



AGENDA

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
TUESDAY, AUGUST 8, 2023 – 7:00PM
COUNCIL CHAMBERS – VILLAGE HALL**

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Meeting Minutes
 - 3.1) None
- 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) New Business
 - a) Petition to Install a Traffic Calming Device on the 1100 Block of Home Ave
 - b) Review of the Next Segment of the Bike Boulevard/Neighborhood Greenways Design
- 6) Old Business
 - a) None
- 7) Adjourn

Village Of Oak Park
Transportation Commission Agenda Item

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

Review Date: August 8, 2023

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

Abstract:

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

Mid-block speed and volume data was collected along the 1100 blocks of Wisconsin Avenue, Wenonah Avenue, Home Avenue, and Clinton Avenue over a 24-hour period using tube counters. The Wisconsin Avenue and Wenonah Avenue data was collected Thursday, November 10, 2022, which was partly cloudy with a high temperature of 75 degrees. The traffic data for Home Avenue and Clinton Avenue was gathered one month later on Tuesday, December 13th. The weather on that day was cloudy with a high of 37 degrees. The two different days of counts was due to equipment issues.

Traffic volumes on Home Avenue were found to be between 1100 and 1200 vehicles over a 24-hour period, which falls within the 800 to 1,200 vehicles per day that is typical on most Oak Park neighborhood streets indicating that there is likely not a significant amount of cut-through or non-local traffic within the study area. The volume along other streets also fall within or below this range. The speed data along 1100 block of Home Avenue suggests that the majority of drivers are operating close to the speed limit. The 85th percentile speed was measured to be 29 miles per hour. Speeds on Clinton Avenue and Wenonah Avenue are lower. The 85th percentile speed is 25 miles per hour and 28 miles per hour respectively. At 30 feet width from curb to curb, Home Avenue is four feet wider than Wenonah Avenue and Clinton Avenue which likely corresponds to the higher speeds on this block. Wisconsin Avenue operates at high speeds with the 85th percentile speed being 32 miles per hour.

Five years of crash data (2018 through 2022) was reviewed to determine whether there are any apparent safety trends. There was one intersection-related crash at Harvard and three intersection-related crashes at Fillmore. There was one mid-block crash reported.

The intersection crash rates were calculated to be lower than the critical crash rate.

The Traffic Calming Toolbox, which highlights different calming measures, was used to evaluate suitable treatments for the 1100 block of Home Avenue. At tonight's meeting, Civiltech Engineering, Inc. will present the collected traffic data along with potential traffic calming treatments, and public testimony will be taken. The Transportation Commission may concur with Civiltech's recommendation or make a different recommendation.

Recommendation(s):

Civiltech and Village Staff are recommending the following measures:

- Install a mid-block paint-and-post pinch point, which is also known as a neckdown, lining up with the fire hydrant between properties 1125 and 1127 Home Avenue on the west side and 1124 and 1126 Home Avenue on the east side
- Deploy temporary radar speed feedback signs on an interim basis

Supporting Documentation Is Attached

Petition Redacted

September 1, 2020

To whom it may concern,

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

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

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

Thank you.

Sincerely,

The Residents of 1100 block of Home Avenue

PETITION FOR TRAFFIC CALMING MEASURES

Date: 7/15/2020

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 1100 block of Horne Ave
at the intersection of between Filmore and Harvard
in the Village of Oak Park.

RECEIVED
7/15/2020

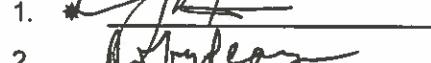
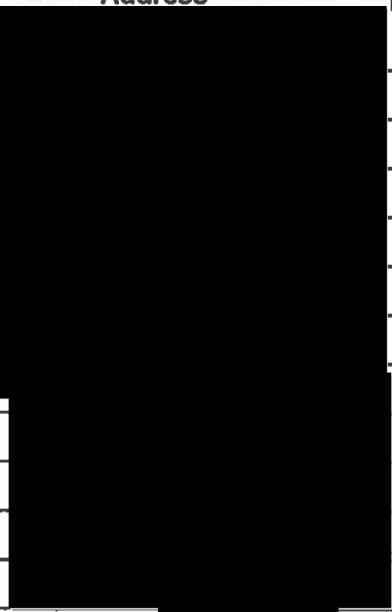
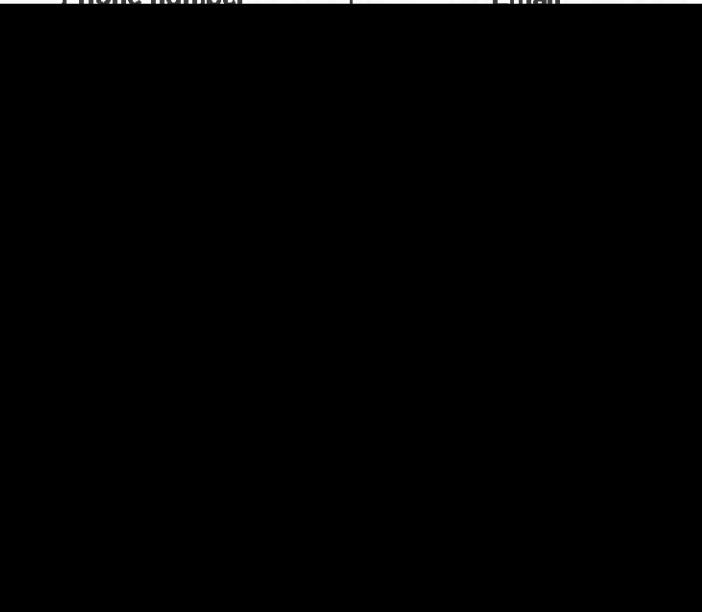
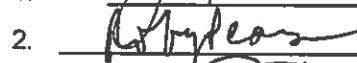
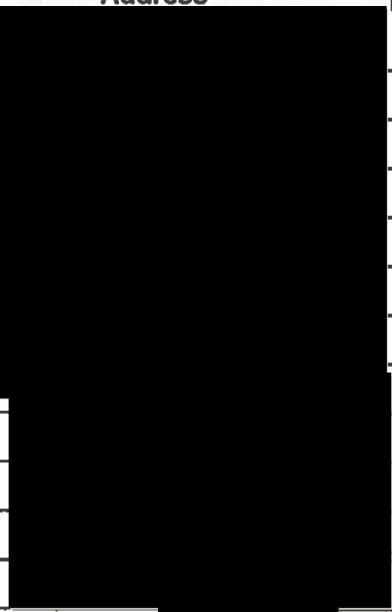
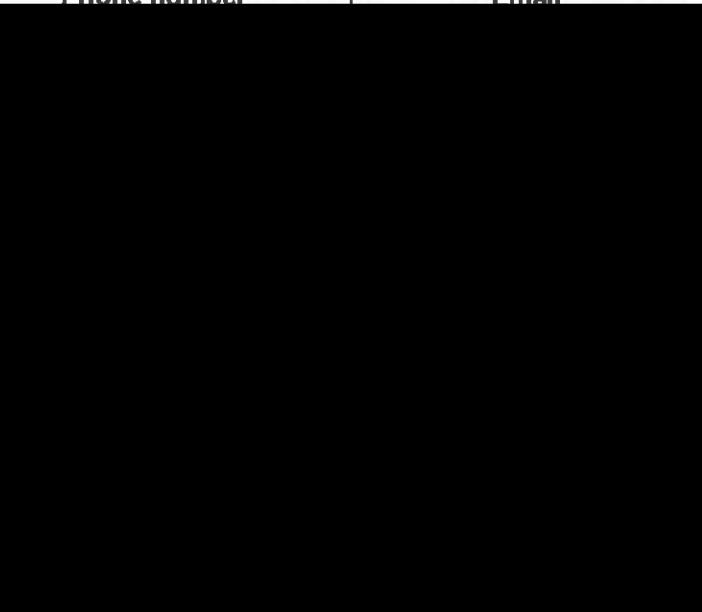
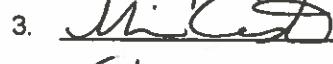
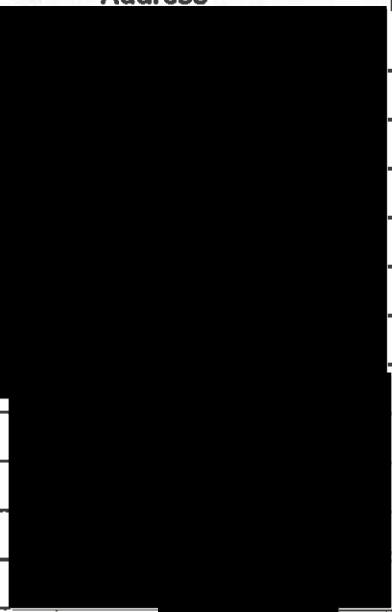
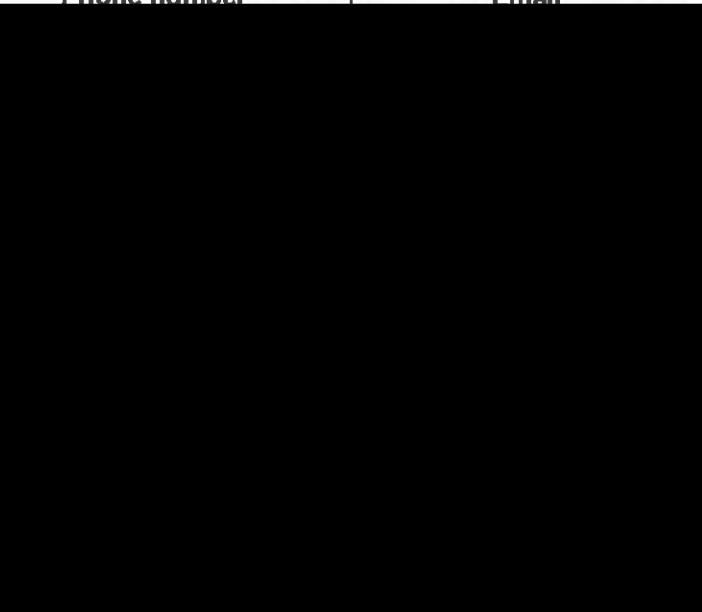
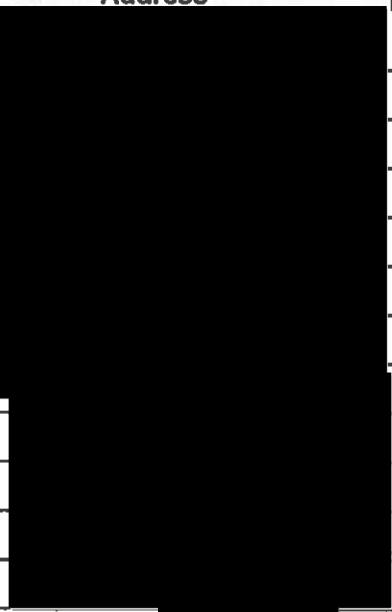
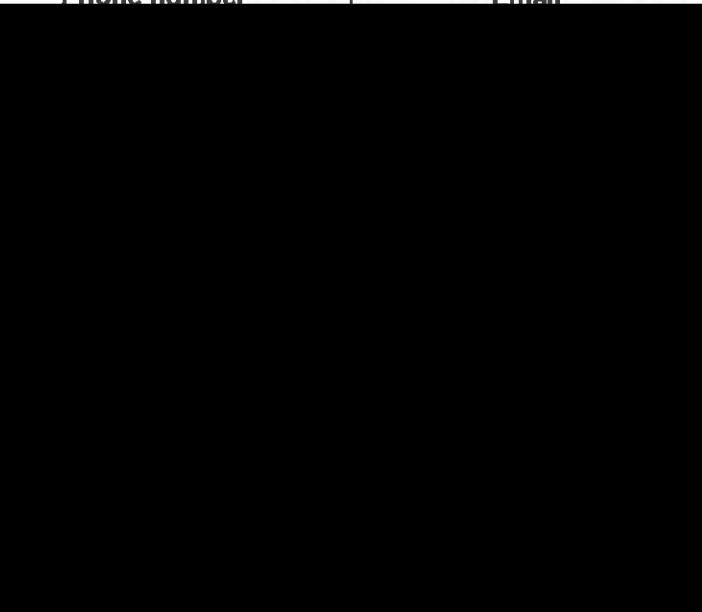
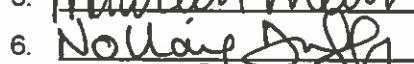
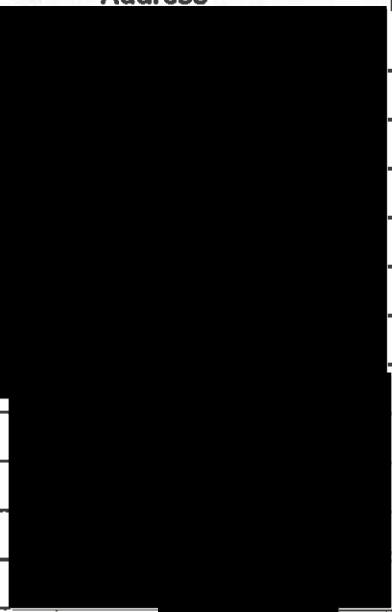
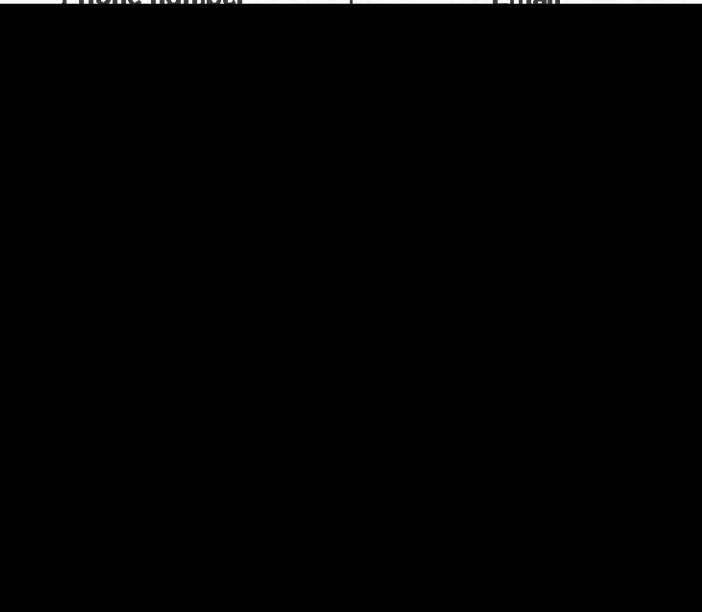
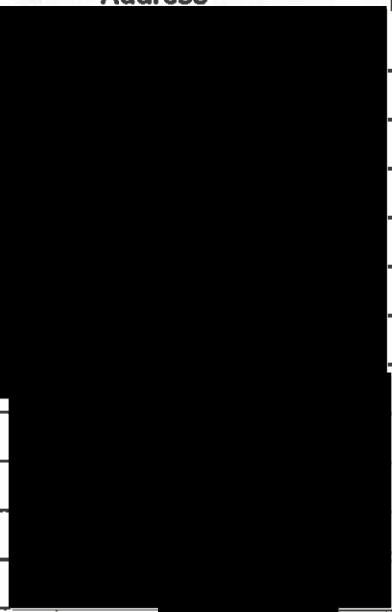
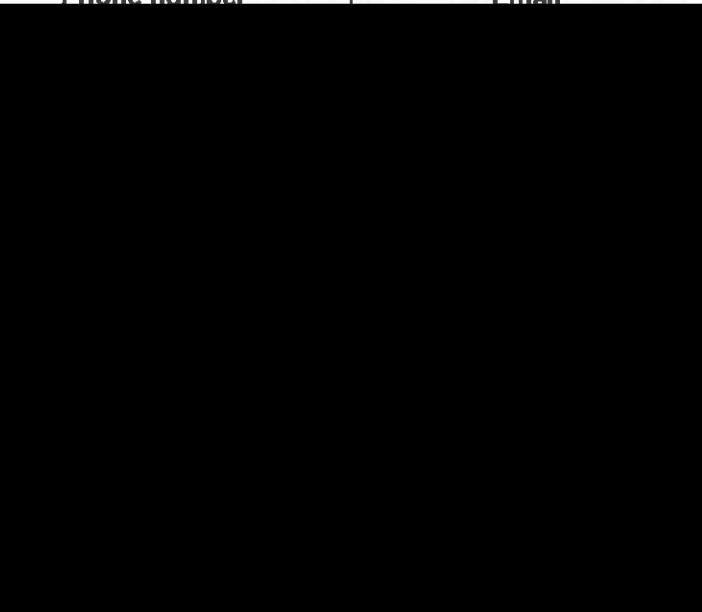
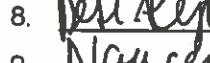
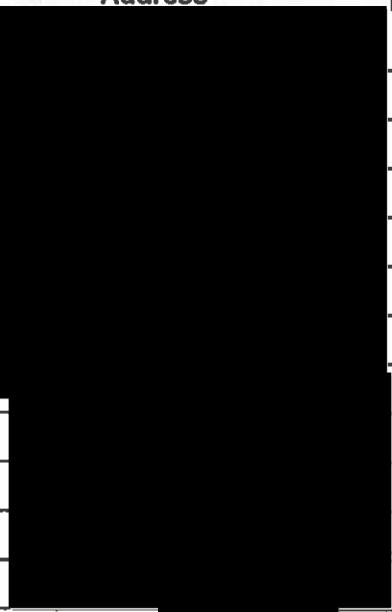
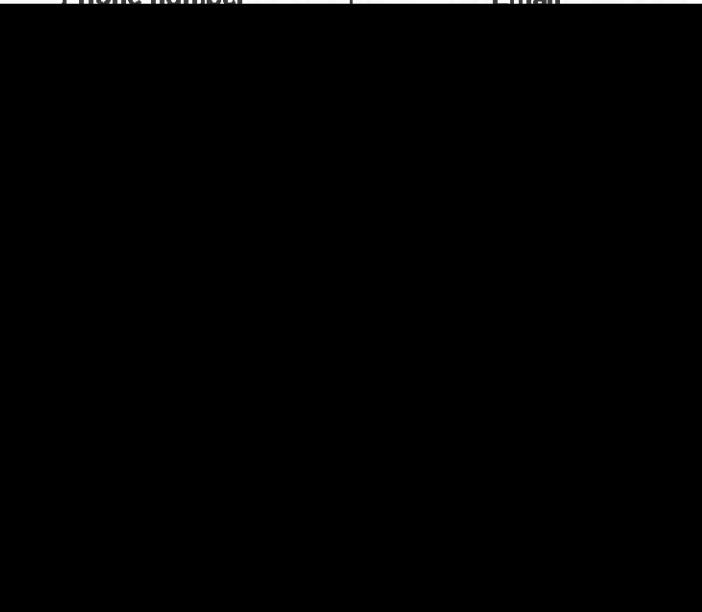
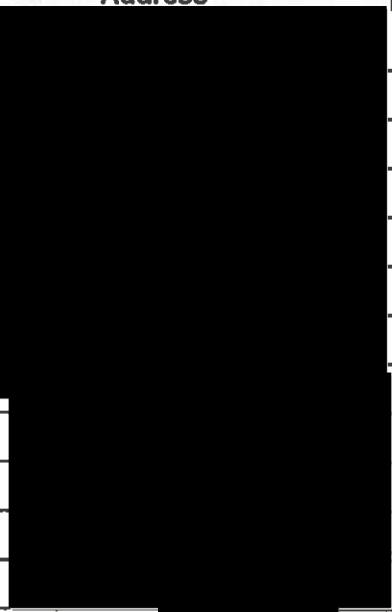
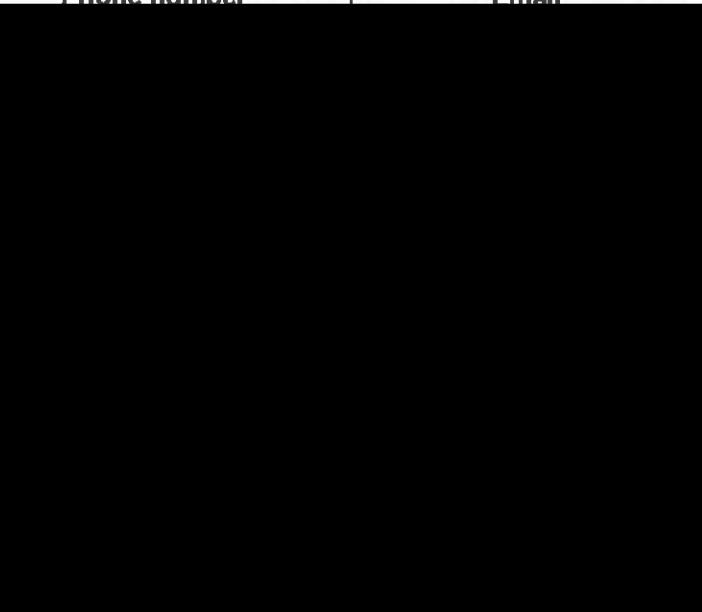
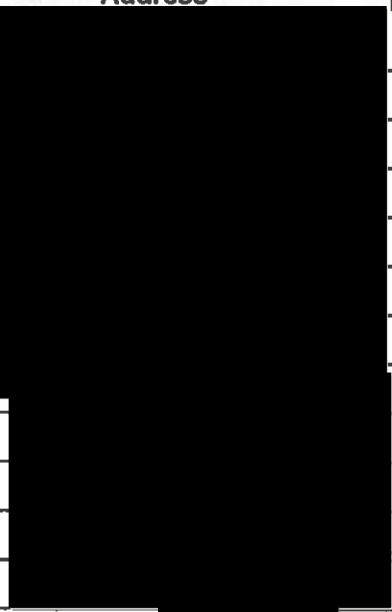
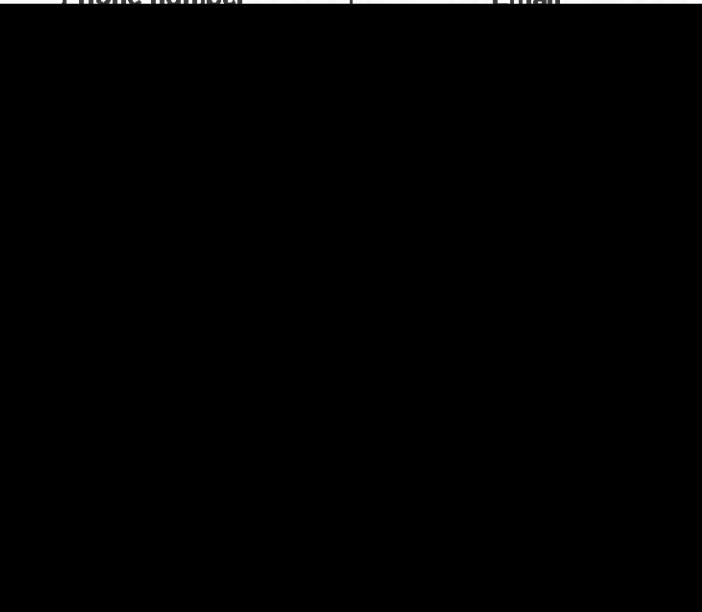
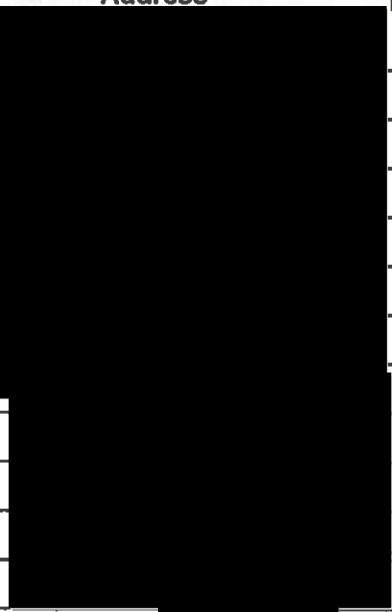
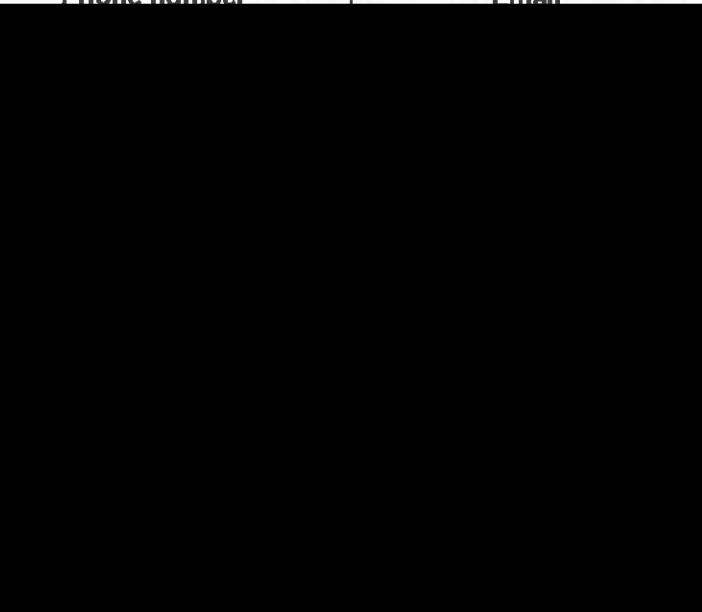
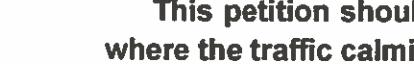
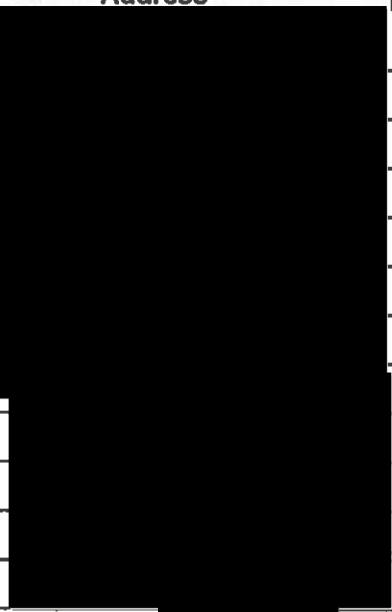
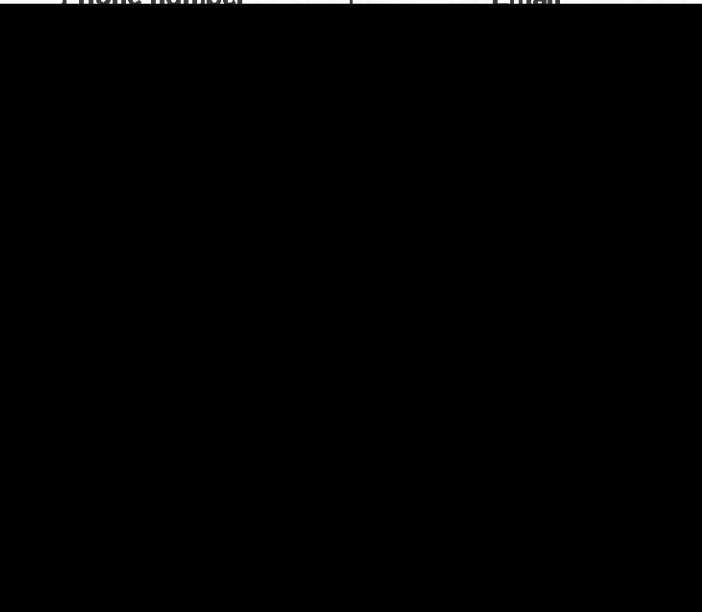
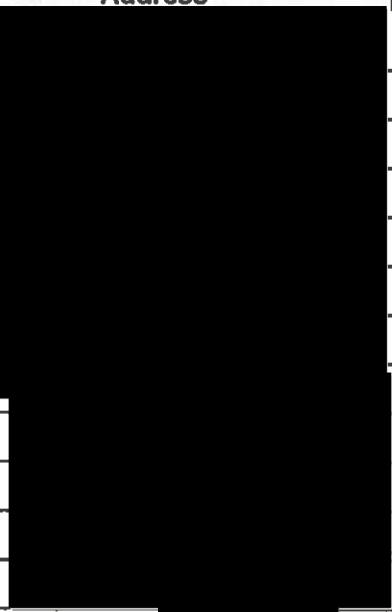
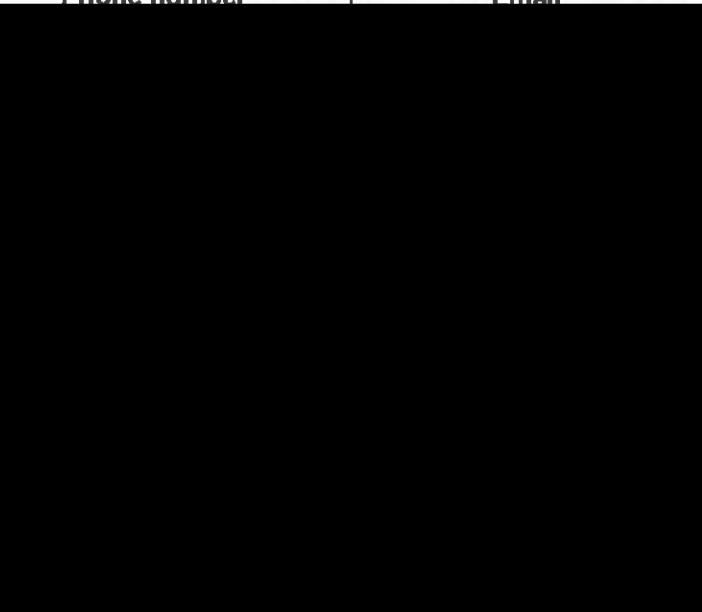
Traffic problems to be remedied by the use of traffic calming measures include:

- Excessive vehicle crashes 4
- Excessive vehicle speeds 1
- 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: (signature, address, telephone number, and email)

Only one signature per property is required.

	Signature	Address	Phone number	Email
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				

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

signature

address

phone #

email

Lisie De Lisie

[REDACTED]

Dave R.N.

[REDACTED]

an

Ruth G. Regan

[REDACTED]

Gina
J
Gina
Gillman Palmer

[REDACTED]

[REDACTED]

Public Testimony

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

Caution! This message was sent from outside your organization.

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

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

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

Caution! This message was sent from outside your organization.

Hello,

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

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

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

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

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

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

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

Sincerely,

Ted and Estela Sorensen
[REDACTED]
[REDACTED]

Memorandum

Traffic Analysis



Civiltech Engineering, Inc.
www.civiltechinc.com

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

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

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

Technical Memorandum

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

I. INTRODUCTION

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

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

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

II. SCORING CRITERIA

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

The total score for the 1100 block of Home Avenue is 44. This exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

III. EXISTING CONDITIONS

Home Avenue is a 30-foot-wide north-south local street with one lane in each direction. Home Avenue is under all-way stop control at Harvard Street and Fillmore Street. There are marked crosswalks on all four legs of both intersections. The block length is around 660 feet. The 1100 block of Home Avenue has a posted speed limit of 25 mph. Abraham Lincoln Elementary School is located about 800 feet east of the Home Avenue/Harvard Street intersection. Carroll Park, which contains open space



and a baseball field, is situated next to the school. Land use on Home Avenue and the majority of the surrounding streets consists of single-family homes with rear garages served by alleys. On-street parking is permitted on both sides of the street and is lightly utilized.

A location map is attached as **Exhibit 2**.

IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

Traffic data was collected along the 1100 blocks of Wisconsin Avenue, Wenonah Avenue, Home Avenue, and Clinton Avenue over a 24-hour period using tube counters. The Wisconsin Avenue and Wenonah Avenue data was collected Thursday, November 10, 2022, which was partly cloudy with a high temperature of 75 degrees. The traffic data for Home Avenue and Clinton Avenue was gathered one month later on Tuesday, December 13th. The weather on that day was cloudy with a high of 37 degrees. The two different days of counts was due to equipment issues.

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

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

Speed data was another component of the mid-block data collection effort. **Exhibit 3** illustrates the ADT and speed data by direction on block. Raw speed and volume data for each of the four blocks is attached to this report in **Appendix A**.

Metrics quantifying various aspects of this data are presented in **Table 1**.



Table 1. Speed and Volume Data Summary

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

* Data was collected from Thursday, November 10th, 2022 and Tuesday, December 13th, 2022

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

A review of the Home Avenue speed data shows a higher than 50% compliance rate with the 25 mph speed limit and that around 90% of the vehicles are traveling less than 5 mph over the speed limit. Speeds on Clinton Avenue and Wenonah Avenue are lower. The 85th percentile speed is 25 mph and 28 mph respectively with a greater than 70% compliance with the 25 mph speed limit. At 30 feet from curb to curb, Home Avenue is four feet wider than Wenonah Avenue and Clinton Avenue. This slightly greater width likely corresponds to the higher speeds on this block.

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

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



V. CRASH ANALYSIS

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

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

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

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

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

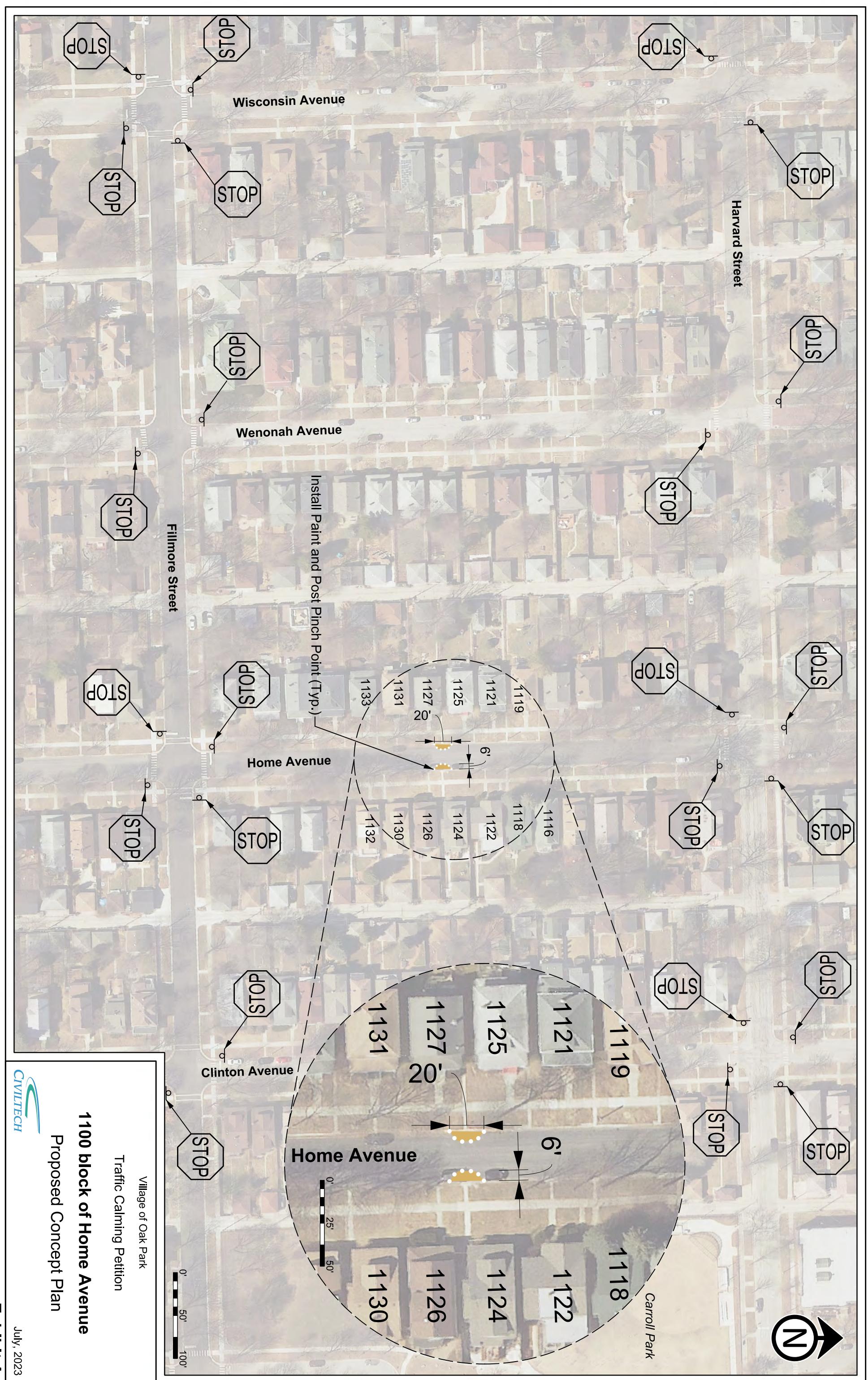


VI. DISCUSSION AND RECOMMENDATION

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

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

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



1100 block of Home Avenue

Proposed Concept Plan

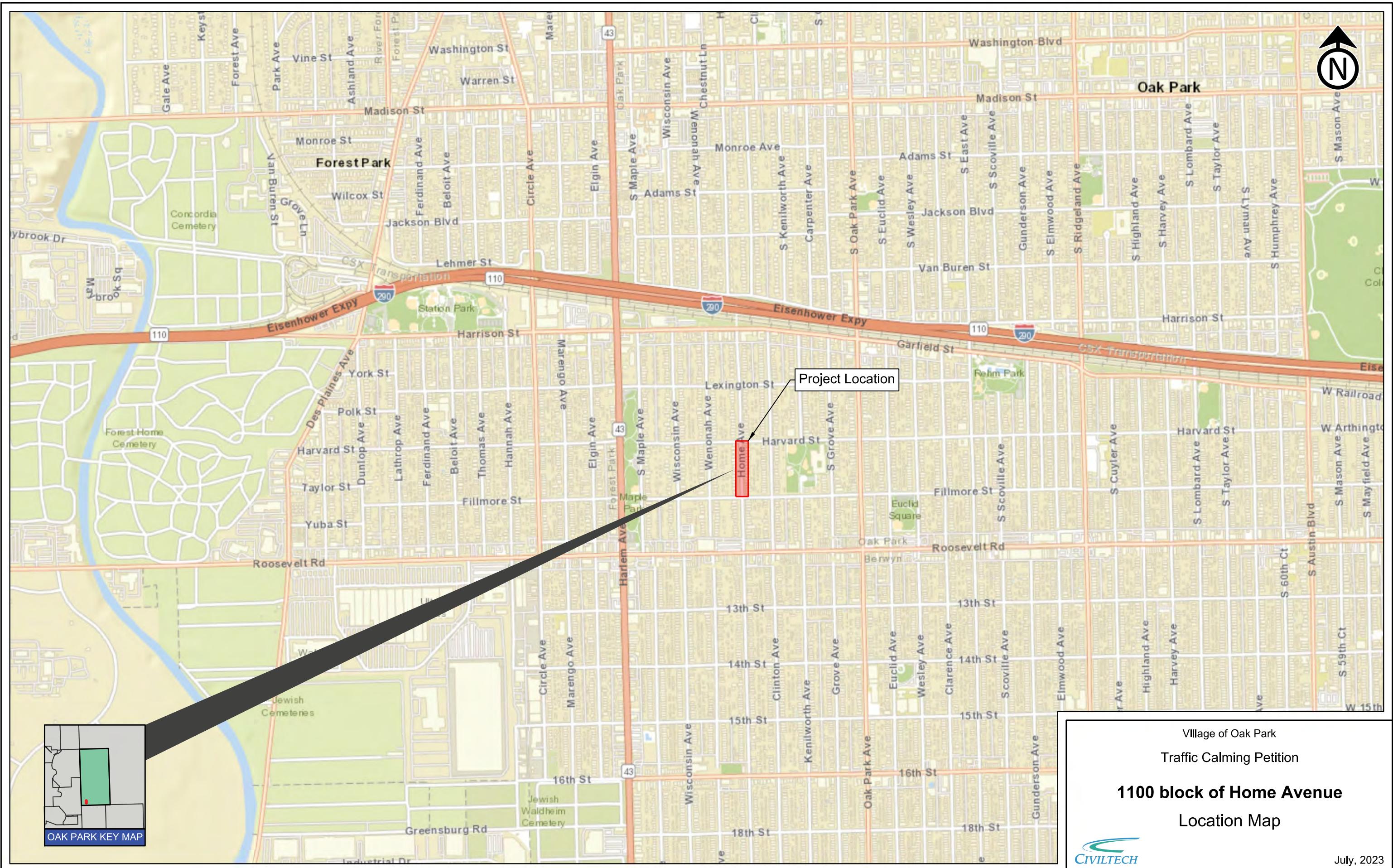
Traffic Calming Petition Village of Oak Park

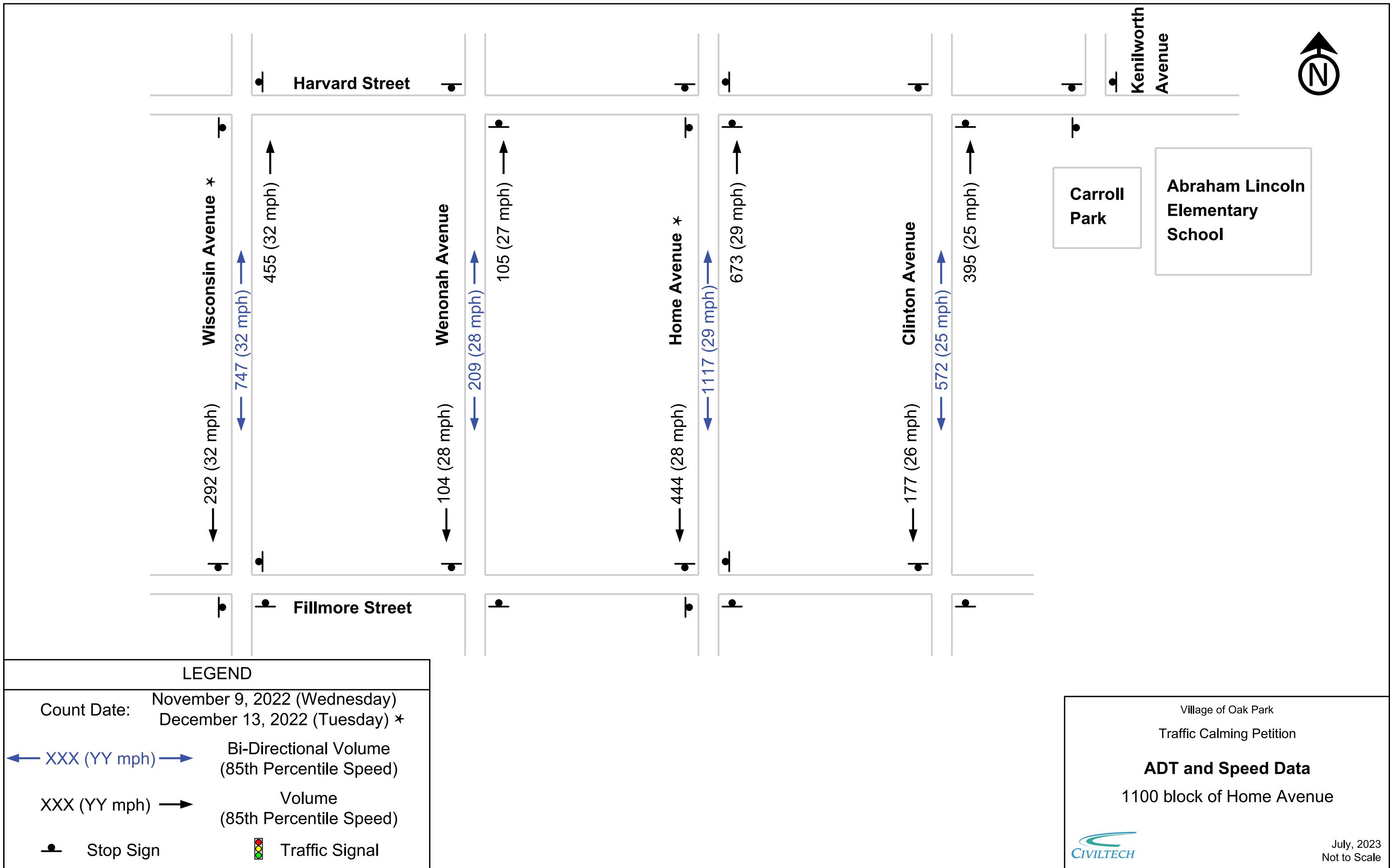
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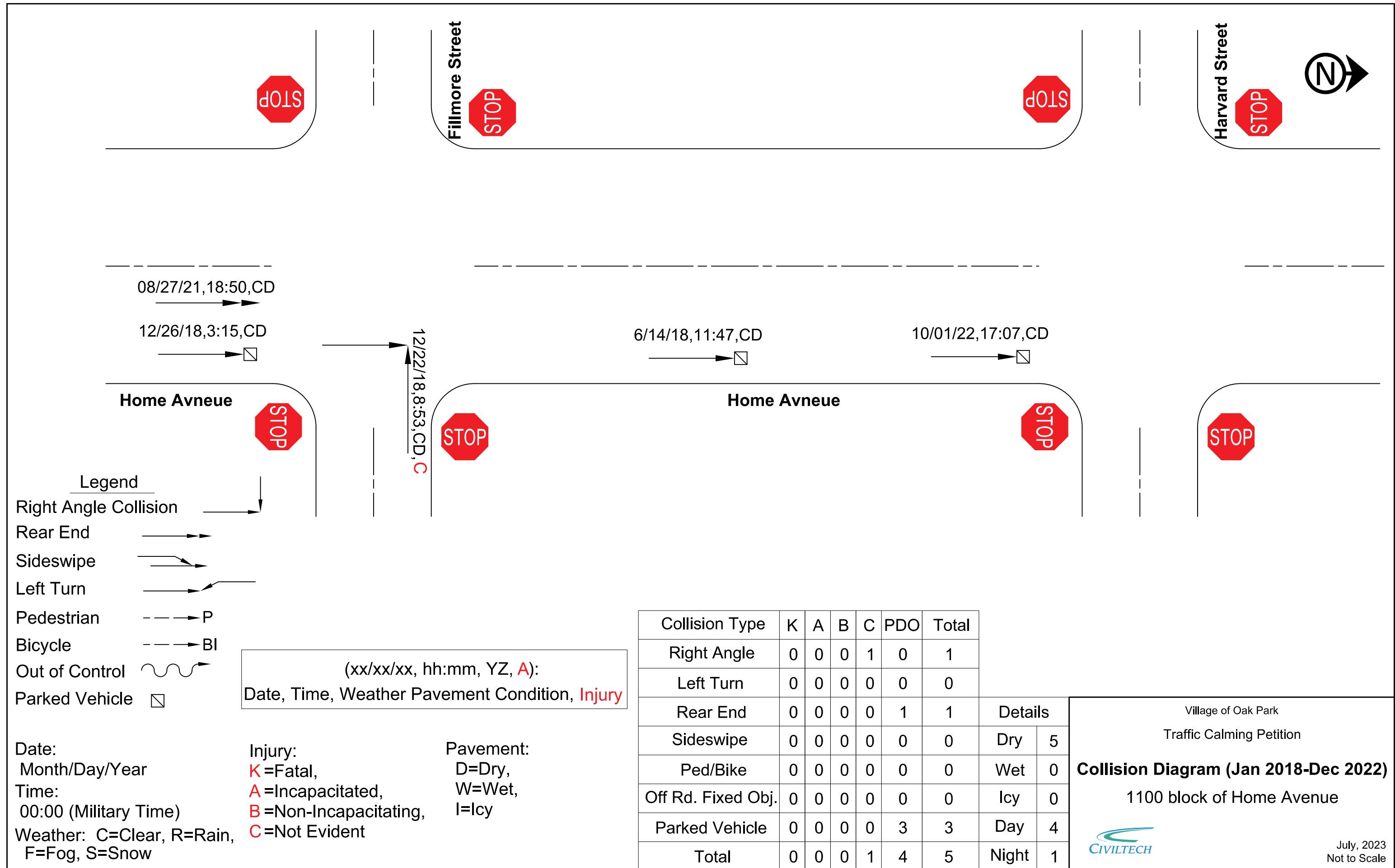
Exhibit A

CIVILTECH

Measure	Maximum Number of Points	Traffic Calming Criteria Scoring Detail as approved by the Village Board of Trustees on November 6, 2017	Minimum possible Score	1100 block of Home Avenue																														
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	5 pts.																														
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	0 pts.	16 pts.																														
Vehicle Volume	20	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0 pts.	5 pts.																														
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.	5 pts.																														
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	3 pts.	3 pts.																														
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">51% petitions</td> <td style="text-align: center;">75% petitions</td> </tr> <tr> <td>51% - 59% = 10 points</td> <td>75% - 78% = 10 points</td> </tr> <tr> <td>60% - 68% = 11</td> <td>79% - 82% = 11</td> </tr> <tr> <td>69% - 77% = 12</td> <td>83% - 86% = 12</td> </tr> <tr> <td>78% - 86% = 13</td> <td>87% - 90% = 13</td> </tr> <tr> <td>87% - 95% = 14</td> <td>91% - 94% = 14</td> </tr> <tr> <td>96% - 100% = 15</td> <td>95% - 100% = 15</td> </tr> </table> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">% of negative replies</td> <td style="text-align: center;">Subtract</td> </tr> <tr> <td style="text-align: center;">Less than 10 or 16 replies</td> <td style="text-align: center;">= - 0 points</td> </tr> <tr> <td colspan="2" style="text-align: center;">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> </tr> <tr> <td>1% - 20%</td> <td>= - 1 point</td> </tr> <tr> <td>21% - 40%</td> <td>= - 2</td> </tr> <tr> <td>41% - 60%</td> <td>= - 3</td> </tr> <tr> <td>61% - 80%</td> <td>= - 4</td> </tr> <tr> <td>81% - 100%</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)	10 pts.
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																																	
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.	44 pts.																														







1100 block of Home Avenue

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

APPENDIX A

ADT and Speed Data

Station #: GROUP 4 - 1
 Site ID: HOME AVE
 Location: SOUTH OF HARVARD
 Direction: SOUTH
 Lane: 1

File: GROUP 4 - 1 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	7	5	2	0	0	0	0	0	0	0	0	0	0	15
07:00	0	0	2	10	9	2	0	0	0	0	0	0	0	0	0	0	23
08:00	0	2	6	13	12	0	0	0	0	0	0	0	0	0	0	0	33
09:00	0	1	1	11	5	0	0	0	0	0	0	0	0	0	0	0	18
10:00	1	4	3	8	3	1	0	0	1	0	0	0	0	0	0	0	21
11:00	0	2	5	16	5	2	0	0	0	0	0	0	0	0	0	0	30
12:00	0	0	4	12	11	1	0	0	0	0	0	0	0	0	0	0	28
13:00	0	2	3	5	5	3	0	0	0	0	0	0	0	0	0	0	18
14:00	0	3	5	9	8	1	0	0	0	0	0	0	0	0	0	0	26
15:00	0	3	8	20	14	3	0	0	0	0	0	0	0	0	0	0	48
16:00	1	0	11	29	12	1	1	0	0	0	0	0	0	0	0	0	55
17:00	1	0	6	27	14	2	0	0	0	0	0	0	0	0	0	0	50
18:00	0	0	8	11	9	1	0	0	0	0	0	0	0	0	0	0	29
19:00	0	0	2	14	9	0	0	0	0	0	0	0	0	0	0	0	25
20:00	0	2	1	6	4	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	3	19	67	202	130	20	2	0	1	0	0	0	0	0	0	0	444
PERCENTS	0.7%	4.3%	15.1%	45.5%	29.3%	4.5%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 18.5 mph

85th Percentile Speed
 28.4 mph

Median Speed
 23.3 mph

Average Speed
 23.4 mph

10 MPH Pace Speed
 20 mph to 30 mph
 332 vehicles in pace
 Representing 75.3% of the total vehicles

Vehicles > 25 MPH
 153
 34.7%

Station #: GROUP 4 - 1
 Site ID: HOME AVE
 Location: SOUTH OF HARVARD
 Direction: NORTH
 Lane: 2

File: GROUP 4 - 1 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	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	3	8	1	1	0	0	0	0	0	0	0	0	0	14
07:00	1	1	2	23	12	6	1	0	0	0	0	0	0	0	0	0	46
08:00	0	0	7	17	19	2	0	0	0	0	0	0	0	0	0	0	45
09:00	1	0	4	8	10	0	2	0	0	0	0	0	0	0	0	0	25
10:00	0	0	3	6	11	3	0	0	0	0	0	0	0	0	0	0	23
11:00	0	0	3	12	11	3	1	0	0	0	0	0	0	0	0	0	30
12:00	0	1	6	18	19	3	0	0	0	0	0	0	0	0	0	0	47
13:00	0	1	5	16	23	6	0	0	0	0	0	0	0	0	0	0	51
14:00	1	2	6	13	14	2	0	0	0	0	0	0	0	0	0	0	38
15:00	0	3	15	40	27	3	1	0	0	0	0	0	0	0	0	0	89
16:00	0	1	10	30	26	3	1	0	0	0	0	0	0	0	0	0	71
17:00	0	0	6	35	26	5	1	0	0	0	0	0	0	0	0	0	73
18:00	0	1	12	20	19	5	0	0	0	0	0	0	0	0	0	0	57
19:00	0	2	3	8	8	0	0	0	0	0	0	0	0	0	0	0	21
20:00	0	0	0	3	9	7	0	0	0	0	0	0	0	0	0	0	19
21:00	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	9
22:00	1	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
DAY TOTAL	4	14	83	258	250	55	9	0	0	0	0	0	0	0	0	0	673
PERCENTS	0.6%	2.1%	12.3%	38.3%	37.1%	8.2%	1.3%	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
 20.1 mph

85th Percentile Speed
 29.3 mph

Median Speed
 24.6 mph

Average Speed
 24.6 mph

10 MPH Pace Speed
 20 mph to 30 mph
 508 vehicles in pace
 Representing 75.9% of the total vehicles

Vehicles > 25 MPH
 314
 46.9%

Station #: GROUP 4 - 1

Site ID: HOME AVE

Location: SOUTH OF HARVARD

Direction: ROAD TOTAL

Lane:

File: GROUP 4 - 1 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	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	6
05:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	1	10	13	3	1	0	0	0	0	0	0	0	0	0	29
07:00	1	1	4	33	21	8	1	0	0	0	0	0	0	0	0	0	69
08:00	0	2	13	30	31	2	0	0	0	0	0	0	0	0	0	0	78
09:00	1	1	5	19	15	0	2	0	0	0	0	0	0	0	0	0	43
10:00	1	4	6	14	14	4	0	0	1	0	0	0	0	0	0	0	44
11:00	0	2	8	28	16	5	1	0	0	0	0	0	0	0	0	0	60
12:00	0	1	10	30	30	4	0	0	0	0	0	0	0	0	0	0	75
13:00	0	3	8	21	28	9	0	0	0	0	0	0	0	0	0	0	69
14:00	1	5	11	22	22	3	0	0	0	0	0	0	0	0	0	0	64
15:00	0	6	23	60	41	6	1	0	0	0	0	0	0	0	0	0	137
16:00	1	1	21	59	38	4	2	0	0	0	0	0	0	0	0	0	126
17:00	1	0	12	62	40	7	1	0	0	0	0	0	0	0	0	0	123
18:00	0	1	20	31	28	6	0	0	0	0	0	0	0	0	0	0	86
19:00	0	2	5	22	17	0	0	0	0	0	0	0	0	0	0	0	46
20:00	0	2	1	9	13	7	0	0	0	0	0	0	0	0	0	0	32
21:00	0	0	2	4	3	1	0	0	0	0	0	0	0	0	0	0	10
22:00	1	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	9
23:00	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
DAY TOTAL	7	33	150	460	380	75	11	0	1	0	0	0	0	0	0	0	1117
PERCENTS	0.6%	3.0%	13.4%	41.2%	34.0%	6.7%	1.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
19.5 mph85th Percentile Speed
29.0 mphMedian Speed
24.1 mphAverage Speed
24.1 mph10 MPH Pace Speed
20 mph to 30 mph
840 vehicles in pace
Representing 75.7% of the total vehiclesVehicles > 25 MPH
467
42.1%

Station #: GROUP 4 - 2
 Site ID: S CLINTON AV
 Location: SOUTH OF HARVARD ST
 Direction: SOUTH
 Lane: 1

File: GROUP 4 - 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	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	9
08:00	0	3	1	7	1	0	0	0	0	0	0	0	0	0	0	0	12
09:00	0	2	1	12	1	1	0	0	0	0	0	0	0	0	0	0	17
10:00	0	4	3	2	0	1	0	0	0	0	0	0	0	0	0	0	10
11:00	1	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	10
12:00	0	0	2	5	1	2	0	0	0	0	0	0	0	0	0	0	10
13:00	0	1	5	3	3	0	0	0	0	0	0	0	0	0	0	0	12
14:00	0	1	4	5	2	1	0	0	0	0	0	0	0	0	0	0	13
15:00	0	1	5	7	2	0	0	0	0	0	0	0	0	0	0	0	15
16:00	0	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	12
17:00	0	1	6	4	0	1	0	0	0	0	0	0	0	0	0	0	12
18:00	1	5	2	6	2	0	0	0	0	0	0	0	0	0	0	0	16
19:00	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	7
20:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3
21:00	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
DAY TOTAL	5	23	48	71	23	7	0	0	0	0	0	0	0	0	0	0	177
PERCENTS	2.8%	13.0%	27.1%	40.1%	13.0%	4.0%	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
 15.3 mph

85th Percentile Speed
 25.9 mph

Median Speed
 21.1 mph

Average Speed
 20.9 mph

10 MPH Pace Speed
 15 mph to 25 mph
 119 vehicles in pace
 Representing 69.2% of the total vehicles

Vehicles > 25 MPH
 30
 17.4%

Station #: GROUP 4 - 2
 Site ID: S CLINTON AV
 Location: SOUTH OF HARVARD ST
 Direction: NORTH
 Lane: 2

File: GROUP 4 - 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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	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	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	1	3	22	14	6	0	0	0	0	0	0	0	0	0	0	0	46
08:00	0	2	14	22	9	1	0	0	0	0	0	0	0	0	0	0	48
09:00	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
10:00	1	0	5	9	2	0	0	0	0	0	0	0	0	0	0	0	17
11:00	0	2	8	4	4	0	0	0	0	0	0	0	0	0	0	0	18
12:00	0	2	4	9	6	1	0	0	0	0	0	0	0	0	0	0	22
13:00	0	1	8	6	1	1	0	0	0	0	0	0	0	0	0	0	17
14:00	1	3	9	8	4	0	0	0	0	0	0	0	0	0	0	0	25
15:00	2	2	14	13	1	1	0	0	0	0	0	0	0	0	0	0	33
16:00	0	8	17	25	2	0	0	0	0	0	0	0	0	0	0	0	52
17:00	0	3	33	19	3	0	0	0	0	0	0	0	0	0	0	0	58
18:00	0	3	7	15	3	0	0	0	0	0	0	0	0	0	0	0	28
19:00	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
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	0	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	5	30	152	162	42	4	0	0	0	0	0	0	0	0	0	0	395
PERCENTS	1.3%	7.6%	38.5%	41.0%	10.6%	1.0%	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
 15.9 mph

85th Percentile Speed
 24.6 mph

Median Speed
 20.4 mph

Average Speed
 20.4 mph

10 MPH Pace Speed
 15 mph to 25 mph
 314 vehicles in pace
 Representing 80.5% of the total vehicles

Vehicles > 25 MPH
 46
 11.8%

Station #: GROUP 4 - 2
 Site ID: S CLINTON AV
 Location: SOUTH OF HARVARD ST
 Direction: ROAD TOTAL
 Lane:

File: GROUP 4 - 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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	1	4	24	17	9	0	0	0	0	0	0	0	0	0	0	0	55
08:00	0	5	15	29	10	1	0	0	0	0	0	0	0	0	0	0	60
09:00	0	2	2	17	2	1	0	0	0	0	0	0	0	0	0	0	24
10:00	1	4	8	11	2	1	0	0	0	0	0	0	0	0	0	0	27
11:00	1	2	9	9	6	1	0	0	0	0	0	0	0	0	0	0	28
12:00	0	2	6	14	7	3	0	0	0	0	0	0	0	0	0	0	32
13:00	0	2	13	9	4	1	0	0	0	0	0	0	0	0	0	0	29
14:00	1	4	13	13	6	1	0	0	0	0	0	0	0	0	0	0	38
15:00	2	3	19	20	3	1	0	0	0	0	0	0	0	0	0	0	48
16:00	0	11	22	29	2	0	0	0	0	0	0	0	0	0	0	0	64
17:00	0	4	39	23	3	1	0	0	0	0	0	0	0	0	0	0	70
18:00	1	8	9	21	5	0	0	0	0	0	0	0	0	0	0	0	44
19:00	0	1	6	4	3	0	0	0	0	0	0	0	0	0	0	0	14
20:00	1	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	7
21:00	1	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	9
DAY TOTAL	10	53	200	233	65	11	0	0	0	0	0	0	0	0	0	0	572
PERCENTS	1.7%	9.3%	35.0%	40.7%	11.4%	1.9%	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
 15.8 mph

85th Percentile Speed
 24.8 mph

Median Speed
 20.6 mph

Average Speed
 20.6 mph

10 MPH Pace Speed
 15 mph to 25 mph
 433 vehicles in pace
 Representing 77.0% of the total vehicles

Vehicles > 25 MPH
 76
 13.5%

Station #: GROUP 4 - 3
 Site ID: WENONAH AVE
 Location: SOUTH OF HARVARD ST
 Direction: NORTH
 Lane: 1

File: GROUP 4 - 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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	6
08:00	1	1	2	1	1	1	0	0	0	0	0	0	0	0	0	0	7
09:00	1	2	1	3	1	0	0	1	0	0	0	0	0	0	0	0	9
10:00	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
12:00	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4
13:00	1	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	9
14:00	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	5
15:00	2	2	3	2	1	1	0	0	0	0	0	0	0	0	0	0	11
16:00	2	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	12
17:00	0	2	2	4	1	0	0	0	0	0	0	0	0	0	0	0	9
18:00	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
19:00	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
DAY TOTAL	10	20	23	33	14	4	0	1	0	0	0	0	0	0	0	0	105
PERCENTS	9.5%	19.0%	21.9%	31.4%	13.3%	3.8%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 13.6 mph

85th Percentile Speed
 26.7 mph

Median Speed
 20.7 mph

Average Speed
 20.6 mph

10 MPH Pace Speed
 15 mph to 25 mph
 56 vehicles in pace
 Representing 58.9% of the total vehicles

Vehicles > 25 MPH
 19
 20.0%

Station #: GROUP 4 - 3
 Site ID: WENONAH AVE
 Location: SOUTH OF HARVARD ST
 Direction: SOUTH
 Lane: 2

File: GROUP 4 - 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	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	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	5
08:00	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	8
09:00	1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5
10:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
12:00	0	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
14:00	0	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	8
15:00	3	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	7
16:00	0	3	5	5	1	0	0	0	0	0	0	0	0	0	0	0	14
17:00	1	2	4	2	3	2	0	0	0	0	0	0	0	0	0	0	14
18:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	1	1	3	0	2	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAY TOTAL	5	13	28	29	21	8	0	0	0	0	0	0	0	0	0	0	104
PERCENTS	4.8%	12.5%	26.9%	27.9%	20.2%	7.7%	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
 15.3 mph

85th Percentile Speed
 28.4 mph

Median Speed
 21.5 mph

Average Speed
 21.7 mph

10 MPH Pace Speed
 15 mph to 25 mph
 57 vehicles in pace
 Representing 57.6% of the total vehicles

Vehicles > 25 MPH
 29
 29.3%

Station #: GROUP 4 - 3
 Site ID: WENONAH AVE
 Location: SOUTH OF HARVARD ST
 Direction: ROAD TOTAL
 Lane:

File: GROUP 4 - 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	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	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	1	4	0	5	1	0	0	0	0	0	0	0	0	0	0	11
08:00	1	2	4	4	2	2	0	0	0	0	0	0	0	0	0	0	15
09:00	2	4	2	3	2	0	0	1	0	0	0	0	0	0	0	0	14
10:00	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00	1	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	12
12:00	0	2	2	6	2	0	0	0	0	0	0	0	0	0	0	0	12
13:00	1	1	2	5	2	1	0	0	0	0	0	0	0	0	0	0	12
14:00	0	4	3	3	3	0	0	0	0	0	0	0	0	0	0	0	13
15:00	5	2	5	2	2	2	0	0	0	0	0	0	0	0	0	0	18
16:00	2	6	9	7	2	0	0	0	0	0	0	0	0	0	0	0	26
17:00	1	4	6	6	4	2	0	0	0	0	0	0	0	0	0	0	23
18:00	0	0	4	6	1	0	0	0	0	0	0	0	0	0	0	0	11
19:00	0	1	1	7	2	2	0	0	0	0	0	0	0	0	0	0	13
20:00	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	7
21:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
DAY TOTAL	15	33	51	62	35	12	0	1	0	0	0	0	0	0	0	0	209
PERCENTS	7.2%	15.8%	24.4%	29.7%	16.7%	5.7%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 14.4 mph

85th Percentile Speed
 27.7 mph

Median Speed
 21.1 mph

Average Speed
 21.1 mph

10 MPH Pace Speed
 15 mph to 25 mph
 113 vehicles in pace
 Representing 58.2% of the total vehicles

Vehicles > 25 MPH
 48
 24.7%

Station #: GROUP 4 - 4
 Site ID: WISCONSIN AV
 Location: SOUTH OF HARVARD ST
 Direction: NORTH
 Lane: 1

File: GROUP 4 - 4 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	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	0	1	6	5	2	0	0	1	0	0	0	0	0	0	0	15
07:00	0	3	4	12	17	9	0	0	0	0	0	0	0	0	0	0	45
08:00	0	0	0	6	15	5	2	0	0	0	0	0	0	0	0	0	28
09:00	0	0	2	5	10	4	1	1	0	0	0	0	0	0	0	0	23
10:00	0	0	1	6	12	2	0	0	0	0	0	0	0	0	0	0	21
11:00	1	0	1	5	8	4	1	0	0	0	0	0	0	0	0	0	20
12:00	0	0	2	4	15	7	1	0	0	0	0	0	0	0	0	0	29
13:00	0	0	0	6	4	5	1	0	0	0	0	0	0	0	0	0	16
14:00	0	0	1	8	16	9	2	1	0	0	0	0	0	0	0	0	37
15:00	0	1	3	17	13	4	1	0	0	0	0	0	0	0	0	0	39
16:00	1	1	6	15	12	9	1	0	0	0	0	0	0	0	0	0	45
17:00	1	1	1	14	20	5	0	0	0	0	0	0	0	0	0	0	42
18:00	0	0	3	13	14	6	0	0	0	0	0	0	0	0	0	0	36
19:00	0	0	2	11	6	0	0	1	0	0	0	0	0	0	0	0	20
20:00	1	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	7
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	4	7	30	136	187	76	11	3	1	0	0	0	0	0	0	0	455
PERCENTS	0.9%	1.5%	6.6%	29.9%	41.1%	16.7%	2.4%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 21.1 mph

85th Percentile Speed
 31.5 mph

Median Speed
 26.4 mph

Average Speed
 26.3 mph

10 MPH Pace Speed
 20 mph to 30 mph
 323 vehicles in pace
 Representing 71.6% of the total vehicles

Vehicles > 25 MPH
 278
 61.6%

Station #: GROUP 4 - 4
 Site ID: WISCONSIN AV
 Location: SOUTH OF HARVARD ST
 Direction: SOUTH
 Lane: 2

File: GROUP 4 - 4 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	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	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	9
07:00	0	0	1	3	7	5	0	0	0	0	0	0	0	0	0	0	16
08:00	0	0	2	4	7	5	0	1	0	0	0	0	1	0	0	0	20
09:00	0	1	0	4	7	5	1	0	0	0	0	0	0	0	0	0	18
10:00	0	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	12
11:00	0	1	0	5	6	1	2	1	0	0	0	0	0	0	0	0	16
12:00	0	1	1	8	8	6	1	0	0	0	0	0	0	0	0	0	25
13:00	1	0	1	4	8	1	0	0	0	0	0	0	0	0	0	0	15
14:00	0	2	1	2	12	4	1	0	0	0	0	0	0	0	0	0	22
15:00	0	0	3	9	9	4	1	0	0	0	0	0	0	0	0	0	26
16:00	0	0	2	15	8	3	0	0	0	0	0	0	0	0	0	0	28
17:00	1	0	1	7	12	6	1	0	0	0	0	0	0	0	0	0	28
18:00	0	1	5	6	7	1	0	0	0	0	0	0	0	0	0	0	20
19:00	0	0	1	6	5	1	0	0	0	0	0	0	0	0	0	0	13
20:00	1	1	0	2	5	3	0	0	0	0	0	0	0	0	0	0	12
21:00	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	1	2	1	0	1	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
DAY TOTAL	3	7	19	84	118	50	8	2	0	0	0	0	1	0	0	0	292
PERCENTS	1.0%	2.4%	6.5%	28.8%	40.4%	17.1%	2.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 21.0 mph

85th Percentile Speed
 31.8 mph

Median Speed
 26.5 mph

Average Speed
 26.4 mph

10 MPH Pace Speed
 20 mph to 30 mph
 202 vehicles in pace
 Representing 69.9% of the total vehicles

Vehicles > 25 MPH
 179
 61.9%

Station #: GROUP 4 - 4
 Site ID: WISCONSIN AV
 Location: SOUTH OF HARVARD ST
 Direction: ROAD TOTAL
 Lane:

File: GROUP 4 - 4 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	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	8
06:00	0	0	1	8	10	4	0	0	1	0	0	0	0	0	0	0	24
07:00	0	3	5	15	24	14	0	0	0	0	0	0	0	0	0	0	61
08:00	0	0	2	10	22	10	2	1	0	0	0	0	1	0	0	0	48
09:00	0	1	2	9	17	9	2	1	0	0	0	0	0	0	0	0	41
10:00	0	0	1	9	19	4	0	0	0	0	0	0	0	0	0	0	33
11:00	1	1	1	10	14	5	3	1	0	0	0	0	0	0	0	0	36
12:00	0	1	3	12	23	13	2	0	0	0	0	0	0	0	0	0	54
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14:00	0	2	2	10	28	13	3	1	0	0	0	0	0	0	0	0	59
15:00	0	1	6	26	22	8	2	0	0	0	0	0	0	0	0	0	65
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20:00	2	1	0	7	12	3	0	0	0	0	0	0	0	0	0	0	25
21:00	0	1	1	2	5	1	1	0	0	0	0	0	0	0	0	0	11
22:00	0	0	2	2	2	0	1	0	0	0	0	0	0	0	0	0	7
23:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	7	14	49	220	305	126	19	5	1	0	0	0	1	0	0	0	747
PERCENTS	0.9%	1.9%	6.6%	29.5%	40.8%	16.9%	2.5%	0.7%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	100.0%

Statistical Information...

15th Percentile Speed
 21.1 mph

85th Percentile Speed
 31.6 mph

Median Speed
 26.4 mph

Average Speed
 26.4 mph

10 MPH Pace Speed
 20 mph to 30 mph
 525 vehicles in pace
 Representing 70.9% of the total vehicles

Vehicles > 25 MPH
 457
 61.8%

Village Of Oak Park
Transportation Commission Agenda Item

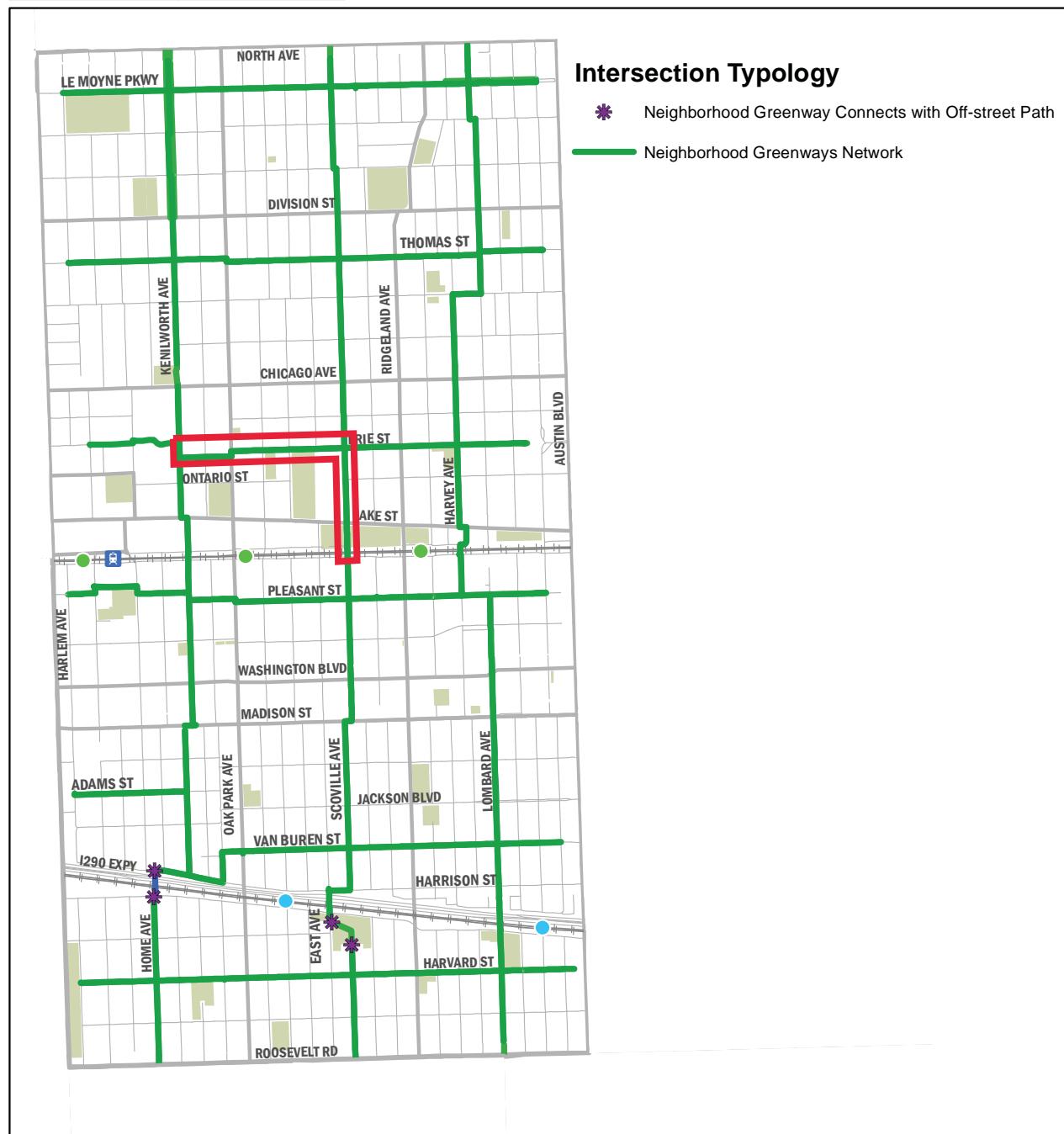
Item Title: Review of the Next Segment of the Bike Boulevard/Neighborhood Greenways Design
Review Date: <u>August 8, 2023</u>
Prepared By: <u>Marilyn Sudkamp/Jill Juliano</u>
Abstract (briefly describe the item being reviewed): <p>The Village has been working with V3 Companies (V3) and their subconsultant TYLin on the design of the first section of the Bike Boulevard (Neighborhood Greenways) plan. This section includes Erie Street from Kenilworth Avenue to Scoville Avenue and Scoville Avenue from Erie Street to South Boulevard. See Neighborhood Greenways Network Recommendations page and selected pages from Table 2C (Erie Street Neighborhood Greenway) and Table 2H (Fair Oaks/Scoville Avenue Neighborhood Greenway). The majority of improvements are signage & striping, but there are several proposed bump outs. The initial plan set was based on the Neighborhood Greenways Study. See the initial plan set included with this item.</p> <p>The initial plans were reviewed internally (Police, Fire, Parking, Public Works) as well as with Oak Park River Forest High School (OPRFHS). Concerns were expressed by both Village staff as well as OPRFHS representatives. The main concern is Scoville Avenue does not have enough room to safely allow for 2 lanes of bicycle traffic during school. V3 is now revising plans and will provide possible options at the meeting to discuss with the Commission.</p>
Staff Recommendation(s): <p>Transportation Commission to review, discuss and provide feedback to staff and the consultant, V3, about the proposed improvements provided in the initial plan set as well as possible options to be provided at the meeting.</p>
Supporting Documentation Is Attached

Intersection Typology - Neighborhood Greenway Connects with Off-Street Path

Prepared by Active Transportation Alliance
Data Sources: Active Transportation Alliance,
CMAP, Village of Oak Park



0 0.25 0.5 1 Miles



**TABLE
2C**

Erie Street Neighborhood Greenway							
	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Traffic Calming
Erie Street	Marion Street	Terminus of the Neighborhood Greenway	Maple Avenue dead ends, intersection has a three-way stop.	Use standard tools.			
Erie Street	Forest Avenue	Minor Left/Right Offset, Uncontrolled	Erie/Elizabeth Court is offset with a two-way stop	Restrict parking on Forest where the intersection is offset. Use signage to direct cyclists to stay on Erie/Elizabeth Court.			
Elizabeth Court	Kenilworth Avenue	Neighborhood Greenways Cul de sac Cut-through	Elizabeth Court is cul de saced on the west side of Kenilworth Avenue.	Restrict parking on Kenilworth where Erie is offset. Install bi-directional left turn lane on Kenilworth with			

Erie Street	Grove Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Grove.	Use standard tools.			
Erie Street	Oak Park Avenue	Major Left/Right Offset, uncontrolled	Two-way stop on Erie.	Install wayfinding signage on Erie. Mark green bike lanes on the east and west lanes of Oak Park Avenue with marked bicycle right turn lanes to continue on Erie.			Yes
Erie Street	Euclid Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			Yes
Erie Street	Linden Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Erie Street	East Avenue	Intersection of Neighborhood Greenway and Local Street	East dead ends with one-way stop.	Use standard tools.			
Erie Street	Scoville Avenue	Intersection of Two Neighborhood Greenways	Intersection of two Neighborhood Greenways with an all-way stop. Adjacent to a school.	Retain all-way stop. Mark contraflow bike lane on north-bound lane of Scoville, between Lake and Erie			
Erie Street	Elmwood Avenue	Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Erie Street	Ridgeland Avenue	Major Street Crossing Uncontrolled	Two-way stop on Erie. Ridgeland is uncontrolled and maintained by Illinois Department of Transportation (IDOT).	Use standard tools. Work with IDOT to install an RRFB on Ridgeland and/or intersection pavement markings.			
Erie Street	Cuyler Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Erie Street	Harvey Avenue	Intersection of Two Neighborhood Greenways	All-way stop.	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	
Erie Street	Lombard Avenue	Terminus of the Neighborhood Greenway	Two-way stop on Lombard	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	

**TABLE
2H**

Fair Oaks/Scoville Avenue Neighborhood Greenway							
	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Traffic Calming
Fair Oaks Avenue	North Avenue	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			
Fair Oaks Avenue	LeMoyne Parkway	Intersection of two Neighborhood Greenways	Two-way stop on LeMoyne.	Use standard tools.	Install mini roundabout with wayfinding signage.		
Fair Oaks Avenue	Greenfield Street	Minor street crossing.	Two-way stop on Fair Oaks.	Use standard tools.			
Fair Oaks Avenue	Berkshire Street	Minor Left/ Right Offset, Uncontrolled	Fair Oaks is slightly offset. Berkshire has a two-way stop.	Use intersection crossing markings to guide cyclists through intersection.			
Fair Oaks Avenue	Division Street	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Division is an arterial with a bike lane and no control for pedestrians and cyclists crossing.	Add intersection crossing markings across Division Street.	Consider installing a RRFB on arterial with bicycle loop detectors.		
Fair Oaks Avenue	Thomas Street	Intersection of Two Neighborhood Greenways	Two-way stop on Fair Oaks.	Use standard tools.	Install mini roundabout with wayfinding signage.		
Fair Oaks Avenue	Augusta Street	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Augusta is a collector with no control for pedestrians and cyclists crossing.	Add intersection crossing markings across Augusta.	If crossings are too difficult for cyclists, install RRFB on Augusta.		
Fair Oaks Avenue	Iowa Street	Minor street crossing.	Two-way stop on Iowa Street.	Use standard treatments.			
Fair Oaks Avenue	Chicago Avenue	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Chicago is an arterial with bike lanes.	Add intersection crossing markings across Chicago Avenue.	Consider installing a RRFB on arterial with bicycle loop detectors.		
Scoville Avenue	Superior Street	Minor street crossing	All way stop.	Use standard treatments			

Scoville Avenue	Erie Street	Intersection of Two Neighborhood Greenways	All-way stop. Adjacent to a school.	Mark contraflow bike lane on north-bound lane of Scoville, between Lake and Erie			
Scoville Avenue	Ontario Street	Intersection of Neighborhood Greenway and Local Street	Ontario dead-ends into Scoville with a one-way stop. On the approach to Lake Street, a diverter prevents traffic from heading northbound.	Add a Do Not Enter Except Bicycles sign on the diverter. Install a contraflow bike lane on the one-way segment north of the diverter.			
Scoville Avenue	Lake Street	Major Street Crossing Uncontrolled	A diverter on the north side of Scoville prevents vehicles from making left turns onto Lake	Retain diverter and allow bicycles to continue south on Scoville.	Remove diverter and replace with a center median with bicycle and pedestrian cut-throughs on Lake Street. Between Lake Street and North Boulevard, convert parking to back-in angle parking.		
Scoville Avenue	North Boulevard	Minor Street Crossing	North Boulevard dead ends at Scoville.	Use standard tools.			
Scoville Avenue	South Boulevard	Major Street Crossing Stop Controlled	Two-way stop on Scoville.	Mark intersection crossing markings through the intersection.			

VILLAGE OF OAK PARK, ILLINOIS

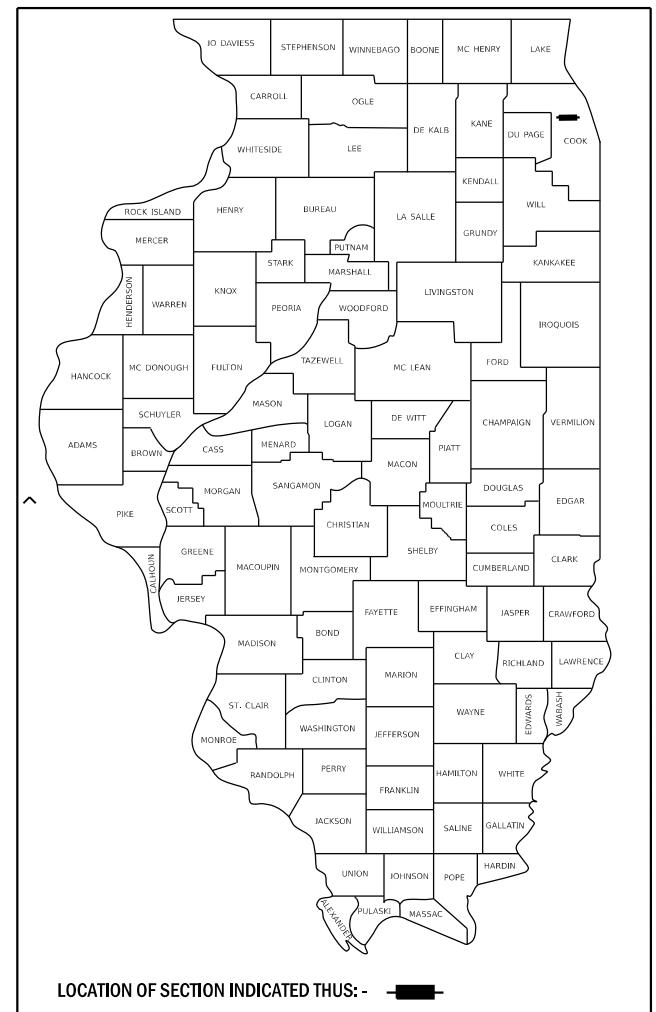
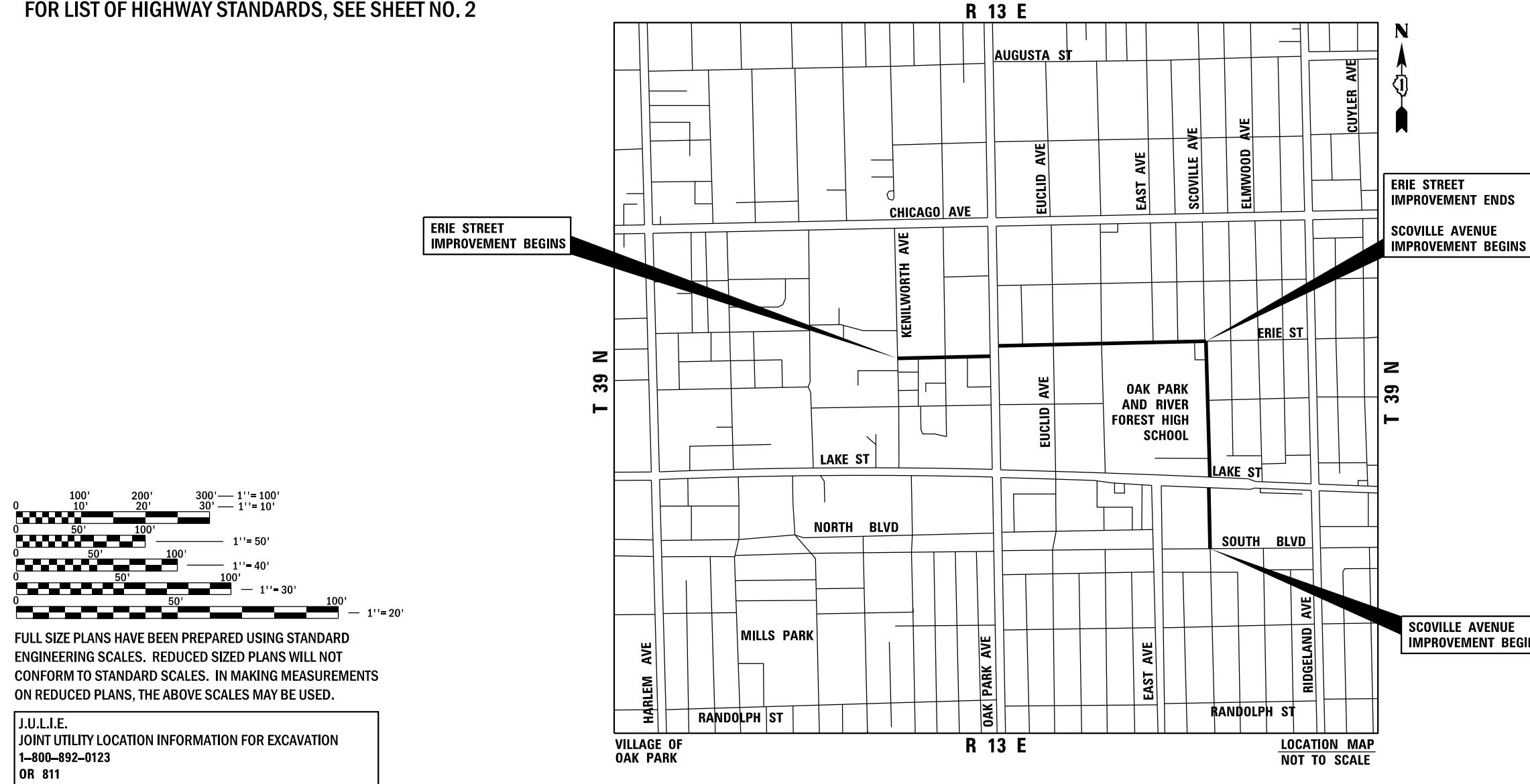
FOR INDEX OF SHEETS, SEE SHEET NO.

VILLAGE PROJECT #23-15

BIKE BOULEVARD PROGRAM 2023

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

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2



CONTACT INFORMATION

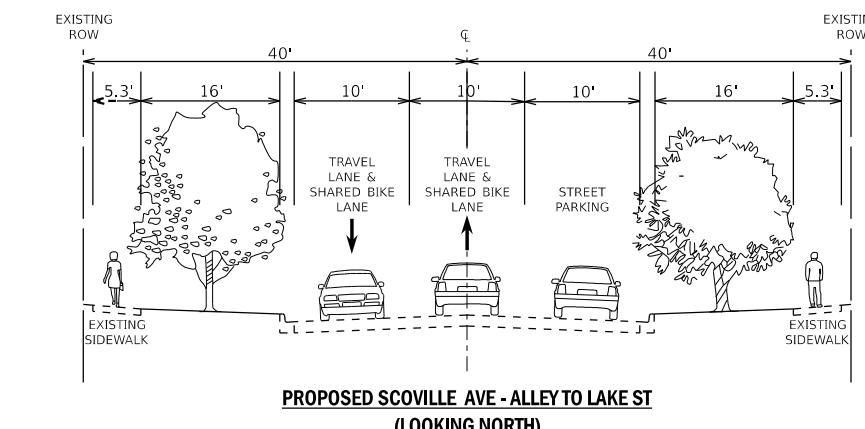
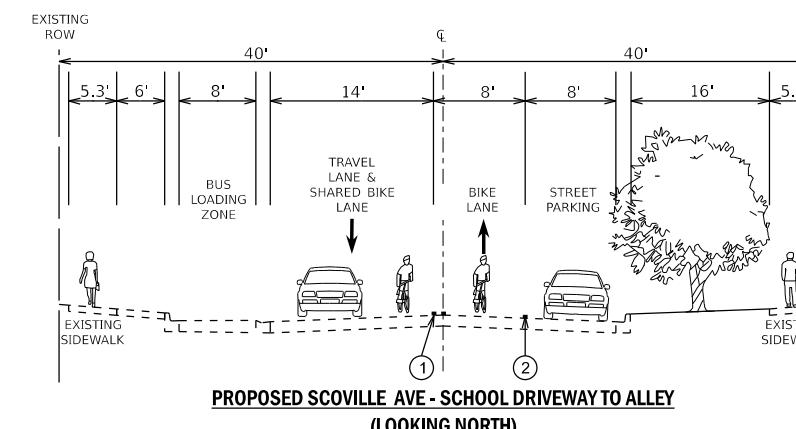
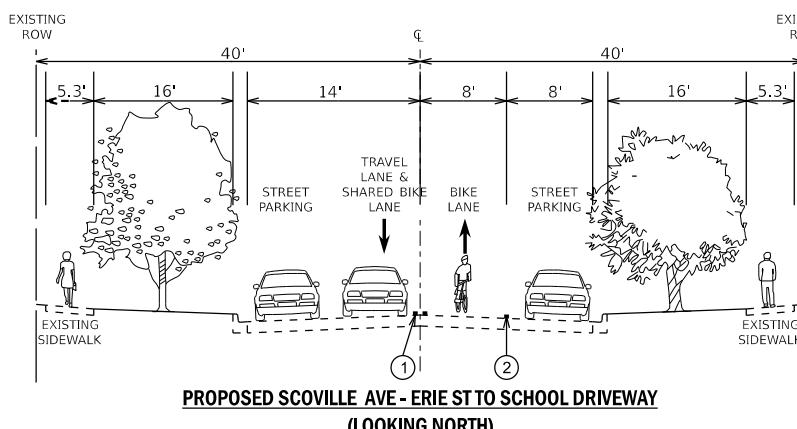
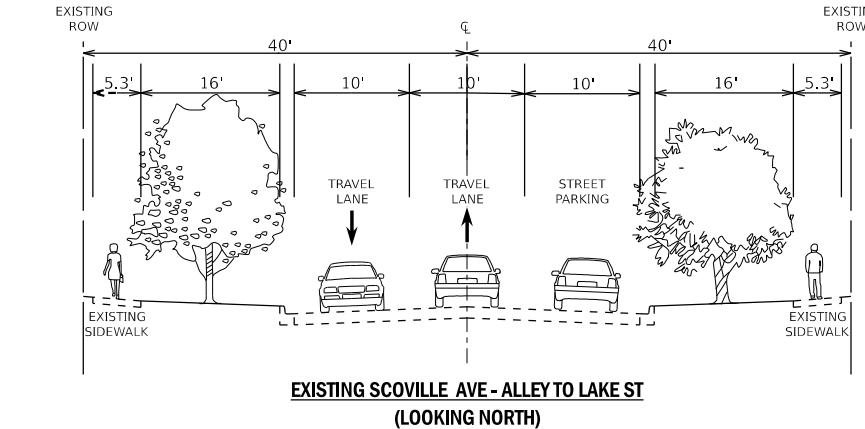
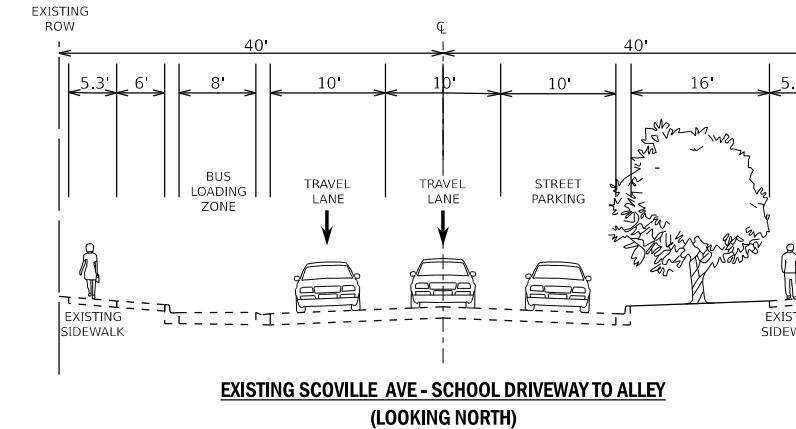
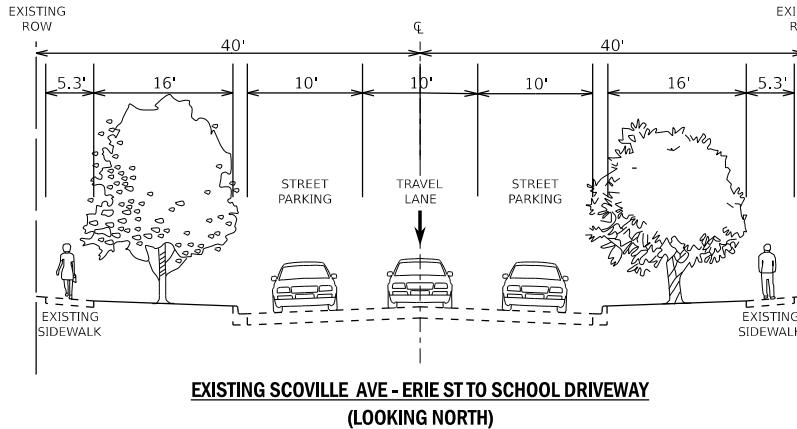
J.U.L.I.E. 800-892-0123
Public Works Center 708-358-5700
Communication 708-358-5770
Police 708-386-3800
Fire 708-358-5600
EMERGENCY 911

V3 COMPANIES
JASON D. HOLY
062-059941

DATE: 05-25-2022

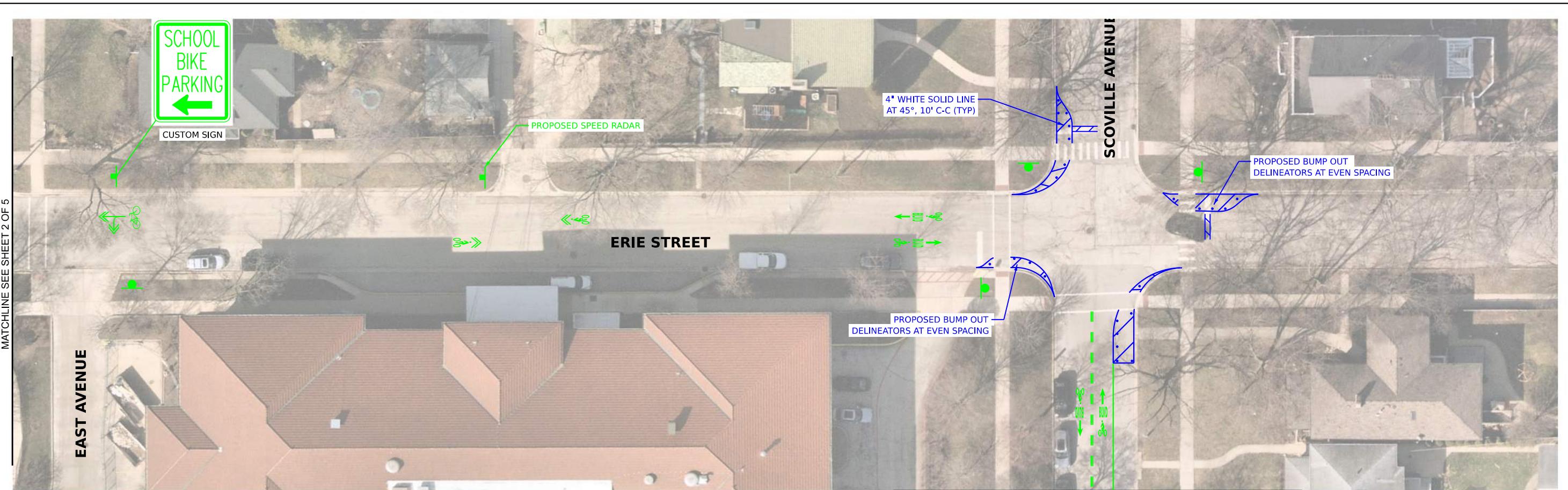


EXPIRATION DATE: 11-30-2021



PROPOSED LEGEND

- ① THERMOPLASTIC DOUBLE YELLOW 4" SKIP DASH 4' LINE - 4' SPACE
- ② THERMOPLASTIC SOLID LINE, WHITE 4"



MATCHLINE SEE SHEET 4 OF 5



MODEL: Default
FILE NAME: E:\2022\2206\Downloads\MP4\AND Shoot\11230226\clip\11002.drm

The logo for V3 Companies features a stylized 'V' inside a circle. The 'V' is bold and italicized, with a smaller '3' positioned at the bottom right of the 'V'.

USER NAME = mmartinez	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,000 ' in.	CHECKED -	REVISED -
PLOT DATE = 7/26/2023	DATE -	REVISED -

- REvised -

- REvised -

- REvised -

- REvised -

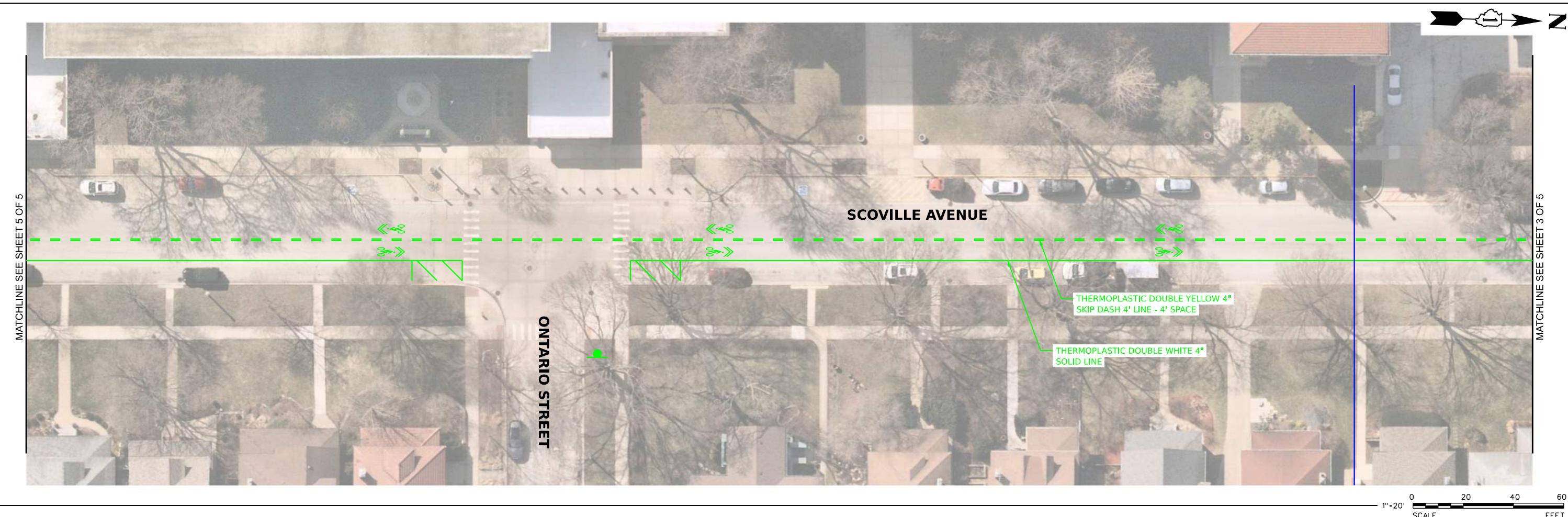
OAK PARK BIKE BOULEVARD PROGRAM

OAK PARK

ILLIN

PROPOSED IMPROVEMENT PLANS

	COUNTY	TOTAL SHEETS	SHEET NO.
	COOK	\$TOT	\$PLN03
TO STA.	PROJECT NO. 230326		



1' = 20' 0 20 40 60
SCALE FEET



