



SPECIAL REMOTE MEETING AGENDA

TRANSPORTATION COMMISSION – July 12, 2022 at 7:00p.m.

A Special Remote Meeting will be conducted with live audio and optional video of participants. The meeting will be available live at <https://us06web.zoom.us/j/86936152494> and archived online for on-demand viewing at www.oak-park.us/commissiontv the following day. Remote meetings are authorized pursuant to Section 7(e) of the Illinois Open Meetings Act. The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak.

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Remote Meeting Minutes
 - 3.1) June 14, 2022 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment

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 30 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 Install a Traffic Calming Device on the 500 block of South Harvey Avenue
 - b) Modify Transportation Commission's Recommendation on Review Effectiveness of Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and then Modifying or Replacing Them if Warranted to Include Changing Financial Responsibility for Speed Hump and Speed Table Measures from Special Service Area to Village.
- 6) Old Business
 - a) Review of Recommended Revisions to the Existing Overnight On-Street Permit Zones
- 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
Tuesday, June 14, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:05 PM.

Staff Liaison Juliano read the following statement into the record:

"The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak."

Roll Call

Present: Camille Fink, Garth Katner, Brian Straw, Ron Burke

Absent: Meghann Moses

Staff: Parking & Mobility Services Manager Sean Keane, Parking Restrictions Coordinator (PRC) Takeshi Thompson, Commander Dave Jacobson, Staff Liaison Jill Juliano

Staff Liaison Juliano noted that with four Commissioners, there is a quorum.

2. Agenda Approval

Commissioner Katner made a motion to approve the agenda. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Katner, Straw, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

3. Approval of the Draft April 12, 2022 Transportation Commission Meeting Minutes

Commissioner Straw made a motion to approve the draft April 12, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

4. Non-Agenda Public Comment

None

5. New Business

5a) PETITION TO INSTALL TRAFFIC CALMING DEVICE ON THE 500 AND 600 BLOCKS OF NORTH TAYLOR AVENUE

Staff Liaison Juliano presented the item to the Commissioners and explained the circumstances that led to this petition being moved ahead of the other traffic calming petitions in the queue. The petition was submitted due to concerns about the volume and speed of vehicles, bypass traffic from Austin Blvd onto their blocks, traffic from the BP gas station at the northwest corner of N Taylor Ave and Chicago Ave, crashes, and concerns about gunshots that have occurred on the blocks that are believed to be (at least in part) due to the traffic coming from the BP gas station. Crash reports and other data were collected and then a scoring table was completed for each block. They both exceeded the minimum score necessary to be reviewed by the Transportation Commission. Staff Liaison Juliano explained the vehicle volume and speed data and noted that the findings were fairly consistent with what they'd expect overall, but there does appear to be a slight speeding issue on the 500 and 600 blocks of N Taylor Ave. Based on the findings, staff's recommendation is to deploy portable speed radar signs and speed radar signs that can be installed onto light poles on an intermittent basis to bring down the speeds along those blocks.

Commissioner Straw asked why no weekend data was collected, as that may have led to a specific traffic pattern that occurs on weekends being missed. Staff responded that they look at the letter of explanation when determining when data is collected and typically only collect data on weekends when it is indicated that the problem is specifically occurring on the weekends.

Diane Ratekin, a resident from the 600 block of N Taylor Ave, spoke about why the petition organizers brought their petition to the Village Board and why they believe that staff's recommendations do not adequately address the actual experience that they have on their blocks. She specifically mentioned that because of speeding cars and gunshots, residents are concerned about safety and quality of life on their blocks and that they believe that many of their concerns stem from the 24-HR BP gas station at Chicago Ave and N Taylor Ave. She also shared several alternative solutions that the residents feel would be more effective.

Kathleen Bokar, a resident of the 500 block of N Taylor Ave, spoke about her family's decision to move to Oak Park and the concerns they have regarding speeding cars that barely stop at stop signs. She asked that more attention be paid to the safety concerns on their street so that the safety of the neighborhood and her daughter is preserved.

John Gagliano, a resident of the 500 block of N Taylor Ave, also spoke about what led him to move to Oak Park and mentioned that safety was a primary concern for him. He noted that the concerns go beyond speeding and that non-resident traffic on N Taylor is the cause for their unsafe neighborhood. He does not believe that staff's recommendation is appropriate and requests that the recommendation be reconsidered and that a meaningful solution be provided to address the safety concerns before they escalate.

Karl Leonard, a resident of the 600 block of N Taylor Ave, mentioned that the violent crimes that are happening in their neighborhood (specifically around the BP gas station) have prompted conversations with his children about gun violence and have forced him to consider restricting the freedoms he allows his children. He mentioned that while he is concerned about speeding, the shootings and other violence are what prompted him to speak. He believes that a solution that curbs the traffic to the BP gas station will improve the safety of the neighborhood.

Carolyn Newberry-Schwartz, a resident of the 500 block of N Taylor Ave, mentioned that she shares the concerns of her neighbors who previously spoke. She mentioned that they have a sense of urgency around these issues of traffic and violence that have occurred over the past few years. They believe that a creative traffic calming measure that deters some of the traffic would be helpful and would be a more community-friendly way of approaching the problems than having an increased Police presence.

Following the presentation and public testimony, Chair Burke opened the item up for discussion.

Commissioner Straw asked Commander Jacobson what impact he believes that traffic calming measures can have on gun violence. Commander Jacobson responded that when we talk about traffic calming, there are several different measures that can be considered. I don't know that I would say that any one measure would definitively, completely eliminate the possibility of gun violence. In most of these incidents, they are random acts of violence, so to say that a specific type of traffic calming measure would completely eradicate that threat of gun violence- I don't know if we could say that. There could be a positive effect, depending on the type of traffic calming measure you took, but you'd have to go on a case-by-case basis with regards to the actual incidents themselves.

Commissioner Fink stated that while she understands how the petition ended up back with the Commission, she doesn't feel that it's the right place or that they would need to work with another Commission or other folks. Deciding about whether these traffic

calming measures are going to prevent violence isn't something that she feels she can speak to.

Chair Burke suggested that it seems reasonable that as the Transportation Commission, they focus on what makes sense to address the traffic concerns that have been raised, with the understanding that those measures may or may not have some impact on the violence that has also been flagged. There are limits to what the Commission can do in that regard.

Commissioner Katner expressed his frustration for the neighbors who came to the Commission looking for solutions after going to the Board. The Commission is only advisory and can only ask the Board to do things and they often don't take our advice or grant our requests. He stated that he is upset with the Board for forcing this issue on the Commission when they don't have the tools to deal with the shootings and the violence. He also agreed that the Commission should make a recommendation for this petition with the toolbox that they have regarding traffic calming. He suggested that the Commissioners add their voices to the neighbors' and demand that the Board consider a more comprehensive approach to the periphery of Oak Park or where major drags bisect Oak Park.

The Commissioners discussed the following topics:

- Diverting traffic away from these neighborhood streets back onto Chicago Ave, which is designed for heavier traffic volumes
- Looking at how speeds can be slowed on the 500 and 600 blocks of N Taylor Ave
- How the traffic concerns mentioned in this petition echo those of many across the Village and if a more comprehensive approach should ultimately be considered
- Potentially eliminating the curb-cut from the BP gas station onto N Taylor Ave
- Whether a temporary speed radar trailer will sufficiently slow traffic or just provide a short-term solution
- Whether a traffic solution will address the gun violence and other safety concerns and if this petition merits jumping the backlog of petitions since the primary concern is one that cannot be solved by the Transportation Commission

The Commissioners determined that it would be best to have two separate motions; one for this specific item (Part A recommendation) and one for their more general request to the Village Board (Part B recommendation).

Part A:

Commissioner Straw made a motion 1) to add to staff's recommendation of deploying portable speed wagons as well as speed radar signs that can be installed onto light poles on an intermittent basis to bring down the speeds along those blocks; 2) to eliminate the N Taylor Ave driveway into the BP gas station and; 3) install a rumble strip across N Taylor

Ave in the section between Chicago Ave and the east-west alley north of Chicago Ave. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

Part B:

Commissioner Straw made a motion that this petition reflects resident concerns the Transportation Commission has seen from across Oak Park and we recommend the Village Board direct staff to generate a systematic approach to slowing traffic and improving safety in the Village. It was seconded by Commissioner Fink.

Commissioner Katner made a motion to amend Commissioner Straw's motion to be prefaced by "Given recent concerns over traffic safety and public safety, especially around the periphery of Oak Park and along its busy arterial and collector lanes..." The motion was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Katner, Straw, Fink, Burke

Nays: None

The motion to amend passed unanimously 4 to 0.

Part B, as amended:

Given recent concerns over traffic safety and public safety, especially around the periphery of Oak Park and along its busy arterial and collector lanes; this petition reflects resident concerns the Transportation Commission has seen from across Oak Park and we recommend the Village Board direct staff to generate a systematic approach to slowing traffic and improving safety in the Village.

The roll call vote was as follows:

Ayes: Straw, Fink, Katner, Burke

Nays: None

The motion passed unanimously 4 to 0.

Chair Burke asked for input from staff about whether the agenda should be amended due to the time. Staff recommended that agenda item 6a be discussed next as that item is scheduled to be discussed at the Board meeting on July 25, 2022. The Commissioners agreed.

6. Old Business

6a) REVIEW OF RECOMMENDED REVISIONS TO THE EXISTING OVERNIGHT ON-STREET PERMIT ZONES

Parking Mobility Services Manager Keane introduced Takeshi Thompson, the new Parking Restrictions Coordinator (PRC), to the Commissioners. PRC Thompson read the two written public testimony aloud. The comments, in their entirety, are attached to these minutes.

Parking Mobility Services Manager Keane presented background information on the item, including some of the considerations taken by staff when deciding which zones to amend. He explained how the various maps included in the agenda packet show the changes reflected in the context of the entire Village, as was previously requested by the Commission, as well as in each individual zone. He also reiterated that staff is not recommending increasing the capacity of the zones, but rather just the street frontages where those permit holders could park. Staff's recommendation is to get a consensus from the Commissioners regarding the recommended changes so that notifications can be sent to affected residents, allowing for public testimony at the July Commission meeting. From there, the recommendation would tentatively go to the Village Board at their meeting on July 25, 2022.

Following the presentation, the Commission asked questions regarding the item. Below is a summary of the questions and staff responses.

Q: The blue is the old zone boundary, the orange is the new zone boundary, and the blue lines are where parking is proposed? A: Correct, it is a little confusing on the combined map, but I think it's a little clearer on the individual zone maps. Looking at Y5 for example, in this instance we are recommending eliminating some streets from the zone, with the idea that we'd be adding on-street parking to every street within that zone. The yellow hatched area indicates what the boundaries of the zone would be.

Q: Is there any indication on this map of what the new parking specifically is? A: We don't have a comparison of what's been added, but the blue shaded areas represent the areas that we're eliminating from the zones.

Q: In Y5 for example, there is a permit holder in the blue shaded area and not in the yellow shaded area. What happens to that permit holder? A: It's important to point out that we're not recommending eliminating any street frontages that are currently permit parking, so

there we're any streets in that area that previously had permit parking. If a permit holder did reside outside of the zone, staff would be able to issue a permit for a nearby zone. Usually, it's very few that fall outside the zone that need the on-street parking.

Q: Are we talking about overnight permit parking? A: Correct.

Q: I thought the direction we were going was to allow folks who had an overnight permit to park anywhere where overnight permit parkers are allowed to park. Are you saying that's not the case now? A: The idea would be that we're expanding the number of streets that are eligible to park overnight on. We're not combining all of the zones into one. That's not what staff's understanding was. It was just that we were looking zone by zone, at seven zones specifically, at changing them.

Q: So, you still have to park within the zone for which your permit is assigned? A: Correct.

Q: How did you get that little flag at the bottom? Where did that come from? A: Looking at Y5, previously it went all the way to Adams St, from East Ave to Oak Park Ave. Looking at this example, there is multi-family housing down here, as well as existing permit holders, so staff felt that rather than eliminating the entirety of the permit parking there, to just keep that flagged area down there.

Q: And the blue lines are what? A: That would be eliminated from the zone, so in theory, it would just be the yellow hatched area that would be the zone.

Q: The blue lines? A: The blue lines indicate where you can park.

Q: So, you can't park anywhere in the zone? Or you can? A: If you look at Y5 here, in theory every street within our new zone is eligible for overnight parking. We revised the boundaries so that the rule would be permit parking is allowed on every street within the new, revised boundaries. If we were to keep the boundaries as is, there isn't a demand for on-street overnight parking that we saw, and it also would prohibit passholders from parking.

Q: When you say that the blue area was eliminated from the Y5 zone, what does that mean? Are you saying that previously folks could park on those streets? A: No. The hatched area is really just what we use administratively to determine what zone you're assigned to based on your address.

Q: So, the blue shaded area is now part of a different zone? A: It's no longer part of a zone, but it's eligible for pass parking.

Q: You're saying that there really wasn't demand for these overnight permits in the areas that are shaded blue? A: Correct. When we looked at this we saw that there's no current active permits in this area, so why are we going to add on-street overnight parking to every block if it's not necessary and then we would prohibit passholders from parking there. At the last meeting, we discussed how Parking Enforcement couldn't intermingle passholders

with permit holders due to the permits usually beginning at 9 or 10PM, whereas the overnight parking ban begins at 2:30AM. The inability to combine those two different uses on the same street is part of why we shrunk a lot of the zones.

Q: Are you able to say that the permit holders in the Y5 zone, for example, previously had "x" parking spots available to them and now they have "y" and that's a "z" percent increase? A: We could at least provide an estimate. The number of spaces is always determined by how people park, but we could get that for the next meeting.

Q: That is the case, right? With this proposal, overnight permit holders will have more parking spots available to them and the way you designed it is to try to make sure that those additional parking spots are relatively close to where they live. You've also eliminated those areas where we don't really have any overnight permit holders so to put on-street parking there doesn't make much sense. A: Correct.

Q: How else is this different than what we saw last time? A: From the last meeting, none of the recommended changes have changed. What we did do was this combination map because one of the concerns that was brought up was if zones are expanded or shrunk, how would that affect people seeking temporary overnight parking, including those in single-family homes. The Commission wanted a more comprehensive picture which is why we put this map together.

Q: With the public comment we got on this item, it was addressed specifically about the apartment complex at 730 Carpenter Ave, which is at Carpenter Ave and Jackson Blvd. Looking at google maps, there are also two multi-family buildings just south of Jackson Blvd at 808 and 812-814. I'm curious, with multi-family dwellings where people are expressing a need for overnight parking, how is that dealt with? What is the process for considering new zones? This obviously fits right between the Y9 zone and the Y3 zone. A: Historically, we've handled petitions for overnight parking on a case-by-case basis. I would say that that multi-family building is rather close to Y9, which is one of the zones that we're recommending be expanded with parking on Van Buren St. That would offer that particular area, within approximately one block, some overnight on-street parking. If the Commission wanted to expand an adjacent zone or create a new zone, that would be within their purview.

Q: Is it possible to follow up with those folks and see whether a Y9 permit would resolve their specific concerns? A: I spoke with one of them and she was pretty delighted that we were recommending those spaces in particular on Van Buren St. I can't speak for everybody in the building, but I did speak with one of them.

Q: Is there a specific recommendation you're making tonight? A: For the seven zones as presented, staff would provide the notice to residents on the affected streets for the July Commission meeting, with the understanding that we'd also try to bring back data on how

many spaces we'd be adding. From there, the public testimony would happen at the July meeting for consideration with the Village Board at the July 25, 2022 meeting.

Q: So, this doesn't need to go to the Village Board first? A: The idea would be that we would provide the notice for the testimony to happen at the Commission level and then from there it would go to the Village Board.

Commissioner Straw made a motion to direct staff to provide notification on the proposed revisions to the overnight on-street parking zones. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

Chair Burke recommended that the remaining two agenda items be moved to the next meeting due to the late hour, barring any objections. Parking Mobility Services Manager Keane mentioned that item 5b was administrative in nature and could be addressed quickly, but that it could wait until the July meeting if necessary. The Commissioners agreed to tackle item 5b and only push item 5c to the next meeting.

5. New Business

5b) RECOMMENDATION TO PERMANENTLY ESTABLISH THE PARKING RESTRICTION, "NO PARKING 7AM – 6PM SCHOOL DAYS" ON THE SOUTH SIDE OF JACKSON BOULEVARD, FROM EAST OF RIDGELAND AVENUE TO CUYLER AVENUE, AS TEMPORARILY APPROVED BY THE CHIEF OF POLICE ON DECEMBER 21, 2021 THROUGH JUNE 14, 2022

Parking Mobility Services Manager Keane presented background information on the item and explained that even though the restriction is good through June 14, 2022, because the signage is there, it won't just go away. Staff's recommendation is to make the restriction permanent and the school district is also in favor of making it permanent.

Commissioner Katner asked if this would still have to go to the Board even if the Commission approves it. Staff responded that it would still go to the Board for formal approval but would most likely be on the consent agenda at either the July 5, 2022 or July 18, 2022 meeting.

Commissioner Katner made a motion to recommend to the Village Board that this temporary restriction be made permanent. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Katner, Fink, Straw, Burke

Nays: None

The motion passed unanimously 4 to 0.

Chair Burke suggested that due to the late hour, agenda item 5c be moved to the next meeting. Staff Liaison Juliano noted that in addition to this item, there will be at least two other items to discuss at the next meeting, so it will be a full agenda.

Commissioner Straw asked what the Commission's expectation should be regarding the pace of petitions that they'll start seeing as they work through the backlog. Staff responded that their intention is to bring one petition from the queue in July and that they are still trying to bring on consultants to assist, but there have been delays.

Commissioner Fink asked for clarification regarding current members of the Commission. Staff responded that Commissioner Thompson resigned because he moved out of the Village and that Commissioner Stigger's commission was up earlier in the year and he extended for a while, but that was a temporary measure. The Village Clerk is working to get additional people on the Commission.

7. Adjourn

With no further business, Commissioner Fink made a motion to adjourn the meeting. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Fink, Straw, Katner, Burke

Nays: None

The motion passed unanimously 4 to 0.

The meeting adjourned at 9:43 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

Juliano, Jill

From: Emily Dzugan <emilydzugan@gmail.com>
Sent: Tuesday, June 14, 2022 3:13 PM
To: Transportation
Subject: Oak Park Overnight Street Parking

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

My name is Emily Dzugan and I am currently renting a unit in the 730 Carpenter Avenue apartment complex. As you can see in the image provided below of the apartment lease, there is no parking provided by the landlord through this complex. Therefore, options for parking are difficult, particularly with it being illegal to park overnight on all of the surrounding streets. To be able to park legally from my apartment, requires blocks of a walk that I fear making alone at night as a female by myself. All in all, this makes owning a car unfairly inaccessible for Oak Park residents who are renting. Therefore, I kindly ask that the council take into consideration the allowance of overnight parking on surrounding streets. Thank you for your time.

COOK COUNTY RESIDENCE LEASE		<small>Consult an attorney prior to signing Copyright Pending Legal Document Management, Inc.</small>
Unfurnished		
20. PARKING/NO LIABILITY: Should parking be provided by Lessor, the monthly rental shall include a monthly license for Lessee, only, to park one vehicle in each parking space described below, which license shall be restricted to the registered vehicles and for which a permit or sticker may be required to be displayed [CHECK ONE]:		
<input type="checkbox"/> One undesignated parking space in the exterior parking lot assigned to Lessee's Building		
<input type="checkbox"/> Parking space, No.(s) _____	in the exterior parking lot assigned to Lessee's Building	
<input type="checkbox"/> Parking garage space No. _____	Remote control <input type="checkbox"/> WILL <input checked="" type="checkbox"/> WILL NOT be provided	
<input type="checkbox"/> Driveway parking No. _____		
<input checked="" type="checkbox"/> NO PARKING IS PROVIDED		

Juliano, Jill

From: Kristen Woods <kwoodscounseling@gmail.com>
Sent: Tuesday, June 14, 2022 3:20 PM
To: Transportation
Subject: 6/14 meeting public comment

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Good evening,

I'm asking the transportation commission to adjust zoning to provide more accessible overnight parking accommodations for the residents of the multi-unit building at 734 Carpenter. Presently to park legally overnight it costs \$77 a month to park half a mile away. If you don't plan to amend this, I'd like to know how you find this acceptable. I'd appreciate not hearing red herring comments about renting a space from a neighbor or using public transit.

Thank you,
Kristen Woods

Kristen Woods, LCSW
kwoodscounseling.com
331.307.9417

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Village Of Oak Park
Transportation Commission Agenda Item

Item Title:	Petition for the Implementation of a Traffic Calming Device on the 500 block of South Harvey Avenue
Review Date:	July 12, 2022
Prepared By:	Jill Juliano
Abstract (briefly describe the item being reviewed):	
<p>On September 22, 2018, the Village of Oak Park received a petition to install a traffic calming device on the 500 block of South Harvey Avenue. Resident concerns include: daily inconveniences due to Dunkin' Donuts (217 Madison Street). Delivery trucks with backup sirens arrive as early as 3am. Queue of vehicles to the drive-thru backing up onto Harvey Avenue and Madison Street during the morning rush hour. Other motorists park in the No Parking Zone making this portion of the block impassible during AM peak hour. Parking and traffic issues are exacerbated by the construction of the Park District's Community Recreation Center that is being built at 229 Madison Street.</p>	
<p>At tonight's meeting, staff will present the collected traffic data, and public testimony will be taken. The Transportation Commission may concur with staff's recommendation or make a different recommendation.</p>	
Staff Recommendation(s):	
<p>Based on the traffic studies conducted and crash history for the 500 block of South Harvey Avenue, there doesn't appear to be traffic issues on the residential portion of the block that are to be addressed with measures from the Traffic Calming Toolbox.</p>	
Supporting Documentation Is Attached	

Memorandum

Date: July 7, 2022

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petition for the Implementation of a Traffic Calming Device on the 500 block of South Harvey Avenue

On September 22, 2018, the Village of Oak Park received a petition to install a traffic calming device on the 500 block of South Harvey Avenue. The Village notified the organizer that signatures were necessary. The petition was resubmitted on November 15, 2018. Residents representing 53.61% of the street frontage on the 500 block of South Harvey Avenue signed the petition. The petition was certified as a valid petition.

Reasons provided for the petition include: residents endure daily inconveniences due to Dunkin' Donuts. Delivery trucks with backup sirens arrive as early as 3am. Queue of vehicles to the drive-thru backing up onto Harvey Avenue and Madison Street during the morning rush hour. Other motorists park in the No Parking Zone making this portion of the block impassible during AM peak hour. Other delivery trucks arrive traveling on and parking on Harvey Avenue rather than on Madison Street. Drivers speed northbound on the block to access the business. Attempts to address these issues have resulted in only temporary relief. See Exhibit 5a.2, for a copy of this petition and accompanying letter of explanation.

See Exhibit 5a.3 for written public testimony received by the Village of Oak Park regarding this petition. There is a total of two emails about the item. Both are in support of this petition.

Data collection for this petition was delayed first by the Madison Street Road Diet construction project and then by the Covid-19 pandemic.

In late 2020, the residents reached out to the Village asking for a meeting to discuss their concerns related to Dunkin' Donuts and proposed construction of Park District's Community Recreation Center at 229 Madison Street and its effects on their block.

A Zoom meeting occurred on December 9, 2020. Residents expressed concerns about the existing parking and traffic issues on their block and that it will be exacerbated with the new Community Recreation Center (CRC). Due to the situation, they requested the petition move forward without data collection so it could be heard by the Transportation Commission. Staff agreed to the request. However, there was a lack of consensus with the residents on what parking restrictions they were requesting. Staff asked the residents to talk with their neighbors and report back to staff what parking restrictions they would like to pursue. While awaiting resident response, staff was able to conduct traffic studies in June and October of 2021.

In April 2022, residents of the block reached out to the Village to move forward with the petition. They were reminded staff was waiting on what parking restrictions they wanted to pursue. Resident response was they would like to move forward with the traffic calming

Memorandum

petition without revisions to the street parking restrictions. Beyond existing concerns with Dunkin' Donut traffic are new concerns related to the CRC construction which includes closure of Highland Avenue at Madison Street and closure of the sidewalk on the west side of Harvey Avenue at the northern end of the block.

Staff completed a scoring table for the petition. See Exhibit 5a.4 for the scoring table. A numerical score is calculated for six measures that are the typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 points is required to bring a petition before the Transportation Commission.

The total score for the 500 block of South Harvey Avenue petition is 34 points which exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

A directional 24-hour traffic volume and speed study was attempted on June 8, 2021 for the 500 blocks of South Harvey, Highland and South Cuyler Avenues. Unfortunately, an issue with the equipment setup occurred and only volume data was collected for the blocks. A second speed and volume study was attempted for the same three blocks on October 27, 2021. In this instance, the road tubes became detached from the counter equipment for the 500 block of South Cuyler Avenue so no data was collected on that block. However, speed and volume data was collected for the other blocks. See Exhibit 5a.5 for a summary of the results for both studies as well as the source data.

Reviewing the 24-hour volumes for the blocks studied in both June and October 2021 (Exhibit 5a.5); the two-way average daily traffic (ADT) for the blocks ranged between 437 vehicles and 614 vehicles. Volumes for all blocks studied fall below the 800 to 1,200 vehicle range for typical daily volumes on residential blocks within the Village of Oak Park. Based on the collected traffic data, it does not appear there is an excessive volume of vehicles traveling on the petitioning block.

Regarding vehicular speeds, it is an accepted traffic engineering practice to set the speed limit to the 5 mile per hour (mph) increment above or below the 85th percentile speed. Village Staff holds the opinion that the majority of drivers will drive at or near the posted speed limit. In addition, it is an accepted fact that the speed indicated on speedometers can vary up to 2 percent above or below the actual speed of the vehicle.

By definition, the 85th percentile speed is the speed at which 85 percent of the vehicles are traveling at or less than. Conversely, 15 percent of the vehicles will be traveling faster than the 85th percentile speed. It has already been stated that speed limits are typically set to the 5 mph increment above or below the 85th percentile speed. This implies that it is expected that approximately 15 percent of vehicles will be traveling faster than the speed limit, if the speed limit is in the 5 mph increment below the 85th percentile speed.

Review of the vehicle speed data from the October 27, 2021 traffic study results for the 500 blocks of South Harvey and Highland Avenues is next. The 85th percentile speeds for the two blocks ranged between 25 mph and 26 mph. Consequently, the 85th percentile speeds

Memorandum

collected in this 2021 traffic study is what staff considers consistent with the 25 mph speed limit. Based on the data collected, speeding does not appear to be an issue on the 500 block of South Harvey Avenue.

Staff anticipates having turning movement data related to vehicles accessing Dunkin' Donuts to share with the Transportation Commission at the July 12th meeting.

Next, thirty-six months of vehicle crash reports covering the period of June 1, 2019 through May 31, 2022 were reviewed for the Adams Street and Harvey Avenue intersection. Please see Exhibit 5a.6 for the collision diagram.

The number of reported crashes that occurred at the Adams Street and Harvey Avenue intersection for the period ended May 31, 2022 totaled two crashes. One was a right angle collision at the intersection and the other crash involved a vehicle backing up and striking the car behind it. The average daily traffic (ADT) for the intersection as determined as part of the Village's 1997 area-wide traffic study was 1,517 vehicles. From this data, the 2022 crash rate for the intersection is calculated to be 1.204 accidents per million entering vehicles (Acc/MEV).

The Adams Street and Harvey Avenue intersection was part of the south middle section of the Village's 1997 areawide traffic study (from South Boulevard to I-290 between Harlem Avenue and Austin Boulevard). The critical crash rate for the south middle section was calculated to be 1.029 Acc/MEV. If an actual crash rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance.

While the 2022 crash rate for the Adams Street and Harvey Avenue intersection (1.204 Acc/MEV) is above this section's critical crash rate (1.029 Acc/MEV), this is due to the low volume of traffic traveling through the intersection. In conclusion, there does not seem to be a problem with vehicle crashes at the intersection of Adams Street and Harvey Avenue.

Residents expressed concerns related to the parking and traffic related to the Dunkin' Donuts located on the northern end of the 500 block of South Harvey Avenue (southeast corner of Madison Street and Harvey Avenue) as well as the CRC construction project on the southeast corner.

As part of the Madison Street Road Diet project, a bay was carved out in the eastbound Madison Street lane at Harvey Avenue for vehicles queueing for the Dunkin' Donuts drive thru. See Exhibit 5a.7 with a blue rectangle highlighting the bay.

Parking and traffic issues related to the CRC construction project are handled by Village staff. Location of construction parking and construction traffic routes go through Village review and permit process. Any construction related issues should be directed to Village staff.

Engineering staff worked with the Park District on the current project to minimize their impact to traffic on the 500 block of South Harvey Avenue. The CRC's parking lot is accessed from Highland Avenue. It is a 2-way drive lane into their parking lot. The driveway on Harvey Avenue is gated and does not allow for entering vehicles. The Harvey Avenue driveway also features a

Memorandum

design to direct exiting vehicles to drive north on Harvey Avenue to Madison Street. See Exhibit 5a.7 for a sketch of the Park District's CRC with a red box highlighting the driveway on Harvey Avenue.

There has been mention of a Phase II to the Park District's Community Recreation Center possibly including expansion of the building which may include closing Highland Avenue at Madison Street. Presently, this phase is not included in the Park District's 5 year plan nor does it have funding as yet. If the project were to move forward with a possible closure of Highland Avenue; there would need to be public hearings on the project and be approved by the Village Board. Residents would be able to express their concerns at the public hearings.

Based on the traffic studies conducted and crash history for the 500 block of South Harvey Avenue, there doesn't appear to be traffic issues on the residential portion of the block that are to be addressed with measures from the Traffic Calming Toolbox (Exhibit 5a.8).

9/22/18
Date: 11/2/18

PETITION FOR TRAFFIC CALMING MEASURES

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 500 block of S. Harvey or
at the intersection of _____ and _____
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>2</u> | |
| • Excessive vehicle volumes | <u>3</u> | |
| • Pedestrian/Bicyclist safety issues | <u>4</u> | |
| • Other <u>Dunkin Donuts Traffic/Congestion</u> | <u>1</u> | |

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

	Name	Address	Phone number	Email
1.	[REDACTED] * [REDACTED] [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2.	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3.	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4.	[REDACTED] Dawn	[REDACTED]	[REDACTED]	[REDACTED]
5.	[REDACTED] Jill	[REDACTED]	[REDACTED]	[REDACTED]
6.	[REDACTED] Jill	[REDACTED]	[REDACTED]	[REDACTED]
7.	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
8.	[REDACTED] Cathy Novakoski	[REDACTED]	[REDACTED]	[REDACTED]
9.	[REDACTED] Lori	[REDACTED]	[REDACTED]	[REDACTED]
10.	[REDACTED] Lori	[REDACTED]	[REDACTED]	[REDACTED]
11.	Pat Kanicek	[REDACTED]	[REDACTED]	[REDACTED]
12.	Gloria DiNuzzo	[REDACTED]	[REDACTED]	[REDACTED]
13.	Jacqui Charette-BassirRad	[REDACTED]	[REDACTED]	[REDACTED]
14.	Hormoz BassirRad	[REDACTED]	[REDACTED]	[REDACTED]
15.	Lindsay Lucas-Kamm	[REDACTED]	[REDACTED]	[REDACTED]

This petition should be signed by residents representing the area 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 Juliano, 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

ver 20180803

Exhibit 5a.2

PETITION FOR TRAFFIC CALMING MEASURESDate: 9/22/18

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 500 block of S. Harvey Ave. or
 at the intersection of _____ and _____
 in the Village of Oak Park.

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

- Excessive vehicle crashes _____
- Excessive vehicle speeds _____ (rank these in order of importance with 1 being most problematic and 5 being least problematic)
- Excessive vehicle volumes _____
- Pedestrian/Bicyclist safety issues _____
- Other _____

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

	Name	Address	Phone number	Email
1. *	FROM PAGE ONE [REDACTED]			
2.	[REDACTED]			
3.	[REDACTED]			
4.	[REDACTED]			
5.	[REDACTED]			
6.	[REDACTED]			
7.	[REDACTED]			
8.	[REDACTED]			
9.	[REDACTED]			
10.	Josh Edwards [REDACTED]			
11.	[REDACTED]			
12.	[REDACTED]			
13.	[REDACTED]			
14.	[REDACTED]			
15.	[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 Juliano, 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

ver 20180803

PETITION FOR TRAFFIC CALMING MEASURESDate: 9/22/18

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 500 block of Harvey Ave. or
 at the intersection of _____ and _____
 in the Village of Oak Park.

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

- Excessive vehicle crashes _____
- Excessive vehicle speeds _____ (rank these in order of importance with 1 being most problematic and 5 being least problematic)
- Excessive vehicle volumes _____
- Pedestrian/Bicyclist safety issues _____
- Other _____

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

Name	Address	Phone number	Email
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1. * FROM PAGE ONE

2.

3.

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10.

11.

12.

13.

14.

15.

*Sandy Mueller
Jill Juliano*

*Emily Bellagio
Kristine Murphy
Jon Pohl*

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 Juliano, 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

ver 20180803

September 18, 2018

To the Transportation Commission:

The residents of 500 South Harvey Ave are submitting the attached petition to request that you recommend traffic-calming measures to the Village Board in consideration of the negative impact the Dunkin Donuts (217 West Madison St.) has on our quality of life.

The residents of our block endure a predictable daily routine of inconveniences due to the Dunkin' Donuts. Delivery trucks, with their accompanying back-up sirens, arrive as early as 3 a.m. The morning rush hour brings a long and disorderly queue of commuters that winds from the drive-through entrance on Harvey north to Madison. Other drivers park in the No Parking zones, rendering this stretch of Harvey impassible. Drivers seeking to cut the queue approach from the south, often speeding up Harvey as residents are leaving home to walk their children to school. More trucks arrive in the afternoon, routinely if not exclusively arriving via and parking on Harvey rather than Madison. Throughout the afternoon and evening, additional customers park and idle along the block, often leaving behind considerable amounts of litter.

These violations, while individually minor and transient, are collectively devastating, and their sad predictability has had a negative impact on our block. When a Taco Bell was proposed at the corner of Madison and Lyman, our block was repeatedly held up as an cautionary example of everything that can go wrong when drive-through fast-food restaurants are located precariously close to existing residential neighborhoods.

This petition is only the most recent of our attempts to arrive at some partial restitution for residents. Last year, we worked with Officer Traccye Love of the OPPD and the Village's traffic engineer on these same issues. Because these transactions are brief, sporadic enforcement of existing laws is ineffectual. Other attempts at improvements have also been short-lived. It is worth noting that the owners of the Dunkin Donuts have made no effort that we are aware of to mitigate any of these factors.

For these reasons, we believe that permanent changes to the roadway, including the possibility of a cul-de-sac to separate the residential and commercial portions of Harvey, should be considered. Such a measure would compel delivery vehicles to operate in a way that does not encroach on the residents' well-being and reduce the amount of northbound traffic on Harvey. The impact on local traffic should be minimal, as the proximate north-south streets, Highland and Lombard, are regulated with traffic lights and are better suited to handling through traffic. Trees or other plants would provide a visual barrier to separate the rest of the block from the congestion of the drive-through queue and might partially mitigate the impact of the emissions concentrated there.

Thank you for your consideration,

Residents of 500 South Harvey

Juliano, Jill

From: derek strain [REDACTED]
Sent: Monday, July 4, 2022 5:50 PM
To: Transportation
Subject: Traffic Calming on 500 South Harvey Avenue

<p>WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.</p>

ATTN: Transportation Commission
RE: Traffic Calming on 500 South Harvey Avenue

Dear Sir or Madam,

I am writing regarding the Transportation Commission's scheduled review of a petition to implement traffic calming devices on the 500 block of South Harvey Avenue. I am strong in favor of any traffic calming devices on this block and urge the Transportation Commission to act in favor of the petition.

Having lived on the 600 block of Harvey for over 20 years, I can personally attest to the dramatic increase in automobile traffic brought about by the construction of Dunkin Donuts on the corner of Harvey and Madison. This has had a severely negative affect on our neighborhood and on the safety of the neighbors on our block. Cars routinely turn off of Jackson and travel down Harvey at excessive rates of speed, disturbing the peace in the neighborhood and endangering pedestrians and cyclists in the area. In addition, the intersection of Harvey and Madison is severely congested due to Dunkin Donuts traffic. The intersection is a hazard to cars, pedestrians, and cyclists attempting to cross either Harvey or Madison. The drive through service offered by Dunkin Donuts causes lines of traffic which block Harvey and extend out onto Madison. The chaos caused by this traffic is only likely to increase with the construction of the Community Recreation Center (CRC).

1. I strongly urge the Commission to install a culdesac at the North end of the 500 block of South Harvey. This would decrease the traffic on our block and would allow our neighbors to safely cross the street. Other blocks throughout Oak Park that have culdesacs do not have the traffic draw of a Dunkin Donuts but have somehow been deemed to be in need of a culdesac. There are many other routes that motorists can take to reach Dunkin Donuts. For example, Lombard is a thoroughfare street that includes a traffic light at Madison. Motorists coming from Jackson could either go down Lombard or could go down Ridgeland.

2. I strongly urge the Commission to install pedestrian friendly stop buttons to allow pedestrians to cross Madison at Harvey Avenue. To try to cross Madison from Harvey as a pedestrian is completely unsafe and can only be done at the mercy of drivers. The "State Law Stop for Pedestrians" signs posted at the intersection are completely ineffective and are routinely ignored by motorists.

A pedestrian friendly flashing light that actually works in response to a pedestrian pressing a button, similar to that located at Harvey and Chicago, is urgently needed here. The button located at Harvey and Chicago, unlike most "beg buttons" in Oak Park, actually changes when a pedestrian presses it. In addition, that button, causes a "RED" light, unlike the buttons further east on Madison (by the Sugar Beet for example) which only flash yellow and are mostly ignored by cars.

As someone who drives, bikes, and walks around Oak Park, I recognize that cars are part of the reality of life here. However, we have a choice as to how much we allow cars to dominate the priorities of the Village. Safety and livability for the people that live in Oak Park should be the top priority. When I look at Madison Street in Forest Park and actual speed and traffic enforcement in River Forest, I can see there is a difference with Oak Park. I hope that Oak Park will follow their examples and prioritize people over cars.

Thank you for your attention to this important issue.

Sincerely,

Derek Strain

South Harvey

Oak Park, IL 60304

SANTO DOMINGO, 1998

Sent from my iPad

Juliano, Jill

From: Brian Charles Zaander [REDACTED]
Sent: Thursday, July 7, 2022 2:34 PM
To: Transportation
Subject: 500 Block of South Harvey Ave Traffic Calming Petition

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Dear Sir or Madam,

I live at 300 Adams Street, at the corner of Adams and Highland. I received notice of that proposed traffic calming endeavor for the 500 block of South Harvey, as we are a corner house that is also on the 500 block of South Highland.

I support any calming device that would work to slow down the traffic in this neighborhood. I have seen a significant amount of traffic speeding down Adams across the 500-600 blocks of south Harvey and south Highlight that are totally inappropriate. People turn off of Ridgeland down Adams to avoid that light at Jackson and speed off, well above the speed limit, traveling east. This neighborhood is filled with children, especially given our proximity to Longfellow school and the park located at Ridgeland and Jackson, and the traffic patterns coupled with people speeding is a tragedy waiting to happen. I also frequently see people disregarding the stop signs in this neighborhood.

I support any action to calm the traffic around this part of Oak Park.

[REDACTED]

[REDACTED]

Measure	Maximum Number of Points	Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures - as approved by the Village Board of Trustees on November 6, 2017	minimum possible score	500 Block of North Taylor 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																																																																																			
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.	4																																																																																			
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																																																																																			
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.	12																																																																																			
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																																																																																			
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: 20px;"> <tr><th colspan="4">51% petitions</th></tr> <tr><td>51%</td><td>-</td><td>59%</td><td>= 10 points</td></tr> <tr><td>60%</td><td>-</td><td>68%</td><td>= 11</td></tr> <tr><td>69%</td><td>-</td><td>77%</td><td>= 12</td></tr> <tr><td>78%</td><td>-</td><td>86%</td><td>= 13</td></tr> <tr><td>87%</td><td>-</td><td>95%</td><td>= 14</td></tr> <tr><td>96%</td><td>-</td><td>100%</td><td>= 15</td></tr> </table> <table border="1" style="margin-left: 20px;"> <tr><th colspan="4">75% petitions</th></tr> <tr><td>75%</td><td>-</td><td>78%</td><td>= 10 points</td></tr> <tr><td>79%</td><td>-</td><td>82%</td><td>= 11</td></tr> <tr><td>83%</td><td>-</td><td>86%</td><td>= 12</td></tr> <tr><td>87%</td><td>-</td><td>90%</td><td>= 13</td></tr> <tr><td>91%</td><td>-</td><td>94%</td><td>= 14</td></tr> <tr><td>95%</td><td>-</td><td>100%</td><td>= 15</td></tr> </table> <table border="1" style="margin-left: 20px;"> <tr><th colspan="2"></th><th>% of negative replies</th><th>Subtract</th></tr> <tr><th colspan="2"></th><td>Less than 10 or 16 replies</td><td>= - 0 points</td></tr> <tr><td rowspan="6" style="vertical-align: top; text-align: center;">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td><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> <tr><td></td><td></td><td></td></tr> </table>	51% petitions				51%	-	59%	= 10 points	60%	-	68%	= 11	69%	-	77%	= 12	78%	-	86%	= 13	87%	-	95%	= 14	96%	-	100%	= 15	75% petitions				75%	-	78%	= 10 points	79%	-	82%	= 11	83%	-	86%	= 12	87%	-	90%	= 13	91%	-	94%	= 14	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	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
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	61%	- 80%	= - 4																																																																																				
	81%	- 100%	= - 5 points																																																																																				
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.	34																																																																																			

MADISON

CUYLER

→ 383 (XX mph)
→ 614 (XX mph)
→ 231 (XX mph)

HIGHLAND

→ 177 (XX mph)
→ 437 (XX mph)
→ 260 (XX mph)

HARVEY

→ 201 (XX mph)
→ 474 (XX mph)
→ 273 (XX mph)

ADAMS

LEGEND

XXX (YY mph)–Volume (8 th Percentile Speed)

Sources: Tuesday, June 8, 2021 Traffic Study

Engineering
Division

By: JAJ
Date: 07-06-22

24-Hour, Speed & Volume Data Collected on the 500
Blocks of S Cuyler Ave, Highland Ave & S Harvey Ave
Data Collection on Tuesday, June 8, 2021

MADISON

CUYLER

↓ XXX (XX mph)
↓ XXX (XX mph)
↑ XXX (XX mph)

HIGHLAND

↓ 296 (25 mph)
↓ 472 (25 mph)
↑ 176 (26 mph)

HARVEY

↓ 246 (26 mph)
↓ 518 (25 mph)
↑ 272 (25 mph)

ADAMS

LEGEND

XXX (YY mph)-Volume (8 th Percentile Speed)

Sources: Thursday, October 27, 2021 Traffic Study

Engineering
Division

By: JAJ
Date: 07-06-22

24-Hour, Speed & Volume Data Collected on the 500
Blocks of S Cuyler Ave, Highland Ave & S Harvey Ave
Data Collection on Thursday, October 27, 2021

Type of report: Tube Count - Volume Data

LOCATION: S Cuyler Ave 500 block (btwn Adams and Madison)

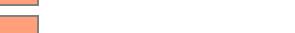
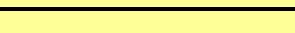
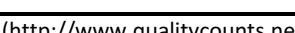
QC JOB #: 15446409

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon 8 Jun 21	Tue 8 Jun 21	Wed 8 Jun 21	Thu 8 Jun 21	Fri 8 Jun 21	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
01:00 AM		0				0			0	
02:00 AM		1				1			1	
03:00 AM		0				0			0	
04:00 AM		0				0			0	
05:00 AM		0				0			0	
06:00 AM		3				3			3	
07:00 AM		16				16			16	
08:00 AM		23				23			23	
09:00 AM		10				10			10	
10:00 AM		9				9			9	
11:00 AM		10				10			10	
12:00 PM		19				19			19	
01:00 PM		16				16			16	
02:00 PM		18				18			18	
03:00 PM		12				12			12	
04:00 PM		22				22			22	
05:00 PM		17				17			17	
06:00 PM		12				12			12	
07:00 PM		18				18			18	
08:00 PM		11				11			11	
09:00 PM		3				3			3	
10:00 PM		3				3			3	
11:00 PM		6				6			6	
Day Total		231				231			231	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		8:00 AM				8:00 AM			8:00 AM	
		23				23			23	
PM Peak Volume		4:00 PM				4:00 PM			4:00 PM	
		22				22			22	
Comments:										

Report generated on 6/15/2021 2:30 PM

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

Type of report: Tube Count - Volume Data

LOCATION: S Cuyler Ave 500 block (btwn Adams and Madison)

QC JOB #: 15446409

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon 8 Jun 21	Tue 8 Jun 21	Wed 8 Jun 21	Thu 8 Jun 21	Fri 8 Jun 21	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
01:00 AM		2				2			2	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		0				0			0	
05:00 AM		2				2			2	
06:00 AM		4				4			4	
07:00 AM		24				24			24	
08:00 AM		15				15			15	
09:00 AM		21				21			21	
10:00 AM		21				21			21	
11:00 AM		14				14			14	
12:00 PM		30				30			30	
01:00 PM		21				21			21	
02:00 PM		25				25			25	
03:00 PM		53				53			53	
04:00 PM		42				42			42	
05:00 PM		23				23			23	
06:00 PM		25				25			25	
07:00 PM		23				23			23	
08:00 PM		18				18			18	
09:00 PM		11				11			11	
10:00 PM		3				3			3	
11:00 PM		6				6			6	
Day Total		383				383			383	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM				7:00 AM			7:00 AM	
		24				24			24	
PM Peak Volume		3:00 PM				3:00 PM			3:00 PM	
		53				53			53	
Comments:										

Report generated on 6/15/2021 2:30 PM

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

Type of report: Tube Count - Volume Data

LOCATION: S Cuyler Ave 500 block (btwn Adams and Madison)

QC JOB #: 15446409

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon 8 Jun 21	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
01:00 AM		2				2			2	
02:00 AM		1				1			1	
03:00 AM		0				0			0	
04:00 AM		0				0			0	
05:00 AM		2				2			2	
06:00 AM		7				7			7	
07:00 AM		40				40			40	
08:00 AM		38				38			38	
09:00 AM		31				31			31	
10:00 AM		30				30			30	
11:00 AM		24				24			24	
12:00 PM		49				49			49	
01:00 PM		37				37			37	
02:00 PM		43				43			43	
03:00 PM		65				65			65	
04:00 PM		64				64			64	
05:00 PM		40				40			40	
06:00 PM		37				37			37	
07:00 PM		41				41			41	
08:00 PM		29				29			29	
09:00 PM		14				14			14	
10:00 PM		6				6			6	
11:00 PM		12				12			12	
Day Total		614				614			614	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM 40				7:00 AM 40			7:00 AM 40	
PM Peak Volume		3:00 PM 65				3:00 PM 65			3:00 PM 65	
Comments:										

Report generated on 6/15/2021 2:30 PM

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

Type of report: Tube Count - Volume Data

LOCATION: Harvey Ave 500 block (btwn Adams and Madison)

QC JOB #: 15446407

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		8 Jun 21								
12:00 AM		1				1			1	
01:00 AM		0				0			0	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		1				1			1	
05:00 AM		12				12			12	
06:00 AM		23				23			23	
07:00 AM		21				21			21	
08:00 AM		17				17			17	
09:00 AM		24				24			24	
10:00 AM		19				19			19	
11:00 AM		18				18			18	
12:00 PM		11				11			11	
01:00 PM		15				15			15	
02:00 PM		22				22			22	
03:00 PM		22				22			22	
04:00 PM		18				18			18	
05:00 PM		8				8			8	
06:00 PM		17				17			17	
07:00 PM		7				7			7	
08:00 PM		6				6			6	
09:00 PM		5				5			5	
10:00 PM		2				2			2	
11:00 PM		4				4			4	
Day Total		273				273			273	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		9:00 AM 24				9:00 AM 24			9:00 AM 24	
PM Peak Volume		2:00 PM 22				2:00 PM 22			2:00 PM 22	
Comments:										

Report generated on 6/15/2021 2:30 PM

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

Type of report: Tube Count - Volume Data

LOCATION: Harvey Ave 500 block (btwn Adams and Madison)

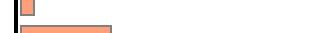
QC JOB #: 15446407

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon 8 Jun 21	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
01:00 AM		1				1			1	
02:00 AM		0				0			0	
03:00 AM		1				1			1	
04:00 AM		0				0			0	
05:00 AM		1				1			1	
06:00 AM		7				7			7	
07:00 AM		11				11			11	
08:00 AM		15				15			15	
09:00 AM		14				14			14	
10:00 AM		12				12			12	
11:00 AM		18				18			18	
12:00 PM		7				7			7	
01:00 PM		6				6			6	
02:00 PM		4				4			4	
03:00 PM		23				23			23	
04:00 PM		19				19			19	
05:00 PM		18				18			18	
06:00 PM		17				17			17	
07:00 PM		11				11			11	
08:00 PM		4				4			4	
09:00 PM		5				5			5	
10:00 PM		5				5			5	
11:00 PM		0				0			0	
Day Total		201				201			201	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 18				11:00 AM 18			11:00 AM 18	
PM Peak Volume		3:00 PM 23				3:00 PM 23			3:00 PM 23	
Comments:										

Report generated on 6/15/2021 2:30 PM

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

Type of report: Tube Count - Volume Data

LOCATION: Harvey Ave 500 block (btwn Adams and Madison)

QC JOB #: 15446407

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon 8 Jun 21	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
01:00 AM		1				1			1	
02:00 AM		0				0			0	
03:00 AM		1				1			1	
04:00 AM		1				1			1	
05:00 AM		13				13			13	
06:00 AM		30				30			30	
07:00 AM		32				32			32	
08:00 AM		32				32			32	
09:00 AM		38				38			38	
10:00 AM		31				31			31	
11:00 AM		36				36			36	
12:00 PM		18				18			18	
01:00 PM		21				21			21	
02:00 PM		26				26			26	
03:00 PM		45				45			45	
04:00 PM		37				37			37	
05:00 PM		26				26			26	
06:00 PM		34				34			34	
07:00 PM		18				18			18	
08:00 PM		10				10			10	
09:00 PM		10				10			10	
10:00 PM		7				7			7	
11:00 PM		4				4			4	
Day Total		474				474			474	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		9:00 AM 38				9:00 AM 38			9:00 AM 38	
PM Peak Volume		3:00 PM 45				3:00 PM 45			3:00 PM 45	
Comments:										

Report generated on 6/15/2021 2:30 PM

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

Type of report: Tube Count - Volume Data

LOCATION: Highland Ave 500 block (btwn Adams and Madison)

QC JOB #: 15446408

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
01:00 AM		0				0			0	
02:00 AM		0				0			0	
03:00 AM		0				0			0	
04:00 AM		1				1			1	
05:00 AM		1				1			1	
06:00 AM		3				3			3	
07:00 AM		27				27			27	
08:00 AM		14				14			14	
09:00 AM		15				15			15	
10:00 AM		5				5			5	
11:00 AM		9				9			9	
12:00 PM		11				11			11	
01:00 PM		9				9			9	
02:00 PM		20				20			20	
03:00 PM		37				37			37	
04:00 PM		25				25			25	
05:00 PM		35				35			35	
06:00 PM		14				14			14	
07:00 PM		11				11			11	
08:00 PM		6				6			6	
09:00 PM		7				7			7	
10:00 PM		8				8			8	
11:00 PM		2				2			2	
Day Total		260				260			260	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM				7:00 AM			7:00 AM	
		27				27			27	
PM Peak Volume		3:00 PM				3:00 PM			3:00 PM	
		37				37			37	

Report generated on 6/15/2021 2:30 PM

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

Exhibit 5a.5

Type of report: Tube Count - Volume Data

LOCATION: Highland Ave 500 block (btwn Adams and Madison)

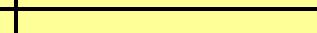
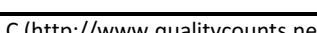
QC JOB #: 15446408

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon 8 Jun 21	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
01:00 AM		0				0			0	
02:00 AM		1				1			1	
03:00 AM		0				0			0	
04:00 AM		1				1			1	
05:00 AM		1				1			1	
06:00 AM		5				5			5	
07:00 AM		8				8			8	
08:00 AM		8				8			8	
09:00 AM		7				7			7	
10:00 AM		7				7			7	
11:00 AM		11				11			11	
12:00 PM		13				13			13	
01:00 PM		4				4			4	
02:00 PM		12				12			12	
03:00 PM		17				17			17	
04:00 PM		12				12			12	
05:00 PM		17				17			17	
06:00 PM		10				10			10	
07:00 PM		9				9			9	
08:00 PM		10				10			10	
09:00 PM		11				11			11	
10:00 PM		5				5			5	
11:00 PM		3				3			3	
Day Total		177				177			177	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		11:00 AM 11				11:00 AM 11			11:00 AM 11	
PM Peak Volume		3:00 PM 17				3:00 PM 17			3:00 PM 17	
Comments:										

Report generated on 6/15/2021 2:30 PM

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

Type of report: Tube Count - Volume Data

LOCATION: Highland Ave 500 block (btwn Adams and Madison)

QC JOB #: 15446408

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Oak Park, IL

DATE: Jun 8 2021 - Jun 8 2021

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
01:00 AM		0				0			0	
02:00 AM		1				1			1	
03:00 AM		0				0			0	
04:00 AM		2				2			2	
05:00 AM		2				2			2	
06:00 AM		8				8			8	
07:00 AM		35				35			35	
08:00 AM		22				22			22	
09:00 AM		22				22			22	
10:00 AM		12				12			12	
11:00 AM		20				20			20	
12:00 PM		24				24			24	
01:00 PM		13				13			13	
02:00 PM		32				32			32	
03:00 PM		54				54			54	
04:00 PM		37				37			37	
05:00 PM		52				52			52	
06:00 PM		24				24			24	
07:00 PM		20				20			20	
08:00 PM		16				16			16	
09:00 PM		18				18			18	
10:00 PM		13				13			13	
11:00 PM		5				5			5	
Day Total		437				437			437	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak Volume		7:00 AM				7:00 AM			7:00 AM	
		35				35			35	
PM Peak Volume		3:00 PM				3:00 PM			3:00 PM	
		54				54			54	
Comments:										

Report generated on 6/15/2021 2:30 PM

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

Type of report: Tube Count - Speed Data

QC JOB #: 15607001

DIRECTION: NB

DATE: Oct 27 2021

LOCATION: S Harvey Ave btwn Adams St & Madison 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	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
01:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
05:00 AM	1	1	1	0	1	0	0	0	0	0	0	0	0	0	4	16-25	2
06:00 AM	2	5	10	3	1	0	0	0	0	0	0	0	0	0	21	16-25	15
07:00 AM	4	6	7	3	0	0	0	0	0	0	0	0	0	0	20	16-25	13
08:00 AM	3	15	7	0	0	0	0	0	0	0	0	0	0	0	25	16-25	22
09:00 AM	2	11	6	3	0	0	0	0	0	0	0	0	0	0	22	16-25	17
10:00 AM	3	6	8	2	0	0	0	0	0	0	0	0	0	0	19	16-25	14
11:00 AM	0	4	4	2	0	0	0	0	0	0	0	0	0	0	10	16-25	8
12:00 PM	3	4	13	3	1	0	0	0	0	0	0	0	0	0	24	16-25	17
01:00 PM	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8	16-25	8
02:00 PM	5	9	8	4	0	0	0	0	0	0	0	0	0	0	26	16-25	17
03:00 PM	2	6	7	1	0	0	0	0	0	0	0	0	0	0	16	16-25	13
04:00 PM	4	10	6	0	0	0	0	0	0	0	0	0	0	0	20	16-25	16
05:00 PM	3	3	7	1	0	0	0	0	0	0	0	0	0	0	14	16-25	10
06:00 PM	2	4	5	2	0	0	0	0	0	0	0	0	0	0	13	16-25	9
07:00 PM	1	1	3	1	1	0	0	0	0	0	0	0	0	0	7	18-27	4
08:00 PM	2	2	1	3	0	0	0	0	0	0	0	0	0	0	8	21-30	4
09:00 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	2
10:00 PM	0	3	0	2	0	0	0	0	0	0	0	0	0	0	5	11-20	3
11:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	21-30	1
Day Total	39	97	101	31	4	0	0	0	0	0	0	0	0	0	272	16-25	198
Percent	14.3%	35.7%	37.1%	11.4%	1.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	7:00 AM	8:00 AM	6:00 AM	6:00 AM	5:00 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		
	4	15	10	3	1	0	0	0	0	0	0	0	0	0	25		
PM Peak Volume	2:00 PM	4:00 PM	12:00 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	12:00 PM	12:00 PM	2:00 PM		
	5	10	13	4	1	0	0	0	0	0	0	0	0	0	26		
Comments:																	

Report generated on 11/4/2021 1:27 PM

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

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: S Harvey Ave btwn Adams St & Madison St															QC JOB #:	15607001	
SPECIFIC LOCATION:															DIRECTION:	NB	
CITY/STATE: Oak Park, IL															DATE:	Oct 27 2021	
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	39	97	101	31	4	0	0	0	0	0	0	0	0	0	272	16-25	198
Percent	14.3%	35.7%	37.1%	11.4%	1.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	14.3%	50%	87.1%	98.5%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 272														85th Percentile: 25 MPH Mean Speed(Average): 19 MPH Median: 20 MPH Mode: 23 MPH			
<i>Comments:</i>																	

Report generated on 11/4/2021 1:27 PM

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

Quality Counts
 DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

QC JOB #: 15607001

DIRECTION: SB

DATE: Oct 27 2021

LOCATION: S Harvey Ave btwn Adams St & Madison 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	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
03:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
04:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
06:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	16-25	2
07:00 AM	3	4	4	1	1	0	0	0	0	0	0	0	0	0	13	16-25	8
08:00 AM	6	7	4	2	1	0	0	0	0	0	0	0	0	0	20	16-25	11
09:00 AM	9	5	6	2	0	0	0	0	0	0	0	0	0	0	22	16-25	11
10:00 AM	5	3	7	1	0	0	0	0	0	0	0	0	0	0	16	16-25	10
11:00 AM	1	1	5	4	1	0	0	0	0	0	0	0	0	0	12	21-30	9
12:00 PM	2	4	0	2	0	0	0	0	0	0	0	0	0	0	8	11-20	5
01:00 PM	3	1	5	2	0	0	0	0	0	0	0	0	0	0	11	21-30	7
02:00 PM	5	4	10	1	0	0	0	0	0	0	0	0	0	0	20	16-25	14
03:00 PM	7	6	8	5	0	0	0	0	0	0	0	0	0	0	26	16-25	14
04:00 PM	4	9	9	4	0	1	0	0	0	0	0	0	0	0	27	16-25	18
05:00 PM	6	7	11	2	1	0	0	0	0	0	0	0	0	0	27	16-25	18
06:00 PM	2	3	8	3	0	0	0	0	0	0	0	0	0	0	16	16-25	11
07:00 PM	2	0	4	1	0	0	0	0	0	0	0	0	0	0	7	21-30	5
08:00 PM	2	2	2	1	1	2	0	0	0	0	0	0	0	0	10	16-25	4
09:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	58	57	90	33	5	3	0	0	0	0	0	0	0	0	246	16-25	147
Percent	23.6%	23.2%	36.6%	13.4%	2%	1.2%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	9:00 AM	8:00 AM	10:00 AM	11:00 AM	12:00 AM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 AM			
PM Peak Volume	3:00 PM	4:00 PM	5:00 PM	3:00 PM	5:00 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	12:00 PM	4:00 PM		

Comments:

Report generated on 11/4/2021 1:27 PM

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

Exhibit 5a.5

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: S Harvey Ave btwn Adams St & Madison St															QC JOB #:	15607001	
SPECIFIC LOCATION:															DIRECTION:	SB	
CITY/STATE: Oak Park, IL															DATE:	Oct 27 2021	
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	58	57	90	33	5	3	0	0	0	0	0	0	0	0	246	16-25	147
Percent	23.6%	23.2%	36.6%	13.4%	2%	1.2%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	23.6%	46.7%	83.3%	96.7%	98.8%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 246														85th Percentile: 26 MPH Mean Speed(Average): 20 MPH Median: 21 MPH Mode: 23 MPH			
<i>Comments:</i>																	

Report generated on 11/4/2021 1:27 PM

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

Quality Counts
 DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

QC JOB #: 15607001

DIRECTION: NB, SB

DATE: Oct 27 2021

LOCATION: S Harvey Ave btwn Adams St & Madison St

SPECIFIC LOCATION:

CITY/STATE: Oak Park, IL

Comments:

Report generated on 11/4/2021 1:27 PM

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

Exhibit 5a.5

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: S Harvey Ave btwn Adams St & Madison St SPECIFIC LOCATION: CITY/STATE: Oak Park, IL															QC JOB #: 15607001	DIRECTION: NB, SB	DATE: Oct 27 2021
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	97	154	191	64	9	3	0	0	0	0	0	0	0	0	518	16-25	345
Percent	18.7%	29.7%	36.9%	12.4%	1.7%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	18.7%	48.5%	85.3%	97.7%	99.4%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 518														85th Percentile: 25 MPH Mean Speed(Average): 20 MPH Median: 21 MPH Mode: 23 MPH			
<i>Comments:</i>																	

Report generated on 11/4/2021 1:27 PM

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

Quality Counts
 DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

QC JOB #: 15607002

DIRECTION: NB

DATE: Oct 27 2021

LOCATION: Highland Ave btwn Adams St & Madison 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	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
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	1	0	0	0	0	0	0	0	0	0	0	2	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	3	2	0	1	0	0	0	0	0	0	0	0	0	6	16-25	5
07:00 AM	1	4	3	2	0	0	0	0	0	0	0	0	0	0	10	16-25	7
08:00 AM	1	6	6	2	0	0	0	0	0	0	0	0	0	0	15	16-25	12
09:00 AM	4	5	2	4	0	0	0	0	0	0	0	0	0	0	15	16-25	7
10:00 AM	2	5	1	1	1	0	0	0	0	0	0	0	0	0	10	16-25	6
11:00 AM	2	2	2	2	0	0	0	0	0	0	0	0	0	0	8	16-25	4
12:00 PM	0	0	5	1	0	1	0	0	0	0	0	0	0	0	7	21-30	6
01:00 PM	1	3	8	1	0	0	0	0	0	0	0	0	0	0	13	16-25	11
02:00 PM	1	2	3	3	0	0	0	0	0	0	0	0	0	0	9	21-30	6
03:00 PM	5	4	3	3	1	0	0	0	0	0	0	0	0	0	16	16-25	7
04:00 PM	4	3	5	3	0	0	0	0	0	0	0	0	0	0	15	16-25	8
05:00 PM	5	4	3	1	0	0	0	0	0	0	0	0	0	0	13	16-25	7
06:00 PM	1	4	2	2	0	0	0	0	0	0	0	0	0	0	9	16-25	6
07:00 PM	1	1	7	0	0	0	0	0	0	0	0	0	0	0	9	16-25	8
08:00 PM	1	3	3	1	0	0	0	0	0	0	0	0	0	0	8	16-25	6
09:00 PM	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	2
10:00 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
Day Total	31	51	62	28	3	1	0	0	0	0	0	0	0	0	176	16-25	113
Percent	17.6%	29%	35.2%	15.9%	1.7%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	9:00 AM 4	8:00 AM 6	8:00 AM 6	9:00 AM 4	6:00 AM 1	12:00 AM 0	8:00 AM 15										
PM Peak Volume	3:00 PM 5	3:00 PM 4	1:00 PM 8	2:00 PM 3	3:00 PM 1	12:00 PM 1	12:00 PM 0	3:00 PM 16									
Comments:																	

Report generated on 11/4/2021 1:27 PM

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

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Highland Ave btwn Adams St & Madison St SPECIFIC LOCATION: CITY/STATE: Oak Park, IL															QC JOB #: 15607002	DIRECTION: NB	DATE: Oct 27 2021
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	31	51	62	28	3	1	0	0	0	0	0	0	0	0	176	16-25	113
Percent	17.6%	29%	35.2%	15.9%	1.7%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	17.6%	46.6%	81.8%	97.7%	99.4%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 176														85th Percentile: 26 MPH Mean Speed(Average): 20 MPH Median: 21 MPH Mode: 23 MPH			
<i>Comments:</i>																	

Report generated on 11/4/2021 1:27 PM

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

Quality Counts
DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

QC JOB #: 15607002

DIRECTION: SB

DATE: Oct 27 2021

LOCATION: Highland Ave btwn Adams St & Madison 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	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	1	0	0	0	0	0	0	0	0	0	1	26-35	1
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	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
06:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
07:00 AM	4	8	8	4	0	0	0	0	0	0	0	0	0	0	24	16-25	16
08:00 AM	8	5	9	3	0	0	0	0	0	0	0	0	0	0	25	16-25	14
09:00 AM	6	3	4	3	1	0	0	0	0	0	0	0	0	0	17	16-25	7
10:00 AM	0	2	6	0	1	0	0	0	0	0	0	0	0	0	9	16-25	8
11:00 AM	4	5	2	0	0	0	0	0	0	0	0	0	0	0	11	16-25	7
12:00 PM	4	3	12	2	0	0	0	0	0	0	0	0	0	0	21	16-25	15
01:00 PM	1	8	2	1	0	0	0	0	0	0	0	0	0	0	12	16-25	10
02:00 PM	6	3	13	3	1	1	0	0	0	0	0	0	0	0	27	16-25	16
03:00 PM	9	10	11	3	2	0	0	0	0	0	0	0	0	0	35	16-25	21
04:00 PM	9	11	7	0	0	0	0	0	0	0	0	0	0	0	27	16-25	18
05:00 PM	6	18	9	1	0	0	0	0	0	0	0	0	0	0	34	16-25	27
06:00 PM	3	10	8	2	0	0	0	0	0	0	0	0	0	0	23	16-25	18
07:00 PM	2	4	5	0	0	0	0	0	0	0	0	0	0	0	11	16-25	9
08:00 PM	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
09:00 PM	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	16-25	3
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
Day Total	67	96	102	24	6	1	0	0	0	0	0	0	0	0	296	16-25	198
Percent	22.6%	32.4%	34.5%	8.1%	2%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	8:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	2:00 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	
	8	8	9	4	1	0	0	0	0	0	0	0	0	0	0	25	
PM Peak Volume	3:00 PM	5:00 PM	2:00 PM	2:00 PM	3:00 PM	2:00 PM	1	0	0	0	0	0	0	0	0	3:00 PM	
	9	18	13	3	2	1	0	0	0	0	0	0	0	0	0	35	

Comments:

Report generated on 11/4/2021 1:27 PM

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

Exhibit 5a.5

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Highland Ave btwn Adams St & Madison St															QC JOB #:	15607002	
SPECIFIC LOCATION:															DIRECTION:	SB	
CITY/STATE: Oak Park, IL															DATE:	Oct 27 2021	
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	67	96	102	24	6	1	0	0	0	0	0	0	0	0	296	16-25	198
Percent	22.6%	32.4%	34.5%	8.1%	2%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	22.6%	55.1%	89.5%	97.6%	99.7%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 296														85th Percentile: 25 MPH Mean Speed(Average): 19 MPH Median: 20 MPH Mode: 23 MPH			
<i>Comments:</i>																	

Report generated on 11/4/2021 1:27 PM

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

Quality Counts
 DATA THAT DRIVES COMMUNITIES

Type of report: Tube Count - Speed Data

LOCATION: Highland Ave btwn Adams St & Madison St

QC JOB #: 15607002

SPECIFIC LOCATION:

DIRECTION: NB, SB

CITY/STATE: Oak Park, IL

DATE: Oct 27 2021

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	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
01:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
02:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
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	1	0	0	0	0	0	0	0	0	0	0	2	11-20	1
05:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
06:00 AM	1	6	2	0	1	0	0	0	0	0	0	0	0	0	10	16-25	8
07:00 AM	5	12	11	6	0	0	0	0	0	0	0	0	0	0	34	16-25	23
08:00 AM	9	11	15	5	0	0	0	0	0	0	0	0	0	0	40	16-25	26
09:00 AM	10	8	6	7	1	0	0	0	0	0	0	0	0	0	32	16-25	14
10:00 AM	2	7	7	1	2	0	0	0	0	0	0	0	0	0	19	16-25	14
11:00 AM	6	7	4	2	0	0	0	0	0	0	0	0	0	0	19	16-25	11
12:00 PM	4	3	17	3	0	1	0	0	0	0	0	0	0	0	28	20-29	20
01:00 PM	2	11	10	2	0	0	0	0	0	0	0	0	0	0	25	16-25	21
02:00 PM	7	5	16	6	1	1	0	0	0	0	0	0	0	0	36	21-30	22
03:00 PM	14	14	14	6	3	0	0	0	0	0	0	0	0	0	51	16-25	28
04:00 PM	13	14	12	3	0	0	0	0	0	0	0	0	0	0	42	16-25	26
05:00 PM	11	22	12	2	0	0	0	0	0	0	0	0	0	0	47	16-25	34
06:00 PM	4	14	10	4	0	0	0	0	0	0	0	0	0	0	32	16-25	24
07:00 PM	3	5	12	0	0	0	0	0	0	0	0	0	0	0	20	16-25	17
08:00 PM	4	5	4	1	0	0	0	0	0	0	0	0	0	0	14	16-25	9
09:00 PM	3	1	4	0	0	0	0	0	0	0	0	0	0	0	8	16-25	5
10:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	21-30	4
11:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
Day Total	98	147	164	52	9	2	0	0	0	0	0	0	0	0	472	16-25	311
Percent	20.8%	31.1%	34.7%	11%	1.9%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%			
AM Peak Volume	9:00 AM 10	7:00 AM 12	8:00 AM 15	9:00 AM 7	10:00 AM 2	12:00 AM 0	8:00 AM 40										
PM Peak Volume	3:00 PM 14	5:00 PM 22	12:00 PM 17	2:00 PM 6	3:00 PM 3	12:00 PM 1	12:00 PM 0	3:00 PM 51									
Comments:																	

Report generated on 11/4/2021 1:27 PM

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

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

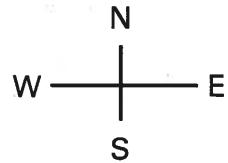
LOCATION: Highland Ave btwn Adams St & Madison St SPECIFIC LOCATION: CITY/STATE: Oak Park, IL															QC JOB #: 15607002	DIRECTION: NB, SB	DATE: Oct 27 2021
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	98	147	164	52	9	2	0	0	0	0	0	0	0	0	472	16-25	311
Percent	20.8%	31.1%	34.7%	11%	1.9%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%			
Cumulative Percent	20.8%	51.9%	86.7%	97.7%	99.6%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
ADT 472														85th Percentile: 25 MPH Mean Speed(Average): 19 MPH Median: 20 MPH Mode: 23 MPH			
<i>Comments:</i>																	

Report generated on 11/4/2021 1:27 PM

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

Quality Counts
 DATA THAT DRIVES COMMUNITIES

**VILLAGE OF OAK PARK
COLLISION DIAGRAM**



HISTORICAL DATA - JAN 1995-DEC 1997
N-S STOP INSTALLED PRIOR TO 1995
1995-1997 # OF CRASHES=0, ADT=1517
1997 CRASH RATE=0.000 Acc/MEV
1997 CRITICAL CRASH RATE=1.029 Acc/MEV
2019-2022 # OF CRASHES=2
2022 CRASH RATE=1.204 Acc/MEV

08-27-21 17:07
Clear - Dry

Adams St

2019=0
2020=0
2021=2
2022=0

Harvey Ave

08-11-21 12:56
Clear - Dry

SYMBOLS	TYPES OF COLLISIONS	
←	MOVING VEHICLE	
←→	BACKING VEHICLE	
← - - -	PEDESTRIAN	
▀	PARKED VEHICLE	
□	FIXED OBJECT	
●	FATAL ACCIDENT	
○	INJURY ACCIDENT	
	← REAR END	RIGHT ANGLE
	→ HEAD ON	1. Date and Time
	↙ SIDE SWIPE	2. Weather and
	↘ OUT OF CONTROL	Road Surface
	↗ LEFT TURN	Conditions
INTERSECTION of	Taylor Ave	
PERIOD: 36 Months	FROM: June 1, 2019	TO: May 31, 2022
BY: JAJ	DATE: July 6, 2022	NO SCALE

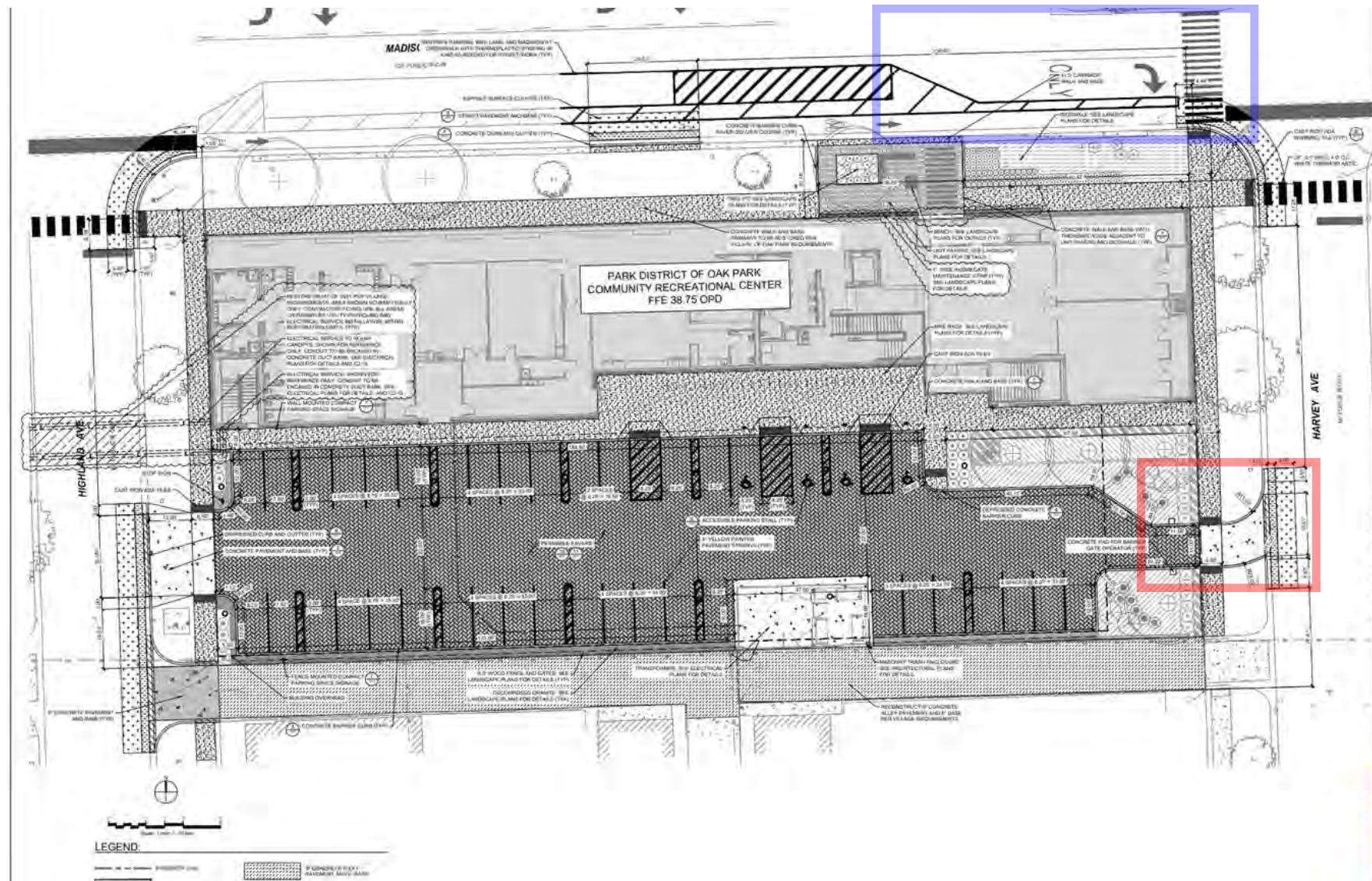


Exhibit 5a.7

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	Should <u>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	



The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272
708.383.6400
Fax 708.383.9584
TTY 708.383.0048
village@vil.oak-park.il.us

June 29, 2022

TO: RESIDENTS OF THE 500 & 600 BLOCKS OF S HARVEY AVE
RESIDENTS OF THE 500 BLOCK OF S CUYLER AVE.
RESIDENTS OF THE 500 BLOCK OF HIGHLAND AVE.
RESIDENTS OF THE 500 BLOCK OF S LOMBARD AVE.
BUSINESSES ON THE 200 BLOCK OF MADISON ST

RE: PETITION TO IMPLEMENT TRAFFIC CALMING DEVICE ON THE 500 BLOCK OF SOUTH HARVEY AVE

Dear Resident or Business Owner:

The Village of Oak Park received a petition to implement traffic calming devices on the 500 block of South Harvey Avenue.

The Transportation Commission's review will be considering traffic calming measures from the Village's Traffic Calming Toolbox that do not restrict access. Below is the URL address to the Village's webpage showing a matrix of the 32 traffic calming measures in the Toolbox:

https://www.oak-park.us/sites/default/files/public-works/matrix_table.pdf

The Transportation Commission is scheduled to review this petition remotely at 7:00 PM on Tuesday, July 12, 2022. A Special Remote Meeting will be conducted with live audio and optional video of participants. The meeting will be available live at <https://us06web.zoom.us/j/86936152494> and archived online for on-demand viewing at www.oak-park.us/commissiontv the following day.

The Transportation Commission welcomes your public testimony at this meeting. If you wish to comment but are unable to attend the remote meeting, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 358-5711 or by email at transportation@oak-park.us. All comments must be received by Thursday, July 7, 2022 at 5:00 PM for inclusion in the agenda. Any comments received after this date will be read into the record at the Transportation Commission meeting.

A copy of the Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) for public review and inspection. Look for the agenda on the website after 5:00 PM on Friday, July 8th.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

Village of Oak Park
Public Works Center
201 South Boulevard
Oak Park, IL 60302

Village Of Oak Park
Transportation Commission Agenda Item

Item Title:	Modify Transportation Commission's Recommendation on Review Effectiveness of Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and then Modifying or Replacing Them if Warranted; to Include Changing Financial Responsibility for Speed Hump and Speed Table Measures from Special Service Area to the Village
Review Date:	July 12, 2022
Prepared By:	Jill Juliano
Abstract (briefly describe the item being reviewed):	
<p>Speed hump and speed table are two measures in Level 3 of the Traffic Calming Toolbox. When the Village Board approved the Toolbox and related process it was decided the property owners on the block would pay for these measures via a Special Service Area (SSA) tax. Please see the matrix table of calming measures (Exhibit 5b.1).</p> <p>Establishment of a special service area is controlled by the Illinois Special Service Area Tax Law. It has a strict timeline of public hearings, requirements for notice of hearings and possible objection petition period. This process along with sending an initial ballot to all property owners to determine their willingness to pay for the measure delays the installation of the measure by months which typically translates into the next construction season. Additionally, staff found the annual cost of administering the SSA is substantially the same as the SSA funds collected for the speed humps or tables.</p> <p>To eliminate a delay in implementation, staff is recommending changing the financial responsibility for speed hump and speed table measures from SSA to the Village. If the Commission agrees, it will be included as part of the Transportation Commission's recommendations in the work plan item, "Review Effectiveness of Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and then Modifying or Replacing Them if Warranted".</p>	
Staff Recommendation(s):	
<p>Staff is recommending changing the financial responsibility for speed hump and speed table measures from SSA to the Village; and to include it as part of the Transportation Commission's recommendations of its work plan item, "Review Effectiveness of Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and then Modifying or Replacing Them if Warranted".</p>	
Supporting Documentation Is Attached	

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	Should not 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	

Village Of Oak Park

Transportation Commission Agenda Item

Item Title:	Review of Recommended Revisions to the Existing Overnight On-Street Parking Permit Zones
Review Date:	<u>July 12, 2022</u>
Prepared By:	<u>Sean Keane, Parking & Mobility Services Manager</u>

Abstract:

Overnight on-street parking is allowed in designated multi-family zones with the proper permit. There are currently seventeen (17) overnight on-street parking permit zones located throughout the Village. The zones dictate which residential addresses qualify to purchase a permit in that particular zone. Currently, only specific street frontages within the zones are eligible for overnight permit parking.

At its January 11, 2022 meeting, the Transportation Commission, as part of its recommendations to the Village Board regarding the Pilot Program evaluation, recommended expanding overnight on-street permit parking to all street frontages that lie within the boundaries of the current overnight zones. As a condition of the recommendation, the Commission requested staff analyze the existing boundaries of the overnight on-street permit parking zones for any needed adjustments.

At its February 14, 2022 meeting, the Village Board concurred with the Transportation Commission's request for staff to further analyze the existing boundaries of the overnight parking zones.

At its March 8, 2022 meeting, the Transportation Commission directed staff to come back to the Commission with recommended revisions to only *select* zones where permit holders experience particular hardship due to shared use regulations and lack of availability

At its April 12, 2022 meeting, the Transportation Commission reviewed maps depicting staff's recommended revisions to seven (7) overnight on-street parking zones. The Commission directed staff to prepare a comprehensive map showing all overnight parking zones, inclusive of the changes to the seven (7) zones.

At its June 14, 2022 meeting, the Transportation Commission reviewed the revisions again and made a motion to direct staff to provide notification to all those properties adjacent to or near the affected street frontages within the seven (7) select zones.

Staff Recommendation(s):

Staff recommends approval of the proposed revisions to the seven (7) select overnight on-street parking zones, as generally outlined in the attached maps.

Pending the Commission's approval and/or direction, the recommendation would be discussed by the Village Board during a special study session concerning the Village's Parking Pilot Program, scheduled for July 25, 2022.

Review of Recommended Revisions to the Existing Overnight On-Street Permit Zones

July 12, 2022

Transportation Commission Meeting

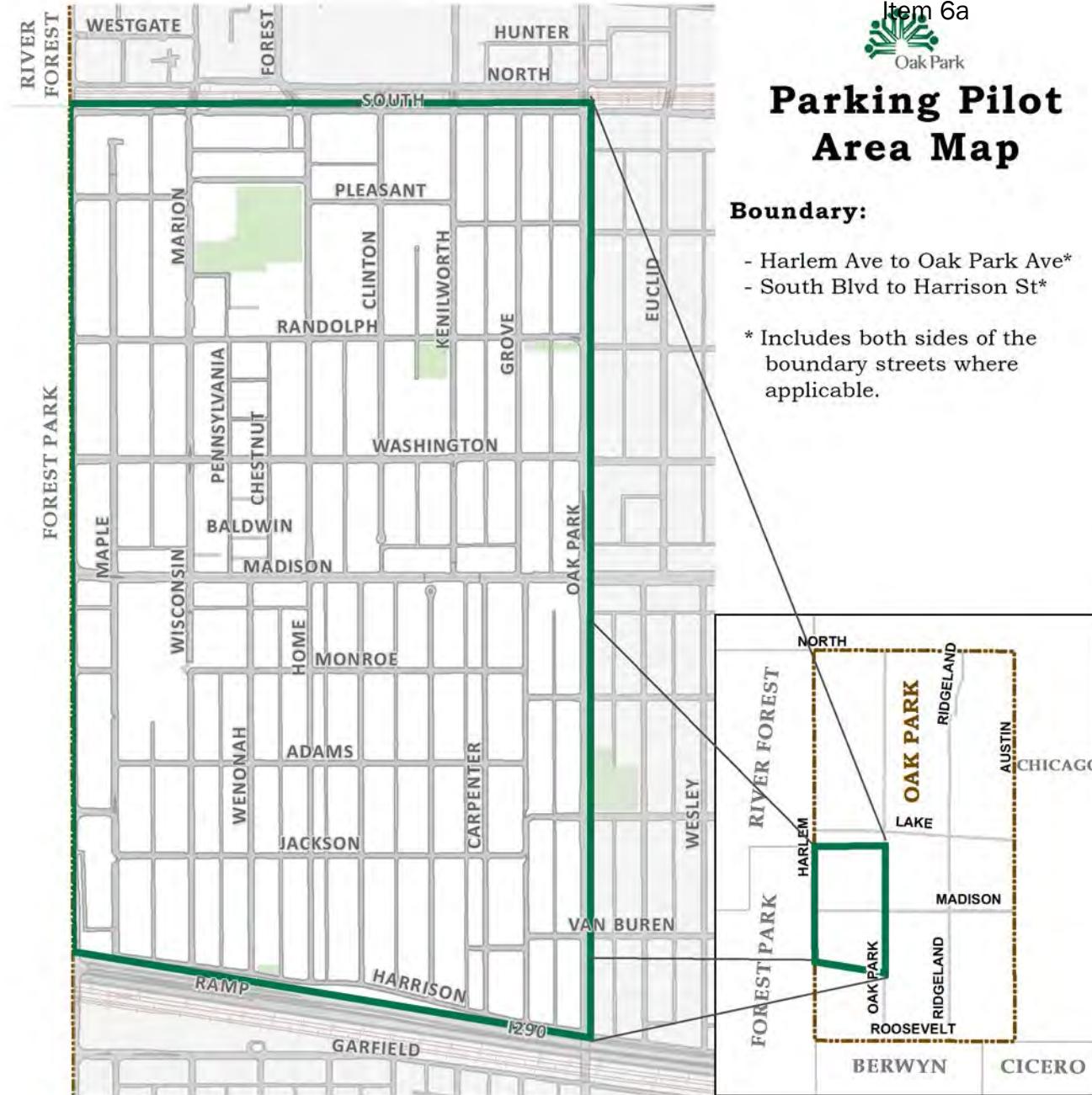


Presentation Road Map

- History of the Parking Pilot Program
- Parking Pilot Program recommendations
- Review of the Commission's discussions / actions
- Recommended revisions to select overnight on-street permit zones
- Next steps

Parking Pilot Program

- Approved in 2019
- Elements tested:
 - Standardized daytime parking limits
 - Vehicle license exemption from daytime limits
 - Extend pay-by-plate parking
 - Dynamic / Graduated pay-by-plate space fees
 - Additional night permit parking
 - License Plate Recognition (LPR)
- Survey period: 09/27/21 – 11/15/21



Parking Pilot Program Recommendations

1. Extend time and implement a dynamic fee structure for pay-by-plate parking
 - ✓ Pay-by-plate spaces enforced until 8 p.m.
 - ✓ \$1/hr. for first 3 hours, \$3/hr. thereafter
2. Simplify and standardize daytime restrictions
 - ✓ 3 hour standardized daytime, weekday restriction
 - ✓ Vehicle license exemption from daytime restriction
 - ✓ Daytime guest passes
3. Improve access to night permit parking
 - ✓ Allow night parking in pay-by-plate spaces
 - ✓ Allow night parking on all streets within overnight parking zones (analyze existing zones)

Transportation Commission Action History

January 11, 2022 – review of staff recommendations regarding the Parking Pilot Program, including *improving access to night parking*.

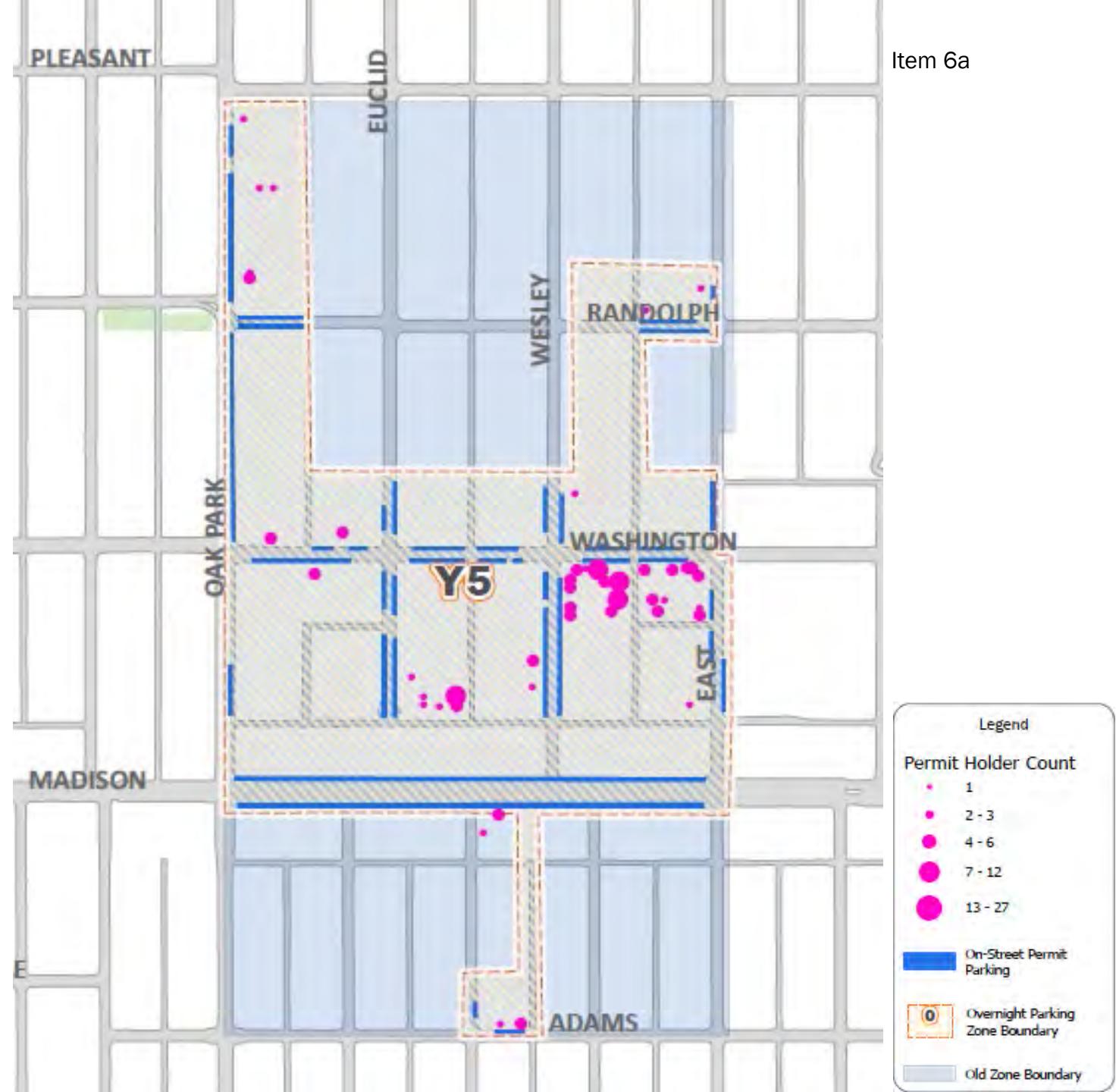
March 8, 2022 – discussion concerning analysis of current overnight on-street parking zones. Directed staff to come back to the Commission with recommended revisions to only *select* zones where permit holders experience particular hardship due to shared use regulations and lack of availability.

April 12, 2022 – the Commission reviewed maps depicting staff's recommended revisions to seven (7) overnight parking zones. The Commission directed staff to prepare a comprehensive map showing all overnight parking zones, inclusive of the changes to the seven (7) zones.

June 14, 2022 – the Commission reviewed the recommended revisions again and made a motion to direct staff to provide notification to all those properties adjacent or near the affected street frontages within the seven (7) select zones.

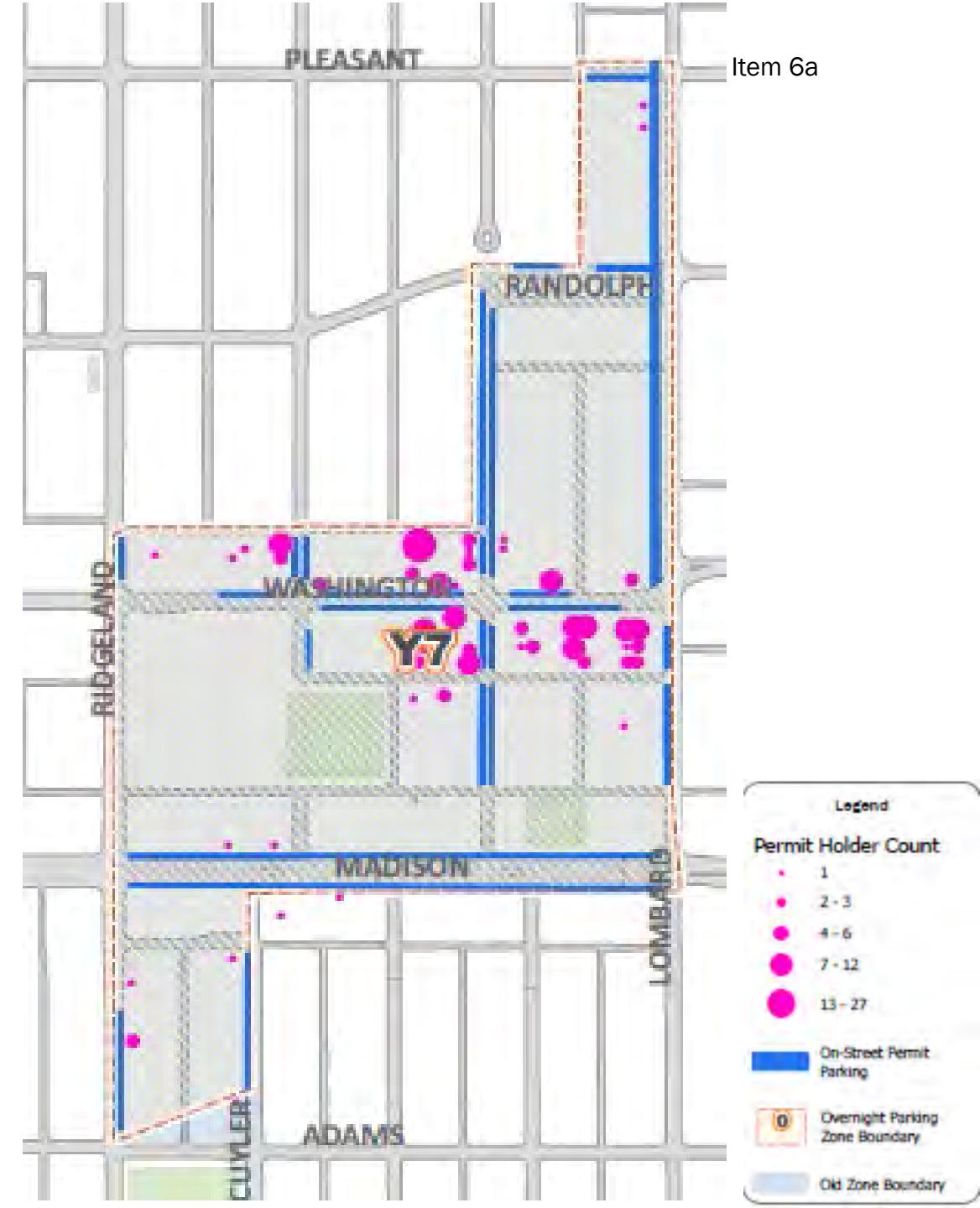
Zone Y5

Active Zone Permits	Number of Zone Permits Available for Issuance	Number of Parking Spaces Proposed to be added to Zone
118	172	109



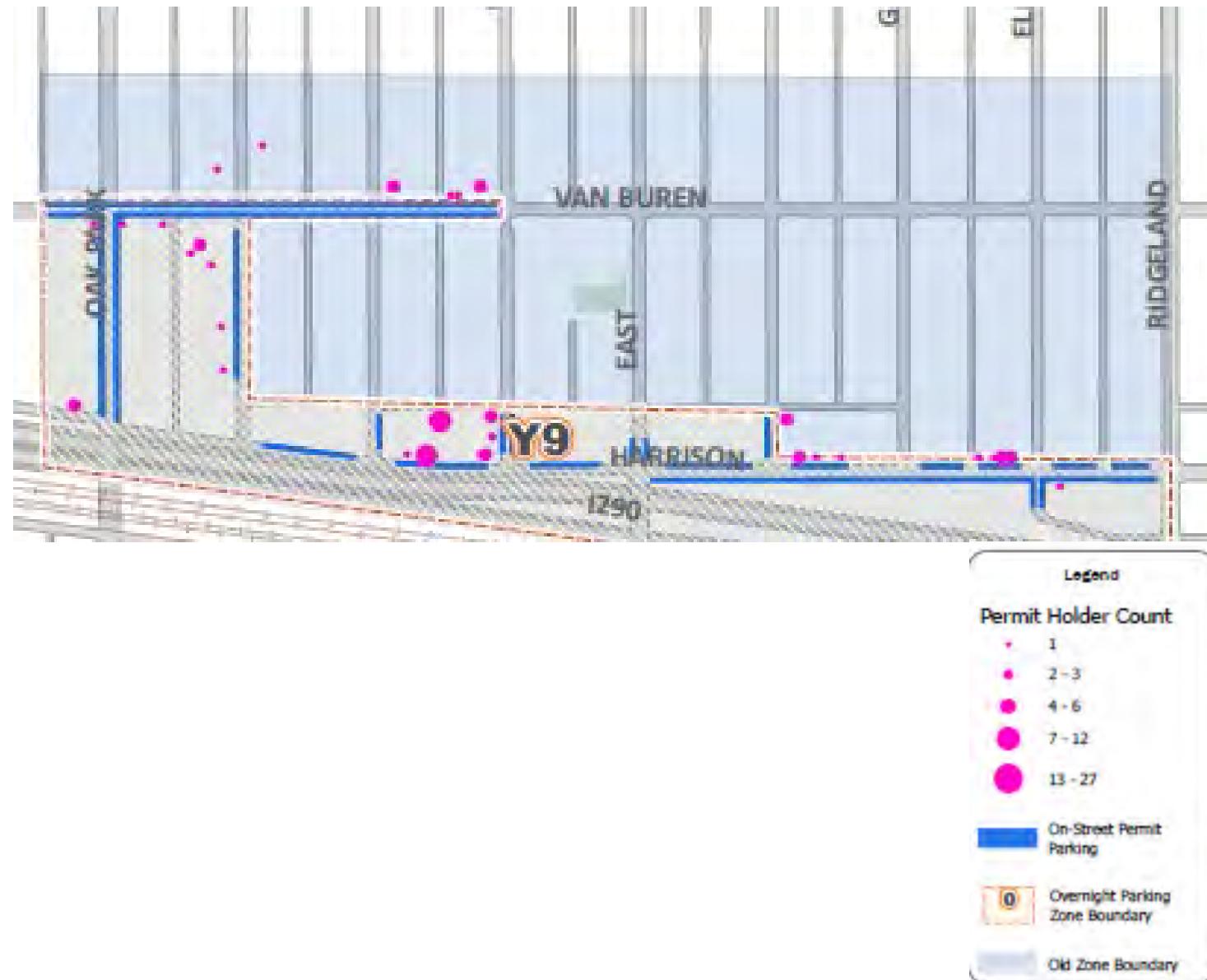
Zone Y7

Active Zone Permits	Number of Zone Permits Available for Issuance	Number of Parking Spaces Proposed to be added to Zone
179	179	187



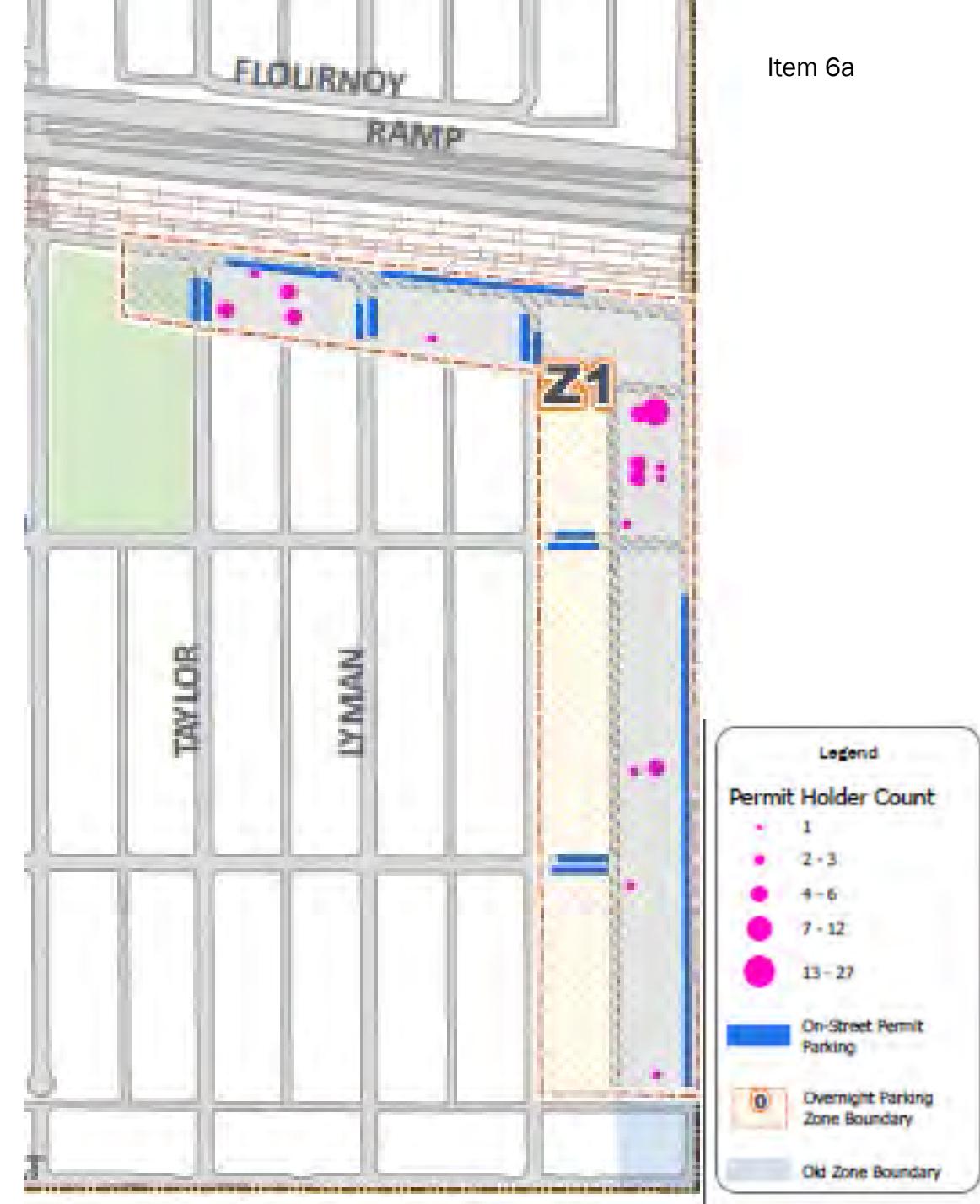
Zone Y9

Active Zone Permits	Number of Zone Permits Available for Issuance	Number of Parking Spaces Proposed to be added to Zone
59	115	109



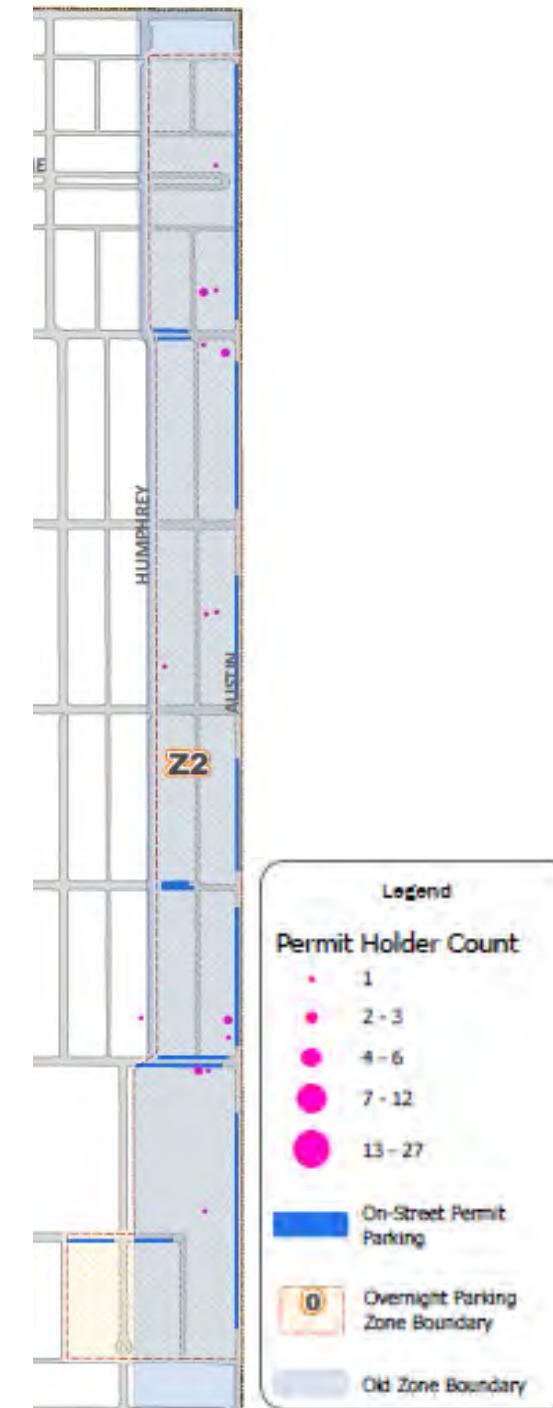
Zone Z1

Active Zone Permits	Number of Zone Permits Available for Issuance	Number of Parking Spaces Proposed to be added to Zone
39	87	16



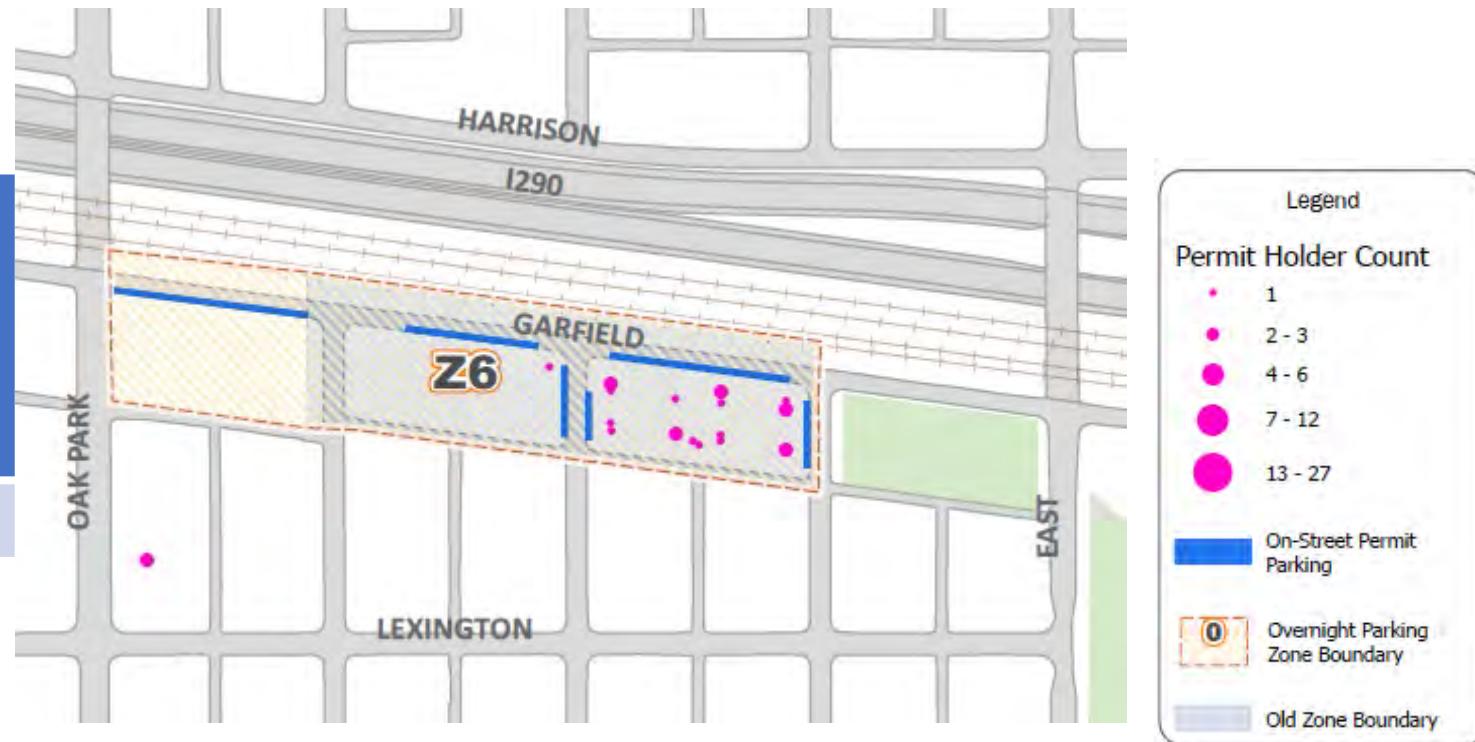
Zone Z2

Active Zone Permits	Number of Zone Permits Available for Issuance	Number of Parking Spaces Proposed to be added to Zone
23	157	23



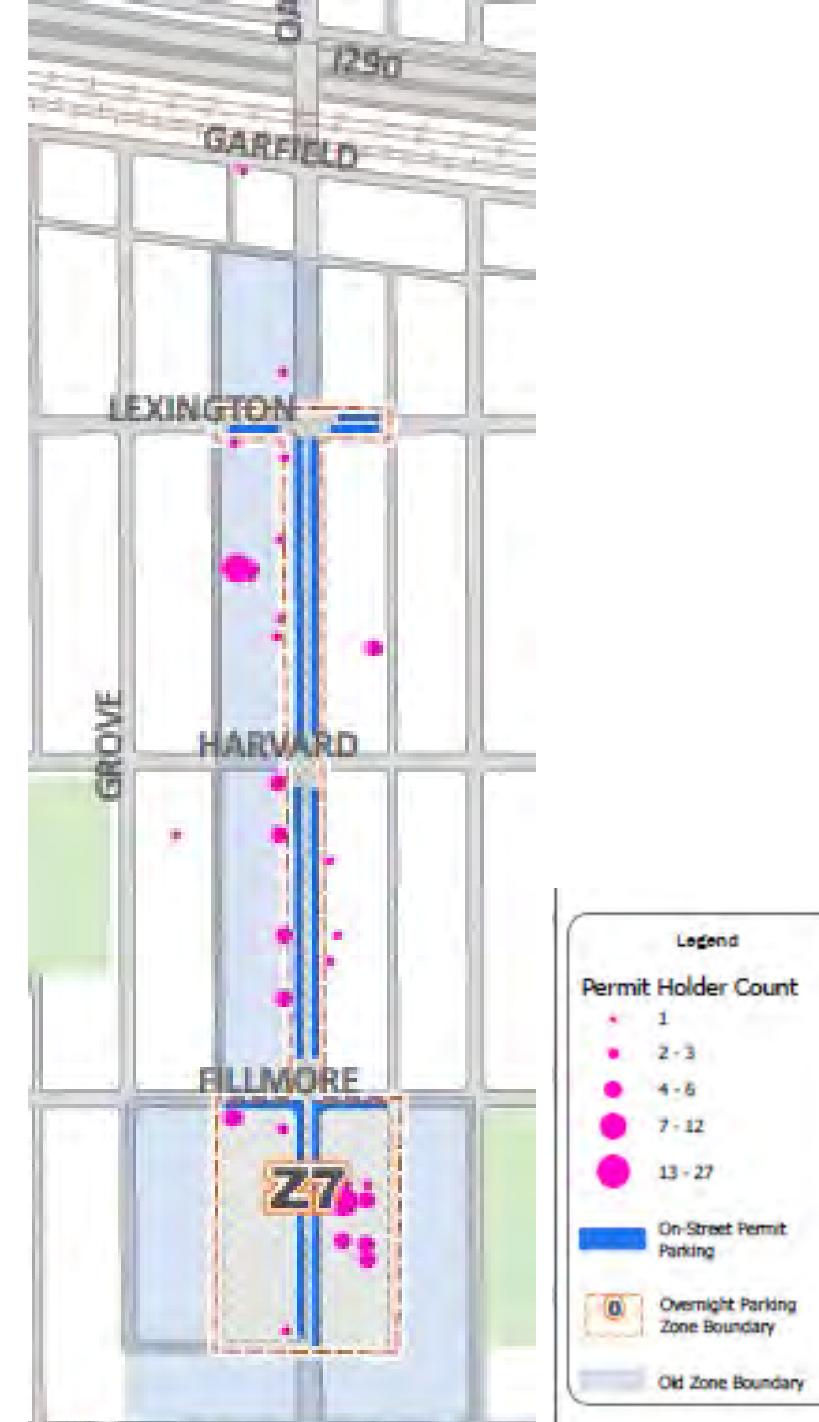
Zone Z6

Active Zone Permits	Number of Zone Permits Available for Issuance	Number of Parking Spaces Proposed to be added to Zone
27	37	13



Zone Z7

Active Zone Permits	Number of Zone Permits Available for Issuance	Number of Parking Spaces Proposed to be added to Zone
57	85	93



Next Meeting / Next Steps

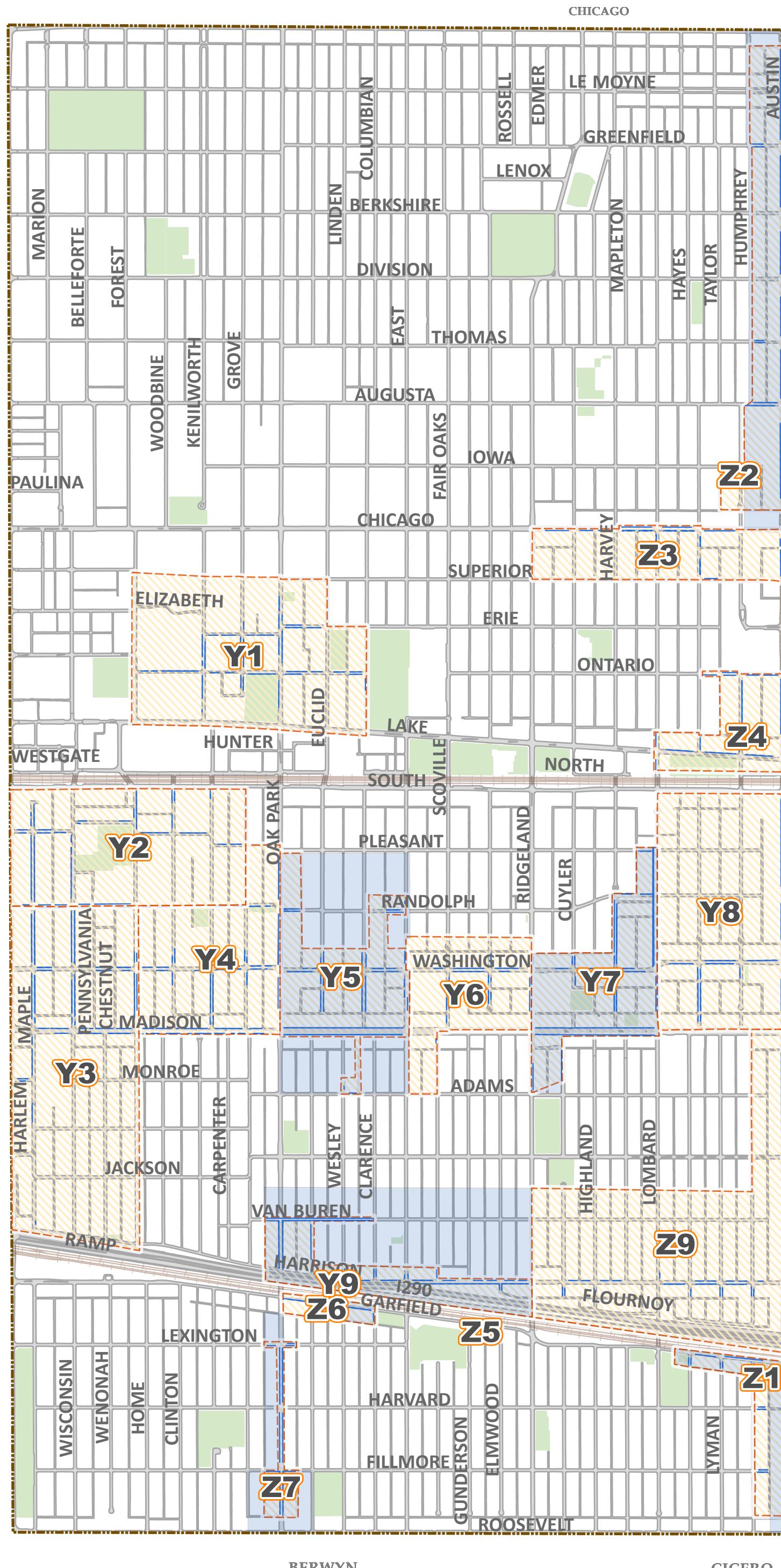
- Village Board Study Session
 - July 25, 2022 at 7 p.m.

Questions?



Overnight On-Street Permit Holder Map - Zones

Item 6a



DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Oak Park shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact Parking and Mobility Services.



Overnight On-Street Permit Holder Map - Zone Y5

Item 6a



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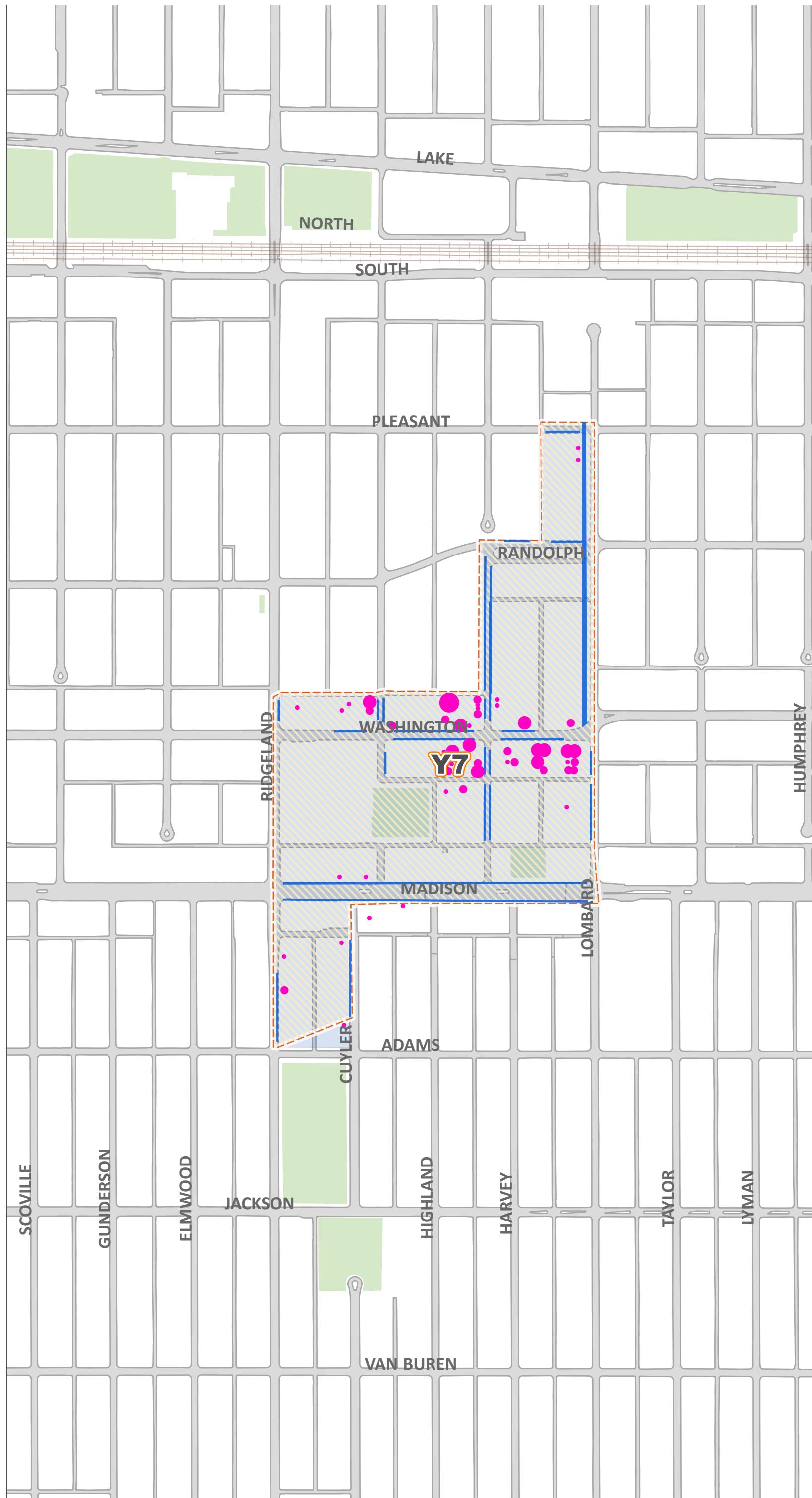
Last updated: 5/24/2022

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Overnight On-Street Permit Holder Map - Zone Y7

Item 6a



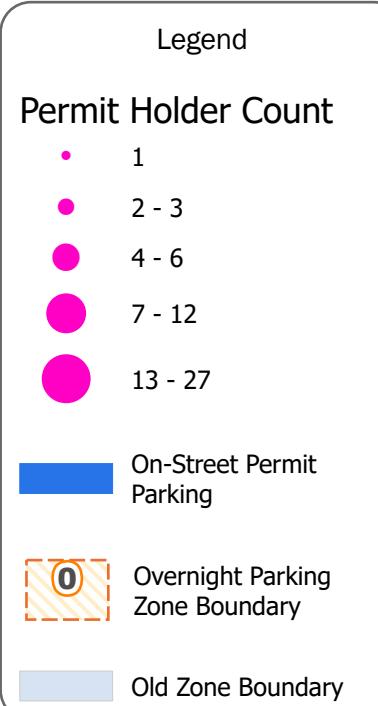
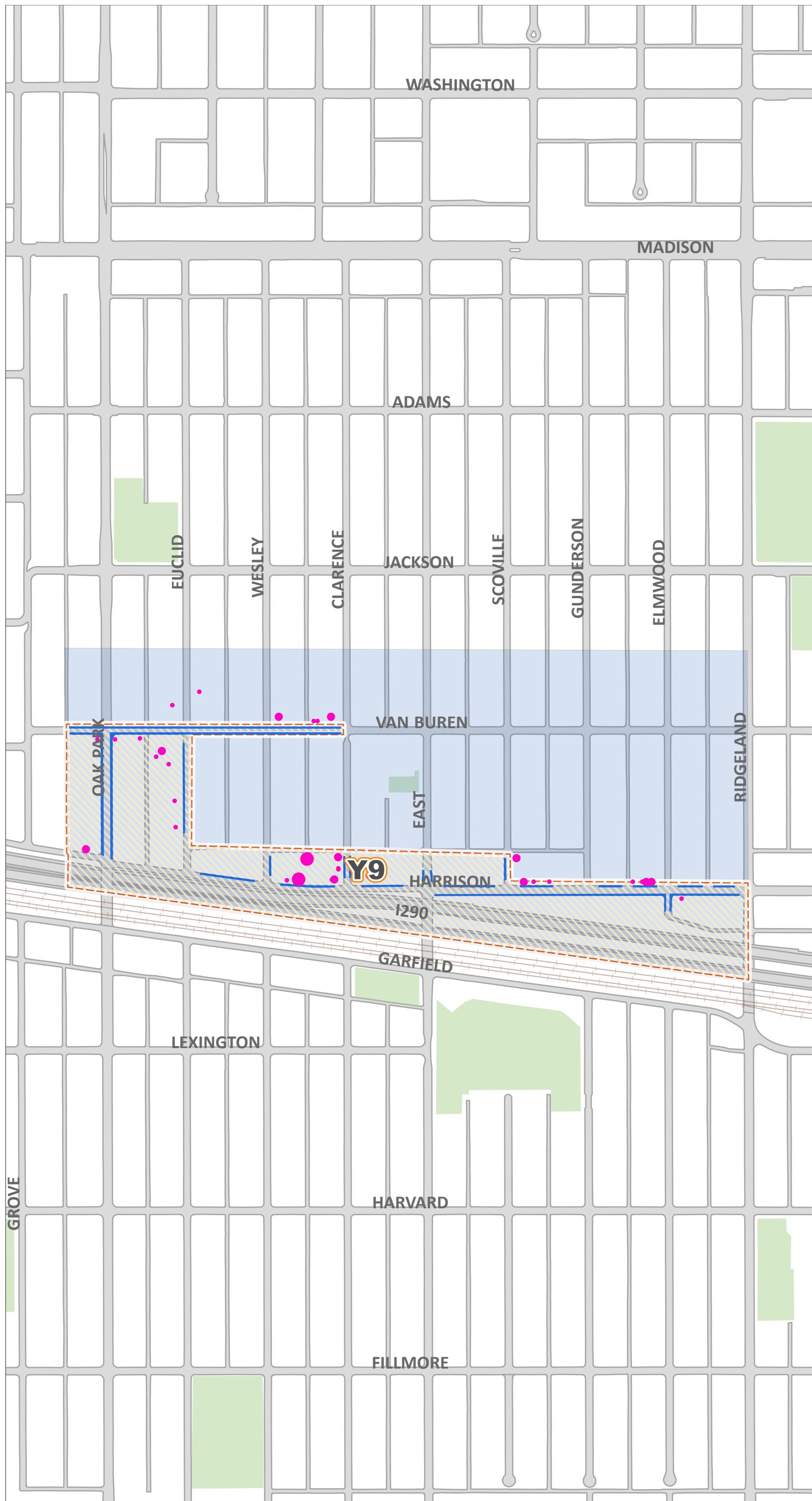
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Last updated: 5/24/2022

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Overnight On-Street Permit Holder Map - Zone Y9

Item 6a



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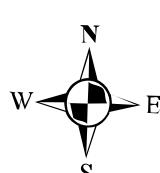
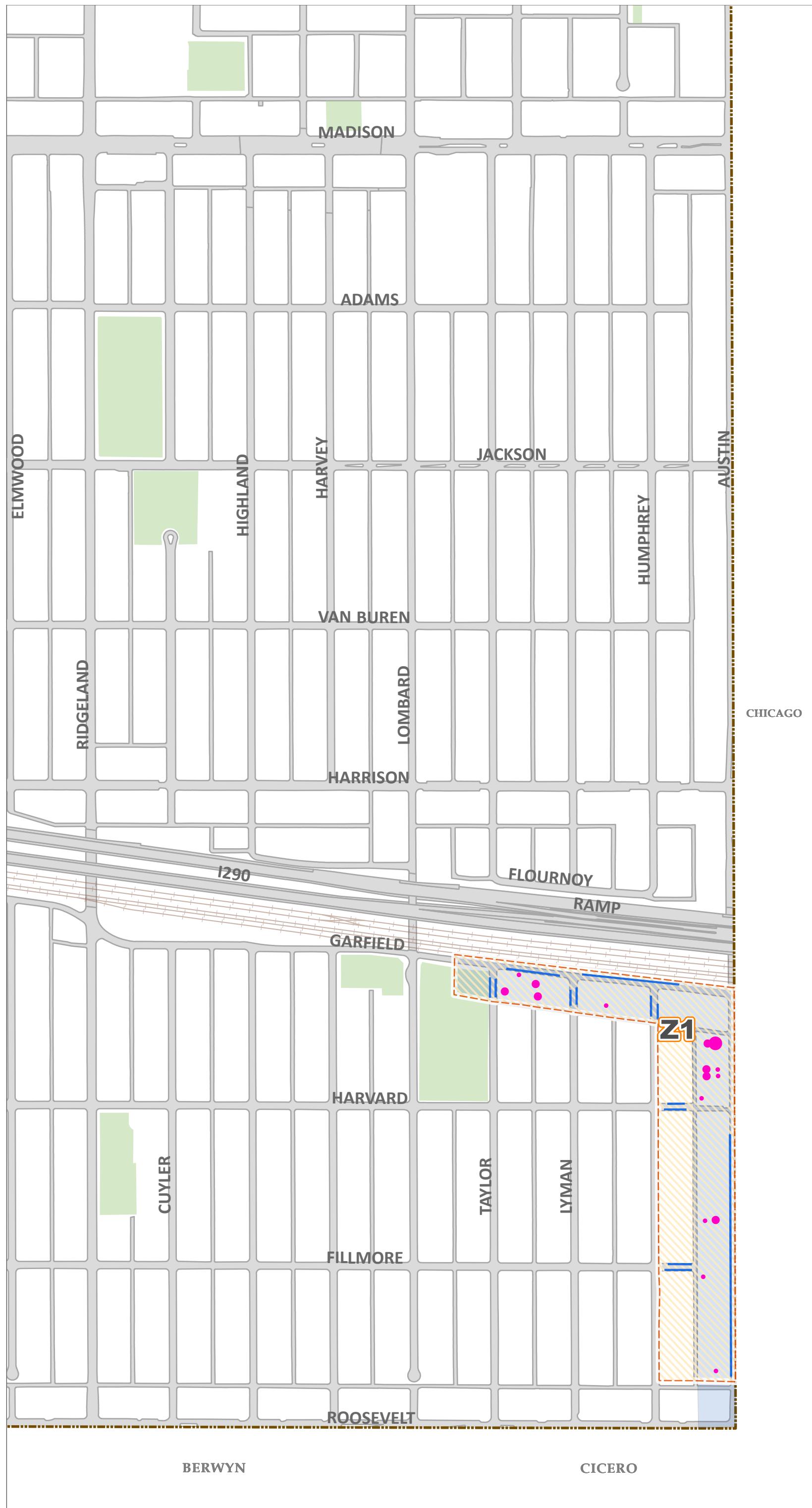
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Overnight On-Street Permit Holder Map - Zone Z1

Item 6a



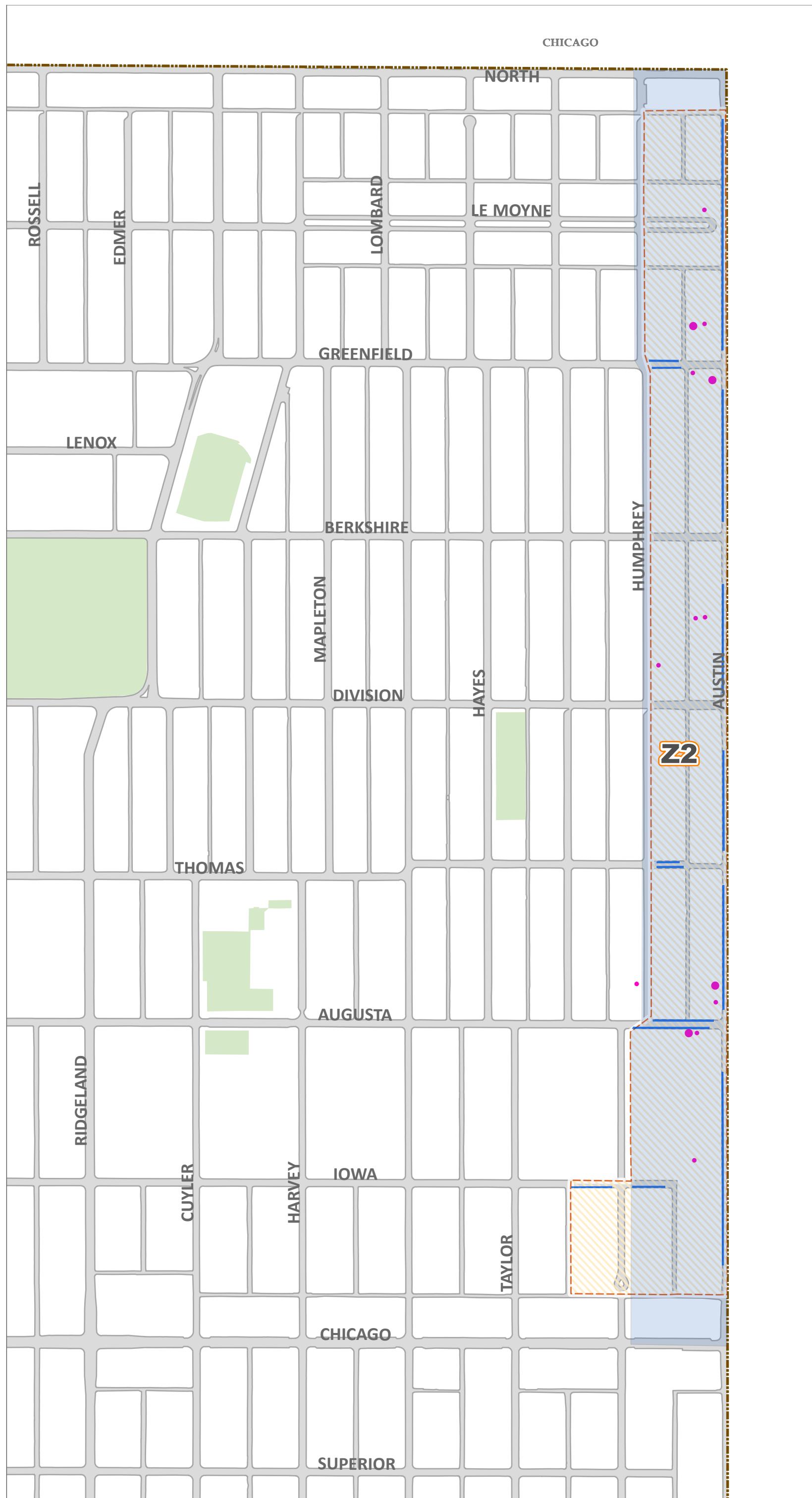
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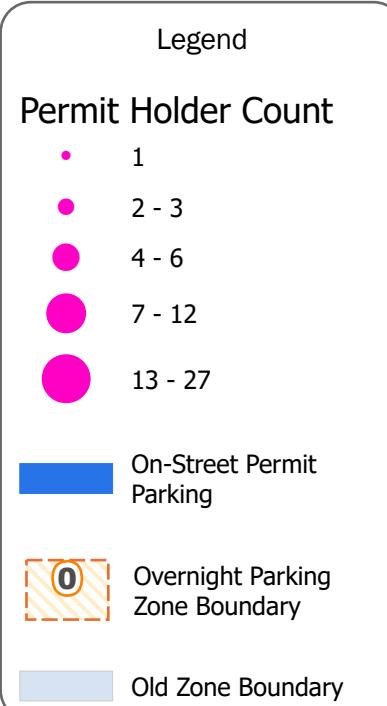
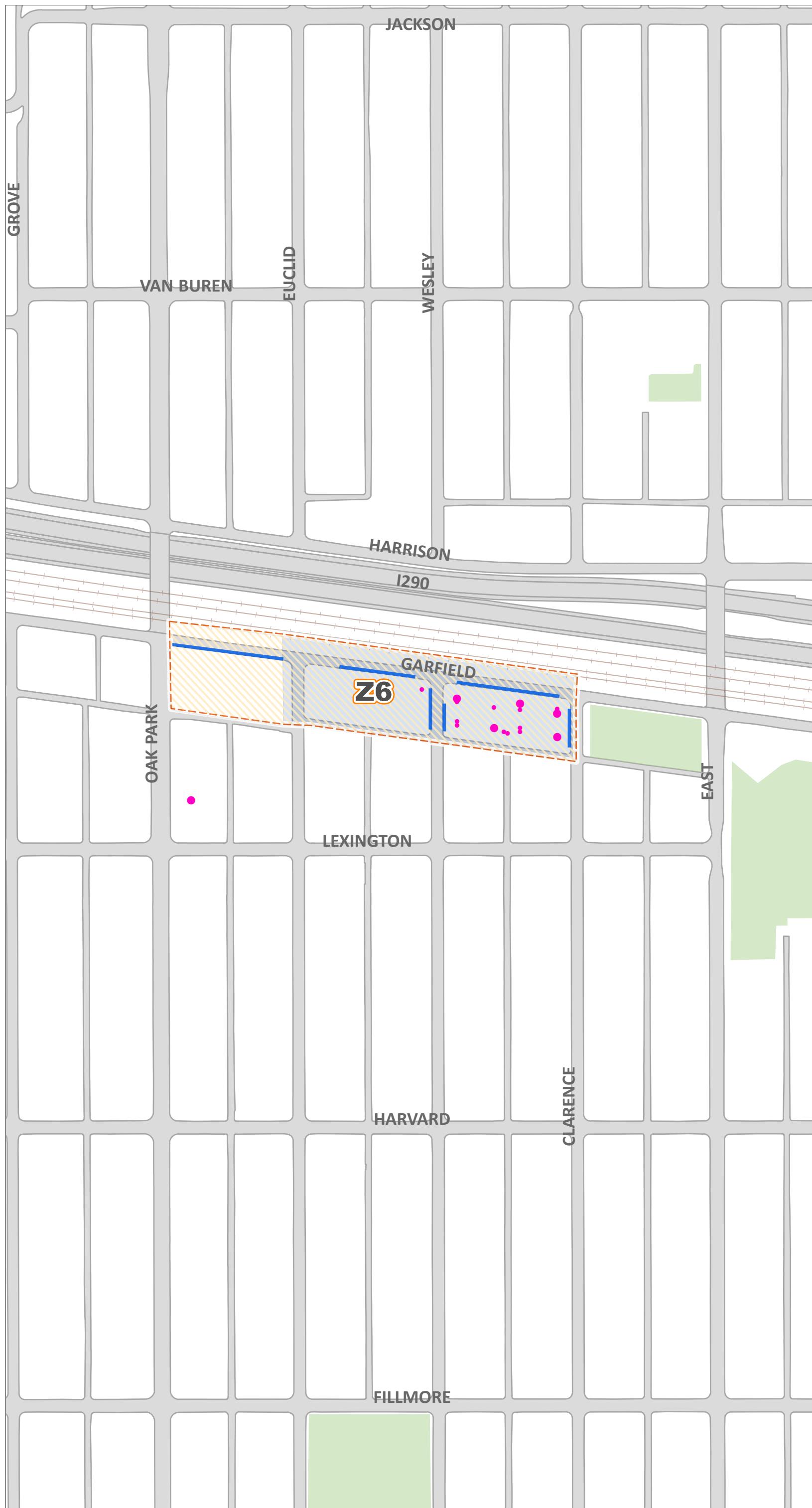
Overnight On-Street Permit Holder Map - Zone Z2

Item 6a



Overnight On-Street Permit Holder Map - Zone Z6

Item 6a

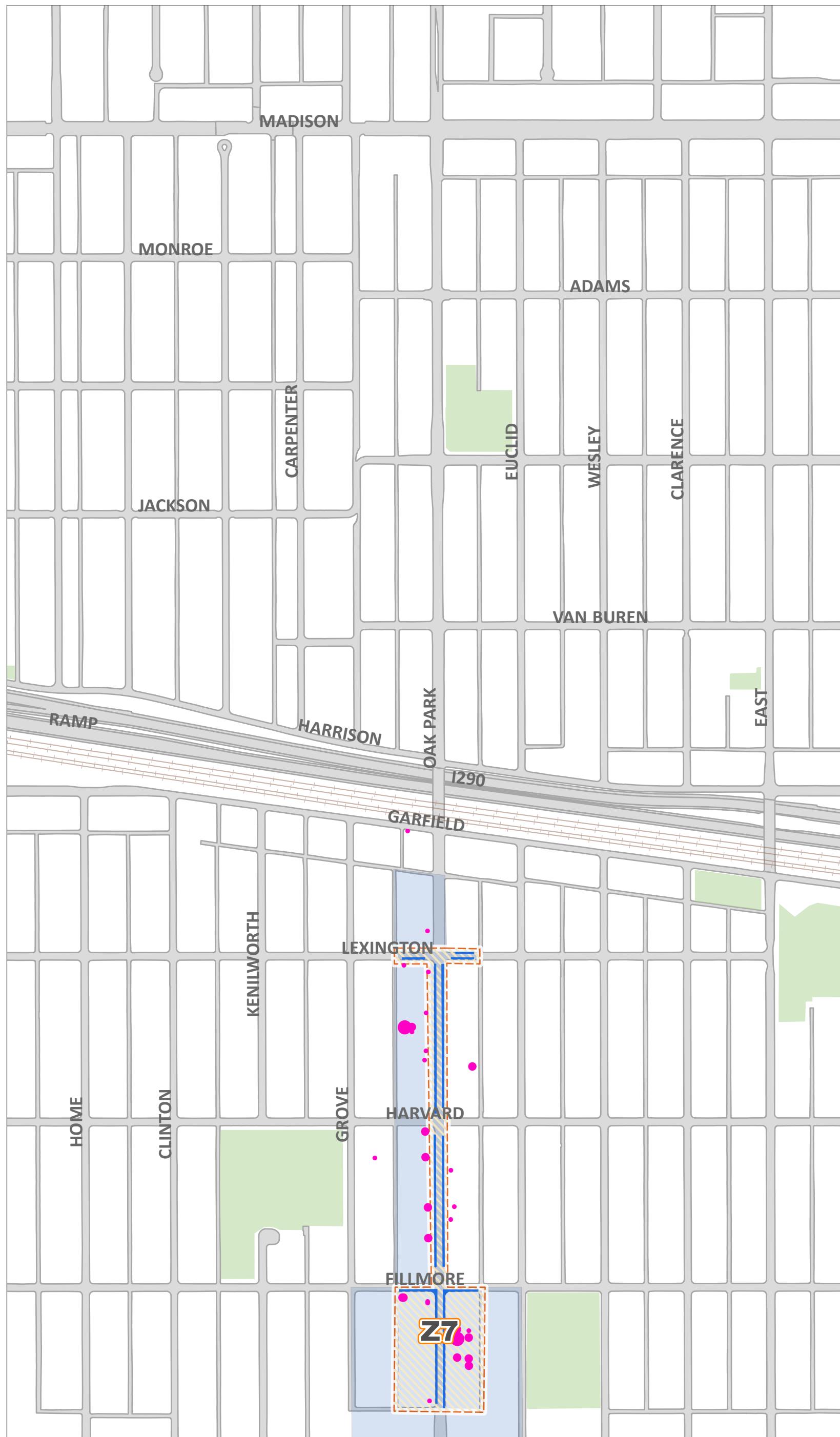


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