



AGENDA

VILLAGE OF OAK PARK TRANSPORTATION COMMISSION MEETING TUESDAY, APRIL 11, 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) March 14, 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, 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 200 Block of North Lombard Avenue (continuation from the March 14th Transportation Commission meeting)
- 6) New Business
 - a) Petition to Install a Traffic Calming Device at the Intersection of East Avenue and Greenfield Street
- 7) Adjourn

DRAFT Meeting Minutes
Transportation Commission
Tuesday, March 14, 2023 – 7:00 PM
Council Chambers - Village Hall

1. Call to Order

Chair Burke called the meeting to order at 7:05 PM.

Roll Call

Present: Jenna Holzberg, Julie Johnston-Ahlen, Brian Straw (7:08 PM), Ron Burke

Absent: Camille Fink

Staff: Village Engineer Bill McKenna, Staff Liaison Jill Juliano

Chair Burke noted that with three Commissioners, there is a quorum.

2. Agenda Approval

Commissioner Holzberg 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 February 8, 2023 Transportation Commission Meeting Minutes

Commissioner Straw made a motion to approve the draft February 8, 2023 Transportation Commission meeting minutes. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

4. Non-Agenda Public Comment

None

5. New Business

5a) PETITION TO INSTALL TRAFFIC CALMING DEVICES AT THE INTERSECTIONS OF EUCLID AVE & FILLMORE ST AND WESLEY AVE & FILLMORE ST

Staff Liaison Jill Juliano presented background information about the item, including when the petitions were submitted and that they exceeded the number of signatures necessary to be certified as valid. Both petitions also well exceeded the number of points required on the scoring table to be presented to the Commission. The reasons for the petitions include pedestrian safety since Euclid Square Park has become a popular destination and excessive volumes and speeds of commuter traffic that use the residential streets to

bypass Roosevelt Rd and S Oak Park Ave. She then explained the speed and volume data that was collected for each intersection, as well as the timing of when it was collected. She also shared the crash data and collision diagrams for the intersections. Staff's recommendation includes 1) installing high visibility pavement markings on all approaches for both intersections, 2) installing bump-outs at both intersections, 3) installing speed bumps on the 1150 blocks of Wesley Ave and S Euclid Ave, and 4) prohibiting parking within 20 feet of a crosswalk and 30 feet of a stop sign.

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

Q: Is the 800 to 1,200 traffic volume range for neighborhood streets an average or the median? Where is that number coming from? A: There was a smaller traffic study done years ago and that range is based on data collected at that time as well as from previous years. They also did it for collector and arterial streets.

Q: Traffic volumes vary quite a bit from street to street, so what does this range really mean? A: Those are numbers that we typically see on a residential block throughout the Village. We've done traffic studies throughout the history of the Village and those numbers are relatively consistent for traffic volumes. Based on a community of our density and commuting through it, this is what you'd expect to see on a residential block and numbers in that range aren't alarming from a volume standpoint.

Q: This is maybe the second instance where we've looked at traffic volume data that's been below 800 on a neighborhood street, so maybe the range is broader than 800 to 1,200? A: We will see volumes that are lower than that, but we're not usually worried about lower volumes. Even if we look at historical data, which we did, they're all within the normal range of volumes for a residential street so we didn't see anything jarring from a volume perspective.

Q: With the federal guidelines about traffic control, I think it says that there should be an average of 300 cars per hour for eight hours a day for stop signs. Do you have that kind of data? A: Internally, we look at traffic data and crash data. We do have it broken down hourly, but these intersections are so low that we don't anticipate there being 300 per hour.

Q: Can you confirm what the speed limit is on these residential streets? A: 25 miles per hour (MPH).

Q: There are a lot of people who walk between cars when the park is busy on the weekends and it can be hard to see them. Would it be safer to not have parking at all on

the block during the day or would that be problematic? A: If we took away all the parking, the vehicles would likely go faster, so education might be a better solution to that problem.

Q: Do you have in the draft where you're planning to locate the speed bumps? A: They're typically mid-block, but it's also based on where various utilities are and minimizing traffic impacts.

Q: Instead of mid-block speed bumps, have you given any consideration to raised crosswalks at these intersections? A: Not at this point and there are several factors that would have to be considered. Also, we typically put it mid-block because when a vehicle is travelling, it usually reaches its highest speed around the mid-point between the two intersections.

Q: One of the requests from the petitions and public comments was four-way stops at both intersections. Why are four-way stops not being recommended by staff? A: One of the reasons that residents ask for four-way stops is for speed control and we have found that when you put in un-needed stop signs or stop signs that would be useful at certain points during the day, motorists tend to do rolling stops or half-stops and you're creating a possible issue. We're recommending the speed bumps and bump-outs to try to help mitigate the speeding on those blocks.

Q: There are no recommendations for a speed bump on Fillmore Ave. Is that something that staff considered at all? A: No, because it's not in the Toolbox. We do have as a Toolbox item the use of speed bumps on the 1150 south blocks as well as the 1200 north blocks.

Q: How do you plan on enforcing daylighting because that is often ignored, especially since this is a popular park that people drive to. Is there a way to put some type of semi-permanent infrastructure there to create a physical space? A: A portion of the daylighting will be addressed by the bump-outs. Putting in bollards or delineators comes with its own set of issues. We would try to use enforcement to handle the daylighting, especially since it is part of the Illinois Vehicle Code.

Q: Can you address the speed limit? A: The park speed zone is an option and we do have those at six parks throughout the Village. That was administered through the Transportation Commission at the time. We don't see a lot of compliance with those speeds when there aren't activities at those parks. Euclid Square Park is similar and when the streets are parked up due to activities, they are self-regulating because you get lower speeds when there is less room. Even if that was going to be a recommendation from the

Commission, we would still want to have the physical improvements of speed bumps to really force the regulation of speeds around the park.

Q: Compliance with speed limits is not great across the board, right? A: With the speeds that we're generally seeing here, enforcement is really not going to be that big of a tool. It's really looking at that physical improvement to force that behavior with the speed bumps.

Q: What about temporary measures? A: As far as bump-outs, as staff we are supportive of temporary measures to try things out with the bollards. We've struggled a little bit with resident reactions to those from an aesthetic standpoint, but we would be supportive of that if the Commission wanted to do that on a trial basis. Fillmore Ave was rebuilt completely in 2017 so all the corners are new and meet ADA compliance for the sidewalk ramps, so if we did bump-outs here physically, we'd be ripping up very good infrastructure to do that. We'd be supportive of those temporary bollards and we could see how those act.

Q: Can you address the daylighting? A: As far as daylighting, the easy solution would be to use striping. That's fairly typical in town and it does help to get a little more compliance. It doesn't solve everything, but it's a pretty visible reminder to those drivers that they shouldn't be parking in those spaces.

Q: Can we use bollards for the daylighting, in addition to the striping? A: We would have some maintenance concerns with closing off the spaces. In all of the areas where we would be daylighting, we do have drainage structures. We wouldn't be able to get maintenance equipment, like street sweepers, in, so Public Works would have to clean all of those curb lines by hand to prevent the accumulation of debris that could block a storm drain. Typically, we try to do bump-outs or anything with bollards in areas where the street sweeper can navigate and still reach those drainage structures.

Q: Can you speak to the raised crosswalks? A: We didn't look at that here because we didn't hear concerns from the residents about mid-block crossing, but that is an option and we could look at what might be a logical spot for someone to cross based on the sidewalks along the park. There would be a loss of parking associated with a mid-block crosswalk.

Q: Would a speed table require an elimination of parking? A: No, not a speed table in and of itself wouldn't.

Q: Raising the crosswalks at the intersection wouldn't require any additional loss of parking, right? A: No, the crosswalk is already there so the parking restrictions would

remain the same. We didn't look at that, so we would need to see what the costs might be. Also, it's generally more effective when you're not at a stop condition. You're going to get the most bang for your buck on the legs of that intersection that aren't stop controlled from a speeding perspective.

Q: Does staff's recommendation include the bump-out at all four corners? A: We do have some options for you to consider because of the \$8,000 cost per corner. What's shown is about a \$64,000 improvement for those bump-outs. When we looked at it from a priority standpoint, we looked at the two corners for the park itself and where there are unprotected crosswalks (no stop signs). That would be our minimum recommendation and we can expand that depending on the Commission's thoughts.

Q: So, the minimum is those four corners instead of all eight? A: Yes, we think those four bump-outs would be most realistic.

Q: It would be the two on the east side of S Euclid Ave and the two on the south side of Fillmore St? A: Correct.

Q: Are there trade offs here? A: From staff's perspective, it's just a cost consideration. The 2023 Budget has \$55,000 for traffic calming and when we present whatever recommendation you make to the Board, they may take cost into consideration, so we wanted to have some options for you.

Q: Can you speak to four-way stops as a pedestrian safety mechanism instead of a method for speed control? A: Pedestrian protection would be the use for them here since we're right up against a park. The concerns we have about that are that as a driver, a lot of times you know if a stop sign is needed from a driver's standpoint and that's where you tend to get the lack of compliance. We went through the warrant analysis to determine if there was enough evidence to support that stop sign from a warrant perspective because that's when we tend to see better compliance. That's why we didn't recommend a four-way stop, but if there was going to be a recommendation here, it would be purely for pedestrian protection.

Q: What would the process be for looking into changing the speed limit around the remaining parks in the Village to 20 MPH? A: We could do traffic data around the parks that already have those speed zones in place to see what kind of compliance rate we have and if there has been any improvement in safety as a result of the reduced speed limit. We could bring that information back to the Commission to see if that's something you'd like to look at expanding to the remaining parks.

Q: If we're moving to recommend to the Village Board your proposal plus the 20 MPH zone, four-way stops, and speed humps, are we likely to see a joint proposal from staff? A: I think we have some concerns about the four-way stop signs, but we don't have good data to necessarily argue against it. It is a park and we do realize that the pedestrian volumes that we collected in November are not indicative of what you would see in the summer. We don't have major concerns with the stop signs other than what we've already expressed tonight. The 20 MPH park zone is a two-step process because you're establishing a speed limit. The stop sign is a two-step process as well because there's an ordinance behind it. Ultimately, there would be a motion to concur with the Commission recommendations in front of the Board and then a follow-up ordinance to adopt those two legal measures for the stop sign and the speed limit.

Nancy Schroeder, who submitted the initial petition, noted that the speeding issue is often on Fillmore St and bump-outs may not be sufficient to address the issue. She noted that she recommended that the traffic study occur in the summer during baseball season and disagreed with staff that those were extraordinary events because she sees them as regularly occurring events. She mentioned an additional collision that occurred in December 2022 when a car hit the stop sign at S Euclid Ave. She also spoke about how most of the neighboring intersections have four-way stops and that she prefers permanent solutions to temporary ones.

Edward Fishburne shared that he has two children who regularly cross to get to the park and he believes that not putting in four-way stops prioritizes cars over the vulnerable users of the park.

Michael Leinartas shared that he doesn't understand the Village's reluctance to add stop signs. He shared his experience seeing many near misses as cars roll through the stop sign expecting there to be a stop sign on Wesley Ave, where there isn't one. He also shared his concern about adding bump-outs without adding stop signs because there are a lot of adults and children who ride their bikes to the park. The bump-outs force cyclists to move to the middle of the intersection and he believes that without stop signs, this will negatively impact the safety of cyclists.

Meghan Condon expressed that at a minimum, a four-way stop at the Wesley Ave and Fillmore St intersection is necessary. She has seen way too many near misses, especially involving children, and was one of the first on the scene for the accident in which a child was struck and dragged. She also shared the difficulties she faced crossing the street to get to and from the park following a traumatic brain injury (TBI). She hopes that the Commission takes this seriously because it is about protecting the most vulnerable residents in the community- children, the elderly, and disabled residents.

Emily Masalski shared that she and her neighbors have lived like this for over 10 years and strongly urged the Commission to reduce the speed limit in the area around the park to 20 MPH and put in four-way stop signs at both intersections.

Elizabeth Murphy shared her concerns about the quality of the data, particularly because of the time in which it was collected, and then shared her own data. She believes that all of the recommended measures should be implemented at the very least because there are 30 school-age children, one blind adult, multiple elderly people, and another adult with a TBI all living in the area.

Jason Koransky shared his experience living along the park and reiterated the comments of his neighbors that four-way stops are necessary and that there are gaps in the data. He noted that he was especially frustrated because they specifically requested stop signs when they submitted the petitions. He also noted that while the cost for the bump-outs is high, the cost for stop signs wouldn't be.

Holly Bruce agreed with her neighbors that the traffic study was done at an incorrect time and isn't reflective of what they experience on a day-to-day basis. She shared that a variety of factors have gone into the urgent pleas for action from her neighbors and noted that cars have even sped through their block when it was closed with barricades for a block party. She also mentioned that she would like to see four-ways stops at both intersections and 20 MPH speed limits implemented and recommended that the Village consider roundabouts as a means of slowing traffic.

Dallas Williams explained that while he understands budget concerns, he believes that the focus should be on life safety especially when it comes to children. He doesn't understand the Village's reluctance to add four-way stops and noted that even if they don't work, they will hopefully help to at least slow cars down.

Richard Paulas lives in another part of Oak Park but shared what he has witnessed while watching his grandchildren who live near the park. He stands in support with the neighbors who have petitioned for traffic calming devices at both intersections, including but not limited to four-way stop signs and speed bumps.

Elizabeth Moroney shared that cars often speed northbound on Wesley Ave since there is no stop sign at Fillmore St and she and her children were almost hit in the crosswalk by a car that sped up to the intersection and sharply turned onto Fillmore St. She explained that her children are aware of the dangers of the traffic in the area, but even pedestrians who are aware and cross at crosswalks are not able to do so safely because of how dangerous this intersection is.

Staff Liaison Juliano read the two written public testimony aloud. The comments, in their entirety, are attached to these minutes.

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

- Lowering the speeds around parks Village-wide to 20 MPH
- Pedestrians' perception of speed
- Striving for better than the 85th percentile by having fewer cars on the road and with the drivers of those cars practicing safer behaviors
- Testing out potential treatments in a semi-permanent way to determine their effectiveness
- The effectiveness of four-way stops
- Different ways to increase visibility
- How to best protect the community asset (Euclid Square Park) and the residents who use it
- The importance of infrastructure changes coupled with additional signage to change driver behavior and see improvements
- A desire to add tools to the Traffic Calming Toolbox that help address traffic calming concerns that are specific to those with mobility issues
- The differences between speed tables, raised crosswalks, speed humps, and speed bumps

Commissioner Straw made a motion to adopt staff's proposed solution with the addition of the 20 MPH park speed zone, the four-way stops at both intersections, and for staff to determine which shape of speed bump would be most appropriate and effective. It was seconded by Commissioner Holzberg.

Commissioner Johnston-Ahlen asked if the motion included the proposed bump outs at all four corners of both intersections and Commissioner Straw confirmed it did.

The roll call vote was as follows:

Ayes: Straw, Holzberg, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 4 to 0.

5b) PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 200 BLOCK OF NORTH LOMBARD AVE

Staff Liaison Jill Juliano presented background information about the item, including when the petition was submitted and that it exceeded the number of points required on the scoring table to be presented to the Commission. The reasons for the petition include unsafe driving on the block, motorists using the block to bypass Austin Blvd at excessive speeds, drivers that disregard the stop signs at Erie St and N Lombard Ave, and the

proximity to Beye School. She then explained the speed and volume data that was collected, noting that Lombard Ave is a collector street and based on historical traffic data, the traffic volume range for collector streets is 3,000 to 7,000 vehicles. Based on comments from residents regarding the high volume of people walking to school, staff completed turning movement counts and pedestrian counts. Crash data and collision diagrams were also presented to the Commission. Based on their findings, typically staff would recommend a mid-block pinch point to address the modest speeding issue, but since N Lombard Ave is a collector street the concern is that a pinch-point could lead to traffic diverting to nearby residential streets. They are also concerned that if they were to modify the pinch point, it could be less effective in reducing speeds and could lead to an increase in accidents due to the volume of cars on the block. Staff's recommendation is to put up portable speed radar signs on a regular basis to help let driver's know what speeds they're travelling, and staff has found that as long as the signs are up temporarily, they are effective. Should the Commission wish to recommend a pinch point, staff recommends that it be installed on a temporary basis first to see if it would be effective.

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

Q: Are collector streets wider than an average residential street or do they tend to be the same width? A: At least in Oak Park, it's not consistent. Home Ave is pretty narrow in some locations and it's still a collector street. Lombard Ave is a few feet wider than the adjacent streets, but it's maybe 34 feet versus 32 feet so it's not a big difference.

Q: Is this on the Greenways Plan? A: The Greenways Plan is Harvey Ave in this area. Harvey Ave was chosen for the Greenways Plan because of the crossing at Chicago Ave and Harvey Ave and the crossing at Lake St and Harvey Ave. It's a straight shot between Lake St to Chicago Ave.

Q: Should we be looking for a more consistent approach to how we treat collector streets since the concerns we're seeing here are probably concerns for other blocks? A: I would imagine these are fairly universal concerns for residents who live on collector streets. As staff, we want to be conscientious that these streets are serving a purpose from a transportation standpoint and we want to make sure that we're not creating problems as a result. If the Commission wants to look at this holistically or as part of a Vision Zero Plan, that will always be staff's concern because those cars aren't magically just going to go away. If you squeeze the balloon here, those cars are going to go somewhere else and those streets may not be meant for that or have appropriate treatments at the intersections.

Q: Is something like a rumble strip something that could be done on a temporary basis? A: For a temporary rumble strip, it's essentially an applied tape that you put down and it would be more of a seasonal treatment because it likely wouldn't survive snow plowing.

That is an option and it likely wouldn't redirect traffic. It would have consequences to the neighbors from a noise perspective, but in terms of impacts to the surrounding blocks, I think it would be relatively benign.

Q: For Beye School, some of those roads are shut down temporarily during pick-up and drop-off, right? A: There are barricades to prevent you from going south bound and they are picked up during the day.

Q: One of the east/west streets is on the Greenways Plan, right? A: Erie St.

Q: Does staff have a recommendation for the intersection of N Lombard Ave and Erie St? A: We didn't look at treatments on Erie St with this petition. The one concern about looking at the Boulevards System here is that we have already awarded a design contract based on the Commission's previous recommendation for the next priority for the Boulevard System. If we were going to look at this Erie St segment, it would be further along in the process.

Q: How did the temporary bump-outs for traffic calming around schools work? A: We had mixed results. We had a lot of complaints about the aesthetics of the temporary treatments, but some residents were in favor of them. Ultimately, they were removed.

Q: What if we did stop signs and temporary bump-outs to see how that works? A: If the Commission wants to make that recommendation, that's up to the Commission. Staff would not be supportive of a stop sign here because we don't have the traffic accidents to support it and we're not right on the frontage of a park or school.

Q: If there were to be temporary bump-outs, what would be the best approach? A: We could certainly take a look at it and come back in front of the Commission if you'd like. Lombard Ave is the higher volume roadway and is probably the more dangerous crossing for kids, even though it's stop controlled.

Q: Is there daylighting around the stop sign that's clearly marked? A: We can look at the "No Parking" signage to see what restrictions are out there right now, but we don't see a lot of parking issues in that area.

Alyson Schoenfeldt shared that their primary concern is pedestrian safety, especially being one block from Beye School. There are high volumes of cars during rush hours, which also coincide with drop-off and pick-up times for Beye School, making it dangerous for those walking to and from school. She noted that cars often don't stop at the north/south stop signs at N Lombard Ave and Erie St and that while she understands that near misses aren't included in the data, they frequently occur. She concluded by requesting a four-way stop at N Lombard Ave and Erie St and agreed that a comprehensive approach to collector streets would be useful.

Martha Irvine shared that she has a front-row seat to the stop signs at N Lombard Ave and Ontario St and people rarely actually stop, which is a common issue in Oak Park. She reiterated the comments that the speeds are concerning due to the close proximity of not only Beye School, but also Oak Park River Forest (OPRF) High School. She noted that while she understands that stop signs are controversial and not always effective, they do tend to slow people down. She was also in favor of the use of portable speed radar signs, increased enforcement, and raised crosswalks.

Staff Liaison Juliano read the one written public testimony aloud. The comment, in its entirety, is attached to these minutes.

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

- Taking a comprehensive approach to treatments on collector streets
- How to avoid simply pushing the cars to another street
- How to improve the safety of the intersection of N Lombard Ave and Erie St, potentially by considering the Safe Routes to Schools and the Greenways Plan
- The possibility of using additional paint and bollards as an extra visible cue at the intersection

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

6. Old Business

6a) FINALIZE RECOMMENDATIONS FOR PROCESSES TO DEVELOP THE VISION ZERO PLAN; AND ELEMENTS THAT SHOULD BE INCLUDED IN THE PLAN (2022 TRANSPORTATION COMMISSION WORK PLAN ITEM)

Village Engineer Bill McKenna explained to the Commissioners that this item was on the agenda so that the Commissioners could make a formal recommendation that staff could bring to the Village Board at the March 20, 2023 meeting. He noted that the top bullet points were the elements that staff and the Commission all agreed on and the bottom four bullet points were the specific recommendations from the Commission that went above and beyond what staff was already considering. The item that staff expects to engage the Board with would be the bottom bullet point regarding the role of enforcement in the Vision Zero Plan.

Chair Burke wanted to flag that procedurally, the Commission will have opportunities to provide additional input for the plan, review drafts of the plan, and that what's being put in writing now is not the end of the Commission's input for the plan. Village Engineer McKenna responded that that could be added, but that the intent is that the Commission is going to be the body that's going to be reviewing the Vision Zero Plan and making the

final recommendation to the Board. It wasn't put in there because it's already part of the Commission's adopted Work Plan.

Commissioner Straw asked for clarification regarding whether or not staff is adopting the Commission's additional recommendations. Village Engineer McKenna responded that the first set of bullet points are staff's initial recommendation to the Commission and the additional four are what the Commission recommended at the last meeting. Staff are in alignment with the Commission on the first three bullet points, but staff believes that traffic enforcement should be a more key component of a Vision Zero Plan.

Commissioner Straw made a motion to adopt the elements listed on staff's memo as the Transportation Commission's recommendation. It was seconded by Commissioner Holzberg.

The roll call vote was as follows:

Ayes: Straw, Holzberg, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 4 to 0.

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 adjourned at 10:07 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

Juliano, Jill

From: Taissa Bielaga [REDACTED]
Sent: Friday, March 10, 2023 4:12 PM
To: Transportation
Subject: Fwd: Support for Traffic Calming Measures at S. Euclid Ave. and Fillmore St.

[REDACTED]

Please see below, which was mistakenly sent to the incorrect email address.

Thanks,
Taissa Bielaga

Begin forwarded message:

From: Taissa Bielaga [REDACTED]
Date: March 9, 2023 at 3:56:49 PM CST
To: transportation@oakpark.us
Cc: [REDACTED]
Subject: Support for Traffic Calming Measures at S. Euclid Ave. and Fillmore St.

Good afternoon,

I am writing in support of traffic calming measures at the intersections of S. Euclid Ave./Fillmore St. and S. Wesley Ave./Fillmore St. that will be addressed at the public meeting on March 14, 2023. Specifically, I would like to see a four-way stop sign at both corners and would welcome any additional calming measures. Euclid Square is a wonderful park that is frequented by members of our surrounding communities and we should strive to keep everyone safe. I would like to call out two major considerations:

-Children are one of the main users of the playground, baseball fields, and park in general. It is important to keep the surrounding streets safe for pedestrians, and we should take into account the increased number of children who frequent this area.

-The park is near two major thoroughways (Roosevelt Rd. and Oak Park Ave.), which results in increased traffic on the nearby residential streets (including Fillmore St., Euclid Ave., and Wesley Ave.). Drivers are often just passing through and are therefore unaware of the park location. Additionally, drivers trying to avoid traffic on Roosevelt Rd. or Oak Park Ave. are often in a hurry and driving faster than necessary past the park.

Thank you for taking the time to read my email of support and I look forward to hearing the results of the upcoming meeting.

Sincerely,
Taissa Bielaga
[REDACTED]

Juliano, Jill

From: josh andersson [REDACTED]
Sent: Tuesday, March 14, 2023 12:07 PM
To: Transportation
Subject: Traffic Calming Devices at Wesley/Fillmore, etc.

Hello,

This note is in regards to tonight's discussion on Traffic Calming Measures on Fillmore and Wesley Streets.

I am in support of slowing vehicular traffic flow and making the public ROW safer for pedestrians and cyclists near our public parks and throughout The Village. "Playground" signage and automated speed indicators are not sufficient methods to notify drivers that they should be driving safer.

Post-pandemic, drivers have gotten more entitled with riskier behavior while we (peds) have lost our safe streets for walking. It is beyond me that there the intersections at parks remain partially-controlled. Drivers can be slowed, it is a minor inconvenience. You have a responsibility to make the community safe for pedestrians, please follow through.

Josh Andersson
[REDACTED]
[REDACTED]

Juliano, Jill

From: Brad Meyer [REDACTED]
Sent: Sunday, March 12, 2023 12:56 PM
To: Transportation
Subject: 200 Block of N Lombard

[REDACTED]

As a resident of this neighborhood, I would like to object to the installation of a "traffic calming" device. There are obvious reasons for the lawlessness in this area. Drivers who repeatedly break traffic laws laugh at these signs. A device only shows constituents and that village will settle for the bare minimum to address it.

Greater police presence is the only solution. Enforce the laws and people will have no choice to fall in line.

I see these devices on Chicago Ave in River Forest and all they do is cause congestion and increase the likelihood of accidents. If the objective is to slow traffic to the speed of a bicycle, then let's just convert Oak Park to golf carts (only) and make it the gated community that our surrounding neighbors already view it.

Brad Meyer
[REDACTED]

Juliano, Jill

From: Ali Donoghue Holdorf [REDACTED]
Sent: Tuesday, March 14, 2023 6:27 PM
To: Transportation
Subject: Euclid Park Safety Measures needed

[REDACTED]

Dear Village of Oak Park Transportation Commission,

I am writing to bring your attention to the urgent need for traffic calming measures near Euclid park in Oak Park. As a concerned resident of the area, I have witnessed several incidents of reckless driving and near misses that have put the safety of pedestrians and children at risk.

In particular, I would like to highlight a recent incident where a little boy was hit by a car at the park corner and seriously injured. This unfortunate incident has highlighted the need for immediate action to be taken to improve the safety of the area.

There has also been dangerous traffic overflow from violent incidents at the District nightclub and rowdy funeral processions down Roosevelt.

Every day, drivers speed down the road near the park with screeching brakes, creating a hazardous environment for pedestrians and cyclists. I have personally witnessed several near misses and collisions, and it is only a matter of time before a fatal accident occurs.

In light of these incidents, I strongly urge the council to install a four-way stop and cul-de-sac near the park to slow down traffic and prevent accidents. These measures will also encourage drivers to be more cautious and aware of their surroundings, especially when children are present.

We would also love to see pedestrian crossing beacons at the crosswalk at Filmore and Oak Park (like those at Oak Park and Lexington)

As a community, we must prioritize the safety of our residents and visitors, and taking action to address the traffic issues near the park is an essential step towards achieving this goal.

Thank you for your attention to this matter, and I hope that you will take immediate action to implement the necessary traffic calming measures.

Sincerely,

Ali Holdorf
[REDACTED]

Juliano, Jill

From: Laura D [REDACTED]
Sent: Wednesday, March 15, 2023 9:48 AM
To: Transportation; VOP Village; President Scaman; Trustee Buchanan; Trustee Enyia; Trustee Parakkat; Trustee Robinson; Trustee Taglia; Trustee Wesley; Clerk Waters
Subject: transportation commission recs- board meeting

[REDACTED]

Dear Village Board,

I am writing to urge you to review the Transportation Commission recommendations from the March 14 meeting, item 5A, during your next board meeting on March 20th, 2023. This safety matter and Transportation Commission recommendations require expedited attention due to the ongoing petition backlog. Please confirm that this will be added to the March 20th agenda. I also urge you to consider that the traffic calming measures such as speed bumps should be present on Fillmore between Roosevelt and East Ave, the 1100 block of Euclid, and the 1100 and 1150 blocks of Wesley, and not necessarily the 1150 block of Euclid as proposed. Given where the current stop signs are located the high speed "zooming" traffic is on the blocks I noted. Below you will find my further comments on the matter:

It is imperative that the village implement traffic calming measures at the intersections of Euclid & Fillmore and Wesley & Fillmore. I am a resident of the [REDACTED], and I regularly hear the sounds of car accidents as well as squealing tires indicating near misses. I would guess that the village of Oak Park is not even aware of the number of accidents that occur near these intersections, since many people deal with accidents without involving authorities. These "minor" accidents can prove to be seriously dangerous for the families who live near these intersections, as well as everyone who uses Euclid Square Park. Several years ago, a young child was hit by a car at the corner of Wesley & Fillmore and spent months in a wheelchair. People regularly zoom down Euclid, Wesley, and Fillmore in efforts to avoid traffic on both Roosevelt and Oak Park Ave. On the stretch of Fillmore between Oak Park Ave and Austin, the majority of the intersections (80%) have either a cul de sac or a 4-way stop. The only streets that do not have these are Euclid, Wesley, and Clarence (plus Ridgeland, but obviously Ridgeland is a big street). Why would all the other side streets have these safety measures, and not the three in a ROW, two of which are immediately adjacent to a park? The residents of Euclid have been working on this issue for five years. FIVE. How many children need to be injured? How many petitions do we need to sign? The priority of the village should be public safety, not prioritizing cars. Two-way stop intersections are not a safe option near a park, but particularly when the park is in such close proximity to busy streets with congested traffic. I urge you to take our concerns seriously, before another child is gravely injured.

Respectfully,
Laura Duel
[REDACTED]

--
Laura Duel

Juliano, Jill

From: Chad Ingram [REDACTED]
Sent: Monday, April 3, 2023 4:03 PM
To: VOP Board; Transportation; VOP Public Works
Subject: Traffic Calming on Washington

[REDACTED]

Good evening fellow Trustees, Transportation Commission and Public Works Dept -

My name is Chad Ingram and we live on [REDACTED] S Grove - our block has been active over the past few years ensuring safe parking measures on our street with your support.

This brings me to our next topic of concern - out of control East/Westbound traffic on Washington in between Oak Park Ave and Harlem Ave - an arterial street that is full of recklessness, speeding and danger.

I have witnessed countless accidents on this street due to poor signage and even poorer driver awareness.

From what we understand according to your website, there is a backlog of Traffic Calming Petitions in excess of TWO YEARS. This is simply unacceptable. Grove (and countless other streets connected to Washington) are filled with children.

There is very little policing around traffic violations (speed, proper stopping) on this street, and parents fear our children are stuck in the middle of inefficient village management.

The most recent traffic study according to the recent Transportation Commission Meeting on March 14, 2023 cites the last study was done pre-Covid in 2018 with the following answer on a more recent data analysis: *"If there are any gaps in the traffic data, we'd certainly be looking to fill them, but it wouldn't be the main intent. We'd typically look at that 2018 data and any other past data and if they're all relatively consistent, then we're confident that it's good data."*

As you're all well-aware, a lot has changed since then, including citizen sentiment, mental health concerns, and overall driver safety with an increase in car jackings, robbery, and more.

We're also aware that the Village is in the middle of an election cycle, with new leaders to take position soon.

So we ask, what will you be doing to address these safety concerns? I am more than willing to join a public meeting for a non-agenda item to discuss with the board. But we can not wait 2 years for our voices to be heard.

Sincerely
Chad Ingram
[REDACTED] S Grove Ave
Oak Park, IL 60302

Village Of Oak Park
Transportation Commission Agenda Item

Item Title:	Petition for the Implementation of a Traffic Calming Device on the 200 Block of North Lombard Avenue (continuation from March 14th Transportation Commission meeting)
Review Date:	<u>April 11, 2023</u>
Prepared By:	<u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed): On September 8, 2019 the Village of Oak Park received a petition to install traffic calming measure on the 200 block of North Lombard Avenue. Resident concerns include: commuters using the block as a bypass to Austin Boulevard at excessive speeds, motorists disregard STOP signs at Erie Street, and proximity to Beye Elementary School. At its March 14 th meeting, the Transportation Commission reviewed the traffic calming petition for the 200 block of North Lombard Avenue. After listening to the staff presentation, public testimony and deliberating, the Commission tabled the item asking for staff to provide temporary options to enhance pedestrian safety at the intersection of Erie Street and Lombard Avenue. At tonight's meeting, staff will present temporary bump out options to the Commission along with their recommendation. The Transportation Commission may concur with staff's recommendation or make a different recommendation.	
Staff Recommendation(s): Staff is recommending to: 1) Implement temporary bump outs on the southern leg of the Erie Street and Lombard Avenue intersection via the paint and post treatment shown as option 2 in this write up. 2) Upgrade the western leg crosswalk to continental crosswalk markings and refresh the three other legs existing crosswalk markings at the intersection.	
Supporting Documentation Is Attached	

Memorandum

Date: April 6, 2023

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petition for the Implementation of a Traffic Calming Device on the 200 block of North Lombard Avenue

At its March 14th meeting, the Transportation Commission reviewed the traffic calming petition for the 200 block of North Lombard Avenue. After listening to staff presentation and public testimony from residents of the block, the Commission deliberated possible options to address resident concerns regarding pedestrian safety at the intersection of Erie Street and Lombard Avenue. It was noted that Erie Street is designated as part of the Bike Boulevard / Neighborhood Greenway network. Ultimately, the item was tabled as the Commission requested staff bring back the item with temporary options to enhance pedestrian safety at the intersection.

Staff's proposed options would use the paint and post rapid installation method for any temporary bump outs. The Village would use delineators for the posts and methyl methacrylate (MMA) for the markings or paint. Information on costs of the paint and post temporary installations will be provided at the commission meeting. Bump outs as shown for both options do not conflict with any drainage structures.

Option 1 is shown on page 4 of this item. This option is based on the Commission's deliberations at the March 14th meeting. It includes temporary bump outs on southern leg (across Lombard Avenue) and western leg (across Erie Street) of the Erie Street and Lombard Avenue intersection and upgrade to continental crosswalk or high-visibility crosswalk markings on the western approach.

Option 2 is shown on page 5. This option includes a temporary bump out on the southern leg of the intersection and an upgrade to continental crosswalk on the western approach of the intersection. Included in the sketch are bike lane, bike symbol and arrow pavement markings. These markings would not be part of this temporary installation. Rather it is to show the location of the bump outs would not conflict with bike lane markings or bike boulevard recommendations if option 2 was ultimately made permanent with concrete curbs whenever the next regularly planned roadway capital improvement project is to occur at this intersection.

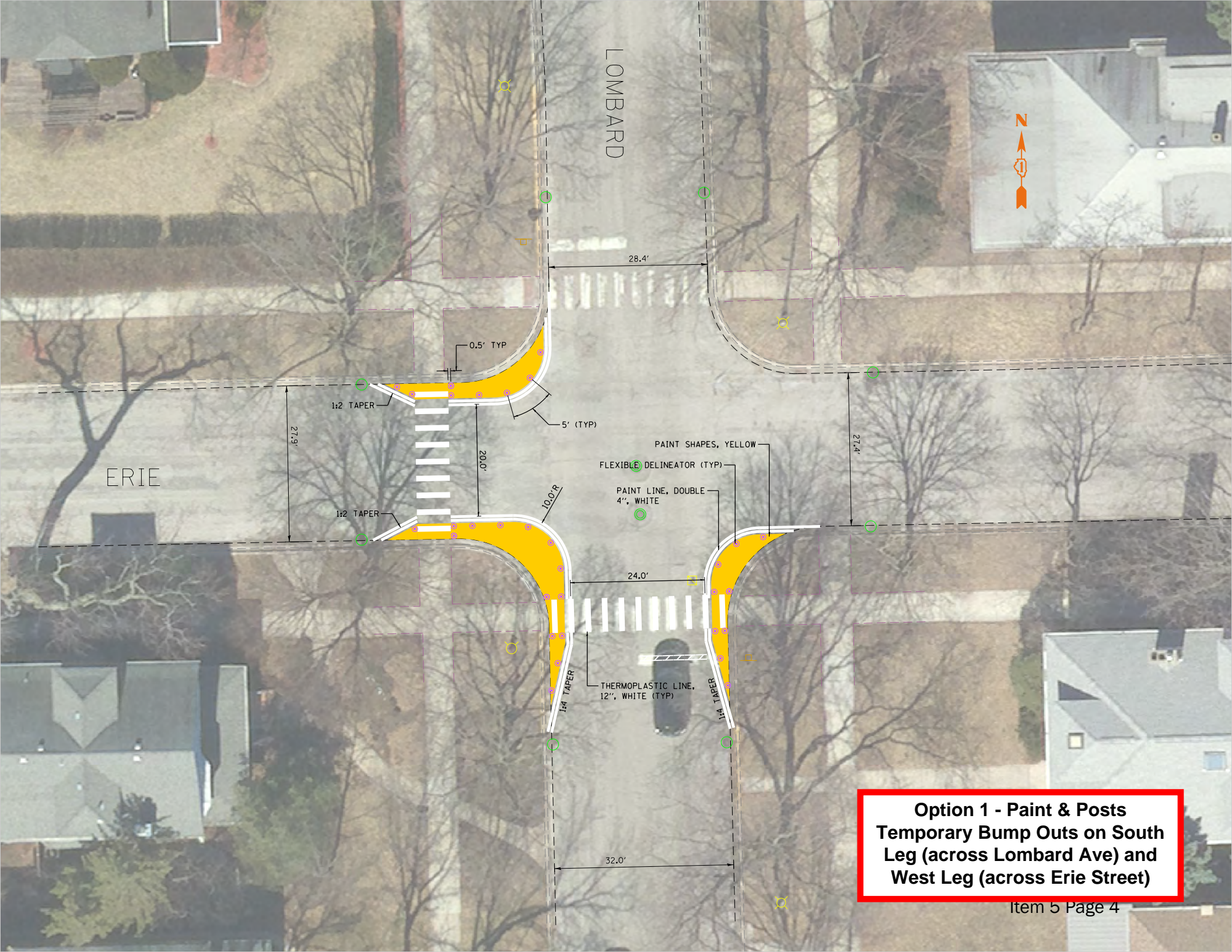
In talking with Public Works staff, maintenance of either option would include repair or replacement of damaged and missing delineators. MMA markings are expected to last multiple years so it's anticipated that little to no maintenance will be necessary for the MMA markings.

Memorandum

Included in this write up is a technical memorandum from Civiltech regarding temporary traffic calming treatments at intersections (see pages 6 – 12). [Civiltech is the consultant that was recently awarded a multiyear professional services agreement to administer the Village's traffic calming petitions and any school safety plans.] This document includes among other things information on their experience in assisting Chicago on this type of project, the trade-offs for using the paint and post process rather than a permanent installation, and specification information.

Staff recommends implementing option 2 configuration of paint and post temporary bump outs on the southern leg and upgrade to continental crosswalk pavement markings across the western approach of the Erie Street and Lombard Avenue intersection.

NOTE: At the end of this item is a summary of the analysis and exhibits (pages 13 – 26) regarding the traffic calming petition for the 200 block of North Lombard Avenue that was included in the March 14, 2023 Transportation Commission agenda. The full analysis and all exhibits can be found in the March 14, 2023 Transportation Commission agenda online on the Village's website.



LOMBARD

ERIE



28.4'

27.9'

27.9'

20.0'

24.0'

32.0'

10.0' R

0.5' TYP

5' (TYP)

1:2 TAPER

1:4 TAPER

1:4 TAPER

1:2 TAPER

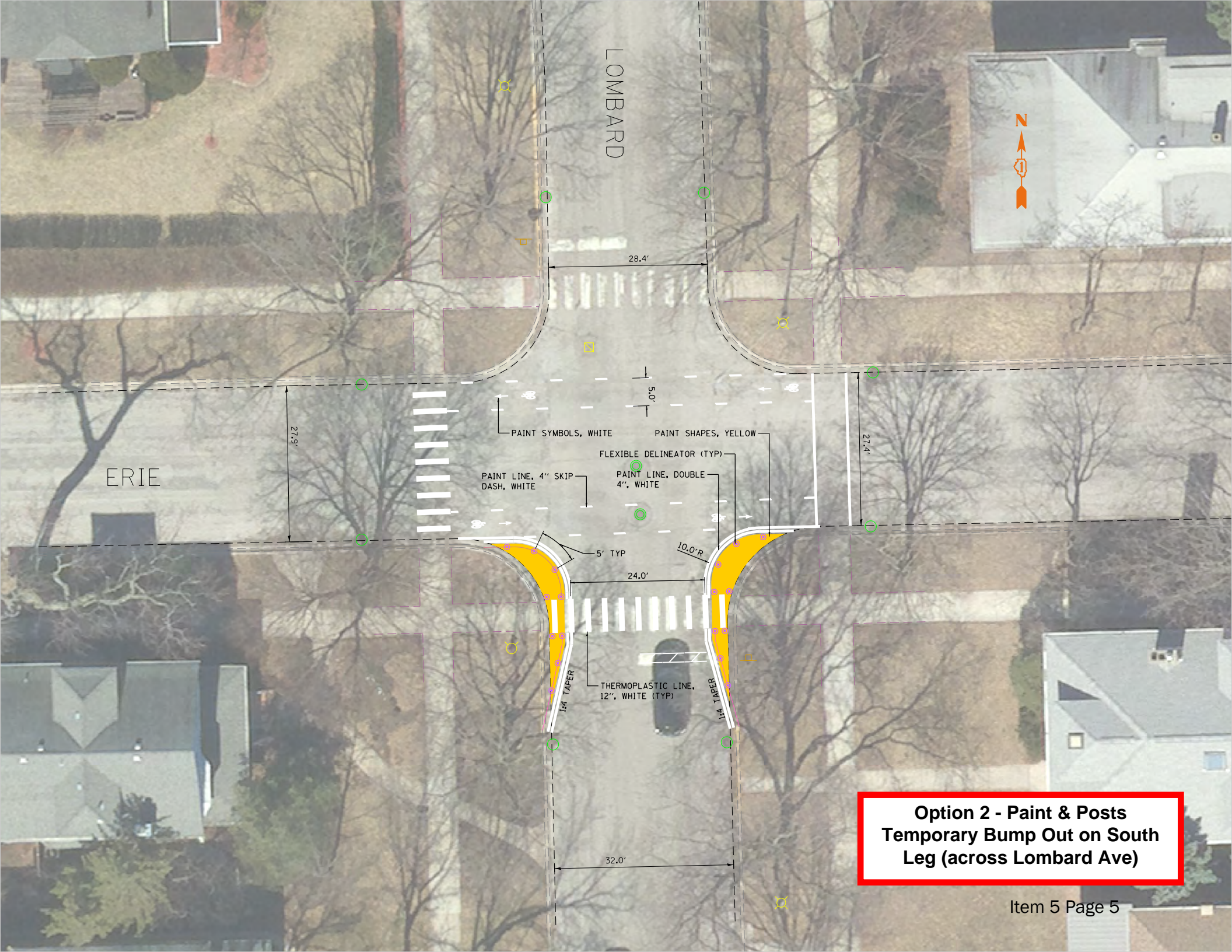
PAINT SHAPES, YELLOW

FLEXIBLE DELINEATOR (TYP)

PAINT LINE, DOUBLE 4", WHITE

THERMOPLASTIC LINE, 12", WHITE (TYP)

**Option 1 - Paint & Posts
Temporary Bump Outs on South
Leg (across Lombard Ave) and
West Leg (across Erie Street)**



**Option 2 - Paint & Posts
Temporary Bump Out on South
Leg (across Lombard Ave)**



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: April 7, 2023
To: Jill Juliano, P.E.
Transportation Engineer
From: Steve Pautsch, P.E., PTOE
Civiltech Engineering, Inc.
Re: Temporary Intersection Traffic Calming

The Village of Oak Park has requested information regarding temporary traffic calming treatments at minor street intersections to improve the safety of pedestrians crossing the street. Per discussions with Village staff, temporary curb extensions (bump-outs) are the most applicable to the Oak Park intersections in question, thus that is the focus of this memorandum. Both temporary and permanent curb extensions have similar benefits in that they reduce pedestrian crossing distances, can slow speeds of through traffic by visually narrowing travel lanes, can slow speeds of turning traffic by tightening the intersection, and can improve sight distance by physically restricting vehicles from parking too close to the intersection.

Rapid implementation projects are becoming increasingly popular across the country as transportation agencies realize that safety and quality of life benefits are achievable in short timeframes and with a minimum amount of capital investment. Locally, we are familiar with Chicago and Milwaukee's "paint and post" treatments, particularly for curb extensions along arterial and collector routes. We are not aware of any smaller communities within the region that are using this technique for traffic calming.

Chicago Installations

Civiltech has assisted Chicago with several paint and post curb extension projects. Typically, the bump-out space is delineated by double white 4" pavement marking lines. The tan-colored area within these lines is MMA (Methyl Methacrylate), which is a durable pavement marking material used for coloring large areas. White, 28-inch, retroreflective-banded flexible delineators are installed at five to ten-foot spacings, offset about one foot inward from the double white lines. The flexposts are left in place through the winter. The bump-outs can be "shadowed" by a white parking lane line to help ensure that approaching motorists appropriately laterally distance themselves from the curb, especially during times when on-street parking utilization is low. Paint and post curb extensions have been employed on a number of corridors in Chicago such as Milwaukee Avenue, Chicago Avenue, and 79th Street as part of standalone safety projects although they are also commonly seen as part of protected bicycle lane projects. Some of the locations substitute the tan MMA

Temporary Intersection Traffic Calming

April 7, 2023

Page 2 of 4

with decorative markings and there are a few installations where planter pots or other objects are used instead of the delineators. The delineators and pavement markings are initially installed by contractors although the delineators can be maintained by in-house crews. City of Chicago specifications for MMA pavement marking material and the flexposts are attached to this memorandum.



State & Kinzie



Chicago Avenue & Lamon Avenue

It is the intent of CDOT to replace many of the temporary curb extensions with permanent raised-curb concrete bump-outs as funding becomes available or in conjunction with an upcoming capital project such as a roadway resurfacing. There is no Chicago area data available regarding safety benefits or drivers yielding to pedestrians. As might be expected, the flexposts are often struck by vehicles and require periodic replacement. The longevity of these posts varies based on the location but the lifespan is probably somewhere between three months and two years. The temporary curb extensions are still too new to confirm the maintenance requirements of the MMA pavement markings.

Milwaukee Installations

Milwaukee has recently installed a number of paint and post curb extensions as part of their initiative to combat reckless driving and improve safety for all users. The design of these facilities is very similar to Chicago, except that the flexposts are centered within the double white lines. Another difference is the fill pavement marking material is epoxy rather than MMA. A follow-up study by Milwaukee has shown that for the pictured 27th Street project, drivers are yielding to pedestrians 23% more often. Milwaukee intends to follow up in the future with permanent raised-curb concrete bump-outs. We don't have information regarding the maintenance needs of the delineators or striping, but we anticipate that it is similar to Chicago, as the characteristics of the streets on which they are installed are similar.



27th & Richardson

Benefits and Trade Offs

Following are some of the advantages and challenges related to paint and post bump-outs compared to permanent bump-outs.

Benefits of Paint and Post Bump-Outs

- Costs are lower
- No impacts to drainage
- Can be implemented expeditiously
- Configuration can be adjusted after installation

Trade Offs of Paint and Post Bump-Outs

- Less aesthetically pleasing
- Require more frequent maintenance (flexible delineator replacement, pavement marking refreshing)
- Inaccessible to street sweepers so dirt and debris may collect between the posts and the curb
- Snow removal may be more challenging
- Less robust protection for pedestrians
- Cannot improve stop sign or warning sign visibility by relocating them into bump-outs

Application to Oak Park

It is our understanding that the temporary bump-outs are contemplated to be installed on local streets or low volume collector streets. While we are not aware of any such installations on low volume streets in peer cities, there is no technical reason why this would not be feasible. Because most of the residential Oak Park intersections are smaller than the Milwaukee and Chicago examples, the bump-outs may only be feasible on certain intersection legs and may not be able to extend through the corner radii. Further investigation would be required to develop a typical design suitable for Oak Park but this design would still vary somewhat depending on the geometric and traffic characteristics at each location.

With regards to maintenance, we anticipate that the lifespan of the flexible delineators would be longer than Chicago and Milwaukee since traffic volumes and heavy vehicle turning movements would be much lower. Initial costs could be reduced by omitting the pavement marking fill, although this would reduce the visual prominence of the bump-outs. If pavement marking fill is desired, MMA has some advantages over epoxy since it can be installed at any temperature, is more durable, and dries quickly. The primary disadvantage of MMA is that it is more expensive than other pavement marking materials.

Temporary paint and post bump-outs are a potential tool to be considered for Oak Park's traffic calming toolbox. They have many of the same benefits as concrete bump-outs but can be built quickly and at a comparatively low cost. In order to minimize future maintenance burdens, Civiltech recommends following common industry practice and install temporary traffic calming features only if one of the two following conditions is met: 1) as a short-term trial to test whether a certain traffic calming treatment is feasible/beneficial at a certain location; 2) as a short-term installation to bridge the time period until a permanent project can be constructed. Finally, we recommend that the Village develop a maintenance plan prior to proceeding with installation of any paint and post project.

ITEM 92 - *** - METHYL METHACRYLATE PAVEMENT COLORIZATION, GREEN**
ITEM 93 - *** - METHYL METHACRYLATE PAVEMENT COLORIZATION, WHITE**

Description:

The work will include the application of Methyl Methacrylate (MMA) Acrylic high friction colorized surface for Bike Lanes. The colorized surfaces shall be applied according to the manufacturer's specifications and as amended in these specifications.

Materials:

The MMA acrylic bike lane pavement marking material must be Methyl Methacrylate Acrylic material with Green pigment for bike lanes and include anti-skid abilities as described below. Color pigmented resins shall comply with FHWA color guidelines

1. Pigmented Resin.
 - a. Color pigmented resins shall comply with FHWA color guidelines
2. Anti-Skid Aggregate.
 - a. For all designated bike lanes, a durable aggregate with a minimum hardness of 7.0 per Mohs Hardness Scale must be used and incorporated into the 'Green' pigmented MMA acrylic resin.

Submittals:

- a. Product Data describing physical and performance characteristics and colors available
- b. Material Certification: Provide a Manufacturer's written certification that the material complies with these specifications.
- c. Samples: Submit manufacturer's sample of materials, finishes, and colors
- d. Quality Control Plan
 - Description of equipment for placing MMA
 - Description of equipment for measuring, mixing, placing, and finishing MMA
 - Method for protecting areas not to receive MMA
 - Cure time estimates for MMA
 - Storage and handling of MMA components
 - Disposal of excess MMA and containers
 - Contingency plan for possible failure during the MMA application including remediation

Construction Requirements:

Construction of bike lane pavement markings shall be in accordance with manufacturer application and installation procedures, Standard Specifications for Construction, and Engineer.

All pavement marking areas shall be laid out by the contractor and then reviewed by the Engineer. Approval of the marking layout shall be approved by the Engineer prior to placement of material.

Surface preparation shall include cleaning and preparation of the pavement surface using high pressure water, compressed air, sand-blasting or shot-blasting. Both asphalt and concrete surfaces shall be prepared and approved by the material manufacturer and the engineer. Concrete surfaces shall require shot blasting preparation in addition to any other methods of preparation used. All surface damage shall be corrected by the Contractor at the Contractor's expense, as directed by the Engineer. Manufacturer recommended pavement and air

Invest South/West Austin:
Chicago Avenue Improvements – Section 2
Central Avenue to Laramie Avenue
CDOT Project No. S-2-338
Specification No. TBD

temperatures must be followed.

New Hot Mix Asphalt shall have been placed 15-30 days prior to installation of the MMA acrylic colorized material and surface oils shall not be present. MMA acrylic colorized material applied on concrete surfaces shall receive a base coat application and shall be included in the pay item. Marking layout, material mixing, base coat application, and pigmented coat application shall comply with the manufacturer's installation procedures.

The Contractor shall protect the pavement markings from damage and allow them to fully cure prior to allowing traffic to drive over markings. Any damage shall be corrected by the Contractor at the Contractor's expense.

Method of Measurement: The quantity to be paid will be the area in square feet of METHYL METHACRYLATE PAVEMENT COLORIZATION of the color specified, measured in place, completed and accepted.

Basis of Payment: This work will be paid for at the Contract Unit Price per square foot for METHYL METHACRYLATE PAVEMENT COLORIZATION, GREEN and METHYL METHACRYLATE PAVEMENT COLORIZATION, WHITE, which price will include all material, labor, equipment, and surface preparation needed for the installation.

ITEM 106 - *** - TUBULAR FLEXIBLE DELINEATOR**

Description: This work shall consist of furnishing and installing Flexible Delineators on asphalt and concrete pavement and open metal grating on bridges.

General Requirement: Contractor shall provide new and unused low density polyethylene Flexible Delineator post, fastening screws, base, and anchor bolts. Must be engineered to meet Manual on uniform Traffic Control Devices (MUTCD) specifications for nighttime use including, but not limited to (1) height of 28" and (2) provide two 3" wide white or yellow retroreflective bands placed 2" from the top and spaced 3" between the bands. All colors must be within tolerance limits as specified in the MUTCD and 23 CFR Part 655, Appendix to Subpart F. All bands shall meet MUTCD retroreflectivity requirements. Flexible delineators shall be made of materials resistant to extreme temperature changes in the range of -20 F to 160 F, ultraviolet light, ozone, hydrocarbons, stiffening with age, and a series of direct wheel impacts with speeds varying up to 65 mph, and rebounds to a vertical position if struck by a standard vehicle. Units shall meet NCHRP 350 crashworthy requirements.

Post locations and color combinations are specified on plan sheets. Contractor shall be prepared to install the following post and band colors combinations. All bases shall be black.

- White post with white band
- Yellow post with yellow band

Contractor shall affix heavy duty base to pavement or metal grating with 2.5" anchor bolts. Heavy duty base shall be designed to hold the post securely to the pavement with 2.5" anchor bolts. Post shall be affixed to the base with fastening screws. Anchor bolts shall be one-piece finished hex head, integral washer, dual lead threads and chamfered tip for installation in concrete or asphalt. One-piece bolts shall be used to eliminate improper assembly, dual threaded bolts shall be used to prevent bolts spinning in holes when tightened. All units shall be completely removable with standard power tools.

Method of Measurement: The flexible delineator shall be measured on a per each basis, for each entire assemble installed and accepted. The entire assembly shall include post, fastening screws, base and anchor bolts.

Basis of Payment: TUBULAR FLEXIBLE DELINEATOR shall be paid for at the contract unit price per each unit installed and accepted.

Memorandum

Date: March 7, 2023

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: SUMMARY OF Background Information Related to the Petition for the Implementation of a Traffic Calming Device on the 200 block of North Lombard Avenue

The following is a summary of analysis and exhibits regarding the traffic calming petition for the 200 block of North Lombard Avenue included in the March 14, 2023 Transportation Commission agenda. The full analysis and all exhibits can be found in the March 14, 2023 Transportation Commission agenda online.

On September 8, 2019, the Village of Oak Park received a petition to install a traffic calming device on the 200 block of North Lombard Avenue. Reasons provided for the petition include: unsafe driving on the block, motorists using the block as a bypass to Austin Boulevard traveling at excessive speeds, drivers disregard the STOP signs on Lombard Avenue at Erie Street, and proximity to Beye Elementary School.

The Village of Oak Park received written public testimony regarding this petition. There was a total of five emails and one letter about the item. Five were in support of this petition and one is opposed.

Included is an aerial image of the petitioning block and surrounding area, Beye School's traffic safety plan, and Beye School's Safe Walking Routes to School map.

A directional twenty-four hour traffic volume and speed study was conducted on Wednesday, November 9, 2022 for the 200 and 300 blocks of North Lombard and North Taylor Avenues and the 300 block of North Harvey Avenue. Peak hour turning movement counts (TMC) were also collected on Wednesday, November 9, 2023 for the intersection of Erie Street and Lombard Avenue.

Reviewing the 24-hour volumes for the blocks studied; the two-way average daily traffic (ADT) for the blocks ranged between 681 vehicles and 1,477 vehicles. Volumes for the Harvey and Taylor blocks fall at or below the 800 to 1,200 vehicle range for typical daily volumes on residential blocks within the Village of Oak Park. Vehicle volume results for both Lombard blocks studied are above the 1,200 vehicles per day threshold. However, Lombard Avenue is classified as a collector street in the Village. Collector streets serve as a feeder from the less-frequently traveled residential blocks to the more heavily traveled arterial roads and are expected to carry more traffic than residential blocks. Therefore, vehicle volume results for the 200 and 300 blocks of North Lombard Avenue are not considered excessive.

Based on the collected traffic data, it does not appear there is an issue with the volume of vehicles traveling on the petitioning block.

Memorandum

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

Based on the review of the vehicle speed data from the traffic study results, the 85th percentile speeds for all blocks studied ranged between 26.2 mph and 29.8 mph. Consequently, the 85th percentile speeds collected in this 2022 traffic study are a little higher than expected for blocks with 25 mph speed limit. Based on the data collected, it appears there is a slight speeding issue on the 200 block of North Lombard Avenue.

Turning movement data was collected on Wednesday, November 9, 2022 for the AM and PM peak hours as well as the afternoon. The data provided is for the AM and PM peak hours of vehicle travel as well as during arrival and dismissal time periods of Beye Elementary School. Results include both vehicle movements and pedestrian counts.

Next, forty-eight months of vehicle crash reports covering the period of March 1, 2019 through May 28, 2023 were reviewed for the two intersections at either end of the 200 block of North Lombard Avenue: Erie Street & Lombard Avenue and Ontario Street & Lombard Avenue.

The number of reported crashes that occurred at the Erie Street and Lombard Avenue intersection totaled two crashes. Both were right angle collisions at the intersection. The average daily traffic (ADT) for the intersection as determined as part of the Village's 1997 area-wide traffic study was 2,194 vehicles. From this data, the 2023 crash rate for the intersection of Erie Street & Lombard Avenue is calculated to be 0.624 accidents per million entering vehicles (Acc/MEV).

The Erie Street & Lombard Avenue intersection was part of the north middle section of the Village's 1997 areawide traffic study (from Augusta Street to South Boulevard between Harlem Avenue and Austin Boulevard). The critical crash rate for the north middle section was calculated to be 0.860 Acc/MEV. The significance of the critical crash rate is if an actual crash rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance. This intersection's 2023 crash rate is below the critical crash rate calculated for the north middle section of the Village.

For the Ontario Street & Lombard Avenue intersection, the number of reported crashes that occurred totaled three. One crash was a right angle collision while the two other crashes were side swipes of parked vehicles. The average daily traffic (ADT) for the intersection as determined as part of the Village's 1997 area-wide traffic study was 3,202 vehicles. From this data, the 2023 crash rate for the intersection of Ontario Street & Lombard Avenue is calculated to be 0.642 Acc/MEV which is again below the area's critical crash rate.

In conclusion, there does not seem to be a problem with vehicle crashes at either of the studied intersections.

September 1, 2019

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

To the members of the Transportation Commission:

I am writing on behalf of the residents of the 200 North block of Lombard Ave regarding our request for traffic calming measures for our street.

Like many areas in Oak Park, we are block of families. Little kids (and big ones) are always out and about playing. We have observed, along with our neighbors, some of the worst, most unsafe driving. Our area, we believe, is in particular need for traffic calming measures for the following reasons.

Bypass for Austin

Lombard is a clear, north-south bypass of Austin. We see folks zooming – especially during rush hour – down our street. The excessive vehicle speeds are dangerous to pedestrians and cyclists.

Two-way stop

At the north end of our block at Lombard and Erie, there is a two-way stop (the stop is for those on Lombard). Every day, drivers disregard this stop – unbelievably, it is usually blown by the north-south drivers who are supposed to come to a full stop. We have seen accidents happen and it is a dangerous intersection for drivers and pedestrians alike.

Proximity to Beye School

Most importantly, we are one block from Beye School and the intersection above is a major thoroughfare for students and parents as they walk to and from school. Additionally, parents who are driving use this as a primary route after drop-off, compounding the problem of the two-way stop.

Like all parents, we want to keep our children safe. We hope that the Transportation Commission will conduct a thorough analysis of the traffic in our area and come up with solutions to help us keep everyone out of harm's way.

Warmest regards,



Aly Schoenfeldt

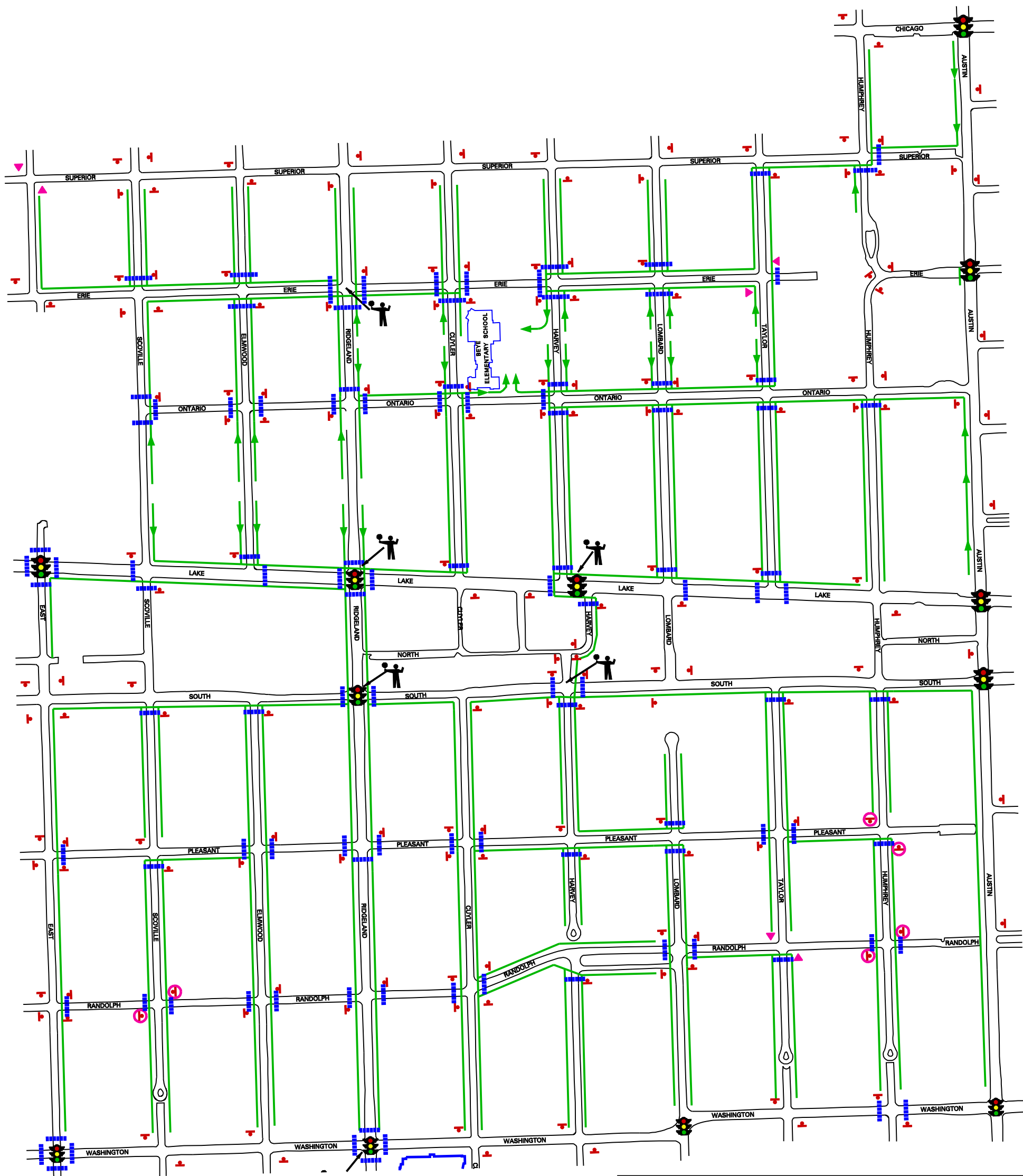
[REDACTED]
Oak Park, IL 60302
[REDACTED]



Aerial View of the 200 Block of North Lombard Avenue and Neighboring Area



NOT TO SCALE



NOTE TO PARENTS:

THIS MAP IS PROVIDED TO HELP YOU AND YOUR CHILD DETERMINE THE BEST WAY TO AND FROM SCHOOL. WE SUGGEST YOU REVIEW THE MAP AND TRAVEL THE ROUTE WITH YOUR CHILD, ANSWERING ANY QUESTIONS AND NOTING WALKWAYS, TRAFFIC CONTROLS, CROSSING GUARDS, ETC.

FOR QUESTIONS REGARDING BUSING, PLEASE CONTACT THE APPROPRIATE SCHOOL DISTRICT ADMINISTRATION OFFICE.

FOR QUESTIONS REGARDING THE SCHOOL PEDESTRIAN WALK ROUTE OR RIGHT-OF-WAY CONTROLS, PLEASE CONTACT THE VILLAGE OF OAK PARK PUBLIC WORKS DEPARTMENT-ENGINEERING DIVISION.



SAFE WALKING ROUTES TO SCHOOL:

BEYE ELEMENTARY SCHOOL
OAK PARK ELEMENTARY
SCHOOL DISTRICT 97

LEGEND:



- TRAFFIC SIGNAL



- STOP SIGN



- YIELD SIGN



- DENOTES NEW FORM OF TRAFFIC CONTROL



- VILLAGE CROSSING GUARD

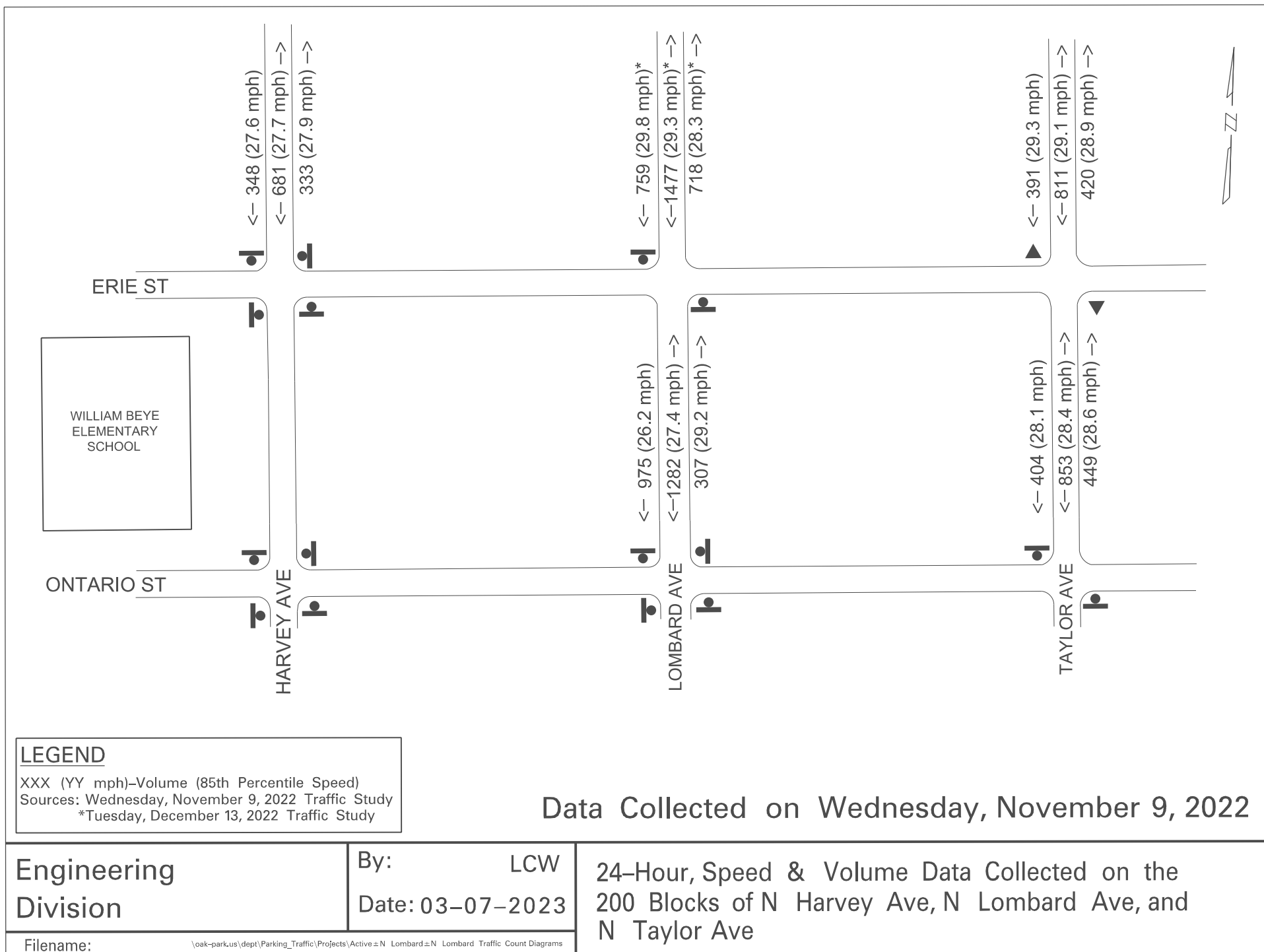
■■■■■ - CROSSWALK

→ - SCHOOL WALK ROUTE

DATE: OCTOBER 2009



EXHIBIT NO. 18
Item 3 Page 18



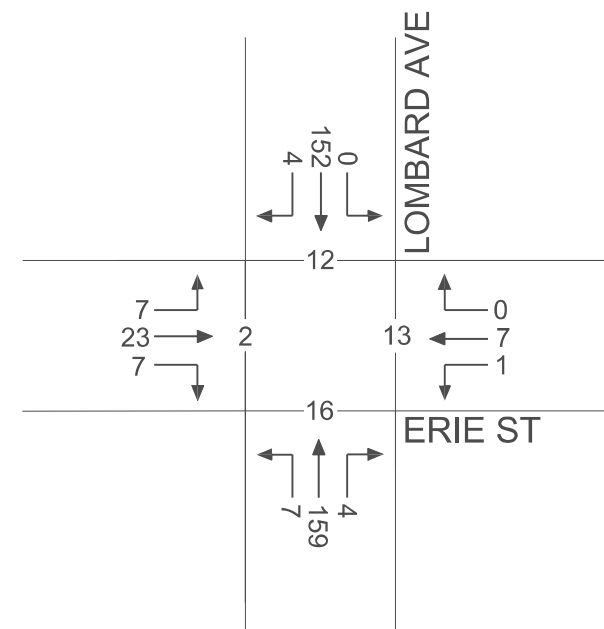
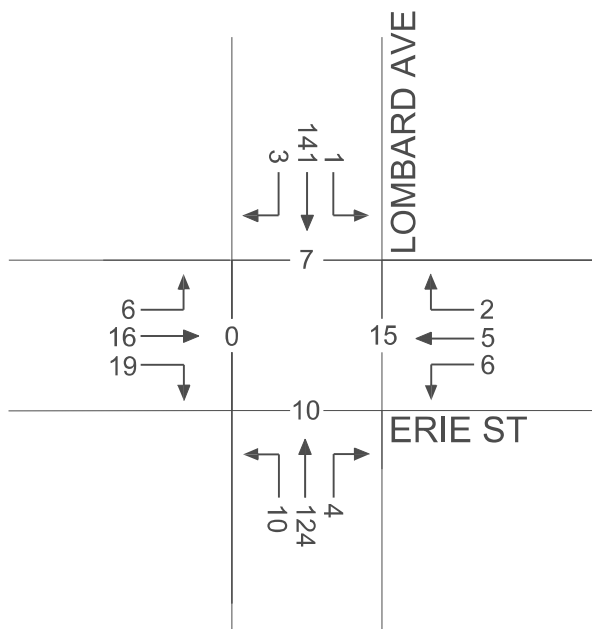
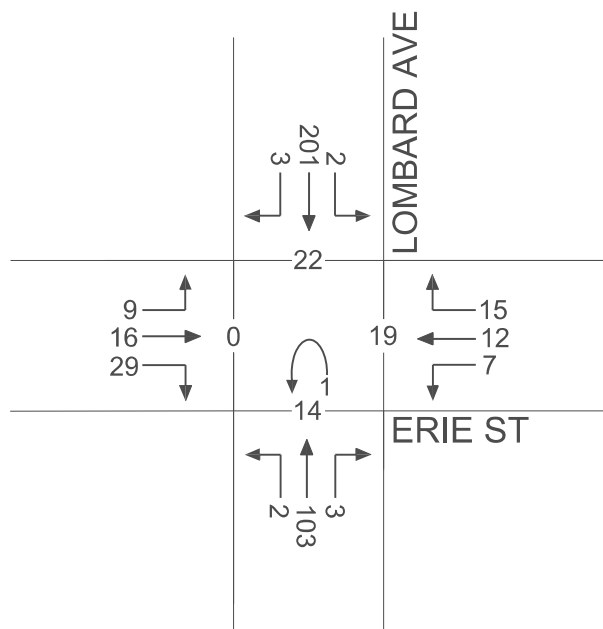
DATA COLLECTED ON WEDNESDAY, NOVEMBER 9, 2022



AM PEAK 7AM-9AM

AFTERNOON 2PM-4PM

PM PEAK 4PM-7PM



LEGEND
 XXX → Vehicle Volume for Specific Movement
 — Y — Pedestrian Volume Crossing Approach
 Source: Wednesday, November 9, 2022 Traffic Study

Engineering
Division

By: LCW
Date: 03-07-2023

Turning Movement Counts for the Lombard Ave and
Erie Street Intersection

Filename: \\oak-park.us\dept\Parking_Traffic\Projects\Active\EN Lombard\EN Lombard Turning Movements

VILLAGE OF OAK PARK COLLISION DIAGRAM

<p> HISTORICAL DATA - JAN 1996-DEC 1998 N-S STOP INSTALLED 02-25-1998 1996-1998 # OF CRASHES=4, ADT=2,194 1997 CRASH RATE=1.665 Acc/MEV 1997 CRITICAL CRASH RATE=0.860 Acc/MEV 2019-2023 # OF CRASHES=2 2023 CRASH RATE=0.624 Acc/MEV </p>		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>09-22-19 15:58 Rain - Wet</p> </div> <div style="text-align: center;"> <p>11-18-21 15:28 Clear - Dry</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Lombard Ave</div> <div style="border-top: 1px solid black; width: 100%; text-align: center;">Erie St</div> </div>		
2019 = 1 2020 = 0 2021 = 1 2022 = 0 2023 = 0		
SYMBOLS	TYPES OF COLLISIONS	
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> </div> <div style="width: 70%;"> <p>MOVING VEHICLE</p> <p>BACKING VEHICLE</p> <p>PEDESTRIAN</p> <p>PARKED VEHICLE</p> <p>FIXED OBJECT</p> <p>FATAL ACCIDENT</p> <p>INJURY ACCIDENT</p> </div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> </div> <div style="width: 40%;"> <p>REAR END</p> <p>HEAD ON</p> <p>SIDE SWIPE</p> <p>OUT OF CONTROL</p> <p>LEFT TURN</p> </div> </div> <div style="margin-top: 10px;"> <p>RIGHT ANGLE</p> <p>1. Date and Time</p> <p>2. Weather and Road Surface Conditions</p> </div>	
INTERSECTION of <u>Lombard Ave</u> and <u>Erie St</u> PERIOD: <u>48 months</u> FROM: <u>March 1, 2019</u> TO: <u>February 28, 2023</u> BY: <u>LCW</u> DATE: <u>March 8, 2023</u> NO SCALE		

VILLAGE OF OAK PARK COLLISION DIAGRAM

	<div style="text-align: right; margin-bottom: 20px;"> </div> <div style="text-align: center;"> <p>06-29-19 23:23 Clear - Dry</p> </div> <div style="text-align: center; margin-top: 100px;"> <p>10-01-21 16:08 Clear - Dry</p> </div> <div style="text-align: center; margin-top: 100px;"> <p>07-09-22 7:31 Clear - Dry</p> </div>								
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>HISTORICAL DATA - JAN 1996-DEC 1998</p> <p>N-S STOP INSTALLED 12-31-1995</p> <p>1996-1998 # OF CRASHES=1, ADT=3,202</p> <p>1997 CRASH RATE=0.290 Acc/MEV</p> <p>1997 CRITICAL CRASH RATE=0.860 Acc/MEV</p> <p>2019-2023 # OF CRASHES=3</p> <p>2023 CRASH RATE=0.642 Acc/MEV</p> </div> <div style="width: 40%; text-align: center;"> <p>Ontario St</p> </div> <div style="width: 20%; text-align: center;"> <p>Lombard Ave</p> </div> </div>									
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Traffic Calming Measures that can be used by the Transportation Commission to address
resident generated petitions for traffic calming / controls
as approved by the Oak Park Village Board of Trustees on November 6, 2017

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



The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272

708.383.6400
Fax 708.383.9584
TTY 708.383.0048
village@vil.oak-park.il.us

March 28, 2023

TO: RESIDENTS OF THE 200 & 300 BLOCKS OF N LOMBARD AVE
RESIDENTS OF THE 200 & 300 BLOCKS OF N TAYLOR AVE
RESIDENTS OF THE 200 & 300 BLOCKS OF N HARVEY AVE

RE: PETITION TO IMPLEMENT A TRAFFIC CALMING DEVICE ON THE 200 BLOCK OF N LOMBARD AVE

Dear Resident:

While considering the traffic calming petition for the 200 block of North Lombard Avenue at its March 14th meeting, the Transportation Commission asked staff to come back at the next meeting and provide the Commission with options how to enhance pedestrian crossing safety at the intersection of Lombard Avenue and Erie Street as well as address elevated speeds on Lombard Avenue.

The Transportation Commission is scheduled to review this petition at its upcoming public meeting being held at 7:00 PM on Tuesday, April 11, 2023, in Council Chambers of Village Hall. A video of the meeting will be available online for on-demand viewing at www.oak-park.us/commissiontv the following day.

The Transportation Commission welcomes your public testimony at this meeting. If you wish to comment but are unable to attend the meeting, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 358-5711 or by email at transportation@oak-park.us. All comments must be received by Thursday, April 6, 2023 at 5:00 PM for inclusion in the Transportation Commission's agenda.

A copy of the Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) for public review and inspection. Look for the agenda on the website after 5:00 PM on Friday, April 7th.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

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


Village Of Oak Park
Transportation Commission Agenda Item

Item Title:	Petition for the Implementation of a Traffic Calming Device at the Intersection of East Avenue & Greenfield Street
Review Date:	<u>April 11, 2023</u>
Prepared By:	<u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed): On November 26, 2019 the Village of Oak Park received a petition to install a traffic calming measure at the intersection of East Avenue and Greenfield Street. Resident concerns include: pedestrian safety as motorists speed on East Avenue, drivers on Greenfield Street mistakenly expect the intersection to be all-way STOP controlled, the intersection is one block to the east of the St. Giles church and school which means there's not only more traffic but also more students and people walking through the intersection. At tonight's meeting, staff will present the collected traffic data, and public testimony will be taken. The Transportation Commission may concur with staff's recommendation or make a different recommendation.	
Staff Recommendation(s): Staff is recommending the following measures: 1) upgrade from 2-way STOP signs on Greenfield Street to all-way STOP signs at the intersection of East Avenue and Greenfield Street 2) deploy portable speed radar signs at the intersection 3) upgrade the crosswalk markings on the southern approach from regular to high visibility pavement markings	
Supporting Documentation Is Attached	

Memorandum

Date: April 5, 2023

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer 

Re: Background Information Related to the Petition for the Implementation of a Traffic Calming Device at the Intersection of East Avenue & Greenfield Street

On November 26, 2019, the Village of Oak Park received a petition to install a traffic calming device at the intersection of East Avenue & Greenfield Street. Residents representing 69.26% of the street frontage on the petitioning block signed the petition. The petition was certified as a valid petition. See pages 5 – 7 for the signed petition.

Reasons provided for the petition include: concerns about pedestrian safety as motorists speed on East Avenue, drivers on Greenfield Street mistakenly expect the intersection to be all-way STOP controlled, the intersection is one block to the east of St. Giles church and school which means there's not only more traffic but also more students and people walking in the intersection. The petition was placed in the queue awaiting traffic data collection. See page 8 for the letter of explanation.

See pages 9 - 10 for written public testimony received by the Village of Oak Park regarding this petition. There are two emails in support of the petition.

Staff completed a scoring table for the petition. See page 11 for the scoring table. 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 points is required to bring a petition before the Transportation Commission. The total score for the East Avenue & Greenfield Street petition is 65 points which exceeds the minimum score necessary.

Included on pages 12-15 are aerial images of the petitioning block and surrounding area, traffic control devices, and St Giles' traffic safety plan. The East Avenue and Greenfield Street intersection is one block east of the St Giles School and Church.

A directional twenty-four hour traffic volume and speed study was conducted on Tuesday, December 13, 2022 for the 1000 and 1100 blocks of North East Avenue and the 527 and 600 blocks of Greenfield Street. See page 16 of this item for a summary of the results. Source data is on pages 18-29. Similar data was collected for the intersection on Tuesday, September 19, 2017. See page 17 of for a summary of the 2017 results.

Peak hour turning movement counts (TMC) were also collected on Tuesday, December 13, 2022 for the intersection of East Avenue and Greenfield Street. See page 30 for a summary of the TMC results; and the related source data is on page 31.

Reviewing the 24-hour volumes collected in 2022 for the blocks studied; the two-way average daily traffic (ADT) for the blocks ranged between 754 vehicles and 1,481 vehicles. Volumes for the

Memorandum

Greenfield St blocks fall at or below the 800 to 1,200 vehicle range for typical daily volumes on residential blocks within the Village of Oak Park. Vehicle volume results for the East Avenue blocks studied are above the 1,200 vehicles per day threshold. However, East Avenue is classified as a collector street in the Village. Collector streets serve as a feeder from the less-frequently traveled residential blocks to the more heavily traveled arterial roads and are expected to carry more traffic than residential blocks. Therefore, vehicle volume results for the 1000 and 1100 blocks of North East Avenue are not considered excessive.

A directional twenty-four hour traffic volume and speed study was conducted in 2017, the Greenfield Street volumes were 1,053 and 788 vehicles which is within the 800 to 1200 vehicle range for typical volumes on Oak Park's residential blocks. The volumes on the East Avenue blocks were 1,558 and 1,673 vehicles. While higher than volumes recorded in 2022, it is still on the low end for collector streets in the Village of Oak Park.

Based on the collected traffic data, it does not appear there is an issue with the volume of vehicles traveling on the blocks of the intersection.

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

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

Based on the review of the vehicle speed data from the December 13, 2022 traffic study results, the 85th percentile speeds for all blocks studied ranged between 24.3 mph and 30.1 mph. Only the western leg of the intersection, the 600 block of Greenfield Street, is at or below the posted speed limit of 25 mph. Consequently, the 85th percentile speeds collected in this 2022 traffic study are slightly higher than expected for blocks with 25 mph speed limit.

Next is the review of the September 19, 2017 vehicle speeds for all legs of the intersection. The 85th percentile speeds for the legs of the intersection ranged between 22 mph and 27 mph. As previously mentioned, it's expected that the majority of motorists will drive at or close to the speed limit and that speeds indicated on speedometers can vary above or below the actual speed of the vehicle. Consequently, the 85th percentile speeds calculated in the 2017 traffic study is what staff would consider within the range of the speed limit.

Based on the 2022 data collected, there appears to be a minor speeding issue at the intersection of East Avenue and Greenfield Street.

Memorandum

Turning movement data was collected on Tuesday, December 13, 2022 for the AM and PM peak hours as well as the afternoon (see page 30). The data provided is for the AM and PM peak hours of vehicle travel as well as during arrival and dismissal time periods of St Giles School. Results include both vehicle movements and pedestrian counts. The AM and afternoon time periods coincide with St Giles School arrival and dismissal times. For the AM and afternoon periods, the majority of pedestrians cross East Ave on the southern leg.

Next, forty-eight months of vehicle crash reports covering the period of March 1, 2019 through February 28, 2023 were reviewed for the intersection of East Avenue and Greenfield Street. Please see page 32 for the collision diagram.

The number of reported crashes that occurred at the East Avenue and Greenfield Street intersection totaled four crashes. Three of the crashes were right angle collisions; the fourth was an opposite direction sideswipe. The average daily traffic (ADT) for the intersection as determined as part of the Village's 1997 area-wide traffic study was 2,199 vehicles. From this data, the 2023 crash rate for the intersection of East Avenue & Greenfield Street is calculated to be 1.246 accidents per million entering vehicles (Acc/MEV).

The East Avenue and Greenfield Street & Lombard Avenue intersection was part of the north section of the Village's 1997 areawide traffic study (from North Avenue to Augusta Street between Harlem Avenue and Austin Boulevard). The critical crash rate for the north section was calculated to be 0.686 Acc/MEV. The significance of the critical crash rate is if an actual crash rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance. This intersection's 2023 crash rate is above the critical crash rate calculated for the north section of the Village.

In conclusion, there seems to be an issue with vehicle crashes at the intersection of East Avenue and Greenfield Street.

Based on the traffic studies conducted and crash history for the East Avenue and Greenfield Street intersection, there appears to be an issue with vehicle crashes and a minor speeding issue.

To address the vehicle crash issue, staff is recommending to upgrade from two-way to all-way STOP signs at the intersection of East Avenue and Greenfield Street.

While STOP signs are not to be used for speed control, one of their byproducts is to reduce vehicle speeds within 150 feet of the intersection where they are installed. If installed, it's expected the north-south STOP signs on East Avenue at Greenfield Street will help to lower vehicle speeds in the vicinity of the intersection.

To further mitigate vehicle speeds at the intersection, staff is recommending to deploy portable speed radar signs.

Finally, staff recommends upgrading pavement markings on the southern leg of the intersection to continental or high visibility crosswalk as the majority of pedestrians during the AM and afternoon time periods cross the southern leg of the intersection. The AM and afternoon time periods coincide with St Giles School arrival and dismissal times.



PETITION FOR TRAFFIC CALMING MEASURES

Date: _____

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

on the _____ block of _____ or
at the intersection of N. EAST AVE and GREENFIELD
in the Village of Oak Park.

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

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

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

Name	Address and Phone Number
1. [Redacted]	[Redacted]
2. <u>Sim Polak-Scheel</u>	[Redacted]
3. <u>Lisa Weisman</u>	[Redacted]
<u>ANNA RICHARDS</u>	[Redacted]
<u>Rev. Carl Morell</u>	[Redacted]
6. <u>Martine</u>	[Redacted]
7. <u>Greg Larson</u>	[Redacted]
8. <u>Joy Zucker</u>	[Redacted]
9. <u>Lana Maurer</u>	[Redacted]
10. <u>FLORAN Antovic</u>	[Redacted]
11. <u>Susan Bauer</u>	[Redacted]
12. <u>Marcus Rancic</u>	[Redacted]
13. <u>Ron Wozniak</u>	[Redacted]
14. <u>[Signature]</u>	[Redacted]
15. <u>[Signature]</u>	[Redacted]

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

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

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

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 - Excessive vehicle volumes 3
 - Pedestrian/Bicyclist safety issues 2
 - Other _____
- (rank these in order of importance with 1 being most problematic and 5 being least problematic)

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

Address and Phone Number

1. [REDACTED]
2. GARRE POWERS
3. Ana Constantinou
4. Jacek Lazarczyk
5. Jim Marshall
6. Thomas Segun
7. [Signature]
8. FRANCIS X. MARITONE
9. Eric Jackson
10. Wendy Foster
11. Bernard Fudge
12. _____
13. _____
14. _____
15. _____

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

- Name
1. ** JONATHAN BIAG
 2. Mariadelis
 3. Rich Majka
 4. Erika Flynn
 5. Thomas Carpenter
 6. Ruth Lopez McCarthy
 7. John Reale
 8. TOM FAILOR
 9. ABU OSIKANWA
 10. Rachel Ragawin
 11. Susan Markowitz
 12. Devra Glavin
 13. Nancy Leung
 14. Shelley Han
 15. Matthew Cronely

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

ATTN: Jill Juliano

RECEIVED
11/2/2019

November 26, 2019

To: Village of Oak Park

11-26-19P03:05 RCVD

From: Gina Judge (1041 N. East Ave) on behalf of the residents on the 1100 and 1000 blocks of N. East Ave

I am writing on behalf of our neighbors to request the intersection of East Ave and Greenfield St become a four-way stop. We believe the current traffic pattern on our street is a danger to children and a nuisance to living peacefully in our neighborhood.

- People consistently speed down East Ave with no regard for pedestrians.
- Drivers who are on Greenfield at the stop sign headed east/west often expect it to be a four-way stop so honking and near misses are a daily occurrence when cars headed north/south speed through the intersection.
- We are one block from a school and church (St. Giles), which means there's often more traffic and children on foot. People should be extra careful of children, but they are not.
- If the village studied the traffic pattern and pulled the data, my estimate is that you would find more than five correctable crashes within the last three years. We learned a child on a bike was recently hit, although it was not reported because it did not cause serious injuries. My own daily observations are people consistently exceeding the speed limit and I know multiple neighbors have called the police as a result.

For these reasons, we respectfully plead with the Village Board to approve the installation of a new stop sign for the safety of the children and people of this neighborhood. Hopefully the near misses and horn honking will hopefully lessen, and we can create a safer environment for our community overall.

Juliano, Jill

From: Kate Larson [REDACTED]
Sent: Tuesday, April 4, 2023 5:47 PM
To: Transportation
Subject: Support Traffic Calming Device on East Ave

[REDACTED]

We live on the [REDACTED] block of N East Ave and cars fly down our street at unsafe speeds. We support the petition to implement a traffic calming device on [REDACTED] block of East Ave., specifically a speed feedback sign or stop sign at East Ave and Greenfield. Thank you for your concern.
Kate Larson

Juliano, Jill

From: kathleen lorden [REDACTED]
Sent: Thursday, April 6, 2023 4:36 PM
To: Transportation
Subject: Public Comment for 1000 N. East

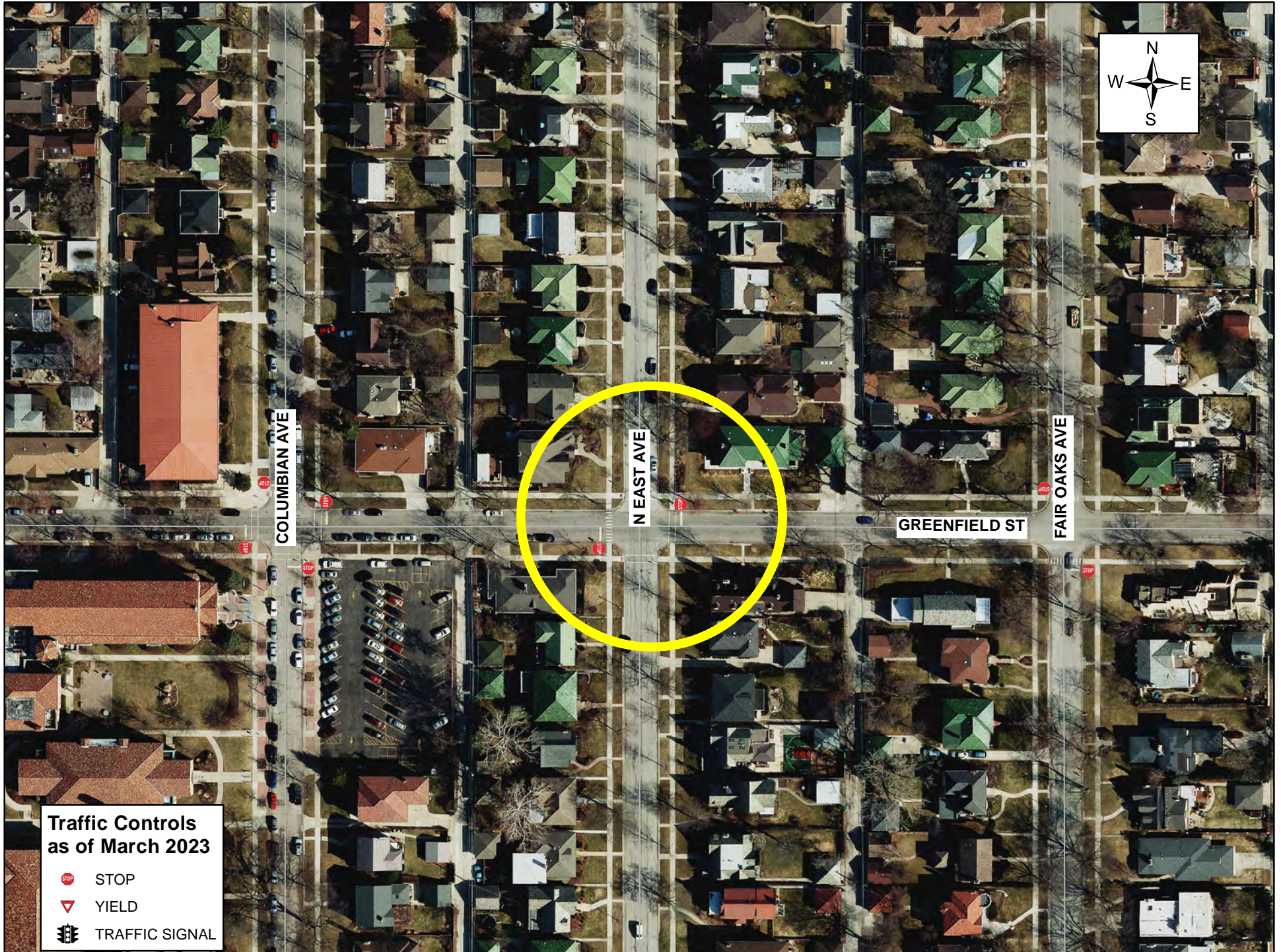
[REDACTED]

Since moving to the [REDACTED] block of N. East two years ago, we've witnessed reckless speeding and near collisions on a daily basis. Because of the obvious dangers, our daughters and their friends are reluctant to cross the street on their own. Had we known the amount of traffic down this side street, we would have moved elsewhere. Please help make this street safer. Thanks so much!




Bryce and Kathleen Martin, [REDACTED]

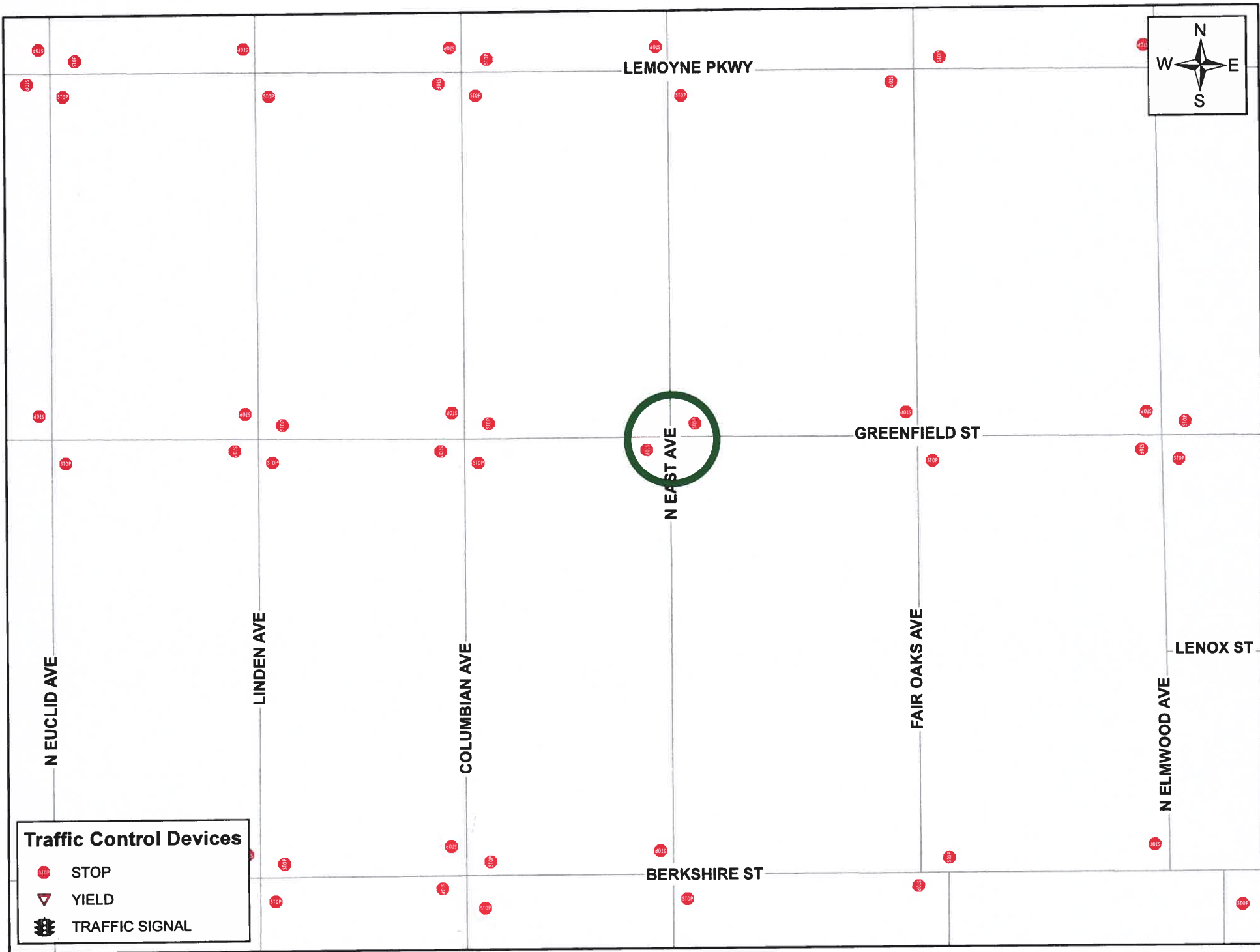
Measure	Maximum Number of Points	Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures - as approved by the Village Board of Trustees on November 6, 2017	minimum possible score	East Ave & Greenfield St Intersection																																																																																																										
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	5																																																																																																										
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	0 pts.	20																																																																																																										
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.	15																																																																																																										
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.	10																																																																																																										
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	3 pts.	3																																																																																																										
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) Exelal Negative Score is from responses from outside of the affected petition zone. <table><tr><td colspan="4">51% petitions</td><td colspan="4">75% petitions</td></tr><tr><td>51%</td><td>-</td><td>59%</td><td>=</td><td>10 points</td><td>75%</td><td>-</td><td>78%</td><td>=</td><td>10 points</td></tr><tr><td>60%</td><td>-</td><td>68%</td><td>=</td><td>11</td><td>79%</td><td>-</td><td>82%</td><td>=</td><td>11</td></tr><tr><td>69%</td><td>-</td><td>77%</td><td>=</td><td>12</td><td>83%</td><td>-</td><td>86%</td><td>=</td><td>12</td></tr><tr><td>78%</td><td>-</td><td>86%</td><td>=</td><td>13</td><td>87%</td><td>-</td><td>90%</td><td>=</td><td>13</td></tr><tr><td>87%</td><td>-</td><td>95%</td><td>=</td><td>14</td><td>91%</td><td>-</td><td>94%</td><td>=</td><td>14</td></tr><tr><td>96%</td><td>-</td><td>100%</td><td>=</td><td>15</td><td>95%</td><td>-</td><td>100%</td><td>=</td><td>15</td></tr></table> <table><tr><td colspan="2"></td><td colspan="2">% of negative replies</td><td colspan="2">Subtract</td></tr><tr><td colspan="2"></td><td colspan="2">Less than 10 or 16 replies</td><td colspan="2">= - 0 points</td></tr><tr><td rowspan="5">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>-</td><td>20%</td><td>=</td><td>- 1 point</td></tr><tr><td>21%</td><td>-</td><td>40%</td><td>=</td><td>- 2</td></tr><tr><td>41%</td><td>-</td><td>60%</td><td>=</td><td>- 3</td></tr><tr><td>61%</td><td>-</td><td>80%</td><td>=</td><td>- 4</td></tr><tr><td>81%</td><td>-</td><td>100%</td><td>=</td><td>- 5 points</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)	12
51% petitions				75% petitions																																																																																																										
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	81%	-	100%	=	- 5 points																																																																																																									
Maximum Score	100	Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.	65																																																																																																										

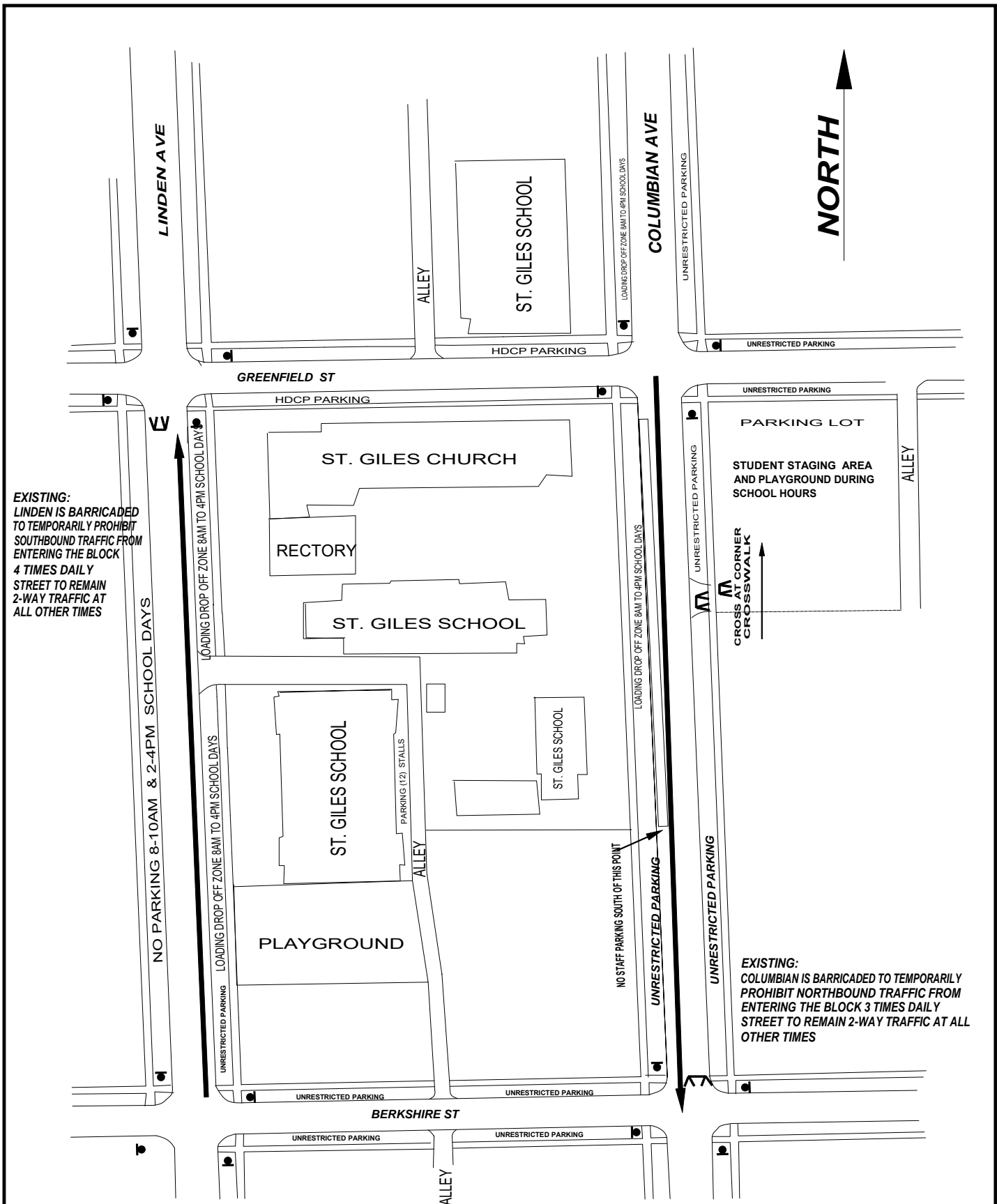




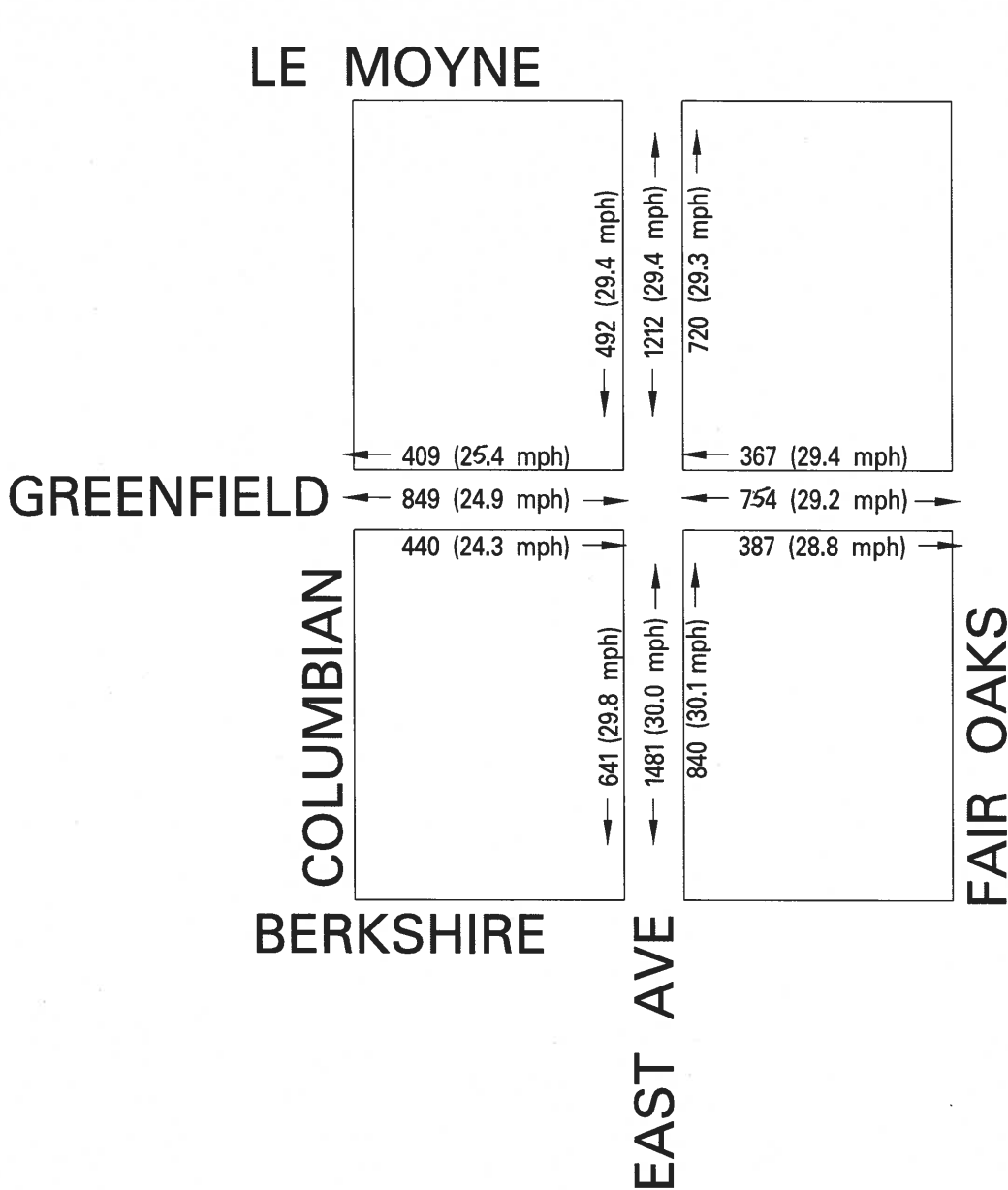
**Traffic Controls
as of March 2023**

-  STOP
-  YIELD
-  TRAFFIC SIGNAL





<p>Engineering Division</p>	<p>Scale: 1" = Ft. By: JAJ Date: 03/21/16</p>	<p>Traffic Safety Plan St Giles School and Church Restrictions for Motor Vehicles</p>
<p>Filename: J:\Parking_Traffic\School Safety\St Giles School\St Giles School Traffic Plan.dc</p>		



LEGEND

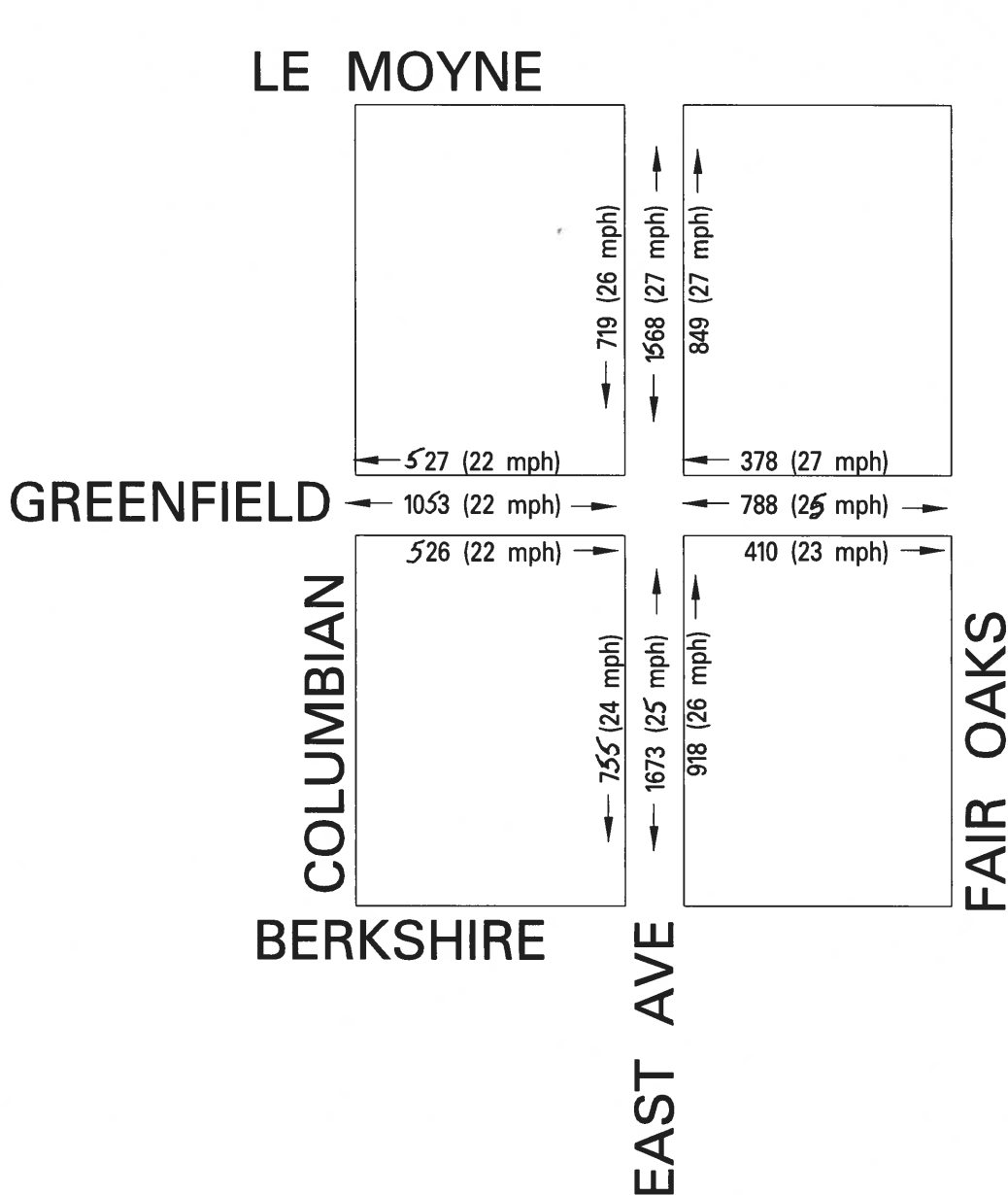
XXX (YY mph)–Volume (85th Percentile Speed)

December 2022

Engineering
Division

By: JAJ
Date: 04-04-23

Directional Vehicle Volumes and Speeds on
the 527 & 600 blocks of Greenfield St and
the 1000 & 1100 blocks of N East Ave
Traffic data was collected on Tuesday,
December 13, 2022.



September 2017

Engineering
Division

By: JAJ
Date: 04-03-23

Directional Vehicle Volumes and Speeds on the 527 & 600 blocks of Greenfield St and the 1000 & 1100 blocks of N East Ave Traffic data was collected on Tuesday, September 19, 2017.

Station #: GROUP 2 - 3
 Site ID: EAST AVE
 Location: NORTH OF GREENFIELD
 Direction: NORTH
 Lane: 1

File: GROUP 2 - 3 NB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	1	1	6	5	2	0	0	0	0	0	0	0	0	0	0	15
07:00	0	2	3	14	13	5	2	0	0	0	0	0	0	0	0	0	39
08:00	1	2	22	29	9	5	1	0	0	0	0	0	0	0	0	0	69
09:00	1	1	4	16	9	0	0	0	0	0	0	0	0	0	0	0	31
10:00	2	0	2	13	8	2	0	1	0	0	0	0	0	0	0	0	28
11:00	0	3	9	8	7	1	1	0	0	0	0	0	0	0	0	0	29
12:00	4	2	6	11	9	2	1	0	0	0	0	0	0	0	0	0	35
13:00	1	1	1	8	10	3	1	0	0	0	0	0	0	0	0	0	25
14:00	2	2	9	11	6	2	0	0	0	0	0	0	0	0	0	0	32
15:00	2	11	17	29	24	3	0	0	0	0	0	0	0	0	0	0	86
16:00	1	8	25	37	23	6	0	0	0	0	0	0	0	0	0	0	100
17:00	0	4	16	45	19	2	0	0	0	0	0	0	0	0	0	0	86
18:00	1	2	8	17	11	5	0	0	0	0	0	0	0	0	0	0	44
19:00	0	2	4	18	9	3	0	0	0	0	0	0	0	0	0	0	36
20:00	1	1	4	9	10	2	1	0	0	0	0	0	0	0	0	0	28
21:00	0	1	3	10	2	1	0	0	0	0	0	0	0	0	0	0	17
22:00	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	16	43	137	288	182	46	7	1	0	0	0	0	0	0	0	0	720
PERCENTS	2.2%	6.0%	19.0%	40.0%	25.3%	6.4%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
17.3 mph

85th Percentile Speed
28.6 mph

Median Speed
23.0 mph

Average Speed
23.0 mph

10 MPH Pace Speed
20 mph to 30 mph
470 vehicles in pace
Representing 66.8% of the total vehicles

Vehicles > 25 MPH
236
33.5%

Station #: GROUP 2 - 3
 Site ID: EAST AVE
 Location: NORTH OF GREENFIELD
 Direction: SOUTH
 Lane: 2

File: GROUP 2 - 3 NB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	0	1	10	10	2	2	0	0	0	0	0	0	0	0	0	25
07:00	0	0	6	23	23	6	0	0	0	0	0	0	0	0	0	0	58
08:00	0	0	10	16	20	4	1	0	0	0	0	0	0	0	0	0	51
09:00	1	3	6	11	8	1	1	0	0	0	0	0	0	0	0	0	31
10:00	0	2	3	8	5	2	0	0	0	0	0	0	0	0	0	0	20
11:00	0	2	2	6	3	2	0	0	0	0	0	0	0	0	0	0	15
12:00	0	3	5	8	6	0	0	0	0	0	0	0	0	0	0	0	22
13:00	0	1	7	6	6	2	0	0	0	0	0	0	0	0	0	0	22
14:00	0	2	7	13	10	2	1	0	0	0	0	0	0	0	0	0	35
15:00	0	2	9	21	9	3	1	0	0	0	0	0	0	0	0	0	45
16:00	1	3	8	23	12	3	0	0	0	0	0	0	0	0	0	0	50
17:00	0	2	15	14	9	1	0	0	0	0	0	0	0	0	0	0	41
18:00	0	2	2	15	7	2	0	0	0	0	0	0	0	0	0	0	28
19:00	0	0	1	5	7	0	0	0	0	0	0	0	0	0	0	0	13
20:00	0	1	2	2	6	1	0	0	0	0	0	0	0	0	0	0	12
21:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
DAY TOTAL	2	23	87	193	149	32	6	0	0	0	0	0	0	0	0	0	492
PERCENTS	0.4%	4.7%	17.7%	39.2%	30.3%	6.5%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
17.9 mph

85th Percentile Speed
28.8 mph

Median Speed
23.5 mph

Average Speed
23.5 mph

10 MPH Pace Speed
20 mph to 30 mph
342 vehicles in pace
Representing 69.8% of the total vehicles

Vehicles > 25 MPH
187
38.2%

Station #: GROUP 2 - 3
 Site ID: EAST AVE
 Location: NORTH OF GREENFIELD
 Direction: ROAD TOTAL
 Lane:

File: GROUP 2 - 3 NB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	2	4	5	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	1	2	16	15	4	2	0	0	0	0	0	0	0	0	0	40
07:00	0	2	9	37	36	11	2	0	0	0	0	0	0	0	0	0	97
08:00	1	2	32	45	29	9	2	0	0	0	0	0	0	0	0	0	120
09:00	2	4	10	27	17	1	1	0	0	0	0	0	0	0	0	0	62
10:00	2	2	5	21	13	4	0	1	0	0	0	0	0	0	0	0	48
11:00	0	5	11	14	10	3	1	0	0	0	0	0	0	0	0	0	44
12:00	4	5	11	19	15	2	1	0	0	0	0	0	0	0	0	0	57
13:00	1	2	8	14	16	5	1	0	0	0	0	0	0	0	0	0	47
14:00	2	4	16	24	16	4	1	0	0	0	0	0	0	0	0	0	67
15:00	2	13	26	50	33	6	1	0	0	0	0	0	0	0	0	0	131
16:00	2	11	33	60	35	9	0	0	0	0	0	0	0	0	0	0	150
17:00	0	6	31	59	28	3	0	0	0	0	0	0	0	0	0	0	127
18:00	1	4	10	32	18	7	0	0	0	0	0	0	0	0	0	0	72
19:00	0	2	5	23	16	3	0	0	0	0	0	0	0	0	0	0	49
20:00	1	2	6	11	16	3	1	0	0	0	0	0	0	0	0	0	40
21:00	0	1	3	14	4	1	0	0	0	0	0	0	0	0	0	0	23
22:00	0	0	2	6	4	1	0	0	0	0	0	0	0	0	0	0	13
23:00	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6
DAY TOTAL	18	66	224	481	331	78	13	1	0	0	0	0	0	0	0	0	1212
PERCENTS	1.5%	5.4%	18.5%	39.7%	27.3%	6.4%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
17.5 mph

85th Percentile Speed
28.7 mph

Median Speed
23.2 mph

Average Speed
23.2 mph

10 MPH Pace Speed
20 mph to 30 mph
812 vehicles in pace
Representing 68.0% of the total vehicles

Vehicles > 25 MPH
423
35.4%

Station #: GROUP 2 - 5
 Site ID: GREENFIELD
 Location: EAST OF EAST AVE
 Direction: EAST
 Lane: 1

File: GROUP 2 - 5 EB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
07:00	0	5	13	8	2	3	0	0	0	0	0	0	0	0	0	0	31
08:00	0	4	5	10	0	1	0	0	0	0	0	0	0	0	0	0	20
09:00	0	2	8	2	8	0	0	0	0	0	0	0	0	0	0	0	20
10:00	0	3	11	3	2	0	0	0	0	0	0	0	0	0	0	0	19
11:00	1	4	5	6	2	1	0	0	0	0	0	0	0	0	0	0	19
12:00	0	0	10	8	2	0	0	0	0	0	0	0	0	0	0	0	20
13:00	2	6	8	8	4	0	0	0	0	0	0	0	0	0	0	0	28
14:00	0	4	6	7	3	0	0	0	0	0	0	0	0	0	0	0	20
15:00	0	5	14	11	4	0	0	0	0	0	0	0	0	0	0	0	34
16:00	0	3	11	12	6	1	1	0	0	0	0	0	0	0	0	0	34
17:00	0	4	11	20	8	2	0	0	0	0	0	0	0	0	0	0	45
18:00	0	3	6	12	10	1	1	0	0	0	0	0	0	0	0	0	33
19:00	2	1	9	7	6	2	0	0	0	0	0	0	0	0	0	0	27
20:00	0	2	4	6	4	0	0	0	0	0	0	0	0	0	0	0	16
21:00	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
DAY TOTAL	5	48	130	127	62	13	2	0	0	0	0	0	0	0	0	0	387
PERCENTS	1.3%	12.4%	33.6%	32.8%	16.0%	3.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
15.4 mph

85th Percentile Speed
26.6 mph

Median Speed
20.5 mph

Average Speed
20.8 mph

10 MPH Pace Speed
15 mph to 25 mph
257 vehicles in pace
Representing 67.3% of the total vehicles

Vehicles > 25 MPH
77
20.2%

Station #: GROUP 2 - 5
 Site ID: GREENFIELD
 Location: EAST OF EAST AVE
 Direction: WEST
 Lane: 2

File: GROUP 2 - 5 EB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	6
07:00	1	0	2	15	10	3	1	0	0	0	0	0	0	0	0	0	32
08:00	0	1	11	14	9	1	0	0	0	0	0	0	0	0	0	0	36
09:00	0	1	2	8	8	2	0	0	0	0	0	0	0	0	0	0	21
10:00	1	0	7	9	3	0	0	0	0	0	0	0	0	0	0	0	20
11:00	1	0	6	9	2	0	0	0	0	0	0	0	0	0	0	0	18
12:00	0	3	3	10	4	3	1	0	0	0	0	0	0	0	0	0	24
13:00	0	0	8	3	7	2	0	0	0	0	0	0	0	0	0	0	20
14:00	0	0	5	9	6	0	1	0	0	0	0	0	0	0	0	0	21
15:00	0	4	4	9	6	1	2	0	0	0	0	0	0	0	0	0	26
16:00	1	1	3	12	8	2	0	0	0	0	0	0	0	0	0	0	27
17:00	0	2	8	13	14	1	0	0	0	0	0	0	0	0	0	0	38
18:00	0	2	6	12	5	4	0	0	0	0	0	0	0	0	0	0	29
19:00	1	0	2	3	7	1	0	0	0	0	0	0	0	0	0	0	14
20:00	0	0	2	7	1	1	0	0	0	0	0	0	0	0	0	0	11
21:00	1	0	5	3	2	0	1	0	0	0	0	0	0	0	0	0	12
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	7	15	77	140	99	23	6	0	0	0	0	0	0	0	0	0	367
PERCENTS	1.9%	4.1%	21.0%	38.1%	27.0%	6.3%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
17.5 mph

85th Percentile Speed
28.7 mph

Median Speed
23.2 mph

Average Speed
23.3 mph

10 MPH Pace Speed
20 mph to 30 mph
239 vehicles in pace
Representing 66.4% of the total vehicles

Vehicles > 25 MPH
128
35.6%

Station #: GROUP 2 - 5
 Site ID: GREENFIELD
 Location: EAST OF EAST AVE
 Direction: ROAD TOTAL
 Lane:

File: GROUP 2 - 5 EB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	4	2	3	2	0	0	0	0	0	0	0	0	0	0	11
07:00	1	5	15	23	12	6	1	0	0	0	0	0	0	0	0	0	63
08:00	0	5	16	24	9	2	0	0	0	0	0	0	0	0	0	0	56
09:00	0	3	10	10	16	2	0	0	0	0	0	0	0	0	0	0	41
10:00	1	3	18	12	5	0	0	0	0	0	0	0	0	0	0	0	39
11:00	2	4	11	15	4	1	0	0	0	0	0	0	0	0	0	0	37
12:00	0	3	13	18	6	3	1	0	0	0	0	0	0	0	0	0	44
13:00	2	6	16	11	11	2	0	0	0	0	0	0	0	0	0	0	48
14:00	0	4	11	16	9	0	1	0	0	0	0	0	0	0	0	0	41
15:00	0	9	18	20	10	1	2	0	0	0	0	0	0	0	0	0	60
16:00	1	4	14	24	14	3	1	0	0	0	0	0	0	0	0	0	61
17:00	0	6	19	33	22	3	0	0	0	0	0	0	0	0	0	0	83
18:00	0	5	12	24	15	5	1	0	0	0	0	0	0	0	0	0	62
19:00	3	1	11	10	13	3	0	0	0	0	0	0	0	0	0	0	41
20:00	0	2	6	13	5	1	0	0	0	0	0	0	0	0	0	0	27
21:00	1	1	8	8	3	0	1	0	0	0	0	0	0	0	0	0	22
22:00	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	5
23:00	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
DAY TOTAL	12	63	207	267	161	36	8	0	0	0	0	0	0	0	0	0	754
PERCENTS	1.6%	8.4%	27.5%	35.4%	21.4%	4.8%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
16.2 mph

85th Percentile Speed
27.9 mph

Median Speed
21.9 mph

Average Speed
22.0 mph

10 MPH Pace Speed
15 mph to 25 mph
474 vehicles in pace
Representing 63.9% of the total vehicles

Vehicles > 25 MPH
205
27.6%

Station #: GROUP 2 - 2
 Site ID: EAST AVE
 Location: SOUTH OF GREENFIELD
 Direction: SOUTH
 Lane: 1

File: GROUP 2 - 2 SB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	7
06:00	0	1	2	2	16	4	1	0	0	0	0	0	0	0	0	0	26
07:00	0	2	11	29	26	6	5	0	0	0	0	0	0	0	0	0	79
08:00	0	0	6	30	27	5	1	0	0	0	0	0	0	0	0	0	69
09:00	0	0	8	14	18	0	1	0	0	0	0	0	0	0	0	0	41
10:00	0	1	4	7	9	2	1	1	0	0	0	0	0	0	0	0	25
11:00	0	0	1	19	5	3	1	0	0	0	0	0	0	0	0	0	29
12:00	0	3	9	6	9	0	0	0	0	0	0	0	0	0	0	0	27
13:00	0	2	4	10	6	1	0	0	0	0	0	0	0	0	0	0	23
14:00	1	5	6	16	8	2	1	0	0	0	0	0	0	0	0	0	39
15:00	2	0	9	30	18	6	0	0	0	0	0	0	0	0	0	0	65
16:00	0	2	9	26	22	4	0	0	0	0	0	0	0	0	0	0	63
17:00	0	0	6	22	16	9	1	0	0	0	0	0	0	0	0	0	54
18:00	0	1	2	13	16	4	1	0	0	0	0	0	0	0	0	0	37
19:00	1	1	1	6	9	6	0	0	0	0	0	0	0	0	0	0	24
20:00	0	1	2	4	5	4	0	0	0	0	0	0	0	0	0	0	16
21:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	4	19	83	240	222	59	13	1	0	0	0	0	0	0	0	0	641
PERCENTS	0.6%	3.0%	12.9%	37.4%	34.6%	9.2%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
19.6 mph

85th Percentile Speed
29.5 mph

Median Speed
24.5 mph

Average Speed
24.6 mph

10 MPH Pace Speed
20 mph to 30 mph
462 vehicles in pace
Representing 72.5% of the total vehicles

Vehicles > 25 MPH
295
46.3%

Station #: GROUP 2 - 2
 Site ID: EAST AVE
 Location: SOUTH OF GREENFIELD
 Direction: NORTH
 Lane: 2

File: GROUP 2 - 2 SB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	5
06:00	0	0	0	5	3	4	0	0	0	0	0	0	0	0	0	0	12
07:00	0	0	1	9	31	6	1	0	0	0	0	0	0	0	0	0	48
08:00	1	2	12	39	18	6	1	0	0	0	0	0	0	0	0	0	79
09:00	1	2	5	16	15	4	0	0	0	0	0	0	0	0	0	0	43
10:00	0	0	8	11	11	4	1	0	0	0	0	0	0	0	0	0	35
11:00	1	1	9	13	9	7	1	0	0	0	0	0	0	0	0	0	41
12:00	1	3	9	16	13	4	0	0	0	0	0	0	0	0	0	0	46
13:00	3	1	6	9	11	1	3	0	0	0	0	0	0	0	0	0	34
14:00	3	2	8	11	16	2	0	0	0	0	0	0	0	0	0	0	42
15:00	0	2	13	43	34	5	0	1	0	0	0	0	0	0	0	0	98
16:00	0	2	16	41	36	6	1	2	1	0	0	0	0	0	0	0	105
17:00	0	1	6	31	44	18	0	1	2	0	0	0	0	0	0	0	103
18:00	0	0	3	17	25	5	1	1	0	0	0	0	0	0	0	0	52
19:00	0	0	0	13	15	5	1	0	0	0	0	0	0	0	0	0	34
20:00	0	0	3	11	11	5	1	0	0	0	0	0	0	0	0	0	31
21:00	0	0	1	8	7	2	0	0	0	0	0	0	0	0	0	0	18
22:00	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	9
23:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
DAY TOTAL	10	16	100	298	308	91	12	5	3	0	0	0	0	0	0	0	843
PERCENTS	1.2%	1.9%	11.9%	35.3%	36.5%	10.8%	1.4%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
20.2 mph

85th Percentile Speed
29.8 mph

Median Speed
25.1 mph

Average Speed
25.1 mph

10 MPH Pace Speed
20 mph to 30 mph
606 vehicles in pace
Representing 72.7% of the total vehicles

Vehicles > 25 MPH
419
50.3%

Station #: GROUP 2 - 2
 Site ID: EAST AVE
 Location: SOUTH OF GREENFIELD
 Direction: ROAD TOTAL
 Lane:

File: GROUP 2 - 2 SB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	1	2	5	3	1	0	0	0	0	0	0	0	0	0	12
06:00	0	1	2	7	19	8	1	0	0	0	0	0	0	0	0	0	38
07:00	0	2	12	38	57	12	6	0	0	0	0	0	0	0	0	0	127
08:00	1	2	18	69	45	11	2	0	0	0	0	0	0	0	0	0	148
09:00	1	2	13	30	33	4	1	0	0	0	0	0	0	0	0	0	84
10:00	0	1	12	18	20	6	2	1	0	0	0	0	0	0	0	0	60
11:00	1	1	10	32	14	10	2	0	0	0	0	0	0	0	0	0	70
12:00	1	6	18	22	22	4	0	0	0	0	0	0	0	0	0	0	73
13:00	3	3	10	19	17	2	3	0	0	0	0	0	0	0	0	0	57
14:00	4	7	14	27	24	4	1	0	0	0	0	0	0	0	0	0	81
15:00	2	2	22	73	52	11	0	1	0	0	0	0	0	0	0	0	163
16:00	0	4	25	67	58	10	1	2	1	0	0	0	0	0	0	0	168
17:00	0	1	12	53	60	27	1	1	2	0	0	0	0	0	0	0	157
18:00	0	1	5	30	41	9	2	1	0	0	0	0	0	0	0	0	89
19:00	1	1	1	19	24	11	1	0	0	0	0	0	0	0	0	0	58
20:00	0	1	5	15	16	9	1	0	0	0	0	0	0	0	0	0	47
21:00	0	0	1	8	11	3	0	0	0	0	0	0	0	0	0	0	23
22:00	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	0	13
23:00	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	8
DAY TOTAL	14	35	183	538	530	150	25	6	3	0	0	0	0	0	0	0	1484
PERCENTS	0.9%	2.4%	12.3%	36.3%	35.7%	10.1%	1.7%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
20.0 mph

85th Percentile Speed
29.7 mph

Median Speed
24.8 mph

Average Speed
24.9 mph

10 MPH Pace Speed
20 mph to 30 mph
1068 vehicles in pace
Representing 72.7% of the total vehicles

Vehicles > 25 MPH
714
48.6%

Station #: GROUP 2 - 4
 Site ID: GREENFIELD
 Location: WEST OF EAST AVE
 Direction: WEST
 Lane: 1

File: GROUP 2 - 4 WB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	2	11	14	2	0	0	0	0	0	0	0	0	0	0	0	29
08:00	1	11	25	14	1	0	0	0	0	0	0	0	0	0	0	0	52
09:00	0	1	9	13	2	0	0	0	0	0	0	0	0	0	0	0	25
10:00	0	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	19
11:00	0	2	6	9	0	0	0	0	0	0	0	0	0	0	0	0	17
12:00	1	2	13	10	6	0	0	0	0	0	0	0	0	0	0	0	32
13:00	0	4	8	11	2	0	0	0	0	0	0	0	0	0	0	0	25
14:00	0	8	13	11	1	1	0	0	0	0	0	0	0	0	0	0	34
15:00	0	10	13	7	4	1	0	0	0	0	0	0	0	0	0	0	35
16:00	0	2	11	18	1	0	0	0	0	0	0	0	0	0	0	0	32
17:00	0	1	12	23	1	1	0	0	0	0	0	0	0	0	0	0	38
18:00	0	1	9	12	3	1	0	0	0	0	0	0	0	0	0	0	26
19:00	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
21:00	1	1	3	4	1	1	0	0	0	0	0	0	0	0	0	0	11
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	3	47	155	171	28	5	0	0	0	0	0	0	0	0	0	0	409
PERCENTS	0.7%	11.5%	37.9%	41.8%	6.8%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
15.5 mph

85th Percentile Speed
24.2 mph

Median Speed
20.0 mph

Average Speed
19.9 mph

10 MPH Pace Speed
15 mph to 25 mph
326 vehicles in pace
Representing 80.3% of the total vehicles

Vehicles > 25 MPH
33
8.1%

Station #: GROUP 2 - 4
 Site ID: GREENFIELD
 Location: WEST OF EAST AVE
 Direction: EAST
 Lane: 2

File: GROUP 2 - 4 WB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:00	3	6	16	4	0	0	0	0	0	0	0	0	0	0	0	0	29
08:00	1	10	18	4	0	0	0	0	0	0	0	0	0	0	0	0	33
09:00	1	5	12	3	0	0	0	0	0	0	0	0	0	0	0	0	21
10:00	0	4	15	2	0	0	0	0	0	0	0	0	0	0	0	0	21
11:00	3	4	15	0	0	0	0	0	0	0	0	0	0	0	0	0	22
12:00	1	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	20
13:00	0	7	18	3	0	0	0	0	0	0	0	0	0	0	0	0	28
14:00	0	5	15	3	0	0	0	0	0	0	0	0	0	0	0	0	23
15:00	2	24	27	3	0	0	0	0	0	0	0	0	0	0	0	0	56
16:00	0	9	31	3	0	0	0	0	0	0	0	0	0	0	0	0	43
17:00	0	8	33	2	0	0	0	0	0	0	0	0	0	0	0	0	43
18:00	0	3	21	7	0	0	0	0	0	0	0	0	0	0	0	0	31
19:00	1	4	24	3	0	0	0	0	0	0	0	0	0	0	0	0	32
20:00	0	7	11	1	0	0	0	0	0	0	0	0	0	0	0	0	19
21:00	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
DAY TOTAL	12	103	285	40	0	0	0	0	0	0	0	0	0	0	0	0	440
PERCENTS	2.7%	23.4%	64.8%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
13.1 mph

85th Percentile Speed
19.6 mph

Median Speed
17.0 mph

Average Speed
16.8 mph

10 MPH Pace Speed
10 mph to 20 mph
388 vehicles in pace
Representing 90.7% of the total vehicles

Vehicles > 25 MPH
0
0.0%

Station #: GROUP 2 - 4
 Site ID: GREENFIELD
 Location: WEST OF EAST AVE
 Direction: ROAD TOTAL
 Lane:

File: GROUP 2 - 4 WB.PRN
 City: OAK PARK
 County: COOK

TIME	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	999	Total
00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	8
07:00	3	8	27	18	2	0	0	0	0	0	0	0	0	0	0	0	58
08:00	2	21	43	18	1	0	0	0	0	0	0	0	0	0	0	0	85
09:00	1	6	21	16	2	0	0	0	0	0	0	0	0	0	0	0	46
10:00	0	4	25	11	0	0	0	0	0	0	0	0	0	0	0	0	40
11:00	3	6	21	9	0	0	0	0	0	0	0	0	0	0	0	0	39
12:00	2	5	29	10	6	0	0	0	0	0	0	0	0	0	0	0	52
13:00	0	11	26	14	2	0	0	0	0	0	0	0	0	0	0	0	53
14:00	0	13	28	14	1	1	0	0	0	0	0	0	0	0	0	0	57
15:00	2	34	40	10	4	1	0	0	0	0	0	0	0	0	0	0	91
16:00	0	11	42	21	1	0	0	0	0	0	0	0	0	0	0	0	75
17:00	0	9	45	25	1	1	0	0	0	0	0	0	0	0	0	0	81
18:00	0	4	30	19	3	1	0	0	0	0	0	0	0	0	0	0	57
19:00	1	4	25	7	0	0	0	0	0	0	0	0	0	0	0	0	37
20:00	0	7	18	6	0	0	0	0	0	0	0	0	0	0	0	0	31
21:00	1	4	7	5	1	1	0	0	0	0	0	0	0	0	0	0	19
22:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6
DAY TOTAL	15	150	440	211	28	5	0	0	0	0	0	0	0	0	0	0	849
PERCENTS	1.8%	17.7%	51.8%	24.9%	3.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
14.2 mph

85th Percentile Speed
22.8 mph

Median Speed
18.0 mph

Average Speed
18.3 mph

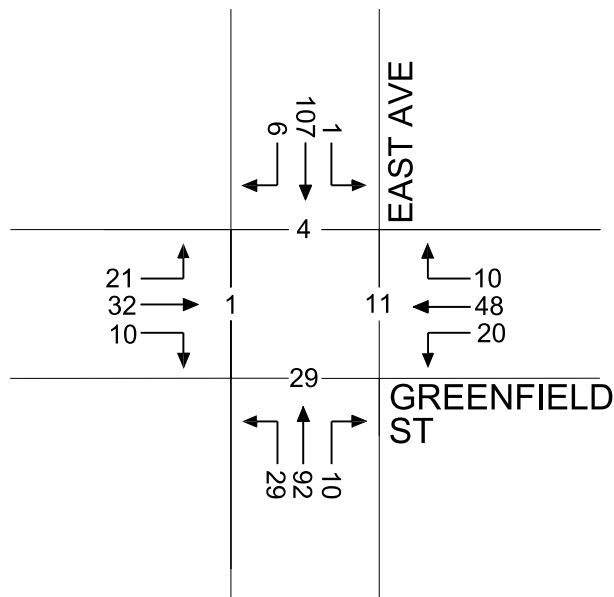
10 MPH Pace Speed
15 mph to 25 mph
651 vehicles in pace
Representing 78.1% of the total vehicles

Vehicles > 25 MPH
33
4.0%

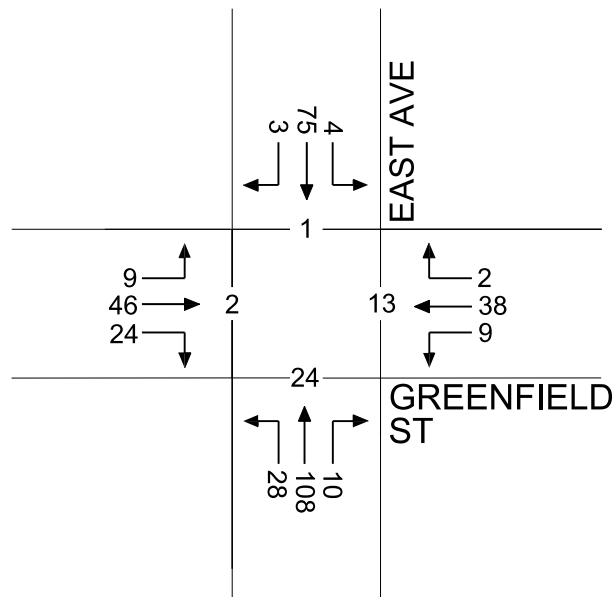
DATA COLLECTED ON TUESDAY, DECEMBER 13, 2022



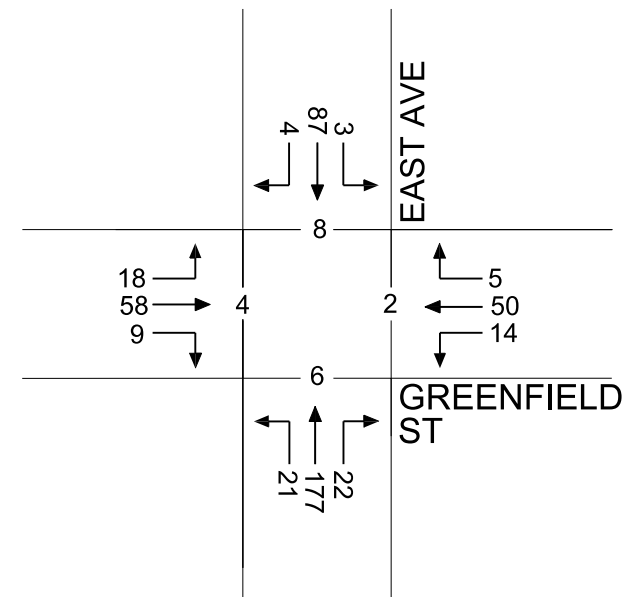
AM PEAK 7AM-9AM



AFTERNOON 2PM-4PM



PM PEAK 4PM-7PM



LEGEND

XXX → Vehicle Volume for Specific Movement
 — Y — Pedestrian Volume Crossing Approach
 Source: Tuesday, December 13, 2022 Traffic Study

Engineering
Division

By: JAJ
Date: 04-03-2023

Turning Movement Counts for the East Avenue and
Greenfield Street Intersection

Filename:

East Ave & Greenfield St - TMC

Tue Dec 13, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1010475, Location: 41.905626, -87.790109



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	East Southbound					Greenfield Westbound					East Northbound					Greenfield Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2022-12-13 7:00AM	0	9	1	0	10	0	5	1	0	6	1	3	1	0	5	1	3	1	0	5	26
7:15AM	0	5	0	0	5	2	5	1	0	8	2	8	3	0	13	1	4	0	0	5	31
7:30AM	0	20	0	0	20	0	3	5	0	8	0	9	1	0	10	5	6	0	0	11	49
7:45AM	1	22	0	0	23	2	7	6	0	15	3	14	4	0	21	3	5	0	0	8	67
Hourly Total	1	56	1	0	58	4	20	13	0	37	6	34	9	0	49	10	18	1	0	29	173
8:00AM	3	16	0	0	19	3	14	3	0	20	0	19	15	0	34	4	7	3	0	14	87
8:15AM	0	18	0	0	18	1	6	2	0	9	1	19	4	0	24	2	3	5	0	10	61
8:30AM	1	8	0	0	9	1	7	1	0	9	1	13	1	0	15	2	3	1	0	6	39
8:45AM	0	9	0	0	9	1	1	1	0	3	2	7	0	0	9	3	1	0	0	4	25
Hourly Total	4	51	0	0	55	6	28	7	0	41	4	58	20	0	82	11	14	9	0	34	212
2:00PM	0	2	1	0	3	0	2	0	0	2	0	7	0	0	7	1	2	0	0	3	15
2:15PM	1	10	0	0	11	0	3	1	0	4	0	3	4	0	7	1	3	1	0	5	27
2:30PM	0	8	0	0	8	0	4	0	0	4	1	12	3	0	16	1	5	0	0	6	34
2:45PM	1	12	1	0	14	0	10	3	0	13	0	9	6	0	15	1	8	0	0	9	51
Hourly Total	2	32	2	0	36	0	19	4	0	23	1	31	13	0	45	4	18	1	0	23	127
3:00PM	1	14	0	0	15	0	7	2	0	9	3	10	13	0	26	4	3	3	0	10	60
3:15PM	0	8	2	0	10	1	7	1	0	9	4	17	0	0	21	10	11	1	0	22	62
3:30PM	0	11	0	0	11	0	1	1	0	2	2	25	2	0	29	4	5	1	0	10	52
3:45PM	0	10	0	0	10	1	4	1	0	6	0	25	0	0	25	2	9	3	0	14	55
Hourly Total	1	43	2	0	46	2	19	5	0	26	9	77	15	0	101	20	28	8	0	56	229
4:00PM	0	17	1	0	18	1	10	1	0	12	4	18	2	0	24	1	7	1	0	9	63
4:15PM	0	10	1	0	11	1	4	1	0	6	0	25	1	0	26	3	8	1	0	12	55
4:30PM	0	12	0	0	12	0	2	1	0	3	2	22	4	0	28	4	2	1	0	7	50
4:45PM	1	9	0	0	10	1	5	2	0	8	3	30	5	0	38	4	9	2	0	15	71
Hourly Total	1	48	2	0	51	3	21	5	0	29	9	95	12	0	116	12	26	5	0	43	239
5:00PM	0	10	0	0	10	0	5	5	0	10	2	20	2	0	24	1	11	0	0	12	56
5:15PM	2	13	0	0	15	0	9	2	0	11	5	17	3	0	25	2	7	1	0	10	61
5:30PM	1	10	0	0	11	1	8	1	0	10	3	23	2	0	28	1	9	2	0	12	61
5:45PM	0	6	1	0	7	1	6	1	0	8	4	21	2	0	27	2	5	1	0	8	50
Hourly Total	3	39	1	0	43	2	28	9	0	39	14	81	9	0	104	6	32	4	0	42	228
Total	12	269	8	0	289	17	135	43	0	195	43	376	78	0	497	63	136	28	0	227	1208
% Approach	4.2%	93.1%	2.8%	0%	-	8.7%	69.2%	22.1%	0%	-	8.7%	75.7%	15.7%	0%	-	27.8%	59.9%	12.3%	0%	-	-
% Total	1.0%	22.3%	0.7%	0%	23.9%	1.4%	11.2%	3.6%	0%	16.1%	3.6%	31.1%	6.5%	0%	41.1%	5.2%	11.3%	2.3%	0%	18.8%	-
Lights	12	264	8	0	284	17	135	42	0	194	42	370	78	0	490	62	135	27	0	224	1192
% Lights	100%	98.1%	100%	0%	98.3%	100%	100%	97.7%	0%	99.5%	97.7%	98.4%	100%	0%	98.6%	98.4%	99.3%	96.4%	0%	98.7%	98.7%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	5	0	0	5	0	0	1	0	1	1	6	0	0	7	1	1	1	0	3	16
% Buses and Single-Unit Trucks	0%	1.9%	0%	0%	1.7%	0%	0%	2.3%	0%	0.5%	2.3%	1.6%	0%	0%	1.4%	1.6%	0.7%	3.6%	0%	1.3%	1.3%

*L: Left, R: Right, T: Thru, U: U-Turn

VILLAGE OF OAK PARK COLLISION DIAGRAM

<p>HISTORICAL DATA - JAN 199 -DEC 1997</p> <p>E-W STOP INSTALLED 08-2 -199</p> <p>199 -1997 # OF CRASHES=1, ADT=2,199</p> <p>1997 CRASH RATE=0.416 Acc/MEV</p> <p>1997 CRITICAL CRASH RATE=0.686 Acc/MEV</p> <p>2019-2023 # OF CRASHES=4</p> <p>2023 CRASH RATE=1.246 Acc/MEV</p>		
<p>2019=1</p> <p>2020=0</p> <p>2021=2</p> <p>2022=1</p> <p>2023=0</p>		
SYMBOLS	TYPES OF COLLISIONS	
<div style="display: flex; justify-content: space-between;"> <div style="width: 40%;"> <p>← MOVING VEHICLE</p> <p>←←←← BACKING VEHICLE</p> <p>- - - PEDESTRIAN</p> <p>▣ PARKED VEHICLE</p> <p>□ FIXED OBJECT</p> <p>● FATAL ACCIDENT</p> <p>○ INJURY ACCIDENT</p> </div> <div style="width: 60%;"> <p>← REAR END</p> <p>→ HEAD ON</p> <p>← SIDE SWIPE</p> <p>← OUT OF CONTROL</p> <p>← LEFT TURN</p> </div> </div>	<p>↗ RIGHT ANGLE</p> <p>1. Date and Time</p> <p>2. Weather and Road Surface Conditions</p>	
<p>INTERSECTION of <u>East Ave</u> and <u>Greenfield St</u></p> <p>PERIOD: <u>48 months</u> FROM: <u>March 1, 2019</u> TO: <u>February 28, 2023</u></p> <p>BY: <u>JAJ</u> DATE: <u>March 30, 2023</u> NO SCALE</p>		

Traffic Calming Measures that can be used by the Transportation Commission to address
resident generated petitions for traffic calming / controls
as approved by the Oak Park Village Board of Trustees on November 6, 2017

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



The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272

708.383.6400
Fax 708.383.9584
TTY 708.383.0048
village@vil.oak-park.il.us

March 28, 2023

TO: RESIDENTS OF THE 1000 & 1100 BLOCKS OF COLUMBIAN AVENUE
RESIDENTS OF THE 1000 & 1100 BLOCKS OF N EAST AVENUE
RESIDENTS OF THE 1000 & 1100 BLOCKS OF FAIR OAKS AVENUE

RE: PETITION TO IMPLEMENT A TRAFFIC CALMING DEVICE AT THE INTERSECTION OF EAST AVENUE &
GREENFIELD STREET

Dear Resident:

The Village of Oak Park received a petition to implement a traffic calming device at the intersection of East Avenue & Greenfield Street.

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

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

The Transportation Commission is scheduled to review this petition at its upcoming public meeting being held at 7:00 PM on Tuesday, April 11, 2023, in Council Chambers of Village Hall. A video of the meeting will be available online for on-demand viewing at www.oak-park.us/commissiontv the following day.

The Transportation Commission welcomes your public testimony at this meeting. If you wish to comment but are unable to attend the meeting, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 358-5711 or by email at transportation@oak-park.us. All comments must be received by Thursday, April 6, 2023 at 5:00 PM for inclusion in the Transportation Commission's agenda.

A copy of the Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) for public review and inspection. Look for the agenda on the website after 5:00 PM on Friday, April 7th.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

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