



## AGENDA

**VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
MONDAY, FEBRUARY 12, 2024 – 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) January 8, 2024 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment – up to 15 minutes

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to [transportation@oak-park.us](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) Petitions to Implement Traffic Calming Measures on the 900 Block of N Humphrey Ave, the 1000 Block of N Humphrey Ave and the Intersection of Berkshire St and Humphrey Ave (continuation from the January 8, 2024 Transportation Commission meeting)
- 6) New Business
  - a) Update on the Village of Oak Park's Vision Zero Plan (2024 Transportation Commission Work Plan Item)
- 7) Adjourn

DRAFT Meeting Minutes  
Transportation Commission  
Monday, January 8th, 2024 – 7:00 PM  
Council Chambers - Village Hall

**1) Call to Order**

Chair Burke called the meeting to order at 7:25 PM. [Meeting was delayed due to lack of quorum.]

Roll Call

Present: Jack Eskin, Jenna Holzberg (arrived at 7:29 PM), Julie Johnston-Ahlen, Jason Nudelman, Rob Burke

Absent: Jason Jenkins.

Staff: Staff Liaison Jill Juliano, Steve Pautsch- Village Consultant from Civiltech Engineering. Village Engineer Bill McKenna.

**2. Agenda Approval**

Commissioner Eskin made a motion to approve the agenda. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

**3. Approval of the Draft November 29, 2023 Transportation Commission Meeting Minutes**

Commissioner Eskin made a motion to approve the draft November 29, 2023 Transportation Commission meeting minutes. It was seconded by Commissioner Nudelman. The motion was approved by a unanimous voice vote.

**4. Non-Agenda Public Comment**

Chair Burke asked if there were any non-agenda public comments. Staff liaison Jill Juliano stated there is no non-agenda public comment.

**5. New Business**

5a) Petitions to Implement Traffic Calming Measures at the 900 block of N Humphrey Avenue, the 1000 block of N Humphrey Avenue and the Intersection of Berkshire Street and Humphrey Avenue

Steven Pautsch, Village consultant from Civiltech Engineering who is assisting in the processing of traffic calming petitions, gave a presentation on the three petitions including collecting a lot of traffic data in the northeast section, focused analysis on

Humphrey Ave, looking at rush hour traffic volumes and bypass travel patterns as well as crash data for a five-year time frame.

The following persons spoke their comments aloud:

Judy Chrisman 1000 N Humphrey Ave is requesting speed humps on her block due to the success the speed humps have had on those blocks. Chair Burke stated that speed humps are not available on certain blocks but we could still recommend them to the Village Board.

Mari Davis made a statement about the traffic on her street is congested if the expressway is backed up on Austin, cars have gone through barriers during block parties and barricades as well.

Jessica Worthington 900 N Humphrey feels like there's more traffic on her block, more than any other block. She says it is due to North Ave and Austin and would like the streets to be safer. Speed bumps or something that would make the streets calmer.

Kim O'Donnell at 947 N Humphrey read a letter from her 10-year-old daughter. She is requesting a speed hump due to speeding. Kim then spoke on her concerns with the ongoing traffic. Kim has been trying to petition for this street for 4 years and she has seen dogs being hit and cars skidding by careless drivers.

John Maschoff 1000 N Humphrey main concern is safety and would like to know the benchmark number for what is a safe speed, an issue of rolling stops. For sake of our children, make sure they are safe.

Written public comment:

Sheena Rayford 1000 N Humphrey in 2022 wrote for patrol to come to Berkshire and Humphrey. Cut through traffic from Austin and speeding is a disaster waiting to happen. She is requesting narrowing at the alleys to allow for one lane along with round about barriers as well.

Kurt Roskopf traffic calming devices can push traffic to other streets and bother other residential streets.

Staff recommendation for police enforcement and portable speed radar signs and a paint and post extension at the northeast corner of Division and Humphrey intersection.

Chairman Eskin is concerned about the bump out and its location Division and Humphrey is made to address right turns from division. Consultant Pautsch states it will hopefully slow down the turning vehicle. Commissioner Nudelman made suggestions about replicating the bump out on both the north and south side of Division. Jill Juliano stated traffic diverters are not considered a traffic calming device.

Commissioner Holzberg states the cut through traffic is unacceptable. She would like to see a broader approach. What else can we do, additional bump out along Humphrey? We could be more aggressive other than this recommendation.

Commissioner Nudelman questions if the paint and post could be used to put up temporary traffic circles or roundabout at this intersection? A: Consultant Pautsch suggests that the problem is the road is 30 ft wide and not enough space for circles or roundabouts. Village Engineer McKenna commented due to size constraints the Village would not be doing the posts but will do paint.

Commissioner Johnston-Ahlen is not in agreement with the recommendation, she suggests due to data collection and the putting in the bump out. It is not a volume issue and maybe due to the lack of volume is contributing to the speed issue. She suggests putting a traffic calming measure such as paint and posts at the intersection would be the option to consider.

Chair Burke comments that we would not able to recommend speed humps in this area due to the rules and regulation that the Transportation Commission has, as approved by the Village Board.

Village Engineer McKenna recommends saving this item for this the next Transportation Commission meeting since it would need further discussion and evaluations. Item is tabled until the next commission meeting.

5b) Vote to Change the Meeting Day of the Monthly Transportation Commission Meeting to the 2nd Monday of the Month

Commissioner Holzberg made a motion to change date of the Transportation Commission to the second Monday of the month. It was seconded by Commissioner Eskin.

The roll call vote was as follows:

Ayes: Holzberg, Eskin Johnston-Ahlen, Nudelman, Burke

Nays: None

The motion passed unanimously 5 to 0.

## 6. Old Business

No old business to review.

## 7. Adjourn

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

The meeting was adjourned at 8:55 PM

Submitted by,  
Anita Bahena  
Administrative Assistant.

**From:** Kimberly O'Donnell  
**To:** [Transportation: Pautsch, Steve](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Transportation Commission Comment  
**Date:** Friday, January 5, 2024 10:16:34 AM

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Caution! This message was sent from outside your organization.

Sorry - resending with a correction to my comment - Please share this one. Thank you!

Hello,

I know that this is late to submit, but I hope that you will consider and include it. Thank you. The holidays were busy for my family and I'm just getting to this.

To The Traffic Commissioners,

My name is Kim O'Donnell and I wrote to you years ago to address the traffic concerns on 900 N Humphrey Ave and at the intersections on both sides of our block - at Humphrey and Division and at Humphrey and Berkshire.

When I started this petition, my children were 18 months, 4 and 6. During the pandemic we lived outside, in our tiny yard, on our sidewalks, walking daily to get out of the house. This is when it really came to my attention how bad the driving was in our neighborhood. Now my kids are 5, 8 and 10. I have gone from a stay at home mom to a full time working mom as a teacher in district 97. We walk to Hatch School when we can, but it is a scary walk due to the driving we see on the way. We eat dinner outside on our front porch and watch this recklessness every single day during the warmer months. It is frustrating. I attended several traffic committee meetings during year 1 and 2 after I submitted my petition, but honestly I grew frustrated at the lack of response and I stopped. Thank you for finally addressing our concerns.

We have been waiting years and watching in fear at the reckless driving on our street. We continue to see streets **WEST** of Ridgeland Ave get traffic mitigations put in place, while ours gets ignored. I have started to wonder if our village is more motivated by monetary donations, than equity, when traffic mitigations continue to go up in areas with bigger houses, while nothing gets done on our street that borders Austin Ave. I moved to Oak Park because I thought our village lived by its mission of equity, but I'm finding this hard to believe when our block continues to be ignored. A block that is more diverse than most blocks in Oak Park. A block that is visited often by residents from the Austin neighborhood. I'm happy to know that you are addressing our concern now. I am hopeful that we have not been forgotten. PLEASE hear our concerns.

Through the years I have asked, why can only border streets on the North and South border sides of Oak Park get traffic mitigation, but not the streets that border the East side of Oak Park? Cars routinely use our street to bypass traffic on Austin Avenue. Zooming all the way from Augusta down to North Ave. There is nothing stopping them. The forced right at Division is neglected by most drivers. We have video footage to show this from our neighbors on the corner at 900 N and Division. We even have cars drive down our street when it's blocked off for block parties.

As I've written time and time again - Here's what we've seen on our street:

- Cars race down our street - on both sides
- Cars pass me on the left, while I drive to school when I stop at stop signs.
- Cars speeding and hitting cars parked on the side of the street
- A dog got hit by a car, while walking with its owners
- Cars neglect the stop signs - even with children in sight
- Cars neglect the forced right turn at the 800 N Humphrey block onto our block
- Cars pass other cars who stop at the stop signs - even with pedestrians waiting to cross at the intersection.
- Cars way above the speed limit on both Berkshire and Humphrey
- Cars go all the way from Augusta to North Ave without stopping once.
- A car drove up the curb and down the sidewalk after crashing at Taylor and Berkshire.

We have children in  $\frac{3}{4}$  of the houses at the corner of Berkshire and Humphrey. We are putting our own signs up to ask drivers to slow down. It's not helping. Before my kids leave our home for college, please address this concern. Make ALL of Oak Park safe for kids walking to school and parks, not just for the kids on the other side of Ridgeland.

Thank you for your consideration,  
Kim O'Donnell

On Fri, Jan 5, 2024 at 10:10 AM Kimberly O'Donnell [REDACTED] wrote:  
Hello,

I know that this is late to submit, but I hope that you will consider and include it. Thank you. The holidays were busy for my family and I'm just getting to this.

To The Traffic Commissioners,

My name is Kim O'Donnell and I wrote to you years ago to address the traffic concerns on 900 N Humphrey Ave and at the intersections on both sides of our block - at Humphrey and Division and at Humphrey and Berkshire.

When I started this petition, my children were 18 months, 4 and 6. During the pandemic

we lived outside, in our tiny yard, on our sidewalks, walking daily to get out of the house. This is when it really came to my attention how bad the driving was in our neighborhood. Now my kids are 5, 8 and 10. I have gone from a stay at home mom to a full time working mom as a teacher in district 97. We walk to Hatch School when we can, but it is a scary walk due to the driving we see on the way. We eat dinner outside on our front porch and watch this recklessness every single day during the warmer months. It is frustrating. I attended several traffic committee meetings during year 1 and 2 after I submitted my petition, but honestly I grew frustrated at the lack of response and I stopped. Thank you for finally addressing our concerns.

We have been waiting years and watching in fear at the reckless driving on our street. We continue to see streets east of Ridgeland Ave get traffic mitigations put in place, while ours gets ignored. I have started to wonder if our village is more motivated by monetary donations, than equity, when traffic mitigations continue to go up in areas with bigger houses, while nothing gets done on our street that borders Austin Ave. I moved to Oak Park because I thought our village lived by its mission of equity, but I'm finding this hard to believe when our block continues to be ignored. A block that is more diverse than most blocks in Oak Park. A block that is visited often by residents from the Austin neighborhood. I'm happy to know that you are addressing our concern now. I am hopeful that we have not been forgotten. PLEASE hear our concerns.

Through the years I have asked, why can only border streets on the North and South border sides of Oak Park get traffic mitigation, but not the streets that border the East side of Oak Park? Cars routinely use our street to bypass traffic on Austin Avenue. Zooming all the way from Augusta down to North Ave. There is nothing stopping them. The forced right at Division is neglected by most drivers. We have video footage to show this from our neighbors on the corner at 900 N and Division. We even have cars drive down our street when it's blocked off for block parties.

As I've written time and time again - Here's what we've seen on our street:

- Cars race down our street - on both sides
- Cars pass me on the left, while I drive to school when I stop at stop signs.
- Cars speeding and hitting cars parked on the side of the street
- A dog got hit by a car, while walking with it's owners
-

Cars neglect the stop signs - even with children in sight

- Cars neglect the forced right turn at the 800 N Humphrey block onto our block
- Cars pass other cars who stop at the stop signs - even with pedestrians waiting to cross at the intersection.
- Cars way above the speed limit on both Berkshire and Humphrey
- Cars go all the way from Augusta to North Ave without stopping once.
- A car drove up the curb and down the sidewalk after crashing at Taylor and Berkshire.

We have children in  $\frac{3}{4}$  of the houses at the corner of Berkshire and Humphrey. We are putting our own signs up to ask drivers to slow down. It's not helping. Before my kids leave our home for college, please address this concern. Make ALL of Oak Park safe for kids walking to school and parks, not just for the kids on the other side of Ridgeland.

Thank you for your consideration,  
Kim O'Donnell

--  
**Mrs. Kimberly O'Donnell**

[REDACTED]  
[REDACTED]  
She/Her

--  
**Mrs. Kimberly O'Donnell**

[REDACTED]  
[REDACTED]  
She/Her

**From:** [Kimberly O'Donnell](#)  
**To:** [Transportation: Pautsch, Steve](#)  
**Subject:** Comment for transportation meeting  
**Date:** Friday, January 5, 2024 10:14:57 AM  
**Attachments:** [image0.jpeg](#)

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Caution! This message was sent from outside your organization.

Hello,

I realize that this letter is late, but I hope that you can include it for comment in the meeting on Monday. My daughter wrote it.

Thank you for considering her comments.

Kim O'Donnell



Sent from my iPhone

Dear traffic commissioners,

It's come to my attention that the street of N Humphrey Ave, my street, is unsafe. I want a speed bump. I've seen cars drive down side walks while children like me were playing. Cars going so fast that you can barely see them. Onetime, on the way back from school, I saw a car skim the edges of my neibors car. that car was going so fast. It could have hit anybody in the street trying to cross. That's not the only thing I've seen. I've seen cars that have people in them who seem to not care. they just mindlessly speed past stop signs. My mom has been fighting for a speed bump since I was six, and now, I'm ten. there are multiple streets with speed bumps, and now, it's our turn. I'm not watching any other cars harm, or speed on my street. I want to be safe, and so do others.

From, Maggie O'Donnell age ten

**From:** [Sheena Rayford](#)  
**To:** [Transportation](#)  
**Subject:** Traffic Calming Humphrey and Berkshire  
**Date:** Friday, January 5, 2024 4:02:15 PM

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Caution! This message was sent from outside your organization.

## Traffic Calming

In 2022 on December 20th I wrote to my zone officer to ask if a patrol car could come to Berkshire and Humphrey because there had been 2 accidents in as many days. One accident occurred on Friday Dec 16, 2022 and the second accident occurred on Sunday December 18th 2022.

Since my home is on the corner, and I have a ring camera, I am very knowledgeable about the issues that plague the intersections of Berkshire and Humphrey.

1. Cut through traffic from Austin to avoid the light and congestion at North Ave.
2. Cut through traffic from North Ave.
3. Speeding traffic from Austin to Ridgeland
4. Speeding traffic from Division
5. Speeding traffic from Ridgeland
6. Cars not adhering to stop signs
7. Cars not adhering to speed limits

The worst is cut through traffic from Austin.

The intersection of Humphrey and Berkshire with speeding traffic from Austin is a disaster waiting to happen. My hope is that someone or someone's child isn't badly hurt or killed and that a resident simply obeying the rules of the road isn't also badly hurt or injured. This worst case scenario can be avoided by acting now.

I would offer a suggestion of narrowing at the alleys through a median barrier between Austin and Humphrey to allow for 1 lane along with a median roundabout barrier - if possible at the intersection of Humphrey and Berkshire.

Please act now. The time is now and to delay could be catastrophic.

Sheena Rayford  
Sent from my iPhone

**From:** [Kurt Roskopf](#)  
**To:** [Transportation](#)  
**Subject:** Calming Devices on N Humphrey Ave  
**Date:** Sunday, January 7, 2024 2:43:43 PM

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Caution! This message was sent from outside your organization.

I would like to provide comment regarding the petition to implement traffic calming devices on the 900/1000 blocks of N. Humphrey.

I am not in favor of this proposal for the following reasons:

- Traffic calming devices can have the unintended consequences of pushing traffic to nearby streets.
- If you allow the calming devices on these streets, you have to allow them on all streets. This would impede the efficient flow of traffic.
- I have visited these blocks a number of times in the past week to see first-hand the potential negative impacts traffic is having on these blocks:  
#1 - Surprisingly, there simply isn't very much traffic on these blocks.  
#2 - I saw no aggressive driving during my visits.
- Traffic on any given block sort of is what it is. When you buy a house on 900/1000 N Humphrey, that is the kind of traffic you get. It is a known factor before deciding to purchase/rent. You can't buy a house at Oak Park Ave/Chicago Ave and then complain about traffic noise and expect traffic calming devices to be implemented!
- The blocks of N Humphrey that are being discussed, and the intersection of Berkshire/Humphrey already have the ultimate traffic calming device installed -- FOUR-WAY STOP SIGNS! Neighboring blocks aren't as lucky.

I wish I was able to attend the meeting personally to share my comments. Many important issues come before the Traffic Commission, but this one is a slam dunk... no way!!

Kurt Roskopf  
[REDACTED] Hayes Ave

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

**Item Title: Petitions to Implement a Traffic Calming Measure at the 900 Block of N Humphrey Avenue, 1000 Block of N Humphrey Avenue, and Berkshire Street/N Humphrey Avenue intersection**

Review Date: February 12, 2024

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

**Abstract:**

On October 6, 2020 and January 29, 2021 the Village of Oak Park received petitions to implement traffic calming measures at the 900 block of N Humphrey Avenue, 1000 block of N Humphrey Avenue, and intersection of Berkshire Street/N Humphrey Avenue. Due to their proximity, the petitions for traffic calming devices are being reviewed together by the Transportation Commission. The residents expressed concerns regarding non-compliance of stop controls at the intersection of Berkshire Street/N Humphrey Avenue, and speeding and cut-through traffic along Humphrey Avenue. These petitions were evaluated and scores were determined to be sufficient to proceed to the Transportation Commission.

At its January 8<sup>th</sup> meeting, the Transportation Commission reviewed the traffic calming petition for the 900 block of N Humphrey Avenue, 1000 block of N Humphrey Avenue, and intersection of Berkshire Street/N Humphrey Avenue. After listening to Civiltech's presentation and public testimony from the residents of the block, the Commission deliberated additional options to address concerns regarding cut-through traffic along Humphrey Avenue. Ultimately, the item was tabled as the Commission requested Civiltech and the Village staff to return with additional options to mitigate cut-through traffic along Humphrey Avenue.

**Recommendation(s):**

Staff and Civiltech recommend the following –

1) 900 Block of N Humphrey Avenue

- Temporary radar speed feedback signs are recommended for deployment on an interim basis to increase drivers' awareness of their speeds
- Targeted enforcement along this block as needed to reduce speeding

2) 1000 Block of N Humphrey Avenue

- Temporary radar speed feedback signs are recommended for deployment on an interim basis to increase driver's awareness of their speeds
- Targeted enforcement along this block as needed to reduce speeding
- Install paint and post curb extensions on all four corners of Greenfield Street and Humphrey Avenue intersection, extending onto N Humphrey Avenue only (see Exhibit C)

3) Intersection of Berkshire Street/N Humphrey Avenue

- Install paint and post curb extensions on all four corners of the Berkshire Street and Humphrey Avenue intersection, extending onto N Humphrey Avenue and Berkshire Street (see Exhibit B)

Supporting Documentation Is Attached

# **Letter of Explanation**

**RECEIVED**  
10/16/2020  
DD

August 22, 2020

To whom it may concern:

My name is Kimberly O'Donnell. I'm a resident at [REDACTED] N Humphrey Ave in Oak Park. I reside with my husband and 3 children, ages 6, 5 and 2. I'm submitting this petition because N Humphrey Ave is an unsafe street for my children and for my neighbor's children. It is dangerous for our children to play in front of their homes, to walk along the sidewalks and to ride bikes on North Humphrey Avenue. I have observed this problem for years, and it continues to get worse. For the following reasons I'm submitting this petition for speed bumps on the 900 block and 1000 block of N Humphrey Avenue.

- Cars do not stop at the stop signs on N Humphrey at Berkshire, at the 4-way intersection.
  - o Most cars do not come to a complete stop at this intersection, and just roll through.
  - o Many cars do not even stop at the intersection at all, even while children are playing in plain sight.
- Cars use N Humphrey to bypass traffic on Austin Ave. They ride down N Humphrey Ave, from Division all the way down 4 blocks to North Ave at alarmingly fast speeds and do not stop at the stop signs.
- On multiple occasions I have seen cars racing each other, side by side, and passing one another down our street.
- I have seen children almost be hit by cars while riding their bikes at this intersection multiple times.
- Church goers at Judson Baptist Church use our street for parking, and they should be able to park and walk to church safely.
- Children that live on Austin Ave use our street to ride their bikes and walk on. They also need a safe street for this, in addition to our neighbors living on N Humphrey.
- Cars do not obey the forced right turn on the 800 N Humphrey block, and instead speed through to our block.
- Cars speed around the corner from Division onto our street.
- I have witnessed pedestrians on walks almost be hit by cars who fail to stop and who are driving distracted on more than one occasion.

We need safe streets for our children to play near and to walk and bike along. Please consider our complaint and address our concerns so that we can keep our children safe.

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Thank you,

Kimberly O'Donnell

[REDACTED]  
[REDACTED]

John R. Maschoff  
[REDACTED] N. Humphrey Ave  
Oak Park, IL 60302

[REDACTED]  
January 29, 2021

The Oak Park Village Transportation Commission % Jill Juliano  
Village Hall  
123 Madison Street  
Oak Park, IL 60302

Dear Mrs. Juliano,

I'm writing to request consideration of traffic calming measures for the block of 1000 N Humphrey Avenue.

I, my wife, and our children, ages 8 and 4, have been Oak Park residents living on this block for over 5 years. During that time we've witnessed frequent daily occurrences of drivers speeding down the street as an alternative to Austin Avenue and have even witnessed cars racing side-by-side down the block. This reality presents the parents of our block with real concerns for allowing our children to play in our front yards near the street for fear of an accident due to reckless driving. Moreover, it's a public safety concern for anyone walking, running or cycling on our block.

Our neighbors on the 900 block just south of us experience similarly dangerous traffic patterns, and have also submitted a traffic calming petition. Our hope is that the blocks can be considered together (from Division to Greenfield) in order to identify more holistic, truly effective solutions.

We sincerely appreciate your consideration and hope that after data collection and review, the case for implementing traffic calming measures on this block will be clear and will prove effective.

Best regards,

John R. Maschoff

# **Public Testimony**

**From:** [Kathryn Murphy](#)  
**To:** [Transportation: Pautsch, Steve](#)  
**Cc:** [REDACTED]  
**Subject:** Traffic Calming at Greenfield/Humphrey  
**Date:** Tuesday, January 30, 2024 9:51:01 AM  
**Attachments:** [image002.png](#)

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Caution! This message was sent from outside your organization.

To the Transportation Commission,

As a lifelong resident of the 1100 block of North Humphrey and 20+ year municipal/Public Works employee...

There is no excuse or cure for bad human behavior. And this intersection exudes it.

Stop signs are mere unnoticed decorations. And this intersection has four of them.

Bump-outs, of any kind, DO NOT WORK. Speed humps, bumps, tables, etc. DO NOT WORK. Center medians DO NOT WORK.

Nothing short of a four-foot tall, 22-foot radius steel and concrete roundabout would slow traffic at the intersection of Greenfield and Humphrey. Except tire spikes. But this would impede emergency vehicles and snow plow operations, of which I do not wish to do to our first responders.

The only other solution would be stop sign cameras, similar to speed and red light cameras, where tickets are automatically issued.

Until common courtesy, basic humanity and human behavior change, no amount of money that is thrown at traffic calming or studies will do any good.

Respectfully,



Katie Murphy

Village of La Grange  
[REDACTED] East Avenue  
La Grange, IL 60525

[lagrangeil.gov](http://lagrangeil.gov)

*The most dangerous phrase in the language is, "We've always done it this way." – Grace Hopper*

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This e-mail message is intended solely for the individuals to whom it is addressed. If you believe you received this e-mail in error, please notify the sender immediately, delete the e-mail from your computer, and do not copy or disclose it to anyone else. Thank you.

The statements, opinions, and views expressed by the author in this message are the personal statements, opinions, and views of the author only, and they should not be construed, deemed, or interpreted to be those of the Village of La Grange or any other elected or

**From:** [Tiffany Draine](#)  
**To:** [Transportation: Kimberly O'Donnell](#)  
**Subject:** Fwd:  
**Date:** Tuesday, February 6, 2024 8:52:47 AM  
**Attachments:** [ZMD16LGI7544748\\_0\\_20231202121145\\_mp4.mov](#)

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Caution! This message was sent from outside your organization.

I hope you are doing well. Over here on the 900 Block of North Humphrey, unfortunately, we are not.

I felt compelled to reach out today for a few reasons. For YEARS now, the families on this block have literally lived in fear and have been reaching out to the village for some form of attention to our concerns, and at this point, desperation for the village to take action on the terrifying threat to safety happening on our block. I am glad that our concerns are now being addressed, but in full transparency, after all this time, HOW the concerns will be addressed are now the point of concern.

To date, I witnessed a speeding car hit a dog on the corner of Division and Humphrey as a family was attempting to cross the street. The screams of the dog and its owner prompted everyone in the vicinity to run out to find the horrified owner carrying her injured dog away from the scene, next, a car actually ran up onto the curb on the opposite end of the block, near Humphrey and Berkshire, I have video below of a car crashing through the forced right turn on Humphrey, and was only feet away from hitting my car, parked outside my house, just a month ago.

In case you are not aware, THERE IS A BUS STOP for Brooks Middle School students on the southwest corner of the 900 block of Humphrey. Everyday, at least 15 children stand on that corner while I watch from my porch and pray a speeding car flying down division does not run up on the curb into the crowd of children waiting for the bus.

While we sit, impatiently, waiting for all the excuses given by the commission as to why our concerns are being addressed, (which include hiring a consultant to evaluate the ability to execute the ever-growing list of traffic petitions) cars are literally driving down our sidewalks, speeding up and down our block putting our children playing outside at risk, and hitting our pets. Next time, it may be one of our children.

As an Oak Park taxpayer, I am done begging. Something RELEVANT to our concerns needs to be done.

Attached Video Link:

<https://www.youtube.com/watch?v=ptlAJ15fqs8>



December 2, 2023  
Photo 1 of 1

**From:** [Johnathon Miller](#)  
**To:** [Transportation](#)  
**Subject:** Traffic Mitigation Petition  
**Date:** Wednesday, February 7, 2024 10:04:40 AM

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Caution! This message was sent from outside your organization.

Dear Oak Park Transportation,

My name is Johnathon, [REDACTED] N Humphrey resident and one of the pastors at [REDACTED] Baptist church at [REDACTED] N Austin Blvd. I have been working at [REDACTED] since 2018 and living at [REDACTED] N Humphrey since August 2022. I have personally seen church attendees almost get hit crossing the parking lot on Berkshire numerous times. It is common for vehicles to turn take Austin/Berkshire corner at 30-50 MPH at times. As a resident, I have seen cars blow the stop sign at Berkshire/Humphrey at high speeds as well.

In my opinion, any of the proposed measures (painting and bump-outs) would help keep the community safer and hopefully help minimize the problem.

Thank you for receiving my petition,

Johnathon Miller

**From:** [Dwyn Killingsworth](#)  
**To:** [Transportation](#)  
**Subject:** Traffic Calming Devices  
**Date:** Wednesday, February 7, 2024 2:34:22 PM

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Caution! This message was sent from outside your organization.

To Whom It May Concern:

I'm writing about the traffic conditions on Berkshire and Humphrey and Austin Blvd. Lately, I have found myself hesitant to cross Berkshire after I have come out of the church due to the fact that cars come off of Austin so quickly. Also, more than once I have seen cars drive as if the stop sign on Humphrey is not even there. Usually, the car is heading north on Humphrey.

I'm not a fan of speed bumps but something to help people exercise care as they drive would be great.

Sincerely,

*Dwyn Killingsworth*  
Office Administrator  
██████████ Baptist Church

**From:** [David Shaulis](#)  
**To:** [Transportation](#)  
**Cc:** [Kimberly O'Donnell](#); [Allison Shaulis](#)  
**Subject:** Intersection of Humphrey and Berkshire Traffic Calming Measures  
**Date:** Wednesday, February 7, 2024 4:08:49 PM

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Caution! This message was sent from outside your organization.

To whom it may concern,

I have been a resident at █ N Humphrey since August of 2015 and petitioned the Oak Park city government to add traffic calming measures to the intersection of Berkshire and Humphrey. This intersection experiences a significant amount of hazardous traffic heading west on Berkshire across Humphrey. Speeds are often excessive and the four way stop sign is often ignored.

The traffic calming study showed the amount and speeds of the traffic moving through this intersection but it cannot show two important factors; 1) the amount of traffic violations that occur(ignoring stop signs) and 2) the high volume of pedestrian traffic that occurs in both north/south and east/west directions. We are fortunate that a pedestrian has not been struck but based on the amount of high speed traffic that occurs at this intersection and number of times the stop sign is ignored. It is only a matter of time before someone is hurt or killed at this intersection. Given the numerous petitions and aggressive actions that the citizens of the 900 and 1000 blocks of Taylor and Humphrey have taken to raise the issue and work to eliminate this risk it would be tragic if the city government did not take appropriate action. Reasonable and low cost traffic quieting measures are available such as speed tables. Traffic bump outs would only have a marginal impact on the types of traffic violations that occur (speeding through stop sign). While it has occurred illegal passing is not the main risk at this intersection - speeding is.

There is a significant risk of serious injury if action isn't taken. Please give this petition the serious consideration it deserves and take action quickly to enhance the safety of our neighborhood.

David Shaulis  
█ N Humphrey  
█

# **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  
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**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:** February 7, 2024  
**To:** The Transportation Commission  
**From:** Civiltech Engineering, Inc.  
**Re:** Traffic Analysis Update  
Traffic Calming Petitions at  
900 Block of N Humphrey Avenue, 1000 Block of N Humphrey  
Avenue, and Intersection of Berkshire Street/N Humphrey Avenue

At its January 8<sup>th</sup> meeting, the Transportation Commission reviewed the traffic calming petitions for the 900 block of N Humphrey Avenue, the 1000 block of N Humphrey Avenue, and the intersection of Berkshire Street/N Humphrey Avenue. After listening to Civiltech's presentation and public testimony from nearby residents, the Commission deliberated additional options to address concerns regarding cut-through traffic along Humphrey Avenue. Ultimately, the item was tabled as the Commission requested Civiltech and the Village staff to return with additional options to mitigate cut-through traffic along Humphrey Avenue.

The recommendations made to address the concerns include paint and post curb extensions at the intersections of Berkshire Street/N Humphrey Avenue, and Greenfield Street/N Humphrey Avenue. These recommendations enable rapid installation of the traffic calming measures.

## Division Street/N Humphrey Avenue Intersection

The recommendation of a paint and post curb extension at the northeast corner presented during the January Commission meeting was investigated in further detail to verify the feasibility of trucks turning from Division Street onto N Humphrey Avenue. As shown in **Exhibit A1** and **Exhibit A2**, it would not be feasible for trucks traveling westbound on Division Street to turn right onto N Humphrey Avenue without encroaching the southbound lane on N Humphrey Avenue. If a southbound vehicle were to be stopped at the stop sign, a westbound truck turning right on Division Street would not be able to turn, causing potential safety concern, especially given Division Street's status as a Major Collector route. Therefore, the northeast corner paint and post curb extension is not feasible.

## Berkshire Street/N Humphrey Avenue Intersection

Paint and post curb extensions are recommended at all four corners of the intersection of Humphrey Avenue and Berkshire Street. These curb extensions will cause drivers to slow down while making turning maneuvers and will improve pedestrian safety by reducing the length of the crosswalks. As shown in **Exhibit B**,



the curb extension would be five feet wide and continuous from one end to the other on all four corners of the intersection. No on-street parking will be affected on the street.

### **Greenfield Street/N Humphrey Avenue Intersection**

Paint and post curb extensions are recommended at Greenfield/N Humphrey Avenue at all four corners, extending onto Humphrey Avenue only. Curb extensions are not proposed on Greenfield Street because the petitions received only encompass N Humphrey Avenue. These curb extensions and the corner radii reductions on the northeast and southwest corners will cause drivers to slow down while turning and will decrease the pedestrian crossing distance across N Humphrey Avenue, which is a walking route to Hatch Elementary School. As shown in **Exhibit C**, the curb extension would be five feet wide with 15-foot radii. No on-street parking will be affected on the street.

### **Recommendation**

Staff and Civiltech recommend the following –

**1) 900 Block of N Humphrey Avenue**

- Temporary radar speed feedback signs are recommended for deployment on an interim basis to increase drivers' awareness of their speeds
- Targeted enforcement along the 900 Block as needed to reduce speeding

**2) 1000 Block of N Humphrey Avenue**

- Temporary radar speed feedback signs are recommended for deployment on an interim basis to increase driver's awareness of their speeds
- Targeted enforcement along the 900 Block as needed to reduce speeding
- Install paint and post curb extensions on all four corners of Greenfield Street and Humphrey Avenue intersection, extending onto N Humphrey Avenue only

**3) Intersection of Berkshire Street/N Humphrey Avenue**

- Install paint and post curb extensions on all four corners of the Berkshire Street and Humphrey Avenue intersection, extending onto N Humphrey Avenue and Berkshire Street

A summary of the analysis and exhibits regarding the traffic calming petition for the 900 block of N Humphrey Avenue, 1000 block of N Humphrey Avenue, and intersection of Berkshire Street/N Humphrey Avenue that was included in the January 8, 2024 Transportation Commission Agenda can be found in **Appendix A**. The full analysis and all the exhibits can also be found in the January 8, 2024 Transportation Commission Agenda located on the Village's website.



Village of Oak Park

Traffic Calming Petition

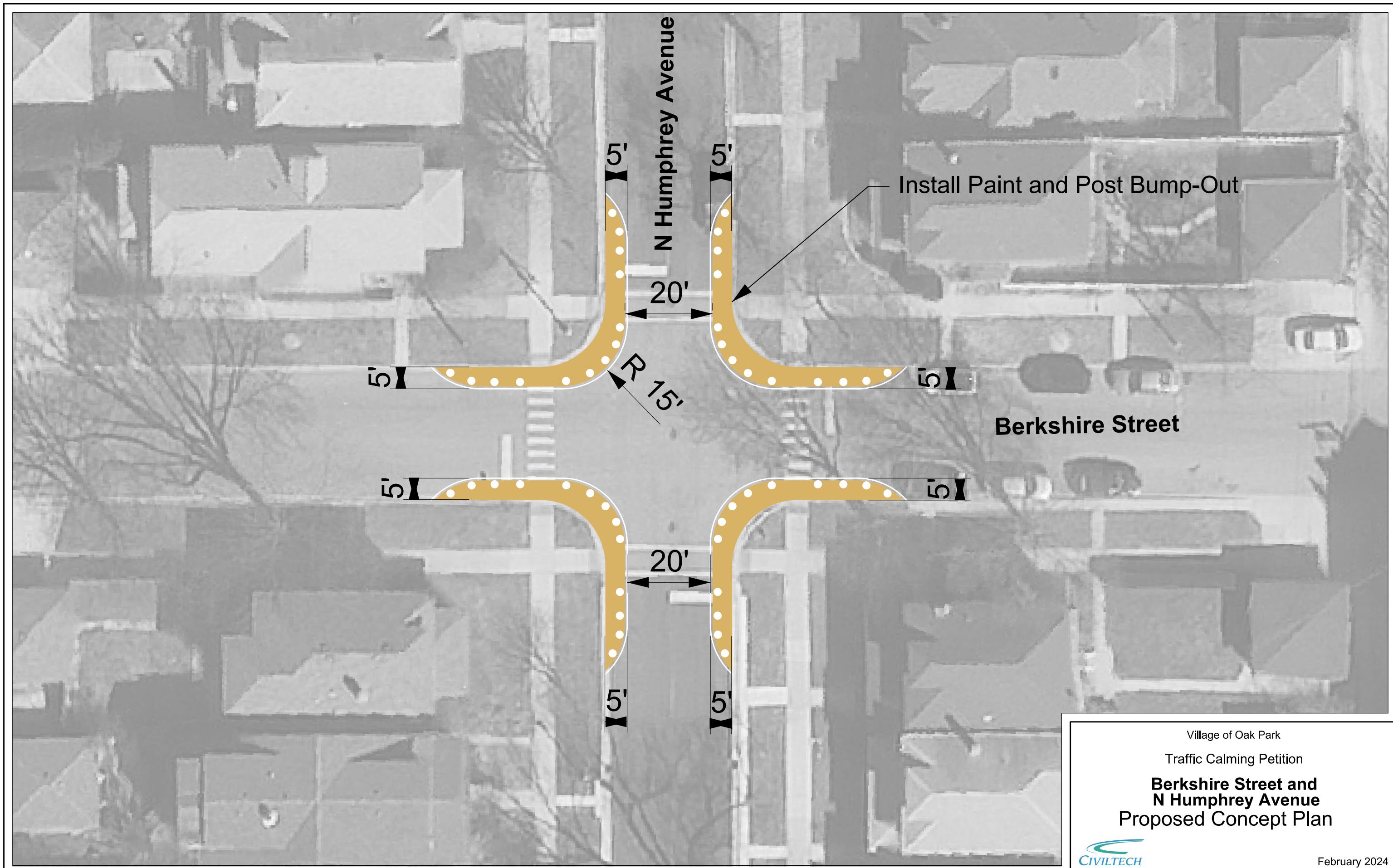
**Division Street and  
N Humphrey Avenue  
Proposed Concept Plan**



February 2024

**Exhibit A1**





Village of Oak Park

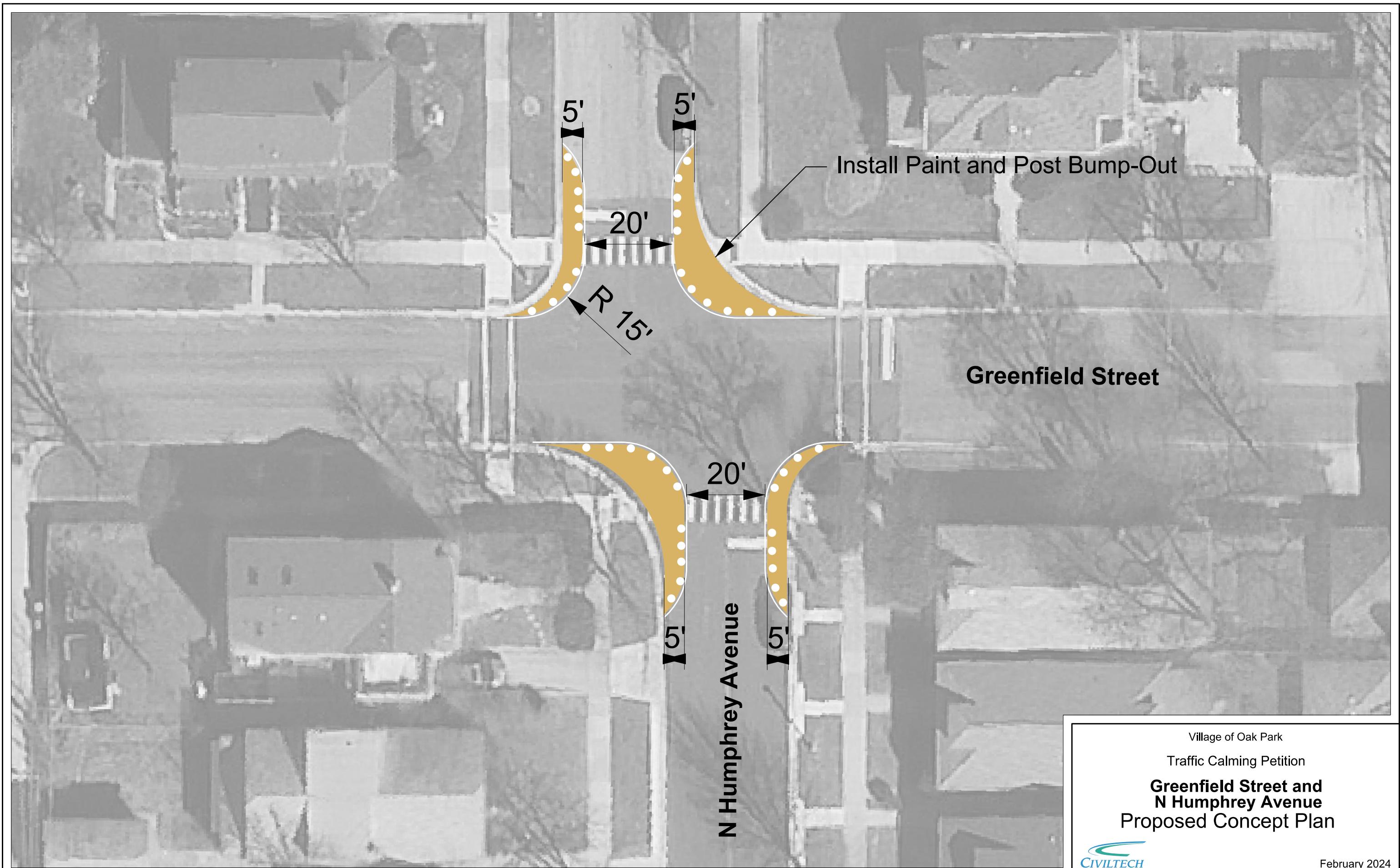
Traffic Calming Petition

**Berkshire Street and  
N Humphrey Avenue  
Proposed Concept Plan**



February 2024

**Exhibit B**



Village of Oak Park  
Traffic Calming Petition  
**Greenfield Street and  
N Humphrey Avenue  
Proposed Concept Plan**  
  
February 2024

Exhibit C

# **APPENDIX A**

January 8th

Transportation Commission Meeting



**Civiltech Engineering, Inc.**  
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Two Pierce Place, Suite 1400  
Itasca, IL 60143  
Phone: 630.773.3900  
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**Transportation Design**

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**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

# Technical Memorandum

**Date:** January 3, 2024

**To:** The Transportation Commission

**From:** Civiltech Engineering, Inc.

**Re:** Traffic Analyses for Traffic Calming Petitions at  
900 Block of N Humphrey Avenue, 1000 Block of N Humphrey  
Avenue, and Intersection of Berkshire Street/Humphrey Avenue

## I. INTRODUCTION

On October 6, 2020 and January 29, 2021 the Village of Oak Park received petitions to implement traffic calming measures at the 900 block of N Humphrey Avenue, 1000 block of N Humphrey Avenue, and intersection of Berkshire Street/Humphrey Avenue. Due to their proximity, the petitions for traffic calming devices are being reviewed together by the Transportation Commission. The residents expressed concerns regarding non-compliance of stop controls at the intersection of Berkshire Street/Humphrey Avenue, and speeding and cut-through traffic along Humphrey Avenue.

In response to these concerns and at the Village of Oak Park's request, Civiltech Engineering, Inc. has evaluated traffic on the 900 block of N Humphrey Avenue, 1000 block of N Humphrey Avenue and at the intersection of Berkshire Street/Humphrey Avenue. The scope of data collection and analysis was expanded beyond these three petitioned locations to gain an understanding of traffic patterns in the area bounded by Austin Boulevard, Le Moyne Parkway, Lombard Avenue, and Division Street. This additional data allows for a comparison of traffic speeds and volumes on other similar, nearby streets and allows insights into whether drivers are using the neighborhood street system to bypass Austin Boulevard. This data was assessed and applicable countermeasures from the Village of Oak Park's traffic calming toolbox were reviewed and if necessary, recommended to mitigate traffic issues. It should be noted that while the study collected traffic data at eight intersections and seventeen blocks, evaluation of potential traffic calming measures is limited to the three locations that are the subject of the petitions as per the current traffic calming petition process.

## II. SCORING CRITERIA

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



The scoring criteria can be found in **Exhibit 1**.

The total score for the 900 block of N Humphrey Avenue is 34. The total score for the 1000 block of N Humphrey Avenue is 38. The total score for the intersection of Berkshire Street/Humphrey Avenue is 46. All three exceed the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

### III. EXISTING CONDITIONS

Humphrey Avenue is a 30-foot-wide north-south local street with one lane in each direction. On-street parking is permitted on both sides of the street and is typically lightly to moderately utilized. The posted speed limit on Humphrey Avenue is 25 miles per hour. At Division Street, the south leg is one-way going northbound and the only movement allowed from the south leg of the intersection is the northbound right turn. The intersections of Berkshire Street/Humphrey Avenue and Greenfield Street/Humphrey Avenue are under all-way stop control. There are marked crosswalks across all four legs at the intersections of Berkshire Street/Humphrey Avenue and Greenfield Street/Humphrey Avenue. The north leg at the intersection of Division Street/Humphrey Avenue also has a marked crossing.

Berkshire Street is a 30-foot-wide east-west local street with one lane in each direction. Berkshire Street a posted speed limit of 25 mph. Judson Baptist Church of Oak Park is located about 200 feet east of the Berkshire Street and N Humphrey Avenue intersection. On-street parking is permitted on both sides of the street except for one spot on the south side east of Berkshire Street and Humphrey Avenue intersection, which is reserved for accessible parking only.

Taylor Avenue, Hayes Avenue, and Greenfield Street have similar characteristics to other streets in the study area which are also two-way, 30 feet wide, allow parking on both sides, and have 25 mph speed limits.

A location map is attached as **Exhibit 2A** and an aerial image of the intersection that shows bike facilities, and walking routes to Hatch Elementary School is included as **Exhibit 2B**.

### IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

#### Intersection Data

In order to quantify vehicle, pedestrian, and bicycle volumes in the northeast section of the Village, six-hour counts were conducted for three days between September 12<sup>th</sup> and September 14<sup>th</sup> using a Miovision Scout video camera system at eight intersections. The count volumes were consistent over the three-day period. September 13<sup>th</sup>, 2023 (Wednesday) was chosen as the 6-hour analysis period. The intersections counted were Greenfield Street/Hayes Avenue, Greenfield Street/Taylor Avenue, Greenfield Street/Humphrey Avenue, Berkshire Street/Hayes Avenue, Berkshire Street/Taylor Avenue, and Berkshire Street/Humphrey Avenue. The traffic data was collected on a weekday with typical traffic patterns and while school was in session. Conditions were sunny with a high of 71 degrees and a low of 54 degrees. This is considered ideal weather for pedestrian and bicycle activity. Counts were taken between 7-9 AM and 2-6 PM.



The traffic count data shows that the morning peak hour occurs between 7:30 A.M. to 8:30 A.M. and the evening traffic volume is highest between 5:00 P.M. to 6:00 P.M. Peak hour traffic volume diagrams and 6-hour traffic data showing the vehicular turning movement and pedestrian volumes are provided in **Exhibit 3A** and **Exhibit 3B** respectively. **Exhibit 3C** is a turning movement count graphic that is formatted to illustrate the relative volumes of traffic movements of intersections within the study area. Six-hour turning bicycle turning movement and bikes in crosswalk data is provided in **Exhibit 3D**. The raw (source) traffic data for all eight of the study area intersections is attached in **Appendix A**.

Notes and observations regarding the intersection data include the following:

- Turning movement volumes are low at all of the intersections in the study area. The highest turning volume is 80 vehicles over a 6-hour period (30 during the morning peak hour and 10 during the evening peak hour) for the southbound left turn from N Taylor Avenue at Division Street. Averaged over a six-hour period, this is only about one car every four and a half minutes. High turning movement volumes could point to a potential cut-through problem (or proximity to a traffic generator such as a school) but the data does not provide any indications of such.
- The right-turn-only turn restrictions on the south legs of N Taylor Avenue and N Humphrey Avenue at Division Street appear to be working reasonably well. There were, however, a few instances of illegal traffic maneuvers each hour observed at each location.
- Pedestrian volumes at each intersection are relatively typical for intersections in single family neighborhoods within Oak Park. Pedestrian traffic increases further west approaching Hatch Elementary School. The highest pedestrian volumes were noted at the south leg of Hayes Avenue at Greenfield Street.
- Bicycle volumes are fairly low at all of the intersections within the study area.

#### Mid-Block Data

Twenty-four-hour two-way midblock traffic data was collected over the same three-day period to analyze various blocks in the northeast section of the Village using tube counters. One component of this data is average daily traffic (ADT) as summarized in **Table 1**. The ADT was processed for September 13<sup>th</sup>, 2023 (Wednesday). The ADT volumes on Humphrey Avenue blocks between Division Street and Greenfield Street of 400 to 500 vehicles per day, are somewhat lower than those on a typical Oak Park street, which range between 800 and 1,200 vehicles per day. With volumes ranging between 750 and 1,200 vehicles per day, volumes along Berkshire Street blocks are typical of Oak Park streets. Greenfield Street blocks have volume between 700 and 1050 vehicles per day, again which are fairly typical. There does not appear to be an issue of excessive traffic volumes at any blocks within the study area. Hayes Avenue blocks have volumes between 250 and 500 vehicles per day, which are lower than those on a typical Oak Park street. Taylor Avenue blocks have volume between 400 and 650 vehicles per day, which are lower than those on a typical Oak Park street.

As part of 2018 Village Wide Traffic Study, traffic data was collected along the 1 block of Berkshire Street and 100 block of Berkshire Street over a 24-hour period. The 2023 ADT of 880 and 750 on 1 block of Berkshire Street and 100 block of Berkshire Street is similar to the 2018 ADT of 894 and 811 respectively. This indicates that traffic volumes have remained relatively consistent over the past five years.



Speed data was another component of the mid-block data collection effort. Speed data was averaged over three days. **Exhibit 4** illustrates the ADT and speed data by direction and block. Raw speed and volume data for each block segment within the study area is attached to this report in **Appendix B**.

Metrics quantifying various aspects of this data are presented in **Table 1**. The 85<sup>th</sup> percentile speed is the speed at or below 85 percent of the drivers travel. In other words, 15 percent of the vehicles will be traveling faster than the 85<sup>th</sup> percentile speed. The 85<sup>th</sup> percentile speed is an influential indicator of what is safe and reasonable speed since the recommendations for setting speed limits is within 5 mph of the 85<sup>th</sup> percentile speed. This implies that it is expected that 15 percent of the vehicles will travel over the speed limit if the speed is set within 5 mph increment below the 85<sup>th</sup> percentile speed.

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

Blocks	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			
900 block of N Humphrey Avenue	NB	97 (43%)	75 (33%)	43 (19%)	10 (4%)	2 (1%)	24%	227	26.5
	SB	86 (49%)	64 (37%)	16 (9%)	8 (5%)	0 (0%)	14%	174	26.5
1000 block of N Humphrey Avenue	NB	84 (29%)	121 (42%)	61 (21%)	16 (6%)	4 (2%)	28%	286	27.5
	SB	36 (31%)	45 (38%)	29 (25%)	5 (4%)	2 (2%)	31%	117	28.1
Berkshire Street – West of N Humphrey Avenue	EB	168 (39%)	203 (47%)	54 (12%)	6 (1%)	1 (1%)	14%	423	24.8
	WB	109 (34%)	157 (48%)	52 (16%)	5 (1%)	1 (1%)	18%	324	24.8
Berkshire Street – East of N Humphrey Avenue	EB	186 (60%)	100 (33%)	20 (6%)	1 (1%)	0 (0%)	7%	307	23.9
	WB	254 (44%)	244 (43%)	63 (11%)	9 (1%)	2 (1%)	13%	572	23.9

\* Data was collected from Tuesday, September 12<sup>th</sup>, 2023 to Thursday, September 14<sup>th</sup>, 2023.

\*\* 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 900 block of N Humphrey Avenue speed data shows a compliance rate of close to 81% with the 25-mph speed limit and that around 95% of the vehicles are traveling less than 5 mph over the speed limit. The 1000 block of N Humphrey Avenue speed data shows a compliance rate of close to 71% with the 25-mph speed limit and that around 93% of the vehicles are traveling less than 5 mph over the speed limit. Berkshire Street operates at low speeds west and east of Humphrey Avenue. The 85<sup>th</sup> percentile speed is 25 mph west of N Humphrey Avenue and is lower than 25 mph east of N Humphrey Avenue. This signifies that the majority of the vehicles are not exceeding the posted speed limit.



The speed profile on the 900 and 1000 blocks of N Humphrey Avenue and on the blocks of 1 Berkshire Street (east of N Humphrey Avenue) and 29 Berkshire Street (west of N Humphrey Avenue) are typical for residential streets at Oak Park and is, in fact, lower than the speeds of other streets with similar characteristics within the study area. 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 10 miles per hour over the speed limit on both 900 and 1000 block of N Humphrey Avenue.

The traffic data shows that speeding is not an issue on the 900 and 1000 blocks of N Humphrey Avenue. The 85th percentile speeds for both petitioned blocks are 27 mph and 28 mph which are close to the posted 25 mph speed limit and below the 85th percentile speeds observed on blocks to the west that have similar characteristics.

## V. CRASH ANALYSIS

In order to evaluate safety trends on the 900 and 1000 blocks of N Humphrey Avenue and the intersection of Berkshire Street/Humphrey Avenue, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from September 2018 through August 2023, a five-year period. This data shows that there were no mid-block collisions along the 900 and 1000 block of N Humphrey Avenue during the five-year period. There was a total of two crashes at the intersection of Berkshire Street/Humphrey Avenue. A collision diagram for the northeast section of the Village can be found in **Exhibit 5A** and a table summarizing crash statistics is provided in **Exhibit 5B**.

The two crashes at the intersection of Berkshire Street/Humphrey Avenue were: a left turn crash and a parked vehicle crash. Neither crash resulted in an injury.

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 the intersection of Berkshire Street/Humphrey Avenue is two. The ADT for the intersection of Berkshire Street/Humphrey Avenue as determined by the Villages' 1997 area-wide traffic study was 1,325 vehicles. Using this data, the crash rate for the intersection of Berkshire Street/Humphrey Avenue intersection is 0.827 accidents per million entering vehicles (Acc/MEV). This crash rate is above the critical crash rate calculated for the north section of the Village (from Augusta Street to North Avenue between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.686 Acc/MEV). However, excluding the parked car crash (which is not considered to be correctable), the crash rate (0.414 Acc/MEV) is lower than the critical crash rate (0.686 Acc/MEV).



## VI. DISCUSSION AND RECOMMENDATION

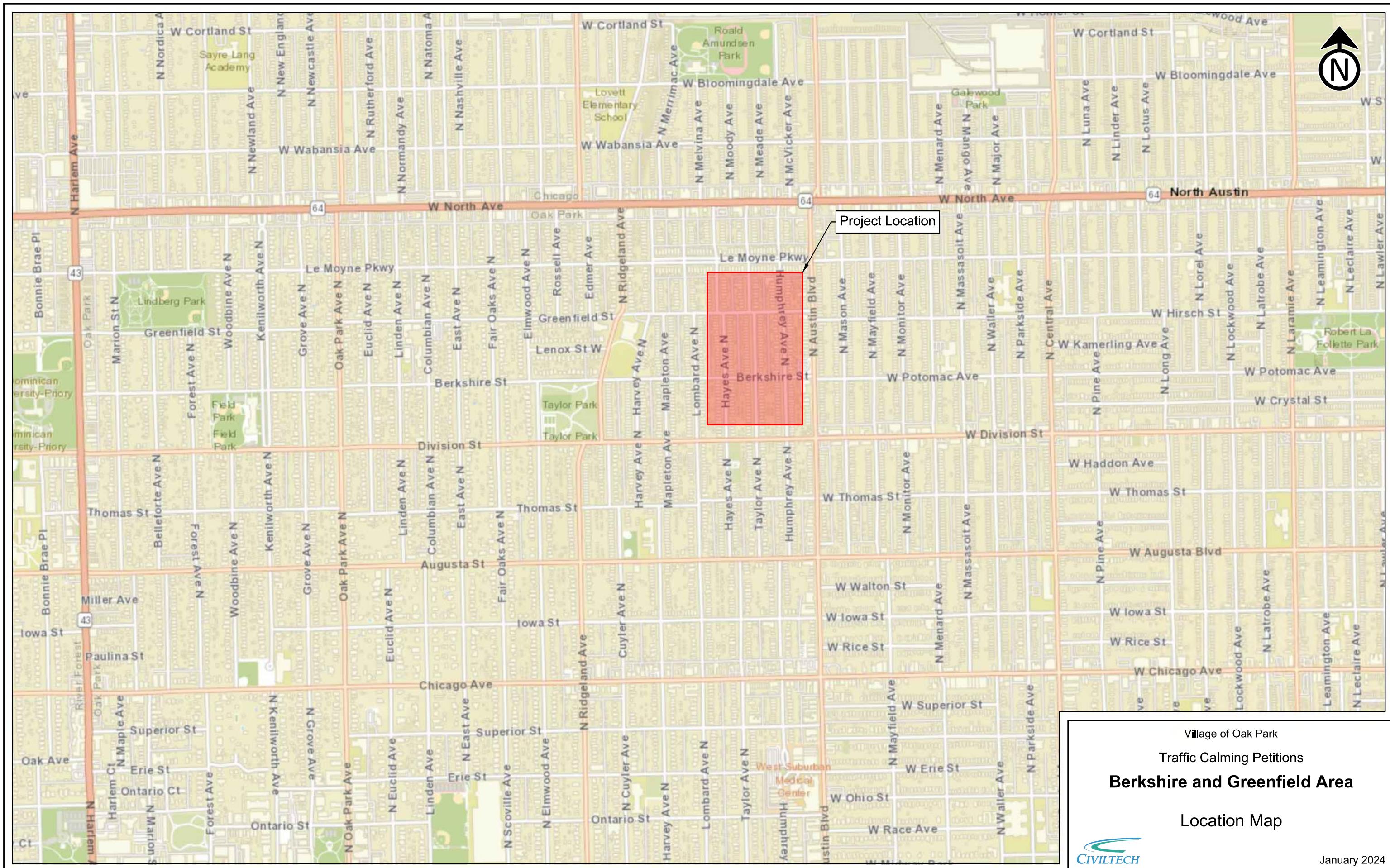
The Traffic Calming Toolbox (shown in **Exhibit 7**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. These measures were assessed to determine suitable treatments for the two blocks and one intersection that are the subject of the petitions.

The traffic data shows that speeding is not an issue along the 900 and 1000 blocks of N Humphrey Avenue. The compliance rate is greater than 70% on both blocks and the 27 mph, 28 mph 85<sup>th</sup> percentile speeds are close to the posted 25 mph speed limit and below speeds observed on blocks to the west that have similar characteristics. Additionally, at less than 500 vehicles per day, vehicular traffic volumes on Humphrey Avenue blocks are lower than typical residential street volumes in Oak Park, which range between 800 and 1,200 vehicles per day. None of the turning movement counts within the study area have patterns that would suggest that non-local traffic is using Humphrey Avenue. Field visits to the site during rush hour periods could not pinpoint any cut-through traffic. Finally, there are no crash patterns on any of the blocks or intersections that would indicate that there are any safety deficiencies that could be corrected by altering traffic control or installing a traffic calming device. Given a review of this comprehensive data set, no traffic calming measures are recommended for deployment at the intersection of Berkshire Street/Humphrey Avenue.

While the vast majority of drivers on the 900 and 1000 blocks of N Humphrey Avenue are traveling close to the 25 mile per hour speed limit, there are a few outliers that are driving significantly faster. To address this, temporary radar speed feedback signs are recommended for deployment on an interim basis on these two blocks to increase drivers' awareness of their speeds. Additionally, targeted police enforcement is also recommended as needed to reduce speeding.

At the south end of the study area at the intersection of Division Street/Humphrey Avenue, it was noted that there are a few vehicles that make illegal maneuvers, including ignoring the northbound right turn only restriction. In order to make this maneuver more difficult, it is recommended to install a paint and post curb extension at the northeast corner of the intersection. This recommendation is illustrated in **Exhibit 6**. This curb extension will also improve pedestrian safety by decreasing the crossing distance across the north leg crosswalk and will slow vehicles turning right onto N Humphrey Avenue from westbound Division Street.

Measure	Maximum Number of Points	Traffic Calming Criteria Scoring Detail as approved by the Village Board of Trustees on November 6, 2017	Minimum possible Score	900 N Humphrey Avenue	1000 N Humphrey Avenue	Berkshire St and N Humphrey Ave																																	
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	0 pts.	0 pts.	5 pts																																	
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	0 pts.	8 pts.	12 pts.	12 pts.																																	
Vehicle Volume	20	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0 pts.	0 pts.	0 pts.	5 pts.																																	
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.	13 pts.	13 pts.	11 pts.																																	
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	3 pts.	3 pts.	3 pts.	3 pts.																																	
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone.  <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">51% petitions</td> <td style="text-align: center;">75% petitions</td> </tr> <tr> <td>51% - 59% = 10 points</td> <td>75% - 78% = 10 points</td> </tr> <tr> <td>60% - 68% = 11</td> <td>79% - 82% = 11</td> </tr> <tr> <td>69% - 77% = 12</td> <td>83% - 86% = 12</td> </tr> <tr> <td>78% - 86% = 13</td> <td>87% - 90% = 13</td> </tr> <tr> <td>87% - 95% = 14</td> <td>91% - 94% = 14</td> </tr> <tr> <td>96% - 100% = 15</td> <td>95% - 100% = 15</td> </tr> </table> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td colspan="2" style="text-align: center;">% of negative replies</td> <td style="text-align: center;">Subtract</td> </tr> <tr> <td colspan="2" style="text-align: center;">Less than 10 or 16 replies</td> <td style="text-align: center;">= - 0 points</td> </tr> <tr> <td rowspan="6" style="vertical-align: top; padding-right: 10px;">           If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative         </td> <td>1%</td> <td>- 20% = - 1 point</td> </tr> <tr> <td>21%</td> <td>- 40% = - 2</td> </tr> <tr> <td>41%</td> <td>- 60% = - 3</td> </tr> <tr> <td>61%</td> <td>- 80% = - 4</td> </tr> <tr> <td>81%</td> <td>- 100% = - 5 points</td> </tr> <tr> <td></td> <td></td> </tr> </table>	51% petitions	75% petitions	51% - 59% = 10 points	75% - 78% = 10 points	60% - 68% = 11	79% - 82% = 11	69% - 77% = 12	83% - 86% = 12	78% - 86% = 13	87% - 90% = 13	87% - 95% = 14	91% - 94% = 14	96% - 100% = 15	95% - 100% = 15	% of negative replies		Subtract	Less than 10 or 16 replies		= - 0 points	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	- 20% = - 1 point	21%	- 40% = - 2	41%	- 60% = - 3	61%	- 80% = - 4	81%	- 100% = - 5 points			10 pts. (5 pts. with minimum petition score + maximum external negative support)	10 pts.	10 pts.	10 pts.
51% petitions	75% petitions																																						
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	81%	- 100% = - 5 points																																					
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.	34 pts.	38 pts.	46 pts.																																	



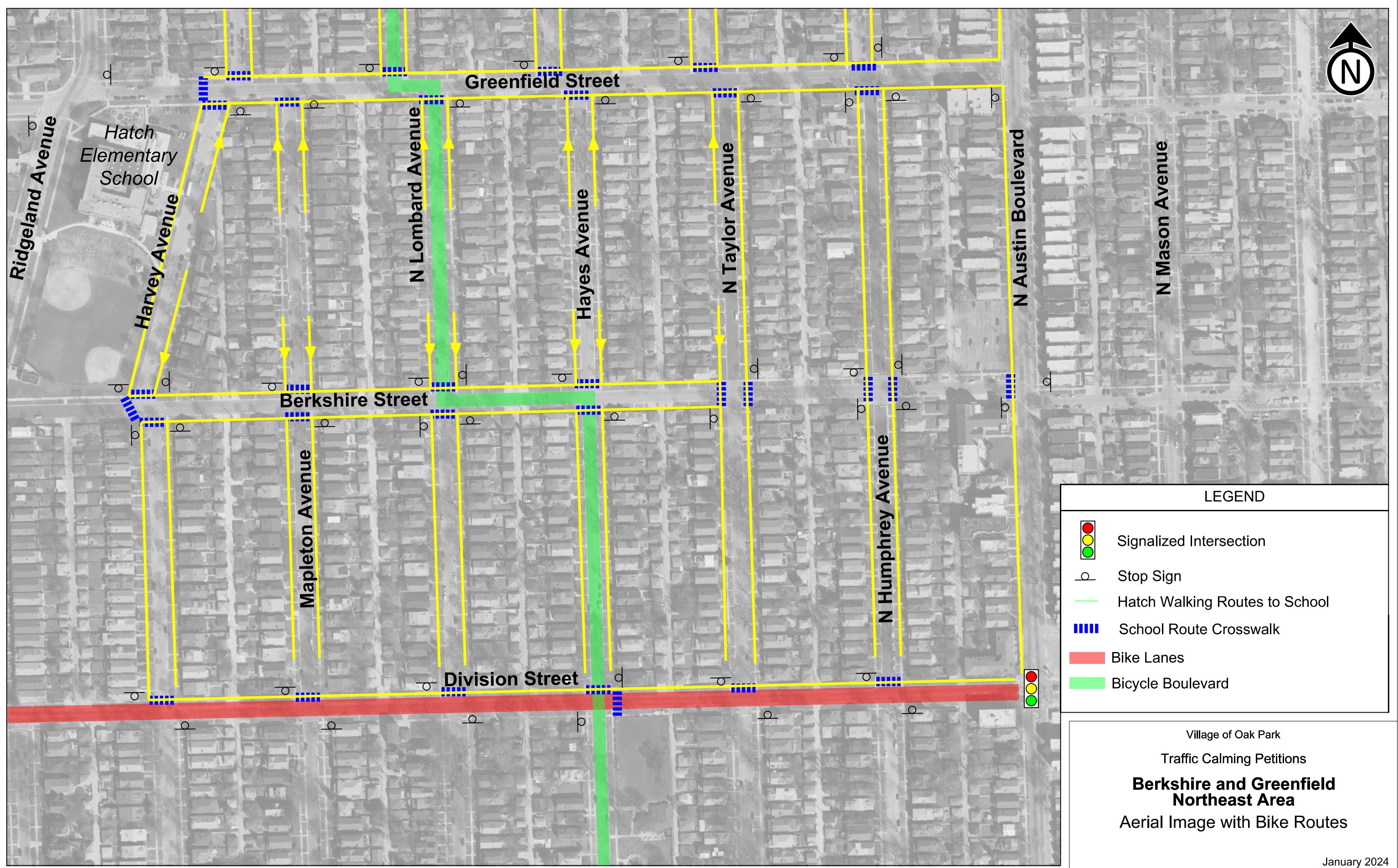
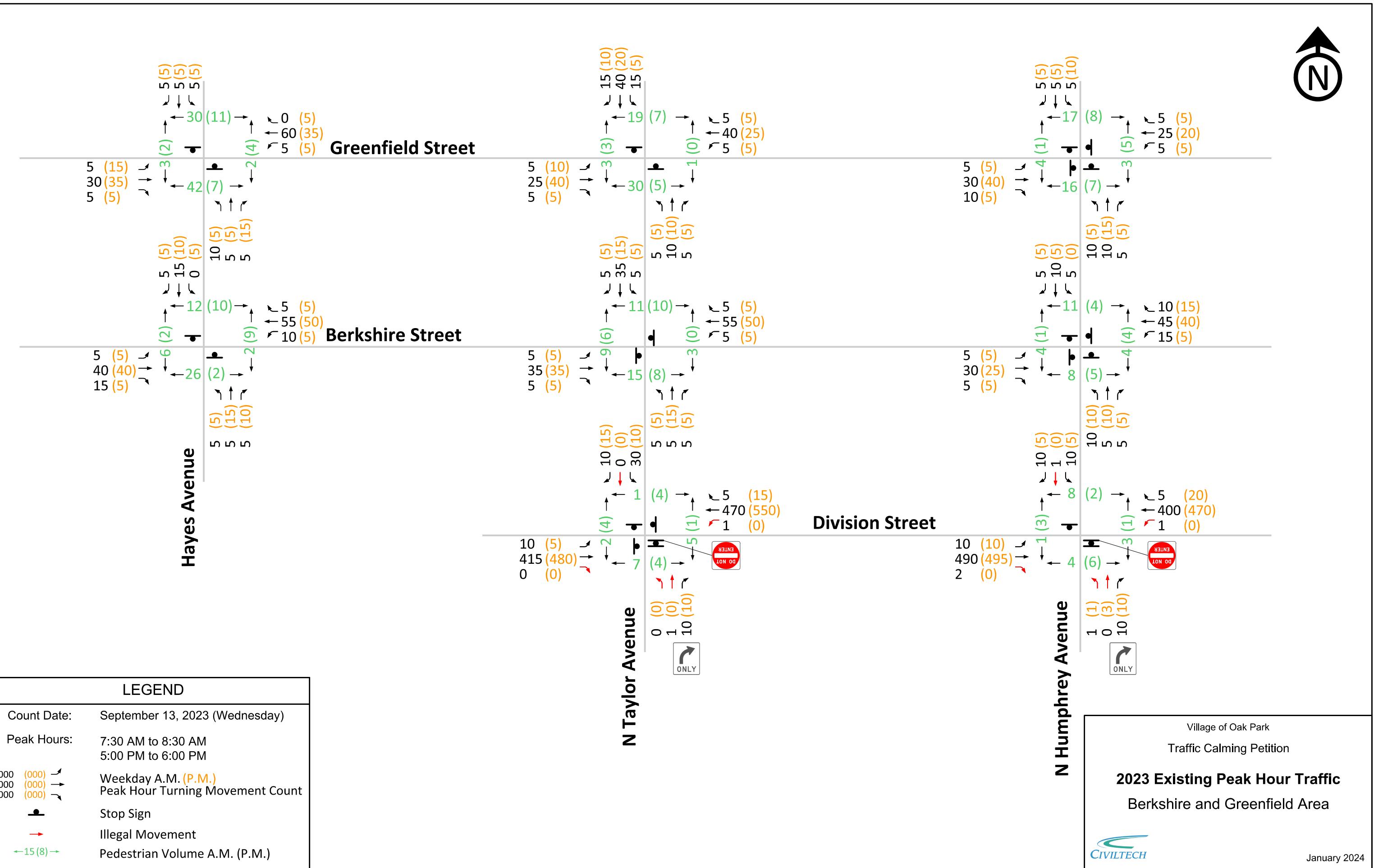
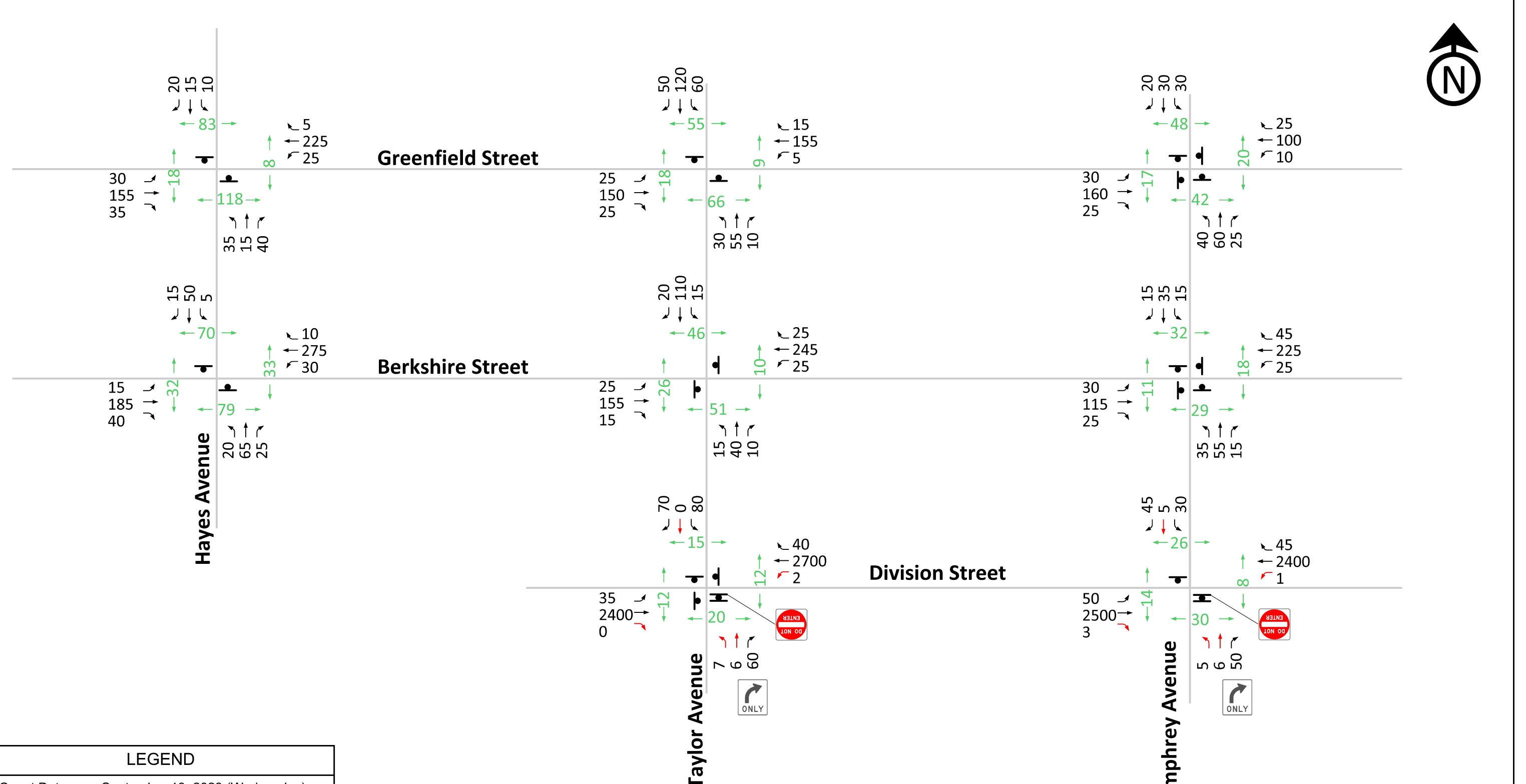


Exhibit 2B





Village of Oak Park  
Traffic Calming Petition

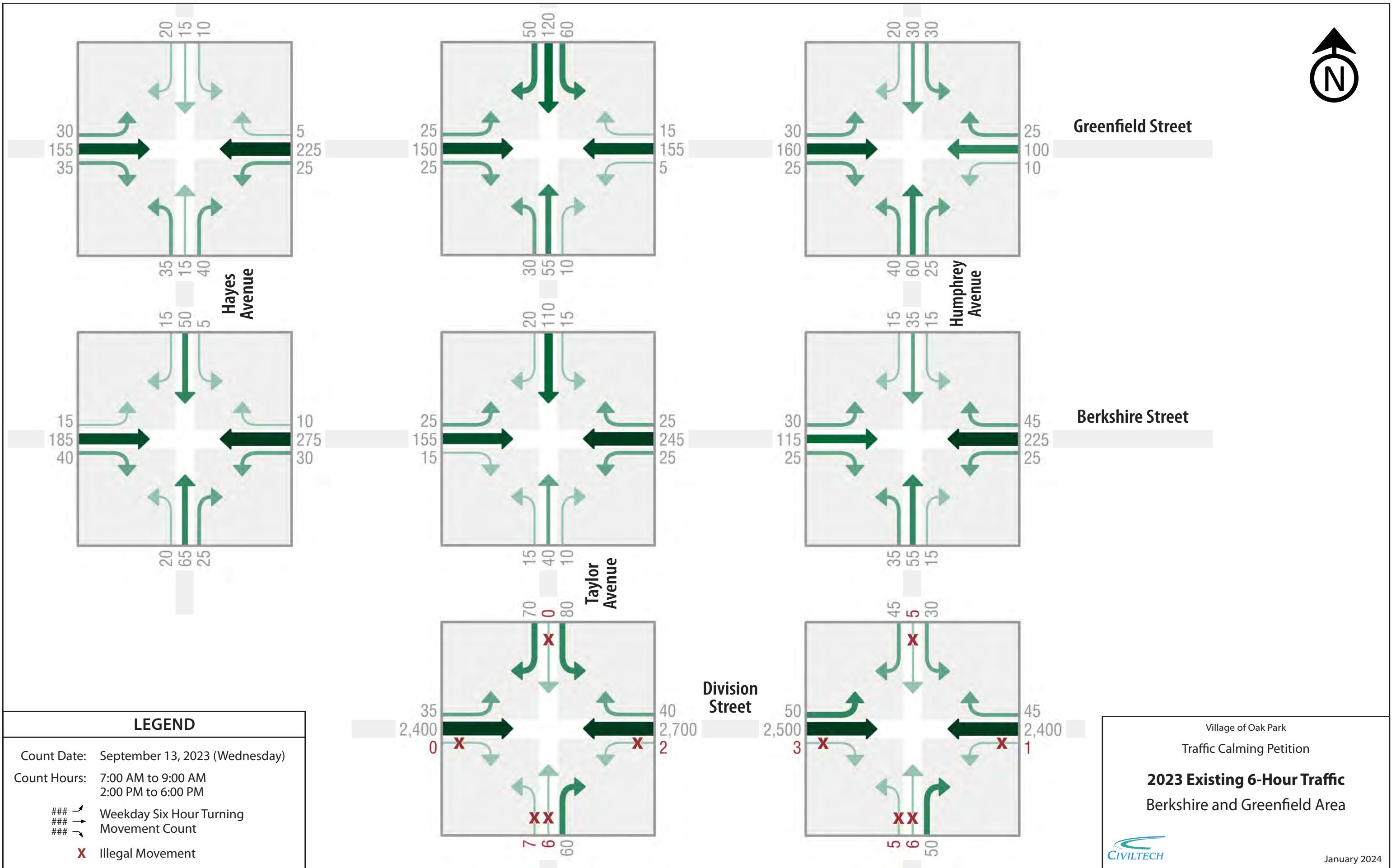
**2023 Existing 6-Hour Traffic**  
Berkshire and Greenfield Area

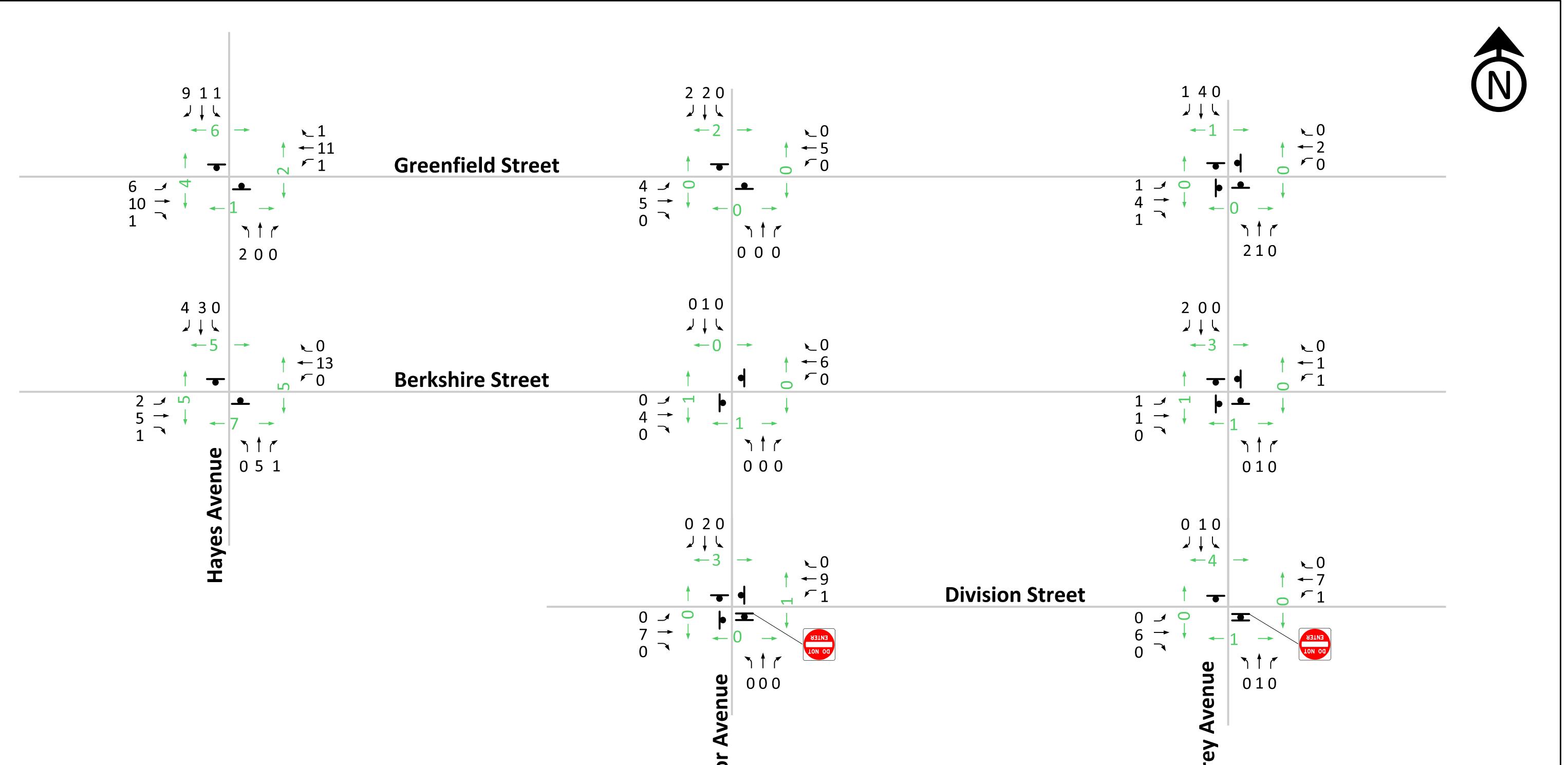


January 2024

**Exhibit 3B**

N





#### LEGEND

Count Date:	September 13, 2023 (Wednesday)
Count Hours:	7:00 AM to 9:00 AM 2:00 PM to 6:00 PM
000 ↗ 000 → 000 ↘	6-hr Bicycle Turning Movement Count
●	Stop Sign
→	Illegal Movement
← 15 →	Bicycle Crosswalk Volume

Village of Oak Park  
Traffic Calming Petition

**2023 Existing 6-Hour Bicycle Traffic**  
Northeast Section of the Village

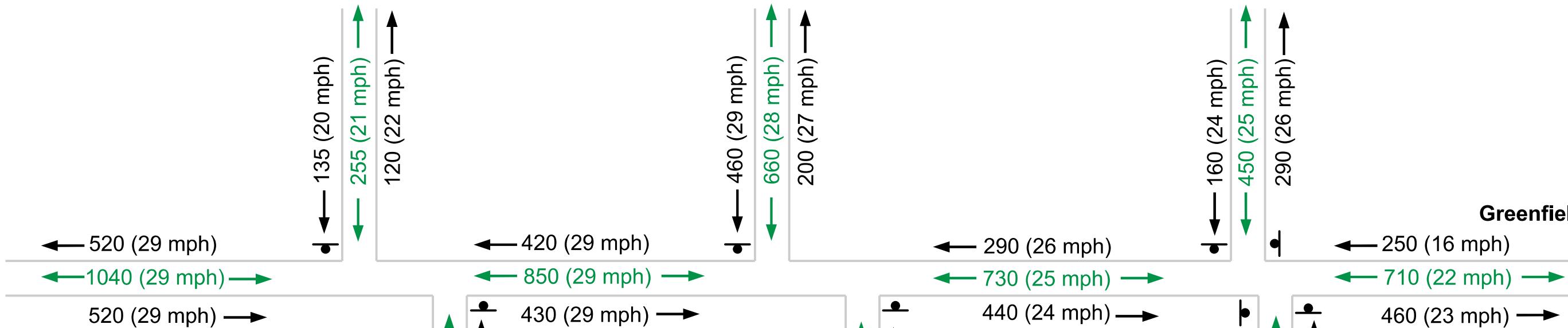


January 2024

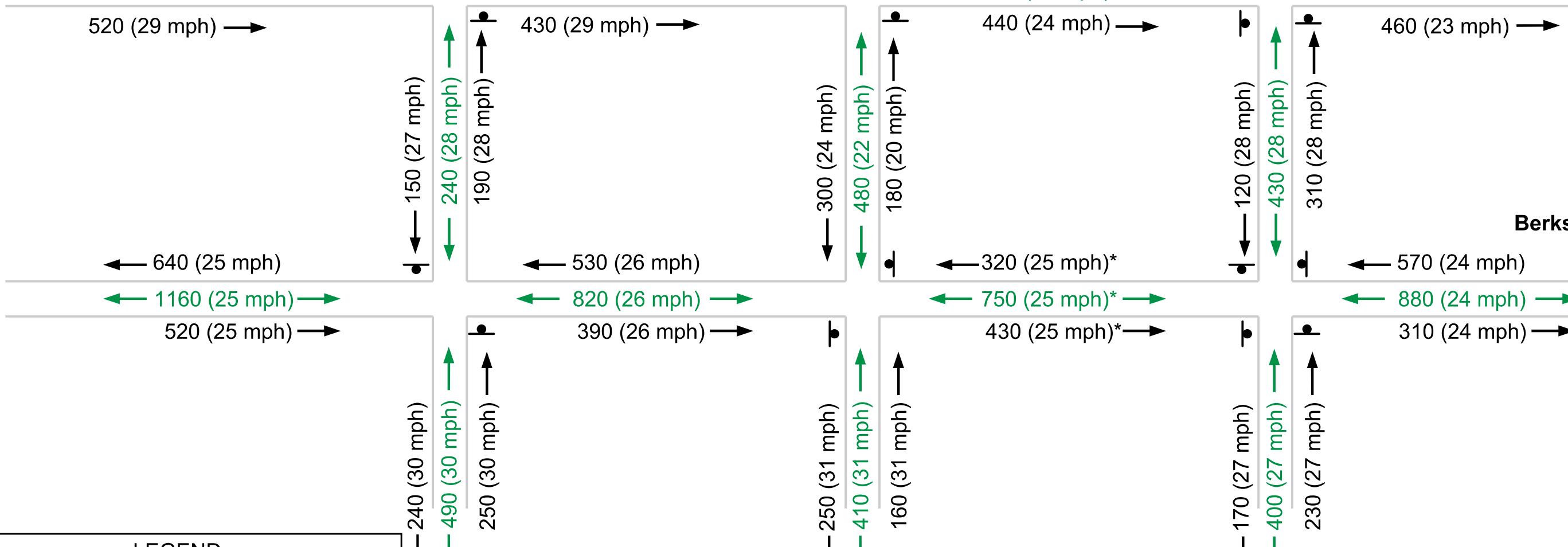
**Exhibit 3D**



### Greenfield Street



### Berkshire Street



### LEGEND

- ← XXX → 24-Hour Traffic Volume
- (YY mph) → (85th Percentile Speed - 3-Day Average)
- Stop Sign
- Traffic Signal

\* Count conducted on October 4, 2023 (Wednesday)

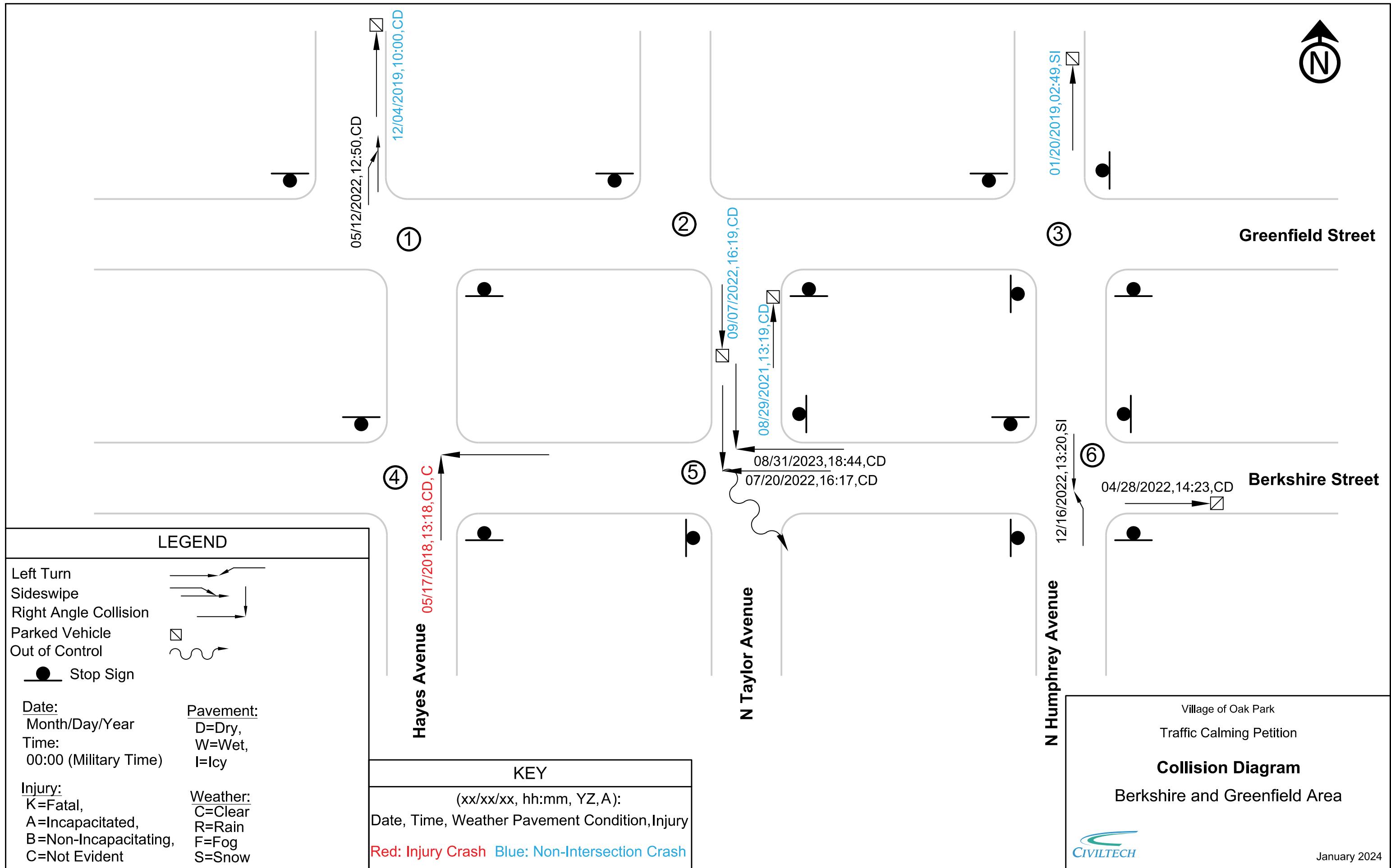
Village of Oak Park  
Traffic Calming Petition

**ADT and Speed Data**  
Berkshire and Greenfield Area



January 2024

**Exhibit 4**



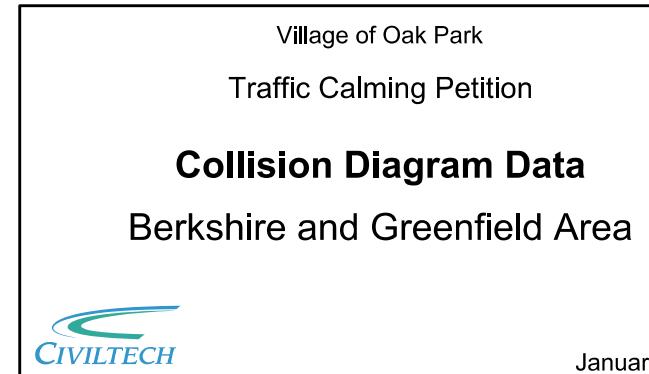
## Intersection Crash Rate Data

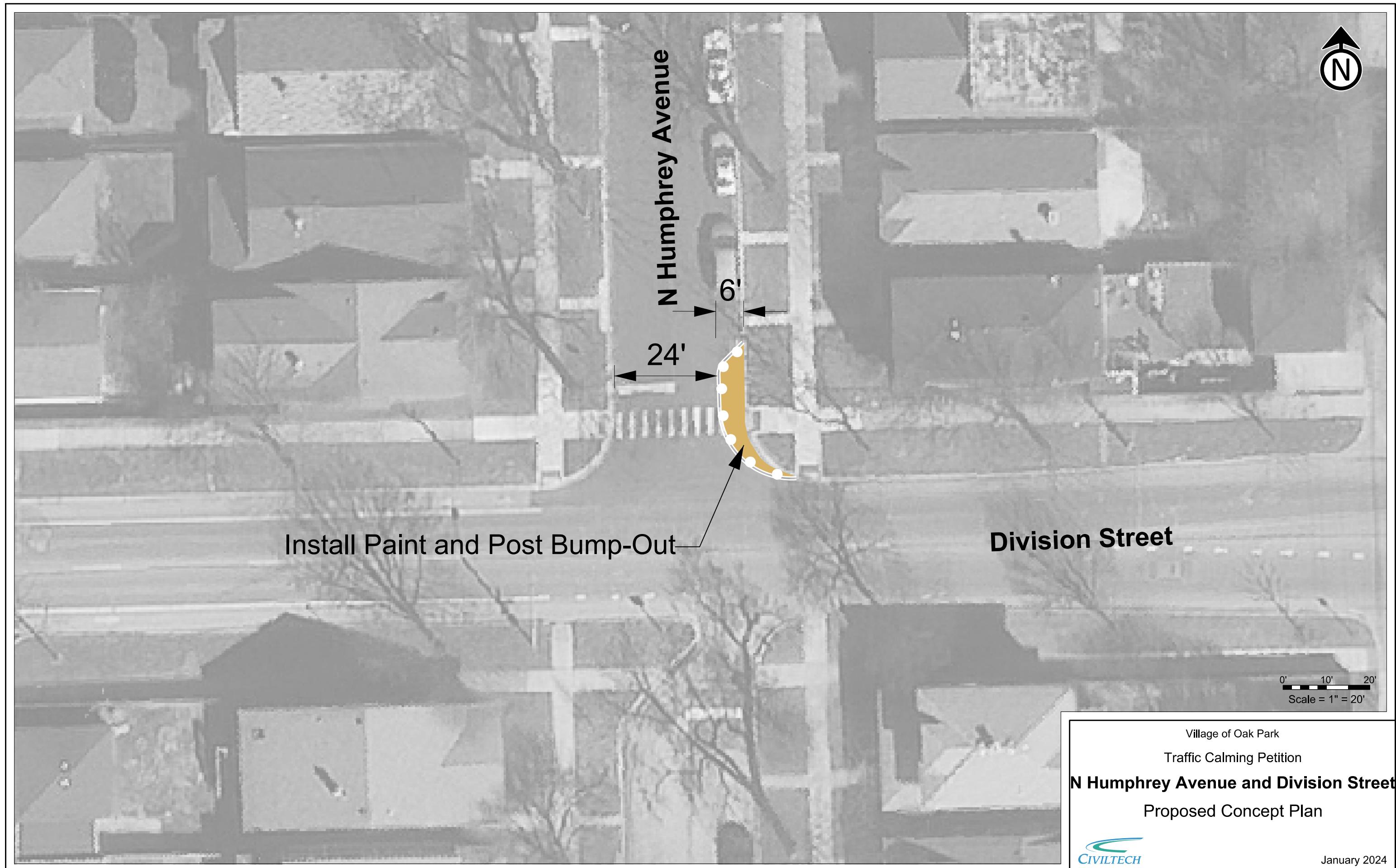
Intersection Number	Historical Control Type	1995-1997 # of Crashes*	ADT*	1997 Crash Rate	Current Control Type	Control Type Changed	2018-2023 # of Crashes	2023 Crash Rate**
① Hayes/Greenfield	Uncontrolled	0	1,145	0.00 Acc/MEV	N-S Stop Controlled		1	0.479 Acc/MEV
② Taylor/Greenfield	Uncontrolled	2	1,555	1.17 Acc/MEV	N-S Stop Controlled	11/4/1998	0	0.00 Acc/MEV
③ Humphrey/Greenfield	Uncontrolled	2	1,900	0.96 Acc/MEV	4-Way Stop Controlled	11/4/1998	0	0.00 Acc/MEV
④ Hayes/Berkshire	N-S Stop Controlled	1	769	1.19 Acc/MEV	N-S Stop Controlled	N/A	1	0.713 Acc/MEV
⑤ Taylor/Berkshire	E-W Stop Controlled	0	1,802	0.00 Acc/MEV	E-W Stop Controlled	N/A	2	0.608 Acc/MEV
⑥ Humphrey/Berkshire	N-S Stop Controlled	0	1,325	0.00 Acc/MEV	4-Way Stop Controlled	4/16/2004	2	0.827 Acc/MEV

\*Historical Data: January 1995 - December 1997

\*\*Critical Crash Rate = 0.686 Acc/MEV

Collision Type	K	A	B	C	PDO	Total	Details	
Right Angle	0	0	0	1	2	3		
Left Turn	0	0	0	0	1	1		
Rear End	0	0	0	0	0	0		
Sideswipe	0	0	0	0	1	1	Dry	8
Ped/Bike	0	0	0	0	0	0	Wet	0
Off Rd. Fixed Obj.	0	0	0	0	0	0	Icy	2
Other	0	0	0	0	5	5	Day	9
Total	0	0	0	1	9	10	Night	1





<p style="text-align: center;">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</p>							
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	900 Block of Humphrey	1000 Block of Humphrey	Berkshire Street/Humphrey Avenue
<b>Level 1 - No Traffic Flow Changes</b>							
Targeted Speed Enforcement			Village		X	X	
Speed Radar Trailer			Village		X	X	
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				
Parking Strategies			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>	Update on the Village of Oak Park's Vision Zero Plan (2024 Transportation Commission Work Plan Item)
<b>Review Date:</b>	February 12, 2024
<b>Prepared By:</b>	Jill Juliano
<b>Abstract (briefly describe the item being reviewed):</b>	
Village staff have been working with Sam Schwartz and their subconsultant MUSE on developing the Village's Vision Zero plan.  At tonight's meeting, Sam Schwartz will be providing the commission with an update on the progress of the Vision Zero plan. The presentation will be focused on crash analysis, community engagement and next steps in the process.	
<b>Staff Recommendation(s):</b>	
None as this is an informational presentation to the Transportation Commission.	
Supporting Documentation Is Attached	



Transportation Commission Update



Sam  
Schwartz

MUSE  
COMMUNITY + DESIGN

# Agenda

1. Key Findings from Crash Analysis
2. Insights from Community Engagement
3. Next Steps

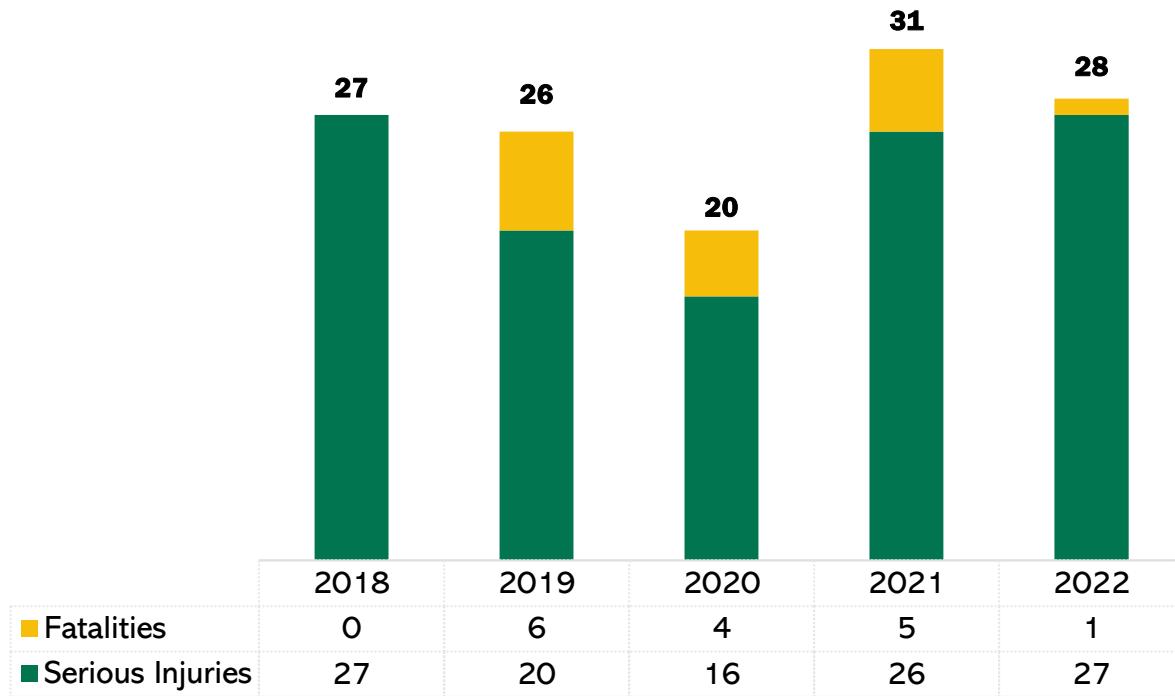
# Traffic Deaths & Serious Injuries in Oak Park

From 2018 – 2022, there were 132 serious injuries and fatalities in Oak Park\*.

- 114 crashes
- 16 fatalities
- 116 serious injuries\*\*

The average annual number of fatalities from traffic crashes for the most recent five years (3.2) was significantly higher than the previous decade (1.2).

**Traffic Deaths and Serious Injuries in Oak Park**



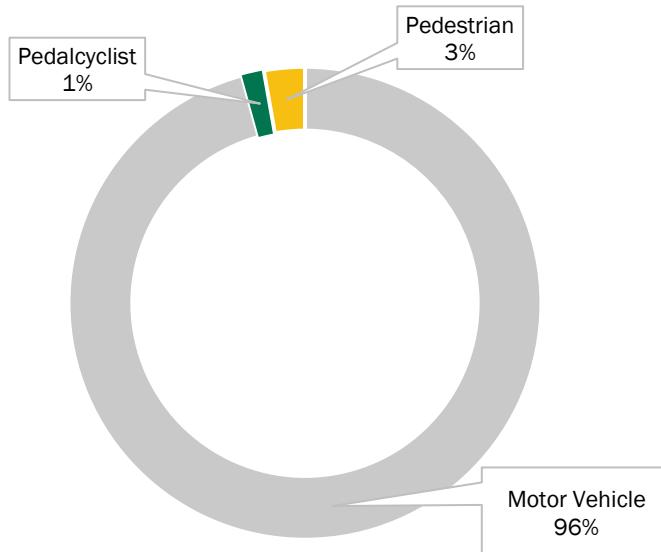
\* Includes all crashes geolocated within the boundaries of the Village plus a 50-foot buffer to include border streets. Expressway crashes were removed prior to analysis.

\*\* Serious Injury is IDOT classification Level A-Injury: Incapacitating Injury

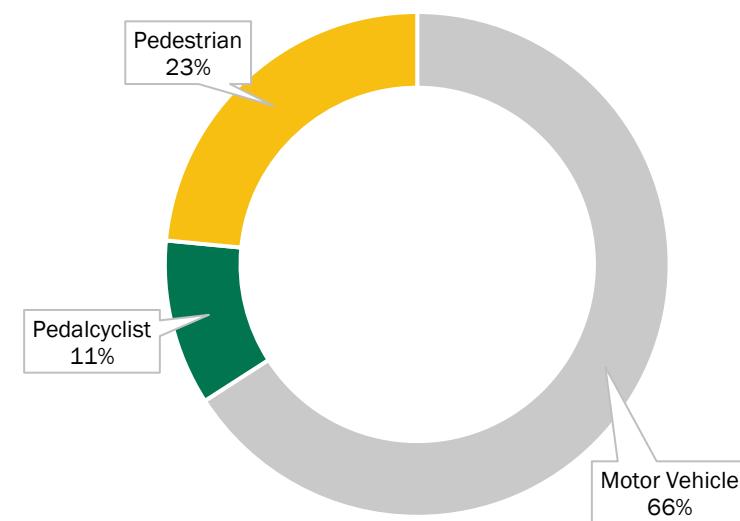
# Traffic Deaths & Serious Injuries by Mode

People walking and biking in Oak Park account for a disproportionate share of deaths and serious injuries from traffic crashes.

**Share of Total Crashes by Mode  
(2018 – 2022)**



**Share of Serious and Fatal Injuries by Mode (2018-2022)**



# Traffic Deaths & Serious Injuries by Mode

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



**More likely for people biking**  
compared to people in cars.



**More likely for people walking**  
compared to people in cars.

# Dangerous Driving Behaviors

**More than 2 out of every 3 crashes** (68%) where someone was killed or seriously injured involved three dangerous driving behaviors.



Failure to Yield



Disobeying Traffic Signs & Signals



Failure to Reduce Speed

# Lighting Conditions

From 2018 – 2022:

- **90%** of motor vehicle fatalities occurred in darkness
- **80%** of pedestrian fatalities occurred in darkness
- **50%** of all fatal crashes occurred overnight (10pm-4am)

# Crashes on Oak Park Streets

**More serious and fatal crashes occur on collector (36% more) and arterial streets** (nearly 7x) compared to the baseline.

Streets under jurisdiction of the Illinois Department of Transportation (IDOT) experience **6x** as many serious and fatal crashes per mile compared to Village-owned streets.

**Crash Analysis by Functional Classification (2018 – 2022)**

Street Segment Functional Class	Centerline Miles	Crash Count	Crashes per Mile	Crashes per Mile Baseline	KSI Crash Count	KSI Crash per Mile	KSI per Mile baseline
Total	73.2	2759	38	1.00	45	0.6	1.00
Local	55.6	536	10	0.26	4	0.1	0.12
Collector	9.6	397	41	1.10	8	0.8	1.36
Arterial	8.0	1826	227	6.03	33	4.1	6.68

# High Injury Network

The purpose of developing the High Injury Network is to:

- 1. Prioritize Projects** - Indicates the major corridors and intersections with the greatest demonstrated safety need and the greatest opportunities to make progress towards Vision Zero goal.
- 2. Identify Potential High Impact Grant Applications** – Highlight corridors and intersections that are most likely to demonstrate safety need and impact on competitive regional, state, and federal grant applications,
- 3. Develop Critical Partnerships** - Demonstrate where partnerships are most needed, either as part of continuing inter-agency coordination, or as a starting point for collaboration.

# High Injury Network

**41%** of all serious and fatal crashes occur on just **14%** of the Village's streets and intersections.

The High Injury Network was identified based on:

- History of serious and fatal crashes,
- Relative risk of the street/intersection type, and
- Relative crash history.



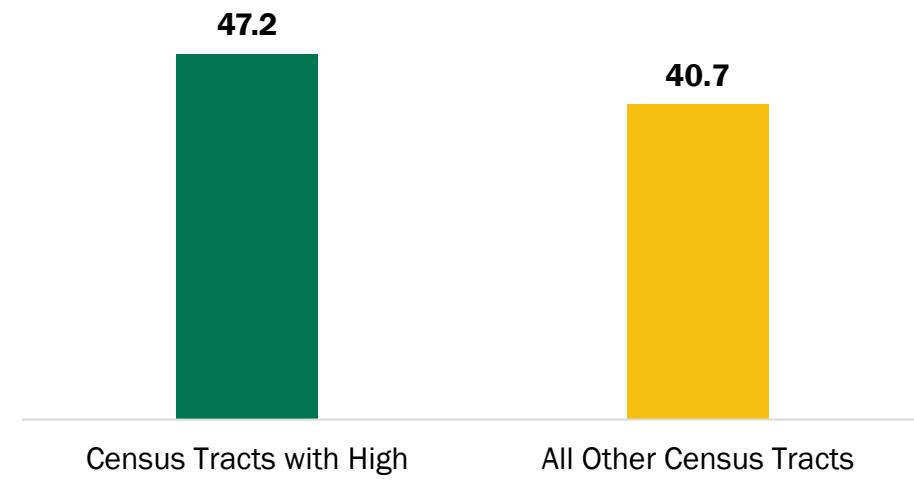
# Equity Analysis

People of color experience significantly more deaths from traffic crashes in Oak Park compared to white peers.

Census tracts in Oak Park with high levels of economic hardship experience more serious and fatal crashes.

	White (Non-Hispanic)	Hispanic or Latino	Black or African American
Oak Park Population Share <sup>18</sup>	60%	9%	19%
Share of Fatalities (2007-2021)	40%	33%	27%
Annual Fatalities per 100,000 Residents	2.5	13.6	5.3

**Serious and Fatal Crashes per 10,000 Residents (2018 - 2022)**



Census Tracts with High Economic Hardship

All Other Census Tracts

Item 6a

# Community Engagement

So far, our team has:

- Formed and consulted a community-based steering committee
- Held a community walking tour to discuss location-based concerns
- Conducted online engagement and received more than 400 survey responses and nearly 1,000 map comments
- Met with stakeholders at the Oak Park Police Department & Public Works Department
- Discussed traffic safety with OPRF High School students
- Held a community open house to hear directly from residents



# Community Engagement

Residents feel the least safe while biking, and most safe while driving.

There is a general feeling of safety among pedestrians, with the exception of certain locations and times.

Many safety concerns for transit users relate to personal security or crime.

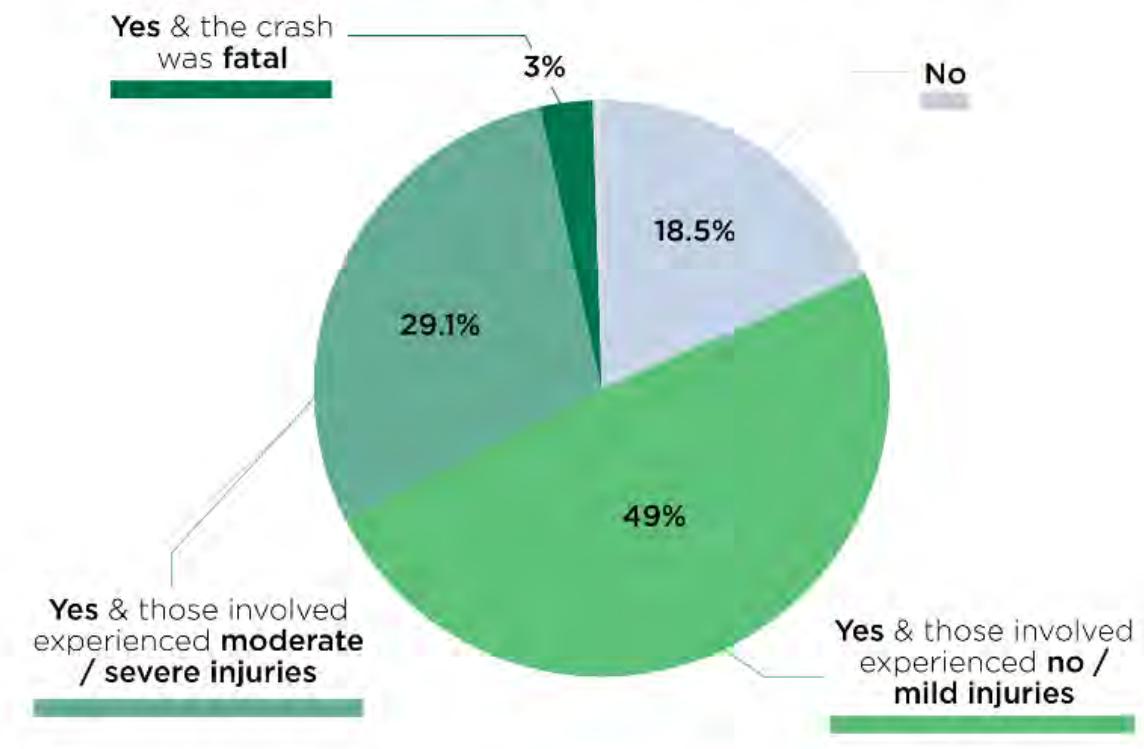
## How safe do you feel while traveling?



# Community Engagement

Most people in Oak Park have experienced or witnessed a traffic crash.

Experiencing or Witnessing a Crash



# Community Engagement

Perceptions about what  
leads to traffic crashes:

1. Speeding
2. Unlawful driving
3. Distraction
4. Lack of traffic enforcement

Most desired safety  
improvements:

1. Bike & pedestrian infrastructure
2. Traffic enforcement
3. Improved traffic controls (signals, stop signs, etc.)
4. Traffic calming street elements

# Community Engagement

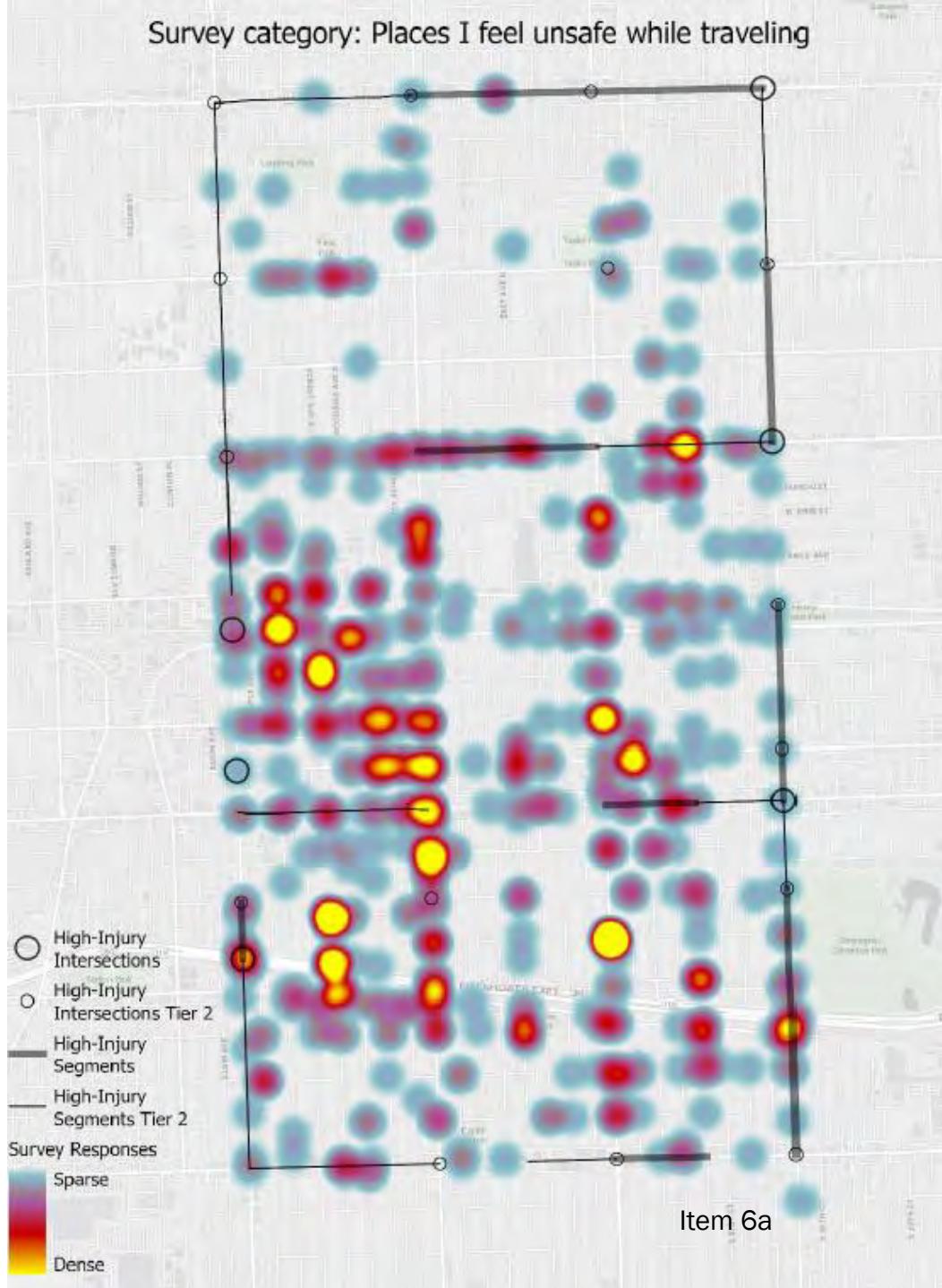
146 comments highlighting specific intersections

- *North Blvd./Marion: blindspots for motorists make this a difficult intersection for all users*
- *Home/Jackson: motorists on Jackson travel at high speeds and often ignore stop signs here; concerns over safety of children traveling to school*
- *Oak Park/Madison: beg buttons do not work; poor sightlines for pedestrians*
- *Chicago/Lombard: unsafe vehicle speeds along Chicago, lack of visibility turning onto Chicago due to parked cars close to intersection on Lombard; lack of safe crosswalk*



# Community Engagement

- 122 references to vehicle speeds
- 121 references to stop signs
  - Mostly discussion of motorists ignoring stop signs
  - Some requests for additions of stop signs at specific intersections
- 80 references to schools
  - Vehicle speed and lack of safe road crossings for children are major concerns
- 64 references to crosswalks
  - Nearly all comments touch on vehicle speeds and/or motorists not yielding to pedestrians in crosswalks
- 87 references to bikes
  - Themes include: challenges crossing roadways, lack of infrastructure, cars parked in bike lanes, narrow roadways/lack of space for cyclists



# Next Steps

1. Ongoing community stakeholder engagement through Spring and Summer
2. Using findings from crash analysis and community engagement to develop infrastructure recommendations
3. Conducting policy/process review to complement infrastructure recommendations