



## AGENDA

**VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
TUESDAY, SEPTEMBER 12, 2023 – 7:00PM  
COUNCIL CHAMBERS – VILLAGE HALL**

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- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Meeting Minutes
  - 3.1) July 11, 2023 Draft Transportation Commission Meeting Minutes
  - 3.2) August 8, 2023 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment – up to 15 minutes

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to [transportation@oak-park.us](mailto: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 90 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) Old Business
  - a) Petition to Install a Traffic Calming Device on the 1100 Block of Home Ave (continuation from the August 8, 2023 Transportation Commission meeting)
  - b) Review of the Next Segment of the Bike Boulevard/Neighborhood Greenways Design (continuation from the August 8, 2023 Transportation Commission meeting)
- 6) New Business
  - a) Introductory Presentation Regarding the Village of Oak Park's Vision Zero Plan (2023 Transportation Commission Work Plan Item)
  - b) Draft 2024 Transportation Commission Work Plan
- 7) Other Enclosures
- 8) 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](mailto:ADACoordinator@oak-park.us) at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes  
Transportation Commission  
Tuesday, July 11, 2023 – 7:00 PM  
Council Chambers - Village Hall

**1. Call to Order**

Chair Burke called the meeting to order at 7:00 pm.

**Roll Call**

Present: Camille Fink, Jack Eskin, Jason Jenkins, Ron Burke

Absent: Julie Johnston-Ahlen, Jenna Holzberg

Staff: Staff Liaison Jill Juliano, Parking Restrictions Coordinator Takeshi Thompson, Parking & Mobility Services Manager Sean Keane, Steve Pautsch, Village consultant from Civiltech Engineering,

**2. Agenda Approval**

Motion was made to reverse items 5 and 6 on the order of the agenda. Commissioner Jenkins made a motion to approve the revised agenda. This was seconded by Commissioner Eskin. The agenda change was approved by a unanimous voice vote.

**3. Approval of the Draft June 13, 2023 Transportation Commission Meeting Minutes**

Commissioner Eskin made a motion to approve the draft June 13, 2023 Transportation Commission meeting minutes. It was seconded by Commissioner Fink. The motion was approved by a unanimous voice vote.

**4. Non-Agenda Public Comment**

None

**5. New Business**

**5a) PETITION TO ADD ON-STREET OVERNIGHT PERMIT PARKING TO THE 100 BLOCK OF NORTH ELMWOOD AVE FROM LAKE ST TO THE EAST ALLEY**

Takeshi Thompson, Parking Restrictions Coordinator gave a summary of the petition. The petition was submitted due to concerns about parking at a distance from their building late at night, influx of nonresidents parking during events at the church, and the rising cost in lot and garage parking permits. During the June 13<sup>th</sup> meeting, the

possibility of adding overnight permit parking on Lake St from Ridgeland Ave to Elmwood Ave between 10pm and 6am to the petition was mentioned but was now being presented. Thompson additionally, clarified that parishioners can buy permits for the Pilgrim Church parking lot. The staff agreed on adding on-street overnight permit parking from 10PM to 6AM to the east side of the 100 block of North Elmwood Ave.

No public testimony was given.

Commissioner Eskin made a motion to approve staff recommendation. It was seconded by Commissioner Jenkins.

The roll call vote was as follows:

Ayes: Eskin, Jenkins, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

## 6) Old Business

### 6a) PETITIONS TO INSTALL TRAFFIC CALMING DEVICES ON THE 400 BLOCK OF BERKSHIRE ST AND THE 400 BLOCK OF GREENFIELD ST

Steve Pautsch, the Village consultant from CivilTech Engineering gave a presentation including background information on the item, crash data and collision diagrams. Pautsch commented on the high traffic volumes of pedestrian and bicycle on Berkshire St. The average daily traffic on Berkshire St was about 1200 vehicles and 700 vehicles on Greenfield St. Pautsch expressed concerns about speed. The data collected by Pautsch indicates the intersection of Berkshire St and Ridgeland Ave has had multiple accidents. Staff recommends taking level 2 and level 3 calming measures for Berkshire St. Pautsch, furthermore proposes a parking lane line to make road visually smaller to reduce speeding. Staff recommends putting up a temporary speed sign on Greenfield St for drivers to see their speed. Commissioner Jenkins asked about how long targeting speed enforcement will be put on the block on Greenfield St. Staff Liaison Jill Juliano explained the 2 types of feedback signs, portable speed radar signs and speed wagons, and their effectiveness. She explained that police officers are requested to be at certain blocks to enforce the speeds.

Bump outs were recommended on Ridgeland Ave and Berkshire St. However, there are concerns about the narrowness coming out of Ridgeland Ave.

The following persons spoke their public comments aloud:

Tom Garvey started the petition after the accident in August of 2020. Garvey spoke about the impact of the hill on Berkshire St. He explained drivers tend to speed up a hill, go unexpectedly faster downhill, and use Berkshire St as an alternative to Division St. He believes the south side of Berkshire St has ample spots for parking. He is in favor of having a white parking lane line 8 feet from the south side on Berkshire St. He argued that speed tables will be effective in slowing drivers down.

Mark Segal of the 400 block of Greenfield St argues in favor of traffic calming petition. He specifically wants traffic calming on Rossell Ave and Greenfield St. Many cars accelerate on the Greenfield St block which is dangerous to the many pedestrians and bicyclists. He believes that a speed table on Greenfield St would be effective. He mentioned the possibility of traffic shifting from Berkshire St to Greenfield St.

Evelyn Segal of the 400 block of Greenfield St agrees with the traffic calming petition. The Greenfield St block between Elmwood Ave and Ridgeland Ave does not have any traffic calming. There is a lot of traffic by Rossell Ave and Greenfield St due to drivers attempting to bypass North Ave and Division St. When there is church on Sunday, there are many close calls in terms of accidents due to high levels of traffic.

Gary Longstein of the 1100 Block of Rossell Ave and Greenfield St supports traffic calming. He highlighted of the acceleration uphill and is in favor of a stop sign on Edmer Ave or Rossell Ave.

Allison Mackenzie lives on Greenfield St and has experienced numerous incidents by her driveway. She is in favor of adding speed bumps, speed tables, or white parking lines. She is not in favor of adding a stop sign because it will conflict with her driveway.

Nick A., a resident of Berkshire St, asked for clarification on when the project on Elmwood Ave and Berkshire St would begin. Staff Liaison Jill Juliano stated that the project is planned to start late October.

Julie O., resident of Berkshire St, believes that people accelerate over the hill on Berkshire St to get across traffic on Ridgeland Ave. She is in favor traffic calming on Berkshire St and Ridgeland Ave.

Commissioner Jenkins spoke about the Vision Zero Plan which is a plan regarding traffic safety throughout Oak Park. He commented residents should bring up

concerns to the Village and understands the process of dealing with specific problems on blocks is difficult.

Following public testimony, the Commission asked questions. Below is a summary of the questions and staff responses.

Q: Was traffic volume on Rossell Ave recorded? A: No data on Rossell Ave.

Q: What was the determination for level 1 traffic calming on 400 block of Greenfield St? A: No recorded crashes in the last 5 years on Greenfield St and low traffic volume.

On Greenfield St, staff's recommendation is to deploy portable speed radar signs and consult with the Police Department about targeting enforcement. On Berkshire St staff's recommendation is to add the striped parking lane line on the south side narrowing the road and a neckdown lining up with the sidewalk leading into the park's picnic area.

Staff Liaison Jill Juliano suggested for staff to designate areas for bump outs on north and south side of Greenfield St between Elmwood Ave and Ridgeland Ave,

Commissioner Jenkins made a motion to accept staff's recommendations for both Berkshire St and Greenfield St with the addition of bump outs at either east of Edmer Ave and east of Rossell Ave as determined by staff. It was seconded by Commissioner Eskin.

The roll call vote was as follows:

Ayes: Jenkins, Eskin, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

#### 7) Adjourn

With no further business, Commissioner Jenkins made a motion to adjourn the meeting. It was seconded by Commissioner Eskin. The motion was approved by a unanimous voice vote.

The meeting adjourned at 9:16 PM.

Submitted by:

Jay Ahn

Administrative Intern

**From:** [Alison McKinzie](#)  
**To:** [Transportation](#)  
**Cc:** [Shawn Calvert](#); [Tom Garvey](#)  
**Subject:** 400 Block Berkshire Traffic Calming  
**Date:** Monday, July 10, 2023 1:39:18 PM

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Caution! This message was sent from outside your organization.

Hello,

I was referred to you by Tom Garvey, a neighbor from the 400 Block of Berkshire. I'd like to submit the following comments/anecdotes from our home at [REDACTED] Berkshire. Thank you for the opportunity to make our voices heard. Because I am a faltering public speaker, I am opting to email my comments.

Sadly, I think we all have anecdotes about rampant reckless driving with disregard for children, adults, pets, and bikes. The problem was certainly exacerbated during the pandemic.

I would like to submit two supporting instances of reckless driving.

- This winter, we were leaving for school/work and found our driveway blocked. Someone drove over our beloved newly planted parkway tree, killing it. The car drove into our garden and was stopped by a large rock. The car was probably coming North on Elmwood at a high rate of speed. I was heartbroken at the loss of this beautiful maple tree. Police report number. 23-0916 Officer 377 A Alvarez.
- Another frightening event occurred this spring as I was turning in to my driveway. While I have had numerous incidences of people going East and passing me on the left as I signaled to turn into my driveway. The most egregious occurred as I waited for 5th-7th grader biking West bound on Berkshire. The car came within inches of mine and only then braked nearly missing the child. That could have been a tragedy.

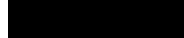
Because we must back out of our driveway, the high speeds in conjunction with park and school traffic, bikes, (and in our particular case nearly 4 years of contractor vans surrounding our drive and blocking our view) makes for a treacherous daily commute.

We are in favor of most of the traffic calming options including speed bumps or tables, a narrowing of the EB street entry, adding bike lanes or parking lines. We are in favor of anything but a stop sign or flashing lights directly in front of our homes. We feared a stop sign in front of our home was being proposed by neighbors from other blocks. We believe now that that would not be feasible as we would not be able to exit our drive. Idling cars and emissions would be ruinous to our quality of life.

It seems we have a unique situation on Berkshire as an East/West park-facing street becomes a route to bypass Division. Perhaps an exception is warranted?

Thank you,

**Alison McKinzie**



DRAFT Meeting Minutes  
Transportation Commission  
Tuesday, August 8, 2023 – 7:00 PM  
Council Chambers - Village Hall

**1. Call to Order**

Chair Burke called the meeting to order at 7:06 PM.

**Roll Call**

Present: Ron Burke, Jack Eskin, Jenna Holzberg, Jason Jenkins, Julie Johnston-Ahlen, Jason Nudelman

Absent: None

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Steve Pautsch, Village consultant from Civiltech Engineering, Jason Holzberg consultant from V3 Companies

**2. Agenda Approval**

Commissioner Holzberg made a motion to approve the agenda. It was seconded by Commissioner Jenkins. The motion was approved by a unanimous voice vote.

**3. Approval of the Draft Transportation Commission Meeting Minutes**

None

**4. Non-Agenda Public Comment**

None

**5. New Business**

**5a) PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 1100 BLOCK OF HOME AVE**

Steve Pautsch, the village consultant from Civiltech Engineering gave a presentation for this petition including background information on the item, crash data and collision diagrams. He recommended temporary speed feedback signs and midblock neck down.

The Commission discussed different widths of streets and how it affects vehicle speeds.

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

Q: Where does the number 800-1200 for traffic volume comes from? A: The traffic counts have been consistent for about the past 50 years.

Q: Is Home Ave a feeder street? A: The 1100 of Home Ave block is not. However, the 1150 block of Home Ave is designated as a feeder.

Q: Did staff evaluate the possibility of making a raised intersection at Home and Harvard? A: The evaluation looked into the midblock measures rather than intersection measures.

Q: Is there an explanation of more parked cars getting hit on Home Ave versus other streets? A: There isn't really an explanation and it may be due to vehicle cut through traffic.

Q: What is the recommended width for two cars to pass each other comfortably? A: Width neckdowns it's about 18-20 feet wide. Home Ave is about 30 feet and Wenonah Ave and Wisconsin Ave are 26 feet.

Commissioner Holzberg mentioned that there could be more solutions to traffic calming due the width of the roads and because this is a part of the neighborhood greenways network.

Q: Are all residents on the blocks notified of greenway implementations? A: For general traffic calming residents that are affected are notified of changes. For greenway implementations, the Village will post information on social media or the Village website.

The Commission also discussed about possible signs for bikers

The following persons spoke their public comments aloud:

Julie Jenkins agreed with the data and has seen similar situations. Many people half stop at the stop sign on Fillmore St and drive away extremely fast. This is hazardous due to the number of children living on the block. Traffic calming would help manage the vehicles and keep the children safe.

Leslie Thornton believes that traffic calming measures would not only help the 1100 block but also the other blocks on Home Ave. She agrees with the neck down idea however she believes that 6 feet will not be enough feet. She is requesting for more bump outs. The nearby schools attract many pedestrians and bikers.

Following the public testimony, the Commissioners discussed the following topics:

- Pinch points lengths
- Bump out sizes
- Impact of pinch points on cyclists
- Possibility of 2 pinch points
- Cut through for cyclists
- Impact of pinch points on parking

Chair Burke believed that the recommendation should be to deploy portable speed radar signs and to do a mid-block pinch point. The pinch points being 6 feet wide maximum and possibly similar treatment for the other 2 blocks.

Q: Will there be a speedbump on the 1150 block of Home Ave? A: All the 1150 blocks along Roosevelt Road that are eligible for speed bumps will get speed bumps in October.

Bill McKenna commented public engagement for the Vision Zero plan begins this fall.

The Commission agreed to table the item until staff can bring back additional options at the next meeting.

#### 5b) REVIEW OF THE NEXT SEGMENT OF THE BIKE BOULEVARD/NEIGHBORHOOD GREENWAYS DESIGN

Village Engineer Bill McKenna explained to the Commission that this item was on the agenda so that the Commission can be briefed about improvements in the plan.

New improvements include:

- New pavement markings and signage from Erie St to Oak Park Ave
- New RRFBs on Oak Park Ave
- Northeast corner of Erie St bump outs
- Possible bump outs on Erie St at Scoville Ave
- Moving northbound bike lane on Scoville Ave at Erie St to Elmwood Ave

Chair Burke commented that there should be dialogue with the school about the 2-way bike lane on Scoville Ave, because it comes at an expense of a parking lane. He mentioned that there is not enough space for everyone.

The following persons spoke their public comments aloud:

Mark Finley, president of Oak Park Cycle Club gave comments. The cul-de-sacs are creating problems for bikers. He requested taking out the cul-de-sac east on the greenway. He agrees with eliminating parking on Scoville Ave.

Q: How are Neighborhood Greenways Plan and Vision Zero Plan connected? A: Vision Zero Plan will address bike and traffic safety. Both projects will discuss and coordinate about the new bike boulevard safety and the Scoville area.

Following the public testimony, the Commissioners discussed the following topics:

- Encourage students to walk or bike to school by making the area safer
- Dedicate pick up/drop off area for people with disabilities
- Coordinate with OPRF officials about the greenways

The Commission mentioned many different concerns and Bill McKenna explained that they can send individual concerns about the greenways to Staff Liaison Jill Juliano and that he can address them.

The Commission agreed to discuss recommendations for the 1100 block of Home Ave during the September meeting. The broader neighborhood greenways conversation will be discussed at later meetings in the fall.

The Commission agreed to table the item until staff can bring back additional options at the next meeting.

## 6. Old Business

Commissioner Jenkins brought up recommendations about the 400 block of Berkshire St. The Village investigated potential treatments on Berkshire St. and Ridgeland Ave to reduce speed and to protect pedestrian safety during the previous meeting. Bill McKenna explained that he would discuss with staff about the design and follow up with the Commission about possible traffic calming measures

## 7. Adjourn

With no further business, Commissioner Nudelman made a motion to adjourn the meeting. It was seconded by Commissioner Holzberg. The motion was approved by a unanimous voice vote.

The meeting adjourned at 9:36 PM.

Submitted by:

Jay Ahn

Administrative Intern

## Juliano, Jill

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**From:** Santos, Rosa {PEP} [REDACTED]  
**Sent:** Monday, August 28, 2023 10:38 AM  
**To:** Transportation  
**Cc:** Juliano, Jill; Trustee Straw  
**Subject:** PETITION | restricting cut-through traffic in and our of Harlem in the NW corner of Oak Park @ Sept 12 Meeting

Caution! This message was sent from outside your organization.

[Block sender](#)

PETITION | restricting cut-through traffic in and out of Harlem in the NW corner of Oak Park  
September, 12 2023 meeting

By way of this email, I would like to petition the Transportation commission to consider taking measures to limit traffic access in and out the NW corner of Oak Park to help avoid the ever increasing commuter/cut through traffic from Harlem & North Ave we continue to endure in the residential side streets. We have been sustaining excessive cut through traffic that avoids the main arteries by speeding in an out of Harlem, down Marion Street (parallel to Harlem), Berkshire St (parallel to Division Street) and Greenfield and LeMoyne, to and from Oak Park Ave, speeding around the park since there are not stop signs (please refer to map below).

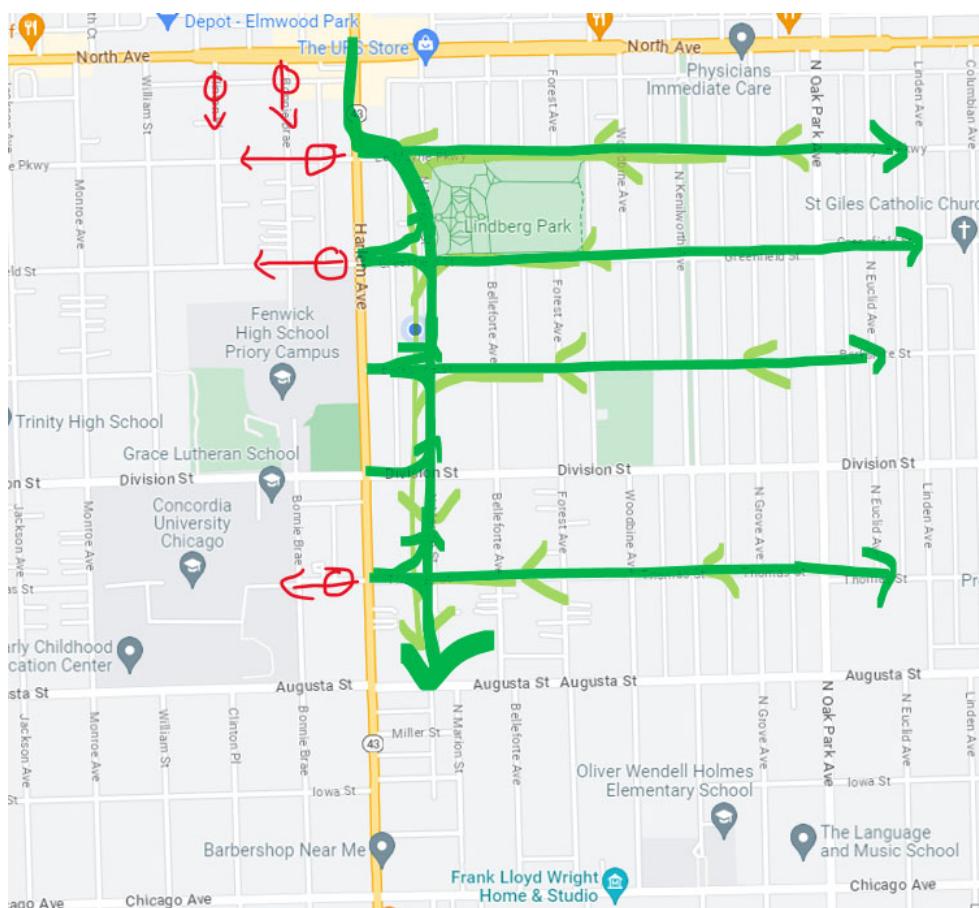
I ask you to consider the following:

1. **Berkshire & Harlem: please make Berkshire a cul-de-sac at the alley.** There's no need to have every single block open to Harlem. There are two schools on Berkshire: the Oak Park Temple's pre-school, and Mann Elementary; traffic just speeds through with complete disregard for kids, bikers and pedestrians all together. Ever since River Forest prohibited entry in their NE corner (our opposite), their exiting cut-through eastward bound traffic is forced to turn eastwards onto Berkshire, making things worse.
2. **Please restrict access to traffic turning into our streets from Harlem during peak times, with clear markings and signs.** Please do enforce with police presence to curb behavior.
3. **Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets**
4. **Please place stop signs at all intersections, especially around the park, which has no stop signs and is used as a speeding getaway in/out of Harlem and into/out of Oak Park Ave.**
5. **Please make signage bigger and clearer; and please consider raising pedestrian crossings to help calm down speeds.**
6. **Please do enforce speed limits with police presence, this is not only needed in the side streets but also on Division Ave. The moment traffic crosses over Harlem Ave into River Forest traffic suddenly reduces speed to 25mph as it's well know River Forest enforces speed limits.**

Elmwood Park, River Forest and all other communities in and around the Harlem & North corridor have already prohibited entry into their side streets from these main arteries. We should do the same in the NW of Oak Park. Please do consider collaborating & partnering with the River Forest Commission and their police department when it comes to managing this issue -- we have seen RF police ticketing traffic that cross over Harlem into Greenfield only to enforce their new signage, but that is not helping us, on the contrary, it's forcing that traffic onto Berkshire....

I look forward to having all these consideration being reviewed and action taken into the new 2024 plan.

Sincerely,  
Rosa Santos  
[REDACTED] N Marion Street



**Juliano, Jill**

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**From:** Mary Murphy [REDACTED]  
**Sent:** Monday, August 28, 2023 12:57 PM  
**To:** Transportation  
**Subject:** Commuter Traffic and Dangerous Intersections Marion and Berkshire, Marion and Greenfield

 Caution! This message was sent from outside your organization.

Hello,

I'm writing to express my support for consideration of improving the safety of two intersections on the 900 and 1000 blocks of Marion St. Commuter cut through traffic from Harlem has increased substantially with major failures to recognize that Berkshire is not a 4 way stop. I hear horns blowing daily with people misreading the intersection, as well as actual accidents and one of my neighbors being struck by a car before it fled. Additionally, this is a major pathway for Mann elementary students trying to cross Marion and cars blowing right through the intersection at high speeds. Impatient drivers trying to avoid Harlem traffic combined with the lack of stop signs has become a very big problem. We have at least 20 elementary school aged children and soon to be in elementary toddlers that require this safe passage. Please let me know if any other details are needed for this consideration.

Best,

Mary Murphy  
[REDACTED]  
N Marion St. Oak Park, IL  
[REDACTED]

**Juliano, Jill**

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**From:** Brian Thacker [REDACTED]  
**Sent:** Tuesday, August 29, 2023 10:28 AM  
**To:** Transportation  
**Cc:** Juliano, Jill; Trustee Straw; Sara Thacker  
**Subject:** PETITION | restricting cut-through traffic in and out of Harlem in the NW corner of Oak Park @ Sept 12 Meeting

Caution! This message was sent from outside your organization.

Hello,

As residents of [REDACTED] N Marion St I'd like to offer my support for Rosa's petition below. At the very least, a 4-way stop (currently 2-way) at the Marion & Berkshire intersection would be highly appreciated as a means of keeping our kids safe as they go to and from Mann school.

Thank you.

Brian and Sara Thacker

**From:** "Santos, Rosa {PEP}" [REDACTED]  
**Date:** August 28, 2023 at 11:08:00 AM CDT  
**To:** [transportation@oak-park.us](mailto:transportation@oak-park.us)  
**Cc:** "Juliano, Jill" <[JJuliano@oak-park.us](mailto:JJuliano@oak-park.us)>, [trusteestraw@oak-park.us](mailto:trusteestraw@oak-park.us)  
**Subject:** PETITION | restricting cut-through traffic in and out of Harlem in the NW corner of Oak Park @ Sept 12 Meeting

PETITION | restricting cut-through traffic in and out of Harlem in the NW corner of Oak Park

September, 12 2023 meeting

By way of this email, I would like to petition the Transportation commission to consider taking measures to limit traffic access in and out the NW corner of Oak Park to help avoid the ever increasing commuter/cut through traffic from Harlem & North Ave we continue to endure in the residential side streets. We have been sustaining excessive cut through traffic that avoids the main arteries by speeding in and out of Harlem, down Marion Street (parallel to Harlem), Berkshire St (parallel to Division Street) and Greenfield and LeMoyne, to and from Oak Park Ave, speeding around the park since there are not stop signs (please refer to map below).

I ask you to consider the following:

1. Berkshire & Harlem: **please make Berkshire a cul-de-sac at the alley.** There's no need to have every single block open to Harlem. There are two schools on Berkshire: the Oak Park Temple's pre-school, and Mann Elementary; traffic just speeds through with complete disregard for kids, bikers and pedestrians all together. Ever since River Forest prohibited entry in

their NE corner (our opposite), their exiting cut-through eastward bound traffic is forced to turn eastwards onto Berkshire, making things worse.

2. Please **restrict access to traffic turning into our streets from Harlem during peak times**, with clear markings and signs. Please do **enforce with police presence to curb behavior**.
3. Please **consider changing traffic direction and making one-way streets and/or blocks** to dissuade drivers from using side streets
4. Please **place stop signs at all intersections**, especially around the park, which has no stop signs and is used as a speeding getaway in/out of Harlem and into/out of Oak Park Ave.
5. Please **make signage bigger and clearer; and please consider raising pedestrian crossings** to help calm down speeds.
6. Please **do enforce speed limits with police presence**, this is not only needed in the side streets but also on Division Ave. The moment traffic crosses over Harlem Ave into River Forest traffic suddenly reduces speed to 25mph as it's well known River Forest enforces speed limits.

Elmwood Park, River Forest and all other communities in and around the Harlem & North corridor have already prohibited entry into their side streets from these main arteries. We should do the same in the NW of Oak Park. Please do consider collaborating & partnering with the River Forest Commission and their police department when it comes to managing this issue -- we have seen RF police ticketing traffic that cross over Harlem into Greenfield only to enforce their new signage, but that is not helping us, on the contrary, it's forcing that traffic onto Berkshire....

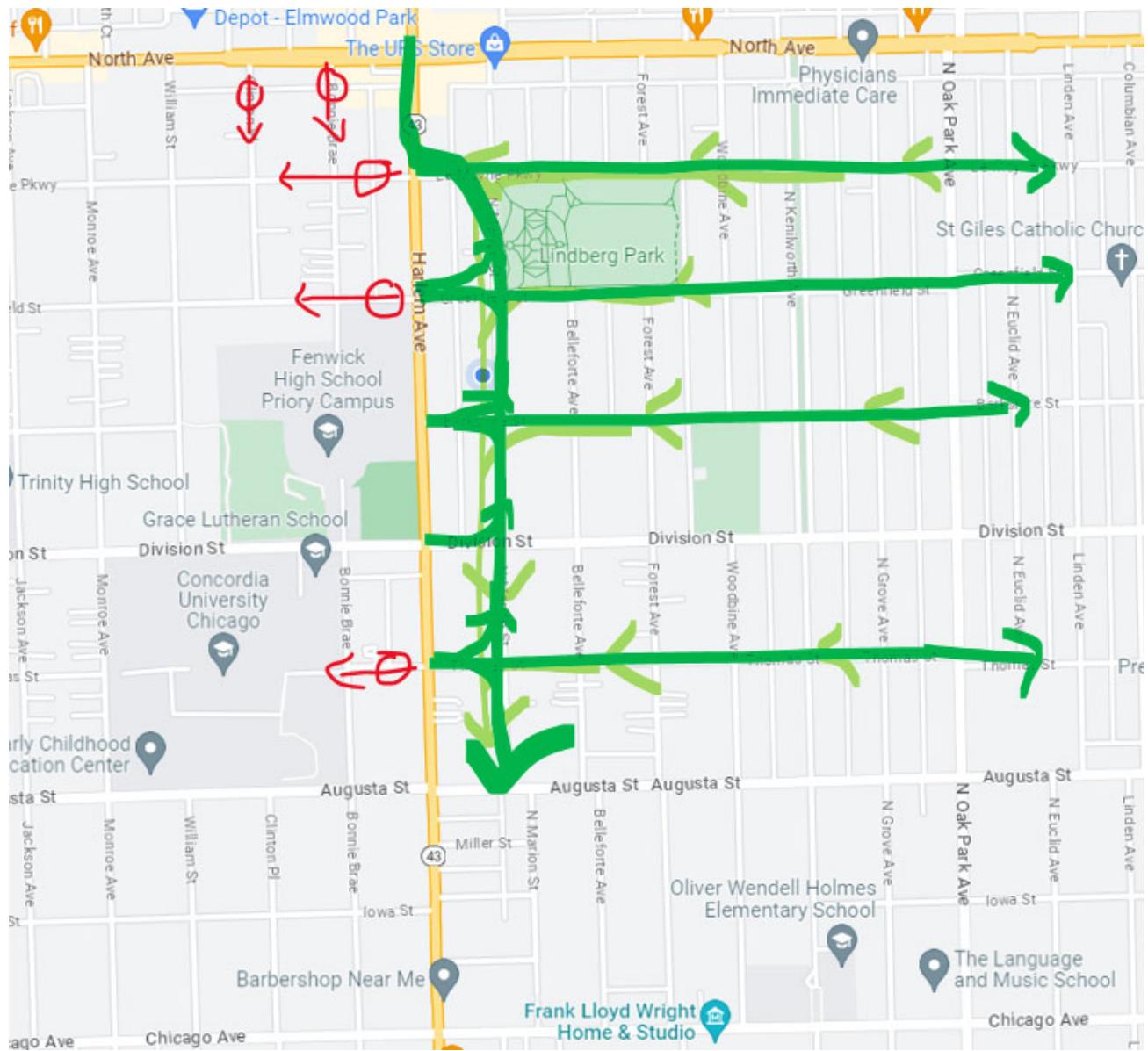
I look forward to having all these considerations being reviewed and action taken into the new 2024 plan.

Sincerely,

Rosa Santos

[REDACTED] N Marion Street

[REDACTED]



## Juliano, Jill

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**From:** Alyssa Arata [REDACTED]  
**Sent:** Friday, September 1, 2023 2:07 PM  
**To:** Transportation  
**Subject:** Letter to Transportation Commission

Caution! This message was sent from outside your organization.

Dear Transportation Commission,

I would like to petition the Transportation commission to consider taking measures to limit traffic access in and out the NW corner of Oak Park to help calm down the ever increasing commuter/cut through traffic from Harlem & North Ave that on our residential side streets.

I have seen people speeding in and out of Harlem, down Marion Street (parallel to Harlem), Berkshire St (parallel to Division Street) and Greenfield and LeMoyne, to and from Oak Park Ave. while walking or driving with my daughter.

I ask you to consider the following:

1. Please restrict access to traffic turning onto our side streets from Harlem during peak times, with clear markings and signs. Please enforce with police presence to curb behavior.
2. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
3. Please make signage bigger and clearer; and please consider raising pedestrian crossings to help calm down speeds.
4. Please enforce speed limits with police presence, this is not only needed in the side streets but also on main arteries like Division Avenue. The moment traffic crosses over Harlem Ave into River Forest traffic seems to suddenly reduce speed, as it's well known River Forest enforces speed limits.

Elmwood Park, River Forest and all other communities in and around the Harlem & North corridor have already prohibited entry into their side streets from these main arteries. We should do the same in Oak Park. Please consider collaborating and/or partnering with the River Forest Commission and their police.

I look forward to all options taken under consideration and action taken into the new 2024 plan.

Thanks,  
Alyssa Arata

## Juliano, Jill

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**From:** Blaine Hyde [REDACTED]  
**Sent:** Friday, September 1, 2023 2:41 PM  
**To:** Transportation  
**Subject:** Northwest Oak Park traffic

Caution! This message was sent from outside your organization.

Hello. I, like many other neighbors are requesting the Village take proactive measures to protect us from high volumes of high speed traffic in our neighborhood. Please add my name to the list of concerned parties in requesting the below. Further, as a resident on the 1200 block of Forest, we have seen a big uptick in North Avenue traffic coming down our one way street the wrong way. Can there be some police presence to help with that too?

Thank you.

Blaine Hyde  
[REDACTED]  
Forest Avenue.  
[REDACTED]

1. ***Berkshire & Harlem: please make Berkshire a cul-de-sac at the alley. There's no need to have every single block open to Harlem. There are two schools on Berkshire: Glasser and Mann Elementary; traffic just speeds through with complete disregard for kids, bikers and pedestrians all together. Ever since River Forest prohibited entry in their NE corner (our opposite), their exiting cut-through eastward bound traffic is forced to turn eastwards onto Berkshire, potentially making things worse.***
2. ***Please restrict access to traffic turning onto our side streets from Harlem during peak times, with clear markings and signs. Please enforce with police presence to curb behavior.***
3. ***Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North or Harlem.***
4. ***Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.***
5. ***Please make signage bigger and clearer; and please consider raising pedestrian crossings to help calm down speeds.***
6. ***Please enforce speed limits with police presence, this is not only needed in the side streets but also on main arteries like Division Avenue. The moment traffic crosses over Harlem Ave into River Forest traffic seems to suddenly reduce speed, as it's well known River Forest enforces speed limits.***

**Juliano, Jill**

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**From:** Bethany O'Brien [REDACTED]  
**Sent:** Saturday, September 2, 2023 7:31 AM  
**To:** Transportation  
**Subject:** Northwest corner of Oak Park - traffic calming measures needed

Caution! This message was sent from outside your organization.

Hello,

My name is Bethany O'Brien. I live with my husband and young son at [REDACTED] woodbine near the corner of woodbine and greenfield. I have noticed in the last month increasing speeding in both greenfield and on woodbine. I've seen several near misses of car / car and car pedestrian accidents. People speed through both of these streets. It's not just during rush hour. We have noticed terrible speeding while outside at the park, walking out dogs, and walking home from my sons little League games.

I'm hoping that we can put up stop signs or other traffic calming measures to deal with this new problem. This is too nice an area to live in to be worried about getting hit by a speeding car.

Thanks,  
Bethany  
[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

## Juliano, Jill

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**From:** Amy Gift [REDACTED]  
**Sent:** Wednesday, September 6, 2023 11:25 PM  
**To:** Transportation  
**Subject:** Transportation Plan 2024 Request

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 1100 block of North Marion, across from Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, something needs to be done.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

Amy Gift  
Oak Park Resident

## Juliano, Jill

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**From:** April Keller [REDACTED]  
**Sent:** Thursday, September 7, 2023 2:29 PM  
**To:** Transportation  
**Subject:** Traffic in NW OP

Caution! This message was sent from outside your organization.

Good afternoon,

My family and I reside on the 1000 block of North Kenilworth, across from Mann School. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seems to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park/Mann School and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, **something needs to be done.**

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

April Bowgren

**Juliano, Jill**

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**From:** JenandAlan Miller [REDACTED]  
**Sent:** Thursday, September 7, 2023 3:00 PM  
**To:** Transportation  
**Subject:** Marion St. Traffic

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 1000 block of North Marion, near Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, something needs to be done.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

Alan and Jen Miller

**Juliano, Jill**

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**From:** jodi long [REDACTED]  
**Sent:** Thursday, September 7, 2023 3:06 PM  
**To:** Transportation  
**Subject:** traffic: Oak Park

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 1200 block of North Marion, across from Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, something needs to be done.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank You,  
Jodi Risley

Sent from my iPhone

**Juliano, Jill**

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**From:** jodi long [REDACTED]  
**Sent:** Thursday, September 7, 2023 3:15 PM  
**To:** Transportation  
**Subject:** TRAFFIC

Caution! This message was sent from outside your organization.

Hello,

My family and I reside on the 1200 block of North Marion, across from Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, something needs to be done.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,  
Phillip and Jodi Risley

**Juliano, Jill**

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**From:** Jennifer Rist [REDACTED]  
**Sent:** Thursday, September 7, 2023 3:51 PM  
**To:** Transportation  
**Subject:** Speeding in NW Oak Park

Caution! This message was sent from outside your organization.

My family and I reside on the 1000 block of Forest Ave, across from Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seems to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping.

This is very concerning and has seemingly gotten worse.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

Jennifer

**Juliano, Jill**

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**From:** Bradley Rist [REDACTED]  
**Sent:** Thursday, September 7, 2023 4:02 PM  
**To:** Transportation  
**Subject:** Please Take Action for Traffic Safety

Caution! This message was sent from outside your organization.

Hello,

I ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

Brad Rist

[REDACTED] Forest Avenue

**Juliano, Jill**

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**From:** Meaghan Cohen [REDACTED]  
**Sent:** Thursday, September 7, 2023 4:05 PM  
**To:** Transportation  
**Subject:** Safety concern for NW oak park

Caution! This message was sent from outside your organization.

Good evening,

My family and I live on the corner of [REDACTED], directly across the street from Lindberg Park. It seems the traffic is using Greenfield or Le Moyne as a cut through to avoid north ave. Since we have moved in, the speeding traffic has been a concern for our family. There have been multiple incidents and several close calls that we have witnessed. We were excited to see the radar being installed, but that doesn't seem to slow down the traffic. We can see the radar from our bedroom window and observe drivers hitting way over the speed limit at all times of the day. It seems to even become a game with some folks as they race to get a high number. We have also noticed there has been an influx in people parking in front of the park and even living out of their cars.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

The Cohens

**Juliano, Jill**

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**From:** Phillip Risley [REDACTED]  
**Sent:** Thursday, September 7, 2023 6:08 PM  
**To:** Transportation  
**Cc:** Jodi Risley  
**Subject:** Traffic - 1200 block N Marion - west alley

We, as 10 year residents on this block, respectfully request additional and/or permanent speed bumps in this alley. With UPS on North Avenue as well as the strip mall at the corner of North and Harlem we have been inundated with non-residents speeding through this alley on a constant basis. It really is getting out of control.

Thank you for your attention to this matter and for your consideration.

Phil Risley  
[REDACTED]

Sent from my iPhone

**Juliano, Jill**

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**From:** Julie Spyrison [REDACTED]  
**Sent:** Thursday, September 7, 2023 6:13 PM  
**To:** Transportation  
**Subject:** Transportation Plan 2024 Request

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 1100 block of North Kenilworth Ave and my 9 and 7 year olds walk to school and have to cross Greenfield and Berkshire. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around Lindbergh Park and Mann school. Busiest times seem to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park (on the Le Moyne side) and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, something needs to be done.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,  
Julie Spyrison  
[REDACTED] N Kenilworth

## Juliano, Jill

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**From:** Karley Wyss [REDACTED]  
**Sent:** Thursday, September 7, 2023 6:31 PM  
**To:** Transportation  
**Subject:** Transportation Plan 2024 Request

Caution! This message was sent from outside your organization.

Good evening,

I live on the 1100 block of Euclid Ave. and am concerned about the traffic and aggressive driving I have seen in the neighborhood as of late. I have seen an increase of police in the area, but within a few blocks of seeing one I was passed on the left by cars speeding in residential areas, near where children are playing.

I'm especially concerned about traffic on Oak Park Ave. when walking to and from school. Many cars disregard the crossing guard and will not stop for pedestrians.

My children have sports weekly in a nearby park, Lindberg, and we have noticed very dangerous speeds there as well.

More alarmingly, I've had one friend who was hit while riding her bike and another hit by a car while walking in the neighbourhood. Additionally, a car accident in front of our house by two cars passing through during rush hours.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

Karley Wyss

## Juliano, Jill

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**From:** Lindsay Tobolik [REDACTED]  
**Sent:** Thursday, September 7, 2023 6:59 PM  
**To:** Transportation  
**Cc:** Kyle Tobolik  
**Subject:** NW Oak Park Traffic Safety Needs

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 900 North block of North Marion, near Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seems to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park, Berkshire St and other surrounding streets with cars barely slowing down at stop signs, and rarely completely stopping. Each day, as I work from home, horns honk outside my window from near-miss collisions. And recently, there was an actual crash. Thankfully, no one was seriously injured. Though, it really is a matter of time before someone is.

With the Oak Park Temple, Mann Elementary, Lindbergh Park and Field Park all with a block or 2 of the Berkshire/Marion intersection, a 4-way stop only makes logical sense to protect children and adults alike.

I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, **something needs to be done.**

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,  
Lindsay Tobolik  
[REDACTED] N Marion St

**Juliano, Jill**

---

**From:** David Langenmayr [REDACTED]  
**Sent:** Thursday, September 7, 2023 7:16 PM  
**To:** Transportation  
**Subject:** NW Oak Park Traffic Safety Needs

Caution! This message was sent from outside your organization.

Hello Village of Oak Park Transportation Authority,

My family and I reside on the 900 block of North Marion. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seems to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, **something needs to be done**.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. **Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.**
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,  
David Langenmayr  
[REDACTED] N Marion St  
Oak Park, IL 60302

## Juliano, Jill

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**From:** Lauren Langenmayr  
**Sent:** Thursday, September 7, 2023 7:25 PM  
**To:** Transportation  
**Subject:** Stop signs needed on Marion Street

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 900 block of North Marion. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seems to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Marion and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, **something needs to be done**.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

Lauren M. Langenmayr

## Juliano, Jill

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**From:** Mary Barsanti [REDACTED]  
**Sent:** Thursday, September 7, 2023 7:27 PM  
**To:** Transportation  
**Subject:** Transportation concerns

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 1100 block of North Marion, across from Lindberg Park on the corner of LeMoyne Avenue. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings between 7-9 and after school and then also evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, **something needs to be done**. My children and myself have almost been hit multiple times both walking and biking in this area.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.
6. Please work to have road work on busy access roads such as Division in the future to be done as quickly as possible. This project was so delayed and was a source of traffic confusion and safety concerns especially for persons riding bikes trying to cross at Division. Numerous accidents and near accidents occurred while this project was ongoing. I witnessed 2 and my daughter almost got hit while biking to school.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,



**Juliano, Jill**

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**From:** Amanda Shaker [REDACTED]  
**Sent:** Thursday, September 7, 2023 7:38 PM  
**To:** Transportation  
**Subject:** necessary safety measures

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside near the 1100 block of North Marion, across from Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out of the village's control, however, something needs to be done.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

**Juliano, Jill**

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**From:** Michael Gift [REDACTED]  
**Sent:** Thursday, September 7, 2023 8:58 PM  
**To:** Transportation  
**Subject:** Traffic Safety Request

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 1100 block of North Marion, across from Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs, let alone stopping. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, something needs to be done.

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

Mike Gift  
[REDACTED] N Marion St

## Juliano, Jill

---

**From:** Jessica Tilton [REDACTED]  
**Sent:** Thursday, September 7, 2023 9:33 PM  
**To:** Transportation  
**Subject:** Traffic - action by 9/7/2023

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 1100 block of North Marion, across from Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings, after school and early evenings. Drivers are aggressive, speeding along the long stretches of Lindberg Park and barely slowing down at stop signs regardless of pedestrians in the area. I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, **something needs to be done.**

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled, as our community's safety depends on it.

Thank you,

Jessica Tilton and Ciprian Popa

**Juliano, Jill**

---

**From:** Jess [REDACTED]  
**Sent:** Thursday, September 7, 2023 9:33 PM  
**To:** Transportation  
**Subject:** Marion/Berkshire

I live at 1000 N Marion, I hear cars speeding down the street, not stopping at the stop signs and/or laying in their horns ALL DAY. I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,

sent from jess' iPhone

**Juliano, Jill**

---

**From:** Kyle Tobolik [REDACTED]  
**Sent:** Thursday, September 7, 2023 9:42 PM  
**To:** Transportation; Kyle Tobolik  
**Subject:** RE: NW Oak Park Traffic Safety Needs

Caution! This message was sent from outside your organization.

Good evening,

My family and I reside on the 900 North block of North Marion, near Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seems to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park, Berkshire St and other surrounding streets with cars barely slowing down at stop signs, and rarely completely stopping. Each day, as I work from home, horns honk outside my window from near-miss collisions. And recently, there was an actual crash. Thankfully, no one was seriously injured. Though, it really is a matter of time before someone is.

With the Oak Park Temple, Mann Elementary, Lindbergh Park and Field Park all with a block or 2 of the Berkshire/Marion intersection, a 4-way stop only makes logical sense to protect children and adults alike.

I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, **something needs to be done.**

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. Please consider placing stop signs at all intersections, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,  
Kyle Tobolik  
[REDACTED] N Marion St

----- Original message -----

From: Lindsay Tobolik [REDACTED]  
Date: 9/7/23 18:59 (GMT-06:00)

To: transportation@oak-park.us  
Cc: Kyle Tobolik [REDACTED]  
Subject: NW Oak Park Traffic Safety Needs

Good evening,

My family and I reside on the 900 North block of North Marion, near Lindberg Park. The traffic, presumably looking to avoid congestion on North Ave and/or Harlem Ave, has increasingly become a safety issue, especially around the park and nearby schools. Busiest times seem to be mornings, after school and evenings (5-6pm). Drivers are aggressive, speeding along the long stretches of Lindberg Park, Berkshire St and other surrounding streets with cars barely slowing down at stop signs, and rarely completely stopping. Each day, as I work from home, horns honk outside my window from near-miss collisions. And recently, there was an actual crash. Thankfully, no one was seriously injured. Though, it really is a matter of time before someone is.

With the Oak Park Temple, Mann Elementary, Lindbergh Park and Field Park all with a block or 2 of the Berkshire/Marion intersection, a 4-way stop only makes logical sense to protect children and adults alike.

I understand our police department may be short-staffed and I respect that some of those circumstances are out the village's control, however, **something needs to be done.**

I would ask the Transportation Commission to please consider the following measures for inclusion in the 2024 plan to improve traffic safety in NW Oak Park:

1. Please restrict access to traffic turning onto our side streets from main arteries (Harlem/Oak Park Ave/Austin) during peak times, with clear markings and signs.
2. Please consider changing traffic direction and making one-way streets and/or blocks to dissuade drivers from using side streets, instead of using North Ave or Harlem.
3. **Please consider placing stop signs at all intersections**, especially around the parks and schools. Some intersections have 4-way stops, others do not, some have none at all.
4. Please consider raising pedestrian crossings to help calm down speeds.
5. Please enforce these new potential measures, as well as speed limits with police presence. This is not only needed in the side streets, but also on main arteries of Oak Park.

In their own efforts to improve traffic safety, most of our neighboring communities, including Elmwood Park, River Forest and Chicago, already have restricted entry into their side streets from the main arteries of the North/Harlem/Austin. I would hope that we can do the same or better in Oak Park for the safety of our Village. This is not something we can let get stalled in multiple layers/years of study, as our children's safety depends on it.

Thank you,  
Lindsay Tobolik  
[REDACTED] N Marion St

**Village Of Oak Park**  
**Transportation Commission Agenda Item**

**Item Title: Petitions to Implement a Traffic Calming Measure at the 1100 block of Home Avenue**

Review Date: September 12, 2023

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

**Abstract:**

On September 1, 2020 the Village of Oak Park received a petition to implement traffic calming measures on the 1100 block of Home Avenue. Resident expressed concerns regarding the excessive vehicle speeds and volume of traffic between Harvard Street and Fillmore Street on Home Avenue. This petition was evaluated and scores were determined to be sufficient to proceed to the Transportation Commission.

At its August 8<sup>th</sup> meeting, the Transportation Commission reviewed the traffic calming petition for the 1100 block of Home Avenue. After listening to Civiltech's presentation and public testimony from the residents of the block, the Commission deliberated additional options to address the elevated speeds on Home Avenue. It was noted that Home Avenue is designated as part of the Bicycle Boulevard/Neighborhood Greenway network. Ultimately, the item was tabled as the Commission requested Civiltech and Village staff to return with additional traffic calming options for the 1100 block of Home Avenue while considering that Home Avenue is part of the Neighborhood Greenways network.

**Recommendation(s):**

Civiltech and Village Staff recommends Option 2:

- **Option 2:** Install a chicane with two 26 foot-long bump-outs, with the west bump-out lining up with the fire hydrant between the 1125 and 1127 Home Avenue properties and the east bump-out straddling the property line between 1122 and 1124 Home Avenue. This option would require removing three parking spaces on the east side and removing one parking space on the west side. See Exhibit A2.

Supporting Documentation Is Attached

# **Letter of Explanation**

September 1, 2020

To whom it may concern,

We, the undersigned residents of the 1100 block of Home Avenue in Oak Park, are formally requesting that traffic calming measures be implemented on our block due to frequent excessive vehicle speeds and excessive volume of traffic between Harvard and Fillmore Avenues on Home Avenue.

Our street is used as a way to bypass Harlem Avenue and vehicles exceed the speed limit more often than not. Our street appears to be wider than other nearby streets that run between Roosevelt and Harlem, and the grocery store and childcare facility at the corner of Home and Roosevelt attract more traffic at higher speeds.

We are concerned for the safety of the residents who reside on our block, and we formally request traffic calming measures be implemented in order to keep us safe.

Thank you.

Sincerely,

The Residents of 1100 block of Home Avenue

---

# **Public Testimony**

**From:** [Jim & Nenette Egeberg](#)  
**To:** [Transportation](#)  
**Subject:** home ave traffic calming  
**Date:** Tuesday, July 25, 2023 6:35:16 AM

---

Caution! This message was sent from outside your organization.

We support the implementation of traffic calming devices on Home Ave.

Jim and Nenette Egeberg  
██████████ Wenonah Ave

**From:** [Ted Sorensen](#)  
**To:** [Transportation](#)  
**Cc:** [Estela Sorensen](#)  
**Subject:** RE: Petition to implement traffic calming devices - 1100 block of Home Ave  
**Date:** Thursday, July 27, 2023 1:31:42 PM

---

Caution! This message was sent from outside your organization.

Hello,

I am reaching out as a resident of Oak Park, and, more specifically, of [REDACTED] Home Ave. My wife and I love our block and the community as a whole - truly, there is no other place that we would wish to put roots down and raise our family.

That being said, we have been alarmed by the sheer volume of reckless driving in our immediate vicinity. We have noted dangerous driving on several occasions - including (but not limited to) motorists speeding down our stretch of Home Ave (often 10-15+ MPH over the limit) and blowing through stop signs.

We have an (almost) two year old son and are expecting baby number two in late November. **Given our situation and in consideration of the many young children on our street and in the surrounding blocks, the level of reckless driving is a huge concern and a threat to our safety.** This is not even to mention the many school-aged children who walk to and from Lincoln Elementary each day.

Put simply, **it is absolutely imperative that the village step in to implement traffic calming measures before a tragedy occurs.**

Many drivers utilize our blocks as a shortcut to avoid traffic and construction along Roosevelt and Harlem Ave, specifically. This has led to a noticeable uptick in dangerous behavior and a fundamental lack of respect for our neighborhood from those passing through.

Though I will be unable to attend the hearing taking place on 8/8, I would implore the Transportation Commission to heed this call to action and implement safety measures to protect the most vulnerable members of our block and the broader Oak Park community. We will look forward to learning more about the measures that will be taken as a next step.

Thank you for your consideration. Please feel free to contact me directly with any questions.

Sincerely,

Ted and Estela Sorensen  
[REDACTED]  
[REDACTED]

**From:** [Cristine Vesely](#)  
**To:** [Transportation](#)  
**Subject:** Traffic Calming on Home Ave  
**Date:** Tuesday, August 29, 2023 11:18:11 AM

---

Caution! This message was sent from outside your organization.

As a resident of the 1100 block of Wisconsin Ave, I understand why Home Ave residents might want some traffic calming measures. We, too, have the speed racers along the block, and the barely-register stop sign scofflaws.

My concern is that now our block will be the only one proximate to Harlem Ave with no traffic calming. Please address this issue for the residents of the 1100 block of Wisconsin, as well.

Cristine Vesely  
[REDACTED] Wisconsin

**From:** [Carol Bernacchi](#)  
**To:** [Transportation](#)  
**Subject:** Comment on Traffic Calming Measures for 1100 Home Avenue  
**Date:** Thursday, September 7, 2023 12:38:34 PM

---

Caution! This message was sent from outside your organization.

I will not attend the Traffic Commission meeting on September 12, 2023. Here is my comment to the Commission. Please confirm receipt. Thank you.

---

As a longtime resident of the 1100 block of Home Avenue, I would like to comment on the Traffic Commission's suggested measures to calm traffic. Speeding is a problem on the block, and I wholeheartedly support traffic calming to protect our families and our property. However, I am not convinced that the proposed measures are the right solution for us. Here are my concerns after I read the recommendations described in the Transportation Commission minutes of August 8, 2023, and in a private email from Steven Pausch in which he explained a mid-block pinch point, a short chicane, and an extended chicane.

- (1) Will pinch points and chicanes affect snow removal and leaf pick-up?
- (2) Will these measures affect firetruck access?
- (3) Is the cost of building pinch points and chicanes within the Village budget? Or will there be a fee added to another municipal bill? For example, there is a service charge currently applied to our water bills that was intended to pay for the renovation of alleys, as I was informed a few years ago by a Village employee.
- (4) The elimination of up to four parking spaces on each side of the street seems excessive. Many residents park their vehicles in front of their homes. Should one or more households require a handicapped parking space in the future, available parking would shrink further. The removal of four spaces on each side, I believe, would create an inconvenience for residents, especially seniors, and for their guests.
- (5) Will these measures affect the safety of bicyclists and runners? It is fair to say that Home Avenue has light non-vehicular traffic, sometimes in organized groups (apparently, biking/running clubs). I believe that our street is used more than other north-south streets because it offers a pedestrian bridge over the Eisenhower Expressway and because at Home Avenue and Roosevelt Road there is a pedestrian-activated traffic control device for crossing into Berwyn (no stoplight). Home Avenue then runs through Berwyn, eventually leading to bicycle trails further southwest. The bicyclists I have seen on Home Avenue include serious enthusiasts, students, workers, shoppers, people on motorized bikes, family groups of bicyclists, and adults pulling children in bike trailers. I did not find an explanation of "bicycle friendly" in the Commission's posted documents.
- (6) Will these measures complicate intermittent congestion that already occurs on the

block? The Transportation Commission may be aware that when both sides of Home Avenue have cars parked on them, congestion occurs when traffic picks up. This is typically in late afternoons and on weekends. Bottlenecks may form. That is, the street is not extraordinarily wide to allow two cars traveling in opposite directions to easily drive through at the same time, when cars are parked directly opposite each other on both sides of the street. It may be possible for two cars to squeeze through at the same time, but most traffic slows down before the narrowing, and it is not unusual to see one vehicle stop and yield to an oncoming vehicle for easy pass-through. If a neckdown (pinch point) is installed as shown in Exhibit A of the Transportation Commission minutes dated August 8, 2023, it may complicate this already tight situation. Chicanes may have the same effect. Not all drivers are yielding, so I question the safety and efficacy of this kind of solution when the street is already narrowed by parked cars.

In conclusion, I believe that these concerns should be examined by the Traffic Commission before making its decision if it has not already done so. It is my position that we should use the most simple, least drastic, and least costly measures to calm traffic as long as they work. Would rumble strips achieve slower traffic? Another solution might be increased signage: "Slow down -- Children at play" and "Watch your speed -- We do" could help with awareness; radar speed signs with flashing feedback warnings seem that they would be effective; "Speed limit enforced by radar" alongside a speed limit sign might give a stronger message. Another more impactful measure could be diversion of traffic away from 1100 Home Avenue using right or left-turn only signs during certain times of the day, although the experts would need to evaluate the effect on neighboring streets. These remedies could be tried for a certain period of time and results evaluated in six to twelve months to determine if our objective has been achieved.

Thank you for giving residents the opportunity to make comments about your proposals. We have a great block that deserves a safe street.

Carol Bernacchi  
[REDACTED] Home Avenue

# **Memorandum**

Traffic Analysis Update



**Civiltech Engineering, Inc.**  
www.civiltechinc.com

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

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

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

# Technical Memorandum

**Date:** September 1, 2023  
**To:** The Transportation Commission  
**From:** Civiltech Engineering, Inc.  
**Re:** Traffic Analysis Update  
Traffic Calming Petition for 1100 Block of Home Avenue

At its August 8<sup>th</sup> meeting, the Transportation Commission reviewed the traffic calming petition for the 1100 block of Home Avenue. After listening to Civiltech's presentation and public testimony from the residents of the block, the Commission deliberated additional options to address the elevated speeds on Home Avenue. It was noted that Home Avenue is designated as part of the Bicycle Boulevard/Neighborhood Greenway network. Ultimately, the item was tabled as the Commission requested Civiltech and Village staff to return with additional traffic calming options for the 1100 block of Home Avenue while considering that Home Avenue is part of the Neighborhood Greenways network.

Three alternatives are proposed to address the elevated speeds on the 1100 block of Home Avenue. All of these options would use paint and post treatments, enabling rapid installation of the traffic calming measures.

## Option 1 – Pinch Point

This alternative is a mid-block paint-and-post pinch point, and is the same recommendation that was presented in the August Commission meeting. This feature will physically reduce the width of the street, giving motorists a cue to slow down. As shown in **Exhibit A1**, the bump-out comprising the west part of the pinch point is proposed to line up with the fire hydrant between the properties at 1125 and 1127 Home Avenue. No on-street parking will be affected on the west side of the street. The east bump-out will be approximately 20 feet long, will straddle the property line between the 1124 and 1126 Home Avenue residences, and will result in the loss of one on-street parking space on the east side.

## Option 2 – Short Chicane

A chicane is the proposed treatment for this option. Chicanes physically reduce the width of the street and horizontally deflect traffic on an otherwise straight roadway. This shift in the travel path causes drivers to slow down. As shown in **Exhibit A2**, the bump-out on the west side of the street is proposed to line up with the fire hydrant between the properties at 1125 and 1127 Home Avenue. The east bump-out would be staggered north of the west bump-out to maintain 22 feet of clear space, which will allow two-way traffic within the chicane. The bump-outs would be 26 feet in length. The chicane setup would take up 55 feet of space mid-block. Three mid-



block on-street parking spaces would need to be prohibited on the east side and one on-street parking space would need to be prohibited on the west side (since there is an existing fire hydrant parking prohibition) in order to install the chicane.

### **Option 3 – Extended Chicane**

Similar to the previous alternative, Option 3 is a chicane but with an additional bump-out to increase the traffic calming effect. As shown in **Exhibit A3**, the bump-out comprising the west part of the chicane is proposed to line up with the fire hydrant between the properties at 1125 and 1127 Home Avenue. The other two bump-outs will be staggered to maintain 22 feet of travel way, allowing two-way traffic. This proposal would require the elimination of approximately eight parking spots mid-block along Home Avenue, four on each side of the street.

Additionally, the Commission requested a high-level illustration of potential improvements that could be implemented as part of a future neighborhood greenway project that would occur along Home Avenue between Roosevelt Road and Garfield Street. **Exhibit B1** and **Exhibit B2** show a potential concept with treatments that are based on the Village's *Neighborhood Greenways System Study*, developed in 2015.

### **Recommendation**

Staff and Civiltech recommends Option 2 as it will provide the appropriate level of traffic calming and is consistent with bike boulevard treatments in the Village's greenways plan.

Option 1 is not recommended as it is not consistent with bike boulevard treatment.

Option 3 is shown only for context and is not recommended because it would require a loss of eight parking spaces, four more than the shorter chicane.

A summary of the analysis and exhibits regarding the traffic calming petition for the 1100 block of Home Avenue that was included in the August 8, 2023 Transportation Commission Agenda can be found in **Appendix A**. The full analysis and all the exhibits can also be found in the August 8, 2023 Transportation Commission Agenda located on the Village's website.

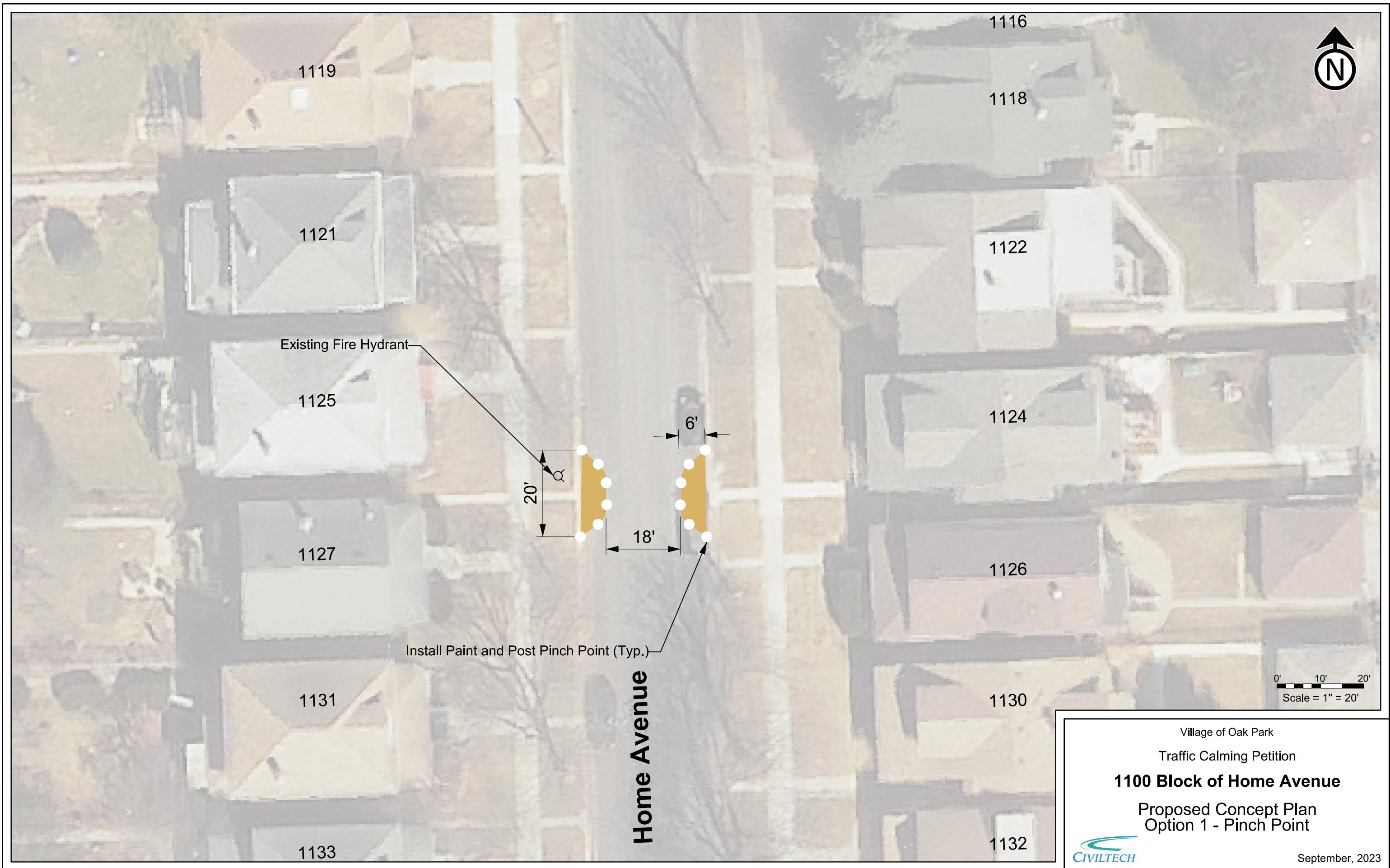
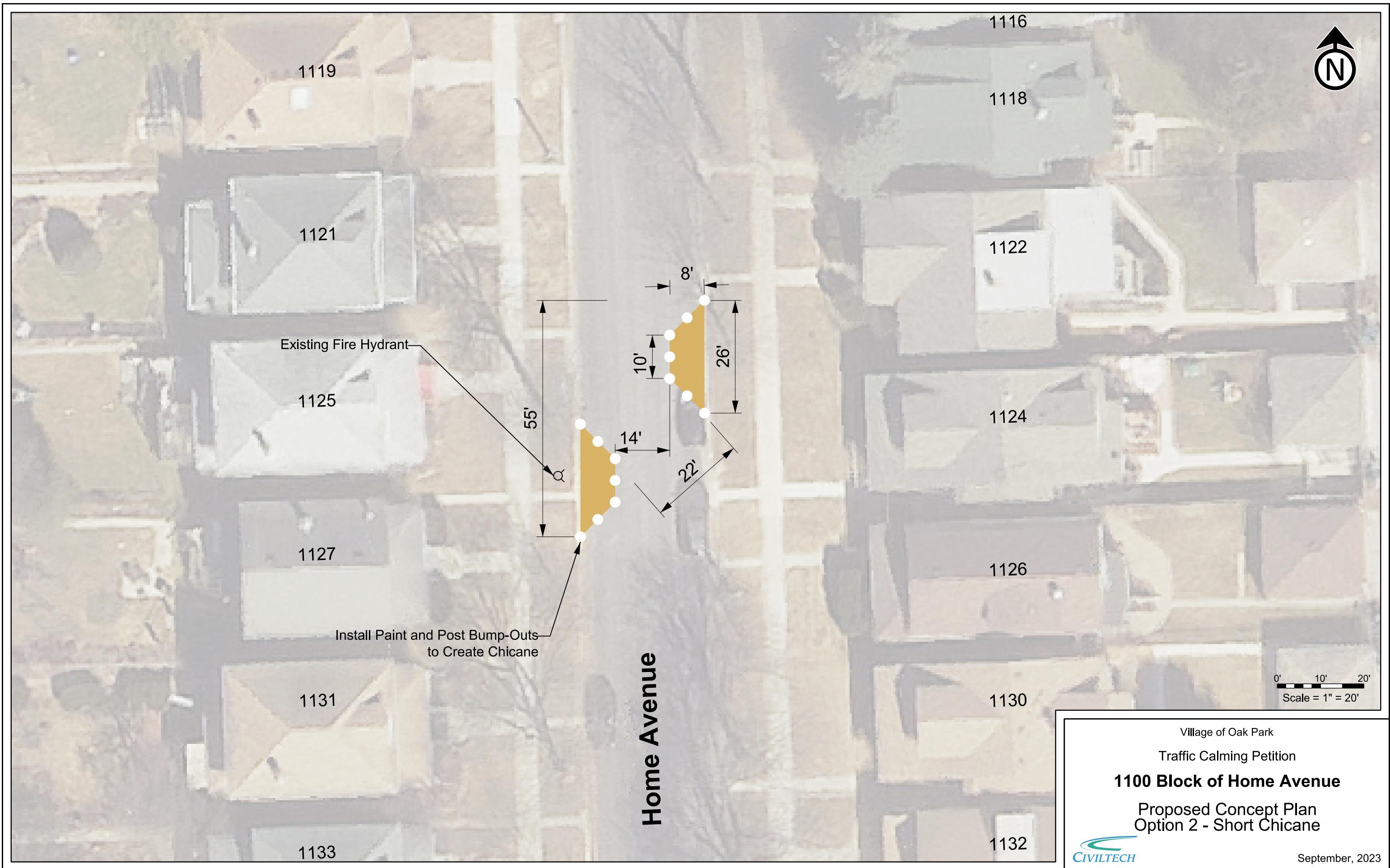
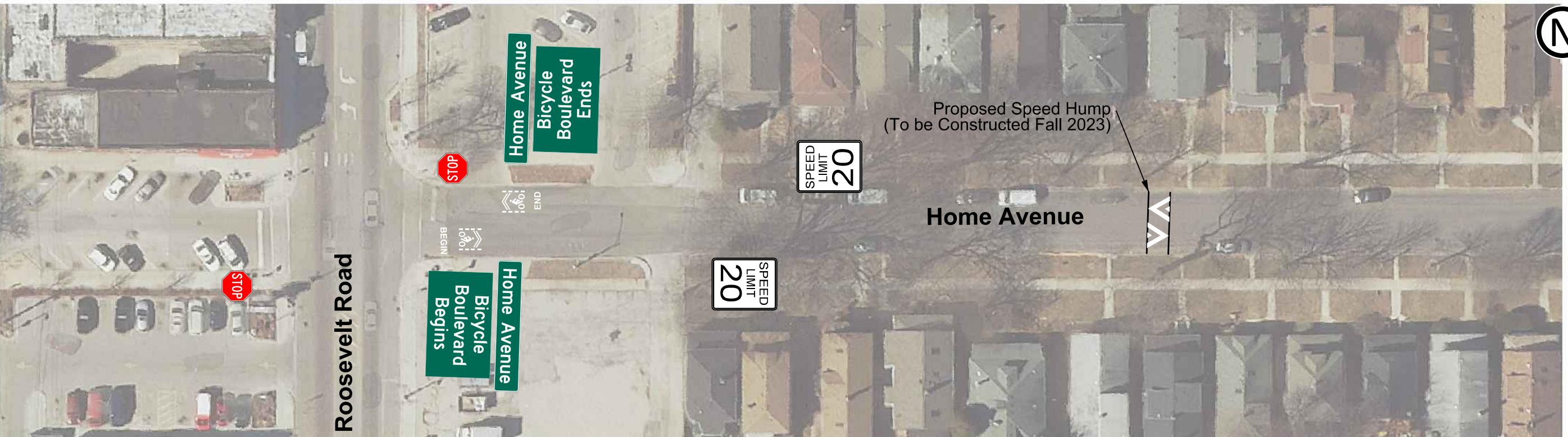


Exhibit A1







**MATCH LINE  
(SEE BELOW)**



**MATCH LINE**  
**SEE NEXT SHEET**

**MATCH LINE  
(SEE ABOVE)**

Village of Oak Park  
Traffic Calming Petition  
**Home Avenue**  
Bike Boulevard Concept Plan  
Sheet 1 of 2

CIVILTEC

September, 2023

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## Exhibit B1

MATCH LINE  
(SEE PREVIOUS SHEET)



MATCH LINE  
(SEE ABOVE)



0' 25' 50'  
Scale: 1" = 50'

Village of Oak Park  
Traffic Calming Petition  
**Home Avenue**  
Bike Boulevard Concept Plan  
Sheet 2 of 2  
 September, 2023

Exhibit B2

# **APPENDIX A**

August 8th

Transportation Commission Meeting



**Civiltech Engineering, Inc.**  
www.civiltechinc.com

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

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

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**Environmental Studies**  
**Water Resources**  
**Structural Design**  
**Right of Way**  
**Urban Design**  
**Transportation Planning**  
**Program Management**

# Technical Memorandum

**Date:** August 3, 2023  
**To:** The Transportation Commission  
**From:** Civiltech Engineering, Inc.  
**Re:** Traffic Analyses for Traffic Calming Petition  
1100 Block of Home Avenue

## I. INTRODUCTION

On September 1, 2020 the Village of Oak Park received a petition to implement traffic calming measures at the 1100 block of Home Avenue. The residents expressed concern regarding excessive speeds and volume of traffic along the 1100 block of Home Avenue. Signatures representing 54% of the street frontage were collected on the petition. The petition was certified as valid.

In response to these concerns and at the Village of Oak Park's request, Civiltech Engineering, Inc. has completed a traffic evaluation of the 1100 block of Home Avenue. This study assesses traffic data and recommends applicable countermeasures from the Village of Oak Park's traffic calming toolbox.

Two emails were received in favor of the petition as part of the public testimony.

## II. EXISTING CONDITIONS

Home Avenue is a 30-foot-wide north-south local street with one lane in each direction. Home Avenue is under all-way stop control at Harvard Street and Fillmore Street. There are marked crosswalks on all four legs of both intersections. The block length is around 660 feet. The 1100 block of Home Avenue has a posted speed limit of 25 mph. Abraham Lincoln Elementary School is located about 800 feet east of the Home Avenue/Harvard Street intersection. Carrol Park, which contains open space and a baseball field, is situated next to the school. Land use on Home Avenue and the majority of the surrounding streets consists of single-family homes with rear garages served by alleys. On-street parking is permitted on both sides of the street and is lightly utilized. A location map is attached as **Exhibit 2**.

## III. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

Traffic data was collected along the 1100 blocks of Wisconsin Avenue, Wenonah Avenue, Home Avenue, and Clinton Avenue over a 24-hour period using tube counters. The Wisconsin Avenue and Wenonah Avenue data was collected Thursday, November 10, 2022, which was partly cloudy with a high temperature of



75 degrees. The traffic data for Home Avenue and Clinton Avenue was gathered one month later on Tuesday, December 13<sup>th</sup>. The weather on that day was cloudy with a high of 37 degrees. The two different days of counts was due to equipment issues.

One component of the traffic data is Average Daily Traffic (ADT), which is the number of vehicles counted over the 24-hour period. This is summarized in **Table 1**. ADT volumes on many Oak Park residential streets ranges between 800 and 1,200 vehicles per day. Volumes on all four of these streets fall within or below this range, indicating that there is likely not a significant amount of cut-through or non-local traffic within the study area. At about 200 vehicles per day, Wenonah Avenue carries a very low volume because of the cul-de-sac at Roosevelt Road.

As part of 2018 Village Wide Traffic Study, traffic data was collected along the 1100 block of Home Avenue over a 24-hour period. The 2022 traffic count (1,117) on this block was found to be similar to the 2018 volume (1,259).

Speed data was another component of the mid-block data collection effort. **Exhibit 3** illustrates the ADT and speed data by direction on block. Metrics quantifying various aspects of this data are presented in **Table 1**.

**Table 1. Speed and Volume Data Summary**

1100 block of	Direction	Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period*					% Above 25 mph	ADT	85 <sup>th</sup> Percentile Speed (mph)**
		> 5 mph below	0.1 to 5 mph below	0 to 4.9 mph above	5 to 9.9 mph above	> 10 mph above			
Home Avenue	NB	101 (15%)	258 (38%)	250 (37%)	55 (9%)	9 (1%)	47%	673	29.3
	SB	89 (20%)	202 (45%)	130 (29%)	20 (5%)	3 (1%)	35%	444	28.4
Wisconsin Avenue	NB	41 (9%)	136 (30%)	187 (41%)	76 (17%)	15 (3%)	61%	455	31.5
	SB	29 (10%)	84 (29%)	118 (41%)	50 (17%)	11 (3%)	61%	292	31.8
Wenonah Avenue	NB	53 (50%)	33 (30%)	14 (15%)	4 (4%)	1 (1%)	20%	105	26.7
	SB	46 (43%)	29 (28%)	21 (21%)	8 (8%)	0 (0%)	29%	104	28.4
Clinton Avenue	NB	187 (47%)	162 (41%)	42 (11%)	4 (1%)	0 (0%)	12%	395	24.6
	SB	76 (43%)	71 (40%)	23 (13%)	7 (4%)	0 (0%)	17%	177	25.9

\*Data was collected from Thursday, November 10<sup>th</sup>, 2022 and Tuesday, December 13<sup>th</sup>, 2022

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

A review of the Home Avenue speed data shows a higher than 50% compliance rate with the 25 mph speed limit and that around 90% of the vehicles are traveling less than 5 mph over the speed limit. Speeds on Clinton Avenue and Wenonah Avenue are lower. The 85<sup>th</sup> percentile speed is 25 mph and 28 mph respectively with a greater than 70%



compliance with the 25 mph speed limit. At 30 feet from curb to curb, Home Avenue is four feet wider than Wenonah Avenue and Clinton Avenue. This slightly greater width likely corresponds to the higher speeds on this block.

Wisconsin Avenue operates at high speeds. More than 60% of the vehicles are traveling higher than the 25 mph speed limit. The 85<sup>th</sup> percentile speed is 32 mph. This block likely has the highest speeds likely due to the lower amount of "friction" that drivers encounter as they traverse the street, as there is a limited number of parked vehicles on the east side of the street. Furthermore, Wisconsin Avenue is 30-feet wide from curb to curb which likely corresponds to higher speeds in this block as well.

Additionally, as is the case on almost all streets locally, regionally, and even nationally, there is a small percentage (1% to 2%) of drivers that blatantly disregard the law and drive faster than ten miles per hour over the speed limit. However, based on a review of the source data, there are almost twice as many northbound drivers traveling more than ten miles per hour over the speed limit than southbound motorists.

#### IV. CRASH ANALYSIS

In order to evaluate safety trends on the 1100 block of Home Avenue, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from January 2018 through December 2022, a five-year period. This data shows that there was one mid-block collisions along the 1100 block of Home Avenue during the five-year period. This crash was a hit-and-run that occurred when a northbound driver sideswiped a parked vehicle.

Crashes at the adjacent intersections were also assessed. There were three crashes reported at Home Avenue/Fillmore Street. One of these was a minor (C level) injury crash which resulted because a motorist driving northbound on Home Avenue did not stop at the stop sign and struck a vehicle traveling westbound on Fillmore Street. One property damage only crash was reported at the intersection of Home Avenue/Harvard Street. A collision diagram can be found in **Exhibit 4**.

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

The number of reported crashes that occurred over a five-year period at Home Avenue and Harvard Street is one. The Average Daily Traffic (ADT) entering the intersection of Home Avenue/Harvard Street as determined by the Village's 1997 area-wide traffic study was 2,141 vehicles. Using this data, the crash rate for the Home Avenue/Harvard Street intersection is 0.256 accidents per million entering vehicles (Acc/MEV). This crash rate is below the critical crash rate calculated for the south section of the Village (south of the I-290 Eisenhower Expressway between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.945 Acc/MEV).



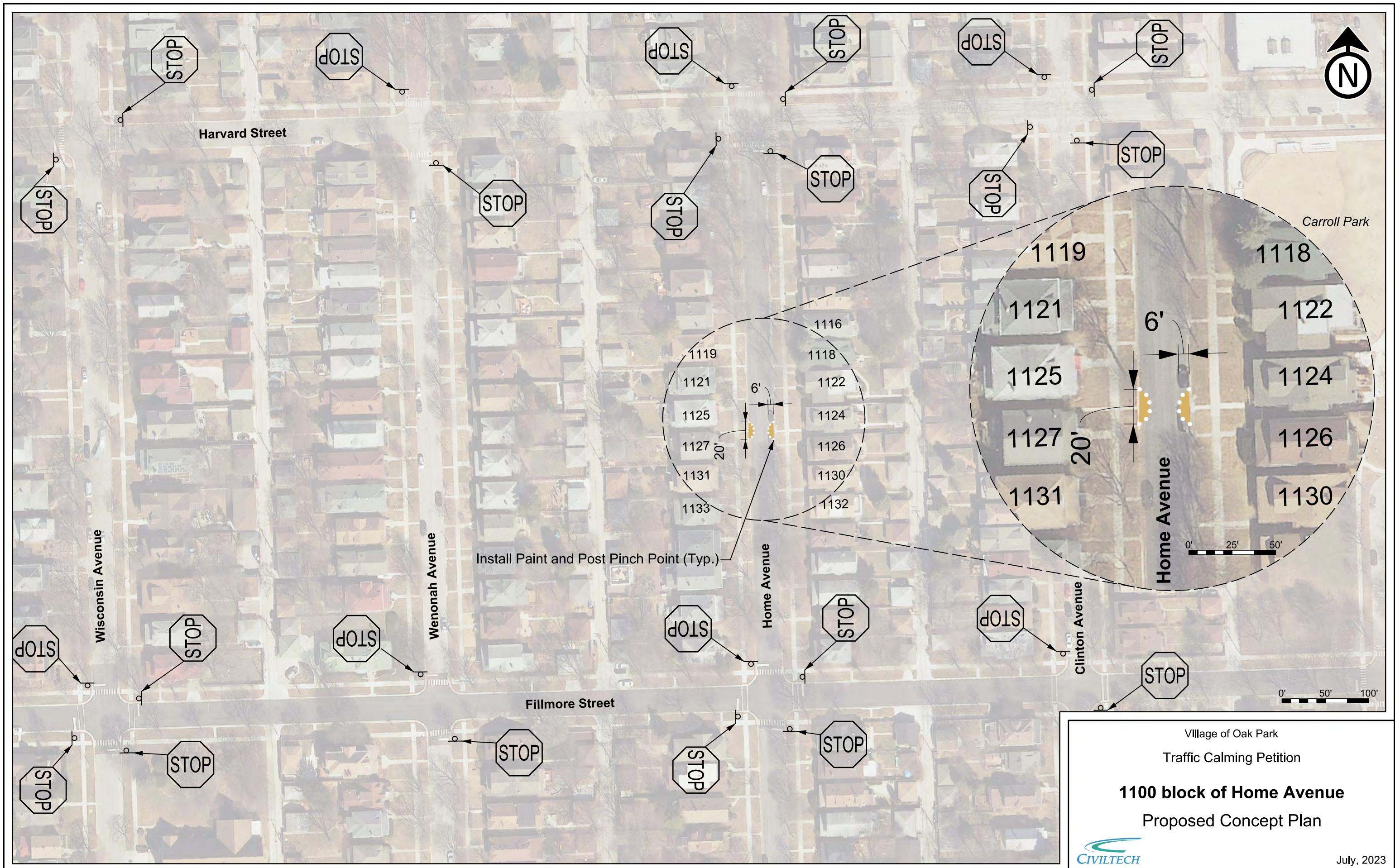
The number of reported crashes that occurred over a five year period at Home Avenue and Fillmore Street is three. The Average Daily Traffic (ADT) entering the intersection of Home Avenue/Fillmore Street as determined by the Village's 1997 area-wide traffic study was 2,527 vehicles. Using this data, the crash rate for the Home Avenue/Fillmore Street intersection is 0.651 accidents per million entering vehicles (Acc/MEV). This crash rate is below the critical crash rate calculated for the south section of the Village (south of the I-290 Eisenhower Expressway between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.945 Acc/MEV).

## **V. DISCUSSION AND RECOMMENDATION**

The Traffic Calming Toolbox (shown in **Exhibit 5**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. These measures were assessed to determine suitable treatments for the 1100 block of Home Avenue.

The traffic data shows that this block is operating safely. However, at 29 miles per hour, the 85<sup>th</sup> percentile speed is slightly higher than desirable for a residential street with a 25 mph speed limit. Therefore, it is recommended to install a mid-block paint-and-post pinch point, which is also known as a neckdown. This feature will physically reduce the width of the street, giving motorists a cue to slow down. As shown in **Exhibit A**, the bump-out comprising the west part of the pinch point is proposed to line up with the fire hydrant between the properties at 1125 and 1127 Home Avenue. No on-street parking will be affected on the west side of the street. The east bump-out will be approximately 20 feet long, will straddle the property line between the 1124 and 1126 Home Avenue residences, and will result in the loss of one on-street parking space.

Finally, temporary radar speed feedback signs are recommended for deployment on an interim basis to increase drivers' awareness of their speeds.

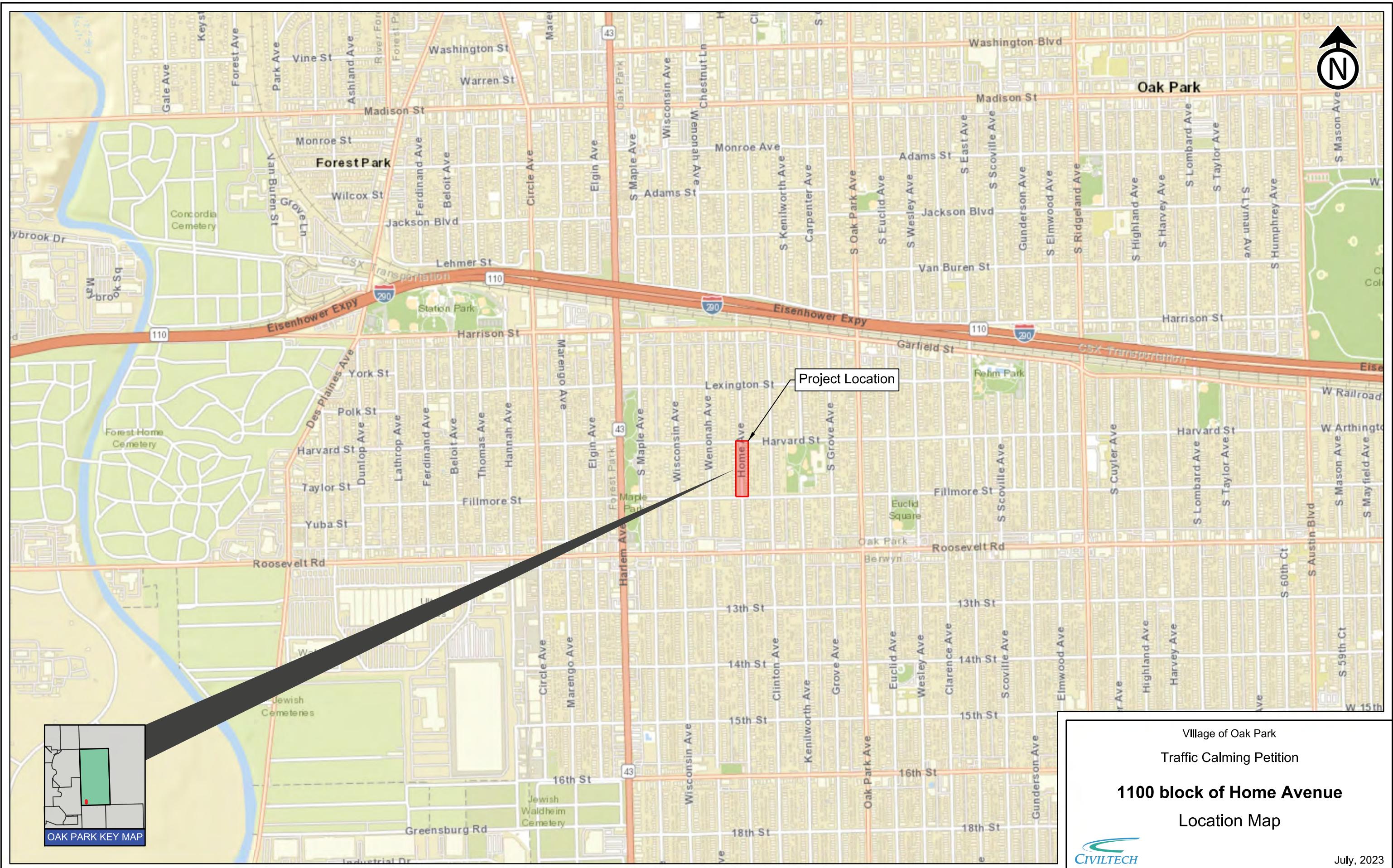


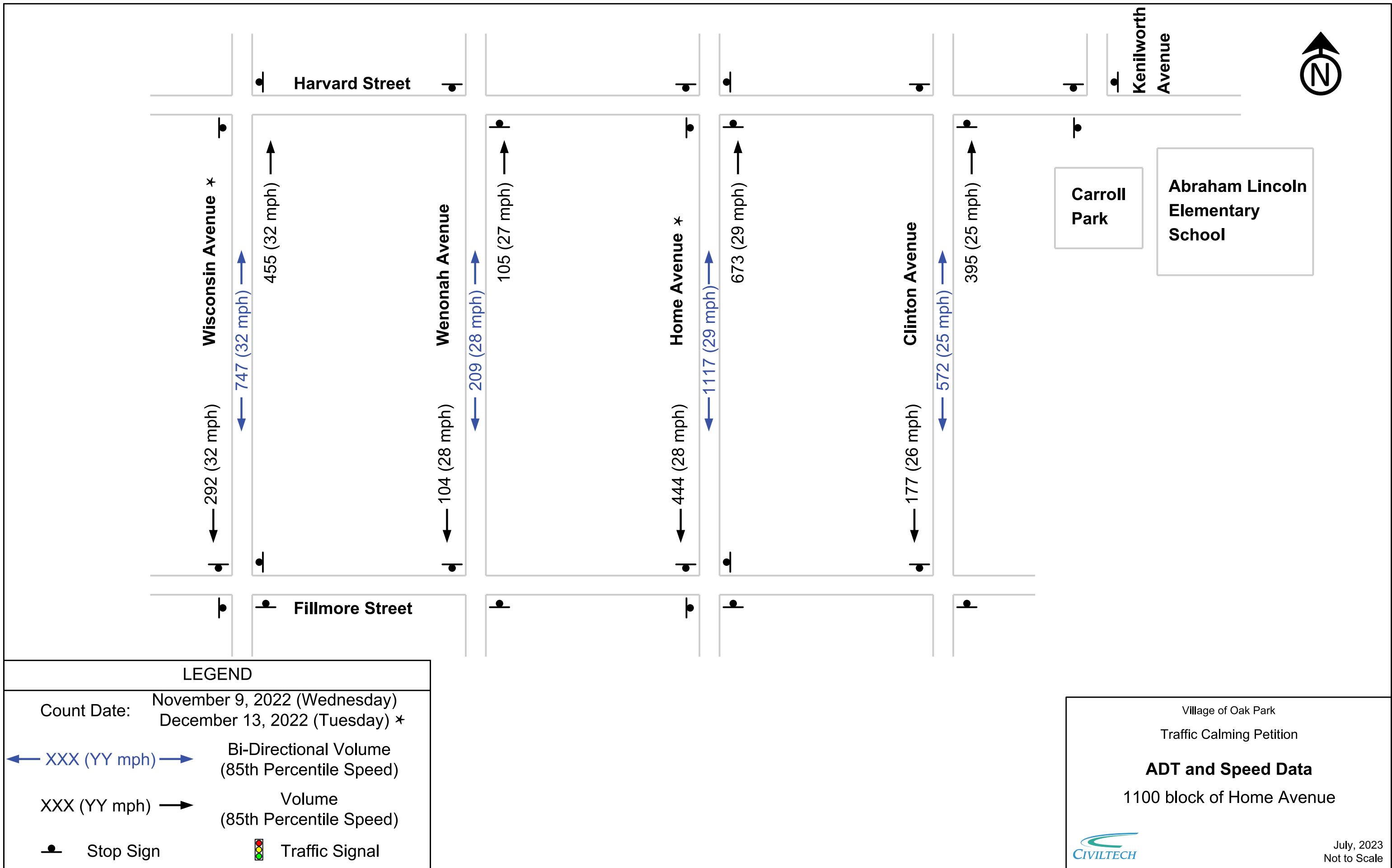
Village of Oak Park  
Traffic Calming Petition  
**1100 block of Home Avenue**  
Proposed Concept Plan

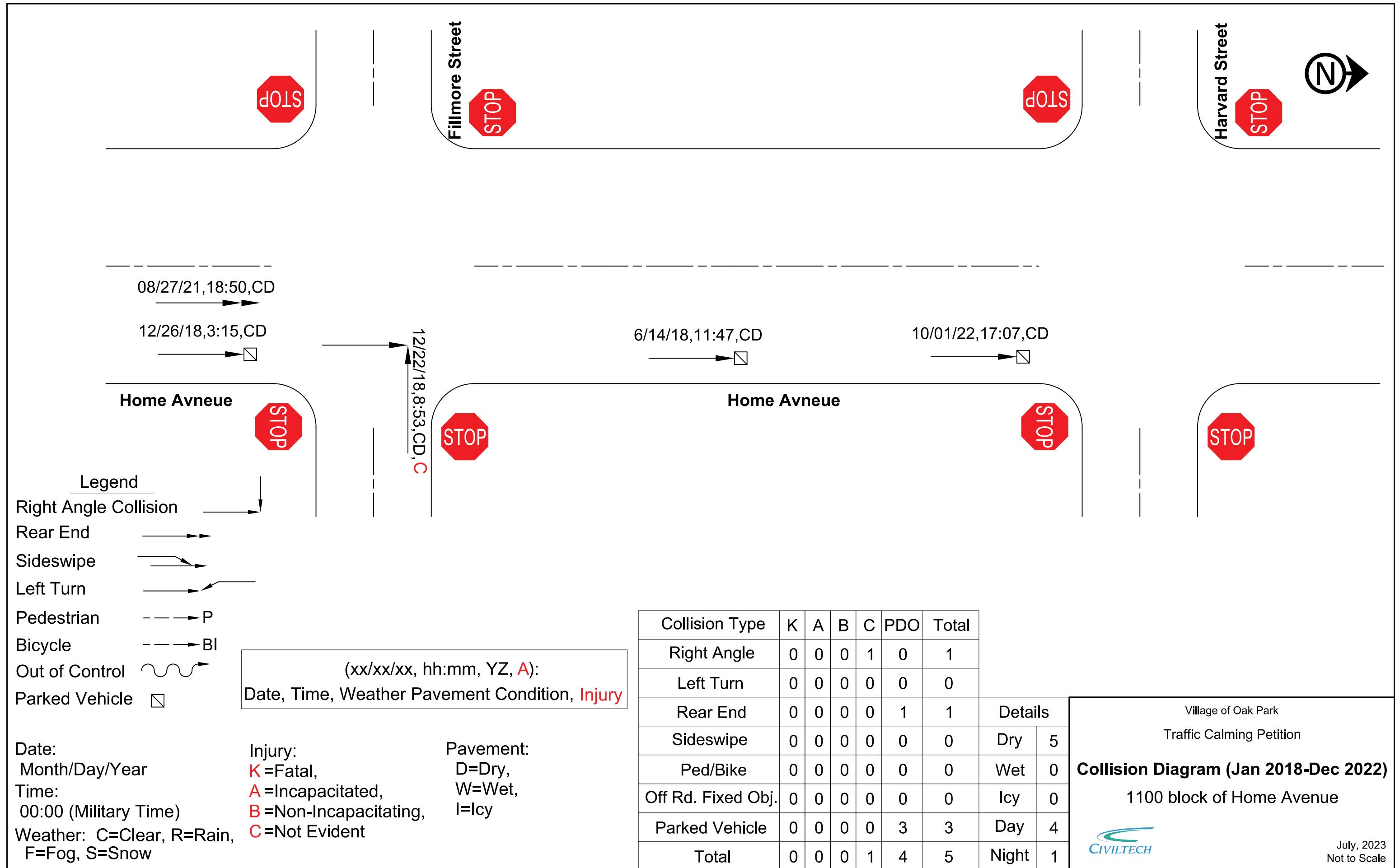
CIVILTECH

July, 2023

## **Exhibit A**







## 1100 block of Home Avenue

Traffic Calming Measures that can be used by the Transportation Commission to address resident generated petitions for traffic calming / controls as approved by the Oak Park Village Board of Trustees on November 6, 2017			
Available Traffic Calming Measures  Levels 1 through 4 are sorted from least severe to most severe	Not Bicycle Friendly (NBF)	Who should pay for traffic calming device (SSA = Special Service Area = 100% funded by petitioners)	Remarks
<b>Level 1 - No Traffic Flow Changes</b>			
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	
<b>Level 2 - Some Traffic Flow Changes</b>			
Sign Turn Restrictions/Turn Movement Restrictions		Village	
Angled Parking		Village	
<b>Parking Strategies</b>		Village	
Textured Pavement		SSA	brick paver street for example
Rumble Strip		Village	
<b>Level 3 - Significant Traffic Flow Changes</b>			
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
<b>Level 4 - Street Closures</b>			
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**

<b>Item Title:</b> Review of the Next Segment of the Bike Boulevard/Neighborhood Greenways Design (continuation from the August 8,2023 Transportation Commission meeting)
Review Date: <u>September 12, 2023</u>
Prepared By: <u>Jill Juliano</u>
<b>Abstract (briefly describe the item being reviewed):</b> <p>The Village has been working with V3 Companies (V3) and their subconsultant TYLin on the design of the first section of the Bike Boulevard/Neighborhood Greenways plan. This section includes Erie Street from Kenilworth Avenue to Scoville Avenue and Scoville Avenue from Erie Street to South Boulevard. The majority of improvements are signage &amp; striping, but there are several proposed bump outs. The initial plan set was based on the Neighborhood Greenways Study.</p> <p>At the August 8th meeting, Village Engineer Bill McKenna talked the Commission through the plans. The Commission asked questions of staff and gave feedback and expressed their concerns, mainly focused on enhancements in the area around Oak Park River Forest High School (OPRFHS).</p> <p>Staff mentioned that OPRFHS has planned construction along the frontage in the area of concern for the Commission. Staff suggested delaying the discussion on this part of the Scoville. Ultimately, the item was tabled for staff and their consultant to come back to the Commission with revised plans considering the Commission's feedback.</p> <p>The revised plans to be reviewed tonight include Erie Street from Kenilworth Avenue to Scoville Avenue and Scoville Avenue from Lake Street to South Boulevard.</p>
<b>Staff Recommendation(s):</b> <p>Transportation Commission to review, discuss and provide feedback to staff and V3 about the proposed improvements provided in the revised plan set.</p>
Supporting Documentation Is Attached

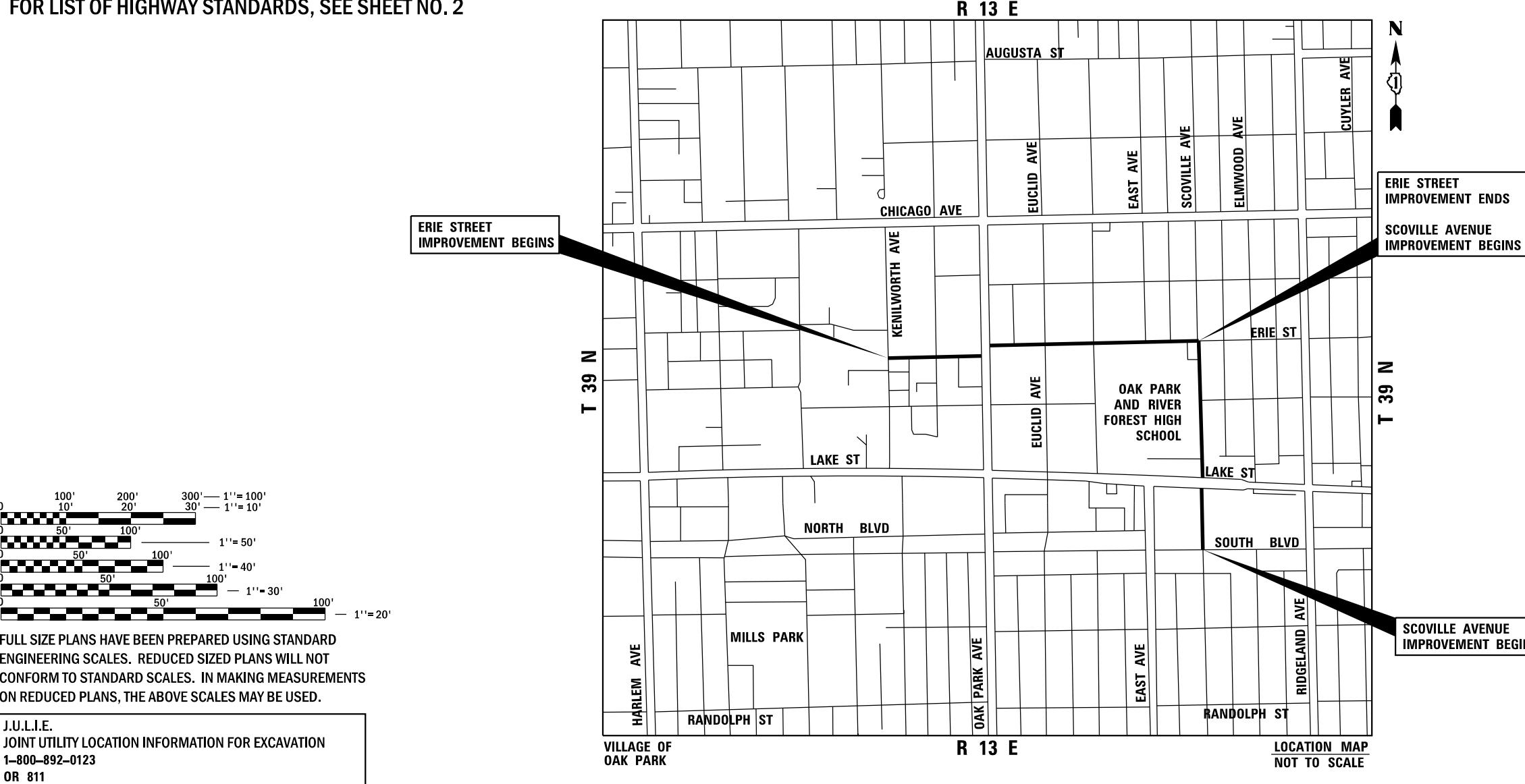
# VILLAGE OF OAK PARK, ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. **1**

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

# **VILLAGE PROJECT #23-15 KE BOULEVARD PROGRAM 2023**

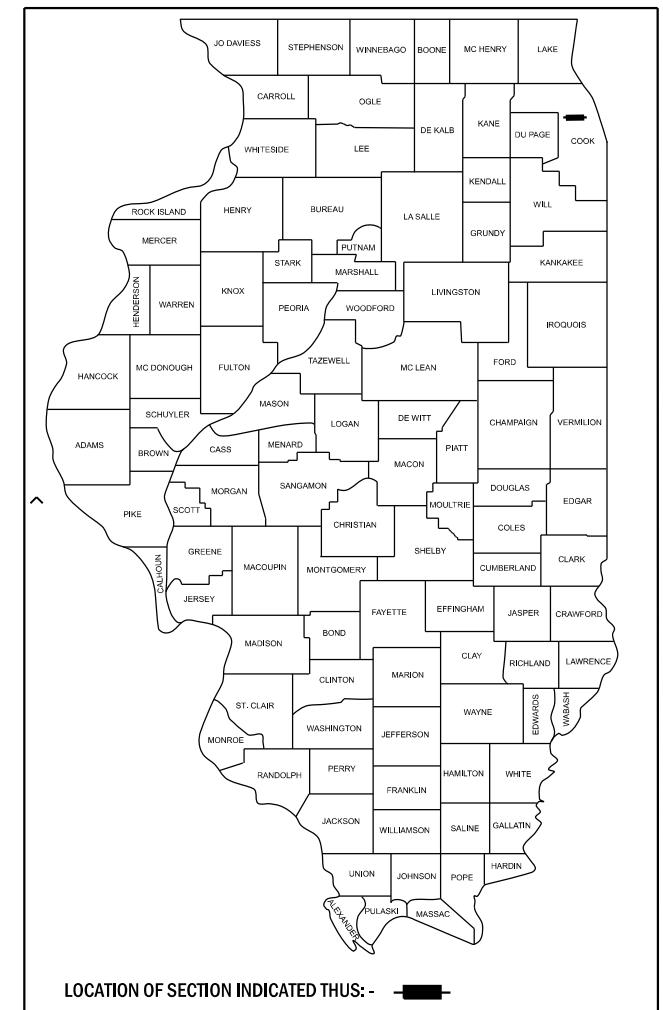
**ERIE STREET FROM KENILWORTH AVENUE TO SCOVILLE AVENUE  
SCOVILLE AVENUE FROM ERIE STREET TO SOUTH BOULEVARD**



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

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

The logo for V3 Companies features a stylized 'V' inside a circle, with a smaller '3' positioned below and to the right of the 'V'. The entire logo is rendered in a dark, monochromatic color.



LOCATION OF SECTION INDICATED THUS: - 

## CONTACT INFORMATION

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

V3 COMPANIES  
JASON D. HOLY  
# 062-059941  
  
DATE: 08-31-2023

EXPIRATION DATE: 11-30-2023



**GENERAL NOTES**

1. ALL EXISTING PAVEMENT OR CONCRETE CURB AND GUTTER TO BE REMOVED SHALL BE SAWCUT ALONG LIMITS OF PROPOSED REMOVAL BEFORE COMMENCEMENT OF PAVEMENT REMOVAL. THE COST OF THE SAW CUT SHALL BE INCLUDED IN THE COST OF ITEM BEING REMOVED.
2. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE DISPOSED OF BY THE CONTRACTOR AT THEIR OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN OFF-SITE DUMP SITE AT THEIR OWN EXPENSE.
3. NO HOLES ARE TO BE LEFT OPEN IN THE PAVEMENT OR PARKWAY OVER A HOLIDAY, WEEKEND OR AFTER 3:00 P.M. ON THE DAY PRECEDING A HOLIDAY OR A WEEKEND.
4. STREET PAVING AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE IF DAMAGED, IT SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH THE MUNICIPALITY OR IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP AND AT THE CONTRACTOR'S EXPENSE.
5. ALL CURB RADII REFER TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
6. ASPHALT JOINTS FOR BINDER COURSES ARE TO BE STAGGERED.
7. PROPOSED ELEVATIONS INDICATE FINISHED CONDITIONS. FOR ROUGH GRADING ELEVATIONS ALLOW FOR THICKNESS OF PROPOSED PAVING (ROADS, WALKS, DRIVES, ETC.) OR TOPSOIL AS INDICATED ON DRAWINGS.



V3 Companies

7325 Janes Avenue

Woodridge, IL 60517

630.724.9200 phone

630.724.9202 fax

www.v3co.com

USER NAME	= dpng	DESIGNED	-	REVISED	-	REVISED	-
		DRAWN	-	REVISED	-	REVISED	-
PLOT SCALE	=	CHECKED	-	REVISED	-	REVISED	-
PLOT DATE	= 9/8/2023	DATE	-	REVISED	-	REVISED	-

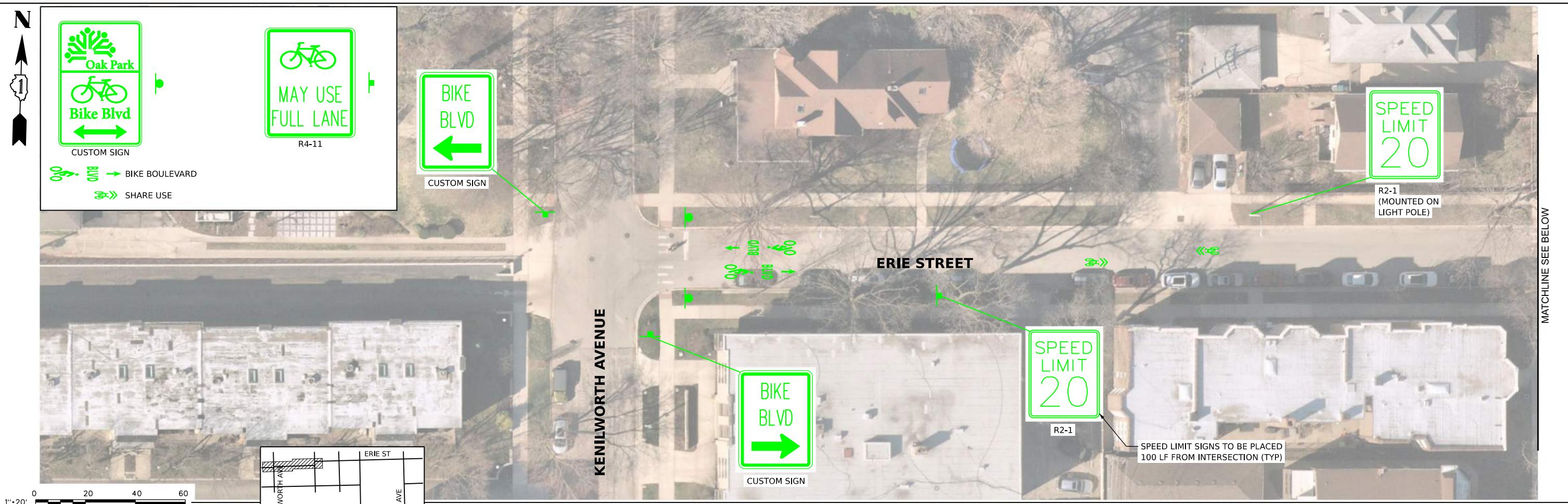
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		DRAWN	-	REVISED	-	REVISED	-
PLOT SCALE	=	CHECKED	-	REVISED	-	REVISED	-
PLOT DATE	= 9/8/2023	DATE	-	REVISED	-	REVISED	-

**OAK PARK BIKE BOULEVARD PROGRAM**  
OAK PARK

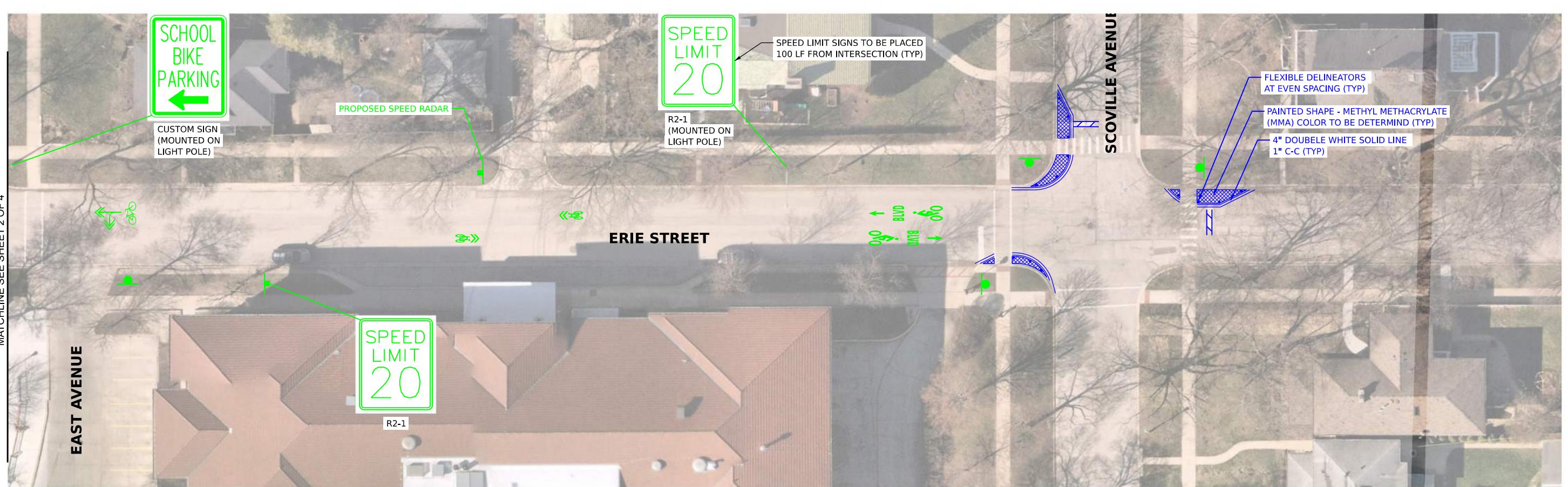
ILLINOIS

GENERAL NOTES AND INDEX OF SHEETS  
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

COUNTY	TOTAL SHEETS	SHEET NO.
COOK	8	2
PROJECT NO. 230326		







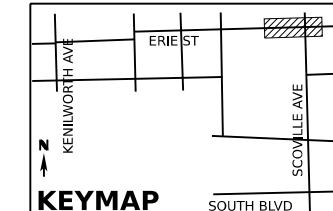
V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
[www.v3co.com](http://www.v3co.com)

USER NAME	= dpung	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	=	CHECKED	-	REVISED	-
PLOT DATE	= 9/8/2023	DATE	-	REVISED	-

## OAK PARK BIKE BOULEVARD PROGRAM

## PROPOSED IMPROVEMENT PLANS

REVISED	-	OAK PARK BIKE BOULEVARD PROGRAM	PROPOSED IMPROVEMENT PLANS										COUNTY	TOTAL SHEETS	SHEET NO.
REVISED	-												COOK	8	5
REVISED	-												PROJECT NO. 230326		
REVISED	-	OAK PARK	ILLINOIS	SCALE: 1"=20"	SHEET	3	OF	4	SHEETS	STA.	TO STA.				

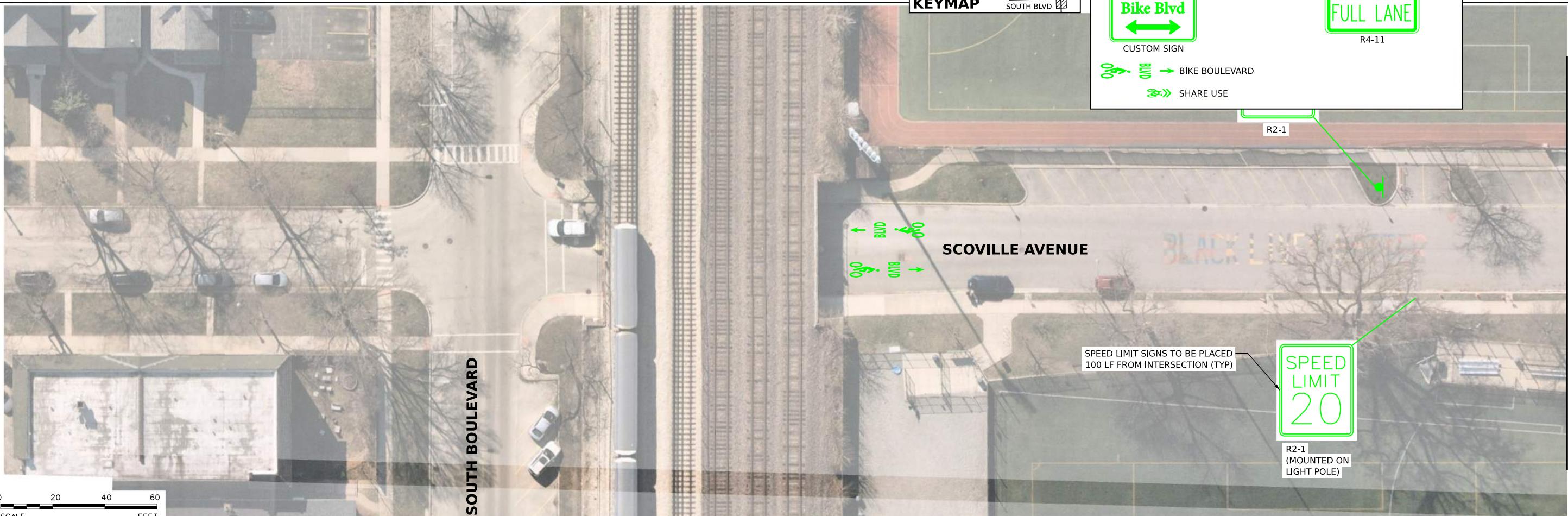
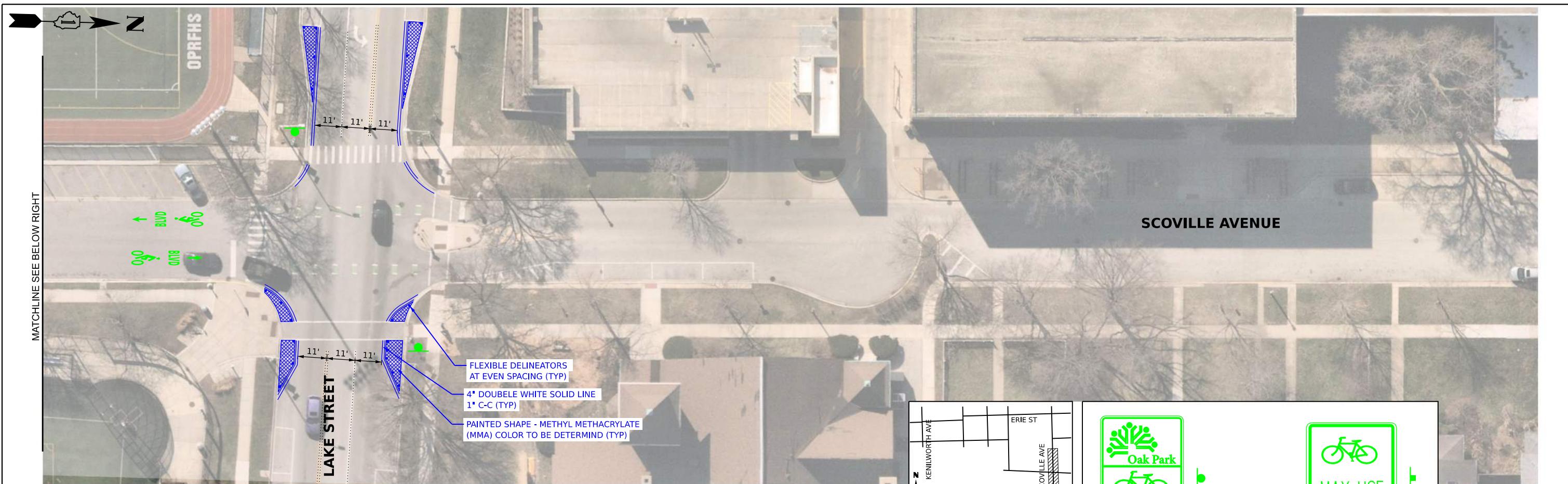


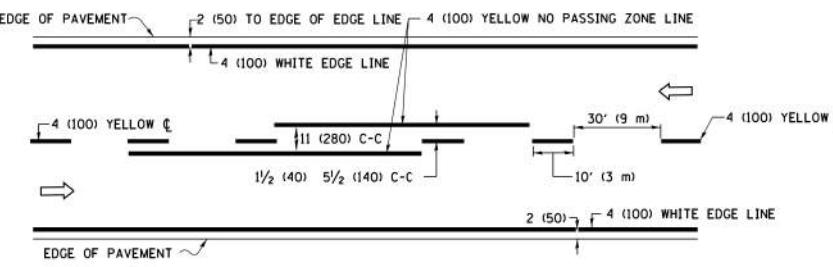
## BOULEVARD

SHARE USE

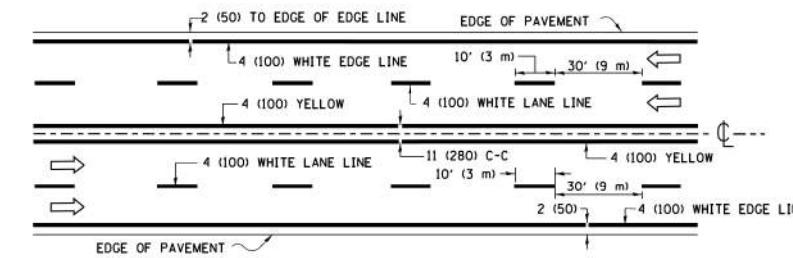
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R4-11

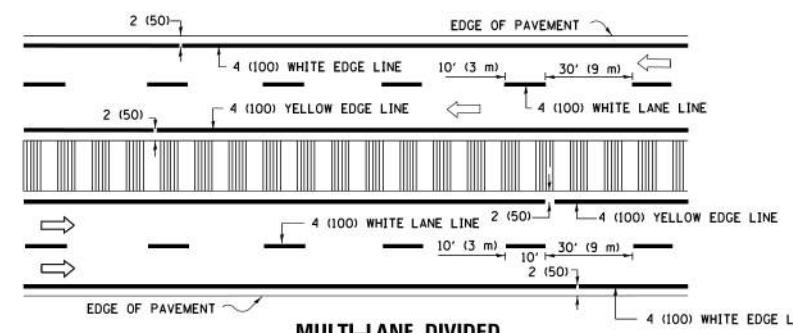




## 2-LANE ROADWAY

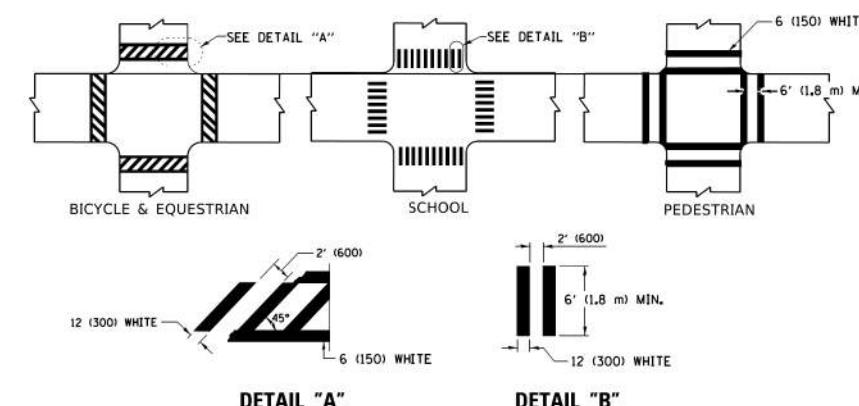


## MULTI-LANE UNDIVIDED



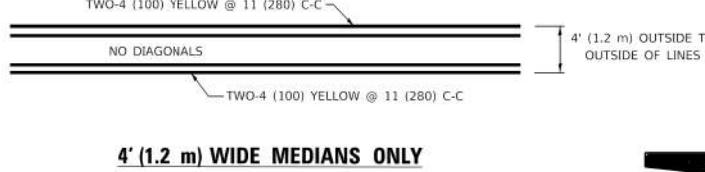
## MULTI-LANE DIVIDED WITH MEDIAN

## TYPICAL LANE AND EDGE LINE MARKING

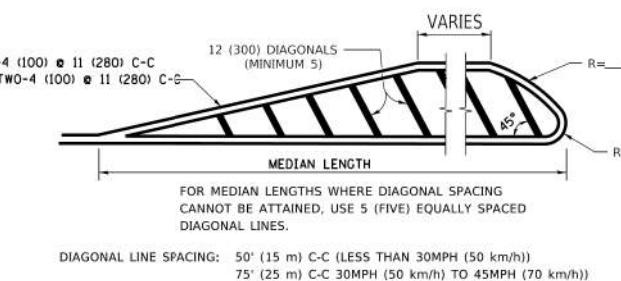


## TYPICAL CROSSWALK MARKING

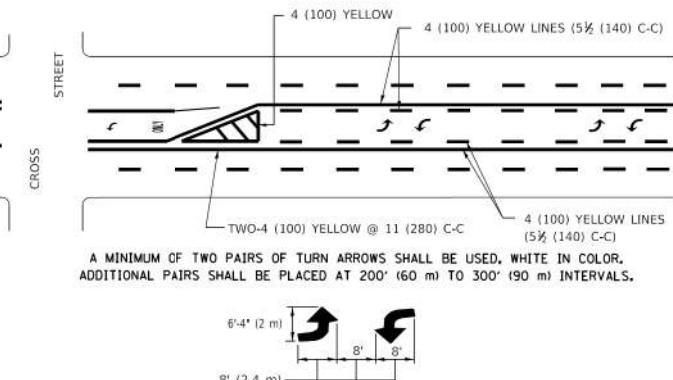
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



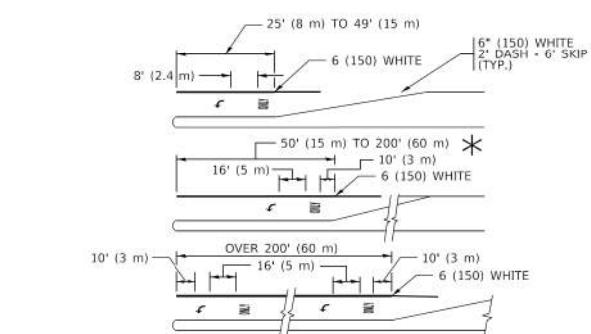
## 4' (1.2 m) WIDE MEDIANS ONLY



## MEDIAN OVER 4' (1.2 m) WIDE



## TYPICAL PAINTED MEDIAN MARKING



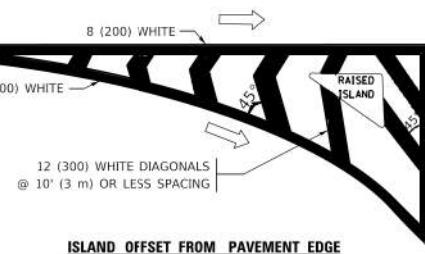
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

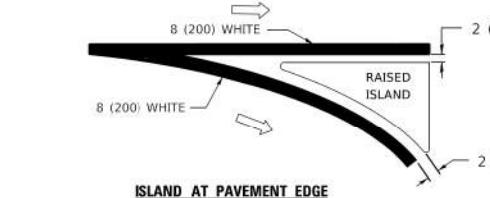
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

## TYPICAL LEFT (OR RIGHT) TURN LANE

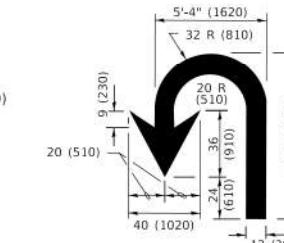
## TYPICAL TURN LANE MARKING



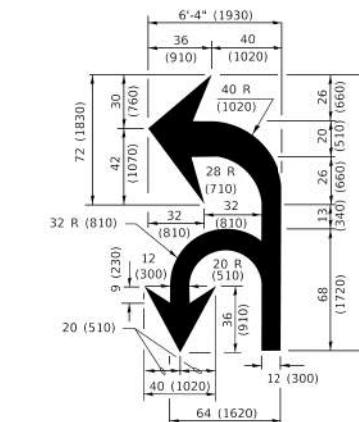
## ISLAND OFFSET FROM PAVEMENT EDGE



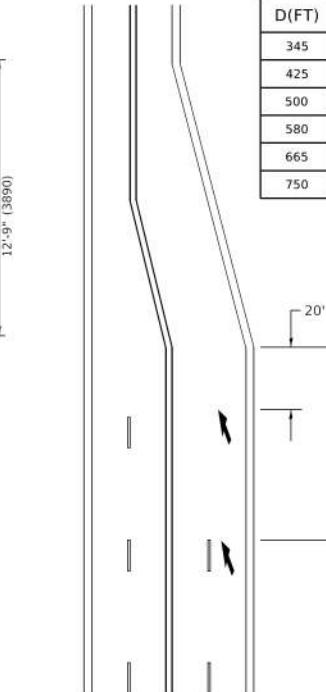
## COMBINATION LEFT AND U-TURN



## TYPICAL ISLAND MARKING



## U-TURN



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

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

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

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

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

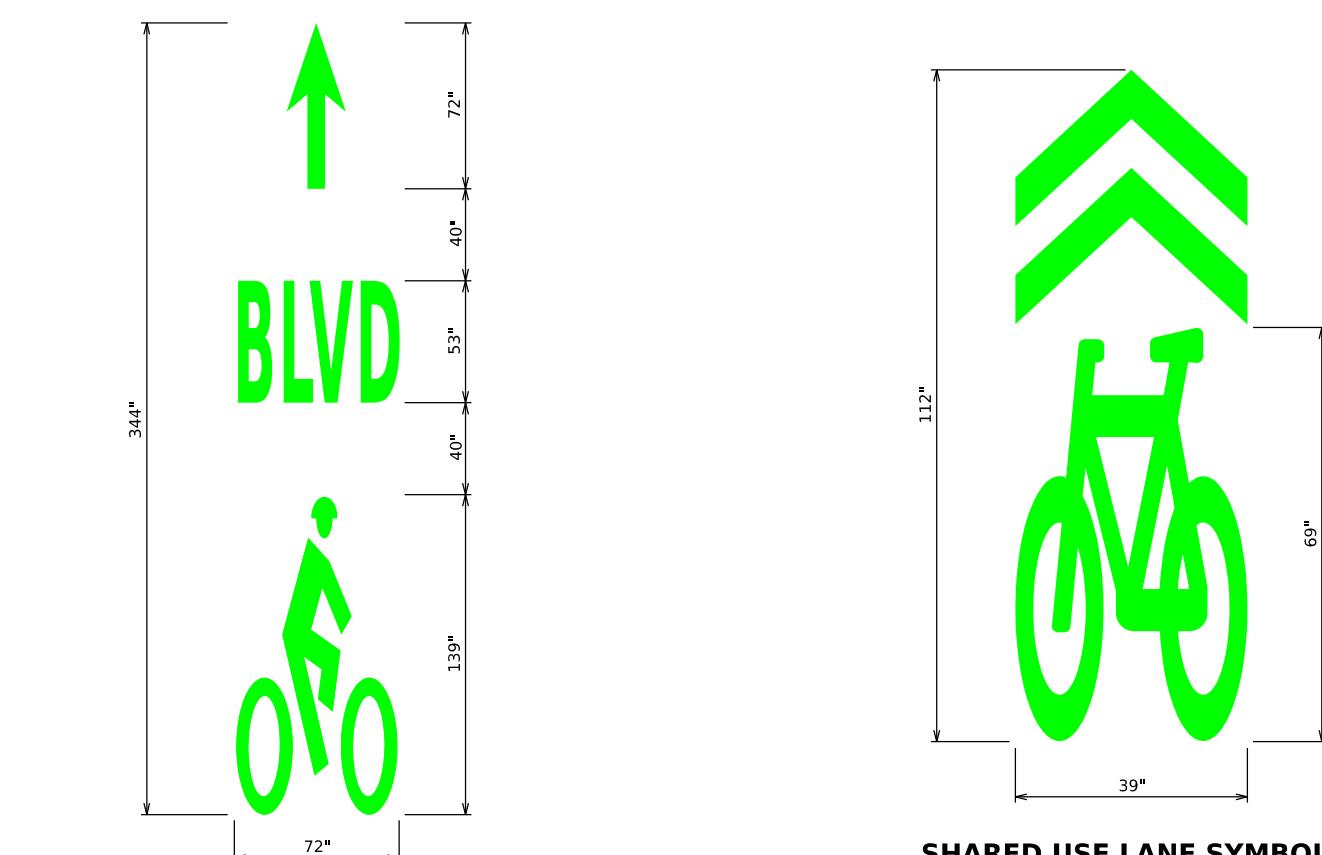
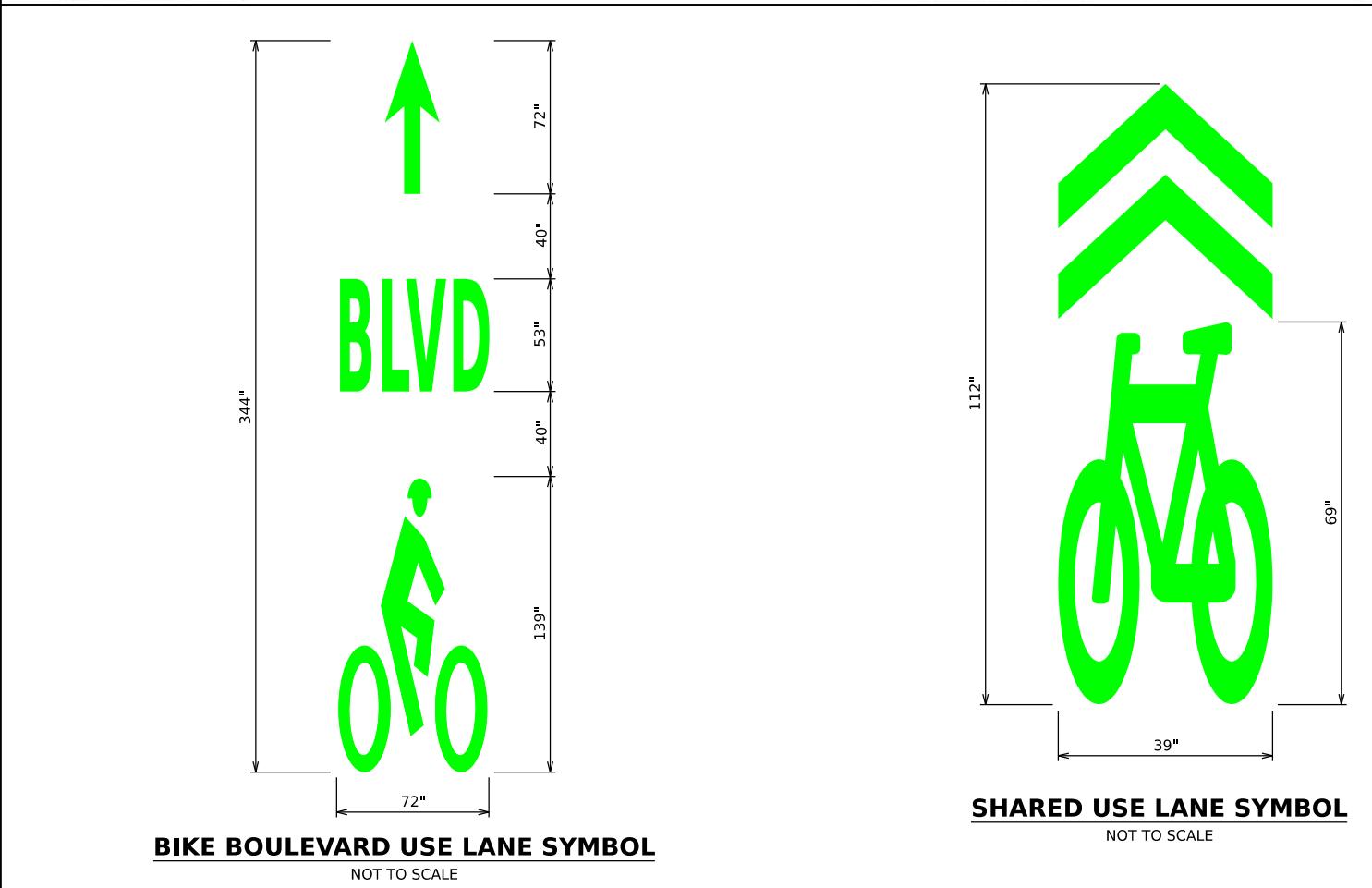
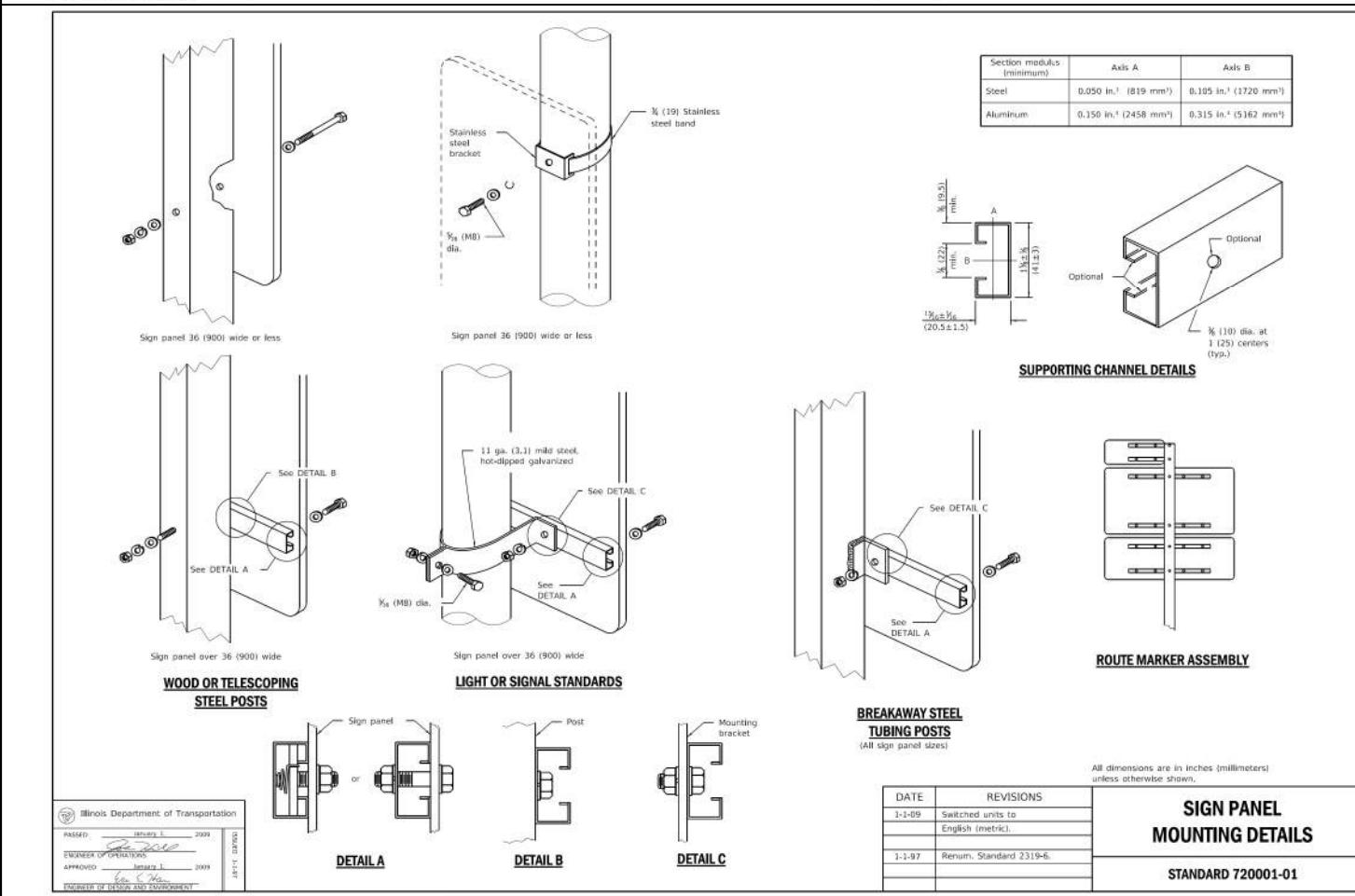
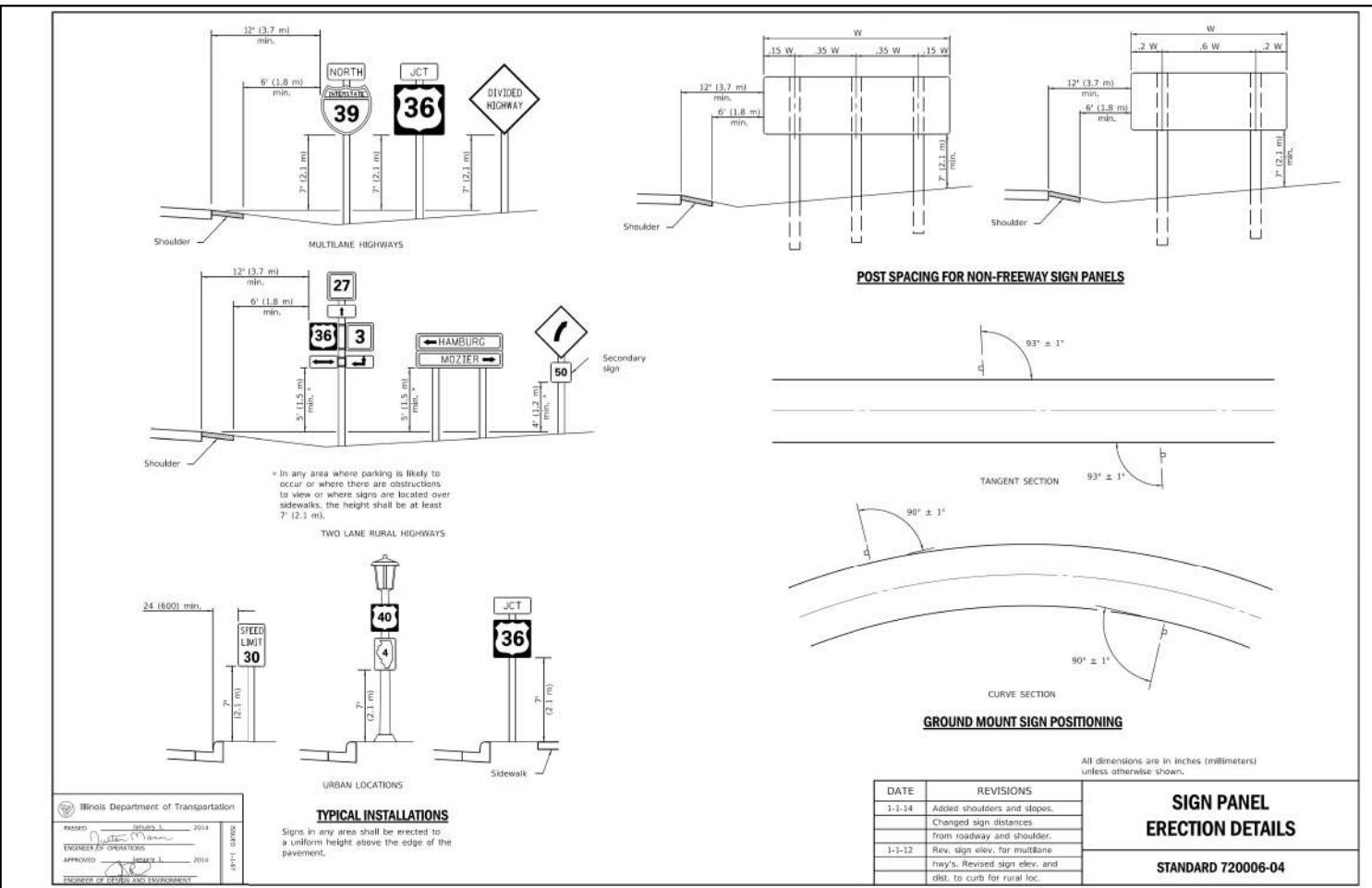
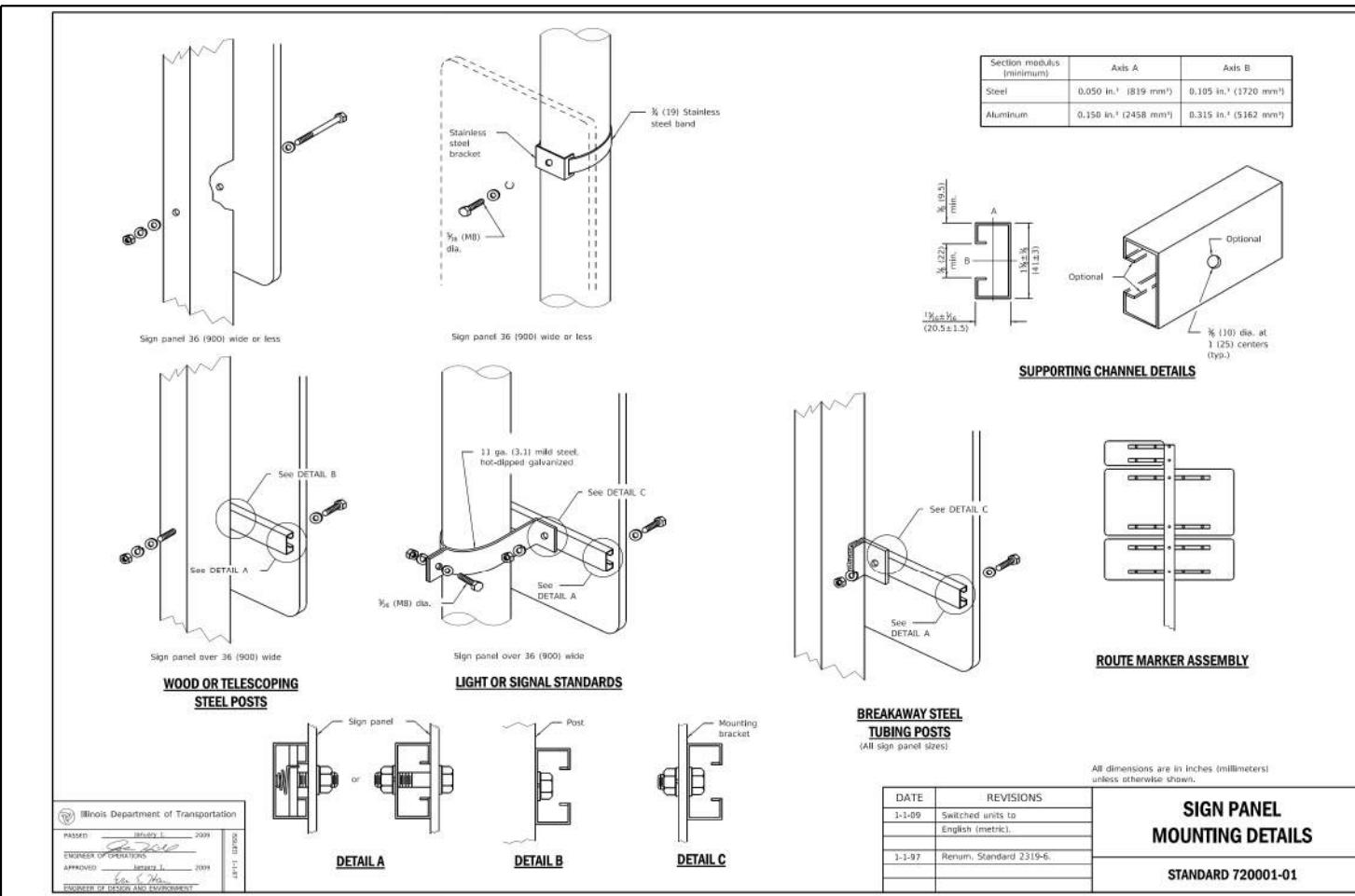


USER NAME = dpng  
DESIGNED -  
REVISED -  
DRAWN -  
REVISED -  
PLOT SCALE =  
CHECKED -  
REVISED -  
PLOT DATE = 9/8/2023  
DATE -  
REVISED -  
REVISED -

OAK PARK BIKE BOULEVARD PROGRAM  
OAK PARK

CONSTRUCTION DETAILS  
ILLINOIS  
SCALE: NONE  
SHEET 1 OF 2 SHEETS STA. TO STA.

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



SHARED USE LANE SYMBOL

NOT TO SCALE

**Village Of Oak Park**  
**Transportation Commission Agenda Item**

<b>Item Title:</b>	Introductory Presentation Regarding the Village of Oak Park's Vision Zero Plan (2023 Transportation Commission Work Plan Item)
<b>Review Date:</b>	<u>September 12, 2023</u>
<b>Prepared By:</b>	<u>Jill Juliano</u>
<b>Abstract</b> (briefly describe the item being reviewed):	
<p>The Village has been working with Sam Schwartz and their subconsultant MUSE on the Village's Vision Zero plan.</p> <p>At tonight's meeting, Sam Schwartz will be making a presentation describing what is a Vision Zero plan. They will be giving an overview of the process, timelines and specifying the steps involved in developing a Vision Zero plan. One of the key components will be public engagement.</p>	
<b>Staff Recommendation(s):</b>	
None as this is an informational presentation to the Transportation Commission.	
Supporting Documentation Is Attached	

# Vision Zero Oak Park Plan

September 12, 2023



**Sam  
Schwartz**

**MUSE**  
COMMUNITY + DESIGN

# Agenda

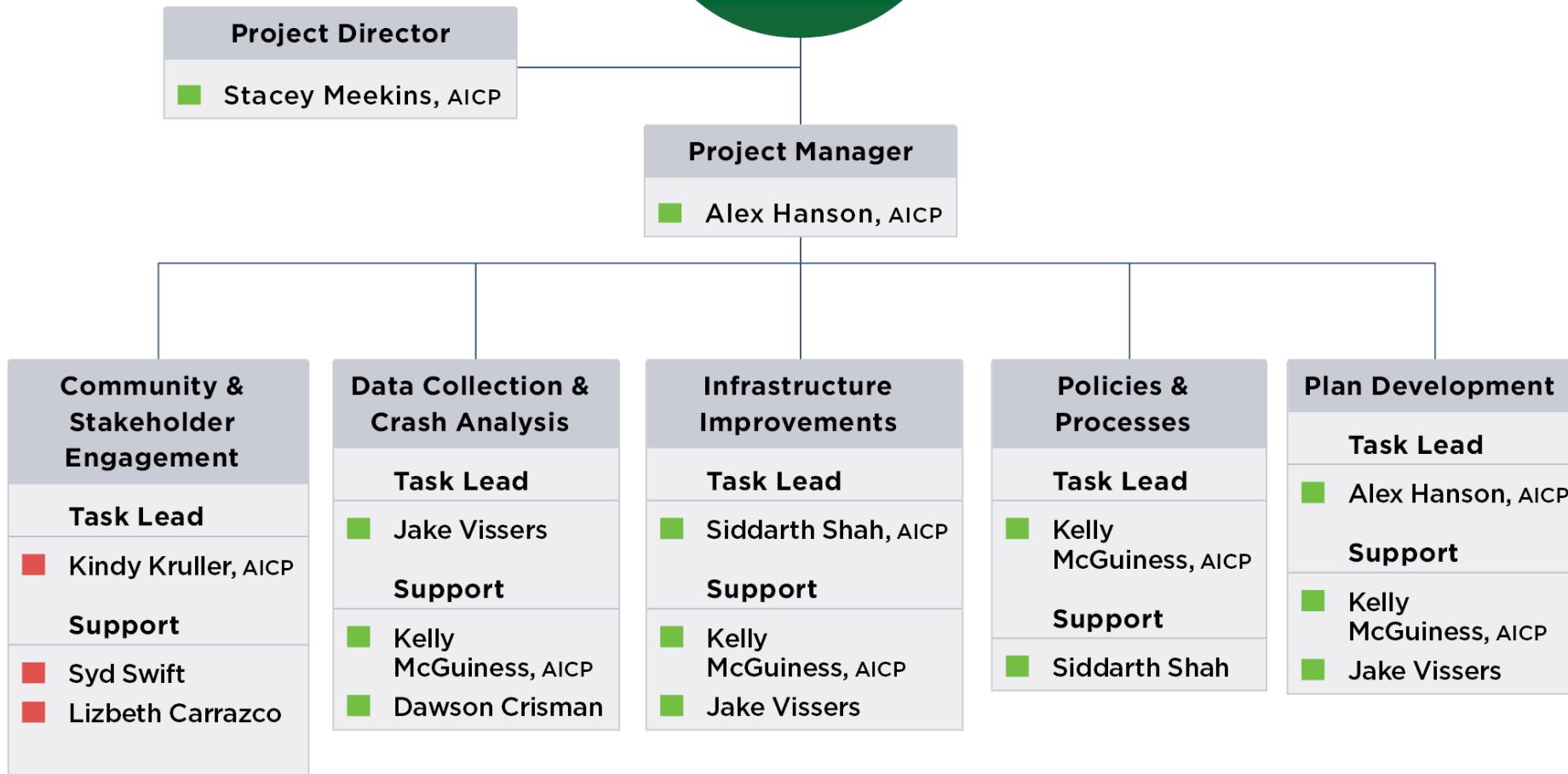
1. Team overview
2. What is Vision Zero?
3. Process and timeline
4. Engagement overview
5. Questions

# Team Overview



## Legend

- Sam Schwartz
- Muse



Vision Zero is both the ***commitment*** and the ***approach*** to eliminating death and serious injury from traffic crashes.

0

By changing how we ***design, use, and view our streets***, we can make them ***safer for everyone***.

# Examples of Success

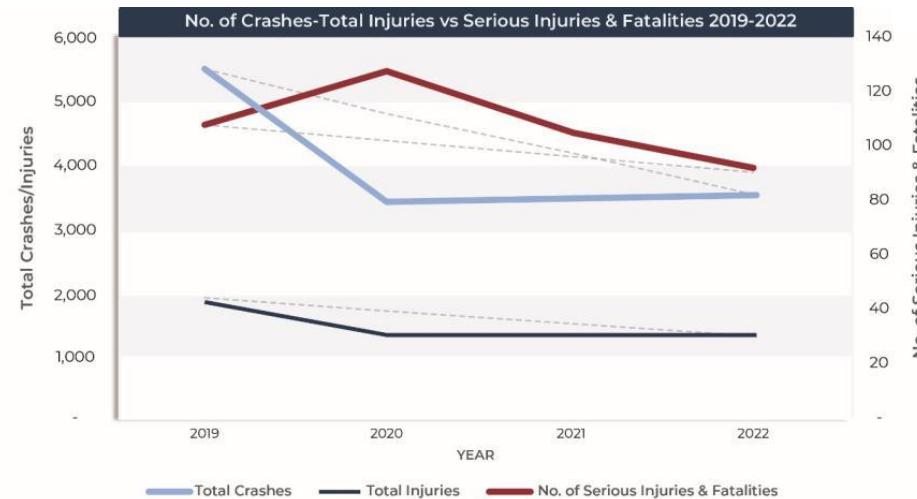
## Hoboken Hasn't Had a Traffic Death in Four Years. What's It Doing Right?

By Christopher Robbins



Data Shows Significant Decline in Traffic Fatalities and Serious Injuries in Madison for Two Consecutive Years since Initiation of Vision Zero Program

posted February 14, 2023 - 10:38 am



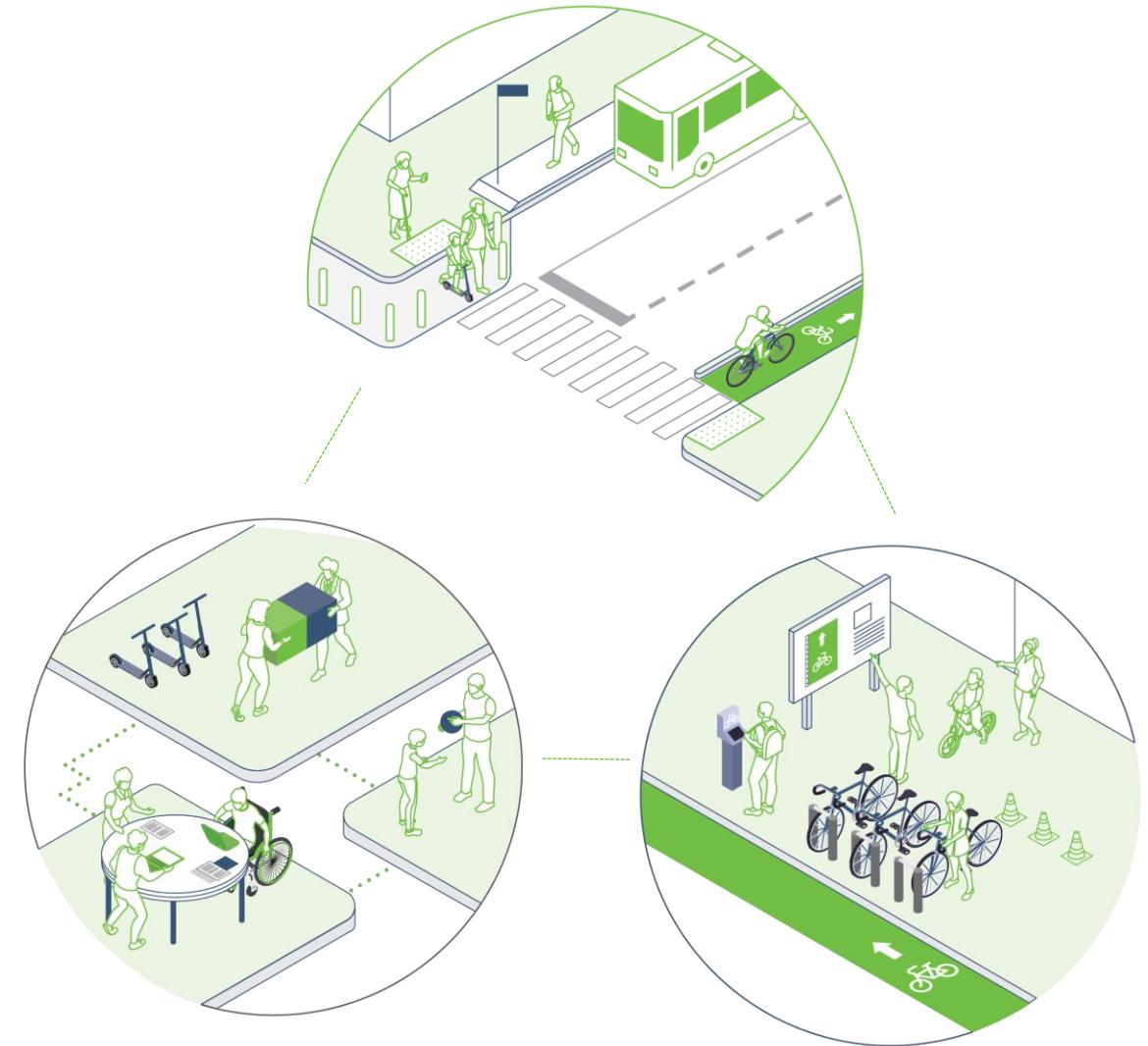
## Fremont's ambitious journey to zero traffic deaths

Fremont cut its fatalities by 45% from 2015 to 2020 after signing up for the ambitious Vision Zero national program



# Elements of a Vision Zero Plan

- ***Meaningful engagement*** with a diverse, broad set of community members and stakeholders
- ***Data-driven*** analysis to identify issues and trends
- ***Systematic*** implementation and tracking progress



# Process Overview

## Community & Stakeholder Engagement



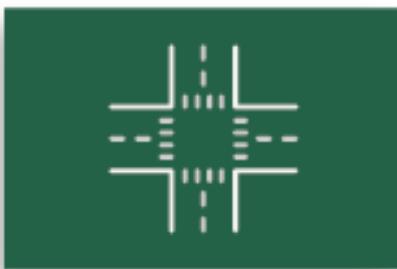
- Steering Committee
- Stakeholder Interviews
- Digital Survey
- Walkshop
- Open House Workshops
- Pop-up Engagements

## Data Collection & Crash Analysis



- Policy and Plan Review
- Network Database
- Systemic Analysis
- Equity Analysis
- High Injury Network

## Infrastructure Improvements



- Systemic Safety Toolkit
- High Injury Network Improvements
- Cost Estimates

## Policies and Processes



- Assessment of Current Policies
- Policy Recommendations and Actions
- Evaluation, Monitoring, and Reporting Framework

## Final Plan Development



- Draft and Final Plan
- Transfer of Data

## Key Deliverables

Community Engagement Strategy & Results

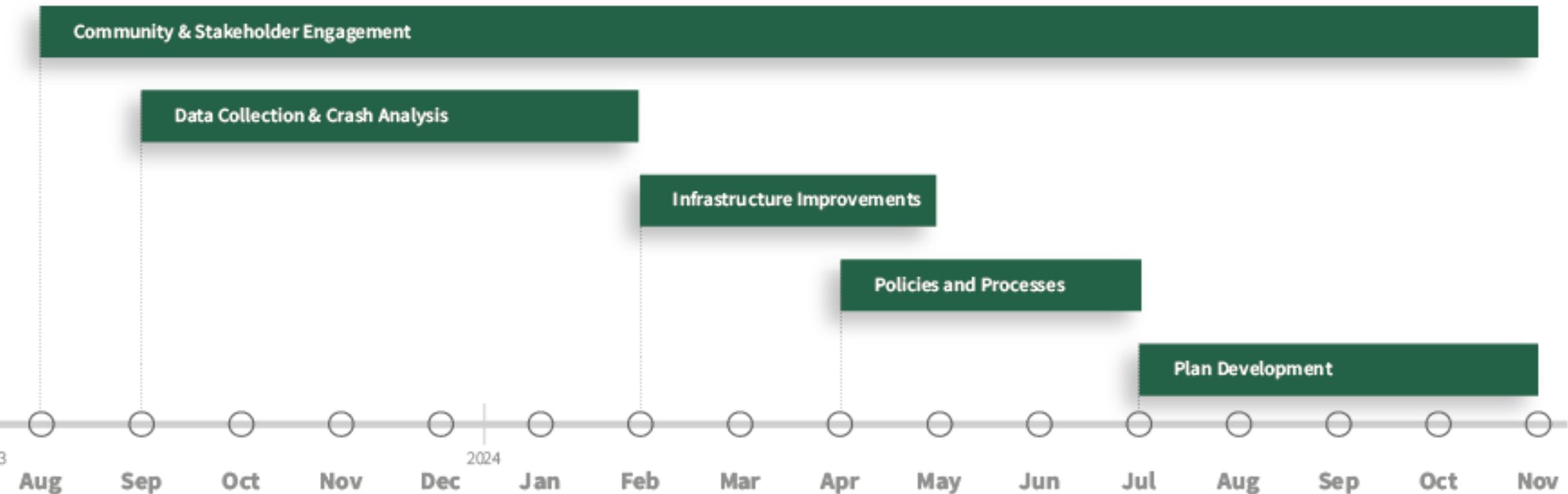
Crash Analysis Memorandum

Infrastructure Improvements Memorandum

Policy & Actions Memorandum

**Vision Zero Oak Park Plan**

# Timeline



# Public Engagement Strategy

## Steering Committee

*gathering local expertise and guidance on project delivery*



## Community Walkshop

*walking tour to kick off Steering Committee and get to know Oak Park from resident experts*



- 3 meetings; Sept '23 – Aug '24
- **Steering Committee Meeting 1 & Community Walkshop: Sept '23**

# Public Engagement Strategy

## Stakeholder Interviews & Focus Groups

*idea generating with organizations who have unique perspectives and similar goals*



- 4-5 Stakeholder Interviews; Oct – Dec '23
- 3 Focus Group meetings; Oct – Nov '23
  - Stipends for participation
  - ~2 organizations / 8 participants each meeting

# Public Engagement Strategy

## Pop-ups & Open House Events

*engaging residents at local events and spaces*



- 2 pop-ups; Oct '23, Spring '24
- **Pop-up 1: Farmer's Market**
- 2 open houses; Winter '23, Summer '24

## Digital Survey

*gathering place-based and experiential feedback from residents + more*

- Engage Oak Park website
- Survey open ~ Oct 9 – Nov 12

# Questions?

**Village Of Oak Park**  
**Transportation Commission Agenda Item**

**Item Title: Develop the Draft 2024 Transportation Commission Work Plan**

Review Date: September 12, 2023

Prepared By: Jill Juliano

**Abstract (briefly describe the item being reviewed):**

Every year the Village's Boards, Commissions and Committees develop work plans for the coming year. These plans are approved by the Village Board of Trustees. Approved work plans outline activities the Village Board wants each board, commission and committee to perform. Draft plans will be submitted to the Village Manager's Office later this year for review and approval by the Village Board early next year.

Included with this agenda item is a copy of approved 2023 Transportation Commission work plan and a template for the draft 2024 work plan.

In addition to the standard "continue to review parking and traffic issues brought to the Commission by Staff" work plan item, the Commission is expected to carry over the following 2023 work plan items: 1) review the effects of the 2019 Madison Street Road Diet traffic calming project and 2) develop a Vision Zero plan.

Below are two items the Commission might like to consider for their 2024 work plan:

- Review proposed traffic calming and safety improvements of the Ridgeland Ave resurfacing project.
- Review traffic in the northwest section of the Village to consider making recommendations to mitigate commuter bypass traffic from Harlem Ave and North Ave from traveling on the residential blocks of northwest Oak Park. [See the non-agenda public comments in tonight's agenda.]

**Staff Recommendation(s):**

As this is the first meeting to discuss the draft 2024 work plan; the Commission should start thinking about what they might like included on their calendar for the coming year.

Supporting Documentation Is Attached

## Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 6, 2023

### 2023 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	<p>Continue to review the following issues brought before the Commission and make recommendations to the Village Board:</p> <ul style="list-style-type: none"> <li>• Parking</li> <li>• Traffic</li> <li>• Transportation related items referred by the Board from other Commissions</li> <li>• Various school traffic safety plans</li> </ul>	<ul style="list-style-type: none"> <li>• Improved utilization and efficiency of on-street and off-street parking resources</li> <li>• Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way.</li> <li>• Improved level of safety for school children walking to and from school</li> </ul>	These are recurring annual projects	from Transportation Commission fund = \$3,400/year for mailing notifications + \$0/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	<p>Recommend processes to develop Vision Zero plan and elements that should be included in the plan (carried over from the 2022 work plan)</p>	<ul style="list-style-type: none"> <li>• Review pedestrian and bicycle crash data on a regular basis.</li> <li>• Recommendations on how to and/or importance of community engagement in a Vision Zero plan.</li> <li>• Establish inclusive and representative processes as well as measurable benchmarks to ensure equitable outcomes.</li> <li>• Whether and how enforcement can best be utilized to achieve Vision Zero.</li> </ul>	Due by 1st quarter of 2023	
		– continued on next page –		

## Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 6, 2023

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Develop Vision Zero plan pending Village Board approval of work plan item to recommend processes to develop Vision Zero plan and elements that should be included in the plan	<ul style="list-style-type: none"> <li>Recommending a Vision Zero plan for adoption by the Village Board.</li> </ul>	Due by 4th quarter of 2023	
Recommendations	Review effects of the 2019 Madison Street corridor traffic calming project (carried over from the 2022 work plan)	<ul style="list-style-type: none"> <li>Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street</li> </ul>	Due by 2nd quarter of 2023	
Recommendations	Review of Oak Park Bicycle Plan and Neighborhood Greenways System Study to evaluate opportunities (carried over from the 2022 work plan)	<ul style="list-style-type: none"> <li>Determine recommendations for locations of dedicated or protected bike lanes on streets</li> <li>Determine parking impacts from new bike lanes and recommendations on revised parking restrictions</li> <li>Develop 5-year implementation plan/budget</li> <li>Develop updated bike plan document for presenting to the Village Board</li> </ul>	Due by 3rd quarter of 2023	
		-- continued on next page --		

## Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 6, 2023

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Improve access and address barriers to utilization of public transportation in the Village of Oak Park	<ul style="list-style-type: none"><li>Identify barriers and explore options to eliminate said barriers to use of public transit.</li><li>Provide recommendations to the Village Board to improve access and address barriers to the using public transit in the Village.</li></ul>	Due by 4th quarter of 2023	
Recommendations	Include priority criteria to reduce vehicle emissions and vehicle miles traveled community-wide and incorporate into capital planning, operations and maintenance decisions.	<ul style="list-style-type: none"><li>Recommendations to the Village Board on how to achieve Climate Ready Oak Park goals to reduce vehicle miles traveled.</li><li>Recommend potential policies to help limit vehicle miles traveled.</li></ul>	Due by 4th quarter of 2023	
Recommendations	Annual review of GIS accident data from IDOT to identify areas for further study by the Transportation Commission	<ul style="list-style-type: none"><li>To identify areas for traffic calming or other transportation studies to improve safety outside of the petition process.</li></ul>	Due by 4th quarter of 2023	

## Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 6, 2023

### 2022 Completed Initiatives as of September 2022 (no meeting in May)

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	February – Review effectiveness of existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted	<p>The Commission recommended: 1) Implement a prescreening tool using crash and speed data and 2) revisions to the existing scoring criteria.</p> <p>Originally discussed over a series of 8 meetings (6 in 2021 and 2 in 2022).</p> <p>Village Board of Trustees approved this item at its September 19, 2022 meeting.</p>
Recommendations	April – Conversation on Climate as it Relates to Transportation and Provide Feedback for the Oak Park Climate Plan	<p>The Commission discussed various strengths and weaknesses of the Village's present transportation system and then provided some possible alternatives to further enhance the existing system.</p>
Recommendations	April – Recommend to the Village Board Revised Principles and Goals for the Village's Transportation System Network	<p>After a series of meetings where the Commission submitted and then discussed various goals, refined the list and then made the recommendation to submit the final version of the Draft Revised Principles and Goals for the Village's Transportation System Network.</p> <p>Originally discussed over a series of 8 meetings (6 in 2021 and 2 in 2022).</p> <p>Staff is submitting this item to the Village Board for review and action.</p>
Recommendations	June – Petition to install traffic calming device on the 500 and 600 blocks of N Taylor Ave.	<p>The Commission recommended: Part A: 1) deploying portable speed wagons and speed radar signs on an intermittent basis, 2) eliminate the N Taylor Ave driveway into the BP gas station, 3) install rumble strip across N Taylor Ave section between Chicago Ave and east-west alley north of Chicago Ave.</p> <p>Part B: 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 Commission recommends the Village Board direct</p>

## Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 6, 2023

		<p>staff to generate a systematic approach to slowing traffic and improving safety in the Village</p> <p>Village Board of Trustees approved deploying speed radar signs and installing rumble strips at its August 1, 2022 meeting. The Village Board also approved the installation of a pinch point on the 500 block of North Taylor Avenue at its September 6, 2022 meeting.</p>
Recommendations	June – Recommendation to Permanently Establish Parking Restriction “NO PARKING 7AM-6PM SCHOOL DAYS” on the South Side of Jackson Boulevard from East of Ridgeland Ave to Cuyler Ave as Temporarily Approved by Chief of Police on Dec 21, 2021 through June 14, 2022.	<p>The Commission recommended that this temporary parking restriction be made permanent.</p> <p>Village Board of Trustees approved this at its July 18, 2022 meeting.</p>
Recommendations	July – 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 & Speed Table Measures from Special Service Area to Village	<p>The Commission recommended to modify their recommendation on this work plan item to modifying financial responsibility of speed hump and speed table measures from Special Service Area to the Village.</p> <p>Village Board of Trustees approved this at its September 19, 2022 meeting.</p>
Recommendations	September - Petition to Install a Traffic Calming Device on the 500 Block of South Harvey Avenue	<p>The Commission recommended: 1) to install a pinch point south of the east-west alley, 2) include DO NOT ENTER signs preventing southbound traffic from entering the residential section of the 500 block of South Harvey Ave, and 3) implement either LOCAL TRAFFIC ONLY or NO THRU TRAFFIC signs going into the commercial alleys travelling east and west (perpendicular to 500 block of South Harvey Ave).</p> <p>Item is expected be reviewed by the Village Board at its November 21, 2022 meeting.</p>

## Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 6, 2023

Recommendations	September – Review of Recommended Revisions to the Existing Overnight On-Street Permit Zones	The Commission has provided recommendations to staff over a series of 7 meetings. Transportation Commission provided their final recommendations on this item to staff at its September 27, 2022 meeting.
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### Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

#### Chart One: 2023 Initiatives & On-Going Projects

**Column 1:** Provide enabling language for your commission by topic. Use exact references only.

**Column 2:** List your 2023 Initiatives/projects you propose to the Village Board.

**Column 3:** Indicate what outcomes your project will produce.

**Column 4:** Indicate the proposed time frame for this project, including one which may be multi-year.

**Column 5:** If required for your project, indicate your proposed budget for this project.

#### Chart Two: 2022 Accomplishments

**Column 1:** Provide enabling language for your commission by topic. Use exact references only.

**Column 2:** List your 2022 Accomplishments

**Column 3:** Indicate what outcomes you achieved

# Draft 2024 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

## 2024 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	<p>Continue to review the following issues brought before the Commission and make recommendations to the Village Board:</p> <ul style="list-style-type: none"> <li>• Parking</li> <li>• Traffic</li> <li>• Transportation related items referred by the Board from other Commissions</li> <li>• Various school traffic safety plans</li> </ul>	<ul style="list-style-type: none"> <li>• Improved utilization and efficiency of on-street and off-street parking resources</li> <li>• Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way.</li> <li>• Improved level of safety for school children walking to and from school</li> </ul>	These are recurring annual projects	from Transportation Commission fund = \$3,400/year for mailing notifications + \$0/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	Review the effects of the 2019 Madison Street corridor traffic calming project (carried over from the 2023 work plan)	<ul style="list-style-type: none"> <li>• Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street</li> </ul>	Due by ??	
		– continued on next page –		

## Draft 2024 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Develop a Vision Zero plan (carried over from the 2023 work plan)	<ul style="list-style-type: none"><li>• Recommend a Vision Zero plan for consideration by the Village Board of Trustees.</li></ul>	Due by ??	
Recommendations				
Recommendations				
Recommendations				
		-- continued on next page --		

## Draft 2024 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations				
Recommendations				

## Draft 2024 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

### 2023 Completed Initiatives as of August 2023 (no meetings held in January or May)

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	March – Petitions to install traffic calming devices at the intersections of Euclid Ave & Fillmore St and Wesley Ave & Fillmore St	<p>The Transportation Commission recommended: 1) installation of high visibility markings on all approaches of both intersections, 2) bump outs at both intersections, 3) speed bumps on the 1150 blocks of South Euclid and Wesley Aves, 4) signs prohibiting parking within 20 ft of a crosswalk &amp; 30 ft of a STOP sign, 5) 20 MPH park zone speed limit, and 6) all-way STOP signs at both intersections.</p> <p>Village Board of Trustees approved this item at its April 24, 2023 meeting.</p>
Recommendations	March – Recommendations for processes to develop the Vision Zero plan; and elements that should be included in the plan	<p>The Transportation Commission recommended fifteen (15) processed and elements to be included in the Vision Zero plan.</p> <p>The item was discussed over three meetings (1 in 2022 and 2 in 2023).</p> <p>Village Board of Trustees approved this item at its March 20, 2023 meeting.</p>
Recommendations	April – Petition to install a traffic calming device on the 200 block of North Lombard Ave	<p>The Transportation Commission recommended: 1) paint &amp; posts temporary bump outs on the south leg and west leg of the Erie St &amp; Lombard Ave intersection, and 2) use of temporary speed radar signs as available on the 200 block of Lombard Ave.</p> <p>The item was discussed over two meetings.</p> <p>Village Board of Trustees approved this item at its June 5, 2023 meeting.</p>
Recommendations	April – Petition to install a traffic calming device at the intersection of East Ave & Greenfield St.	<p>The Transportation Commission recommended: 1) upgrade from 2-way to all-way STOP signs at the intersection, 2) upgrade the crosswalk markings on the south leg from regular to high visibility pavement markings, 3) deploy portable speed radar signs at the</p>

## Draft 2024 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

		<p>intersection, and 4) install paint &amp; posts temporary bump outs on the south leg of the intersection.</p> <p>Village Board of Trustees approved this item at its June 5, 2023 meeting.</p>
Recommendations	June – Petition to install traffic calming device at the intersection of Clarence Ave & Adams St.	<p>The Transportation Commission recommended: 1) install high visibility crosswalk markings on the east &amp; west legs of Adams St, 2) install speed limit signs on Adams St, 3) move existing NO PARKING HERE TO CORNER signs to be consistent with Illinois Vehicle Code, 4) deploy temporary radar speed feedback signs, and 5) targeted police enforcement intermittently based on traffic study results.</p> <p>Village Board of Trustees approved this item at its September 5, 2023 meeting.</p>
Recommendations	July – Petitions to install traffic calming devices on the 400 block of Berkshire St and the 400 block of Greenfield St	<p>The Transportation Commission recommended: 400 block of Berkshire St - 1) install a parking lane line pavement marking eight feet from the curb on the south side of Berkshire between Elmwood Ave &amp; Ridgeland Ave, 2) install a paint &amp; posts temporary neckdown lining up with the sidewalk leading into Taylor Park; 400 block of Greenfield St – 1) install a paint and posts temporary neckdown on Greenfield St at a location as determined by staff. [Location is Greenfield St just east of Rossell Ave.]</p> <p>Village Board of Trustees is anticipated to review and act on this item at its September 18, 2023 meeting.</p>
Recommendations	July – Petition to add on-street overnight permit parking from 10 PM to 6 AM on the 100 block of North Elmwood Avenue (from Lake Street to the East Alley)	<p>The Transportation Commission recommended establishing on-street overnight permit parking from 10PM to 6AM to the east side of the 100 block of North Elmwood Avenue (from Lake Stret to the east alley) between the addresses 126-132 North Elmwood Avenue. [This would establish a total of hour (4) on-street overnight permit parking spaces.]</p> <p>Village Board of Trustees approved this item at its September 5, 2023 meeting.</p>

## Draft 2024 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

### Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

#### Chart One: 2024 Initiatives & On-Going Projects

**Column 1:** Provide enabling language for your commission by topic. Use exact references only.

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**Column 3:** Indicate what outcomes your project will produce.

**Column 4:** Indicate the proposed time frame for this project, including one which may be multi-year.

**Column 5:** If required for your project, indicate your proposed budget for this project.

#### Chart Two: 2023 Accomplishments

**Column 1:** Provide enabling language for your commission by topic. Use exact references only.

**Column 2:** List your 2023 Accomplishments

**Column 3:** Indicate what outcomes you achieved

# Memorandum

Date: September 6, 2023

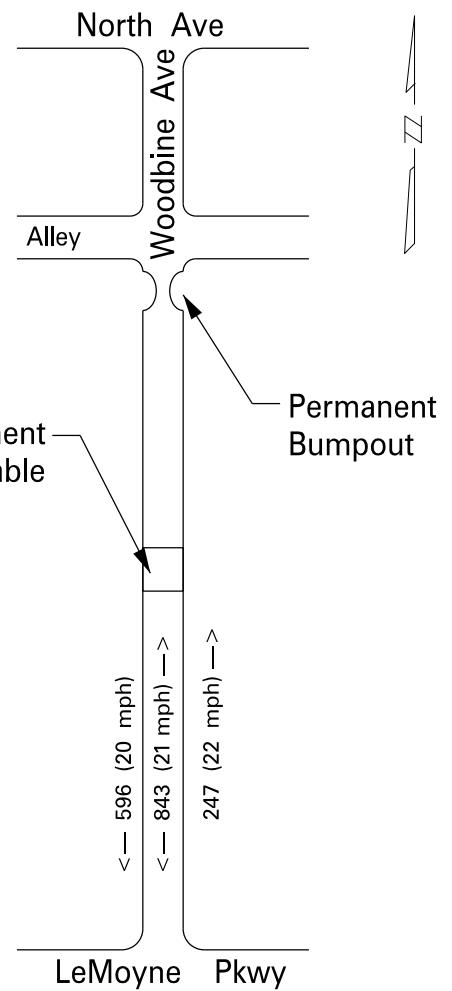
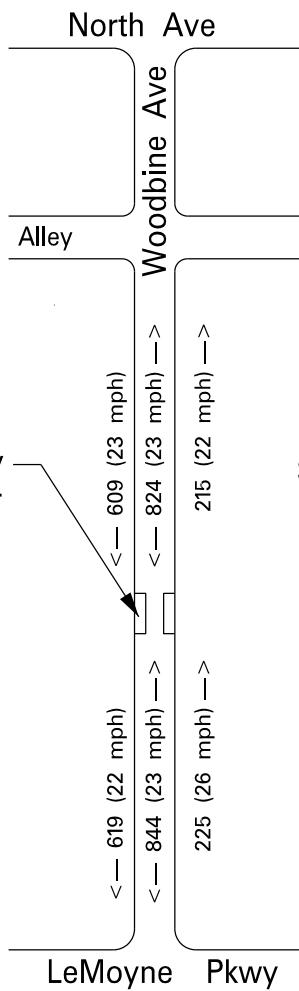
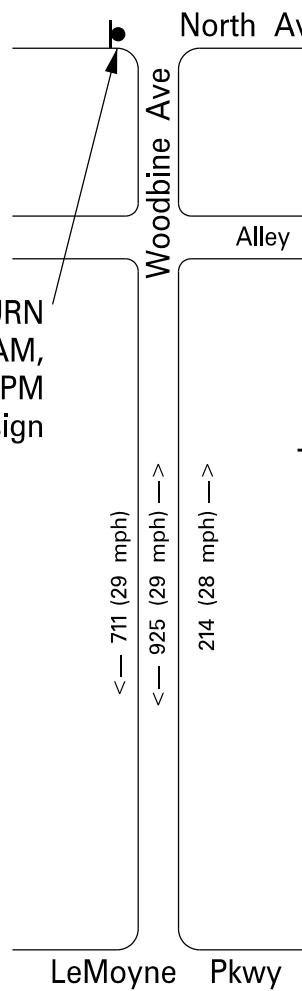
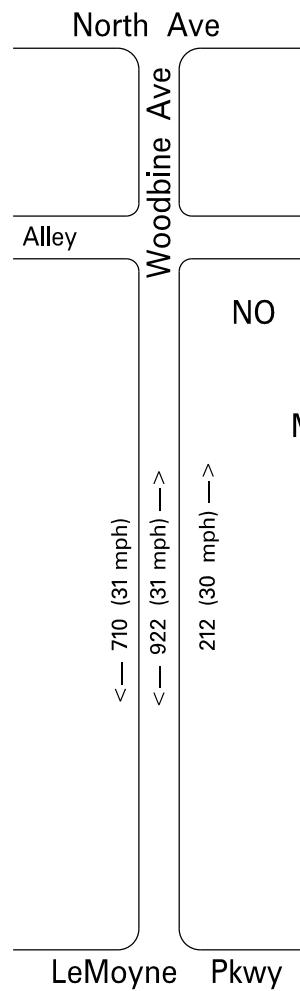
To: The Transportation Commission

From: Jill Juliano, Staff Liaison JJ

Re: Information Related to Before and After Studies on the Effectiveness of Traffic Calming Measures

At their last meeting, the Transportation Commission asked staff about before and after studies conducted on the effectiveness of any traffic calming measure implemented in the Village.

On the following page is a summary of a before and after traffic study that was conducted on the 1200 block of Woodbine Avenue. Subsequent pages are aerial and street view images of the temporary choker and permanent speed table.



Traffic survey conducted on  
Wednesday, Dec 5, 2012

Traffic survey conducted on  
Thursday, Oct 17, 2013

Traffic survey conducted on  
Wednesday, Apr 15, 2015

Traffic survey conducted on  
Wednesday, Sept 14, 2016

#### LEGEND

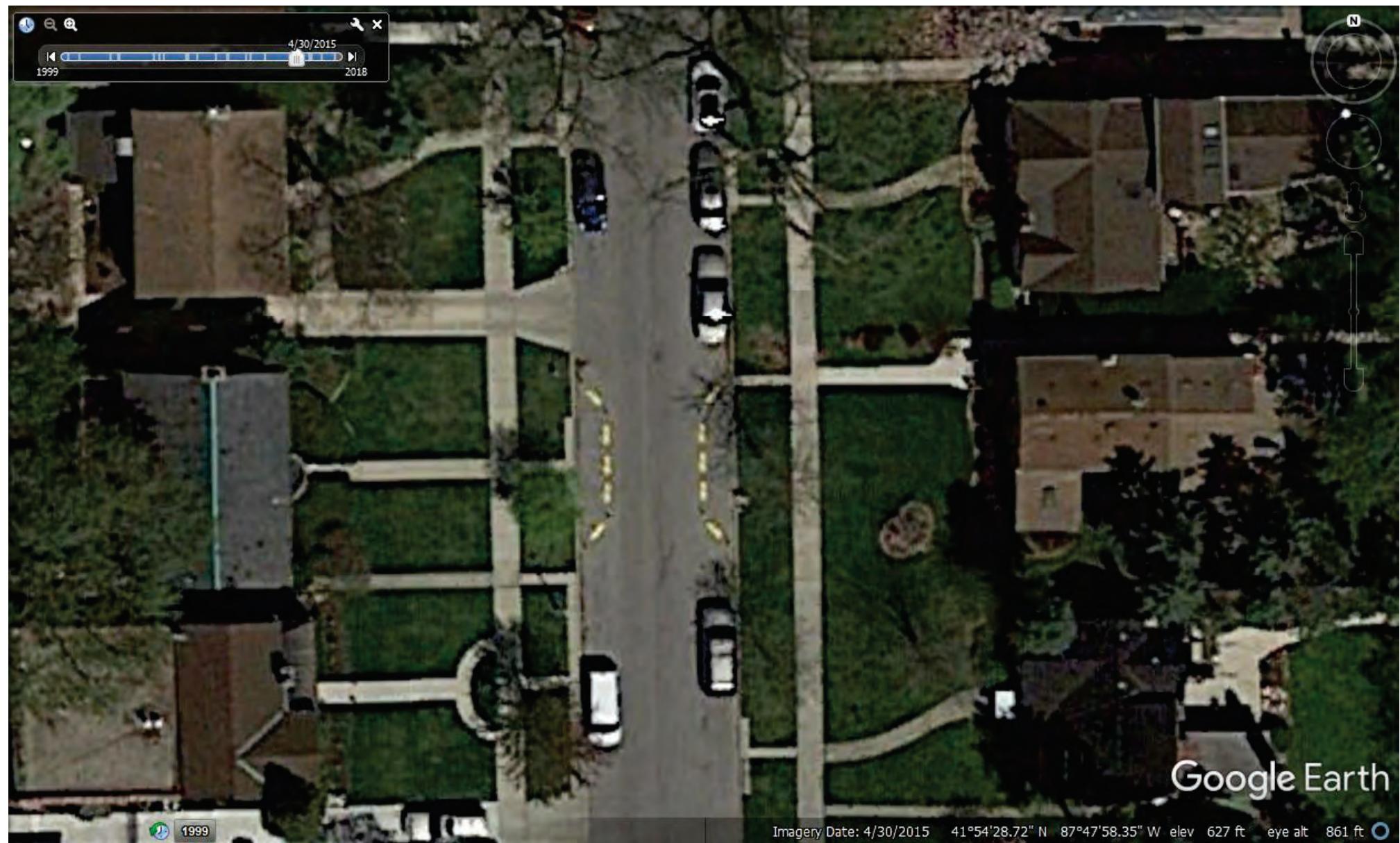
XXX (YY mph) — Volume (85th Percentile Speed)

Engineering  
Division

Scale: 1" = Ft.  
By: JAJ Date: 09/30/2016

Filename: U:\Parking\_Traffic\Projects\Active\1200 Woodbine\Two Way Traffic Count Comparison - 1200 Woodbine.dgn

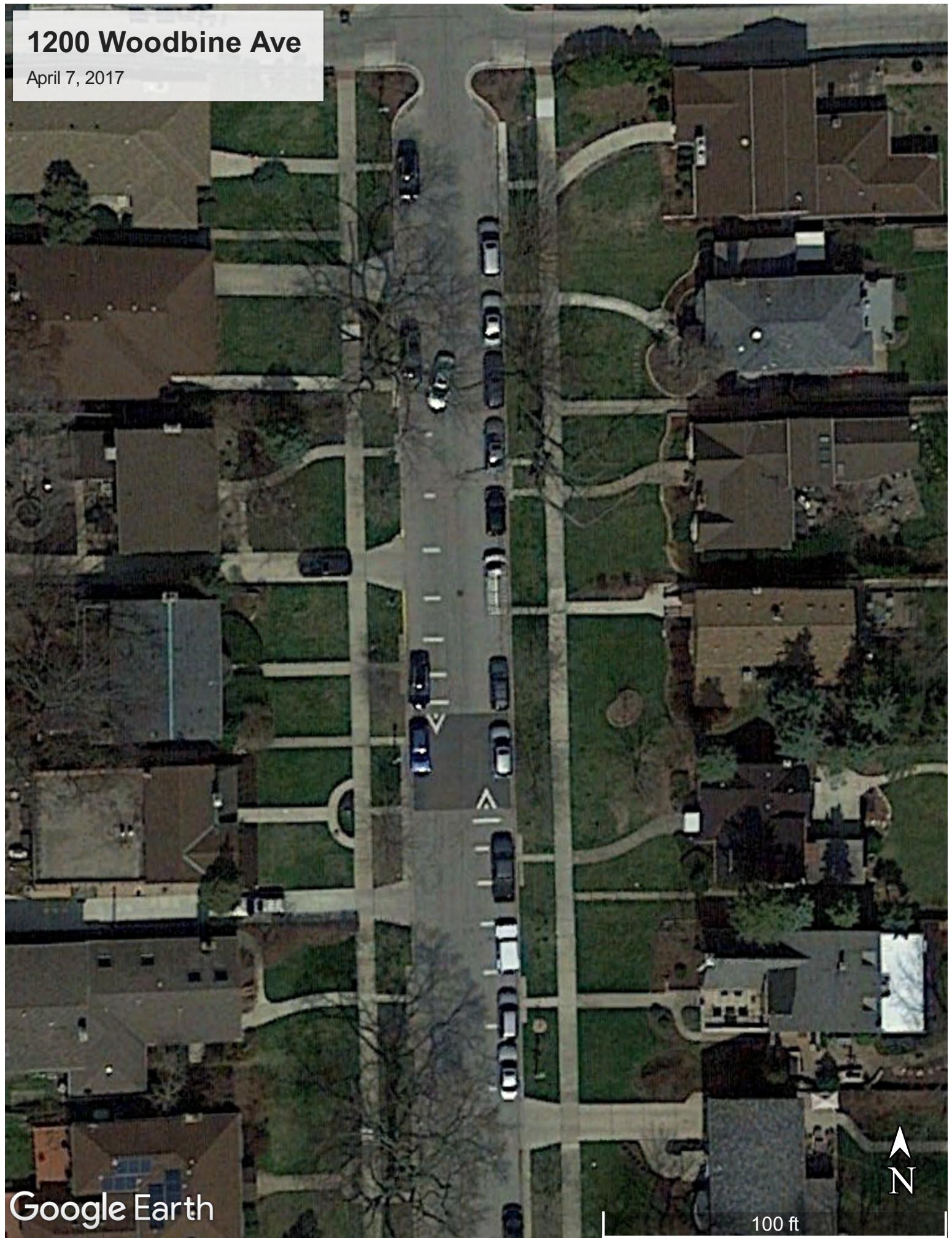
Comparison of Traffic Study Data  
for the 1200 Block of Woodbine Ave  
Collected on Dec 2012, Oct 2013, Apr 2015, Sept 2016





# 1200 Woodbine Ave

April 7, 2017



Google Earth

