied roads (which have similar width and parking configurations) it became apparent that Bonnie Brae had the lowest overall volumes in both KLOA and TEG's volume data.

TEG agrees with the score received by the traffic calming toolbox and would not recommend any changes to this road. Volumes are low and there does not appear to be any safety issues along this corridor as an effect of the minimal speeding. Despite having an increase in volume during TEG's count periods the road volumes are not nearing capacity or posing a danger to residents living along the road.

Conclusion:

During the data collection process, field engineers observed that traffic from the North Ave and Harlem Ave intersection would often back up past both Bonnie Brae and Clinton Pl. In practice, traffic was beginning to slow down around Monroe Ave and was stopping at William St. Based on these field observations, TEG believes these are the roads most likely to be impacted by drivers turning early and diverting off North Ave into the Village to avoid the intersection at Harlem Ave. This is demonstrated in TEG's data collection seeing that both Monroe Ave and William St fell into the Level 2 category for traffic calming. This is further supported by lower volumes the nearer the road was to the North Ave and Harlem Ave intersection in both the KLOA and TEG counts. While moderate traffic calming may be appropriate along Monroe Ave and William St it does not appear any of the roads are operating with deficiencies resulting in compromised safety for residents. In addition, none of the roads suffer from capacity issues with most of the roads serving at most two cars per minute in the peak hour which should not result in any delays along the roads.

TEG feels that due to the proximity of the roads, changes along one road may impact the other roads. While we are currently making recommendations for three of the roads, the Village may want to continue to monitor the roads that remained unchanged or consider implementing similar traffic calming measures along all five roads. Local/residential roads can handle daily volumes of up to 1,500 vehicles. None of the studied routes were operating at capacity and there is no reason to believe the existing volumes are causing safety or operation issues for residents.

If you have any questions or require additional information, please call me at (773)263-6363 or by e-mail at jamesy@thomas-engineering.com.

Sincerely,

thomas engineering group, llc


James Yuratovac, P.E., PTOE, RSP2I
Senior Project Manager

| Location | Direction | Count Dates | Daily Average | Day 1 Volume (Tuesday) | Day 2 Volume (Wednesday) | Day 3 Volume (Thursday) | Day 1 85th %-ile (MPH) | Day 2 85th %-ile (MPH) | Day 3 85th %-ile (MPH) | Overall 85th %-ile (MPH) |
|-------------|-----------|-------------|---------------|------------------------|--------------------------|-------------------------|------------------------|------------------------|------------------------|--------------------------|
| Jackson | NB | 12/4-12/8 | 406 | 394 | 389 | 435 | 27 | 29 | 29 | 28 |
| | SB | 12/4-12/8 | 781 | 794 | 735 | 815 | 30 | 30 | 32 | 30 |
| Monroe | NB | 11/13-11/17 | 313 | 282 | 358 | 299 | 33 | 32 | 32 | 32 |
| | SB | 11/13-11/17 | 868 | 821 | 831 | 953 | 35 | 37 | 32 | 35 |
| William | NB | 11/6-11/10 | 270 | 238 | 282 | 290 | 31 | 29 | 31 | 31 |
| | SB | 11/6-11/10 | 642 | 628 | 755 | 543 | 32 | 31 | 32 | 32 |
| Clinton | NB | 11/13-11/17 | 115 | 125 | 100 | 120 | 32 | 31 | 38 | 32 |
| | SB | 11/13-11/17 | 402 | 418 | 386 | 401 | 30 | 31 | 29 | 31 |
| Bonnie Brae | NB | 12/4-12/8 | 142 | 147 | 128 | 151 | 26 | 29 | 31 | 29 |
| | SB | 12/4-12/8 | 268 | 294 | 258 | 252 | 29 | 31 | 31 | 31 |

Scoring Matrix



| Measure | Criteria for assigning a numerical score to traffic problems | Points |
|-------------------------------|---|---|
| Crash History | 1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points 4 crashes More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points | 0-20 pts. Score: 10 |
| Vehicle Speed | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points | 0-20 pts. Score: 6+5 |
| Vehicle Volume | ADT < 750 = 0 points ADT= 1187 ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0-20 pts. Score: 5 |
| Pedestrian Traffic Generators | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points | 0-20 pts. Score: 10 |
| Bike Routes / Non-Bike Routes | Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019 | 0-10 pts. Score: 0 |
| Community Interest | No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points | 0-10 pts. Score: 0 |
| Intersection 1: | North @ Jackson | Total: |
| Segment: | Jackson Ave | 36 |
| Intersection 2: | Le Moyne @ Jackson | Level 1 |

Scoring Matrix



RIVER FOREST
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| Measure | Criteria for assigning a numerical score to traffic problems | Points |
|--|---|--|
| Crash History | 1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points 5 crashes More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points | 0-20 pts. Score: 10 |
| Vehicle Speed | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points | 0-20 pts. Score: 15+5 |
| Vehicle Volume | ADT < 750 = 0 points ADT = 1181 ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0-20 pts. Score: 5 |
| Pedestrian Traffic Generators | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points | 0-20 pts. Score: 10 |
| Bike Routes / Non-Bike Routes | Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019 | 0-10 pts. Score: 0 |
| Community Interest | No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points | 0-10 pts. Score: 0 |
| Intersection 1: <u>North @ Monroe</u> | | Total: |
| Segment: <u>Monroe Ave</u> | | 45 |
| Intersection 2: <u>Le Moyne @ Monroe</u> | | Level 2 |

Scoring Matrix



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| Measure | Criteria for assigning a numerical score to traffic problems | Points |
|-------------------------------|---|---|
| Crash History | 1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points <i>6 crashes</i> More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points | 0-20 pts. Score: <i>10+5</i> |
| Vehicle Speed | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points | 0-20 pts. Score: <i>9+5</i> |
| Vehicle Volume | ADT < 750 = 0 points <i>ADT = 912</i> ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0-20 pts. Score: <i>5</i> |
| Pedestrian Traffic Generators | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points | 0-20 pts. Score: <i>10</i> |
| Bike Routes / Non-Bike Routes | Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019 | 0-10 pts. Score: <i>0</i> |
| Community Interest | No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points | 0-10 pts. Score: <i>0</i> |
| Intersection 1: | <i>North @ William</i> | Total: |
| Segment: | <i>William St</i> | <i>44</i> |
| Intersection 2: | <i>Le Moyne @ William</i> | Level 2 |

Scoring Matrix



| Measure | Criteria for assigning a numerical score to traffic problems | Points |
|-------------------------------|--|--|
| Crash History | 1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points <i>7 crashes</i> More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points | 0-20 pts. Score: <i>10</i> |
| Vehicle Speed | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = <i>+5 points</i> | 0-20 pts. Score: <i>9+5</i> |
| Vehicle Volume | ADT < 750 = 0 points <i>ADT = 517</i> ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0-20 pts. Score: <i>○</i> |
| Pedestrian Traffic Generators | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = <i>5</i> points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points | 0-20 pts. Score: <i>5</i> |
| Bike Routes / Non-Bike Routes | Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019 | 0-10 pts. Score: <i>○</i> |
| Community Interest | No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points | 0-10 pts. Score: <i>○</i> |
| Intersection 1: | <i>North @ Clinton</i> | Total: |
| Segment: | <i>Clinton Pl</i> | <i>29</i> |
| Intersection 2: | <i>Le Moyne @ Clinton</i> | Level 1 |

Scoring Matrix



| Measure | Criteria for assigning a numerical score to traffic problems | Points |
|-------------------------------|--|--|
| Crash History | 1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points | 0-20 pts. Score: 5 |
| Vehicle Speed | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points | 0-20 pts. Score: 9+5 |
| Vehicle Volume | ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0-20 pts. Score: ○ |
| Pedestrian Traffic Generators | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points | 0-20 pts. Score: 5 |
| Bike Routes / Non-Bike Routes | Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019 | 0-10 pts. Score: ○ |
| Community Interest | No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points | 0-10 pts. Score: ○ |
| Intersection 1: | <u>North @ Bonnie</u> | Total: |
| Segment: | <u>Bonnie Brae</u> | <u>24</u> |
| Intersection 2: | <u>Le Moyne @ Bonnie</u> | Level <u>0</u> |

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

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