



AGENDA

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, August 12, 2024 – 7:00PM
COUNCIL CHAMBERS – VILLAGE HALL**

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Meeting Minutes
 - 3.1) June 10, 2024 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment – up to 15 minutes

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to transportation@oak-park.us, indicating an intent to speak at the meeting or including a statement to be read into the record. Requests must be received no later than 120 minutes prior to the start of the meeting. Written comments also may be placed in the Oak Park Payment Drop Box across from the south entrance to Village Hall, 123 Madison St., no later than the day prior to the meeting.
- 5) New Business
 - a) Petition to Implement a Traffic Calming Measure on the 500 and 600 Blocks of S. Grove Avenue
 - b) Vision Zero Oak Park – Draft Strategies and Recommendations
- 6) Old Business
 - a) Review of the Updated 2024 Neighborhood Greenways Design Along the North-South Route (updated from comments made by the Commission at its June 10, 2024 meeting)
- 7) Adjourn

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or email ADACoordinator@oak-park.us at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes
Transportation Commission
Monday June 10, 2024 – 7:00 PM
Room 215 - Village Hall

1) Call to Order

Staff Liaison Jill Juliano called the meeting to order at 7:03 PM.

Roll Call

Present: Jenna Holzberg, Jack Eskin, Jason Jenkins, Jason Nudelman, Chair Rob Burke

Absent: Jenna Johnston-Ahlen

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Development Services Director Emily Egan, Parking Services Supervisor Delia Tamas, and Parking Restrictions Coordinator Takeshi Thompson

2) Agenda Approval

3) Approval of the Draft Transportation Commission Meeting Minutes

3.1) April 8, 2024, Draft Transportation Commission Meeting Minutes

Chair Burke made a motion to approve the draft April 8th, 2024, Transportation Commission meeting minutes which was seconded by Commissioner Jenna Holzberg. Motion was approved by a unanimous voice vote with no changes to the minutes.

4) Non-Agenda Public Comment – up to 15 minutes

Public Comment:

Tyree Beard commented on the parking on Jackson Blvd., and he would like to make sure the parking on the Jackson side will be staying the same and there will be no changes.

5) New Business

a) Review of 2024 Neighborhood Greenways Designs

Village Engineer Bill McKenna commented on the Greenway Design with notion of no conversation towards the parking on Jackson. The 2024 budget shows the middle section and local resurfacing projects with plan to work on four more areas in the future.

- Kenilworth-Randolph/South Blvd.

- Chicago
- Ontario/Forest

Village Engineer Bill McKenna is looking for input but no votes on these projects at this time. McKenna would like to suggest using a new paint for the pavement marking as it would be better for cyclists for an easier ride. McKenna suggested separating the streets from high to low impact streets.

Commissioner Eskin questioned whether the new projects will cause issues with the school's pick-up and drop-offs. He suggested our engineering department take this into consideration and meet with the school superintendents for changes.

Chair Burke suggested speaking with the schools over the summer so we have a plan before the school year starts, and to make sure there is no confusion and we have a plan and understanding.

Mckenna does have a plan to speak with the school to have safety plans and coordinate what the schools would need:

- Randolph and South Blvd- Engineering would add speed way radar signs for south and northbound traffic.
- Pleasant/Kenilworth intersection- Future greenway project, get bikes across, while looking at appropriate signage in that area. They would send final plans to the commission and make sure we are all on the same page.
- Kenilworth and South Blvd- Will be installing a bike lane on the East/West side. Adding green dashes to the intersection.
- North Blvd and Kenilworth- Creating green striping to highlight the North/South crossing to improve safety in that area.
- Lake Street Intersection- Has a traffic signal and would add signage and green linings. Commissioners and Engineer McKenna would need to determine where we would be able to add signage in the neighborhood green way.
- Crossing on Ontario and Forest did not need- left as is, no need to add anything.
- Kenilworth and Chicago.
- Erie to Marion street- Pedestrian crossing and stripes will be put in, or maybe a curve bike lane instead of 90 degree.

Public comment:

Joe Ruesewald from the 1100 block of Grove Ave and Kenilworth had multiple questions for the commissioners and engineering projects. Some include matters that have been addressed already. He did have concerns about the crossing on Elizabeth Ct.

Village Engineer Bill McKenna addressed the crossing on Elizabeth Ct where they will be pulling back parking to allow for a crosswalk. "Look for bikes" signage would be added as well. Will be looking at further enhancements in the future.

Stephen Sressen from the 400 block of Harlem spoke about Elizabeth Court to Kenilworth and would like it to be centered, although he feels like it is an area where residents should not be riding through.

Commissioners passed a vote and Village Engineer Bill Mckenna reinstated to keep it as East Ave from Roosevelt to Fillmore, jog the boulevard system from Fillmore to Scoville, back to East Ave., and they will use boulevard marking to improve safety on East Ave.

Scoville will pick up Van Buren stripping and will change at the intersection into a natural curve. At Jackson, provide green dashing and bike crossing.

Scoville turns Adams and Madison- upped the stripping on Adams to make it Scoville safe.

Madison enhanced to widen crosswalk and modify the island and green stripping and add bike activated buttons.

Madison to Washington is a high conflict which would need Bike Rfb crossing and pedestrian crossing.

Public Comment:

Joe Ruesewald from the 1100 block of grove suggests we have less bike buttons and whether or not Scoville is the best street.

After review, Village Engineer reports he will come up with a plan and send out bids to get this project set up and get started.

6) Old Business

a) None

7) Adjourn

The meeting was adjourned at 10:03 PM

Submitted by,

Anita Bahena

Administrative Assistant

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Petition to Implement a Traffic Calming Measure at the 500 & 600 blocks of S Grove Avenue

Review Date: August 12, 2024

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

Abstract:

On July 7, 2022 the Village of Oak Park received a petition to implement traffic calming measures on the 500 & 600 blocks of S Grove Avenue. The residents expressed concerns regarding excessive speeds, cut-through traffic along Monroe Street and Adams Street, and disregard for the stop signs. The residents requested all-way stop signs on S Grove Avenue at Monroe Street.

At tonight's meeting, Civiltech Engineering, Inc. will present the collected traffic data along with potential traffic calming treatments, and public testimony will be taken. The Transportation Commission may concur with Civiltech's recommendation or make a different recommendation.

Recommendation(s):

Civiltech and Staff make the following recommendation:

- Install "Cross Traffic Does Not Stop" signs at Grove/Adams (east leg) and Grove/Monroe
- Repaint the crosswalk pavement markings
- Deploy temporary radar speed feedback signs on an interim basis

Supporting Documentation Is Attached

Letter of Explanation

July 7, 2022

Transportation Commission
Attn: Jill Juliano
The Village of Oak Park, Public Works Center
201 South Blvd.
Oak Park, IL 60302

Re: Petition for Traffic Calming Measures, 500-600 Block of South Grove Ave.

Dear Ms. Juliano,

We, the undersigned, respectfully request that traffic calming measures be considered and implemented for the 500 and 600 blocks of South Grove Avenue and near the intersections of South Grove and Adams St. / South Grove and Monroe St. (the “Block”). The Block is located just south of Madison St. and one block west of Oak Park Ave. It is a complex, multiple T-intersection street with a one-way termination at the curve in Jackson St.

Madison St. and Oak Park Ave. are of course both major thoroughfares for the Village, particularly during rush hour, and during the school year when OPRF and Fenwick High Schools are in session. During the past few years, construction on Madison St., and the street’s re-design to include a bike lane, have both significantly changed – and in many cases, have slowed – traffic patterns around the intersection of Madison St. and Oak Park Ave. The Walgreens and Sugar Beet stores are also very popular shopping spots for area residents, both of which have an entrance/exit on Grove Ave.

Here are a few examples which help to illustrate the concern:

- As one example, east-bound traffic on Madison St. is often backed up between Home Ave. and East Ave due to the redesigned street. To avoid the traffic light at Madison St., and the south-bound turn onto Oak Park Ave., drivers have been turning right (south) onto Grove Ave. and left (east)

onto Adams St. as a way of short-cutting their route to south-bound Oak Park Ave. They achieve excessive speeds, particularly at the Adams St. turn, and have narrowly avoided head-on collisions with west-bound commuters described below.

- The reverse example is also problematic. West-traveling commuters, to avoid the same light, will turn left (west) from Oak Park Ave. on to Adams St. and right (north) onto Grove Ave. Many commuters fail to stop at the Grove/Adams intersection – some of them barely slow down – and continue at high speeds.
- As a final example, west-bound Jackson St. is a popular way of traveling to Harlem and to I-290. The traffic on Jackson St. has increased over the last year in response to the redesign on Madison St. Grove Ave. has become a more popular way of getting to Jackson St. since it allows a driver to avoid the traffic light at Oak Park Ave. and Jackson St.

These behaviors have significantly increased the volume of traffic on the Block. Most of these commuters travel south on Grove Ave. at excessive speeds well above the 25-mph posted limit. It often occurs during high traffic periods of the day, involving not only individuals but also delivery trucks.

The Block is home to several families, many of whom have young children who like to play in front of their homes and ride their bikes on the street. The Block has over 20 children under the age of eleven. Residents have witnessed and mentioned numerous near incidents in the past several weeks, and we fear it is only a matter of time before there is a serious accident. Further, the time of day when people short-cut the intersection occurs during bus pick-up and drop-off hours when numerous children are present.

We, the undersigned, feel that this problem has become urgent in the past year, and that traffic calming measures are needed immediately to maintain public safety. Additionally, we believe the upcoming construction and opening of Pete's Fresh Market at Madison St. and Oak Park Ave. will only exacerbate the situation further.

We are asking the Village to consider some combination of mitigations, including but not limited to stop signs, speed bumps, cameras, radar monitoring, or even a one-way north-bound traffic pattern. Of the available options, residents on the block have expressed verbally that a stop sign for south-bound traffic at the T-intersection of Grove Ave. and Monroe St. (500-600 block separation) would make a very positive difference. Several years ago, residents petitioned for a much-needed stop sign at the T-intersection of Grove Ave. and Adams St. (600-700 block separation) and received it.

Finally, it has come to our attention since initiating this process with our neighbors that some type of analysis may already be underway which will impact our Block. If such an analysis is indeed underway, we respectfully ask for confirmation of and a copy of that proposal in order to ensure that it is in alignment with our request. Furthermore, while we understand that the Village has a backlog of proposals to consider on the heels of the COVID-19 pandemic, we want to ensure our place in the queue by submitting immediately and to underscore the urgency of this matter. We would support and appreciate temporary calming measures while the Commission determines the appropriate long-term solution.

Thank you for your consideration of our enclosed petition. We welcome the opportunity to discuss our request.

Respectfully,



Ryan White
Resident
[REDACTED] S. Grove Ave.
[REDACTED]


p.p. [REDACTED]

Scott Kozicki
Resident
[REDACTED] S. Grove Ave.
[REDACTED]


p.p. [REDACTED]

Michael Hedges
Resident
[REDACTED] S. Grove Ave.
[REDACTED]

Enclosures: Petition for Traffic Calming Measures, with signatures
CC: Ofc. Michael Murphy, Zone 5 RBO

Petition Redacted

PETITION FOR TRAFFIC CALMING MEASURES

Date: 6/17/2022

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic calming measures be implemented:

on the 600/500 block of SOUTH GROVE AVENUE or
at the intersection of GROVE and MONROE/ADAMS
in the Village of Oak Park.

Traffic problems to be remedied by the use of traffic calming measures include:

- | | | |
|--------------------------------------|----------|--|
| • Excessive vehicle crashes | <u>5</u> | (rank these in order of importance with 1 being most problematic and 5 being least problematic) |
| • Excessive vehicle speeds | <u>1</u> | |
| • Excessive vehicle volumes | <u>2</u> | |
| • Pedestrian/Bicyclist safety issues | <u>4</u> | |
| • Other <u>CHILDREN</u> | <u>3</u> | |

* = This petition is being circulated by: (signature, address, telephone number, and email)

Only one signature per property is required.

	Signature	Address	Phone number	Email
1.	* <u>Scott Michael Kozak</u>	[REDACTED]	[REDACTED]	[REDACTED]
2.	<u>Chad + Renee Elsso</u>	[REDACTED]	[REDACTED]	[REDACTED]
3.	<u>Jennifer C. Burns</u>	[REDACTED]	[REDACTED]	[REDACTED]
4.	<u>John</u>	[REDACTED]	[REDACTED]	[REDACTED]
5.	<u>John</u>	[REDACTED]	[REDACTED]	[REDACTED]
6.	<u>Jill</u>	[REDACTED]	[REDACTED]	[REDACTED]
7.	<u>Patricia</u>	[REDACTED]	[REDACTED]	[REDACTED]
8.	<u>Margaret Lyons</u>	[REDACTED]	[REDACTED]	[REDACTED]
9.	<u>Kristina Lillebury</u>	[REDACTED]	[REDACTED]	[REDACTED]
10.	<u>LEONARD NORBECK</u>	[REDACTED]	[REDACTED]	[REDACTED]
11.	<u>Sean McManam</u>	[REDACTED]	[REDACTED]	[REDACTED]
12.	<u>Alex Haussmann</u>	[REDACTED]	[REDACTED]	[REDACTED]

This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

Return to: The Transportation Commission, Attention: Jill Julian, The Village of Oak Park, Public Works Center, 201 South Boulevard, Oak Park, IL 60302.

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:

www.oak-park.us/your-government/citizen-commissions/transportation-commission

PETITION FOR TRAFFIC CALMING MEASURES

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| • Pedestrian/Bicyclist safety issues | <u>4</u> |
| • Other <u>CHILDREN</u> | <u>3</u> |

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

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Only one signature per property is required.

	Address	Phone number	Email
1. *			
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This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

The Transportation Commission, Attention: Jill Julian, The Village of Oak Park, 2000 Ogden Avenue, Oak Park, IL 60302

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www.oak-park.us/your-government/citizen-commissions/transportation-commission

PETITION FOR TRAFFIC CALMING MEASURES

Date: 6/17/2022

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Traffic problems to be remedied by the use of traffic calming measures include:

- | | | |
|--------------------------------------|----------|--|
| • Excessive vehicle crashes | <u>5</u> | (rank these in order of importance with 1 being most problematic and 5 being least problematic) |
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| • Excessive vehicle volumes | <u>2</u> | |
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| • Other <u>CHILDREN</u> | <u>3</u> | |

* = This petition is being circulated by: (signature, address, telephone number, and email)

Only one signature per property is required.

	Address	Phone number	Email
1. *	Lisa Sigel		
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This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

Transportation Commission, Attention: Jill Julian, The Village of Oak Park, 1000 North Western Avenue, Oak Park, IL 60462

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:

www.oak-park.us/your-government/citizen-commissions/transportation-commission

Memorandum

Traffic Analysis



Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management

Technical Memorandum

Date: August 7, 2024
To: The Transportation Commission
From: Civiltech Engineering, Inc.
Re: Traffic Analysis for Traffic Calming Petition
500 & 600 Blocks of South Grove Avenue

I. INTRODUCTION

On July 7, 2022, the Village of Oak Park received a petition to implement traffic calming measures on the 500 & 600 blocks of South Grove Avenue. The residents expressed concerns regarding excessive speeds, cut-through traffic across South Grove between Monroe Street and the east leg of Adams Street, and disregard for the stop signs at the Grove/Adams (east leg) intersection. The residents requested all-way stop signs at South Grove Avenue at Monroe Street. Signatures representing 51% of the street frontage were collected for the petition. The petition was certified as valid.

In response to these concerns and at the Village of Oak Park's request, Civiltech Engineering, Inc. has completed a traffic evaluation of the 500 & 600 blocks of South Grove Avenue. This study assesses traffic data and evaluates applicable countermeasures from the Village of Oak Park's traffic calming toolbox.

II. SCORING CRITERIA

A numerical score is calculated for six measures that are typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 is required to bring the petition before the Transportation Commission. The scoring criteria can be found in **Exhibit 1**.

The total score for the 500 & 600 blocks of S Grove Avenue is 34. This exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

III. EXISTING CONDITIONS

South Grove Avenue is a 26-foot-wide north-south local street with one lane in each direction. This roadway is under stop control on the east approach at Adams Street and under stop control on the west approach at Monroe Street. There are marked crosswalks on the east and west legs at the intersections of South Grove Avenue at Adams Street and South Grove Avenue at Monroe Street.



The 500 & 600 blocks of South Grove Avenue have a posted speed limit of 25 mph. Fox Center & Park is located a block east of South Grove Avenue, just north of Jackson Boulevard. Land use within the study area consists of single-family homes with rear garages served by alleys. To the north, there are commercial shops along Madison Street. On-street parking is permitted on both sides of the street. Parking is restricted to three hours between 8 a.m. and 8 p.m. from Monday through Friday to the north of Adams Street. A school bus stop for Lincoln Elementary School is located on the southwest corner of South Grove Avenue and Monroe Street.

A location map is attached as **Exhibit 2A** and an aerial image of the intersection is included as **Exhibit 2B**. The aerial exhibit shows the walking routes to Lincoln Elementary School.

IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

Intersection Data

In order to quantify vehicle, pedestrian, and bicycle volumes at the Adams Street (east leg)/South Grove Avenue and Monroe Street/South Grove Avenue intersections, six-hour counts were conducted on Wednesday, October 19, 2022 using a video camera system. The traffic data was collected on a weekday with typical traffic patterns and while school was in session. Conditions were sunny with a high of 50 degrees and a low of 36 degrees. This weather was conducive to pedestrian and bicycle activity.

The traffic count data shows that the morning peak hour occurs between 8:00 a.m. to 9:00 a.m. and the evening traffic volume is highest between 5:00 p.m. to 6:00 p.m. Peak hour traffic volume diagrams showing the vehicular turning movement, pedestrian, and bicycle volumes are provided in **Exhibit 3A** and **Exhibit 3B**. The source traffic data is attached to this report in **Appendix A**. The peak hour data does indicate that there is a distinct pattern of vehicles turning to travel across South Grove Avenue between Adams Street (east leg) and Monroe Street. This pattern is most prominent during morning and evening peak hours. Overall, traffic volumes at this intersection are low.

Mid-Block Data

Twenty-four-hour traffic data was also collected along the 500 & 600 blocks of South Grove Avenue, Adams Street, and Monroe Street over a 48-hour period. The data was collected on Wednesday and Thursday, October 19 and 20, 2022.

One component of the traffic data is Average Daily Traffic (ADT), which is the number of vehicles counted over a 24-hour period. This is summarized in **Table 2**. ADT volumes on many Oak Park residential streets range between 800 and 1,200 vehicles per day. Volumes along South Grove Avenue (350-500 vehicles per day) are lower compared to this range, indicating that there is likely not a significant amount of cut-through or non-local traffic along South Grove Avenue. At about 340 and 195 vehicles per day respectively, Adams Street (east of South Grove Avenue) and Monroe Street also carry very low traffic volumes.



Speed data was another component of the mid-block data collection effort. **Exhibit 4** illustrates the ADT and speed data by direction on each block. Raw speed and volume data for each of the three blocks is attached to this report in **Appendix B**. Metrics quantifying various aspects of this data are presented in **Table 2**. The 85th percentile speed is the speed at or below 85 percent of the drivers travel. In other words, 15 percent of the vehicles will be traveling faster than the 85th percentile speed. The 85th percentile speed is an influential indicator of what is safe and reasonable speed since the recommendations for setting speed limits is within 5 mph of the 85th percentile speed. This implies that it is expected that 15 percent of the vehicles will travel over the speed limit if the speed is set within the 5 mph increment below the 85th percentile speed.

Table 2. Speed and Volume Data Summary

Segments	Direction	Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period*					% Above 25 mph	ADT	85 th Percentile Speed (mph)**
		> 5 mph below	0.1 to 5 mph below	0 to 4.9 mph above	5 to 9.9 mph above	> 10 mph above			
500 block of S Grove Avenue	NB	131 (33%)	147 (38%)	83 (21%)	28 (7%)	4 (1%)	29%	196	28
	SB	196 (34%)	235 (41%)	124 (21%)	20 (3%)	7 (1%)	25%	291	27
600 block of S Grove Avenue	NB	78 (33%)	96 (41%)	48 (20%)	7 (3%)	6 (3%)	26%	117	27
	SB	120 (28%)	174 (41%)	110 (26%)	16 (4%)	7 (1%)	31%	213	28
Adams Street (E Leg)	EB	229 (63%)	100 (27%)	31 (9%)	5 (2%)	0 (0%)	11%	182	24
	WB	201 (68%)	56 (19%)	28 (10%)	8 (3%)	3 (1%)	14%	148	24
Monroe Street	EB	119 (89%)	10 (8%)	2 (2%)	2 (2%)	1 (1%)	5%	67	19
	WB	175 (75%)	50 (21%)	7 (3%)	0 (0%)	2 (1%)	4%	117	22

* Data was collected from Wednesday and Thursday, October 19 and October 20, 2022.

** 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

A review of the 500 & 600 blocks of South Grove Avenue speed data shows a higher than 70% compliance rate with the 25-mph speed limit and that more than 90% of the vehicles are traveling less than 5 mph over the speed limit.

Speeds on Adams Street and Monroe Street are even lower. The 85th percentile speeds on these streets are 24 mph and 21 mph respectively with a greater than 85% compliance with the 25-mph speed limit.

A small percentage of drivers blatantly disregard the law and drive faster than ten miles per hour over the speed limit along South Grove Avenue, Adams Street, and Monroe Street.



V. CRASH ANALYSIS

In order to evaluate safety trends on the 500 & 600 block of South Grove Avenue, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from March 2019 through March 2024, a five-year period. This data shows that there were three mid-block collisions along the 500 block of South Grove Avenue and no mid-block collisions along the 600 block of South Grove Avenue during the five-year period. Two of the crashes north of Monroe Street involved southbound vehicles striking parked cars.

Crashes at the adjacent intersections were also assessed. There were no crashes reported at South Grove Avenue/Adams Street (east leg) and South Grove Avenue/Monroe Street. A collision diagram can be found in **Exhibit 5A** and **Exhibit 5B**.

Crash rates describe the number of crashes in a given period as compared to the traffic volume. These are calculated by dividing the total number of crashes at a given roadway section or intersection over a specified time period (typically three to five years) by a measure of exposure, which for this study is the traffic volume. Comparing the current crash rate to the critical crash rate can help determine how an intersection or roadway section is performing from a safety perspective.

The number of reported crashes that occurred over a five-year period at South Grove Avenue and Adams Street (east leg) is zero. The Average Daily Traffic (ADT) entering the intersection of South Grove Avenue/Adams Street as determined by the Village's 1997 area-wide traffic study was 1,455 vehicles. Using this data, the crash rate for the S Grove Avenue/Adams Street intersection is zero accidents per million entering vehicles (Acc/MEV). This crash rate is below the critical crash rate calculated for the south middle section of the Village (from South Boulevard to I-290 Expressway between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (1.029 Acc/MEV).

The number of reported crashes that occurred over a five-year period at South Grove Avenue and Monroe Street is zero. The Average Daily Traffic (ADT) entering the intersection of S Grove Avenue/Monroe Street as determined by the Village's 1997 area-wide traffic study was 1,148 vehicles. Using this data, the crash rate for the South Grove Avenue/Monroe Street intersection is zero accidents per million entering vehicles (Acc/MEV). This crash rate is below the critical crash rate calculated for the south middle section of the Village (from South Boulevard to I-290 Expressway between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (1.029 Acc/MEV).



VI. DISCUSSION AND RECOMMENDATION

The Traffic Calming Toolbox (shown in **Exhibit 6**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. These measures were assessed to determine suitable treatments for the 500 & 600 blocks of South Grove Avenue.

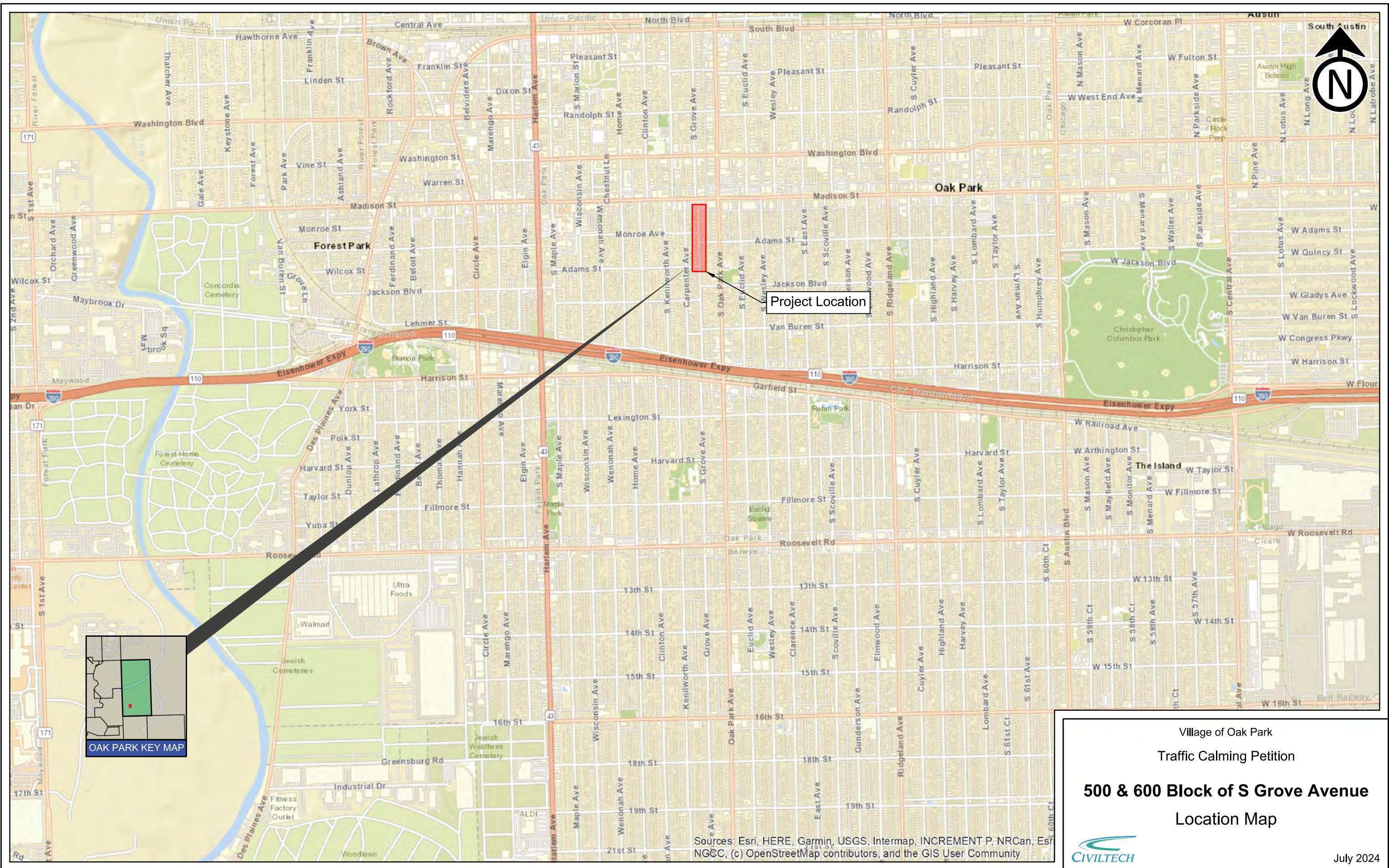
While it is possible that volumes increased during construction on Madison Street and shortly thereafter as drivers adjusted to the change, there are no current indications of abnormally high traffic volumes that would suggest a cut-through traffic issue. Furthermore, the traffic data shows that this block is operating relatively safely. The 85th percentile speed, at 27 mph, is close to the posted speed limit. To keep the speed in check, temporary radar speed feedback signs are recommended for deployment on an interim basis to increase drivers' awareness of their speeds.

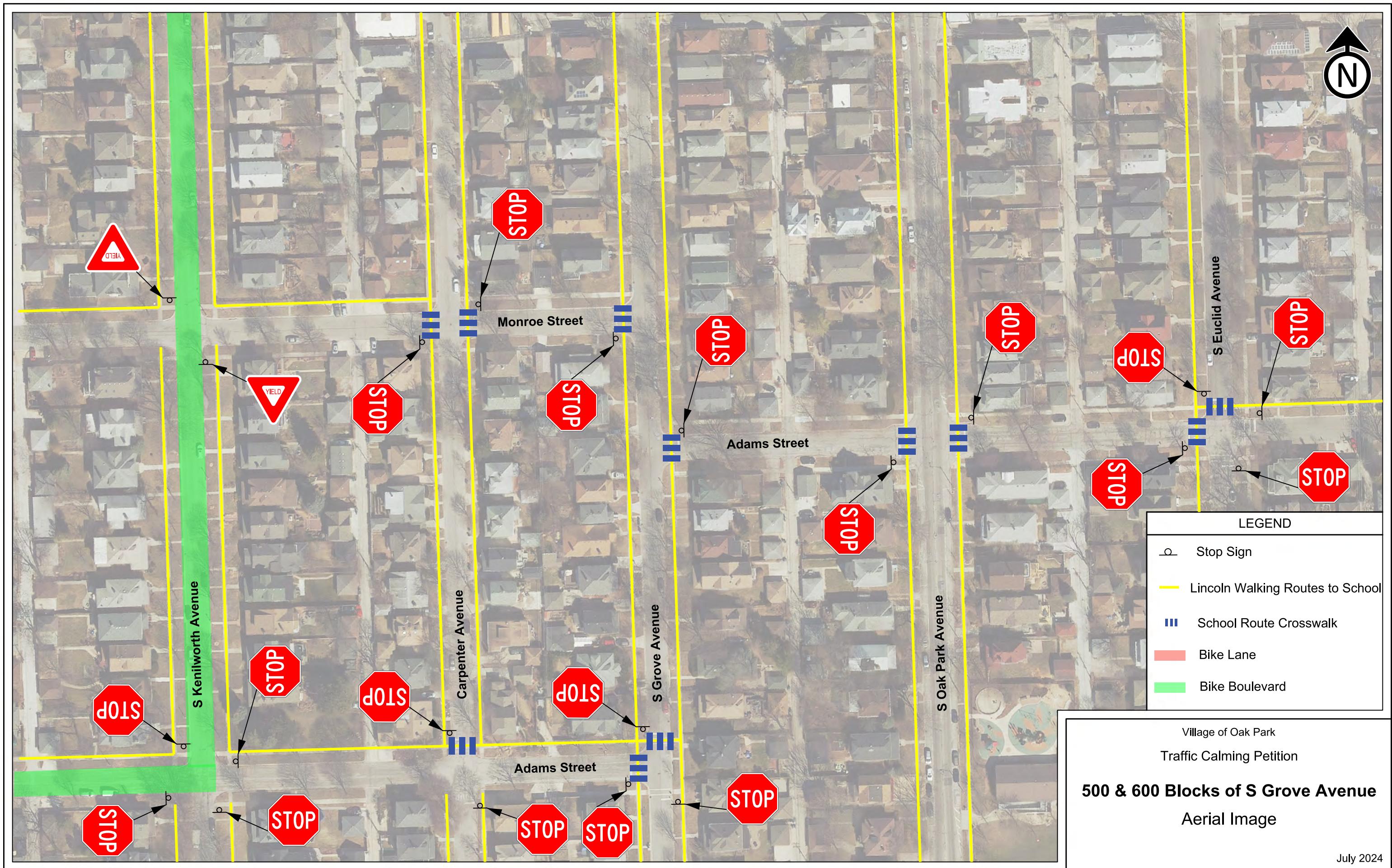
One of the primary concerns of the area residents is the lack of stop compliance. It is likely that much of the non-compliance with the stop signs is due to drivers willfully disregarding the law, not due to lack of stop sign visibility. There are no applicable infrastructure modifications that can address this issue. To address this, it is recommended to increase police enforcement at this intersection.

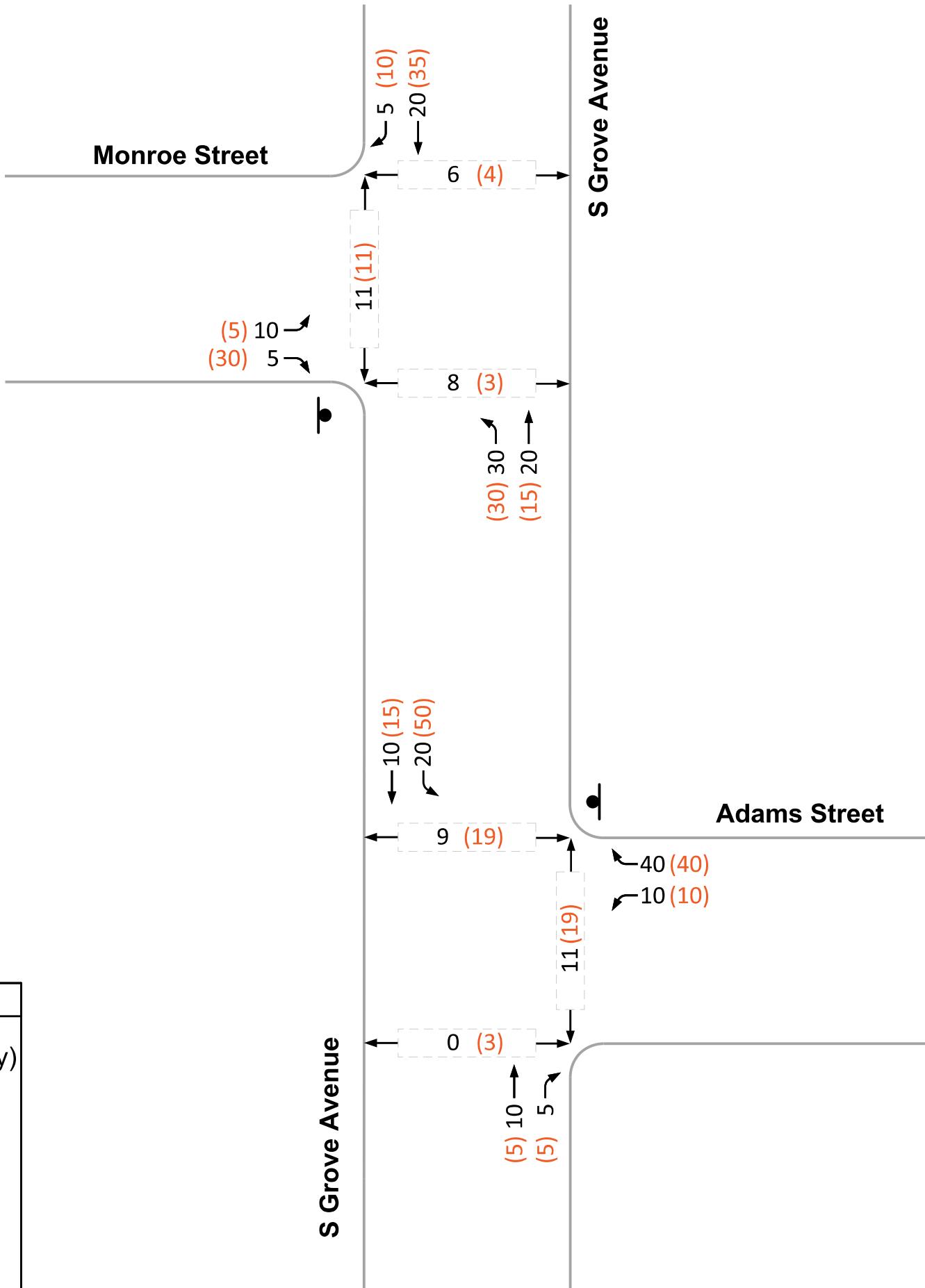
All-way stop control was evaluated but is not recommended at South Grove Avenue and Monroe Street due to the relatively low traffic volumes, lack of reported crashes, and relatively close proximity to the stop signs on South Grove Avenue at the west leg of Adams Street. When a series of stop signs is installed in short succession, drivers may become frustrated and compliance with the stop signs may decrease, resulting in a safety issue.

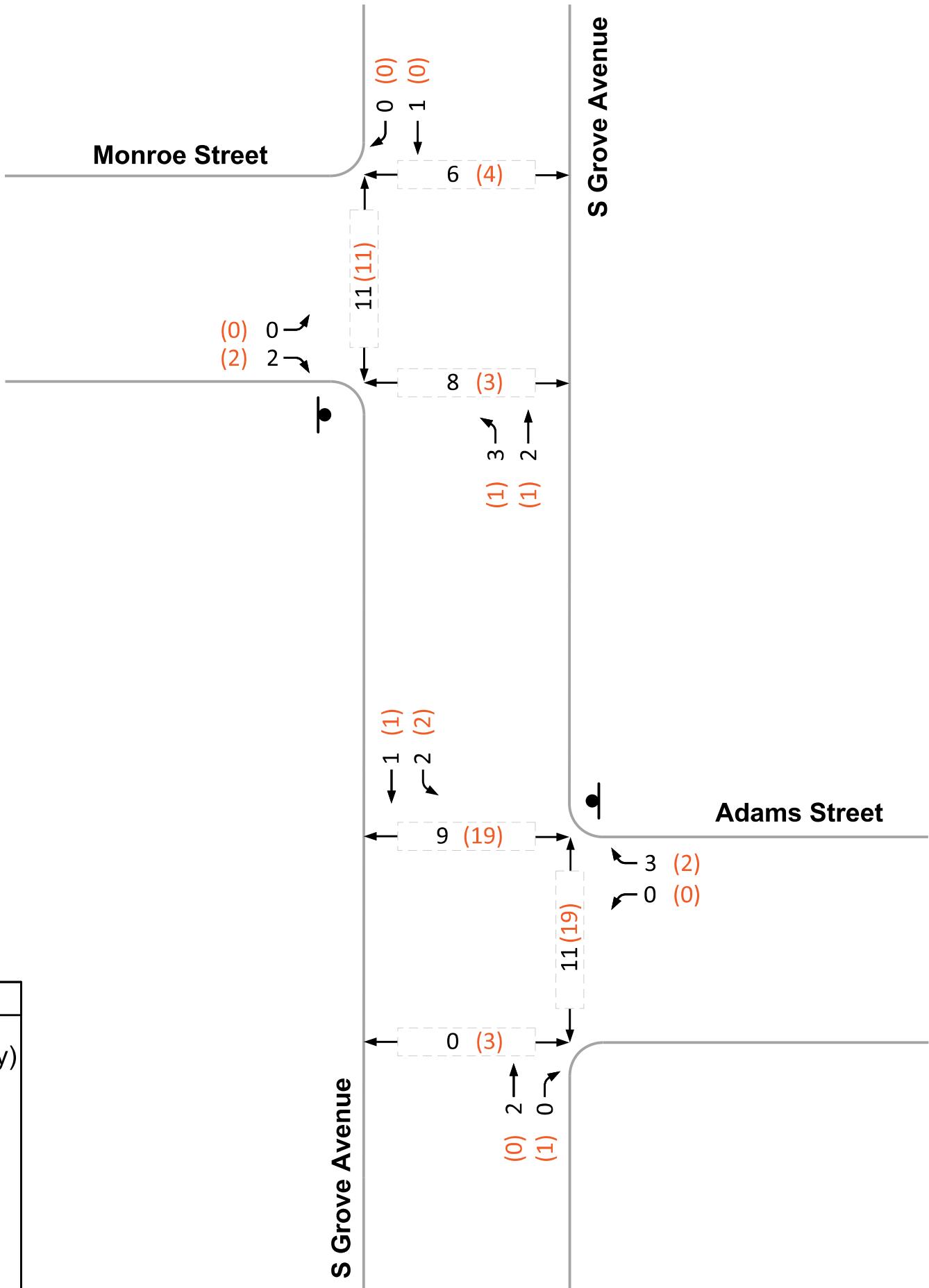
During a field check, it was noted that the existing crosswalk pavement markings have faded and should be reapplied. Additionally, "Cross Traffic Does Not Stop" signs are recommended to be installed beneath the existing stop signs at both intersections. These recommendations are shown in **Exhibit 7**.

Measure	Maximum Number of Points	Traffic Calming Criteria Scoring Detail as approved by the Village Board of Trustees on November 6, 2017	Minimum possible Score	500 & 600 block of S Grove Avenue																																																																
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	5 pts.																																																																
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	0 pts.	8 pts.																																																																
Vehicle Volume	20	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 pts.	0 pts.																																																																
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.	8 pts.																																																																
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	3 pts.	3 pts.																																																																
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="margin-left: 100px;"> <tr><th colspan="2">51% petitions</th><th colspan="2">75% petitions</th></tr> <tr><td>51%</td><td>- 59%</td><td>= 10 points</td><td>75%</td><td>- 78%</td><td>= 10 points</td></tr> <tr><td>60%</td><td>- 68%</td><td>= 11</td><td>79%</td><td>- 82%</td><td>= 11</td></tr> <tr><td>69%</td><td>- 77%</td><td>= 12</td><td>83%</td><td>- 86%</td><td>= 12</td></tr> <tr><td>78%</td><td>- 86%</td><td>= 13</td><td>87%</td><td>- 90%</td><td>= 13</td></tr> <tr><td>87%</td><td>- 95%</td><td>= 14</td><td>91%</td><td>- 94%</td><td>= 14</td></tr> <tr><td>96%</td><td>- 100%</td><td>= 15</td><td>95%</td><td>- 100%</td><td>= 15</td></tr> </table> <table border="1" style="margin-left: 100px;"> <tr><th colspan="2">% of negative replies</th><th>Subtract</th></tr> <tr><td colspan="2">Less than 10 or 16 replies</td><td>= - 0 points</td></tr> <tr><td colspan="2">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td><td> <table border="1" style="margin-left: 10px;"> <tr><td>1%</td><td>- 20%</td><td>= - 1 point</td></tr> <tr><td>21%</td><td>- 40%</td><td>= - 2</td></tr> <tr><td>41%</td><td>- 60%</td><td>= - 3</td></tr> <tr><td>61%</td><td>- 80%</td><td>= - 4</td></tr> <tr><td>81%</td><td>- 100%</td><td>= - 5 points</td></tr> </table> </td></tr> </table>	51% petitions		75% petitions		51%	- 59%	= 10 points	75%	- 78%	= 10 points	60%	- 68%	= 11	79%	- 82%	= 11	69%	- 77%	= 12	83%	- 86%	= 12	78%	- 86%	= 13	87%	- 90%	= 13	87%	- 95%	= 14	91%	- 94%	= 14	96%	- 100%	= 15	95%	- 100%	= 15	% of negative replies		Subtract	Less than 10 or 16 replies		= - 0 points	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative		<table border="1" style="margin-left: 10px;"> <tr><td>1%</td><td>- 20%</td><td>= - 1 point</td></tr> <tr><td>21%</td><td>- 40%</td><td>= - 2</td></tr> <tr><td>41%</td><td>- 60%</td><td>= - 3</td></tr> <tr><td>61%</td><td>- 80%</td><td>= - 4</td></tr> <tr><td>81%</td><td>- 100%</td><td>= - 5 points</td></tr> </table>	1%	- 20%	= - 1 point	21%	- 40%	= - 2	41%	- 60%	= - 3	61%	- 80%	= - 4	81%	- 100%	= - 5 points	10 pts. (5 pts. with minimum petition score + maximum external negative support)	10 pts.
51% petitions		75% petitions																																																																		
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Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.	34 pts.																																																																





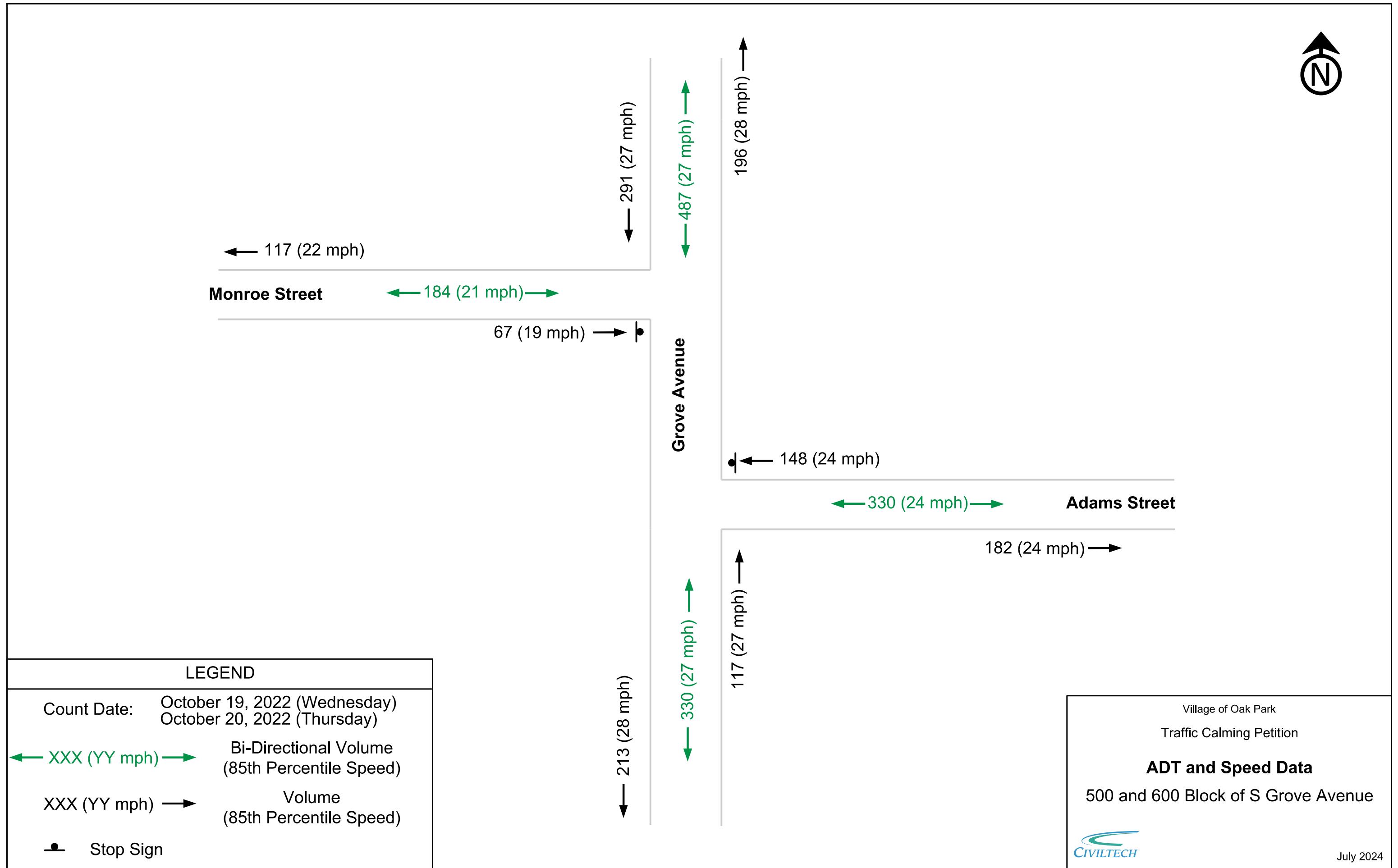


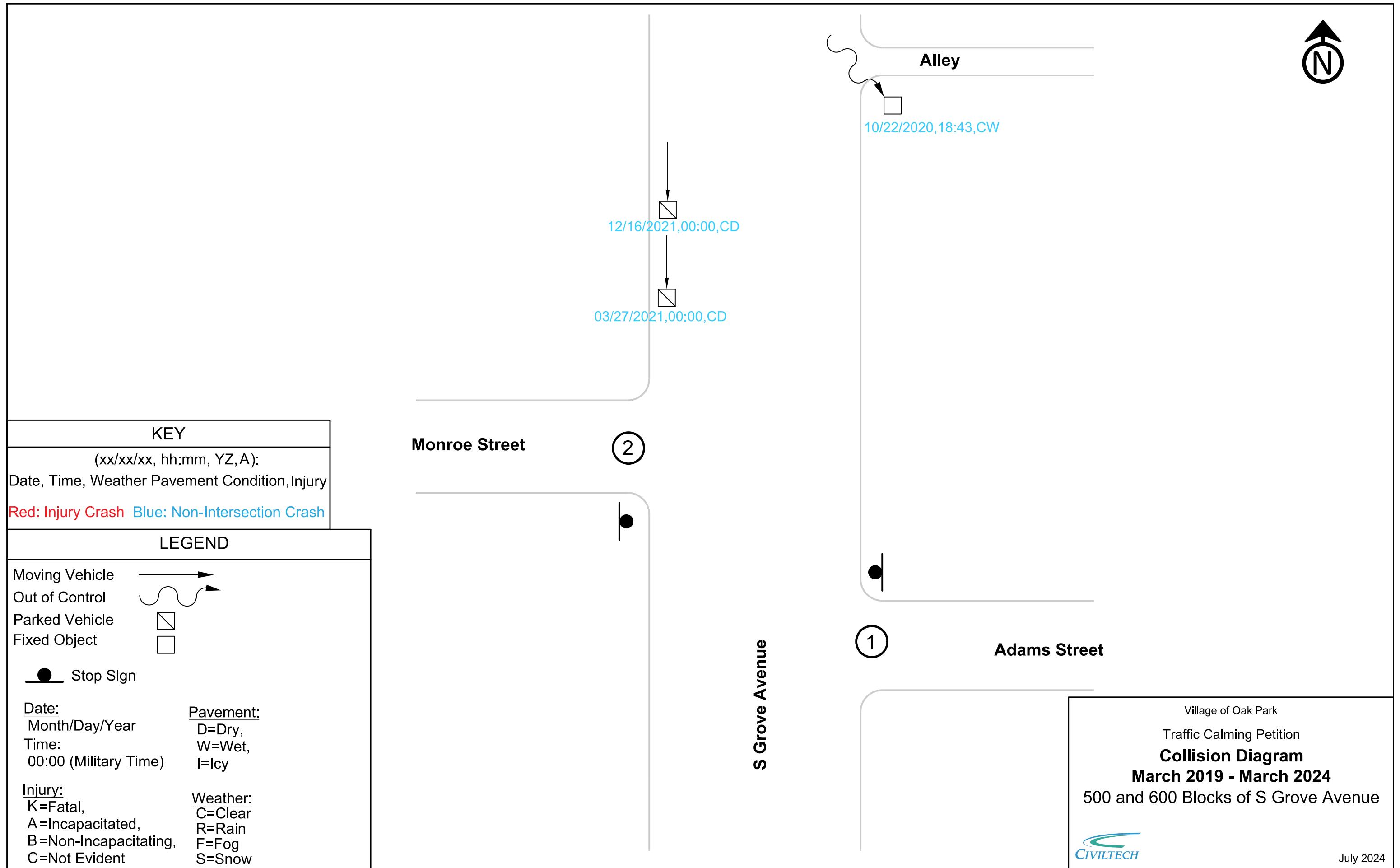


Village of Oak Park
Traffic Calming Petition
2022 Existing Peak Hour Bike Traffic
Bike and Pedestrian Volume
500 and 600 Blocks of S Grove Avenue

July 2024







Intersection Crash Rate Data

Intersection Number	Historical Control Type	1994-1996 # of Crashes*	ADT*	1996 Crash Rate	Current Control Type	Control Type Changed	2019-2024 # of Crashes	2024 Crash Rate**
① Grove/Adams (East Leg)	Uncontrolled	0	1,455	0.0 Acc/MEV	W Stop Controlled	1999	0	0.0 Acc/MEV
② Grove/Monroe	Uncontrolled	0	1,148	0.0 Acc/MEV	E Stop Controlled	1999	0	0.0 Acc/MEV

*Historical Data: January 1994 - December 1996

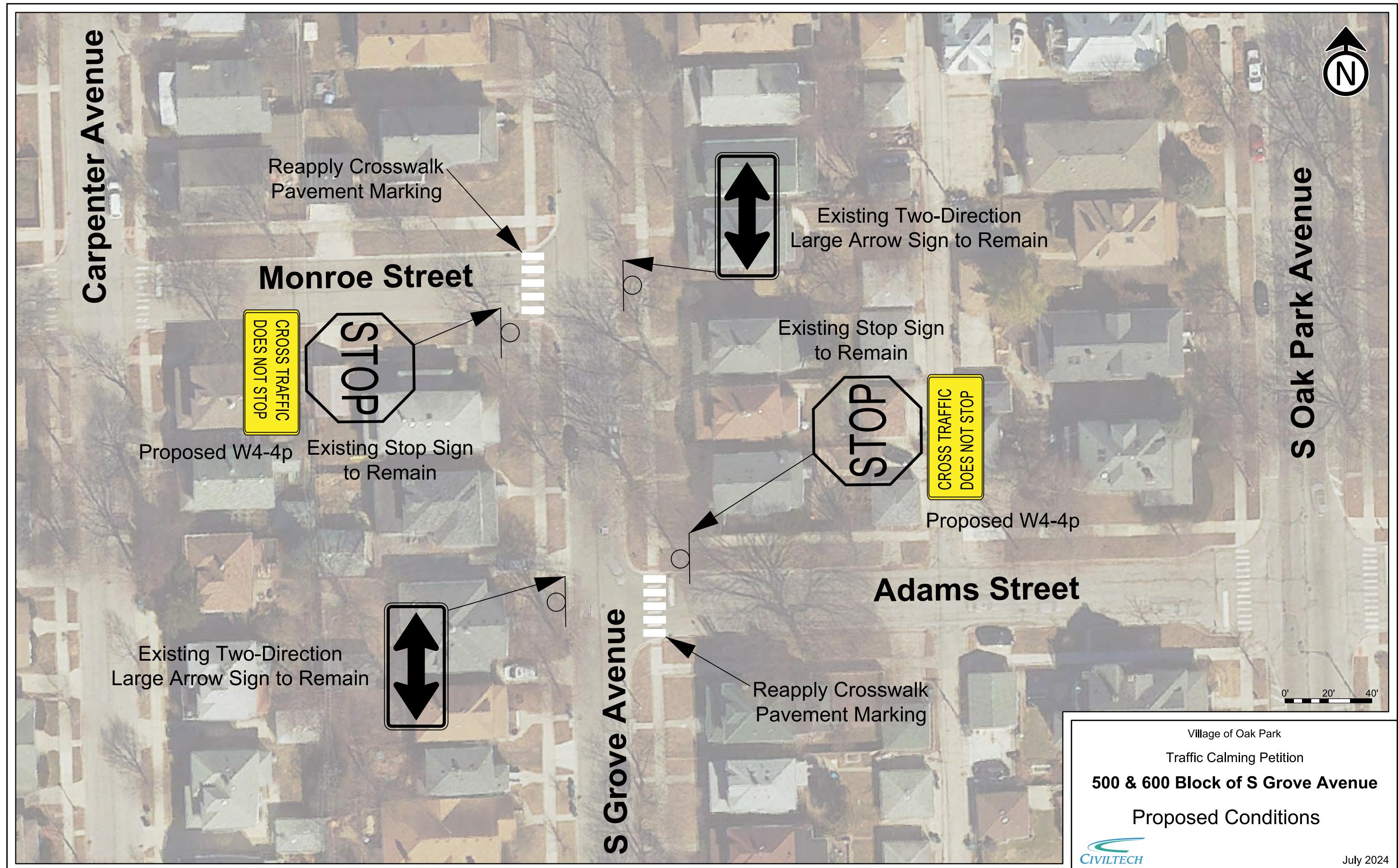
**Critical Crash Rate = 1.029 Acc/MEV

Collision Type	K	A	B	C	PDO	Total	Details	
Right Angle	0	0	0	0	0	0		
Left Turn	0	0	0	0	0	0		
Rear End	0	0	0	0	0	0		
Sideswipe	0	0	0	0	0	0	Dry	2
Ped/Bike	0	0	0	0	0	0	Wet	1
Off Rd. Fixed Obj.	0	0	0	0	1	1	Icy	0
Parked Vehicle	0	0	0	0	2	2	Day	1
Total	0	0	0	0	3	3	Night	2



500 600 Block of S Grove Avenue

Traffic Calming Measures that can be used by the Transportation Commission to address resident generated petitions for traffic calming / controls as approved by the Oak Park Village Board of Trustees on November 6, 2017				
Available Traffic Calming Measures Levels 1 through 4 are sorted from least severe to most severe	Not Bicycle Friendly (NBF)	Who should pay for traffic calming device (SSA = Special Service Area = 100% funded by petitioners)	Remarks	
Level 1 - No Traffic Flow Changes				
Targeted Speed Enforcement		Village		
Speed Radar Trailer		Village		
Speed Feedback Sign		Village		
Centerline / Edgeline Lane Striping		Village		
Optical Speed Bars / Speed Reduction Markings		Village		
Signage		Village		
Speed Limit Signage		Village		
STOP / YIELD Signage		Village	<u>Should not</u> be used for speed control according to federal Manual on Uniform Traffic Control Devices	
Flashing Stop Signs		Village		
Speed Legend		Village		
Speed Limit Pavement Markings		Village		
High Visibility Crosswalks		Village		
Educational Community Involvement		Village		
Level 2 - Some Traffic Flow Changes				
Sign Turn Restrictions/Turn Movement Restrictions		Village		
Angled Parking		Village		
Parking Strategies		Village		
Textured Pavement		SSA	brick paver street for example	
Rumble Strip		Village		
Level 3 - Significant Traffic Flow Changes				
Neckdown / Bulbout	NBF	Village	to be designed and built as bicycle friendly	
Center Island Narrowing / Pedestrian Refuge		Village		
One-Lane and Two-Lane Chokers	NBF	Village	to be designed and built as bicycle friendly	
Rapid Rectangular Flashing Beacons		Village		
Chicane		Village		
Lateral Shift		Village		
Realigned Intersection		Village		
Medians & Partial Medians		Village		
Speed Hump		SSA	only on the 1200 North and 1150 South blocks	
Speed Table		SSA	only on the 1200 North and 1150 South blocks	
Level 4 - Street Closures				
Median Barrier		SSA		
Forced Turn Island		SSA		
One-Way and Two-Way Street Conversion		Village		
One-Way Couplet Conversions		Village		



APPENDIX A

24-hr Traffic Data



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 jwillis@kloainc.com

Count Name: Grove Ave with Adams St
Site Code:
Start Date: 10/19/2022
Page No: 1

Turning Movement Data

Start Time	Adams St Westbound					Grove Ave Northbound					Grove Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	3	1	0	4	0	0	0	0	0	0	4	0	0	4	8
7:15 AM	0	2	9	0	11	0	4	3	0	7	0	4	1	0	5	23
7:30 AM	0	3	2	7	5	0	0	2	0	2	0	6	2	4	8	15
7:45 AM	0	2	10	0	12	0	0	6	0	6	0	10	0	2	10	28
Hourly Total	0	10	22	7	32	0	4	11	0	15	0	24	3	6	27	74
8:00 AM	0	2	14	4	16	0	0	2	0	2	0	5	2	3	7	25
8:15 AM	0	4	3	3	7	0	1	1	0	2	0	3	1	1	4	13
8:30 AM	0	3	8	9	11	0	3	1	3	4	0	9	1	3	10	25
8:45 AM	0	2	15	2	17	0	5	5	0	10	0	3	5	1	8	35
Hourly Total	0	11	40	18	51	0	9	9	3	18	0	20	9	8	29	98
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	0	3	1	0	0	0	0	0	0	3	3	3	6	7
2:15 PM	0	6	2	2	8	0	2	0	0	2	0	4	3	2	7	17
2:30 PM	0	2	4	1	6	0	1	1	0	2	0	5	2	1	7	15
2:45 PM	0	7	7	6	14	0	1	1	0	2	0	6	0	0	6	22
Hourly Total	0	16	13	12	29	0	4	2	0	6	0	18	8	6	26	61
3:00 PM	0	2	5	3	7	0	2	2	0	4	0	2	4	1	6	17
3:15 PM	0	12	9	3	21	0	0	1	0	1	0	4	1	3	5	27
3:30 PM	0	2	3	3	5	0	1	2	1	3	0	12	5	6	17	25
3:45 PM	0	1	5	4	6	0	1	0	0	1	0	7	2	0	9	16
Hourly Total	0	17	22	13	39	0	4	5	1	9	0	25	12	10	37	85
4:00 PM	0	4	4	6	8	0	2	6	2	8	0	15	3	5	18	34
4:15 PM	0	4	15	3	19	0	1	0	0	1	0	6	2	1	8	28
4:30 PM	0	1	13	3	14	0	2	0	1	2	0	10	3	2	13	29
4:45 PM	0	2	10	4	12	0	0	4	0	4	0	9	0	7	9	25
Hourly Total	0	11	42	16	53	0	5	10	3	15	0	40	8	15	48	116
5:00 PM	0	2	11	7	13	0	1	1	1	2	0	8	1	4	9	24
5:15 PM	0	3	5	5	8	0	3	1	1	4	0	10	2	5	12	24
5:30 PM	0	8	13	1	21	0	1	2	0	3	0	18	8	2	26	50
5:45 PM	0	1	11	6	12	0	0	2	0	2	0	14	7	0	21	35
Hourly Total	0	14	40	19	54	0	5	6	2	11	0	50	18	11	68	133
Grand Total	0	79	179	85	258	0	31	43	9	74	0	177	58	56	235	567
Approach %	0.0	30.6	69.4	-	-	0.0	41.9	58.1	-	-	0.0	75.3	24.7	-	-	-
Total %	0.0	13.9	31.6	-	45.5	0.0	5.5	7.6	-	13.1	0.0	31.2	10.2	-	41.4	-
Lights	0	65	165	-	230	0	26	35	-	61	0	164	49	-	213	504
% Lights	-	82.3	92.2	-	89.1	-	83.9	81.4	-	82.4	-	92.7	84.5	-	90.6	88.9

Buses	0	1	0	-	1	0	0	3	-	3	0	1	1	-	2	6
% Buses	-	1.3	0.0	-	0.4	-	0.0	7.0	-	4.1	-	0.6	1.7	-	0.9	1.1
Single-Unit Trucks	0	1	0	-	1	0	2	0	-	2	0	1	2	-	3	6
% Single-Unit Trucks	-	1.3	0.0	-	0.4	-	6.5	0.0	-	2.7	-	0.6	3.4	-	1.3	1.1
Articulated Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.6	-	0.4	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	12	13	-	25	0	3	5	-	8	0	11	6	-	17	50
% Bicycles on Road	-	15.2	7.3	-	9.7	-	9.7	11.6	-	10.8	-	6.2	10.3	-	7.2	8.8
Pedestrians	-	-	-	-	85	-	-	-	-	9	-	-	-	-	56	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-



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Count Name: Grove Ave with Adams St
Site Code:
Start Date: 10/19/2022
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Adams St Westbound					Grove Ave Northbound					Grove Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
8:00 AM	0	2	14	4	16	0	0	2	0	2	0	5	2	3	7	25
8:15 AM	0	4	3	3	7	0	1	1	0	2	0	3	1	1	4	13
8:30 AM	0	3	8	9	11	0	3	1	3	4	0	9	1	3	10	25
8:45 AM	0	2	15	2	17	0	5	5	0	10	0	3	5	1	8	35
Total	0	11	40	18	51	0	9	9	3	18	0	20	9	8	29	98
Approach %	0.0	21.6	78.4	-	-	0.0	50.0	50.0	-	-	0.0	69.0	31.0	-	-	-
Total %	0.0	11.2	40.8	-	52.0	0.0	9.2	9.2	-	18.4	0.0	20.4	9.2	-	29.6	-
PHF	0.000	0.688	0.667	-	0.750	0.000	0.450	0.450	-	0.450	0.000	0.556	0.450	-	0.725	0.700
Lights	0	9	37	-	46	0	9	6	-	15	0	17	9	-	26	87
% Lights	-	81.8	92.5	-	90.2	-	100.0	66.7	-	83.3	-	85.0	100.0	-	89.7	88.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Single-Unit Trucks	-	9.1	0.0	-	2.0	-	0.0	0.0	-	0.0	-	5.0	0.0	-	3.4	2.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	3	-	4	0	0	3	-	3	0	2	0	-	2	9
% Bicycles on Road	-	9.1	7.5	-	7.8	-	0.0	33.3	-	16.7	-	10.0	0.0	-	6.9	9.2
Pedestrians	-	-	-	18	-	-	-	-	3	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Grove Ave with Adams St
Site Code:
Start Date: 10/19/2022
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Adams St Westbound					Grove Ave Northbound					Grove Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
5:00 PM	0	2	11	7	13	0	1	1	1	2	0	8	1	4	9	24
5:15 PM	0	3	5	5	8	0	3	1	1	4	0	10	2	5	12	24
5:30 PM	0	8	13	1	21	0	1	2	0	3	0	18	8	2	26	50
5:45 PM	0	1	11	6	12	0	0	2	0	2	0	14	7	0	21	35
Total	0	14	40	19	54	0	5	6	2	11	0	50	18	11	68	133
Approach %	0.0	25.9	74.1	-	-	0.0	45.5	54.5	-	-	0.0	73.5	26.5	-	-	-
Total %	0.0	10.5	30.1	-	40.6	0.0	3.8	4.5	-	8.3	0.0	37.6	13.5	-	51.1	-
PHF	0.000	0.438	0.769	-	0.643	0.000	0.417	0.750	-	0.688	0.000	0.694	0.563	-	0.654	0.665
Lights	0	11	38	-	49	0	5	6	-	11	0	48	16	-	64	124
% Lights	-	78.6	95.0	-	90.7	-	100.0	100.0	-	100.0	-	96.0	88.9	-	94.1	93.2
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	3	2	-	5	0	0	0	-	0	0	2	2	-	4	9
% Bicycles on Road	-	21.4	5.0	-	9.3	-	0.0	0.0	-	0.0	-	4.0	11.1	-	5.9	6.8
Pedestrians	-	-	-	19	-	-	-	-	2	-	-	-	-	11	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 jwillis@kloainc.com

Count Name: Grove Ave with Monroe St
Site Code:
Start Date: 10/19/2022
Page No: 1

Turning Movement Data

Start Time	Monroe St Eastbound					Grove Ave Northbound					Grove Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	0	3	0	3	0	1	0	0	1	0	2	0	0	2	6
7:15 AM	0	1	3	1	4	0	8	5	1	13	0	1	0	0	1	18
7:30 AM	0	0	6	5	6	0	2	0	6	2	0	3	1	4	4	12
7:45 AM	0	1	6	0	7	0	8	3	0	11	0	4	0	1	4	22
Hourly Total	0	2	18	6	20	0	19	8	7	27	0	10	1	5	11	58
8:00 AM	0	0	1	5	1	0	9	5	1	14	0	6	1	1	7	22
8:15 AM	0	2	3	2	5	0	3	2	1	5	0	1	1	1	2	12
8:30 AM	0	5	4	3	9	0	6	7	0	13	0	5	0	9	5	27
8:45 AM	0	3	1	1	4	0	12	8	1	20	0	7	2	1	9	33
Hourly Total	0	10	9	11	19	0	30	22	3	52	0	19	4	12	23	94
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	2	4	3	0	0	0	4	0	0	4	0	1	4	7
2:15 PM	0	1	3	0	4	0	2	2	0	4	0	6	1	0	7	15
2:30 PM	0	2	4	0	6	0	3	3	4	6	0	5	3	2	8	20
2:45 PM	0	0	2	2	2	0	5	2	2	7	0	4	1	2	5	14
Hourly Total	0	4	11	6	15	0	10	7	10	17	0	19	5	5	24	56
3:00 PM	0	1	3	0	4	0	3	4	0	7	0	4	0	0	4	15
3:15 PM	0	1	3	3	4	0	9	0	1	9	0	4	1	0	5	18
3:30 PM	0	0	8	4	8	0	3	2	0	5	0	9	3	0	12	25
3:45 PM	0	2	7	4	9	0	3	2	3	5	0	1	4	2	5	19
Hourly Total	0	4	21	11	25	0	18	8	4	26	0	18	8	2	26	77
4:00 PM	0	0	10	5	10	0	5	3	1	8	0	8	2	1	10	28
4:15 PM	0	3	6	2	9	0	8	6	0	14	0	4	4	0	8	31
4:30 PM	0	0	4	5	4	0	7	7	1	14	0	6	1	0	7	25
4:45 PM	0	2	6	2	8	0	6	5	0	11	0	2	4	1	6	25
Hourly Total	0	5	26	14	31	0	26	21	2	47	0	20	11	2	31	109
5:00 PM	0	1	7	3	8	0	11	1	0	12	1	2	1	3	4	24
5:15 PM	0	3	9	1	12	0	3	4	2	7	0	6	3	0	9	28
5:30 PM	0	0	10	1	10	0	12	3	0	15	0	14	3	0	17	42
5:45 PM	0	1	8	2	9	0	4	6	0	10	0	13	5	4	18	37
Hourly Total	0	5	34	7	39	0	30	14	2	44	1	35	12	7	48	131
Grand Total	0	30	119	55	149	0	133	80	28	213	1	121	41	33	163	525
Approach %	0.0	20.1	79.9	-	-	0.0	62.4	37.6	-	-	0.6	74.2	25.2	-	-	-
Total %	0.0	5.7	22.7	-	28.4	0.0	25.3	15.2	-	40.6	0.2	23.0	7.8	-	31.0	-
Lights	0	26	100	-	126	0	123	69	-	192	1	114	35	-	150	468
% Lights	-	86.7	84.0	-	84.6	-	92.5	86.3	-	90.1	100.0	94.2	85.4	-	92.0	89.1

Buses	0	1	1	-	2	0	0	0	-	0	0	1	1	-	2	4
% Buses	-	3.3	0.8	-	1.3	-	0.0	0.0	-	0.0	0.0	0.8	2.4	-	1.2	0.8
Single-Unit Trucks	0	0	2	-	2	0	0	3	-	3	0	1	0	-	1	6
% Single-Unit Trucks	-	0.0	1.7	-	1.3	-	0.0	3.8	-	1.4	0.0	0.8	0.0	-	0.6	1.1
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	1.3	-	0.5	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	3	16	-	19	0	10	7	-	17	0	5	5	-	10	46
% Bicycles on Road	-	10.0	13.4	-	12.8	-	7.5	8.8	-	8.0	0.0	4.1	12.2	-	6.1	8.8
Pedestrians	-	-	-	55	-	-	-	-	28	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-	-



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Count Name: Grove Ave with Monroe St
Site Code:
Start Date: 10/19/2022
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Monroe St Eastbound					Grove Ave Northbound					Grove Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
8:00 AM	0	0	1	5	1	0	9	5	1	14	0	6	1	1	7	22
8:15 AM	0	2	3	2	5	0	3	2	1	5	0	1	1	1	2	12
8:30 AM	0	5	4	3	9	0	6	7	0	13	0	5	0	9	5	27
8:45 AM	0	3	1	1	4	0	12	8	1	20	0	7	2	1	9	33
Total	0	10	9	11	19	0	30	22	3	52	0	19	4	12	23	94
Approach %	0.0	52.6	47.4	-	-	0.0	57.7	42.3	-	-	0.0	82.6	17.4	-	-	-
Total %	0.0	10.6	9.6	-	20.2	0.0	31.9	23.4	-	55.3	0.0	20.2	4.3	-	24.5	-
PHF	0.000	0.500	0.563	-	0.528	0.000	0.625	0.688	-	0.650	0.000	0.679	0.500	-	0.639	0.712
Lights	0	7	6	-	13	0	27	20	-	47	0	19	4	-	23	83
% Lights	-	70.0	66.7	-	68.4	-	90.0	90.9	-	90.4	-	100.0	100.0	-	100.0	88.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	11.1	-	5.3	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	1.1
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	3	2	-	5	0	3	2	-	5	0	0	0	-	0	10
% Bicycles on Road	-	30.0	22.2	-	26.3	-	10.0	9.1	-	9.6	-	0.0	0.0	-	0.0	10.6
Pedestrians	-	-	-	11	-	-	-	-	3	-	-	-	-	12	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Grove Ave with Monroe St
Site Code:
Start Date: 10/19/2022
Page No: 4

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Monroe St Eastbound					Grove Ave Northbound					Grove Ave Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
5:00 PM	0	1	7	3	8	0	11	1	0	12	1	2	1	3	4	24
5:15 PM	0	3	9	1	12	0	3	4	2	7	0	6	3	0	9	28
5:30 PM	0	0	10	1	10	0	12	3	0	15	0	14	3	0	17	42
5:45 PM	0	1	8	2	9	0	4	6	0	10	0	13	5	4	18	37
Total	0	5	34	7	39	0	30	14	2	44	1	35	12	7	48	131
Approach %	0.0	12.8	87.2	-	-	0.0	68.2	31.8	-	-	2.1	72.9	25.0	-	-	-
Total %	0.0	3.8	26.0	-	29.8	0.0	22.9	10.7	-	33.6	0.8	26.7	9.2	-	36.6	-
PHF	0.000	0.417	0.850	-	0.813	0.000	0.625	0.583	-	0.733	0.250	0.625	0.600	-	0.667	0.780
Lights	0	5	31	-	36	0	28	14	-	42	1	34	11	-	46	124
% Lights	-	100.0	91.2	-	92.3	-	93.3	100.0	-	95.5	100.0	97.1	91.7	-	95.8	94.7
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	3	-	3	0	2	0	-	2	0	1	1	-	2	7
% Bicycles on Road	-	0.0	8.8	-	7.7	-	6.7	0.0	-	4.5	0.0	2.9	8.3	-	4.2	5.3
Pedestrians	-	-	-	7	-	-	-	-	2	-	-	-	-	7	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

APPENDIX B

Speed Data

Type of report: Tube Count - Speed Data

LOCATION: S Grove Ave North of Monroe St

QC JOB #: 15950716

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Oak Park, IL

DATE: Oct 19 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	21-30	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6	16-25	5
06:00 AM	1	2	1	0	0	0	0	1	0	0	0	0	0	0	5	16-25	3
07:00 AM	2	3	7	6	2	0	0	0	0	0	0	0	0	0	20	21-30	13
08:00 AM	2	11	17	13	1	1	0	0	0	0	0	0	0	0	45	21-30	30
09:00 AM	2	2	15	6	0	0	1	0	0	0	0	0	0	0	26	21-30	21
10:00 AM	1	12	5	11	1	0	0	0	0	0	0	0	0	0	30	16-25	17
11:00 AM	1	5	2	3	2	0	0	0	0	0	0	0	0	0	13	16-25	7
12:00 PM	0	4	4	2	0	0	0	0	0	0	0	0	0	0	10	16-25	8
01:00 PM	1	9	5	3	3	0	0	0	0	0	0	0	0	0	21	16-25	14
02:00 PM	2	10	18	2	0	0	0	0	0	0	0	0	0	0	32	16-25	28
03:00 PM	3	8	8	6	2	1	0	0	0	0	0	0	0	0	28	16-25	16
04:00 PM	2	10	18	12	2	0	0	1	0	0	0	0	0	0	45	21-30	30
05:00 PM	3	19	21	12	2	1	0	0	0	0	0	0	0	0	58	16-25	40
06:00 PM	2	10	21	14	3	0	0	0	0	0	0	0	0	0	50	21-30	35
07:00 PM	1	10	12	8	0	0	0	0	0	0	0	0	0	0	31	16-25	22
08:00 PM	1	8	9	4	1	0	0	0	0	0	0	0	0	0	23	16-25	17
09:00 PM	1	3	4	2	1	0	0	0	0	0	0	0	0	0	11	16-25	7
10:00 PM	0	2	2	1	0	1	0	0	0	0	0	0	0	0	6	16-25	4
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	27	130	172	106	20	4	1	2	0	0	0	0	0	0	462	16-25	302
Percent	5.8%	28.1%	37.2%	22.9%	4.3%	0.9%	0.2%	0.4%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	7:00 AM	10:00 AM	8:00 AM	8:00 AM	7:00 AM	8:00 AM	9:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM			
	2	12	17	13	2	1	1	1	0	0	0	0	0	45			
PM Peak Volume	3:00 PM	5:00 PM	5:00 PM	6:00 PM	1:00 PM	3:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM			
	3	19	21	14	3	1	0	1	0	0	0	0	0	58			

Comments:

Report generated on 11/7/2022 11:28 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: S Grove Ave North of Monroe St

QC JOB #: 15950716

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Oak Park, IL

DATE: Oct 20 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	5	21-30	5
06:00 AM	0	2	3	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
07:00 AM	1	3	13	6	4	0	0	0	0	0	0	0	0	0	27	21-30	19
08:00 AM	1	8	10	7	4	0	0	0	0	0	0	0	0	0	30	16-25	18
09:00 AM	0	5	12	3	0	0	0	0	0	0	0	0	0	0	20	16-25	17
10:00 AM	2	5	9	8	1	0	0	0	0	0	0	0	0	0	25	21-30	17
11:00 AM	1	7	9	5	1	0	0	0	0	0	0	0	0	0	23	16-25	16
12:00 PM	1	11	13	3	1	0	0	0	0	0	0	0	0	0	29	16-25	24
01:00 PM	2	5	5	2	2	0	0	0	0	0	0	0	0	0	16	16-25	10
02:00 PM	2	8	12	8	2	2	0	0	0	0	0	0	0	0	34	18-27	20
03:00 PM	7	10	19	12	1	1	0	0	0	0	0	0	0	0	50	21-30	31
04:00 PM	3	14	22	7	4	0	0	0	0	0	0	0	0	0	50	16-25	36
05:00 PM	8	19	25	17	2	0	0	0	0	0	0	0	0	0	71	16-25	44
06:00 PM	3	16	21	8	0	1	0	0	0	0	0	0	0	0	49	16-25	37
07:00 PM	2	12	17	3	3	0	0	0	0	0	0	0	0	0	37	16-25	29
08:00 PM	1	4	3	1	1	0	0	0	0	0	0	0	0	0	10	16-25	7
09:00 PM	0	5	5	5	2	0	0	0	0	0	0	0	0	0	17	16-25	10
10:00 PM	0	2	8	2	0	0	0	0	0	0	0	0	0	0	12	20-29	10
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
Day Total	34	136	210	101	28	4	0	0	0	0	0	0	0	0	513	16-25	346
Percent	6.6%	26.5%	40.9%	19.7%	5.5%	0.8%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	10:00 AM	8:00 AM	7:00 AM	10:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	2	8	13	8	4	0	0	0	0	0	0	0	0	0	30		
PM Peak Volume	5:00 PM	5:00 PM	5:00 PM	5:00 PM	4:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM		
	8	19	25	17	4	2	0	0	0	0	0	0	0	0	71		

Comments:

Report generated on 11/7/2022 11:28 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: S Grove Ave North of Monroe St SPECIFIC LOCATION: CITY/STATE: Oak Park, IL																QC JOB #: 15950716	
																DIRECTION: NB, SB	
																DATE: Oct 19 2022 - Oct 20 2022	
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	61	266	382	207	48	8	1	2	0	0	0	0	0	0	975	16-25	648
Percent	6.3%	27.3%	39.2%	21.2%	4.9%	0.8%	0.1%	0.2%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	6.3%	33.5%	72.7%	93.9%	98.9%	99.7%	99.8%	100%	100%	100%	100%	100%	100%	100%			
ADT 487															85th Percentile: 27 MPH Mean Speed(Average): 22 MPH Median: 22 MPH Mode: 23 MPH		

Comments:

Report generated on 11/7/2022 11:28 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)


Type of report: Tube Count - Speed Data

LOCATION: Monroe St West of S Grove Ave

QC JOB #: 15950732

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Oak Park, IL

DATE: Oct 19 2022

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
07:00 AM	2	13	5	2	0	0	0	0	0	0	0	0	0	0	22	16-25	18
08:00 AM	1	10	3	0	0	0	0	0	0	0	0	0	0	0	14	16-25	13
09:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	16-25	7
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	6
11:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
12:00 PM	0	2	1	0	1	0	0	0	1	0	0	0	0	0	5	16-25	3
01:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	2
02:00 PM	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8	11-20	7
03:00 PM	2	11	2	0	0	0	0	0	0	0	0	0	0	0	15	16-25	13
04:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15	16-25	15
05:00 PM	0	19	1	2	0	0	0	0	0	0	0	0	0	0	22	16-25	20
06:00 PM	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10	16-25	9
07:00 PM	0	8	1	2	0	0	0	0	0	0	0	0	0	0	11	16-25	9
08:00 PM	1	6	1	0	0	1	0	0	0	0	0	0	0	0	9	16-25	7
09:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
Day Total	9	118	22	6	1	1	0	0	1	0	0	0	0	0	158	16-25	140
Percent	5.7%	74.7%	13.9%	3.8%	0.6%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%			
AM Peak Volume	7:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	7:00 AM											
	2	13	5	2	0	0	0	0	0	0	0	0	0	0			
PM Peak Volume	2:00 PM	5:00 PM	3:00 PM	5:00 PM	12:00 PM	8:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM			
	2	19	2	2	1	1	0	0	1	0	0	0	0	0			

Comments:

Report generated on 10/27/2022 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Monroe St West of S Grove Ave

QC JOB #: 15950732

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Oak Park, IL

DATE: Oct 20 2022

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1-10	1
06:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
07:00 AM	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14	16-25	14
08:00 AM	0	21	5	1	0	0	0	0	0	0	0	0	0	0	27	16-25	26
09:00 AM	3	7	4	0	1	0	0	0	0	0	0	0	0	0	15	16-25	11
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
11:00 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	0	11	16-25	10
12:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11	11-20	11
01:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	11-20	7
02:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
03:00 PM	2	16	7	0	0	0	0	0	0	0	0	0	0	0	25	16-25	23
04:00 PM	1	17	4	0	0	0	0	0	0	0	0	0	0	0	22	16-25	21
05:00 PM	1	19	2	1	0	0	0	0	0	0	0	0	0	0	23	16-25	21
06:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17	16-25	17
07:00 PM	0	9	2	1	0	0	0	0	0	0	0	0	0	0	12	16-25	11
08:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
09:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
Day Total	9	158	38	3	1	1	0	0	0	0	0	0	0	0	210	16-25	196
Percent	4.3%	75.2%	18.1%	1.4%	0.5%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	9:00 AM	8:00 AM	7:00 AM	8:00 AM	9:00 AM	11:00 AM	12:00 AM	8:00 AM									
	3	21	5	1	1	1	0	0	0	0	0	0	0	0	27		
PM Peak Volume	3:00 PM	5:00 PM	3:00 PM	5:00 PM	12:00 PM	3:00 PM											
	2	19	7	1	0	0	0	0	0	0	0	0	0	0	25		

Comments:

Report generated on 10/27/2022 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Monroe St West of S Grove Ave SPECIFIC LOCATION: CITY/STATE: Oak Park, IL															QC JOB #: 15950732 DIRECTION: EB, WB DATE: Oct 19 2022 - Oct 20 2022		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	18	276	60	9	2	2	0	0	1	0	0	0	0	0	368	16-25	336
Percent	4.9%	75%	16.3%	2.4%	0.5%	0.5%	0%	0%	0.3%	0%	0%	0%	0%	0%			
Cumulative Percent	4.9%	79.9%	96.2%	98.6%	99.2%	99.7%	99.7%	99.7%	100%	100%	100%	100%	100%	100%			
ADT 184															85th Percentile: 21 MPH Mean Speed(Average): 17 MPH Median: 17 MPH Mode: 18 MPH		
<i>Comments:</i>																	

Report generated on 10/27/2022 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

QC JOB #: 15950733

DIRECTION: NB, SB

DATE: Oct 19 2022

LOCATION: S Grove Ave South of Adams St

SPECIFIC LOCATION:

CITY/STATE: Oak Park, IL

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
06:00 AM	0	2	2	2	0	0	0	0	0	0	0	0	0	0	6	16-25	4
07:00 AM	2	0	13	15	1	3	0	0	0	0	0	0	0	0	34	21-30	28
08:00 AM	1	7	11	4	2	0	0	0	0	0	0	0	0	0	25	16-25	18
09:00 AM	0	3	7	4	0	0	0	0	0	0	0	0	0	0	14	21-30	11
10:00 AM	2	2	5	1	0	0	0	0	0	0	0	0	0	0	10	16-25	7
11:00 AM	3	3	8	1	0	1	0	0	0	0	0	0	0	0	16	16-25	11
12:00 PM	2	3	6	4	0	1	0	0	0	0	0	0	0	0	16	21-30	10
01:00 PM	1	2	4	2	1	0	0	0	0	0	0	0	0	0	10	21-30	6
02:00 PM	2	5	6	6	0	0	0	0	0	0	0	0	0	0	19	21-30	12
03:00 PM	7	7	10	6	0	1	0	0	0	0	0	0	0	0	31	16-25	17
04:00 PM	2	10	11	9	1	0	0	1	0	0	0	0	0	0	34	16-25	21
05:00 PM	6	8	5	7	0	0	0	0	0	0	0	0	0	0	26	16-25	13
06:00 PM	1	5	13	9	1	0	0	0	0	0	0	0	0	0	29	21-30	22
07:00 PM	1	2	14	5	0	0	0	0	0	0	0	0	0	0	22	21-30	19
08:00 PM	2	4	10	2	0	0	0	0	0	0	0	0	0	0	18	16-25	14
09:00 PM	1	0	4	2	0	0	0	0	0	0	0	0	0	0	7	21-30	6
10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
Day Total	33	64	132	79	6	6	0	1	0	0	0	0	0	0	321	21-30	211
Percent	10.3%	19.9%	41.1%	24.6%	1.9%	1.9%	0%	0.3%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	11:00 AM 3	8:00 AM 7	7:00 AM 13	7:00 AM 15	8:00 AM 2	7:00 AM 3	12:00 AM 0	7:00 AM 34									
PM Peak Volume	3:00 PM 7	4:00 PM 10	7:00 PM 14	4:00 PM 9	1:00 PM 1	12:00 PM 1	12:00 PM 0	4:00 PM 1	12:00 PM 0	4:00 PM 34							

Comments:

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: S Grove Ave South of Adams St

QC JOB #: 15950733

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Oak Park, IL

DATE: Oct 20 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	11-20	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
06:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
07:00 AM	0	8	12	2	1	1	0	0	0	0	0	0	0	0	24	16-25	20
08:00 AM	2	5	15	7	2	0	0	0	0	0	0	0	0	0	31	21-30	22
09:00 AM	1	3	12	7	2	0	1	0	0	0	0	0	0	0	26	21-30	19
10:00 AM	1	4	6	4	2	0	0	0	0	0	0	0	0	0	17	18-27	10
11:00 AM	1	2	6	4	0	0	0	0	0	0	0	0	0	0	13	21-30	10
12:00 PM	0	2	2	4	1	0	0	0	0	0	0	0	0	0	9	21-30	6
01:00 PM	0	3	5	3	0	0	0	0	0	1	0	0	0	0	12	16-25	8
02:00 PM	6	5	11	6	0	0	0	0	0	0	0	0	0	0	28	21-30	17
03:00 PM	2	6	14	6	1	0	0	0	0	0	0	0	0	0	29	16-25	20
04:00 PM	4	6	10	5	2	0	1	0	0	0	0	0	0	0	28	16-25	16
05:00 PM	4	7	12	6	1	1	0	0	0	0	0	0	0	0	31	16-25	19
06:00 PM	1	7	12	9	3	1	0	0	0	0	0	0	0	0	33	21-30	21
07:00 PM	0	4	7	8	0	0	0	0	0	0	0	0	0	0	19	21-30	15
08:00 PM	4	4	6	3	2	0	0	0	0	0	0	0	0	0	19	16-25	10
09:00 PM	0	1	3	2	0	0	0	0	0	0	0	0	0	0	6	21-30	5
10:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	21-30	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	27	74	138	79	17	3	2	0	0	1	0	0	0	0	341	21-30	217
Percent	7.9%	21.7%	40.5%	23.2%	5%	0.9%	0.6%	0%	0%	0.3%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	7:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM		
	2	8	15	7	2	1	1	0	0	0	0	0	0	0	31		
PM Peak Volume	2:00 PM	5:00 PM	3:00 PM	6:00 PM	6:00 PM	5:00 PM	4:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	6:00 PM		
	6	7	14	9	3	1	1	0	0	1	0	0	0	0	33		
Comments:																	

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: S Grove Ave South of Adams St SPECIFIC LOCATION: CITY/STATE: Oak Park, IL															QC JOB #: 15950733 DIRECTION: NB, SB DATE: Oct 19 2022 - Oct 20 2022
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
Grand Total	60	138	270	158	23	9	2	1	0	1	0	0	0	0	662
Percent	9.1%	20.8%	40.8%	23.9%	3.5%	1.4%	0.3%	0.2%	0%	0.2%	0%	0%	0%	0%	21-30
Cumulative Percent	9.1%	29.9%	70.7%	94.6%	98%	99.4%	99.7%	99.8%	99.8%	100%	100%	100%	100%	100%	
ADT 331														85th Percentile: 27 MPH Mean Speed(Average): 22 MPH Median: 22 MPH Mode: 23 MPH	
<i>Comments:</i>															

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)


Type of report: Tube Count - Speed Data

LOCATION: Adams St East of S Grove Ave

QC JOB #: 15950734

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Oak Park, IL

DATE: Nov 2 2022

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
01:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1	
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
05:00 AM	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	11-20	1	
06:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1-10	3	
07:00 AM	10	5	5	2	3	0	0	0	0	0	0	0	0	0	25	16-25	10	
08:00 AM	9	7	8	3	0	0	0	0	0	0	0	0	0	0	27	16-25	15	
09:00 AM	8	6	7	2	0	0	0	0	0	0	0	0	0	0	23	16-25	13	
10:00 AM	6	1	4	2	0	0	0	0	0	0	0	0	0	0	13	21-30	6	
11:00 AM	7	3	2	1	0	0	0	0	0	0	0	0	0	0	13	11-20	5	
12:00 PM	11	7	8	2	0	0	0	0	0	0	0	0	0	0	28	16-25	15	
01:00 PM	5	4	2	1	0	0	0	0	0	0	0	0	0	0	12	16-25	6	
02:00 PM	10	7	6	1	0	0	0	0	0	0	0	0	0	0	24	16-25	13	
03:00 PM	13	12	7	5	1	0	0	0	0	0	0	0	0	0	38	16-25	19	
04:00 PM	15	5	9	1	0	0	0	0	0	0	0	0	0	0	30	16-25	14	
05:00 PM	12	6	6	0	0	0	0	0	0	0	0	0	0	0	24	16-25	12	
06:00 PM	10	8	2	1	3	0	0	0	0	0	0	0	0	0	24	11-20	11	
07:00 PM	5	9	3	1	1	1	0	0	0	0	0	0	0	0	20	16-25	12	
08:00 PM	3	4	5	0	0	0	0	0	0	0	0	0	0	0	12	16-25	9	
09:00 PM	3	3	3	1	0	0	0	0	0	0	0	0	0	0	10	16-25	6	
10:00 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1-10	1	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
Day Total	135	88	78	24	8	1	0	0	0	0	0	0	0	0	334	16-25	166	
Percent	40.4%	26.3%	23.4%	7.2%	2.4%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%				
AM Peak Volume	7:00 AM 10	8:00 AM 7	8:00 AM 8	8:00 AM 3	7:00 AM 3	12:00 AM 0	8:00 AM 27											
PM Peak Volume	4:00 PM 15	3:00 PM 12	4:00 PM 9	3:00 PM 5	6:00 PM 3	7:00 PM 1	12:00 PM 0	3:00 PM 38										
Comments:																		

Report generated on 11/7/2022 11:28 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Adams St East of S Grove Ave

QC JOB #: 15950734

SPECIFIC LOCATION:

DIRECTION: EB, WB

CITY/STATE: Oak Park, IL

DATE: Nov 3 2022

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
	15	20	25	30	35	40	45	50	55	60	65	70	75	999			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1-10	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
06:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	16-25	2
07:00 AM	10	7	8	7	2	0	0	0	0	0	0	0	0	0	34	21-30	15
08:00 AM	18	4	8	2	0	0	0	0	0	0	0	0	0	0	32	1-10	12
09:00 AM	2	2	5	1	0	0	0	0	0	0	0	0	0	0	10	16-25	7
10:00 AM	10	4	5	0	0	0	0	0	0	0	0	0	0	0	19	16-25	9
11:00 AM	4	4	3	4	0	0	0	0	0	0	0	0	0	0	15	20-29	7
12:00 PM	8	1	5	1	0	0	0	0	0	0	0	0	0	0	15	19-28	6
01:00 PM	6	3	6	0	0	1	0	0	0	0	0	0	0	0	16	16-25	9
02:00 PM	4	5	2	5	1	1	0	0	0	0	0	0	0	0	18	16-25	7
03:00 PM	9	12	7	5	2	0	0	0	0	0	0	0	0	0	35	16-25	19
04:00 PM	11	6	6	2	0	0	0	0	0	0	0	0	0	0	25	16-25	12
05:00 PM	15	3	8	5	0	0	0	0	0	0	0	0	0	0	31	21-30	13
06:00 PM	20	3	3	1	0	0	0	0	0	0	0	0	0	0	27	1-10	13
07:00 PM	10	7	4	1	0	0	0	0	0	0	0	0	0	0	22	16-25	11
08:00 PM	5	4	2	0	0	0	0	0	0	0	0	0	0	0	11	16-25	6
09:00 PM	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5	11-20	3
10:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7	16-25	7
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	136	71	78	35	5	2	0	0	0	0	0	0	0	0	327	16-25	149
Percent	41.6%	21.7%	23.9%	10.7%	1.5%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%			
																	
AM Peak Volume	8:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	7:00 AM										
	18	7	8	7	2	0	0	0	0	0	0	0	0	0	34		
PM Peak Volume	6:00 PM	3:00 PM	5:00 PM	2:00 PM	3:00 PM	1:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
	20	12	8	5	2	1	0	0	0	0	0	0	0	0	35		

Comments:

Report generated on 11/7/2022 11:28 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Adams St East of S Grove Ave SPECIFIC LOCATION: CITY/STATE: Oak Park, IL															QC JOB #: 15950734 DIRECTION: EB, WB DATE: Nov 2 2022 - Nov 3 2022		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	271	159	156	59	13	3	0	0	0	0	0	0	0	0	661	16-25	315
Percent	41%	24.1%	23.6%	8.9%	2%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	41%	65.1%	88.7%	97.6%	99.5%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 330																85th Percentile: 24 MPH Mean Speed(Average): 16 MPH Median: 16 MPH Mode: 8 MPH	
<i>Comments:</i>																	

Report generated on 11/7/2022 11:28 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Quality Counts
DATA THAT DRIVES COMMUNITIES

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Vision Zero Oak Park – Draft Strategies and Recommendations
Review Date: <u>August 12, 2024</u>
Prepared By: <u>Kristen Hahn/jj</u>
Abstract (briefly describe the item being reviewed): The Village has been working with Sam Schwartz and their subconsultant MUSE on the Village's Vision Zero plan. This project was previously presented to the Transportation Commission at the September 2023 and February 2024 meetings. At tonight's meeting, Sam Schwartz will present an overview of the draft strategies and recommended actions.
Staff Recommendation(s): Transportation Commission to comment on the proposed strategies and recommendations
Supporting Documentation Is Attached

VISION ZERO



Oak Park

Transportation Commission Update



Sam
Schwartz

MUSE
COMMUNITY + DESIGN

Agenda

1. Vision Zero Goal and Strategies
2. Key Recommended Actions and Discussion
3. Next Steps

Our Goal

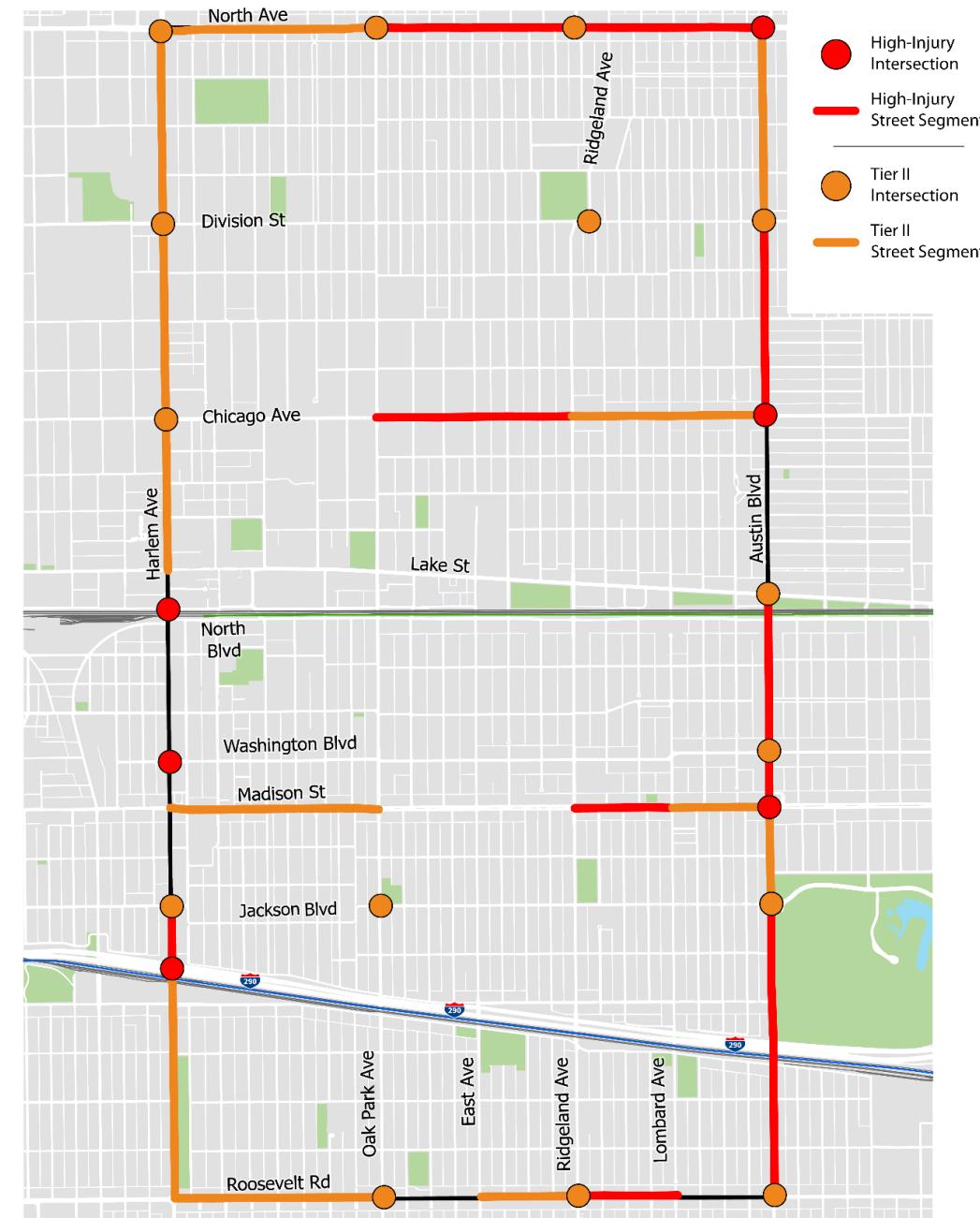
Oak Park consistently has zero deaths or serious injuries from traffic crashes by 2035.

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

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

- 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
- 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 (i.e., schools, parks, transit stations) and implement necessary lighting upgrades
- Review and revise the HIN every other year with the latest crash data

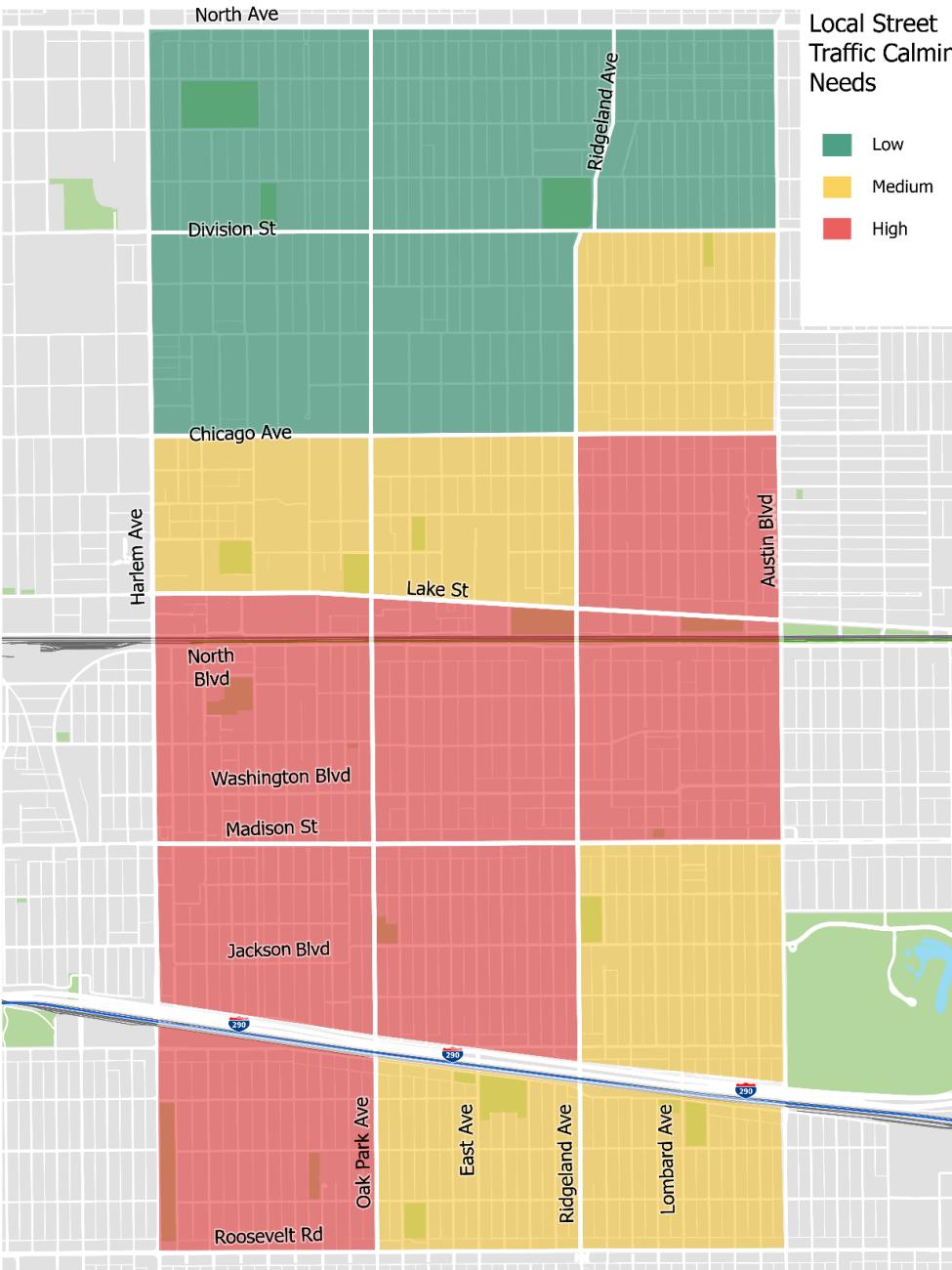


2. Expand on the Residential Traffic Calming Program to create a proactive approach to safety improvements on local streets

Prioritize interventions in key locations while maintaining responsiveness to resident requests

Local Streets Prioritization Tool

- Crashes resulting in any injury (22%)
- Crashes involving someone under the age of 18 (16%)
- Crashes involving a person walking or biking (16%)
- Proximity of parks, schools, libraries, and transit stations (11%)
- The relative level of economic hardship for the census tract (6%)
- Volume of geographically specific public comments received throughout the planning process (25%)



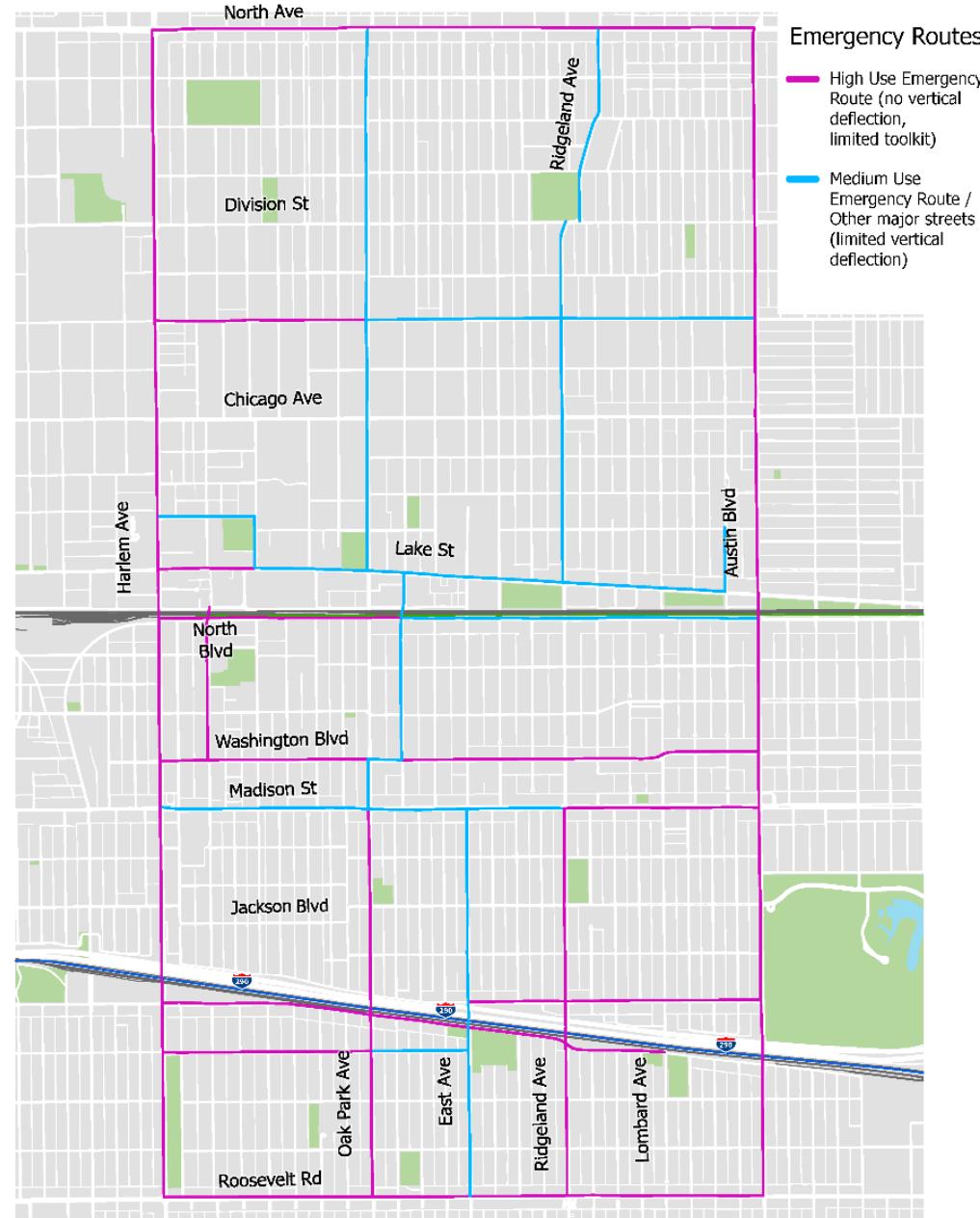
2. Expand on the Residential Traffic Calming Program to create a proactive approach to safety improvements on local streets

Prioritize interventions in key locations while maintaining responsiveness to resident requests by creating two pathways for projects:

- **Data-driven pathway**
 - Staff use local streets prioritization tool to select high-priority locations for traffic calming projects
 - Staff design projects utilizing Vision Zero Toolbox and review with Transportation Commission
- **Resident petition pathway**
 - Residents submit traffic calming petitions during a designated time period
 - Staff review, score, and prioritize petitions utilizing local streets prioritization tool and other factors (e.g., level of community support)
 - Staff design projects utilizing Vision Zero Toolbox and review with Transportation Commission

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

- Reduce data collection requirements for proven traffic calming treatments that have a record of success in Oak Park. Site-specific data collection should be reserved for tools that have more significant impacts or costs (e.g., speed tables, traffic diverters).
- Enable the use of vertical deflection tools (i.e., speed tables and speed cushions) on local streets that do not fall on the Oak Park Fire Department's high use network when one of two criteria are met:
 - Block is adjacent to schools, parks, transit stations, and senior living facilities
 - 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.



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:

- Mark crosswalks and daylight intersections as part of all local resurfacing projects as practicable
- For all local resurfacing projects adjacent to schools or parks, 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).

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

4. Align policies and processes to the Safe System Approach

- Coordinate with IDOT to extend the memorandum of understanding around traffic safety improvements signed with the City of Chicago in 2023 to Oak Park.
- Establish clear guidance for multimodal maintenance of traffic requirements during construction projects to prioritize safety for people walking and biking.

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.

Next Steps

1. Finalizing recommendations based on feedback received
2. Developing complete draft plan
3. Review/study session with Village Board

Vision Zero Oak Park— Draft Strategies and Recommendations

Introduction

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 memo lays out the recommended strategies and actions Oak Park will undertake to achieve Vision Zero. 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.

Figure 1: Safe System Principles

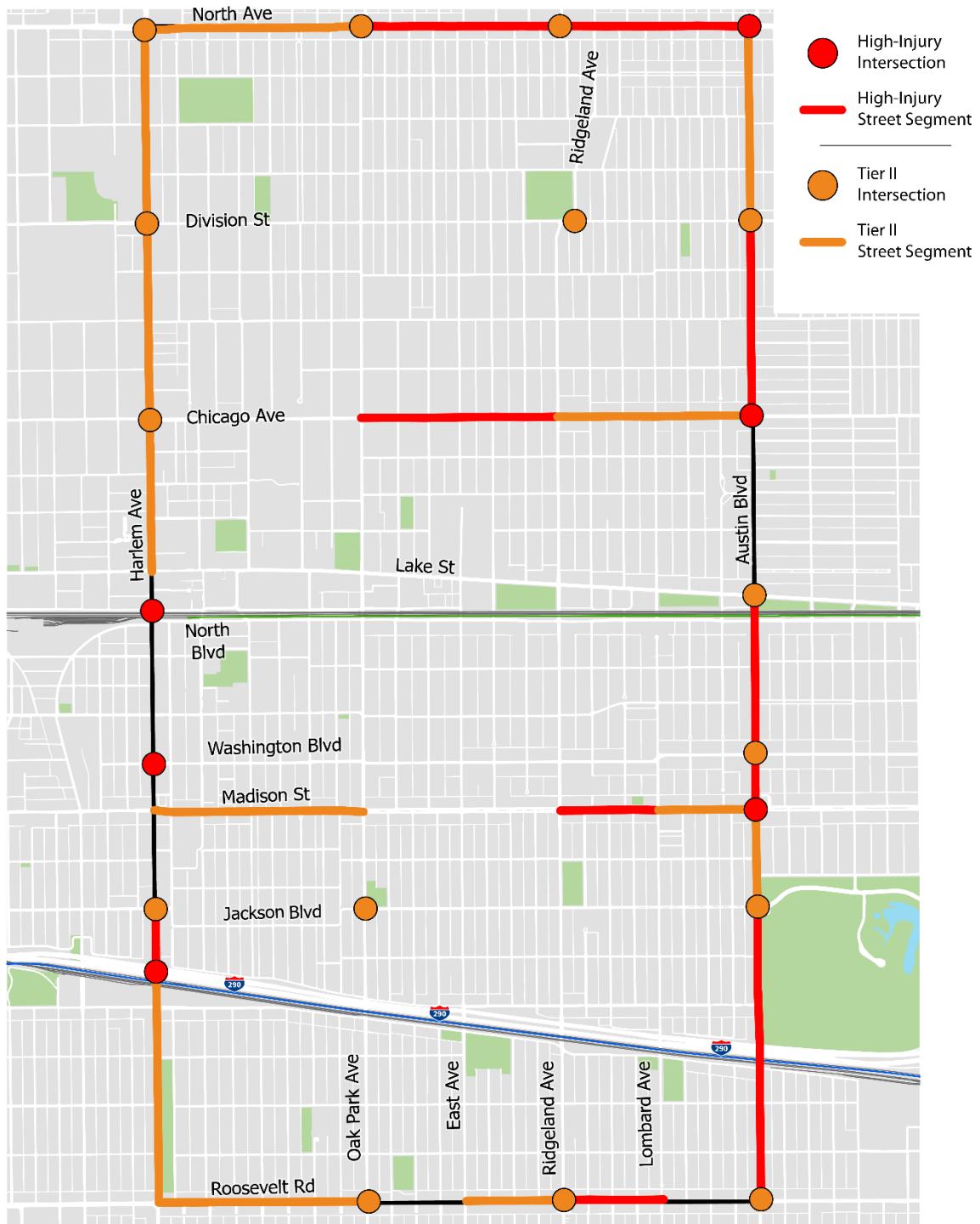
Death and Serious Injuries are Unacceptable	We can and must design a system where tragedies don't happen. Our primary focus should be on severe crashes.
Humans Make Mistakes	We can't expect perfect behavior. Our system should anticipate mistakes and mitigate the chance of death when they occur.
Humans 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.

Oak Park's Vision Zero Strategies

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

41% of all severe crashes in Oak Park from 2018 – 2022 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.

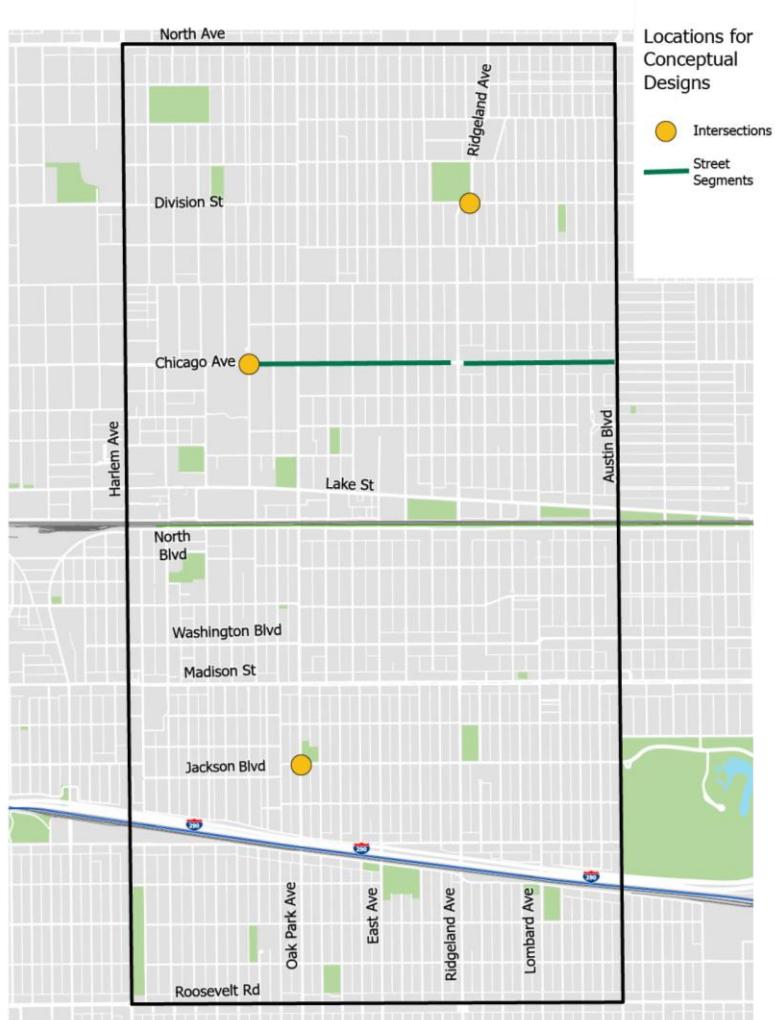
Figure 2: Oak Park High Injury Network



Recommended Actions

- 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 (Austin Boulevard, North Avenue, Roosevelt Road, and Harlem Avenue).
- Implement at least one safety project on the HIN each year using a combination of quick-build techniques and permanent capital improvements. Utilize high priority safety tools geared towards the causes of severe crashes in Oak Park (see Vision Zero Toolbox on page 12).
 - Conceptual designs are being developed for four locations on the HIN as part of the Vision Zero planning effort: two segments of Chicago Avenue (from Austin to Ridgeland and Ridgeland to Kenilworth) and the intersections of Division and Ridgeland and Oak Park Avenue and Jackson Avenue.

Figure 3: Locations for Vision Zero Conceptual Designs

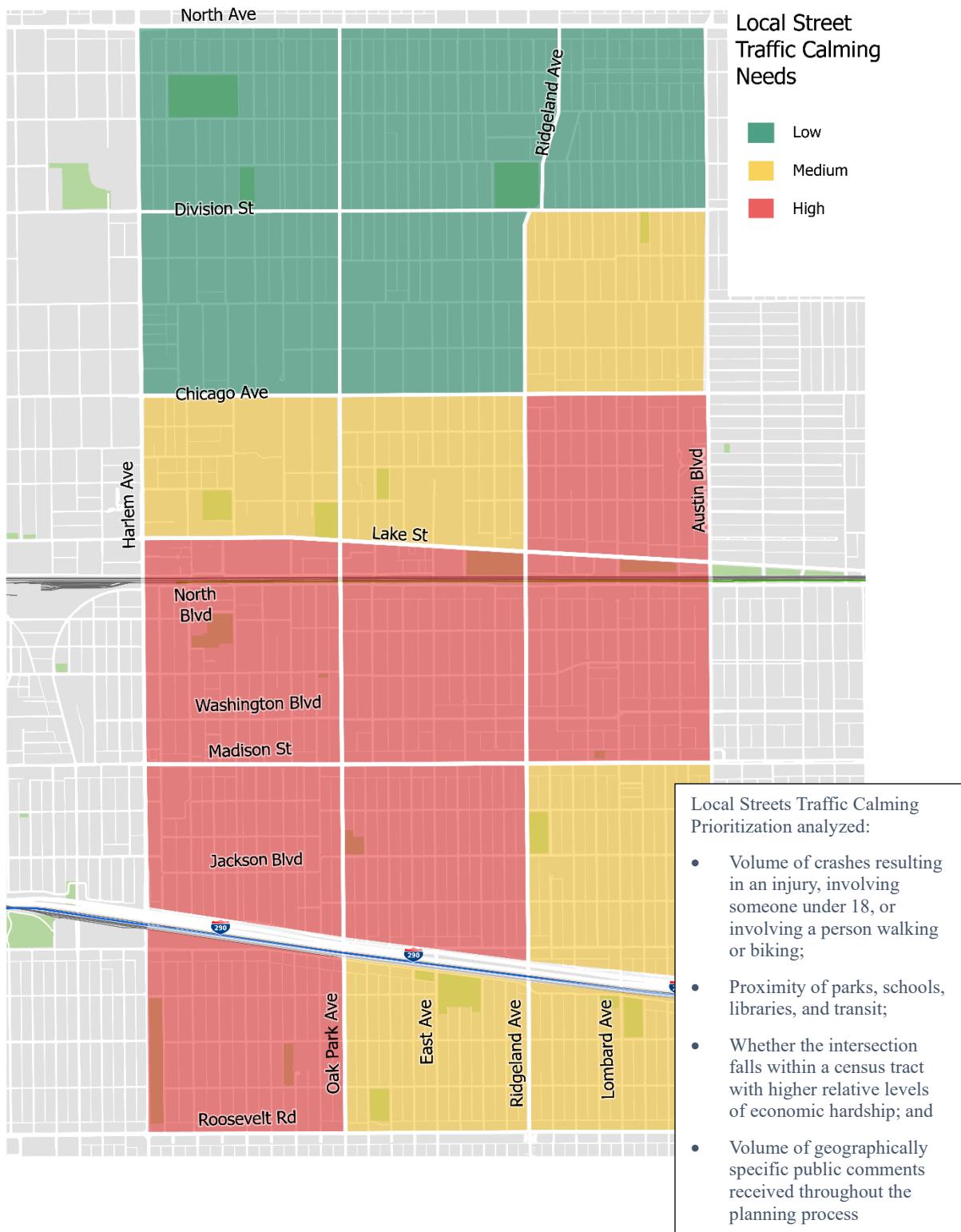


- Incorporate the HIN as a factor in developing the Village's annual resurfacing program and capital improvement program and continue to implement safety improvements in coordination with other street construction projects.
 - Evaluate lighting on all major streets and locations with significant pedestrian activity (i.e., schools, parks, transit stations) and implement necessary lighting upgrades. Lighting levels and the selection of the type of lighting should address conflicts between vehicles and people walking and biking.
 - Review and revise the HIN every other year with the latest crash data to identify new locations for improvements and highlight successful reductions in severe crashes.
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 like 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.

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.

Figure 4: Local Street Traffic Calming Prioritization



Recommended Actions

- Enhance the Village's Residential Traffic Calming Program.
 - Prioritize interventions in key locations (based on analysis shown above) while maintaining responsiveness to resident requests. This can be achieved by establishing two distinct pathways for residential traffic calming projects: a data-driven pathway managed and administered by staff and a resident petition pathway. For the data-driven pathway, staff will utilize the local streets prioritization tool to select high-priority locations for traffic calming projects on local streets each year. The resident petition pathway will operate similarly to how it does now; however, it is recommended that rather than reviewing petitions on a rolling basis, the Village establish a designated time period during which petitions can be submitted each year. This will enable staff to score and prioritize petitions and better coordinate traffic calming projects with other street construction. The results of the local streets prioritization analysis will be incorporated into the Village's process for scoring resident petitions.
 - Reduce data collection requirements for proven traffic calming treatments that have a record of success in Oak Park (e.g., curb extensions, chicanes) if geometric requirements are met. Site-specific data collection should be reserved for tools that have more significant impacts or costs (e.g., speed tables, traffic diverters) or that require a higher level of justification and/or engineering analysis.
 - Refine the Traffic Calming toolbox to emphasize high priority safety tools (see Vision Zero Toolbox on page 12) 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 (based on the street's functional classification) that do not fall on the Oak Park Fire Department's high use network when one of two criteria are met. Vertical deflection can be installed on blocks adjacent to schools, parks, transit stations, and senior living facilities and/or if 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.

Figure 5: Oak Park Emergency Response Routes



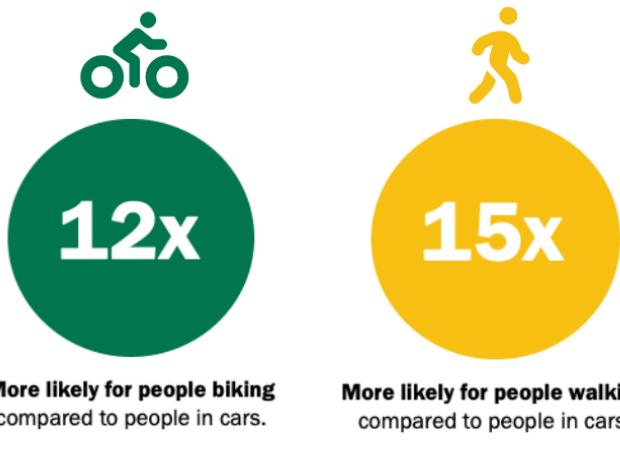
- Move to a “traffic calming by policy” model to deploy a standard toolbox of traffic calming measures on local streets when they are resurfaced.
 - Mark crosswalks and daylight intersections as part of all local resurfacing projects as practicable.
 - For all local resurfacing projects adjacent to schools or parks, 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.
- Consider traffic calming improvements proactively when implementing large scale streetscape projects to mitigate cut-through traffic and dangerous driving behaviors.

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.

Figure 6: Severe Crash Risks for People Walking and Biking in Oak Park

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



Recommended Actions

- 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). As part of this process, update the Village's Municipal Code to establish the Village Engineer as the individual responsible for designating marked crosswalks (rather than the Village Manager).
- Enhance traffic signal policies to prioritize pedestrians.
 - Establish fixed-time signals/pedestrian recall as the default pedestrian signal standard. Semi-actuated pedestrian phases may be advisable in site-specific contexts based on complex intersection geometry or other factors. 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 short cycle length standard (i.e., 60 – 90 seconds) where practical to reduce pedestrian delay, improve operations, and accommodate the needs of all users.
- 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. Proactively evaluate signals along the HIN, signals adjacent to schools, parks, and transit stations, and locations with a severe pedestrian crash in the last 5 years 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

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

- 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.
 - Update 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.
 - Indicate 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.
- Update design guidance to incorporate new design tools (i.e., protected bike lanes, raised crosswalks and intersections) that fit the context of Oak Park.
 - Update annual performance measures to include outcomes (e.g., modeshift, severe crash reduction, GHG emissions) in addition to outputs (e.g., miles of bike lanes installed).
 - Specify how the policy affects off-street development and responsibilities for the Planning, Preservation, and Zoning department.
 - Publish 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.
 - Adopt a modal hierarchy policy that prioritizes people walking and rolling, recognizing that pedestrians are the most vulnerable users and most at-risk in the event of a crash and 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 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 based on functional classification and land use.
 - Adopt a target speed policy, accounting for pedestrian vulnerability in the event of a crash, by which design and posted speeds are set. 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.
 - Coordinate with IDOT to extend the [memorandum of understanding](#) around traffic safety improvements signed with the City of Chicago in 2023 to Oak Park.
 - Establish clear guidance for multimodal maintenance of traffic requirements during construction projects to prioritize safety for people walking and biking.

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., redlight 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.

Recommended Actions

- 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.
- 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.

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

- 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.
- Create educational and outreach materials to teach residents about new traffic safety tools and safe behaviors.

- Collaborate with District 97 and Oak Park River Forest High School on safe street educational programs and revamping the driver's ed program to include additional information geared towards a dense, urban context like Oak Park.

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

- 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. 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 improvements or corridor projects.
- Make fatal crash statistics available to the public and decisionmakers on a regular basis.

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

- Codify fleet vehicle procurement standards that prioritize safety for all road users. The Village has already 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 when possible and available.

- Work with the Oak Park Fire Department to evaluate opportunities to downsize fleet vehicles where an equally capable, smaller equivalent is available.
- Continue consistent application of Driver Education and Training for public employees.

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

- 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.
- Continuously improve data collection and analysis methods to track and evaluate the effectiveness of safety countermeasures.
- Continuously monitor new technology, and improve existing technology, to inform what countermeasures to deploy and where to deploy them.

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.

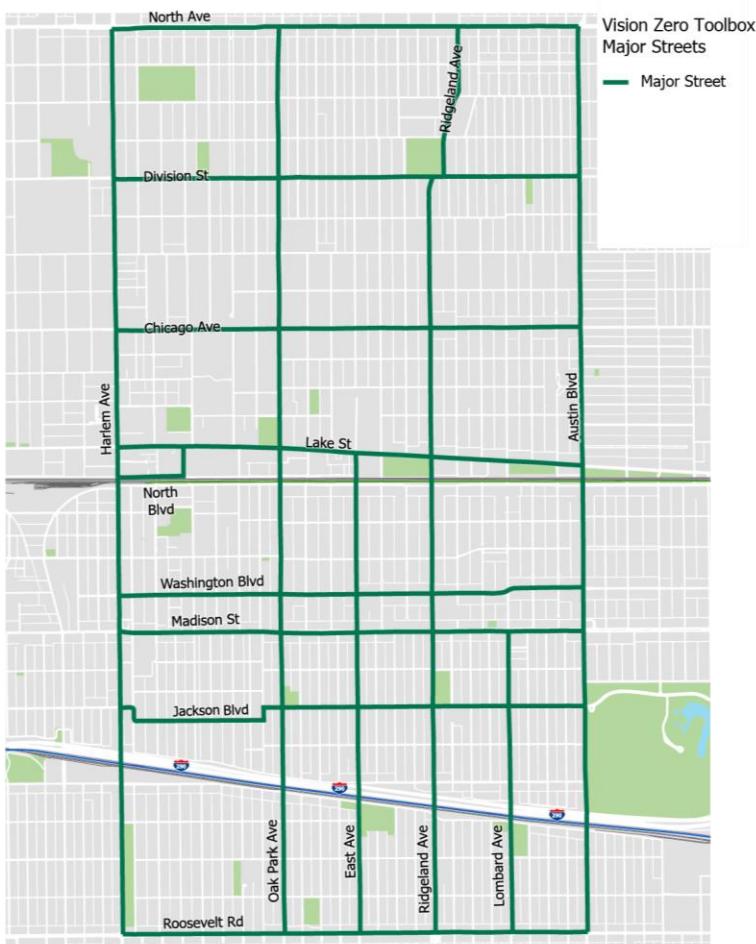
Recommended Actions

- 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 with the public, elected officials, and stakeholders.

Vision Zero Oak Park 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 (Figure 7 below shows streets designated as major streets and all other streets are considered local). 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 ($\$ = <\$15,000$, $\$\$ = \$15 - \$50,000$, $\$\$\$ = \$50 - \$100,000$, $\$ \$ \$ \$ = > \$100,000$), and information on the types of crashes the tool addresses.

Figure 7: Map of Major Streets in Oak Park



High-Priority Tools for Major Streets

Center Island Narrowing / Pedestrian Refuge



Relative Cost: \$\$\$

Applicable Crash Type: Head-on

Center island narrowing, also known as a pedestrian refuge, involves the construction of raised islands or structures within the center of a road to reduce the crossing distance for pedestrians, providing a safe haven midway through the street.

Corner / Curb Extension (aka Bump-Out, Neckdown, or Bulb -Out)



Relative Cost: \$\$\$

Applicable Crash Type: Turning

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: \$

Applicable Crash Type: Head-on

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.

Intersection Daylighting



Relative Cost: \$

Applicable Crash Type: Turning

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 road junctions.

Lane Narrowing

Relative Cost: \$

Applicable Crash Type: Head-on

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 restriping 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.

Leading Pedestrian Interval

Relative Cost: \$

Applicable Crash Type: Turning

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.

Left Turn Traffic Calming



Relative Cost: \$\$

Applicable Crash Type: Turning, Angle

Left turn traffic calming refers to measures implemented to slow down vehicles making left turns at intersections. These measures may narrow 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.

Street Lighting

Relative Cost: \$

Applicable Crash Type: Turning, Head-on

Street lighting, when designed effectively, illuminates roadways to enhance visibility, aiding in safe navigation for drivers and pedestrians alike. Pedestrian-scale lighting focused on illuminating sidewalks and crossings can improve pedestrian visibility and safety.

Pedestrian Hybrid Beacon



Relative Cost: \$\$\$

Applicable Crash Type: Head-on

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.

Protected Bike Lane



Relative Cost: \$\$\$\$

Applicable Crash Type: Angle, Head-on

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.

Protected Intersections



Relative Cost: \$\$\$\$

Applicable Crash Type: Turning

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.

Protected Left Turn Phasing (Lagging)

Relative Cost: \$

Applicable Crash Type: Turning

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 Crossing/Crosswalk



Relative Cost: \$\$\$\$

Applicable Crash Type: Head-on

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.

Raised Intersection



Relative Cost: \$\$\$\$

Applicable Crash Type: Head-on

A raised intersection, also known as a raised junction or raised platform 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 (RRFB)



Relative Cost: \$\$

Applicable Crash Type: Head-on

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.

Road Diet/Rechannelization



Relative Cost: \$\$\$

Applicable Crash Type: Head-on

Road diet, also known as rechannelization or lane reduction, is a traffic calming technique that involves reallocating roadway space to accommodate multiple modes of transportation, such as pedestrians, cyclists, and public transit, while reducing vehicle lanes. This may include reducing the number of travel lanes, adding bike lanes, installing pedestrian amenities, or creating center turn lanes. Road diets are often implemented to improve safety, reduce congestion, enhance accessibility, and create more vibrant and walkable streetscapes.

High Priority Tools for Local Streets

Neighborhood Greenway



Relative Cost: \$\$

Applicable Crash Type: Head-on, Rear-end

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.

Chicane



Relative Cost: \$

Applicable Crash Type: Head-on

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: \$\$

Applicable Crash Type: Head-on, Rear-end

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.

Corner / Curb Extension, aka Bump-Out, Neckdown, or Bulb -Out



Relative Cost: \$\$\$

Applicable Crash Type: Turning

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.

Traffic Diverter



Relative Cost: \$

Applicable Crash Type: Turning, Angle

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.

Intersection Daylighting



Relative Cost: \$

Applicable Crash Type: Turning

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 road junctions.

Raised Crossing/Crosswalk



Relative Cost: \$\$\$\$

Applicable Crash Type: Head-on

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), the use of raised crosswalks will be at staff's discretion.

Speed Cushion



Relative Cost: \$

Applicable Crash Type: Head-on

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 allow emergency vehicles or wider vehicles such as buses to pass through without significantly reducing speed. Speed cushions effectively slow down traffic, discourage speeding, and enhance safety in residential neighborhoods, school zones, and other areas with pedestrian activity.

Speed cushions can be used on local streets that do not fall on the Oak Park Fire Department's high use network (see Figure 5 on page 7) when one of two criteria are met. Speed cushions can be installed on blocks adjacent to schools, parks, transit stations, and senior living facilities and/or if 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.

Speed Table



Relative Cost: \$

Applicable Crash Type: Head-on

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. Speed tables are typically used in residential areas, school zones, and pedestrian corridors to enhance safety for pedestrians and cyclists while minimizing disruption to traffic flow.

Speed tables can be used on local streets that do not fall on the Oak Park Fire Department's high use network (see Figure 5 on page 7) when one of two criteria are met. Speed tables can be installed on blocks adjacent to schools, parks, transit stations, and senior living facilities and/or if 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.

Village Of Oak Park
Transportation Commission Agenda Item

Item Title:	Review of the Updated 2024 Neighborhood Greenways Design Along the North-South Route (updated from comments made by Transportation Commission at its June 10, 2024 meeting)
Review Date:	August 12, 2024
Prepared By:	Kristen Hahn/jj
Abstract (briefly describe the item being reviewed):	
At the June 10, 2024 Transportation Commission meeting, staff presented plans for the next two segments of the neighborhood Greenways / Bike Boulevard system. Based on feedback received from the Commission, the Village's consultant has revised plans for the north-south route that runs through the middle of the Village along East Ave and Scoville Ave. At this meeting, staff will present updated plans for this north-south route.	
Staff Recommendation(s):	
None as this is an informational presentation to the Transportation Commission.	
Supporting Documentation Is Attached	

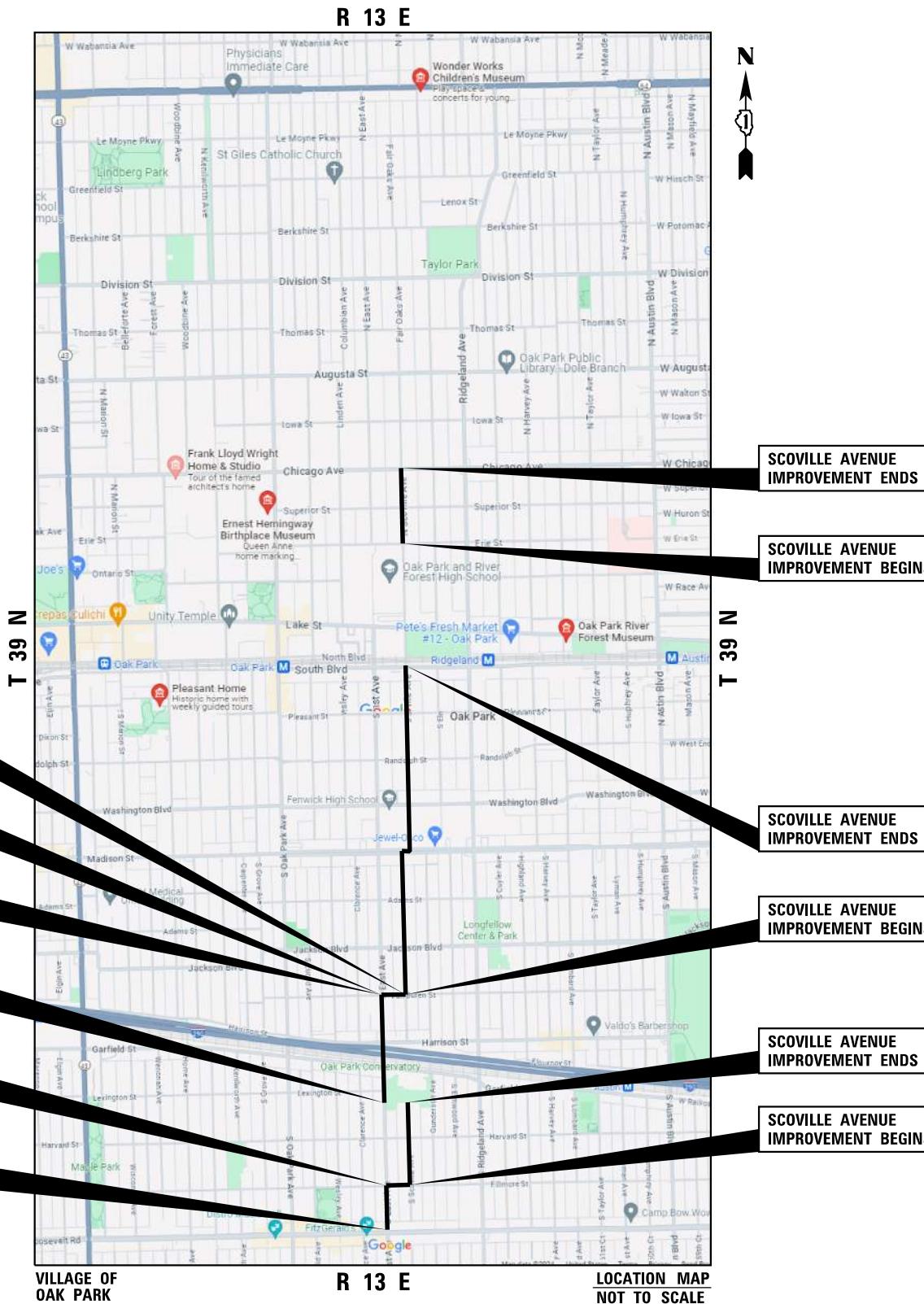
VILLAGE OF OAK PARK, ILLINOIS

VILLAGE PROJECT #24-15

BIKE BOULEVARD PAVEMENT MARKING AND SIGNAGE IMPROVEMENTS SCOVILLE AVENUE FROM ROOSEVELT ROAD TO CHICAGO AVENUE

INDEX OF SHEETS

- 1 COVER SHEET
 - 2-3 GENERAL NOTES AND SUMMARY OF QUANTITIES
 - 4 - 13 PROPOSED IMPROVEMENT PLAN
 - 14 - 17 CONSTRUCTION DETAILS

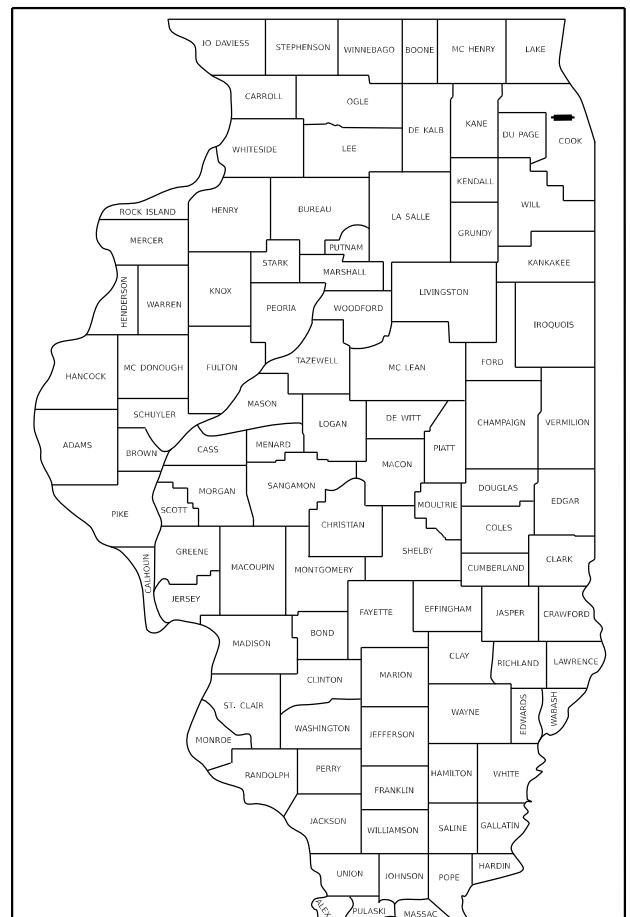


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

**J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811**



COUNTY	TOTAL SHEETS	SHEET NO.
COOK	17	1
PROJECT NO. 230326		



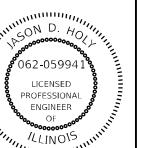
LOCATION OF SECTION INDICATED THUS:-

CONTACT INFORMATION

J.U.L.I.E.	800-892-0123
Public Works Center	708-358-5700
Communication	708-358-5770
Police	708-386-3800
Fire	708-358-5600
EMERGENCY	911

V3 COMPANIES
JASON D. HOLY
062-059941

DATE: 08-01-2024



EXPIRATION DATE: 11-30-2024

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE", COOK COUNTY AND THE VILLAGE OF OAK PARK FOR FIELD LOCATIONS OF BURIED UTILITIES 48 HOURS IN ADVANCE OF WORK.
2. PRIOR TO NEW WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD CHECK ALL DIMENSIONS AND ELEVATIONS AND TO VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITY LINES AND STRUCTURES THAT MAY BE IMPACTED BY THE PROPOSED WORK PRIOR TO ORDERING MATERIAL OR BEGINNING CONSTRUCTION. ANY DISCREPANCIES FROM THE PLANS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
3. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED BY THE UTILITY COMPANY AT THE CONTRACTOR'S EXPENSE.
4. ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
5. EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:
 - a. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.
 - b. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AS PUBLISHED BY THE IEPA," LATEST EDITION.
 - c. ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.
6. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
7. THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION AND AT ALL TIMES DURING CONSTRUCTION.
8. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND SIDE ROADS TO REMAIN DURING CONSTRUCTION OPERATIONS.
9. CONTRACTOR TO PROVIDE SHOP DRAWING OF PROPOSED SIGNS FOR APPROVAL BY VILLAGE BEFORE FABRICATING.
10. CONTRACTOR TO COORDINATE WITH OAK PARK AND RIVER FOREST HIGH SCHOOL BEFORE INSTALLING EQUIPMENT ON ERIE STREET TO NOT AFFECT SCHOOL OPERATIONS.
11. TRAFFIC CONTROL AND PROTECTION IS INCLUDED IN THE CONTRACT PRICE. WORK TO BE PERFORMED ON EAST AVENUE AND SCOVILLE AVENUE SHALL USE STANDARD 701501-06.
12. TRAFFIC CONTROL AND PROTECTION IS INCLUDED IN THE CONTRACT PRICE. WORK TO BE PERFORMED ON MADISON STREET SHALL USE STANDARD 701502-09.
13. THE REMOVAL OF ANY EXISTING TELESCOPING STEEL SIGN SUPPORTS DUE TO THE RELOCATION OF SIGN PANELS IS TO BE INCLUDED IN THE COST OF THE SIGN PANEL RELOCATION.
14. ALL PAVEMENT MARKING INSTALLED ON THIS PROJECT SHALL COMPLY WITH IDOT ARTICLE 780 FOR WINTER PERFORMANCE PERIOD AND SPRING INSTALLATION REGARDLESS OF WHEN THE PAVEMENT MARKING IS INSTALLED.

SPECIAL PROVISION	PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	52
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	3
	42000200	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	9
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	378
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2	SQ YD	24
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	98
	44000600	SIDEWALK REMOVAL	SQ FT	323
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	80
	63500310	REMOVE AND REINSTALL DELINEATORS	EACH	0
*	70102620	TRAFFIC CONTROL AND PROTECTION	L SUM	1
	72000100	SIGN PANEL - TYPE 1	SQ FT	375
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	58
	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,772
	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	160
	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,004
	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	204
*	78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	4,801
	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	847
	78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	204
	78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	65



SPECIAL PROVISION	PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	673
*	X1400326	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	12
*	X2600007	REMOVE AND SALVAGE SIGN PANEL	EACH	21
*	X6350108	FLEXIBLE DELINEATORS	EACH	44
*	X7800010	METHYL METHACRYLATE PAVEMENT COLORIZATION	SQ YD	605
*		CUSTOM SIGN PANEL	SQ FT	144
*		TELESCOPING STEEL SIGN SUPPORT (SPECIAL)	FOOT	973
*		CYCLIST PUSH BUTTON	EACH	8
*		RADAR VEHICLE SENSING DEVICE MOUNTING ON EXISTING LIGHT POLE	EACH	4
*		SOLAR POWERED FLASHING L.E.D. PEDESTRIAN CROSSING SIGN WITH POST	EACH	1
*		PARKWAY RESTORATION	SQ YD	25
*		CONCRETE CURB (SPECIAL)	FOOT	50
*		DETECTABLE WARNING (SPECIAL)	SQ FT	38



V3 Companies	USER NAME = m on
7325 Janes Avenue	
Woodridge, IL 60517	
630.724.9200 phone	PLOT SCALE =
630.724.9202 fax	PLOT DATE = 8/1/22
www.v3co.com	

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-

REVISED	-

OAK PARK BIKE

BOULEVARD PROGRAM

PROPOSAL

SED IMPROVEMENT PLAN

A.	COUNTY	TOTAL	SHEETS	SHEET NO.
	COOK	17	7	
	PROJECT NO.	230326		

17

MATCHLINE SEE ABOVE

MATCHLINE SEE SHEET 3 OF 16

MATCHLINE SEE ALTERNATE ROUTE

— 1 —

NOTES:
1) SEE DETAILS FOR RADII'S AND LAYO||

REMOVE AND RELOCATE EXISTING SCHOOL CROSSING SIGN (SI-1, 36x36) WITH "AHEAD" SIGN (W16-9P, 24x12) AND EXISTING 3-HR PARKING SIGN (18x24) TO NEW POST. INSTALL SOLAR SPEED FEEDBACK SIGNS ON EXISTING LIGHT POLE.

RELOCATE EXISTING SCHOOL CROSSING SIGN (S1-1, 36x36)
WITH "AHEAD" SIGN (W16x9P, 24x12) AND EXISTING 3 HR
PARKING SIGN (18x24) FROM LIGHT POLE TO NEW POST

SHARED USE SYMBOL TO BE PLACED 15' FROM EDGE PAVEMENT OF ALLEYWAY ON BOTH SIDES (TYP)
THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE (7800200), 2' DASH, 6' SKIP (TYP.)

1'-'20' 0 20 40

— T — N —



1

10-FT WEST OF ALLEY, FOLLOW
DETAIL FOR TELESCOPING STEEL SIG

V3 Companies	USER NAME = m ore
7325 Morris Avenue	
Woolridge, IL 60517	
630-724-9200 phone	
630-724-9202 fax	
www.v3cos.com	
PLOT DATE = 8/1/2007	

V IDOT STANDARD ON SUPPORT POST	
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-
REVISED	-

REVISED	-	0 OK PARK
REVISED	-	
REVISED	-	

AURORA PARK BIKE BOULEVARD PROGRAM

RAM	PRO	
ILLINOIS	SCALE: 1"=20'	
		SHEET 5

PROPOSED IMPROVEMENT PLAN

COUNTY	TOTAL SHEETS	SHEET NO.
COOK	17	8

PROJECT NO. 230326

IGN

ALL FLEXIBLE DELINEATORS SHALL BE PLACED AT 5' SPACING (X6350108)

PAVEMENT MARKING (78008200)

PAVEMENT MARKING (78008200)

ED RRFF PUSH BUTTON
(ED IN THE FIELD)

THERMOCOUPLE
LINE 4",

SCOVILLE AVENUE

REMOVE EXISTING SPEED LIMIT SIGN FROM LIGHT POLE. INSTALL SIGN "B" ON EXISTING LIGHT

B

PLASTIC PAVEMENT MARKING - WHITE (78000200), 2' DASH, 6' SKIP (TYP.)

B

INSTALL SIGN "B" ON
EXISTING LIGHT POLE

MATCHLINE SEE SHEET 4 OF 16

R2-1
10x24

Neighborhood Greenway

SPEED LIMIT 20

R2-1
24x30

CUSTOM SIGN

INSTALL NEW SPEED LIMIT SIGN AND PLAQUE ON EXISTING LIGHT POLE, RELOCATE EXISTING 3 HR PARKING SIGN (18x24) FURTHER DOWN ON EXISTING LIGHT POLE

INSTALL SIGN "B" ON EXISTING LIGHT POLE

BLVD

000

SCOVILLE AVENUE

B

The image shows an aerial view of a residential street. A BIKE BDW (Bike Boulevard) sign is mounted on a pole on the left side of the street. Below it is a sign that reads "MAY USE FULL LANE" with a bicycle icon. The street has a double yellow line in the center. A red car is driving away from the camera on the right side of the street. The surrounding area consists of houses and lawns. A vertical line labeled "LINE 4" is drawn through the center of the street. Two points are marked: point "A" is on the BIKE BDW sign, and point "B" is on the "MAY USE FULL LANE" sign. A north arrow is also visible.

SHARED USE SYMBOL TO BE PLACED 15' FROM EDGE PAVEMENT OF ALLEYWAY ON BOTH SIDES (TYP.)

THERMOPLASTIC PAVEMENT MARKING - WHITE (78000200), 2 DASH, 6 SKIP (TYP.)

OTES:
SEE DETAILS FOR RADIUS AND LAYOUT
FOR INTERSECTION BUMP OUTS.

ALL SIGNS UNLESS OTHERWISE NOTED
SHALL BE NEW TELESCOPING SIGN POSTS.

ALL EXISTING PAVEMENT MARKINGS IN
CONFLICT WITH PROPOSED MARKINGS
SHALL BE REMOVED WITH PAVEMENT
MARKING REMOVAL, WATER-BLASTING.
(7800202)

MATCHLINE SEE BELOW

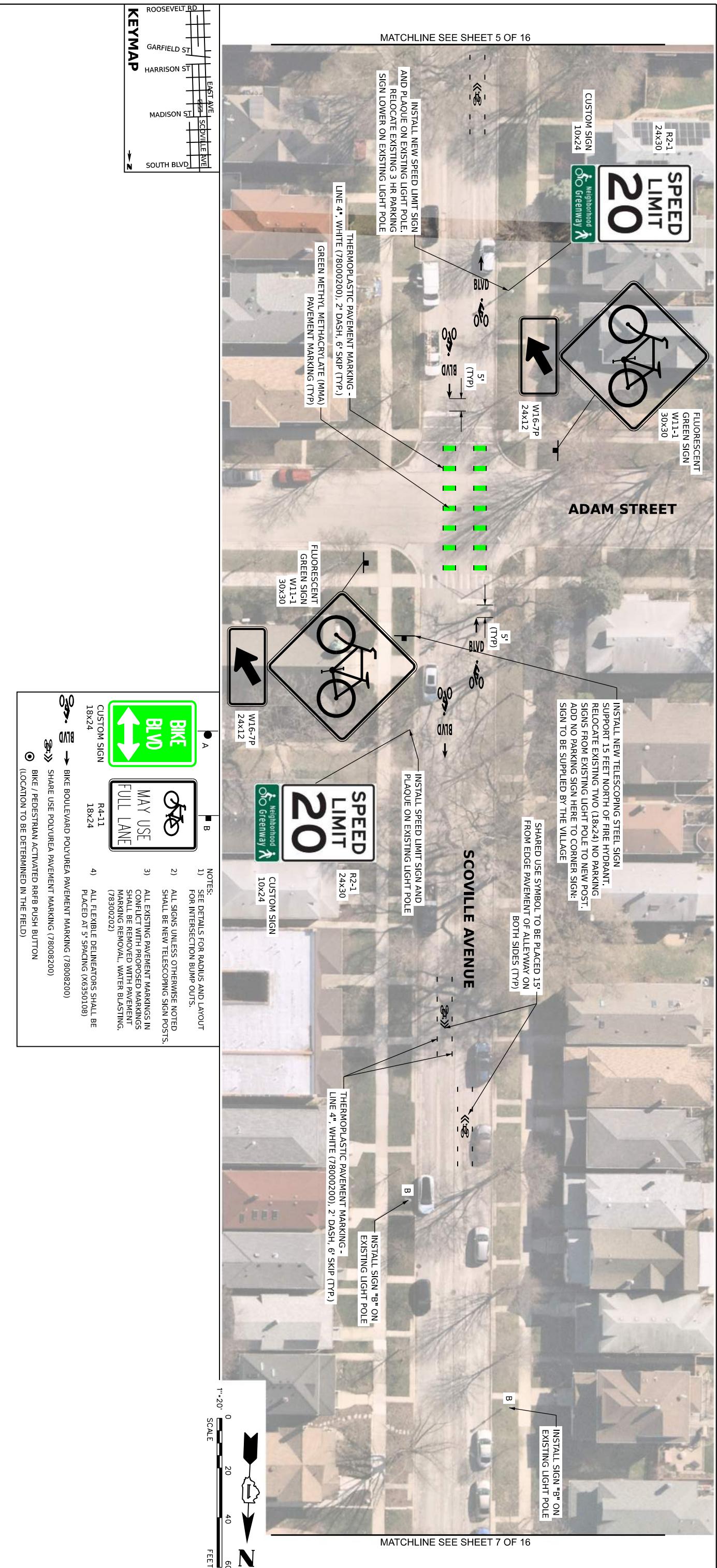
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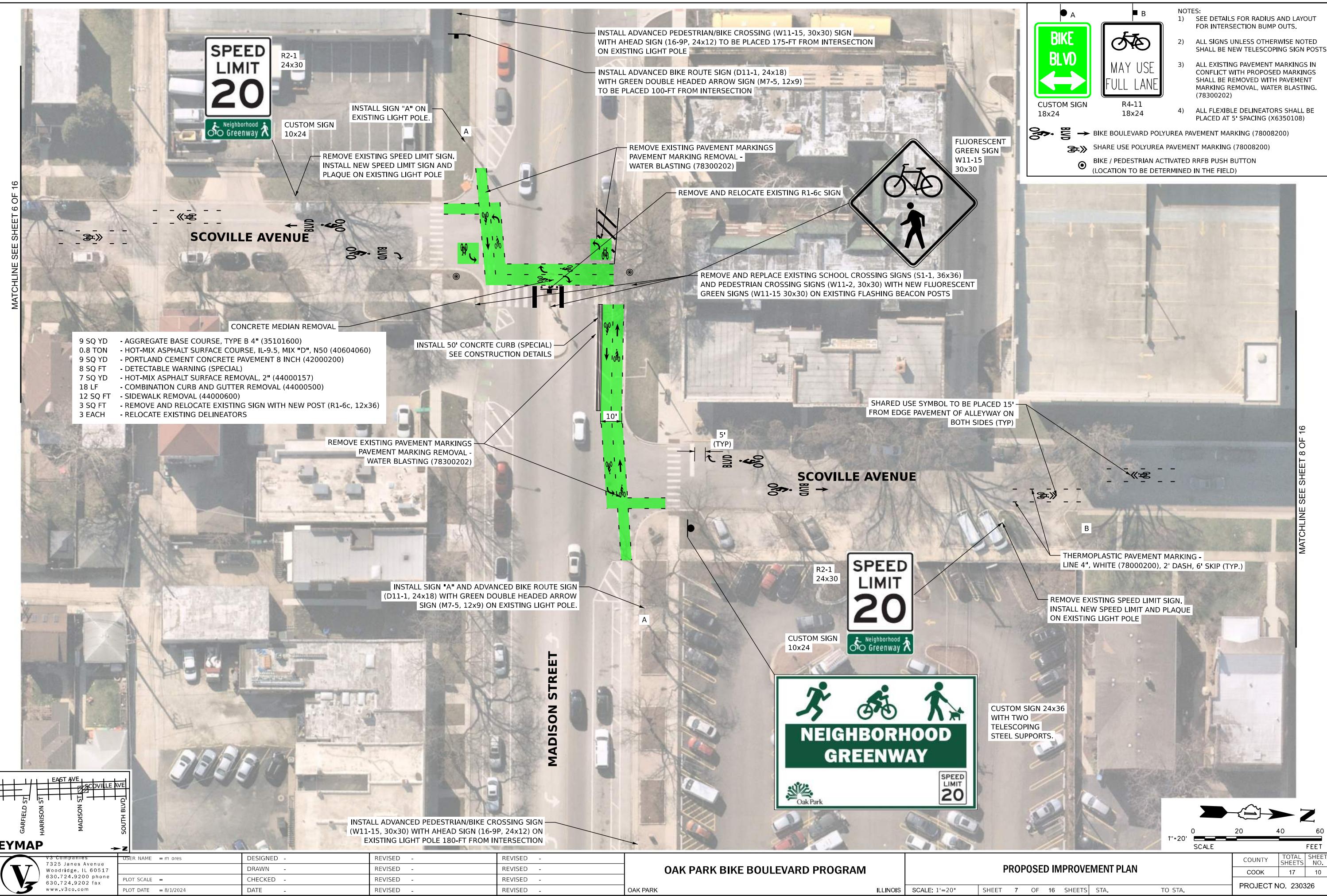
A vertical map of a street grid. The vertical axis is labeled 'EAST AVE' at the top and 'SCOVILLE AVE' at the bottom. The horizontal axis is labeled 'ROOSEVELT RD' at the top and 'GARFIELD ST' at the bottom. A diagonal line runs from the top-left to the bottom-right. A vertical line labeled 'KEYMAP' is on the left. A horizontal line labeled 'HARRISON ST' is in the middle. A horizontal line labeled 'MADISON ST' is near the bottom. A horizontal line labeled 'BENTON BLVD' is at the very bottom. A small arrow points down towards the bottom-left corner.

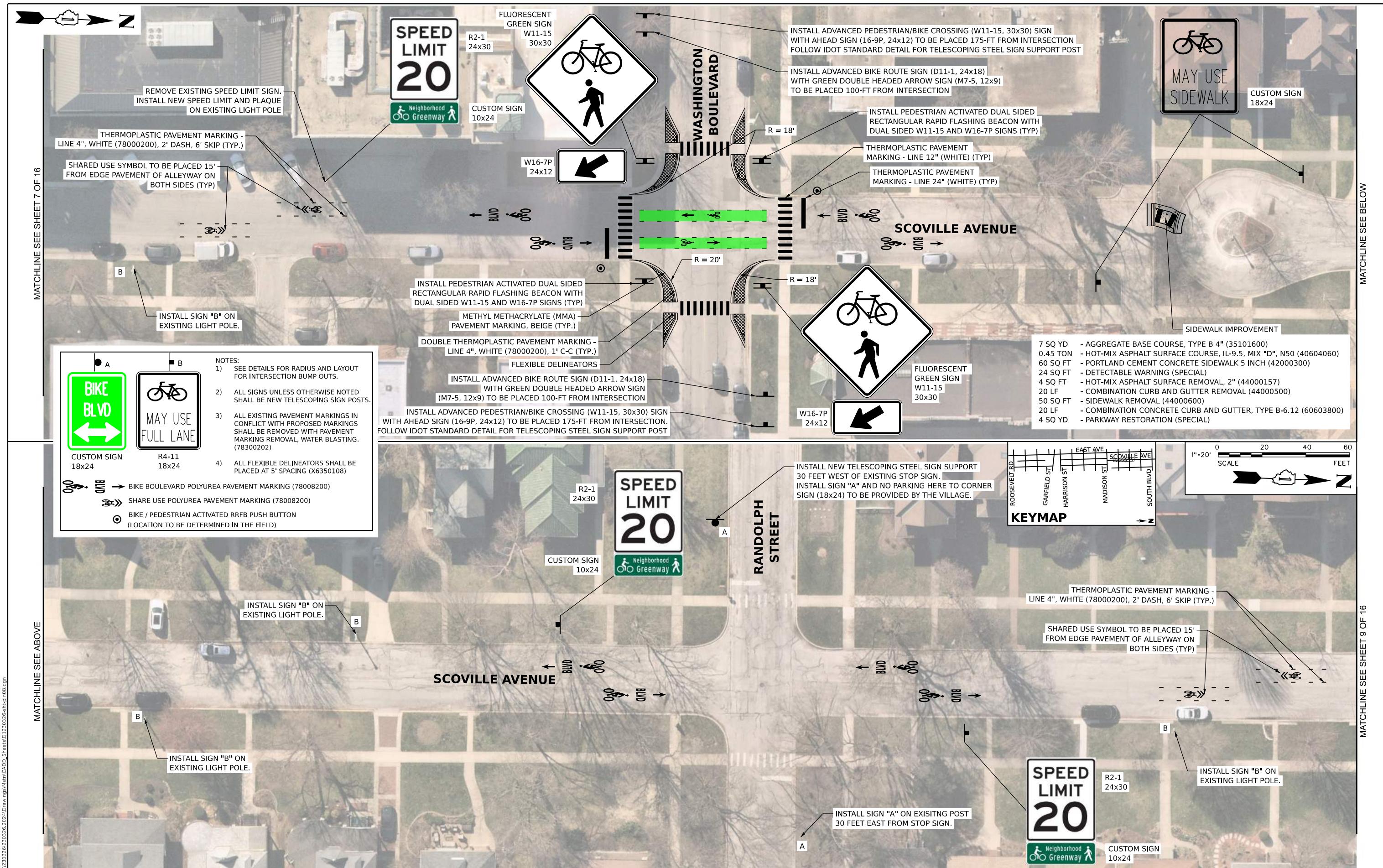
N SOUTH BLVD

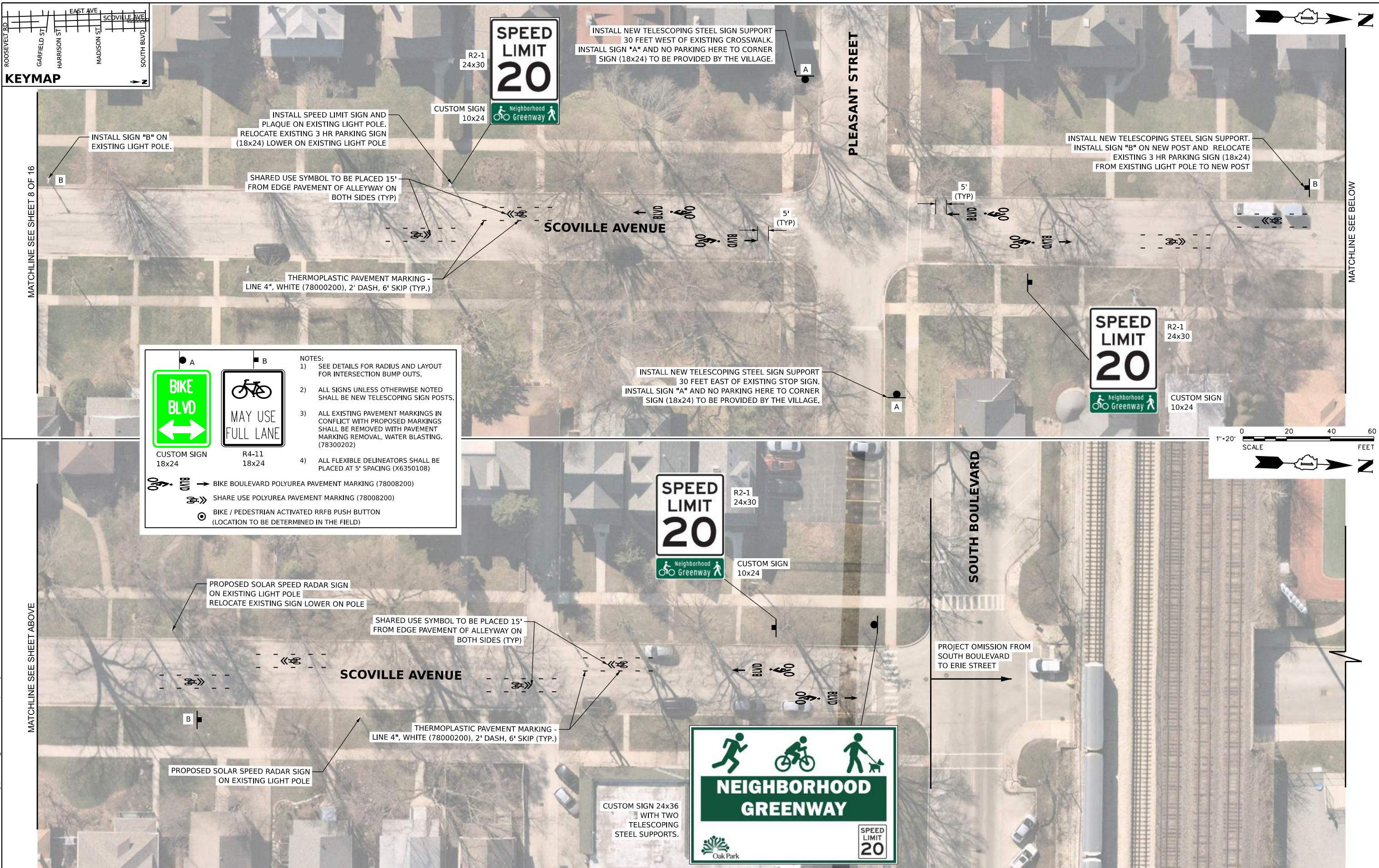


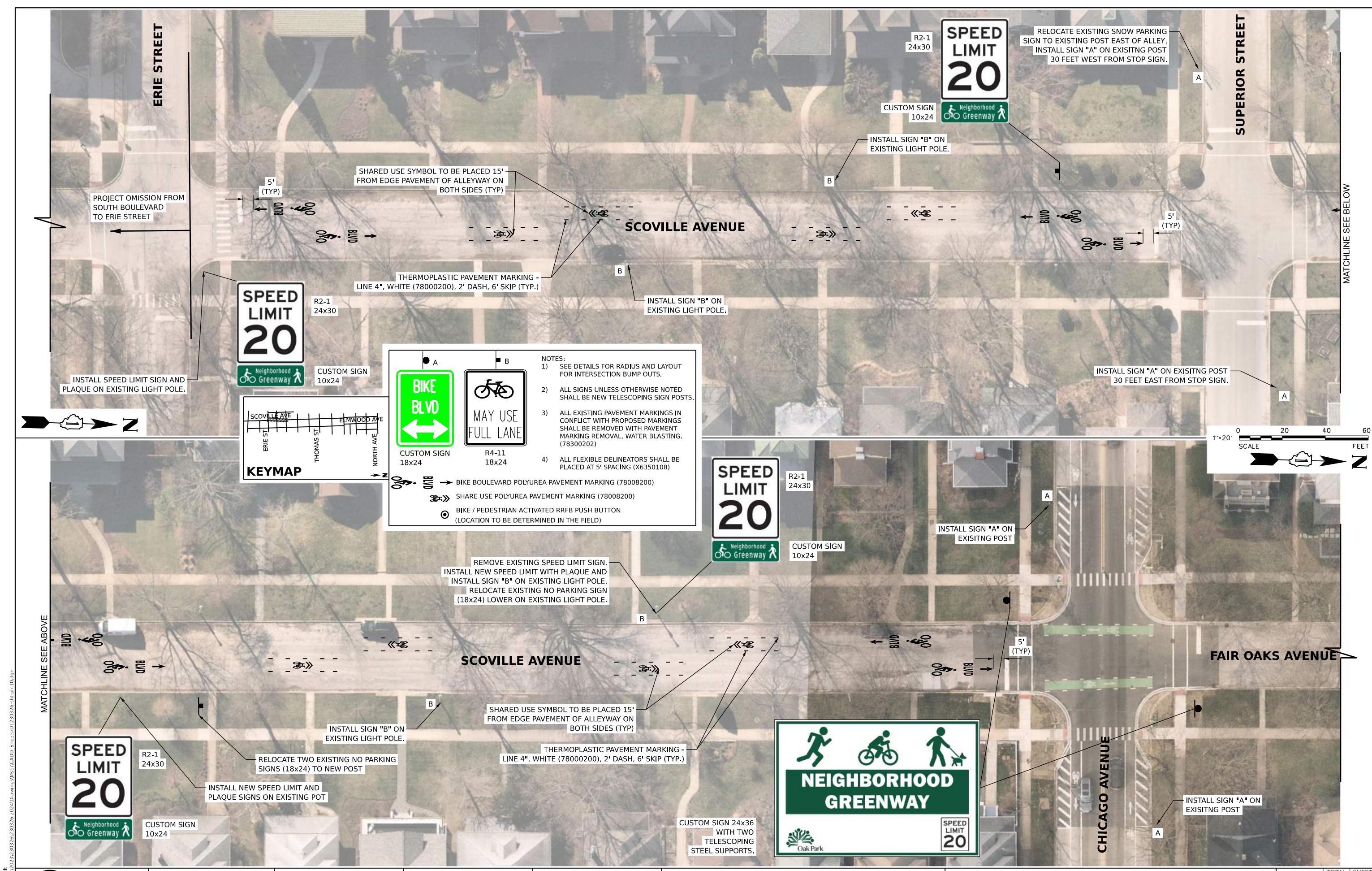
V3 Companies
7335 Janes Avenue
Woodridge, IL 60517
630-724-2200 phone
630-724-2202 fax
www.v3co.com
PILOT DATE = 8/1/2024

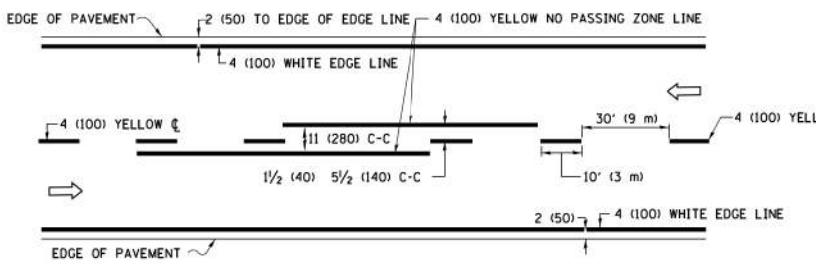




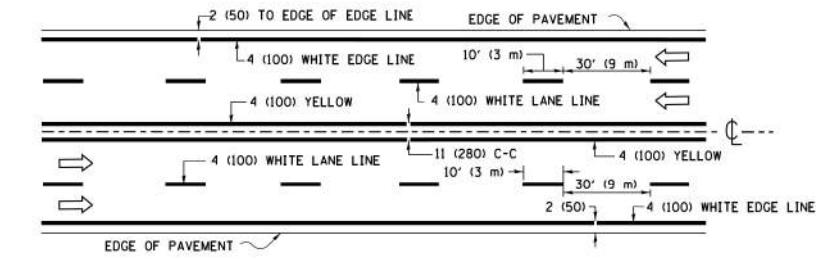




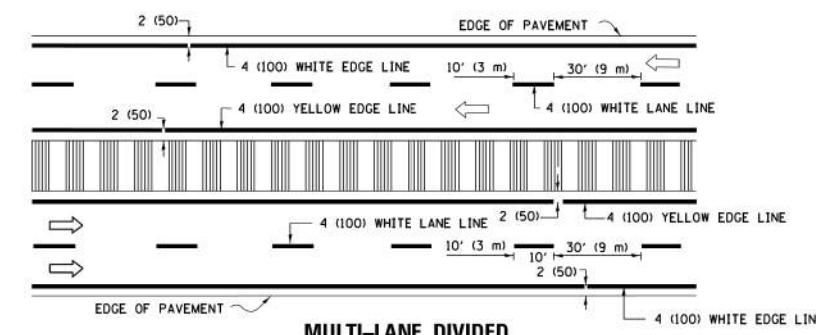




2-LANE ROADWAY

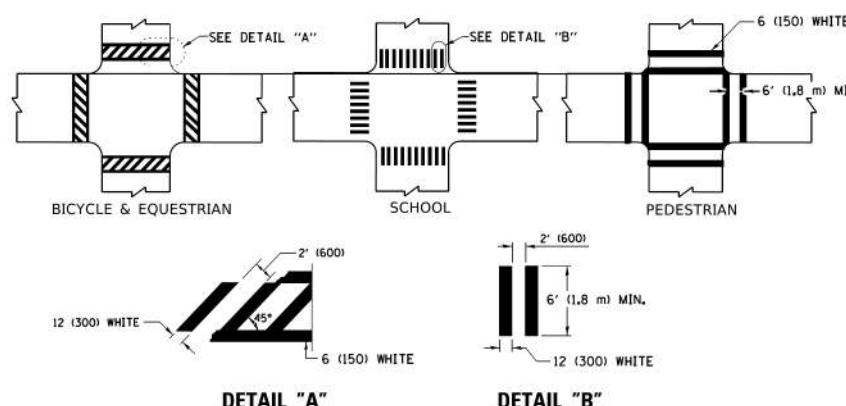


MULTI-LANE UNDIVIDED



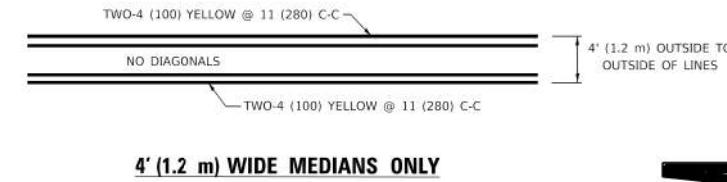
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

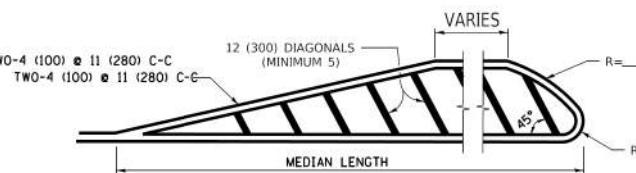


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



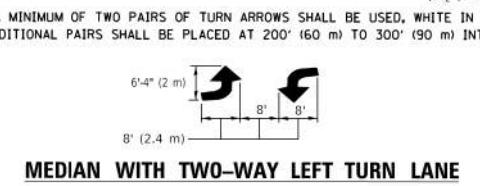
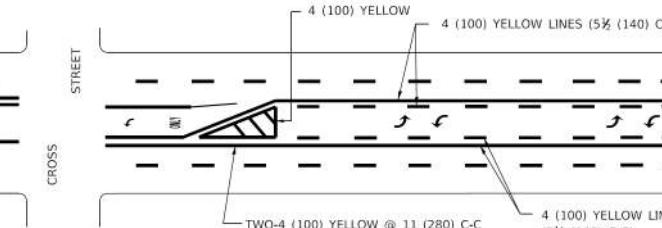
4' (1.2 m) WIDE MEDIANS ONLY



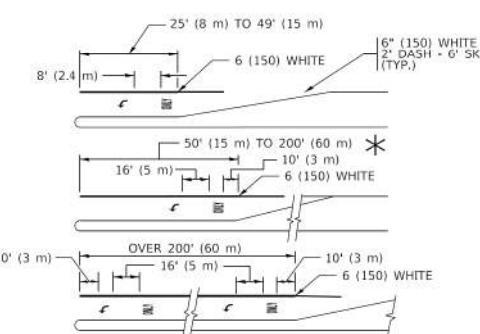
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



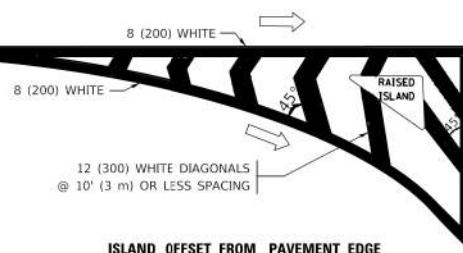
TYPICAL PAINTED MEDIAN MARKING



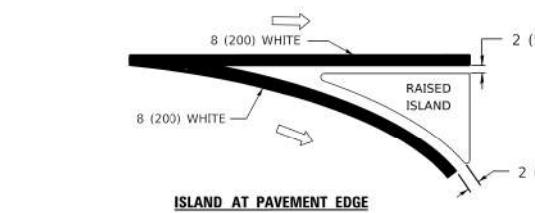
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

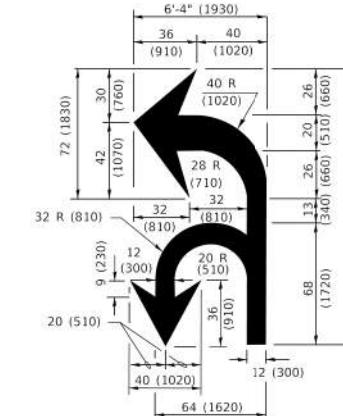
TYPICAL TURN LANE MARKING



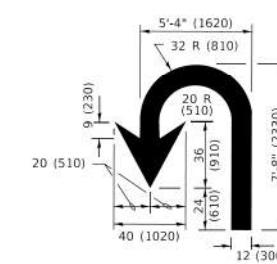
ISLAND OFFSET FROM PAVEMENT EDGE



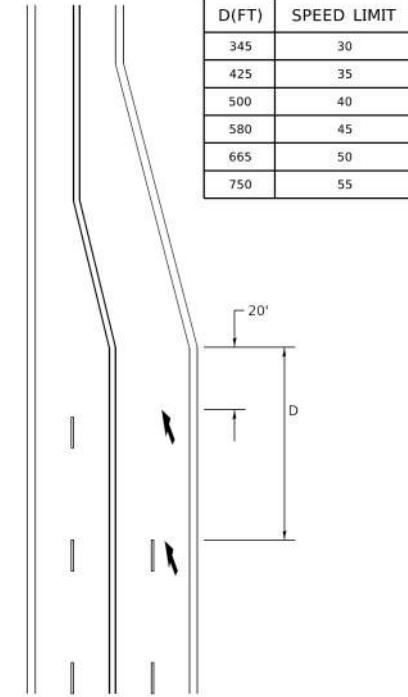
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.



* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2' (140) C-C FROM SKIP-DASH CENTERLINE 1 1/2' (40) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIAN IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2' (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIAN	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIAN	SOLID	YELLOW-TWO WAY TRAFFIC WHITE-ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "R" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²) EACH
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

OAK PARK BIKE BOULEVARD PROGRAM
OAK PARK

CONSTRUCTION DETAILS

ILLINOIS SCALE: NONE SHEET 1 OF 4 SHEETS STA. TO STA.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55



USER NAME = m ores
DESIGNED -
REVISED -
DRAWN -
REVISED -
CHECKED -
REVISED -
PLOT SCALE =
DATE -
REVISED -
REVISED -
PLOT DATE = 8/1/2024

COUNTY TOTAL SHEETS
COOK 17 14
PROJECT NO. 230326

