

**VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
MONDAY, APRIL 24, 2017 - 7:00 PM  
ROOM 101 – VILLAGE HALL**

**AGENDA**

1. Call to Order
2. Non-agenda Public Comment - up to 15 minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
  - 4.1 Draft March 20, 2017 Transportation Commission meeting minutes
5. CONTINUED DEVELOPMENT OF THE TRAFFIC CALMING TOOLBOX
  - 5.1 Staff AIC
  - 5.2 Background information Traffic Calming Toolbox
  - 5.3 Pre-Final Proposed Scoring Table
  - 5.4 This page intentionally left blank
  - 5.5 Table of Traffic Calming Devices Impacts - All Depts.
  - 5.6 Traffic Calming Toolbox Booklet
6. PETITION FOR INSTALLATION OF TRAFFIC CALMING DEVICES ON THE 1200 BLOCKS OF NORTH EAST AND LINDEN AVENUES
  - 6.1 Staff Agenda Item Commentary and Background Information
  - 6.2 Petitions and Letter of Explanations
  - 6.3 Written Public Testimony
  - 6.4 Aerial View of the Petitioning Blocks
  - 6.5 Various Traffic Devices on the 1200 Blocks Along North Avenue
  - 6.6 Speed and Volume Data for the Petitioning Blocks and Adjacent Blocks
  - 6.7 Collision Diagrams for the 1200 blocks of North East Avenue and Linden Avenue
  - 6.8 Parking Survey Data for the 1200 block of North East Avenue
  - 6.9 Approved Minutes from the November 28, 2016 Transportation Commission Meeting
  - 6.10 Letter to Area Businesses and Residents
7. UPDATE ON THE VILLAGE WIDE PARKING STUDY
  - 7.1 Staff Agenda Item Commentary for North Ave and Roosevelt Rd
  - 7.2 Parking Permit Map
  - 7.3 Daytime Restrictions Parking Map
  - 7.4 Overnight Permit Zone Z7
  - 7.5 Residential Daytime Permits Sold
  - 7.6 Existing Regulations and Additional Spaces
  - 7.7 Schools
  - 7.8 Parks
8. OTHER ENCLOSURES
  - OE1 12 Months of P&T Traffic Action Item Activity Summary April 2016 – March 2017
  - OE2 Village Board Of Trustees Actions On Transportation Commission Recommendations 01/23 - 03/06/2017
9. Adjourn

Please call (708) 358-5724 if you are unable to attend

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If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at (708) 358-5430 or e-mail [building@oak-park.us](mailto:building@oak-park.us) at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes  
Transportation Commission  
Monday, March 20, 2017  
Room 226 – Public Works

Call to Order and Roll Call

Chair Chalabian called the meeting to order at 6:59 PM.

Present: Jack Chalabian, Kyle Eichenberger, Michael Stewart, James Thompson, Joel Schoenmeyer

Excused: Craig Chesney

Staff: Mike Koperniak, Jill Juliano, John Youkhana, Mary Avinger

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

Commissioner Eichenberger motioned to approve the agenda as presented and was seconded by Commissioner Thompson. The motion was approved by a unanimous voice vote.

Approval of the Draft February 27, 2017 Meeting Minutes

Commissioner Schoenmeyer motioned to approve the draft February 27, 2017, Transportation Commission meeting minutes and was seconded by Commissioner Eichenberger. The motion was approved by a unanimous voice vote.

UPDATE ON THE VILLAGE WIDE PARKING STUDY

The floor was opened to public testimony.

Art Murnan of 446 North Austin Blvd stated he has lived in Oak Park for 31 years and up until five years ago, people used to be able to park on Austin until 2:30am and now they can only park until 11:00pm. Mr. Murnan stated visitors he had one night got tickets because no one was notified of the change. 90% of the time there are no cars parked on the 400 block of North Austin during those restrictions. Mr. Murnan is upset that he cannot have visitors after 11pm and there is nowhere he is comfortable having his guests park after 11pm. Mr. Murnan wants to know why there is an 11:00 time restriction when no one uses it and how restrictions were changed without notification to the residents on the block.

Public testimony was closed out.

John Youkhana, the Assistant Parking Director, gave a presentation on the update to the Village wide parking study. John explained as part of the study how the Village will be looked at in themes such as border streets - Harlem and Austin and North Ave. and Roosevelt, commuter streets – South Blvd. and along I-290, and in business districts and how they relate to each other.

Commissioner Chalabian explained theme versus category style of study and how the Village Board wants the theme study.

John Youkhana spoke about getting the Commission's feedback on consolidating signage and improving understanding of parking restrictions and removing restrictions. John explained staff's recommendations on standardizing overnight permit parking hours to 11:00pm – 6:00am.

There was a discussion about the various hours for parking restrictions on Austin and rush hour parking. The discussion continued about overnight parking on Harlem, technology allowing property owners to see unused private parking spaces, and about educational seminars to help people understand parking restrictions and finding parking.

Commissioner Thompson asked about information about a parking consultant he read about and John Youkhana explained the reason for using a consultant.

Commissioner Schoenmeyer asked about rush hour restrictions on Austin and if the overnight parking restrictions should be kept. Commissioner Schoenmeyer also spoke about how the work of the consultant is integrated into what the Village is trying to do for the ease of the use and customer service.

Commissioner Eichenberger asked about the history of the daytime permit parking zone A8 and John Youkhana explained the history including how residents in the area requested those restrictions.

Commissioner Stewart stated he sees a need to standardize parking restrictions across the Village but the needs of residents need to be taken into consideration and renters should be notified of standardization. Commissioner Stewart also spoke about how 400 N Austin from Lake Street to Ontario is very dense and parking is tight. John Youkhana responded that Parking looks at the impact with an internal discussion then it goes to the Village Board. Then a week before implementation to put up signs in the area of change. Commissioner Stewart commented on how the Transportation Commission used to receive public testimony for these types of parking studies before the Commission gave comments or recommendations.

Chair Chalabian questioned what the purpose of the Transportation Commission in the parking survey process and spoke about the Village Board goals from his perspective. Chair Chalabian stated that he thinks the study is moving fast but some staff recommendations make sense even though he sees lots of red flags and is disturbed by the current process. Chair Chalabian also believes the Transportation Commission

needs to communicate its opinions to the Village Board liaison and that the Commission needs more public testimony. Chair Chalabian shared his background with living on Austin and his parking experiences there. He questioned where commuters can leave their car and use other modes of transportation.

A brief discussion was had about parking availability on Austin and west of Austin.

Commissioner Stewart stated he likes staff's recommendation to remove daytime permit zone A8 and is for using technology to help match people to parking.

A discussion was had about how parking technology could work.

Commissioner Stewart reiterated again the need for more public testimony on this issue about parking on Austin.

Chair Chalabian stated he thinks Transportation Commission is a rubber stamp.

A discussion was had about the need for the Transportation Commission to be involved, the need for public testimony, the consultant contract for technology, and staff possibly giving parking tutorial about technology to Transportation Commission members.

Chair Chalabian stated he knows staff works very hard during open Saturday permit sales. He also went on to explain why the Transportation Commission involvement appears to him to be unnecessary and wants the Commission to be an active participant.

Commissioner Eichenberger asked what the Village Board's ultimate goals are and a discussion was had with John Youkhana about the interactions between the Village Board, staff, and the Transportation Commission.

Commissioner Stewart stated he doesn't want all past Transportation Commission recommendations and actions to be wiped away by standardization.

Chair Chalabian stated staff needs to balance the needs of residents on block versus needs of entire Village.

Commissioner Stewart stated there is no magic one size fits all solution and went on to speak about parking rates and how technology might affect it.

#### CONTINUED DEVELOPMENT OF THE TRAFFIC CALMING TOOLBOX

Jill Juliano gave a presentation on the continued development of the traffic calming toolbox that included the pre-final traffic calming toolbox scoring table. Jill Juliano also presented the eligibility/prioritization example from the City of Centennial, Colorado neighborhood traffic management programs, a table listing types of traffic calming measures and examples of traffic calming devices from other municipalities.

Chair Chalabian stated the Commission’s scoring criteria is sufficient and workable.

Commissioner Stewart asked according to the criteria on page 6.3 1/1 if per Village bike plan if Home Ave is included and spoke about bike routes and non-bike routes criteria. Jill Juliano confirmed that Home Ave is included in the Village’s bike plan and explained initial table of traffic calming measures and that she is asking for input from Fire, Police, and the Public Works Department.

Chair Chalabian stated in April he would like to have Fire, Police, and Public Works Department staff present to dialogue with Transportation Commission.

Jill Juliano went over the list and indicated the measures the Village has used in the past.

A discussion about the use of speed tables and their effectiveness occurred.

Chair Chalabian stated he is skeptical about the impact on emergency services.

Commissioner Stewart stated that the neckdown/bulbout is not bike friendly.

A discussion took place about starting with the least impact and working on the way up until a solution is achieved.

Commissioner Eichenberger asked if there was anything about the petition process online and Jill Juliano responded right now there is not. Commissioner Eichenberger also stated the Commission should have public testimony and public should be able to file petition online by choosing criteria from a menu.

A discussion took place about modifying the top part of the petition to a checklist of what the petitioner’s problems are:

- Volume                      Maybe even rank them
- Crashes
- Speed
- Pedestrian Safety            Other: \_\_\_\_\_
- Bike Safety

A discussion about giving the public the entire agenda 48 hours in advance before meetings and when staff uploads it to the Transportation Commission as well as what to do with public testimony received after the agenda is uploaded took place.

Chair Chalabian stated he would like to wrap up the traffic calming toolbox by June.

Commissioner Eichenberger motioned to adjourn the meeting and the motion was seconded by Commissioner Stewart.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:26 PM.

Respectively submitted

*Mary Avinger*

Mary Avinger,  
Administrative Secretary

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

<b>Item Title:</b> Continued Development of the Traffic Calming Toolbox
Review Date: <u>April 24, 2017</u>
Prepared By: <u>Mike Koperniak</u>
<b>Abstract (briefly describe the item being reviewed):</b>  Tonight's meeting is a continuation of the Transportation Commission's work plan item to develop a traffic calming toolbox for use to more effectively address traffic calming petitions that are brought before it.
<b>Staff Recommendation(s):</b>  For tonight's meeting, the Commission will conduct (1) A review of a table of possible traffic calming measures that that was previously reviewed and commented on by the Village's Fire, Police, and Public Works Departments, (2) discuss the contents of the table with representatives of the Fire, Police, and Public Works Departments, (3) decide on which possible traffic calming measures from the table should be included in the draft traffic calming toolbox that will be presented to the Village Board of Trustees, and (4) revisit the weighting of the Community Interest and Bike Routes criteria in relationship to the minimum required score and the maximum possible score.
Supporting Documentation Is Attached

# Memorandum

0417-1

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Date: April 24, 2017

To: The Transportation Commission

From: Mike Koperniak, Staff Liaison     *MK*    

Re: Continuation in the Development of a Traffic Calming Toolbox

Included in this agenda item are several exhibits for review and consideration.

Exhibit 5.5 is a summary table of possible traffic calming measures that were first presented to the Transportation Commission at its February 27, 2017 meeting. Exhibit pages for each of the traffic calming measures is included as Exhibit 5.6.

This summary table indicates the type of measures that can be used by the Transportation Commission to address resident generated petitions for traffic calming measures and/or controls.

Subsequent to the February 27th meeting and prior to tonight's meeting, the Village's Fire, Police, and Public Works Departments reviewed and commented on each of the possible traffic calming measures. Each Department indicated for every traffic calming measure whether it presented no impact, a minor negative impact, or a major negative impact to its operations. The Departments indicated that they could work around measures having what they considered a minor negative impact on their operations. The Departments indicated that they were opposed to measures that they considered would have a major negative impact on their operations.

Exhibit 5.5 summarizes the comments of the three Departments. This table includes all of the traffic calming measures presented to the Commission at its February 27th meeting and indicates those measures that were opposed by the three Department and are not recommend by Staff for use by the Transportation Commission in carrying out its duties.

Representatives from the three Departments will be present at tonight's meeting to answer any questions that the Commission may have regarding the reasoning behind the Departments scoring of the measures.

At tonight's meeting, the Commission will be reviewing the various traffic calming measures and deciding which of them it would like included in the draft traffic calming toolbox that will eventually be presented to the Village Board of Trustees for approval.



# Memorandum

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Another item for review has to do with the pre-final Traffic Calming Toolbox Scoring Table that was approved by the Commission at its March 20, 2017 meeting. This table is included as exhibit 5.3.

While preparing the agenda for tonight's meeting, Staff observed that there is an apparent unbalanced condition between the percentage weighting of the six criteria based on the maximum possible score of 100 and the percentage weighting of the six criteria based on the minimum required score of 25.

There are five criteria addressing crash history, vehicle speed, vehicle volume, pedestrian traffic generators, and bike routes / non-bike routes that are scored based upon collected data. The sum of the maximum possible scores for these five criteria equals 85 points and accounts for 85 percent of the maximum possible score of 100.

The sixth criteria has to do with the resident generated petition and accounts for the remaining 15 percent of the maximum possible score of 100. In order for data for the five criteria above to be collected a successful petition must be submitted. A successful petition can have a maximum score of 15 points.

This results in an 85% / 15% split between the five collected data criteria and the one petition criteria based on the maximum 100 possible points score.

The Commission has decided that the minimum score necessary to submit a petition to the Transportation Commission for review and recommendation is equal to 25 points.

Calculating the minimum possible score for each of the five collected data criteria results in a total minimum possible score of 3 points for the five criteria. This is because at least 3 points is given for the Bike Routes / Non-Bike Routes criteria regardless of whether or not the street in question is identified as a bike route.

The minimum possible score for a successful petition, without negative external support, is 10 points.

Combined, this results in a default total minimum possible score of 13 points. This minimum 13 points represents 52 percent of the minimum required score of 25 points. This is just for submitting a successful petition and before any data is collected and scored.

As was stated earlier, the minimum possible score for a successful petition, without negative external support, is 10 points. This 10 points represents 40 percent of the minimum 25 points required score.

This means that the five collected data criteria scores represent only 60 percent of the minimum required score of 25 points.

# Memorandum

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This results in a 60% / 40% split between the five collected data criteria and the one petition criteria based on the minimum required score of 25 points.

In summary, while there is an 85% / 15% split between the five collected data criteria and the one petition criteria based on the maximum 100 possible points score, there is a 60% / 40% split between the five collected data criteria and the one petition criteria based on the minimum required score of 25 points. In addition, a successful petition by itself represents 52 percent of the minimum required score of 25 points

Does this apparent discrepancy in the percent weighting warrant further consideration by the Commission? Staff is of the opinion that it does. It appears to Staff that the five collected data criteria are not contributing enough weight to the scoring as previously thought.

There are many resources in the Traffic Calming Toolbox directory on the ftp site. The Commission may wish to review documents from which certain exhibits have been made. Those documents are: 1) Placer County NTMP, 2) City of Albuquerque NTMP, 3) Centennial NTMP Manual, 4) ITE Toolbox of Traffic Calming Measures and Establishing a Neighborhood Traffic Management Program. Also located in the Toolbox directory are City of Chicago Safer Street Guides and Pedestrian Plan which provides examples and measures that are being considered locally. The DC DOT Traffic Calming Assessment Application within the Traffic Calming Toolbox directory has good information on the treatments and processing of applications.

Finally, there is the FHWA website has a free online resource, the Traffic Calming ePrimer. Here is the link to that site: [https://safety.fhwa.dot.gov/speedmgt/traffic\\_calm.cfm](https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm) . The eight modules have been PDF'd and placed in its own directory on the ftp site.

Measure	Maximum Number of Points	Percentage weighting based upon maximum possible score of 100	<u>DRAFT</u> Criteria Detail as approved by the Transportation Commission at its 03/20/2017 meeting	minimum possible score	Percentage weighting based upon minimum possible score of 25																																																																																														
Crash History	20	<b>85%</b>	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.	<b>60%</b>  (80% with minimum petition score + maximum external negative support)																																																																																														
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.																																																																																															
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.																																																																																															
Pedestrian Traffic Generators	15		Any school, park, library, church, CTA station 2 to 3 blocks (1,320 to 1,980 ft.) away = 3 points Any school, park, library, church, CTA station one block (660 ft.) or less away = 5 points	0 pts.																																																																																															
Bike Routes / Non-Bike Routes	10		Not identified as a proposed bike route/boulevard* = 3 points Identified as an alternative bike route/boulevard* = 6 points Identified as a bike route/boulevard* = 10 points * Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum	3 pts.																																																																																															
Community Interest	15	<b>15%</b>	<p>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.</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th colspan="4">51% petitions</th> <th colspan="4">75% petitions</th> </tr> </thead> <tbody> <tr> <td>51%</td><td>-</td><td>59%</td><td>= 10 points</td> <td>75%</td><td>-</td><td>78%</td><td>= 10 points</td> </tr> <tr> <td>60%</td><td>-</td><td>68%</td><td>= 11</td> <td>79%</td><td>-</td><td>82%</td><td>= 11</td> </tr> <tr> <td>69%</td><td>-</td><td>77%</td><td>= 12</td> <td>83%</td><td>-</td><td>86%</td><td>= 12</td> </tr> <tr> <td>78%</td><td>-</td><td>86%</td><td>= 13</td> <td>87%</td><td>-</td><td>90%</td><td>= 13</td> </tr> <tr> <td>87%</td><td>-</td><td>95%</td><td>= 14</td> <td>91%</td><td>-</td><td>94%</td><td>= 14</td> </tr> <tr> <td>96%</td><td>-</td><td>100%</td><td>= 15</td> <td>95%</td><td>-</td><td>100%</td><td>= 15</td> </tr> </tbody> </table> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th colspan="4">% of negative replies</th> <th colspan="2">Subtract</th> </tr> </thead> <tbody> <tr> <td colspan="4">Less than 10 or 16 replies</td> <td>=</td> <td>- 0 points</td> </tr> <tr> <td rowspan="4" style="font-size: 8px;">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> </tbody> </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)	<b>40%</b>  (20% with minimum petition score + maximum external negative support)
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<b>Maximum Score</b>	<b>100</b>	<b>100%</b>	<b>Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)</b>	13 pts.	0%																																																																																														

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Traffic Calming Measures as reviewed and recommended by the Village of Oak Park's Fire, Police, and Public Works Departments

Types of Traffic Calming Measures that can be used by the Transportation Commission to address resident generated petitions for traffic calming / controls	No impacts			Minor negative impacts / can work around			Major negative impacts / opposed to		
	Fire	Police	Public Works	Fire	Police	Public Works	Fire	Police	Public Works
<b>Level 1 - No Traffic Flow Changes</b>									
Targeted Speed Enforcement (Page 1)	✓	✓	✓						
Speed Radar Trailer (Page 1)	✓	✓	✓						
Speed Feedback Sign (Page 2)	✓	✓	✓						
Centerline / Edgeline Lane Striping (Page 2)	✓		✓		✓				
Optical Speed Bars / Speed Reduction Markings (Page 3)	✓	✓	✓						
Signage (Page 3)	✓	✓	✓						
Speed Limit Signage (Page 4)	✓	✓	✓						
STOP / YIELD Signage (Page NA)	✓	✓				✓			
Speed Legend (Page 5)	✓	✓	✓						
Speed Limit Pavement Markings (Page 6)	✓	✓	✓						
High Visibility Crosswalks (Page 7)	✓	✓				✓			
Educational Community Involvement (Page 8)	✓	✓	✓						
<b>Level 2 - Some Traffic Flow Changes</b>									
Sign Turn Restrictions/Turn Movement Restrictions (Page 9)	✓	✓				✓			
Centerline Botts Dots / Raised Pavement Markers (Page 5)	✓				✓	✓			
Angled Parking (Page 7)	✓	✓				✓			
Parking Strategies (Page 10)				✓	✓	✓			
Textured Pavement (Page 11)	✓	✓				✓			
Rumble Strip (Page 11-12)	✓		✓		✓				
<b>Level 3 - Significant Traffic Flow Changes</b>									
Neckdown / Bulbout (Page 13)	✓				✓	✓			
Center Island Narrowing / Pedestrian Refuge (Page 14)	✓					✓			
Two-Lane Choker (Page 15)	✓					✓		✓	
One-Lane Choker (Page 16)	✓					✓		✓	
Roundabout (Single-Lane) (Page 18)			✓	✓				✓	
Chicane (Page 19)	✓				✓	✓			
Lateral Shift (Page 20)				✓	✓	✓			
Realigned Intersection (Page 21)				✓	✓	✓			
Medians & Partial Medians (Page 22)				✓	✓	✓			
Traffic Circle (Page 17) - Not recommended by Staff				✓		✓		✓	
Speed Hump (Page 23) - Not recommended by Staff					✓	✓	✓		
Speed Lump (Page 24) - Not recommended by Staff				✓		✓		✓	
Speed Cushion (Page 25) - Not recommended by Staff				✓	✓				✓
Speed Table (Page 26) - Not recommended by Staff					✓	✓	✓		
Speed Kidney (Page 27) - Not recommended by Staff						✓	✓	✓	
Raised Crosswalk (Page 28) - Not recommended by Staff					✓	✓	✓		
Raised Intersection (Page 29) - Not recommended by Staff					✓	✓	✓		
<b>Level 4 - Street Closures</b>									
Diagonal Diverter (Page 33)				✓	✓	✓			
Median Barrier (Page 34)				✓	✓	✓			
Forced Turn Island (Page 35)				✓	✓	✓			
Two-Way Street Conversion (Page 36)			✓	✓	✓				
One-Way Street Conversion (Page NA)				✓	✓	✓			
One-Way Couplet Conversions (Page 37)				✓	✓	✓			
Full Closure (Page 30) - Not recommended by Staff						✓	✓*	✓	
Partial Closure (Page 31) - Not recommended by Staff				✓	✓	✓			
Canadian Design Half Closure / Semi-Diverter (Page 32) - Not recommended by Staff				✓		✓		✓	
reviewed by the three departments in March 2017									

### Targeted Speed Enforcement

County Staff or NTC members can identify locations for temporary targeted enforcement, based on personal observations and survey comments. A request can be submitted to the California Highway Patrol (CHP) for the desired enforcement. Because of limited CHP resources, the duration of the targeted enforcement may be limited. Targeted enforcement may also be used in conjunction with new neighborhood traffic management devices to help drivers become aware of the new restrictions.



**Approximate Cost: No direct cost.**

#### Advantages

- Inexpensive if used temporarily
- Does not physically slow emergency vehicles or buses
- Quick implementation

#### Disadvantages

- Expensive to maintain an increased level of enforcement
- Effectiveness may be temporary

### Radar Trailer

A radar trailer is a device that measures each approaching vehicle's speed and displays it next to the legal speed limit in clear view of the driver. They can be easily placed on a street for a limited amount of time then relocated to another street, allowing a single device to be effective in many locations.



**Approximate Cost: No direct cost. (Purchase \$6,000 - \$12,000)**

#### Advantages

- Portable
- Does not physically slow emergency vehicles or buses
- Quick implementation

#### Disadvantages

- Effectiveness may be temporary
- Drivers may divert to alternate streets due to uncertainty of device implications
- Subject to vandalism

### Speed Feedback Signs

Speed feedback signs perform the same functions as radar trailers but are permanent. Real-time speeds are relayed to drivers and flash when speeds exceed the limit. Speed feedback signs are typically mounted on or near speed limit signs.



**Approximate Cost: \$3,000 - \$10,000**

### Centerline/Edgeline Lane Striping

Lane striping can be used to create formal travel lanes, bicycle lanes, parking lanes, or edge lines. As a neighborhood traffic management measure, they are used to narrow the travel lanes for vehicles, thereby inducing drivers to lower their speeds. The past evidence on speed reductions is, however, inconclusive.



**Approximate Cost: \$2.00 per linear foot**

#### Advantages

- Real-time speed feedback
- Does not physically slow emergency vehicles or buses
- Permanent installation

#### Disadvantages

- May require power source
- Only effective for one direction of travel
- Long-term effectiveness uncertain
- Subject to vandalism

#### Advantages

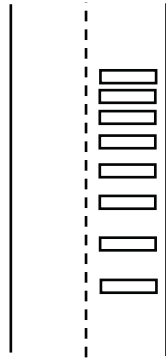
- Inexpensive
- Can be used to create bicycle lanes or delineate on-street parking
- Does not slow emergency vehicles

#### Disadvantages

- Has not been shown to significantly reduce travel speeds
- Requires regular maintenance

### Optical Speed Bars

Optical speed bars are a series of pavement markings spaced at decreasing distances. They have typically been used in construction areas to provide drivers with the impression of increased speed. They do not provide long-term speed reduction benefits.



#### Advantages

- Inexpensive
- Does not physically slow emergency vehicles or buses

#### Disadvantages

- Long-term effects in residential area unknown
- Increases regular maintenance

Approximate Cost: \$1.00 per linear foot

### Signage

Various signs may also be useful in alerting driver of certain conditions. Examples include:

- "Cross Traffic Does Not Stop" Signs
- Truck Restriction Signs



#### Advantages

- Inexpensive
- Truck restrictions can reduce through truck traffic
- Does not slow emergency vehicles or buses

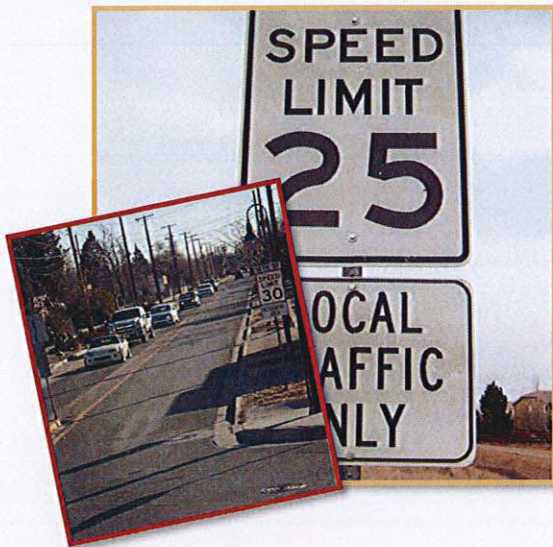
#### Disadvantages

- Requires regular maintenance
- Speed limit signs are not applicable because they do not necessarily change driver behavior
- If speed limits are set unreasonably low, drivers are more likely to exceed it

Approximate Cost: \$150 - \$500 per sign



# Speed Limit Signage



## DESCRIPTION:

Regulatory Speed Limit signs (MUTCD R2 1) are installed along streets to notify and remind drivers of the legal speed limit.

## APPLICATION:

The standard speed limit on residential streets per the City of Albuquerque Code of Ordinances is 25 MPH:

Because by default, the 25 MPH speed limit applies on all residential streets, the City does not post regulatory Speed Limit signs on every such street. However, where a problem of speeding traffic has been documented, signs may be installed to remind drivers to check their speed.

If used, the City will install Speed Limit signage in conformance with the City of Albuquerque Code of Ordinances and the MUTCD. Speed Limit signs of nonconforming designs or colors, or nonconforming speed values (other than multiples of 5 MPH) will not be installed.

Requests for posting speeds lower than the standard residential speed limit of 25 MPH will be subject to the requirement in the City of Albuquerque Code of Ordinances that an engineering and traffic study be conducted.

## Advantages

- Speed Limit signs provide a clear indication of the speed limit and undisputable basis for enforcement.
- Speed Limit signs are relatively easy and low-cost to install.
- Speed Limit signs do not slow emergency vehicles.

## Disadvantages

- Signs alone do not guarantee responsible driving behavior.
- Overuse of unnecessary signs creates visual clutter that detracts from the conspicuity of other important signs and leads to loss of effectiveness.
- Posted speed limits that are below 25 MPH, below the 85th percentile speed for a roadway, or at an unrealistically low speed will not be respected by most drivers, and will breed disrespect for speed limits in general.
- Signs require regular maintenance. Signs must be replaced approximately every 8 years.

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$

Very Good 
 Good 
 Fair  
 Poor 
 Not Applicable

## Quick Glance

SPEED  
LIMIT  
25



### Speed Legend

Speed legends are numerals painted on the roadway indicating the current speed limit in miles per hour. They are usually placed near speed limit signposts. Speed legends can be useful in reinforcing a reduction in speed limit between one segment of a roadway and another segment. They may also be placed at major entry points into a residential area.



**Approximate Cost: \$75 per location**

### Centerline Botts Dots

Botts dots, or “raised pavement markers,” are small bumps lining the centerline or edgeline of a roadway. They are often used on curves where vehicles have a tendency to deviate outside of the proper lane, risking collision. Raised reflectors improve the nighttime visibility of the roadway edges.



**Approximate Cost: \$4.50 per marker**

#### Advantages

- Inexpensive
- Helps reinforce a change in speed limit
- Does not slow emergency vehicles

#### Disadvantages

- Has not been shown to significantly reduce travel speeds
- Requires regular maintenance

#### Advantages

- Inexpensive
- Does not physically slow emergency vehicles or buses
- Can help keep drivers in the appropriate travel lane on curves and under low-visibility conditions

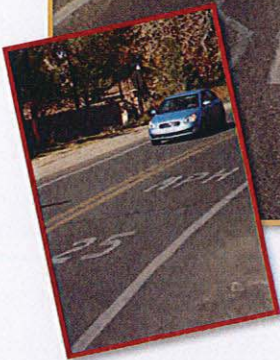
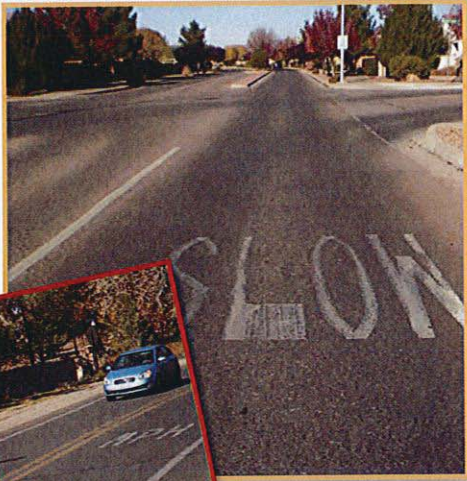
#### Disadvantages

- Noise caused by Botts Dots
- Requires regular maintenance
- Has not been shown to significantly reduce travel speeds



0417-1  
5.6  
6/37

# Speed Limit Pavement Markings



## DESCRIPTION:

Speed limit pavement markings are numerals applied in the traffic lane to remind drivers of the regulatory speed limit. In addition, a "SLOW" word legend may be applied with the speed legend.

## APPLICATION:

Where a problem of speeding traffic has been documented, speed limit pavement markings may be installed to remind drivers to check their speed.

On residential streets, the standard speed limit is 25 MPH (see discussion on the sheet for Speed Limit Signs). On these streets, speed limit pavement markings may be used alone without posting a regulatory speed limit sign. On streets where the speed limit is greater or less than 25 MPH, speed limit pavement markings must be placed in conjunction with regulatory signs, as the pavement markings alone are not enforceable under state traffic laws or City of Albuquerque ordinances.

## Advantages

- Provides a clear indication of the speed limit to drivers who are watching the road.
- Do not become obscured by street-side vegetation growth, parked trucks, or other obstructions.
- Relatively easy and low cost to install.
- Do not slow emergency vehicles.

## Disadvantages

- Used alone do not guarantee responsible driving behavior.
- Used alone have not been shown to significantly reduce traffic speeds.
- Require regular maintenance. Markings must be reapplied approximately every 6 years.

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$

Very Good  
 Good  
 Fair  
 Poor  
 Not Applicable



## Quick Glance

SPEED LIMIT  
25

## High Visibility Crosswalks

High-visibility crosswalks use special marking patterns and raised reflectors to increase the visibility of a crosswalk. A “triple-four” marking pattern is created by painting two rows of four-foot wide rectangles, separated by four feet of unpainted space across the roadway. Raised reflectors are placed at the approach edges of these rectangles. The unpainted space along the center of the crosswalk provides an untreated path for wheelchair users and foot traffic, as markings may become slippery in rainy/wet conditions.



**Approximate Cost: \$1,600 per location**

## Angled Parking

Angled parking reorients on-street parking spaces to a 45-degree angle, increasing the number of parking spaces and reducing the width of the roadway available for travel lanes. Angled parking is also easier for vehicles to maneuver into and out of than parallel parking. Consequently, it works well in areas with high parking demand and turnover rates.

**Approximate Cost: Dependent on amount of parking**



### Advantages

- Increased visibility of crosswalk
- Focus crossing pedestrians at a single location

### Disadvantages

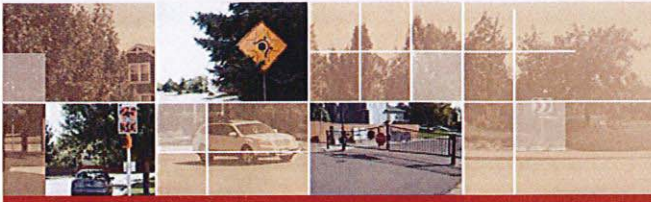
- May give pedestrians a false sense of security, causing them to pay less attention to traffic
- Requires more maintenance than normal crosswalks

### Advantages

- Reduces speeds by narrowing the travel lanes
- Increases the number of parking spaces
- Provides for easier parking maneuvers that take less time than parallel parking
- Favored by businesses and multi-family residences

### Disadvantages

- Precludes the use of bike lanes (unless roadway is wider than 58 feet)
- Ineffective on streets with frequent driveways
- Potential for collisions when backing out



0417-1  
5.6  
8/37

# Education Community Involvement



## DESCRIPTION:

Educational traffic calming measures include working with neighborhoods to make residents aware of speed limits, traffic laws, and safe driving habits, and enlisting their support in practicing and promoting safe and lawful driving habits. Individual program components may include presentations at neighborhood meetings, local workshops, school programs, yard signs, neighborhood flyers or letters, and individual pledge letters to obey speed limits and traffic laws.

## APPLICATION:

Public education is an important element in any traffic calming program. While most neighborhood traffic problems are perceived to be caused by "outsiders," the majority of traffic—and problem traffic—in a neighborhood is usually fellow neighbor drivers. Public education programs seek to make all drivers more aware of their own driving behavior and the impact it has on others. As such, it is recommended that neighborhoods applying for traffic calming treatments first attend a traffic calming educational forum with the City.

Staff from the City of Albuquerque, Traffic Engineering Division and the Albuquerque Police Department are available to address neighborhood association meetings or other groups regarding safe driving and the traffic calming program. The Albuquerque Police Department offers "Slow Down Albuquerque" campaign yard signs free to residents who make a personal commitment to not speed on Albuquerque streets. Details are available at <http://www.cabq.gov/police/programs/slow-down-albuquerque>.

## Advantages

- Heightens driver awareness of traffic laws and their own driving behaviors.
- Allows residents to meet, share their views, and move toward consensus on the issues.
- Communicates the identified issues to City staff.

## Disadvantages

- May require considerable City staff time.
- Meetings need to be actively led to maintain focus.

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$

Very Good  
 Good  
 Fair  
 Poor  
 Not Applicable



## Quick Glance



### Turn-Movement Restrictions

Turn movement restrictions involve the use of signs to prevent undesired turning movements without the use of physical devices. The restrictions may generally apply to turning movements in or out of a residential street to a larger street. The turn movement restrictions may be permanent or only during peak commute hours.

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		

**Approximate Cost: \$150 per sign (enforcement may be necessary to be effective)**



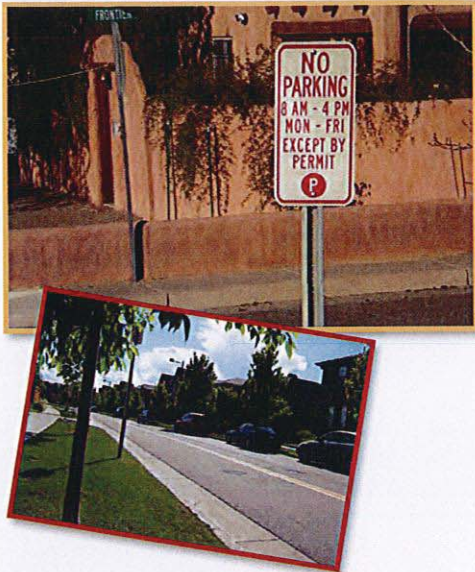
#### Advantages

- Can reduce cut-through traffic at specific times of day
- Can increase safety at an intersection by prohibiting certain turning movements
- Low cost

#### Disadvantages

- Restrictions apply to resident and non-residents
- Requires enforcement during time of restriction to be effective
- May divert a traffic problem to another street

# Parking Strategies



## DESCRIPTION:

In many city neighborhoods, parking issues are just as important to the residents as traffic speeding and volume issues. While some parking treatments can themselves serve traffic calming purposes, consideration of parking issues should be made when applying any of the traffic calming tools outlined in this program. Several of the non-physical, narrowing, and horizontal measures may reduce or eliminate available parking, while others may offer opportunities to create additional parking.

## APPLICATION:

As part of any assessment for implementing traffic calming, the parking issues in the neighborhood should be identified at the outset. Is the supply of parking adequate for the demand? Are there parking intrusion issues from nearby land uses? The City of Albuquerque has implemented residential permit parking on some streets around Downtown, the State Fairgrounds, and UNM to address intrusion issues. While parallel parking is the default on most neighborhood streets, streets may be converted to angled or perpendicular parking to increase available spaces.

## Advantages

- Reconfiguring the use of available street width can increase parking where needed.
- No Parking zones near intersections and driveways can improve safety for motorists, pedestrians and cyclists.
- The presence of perpendicular or angled parked vehicles reduces traffic speeds.

## Disadvantages

- Angled and parallel parking preclude bike lanes.
- Frequent driveways limit parking treatment options.
- Angled and parallel parking increase backing-out collision potential.

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$\$

Very Good  
 Good  
 Fair  
 Poor  
 Not Applicable

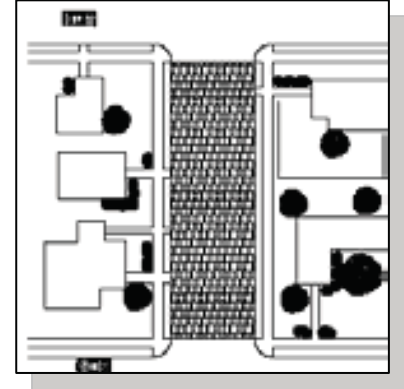


## Quick Glance



**Textured Pavement**

Textured colored pavement includes the use of stamped pavement (asphalt) or alternate paving materials to create an uneven surface for vehicles to traverse. Textured pavement may have limited effectiveness as a standalone device and should be used to supplement other devices such as raised crosswalks or center median islands. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DPW staff can collect before and after data to determine the effectiveness of textured pavement.



**Approximate Cost: \$8.00 per square foot**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



**Advantages**

- Can reduce vehicle speeds
- Aesthetic upgrades can have positive value
- Placed at an intersection, it can slow two streets at once

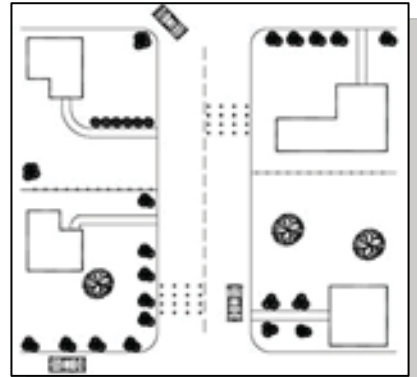
**Disadvantages**

- Expensive, varying by materials used
- Can be uncomfortable for bicyclists or handicapped.
- Textured pavement can increase noise to adjacent properties

**Rumble Strip**



Rumble strips are closely spaced raised pavement markers at regular intervals on the roadway that create noise and vibration to the vehicle. Rumble strips can be used to warn drivers of a change in speed limit, leading up to a residential or school area, and upcoming stop sign or intersection. Rumble strips should be used only in areas where the noise impact would be minimal. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DPW staff can collect before and after data to determine the effectiveness of rumble strips.



**Approximate Cost: \$500 per location**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



**Advantages**

- Relatively inexpensive
- Can be effective in slowing travel speeds in specific locations

**Disadvantages**

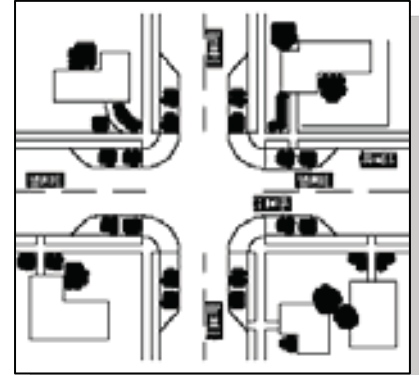
- Raised pavement markers can be slippery when wet
- Increased noise in vicinity of rumble strips
- Maintenance of raised pavement markers
- Aesthetics
- Uncomfortable for motorcyclists and bicyclists

**Neckdown/Bulbout**

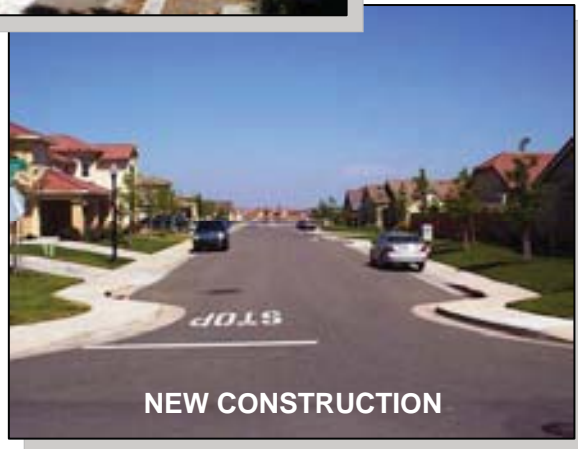
Neckdowns/bulbouts are raised curb extensions that narrow the travel lane at intersections or midblock locations. Neckdowns/bulbouts “pedestrianize” intersections by shortening the crossing distance and decreasing the curb radii, thus reducing turning vehicle speeds. Both of these effects increase pedestrian comfort and safety at the intersection.

The magnitude of speed reduction is dependent on the spacing of neckdowns between points that require drivers to slow (see page 55). On average, neckdowns achieve a 7 percent reduction in speeds.

**Approximate Cost: \$5,000 – \$10,000 per corner**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



**Advantages**

- Reduces pedestrian crossing distance and exposure to vehicles
- Through and left-turn movements are easily negotiable by large vehicles
- Creates protected on-street parking bays
- Reduces speeds (especially right-turning vehicles) and traffic volumes

**Disadvantages**

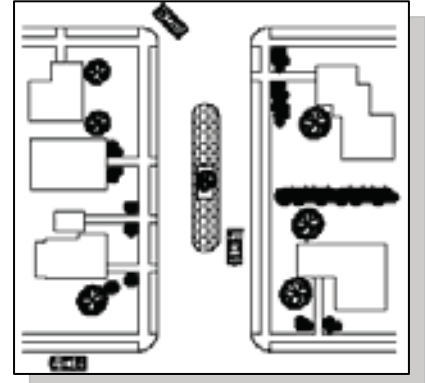
- Effectiveness is limited by the absence of vertical or horizontal deflection
- May slow right-turning emergency vehicles
- Potential loss of on-street parking
- May require bicyclists to briefly merge with vehicular traffic

### Center Island Narrowing

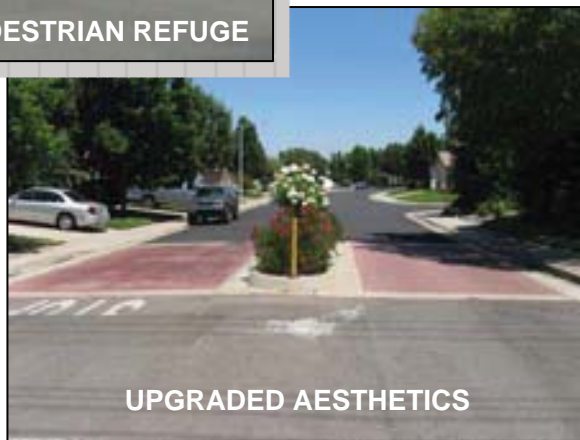
Center island narrowings are raised islands located along the centerline of a street that narrow the travel lanes at that location. Placed at the entrance to a neighborhood, and often combined with textured pavement, they are often called "gateways." Fitted with a gap to allow pedestrians to walk through at a crosswalk, they are often called "pedestrian refuges." They can also be landscaped to increase visual aesthetics.

The magnitude of speed reduction is dependent on the spacing of center island narrowings between points that require drivers to slow (see page 55). On average, center island narrowings achieve a 7 percent reduction in speeds.

**Approximate Cost: \$5,000 - \$10,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect. Source: Traffic Calming: State of the Practice, 2000.		



**Advantages**

- Can increase pedestrian safety
- Aesthetic upgrades can have positive aesthetic value
- Reduces traffic volumes if alternative routes are available

**Disadvantages**

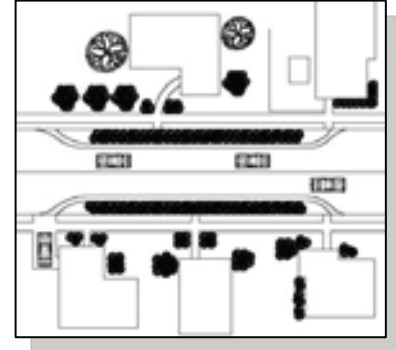
- Effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection
- Potential loss of on-street parking

**Two-lane choker**

Chokers are curb extensions at midblock that narrow a street. Chokers leave the street cross section with two lanes that are narrower than the normal cross section.

The magnitude of speed reduction is dependent on the spacing of two-lane chokers between points that require drivers to slow (see page 55). On average two-lane chokers achieve a 7 percent reduction in speeds.

**Approximate Cost: \$7,000 - \$8,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



**Advantages**

- Easily negotiable by emergency vehicles and buses
- Can have positive aesthetic value
- Reduces both speeds and volumes

**Disadvantages**

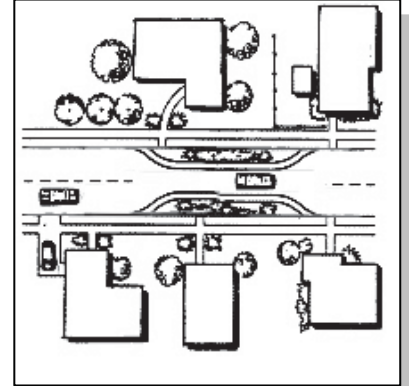
- Effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection
- May require bicyclists to briefly merge with vehicular traffic
- Loss of on-street parking
- Build-up of debris in gutter

**One-lane choker**

One-lane chokers narrow the roadway width such that there is only enough width to allow travel in one direction at a time. They operate similarly to one-lane bridges, where cars approaching on one side must wait until all traffic in the other direction has cleared before proceeding.

The magnitude of speed reduction is dependent on the spacing of one-lane chokers between points that require drivers to slow (see page 55). On average, one-lane chokers achieve a 14 percent reduction in speeds.

**Approximate Cost: \$8,000 - \$9,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-14%
Volume Reduction	Reduction in Vehicles per Day	-20%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



**Advantages**

- Maintains two-way vehicle access, except at choker
- Very effective in reducing speeds and traffic volumes

**Disadvantages**

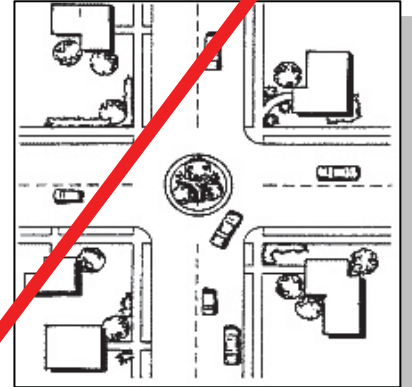
- Perceived as unsafe because opposing traffic is vying for space in a single lane
- Can be used only on low-volume, low speed roads
- Loss of on-street parking

### Traffic Circle

Traffic circles are raised islands, placed in intersections, around which traffic circulates. Stop signs or yield signs can be used as traffic controls at the approaches of the traffic circle. Circles prevent drivers from speeding through intersections by impeding the straight-through movement and forcing drivers to slow down to yield. Depending upon the size of the intersection and circle, trucks may be permitted to turn left in front of the circle.

The magnitude of speed reduction is dependent on the spacing of traffic circles between points that require drivers to slow (see page 55). On average, traffic circles achieve an 11 percent reduction in speeds and a dramatic 71 percent decrease in collisions.

**Approximate Cost: \$10,000 - \$25,000 per location**



Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-11%
Volume Impacts	Reduction in Vehicles per Day	-5%
Safety Impacts	Reduction in Average Annual Number of Collisions	-71%
Source: Traffic Calming: State of the Practice, 2000.		



#### Advantages

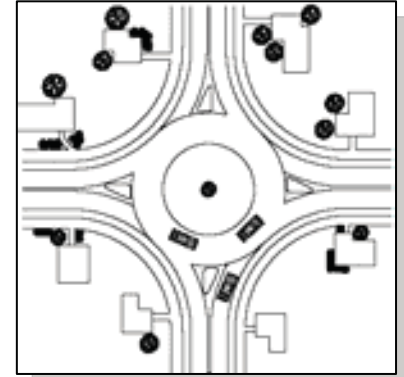
- Very effective in moderating speeds and improving safety
- Can have positive aesthetic value

#### Disadvantages

- If not designed properly, difficult for emergency vehicles or large trucks to travel around
- Must be designed so that the circulating traffic does not encroach on crosswalks
- Potential loss of on-street parking

**Roundabout (single-lane)**

Like traffic circles, roundabouts require traffic to circulate counterclockwise around a center island. But unlike circles, roundabouts are used on higher volume streets to allocate right-of-way among competing movements. They are found primarily on collector streets, often substituting for traffic signals. They are larger than neighborhood traffic circles, have raised splitter islands to channel approaching traffic to the right, and do not have stop signs. Due to large amount of required right-of-way and construction costs, roundabouts may be most appropriate for new developments.



Roundabouts have an insignificant effect in reducing traffic speeds, but serve to allocate right-of-way at an intersection similar to a traffic signal. On average, roundabouts can reduce the average number of accidents up to 33 percent when compared to a signalized intersection.

**Approximate Cost:** Varies by intersection and whether new construction or a retrofit.

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Impacts	Reduction in Vehicles per Day	I/D
Safety Impacts	Reduction in Average Annual Number of Collisions	-15% to -33%
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Roundabouts: An Informational Guide, 2000.		



**Advantages**

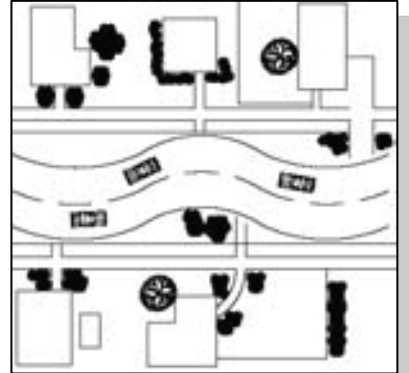
- Enhanced vehicle safety compared to a traffic signal or stop sign
- Minimizes queuing at approaches to the intersection
- Less expensive to operate than traffic signals
- Can have positive aesthetic value
- Shorter pedestrian crossing distance

**Disadvantages**

- May require major reconstruction of an existing intersection
- Loss of on-street parking
- Continuous flow of traffic limits opportunity for pedestrians to cross (compared to signal)

**Chicane**

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. Chicanes can also be created by alternating on-street parking between one side of the road and the other. Each parking bay can be created either by restriping the roadway or by installing raised center islands at each end, creating a protected parking area. Chicanes have limited effectiveness in reducing traffic speeds and volumes as compared to other devices. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DPW staff can collect before and after data to determine the effectiveness of chicanes.



**Approximate Cost: \$8,000 - \$14,000 per location**

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Impacts	Reduction in Vehicles per Day	I/D
Safety Impacts	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient data to predict reduction effect.		



**Advantages**

- Discourages high speeds by forcing horizontal deflection
- Easily negotiable by emergency vehicles and buses

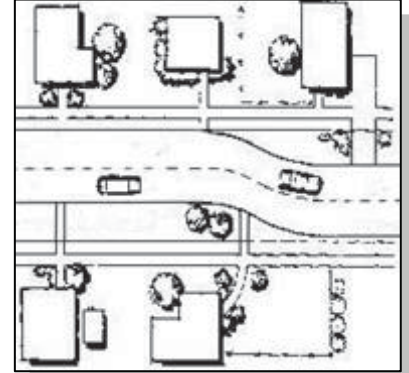
**Disadvantages**

- Must be designed carefully to discourage drivers from deviating out of the appropriate lane
- Curb realignment and landscaping can be costly, especially if there are drainage issues
- Loss of on-street parking



**Lateral Shift**

Lateral shifts are curb extensions on otherwise straight streets that cause a shift in the travel. Lateral shifts, with just the right degree of deflection, can be effective. However, lateral shifts have had limited use in the United States, and, consequently, insufficient data prevents accurate prediction of speed reduction and traffic volumes.



**Approximate Cost:** Dependent on size of offset and length of transition

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



**Advantages**

- Can accommodate higher traffic volumes than many other neighborhood traffic management measures
- Easily negotiable by large emergency vehicles and buses

**Disadvantages**

- Potential for loss of on-street parking
- Must be designed carefully to discourage drivers from deviating out of the appropriate lane

### Realigned Intersection

Realigned intersections provide deflection on an otherwise straight approach of a T-intersection. By providing deflection in the form of a curb extension or realignment, drivers are required to slow through the intersection or come to a stop before turning. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DPW staff can collect before and after data to determine the effectiveness of realigned intersections.

**Approximate Cost: \$15,000 - \$30,000 per location**



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



#### Advantages

- Can be effective at reducing speeds at T-intersections
- Can be effective in increasing safety at T-intersections

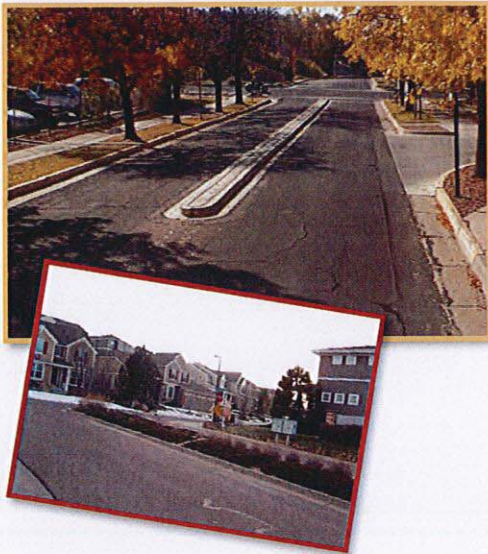
#### Disadvantages

- Modifying curbs or drainage can be costly
- Acquiring additional right-of-way can be costly



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# Medians Partial Medians



## DESCRIPTION:

A median is a raised curb island placed at the center of a roadway. Medians are typically concrete and may include landscaping to provide additional visual enhancement. They provide physical separation between on-coming traffic lanes, narrow the travel lanes, and can create the perception of a narrower roadway. They can also act as a refuge for pedestrians in certain applications.

## APPLICATION:

Medians may be used for speed reduction, turn restrictions, enhanced safety, or a mix of all three. Medians are best suited for wide residential streets with a history of high speeds to narrow the travel lanes, interrupt sight distances, and reduce pedestrian crossing distances.

## Advantages

- May help reduce travel speed
- Separates opposing traffic lanes
- Shortens pedestrian crossings
- Can improve safety both for vehicles and pedestrians

## Disadvantages

- Potential for increased maintenance if landscaped
- Medians are not as effective as speed humps or traffic circles in slowing speeds
- May interrupt emergency access and operations
- May interrupt driveway/side street access and result in U-turns at the end of medians
- Can create drainage issues

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$\$\$

Very Good  
 Good  
 Fair  
 Poor  
 Not Applicable

## Quick Glance

SPEED  
LIMIT  
25

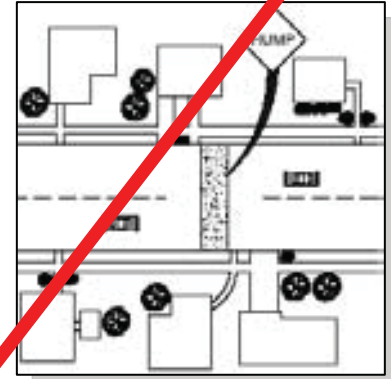


### Speed Hump

Speed humps are rounded raised areas placed across the road. They are generally 12 feet long (in the direction of travel), 3 to 3 ½ inches high, parabolic in shape, and have a design speed of 15 to 20 mph. They are usually constructed with a taper on each side to allow unimpeded drainage between the hump and curb. When placed on a street with rolled curbs or no curbs, bollards are placed at the ends of the speed hump to discourage vehicles from veering outside of the travel lane to avoid the device.

The magnitude of reduction in speed is dependent on the spacing of speed humps between points that require drivers to slow (see page 55). On average, speed humps achieve a 22 percent reduction in speeds.

**Approximate Cost: \$2,000 - \$3,000 per location**



Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-22%
Volume Impacts	Reduction in Average Daily Traffic	-18%
Safety Impacts	Reduction in Average Annual Number of Collisions	-13%
Source: Traffic Calming: State of the Practice, 2000.		



#### Advantages

- Relatively inexpensive
- Relatively easy for bicyclists to cross
- Very effective in slowing travel speeds

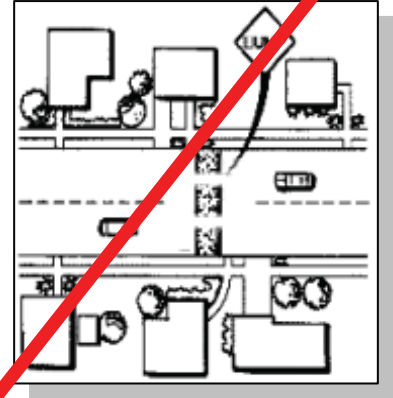
#### Disadvantages

- Causes a "rough ride" for drivers, and can discomfort people with certain skeletal disabilities
- Slows emergency vehicles and buses
- Aesthetics
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

### Speed Lump

The speed lump is a variation on the speed hump, adding two wheel cut-outs designed to allow large vehicles, such as emergency vehicles and buses, to pass with minimal slowing. The design limits passenger cars and mid-size SUVs from fully passing through the cut-outs, but allows one set of wheels to pass through the cut-out while the other set is required to travel over the lump.

The magnitude of speed reduction is dependent on the spacing of speed lumps between points that require drivers to slow (see page 55). Speed lumps have a similar reduction in speeds when compared to speed humps.



Approximate Cost: \$2,000 - \$3,000 per location

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D, but comparable to speed humps
Volume Reduction	Reduction in Average Daily Traffic	
Safety Reduction	Reduction in Average Annual Number of Collisions	
Note: I/D = Insufficient Data to predict reduction effect.		



**Advantages**

- Effective in reducing speeds
- Maintains rapid emergency response times
- Relatively easy for bicyclists to cross

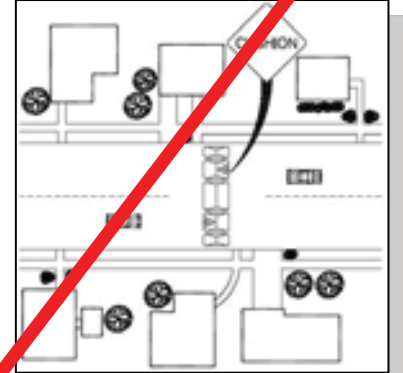
**Disadvantages**

- Passenger vehicles with wide wheel base can pass through the lump using the wheel cut-outs
- Aesthetics
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

### Speed Cushion

Speed cushions are a variation of the speed lump that is constructed from durable recycled rubber. These prefabricated devices consistently have a more uniform shape than asphalt humps. Speed cushions provide wheel gaps for emergency vehicles and buses, and can be arranged to fit any street width.

The magnitude of speed reduction is dependent on the spacing of speed cushions between points that require drivers to slow (see page 55). On average, speed cushions achieve a 14 percent reduction in speeds.



**Approximate Cost: \$4,500 - \$6,000 per location**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-14%
Volume Reduction	Reduction in Average Daily Traffic	Comparable to Speed Lumps
Safety Reduction	Reduction in Average Annual Number of Collisions	
Source: City of Portland, Rubber Speed Bump Research, 1995.		



#### Advantages

- Provides a more consistent ride than asphalt humps
- Can be used as a temporary device during a testing phase
- Reduces impacts to emergency vehicles due to cut-outs
- Easily accommodates street resurfacing

#### Disadvantages

- Aesthetics (but may be better than humps)
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

**Speed Table**

Speed tables are flat-topped speed humps approximately 22 feet long. They are typically long enough for the entire wheelbase of a passenger car to rest on top. Their long, flat fields, plus ramps that are more gently sloped than speed humps, give speed tables higher design speeds than humps, and, thus, may be more appropriate for streets with higher ambient speeds. Brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed reduction.



The magnitude of speed reduction is dependent on the spacing of speed tables between points that require drivers to slow (see page 55). On average, speed tables achieve an 18 percent reduction in speeds.

**Approximate Cost: \$4,000 for basic treatment**

Measured Effectiveness			
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points		-18%
Volume Impacts	Reduction in Vehicles per Day		-12%
Safety Impacts	Reduction in Average Annual Number of Collisions		-45%
Source: Traffic Calming: State of the Practice, 2000.			



**Advantages**

- Smoother on large vehicles (such as fire trucks) than speed humps
- Effective in reducing speeds, though not to the extent of speed humps

**Disadvantages**

- Aesthetics
- Textured materials, if used, can be expensive
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

# Speed Kidney



Institute of Transportation Engineers Journal December 2012

## Advantages

- Decreases vehicle speeds
- Discourages cut through traffic
- Inexpensive and easy to construct

## Disadvantages

- May cause speeding beyond the speed kidney
- May divert traffic to an adjacent neighborhood street
- May increase noise levels as vehicles decelerate and accelerate

### DESCRIPTION:

Speed Kidneys are an arrangement of three speed lumps elongated with a curvilinear shape in the direction of traffic. The main speed lumps of the speed kidney are placed in the travel lane, while a complimentary speed lump is placed between the lanes. Passenger vehicle drivers choosing to drive over the speed kidneys in a straight path experience vertical discomfort as two or four wheels traverse the different parts of the speed kidney. Passenger vehicle drivers may also choose to take a curvilinear path to avoid the vertical deflection. In either case, field evaluation has documented speed reductions. The effective width of the speed kidney is narrow enough to allow emergency vehicles and trucks to follow a straight path straddling the in-lane lump

### APPLICATION:

Speed kidneys may be installed on neighborhood streets to address speed, volume, and cut-through traffic and are designed and constructed to allow vehicles to travel at or near the posted speed limit. Speed Kidneys have the advantage over speed humps, speed lumps, and speed cushions in that passenger car drivers may adapt their travel path to the device and avoid any vertical deflection. Bicyclists may also negotiate the device without crossing any vertical deflection. Design parameters should follow those recommended by researchers at the Universitat Politècnica de València and as documented in the December 2012 issue of the ITE Journal.

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$

Very Good 
 Good 
 Fair  
 Poor 
 Not Applicable

### Quick Glance



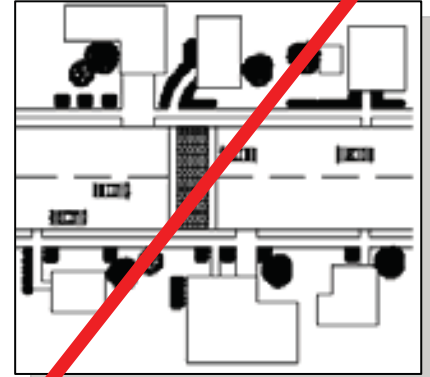


### Raised Crosswalk

Raised crosswalks are speed tables striped with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.

The magnitude of speed reduction is dependent on the spacing of raised crosswalks between points that require drivers to slow (see page 55). On average, raised crosswalks achieve an 18 percent reduction in speeds.

**Approximate Cost: \$5,000 for basic treatment**



Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-18%
Volume Impacts	Reduction in Vehicles per Day	-12%
Safety Impacts	Reduction in Average Annual Number of Collisions	-45%
Source: Traffic Calming: State of the Practice, 2000.		



#### Advantages

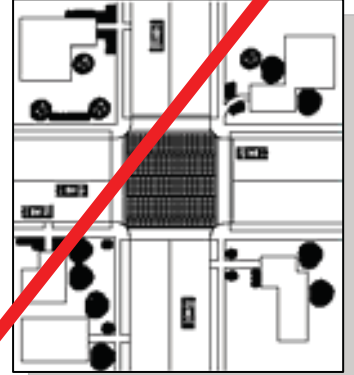
- Improve safety for both vehicles and pedestrians
- Aesthetic upgrades can have positive aesthetic value
- Effective in reducing speeds, though not to the extent of speed humps

#### Disadvantages

- Textured materials, if used, can be expensive
- Impact to drainage needs to be considered
- Textured pavement can increase noise to adjacent residents
- Signs may be unwelcome by adjacent residents

### Raised Intersection

Raised intersections are flat raised areas covering entire intersections, with ramps on all approaches. They usually rise to sidewalk level, or slightly below, to provide a "lip" for the visually impaired. By modifying the level of the intersection, the crosswalks are more readily perceived by motorists to be a pedestrian area. They are particularly useful where loss of on-street parking due to other traffic calming devices is considered unacceptable. Raised intersections are ineffective at reducing traffic speeds or volumes.



**Approximate Cost: Varies based on size of intersection**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-1%
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect. Source: Traffic Calming: State of the Practice, 2000.		



#### Advantages

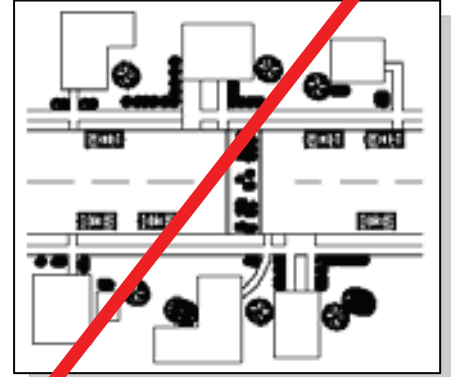
- Can improve safety for pedestrians and motorists
- Aesthetic upgrades can have positive aesthetic value
- Can treat two streets at once

#### Disadvantages

- Less effective in reducing vehicle speeds than speed humps and speed tables
- Expensive, particularly as a retrofit
- Textured pavement can increase noise to adjacent residents

**Full Closure**

Full street closures are barriers placed across a street to close the street completely to through traffic, usually leaving only sidewalks or bicycle paths open. The barriers may consist of landscaped islands, walls, gates, side-by-side bollards, or any other constructions that leave an opening smaller than the width of a passenger car. Emergency vehicles can be accommodated via removable bollards or similar devices.



**Approximate Cost: \$30,000 - \$100,000 per location (dependent on size and treatment)**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	-44%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect. Source: Traffic Calming: State of the Practice, 2000.		



**Advantages**

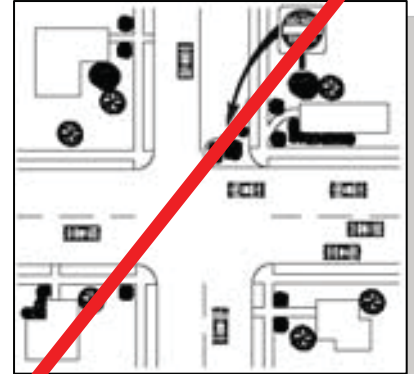
- Very effective in reducing cut-through traffic volumes
- Able to maintain pedestrian and bicycle connectivity

**Disadvantages**

- Requires statutory actions for public street closures
- Causes circuitous routes for local residents
- Diverts traffic to another street
- Delays for emergency services unless through access is provided
- May limit access to businesses
- Cost

### Partial Closure

Half street closures are barriers that block travel in one direction for a short distance on otherwise two-way streets. Half closures are the most common volume control measure after full street closures. Half closures are often used in sets to make travel through neighborhoods with a grid street pattern circuitous rather than direct.



**Approximate Cost: \$5,000 - \$7,000 per location**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-19%
Volume Reduction	Reduction in Vehicles per Day	-42%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect. Source: Traffic Calming: State of the Practice, 2000.		



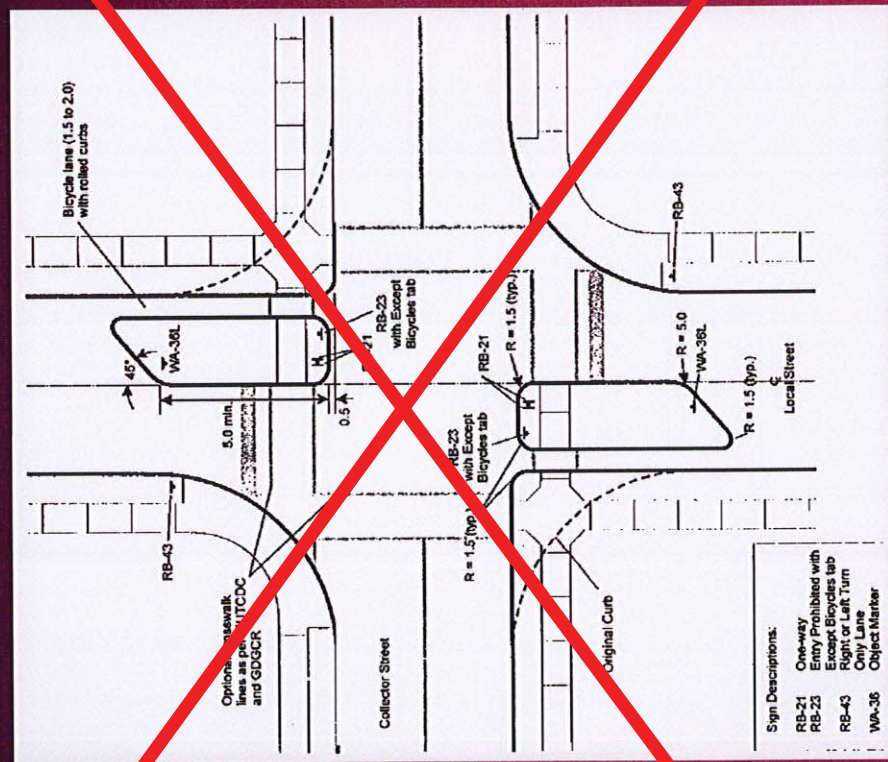
**Advantages**

- Able to maintain two-way bicycle access
- Effective in reducing traffic volumes

**Disadvantages**

- Causes circuitous routes for local residents
- May limit access to businesses
- Drivers can bypass the barrier

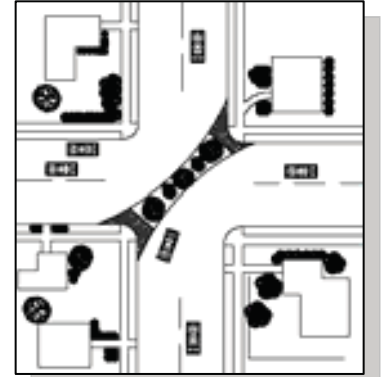
# Canadian Design Half Closure/Semi-Diverter



Source: Draft Canadian Guide to Neighbourhood Traffic Calming, 1998, Copyright Transportation Association of Canada. Used with permission

### Diagonal Diverter

Diagonal diverters are barriers placed diagonally across an intersection, blocking through movement. Like half closures, diagonal diverters are usually staggered to create circuitous routes through neighborhoods.



Approximate Cost: \$20,000 - \$25,000 per location

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-4%
Volume Reduction	Reduction in Vehicles per Day	-35%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



**Advantages**

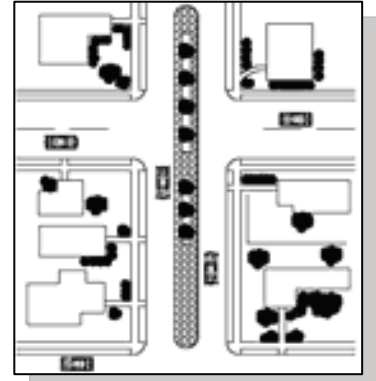
- Able to maintain full pedestrian and bicycle access
- Reduces traffic volumes

**Disadvantages**

- Causes circuitous routes for local residents
- Delays for emergency services
- May be expensive
- May require reconstruction of corner curbs

**Median Barrier**

Median barriers are raised islands that are located along the centerline of a street and continue through an intersection so as to block through (and left-turn) movement at a cross street.



**Approximate Cost: \$15,000 - \$20,000 per 100 feet (dependent on length and width)**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D%
Volume Reduction	Reduction in Vehicles per Day	-31%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D

Note: I/D = Insufficient Data to predict reduction effect.  
Source: Traffic Calming: State of the Practice, 2000.



**Advantages**

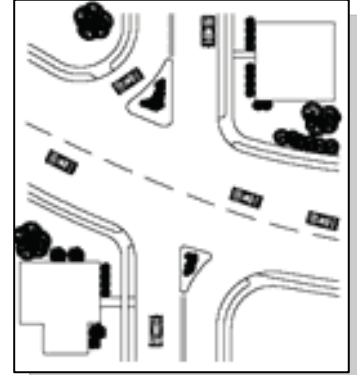
- Can improve safety at an intersection of a local street and a major street by prohibiting critical through or left-turn movements
- Can reduce traffic volumes on a cut-through route that crosses a major street

**Disadvantages**

- Requires available street width on the major street
- Limits turns to and from the side streets and driveways for local residents and emergency services

**Forced-Turn Island**

Forced turn islands are raised islands that prohibit certain movements on approaches to an intersection.



**Approximate Cost: \$3,000 - \$5,000 per location**

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D%
Volume Reduction	Reduction in Vehicles per Day	-31%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect. Source: Traffic Calming: State of the Practice, 2000.		



**Advantages**

- Can improve safety at an intersection by prohibiting critical turning movements
- Reduces traffic volumes

**Disadvantages**

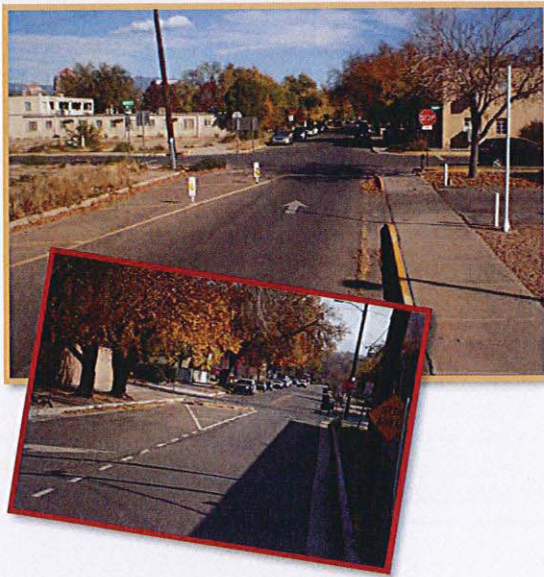
- If designed improperly, drivers can maneuver around the island to make an illegal movement
- May divert a traffic problem to a different street





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# Two-way Street Conversions



## DESCRIPTION:

Two-way street conversions involve changing the operation of a one way street to two way traffic. One-way couplets were historically established to provide greater capacity for traffic moving into and out of downtown areas. As travel patterns have changed and urban neighborhoods have become more established many cities are converting one-way couplets into two, two-way streets.

## APPLICATION:

Two-way street conversions are most appropriate in areas where long established one-way couplets are no longer needed to accommodate the peak hour traffic demand or in areas where changing the character of the street is seen to have a positive neighborhood or economic development benefit. Two-way street conversions involve the reconstruction of traffic signals, signing, and striping.

## Advantages

- May reduce vehicle speed
- May improve neighborhood character
- May create economic development opportunities

## Disadvantages

- Introduces more vehicle, bicycle, and pedestrian conflicts
- Reduces through traffic capacity
- May impact bicycle lanes and parking

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$\$\$\$

Very Good 
 Good 
 Fair  
 Poor 
 Not Applicable

## Quick Glance

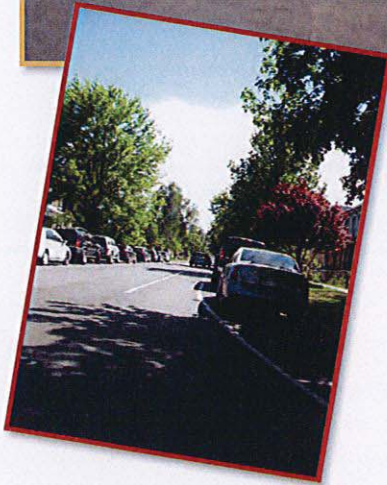
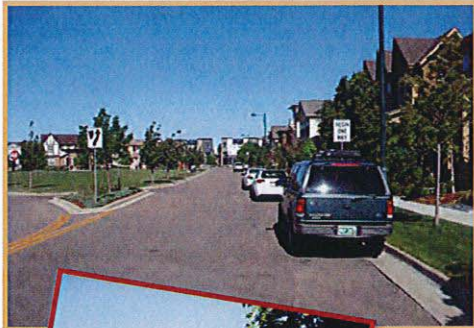
SPEED LIMIT  
25





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# One-Couplet Conversions



## Advantages

- Higher automobile capacity than equivalent two-way streets
- May reduce pedestrian crossing distances
- Fewer intersection turning movements may increase safety
- Provides opportunities to create bicycle lanes and/or on-street parking

## Disadvantages

- Without other traffic management strategies speeds may increase
- Delays emergency vehicles
- Increases travel time and out of direction travel for local residents

### DESCRIPTION:

One-way couplets consist of a pair of parallel one-way streets that carry traffic in opposing directions. Couplets are established to provide greater capacity for automobiles particularly in areas with heavy peak directional demand. In a grid system, one-way couplets are often separated by a single city block, have fewer turning movements at intersections, and better synchronization of traffic signals.

### APPLICATION:

One-way couplets are most appropriate for core urban areas with an established grid street system where the emphasis on mobility over land access is desired.

Recognizing the need to maintain capacity for peak hour travel, this strategy is meant to manage rather than restrict or redirect vehicles. One-way couplets can be designed and configured to reduce the pedestrian crossing distances, establish bicycle lanes, and/or create needed on-street parking.

## Effectiveness Scorecard

	Speed	
	Volume	
	Cut-through	
	Crashes	
	Emergency Vehicle	
	Pedestrian	
	Bicycle	
	Noise	
	Cost	\$\$\$

Very Good 
 Good 
 Fair  
 Poor 
 Not Applicable

### Quick Glance



## Village Of Oak Park

### Transportation Commission Agenda Item

<b>Item Title:</b> <b>Petitions for the Installation of Traffic Calming Device on the 1200 block of North East Avenue and on the 1200 block of Linden Avenue</b>
Review Date: <u>          April 24, 2017          </u>
Prepared By: <u>          Jill Juliano          </u>
<p><b>Abstract (briefly describe the item being reviewed):</b></p> <p>On July 27, 2015, the Village of Oak Park received a petition to install a traffic calming device on the 1200 block of North East Avenue. Resident concerns include the volume and speed of traffic including cut-thru traffic; North Avenue business patrons parking on the block and the non-residential feel of the block due to littering and loitering of non-residents.</p> <p>The item was reviewed by the Transportation Commission at its November 28, 2016 meeting. After listening to staff presentation, public testimony, the Transportation Commission recommended the installation of bump-outs at the east-west alley and a mid-block speed table on the 1200 block of North East Avenue.</p> <p>Subsequent to the meeting, it was determined by staff that the installation of a mid-block speed table on the 1200 block of North East Avenue would cause significant negative impacts to Village operations. As a result, the item was not submitted to the Village Board of Trustees for review and possible action. Instead it is being brought back before the Transportation Commission for review and another recommendation based on updated information on traffic calming devices.</p> <p>Subsequent to the November 2016 Transportation Commission meeting, the 1200 block of Linden Avenue submitted their own traffic calming petition. In the letter of explanation the residents requested their petition be reviewed in conjunction with the review of the 1200 North East Avenue traffic calming petition as any adjustments to this area must be evaluated holistically in order to benefit all residents.</p> <p>At tonight's meeting, staff will present collected parking and traffic data, and public testimony will be taken. The Commission may recommend staff's recommended traffic calming device or another option to install on the 1200 blocks of North East Avenue and Linden Avenue.</p>
<p><b>Staff Recommendation(s):</b></p> <p>Staff is recommending the installation of bump-outs south of east-west alley south of North Avenue for each of the petitioning blocks (1200 North East Avenue and 1200 Linden Avenue). However, due to the pending available budget levels and possible Village Board action, both installations may not be able to be constructed this year.</p>
Supporting Documentation Is Attached

# Memorandum

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Date: April 19, 2017

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petitions to Install Traffic Calming Device on the 1200 blocks of North East Avenue and Linden Avenue

On November 28, 2016, the Transportation Commission reviewed the petition from the 1200 block of North East Avenue. At that time, the Commission made the recommendation to install bump-outs at the east-west alley and a mid-block speed table on the 1200 block of North East Avenue. The minutes from the November 28, 2016 Transportation Commission have been included in this agenda (see Exhibit 6.9).

Subsequent to the meeting, it was determined by staff that the installation of a mid-block speed table on the 1200 block of North East Avenue would cause significant negative impacts to Village operations. As a result, the item was not submitted to the Village Board. Rather it is being brought back before the Transportation Commission for another review and recommendation based on updated information on traffic calming devices.

On July 27, 2015, the Village of Oak Park received a petition to install a cul-de-sac on the 1200 block of North East Avenue. People representing 77.38% of the street frontage on the petitioning block signed the petition. The petition was certified as a valid petition.

Reasons provided for the petition are: concerns about safety due to the amount of cut-thru traffic on their block and the speeds with which vehicles travel on the block. Also mentioned are the patrons of North Avenue businesses that park on the 1200 block of North East Avenue rather than North Avenue. These vehicles have blocked some driveways and the residential feel of the block is diminished when these patrons park and sit in their vehicles or loiter in the area. Finally, there is increased litter and crime due to non-residents. See Exhibit 6.2 for a copy of the petition and the original letter of explanation which accompanied the petition.

On January 30, 2017, the Village of Oak received a petition to install a traffic calming device on the 1200 block of Linden Avenue. People representing 67.12% of the street frontage on the petitioning block signed the petition. The petition was certified as a valid petition.

Reasons provided for the petition are: concerns about safety due to the speeds with which vehicles travel on the block, Linden Avenue being only one of two streets that have open access to North Avenue causes cars to divert to Linden Avenue for easier passage.

Data collection for the 1200 North East Avenue petition was delayed due to waiting for the school year to begin so as to include the nearby school-related traffic; and the on-going utility work in the area which would affect the data results. Traffic data was collected in

# Memorandum

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November 2015. By that time the Village Board of Trustees established a moratorium on the processing of resident petitions for the installation of cul-de-sacs and traffic diverters. To date the moratorium has not been lifted. As a result, the residents have requested the petition be submitted and considered for a traffic calming device, other than a cul-de-sac or traffic diverter, that would address the concerns noted in their letter of explanation.

Included in this agenda is written public testimony about this item (see Exhibit 6.3). The testimony is from residents of the 1200 block of North Euclid Avenue. Residents from the block reached out to the Village in June 2016 with concerns about the volume and speed of traffic on their block and requested a cul-de-sac be installed on their block. This was prompted by the reconstruction of US Bank at the southwest corner of North Avenue and Euclid Avenue.

Village staff met with certain residents of the block to discuss their various concerns. At that time, staff mentioned the moratorium on cul-de-sac and traffic diverter petitions. Existing conditions in 2016 for the bank layout included an access point on Linden Avenue north of the east-west alley. The new US Bank layout has all access points to the business on North Avenue. Staff stated they would conduct a traffic study at that time for the existing conditions of the block. After the completion of the US Bank construction, the Village would then conduct another traffic study and meet with the residents to discuss both study results and possible modifications to their block. To date, the construction of the remodeled US Bank property is not yet complete.

If traffic calming devices are installed on the 1200 blocks of North East Avenue and Linden Avenue, it may have an effect on traffic patterns of the 1200 block of North Euclid Avenue. Staff's opinion is to wait until after the US Bank construction so that the traffic study would capture not only the changes to traffic patterns based on the US Bank remodel but also changes based on any traffic calming devices implemented on adjacent blocks.

Exhibit 6.4 are aerial views of the petitioning blocks as they presently exist. See Exhibit 6.5 for the existing cul-de-sacs, diverters, one-way streets, etc. on the 1200 blocks along North Avenue between Harlem Avenue and Austin Boulevard. This exhibit shows the traffic limiting devices that have been employed along North Avenue.

A twenty-four hour traffic volume and speed study was conducted on Tuesday, November 17, 2015 for the 1200 blocks of Columbian, Linden and North East Avenues as well as the 1100 block of North East Avenue. Traffic data was also collected for the east-west alley adjacent to the 1200 block of North East Avenue.

A subsequent traffic study occurred on Tuesday, June 14, 2016 and Wednesday June 15, 2016. Data collection occurred on the 1200 blocks of North Grove, North Euclid, Linden and North East Avenues. Please see Exhibit 6.6 for a summary of the traffic study results.

Reviewing the 24-hour volumes for all the blocks in both traffic studies, the two-way average daily traffic (ADT) ranged from 443 vehicles on the 1200 block of North Euclid Ave to 1,198 vehicles on the 1200 block of North East Avenue. The range of volumes for all blocks fall

# Memorandum

0417-1

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4/6

within or below the 800 to 1,200 vehicle range for normal daily traffic volumes on the Village's residential streets. There does not appear to be an issue with the amount of traffic traveling on the any of the blocks surveyed.

Regarding vehicular speeds, it is an accepted traffic engineering practice to set the speed limit to the 5 mile per hour 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 mile per hour 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 the 5 mile per hour increment below the 85th percentile speed.

Looking at the 85th percentile speeds for all blocks in the studies, the 85th percentile speeds ranged between 24 and 30 miles per hour (mph). While the directional 85th percentile speeds for the 1200 block of North East Avenue ranged between 27 mph and 30 mph; the two-way 85th percentile speeds were between 28 mph and 29 mph. The data suggests there may be a speeding issue on the 1200 block of North East Avenue.

For the 1200 block of Linden Avenue, both the directional and the two-way 85th percentile speeds were between 27 mph and 28 mph. It seems there may be some speeding occurring on the 1200 block of Linden Avenue.

For the 1200 block of North Euclid Avenue, the directional 85th percentile speeds ranged between 22 mph to 28 mph while the two-way 85th percentile speed was 27 mph for the two days of collected traffic data. The large variance in the directional 85th percentile speeds can be attributed in part to the ONE WAY northbound restriction north of the east-west alley.

While there are some vehicles that violate the ONE WAY restriction and travel southbound south of the alley; many drivers do obey the restriction. Other vehicles traveling southbound on the section of the block south of alley, have either turned out of the alley onto the block, or made a three point turn or U turn on the block. As a result, there is less distance to gain speed. Northbound traffic constitutes 84% of the traffic on this portion of the 1200 block of North Euclid Avenue. Thus the two-way 85th percentile speeds is nearly the northbound 85<sup>th</sup> percentile speeds. It appears there may be some speeding occurring on the 1200 block of North Euclid Avenue.

As mentioned previously, due to concerns expressed by residents of the block, the Village will be conducting a traffic study on the 1200 block of North Euclid Avenue after the US Bank construction. This is to make sure that the solution for the block will encompass any

# Memorandum

0417-1

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traffic effects from the new US Bank design as well as implementation of any traffic calming devices on adjacent blocks.

The 85th percentile speeds for the two days of data collection on the 1200 block of North Grove Avenue is one mile per hour over and one mile per hour under the posted speed limit. Based on the collected data, it appears this block does not have a speeding issue.

Reviewing the data collected in the alleys adjacent to the 1200 block of North East Avenue, the bi-directional volumes are 122 vehicles and 91 vehicles for the alley east and the alley west of the petitioning block. These volumes are typical for east-west alleys adjacent to business properties. The 85th percentile speeds for the alleys is 15 mph, which is the speed limit for alleys.

Due to time constraints, traffic data was not collected for the alleys adjacent to the 1200 block of Linden Avenue. It is anticipated the data will be collected prior to implementation of any devices on the blocks.

In their letter, the residents on the 1200 block of North East Avenue expressed concern regarding their block being classified as a collector street in the Envision Oak Park Plan adopted in 2014. There was an oversight in the Transportation & Roadways map in the Envision Plan. It was not updated to reflect the traffic signal located at the intersection of Columbian Avenue and North Avenue. As a result, the 1200 block of Columbian Avenue would now be classified as a collector street and the 1200 block of North East Avenue would be classified as a residential street.

Next, thirty-six months of vehicle crash reports covering the period of April 2014 through March 2017 were reviewed for the 1200 block of North East Avenue and the 1200 block of Linden Avenue. Please see Exhibit 6.7 for the collision diagrams.

The number of reported crashes that occurred at the LeMoyne Parkway and East Avenue intersection for the thirty-six months ended March 31, 2017 totaled zero. Thus the crash rate for this intersection is 0.000 accidents per million entering vehicles (Acc/MEV).

The number of reported crashes that occurred at the East Avenue and North Avenue intersection for the same time period totaled eight. [Only one of these crashes involved a vehicle that traveled on East Avenue. It was a right angle collision that occurred in 2014.] The average daily traffic for the intersection as determined as part of the 1998 traffic study was 32,476 vehicles. From this data, the 2017 crash rate for the East Avenue and North Avenue intersection is calculated to be 0.225 Acc/MEV. This crash rate is lower than the critical crash as determined in the area-wide traffic study of 1998 (0.686 Acc/MEV). If an actual accident rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance. Additionally, there were no reported crashes on the 1200 block of North East Avenue.

The number of reported crashes that occurred at the LeMoyne Parkway and Linden Avenue intersection for the thirty-six months ended March 31, 2017 totaled one. This was a right

# Memorandum

0417-1

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angle collision that occurred in 2015. The average daily traffic for the intersection as determined as part of the 1998 traffic study was 1,140 vehicles. From this data, the 2017 crash rate for the LeMoyné Parkway and Linden Avenue intersection is calculated to be 0.801 Acc/MEV. Although the 2017 crash rate for the intersection is above the critical crash rate for the area (0.686 Acc/MEV), this is due to the low volume of traffic at the intersection rather than the probability the accident was caused by factors other than chance.

The number of reported crashes that occurred at the Linden Avenue and North Avenue intersection for the same time period totaled 3. Two accidents were side-swipe crashes and the other was a rear end collision on North Avenue. The average daily traffic for the intersection as determined as part of the 1998 traffic study was 32,264 vehicles. From this data, the 2017 crash rate for the Linden Avenue and North Avenue intersection is calculated to be 0.085 Acc/MEV. This crash rate is lower than the critical crash as determined in the area-wide traffic study of 1998 (0.686 Acc/MEV). Additionally, there were no reported crashes on the 1200 block of Linden Avenue.

In conclusion, there does not appear to be a problem with vehicle crashes on either 1200 block of North East Avenue or the 1200 block of Linden Avenue.

Parking surveys for the 1200 block of North East Avenue were conducted on November 17 through 21, 2016. See Exhibit 6.8 for the results of these surveys. The estimated parking capacity for the block is 38 vehicles. The number of observed vehicles on the block ranged from two to seven vehicles. And the utilization rate for the block during this series of parking surveys ranged from 5% to 18% of capacity. During the daytime surveys, the majority of parked vehicles did not have Village vehicle stickers (not local cars); and they seemed to be concentrated towards the north end of the block (near North Avenue). It was discovered subsequent to the November 2016 Transportation Commission meeting, one of the businesses of concern, EXP Gaming had closed permanently. Based on these surveys, there does not appear to be a parking issue on the 1200 block of North East Avenue.

Based on the studies conducted by the Village, there appears to be a speeding issue on the 1200 blocks of North East Avenue and Linden Avenue. To address this issue, Village Staff recommends installing bump-outs at the east-west alley south of North Avenue for both petitioning blocks.



**PETITION FOR CUL-DE-SAC**

**RECEIVED**  
07/27/20

0417-1  
6.2  
1/13

We, the owners of property fronting on 1200 block of N. East, respectfully petition the Parking and Traffic Commission to recommend to the Oak Park Board of Trustees to consider closing the street on which we front, to through traffic by means of cul-de-sac.

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

	Signature (and Print Name)	Address and Phone No.
1.	* <u>Rebecca Beasly</u>	<u>1212 N. East Ave 708-310-0557.</u>
2.	<u>Ken Morrison</u>	<u>1204 N. East Ave. 708-524-2296</u>
3.	<u>Charlotte Bury</u>	<u>1205 N. East Ave. 708-445-3106.</u>
4.	<u>Mattias Dyer</u>	<u>1227 N. East Ave. 312-320-1282</u>
5.	<u>Jeremy C. Ruff</u>	<u>1224 N. East Ave. 224-622-0770</u>
6.	<u>Ben Webb</u>	<u>1228 N. East 773-501-4669.</u>
7.	<u>Juwana Conna</u>	<u>1200 N. East 708-692-8613.</u>
8.	<u>Paul DeJarnatt</u>	<u>1231 N East 312-480-7229.</u>
9.	<u>Patricia Schneider</u>	<u>1208. N EAST 312-771-2613</u>
10.	<u>Emigeki Ortiz Ertz</u>	<u>1234 N. East 773-297-4991</u>
11.	<u>Karon Wood</u>	<u>1204 N. East 708-828-5567.</u>
12.	<u>Jamistrey Smith</u>	<u>1219 N. East Ave 708-275-6628.</u>
13.	<u>[Signature]</u>	<u>1201 N. East Ave 708-445-2467</u>
14.	<u>[Signature]</u>	<u>1221 N. East Ave 708-848-4110</u>
15.		
16.		
17.		

**This petition should be signed by residents representing at least 75% of the street frontage where the traffic regulations are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING REQUESTED.**

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

The Parking and Traffic Commission is an advisory body to the Village Board of Trustees and meets on the fourth Tuesday of each month at 7:30 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.

Revised 08/14/15  
9/9

0417-1 6.2 2/13
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Ms. Jill Juliano  
Transportation Engineer  
Village of Oak Park, Il.

August 2, 2015

I am the new owner of the property at 1235 N. East Ave. I purchased the property in March 2015, but have not moved in yet. I currently live in Cincinnati, Ohio, and plan on being here until my house sells. Hopefully I will be relocated to Oak Park by the end of the summer.

I am very much in favor of the proposed traffic study which could potentially result in a cul de sac or other improvement that would limit traffic on East Ave. The only reason my name isn't on the petition is that I haven't moved yet. Please count me as a "yes" vote in support of the traffic study.

Thanks very much.

Sincerely,



Thomas J. Lindsey  
[TJLindsey74@gmail.com](mailto:TJLindsey74@gmail.com)  
513-312-3241

1235 N. East Ave.  
Oak Park, Il. 60302

516 Stanley Ave.  
Cincinnati, Ohio  
45226

**To:** Village of Oak Park Transportation Committee  
Village of Oak Park, Engineering Division

**From:** Jonathan and Rebecca Beasley, 1212 N. East Avenue  
Residents at 1200, 1201, 1204, 1205, 1208, 1209, 1212, 1219, 1224,  
1227, 1228, 1231, 1234 and 1235 N. East Avenue

**Date:** July 25, 2015

**RE:** Cul-de-sac Petition

### **Overview**

The residents of the 1200 block of N. East Avenue request that the Village of Oak Park and Transportation Committee consider the installation of a cul-de-sac. The residents have discussed and considered multiple approaches to mitigate safety and residential / commercial use concerns. We are confident the Village will help facilitate a solution for residents that will result in increased safety and community feel.

### **Current State**

- Traffic diverters and cul-de-sacs are now installed on the 1200 block of every street between East Avenue and Ridgeland Avenue.
- A traffic signal is installed at the intersection of Columbian Avenue and North Avenue.
- As per the “Envision Oak Park Plan,” adopted September 2014, the 1200 block of N. East Avenue is identified as and serves as the only collector street for North Avenue.

### **Resident Issues and Concerns**

#### **• Safety**

- East Avenue serves as a thoroughfare for traffic both within Oak Park and coming from North Avenue. Many cars utilize East Avenue to bypass North Avenue traffic congestion and avoid the traffic signals at the intersection of Columbian Avenue and North Avenue. These cars are often traveling at high speeds. East Avenue is a neighborhood street, home to 18 children, and should not serve as a cut-through street for North Avenue.
- Cars also leverage the east / west alley between East Avenue and North Avenue as a cut-through alley. Cars often speed through the alley at high speeds. This continues to be a safety concern as block residents have almost been hit by cars speeding through the alley. Residents have reported this activity to the Oak Park Police Department. While children are instructed to not ride bikes and scooters into the alley way, cars have in fact veered onto the sidewalk as evidenced by the shrub damage (Exhibit 6).
- N. East Avenue is now the nearest through street to Ridgeland between Oak Park Avenue and Ridgeland Avenue. Drivers use East Avenue as a short-cut from Division to North Avenue, especially for those traveling north on Narragansett. A cul-de-sac is installed at the 1200 block of Fair Oaks Avenue. Elmwood is blocked by Taylor Park and the jog at Berkshire and the diverter to slow/divert drivers; however, on East Avenue, drivers can turn off Division and simply have two stop signs to access

North Avenue. Drivers use East Avenue to avoid traffic on Oak Park Avenue and Ridgeland.

- There are 4 (four) homes with driveways on the east side of East Avenue (in the 1200 block). Often North Avenue business patrons parked on the west side of East Avenue leverage these driveways to turn around to head north back to North Avenue. This is a major safety concern as 9 (nine) children under the age of 10 live in these four homes (Exhibit 1).
  - North Avenue business patrons park in front of driveways and on occasion in front of the block fire hydrant (Exhibits 2 and 3). **This is a major safety concern.** Residents have called the police when this is witnessed but cannot be expected to monitor and patrol these types of safety concerns.
- ***Residential / Commercial Use***
- Many North Avenue patrons prefer to park on East Avenue although there is ample parking on North Avenue. This preference could be to avoid paying for parking. The 1200 block of North East Avenue should not serve as a parking lot for North Avenue businesses (Exhibit 4).
  - An influx of late night commercial patron parking has occurred due to EXP Gaming, 6549 North Avenue, Oak Park. This business is promoted as a gaming, social club and lounge and operates until 12 a.m. on Tuesday and 1 a.m. on Wednesday, Friday and Saturday (Exhibit 5). Restaurants with bars on Lake Street do not operate this late. The late night hours are a nuisance during the week. Young adults hang out in the alley on a regular basis to smoke and socialize. The proximity of this activity to residents homes is bothersome due to loud noise late into the evening / early morning. Additionally, this has also contributed to extra garbage (wrappers, plastic bottles, cigarette butts) found most mornings.
  - Additionally, personal property has been damaged at 1234 N. East Avenue, as shrubs have been destroyed by cars turning east into the alley at high rates of speed (Exhibit 6).
  - Many patrons of the health care clinic on North Avenue have caregivers who park on East Avenue and sit in the car for long periods of time waiting for the patron to return from the clinic. The residential feel of the block is diminished when North Avenue patron cars are parked on the block with individuals sitting in the car for long periods of time. Additionally, with the increase of home and garage burglaries, this practice increases the uneasiness and concern of the block residents. There have been several attempted and successful burglaries on the block within the last 12 months.
  - The excess of nonresident-parked cars increases the presence of litter and garbage both on the parkway and on the street. The residents are left to pick up garbage almost daily.

### **Resident Questions**

- Was a traffic study conducted on East Avenue after the installation of the traffic diverters on Elmwood and Rossell? If so, the residents of the block would like to review the post-traffic study.

- Why are the 1200 and 1100 blocks of North Avenue designated as collector streets? The 1200 block of N. East Avenue serves as the only collector street for North Avenue. The 1200 block of N. East Avenue should not be designated as a collector street as there are only residential homes. Unlike Columbian Avenue, there are no churches, schools or parks or commercial areas on N. East Avenue until OPRF High School (10 blocks to the south). OPRF High School commuters do not leverage the 1200 block of N. East Avenue to commute to the high school as only Oak Park residents may attend the high school. Additionally, East Avenue does not accommodate a bus transit route.

### **Summary**

In summary, the residents of the 1200 block of N. East Avenue request the Village of Oak Park and Transportation Committee initiate the study required to determine the viability of the installation of a cul-de-sac to solve for safety and excessive commercial utilization of the block.

As per the 2014 "Envision Oak Park Plan," one of the objectives is to modernize traffic lights to reduce cut-through traffic on residential streets. The 1200 block of N. East Avenue is severely impacted by this issue and requires a remedy. Additionally, the overuse of the block by North Avenue commercial patrons impacts the community character and feel of the block.

## EXHIBITS

**Exhibit 1:** Non-block resident car leveraging a driveway to turnaround in.



**Exhibit 2:** Non-block resident car blocking driveway of 1234 N. East Ave. The driveway of 1212 N. East Avenue has been completely blocked.



**Exhibit 3:** Non-block resident car blocking the fire hydrant.





**Exhibit 4:** 1200 block of N. East Ave is being leveraged for parking by patrons of North Avenue



**Exhibit 5:** North Avenue business operates until 1am which increases non-block resident traffic and parking.



### Lounges in Oak Park, Illinois



**EXP Gaming**  
4.9 ★★★★★ (35) · Lounge · \$  
Explore new games. Expand skills with friends. Experience social g...  
Tuesday 4:00pm - 12:00am · (708) 613-4609  
80 were here

### Hours

<b>Mon</b>	Closed
<b>Tue</b>	4:00 pm - 12:00 am
<b>Wed</b>	5:00 pm - 1:00 am
<b>Thu</b>	Closed
<b>Fri</b>	5:00 pm - 1:00 am
<b>Sat</b>	5:00 pm - 1:00 am
<b>Sun</b>	Closed

**Exhibit 6:** Shrubs at 1234 N. East Avenue have been run over and destroyed.



**PETITION FOR TRAFFIC REGULATIONS**

0417-1  
6.2  
12/13

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Park Board of Trustees that traffic regulations be established in the 1200 block of LINDEN AVE in the Village of Oak Park, Illinois.

We further petition the Commission to regulate traffic in this manner: \_\_\_\_\_

INSTALL A TRAFFIC CALMING DEVICE

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

- |      | Name                | Address and Phone No.                  |
|------|---------------------|--|
| 1. * | AUDREY INGERSOLL    | 1223 LINDEN AVE 773-484-7061           |
| 2.   | Cheryl C. Stensrud  | 1204 LINDEN AVE 708-383-3703           |
| 3.   | Walter J. Jr        | 1200 Linden Ave. 708-386-5761          |
| 4.   | Ronald Jacobs       | 1204 LINDEN AVE 312 545 3617           |
| 5.   | Sue Rhombert        | 1215 N Linden Ave 708-383-6688         |
| 6.   | Jennifer Cunningham | 1222 N LINDEN AVE 708-386-5013         |
| 7.   | CHO YENAG           | 1231                                   |
| 8.   | Kimberly Vivian     | 1224 Linden Ave. 708-250-2022          |
| 9.   | Penelope Sheppard   | 1234 Linden Ave 708 606 5669           |
| 10.  | Mary M. DeKorte     | 1216 Linden Ave 708 250 3269           |
| 11.  | MAT ARVANITES       | 1221 LINDEN AVE OAK PARK 630-461-      |
| 12.  | Liam Young          | 1215 Linden Ave OAK PARK 1560 707-467- |
| 13.  | Eileen Fletcher     | 1205 Linden Ave Oak Park 8265          |
| 14.  | Ruff Kahl           | 1301 N. Linden Ave. O.P.               |
| 15.  | [Signature]         | 1230 N. Linden AV O.P 312-852-2295     |

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

**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  
Attention: Jill Juliano  
The Village of Oak Park  
Public Works Center  
201 South Boulevard, Oak Park, IL 60302

RECEIVED  
01/30/2017

0417-1  
6.2  
13/13

Transportation Commission:

This petition on behalf of the 1200 block of Linden Ave in Oak Park, IL is a call to action for the installation of a Traffic Calming Device on our residential street. Linden Ave is one of only two streets that have open access to North Ave. Open access to North Avenue has caused cars to divert to Linden Avenue for easier passage. High traffic and excessive car speeds have caused tremendous concern for the residents on Linden Ave.

We are requesting measures to reduce traffic and car speeds be taken to ensure the safety of our residents. The block of 1200 Linden is home to many families of which there are 16 young children. With children always outside to play it is of great concern that cars slow down.

It is our understanding that 1200 East Avenue is also seeking a speed calming device. We are asking that 1200 Linden be included in this action as any adjustments to this area must be evaluated holistically in order to benefit all residents. If a street calming device is only installed on 1200 East, it is our concern this would cause more cars to divert to 1200 Linden given we would be the only street remaining with open access to North Avenue.

Please see attached signed petition by all residents  
Thank you for your consideration  
Audrey Ingersoll  
1223 Linden Ave

April 19, 2017

To Our Transportation Commission Colleagues:

We are concerned neighbors Annalynn Skipper and Joseph T Smith, living at 1206 North Euclid Avenue in Oak Park. We join our neighbors on Linden and East Avenues who are concerned for the safety of the streets and especially the children in our neighborhood. We have asked the Village for traffic control devices as our street is listed as an alternate to Oak Park avenue on computer traffic apps. We frequently see people speeding in both directions up and down our block, although it is clearly a one-way street.

We petition the Village to consider the traffic on the 1100 and 1200 blocks of all the streets between Oak Park Avenue and East Avenue as a whole, recognizing that they are interconnected, and that traffic control devices on one street will impact the adjacent streets. We ask this based upon the need to secure the safety of the residents, in particular the 20 children under the age of 15, who live on the 1200 block of North Euclid Ave.

Ultimately, what needs to occur is the construction of a cul de sac at the northern part of North Euclid Ave. Every afternoon, this quiet block is transformed into an internal combustion health hazard populated by drivers who lack the patience to wait for the red light at Oak Park and North Avenue to change in their favor, failed to pass third grade reading since they are unable to acknowledge the existence of the four way STOP signs at the corner of LeMoyne and North Euclid and then insist upon racing to see how quickly they can have the opportunity to wait for traffic to clear at the intersection of North Euclid and North Avenue.

We again ask for the construction of a cul de sac at the north end of Euclid Avenue. The logic of this request is above repute and calls upon a basic tenet of government to provide for the general welfare of the governed.

Thank you for your time and consideration. Your execution of your elected responsibility with regard to this issue appreciated and anticipated.

Regards,

Annalynn Skipper  
Joseph T. Smith  
1206 North Euclid Avenue  
Oak Park, IL

0417-1  
6.4  
1/2

NORTH AVE

EAST AVE

LEMOYNE PKWY



0417-1  
6.4  
2/2

NORTH AVE

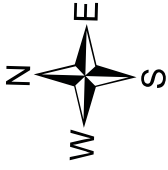
LINDEN AVE

LEMOYNE PKWY

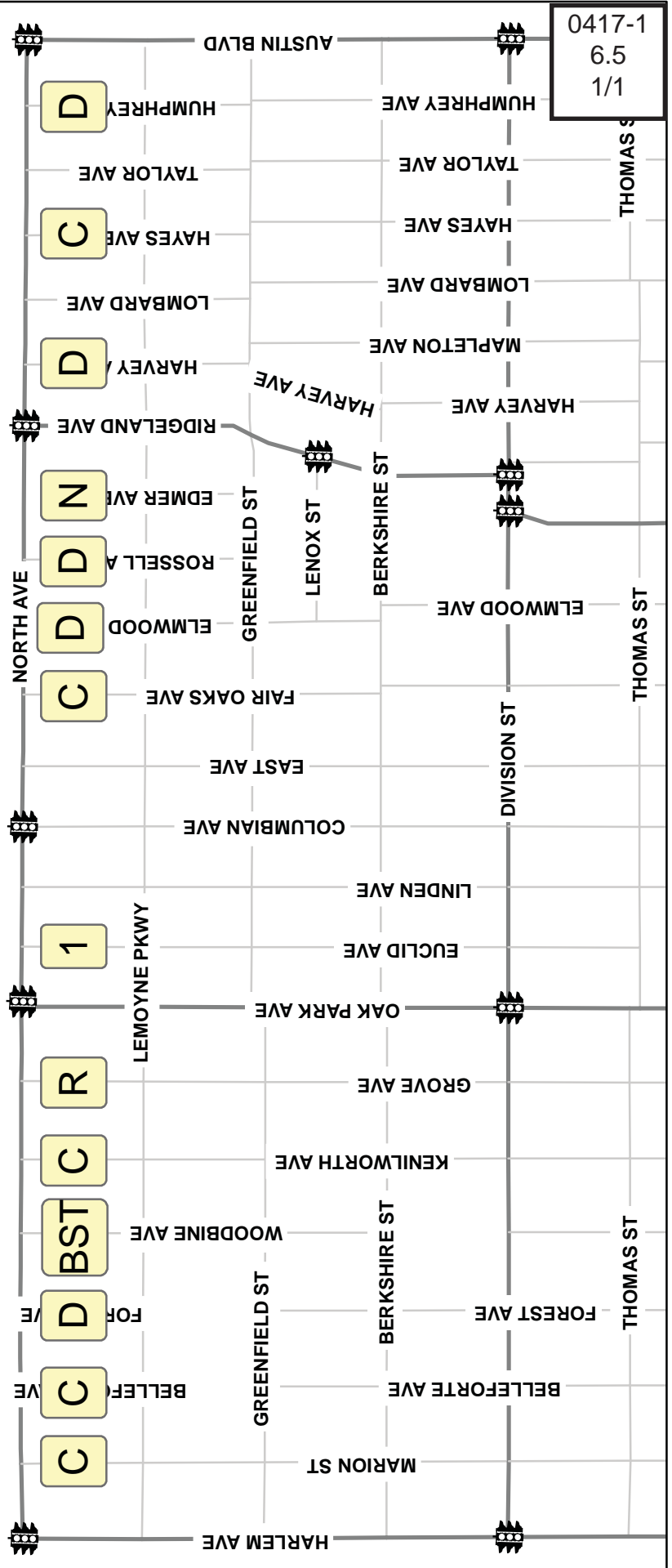


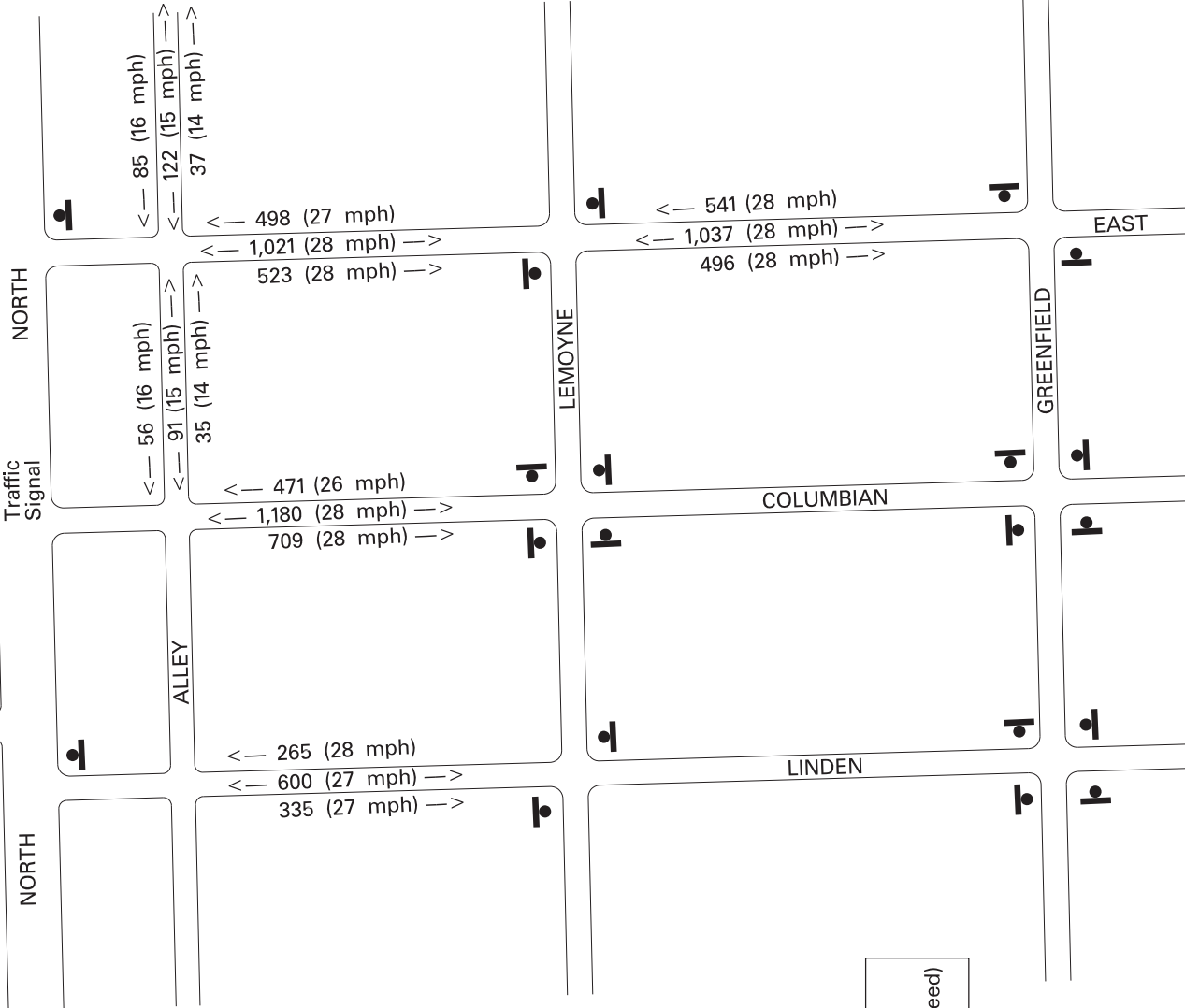


# Existing cul-de-sacs, diverters, one-way streets, etc. on the 1200 blocks along North Avenue in the Village of Oak Park as of October 2016



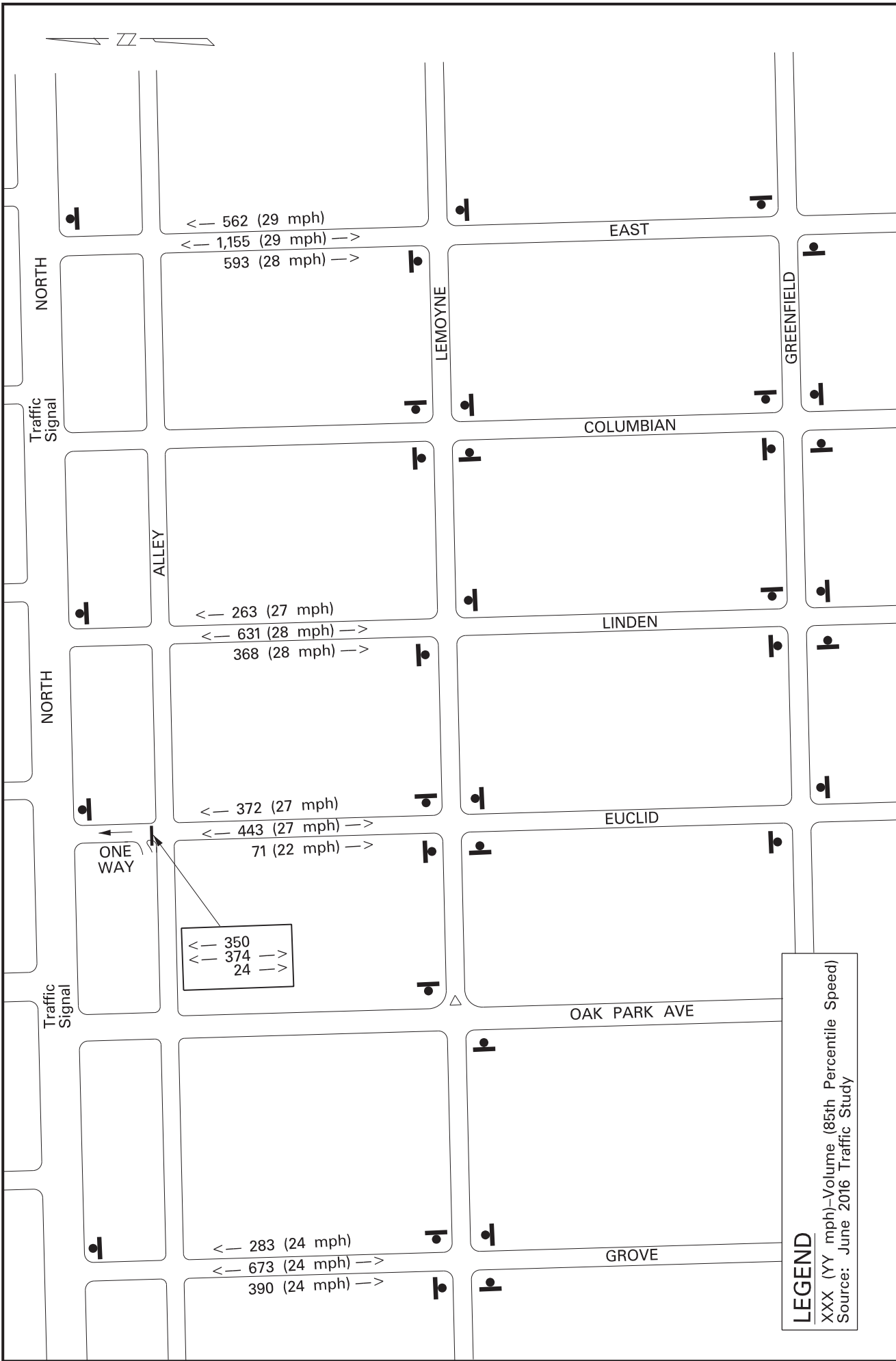
- C = cul-de-sac
- D = diverter
- N = no access to/from North Ave
- R = No Right Turn 7AM-9AM & 4PM-6PM M-F
- BST = bump-out and speed table
- 1 = one-way northbound, north of alley





**LEGEND**  
 XXX (YY mph)-Volume (85th Percentile Speed)  
 Source: November 2015 Traffic Study

<b>Engineering Division</b> Filename:	Scale: 1" = Ft. By: JAJ Date: 11/21/16	<b>24-Hour, Speed &amp; Volume Traffic Count</b> taken on Tuesday, November 17, 2015 1200 Block of North East Ave & Adjacent Streets
	0417-1 6.6 1/3	



**Engineering Division**

Scale: 1" = Ft.

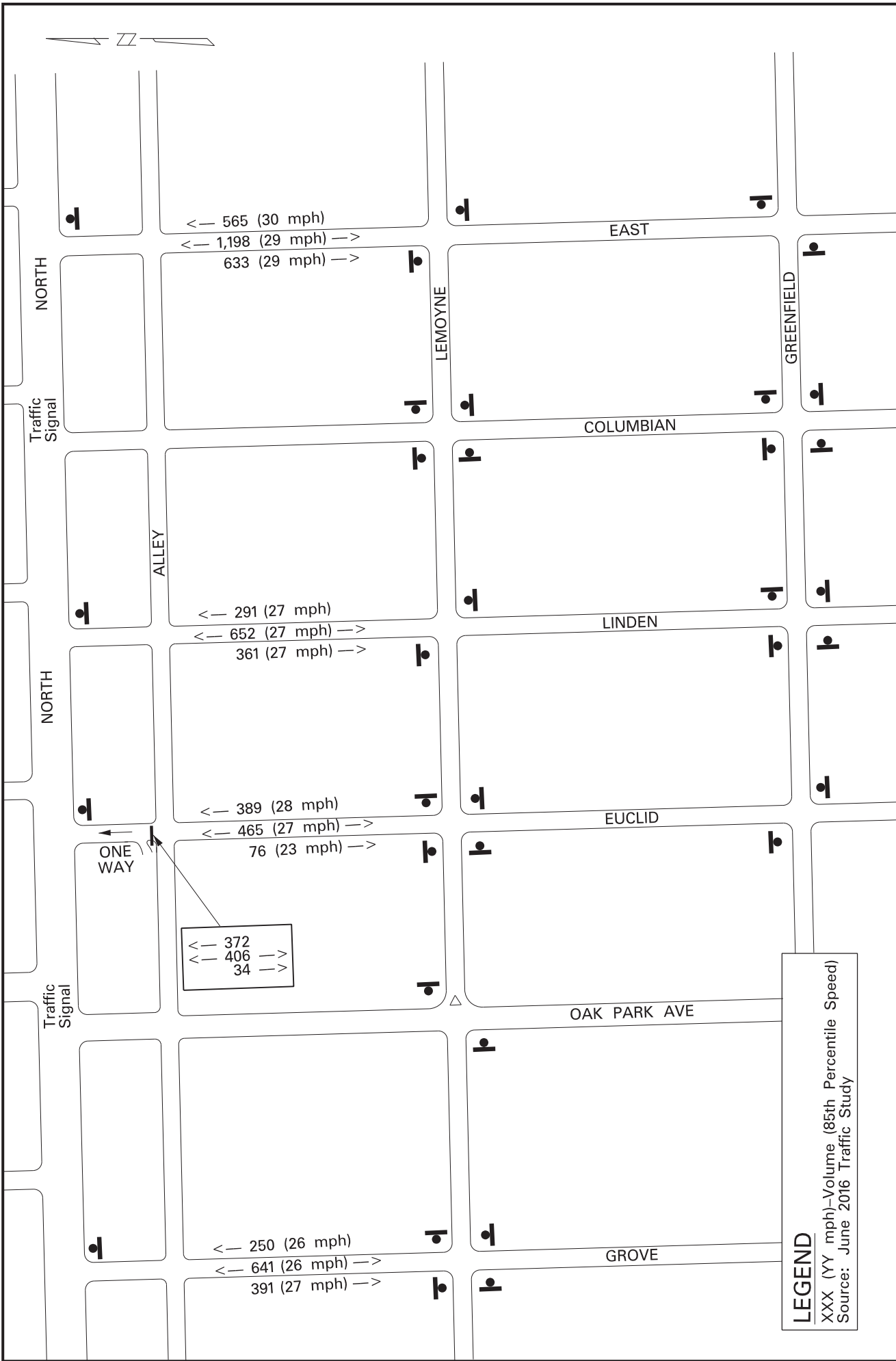
By: JAJ Date: 04/17/17

0417-1  
6.6  
2/3

24-Hour, Speed & Volume Traffic Count taken on Tuesday, June 14, 2016  
1200 Block of North East Ave & Adjacent Streets

Filename: \_\_\_\_\_

**LEGEND**  
 XXX (YY mph)-Volume (85th Percentile Speed)  
 Source: June 2016 Traffic Study



0417-1  
6.6  
3/3

24-Hour, Speed & Volume Traffic Count  
taken on Wednesday, June 15, 2016  
1200 Block of North East Ave & Adjacent Streets

Scale: 1" = Ft.  
By: JAJ Date: 04/17/17

Engineering  
Division  
Filename:

**LEGEND**  
XXX (YY mph)-Volume (85th Percentile Speed)  
Source: June 2016 Traffic Study

0417-1  
6.7  
1/4

VILLAGE OF OAK PARK  
COLLISION DIAGRAM



HISTORICAL DATA - JAN 1995 - DEC 1997  
 UNCONTROLLED INTERSECTION 12/31/1997  
 1995 - 1997 # OF CRASHES = 8, ADT = 1,805  
 1997 CRASH RATE = 4.05 Acc/MEV  
 CRITICAL CRASH RATE = 0.686 Acc/MEV  
 EAST-WEST STOP CONTROLS INSTALLED 11/04/1998  
 2014 - 2017 # OF CRASHES = 0  
 2017 CRASH RATE = 0.000 Acc/MEV

**NO REPORTED CRASHES**

LeMoyne Pkwy

2014 = 0  
 2015 = 0  
 2016 = 0  
 2017 = 0

East Ave



SYMBOLS

- ← MOVING VEHICLE
- ←←←←← BACKING VEHICLE
- ←- - - - PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

TYPES OF COLLISIONS

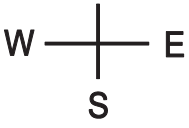
- ←←←←← REAR END
- ←→→→→ HEAD ON
- ←→→→→ SIDE SWIPE
- ←~~~~~ OUT OF CONTROL
- ←↘ LEFT TURN

- ↑ RIGHT ANGLE
1. Date and Time
  2. Weather and Road Surface Conditions

INTERSECTION of LeMoyne Parkway and East Avenue  
 PERIOD: 36 Months FROM: April 2014 TO: March 2017  
 BY: JAJ DATE: April 6, 2017 NO SCALE

0417-1  
6.7  
2/4

VILLAGE OF OAK PARK  
COLLISION DIAGRAM



HISTORICAL DATA - JAN 1995 - DEC 1997  
NORTH-SOUTH STOP CONTROLLED  
1995 - 1997 # OF CRASHES = 7, ADT = 32,476  
1997 CRASH RATE = 0.197 Acc/MEV  
CRITICAL CRASH RATE = 0.686 Acc/MEV  
2014 - 2017 # OF CRASHES = 8  
2017 CRASH RATE = 0.225 Acc/MEV



Nashville Ave

North Ave

- 04/02/16 16:48  
Unk, Unk →
- 02/26/15 20:49  
Clear - Dry →
- 04/06/14 15:15  
Clear - Dry →
- 03/17/16 20:13  
Clear - Dry →

08/29/14 21:00  
Clear - Dry ↑

03/18/16 21:16  
Clear - Dry ↘

10/14/16 14:25  
Clear - Dry →

2014 = 2  
2015 = 2  
2016 = 4  
2017 = 0

East Ave

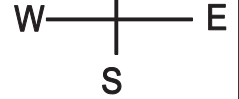


SYMBOLS	TYPES OF COLLISIONS	
<ul style="list-style-type: none"> <li>← MOVING VEHICLE</li> <li>←→ BACKING VEHICLE</li> <li>- - - PEDESTRIAN</li> <li>▣ PARKED VEHICLE</li> <li>□ FIXED OBJECT</li> <li>● FATAL ACCIDENT</li> <li>○ INJURY ACCIDENT</li> </ul>	<ul style="list-style-type: none"> <li>←← REAR END</li> <li>→→ HEAD ON</li> <li>←→ SIDE SWIPE</li> <li>←~ OUT OF CONTROL</li> <li>←↘ LEFT TURN</li> </ul>	<p>↑ RIGHT ANGLE</p> <ol style="list-style-type: none"> <li>1. Date and Time</li> <li>2. Weather and Road Surface Conditions</li> </ol>

INTERSECTION of North Avenue and East Avenue  
 PERIOD: 36 Months FROM: April 2014 TO: March 2017  
 BY: JAJ DATE: April 6, 2017 NO SCALE

0417-1  
6.7  
3/4

# VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1995 - DEC 1997  
 UNCONTROLLED INTERSECTION 12/31/1997  
 1995 - 1997 # OF CRASHES = 4, ADT = 1,140  
 1997 CRASH RATE = 3.20 Acc/MEV  
 CRITICAL CRASH RATE = 0.686 Acc/MEV  
 NORTH-SOUTH STOP CONTROLS INSTALLED 11/04/1998  
 2014 - 2017 # OF CRASHES = 1  
 2017 CRASH RATE = 0.801 Acc/MEV

10/07/15 08:49  
Clear - Dry

LeMoyne Pkwy

Linden Ave

2014 = 0  
2015 = 1  
2016 = 0  
2017 = 0



## SYMBOLS

- ← MOVING VEHICLE
- ←←←←← BACKING VEHICLE
- ←- - - - PEDESTRIAN
- ▀ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

## TYPES OF COLLISIONS

- ←←←←← REAR END
- ←→→→→ HEAD ON
- ←→→→→ SIDE SWIPE
- ←→→→→ OUT OF CONTROL
- ←→→→→ LEFT TURN

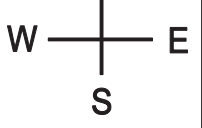
## RIGHT ANGLE

1. Date and Time
2. Weather and Road Surface Conditions

INTERSECTION of LeMoyne Parkway and Linden Avenue  
 PERIOD: 36 Months FROM: April 2014 TO: March 2017  
 BY: JAJ DATE: April 17, 2017 NO SCALE

0417-1  
6.7  
4/4

VILLAGE OF OAK PARK  
COLLISION DIAGRAM



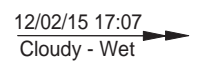
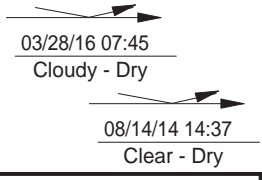
ONE WAY  
NORTHBOUND

Normandy Ave

North Ave

Linden Ave

HISTORICAL DATA - JAN 1995 - DEC 1997  
NORTHBOUND ONLY STOP CONTROLLED  
1995 - 1997 # OF CRASHES = 7, ADT = 32,264  
1997 CRASH RATE = 0.198 Acc/MEV  
CRITICAL CRASH RATE = 0.686 Acc/MEV  
2014 - 2017 # OF CRASHES = 3  
2017 CRASH RATE = 0.085 Acc/MEV



2014 = 1  
2015 = 1  
2016 = 1  
2017 = 0



SYMBOLS

TYPES OF COLLISIONS

- ← MOVING VEHICLE
- ←←←←← BACKING VEHICLE
- ←- - - - PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

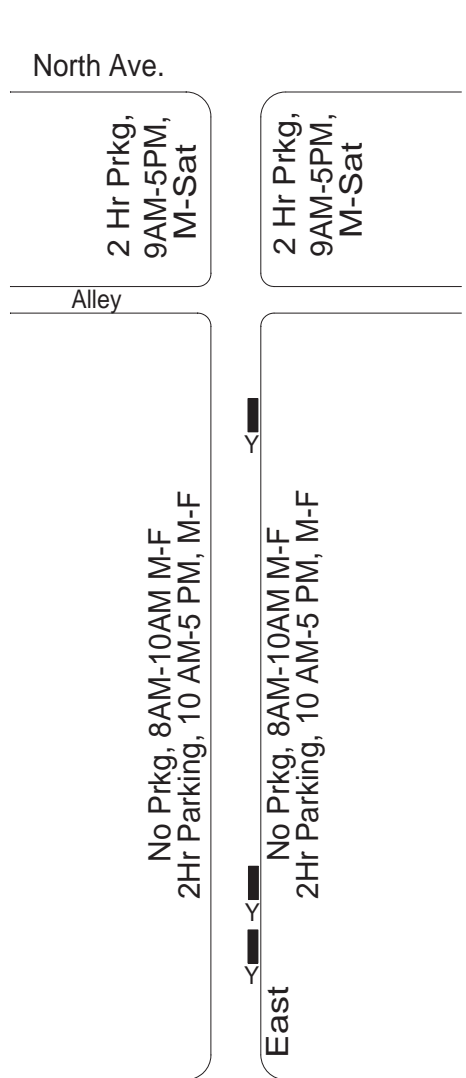
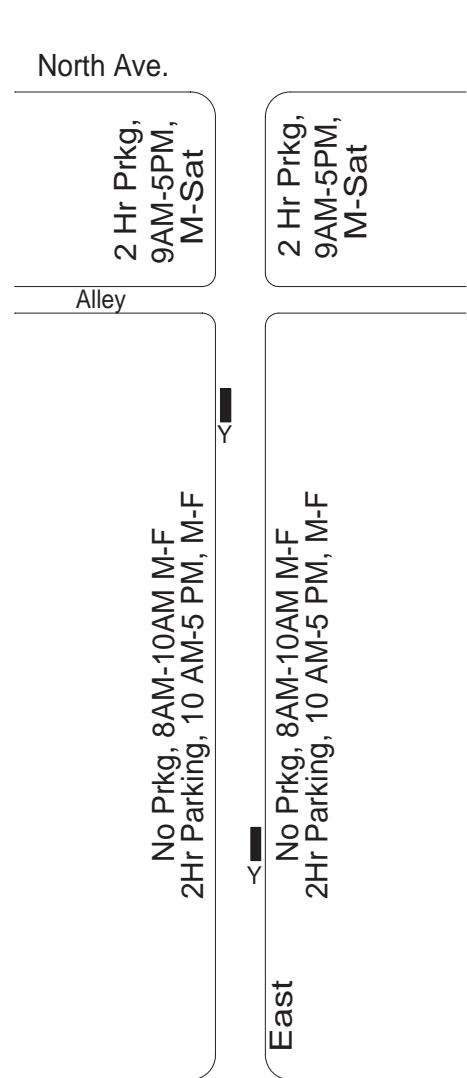
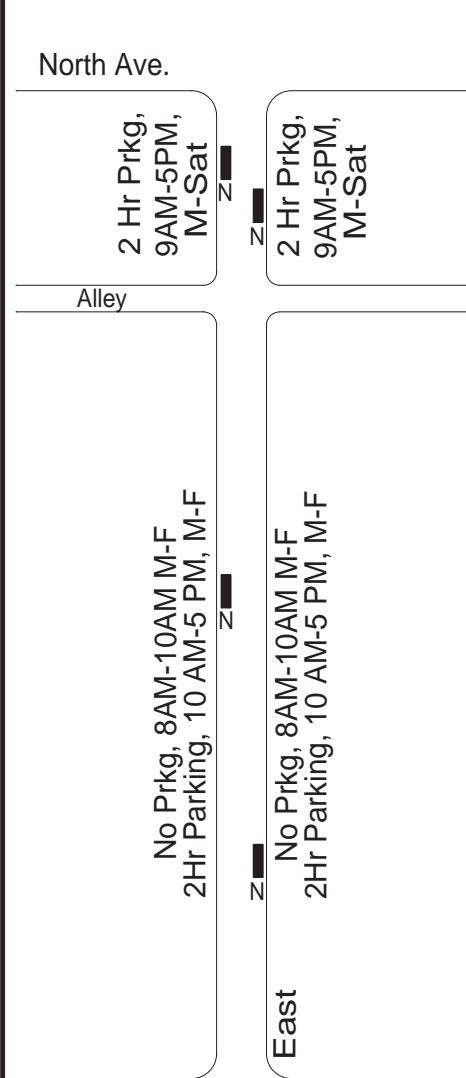
- ←←←←← REAR END
- ←→→→→ HEAD ON
- ←→→→→ SIDE SWIPE
- ←~~~~ OUT OF CONTROL
- ←↙ LEFT TURN

RIGHT ANGLE  
1. Date and Time  
2. Weather and Road Surface Conditions

INTERSECTION of North Avenue and Linden Avenue  
 PERIOD: 36 Months FROM: April 2014 TO: March 2017  
 BY: JAJ DATE: April 17, 2017 NO SCALE



Y = has VOP vehicle sticker  
N = doesn't have VOP vehicle sticker



LeMoyne Pkwy.  
4 Vehicles = 11 % of capacity  
Parking Survey  
Day/Date Thurs, 11/17/16  
Time 1:30 PM  
By JAJ  
Estimated parking capacity  
on the block = 38 vehicles

LeMoyne Pkwy.  
2 Vehicles = 5 % of capacity  
Parking Survey  
Day/Date Fri, 11/18/16  
Time 9:00 PM  
By JAJ  
Estimated parking capacity  
on the block = 38 vehicles

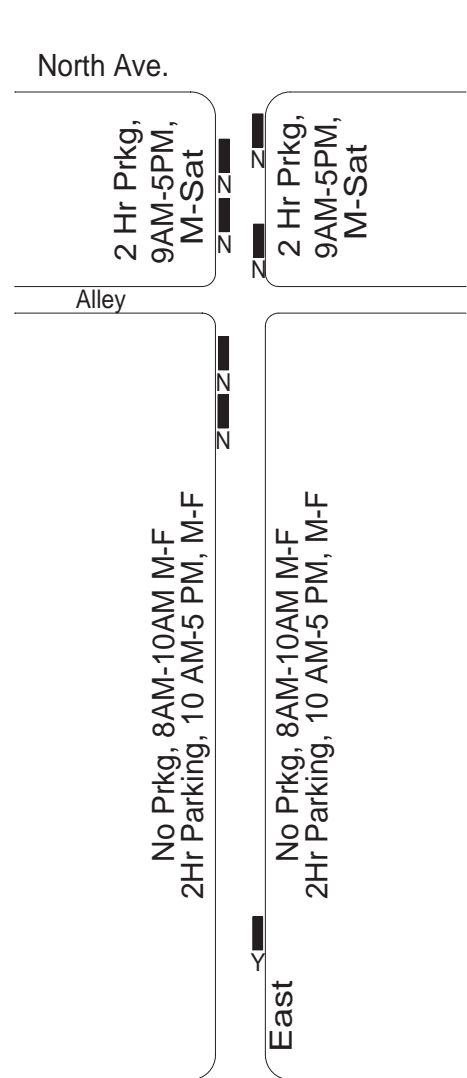
LeMoyne Pkwy.  
3 Vehicles = 8 % of capacity  
Parking Survey  
Day/Date Sat, 11/19/16  
Time 7:30 PM  
By JAJ  
Estimated parking capacity  
on the block = 38 vehicles

**Engineering  
Division**

Scale: 1" =      Ft.  
By: JAJ Date: 11/21/16

Parking Survey on the  
1200 Block of North East Avenue

Y = has VOP vehicle sticker  
N = doesn't have VOP vehicle sticker



7 Vehicles = 18% of capacity

Parking Survey  
Day/Date Mon, 11/21/16  
Time 11:00 AM  
By JAJ

Estimated parking capacity  
on the block = 38 vehicles

7 Vehicles = 18% of capacity

Parking Survey  
Day/Date Mon, 11/21/16  
Time 2:15 PM  
By JAJ

Estimated parking capacity  
on the block = 38 vehicles

     Vehicles =     % of capacity

Parking Survey  
Day/Date                       
Time                       
By                     

Estimated parking capacity  
on the block = 38 vehicles

**Engineering  
Division**

Scale: 1" =      Ft.  
By: JAJ Date: 11/21/16

Parking Survey on the  
1200 Block of North East Avenue

APPROVED Meeting Minutes  
Transportation Commission  
Monday, November 28, 2016  
Council Chambers – Village Hall

Call to Order and Roll Call

With only four members present minus the Chair, Commissioner Chesney motioned to make Commissioner Stewart Chair Pro Tem until Chair Chalabian arrived at the meeting. Commissioner Eichenberger seconded the motion and the voice vote was unanimous.

Chair Pro Tem Mike Stewart called the meeting to order at 7:08 PM.

Present: Jack Chalabian, Kyle Eichenberger, Michael Stewart, Mark Patzloff, James Thompson, Craig Chesney

Excused: Joel Schoenmeyer

Staff: Bill McKenna, Mike Koperniak, Jill Juliano, Mary Avinger

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

Commissioner Eichenberger motioned to approve the agenda as presented and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote.

Approval of the Draft September 26, 2016 Meeting Minutes

Commissioner Thompson motioned to approve the draft October 24, 2016, Transportation Commission meeting minutes as modified and was seconded by Commissioner Eichenberger. The motion was approved by a unanimous voice vote.

REVIEW PETITION FOR INSTALLATION OF TRAFFIC CALMING DEVICE ON THE 1200 BLOCK OF NORTH EAST AVENUE

Jill Juliano gave a presentation reviewing the history for installation of a traffic calming device on the 1200 block of North East Ave. The presentation included aerial views of the intersection and block and information on various traffic calming devices along the 1200 blocks along North Ave. Ms. Juliano went over vehicle speed and volume data collected for the 1200 block of North East and adjacent areas. Jill also presented comparisons between this block and the 1200 block of Woodbine. Ms. Juliano stated it is staff's recommendation to implement either a mid-block pinch-point (choker) or

alternatively mid-block median or bump-outs, also known as curb extensions and mentioned the 1200 block of Woodbine and Jackson Blvd as examples.

Commissioner Chesney asked if speed bumps in alleys need to be petitioned for. Jill Juliano answered yes. Commissioner Chesney also asked about the recent parking survey times and Jill responded, and then asked how bump-outs affect homes and their size and Bill McKenna responded.

Commissioner Stewart stated that he appreciated staff's data collection on adjacent streets.

Commissioner Patzloff asked about the speeds and volumes of the surveys and Jill responded that speeds went up between surveys. Commissioner Patzloff asked if there was a request for traffic calming in the alley on the petition and Jill responded it was not requested. He went on to ask about speed reduction on Woodbine and how long in between surveys was data collected and Jill responded.

Commissioner Thompson asked Jill to repeat staff's recommendation and if a choker narrowed the street to one lane. Jill responded the recommendation is either install a temporary choker mid-block, a median from the Hometown example, or bump-outs and went on to explain what a choker is and how it slows traffic.

Commissioner Eichenberger asked of the two mid-block options how many lost parking spaces would there be and Jill responded that there are about two car spaces per side.

Chair Chalabian asked about the reaction from the North Avenue businesses and Jill responded that businesses were notified. He also asked what the Police response to enforcement was and Jill responded that they do not have data from the Police. Ms. Juliano also mentioned that volumes are at the high end of 800-1200 vehicle range for average daily traffic (ADT). Chair Chalabian asked how East Ave became a collector street. Jill explained from the Village's 1990 Comprehensive Plan, East was a collector street before there was a traffic signal at Columbian and the new plan did not notice this.

A discussion was had between Ms. Juliano, Mr. McKenna, and the Commission about how staff uses the comprehensive plan for street analysis, the definition of collector streets and how to adjust the definition on the new Comprehensive plan.

Commissioner Chesney asked when Woodbine bump-outs were installed and what the resident feedback was and Jill responded that feedback was positive.

Chair Chalabian asked how many houses were on the 1200 block of north East Ave and Jill referred to the aerial view slide of the presentation and counted 18 houses.

At this point Jack Chalabian takes over as Commission Chair.

The floor was opened to public testimony.

Rebecca Beasley of 1212 N East Ave opened with a power point presentation that she and other neighbors on the block would be speaking from to support their petition. Ms. Beasley compared her block's petition to those from Elmwood and Rossell and spoke briefly about the time it's taken from the initiation of the petition to get to the Commission.

Tom Lindsey of 1235 N. East Ave continued with the power point presentation and mentioned his is the first house south of the alley. Mr. Lindsey spoke about the block's relationship with businesses within one minute of East Ave, rush hour traffic, and parking and parking lots of adjacent commercial properties. Mr. Lindsey stated Oak Park is primarily residential community and feels motorists driving through the Village should travel on major streets and that it seems 82% of the 1200 north blocks of traffic calming devices.

Steve Wendel of 1215 N. East Ave stated that he has two young kids and feels this is a safety issue for 19 young kids living on his block.

Juan Ortiz of 1234 N. East Ave stated that he moved to this block in 2010 and the number of kids has increased since then. He continued with the power point presentation showing pictures of his bushes that were damaged from cars speeding and cutting through the alley as well as damage done to his fence. Mr. Ortiz agrees with Mr. Wendel about safety issues for pedestrians.

Mr. Wendel of 1215 N. East spoke again giving a summary of concerns.

Jill Juliano summarized written public testimony that was received 12 in support and two opposed.

Audrey Ingersoll of 1223 Linden stated that she has lived there five years and feels like she is in the same situation as the 1200 block of north East Ave. Ms. Ingersoll stated she has three small kids and living on the other street with North Ave access a solution needs to be developed for the community and the Village. The problem is not just on East Ave and wants the Commission to look at the situation holistically and not just end up shifting the problem.

Matt Kemper of 1227 N East Ave reiterated the need for a plan to in some type of traffic calming device.

Ben DeBruin of 1228 N East Ave stated he moved to the block in January of 2013 and thinks speed is an issue but that the greater safety issue is the volume of cars on the street. Mr. DeBruin spoke about traffic from Woodbine and how it has gone up over the past three years.

Paul DeJarnatt of 1231 N East Ave concurs with neighbors about kid's safety. DeJarnatt stated he has two small kids that play outside and feels safety is an issue with the volume of cars.

Dan Finnegan of 6611 North Ave stated he has a business on North Ave that has been there 40 years and he is a part of the North Ave Business District and supports any traffic calming device for the 1200 block of N East Ave even similar to 1200 Woodbine. Mr. Finnegan also spoke about parking in the area and during snow.

John Biag of 1107 N East Ave stated he has three young kids and there are approximately 12 kids on his block. Mr. Biag agrees with the safety concerns of the 1200 N East block and said that there is speeding cars all the time. Mr. Biag also mentioned seeing speeding school busses in the morning.

Orson Morrison of 1204 N East Ave stated he has lived at his address for four years and has two young kids. Mr. Morrison agrees with neighbors that there is a safety issue for kids to be outside.

Thom Carpenter of 1135 N East stated he's lived in Oak Park for 35 years and kids used to be able to play in front of their houses and even played in the street years ago. Mr. Carpenter said there is so much traffic that it takes his wife several minutes to back out of the driveway and with no stop sign between the 1000 and 1100 blocks of north East cars pick up speed. Many other streets along North Ave are closed off to traffic forcing cars off to East Ave and thinks rotating open streets would even out the problem.

Chris Fogarty of 1125 Linden stated he came to listen and wants to know why there are only two streets along North Ave left open – 1200 Linden and 1200 N East. Mr. Fogarty stated they live near St. Giles and there are lots of speeding cars and busses. Mr. Fogarty feels his block has the same problems as 1200 N East and that kid's safety is important.

Janice Smith of 1219 N East stated she's lived there 29 years and petitioned to have something done at the alley 15 years ago and was told no because East Ave was a pathway for emergency vehicles. Ms. Smith stated the number of children has increased over the years and she supports the petition.

Mary Rinder of 923 N Grove stated she has been a resident of the Village for 30 years and thinks the core of the issue is speeding and she doesn't see police ticketing cars and wants more police presence.

Sal Forna of 1200 N East Ave stated there is a north/south stop sign at East and LeMoyné that people don't stop for. Mr. Forna said that he's called his resident beat officer and police only come once in a while and feels police need to be around more often to enforce.

David Lau of 1201 N East Ave stated he has three kids and even when his oldest was younger he was still worried about speeding cars. Mr. Lau shares the same concerns of the other neighbors and thinks drivers don't care.

Public testimony was closed out.

Commissioner Thompson stated that he is persuaded that something needs to be done.

Commissioner Patzloff agrees and said a solution is needed.

Commissioner Eichenberger thinks everyone is looking at Woodbine as a good example and that enforcement is needed in addition to the Transportation Commission's recommendation.

Commissioner Stewart stated he was glad to see the participation and he hears that the resident's concerns are about traffic volume and speed. He likes the Woodbine solution. Commissioner Stewart doesn't like bump-outs and thinks the choker or permanent speed table are good options.

Commissioner Chesney stated the Village put diverters on Elmwood and Rossell and wasn't given options and that created more traffic flow for East Ave. Commissioner Chesney didn't think the choker was received well on Woodbine due to loss of frontage and thinks alleys should be tested for speed.

Jill Juliano responded saying that only one resident complained about the choker on Woodbine and wants the Commission to realize alley speed tables is not permanent. They are installed in the spring and removed late fall for snow plowing operations.

Chair Chalabian asked Jill Juliano if the petition asked about speed tables in alleys and Jill responded no.

Chair Chalabian stated that he hears that the neighborhood has changed a lot in a short amount of time and feels the Commission is sold on speeding and volume issues. There is no so much a parking issue. Chair Chalabian feels the comprehensive plan is wrong as far as East Ave being a collector street and that the quality of life has gone down but you can't measure it or put a number on it. Chair Chalabian said speed tables worked on Woodbine and thinks the Village Board made errors by not allowing speed tables and that the Commission should recommend them anyway. He feels bump-outs work and supports speed tables. Chair Chalabian stated the problem is speeding in the middle of the block and when geometrics are reduced, speed gets reduced. He also suggested the Village needs to take a holistic approach to keep conflict down between businesses and residents.

Commissioner Chesney thinks people who made policies aren't here anymore and thinks the speed table should be recommended.

Bill McKenna spoke about alley petitions and Jill Juliano explained the petition timeline, the delay with the traffic calming toolbox, and stated that due to time it was decided to push this item along.

Chair Chalabian spoke about the petition process and the Village Board's views on cul-de-sacs and traffic calming devices.

Bill McKenna spoke about reasons for installing speed tables and diverters on Woodbine and what staff can do to recommend them to the Village Board.

A discussion took place about speed tables on Woodbine and effects on Fire and Public Works. The discussion continued about speed tables on the 200 block of south East Ave as well as what can be done and what to recommend to the Village Board.

Commissioner Stewart motioned to recommend change to revise Parking and Traffic policy to include speed tables along border streets. The motion was seconded by Commissioner Eichenberger. The voice vote was as follows:

Ayes: Chalabian, Patzloff, Eichenberger, Stewart, Thompson, Chalabian

Nays: None

The motion passed six to zero.

Commissioner Chesney motioned to 1. Install bump-outs at the alley, 2. Install a speed table mid-block, 3. Complete a speed study on the 1200 block of Linden and after a six month study install temporary traffic calming devices, and 4. Do speed counts in alleys adjacent to the 1200 block of north East Ave. The motion was seconded by Commissioner Thompson. The voice vote was as follows:

Ayes: Chesney, Stewart, Eichenberger, Patzloff, Thompson, Chalabian

Nays: None

The motion passed six to zero.

DETERMINE TEMPORARY TRAFFIC CALMING DEVICE TO BE TESTED ON GROVE AVENUE NEAR BERKSHIRE STREET(PER VILLAGE BOARD OF TRUSTEE DIRECTION)

Jill Juliano gave a presentation that included background information on determining a temporary traffic calming device to be tested on Grove Ave. near Berkshire Street, per the Village Board of trustee direction. The presentation included a summary of testimony and a letter of explanation for the petition, an aerial view of the intersection and surrounding area, and comparison traffic study data for the 1200 block of Woodbine. Jill stated staff is considering one of two traffic calming measures; either bump-outs on Grove at the crosswalks north and south of Berkshire or two pinch-points (or medians) on the 900 and 1000 blocks of north Grove.



Chair Chalabian stated motorists don't know that they are required to stop when they are pedestrians in crosswalk.

A discussion took place between the Commission, Bill McKenna, and Jill Juliano about speed bumps/tables on interior streets of the Village, the effects of geometric changes on vehicle traffic, and the costs of various physical traffic control devices like diverters, chokers, bump-outs and who should pay those costs. The discussion continued about bike-friendly solutions to bump-outs, stop in pavement for pedestrians versus chokers, costs of traffic control devices and traffic calming devices.

The floor was opened to public testimony.

Mary Rinder of 923 N Grove spoke about being against installing a stop sign and spoke about how more enforcement is needed in the area.

Public testimony was closed out.

The discussion continued about chokers versus bump-outs.

Commission Thompson motioned to direct staff to come back with bike-friendly bump-out opportunities designs. The motion was seconded by Commissioner Stewart. The voice vote was as follows:

Ayes: Chesney, Stewart, Eichenberger, Thompson

Nays: Chalabian

Abstain: Patzloff

The motion passed four in favor, one against, and one abstention.

Commissioner Patzloff motioned to adjourn the meeting and the motion was seconded by Commissioner Stewart.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 10:45 PM.

Respectively submitted

*Mary Avinger*

Mary Avinger,  
Administrative Secretary



0417-1  
6.10  
1/2

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

April 12, 2017

TO: BUSINESSES ON THE 6501, 6535, 6601, 6621, 6701 & 6729 BLOCKS OF NORTH AVENUE

RE: PETITION TO INSTALL TRAFFIC CALMING DEVICES ON THE 1200 BLOCK OF NORTH EAST AVENUE  
AND THE 1200 BLOCK OF LINDEN AVENUE

Dear Business Owner:

In November 2016, the Transportation Commission reviewed a resident petition to install a traffic calming device on the 1200 block of North East Avenue. At that time, the Commission made recommendations on the devices to be installed. Later it was determined that one of the recommended devices would negatively impact Village operations.

Subsequently, the Village of Oak Park received a petition to install a traffic calming device on the 1200 block of Linden Avenue. Included was the request to have both traffic calming petitions reviewed together in order to evaluate the area holistically. As a result, the petitions for traffic calming devices on the 1200 blocks of North East and Linden Avenues will be reviewed together by the Transportation Commission at its upcoming April meeting.

The Transportation Commission review will be limited to considering traffic calming measures that do not restrict access, such as bump-outs or pinch points. Staff is recommending the installation of a pair of bump-outs south of the east-west alley south of North Avenue on the two petitioning blocks.

The Transportation Commission is scheduled to review these petitions at its upcoming public meeting being held at 7:00 PM on Monday, April 24, 2017, in Room 101 in Village Hall.

You are invited to attend this public meeting to give testimony. If you wish to comment but are unable to attend, you may submit your comments in writing to the undersigned by U.S. mail, by email at [jjuliano@oak-park.us](mailto:jjuliano@oak-park.us), or by fax to (708) 434-1600. All comments must be received by Wednesday, April 19, 2017 at 5:00pm for inclusion in the Commission's agenda.

A copy of the Transportation Commission's agenda will be posted on the Village of Oak Park's website ([www.oak-park.us](http://www.oak-park.us)) on Friday, April 21st for public review and inspection.

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



0417-1  
6.10  
2/2

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

April 12, 2017

TO: RESIDENTS OF THE 1100 & 1200 BLOCKS OF N. EAST AVE., COLUMBIAN AVE., LINDEN AVE., FAIR OAKS AVE., N. ELMWOOD AVE., N. EUCLID AVE., N. OAK PARK AVE. (EAST SIDE)

RE: PETITION TO INSTALL TRAFFIC CALMING DEVICES ON THE 1200 BLOCK OF N. EAST AVE. AND THE 1200 BLOCK OF LINDEN AVE.

Dear Resident:

In November 2016, the Transportation Commission reviewed a resident petition to install a traffic calming device on the 1200 block of North East Avenue. At that time, the Commission made recommendations on the devices to be installed. Later it was determined that one of the recommended devices would negatively impact Village operations.

Subsequently, the Village of Oak Park received a petition to install a traffic calming device on the 1200 block of Linden Avenue. Included was the request to have both traffic calming petitions reviewed together in order to evaluate the area holistically. As a result, the petitions for traffic calming devices on the 1200 blocks of North East and Linden Avenues will be reviewed together by the Transportation Commission at its upcoming April meeting.

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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: Parking on and near North Ave and Roosevelt Road**

Review Date: April 24<sup>th</sup> 2017

Prepared By: Parking and Mobility Services

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

The Village Board Goals for 2016-2017 include revisiting the overall parking systems within Oak Park in a holistic manner and with consideration for neighborhoods and business districts in order to understand the impact on residents, visitors and employees in the community.

The Village Board has approved the following Guiding Principles be considered as each public parking system is reviewed and changes proposed: · Sustainability · Public Safety · Customer Service

Additionally, the Village Board has approved the following Goals to be considered as each public parking system is reviewed and changes proposed:

- Parking Ordinances must be simple and user friendly (e.g. language is clear and concise).
- Parking Signage of all types must be standardized and more streamlined so that residents, visitors and employees in Oak Park are able to understand regulatory language that may be required and directional information is clear and concise.
- Parking Technology must support efficient parking administration and operation while also being customer service focused. In order to facilitate a comprehensive review of the public parking system.

The following items are under review to be presented at the next parking study session with the Village Board. Staff is bringing these items forth to the Transportation Commission for comments.

Topics for discussion are as follows:

**Day Time Parking Hourly Restrictions**

As part of an effort to consolidate signage and improve understanding of parking restrictions, Staff has been researching the existing posted signs and regulations. Standardization of daytime restrictions to simplify the process for residents, visitors, business operators and Village operations is the goal.

**Daytime Restrictions on-street**

Standardize all current restrictions, such as No Parking 7 am-9 am, 8 am-10am M-F, 8 am-10 am M-Sa, 8 am- 10 am 7 days, and No Parking Anytime. Standardize all current time limits, such as 1 hour, 2 hour, 3 hour and 4 hour parking.

Options for current time limits/restrictions:

- Standardize 1, 2, 3, and 4 Hour time limits to 3 Hour Parking 10 am-5 pm M-F.
- Standardize all time limit restrictions to No Parking 8 am-10 am M-F.

This creates for a welcoming environment for both visitors and consumers, especially on weekends.

Pros for standardizing No Parking 8 am-10 am includes easier enforcement, and keeps most employees from parking on these blocks all day but allows residents and guests to park all day besides 8 am-10 am.

Pros for standardizing 3 Hour parking limit includes, more shared parking for consumers and residents, allows visitors and residents to park for short time in front of or near their house, and prevents employees from parking all day.

**If a street has a second Daytime Restriction on-street**

Remove any 2<sup>nd</sup> restriction, streets should have no more than 1 daytime restriction. If the proper restriction is in place and it is simple to understand it will properly be followed and there will not be a need for a second restriction or for passes that override restrictions.

Options for 2<sup>nd</sup> restrictions (all current hourly parking limits/restrictions):

1. Remove all 2<sup>nd</sup> time limit restrictions and convert current No Parking restriction to match standardization: No Parking 8 am-10 am M-F. Blocks would then only have No Parking 8 am-10 am.
2. Convert current time limit restriction to 3 Hour Parking 10 am-5 pm M-F and remove No Parking restriction. Blocks would then only have 3 Hour Parking 10 am-5 pm M-F.

**Resident Daytime Permit Parking**

Resident day time permit parking exists but has not been utilized. Any resident daytime permit zone which have not sold any permits in 2016 should be considered for removal.

Consider having a sunset provision for resident daytime permit parking as follows:

Current Resident Daytime Permit Parking with No or Very Low (<20%) Permit Sales: Remove

On-Going: Residents of blocks which have at least 21% of available permit sold: Blocks will receive notice that they need to meet and maintain 75% sold (avg. over 3 years) to keep the Resident Daytime Permit Parking area. 75% is the current percentage of residents which need to sign the petition to be eligible to get Resident Daytime Permit Parking.

### **On-Street Overnight Permit Parking**

As part of an effort to standardize the on-street overnight parking zone hours, staff has researched the existing posted hours as well as potential implementation of standardized hours similar to those recently agreed upon in the Y2, Y3, Y4 zones and previously in the Y1, Y9 and Z9.

Staff suggests to continue with the standard hour changes in Z7 (located near Roosevelt Road), 11 pm-6 am.

Under current ordinances regarding where on-street overnight zone parking can be added, there are no additional areas near Roosevelt or North Ave where on-street overnight permit parking can be added.

### **Off-Street Parking**

While the area does not currently have any Village owned or leased off-street vacancies, there is some potential for adding more spaces. Village staff looked at expanding parking lots to include more spaces, and there may be a possibility of added some diagonal parking on Kenilworth, just south of North Ave. There is an option to convert meter spaces to an off-street Day, Night, and/or 24 hour parking lot on Harlem and Marion.

There is a privately owned vacant lot for development on Harlem Ave. and there are some additional small business parking lots around both Harlem Ave. and Roosevelt Rd. Although demand is less in these areas, technology and direct landlord to parker options would benefit those in need of parking in these areas. This expands on staffs previous recommendation to encourage apps for private spaces renting.

### **Business Districts**

Currently the North Ave. has metered parking similar to the opposite side of the street in Chicago. A pilot program is planned to test pay-by-plate multi-space technology on street within the next sixty days.

Roosevelt Blvd. does have some areas with parking time-limits similar to Berwyn and Cicero. Staff does not recommend adding any additional restrictions/limits on this street at this time.

### Schools and Parks

A number of schools and parks exist in the study area. The surrounding areas of these schools and parks contain restrictions which were put in place as part of a traffic safety plan.

Staff is recommending that each school continue to have a traffic safety plan that should be reviewed every five years to make sure that the plan is still relevant, unless an issue arises that needs a review sooner.

Parks that fall within a school (joint use facility) are covered under the school's traffic safety plan.

Staff recommends creating a similar plan for stand-alone parks and recreation areas that are not currently covered under a school traffic safety plan.

### **Draft Staff Recommendation(s) Pending Transportation Commission Input:**

Staff is recommending The Village Board consider standardizing daytime restrictions to 'NO PARKING 8 AM-10 AM M-F' and time limits to '3 HOUR PARKING 10 AM-5 PM' while removing all 2<sup>nd</sup> restrictions on these streets. Restrictions such as No Parking Anytime to be standardized to 'NO PARKING 8 AM-10 AM M-F'

Due to the fact that documentation does not exist on many of these streets regarding the requests and implementation of these restrictions, blocks with restrictions would be sent a letter asking if these would like to remove all restrictions or choose from the applicable of the two proposed options moving forward.

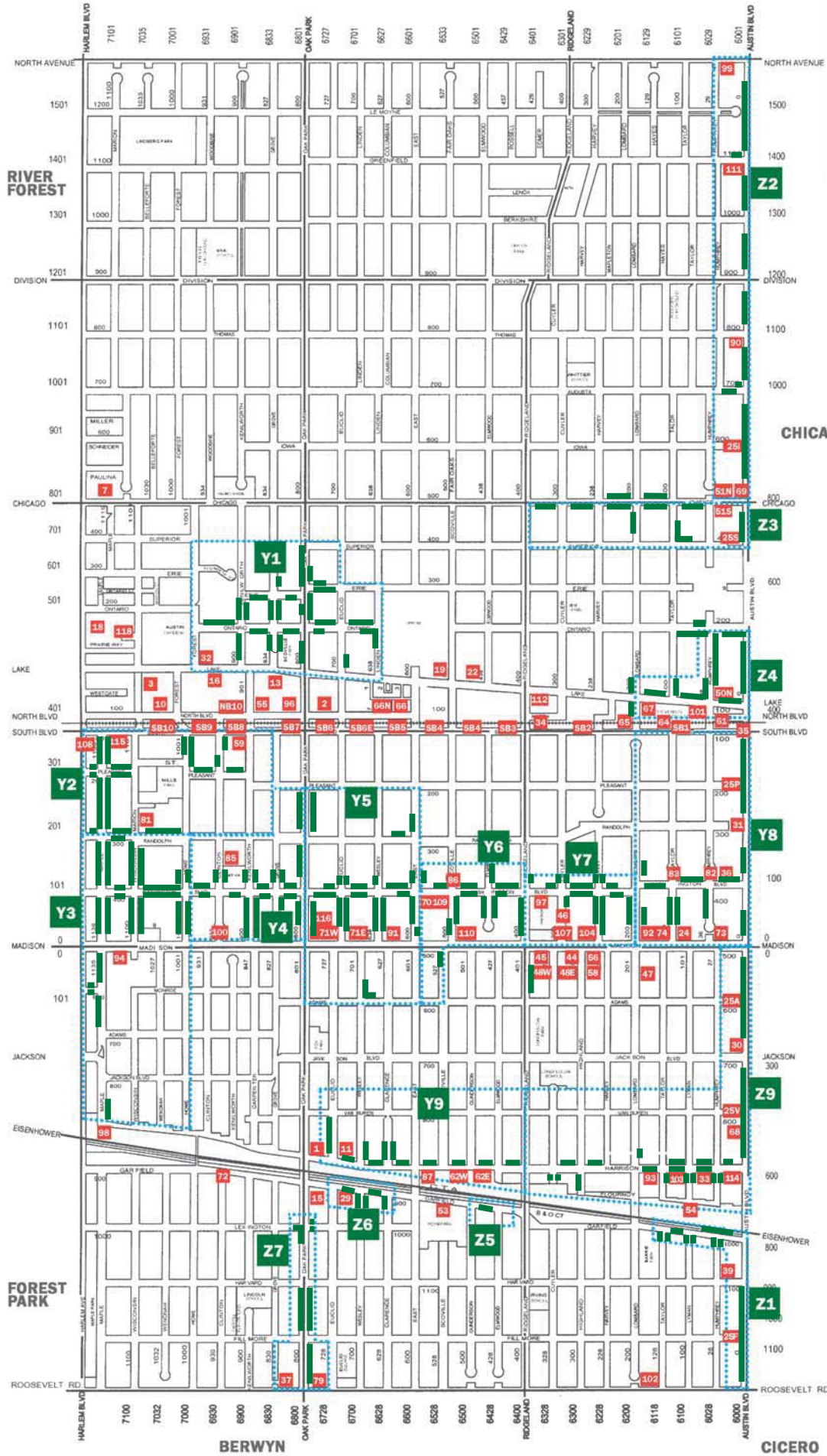
Staff recommends to remove daytime permit zones A7 (1200 block of Fair Oaks), A8 (0 block of Greenfield), and C8 (1200 block of N. Marion) and implement a "sunset" provision for Daytime Permit areas not being sold moving forward.

Staff is recommending to the Village Board that On-Street overnight parking zone Z7 be standardized to 11pm-6am overnight parking hours.

Staff is recommending the conversion of metered spaces on Harlem and Marion to an off-street permit parking lot for day, night, and/or 24 hour parking. The Creation of metered parking spaces on Kenilworth at North Avenue, north of the alley.

Supporting Documentation Is Attached

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**Legend**

- On-street permit parking zone
- On-street parking area\*
- Off-street lot

\* This map is a graphic representation of the parking areas. Always park in areas designated by signs in the field and follow applicable guidelines.





# Parking Information Guide

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LOT#	LOCATION	METERS/ PAY BY SPACE	24- HOUR	DAY	NIGHT
1	Euclid N. of Harrison	✓	✓		✓
2	North Blvd E. of Oak Park – Garage		✓	✓	✓
3	Marion S. of Lake	✓			
7	Chicago E. of Harlem	✓			✓
10	North Blvd W. of Forest	✓			
11	Wesley N. of Harrison				✓
13	Lake W. of Grove	✓	✓		✓
15	Oak Park S. of Garfield	✓	✓		✓
16	Lake W. of Kenilworth	✓	✓		✓
18	Ontario E. Harlem – Garage	✓	✓	✓	✓
19	OPRF High School				✓
22	Lake W. of Elmwood				✓
24	Taylor N. of Madison	✓	✓		
25A	Adams W. of Austin		✓		
25F	Fillmore W. of Austin		✓		
25I	Iowa W. of Austin		✓		
25P	Pleasant W. of Austin		✓		
25S	Superior W. of Austin		✓		
25V	Van Buren W. of Austin		✓		
29	Garfield E. of Euclid		✓		
30	Austin N. of Jackson		✓		
31	Austin N. of Randolph		✓		
32	Lake E. of Forest – Garage		✓	✓	✓
33	Humphrey S. of Harrison		✓		
34	South Blvd E. of Ridgeland	✓			✓
35	South Blvd W. of Austin	✓	✓		
36	Washington W. of Austin		✓		
37	Grove N. of Roosevelt		✓		
39	Harvard W. of Austin		✓		
44	W. Side of Highland S. of Madison		✓	✓	
45	Madison W. of Cuyler				✓
46	Cuyler S. of Washington		✓		✓
47	Lombard S. of Madison				✓
48E	Cuyler S. of Madison (east side)				✓
48W	Cuyler S. of Madison (west side)		✓		
50N	Humphrey N. of Lake	✓			✓
51N	Humphrey N. of Chicago	✓			✓
51S	Humphrey S. of Chicago	✓			✓
53	Garfield E. of East		✓		
54	Flourney E. of Taylor		✓		
55	North Blvd E. of Kenilworth		✓	✓	
56	Madison W. of Harvey				✓
58	Madison E. of Highland		✓		
59	Kenilworth S. of South Blvd		✓		
61	North Blvd W. of Austin		✓	✓	
62E	Harrison W. of Elmwood				✓
62W	Harrison W. of Gunderson				✓
64	South Blvd W. of Taylor		✓		
65	South Blvd & Lombard		✓		
66	North Blvd, Bishop to East		✓	✓	✓
66N	North Blvd, East of Euclid to Bishop	✓	✓		
67	Lombard S. of Lake				✓
68	Austin N. of Harrison		✓		
70	East Ave S. of Washington		✓		
71E	Euclid N. of Madison				✓
71W	Euclid N. of Madison				✓
72	Garfield W. of Clinton				✓
73	Humphrey N. of Madison	✓	✓		✓

LOT#	LOCATION	METERS/ PAY BY SPACE	24- HOUR	DAY	NIGHT
74	Madison E. of Lombard				✓
79	Roosevelt W. of Euclid				✓
81	Marion N. of Randolph				✓
82	Humphrey N. of Washington				✓
83	Taylor N. of Washington				✓
85	Gwendolyn Brooks School				✓
86	Scoville N. of Washington				✓
87	Harrison E. of East				✓
90	Thomas W. of Austin		✓		
91	Wesley N. of Madison				✓
92	Lombard N. of Madison	✓			✓
93	Taylor S. of Harrison				✓
94	Wisconsin S. of Madison	✓			✓
96	North Blvd W. of Oak Park		✓	✓	
97	Washington E. of Ridgeland				✓
98	Harrison E. of Maple		✓		
99	Humphrey S. of North Ave	✓	✓		✓
100	Clinton N. of Madison				✓
101	Humphrey S. of Lake		✓		
102	Lombard N. of Roosevelt	✓			✓
103	Lyman S. of Harrison		✓		
104	Harvey N. of Madison	✓	✓		✓
107	Cuyler N. of Madison				✓
109	Scoville S. of Washington	✓			✓
110	Scoville N. of Madison		✓		
111	Greenfield W. of Austin		✓		
112	North Blvd N. bet. Cuyler @ Ridgeland			✓	
114	Asutin S. of Harrison		✓		✓
118	Holley Ct & Marion	✓			
SB01	South Blvd W. of Humphrey		✓	✓	✓
SB02	South Blvd W. of Harvey	✓	✓	✓	✓
SB03	South Blvd Ridgeland to Elmwood	✓	✓	✓	✓
SB04	South Blvd Elmwood to East	✓	✓	✓	✓
SB05	South Blvd East to Wesley		✓		✓
SB6E	South Blvd Wesley to Euclid	✓			✓
SB06	South Blvd Euclid to Oak Park	✓	✓	✓	
SB07	South Blvd Oak Park to Kenilworth	✓	✓	✓	✓
SB08	South Blvd Kenilworth to Clinton		✓	✓	✓
SB09	South Blvd Clinton to Home	✓			✓
SB10	South Blvd Home Ave to metered spaces			✓	
NB10	North Blvd Forest to Grove	✓	✓	✓	
Zones Y1–Z7					✓

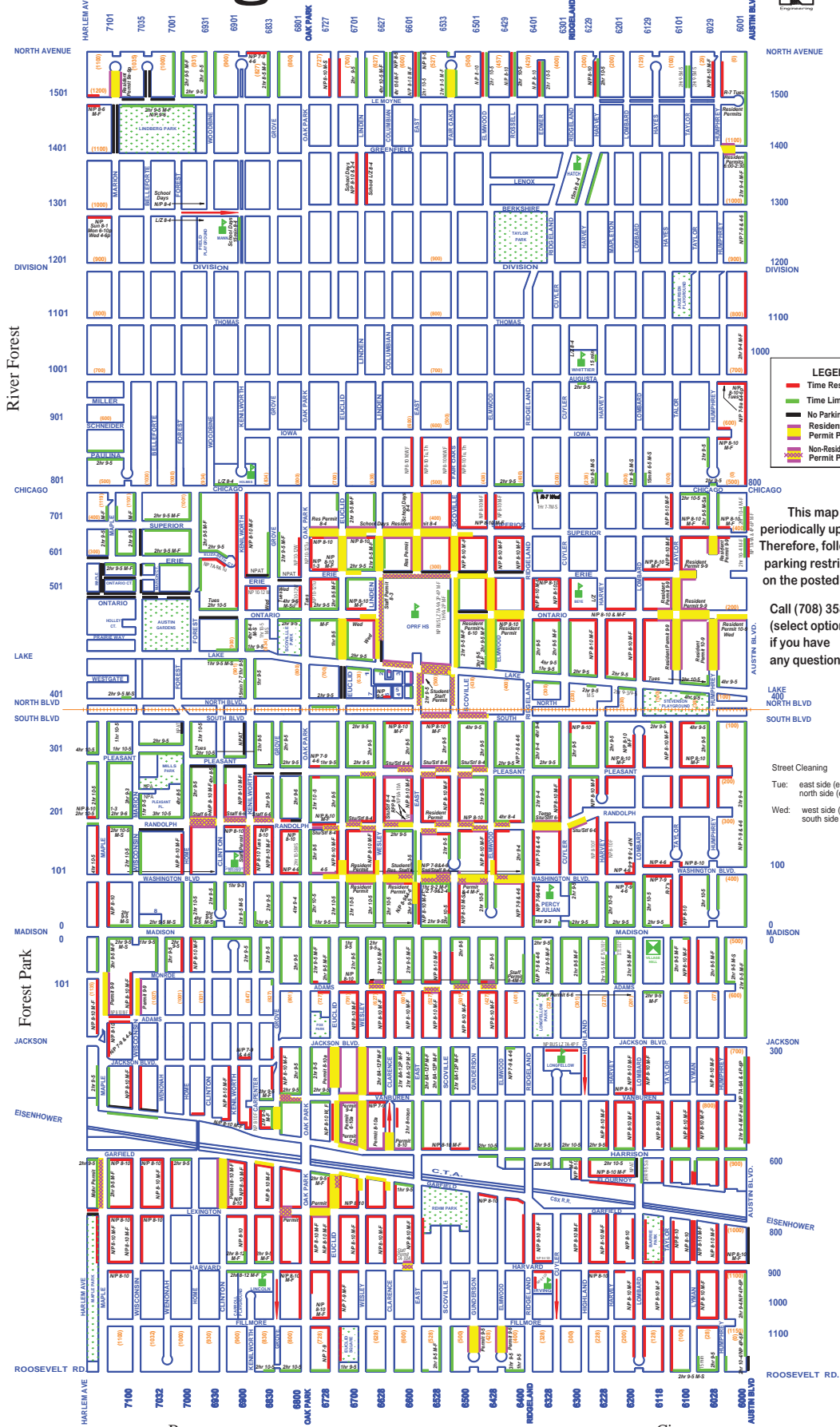
Indicates lots available for temporary overnight passes.  
Call 708.358.7275 for more information.

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# Village of Oak Park



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- LEGEND**
- █ Time Restrictions
  - █ Time Limits
  - █ No Parking Anytime
  - █ Resident Daytime
  - █ Permit Parking
  - █ Non-Resident Daytime
  - █ Permit Parking

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Call (708) 358-7275 (select option 4) if you have any questions

**Street Cleaning**  
Tue: east side (even)  
north side (even)  
Wed: west side (odd)  
south side (odd)

Berwyn

Cicero

## Daytime Parking Restrictions

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Revised on 02/03/2016



# On-street Permit Sales Zone Z7

Vehicles displaying a valid on-street overnight permit may park in the permit zone designated by the permit. Park only in areas designated by posted signs. A zone permit does not authorize parking in a lot.

Generally, zone permits are valid from 11 p.m. to 6 a.m., seven days per week. However, times may vary by zone. Specific permit hours are posted on street signs within the zones. Zone permits do not override other posted parking restrictions, such as for street maintenance, time of day limitations and time limits.

### **New Permit Purchase**

Permits are sold quarterly: February – April, May – July, August – October and November – January. The fee may be prorated if the permit is purchased after the beginning of a quarter. Proof of residency and vehicle owner information is required to purchase a zone permit. Vehicles must display license plates with a valid vehicle state registration sticker, as well as a current Oak Park vehicle sticker. All unpaid parking citations and fines due the Village must be paid in full to purchase a permit. Only one permit may be purchased per household.

### **Permit Renewals**

Renewals must be made prior to the deadline. Renewal letters are sent as a courtesy reminder, but do not guarantee a new permit. Permits may be renewed three weeks prior to the start of each quarter. Renew on-line,

by mail or at Village Hall, 123 Madison St., either in person or via a drop box by the south entrance. Office hours are 8:30 a.m. to 7 p.m. Mondays and 8:30 a.m. to 5 p.m., Tuesday through Friday. The drop box is accessible 24 hours a day, seven days per week. Payment may be made by cash, check or credit card. Mail renewals should be made by check or credit card. Do not mail cash. Online renewals require a credit card. Deadlines for renewal via mail and online are approximately six business days prior to quarter's end. All unpaid parking citations and other fines must be paid in full to renew a permit.

### **Where to Place Permit**

Affix the permit to the outside of the rear window on the driver's side, in the lower corner. A vehicle with a tinted rear window or no rear window, such as a convertible, should display the permit on the front window, driver's side. Remove expired parking permits and vehicle stickers. Clean window and allow it to dry thoroughly. Remove backing and fully attach permit to the window, making sure the information is not obstructed from view.

### **Permit Transfer or Reissue**

Zone permits are not transferable unless authorized by the Village. Report any change in vehicle, vehicle owner, address or license plate information. Providing false or inaccurate information, or failing to notify the Village of changes in information, may result in loss of parking privileges. A \$2 administrative fee is charged to replace a permit that is lost or transferred to another vehicle.

### **Refunds**

A permit holder who is moving or no longer in need of a permit may be eligible for a prorated refund. Peel off the decal and return it to Village Hall to apply. If approved, refunds are pro-rated for the remainder of the quarter.

### **Restrictions**

The Village may revoke or cancel any permit issued for a vehicle that is too large to park within a single parking space without parking on the curb or protruding into the driving lane. Vehicles cannot be covered.



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**For more information, call 708.358.7275 (PARK), option 5. For snow parking information and rules, visit [www.oak-park.il.gov](http://www.oak-park.il.gov)**

# sold	PERMIT	QUALIFYING STREET	QUALIFYING ADDRESS RANGE	HOURS	PERMIT PARKING ZONE
1	A1	CLINTON	901-947	8AM-10AM M-F	900 BLOCK OF CLINTON - BOTH SIDES - LEXINGTON TO GARFIELD
5	A2	N. EAST	300-328	6AM-4PM M-F (AUG 15-JUNE 15)	300 BLOCK OF N. EAST - BOTH SIDES - ERIE TO SUPERIOR
0	A3	N. EAST	403-435	6AM-4PM M-F (AUG 15-JUNE 15)	400 BLOCK OF N. EAST - BOTH SIDES - SUPERIOR TO CHICAGO
2	A5	S. EUCLID	700-747	8AM-10AM M-F	700 BLOCK OF S. EUCLID - BOTH SIDES - VAN BUREN TO JACKSON
20	A6	S. EUCLID	800-834	6AM-10AM M, TU, TH, SA (WEST SIDE) & 6AM-10AM M-SA (EAST SIDE)	800 BLOCK OF S. EUCLID - W. SIDE - LOT DRIVEWAY TO VAN BUREN 800 BLOCK OF S. EUCLID - W. SIDE - N. OF 830 S. EUCLID TO VAN BUREN
1	A7	FAIR OAKS	1200-1235	6PM-2:30AM M-SU	1200 BLOCK OF FAIR OAKS - BOTH SIDES - LE MOYNE TO CUL-DE-SAC
0	A8	N. HUMPHREY	1050 & 1100	6AM-2:30AM M-SU	0 BLOCK OF GREENFIELD - BOTH SIDES - HUMPHREY TO ALLEY
1	A9	GARFIELD	629-647	NO PERMIT NECESSARY	629 BLOCK OF GARFIELD - S. SIDE - WESLEY TO CLARENCE
0	B1	CLARENCE	923-929	NO PERMIT NECESSARY	900 BLOCK OF CLARENCE - W. SIDE - GARFIELD TO ALLEY
0	B2	WESLEY	900-926 (EVEN)	NO PERMIT NECESSARY	900 BLOCK OF WESLEY - E. SIDE - GARFIELD TO ALLEY
0	B3	GARFIELD	705-711	NO PERMIT NECESSARY	700 BLOCK OF GARFIELD - S. SIDE - EUCLID TO WESLEY
0	B4	WESLEY	901-927 (ODD)	NO PERMIT NECESSARY	900 BLOCK OF WESLEY - W. SIDE - GARFIELD TO ALLEY
0	B6	GARFIELD	829-837	8AM-10AM M-F	829 BLOCK OF GARFIELD - S. SIDE - GROVE TO ALLEY
10	B7	GUNDERSON	1150-1185	9AM-5PM M-SA	1150 BLOCK OF GUNDERSON - BOTH SIDES - FILLMORE TO CUL-DE-SAC
?	B8	HARRISON	608-622	NO PERMIT NECESSARY	600 BLOCK OF HARRISON - N. SIDE - CLARENCE TO EAST
1	B9	HARRISON	612-622	8AM-10AM M-F	800 BLOCK OF CLARENCE - E. SIDE - HARRISON TO ALLEY
0	C1	HARRISON	628-644	NO PERMIT NECESSARY	628 BLOCK OF HARRISON - N. SIDE - CLARENCE TO WESLEY
2	C2	WESLEY	836-846 (EVEN)	8AM-10AM M-F	800 BLOCK OF WESLEY - HARRISON TO ALLEY
7	C3	CLARENCE	839-847 (ODD)	8AM-10AM M-F	800 BLOCK OF CLARENCE - W. SIDE - HARRISON TO ALLEY
2	C4		ANY Y9 PERMIT HOLDER	7AM-6PM M-SA	700 BLOCK OF HARRISON - N. SIDE - WESLEY TO EUCLID
51	C5	N. HUMPHREY	123-178	10AM-9PM M-SU	100 BLOCK OF N. HUMPHREY - BOTH SIDES - ALLEY TO ONTARIO 0 BLOCK OF ONTARIO - S. SIDE - AUSTIN TO HUMPHREY 38 BLOCK OF ONTARIO - BOTH SIDES - HUMPHREY TO TAYLOR 100 BLOCK OF ONTARIO - BOTH SIDES - TAYLOR TO ALLEY
51	C5	ONTARIO	3-11	10AM-9PM M-SU	100 BLOCK OF N. HUMPHREY - BOTH SIDES - ALLEY TO ONTARIO 0 BLOCK OF ONTARIO - S. SIDE - AUSTIN TO HUMPHREY 38 BLOCK OF ONTARIO - BOTH SIDES - HUMPHREY TO TAYLOR 100 BLOCK OF ONTARIO - BOTH SIDES - TAYLOR TO ALLEY
0	C7	N. HUMPHREY	322-333	9AM-9PM M-SU	300 BLOCK OF N. HUMPHREY - BOTH SIDES - SUPERIOR TO HOSPITAL DRIVE
1	C8	N. MARION	1200-1235	9AM-9PM M-SA	1200 BLOCK OF N. MARION - BOTH SIDES - LE MOYNE TO CUL-DE-SAC
1	C9	S. MAPLE	622-632 (EVEN)	9AM-9PM M-SU	600 BLOCK OF S. MAPLE - E. SIDE - ADAMS TO HOSPITAL
0	D3	N. ELMWOOD	178	6PM-10PM M-TH	400 BLOCK OF ONTARIO - S. SIDE - RIDGELAND TO ELMWOOD
0	D3	N. RIDGELAND	179	6PM-10PM M-TH	400 BLOCK OF ONTARIO - S. SIDE - RIDGELAND TO ELMWOOD

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0	D3	ONTARIO	411	6PM-10PM M - TH	400 BLOCK OF ONTARIO - S. SIDE - RIDGELAND TO ELMWOOD
0	D5	N. SCOVILLE	150-177	6AM-4PM M-F (AUG 15-JUNE 15) & 6PM-10PM M-TH	100 BLOCK OF N. SCOVILLE - E. SIDE - N. OF CHURCH TO ONTARIO
0	D7	N. EAST	330	6AM-4PM M-F (AUG 15-JUNE 15)	500 BLOCK OF SUPERIOR - S. SIDE - SCOVILLE TO EAST
0	D7	SUPERIOR	505-515	6AM-4PM M-F (AUG 15-JUNE 15)	500 BLOCK OF SUPERIOR - S. SIDE - SCOVILLE TO EAST
2	D8	LINDEN	332-333	6AM-4PM M-F (AUG 15-JUNE 15)	600 BLOCK OF SUPERIOR - S. SIDE - EAST TO LINDEN 638 BLOCK OF SUPERIOR - S. SIDE - LINDEN TO EUCLID
2	D8	N. EAST	329	6AM-4PM M-F (AUG 15-JUNE 15)	600 BLOCK OF SUPERIOR - S. SIDE - EAST TO LINDEN 638 BLOCK OF SUPERIOR - S. SIDE - LINDEN TO EUCLID
2	D8	SUPERIOR	655	6AM-4PM M-F (AUG 15-JUNE 15)	600 BLOCK OF SUPERIOR - S. SIDE - EAST TO LINDEN 638 BLOCK OF SUPERIOR - S. SIDE - LINDEN TO EUCLID
1	D9	N. EUCLID	333	6AM-4PM M-F (AUG 15-JUNE 15)	700 BLOCK OF SUPERIOR - N. SIDE - 2ND DRIVEWAY TO OAK PARK AVE 700 BLOCK OF SUPERIOR - S. SIDE - EUCLID TO ALLEY
1	D9	OAK PARK AVE	400	6AM-4PM M-F (AUG 15-JUNE 15)	700 BLOCK OF SUPERIOR - N. SIDE - 2ND DRIVEWAY TO OAK PARK AVE 700 BLOCK OF SUPERIOR - S. SIDE - EUCLID TO ALLEY
1	D9	SUPERIOR	711-730	6AM-4PM M-F (AUG 15-JUNE 15)	700 BLOCK OF SUPERIOR - N. SIDE - 2ND DRIVEWAY TO OAK PARK AVE 700 BLOCK OF SUPERIOR - S. SIDE - EUCLID TO ALLEY
5	E1	N. TAYLOR	118-179	9AM-9PM M-SU	100 BLOCK OF N. TAYLOR - BOTH SIDES - LAKE TO ONTARIO
10	E2	N. TAYLOR	200-233	9AM-9PM M-F	200 BLOCK OF N. TAYLOR - BOTH SIDES - ONTARIO TO ERIE
0	E3	VAN BUREN	630-642	NO PERMIT NECESSARY	630 BLOCK OF VAN BUREN - BOTH SIDES - WESLEY TO CLARENCE
0	E4	WESLEY	747 & 801	9AM-4PM M-SA	700 BLOCK OF VAN BUREN - BOTH SIDES - WESLEY TO ALLEY
0	E5	VAN BUREN	813	9AM-4PM M-SA	800 BLOCK OF VAN BUREN - SW SIDE - GROVE TO ALLEY
42	E6	S. ELMWOOD	400-427	8AM-4PM M-F	400 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - RIDGELAND TO ALLEY
42	E6	S. RIDGELAND	415-431 (ODD)	8AM-4PM M-F	300 BLOCK OF S. ELMWOOD - SE SIDE - WASHINGTON TO ALLEY
42	E6	S. SCOVILLE	400-428 (EVEN)	8AM-4PM M-F	400 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - RIDGELAND TO ALLEY
42	E6	WASHINGTON	400-466	8AM-4PM M-F	300 BLOCK OF S. ELMWOOD - SE SIDE - WASHINGTON TO ALLEY - RIDGELAND TO SCOVILLE
3	E7	S. EAST	338	8AM-4PM M-F	400 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - RIDGELAND TO ALLEY 300 BLOCK OF S. ELMWOOD - SE SIDE - WASHINGTON TO ALLEY 500 BLOCK OF WASHINGTON - NW SIDE EXCEPT S4 PERMIT SECTION - SCOVILLE TO EAST 300 BLOCK OF S. EAST - E. SIDE - WASHINGTON TO ALLEY

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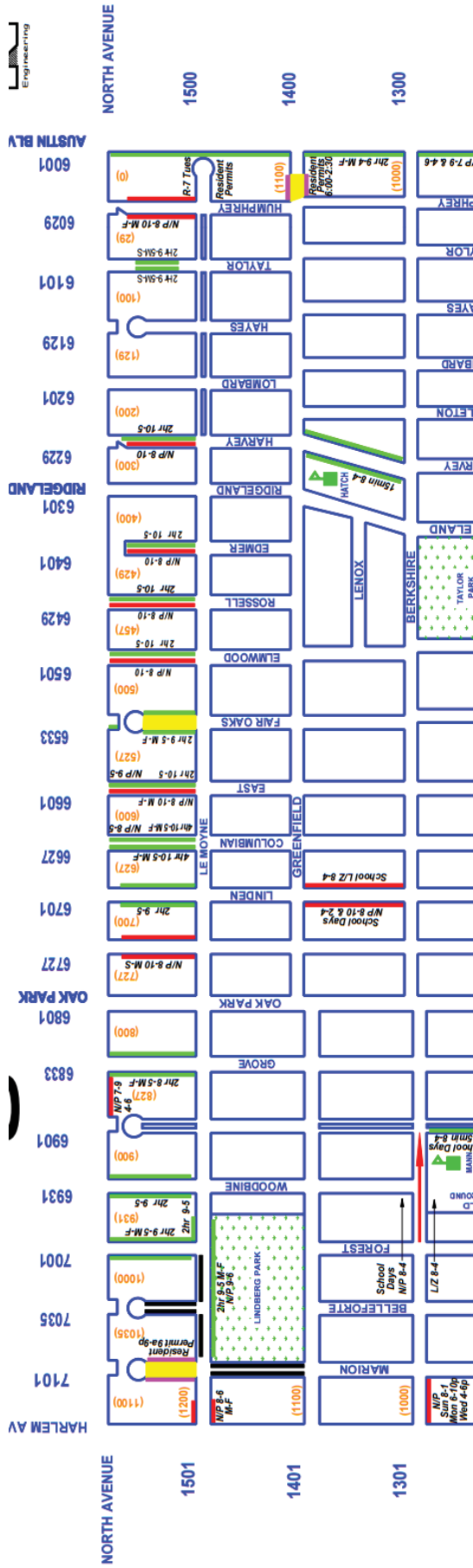
3	E7	<b>S. SCOVILLE</b>	423-429 (ODD)	8AM-4PM M-F	500 BLOCK OF WASHINGTON - NW SIDE EXCEPT S4 PERMIT SECTION - SCOVILLE TO EAST 300 BLOCK OF S. EAST - E. SIDE - WASHINGTON TO ALLEY 500 BLOCK OF WASHINGTON - NW SIDE EXCEPT S4 PERMIT SECTION - SCOVILLE TO EAST 300 BLOCK OF S. EAST - E. SIDE - WASHINGTON TO ALLEY
3	E7	<b>WASHINGTON</b>	500-530	8AM-4PM M-F	600 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - EAST TO EUCLID
63	E8	<b>S. EAST</b>	333	8AM-4PM M-F	400 BLOCK OF S. EAST - NW SIDE - WASHINGTON TO 1ST DRIVEWAY 300 BLOCK OF WESLEY - SW SIDE - WASHINGTON TO DRIVEWAY 300 BLOCK OF S. EUCLID - SE SIDE - WASHINGTON TO 330 S. EUCLID
63	E8	<b>S. EUCLID</b>	332-338 (EVEN)	8AM-4PM M-F	600 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - EAST TO EUCLID 300 BLOCK OF WESLEY - SW SIDE - WASHINGTON TO DRIVEWAY 300 BLOCK OF S. EUCLID - SE SIDE - WASHINGTON TO 330 S. EUCLID
63	E8	<b>S. EUCLID</b>	416-436 (EVEN)	8AM-4PM M-F	600 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - EAST TO EUCLID 400 BLOCK OF S. EAST - NW SIDE - WASHINGTON TO 1ST DRIVEWAY 300 BLOCK OF WESLEY - SW SIDE - WASHINGTON TO DRIVEWAY 300 BLOCK OF S. EUCLID - SE SIDE - WASHINGTON TO 330 S. EUCLID
63	E8	<b>WASHINGTON</b>	601-661	8AM-4PM M-F	600 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - EAST TO EUCLID 400 BLOCK OF S. EAST - NW SIDE - WASHINGTON TO 1ST DRIVEWAY 300 BLOCK OF WESLEY - SW SIDE - WASHINGTON TO DRIVEWAY 300 BLOCK OF S. EUCLID - SE SIDE - WASHINGTON TO 330 S. EUCLID
63	E8	<b>WESLEY</b>	332-337	8AM-4PM M-F	600 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - EAST TO EUCLID 400 BLOCK OF S. EAST - NW SIDE - WASHINGTON TO 1ST DRIVEWAY 300 BLOCK OF WESLEY - SW SIDE - WASHINGTON TO DRIVEWAY 300 BLOCK OF S. EUCLID - SE SIDE - WASHINGTON TO 330 S. EUCLID

63	E8	WESLEY	400-430	8AM-4PM M-F	600 BLOCK OF WASHINGTON - BOTH SIDES EXCEPT S4 PERMIT SECTION - EAST TO EUCLID 400 BLOCK OF S. EAST - NW SIDE - WASHINGTON TO 1ST DRIVEWAY 300 BLOCK OF WESLEY - SW SIDE - WASHINGTON TO DRIVEWAY 300 BLOCK OF S. EUCLID - SE SIDE - WASHINGTON TO 330 S. EUCLID
1	E9	WESLEY	700-746	8AM-10AM M-F	700 BLOCK OF WESLEY - BOTH SIDES - VAN BUREN TO JACKSON
1	F1	WESLEY	800-835 & 837	8AM-10AM M-F	800 BLOCK OF WESLEY - BOTH SIDES - VAN BUREN TO ALLEY/DRIVEWAY
9	F2	WISCONSIN	600-632 (EVEN)	9AM-9PM M-SU	600 BLOCK OF WISCONSIN - E. SIDE - MONROE TO ADAMS
6	F3	S. ELMWOOD	1150-1184	9AM-5PM M-F	1150 BLOCK OF S. ELMWOOD - BOTH SIDES - FILLMORE TO CUL-DE-SAC
0	F4	N. EUCLID	300	6AM-4PM M-F (AUG 15-JUNE 15)	638 BLOCK OF ERIE - N. SIDE - EUCLID TO ALLEY
0	F5	N. SCOVILLE	232	6AM-4PM M-F (AUG 15-JUNE 15)	438 BLOCK OF ERIE - S. SIDE - SCOVILLE TO ALLEY
10	F6	N. EUCLID	140-178	9AM-9PM M-SU	100 BLOCK OF N. EUCLID - E. SIDE - N. OF APT BLD TO ONTARIO
11	F7	LINDEN	175-181	9AM-9PM M-F	100 BLOCK OF LINDEN - W. SIDE - IN FRONT OF APT. BLD. 643 BLOCK OF ONTARIO - SE SIDE - LINDEN TO ALLEY
11	F7	ONTARIO	643-645	9AM-9PM M-F	100 BLOCK OF LINDEN - W. SIDE - IN FRONT OF APT. BLD. 643 BLOCK OF ONTARIO - SE SIDE - LINDEN TO ALLEY
5	F8	RANDOLPH	608-612	8AM-4PM M-F	600 BLOCK OF RANDOLPH - NW SIDE - EAST TO ALLEY
2	J1	N. EUCLID	301-332	6AM-4PM M-F (AUG 15-JUNE 15)	300 BLOCK OF N. EUCLID - BOTH SIDES - ERIE TO SUPERIOR
2	J2	N. SCOVILLE	300-331	6AM-4PM M-F (AUG 15-JUNE 15)	300 BLOCK OF N. SCOVILLE - BOTH SIDES - ERIE TO SUPERIOR
0	J3	N. SCOVILLE	150-177	6AM-4PM M-F (AUG 15-JUNE 15) & 6PM-10PM M-TH	100 BLOCK OF N. SCOVILLE - E. SIDE - N. OF CHURCH TO ONTARIO
1	J4	N. SCOVILLE	332	6AM-4PM M-F (AUG 15-JUNE 15)	438 BLOCK OF SUPERIOR - S. SIDE - ALLEY TO SCOVILLE
8	J5	LINDEN	300-331	6AM-4PM M-F (AUG 15-JUNE 15)	300 BLOCK OF LINDEN - BOTH SIDES - ERIE TO SUPERIOR
0	J6	N. SCOVILLE	200-228	6AM-4PM M-F (AUG 15-JUNE 15)	200 BLOCK OF N. SCOVILLE - E. SIDE - ONTARIO TO ERIE
25	J7	N. ELMWOOD	126-177	6AM-4PM M-F (AUG 15-JUNE 15) & 6PM-10PM M-TH	100 BLOCK OF N. ELMWOOD - E. SIDE - LAKE TO ONTARIO 100 BLOCK OF N. ELMWOOD - W. SIDE - ALLEY TO ONTARIO
3	J8	LINDEN	139-167	6AM-4PM M-F (AUG 15-JUNE 15)	100 BLOCK OF LINDEN - W. SIDE - LAKE TO 175 LINDEN
9	J9	N. ELMWOOD	200-233	6AM-4PM M-F (AUG 15-JUNE 15)	200 BLOCK OF N. ELMWOOD - BOTH SIDES - ONTARIO TO ERIE
6	K1	S. EUCLID	928-947	8AM-4PM M-F	900 BLOCK OF S. EUCLID - BOTH SIDES - LEXINGTON TO ALLEY
1	K2	N. ELMWOOD	179	6AM-4PM M-F (AUG 15-JUNE 15)	438 BLOCK OF ONTARIO - S. SIDE - ELMWOOD TO SCOVILLE
1	K2	N. SCOVILLE	178	6AM-4PM M-F (AUG 15-JUNE 15)	438 BLOCK OF ONTARIO - S. SIDE - ELMWOOD TO SCOVILLE
2	K3	S. GROVE	800-830 (EVEN)	24HRS M-SU	800 BLOCK OF S. GROVE - BOTH SIDES - HARRISON TO VAN BUREN
2	K3	S. GROVE	843-865 (ODD)	24HRS M-SU	800 BLOCK OF S. GROVE - BOTH SIDES - HARRISON TO VAN BUREN
6	K4	S. EAST	401-419	8AM-4PM M-F	400 BLOCK OF S. EAST - NW SIDE - WASHINGTON TO 1ST DRIVEWAY
4	K5	WASHINGTON	710-720 (EVEN)	8AM-4PM M-F	700 BLOCK OF WASHINGTON - NW SIDE - EUCLID TO ALLEY 300 BLOCK OF S. EUCLID - SE SIDE - IN FRONT OF APT. B

0417-1  
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4/4

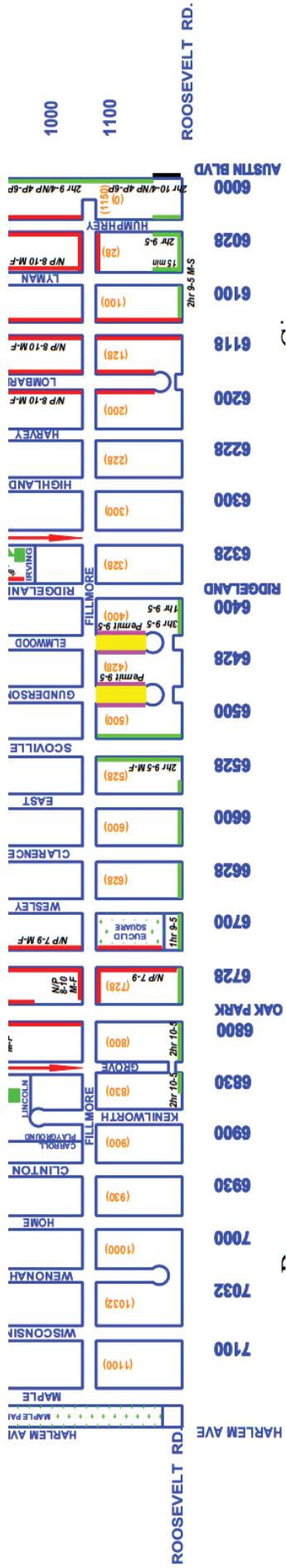


North Avenue Parking Restrictions





Roosevelt Road Parking Restrictions



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2/4

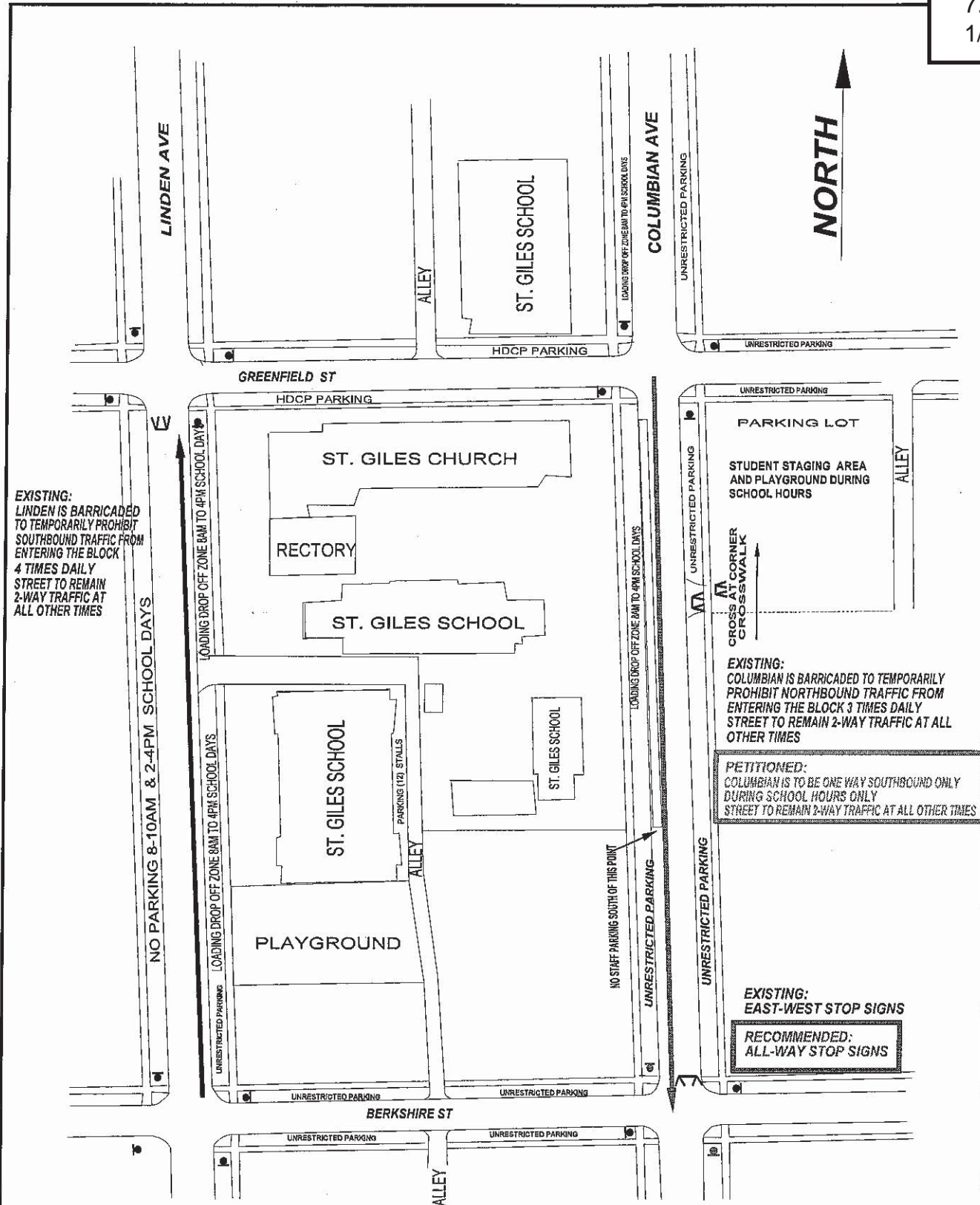
Marion and North Ave Parking Lot –Potential Permit Parking Lot



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3/4

Kenilworth and North Ave – Potential Parking Spaces





Engineering  
Division

Scale: 1" = Ft.  
By: JAJ Date: 02/01/16

Traffic Safety Plan  
St Giles School and Church  
Restrictions for Motor Vehicles

Filename: J:\Parking\_Traffic\School Safety\St Giles School\St Giles School Traffic Plan.dc

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2/5

FOREST

WOODBINE

KENILWORTH

Encourage parents to turn left from Forest onto Berkshire

Use School Crossing At Kenilworth Left Arrow

Use School Crossing At Kenilworth Left Arrow

Temporary DO NOT ENTER Barricades

No Restrictions

No Parking Loading Drop Off Zone 7:00AM - 4PM School Days

Student Loading Drop Off Area

Parking Lot  
DO NOT ENTER Barricades

MANN SCHOOL

Temporary Barricades are deployed only during drop-off and pick-up time periods.

NSSAT  
CG  
15 M PK 8A-4P SD  
NR  
NPBS  
HCP  
NPHTC  
No Restrictions

No Parking Anytime

DIVISION

FOREST

WOODBINE

KENILWORTH

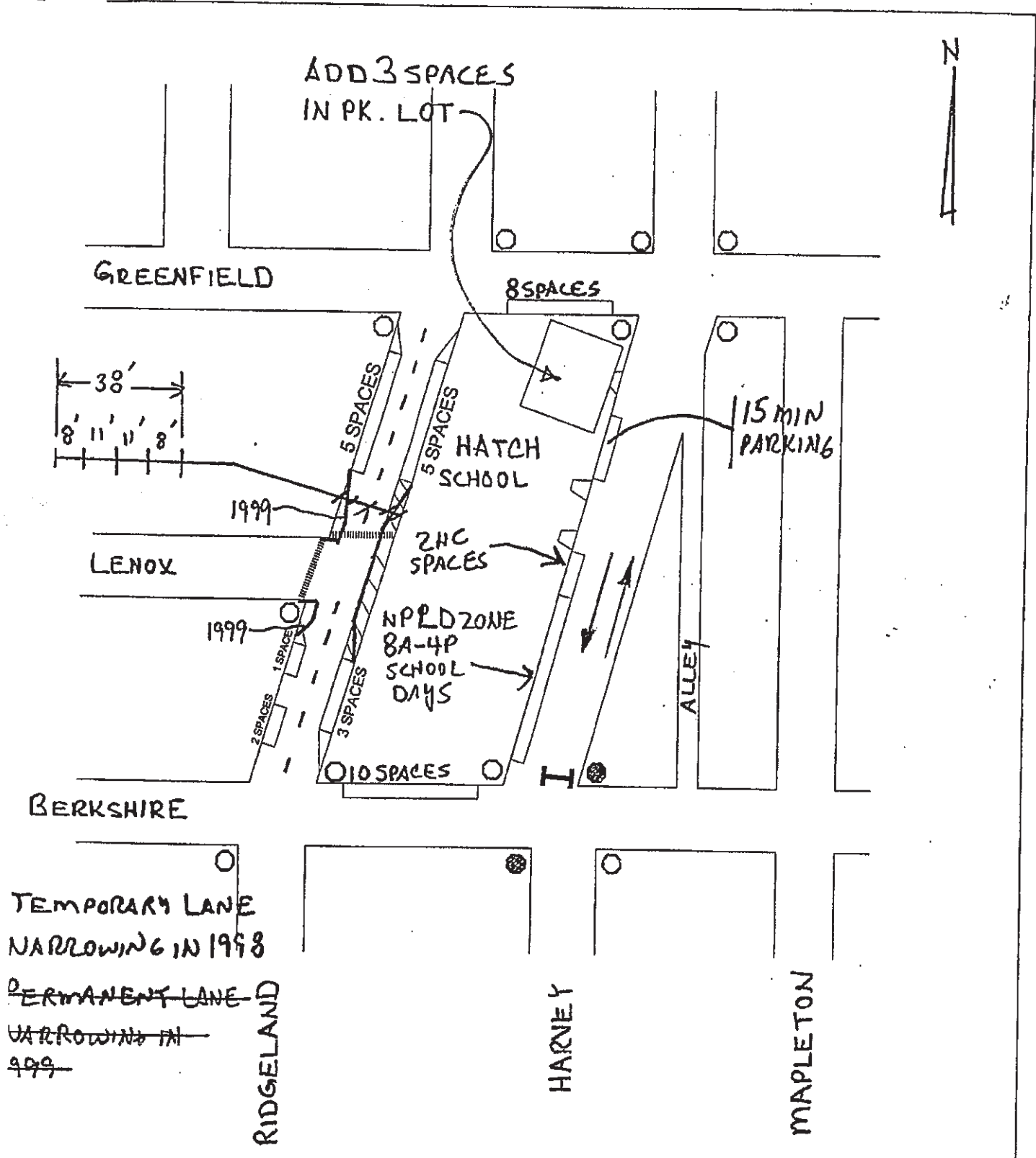
**ABBREVIATIONS:**  
HCP - Handicap Parking  
NPBS - No Parking Between Signs  
NPHTC - No Parking Here to Corner  
NR - No Restrictions  
NSSAT - No Stopping or Standing Anytime  
15 M PK 8A-4P SD - 15 Minute Parking  
8AM-4PM School Days

Engineering Division

Scale: 1" = Ft.  
By: JAJ Date: 10/12/04

Mann School & Surrounding Area  
Map of the Parking & Traffic Restrictions

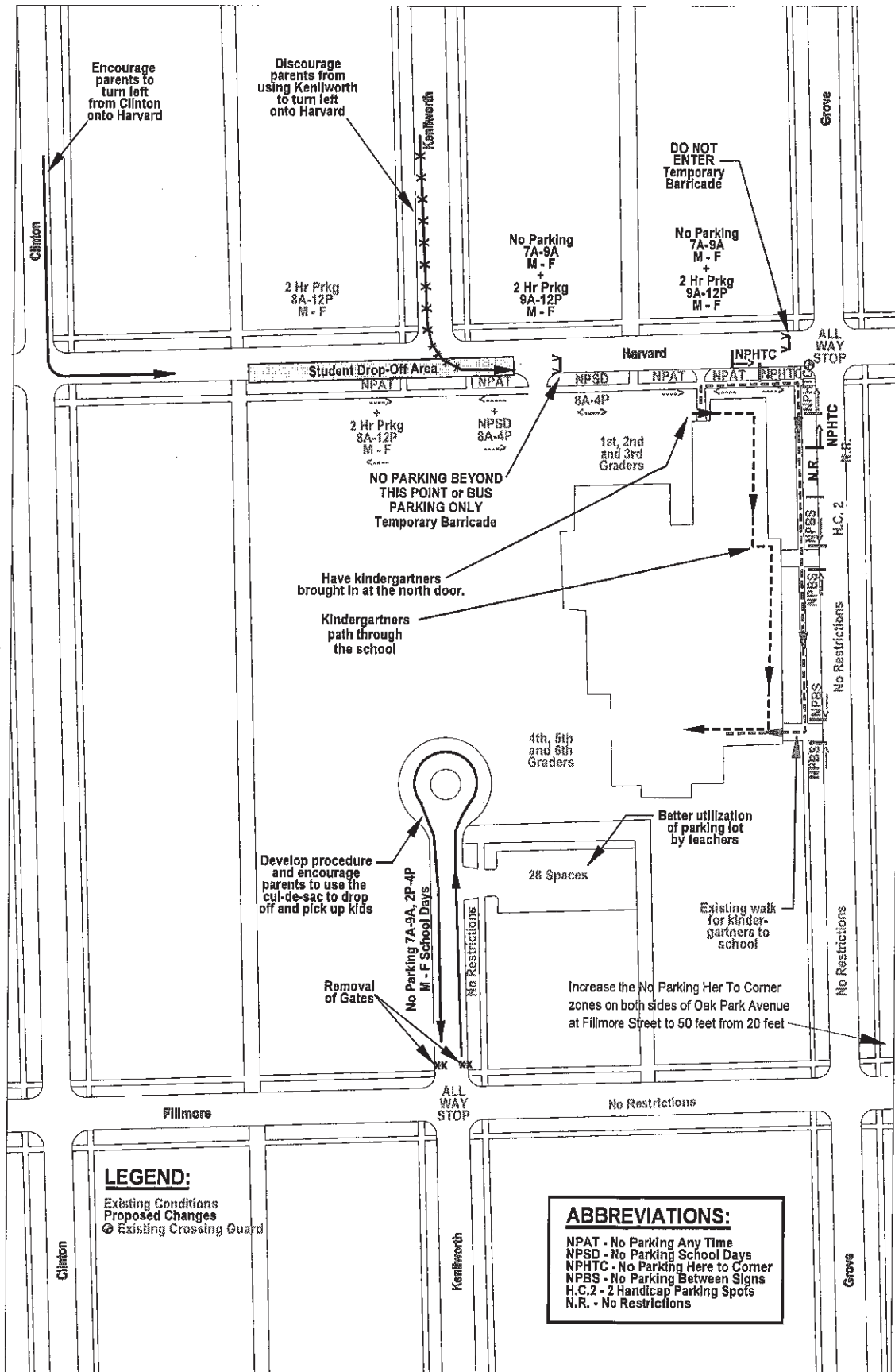
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VOP Engineering

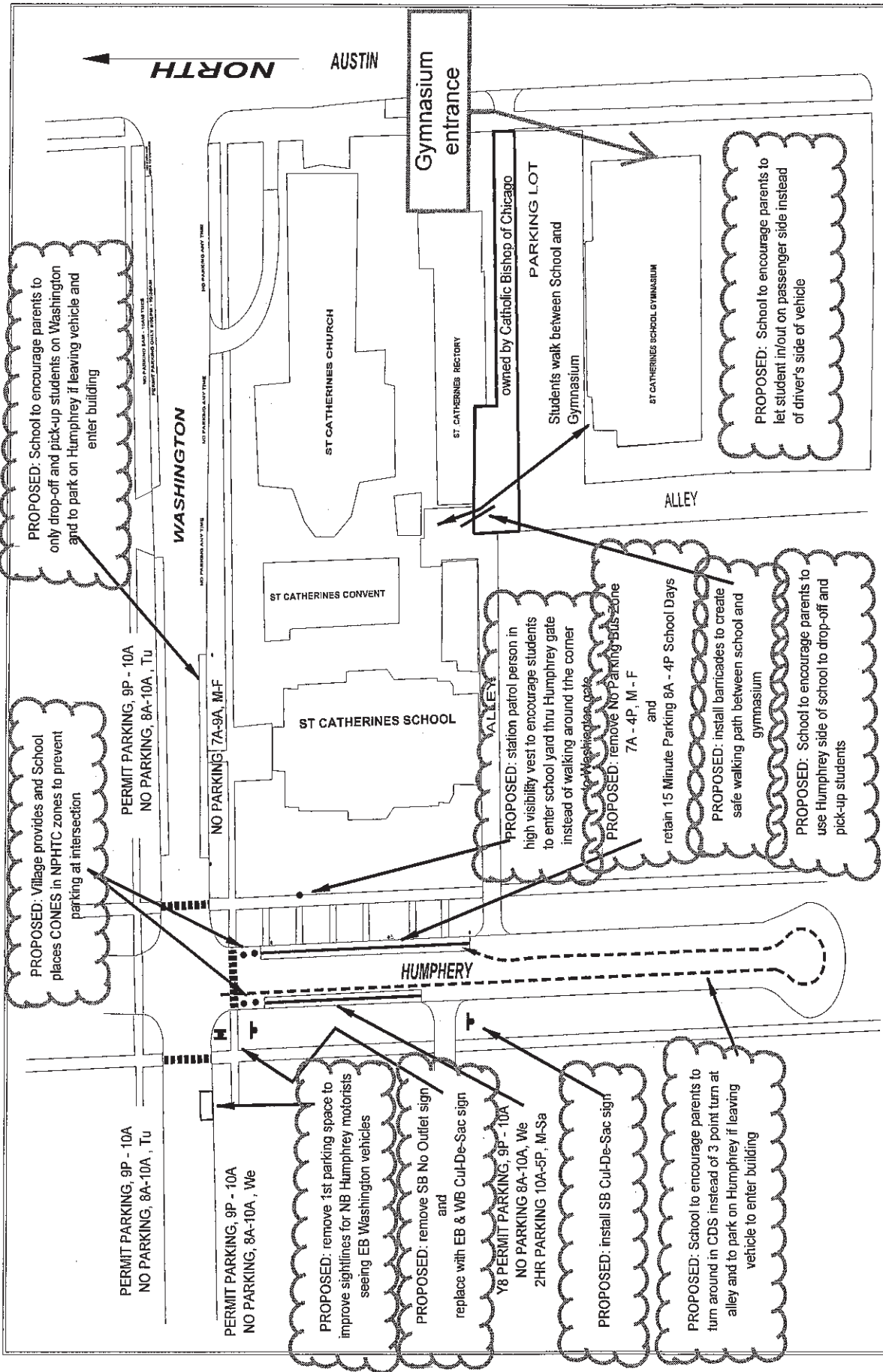
Scale: 1" = 1 Ft.  
By: MJK Date: 04/23/98  
Filename:  
D:\Data\VopMaps\Hatch2.dc

PROPOSED PEDESTRIAN AND  
TRAFFIC SAFETY IMPROVEMENTS  
AROUND HATCH SCHOOL



**LEGEND:**  
 Existing Conditions  
 Proposed Changes  
 Existing Crossing Guard

**ABBREVIATIONS:**  
 NPAT - No Parking Any Time  
 NPSP - No Parking School Days  
 NPHTC - No Parking Here to Corner  
 NPBS - No Parking Between Signs  
 H.C.2 - 2 Handicap Parking Spots  
 N.R. - No Restrictions



**TRAFFIC SAFETY PLAN**  
**ST CATHERINES SCHOOL**  
**LOADING / DROP OFF ZONE**

discussed with school on 04/14/2016

Scale: 1" = Ft.  
By: JCK Date: 04/15/16

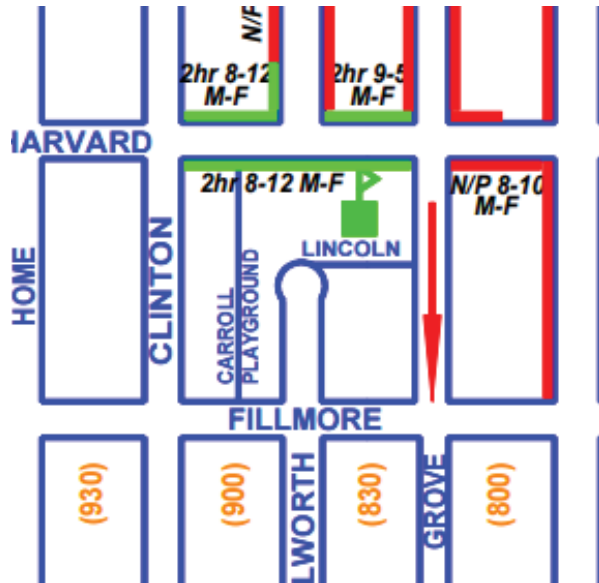
**Engineering Division**

**Oak Park**

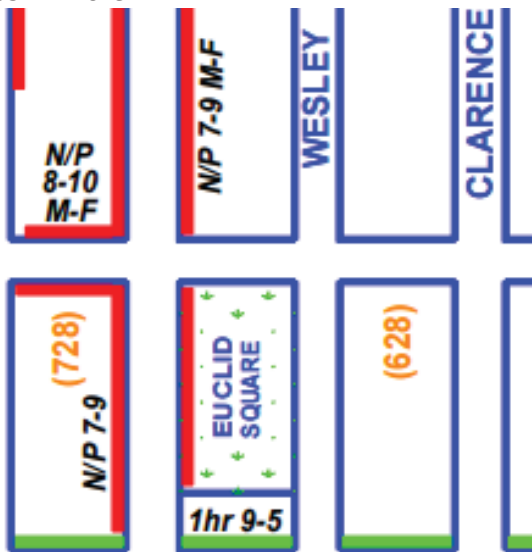
Filename: J:\Parking\_Traffic\SCHOOL SAFETY\ST Catherines School\ST Catherines Traffic Safety Plan 2016\0415.doc



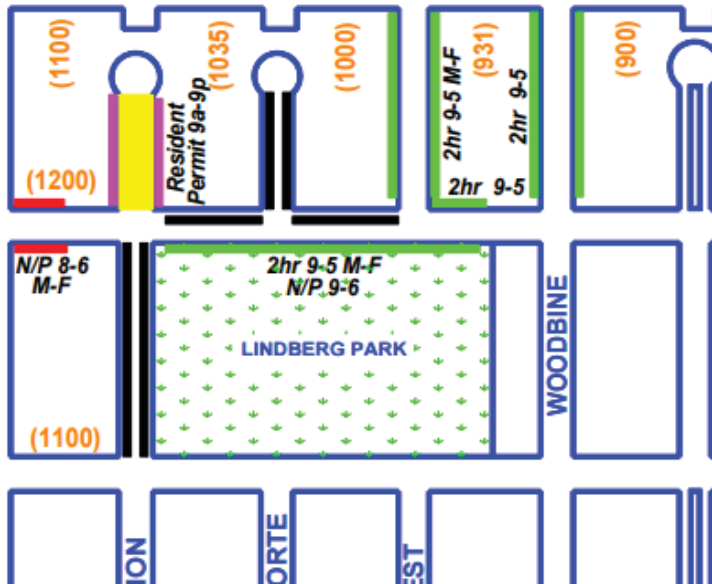
Carroll Park (Lincoln School)  
1125 S. Kenilworth



Euclid Square  
705 Fillmore



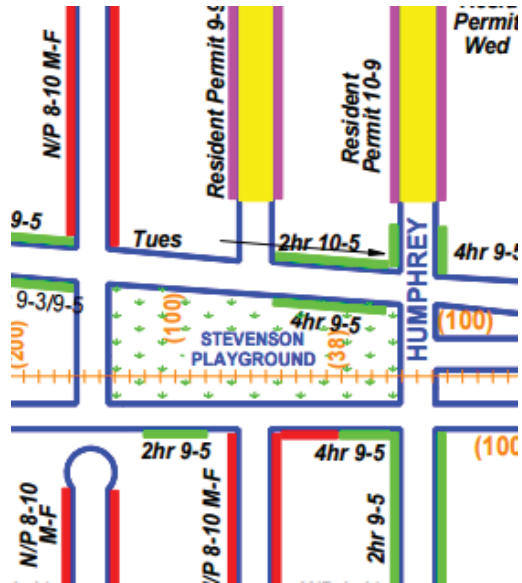
Lindberg Park  
1151 N. Marion



Maple Park  
1105 S. Maple



Stevenson Park  
49 Lake St



Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1339	04/05/16	JAJ		04/05/16	05/10/16	Petition for STOP signs on Grove Avenue at Berkshire Street		VBOT directed staff to install temporary calming device, 6 months later collect data & bring back
1340	04/11/16	MJK		04/11/16		Petition for STOP signs on Fair Oaks Avenue at Berkshire Street		
1341	04/21/16	JAJ		04/21/16	12/19/16	Petition for alley speed bumps in east-west alley south of North Ave west of East Ave		No Trans Com involvement necessary
1342	04/25/16	MJK		04/25/16		Petition for stop signs at Linden and Thomas		
1343	04/26/16	JAJ		04/29/16		Petition for STOP signs at Adams and Scoville		
1344	04/07/16	JAJ				Alley Issues due to delivery trucks at Jewel on Roosevelt Road		no Trans Com involvement necessary
1345	04/28/16	JAJ	07/22/16	04/30/16	05/23/16	Request for KKAD25 banners on 1100 / 1200 blocks of N Euclid		TWO #12470 & #12471 written on 07/22/2016
1346	05/23/16	JAJ				Request for memorial street sign for his daughter		
1347	05/23/16	JAJ				Request for convex mirror on end of alley		
1348	05/27/16	JAJ	10/22/16			Request for signal timings, crash data and traffic data for Madison St (part of Madison St Road Diet)		No Trans Com involvement necessary Data provided to KLOA.
1349	06/01/16	JAJ	08/03/16	06/01/16	06/02/16	Request for KKAD25 banners on the 900 block of N Lombard Ave		No Trans Com involvement necessary TWO #12479 written on 08/03/2016
1350	06/02/16	JAJ				Request for cul-de-sac on 1200 block of N Euclid (result of US Bank modifications)		
1351	06/03/16	JAJ	07/28/16			Jackson Blvd Traffic Issues (speeds & volumes)		No Trans Com involvement necessary Item completed by MJKopemiak RRFB equipment installed by VOP forces
1352	06/06/16	JAJ				Request for all-way STOP signs at intersection of Erie and Grove		
1353	06/09/16	JAJ				Request for cul-de-sac petition on the 1150 block of S Humphrey		
1354	06/20/16	JAJ		07/14/16		Petition for alley speed bumps in north-south alley north of Lake St east of Oak Park Ave		No Trans Com involvement necessary
1355	06/29/16	JAJ	07/05/16			Request for NO OUTLET sign on Rossell Ave at North Ave		No Trans Com involvement necessary TWO #12469 written on 07/05/2016
1356	07/06/16	JAJ				Request for traffic calming across Kenilworth medians between Division and North Ave		
1357	07/11/16	JAJ	10/31/16			Request for change in signage adjacent to 300 S Humphrey CDS		No Trans Com involvement necessary TWO #12510 written on 10/31/2016
1358	06/29/16	JAJ	02/11/17	07/13/16		Resident concerns about Marion/Erie intersection		TWO 12528 & 12532 written on 02/11/2017
1359	07/14/16	JAJ		07/21/16		Requesting STOP signs at Berkshire & Grove		
1360	07/14/16	JAJ	10/05/16	07/15/16	09/08/16	Request for speed bumps in alley adjacent to Oak Park Ave & Jackson Blvd		no Trans Com involvement necessary TWO #12497 written on 10/05/2016
1361	07/15/16	JAJ				Concerns regarding Harlem/Ontario intersection.		

Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1362	07/28/16	JAJ				Data for consultant for North Ave report		No Trans Com involvement necessary
1363	07/29/16	JAJ				Issues with alley behind Lake St		No Trans Com involvement necessary
1364	08/01/16	JAJ				Traffic issues on Marion St south of South Blvd		
1365	08/04/16	JAJ	08/05/16			Request for existing traffic data on Oak Park Ave near residence		No Trans Com involvement necessary
1366	08/08/16	JAJ				Interested in traffic speed reduction options for 1100 block of Home Ave		
1367	08/23/16	JAJ		08/24/16	10/19/16	Request for STOP signs at Harvey & LeMoyne		
1368	08/29/16	MJK		n/a		Resident request for flashing lights on Ridgeland at Ontario		
1369	08/31/16	MJK		08/31/16		request to install stop sign at Erie and Taylor		potential Trans Com item
1370	08/31/16	MJK				morning traffic controls at Madison and East caused by Fenwick traffic deal with		
1371	09/01/16	JAJ				concerns about safety at Lombard & Superior (2 accidents in a week's time)		
1372	08/29/16	JAJ				parking and traffic issues on the 200 to 400 blocks of N Kenilworth		
1373	09/06/16	JAJ		09/23/16	10/19/16	Request for STOP sign petition for Forest /Greenfield intersection (near Lindberg Park)		
1374	09/06/16	JAJ				requesting multiple crosswalks / signage on Chicago between OPA & Ridgeland - for peds & OPRF kids		
1375	09/08/16	JAJ	09/08/16			Request for NO PARKING HERE TO CORNER signage at the NW corner of Division & Kenilworth		no Trans Com involvement necessary
1376	09/07/16	JAJ		09/28/16		Request for all-way STOP signs at Home/Lexington intersection		TWO # 12494 written on 09/08/2016
1377	09/09/16	JAJ				Request for STOP sign petition for Kenilworth/Greenfield intersection		
1378	09/09/16	JAJ				Request for speed bumps in alley		
1379	09/13/16	JAJ				Request for crosswalk on Ridgeland at Adams		
1380	09/14/16	JAJ				Request for enhanced safety at OPA/Van Buren crosswalk		
1381	09/14/16	JAJ		09/23/16	10/18/16	Petition for all-way STOP signs at East Ave & Division St intersection		
1382	09/21/16	JAJ				Request for additional SCHOOL ZONE signage at St Giles School		no Trans Com involvement necessary
1383	09/22/16	JAJ	09/22/16			Refresh crosswalk pavement markings at the Washington/Wisconsin intersection		no Trans Com involvement necessary
1384	09/21/16	JAJ				Reopening of Euclid/Harvard & Euclid/Fillmore STOP Sign petitions		formerly PF #1243 - no action in over 1 year.

Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
						Request for speed bump or cul-de-sac on 1150 block of Home Ave		
1385	09/23/16	JAJ						
1386	09/27/16	MJK		09/27/16	10/06/16	requested stop sign petition for an unnamed location		
1387	09/29/16	JAJ		09/29/16		Request for speed bumps in the 1600 block of Austin alley		no Trans Com involvement necessary
1388	09/29/16	JAJ	10/04/16			Request for certain traffic control devices data for VBOT meeting		no Trans Com involvement necessary
1389	10/05/16	JAJ				Request for installation of crosswalk at an unnamed location.		no Trans Com involvement necessary
1390	10/10/16	JAJ	10/14/16			Request for safety information regarding red light cameras for discussions		no Trans Com involvement necessary replied to request on 10/14/2016
1391	10/12/16	JAJ				Request for traffic calming device on the 1200 block of Columbian Ave		
1392	10/12/16	JAJ				Request for cul-de-sac petition on the 1200 block of N Taylor		
1393	10/12/16	JAJ	10/12/16			Request for CROSS TRAFFIC DOES NOT STOP plaque on East Ave STOP signs at Division St		no Trans Com involvement necessary TWO #12503 written on 10/12/2016
1394	10/12/16	JAJ	10/24/16			Request for additional barricade to block off alley by Ascension School		no Trans Com involvement necessary Responded to request & provided options
1395	10/24/16	JAJ				Request for in-street pedestrian crossing signage on Washington at Kenilworth		no Trans Com involvement necessary
1396	10/21/16	JAJ				Issues with pedestrian push buttons in downtown Oak Park		no Trans Com involvement necessary
1397	10/21/16	JAJ				Concerns about Washington Blvd at Kenilworth intersection (vehicle & pedestrian interaction)		
1398	11/02/16	JAJ	11/10/16			Request for NO LEFT TURN sign for NB Maple St at Chicago Ave during holiday season		no Trans Com involvement necessary
1399	11/04/16	JAJ		11/04/16		Request for all-way STOP signs at Wesley & Fillmore		
1400	11/04/16	JAJ	02/11/17			Request for all-way STOP signs at Erie & Marion		TWO 12528 & 12532 written on 02/11/2017
1401	11/09/16	JAJ		11/09/16		Petition for STOP signs at the intersection of Cuyler & Iowa		
1402	11/28/16	JAJ		11/29/16		Request for KKAD25 banners on block		no Trans Com involvement necessary
1403	11/29/16	JAJ		11/29/16		Request for alley speed bumps in adjacent north-south alley		no Trans Com involvement necessary
1404	12/01/16	MJK		12/01/16	01/30/17	request traffic calming device on 1200 Linden block		
1405	12/01/16	JAJ	12/02/16			Request for NO OUTLET sign on North Ave at Fair Oaks		no Trans Com involvement necessary TWO #12507 written on 12/02/2016
1406	12/15/16	JAJ	12/19/16			Resident complaint of back up of traffic on Chicago Ave at Ridgeland Ave intersection		no Trans Com involvement necessary Adjusted timing via Centracs, responded to resident
						Request for speed bump or cul-de-sac on 1150 block of Home Ave		no Trans Com involvement necessary





# Village of Oak Park

123 Madison Street  
Oak Park, Illinois 60454  
www.oak-park.il.gov

0417-1  
OE2  
1/4

## Meeting Minutes

### President and Board of Trustees

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Monday, January 23, 2017

7:00 PM

Village Hall

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#### I. Call to Order

Village President Abu-Taleb called the Meeting to order at 7:05 P.M.

#### II. Roll Call

**Present:** 6 - Village Trustee Salzman, Village President Abu-Taleb, Village Trustee Button Ott, Village Trustee Brewer, Village Trustee Barber, and Village Trustee Tucker

**Absent:** 1 - Village Trustee Lueck

#### III. Agenda Approval

It was moved by Village Trustee Tucker, seconded by Village Trustee Barber, to approve the Agenda. A voice vote was taken and the motion was approved.

#### IV. Non-Agenda Public Comment

#### V. Regular Agenda

##### A. [MOT 17-145](#) Motion Approving Guiding Principles, Goals and Schedule for the Review and Discussion of the Public Parking Systems in Oak Park

Village Manager Pavlicek referred to a previous conversation regarding the Board Goal of reviewing the parking system holistically. She noted that like the I-290 meetings, this subject will be brought forward in pieces on a monthly basis. She gave an overview of the Guiding Principles as well as the topics to be covered.

Paul Hamer. Mr. Hamer stated that he has been involved in parking issues in the Village for many years. He volunteered his services as a citizen adjunct regarding the study of overnight parking.

Chris Donovan. Mr. Donovan read the Agenda Overview of this Item. He referred to a pie chart created by Christopher Burke Engineering that indicates there will be 71 parking spaces lost due to the Madison Street road diet without the bend. He asked that the Board discuss the impact of this.

Ron Burke. Mr. Burke read a petition he is circulating that urges the Village to move forward with the redevelopment of Madison Street and discussed current safety issues.

Director of Parking and Mobility Services Jill Velan commented that in accordance with Village policy regarding petitions, an administrative hold regarding any changes in parking will be in effect until after this process, as staff is still receiving petitions from residents regarding restrictions.



Village Trustee Button Ott hoped that staff will look beyond simply tweaking the existing parking system and consider the needs of customers, residents and businesses. She asked if all residential parking will be addressed this year, as the needs of renters are different from those of single family homeowners. Ms. Velan confirmed that it would and spoke about a possible pilot program for signage. Village Trustee Button Ott asked for a comprehensive overview of all topics once these meetings are over.

Village Trustee Tucker asked what the signage discussion scheduled for March would entail. Ms. Velan described a grid template that indicates the days of the week and times of the day parking is allowed or not allowed. She added that many other communities are using this concept.

Village Trustee Barber stated that the Village has to do what's best for the majority of residents. He asked about best practices in regards to parking. Oak Park is not the only village that has challenges. He asked how overall Village-wide concerns will be addressed. Ms. Velan stated that these items will be looked at within the context of each area as there are certain things that are different around the Village. The recommended ordinances will apply Village-wide. She also noted that the February meeting will address parking technology and best practices.

Village Trustee Brewer asked if agreeing to an administrative hold would mean that the Board would not be entertaining applications for cul de sacs, petitions for changes to parking, etc., until this project is over. Ms. Velan said it would, however they would still accept petitions and applications and invite those residents to attend the meetings. Village Trustee Brewer stated that this needs to be made very clear and publicly known.

Village President Abu-Taleb stated that the Board, staff and Transportation Commission need to work together to change people's mindsets about parking and to realize that all their expectations cannot possibly be met. They need to look at all the restrictions and unify them if possible. However, that does not mean that people will be able to park in front of their favorite store every time they shop, etc. He also discussed enforcement for the new regulations. Currently they are not enforced as much as they should because they are unclear.

Village President Abu-Taleb was not in total agreement with an administrative hold until September and noted there could be some exceptions. However, there was agreement among staff and the Board that they would not act on any petitions.

**It was moved by Village Trustee Tucker, seconded by Village Trustee Brewer, that this Motion be approved. The motion was approved. The roll call on the vote was as follows:**

**AYES:** 6 - Village Trustee Salzman, Village President Abu-Taleb, Village Trustee Button Ott, Village Trustee Brewer, Village Trustee Barber, and Village Trustee Tucker

**NAYS:** 0

**ABSENT:** 1 - Village Trustee Lueck

**B. [ID 17-366](#) Review of the Transportation Commission Recommendations Related to Overnight Permit Parking Study in the Pleasant Business District and Gwendolyn Brooks Middle School Area Also Referred to As the Y2, Y3, and Y4 Zone.**

Village Manager Pavlicek stated that staff will present a synopsis of the Transportation

Commission's recommendations. They would then like to place this as an Item on a February Agenda, subject to the Board's consensus and concerns.

Director of Parking and Mobility Services Jill Velan commented that Y2, Y3 and Y4 are three of the Village's overnight on-street parking zones. The study was part of the Transportation Commission's work plan that was approved by the Board and this area was chosen due to future development of Village-owned property near South and Harlem. Village Manager Pavlicek clarified that these permits are only available to residents living within that area. Ms. Velan also described the defined study outcomes.

Assistant Director of Parking and Mobility Services John Youkhana discussed the study process and explained how the Transportation Commission was able to increase the number of spaces by 75 across all zones. The commission recommends standardizing the overnight parking hours to 11:00 P.M. through 6:00 A.M. as well as replacing daytime parking time limits with daytime parking restrictions, but deferring that until construction at South and Harlem is completed. Survey results indicate that 62% of those who responded did not like the current daytime restrictions and 66% of respondents did not like the proposed daytime restrictions. He discussed the various methods used to reach out to survey participants.

Village Trustee Button Ott asked why this area was chosen and if there were plans to look at other parking zones in this manner. Transportation Commission Chair Jack Chalabian discussed surveys done prior to this one in other areas that resulted in positive changes. They chose the Harlem and South area because it is an up-and-coming area that they knew would be complex. He noted that the commission spent a large amount of time discussing daytime parking, which is why they suggested deferring that until getting input from the community once construction is over.

Village President Abu-Taleb asked why daytime parking is such a challenge. Mr. Chalabian gave several examples of the different needs of residents regarding parking their vehicles. It is difficult to address all these needs and please everyone. He also stated that they need to define who has priority regarding daytime parking; residents, businesses, commuters, etc.

Village Trustee Barber asked Mr. Chalabian if he was seeking direction from the Board in regards to setting those priorities. Mr. Chalabian stated that it is more about "shared sacrifice", as there are so many competing interests here. He noted that he has mentioned parking benefit districts to the commission, which allows the districts to use surplus parking revenue for improvements, etc. at their own discretion.

Village President Abu-Taleb was interested in the even-odd side parking restriction. Mr. Chalabian indicated that there will be a problem if a stretch of roadway which bans overnight parking is removed. It will have to be replaced. In order to do that, the ban would have to be eliminated. Village President Abu-Taleb asked if it would make sense to eliminate the ban in a particular part of the Village. Mr. Chalabian replied that it is open for discussion.

There was a discussion regarding the number of residents who have or do not have off-street parking. Village Manager Pavlicek stated that staff would be able to supply that data.

Village President Abu-Taleb stated that the Village needs to become more parking friendly and that funds should be budgeted to improve this situation. He asked Mr. Chalabian how the commission feels about pocket parking. Mr. Chalabian stated that people should not

have to cruise around an area looking for parking; there should be some opportunities to be looking at but introducing more off-street parking would eliminate real estate. The idea should be explored but should not be considered the only solution. Village Trustee Brewer suggested encouraging private parking developers to come into the Village.

There was further discussion.

**C. [RES 17-456](#) A Resolution Approving a Public Sidewalk Easement Agreement Between the Village of Oak Park and WDF-3 Wood Oak Park Owner, LLC and Authorizing its Execution**

Village Manager Pavlicek stated that this and the next two Items are all specific actions to effectuate the finalization of the redevelopment agreement as amended between the Village of Oak Park and WDF-3 Wood. This agreement provides that the sidewalk constructed on Lake Street by WDF-3 Wood will be open for public use and obligates the Village to provide ongoing maintenance of the sidewalk.

**It was moved by Village Trustee Tucker, seconded by Village Trustee Barber, that this Resolution be adopted. The motion was approved. The roll call on the vote was as follows:**

**AYES:** 5 - Village Trustee Salzman, Village President Abu-Taleb, Village Trustee Brewer, Village Trustee Barber, and Village Trustee Tucker

**NAYS:** 0

**ABSENT:** 2 - Village Trustee Button Ott, and Village Trustee Lueck

**D. [RES 17-455](#) A Resolution Approving an Amendment to the Project Budget for the Construction of the Public Portion of the Parking Garage at 150 Forest Avenue and the Use of Owner Contingency for Final Change Orders in the Amount of \$92,028.29**

Village Manager Pavlicek clarified that this expenditure is for interest costs for the project financing for the month of January and change orders related to design modifications required fire safety, ADA requirements, etc.

**It was moved by Village Trustee Tucker, seconded by Village Trustee Salzman, that this Resolution be adopted. The motion was approved. The roll call on the vote was as follows:**

**AYES:** 6 - Village Trustee Salzman, Village President Abu-Taleb, Village Trustee Button Ott, Village Trustee Brewer, Village Trustee Barber, and Village Trustee Tucker

**NAYS:** 0

**ABSENT:** 1 - Village Trustee Lueck

**E. [ORD 17-170](#) An Ordinance Approving a Vertical Subdivision Plat for the Lake and Forest Subdivision**

Village Attorney Paul Stephanides commented that this is the plat that divides ownership of the garage with the other property and the final action before closing.

**It was moved by Village Trustee Tucker, seconded by Village Trustee Barber, that this Ordinance be adopted. The motion was approved. The roll call on the vote was as follows:**