



Welcome

Hemingway Business District (HBD)

Project Information Meeting #2

Wednesday, May 3, 2017



Meeting Purpose

- Project Overview
- Update on Project Progress
- Response to Topics Discussed Earlier with HBD
- Construction Staging Scenarios
- Q and A



Public Involvement

- Streetscape Steering Committee
- Business Districts
- Community Open House
- Newsletters
- Website:
 - www.oak-park.us/lakestreetimprovements
- Mailings

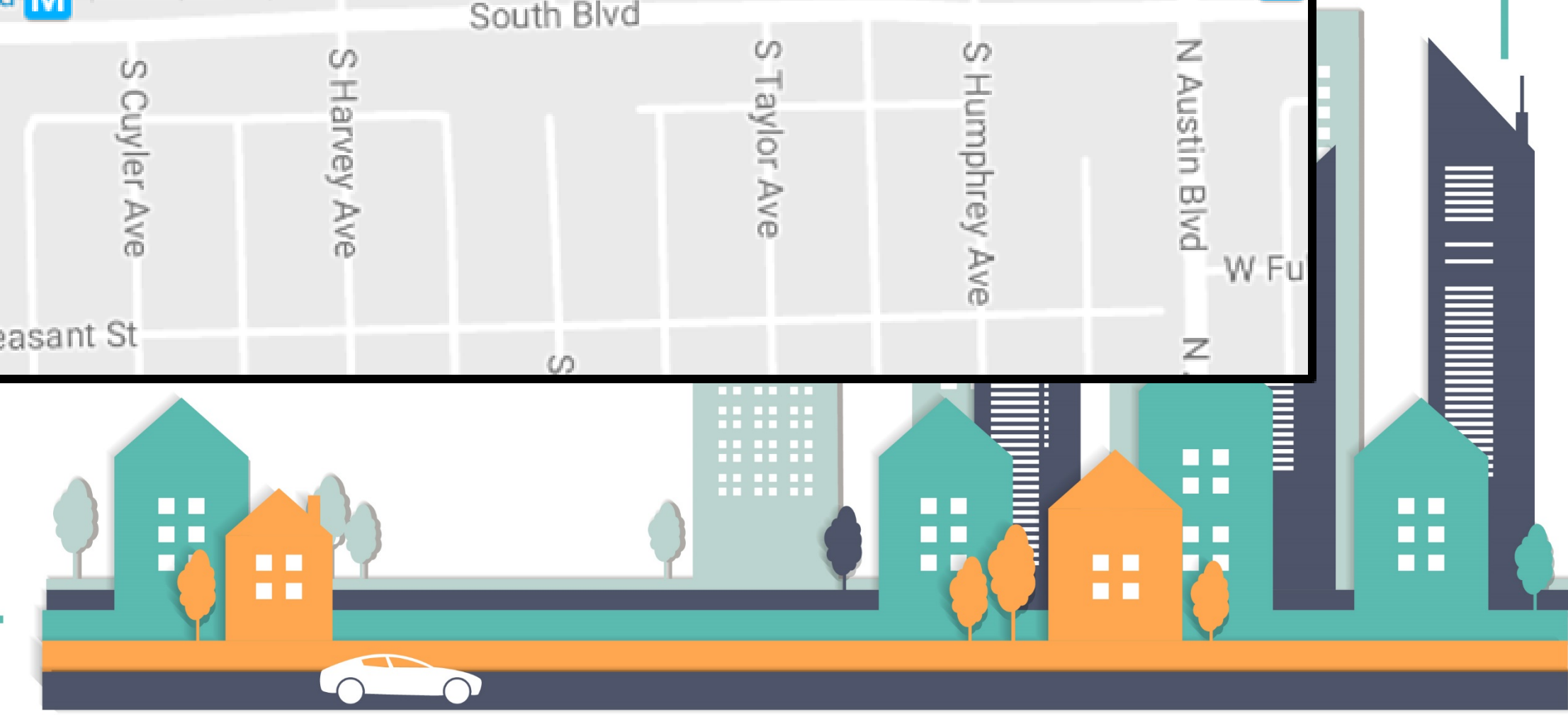
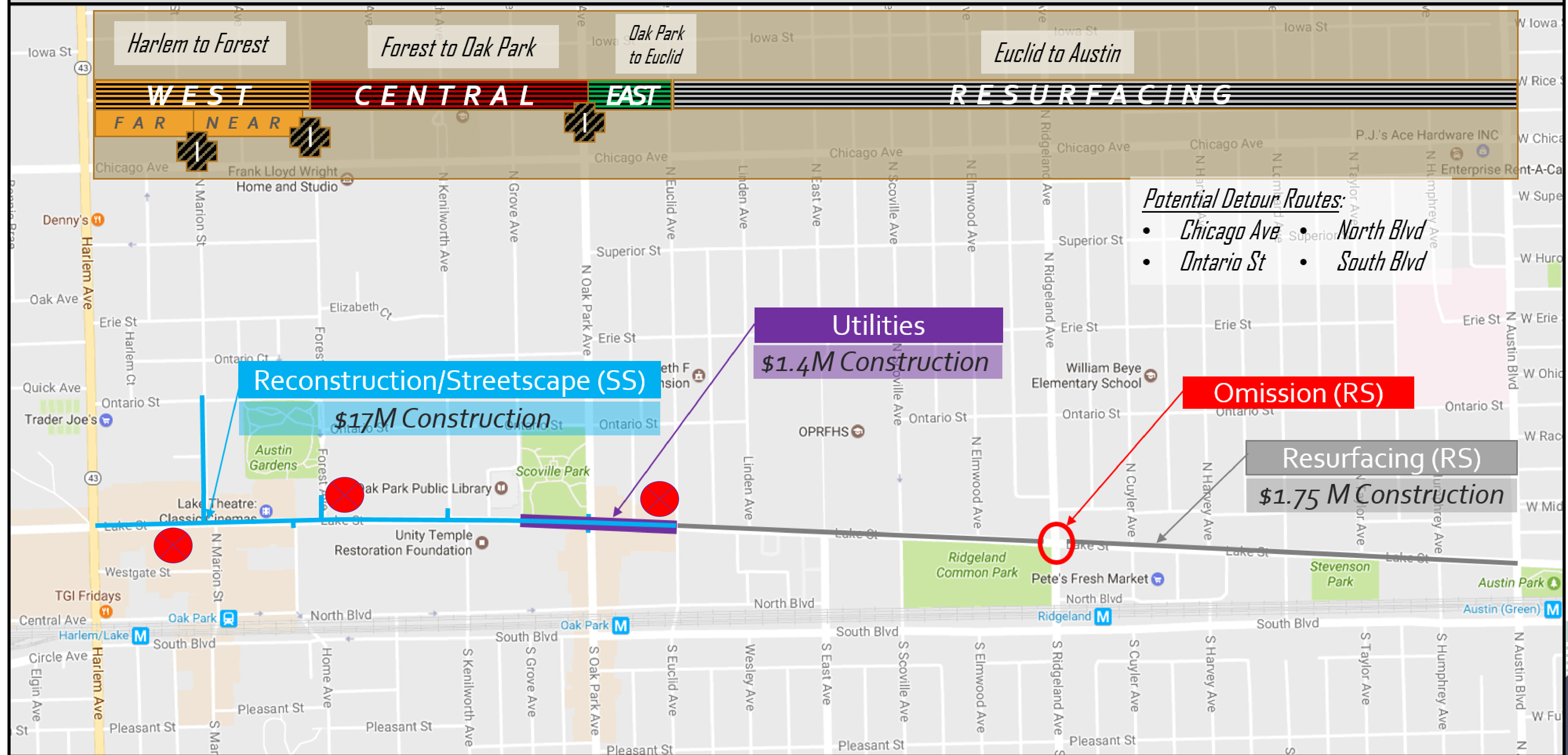


Project Overview

- Phase I Studies
- Roadway/Pedestrian Analysis
- Phase II Plans and Permits
- Streetscape Design
- Construction



Lake Street Improvements / Construction Sections



Study Progress to Date

- Traffic Study
- Crash Study
- Roadway / Ped Planning
- Streetscape



Traffic Study

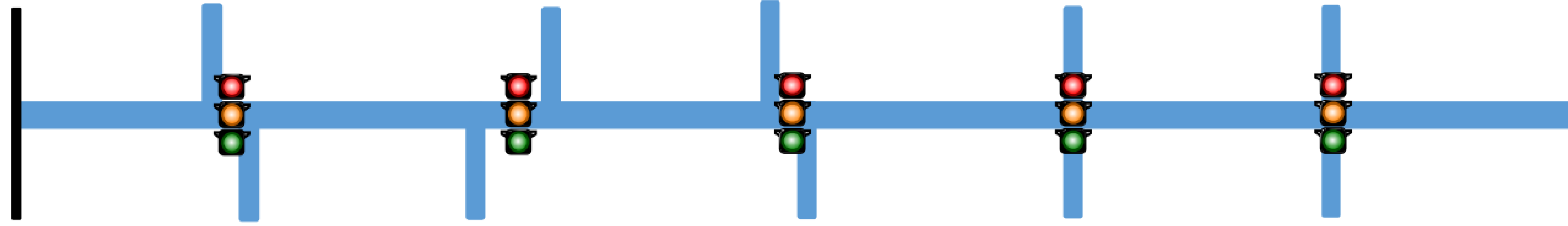
- Network-wide Analysis
- Current Conditions
- Alternatives



Harlem Marion Forest Kenilworth Oak Park Euclid East

Lake Street Travel Time
between Harlem and East
(min:sec)

Alternative 1

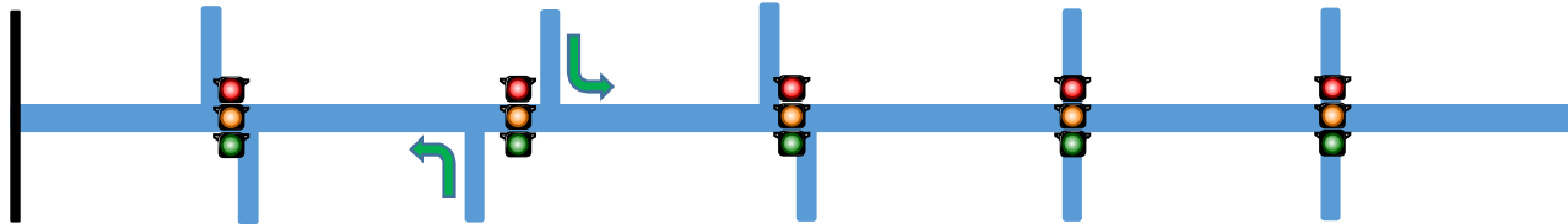


4:54 ← Westbound
5:12 Eastbound →

Improvements

- Signal Optimization
- Pedestrian Exclusive Phase

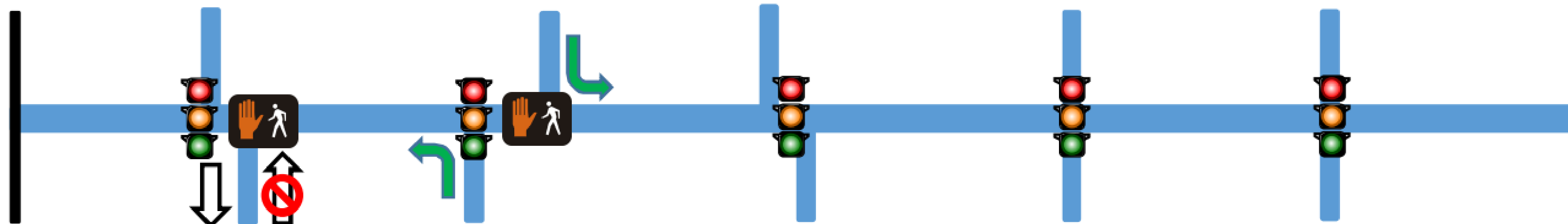
Alternative 2



4:49 ← Westbound
5:06 Eastbound →

- Concurrent Phasing
- One Way: SB Only

Alternative 3



4:45 ← Westbound
4:52 Eastbound →

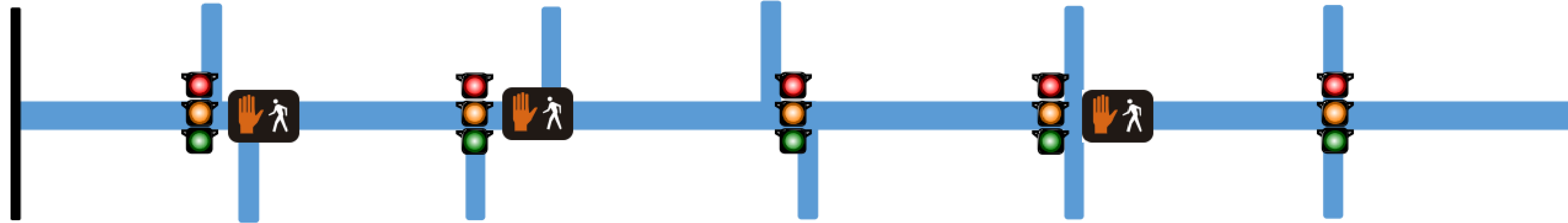
- Right-out only



Harlem Marion Forest Kenilworth Oak Park Euclid East

Lake Street Travel Time between Harlem and East (min:sec)

Alternative 4

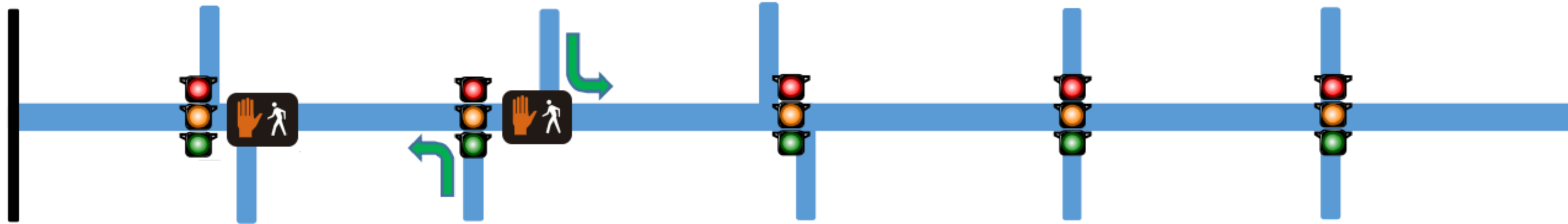


5:02 ← Westbound
5:07 Eastbound →

Improvements

- Signal Optimization
- Pedestrian Exclusive Phase

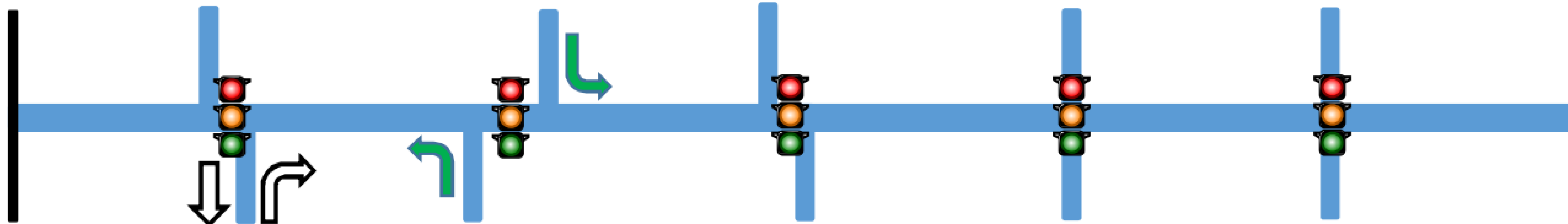
Alternative 5



4:48 ← Westbound
4:52 Eastbound →

- Concurrent Phasing
- One Way: SB Only
- Right-out only

Alternative 6



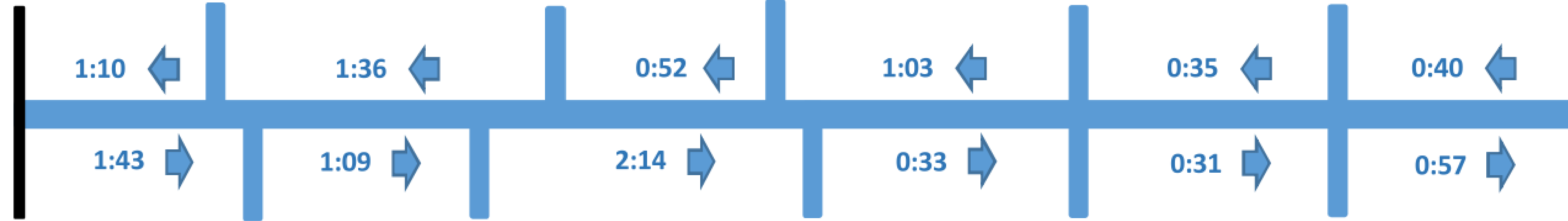
4:37 ← Westbound
4:33 Eastbound →



Harlem Marion Forest Kenilworth Oak Park Euclid East

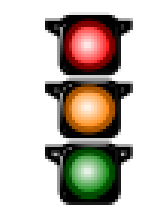



Lake Street Travel Time between Harlem and East (min:sec)

No-Build

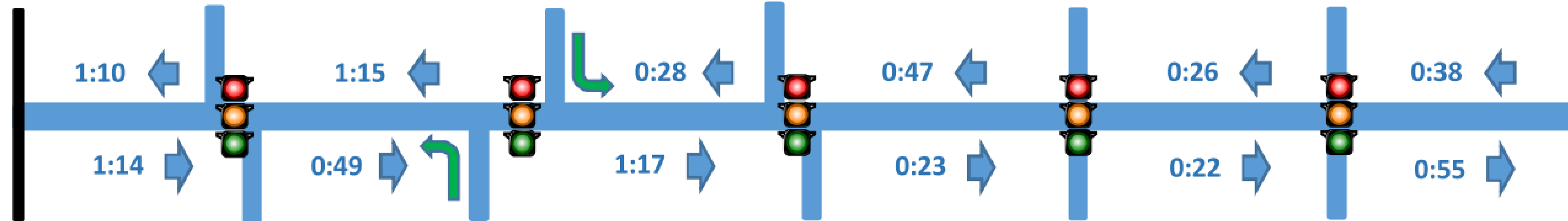


5:58 Westbound
7:02 Eastbound

Improvements

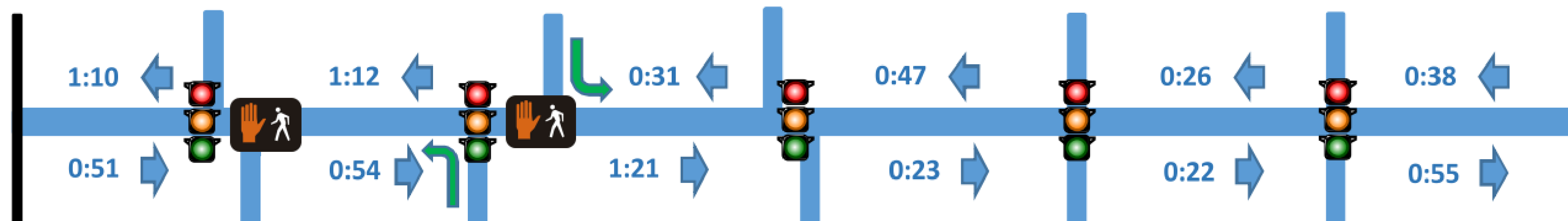
-  Signal Optimization
-  Pedestrian Exclusive Phase
-  Concurrent Phasing
-  Right-out only

Recommended Short-term Alternative (Alternative 2)



4:49 Westbound
5:06 Eastbound

Recommended Long-term Alternative (Alternative 5)



4:48 Westbound
4:52 Eastbound



Crash Study

- Corridor Analysis and Side-streets
- Predominant Accident Type
- Recommended Countermeasures



CRASH DATA SUMMARY TABLE (2011-2015)

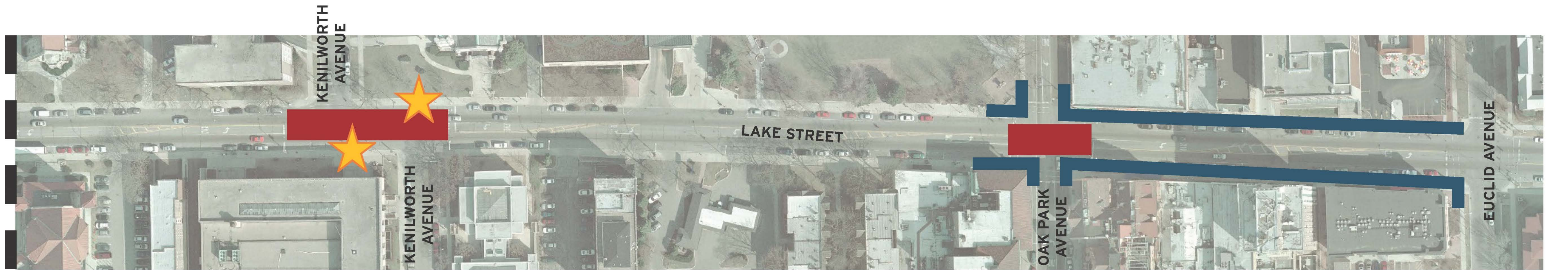
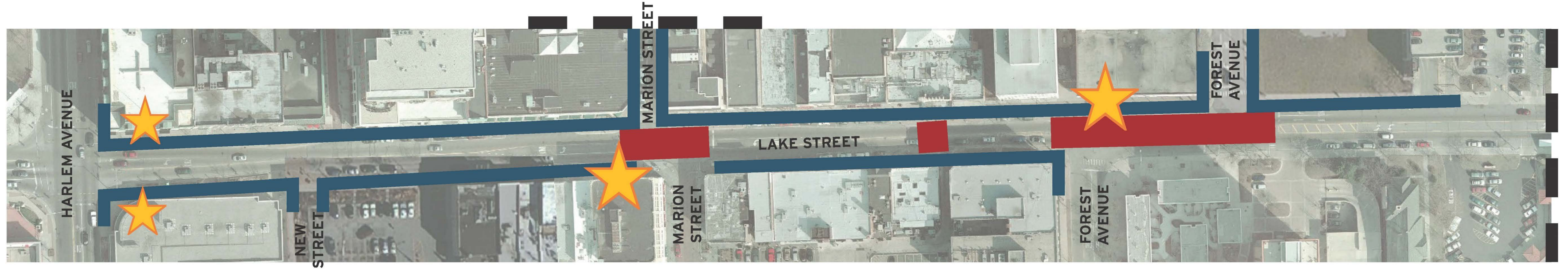
Oak Park	LAKE STREET PROJECT LIMITS (Harlem to Euclid)											
	2011		2012		2013		2014		2015		2011-2015	
TYPE OF CRASH	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Pedestrian		0.0%		0.0%		0.0%	1	1.4%	2	2.5%	3	0.9%
Pedcyclist	2	2.7%		0.0%		0.0%		0.0%		0.0%	2	0.6%
Parked motor vehicle	3	4.1%	5	7.8%	2	3.3%	8	11.6%	6	7.4%	24	6.9%
Turning	6	8.1%	7	10.9%	6	10.0%	4	5.8%	1	1.2%	24	6.9%
Rear End	35	47.3%	27	42.2%	31	51.7%	28	40.6%	40	49.4%	161	46.3%
Sideswipe same direction	23	31.1%	17	26.6%	13	21.7%	20	29.0%	29	35.8%	102	29.3%
Sideswipe different direction	1	1.4%	2	3.1%		0.0%	1	1.4%	1	1.2%	5	1.4%
Head on	1	1.4%	1	1.6%	1	1.7%		0.0%		0.0%	3	0.9%
Angle	3	4.1%	10	15.6%	7	11.7%	7	10.1%	2	2.5%	29	8.3%
INJURY CLASSIFICATION	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
K-Fatal		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
A-Incapacitating Injury		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
B-Nonincapacitating injury	1	1.4%	2	3.1%		0.0%	1	1.4%	2	2.5%	6	1.7%
C-Reported not evident	4	5.4%	3	4.7%	2	3.3%	7	10.1%	6	7.4%	22	6.3%
O-No indication of injury	69	93.2%	59	92.2%	58	96.7%	61	88.4%	73	90.1%	320	92.0%
CRASH TYPE	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
No Injury/Drive Away	64	86.5%	52	81.3%	52	86.7%	57	82.6%	70	86.4%	295	84.8%
Injury and/or Tow due to Crash	10	13.5%	12	18.8%	8	13.3%	12	17.4%	11	13.6%	53	15.2%
WEATHER	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Clear	53	71.6%	52	81.3%	46	76.7%	52	75.4%	63	77.8%	266	76.4%
Rain	11	14.9%	9	14.1%	6	10.0%	9	13.0%	6	7.4%	41	11.8%
Snow	3	4.1%	2	3.1%	3	5.0%	2	2.9%	3	3.7%	13	3.7%
Fog/smoke/haze		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Sleet/hail	1	1.4%		0.0%		0.0%		0.0%		0.0%	1	0.3%
Severe cross wind		0.0%		0.0%		0.0%		0.0%		0.0%	0	0.0%
Other	3	4.1%		0.0%		0.0%		0.0%	1	1.2%	4	1.1%
Cloudy/overcast		0.0%		0.0%	4	6.7%	4	5.8%	6	7.4%	14	4.0%
Unknown	3	4.1%	1	1.6%	1	1.7%	2	2.9%	2	2.5%	9	2.6%
LIGHTING CONDITION	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Daylight or Dawn	56	75.7%	51	79.7%	48	80.0%	45	65.2%	67	82.7%	267	76.7%
Darkness or Dusk	16	21.6%	13	20.3%	12	20.0%	24	34.8%	13	16.0%	78	22.4%
Unknown	2	2.7%		0.0%		0.0%		0.0%	1	1.2%	3	0.9%
TOTAL CRASHES	2011		2012		2013		2014		2015		Total	
	74	21.3%	64	18.4%	60	17.2%	69	19.8%	81	23.3%		348






Streetscape

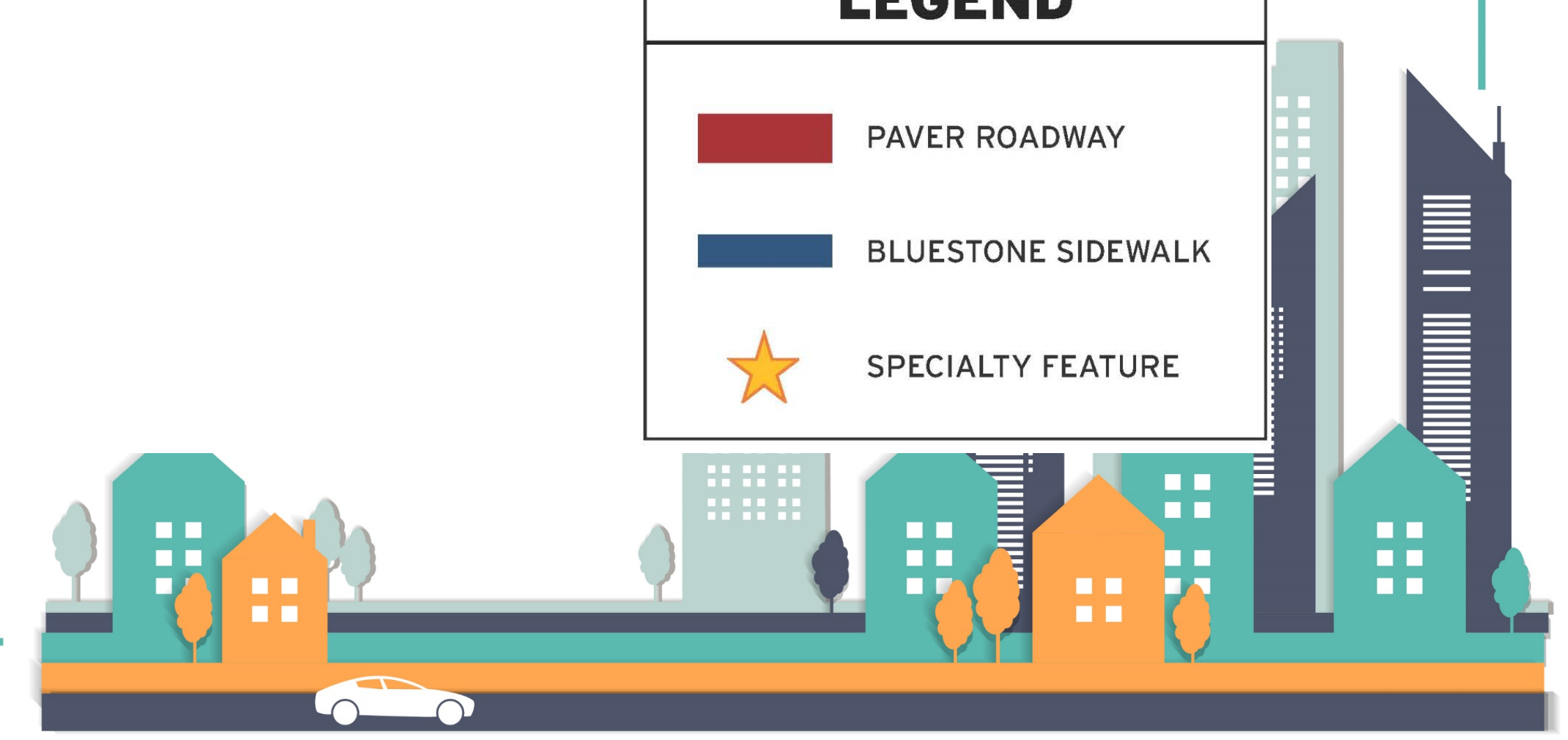
- Scope, Limits, & Materials Palette
- Concept to Detailed Design
- Iterative/Concurrent Process
- Specialty Features

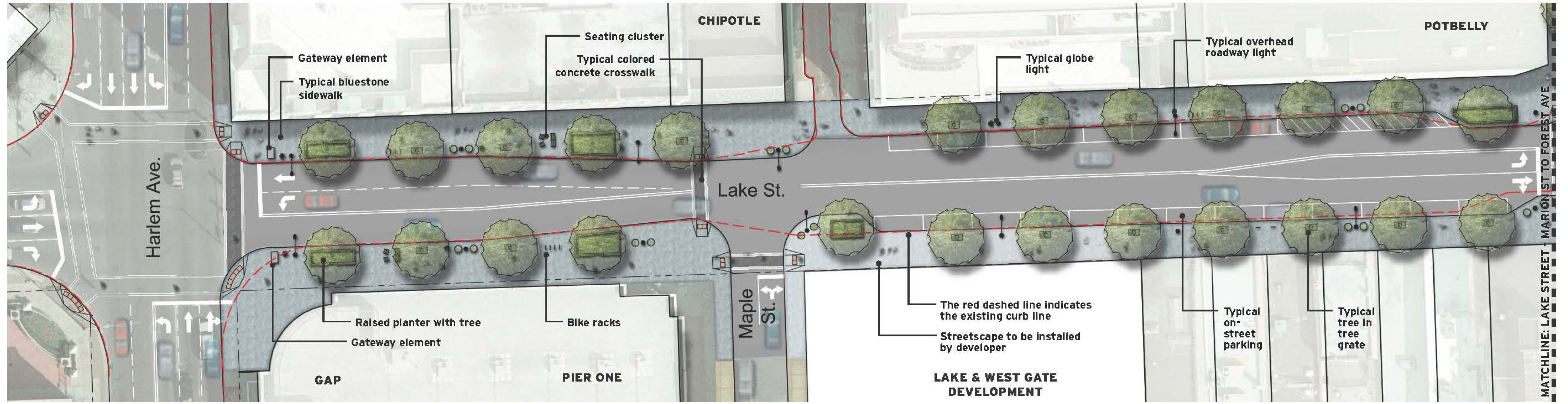




LEGEND

-  PAVER ROADWAY
-  BLUESTONE SIDEWALK
-  SPECIALTY FEATURE



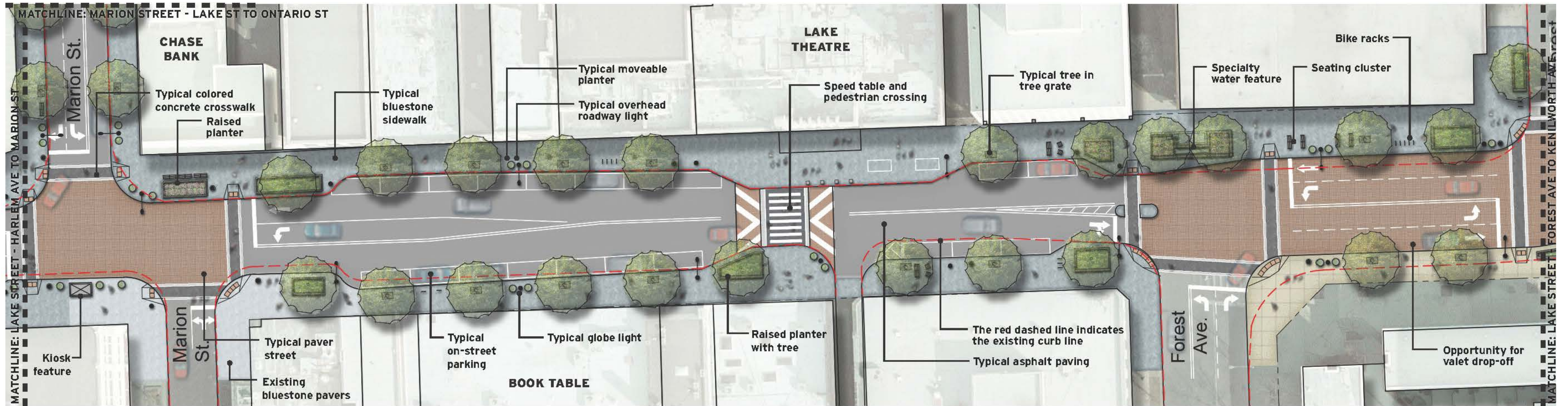


LAKE STREET - HARLEM AVENUE TO MARION STREET





Oak Park



LAKE STREET - MARION STREET TO FOREST AVENUE



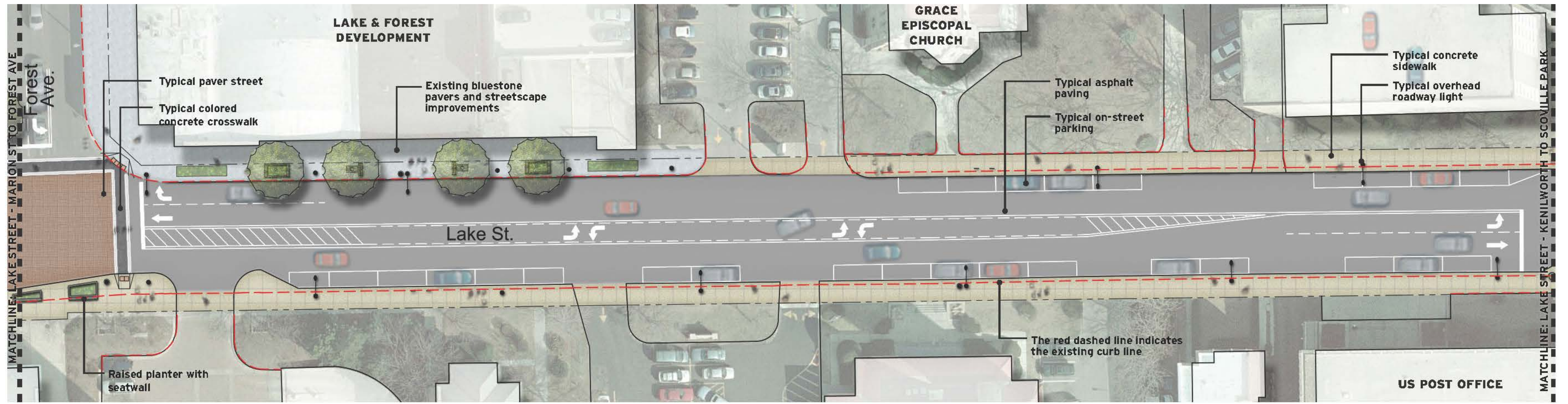
SPECIALTY WATER FEATURE AT FOREST AVE - CONCEPT A1



SPECIALTY WATER FEATURE AT FOREST AVE - CONCEPT A2

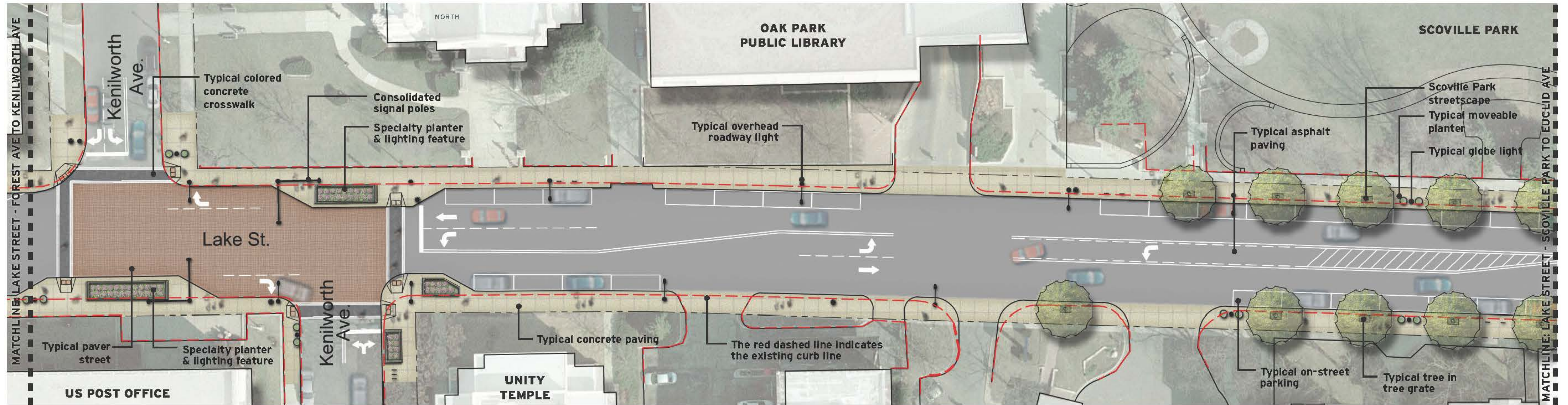
DRAFT – This image is an architectural rendering intended to convey the intent of detailed engineering drawings being developed for the project and is subject to change.





LAKE STREET - FOREST AVENUE TO KENILWORTH AVENUE





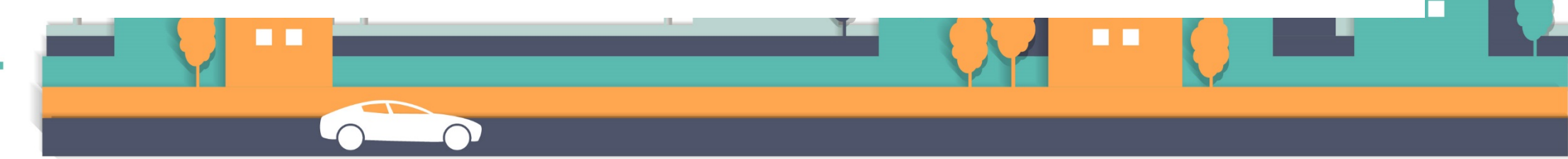
LAKE STREET - KENILWORTH AVENUE TO SCOVILLE PARK

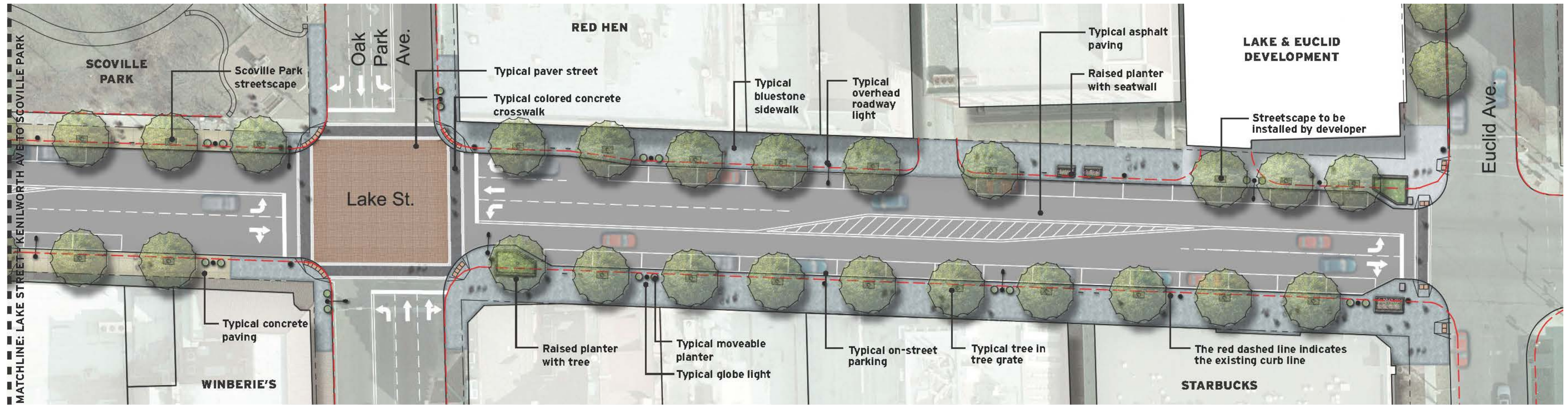


SPECIALTY PLANTER & LIGHTING FEATURE AT KENILWORTH AVENUE



STREETSCAPE AT SCOVILLE PARK





LAKE STREET - SCOVILLE PARK TO EUCLID AVENUE



PROPOSED GRANITE SEATING AT OAK PARK AVENUE STREETScape



PROPOSED GRANITE SEATING AT OAK PARK AVENUE STREETScape





DRAFT – This image is an architectural rendering intended to convey the intent of detailed engineering drawings being developed for the project and is subject to change.



Stage Construction

- Input and Data Collection
- Methodology and Alternatives Analyses
- Full Closure vs Staged
- Recommendations
- Detour Routes
- Refinement and Decision Making

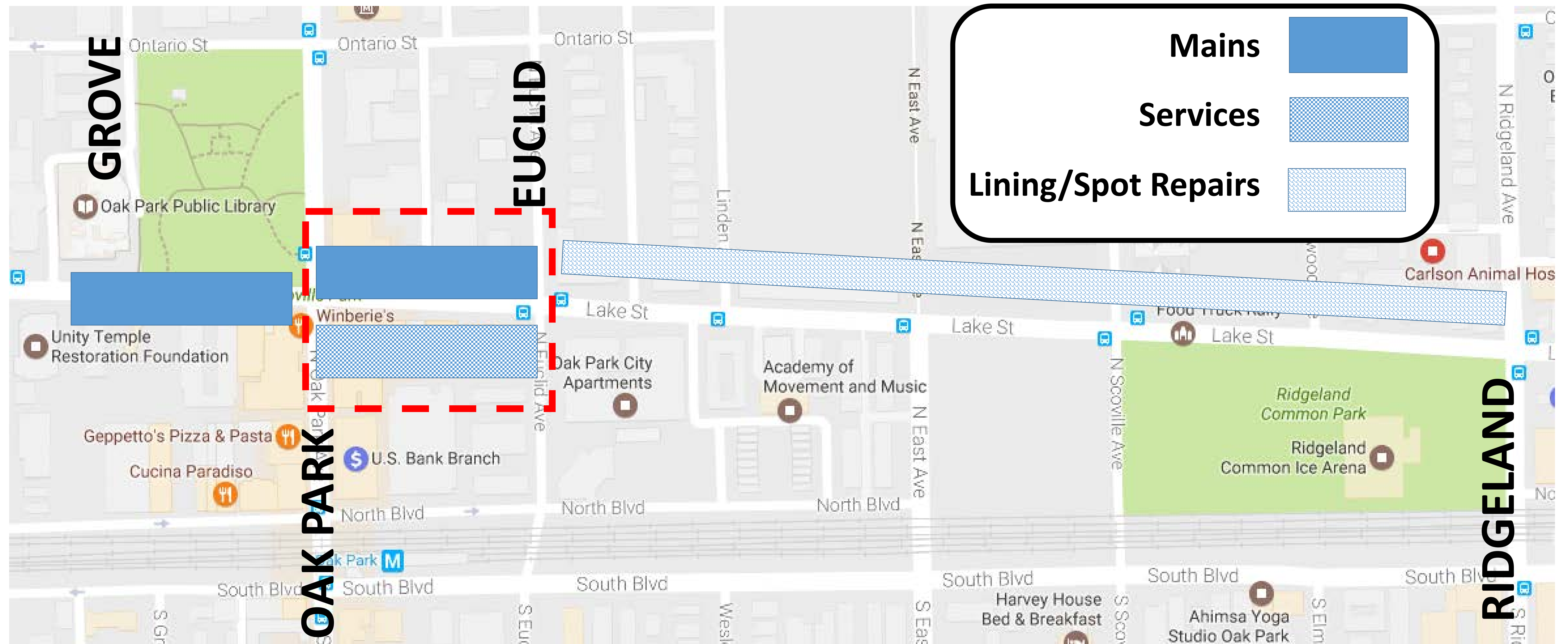


Utilities Project

- Grove to Euclid
- Scope of Work
- Construction Order
- Shut-downs and Hours of Operation
- Duration, Staging, and Access



Utilities Project



- 61 Working Days
- Full Closure (12-13 days) Necessary (red dashed box)
- Temp Ramps and Access
- Connections / Shut-downs



Next Steps

- Continued Stakeholder Engagement
- Finalize Preferred Alternative (May 2017)
- Present to Village Board (tentative - June 2017)
- Business Communications Strategies
- Address Vaults
- Prepare Plans / Obtain Permits
- Final Board Approval
- Construction



Q and A

Helper Topics

- Full Closure vs Stage Construction
- Utility Service Connection / Outages
- Scheduling of Underground Improvements
- Permit Work / Development
- Other Q and A

