



Welcome!





WASHINGTON STREET (US ROUTE 34)

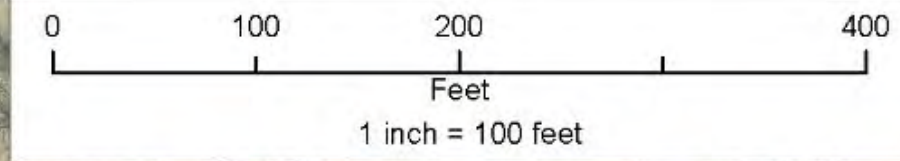
**PEDESTRIAN & VEHICLE SAFETY STUDY
PUBLIC INFORMATION MEETING #2**



The overall goal of this project is to improve pedestrian safety on **Washington Street (US 34)** in the downtown area. In particular, the intersections of IL Route 31, Harrison Street, Main Street and Madison Street with Washington Street will be evaluated. This project seeks to explore short and long term solutions to allow residents to enjoy downtown Oswego in a safe and efficient manner.

LEGEND

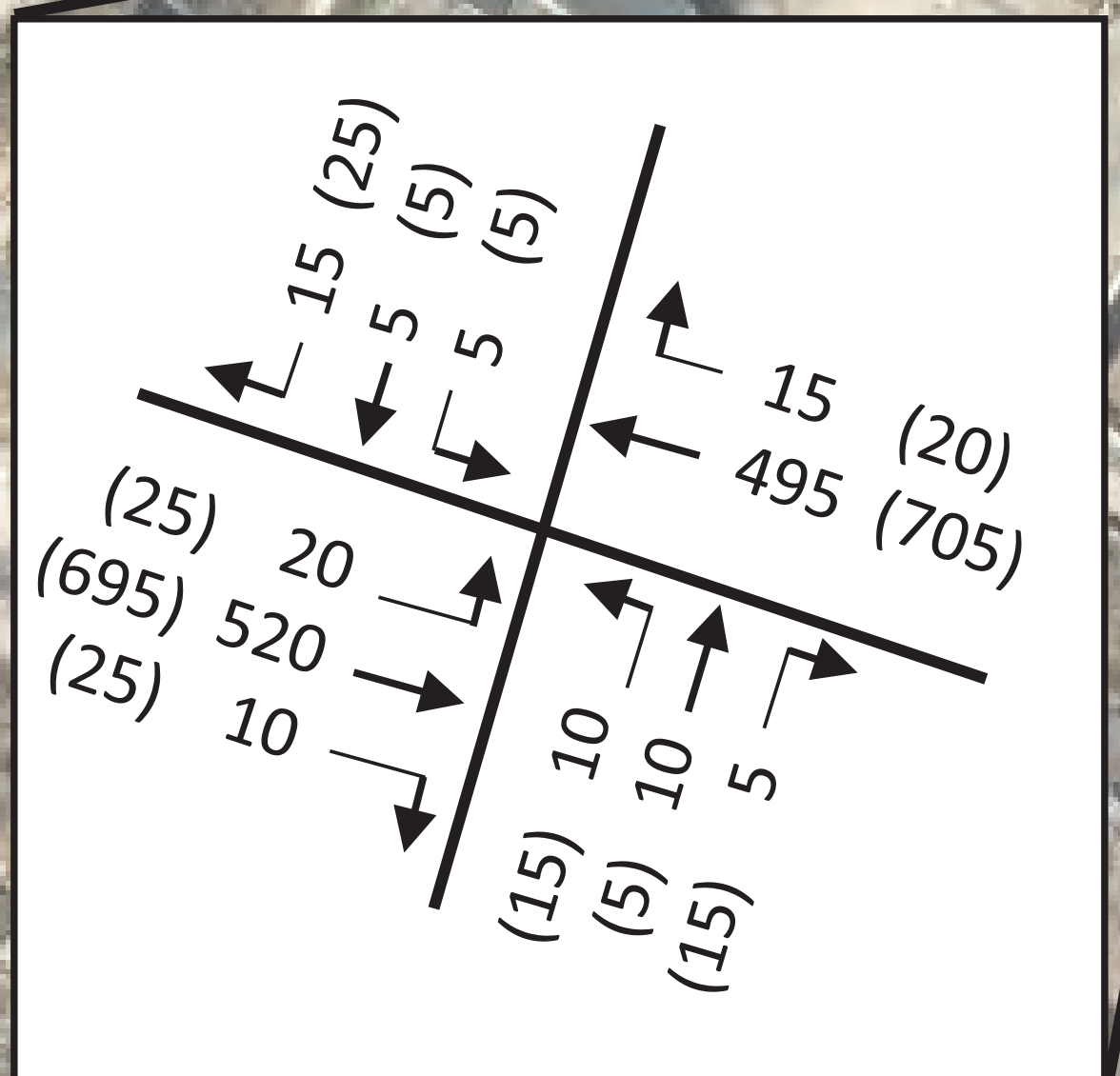
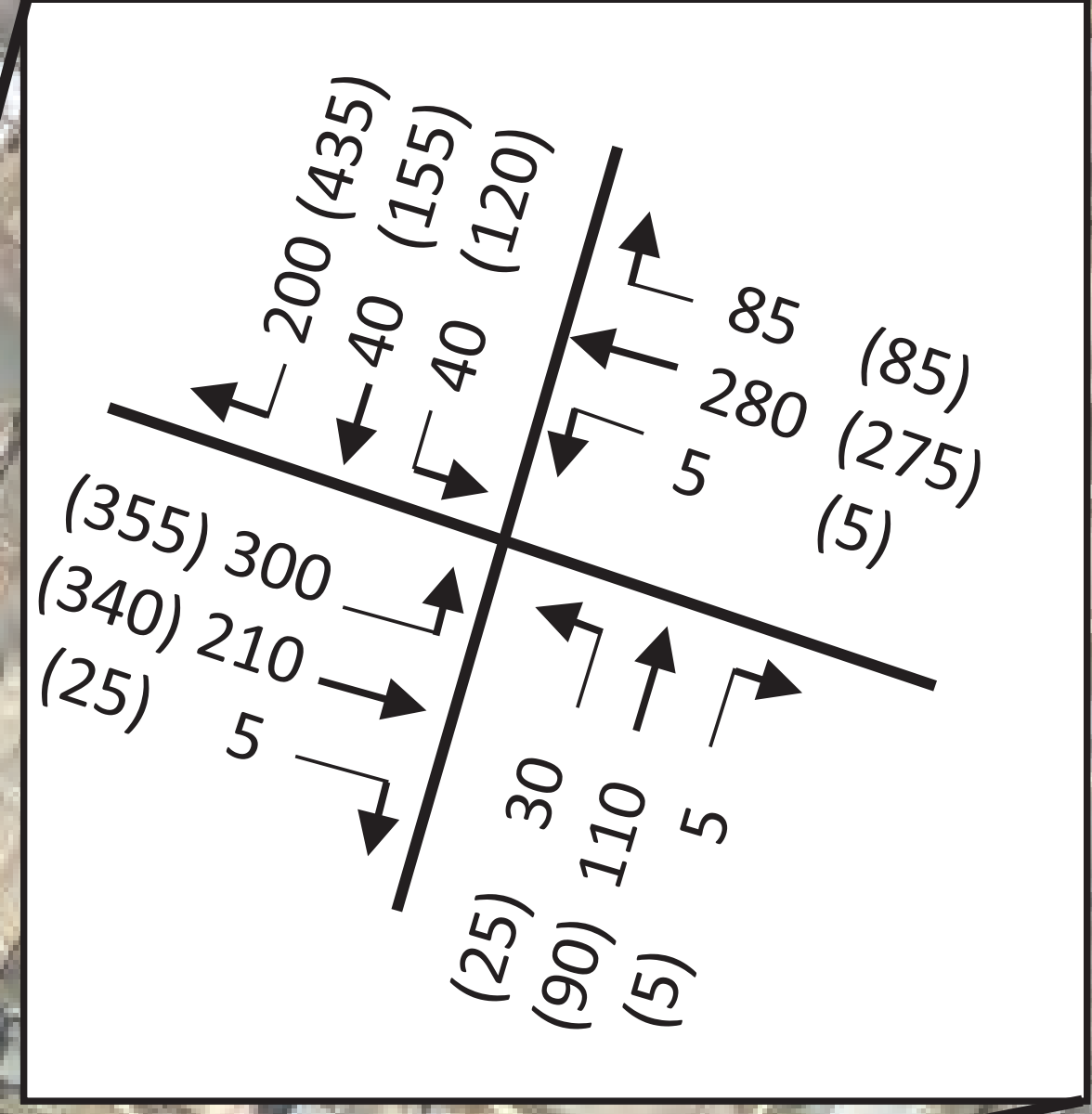
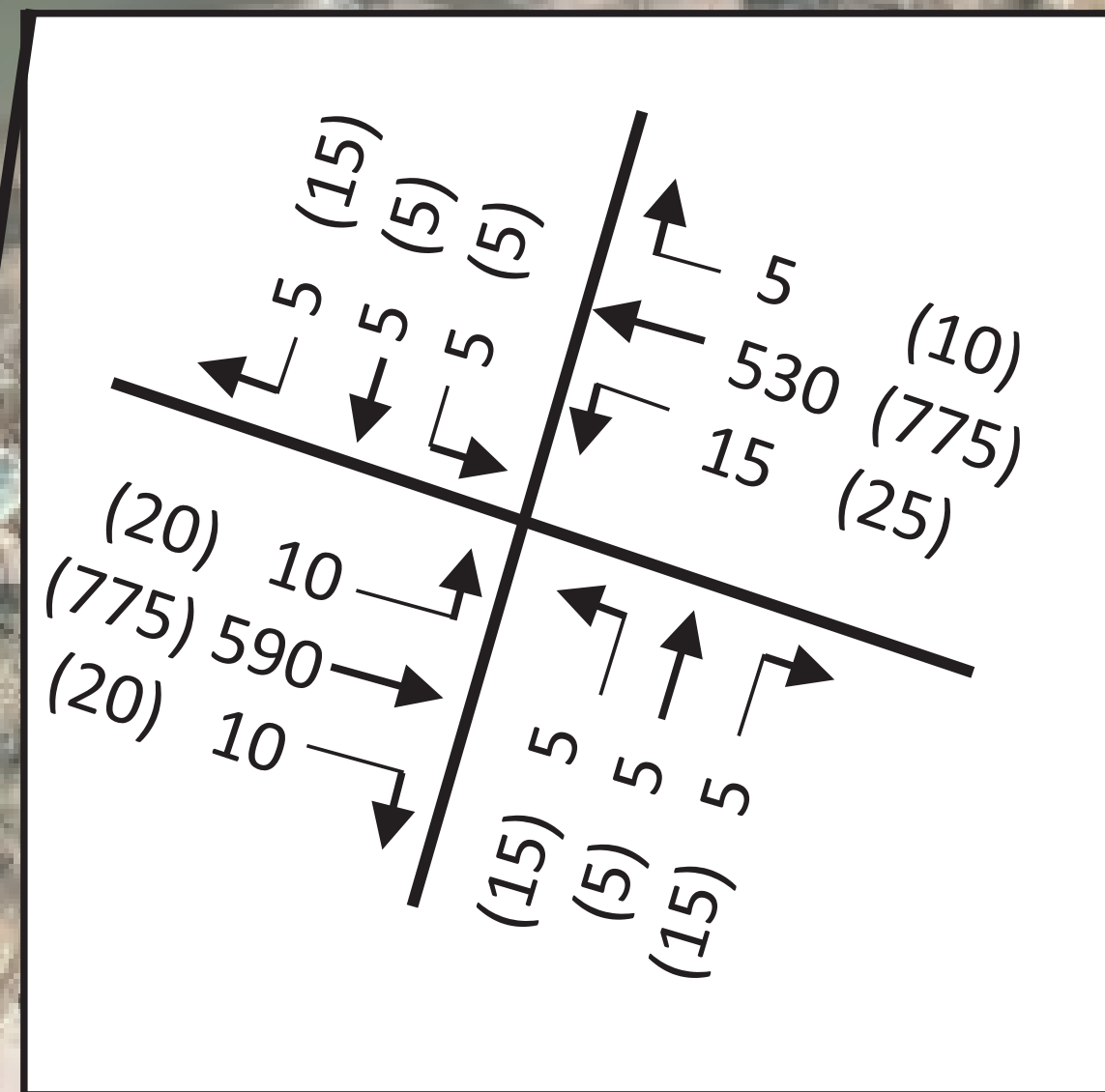
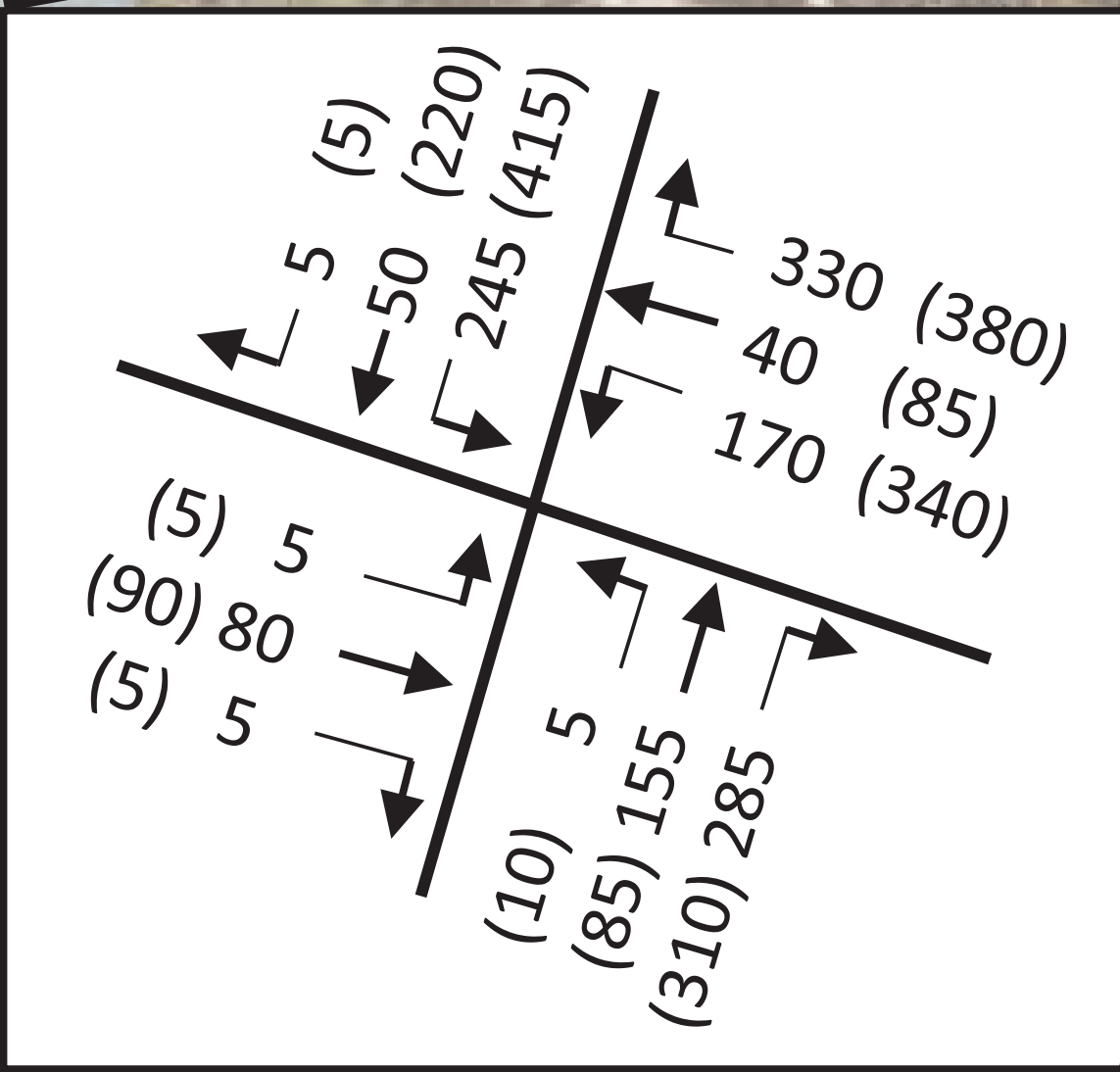
-  EXISTING TRAFFIC SIGNAL
-  EXISTING STOP SIGN
-  RAILROAD CROSSING
-  FUTURE DEVELOPMENT



EXISTING CONDITIONS



EXISTING TRAFFIC COUNTS (JULY 2019)

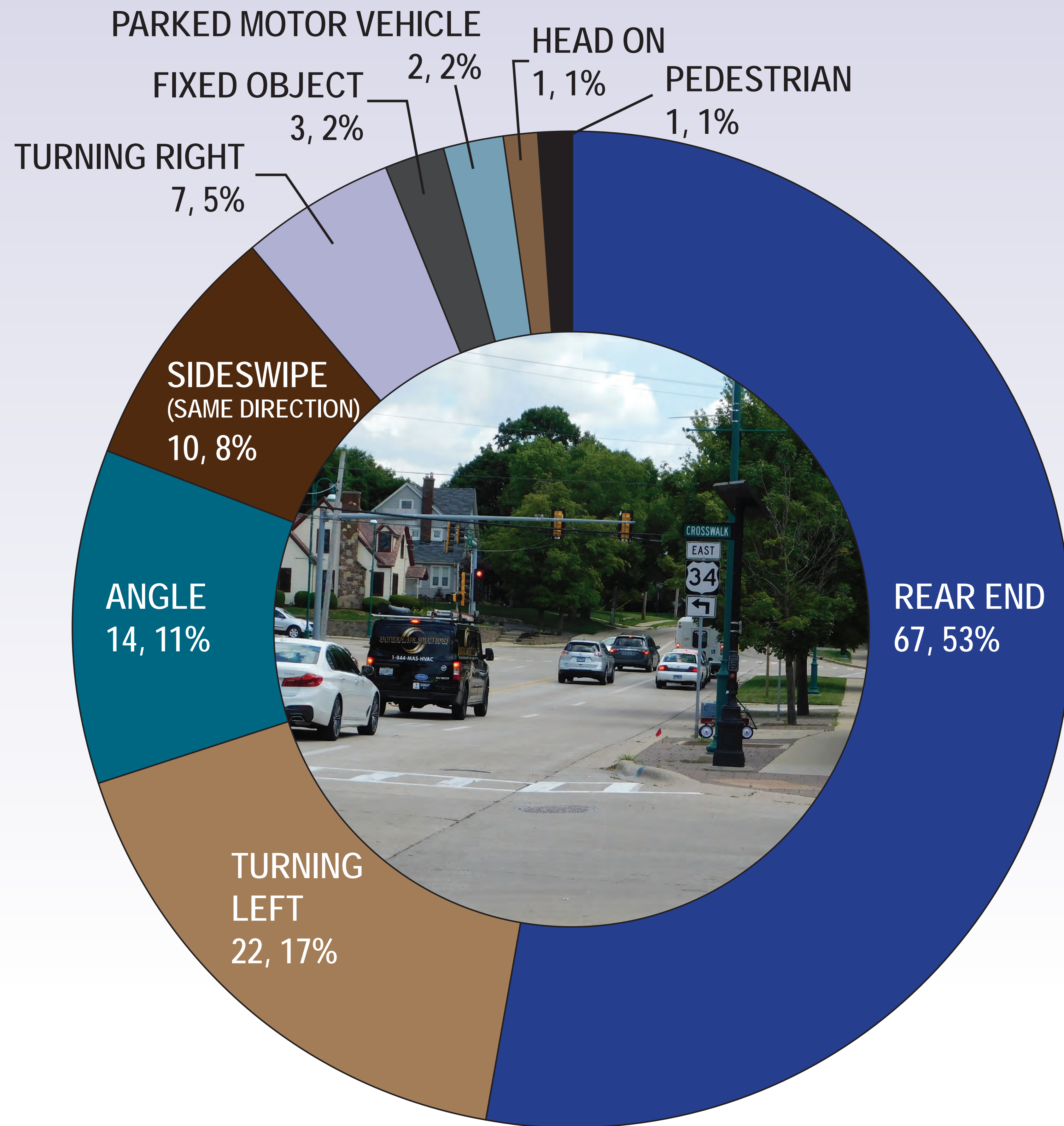


17,900

LEGEND:
 ## - AM PEAK HOUR
 (##) - PM PEAK HOUR
 ##,### - AVERAGE DAILY TRAFFIC (2017)
 ↔ - PEDESTRIAN PEAK HOUR

PROJECT STUDY AREA CRASH TYPE SUMMARY

127 TOTAL CRASHES (2013-2017)



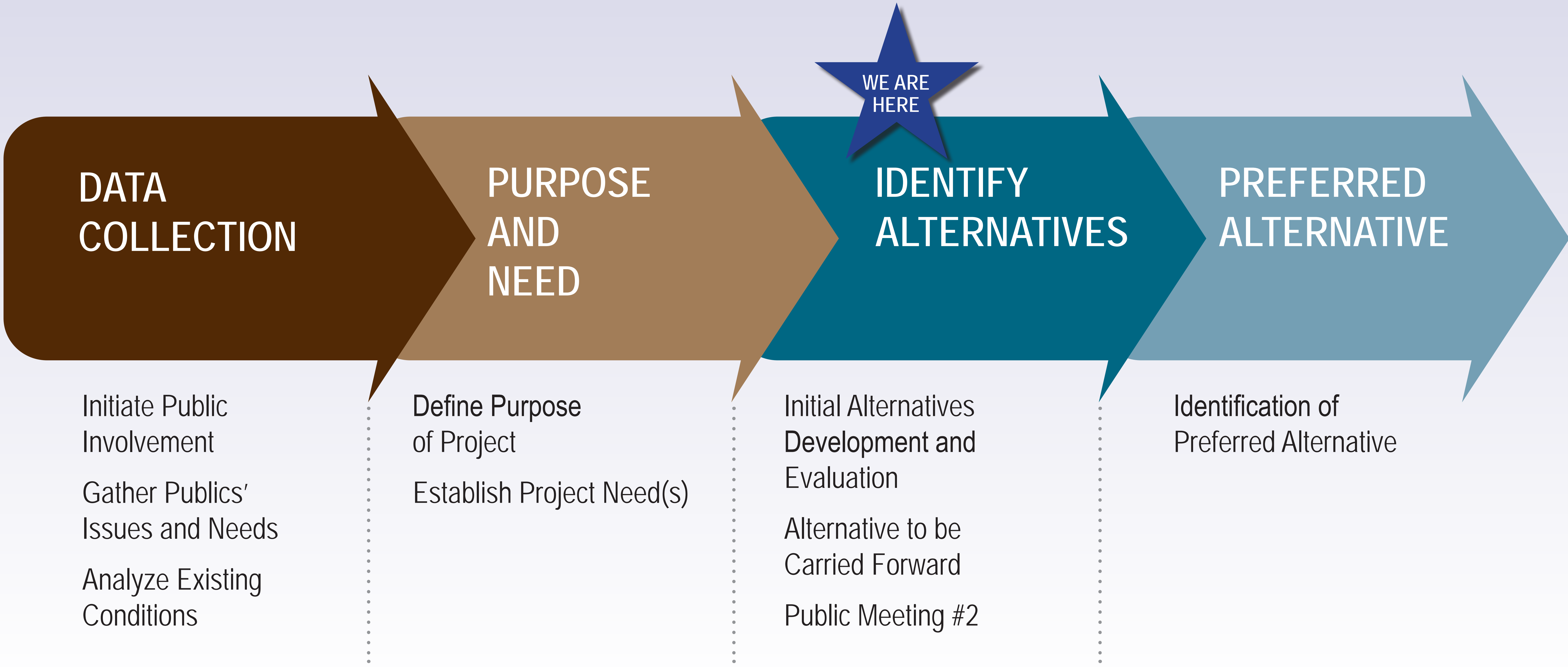
CRASH DATA

127 Crashes in Five Year Period (2013-2017) Between IL Route 31 and Madison Street Resulting in 20 Injuries

A fatal pedestrian crash occurred in October 2018 on Washington Street between Main Street and Harrison Street.



WASHINGTON STREET SAFETY STUDY



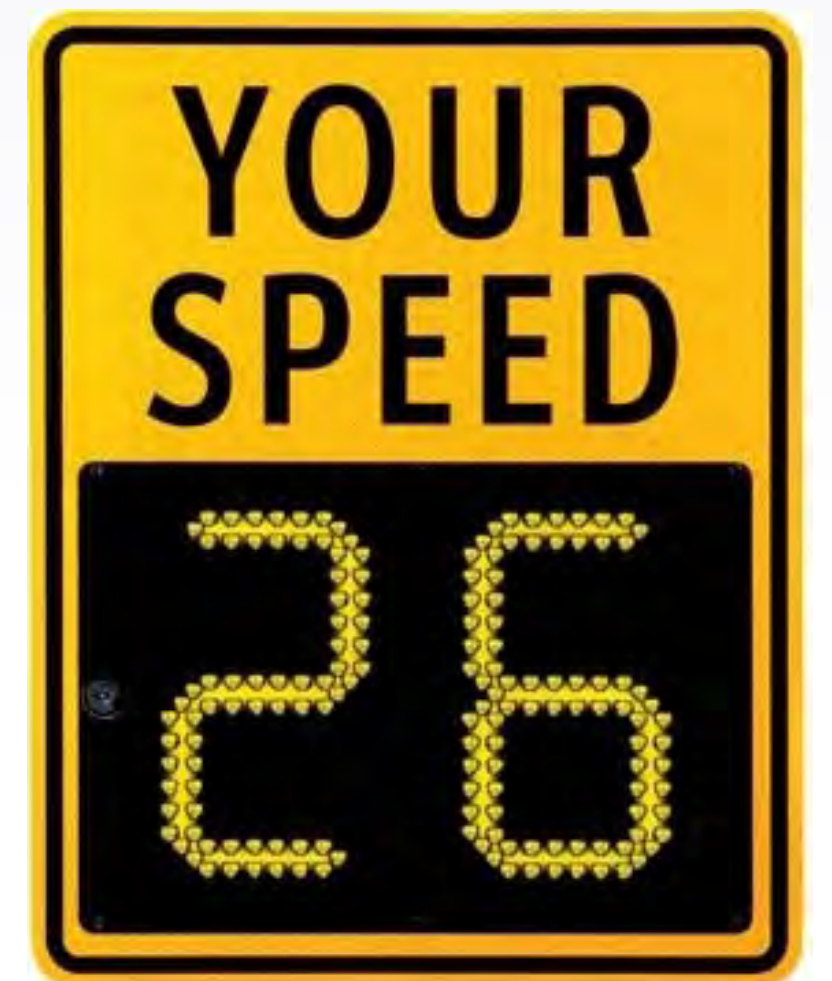
SHORT TERM ALTERNATIVE ANALYSIS SUMMARY

Short Term Improvement Alternatives Include:

- Restripe
- Enforcement of Speed
- Speed Limit Radar Signs
- Enhanced Signing
- Rectangular Rapid Flashing Beacons (RRFB)
- Remove Split Phasing at US 34 & IL 31
- Optimize Traffic Signal Timings Throughout Corridor
- Multi-way Stop Control

Multi-way Stop Control was Dismissed at both Harrison and Main due to queues extending beyond railroad tracks.

❖ Short Term Improvements likely to be a combination of the Alternatives listed above with the exception of Multi-way Stop Control.



LONG TERM ALTERNATIVE ANALYSIS SUMMARY

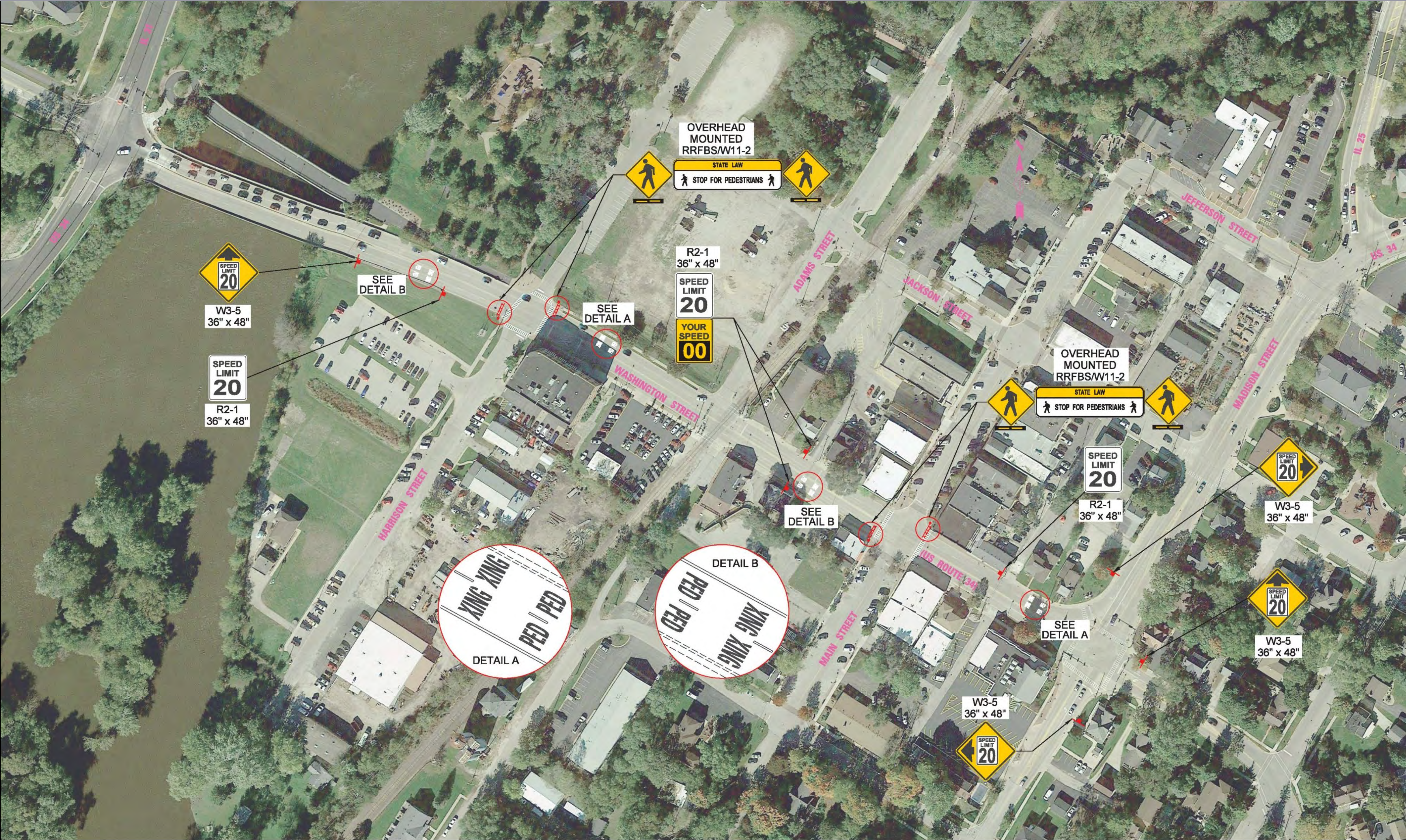
Long Term Improvement Alternatives Include:

- ★ • Traffic Signals
- Pedestrian Hybrid Beacon (HAWK)
- Pedestrian Signal
- Roundabout
- Road Diet
- ★ • Improve Street Lighting
- Bump-outs
- Streetscape Pedestrian Crossing Treatments
- Pedestrian Overpass/Underpass
- Re-route US Route 34
- Speed Tables

★ = Alternatives to carry forward

- Pedestrian Hybrid Beacon (HAWK) and Pedestrian Signal were **Dismissed** because they are not warranted per IDOT requirements.
- Roundabouts were **Dismissed** due to right-of-way impacts needed to construct along with impacts to existing buildings.
- Road Diet and Bump-outs were **Dismissed** due to impacts on traffic flow and intersection capacity.
- Streetscape Pedestrian Crossing Treatments were **Dismissed** due to noise and maintenance concerns.
- Pedestrian Overpass/Underpass was **Dismissed** due to cost and feasibility.
- Re-route US 34 was **Dismissed** due to impacts to regional network and cost of maintaining bridge.
- Speed Tables were **Dismissed** because they are not allowed on IDOT/US marked routes.

PROPOSED ENHANCED SIGNING PLAN



CB **CHRISTOPHER B. BURKE ENGINEERING, LTD.**
 9575 W. Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

CLIENT: **Village of Oswego**

NO.	DATE	NATURE OF REVISION	CHKD.	MODEL

DSGN. TFS
 DWN. FPB
 CHKD. GMZ
 SCALE: NOT TO SCALE
 PLOT DATE: 10/29/2019
 CAD USER: fbarlso
 TITLE: **WASHINGTON STREET (US ROUTE 34)
 SAFETY IMPROVEMENT ALTERNATIVES**

PROJ. NO. 190333
 DATE: 10-09-2019
 SHEET 1 OF 1
 DRAWING NO.

WASHINGTON STREET (US ROUTE 34) PEDESTRIAN & VEHICLE SAFETY STUDY



Christopher B. Burke Engineering, Ltd.

OVERHEAD RRFB



Westbound at Main

Westbound at Harrison

COMMENTS