

**VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
MONDAY, MAY 22, 2017 - 7:00 PM  
COUNCIL CHAMBERS – 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 April 24, 2017 Transportation Commission meeting minutes
5. BRIEF UPDATE ON THE VILLAGE WIDE PARKING STUDY
6. PETITION TO UPGRADE TO ALL-WAY STOP SIGNS AT LINDEN AND SUPERIOR
  - 6.1 Staff Agenda Item Commentary and Background Information
  - 6.2 Petition and Letter of Explanation
  - 6.3 Submitted Written Public Testimony
  - 6.4 Aerial View of the Intersection
  - 6.5 Sketch of the Traffic Controls in the Area
  - 6.6 Directional Speed and Volume Data for the 600 & 638 Blocks of Superior Street and the 300 & 400 Blocks of Linden Avenue
  - 6.7 Pedestrian & Bike Counts for the Superior/Linden Intersection, 7AM-9AM & 4PM-6PM
  - 6.8 Superior Street & Linden Avenue Collision Diagram
  - 6.9 Letter to Area Residents
7. CONTINUED DEVELOPMENT OF THE TRAFFIC CALMING TOOLBOX
  - 7.1 Staff AIC
  - 7.2 Background Information Traffic Calming Toolbox
  - 7.3 Memorandum From The Fire Department Regarding Speed Humps - Tables
  - 7.4 Updated Traffic Calming Devises Summary Table
  - 7.5 Applying The Draft Scoring Criteria To 13 Previously Reviewed Traffic Calming Petitions
  - 7.6 Bicycle Route Maps
  - 7.7 Discussion About Scoring Criteria
8. OTHER ENCLOSURES
  - OE1 12 Months of P&T Traffic Action Item Activity Summary May 2016 – April 2017
  - OE2 Village Board Of Trustees Actions On Transportation Commission Recommendations 03/06 - 05/08/2017
9. Adjourn

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

Get the latest Village news via e-mail. Just go to [www.oak-park.us](http://www.oak-park.us) and click on the e-news icon to sign up. Also, follow us on *facebook*, *twitter* and *YouTube*.

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, April 24, 2017  
Room 101 – Village Hall

Call to Order and Roll Call

Chair Chalabian called the meeting to order at 7:02 PM.

Present: Jack Chalabian, Kyle Eichenberger, James Thompson, Roya Basirirad

Excused: Craig Chesney, Michael Stewart, Joel Schoenmeyer

Staff: Mike Koperniak, Jill Juliano, Jill Velan, John Wielebnicki, Deputy Chief Scott Bartelt, Sgt. Dave Jacobson, Mary Avinger

The floor was opened to non-agenda public testimony.

Monica Sheehan of 626 Fair Oaks read her statement about the Village not conducting routine annual maintenance of the community/high school garage and that there is no record of the garage's inspections and completed repairs and no routine repair schedule. Ms. Sheehan stated that she's been contacting the Village since August of 2016 regarding the elevator being out of service and it took six months to repair but learned from teachers at the high school it was inoperable for 18 months. Ms. Sheehan stated the Village should have routine maintenance and repair for all of its garages and the high school is only responsible for daily maintenance. Ms. Sheehan's written testimony is attached to these minutes.

Non-agenda public testimony was closed out.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft March 20, 2017 Meeting Minutes

Commissioner Eichenberger motioned to approve the draft March 20, 2017, Transportation Commission meeting minutes as modified by Chair Chalabian and was seconded by Commissioner Thompson. The motion was approved by a unanimous voice vote.

Commissioner Thompson motioned to move the petition for installation of traffic calming devices on the 1200 blocks of north East and Linden avenues to the first

agenda item and was seconded by Commissioner Eichenberger. The motion was approved by a unanimous voice vote.

PETITION FOR INSTALLATION OF TRAFFIC CALMING DEVICES ON THE 1200 BLOCKS OF NORTH EAST AND LINDEN AVENUES

Jill Juliano gave a presentation starting with the history for petitions requesting installation of traffic calming devices on the 1200 blocks of North East and Linden Avenues. Ms. Juliano spoke about the collected parking and traffic data for 1200 East and Linden including vehicle crash history, vehicle volumes, and speed percentiles. The presentation also included information on existing traffic calming devices along North Avenue.

Chair Chalabian asked for confirmation of staff's recommendation for bump-outs on East and Linden and Jill responded.

Commissioner Thompson asked where bump-outs would go and Jill responded just south of the east/west alley.

Commissioner Basirirad asked how parking survey information was collected and Jill responded that staff physically went out to the locations and did it.

Chair Chalabian asked why there are higher speeds and volumes on these blocks compared to adjacent streets. Jill responded with her professional opinion. Chair Chalabian asked about the difference between local and collector streets. Jill responded that residential streets are mainly used for residents to reach their homes while arterial streets like Oak Park, Ridgeland, etc. for through traffic with limited access to east/west streets. Collector streets are streets used to get to arterial streets from local streets.

Chair Chalabian went over previous recommendations from the Commission and asked what happened when it went to the Village Board of Trustees. Jill responded that it didn't go to the Village Board due primarily because of Fire Dept. concerns regarding speed bumps/humps/tables.

Deputy Chief Scott Bartelt explained that speed tables slows emergency response times, certain ambulance patients can't take bumps, and spoke about maneuvering large vehicles.

The floor was opened to public testimony.

Paul DeJarnatt of 1231 N East stated he's lived here since 2012 and has two kids under the age of six and how there are lots of new families with young kids. Mr. DeJarnatt won't let his kids play outside because of the traffic volume and wants a traffic calming device soon and prefers a speed table.

Tom Lindsey of 1235 N East stated he is concerned about the traffic volume and there is lots more traffic than what the residents create. Said there are lots of parked cars at the north end of the block from people walking to North Avenue businesses. Mr. Lindsey said this doesn't fall into the spirit of the comprehensive plan and thinks some parkers could be employees of the businesses because they park longer than two hours. Mr. Lindsey went on to state that there are 22 intersections with 18 being addressed with restrictions and wants the Commission to look into further restrictions. Mr. Lindsey also thinks Commission should look at two hour restrictions and maybe change it and spoke about free parking versus paid meters on North Avenue.

Robert Roscoe of 1209 Columbian spoke about the traffic signal on Columbian and North Avenue and said that anything that happens on East and Linden affects his block even though they have a traffic light. Mr. Roscoe stated if after studies show increased traffic on Columbian then remove temporary diverters.

Julian Foster of 1205 Columbian stated he thinks it's a good idea to have a comprehensive plan but with four streets in a row with access to North Avenue what benefits East and Linden will affect Euclid and Columbian. Mr. Foster also stated there are many young children on his block and the traffic light has been there for decades and is not new. Mr. Foster stated Columbian has higher traffic and speed from drivers trying to make the light.

Phil Hausken of 1220 Columbian stated a petition was sent in 2010 for traffic calming and was told no and traffic still has lots of traffic. Mr. Hausken stated the City of Chicago has put in speed bumps on their side of Columbian.

Tiffany Roberts of 1224 N East stated she has three kids that she can't let play freely on the block. Ms. Roberts stated her youngest has crossed the street without permission and without getting hit. Ms. Roberts is concerned about kids outside and there are at least 20 on the block. She feels people avoid Fair Oaks and Columbian by cutting through alleys and speed down the block from North Avenue.

Audrey Ingersoll of 1223 Linden stated she has three kids and there are over 15 kids under the age of 10 on her block. Ms. Ingersoll feels Linden is a thoroughfare for cars going to St. Giles, not following speed limit, and frequently accelerating down the block. Ms. Ingersoll stated they need a device to reduce speed.

Jennifer Cunningham of 1222 Linden stated she has lived in the Village for 12 years and that Euclid, Columbian, Linden, and East Avenue bear the brunt of North Avenue traffic. Ms. Cunningham spoke about drivers avoiding the light at Columbian and mentioned the new driveway for US Bank that's about to open would force traffic to turn on Linden. Ms. Cunningham also liked the idea of removing parking meters on North Avenue.

Ben DeBruin of 1228 N East stated he is concerned about volume of cars going up. DeBruin mentioned how Rossell, Elmwood, and Woodbine got traffic calming devices and stated it is not fair to East Avenue when other streets had lower volumes. Also stated East Avenue is used as a thoroughfare between North Avenue and Division with only two stop signs in between. Mr. DeBruin mentioned seeing police in area more often and they had set up speed radar on the block, but that is only temporary.

Rich Schurr of 1209 N Euclid stated he has lived in the Village for 26 years and is concerned about speeding with people going north on Oak Park using side streets to go around traffic. Mr. Schurr thinks with the US Bank about to open, that speeds will increase and supports a holistic solution.

Tom Carpenter of 1135 N East stated he has lived in the Village for 35 years and traffic is a problem. Mr. Carpenter explained that kids used to play in the street and they can't anymore. He stated traffic is a problem and doesn't think East is a residential street. Mr. Carpenter stated there is a volume problem and if the adjoining streets are restricted then cars will go down Columbian. Mr. Carpenter thinks all streets should be opened because people driving down East don't respect the community.

Rebecca Beasley of 1212 N East thinks traffic increased in last two years and that it's because of all the other streets with traffic calming devices. Ms. Beasley stated East and Linden are at the top of the speed and volume thresholds while other streets with calming devices had less traffic when diverters were installed.

Brian Kaunelis of 1136 Linden spoke about similar problems on the 1100 block of Linden with lots of kids. Mr. Kaunelis stated that past actions have affected them now and is concerned about the safety of kids.

Ed Ferraro of 1209 Linden stated he's lived in the Village for 38 years and spoke about motorists having a lack of respect for traffic controls, and trying to avoid traffic signals. Mr. Ferraro stated people will only do right when forced and thinks maybe traffic cameras should be considered.

Janis Smith of 1219 N East stated she's lived in the Village for 30 years and wanted a cul-de-sac 30 years ago on East but was told no by the Village due to emergency services. Ms. Smith thinks Village should consider safety for first two blocks south of North Avenue.

Pam Sheppard of 1234 Linden stated she's lived in the Village 29 years and thinks traffic moves down East because traffic from Natoma in Chicago turns to go down East. Ms. Sheppard spoke about the volume of traffic on Linden from Master Yu Karate Studio on North Avenue in the evenings. Ms. Sheppard doesn't think volume of cars will be lessened; all they can do is calm them.

Public testimony was closed out.

Commissioner Thompson stated residents made good points and that the Village used band-aid solutions instead of holistic approach. Jill Juliano responded about the traffic calming toolbox and also spoke about Rossell and Elmwood. Commissioner Thompson asked if any traffic calming measures were removed and Mike Koperniak responded speed bumps were removed on East Avenue north of Washington. Commissioner Thompson also asked about speed cameras.

Commissioner Basirirad stated that the 18 of 22 intersections along North Avenue is a lot of traffic calming measures and asked if that was consistent with the comprehensive plan. Jill Juliano responded with information about other traffic calming measures along Austin, Harlem, and Roosevelt.

Commissioner Eichenberger mentioned cars parking on the blocks for longer than two hours on East Avenue and how enforcement should be notified. Commissioner Eichenberger also asked for clarification on the traffic calming budget. Bill McKenna spoke about \$25,000 for traffic calming and how it is first come, first served with budgeting. A discussion about budgeting occurred.

Chair Chalabian stated that in his nine years on the Commission, this is the first petition that wants holistic approach. Chair Chalabian went on to speak about his experiences while living near Roosevelt Road and how the Transportation Commission and the Village Board relate to each other in terms of traffic calming.

Chair Chalabian spoke about the need to do something because this process has gone on long enough. He went on to speak about the comprehensive plan possibly misidentifying East Avenue as a collector street and it should be made a residential street. Chair Chalabian supports bump-outs, feels a need for enforcement efforts and based on his observations, didn't see a parking problem in the area. Chair Chalabian thinks no one uses meter on North Avenue and with the low utilization rates on meters, maybe they should be removed to encourage parking on a commercial street. Chair Chalabian spoke about mobility and access versus quality of life.

Commissioner Thompson advocates bump-outs on East but feels it is another band aid to other band aids.

Commissioner Thompson motioned to 1. Support the staff recommendation for bump outs on the 1200 blocks of North East and on Linden, south of alley, not speed bumps. 2. Recommend increased police enforcement. 3. Look at parking on North Avenue and effectiveness of parking meters on North Avenue and North East Avenue parking enforcement. 4. Do follow-up traffic studies on the 1200 blocks of N East, Columbian, Euclid, and Linden. Commissioner Eichenberger seconded the motion.

The voice vote was as follows:

Ayes: Chalabian, Thompson, Eichenberger, Basirirad

Nays: None

The motion passed four to zero.

### UPDATE ON THE VILLAGE WIDE PARKING STUDY

Jill Velan gave an update about the Village wide parking study for parking on and near North Avenue and Roosevelt Road. Ms. Velan explained the process the Village Board directed staff to follow for the parking study.

Chair Chalabian stated the Transportation Commission was under a different understanding from what the Village Board wants. He stated he thought the Commission would be a sounding board for the public and an active participant in the process. Chair Chalabian stated the Transportation Commission would have a more engaging process. Jill Velan responded that the Transportation Commission is only saying yes or no to staff recommendations. Chair Chalabian stated he will follow up with the Trustee liaison about the Transportation Commission's role.

Commissioner Eichenberger knows the Village Board will look at the study components but wants to know when will there be public input.

A general discussion was had about what is the Transportation Commission's actual role in the parking study process including participatory versus being an endorser.

Jill Velan stated the Village Board is the ones holding the public meetings and the Transportation Commission is one component of the process. The Village Board is doing the parking study and wants the Transportation Commission's input.

A discussion about North Avenue and Roosevelt Road recommendations occurred.

Chair Chalabian likes one or the other; No Parking 8am-10am or 3 Hour Parking options and needs to pick one. Chair Chalabian stated enforcement issue is critical and doesn't like time limits because it is difficult to enforce and causes frustration to motorists. He prefers prohibitions because they are easy to enforce and understand and should consider land use and how it affects parking. Chair Chalabian stated if we standardize it, then make it simple.

Commissioner Thompson stated he agrees with Chair Chalabian and also prefers time prohibition versus time limits.

The discussion continued about on-street overnight permit parking along Roosevelt Road and parking along Roosevelt Road was had. The discussion also covered the appearance of maximizing use of meters on North Avenue and on Roosevelt Road.

Commissioner Thompson motioned for 1. Standardizing parking and get rid of daytime parking permits, 2. Maximize effectiveness of parking meters, and 3. Max out overnight permit parking zones. Commissioner Basirirad seconded the motion.

The voice vote was as follows:

Ayes: Chalabian, Thompson, Eichenberger, Basirrad

Nays: None

The motion passed four to zero.

Chair Chalabian wants Transportation Commission to be present when Village Board has its public discussions.

Bill McKenna asked the Transportation Commission if they would like Police, Fire, and Public Works to come back. Chair Chalabian responded that Commission should have one exclusive toolbox meeting and invite them back.

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 10:40 PM.

Respectively submitted

*Mary Avinger*

Mary Avinger,  
Administrative Secretary



Oakland  
NON-AG  
PUBLIC  
0517-2  
4.1  
8/11  
DON'

Dear Members of the Transportation Commission,

626 FAIR OAKS MONICA SHERHUM

I thank you for the opportunity to speak to you tonight; I want to make you aware of a concerning issue. According to Jill Velan, the director of Parking and Mobility Services for the Village of Oak Park, the Village does not conduct routine annual maintenance of the community/high school garage and there is no record of the garage's inspections, no routine repair schedule and no record of completed repairs.

I began calling and then emailing the Village back in August when I learned that the elevator in the garage was out of order. Initially, I was told that its repair was imminent. Six months later the elevator was finally repaired and back in service. Six months is an unacceptable time frame for an elevator to be out of service, it should take only days to complete any repair. As it turns out, I was wrong about the time frame regarding the inoperable elevator. According to teachers at OPRF, the elevator had been

out of service for a year and a half, not six months as I had previously thought.

In addition to communicating with the Village about the elevator issue, I also requested a copy of the maintenance and repair plan and schedule for the entire garage. This would include all the preventive maintenance items necessary to maintain the garage, and record of completion and inspections, as well as a schedule of expected repairs. As due diligence, the village is required to have a maintenance and repair plan and schedule for the ~~entire~~ garage and all of the village-owned garages. Under the 2003 Intergovernmental Agreement, the village is responsible for the routine maintenance and repairs of the community/high school garage. The high school is responsible for the garage's daily maintenance, such as changing lightbulbs and cleaning, as well as its landscaping, which includes its many planter boxes. The high school contracted with Larson Engineering last May to conduct a visual physical inspection of the garage. It concluded

that the garage needed an estimated \$271,000 in deferred maintenance. When I asked Ms. Velan about the report and its findings, she was unaware of it and unaware that the garage required any deferred maintenance.

I submitted a FOIA request last week as my last email to Ms. Velan had gone unanswered for more than three weeks. According to the approved 2017 budget, linked on the village's website, the Village in 2016 "completed a parking facilities maintenance study and started implementation." I requested a copy of the study and its implementation schedule from Ms. Velan and also now by a FOIA request. The information on the website contradicts her prior emails in which she stated no parking facilities maintenance study had been conducted. In fact in February, she wrote that "the Village is *currently* undertaking a complete garage assessment for the Holley Court, Avenue and OPRF Parking Garages."

In closing, all three of these garages are community-owned assets and the Village is responsible for routinely inspecting, maintaining and repairing them. By its own admission, the Village has been derelict in this duty.

Thank you.

(Transportation Commission Meeting / April 24, 2017)

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

<b>Item Title: Brief Update On The Village Wide Parking Study</b>
Review Date: <u>May 22, 2017</u>
Prepared By: <u>Mike Koperniak</u>
<b>Abstract (briefly describe the item being reviewed):</b>  Tonight's update is simply an update. No new information will be presented. Staff will not be presenting any recommendations.
<b>Staff Recommendation(s):</b>    

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

<b>Item Title: Petition To Upgrade From Two-Way To All-Way Stop Signs At The Intersection Of Superior Street And Linden Avenue</b>
Review Date: <u>    May 22, 2017    </u>
Prepared By: <u>    Jill Juliano    </u>
<b>Abstract (briefly describe the item being reviewed):</b>  On October 6, 2016, the Village of Oak Park received petition to upgrade traffic control devices from two-way, east-west STOP signs to all-way STOP signs at the intersection of Superior Street and Linden Avenue.  At tonight's meeting, the Commission may recommend to approve the petition, recommend to deny the petition, or recommend an alternative solution to address the petitioner's concerns.
<b>Staff Recommendation(s):</b>  Approve the petition to upgrade from two-way, east-west STOP signs to all-way STOP signs at the intersection of Superior Street and Linden Avenue.
Supporting Documentation Is Attached

# Memorandum

0517-2

6.1

2/4

Date: May 17, 2017

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petition to Install All-Way STOP Signs at the Intersection of Superior Street and Linden Avenue

On October 6, 2016, the Village of Oak Park received a petition to upgrade to all-way STOP signs at the intersection of Superior Street and Linden Avenue. Persons representing 72.1% of the street frontage on the petitioning blocks signed the petition. The petition was certified as a valid petition.

Reasons provided for the petition are: significant amount of non-local traffic using Linden Avenue as a bypass between Lake Street and Chicago Avenue, safety concerns regarding pedestrians traveling east-west on Superior Street (including students of Oak Park River Forest High School and Alcuin Montessori School), vehicles travel at elevated speeds on Linden Avenue, and eliminate driver confusion whether or not this is a 4-way stop intersection (east-west traffic regularly pulls out in front of north-south traffic after stopping).

See Exhibit 6.2 for a copy of the petition and the original letter of explanation which accompanied the petition. See Exhibit 6.3 for copies of the written public testimony received by the Village for this item.

See Exhibit 6.4 for digital aerial photographs of the Superior Street and Linden Avenue intersection and the neighboring area. The intersection in question is one block to the north of the Oak Park River Forest High School campus. It is also two blocks east of the Alcuin Montessori School which is located at the southeast corner of Superior Street and Oak Park Avenue.

Exhibit 6.5 shows the traffic control devices on Superior Street between Oak Park Avenue and Ridgeland Avenue as well as the following other east-west streets: Ontario Street, Erie Street and Chicago Avenue.

Because Chicago Avenue construction continued throughout the fall of 2016, the traffic study data collection was delayed until the spring of 2017. A twenty-four hour traffic volume count and speed study was conducted on Tuesday, April 11, 2017 for the 600 and 638 blocks of Superior Street and 300 and 400 blocks of Linden Avenue. Please see Exhibit 6.6 for a summary of the traffic study results as well as the source data.

# Memorandum

0517-2

6.1

3/4

Reviewing the 24-hour volumes, the average daily traffic on the 600 and 638 blocks of Superior Street was 747 and 682 vehicles, respectively. The average daily traffic was 1,378 vehicles and 1,310 vehicles for the 300 and 400 blocks of Linden Avenue, respectively. Volumes on Superior Street are below the 800 to 1,200 vehicle range for typical daily volumes on residential streets within the Village of Oak Park. While the vehicle volumes on the 300 and 400 blocks of Linden Avenue exceeded the typical daily volumes on residential streets within the Village. The elevated volumes on the 300 and 400 blocks of Linden Avenue are due in part to its proximity to Oak Park River Forest High School and that Linden Avenue is the closest north-south street to the high school that allows for travel in both directions from Lake Street to Chicago Avenue.

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 the 600 and 638 blocks of Superior Street, the directional speeds for the two blocks range between 23 and 25 miles per hour (mph). The 24-hour survey showed that 15.9% of the vehicles on the 600 block of Superior were traveling faster than the posted 25 mph speed limit which is just above the expected 15% traveling above the speed limit. For the 638 block of Superior Street, only 6.6% of the vehicles were were traveling faster than the posted 25 mph speed limit which is below the expected 15% of vehicles.

Looking at the 85th percentile speeds for the 300 and 400 blocks of Linden Avenue, the directional speeds for the two blocks range between 26 mph and 28 mph. The 24-hour survey showed that 31.3% of the northbound vehicles and 32.5% of the southbound vehicles on the 300 block of Linden Avenue were traveling faster than the posted 25 mph speed limit. For the 400 block of Linden Avenue, the percentage of vehicles traveling faster than the posted 25 mph speed limit was 23.2% for northbound traffic and 34.0% for southbound traffic.

Based on the collected data, it appears there may be a speeding issue on the 300 and 400 blocks of Linden Avenue. The Manual on Uniform Traffic Control Devices lists that STOP signs should not be used for speed control. Studies have shown there is little or no effect on vehicle speeds on residential roads after the installation of STOP



# Memorandum

0517-2

6.1

4/4

signs. Vehicle speeds are reduced within 150 feet of the intersection otherwise the effect of STOP signs on vehicle speeds is negligible.

As a result of the petitioners letter of explanation, the Village also conducted a pedestrian and bicycle count for the two hour periods associated with the schools' arrival and dismissal time periods. Please see Exhibit 6.7 for a summary of the study results as well as the source data.

Next, thirty-six months of vehicle crash reports covering the period of May 2014 through April 2017 were reviewed for the Superior Street and Linden Avenue intersection. Please see Exhibit 6.8 for the collision diagram. In 1997, the intersection was studied as part of the Village-wide traffic study. At that time, the number of reported crashes at the intersection in the 36 month period totaled six, while the average daily traffic was 1,759 vehicles.

The 1997 crash rate for the Superior Street and Linden Avenue intersection was calculated to be 3.12 accidents per million entering vehicles (Acc/MEV). This crash rate is then compared to the critical crash rate for the particular section of the Village's area-wide traffic study. For the north middle section of the area-wide traffic study (North Boulevard to Augusta Street and Harlem Avenue to Austin Boulevard), the critical crash rate is 0.860 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.

At the time of the Village-wide traffic study, the intersection was an uncontrolled intersection. Because the Superior Street and Linden Avenue intersection crash rate was higher than the critical crash rate, east-west STOP signs were installed at the Superior Street and Linden Avenue intersection.

The number of reported crashes that occurred at the Superior Street and Linden Avenue intersection for the thirty-six months ended April 30, 2017 totaled zero. The average daily traffic for the intersection as determined as part of this traffic study is 2,073 vehicles. From this data, the 2017 crash rate for the Superior Street and Linden Avenue intersection is calculated to be 0.000 Acc/MEV. This crash rate is lower than the critical crash as determined in the area-wide traffic study of 1997 (0.860 Acc/MEV). In conclusion, there does not appear to be a problem with vehicle crashes at the Superior Street and Linden Avenue intersection.

Village Staff is recommending to approve the petition to upgrade the traffic control devices at the intersection of Superior Street and Linden Avenue from two-way, east-west STOP signs to all-way STOP signs based on the proximity of the intersection to Oak Park River Forest High School, higher than normal volume of traffic on Linden Avenue due in part by trips to and from the high school, significant number of trips at the intersection and in the area are by student drivers, and to eliminate driver confusion on whether or not the Superior Street and Linden Avenue intersection is an all-way STOP controlled intersection.



0517-2  
6.2  
1/3

**PETITION FOR TRAFFIC REGULATIONS**

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic regulations be established in the 300-400 block of LINDEN AT SUPERIOR in the Village of Oak Park, Illinois.

We further petition the Commission to regulate traffic in this manner: INSTALL 2 STOP SIGNS, ONE AT NORTHWEST CORNER AND ONE AT THE SOUTHEAST CORNER CREATING A 4 WAY STOP, AT THE CORNER OF LINDEN AND SUPERIOR.

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

	Name	Address and Phone No.
1.	* <u>Doug Springer</u>	<u>300 LINDEN 708 660 9397</u>
2.	<u>Ben Kralovec</u>	<u>309 LINDEN 708-305-2441</u>
3.	<u>Bob Zwick</u>	<u>315 Linden 708-383-7147</u>
4.	<u>Jennifer GoodSmith</u>	<u>415 Linden 708 383 3925</u>
5.	<u>Joan Winstein</u>	<u>424 Linden 708 386 7982</u>
6.	<u>Suzanne Bell</u>	<u>312 Linden 312 330 0998</u>
7.	<u>Tina Justice</u>	<u>324 LINDEN 312 543 6340</u>
8.	<u>Amy Felton</u>	<u>337 Linden 708-790 7643</u>
9.	<u>[Signature]</u>	<u>406 Linden 708-848-6961</u>
10.	<u>Howell Stull</u>	<u>414 LINDEN (708) 848-2494</u>
11.	<u>Terrice West</u>	<u>325 Linden 708 383 4821</u>
12.	<u>John [Signature]</u>	<u>333 Linden 708 64630 7116</u>
13.	<u>Carol M. [Signature]</u>	<u>319 Linden 708 524 0319</u>
14.	<u>John E. [Signature]</u>	<u>708 W East 312 725 2862</u>
15.	<u>Ann Courter</u>	<u>322 Linden 708-524-8554</u>

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.

**PETITION FOR TRAFFIC REGULATIONS**

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic regulations be established in the 300-400 block of LINDEN AT SUPERIOR in the Village of Oak Park, Illinois.

We further petition the Commission to regulate traffic in this manner: INSTALL 2 STOP SIGNS, ONE AT NORTHWEST CORNER AND ONE AT THE SOUTHEAST CORNER CREATING A 4 WAY STOP, AT THE CORNER OF LINDEN AND SUPERIOR.

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

	Name	Address and Phone No.
1.	<del>Doc Spradger</del>	<del>300 Linden 708-689-9347</del>
2.	Ankur Opalg	308 Linden 708-763-8040
3.	Lynne A. Williams	655 Superior 708-386-6391
4.	William H. Hays	318 Linden 708-383-8387
5.	Christina J. Totton	440 Linden 708-383-6380
6.	Joan Roberts	303 Linden 773-369-7117
7.	[Signature]	400 Linden 847-682-9315
8.	Wey Gou	401 Linden 708-358-0869
9.		
10.		
11.		
12.		
13.		
14.		
15.		

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 Julliano, 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.

October 6, 2016

TO: Village of Oak Park Transportation Commission

FROM: The Residents of the 300 and 400 Blocks of Linden Avenue

RE: Four Way Stop at Intersection of Linden and Superior

Transportation Commission:

Today we submit a signed petition requesting the addition of Stop signs on Linden for traffic travelling north and south at the intersection of Superior. Of 26 total properties within the petition area, there are 22 addresses represented via signature. Of the 4 remaining properties 1 is church owned, 1 is abandoned, 1 abstained and 1 was unavailable for signature.

Linden is the only north-south two-way street between Ridgeland and Oak Park Avenues which does not have stop signs at each intersection between Lake and Chicago. This creates a high volume of non-local traffic using the street as a pass through from Lake to Chicago and vice-versa. Key reasons to add these north-south stop signs include:

- Create safe passage for pedestrians travelling east-west on Superior. Oak Park High School and Alcuin Montessori School are within two blocks of this intersection.
- Slow the speed of traffic to posted speed limit. With just one stop between Lake and Chicago speeds are high and dangerous.
- Slow the speed of traffic creating greater adherence to full stops and greater safety at the intersection of Linden and Erie (full stops are rare here and this is a very highly used pedestrian crossing being right next to high school property).
- Eliminate the confusion that this intersection is not already a 4 way stop to those travelling east-west on Superior. The assumption it is a 4 way leads the east-west traffic to pull in front of north-south traffic regularly.

Thank you for your timely action on this matter. If you require further information you may contact Doug Springer, petition circulator, at the contact info provided on the petition or via email at dspringer01@gmail.com.



**Juliano, Jill**

---

0517-2 6.3 1/9
----------------------

**From:** jeannieaffelder@comcast.net  
**Sent:** Saturday, May 13, 2017 5:30 PM  
**To:** Juliano, Jill  
**Subject:** A new stop sign at Superior and Linden

Dear Ms. Juliano,

I am writing in support of a new stop sign at the corner of Superior and Linden. This is such a busy intersection for high school students and their parents. I think a 4-way stop would improve safety for drivers and pedestrians.

Thank you very much.

Sincerely,  
Jeannie Affelder  
304 North East Avenue

**Juliano, Jill**

0517-2

6.3

2/9

**From:** Lacey Sikora <lcalhounsikora@gmail.com>  
**Sent:** Monday, May 15, 2017 7:12 AM  
**To:** Juliano, Jill  
**Subject:** Comments on petition to upgrade to all-way stop at linden and superior

Dear Transportation Commission,

I am writing to express my support for the proposed all-way stop sign at Superior and Linden in Oak Park. As a neighbor on East Avenue, we frequently see near accidents with cars and pedestrians at this intersection and at the intersection of East Avenue and Superior St.

As someone who travels by car every morning during the high school rush hour at OPRF and every afternoon at the corresponding pick up rush hour, I know that these intersections are extremely busy and often dangerous during these times. There are not only a number of parent drivers who are distracted and in a rush, but a large influx of new and distracted teen drivers as well.

I do not allow my younger children to bike to school because the traffic and lack of stop signs makes it so unsafe, and as a driver, I frequently have to slam on brakes to avoid collisions with those not following existing traffic signs. I think all-way stops should be considered for all of the intersections near the high school due to the extreme traffic (Superior at East, Linden and Elmwood as well as Erie at Elmwood.)

Sincerely,  
Lacey Sikora

**Juliano, Jill**

0517-2

6.3

3/9

---

**From:** Gigi Rowe <gigirowe@yahoo.com>  
**Sent:** Monday, May 15, 2017 7:41 AM  
**To:** Juliano, Jill  
**Subject:** Petition for stop signs at Linden & Superior

Hello,

I would like to voice my overwhelming support for all way stop signs at the intersection of Linden & Superior. We live on that corner, and I have been wishing for them.

With traffic coming from Chicago Avenue & the high school it is a very busy area. And we have a large number of pedestrians coming to/from the high school and walking to Holmes & to Alcuin.

An all way stop would increase safety and caution. As a resident and a driver in the area I strongly welcome it.

Thank you,  
Gigi Rowe  
333 Linden Avenue  
(708)613-5445

[Sent from Yahoo Mail for iPhone](#)

**Juliano, Jill**

---

0517-2

6.3

4/9

**From:** eljaybe1969@gmail.com  
**Sent:** Monday, May 15, 2017 10:23 AM  
**To:** Juliano, Jill  
**Subject:** Petition for All-Way Stop Sign at Intersection of Linden & Superior

I am resident of Oak Park (634 N Oak Park) and pass through this intersection daily after dropping my eldest at the OPRF high school. As you are aware, the current stop signage at the intersections appear to alternate as you drive along Superior from high school to Oak Park Avenue. In many occasions, I believe drivers think these intersections are ALL-WAY stops and I have witnessed a number of close incidents where a cars enter the intersection from Linden thinking the traffic on Superior is stopping.

I am all for making the intersection at Linden and Superior an ALL-WAY stop intersection.

Regards,

Lorne

Lorne Brown  
Mobile: (708) 374-9221  
Email: [eljaybe1969@gmail.com](mailto:eljaybe1969@gmail.com)



**From:** Doug Springer <dspringer01@gmail.com>  
**Sent:** Monday, May 15, 2017 1:15 PM  
**To:** Juliano, Jill  
**Subject:** Comments for Transportation Commission 5/22

Jill,

I will be out of town next Monday for my daughters College Graduation. I would like to have these comments read in the Commission Meeting and entered into the record re the Petition for Four Way Stop at Linden and Superior. I assume the original letter submitted with the petition back in October will also be included?

Members of the Transportation Commission,

The intersection of Linden Avenue and Superior requires a four way stop. Linden Avenue is the only two way North/South street between Ridgeland and Oak Park Avenues which does not have North/South stop signs at every intersection between Lake Street and Chicago Avenue. The high volume of traffic, congestion due to OPRFHS proximity and the lack of North/South stop signs creates an unsafe environment for both drivers and pedestrians. Why?

- Lack of North/South stop signs creates higher speed travel in this residential neighborhood.
- Due to this higher speed travel, the occurrence of full stops at the corner of Linden and Erie is one in three. (I live there, I see it)
- Pedestrian traffic at all corners in the area is heavy 7 days a week.
- Lack of North/South stop signs creates confusion for the East/West traffic on Superior, many times drivers assume a four way stop and jump out in front of traffic - or, the opposite, North/South drivers assume they must stop confusing the East/West driver.
- Driver Education training is high in the area, this corner sees a large number of very inexperienced drivers every weekday. As well as those who have just received their drivers licenses.
- Alcuin Montessori and OPRFHS are both within 2 blocks of this intersection.
- Drivers trying to avoid Oak Park Avenue know Linden to be the fastest way through these four blocks.
- Drivers turning onto Linden from Chicago build up speed down the hill toward Superior.
- Drivers heading north on East Avenue from south of Lake turn left on Lake and directly right onto Linden, again to avoid Oak Park Avenue, two stoplights, and stop signs at every intersection on Euclid.

I urge you to approve the petition of October 6, 2016 requesting four way stop signs at the intersection of Linden and Superior.

Thank you for your consideration.

--  
Doug Springer  
[dspringer01@gmail.com](mailto:dspringer01@gmail.com)  
708.203.5143

**Juliano, Jill**

---

0517-2 6.3 6/9
----------------------

**From:** Liz Cardwell <cardwell.liz@gmail.com>  
**Sent:** Tuesday, May 16, 2017 9:10 AM  
**To:** Juliano, Jill  
**Cc:** Matt Cardwell  
**Subject:** Linden/Superior Intersection

Hi Ms. Juliano,

I'm writing to submit my comments regarding the intersection at Linden and Superior. I would strongly encourage all-way stop signs. We walk our first grader to school every morning, and every morning, I feel nervous crossing Linden safely. There have been several times (I'd estimate 1-2 times/week) where there have been near accidents due to confusion about the intersection. Not only that, but the lack of stop sign seems to encourage speeding, especially in the mornings as people rush to get to OPRF high school or to work.

I'd like to strongly advocate for all-way stop signs at this intersection as soon as possible.

Thank you,

Liz Cardwell  
315 N East Avenue

**Juliano, Jill**

0517-2  
6.3  
7/9

**From:** Diane Menza <dmenza@lfirealestate.com>  
**Sent:** Tuesday, May 16, 2017 12:15 PM  
**To:** Juliano, Jill  
**Subject:** Stop Sign at Linden and Superior - 4 Way

I have lived at 406 Linden for over 25 years - the intersection at Linden and Superior has always been problematic, however, the 2-way stop sign on Superior at Linden has caused many problems and is a source of confusion for some drivers. The near traffic accidents are not reported - they are in fact almost a daily occurrence, since a vehicle stopped at Superior will inevitably pull out in front of Traffic on Linden. This is heightened whenever there is an event at the high school when vehicles not familiar with the area are searching for parking.

Please approve a 4 way stop at Linden and Superior.

Thanks,

**Diane Menza**  
**Partner**



9440 Enterprise Drive  
Mokena, Illinois 60448  
[dmenza@lfirealestate.com](mailto:dmenza@lfirealestate.com)  
Direct: (708) 768-6762  
Fax: (708) 478-7667

Please visit our website at: [www.LFIRealEstate.com](http://www.LFIRealEstate.com)

**Notice:** This e-mail is intended only for the addressee named above. IF you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited. Please reply to the sender that you have received the message in error, then delete it and any and all copies of it.

Thank you.

Think Green. Please do not print this email unless necessary

**Juliano, Jill**

0517-2

6.3

8/9

**From:** J Winstein <jwinstein@gmail.com>  
**Sent:** Tuesday, May 16, 2017 1:35 PM  
**To:** Juliano, Jill  
**Subject:** Stop sign at Linden and Superior

Dear Ms. Juliano, and Village of Oak Park Traffic Commissioners,

I think a 4-way stop at Linden and Superior is overdue.

My car was hit in this intersection by a grocery van traveling west (I was traveling south) who failed to stop at the sign several years ago.

It is not unusual to observe drivers "glide through" that intersection, going east to west, failing to see the north-south traffic (which can be obscured by parked cars, esp. in the 300 block of Linden).

There are near-misses almost every day and I think that a 4-way stop would increase safety and caution by all.

I am a 30+ resident of the 400 block of Linden. Traffic has increased substantially, especially at 3:05, when the HS lets out.

There are many young children who walk to Holmes School in these blocks, and they should be more protected too, I believe.

I hope that you will endorse a 4-way stop at the corners of Linden and Superior.

Thank you

Joan Winstein

**Juliano, Jill**

0517-2  
6.3  
9/9

**From:** Beryl Greenberg <berylgreenberg@gmail.com>  
**Sent:** Tuesday, May 16, 2017 4:52 PM  
**To:** Juliano, Jill  
**Cc:** gigi rowe  
**Subject:** stop sign at superior & linden

Hi Ms Juliano,

I am unable to attend the hearing regarding the stop sign at superior & linden, but I wanted to voice my support for this. My children and I walk by that intersection daily on our way to school and it is hazardous. Cars go too fast down Linden and don't look for pedestrians. No stop sign also encourages cars going south on linden to approach the corner of erie & linden at too fast of a pace, even though there is a stop sign there. it is a very congested corner with all of the high school activities.

Please add another YES vote for a stop sign at superior & linden!

Thank you,  
Beryl Greenberg & Family  
207 Linden Ave  
Oak Park

Best regards,

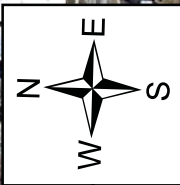


Beryl Greenberg, CPCC  
Executive Coach for Career Success in Marketing & Advertising



No matter where you begin, land spot on.

[Beryl@coachberyl.com](mailto:Beryl@coachberyl.com)  
[312-505-9212](tel:312-505-9212)  
[www.coachberyl.com](http://www.coachberyl.com)  
<http://www.linkedin.com/in/berylgreenberg>



0517-2  
6.4  
1/2

N RIDGELAND AVE

N ELMWOOD AVE

ONTARIO ST

Oak Park  
River Forest  
High School  
Campus

LAKE ST

Superior  
& Linden  
Intersection

SUPERIOR ST

N EAST AVE



CHICAGO AVE



LINDEN AVE

Alcuin  
Montessori  
School

N EUCLID AVE



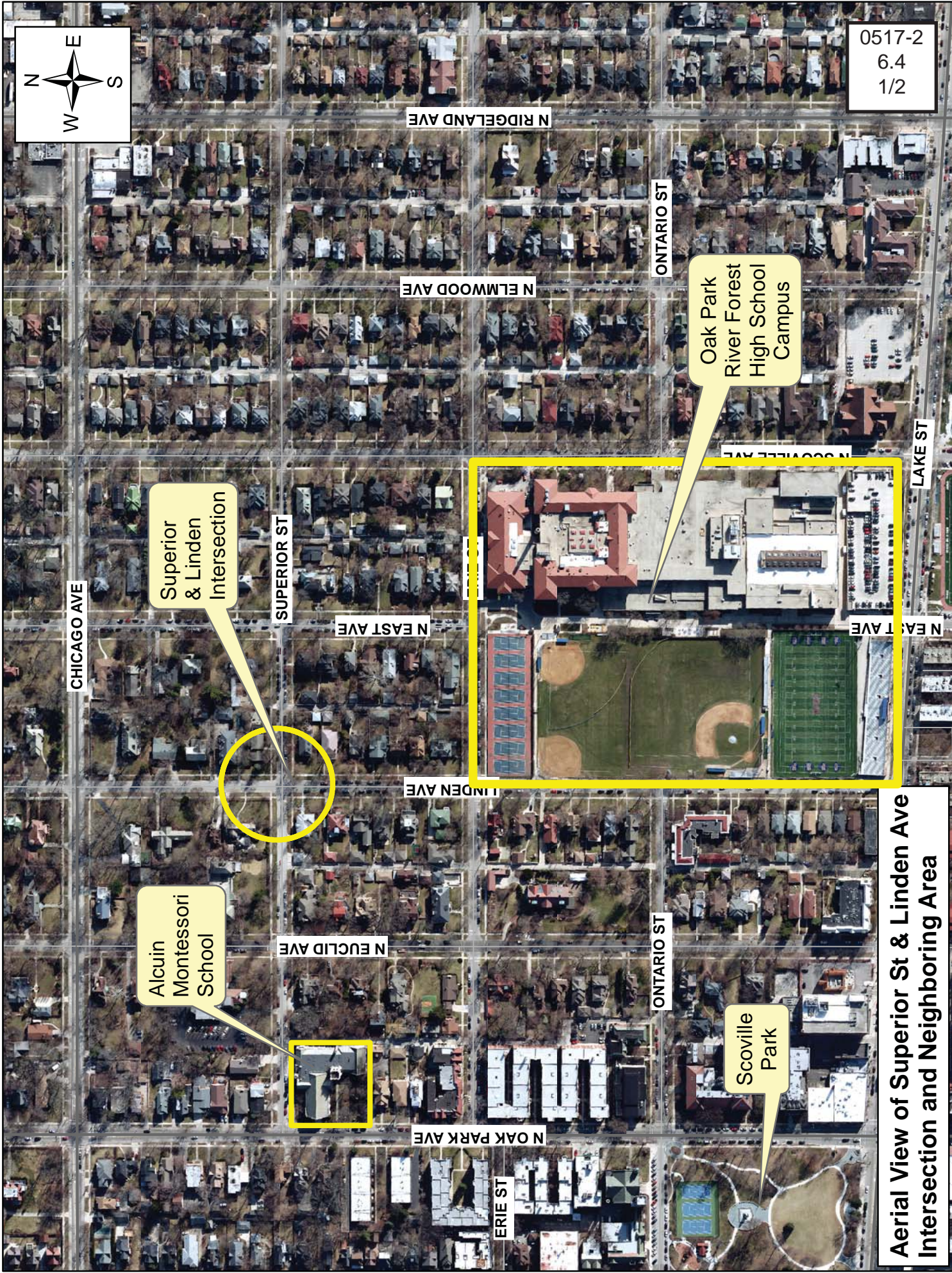
ONTARIO ST

Scoville  
Park

N OAK PARK AVE

ERIE ST

Aerial View of Superior St & Linden Ave  
Intersection and Neighboring Area



0517-2  
6.4  
2/2



SUPERIOR ST

LINDEN AVE

Anderson  
Park

Whittier  
School

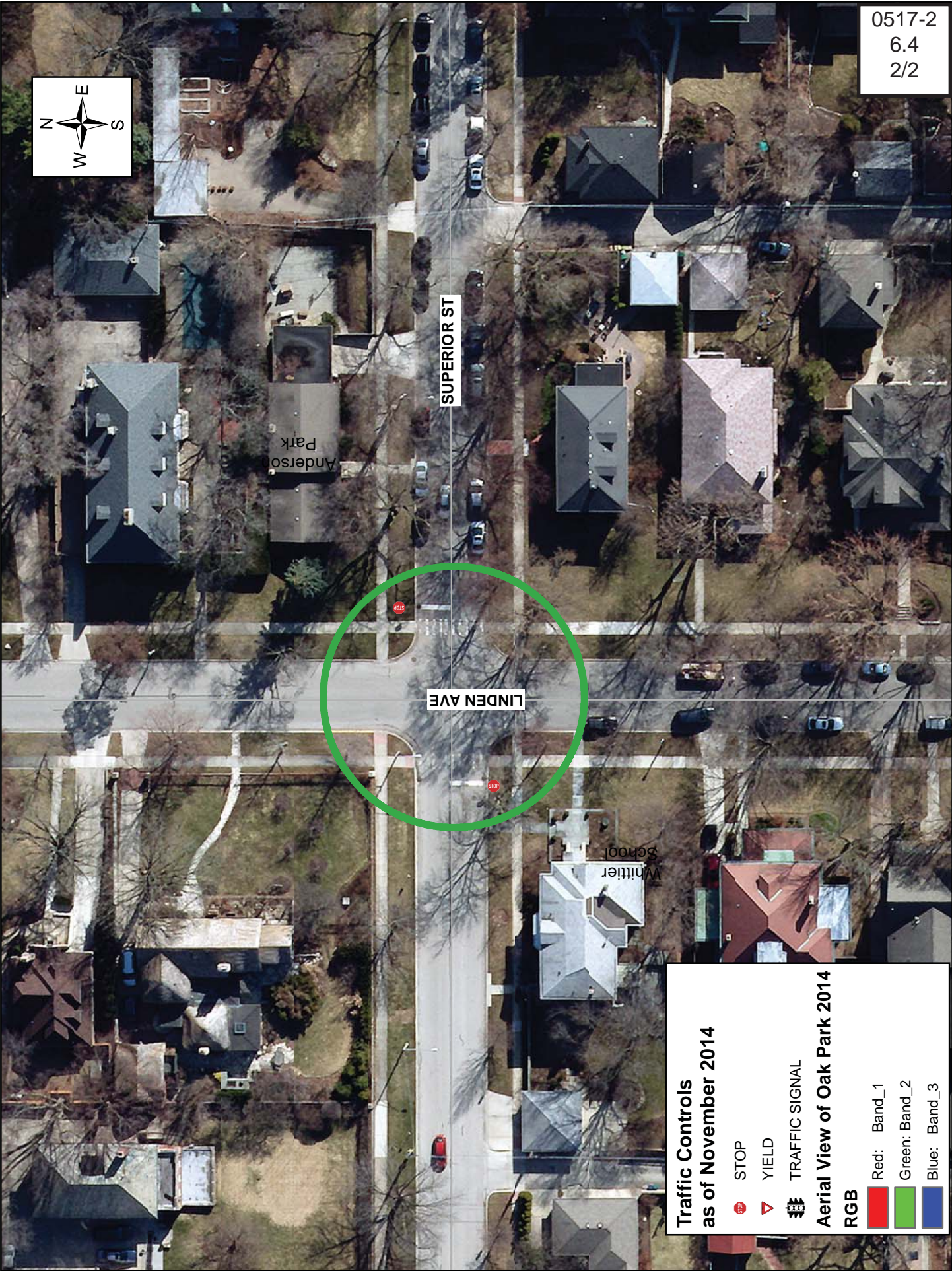
**Traffic Controls  
as of November 2014**

-  STOP
-  YIELD
-  TRAFFIC SIGNAL

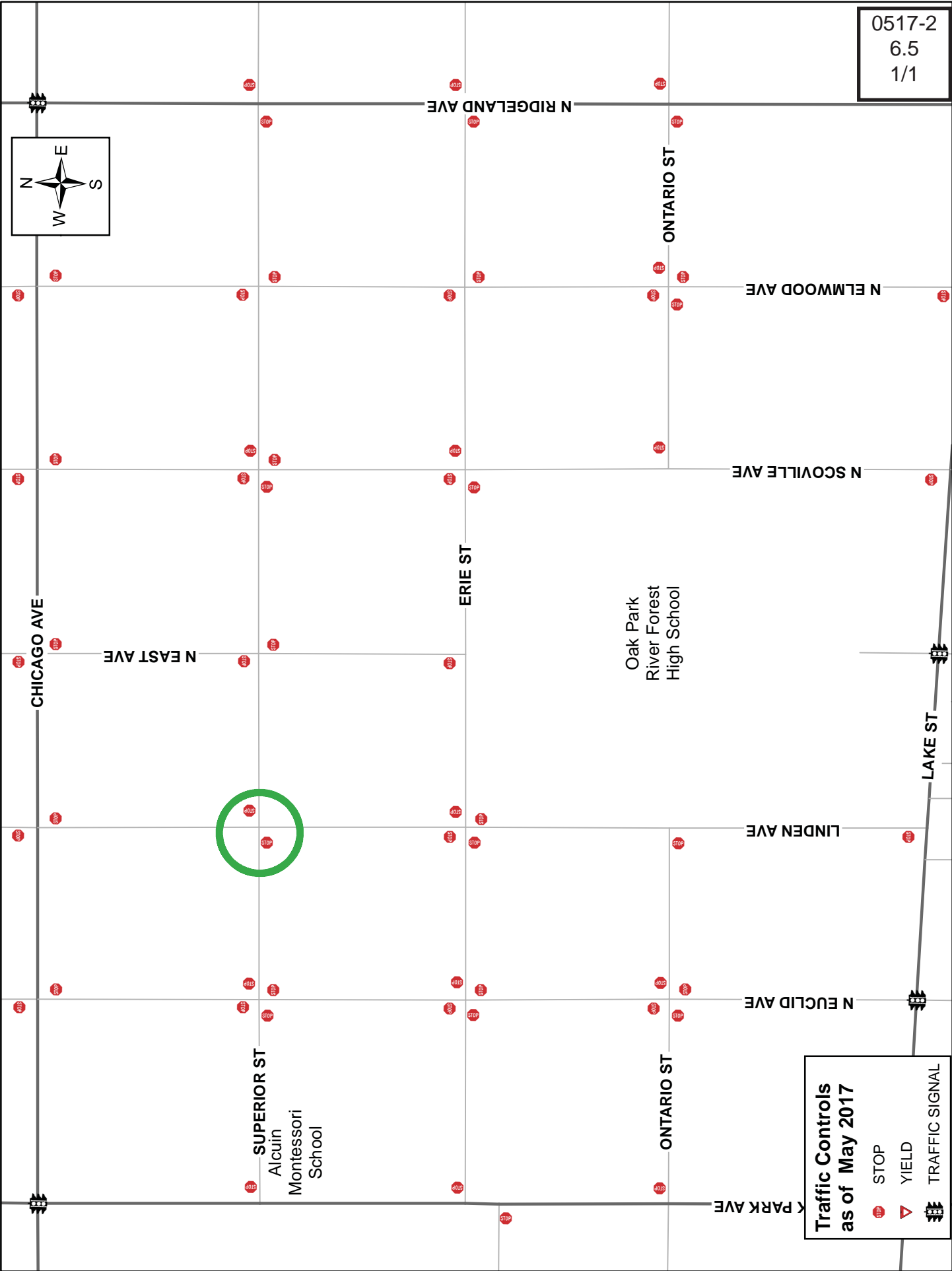
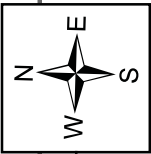
**Aerial View of Oak Park 2014**

RGB

-  Red: Band\_1
-  Green: Band\_2
-  Blue: Band\_3



0517-2  
6.5  
1/1



**Traffic Controls  
as of May 2017**

- STOP
- YIELD
- TRAFFIC SIGNAL

**SUPERIOR ST**  
Alcuin  
Montessori  
School

Oak Park  
River Forest  
High School





**LEGEND**  
XXX (YY mph) - Volume (85th Percentile Speed)

*Engineering  
Division*

Scale: 1" = Ft.  
By: JAJ Date: 05/17/17

Directional Vehicle Volumes and Speeds  
on the 300 & 400 blocks of Linden Ave  
and the 600 & 638 blocks of Superior St  
Traffic data was collected on  
Tuesday, April 11, 2017.

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
East Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

EB	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
		10	15	20	25	30	35	40	45	50	55	60	65	70	
	04/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	05:00	0	0	0	2	3	1	0	0	0	0	0	0	0	6
	06:00	0	2	1	2	1	2	0	0	0	0	0	0	0	8
	07:00	1	2	25	14	5	0	0	0	0	0	0	0	0	47
	08:00	0	2	10	8	0	0	0	0	0	0	0	0	0	20
	09:00	1	1	2	4	1	0	0	0	0	0	0	0	0	9
	10:00	0	2	4	4	2	0	0	0	0	0	0	0	0	12
	11:00	1	1	7	5	1	0	0	0	0	0	0	0	0	15
	12 PM	0	4	8	3	1	0	0	0	0	0	0	0	0	16
	13:00	1	0	4	4	1	0	0	0	0	0	0	0	0	10
	14:00	0	2	4	5	1	0	0	0	0	0	0	0	0	12
	15:00	1	4	9	9	2	0	0	0	0	0	0	0	0	25
	16:00	0	2	7	10	0	0	0	0	0	0	0	0	0	19
	17:00	0	1	9	12	7	2	0	0	0	0	0	0	0	31
	18:00	0	0	6	7	4	0	0	0	0	0	0	0	0	17
	19:00	0	0	3	5	2	0	0	0	0	0	0	0	0	10
	20:00	0	1	0	4	2	3	0	0	0	0	0	0	0	10
	21:00	0	0	1	3	0	2	0	0	0	0	0	0	0	6
	22:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	5	24	100	102	35	10	0	0	0	0	0	0	0	276

15th Percentile : 15 MPH  
50th Percentile : 20 MPH  
85th Percentile : 25 MPH  
95th Percentile : 29 MPH

Mean Speed(Average) : 21 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 202  
Percent in Pace : 73.2%  
Number of Vehicles > 25 MPH : 45  
Percent of Vehicles > 25 MPH : 16.3%

0517-2
6.6
2/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
East Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

WB Start Time	0		11		16		21		26		31		36		41		46		51		56		61		66		Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130		
04/11/17	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
06:00	0	1	1	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	13	
07:00	0	5	42	50	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	104	
08:00	0	4	8	15	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	38	
09:00	0	0	3	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14	
10:00	1	7	8	12	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	31	
11:00	2	1	5	9	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	22	
12 PM	1	3	5	7	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	19	
13:00	0	0	7	12	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	21	
14:00	1	1	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
15:00	2	5	12	20	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	44	
16:00	1	4	5	12	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	30	
17:00	0	2	10	19	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	41	
18:00	0	0	6	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	22	
19:00	0	1	6	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	18	
20:00	0	0	3	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	9	
21:00	0	0	5	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	12	
22:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
23:00	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	
<b>Total</b>	<b>8</b>	<b>35</b>	<b>137</b>	<b>217</b>	<b>59</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>471</b>	

15th Percentile : 16 MPH  
50th Percentile : 21 MPH  
85th Percentile : 25 MPH  
95th Percentile : 29 MPH

Statistics  
Mean Speed(Average) : 21 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 355  
Percent in Pace : 75.4%  
Number of Vehicles > 25 MPH : 74  
Percent of Vehicles > 25 MPH : 15.7%

0517-2
6.6
3/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
East Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

EB, WB	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	
04/11/17	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	3	3	1	0	0	0	0	0	0	0	7
06:00	0	3	2	11	2	3	0	0	0	0	0	0	0	21
07:00	1	7	67	64	12	0	0	0	0	0	0	0	0	151
08:00	0	6	18	23	10	1	0	0	0	0	0	0	0	58
09:00	1	1	5	12	2	2	0	0	0	0	0	0	0	23
10:00	1	9	12	16	5	0	0	0	0	0	0	0	0	43
11:00	3	2	12	14	6	0	0	0	0	0	0	0	0	37
12 PM	1	7	13	10	3	1	0	0	0	0	0	0	0	35
13:00	1	0	11	16	3	0	0	0	0	0	0	0	0	31
14:00	1	3	14	15	1	1	0	0	0	0	0	0	0	35
15:00	3	9	21	29	7	0	0	0	0	0	0	0	0	69
16:00	1	6	12	22	6	2	0	0	0	0	0	0	0	49
17:00	0	3	19	31	14	5	0	0	0	0	0	0	0	72
18:00	0	0	12	19	8	0	0	0	0	0	0	0	0	39
19:00	0	1	9	14	3	1	0	0	0	0	0	0	0	28
20:00	0	1	3	8	4	3	0	0	0	0	0	0	0	19
21:00	0	0	6	7	2	3	0	0	0	0	0	0	0	18
22:00	0	1	0	2	1	1	0	0	0	0	0	0	0	5
23:00	0	0	1	0	1	1	0	0	0	0	0	0	0	3
<b>Total</b>	<b>13</b>	<b>59</b>	<b>237</b>	<b>319</b>	<b>94</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>747</b>

15th Percentile : 15 MPH  
 50th Percentile : 21 MPH  
 85th Percentile : 25 MPH  
 95th Percentile : 29 MPH  
  
 Mean Speed(Average) : 21 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 557  
 Percent in Pace : 74.6%  
 Number of Vehicles > 25 MPH : 119  
 Percent of Vehicles > 25 MPH : 15.9%

0517-2
6.6
4/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
West Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

EB	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
		10	15	20	25	30	35	40	45	50	55	60	65	70	
	04/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
	06:00	0	0	0	4	2	0	0	0	0	0	0	0	0	6
	07:00	0	1	6	7	3	0	0	0	0	0	0	0	0	17
	08:00	1	3	12	10	0	0	0	0	0	0	0	0	0	26
	09:00	2	0	3	4	1	0	0	0	0	0	0	0	0	10
	10:00	0	2	5	5	1	0	0	0	0	0	0	0	0	13
	11:00	0	1	7	3	1	0	0	0	0	0	0	0	0	12
	12 PM	2	1	5	5	2	0	0	0	0	0	0	0	0	15
	13:00	0	1	4	7	0	0	0	0	0	0	0	0	0	12
	14:00	0	1	4	4	0	0	0	0	0	0	0	0	0	9
	15:00	0	3	8	10	1	0	0	0	0	0	0	0	0	22
	16:00	1	0	4	5	1	0	0	0	0	0	0	0	0	11
	17:00	0	2	6	7	1	0	0	0	0	0	0	0	0	16
	18:00	0	1	7	3	4	0	0	0	0	0	0	0	0	15
	19:00	0	0	1	5	1	0	0	0	0	0	0	0	0	7
	20:00	0	0	2	3	2	0	0	1	0	0	0	0	0	8
	21:00	0	0	2	4	0	0	0	0	0	0	0	0	0	6
	22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	6	17	77	87	22	0	0	1	0	0	0	0	0	210

15th Percentile : 15 MPH  
50th Percentile : 20 MPH  
85th Percentile : 24 MPH  
95th Percentile : 27 MPH

Statistics  
 Mean Speed(Average) : 21 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 164  
 Percent in Pace : 78.1%  
 Number of Vehicles > 25 MPH : 23  
 Percent of Vehicles > 25 MPH : 11.0%

0517-2
6.6
5/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
West Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

WB	Start Time	0		11		16		21		26		31		36		41		46		51		56		61		66		Total
		10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125	130	135	
04/11/17	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	05:00	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
	06:00	0	0	4	4	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10		
	07:00	0	1	57	44	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107		
	08:00	0	4	12	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37		
	09:00	0	1	4	6	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12		
	10:00	0	6	14	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28		
	11:00	1	1	6	11	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19		
	12 PM	0	5	6	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17		
	13:00	0	1	10	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20		
	14:00	0	1	13	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25		
	15:00	1	4	12	23	3	0	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43		
	16:00	0	6	10	16	1	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33		
	17:00	0	2	19	19	6	0	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46		
	18:00	0	5	9	6	2	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22		
	19:00	0	0	11	7	1	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19		
	20:00	0	1	6	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10		
	21:00	1	2	3	6	1	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13		
	22:00	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
	23:00	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
<b>Total</b>		<b>3</b>	<b>40</b>	<b>197</b>	<b>210</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>210</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>472</b>		

15th Percentile : 15 MPH  
50th Percentile : 19 MPH  
85th Percentile : 23 MPH  
95th Percentile : 24 MPH

Mean Speed(Average) : 20 MPH  
10 MPH Pace Speed : 16-25 MPH  
Number in Pace : 407  
Percent in Pace : 86.2%  
Number of Vehicles > 25 MPH : 22  
Percent of Vehicles > 25 MPH : 4.7%

0517-2
6.6
6/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
West Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

EB, WB	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	
04/11/17	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	2	1	0	0	0	0	0	0	0	0	5
06:00	0	0	4	8	4	0	0	0	0	0	0	0	0	16
07:00	0	2	63	51	7	1	0	0	0	0	0	0	0	124
08:00	1	7	24	31	0	0	0	0	0	0	0	0	0	63
09:00	2	1	7	10	2	0	0	0	0	0	0	0	0	22
10:00	0	8	19	13	1	0	0	0	0	0	0	0	0	41
11:00	1	2	13	14	1	0	0	0	0	0	0	0	0	31
12 PM	2	6	11	11	2	0	0	0	0	0	0	0	0	32
13:00	0	2	14	16	0	0	0	0	0	0	0	0	0	32
14:00	0	2	17	15	0	0	0	0	0	0	0	0	0	34
15:00	1	7	20	33	4	0	0	0	0	0	0	0	0	65
16:00	1	6	14	21	2	0	0	0	0	0	0	0	0	44
17:00	0	4	25	26	7	0	0	0	0	0	0	0	0	62
18:00	0	6	16	9	6	0	0	0	0	0	0	0	0	37
19:00	0	0	12	12	2	0	0	0	0	0	0	0	0	26
20:00	0	1	8	6	2	0	0	0	0	0	0	0	0	18
21:00	1	2	5	10	1	0	0	0	0	0	0	0	0	19
22:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
23:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>9</b>	<b>57</b>	<b>274</b>	<b>297</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>682</b>

15th Percentile : 15 MPH  
 50th Percentile : 20 MPH  
 85th Percentile : 24 MPH  
 95th Percentile : 26 MPH

Mean Speed(Average) : 20 MPH  
 10 MPH Pace Speed : 16-25 MPH  
 Number in Pace : 572  
 Percent in Pace : 83.9%  
 Number of Vehicles > 25 MPH : 45  
 Percent of Vehicles > 25 MPH : 6.6%

0517-2
6.6
7/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
North Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

NB Start Time	0		11		16		21		26		31		36		41		46		51		56		61		66		Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	00	05	10	15	20	25	30		
04/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
06:00	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
07:00	0	3	11	35	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	
08:00	0	2	10	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	
09:00	0	0	7	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
10:00	2	1	8	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
11:00	0	1	10	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
12 PM	1	0	6	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
13:00	0	0	7	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
14:00	1	0	11	13	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	
15:00	13	9	17	42	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	
16:00	1	2	9	39	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	
17:00	2	5	15	48	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	
18:00	0	2	16	32	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	
19:00	0	1	8	31	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	
20:00	0	1	4	21	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	
21:00	1	1	1	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
22:00	0	0	1	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
23:00	0	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
<b>Total</b>	<b>21</b>	<b>28</b>	<b>143</b>	<b>371</b>	<b>154</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>733</b>	

15th Percentile : 17 MPH  
 50th Percentile : 22 MPH  
 85th Percentile : 26 MPH  
 95th Percentile : 29 MPH

Statistics  
 Mean Speed(Average) : 22 MPH  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 526  
 Percent in Pace : 71.8%  
 Number of Vehicles > 25 MPH : 170  
 Percent of Vehicles > 25 MPH : 23.2%

0517-2
6.6
8/13



# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
North Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

SB	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
	04/11/17	10	15	20	25	30	35	40	45	50	55	60	65	70	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	1	1	0	0	0	0	0	0	0	0	1
	06:00	0	1	1	9	9	1	0	0	0	0	0	0	0	3
	07:00	0	3	27	42	24	3	1	0	0	0	0	0	0	21
	08:00	1	1	6	23	7	3	1	0	0	0	0	0	0	100
	09:00	1	8	8	6	3	0	0	0	0	0	0	0	0	42
	10:00	0	1	5	11	6	0	0	0	0	0	0	0	0	26
	11:00	0	0	3	7	8	0	0	0	0	0	0	0	0	23
	12 PM	0	0	7	9	8	3	0	0	0	0	0	0	0	18
	13:00	1	3	4	8	6	0	0	0	0	0	0	0	0	27
	14:00	1	3	4	7	7	0	0	0	0	0	0	0	0	22
	15:00	0	0	7	21	15	1	0	0	0	0	0	0	0	44
	16:00	0	1	14	14	15	1	0	0	0	0	0	0	0	45
	17:00	2	2	7	23	27	3	0	0	0	0	0	0	0	64
	18:00	1	1	9	21	20	2	0	0	0	0	0	0	0	54
	19:00	1	0	3	16	9	0	0	0	0	0	0	0	0	29
	20:00	0	2	2	9	5	2	0	0	0	0	0	0	0	20
	21:00	1	1	0	4	1	0	0	0	0	0	0	0	0	7
	22:00	0	1	1	0	2	1	0	0	0	0	0	0	0	5
	23:00	1	0	0	2	0	0	0	0	0	0	0	0	0	3
	Total	10	28	109	234	173	21	2	0	0	0	0	0	0	577

15th Percentile : 17 MPH  
 50th Percentile : 23 MPH  
 85th Percentile : 28 MPH  
 95th Percentile : 29 MPH  
  
 Mean Speed(Average) : 23 MPH  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 408  
 Percent in Pace : 70.7%  
 Number of Vehicles > 25 MPH : 196  
 Percent of Vehicles > 25 MPH : 34.0%

0517-2
6.6
9/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
North Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

NB, SB	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	
04/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00	0	0	1	10	3	0	0	0	0	0	0	0	0	14
06:00	0	1	1	15	14	1	0	0	0	0	0	0	0	32
07:00	0	6	38	77	33	3	1	0	0	0	0	0	0	158
08:00	1	3	16	51	15	3	1	0	0	0	0	0	0	90
09:00	1	8	15	17	8	0	0	0	0	0	0	0	0	49
10:00	2	2	13	21	9	0	0	0	0	0	0	0	0	47
11:00	0	1	13	19	12	0	0	0	0	0	0	0	0	45
12 PM	1	0	13	19	17	4	0	0	0	0	0	0	0	54
13:00	1	3	11	18	11	1	0	0	0	0	0	0	0	45
14:00	2	3	15	20	19	1	0	0	0	0	0	0	0	60
15:00	13	9	24	63	37	3	0	0	0	0	0	0	0	149
16:00	1	3	23	53	25	2	0	0	0	0	0	0	0	107
17:00	4	7	22	71	34	4	0	0	0	0	0	0	0	142
18:00	1	3	25	53	38	5	0	0	0	0	0	0	0	125
19:00	1	1	11	47	23	1	0	0	0	0	0	0	0	84
20:00	0	3	6	30	11	3	0	0	0	0	0	0	0	53
21:00	2	2	1	13	8	1	0	0	0	0	0	0	0	27
22:00	0	1	2	4	8	2	0	0	0	0	0	0	0	17
23:00	1	0	1	3	1	2	0	0	0	0	0	0	0	8
<b>Total</b>	<b>31</b>	<b>56</b>	<b>252</b>	<b>605</b>	<b>327</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1310</b>

15th Percentile : 17 MPH  
 50th Percentile : 22 MPH  
 85th Percentile : 27 MPH  
 95th Percentile : 29 MPH  
  
 Mean Speed(Average) : 23 MPH  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 934  
 Percent in Pace : 71.3%  
 Number of Vehicles > 25 MPH : 366  
 Percent of Vehicles > 25 MPH : 27.9%

0517-2
6.6
10/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
South Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

NB Start Time	0		11		16		21		26		31		36		41		46		51		56		61		66		Total
	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	00	05	10	15	20	25	30		
04/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	1	0	0	5	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
06:00	0	0	0	0	5	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12	
07:00	0	0	14	0	19	0	2	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	
08:00	0	0	5	0	16	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	
09:00	0	1	6	0	4	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
10:00	2	3	6	0	2	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
11:00	4	8	7	0	3	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
12 PM	0	0	5	0	15	0	9	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33	
13:00	2	0	6	0	5	0	6	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22	
14:00	0	3	10	0	12	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	
15:00	3	6	16	0	23	0	61	61	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	111	
16:00	5	3	14	0	13	0	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	
17:00	1	3	20	0	19	0	52	52	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	96	
18:00	1	4	9	0	27	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	
19:00	0	0	8	0	18	0	30	30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	59	
20:00	1	0	6	0	13	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	
21:00	0	1	1	0	10	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
22:00	0	0	1	0	8	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
23:00	0	1	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
<b>Total</b>	<b>19</b>	<b>35</b>	<b>134</b>	<b>372</b>	<b>220</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>815</b>	

15th Percentile : 17 MPH  
 50th Percentile : 22 MPH  
 85th Percentile : 28 MPH  
 95th Percentile : 29 MPH

Statistics  
 Mean Speed(Average) : 23 MPH  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 593  
 Percent in Pace : 72.8%  
 Number of Vehicles > 25 MPH : 255  
 Percent of Vehicles > 25 MPH : 31.3%

0517-2
6.6
11/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
South Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

SB	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
	04/11/17	10	15	20	25	30	35	40	45	50	55	60	65	70	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	1	1	0	0	0	0	0	0	0	0	0	1
	06:00	0	0	2	8	12	1	0	0	0	0	0	0	0	2
	07:00	0	1	10	40	28	10	0	0	0	0	0	0	0	23
	08:00	0	0	7	16	16	4	1	0	0	0	0	0	0	89
	09:00	5	4	6	10	0	0	0	0	0	0	0	0	0	44
	10:00	3	1	8	9	7	0	0	0	0	0	0	0	0	25
	11:00	4	7	3	7	5	1	0	0	0	0	0	0	0	28
	12 PM	1	0	2	10	8	1	0	0	0	0	0	0	0	27
	13:00	0	1	4	7	5	0	0	0	0	0	0	0	0	22
	14:00	0	0	7	8	5	0	0	0	0	0	0	0	0	17
	15:00	1	0	10	19	9	3	0	0	0	0	0	0	0	20
	16:00	1	4	6	24	7	1	0	0	0	0	0	0	0	42
	17:00	1	1	13	30	14	1	0	0	0	0	0	0	0	43
	18:00	0	1	9	28	14	3	0	0	0	0	0	0	0	59
	19:00	0	0	4	12	7	2	0	0	0	0	0	0	0	55
	20:00	1	1	0	9	10	1	1	0	0	0	0	0	0	25
	21:00	0	0	1	8	2	0	0	0	0	0	0	0	0	23
	22:00	0	0	0	1	1	1	0	0	0	0	0	0	0	11
	23:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
	<b>Total</b>	<b>17</b>	<b>22</b>	<b>94</b>	<b>247</b>	<b>152</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>563</b>

15th Percentile : 17 MPH  
 50th Percentile : 23 MPH  
 85th Percentile : 28 MPH  
 95th Percentile : 30 MPH  
  
 Mean Speed(Average) : 23 MPH  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 400  
 Percent in Pace : 71.0%  
 Number of Vehicles > 25 MPH : 183  
 Percent of Vehicles > 25 MPH : 32.5%

0517-2
6.6
12/13

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

Oak Park  
Linden & Superior  
South Leg

Date Start: 11-Apr-17  
Date End: 11-Apr-17

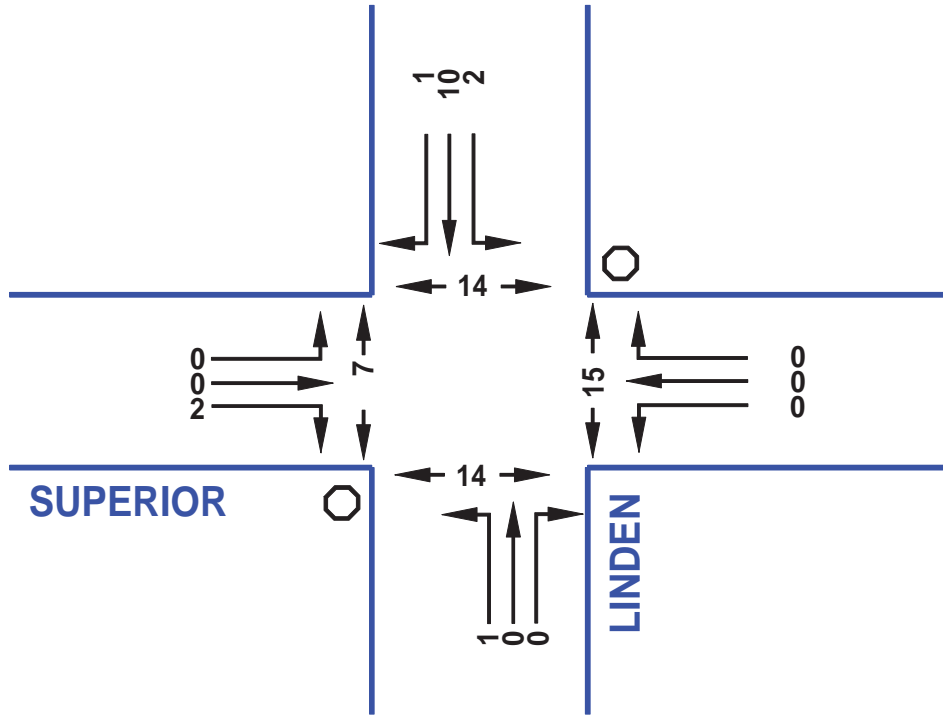
NB, SB	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
Start Time	10	15	20	25	30	35	40	45	50	55	60	65	70	
04/11/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
05:00	0	1	1	8	5	1	0	0	0	0	0	0	0	16
06:00	0	0	2	12	17	3	1	0	0	0	0	0	0	35
07:00	0	1	24	85	47	12	0	0	0	0	0	0	0	169
08:00	0	0	12	36	32	5	1	0	0	0	0	0	0	86
09:00	5	5	12	20	4	1	0	0	0	0	0	0	0	47
10:00	5	4	14	18	9	0	0	0	0	0	0	0	0	50
11:00	8	15	10	13	8	1	0	0	0	0	0	0	0	55
12 PM	1	0	7	19	23	4	1	0	0	0	0	0	0	55
13:00	2	1	10	13	10	2	1	0	0	0	0	0	0	39
14:00	0	3	17	24	17	3	0	0	0	0	0	0	0	64
15:00	4	6	26	80	32	4	1	0	0	0	0	0	0	153
16:00	6	7	20	60	20	2	0	0	0	0	0	0	0	115
17:00	2	4	33	82	33	0	1	0	0	0	0	0	0	155
18:00	1	5	18	58	41	8	0	0	0	0	0	0	0	131
19:00	0	0	12	42	25	4	1	0	0	0	0	0	0	84
20:00	2	1	6	26	23	3	1	0	0	0	0	0	0	62
21:00	0	1	2	18	12	1	0	0	0	0	0	0	0	34
22:00	0	0	1	4	9	2	0	0	0	0	0	0	0	16
23:00	0	2	0	1	4	1	0	0	0	0	0	0	0	8
<b>Total</b>	<b>36</b>	<b>57</b>	<b>228</b>	<b>619</b>	<b>372</b>	<b>58</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1378</b>

15th Percentile : 17 MPH  
 50th Percentile : 22 MPH  
 85th Percentile : 28 MPH  
 95th Percentile : 29 MPH  
  
 Mean Speed(Average) : 23 MPH  
 10 MPH Pace Speed : 21-30 MPH  
 Number in Pace : 993  
 Percent in Pace : 72.1%  
 Number of Vehicles > 25 MPH : 438  
 Percent of Vehicles > 25 MPH : 31.8%

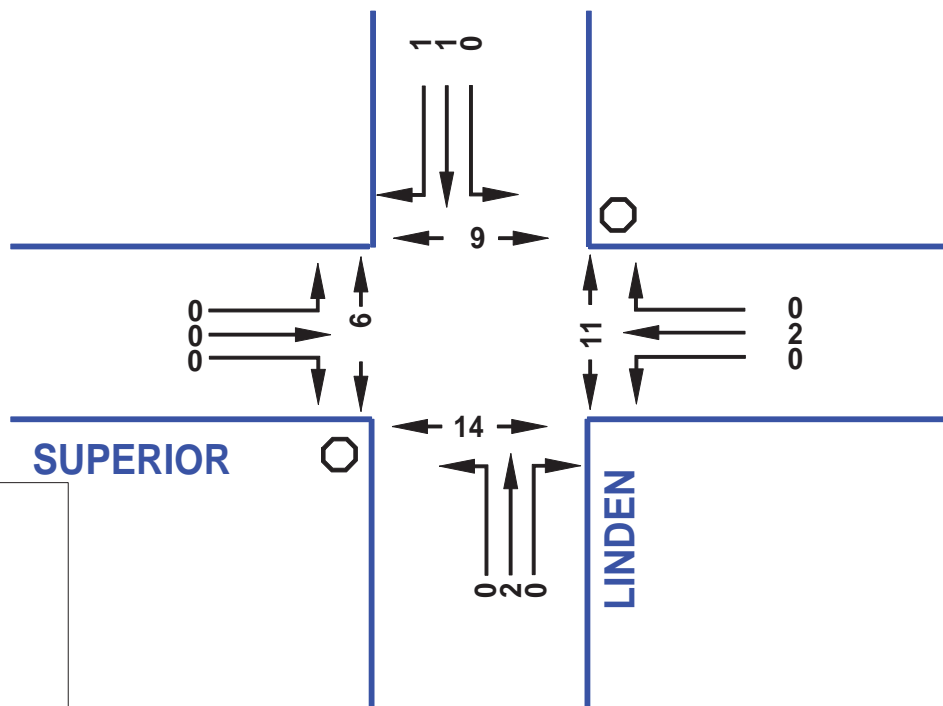
0517-2
6.6
13/13



**Collection Time Period: 7:00AM-9:00AM**



**Collection Time Period: 2:00PM-4:00PM**



**Legend**

X - bike volume  
Y - pedestrian volume

*Engineering  
Division*

Scale: 1" = Ft.  
By: JAJ Date: 05/17/17

**Peak Hour Pedestrian & Bike Counts  
Superior Street & Linden Avenue  
Tuesday, April 11, 2017**

# Fish Transportation Group

801 South Blvd Suite 5  
Oak Park, IL 60302

0517-2

6.7

2/2

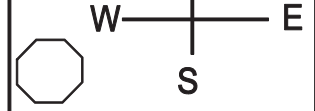
Oak Park  
Linden Avenue & Superior Street

Groups Printed- Bikes

Start Time	Linden Avenue From North				Superior Street From East				Linden Avenue From South				Superior Street From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
07:15 AM	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	2	6
07:30 AM	0	5	1	1	0	0	0	4	0	0	1	3	1	0	0	0	16
07:45 AM	0	4	1	3	0	0	0	3	0	0	0	5	0	0	0	4	20
<b>Total</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>45</b>
08:00 AM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
08:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	5
08:30 AM	1	0	0	3	0	0	0	3	0	0	0	1	0	0	0	0	8
08:45 AM	0	0	0	1	0	0	0	2	0	0	0	1	1	0	0	0	5
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>
***No Data***																	
02:00 PM	0	0	0	0	0	1	0	3	0	0	0	2	0	0	0	0	6
02:15 PM	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	4	8
02:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
***No Data***																	
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>15</b>
03:00 PM	0	0	0	1	0	0	0	4	0	1	0	1	0	0	0	2	9
03:15 PM	0	0	0	2	0	0	0	2	0	1	0	2	0	0	0	0	7
03:30 PM	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	0	7
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24</b>
<b>Grand Total</b>	<b>2</b>	<b>11</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>105</b>
Aprch %	5.3	28.9	5.3	60.5	0	7.1	0	92.9	0	8.3	4.2	87.5	13.3	0	0	86.7	
Total %	1.9	10.5	1.9	21.9	0	1.9	0	24.8	0	1.9	1	20	1.9	0	0	12.4	

0517-2  
6.8  
1/1

## VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1995 - DEC 1997  
 UNCONTROLLED INTERSECTION 12/31/1997  
 1996 - 1998 # OF CRASHES = 6, ADT = 1,759  
 1998 CRASH RATE = 3.12 Acc/MEV  
 CRITICAL CRASH RATE = 0.860 Acc/MEV  
 EAST-WEST STOP CONTROLS INSTALLED 03/29/2000  
 2014 - 2017 # OF CRASHES = 0, ADT = 2,073  
 2017 CRASH RATE = 0.000 Acc/MEV

Superior St

---

Linden Ave

2014 = 0  
 2015 = 0  
 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 Superior Street and Linden Avenue  
 PERIOD: 36 Months FROM: May 2014 TO: April 2017  
 BY: JAJ DATE: May 15, 2017 NO SCALE





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

0517-2  
6.9  
1/1

May 10, 2017

TO: RESIDENTS OF THE 300 & 400 BLOCKS OF NORTH EAST AVENUE  
RESIDENTS OF THE 300 & 400 BLOCKS OF LINDEN AVENUE  
RESIDENTS OF THE 300 & 400 BLOCKS OF NORTH EUCLID AVENUE  
RESIDENTS OF THE 600 & 638 BLOCKS OF CHICAGO AVENUE  
RESIDENTS OF THE 600 & 638 BLOCKS OF ERIE STREET  
RESIDENTS OF THE 600 & 638 BLOCKS OF SUPERIOR STREET

RE: PETITION TO UPGRADE TO ALL-WAY STOP SIGNS AT THE INTERSECTION OF  
SUPERIOR STREET AND LINDEN AVENUE

Dear Resident:

The Village of Oak Park has received a petition to upgrade from the existing east-west stop signs to all-way stop signs at the intersection of Superior Street and Linden Avenue.

The Transportation Commission is scheduled to review this petition at its upcoming public meeting being held at 7:00 PM on Monday, May 22, 2017, in the Council Chambers of 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, May 17, 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, May 19th 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

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

<b>Item Title:</b> Continued Development of the Traffic Calming Toolbox
Review Date: <u>May 22, 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) review the Fire Department's memorandum regarding traffic calming devices impacts to the Fire Department, (2) approve the updated traffic calming device summary table as first reviewed on May 10, 2017, (3) review the scoring of thirteen traffic related items that the Commission has reviewed in previous meetings, and (4) additional discussion on the scoring criteria based on the thirteen scored traffic related items..
Supporting Documentation Is Attached

# Memorandum

0517-2

7.2

1/4

Date: May 22, 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 7.3 is a May 15, 2017 memorandum from Deputy Fire Chief Peter Pilafas entitled "Traffic Calming Devices (Speed Humps, Tables and Bumps) Impacts to Fire Department. The memorandum indicates that the Fire Department responded to a total of 807 emergency and non-emergency incidents in districts 2A and 2B from September 2015 through May 2017. Districts 2A and 2B encompass the northern part of the Village of Oak Park. Overall response time for the Fire Department was five minutes and thirty-one seconds for districts 2A & 2B. Fire emergency response time is measured from the time the 9-1-1 call is received to the moment when the first unit arrives on the scene. Deputy Pilafas verbally indicated to me that approximately ninety-five percent of the responses were handled by the North Fire Station and the remaining five percent were handled by the Central Fire Station. The memorandum concludes with the Fire Departments recommendations regarding the traffic calming toolbox.

Exhibit 7.4 is an updated version of the traffic calming devices summary table as reviewed by the Commission at its May 10th meeting. Traffic calming devices that the Commission did not want to include in the toolbox have been deleted. Also, the notation "NBF" has been added to those devices that the Commission decided were not bicycle friendly. If the Commission agrees with the contents of the updated table, then these will be the traffic calming devices that will be presented to the Village Board of Trustees for approval.

Exhibit 7.5 is a summary table that uses the draft scoring criteria to apply scores to thirteen petitioned for traffic related items that the Commission has reviewed over the past five years. These items include six intersections and seven road segments. The draft criteria requires a minimum score of 25 points in order for the petition to be brought before the Transportation Commission for review. The scoring ranged between 29 and 62 points. Included below each score is the recommendations made by the Transportation Commission for the items.

# Memorandum

0517-2

7.2

2/4

Questions to be discussed at tonight's meeting include:

- (1) How should the total score be interpreted in order to recommend the most appropriate traffic calming device for that particular case.
- (2) For street intersections, the number of crashes is simply the number of crashes that have occurred within one-hundred feet of the intersection. How should crashes be counted for street segments? Should crashes at the intersection at the ends of the street segment be included in the number of crashes for the street segment? If so, should they carry the same weight as crashes that occur somewhere mid-block on the street segment? Vehicle crashes at the ends of the street segments were included in calculating the crash score for the seven street segments.
- (3) Should vehicle speeds be scored the same for street intersections versus for street segments? For scoring vehicle speeds at street intersections, the entering 85th percentile speed on the four legs of the intersection was used, while for street segments, the midblock-two-direction 85th percentile speed was used.

For a street intersection, the methodology to calculate the overall 85th percentile speed is as follows.

$$\begin{array}{r} \text{leg 1 entering ADT} \times \text{leg 1 entering 85th speed} = \text{result 1} \\ \text{leg 2 entering ADT} \times \text{leg 2 entering 85th speed} = \text{result 2} \\ \text{leg 3 entering ADT} \times \text{leg 3 entering 85th speed} = \text{result 3} \\ \text{leg 4 entering ADT} \times \text{leg 4 entering 85th speed} = \text{result 4} \\ \hline \text{sum of 4 leg ADT's} \qquad \qquad \qquad \text{Sum of 4 results} \end{array}$$

Therefore, the overall 85th percentile speed for the intersection equals the sum of the four results divided by the sum of the ADT's of the four legs.

For the Randolph and Grove intersection, the overall 85th percentile speed used for scoring purposes at street intersections was calculated to be:

$$\begin{array}{r} 299 \text{ ADT} \times 25 \text{ mph} = 7,475 \\ 763 \text{ ADT} \times 24 \text{ mph} = 18,312 \\ 454 \text{ ADT} \times 26 \text{ mph} = 11,804 \\ \hline 2,362 \text{ ADT} \times 26 \text{ mph} = 61,412 \\ 3,878 \text{ ADT} \qquad \qquad \qquad 99,003 \end{array}$$

$$99,003 \div 3,878 = 25.5 \text{ mph overall entering 85th percentile speed.}$$

# Memorandum

0517-2

7.2

3/4

For street segments such as the 1200 block of Woodbine, the 85th percentile speed was calculated using the midblock northbound and southbound speed data. In this case the ADT was calculated as:

$$\begin{array}{r} \text{SB} - 710 \text{ ADT} \times 31 \text{ mph} = 22,010 \\ \text{NB} - 212 \text{ ADT} \times 30 \text{ mph} = 6,360 \\ \hline 922 \text{ ADT} \qquad \qquad \qquad 22,370 \end{array}$$

22,370 / 922 = 30.8 mph (31 mph) two-way 85th percentile speed.

(4) Should vehicle volumes be scored the same for street intersections versus for street segments? For scoring vehicle volumes at street intersections, the entering ADT (24 hour average daily traffic) values for all four legs of the intersection were added together to arrive at the total vehicle ADT entering the intersection. For street segments, the ADT volumes for both directions of traffic were added together. The primary difference for scoring vehicle volumes is that the sum of the volume of two streets is being used to score street intersections, while the vehicle volume of only one street is being used to score street segments.

(5) Should the Pedestrian Traffic Generator scoring be revised for the following reasons. Under the current scoring system, 5 points are awarded if there are any schools, parks, libraries, churches, or CTA stations located within 1 block (660 ft.) and 3 points are awarded if there are any schools, parks, libraries, churches, or CTA stations located within 2 blocks (661 to 1,320 feet) to 3 blocks (1,321 to 1,980 ft.) of the location being reviewed. The criteria uses the phrase "2 to 3 blocks". This implies that 3 points are awarded for traffic generators within 661 to 1,980 feet. In other words, the three block coverage area encompasses the two block coverage area. There is no need for both under the current scoring system.

Staff is recommending (1) that the 2 block (1/4 mile) criteria be eliminated, or (2) the 3 block (3/8 mile) criteria be eliminated, or (3) that different scores be given for the 2 block and 3 block criteria's.

(6) For the Bike routes / Non-Bike Routes criteria, the bike route description of each score should be revised to match the bike route description used in the Village's Bicycle plan. Exhibit 7.6 shows the various bicycle route maps as found in the Neighborhood Greenways System Study & Bike Share Feasibility Study, adopted on July 20, 2015.

# Memorandum

0517-2

7.2

4/4

## Draft Scoring Table

- "not a proposed bike route / boulevard" = 3 pts.
- "alternate bike route / route boulevard" = 6 pts.
- "bike route / boulevard" = 10 pts.

## Bicycle Plan Maps

- Neighborhood Greenway
- Dedicated Bike Lane
- Marked share Lane
- Bike Boulevard

From where did the Commission gets its terminology?

**Oak Park Fire Department**

# Memo

**To:** Transportation Commission

**From:** Deputy Fire Chief Peter Pilafas

**cc:** Fire Chief Thomas Ebsen

**Date:** May 15, 2017

**Re:** Traffic Calming Devices (Speed Humps, Tables and Bumps) Impacts to Fire Department

---

The Oak Park Fire Department is committed to providing quality emergency services to the community as quickly and efficiently as possible. Our goal is to maintain or improve OPFD's average response time. Towards that effort, OPFD uses 4-5 minutes as our evaluation criteria when reviewing the installation of traffic calming devices that impede our ability to provide emergency services.

**Response Time Goals:**

The VOP Transportation Commission must consider the delay added by traffic calming measures to emergency response and emergency response time goals. Any delay entails some added risk to life and property. But the risk may be acceptable as long as response time goals continue to be met.

**Fire Department Concerns with Speed Hump**

- Cause a "rough ride" for all drivers, and can cause pain for people with certain skeletal disabilities.
- Force large vehicles, such as emergency vehicles and those with rigid suspensions, to travel at slower speeds.
- May increase noise and air pollution
- Cannot be used on Emergency Response Routes
- Delay in providing emergency services to the community
- Speed humps being installed at such a rapid rate that all local streets would soon be treated
- Speed Humps once limited to local streets will be extended to higher order streets that serve as primary emergency response routes.

**OPFD Statistics & Study: Northern Part of the Village of Oak Park**

The Fire Department responded to a total of 807 emergency and non-emergency incidents in districts 2A and 2B from September 2015 – May 2017. See Attached Map: Districts 2A and 2B encompass the northern part of the Village of Oak Park. Overall response time for the Fire Department was 00:05:31 for districts 2A & 2B. Fire emergency response time is measured from the time the 9-1-1 call is received to the moment when the first unit arrives on the scene.

On May 15, 2017 the Oak Park Fire Department conducted a time study on 1200 block of Woodbine that currently has a speed table. The purpose of this study was to determine what type of delay impact the speed table had on different emergency vehicles.

The 1100 block of Woodbine was used to determine the time of the vehicles with no traffic calming device. All vehicles started from the stop position and proceeded to 25 mph and ended at a complete stop on both streets.

On the 1200 block of Woodbine vehicles conducted the same test but reduced their speed while driving over the speed table at 5 mph. The vehicles that participated in the test were Ford Expedition, Ford F450 Ambulance and Central State Fire Engine.

**Results:**

The results from the study indicated on average a 10 seconds delay for the Ambulance & Engine due to the speed table. The Ford Expedition resulted in only having a 5 second delay. This study concluded that the speed table on Woodbine is effective in reducing traffic speeds but will also have an effect on the Fire Department's response time.

**Recommendations:**

The Fire Department is very supportive of the traffic calming toolbox that the transportation commission and staff are working on. We are not supportive of the speed hump, speed lumps, speed cushions, speed tables, speed kidneys, raised crosswalks and raised intersection because these devices delay emergency services to the community. The toolbox has other alternative traffic calming options that will result in reducing traffic and speed without delaying public safety.

If you have any questions or concerns, please feel free to contact me.

Respectfully submitted,

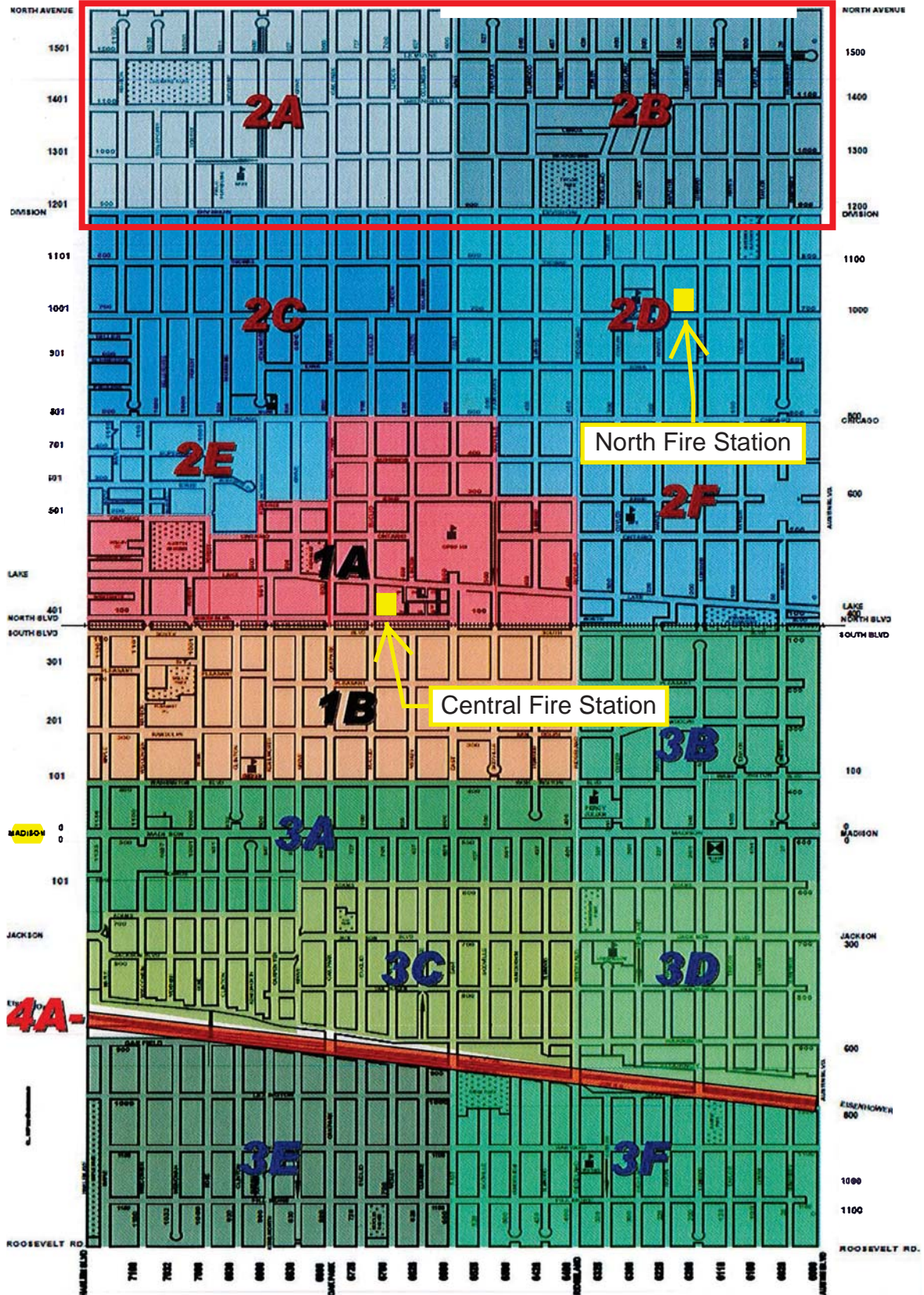
Peter J. Pilafas  
Deputy Fire Chief



OAK PARK FIRE DEPARTMENT CALL VOLUME SEPTEMBER 2015 - MAY 2017  
DISTRICT 2A & 2B,

0517-2  
7.3  
3/4

807 INCIDENTS 2A & 2B: OVERALL AVERAGE RESPONSE TIME 00:05:31



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									

Traffic Calming Measures as reviewed and recommended by the Village of Oak Park's Fire, Police, and Public Works Departments in March 2017 and reviewed by the Transportation Commission on May 10, 2017

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) - NBF	✓				✓	✓			
Center Island Narrowing / Pedestrian Refuge (Page 14)	✓					✓		✓	
One-Lane and Two-Lane Chokers (Page 15 and 16) - NBF	✓					✓		✓	
	✓					✓		✓	
			✓	✓				✓	
Chicane (Page 19)	✓				✓	✓			
Lateral Shift (Page 20)				✓	✓	✓			
Realigned Intersection (Page 21)				✓	✓	✓			
Medians & Partial Medians (Page 22)				✓	✓	✓			
				✓		✓		✓	
<b>Speed Hump (Page 23) - Not recommended by Staff</b>					✓	✓	✓		
				✓		✓		✓	
				✓	✓				✓
<b>Speed Table (Page 26) - Not recommended by Staff</b>					✓	✓	✓		
						✓	✓		
<b>Raised Crosswalk (Page 28) - Not recommended by Staff</b>					✓	✓	✓		
<b>Raised Intersection (Page 29) - Not recommended by Staff</b>					✓	✓	✓		
<b>Level 4 - Street Closures</b>									
				✓	✓	✓			
Median Barrier (Page 34)				✓	✓	✓			
Forced Turn Island (Page 35)				✓	✓	✓			
One-Way and Two-Way Street Conversion (Page 36)			✓	✓	✓	✓			
				✓	✓	✓			
One-Way Couplet Conversions (Page 37)				✓	✓	✓			
<b>Full Closure (Page 30) - Not recommended by Staff</b>						✓	✓*	✓	
<b>Partial Closure (Page 31) - Not recommended by Staff</b>				✓	✓	✓			
				✓		✓		✓	
reviewed by the three departments in March 2017									
reviewed by the Transportation Commission on May 10, 2017									
NBF = Not Bicycle Friendly									

Applying DRAFT Criteria to score 13 previously reviewed items by the Transportation Commission

Measure	Maximum Number of Points	DRAFT Criteria Detail as approved by the Transportation Commission at its 03/20/2017 meeting	0816-1 upgrade to all-way stop signs at Grove and Berkshire		0216-1 upgrade to all-way stop signs at Jackson and Cuyler		0116-1 & 0416-1 upgrade to all-way stop signs at Thomas and Lombard																																														
			value	score	value	score	value	score																																													
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	1 <sup>a</sup>	5	2 <sup>a</sup>	5	1 <sup>a</sup>	5																																													
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	26.3 <sup>b</sup>	8	vehicle speeds not taken	4 <sup>b</sup>	26 <sup>b</sup>	4																																													
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	1857 <sup>c</sup>	10	6584 <sup>c,i</sup>	20	1799 <sup>c</sup>	10																																													
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	3+5	8	5+5+5	15	5+5+3	13																																													
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	not bike route	3	marked shared lane	10	neighborhood greenways network	10																																													
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">51% petitions</th> <th colspan="2">75% petitions</th> <th colspan="2">% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td>51% - 59%</td> <td>= 10 points</td> <td>75% - 78%</td> <td>= 10 points</td> <td colspan="2">Less than 10 or 16 replies</td> <td>= - 0 points</td> </tr> <tr> <td>60% - 68%</td> <td>= 11</td> <td>79% - 82%</td> <td>= 11</td> <td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> <td>1%</td> <td>= - 1 point</td> </tr> <tr> <td>69% - 77%</td> <td>= 12</td> <td>83% - 86%</td> <td>= 12</td> <td>21%</td> <td>= - 2</td> </tr> <tr> <td>78% - 86%</td> <td>= 13</td> <td>87% - 90%</td> <td>= 13</td> <td>41%</td> <td>= - 3</td> </tr> <tr> <td>87% - 95%</td> <td>= 14</td> <td>91% - 94%</td> <td>= 14</td> <td>61%</td> <td>= - 4</td> </tr> <tr> <td>96% - 100%</td> <td>= 15</td> <td>95% - 100%</td> <td>= 15</td> <td>81%</td> <td>= - 5 points</td> </tr> </tbody> </table>	51% petitions		75% petitions		% of negative replies		Subtract	51% - 59%	= 10 points	75% - 78%	= 10 points	Less than 10 or 16 replies		= - 0 points	60% - 68%	= 11	79% - 82%	= 11	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	= - 1 point	69% - 77%	= 12	83% - 86%	= 12	21%	= - 2	78% - 86%	= 13	87% - 90%	= 13	41%	= - 3	87% - 95%	= 14	91% - 94%	= 14	61%	= - 4	96% - 100%	= 15	95% - 100%	= 15	81%	= - 5 points	53.7%	10	74%	12	57.5%	10
51% petitions		75% petitions		% of negative replies		Subtract																																															
51% - 59%	= 10 points	75% - 78%	= 10 points	Less than 10 or 16 replies		= - 0 points																																															
60% - 68%	= 11	79% - 82%	= 11	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	= - 1 point																																															
69% - 77%	= 12	83% - 86%	= 12		21%	= - 2																																															
78% - 86%	= 13	87% - 90%	= 13		41%	= - 3																																															
87% - 95%	= 14	91% - 94%	= 14		61%	= - 4																																															
96% - 100%	= 15	95% - 100%	= 15		81%	= - 5 points																																															
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)		44		62		52																																													
Transportation Commission Recommendation			upgrade to all-way stop signs		install RRFB flashing lights		upgrade to all-way stop signs																																														

Created 8/18/2016 Notes:  
 Revised 5/10/2017 a = crashes at intersections  
 test scoring 5/17/2017 b = 4-leg entering volumes and 85th percentile speeds  
 c = 4-leg entering volumes  
 d = 2-way midblock volumes, speeds, crashes  
 e = includes crashes at both intersections at the end of the road segment  
 f = 9 month crash history  
 g = 24 month crash history  
 h = 2-leg entering speeds  
 i = collector street

Applying DRAFT Criteria to score 13 previously reviewed items by the Transportation Commission

Measure	Maximum Number of Points	DRAFT Criteria Detail as approved by the Transportation Commission at its 03/20/2017 meeting	0216-1 upgrade to all-way stop signs at Berkshire and Columbian		0216-1 make 1000 columbian one-way SB during school hours		1114-1 upgrade to all-way stop signs at Randolph and Grove																																														
			value	score	value	score	value	score																																													
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	intersection		road segment		intersection																																														
			1 <sup>a</sup>	5	0 <sup>e</sup>	0	3 <sup>a</sup>	5																																													
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	25.3 <sup>b</sup>	4	26 <sup>d</sup>	1	25.5 <sup>b</sup>	4																																													
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	2030 <sup>c</sup>	15	1000 <sup>d</sup>	5	3878 <sup>c</sup>	20																																													
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	5+3	8	5+3	8	5+5+3	13																																													
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	3	3	3	3	3																																													
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">51% petitions</th> <th colspan="2">75% petitions</th> <th colspan="2">% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td>51% - 59%</td> <td>= 10 points</td> <td>75% - 78%</td> <td>= 10 points</td> <td colspan="2">Less than 10 or 16 replies</td> <td>= - 0 points</td> </tr> <tr> <td>60% - 68%</td> <td>= 11</td> <td>79% - 82%</td> <td>= 11</td> <td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> <td>1%</td> <td>= - 1 point</td> </tr> <tr> <td>69% - 77%</td> <td>= 12</td> <td>83% - 86%</td> <td>= 12</td> <td>21%</td> <td>= - 2</td> </tr> <tr> <td>78% - 86%</td> <td>= 13</td> <td>87% - 90%</td> <td>= 13</td> <td>41%</td> <td>= - 3</td> </tr> <tr> <td>87% - 95%</td> <td>= 14</td> <td>91% - 94%</td> <td>= 14</td> <td>61%</td> <td>= - 4</td> </tr> <tr> <td>96% - 100%</td> <td>= 15</td> <td>95% - 100%</td> <td>= 15</td> <td>81%</td> <td>= - 5 points</td> </tr> </tbody> </table>	51% petitions		75% petitions		% of negative replies		Subtract	51% - 59%	= 10 points	75% - 78%	= 10 points	Less than 10 or 16 replies		= - 0 points	60% - 68%	= 11	79% - 82%	= 11	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	= - 1 point	69% - 77%	= 12	83% - 86%	= 12	21%	= - 2	78% - 86%	= 13	87% - 90%	= 13	41%	= - 3	87% - 95%	= 14	91% - 94%	= 14	61%	= - 4	96% - 100%	= 15	95% - 100%	= 15	81%	= - 5 points	71.2%	12	73.4%	12	60.3%	11
51% petitions		75% petitions		% of negative replies		Subtract																																															
51% - 59%	= 10 points	75% - 78%	= 10 points	Less than 10 or 16 replies		= - 0 points																																															
60% - 68%	= 11	79% - 82%	= 11	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	= - 1 point																																															
69% - 77%	= 12	83% - 86%	= 12		21%	= - 2																																															
78% - 86%	= 13	87% - 90%	= 13		41%	= - 3																																															
87% - 95%	= 14	91% - 94%	= 14		61%	= - 4																																															
96% - 100%	= 15	95% - 100%	= 15		81%	= - 5 points																																															
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)		47		29		56																																													
Transportation Commission Recommendation			upgrade to all-way stop signs		deny one-way SB during school hours		upgrade to all-way stop signs																																														

Created 8/18/2016 Notes:  
Revised 5/10/2017 a = crashes at intersections  
test scoring 5/17/2017 b = 4-leg entering volumes and 85th percentile speeds  
c = 4-leg entering volumes  
d = 2-way midblock volumes, speeds, crashes  
e = includes crashes at both intersections at the end of the road segment  
f = 9 month crash history  
g = 24 month crash history  
h = 2-leg entering speeds  
i = collector street

Applying DRAFT Criteria to score 13 previously reviewed items by the Transportation Commission

Measure	Maximum Number of Points	DRAFT Criteria Detail as approved by the Transportation Commission at its 03/20/2017 meeting	0113-1 1200 Woodbine speed reduction request		1113-1 1200 Woodbine review of NRT restriction		0415-1 1200 Woodbine review of temporary mid-block choker																																														
			value	score	value	score	value	score																																													
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	road segment		road segment		road segment																																														
			3 <sup>e</sup>	5	1 <sup>e,f</sup>	5	2 <sup>g</sup>	5																																													
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	31 <sup>d</sup>	20	29 <sup>d</sup>	16	23 <sup>d</sup>	0																																													
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	922 <sup>d</sup>	5	925 <sup>d</sup>	5	824 <sup>d</sup>	5																																													
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	5	5	5	5	5	5																																													
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	3	3	3	3	3																																													
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">51% petitions</th> <th colspan="2">75% petitions</th> <th colspan="2">% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td>51% - 59%</td> <td>= 10 points</td> <td>75% - 78%</td> <td>= 10 points</td> <td colspan="2">Less than 10 or 16 replies</td> <td>= - 0 points</td> </tr> <tr> <td>60% - 68%</td> <td>= 11</td> <td>79% - 82%</td> <td>= 11</td> <td rowspan="5" 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>= - 1 point</td> </tr> <tr> <td>69% - 77%</td> <td>= 12</td> <td>83% - 86%</td> <td>= 12</td> <td>21%</td> <td>= - 2</td> </tr> <tr> <td>78% - 86%</td> <td>= 13</td> <td>87% - 90%</td> <td>= 13</td> <td>41%</td> <td>= - 3</td> </tr> <tr> <td>87% - 95%</td> <td>= 14</td> <td>91% - 94%</td> <td>= 14</td> <td>61%</td> <td>= - 4</td> </tr> <tr> <td>96% - 100%</td> <td>= 15</td> <td>95% - 100%</td> <td>= 15</td> <td>81%</td> <td>= - 5 points</td> </tr> </tbody> </table>	51% petitions		75% petitions		% of negative replies		Subtract	51% - 59%	= 10 points	75% - 78%	= 10 points	Less than 10 or 16 replies		= - 0 points	60% - 68%	= 11	79% - 82%	= 11	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative.	1%	= - 1 point	69% - 77%	= 12	83% - 86%	= 12	21%	= - 2	78% - 86%	= 13	87% - 90%	= 13	41%	= - 3	87% - 95%	= 14	91% - 94%	= 14	61%	= - 4	96% - 100%	= 15	95% - 100%	= 15	81%	= - 5 points	71.8%	12	71.8%	12	71.8%	12
51% petitions		75% petitions		% of negative replies		Subtract																																															
51% - 59%	= 10 points	75% - 78%	= 10 points	Less than 10 or 16 replies		= - 0 points																																															
60% - 68%	= 11	79% - 82%	= 11	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative.	1%	= - 1 point																																															
69% - 77%	= 12	83% - 86%	= 12		21%	= - 2																																															
78% - 86%	= 13	87% - 90%	= 13		41%	= - 3																																															
87% - 95%	= 14	91% - 94%	= 14		61%	= - 4																																															
96% - 100%	= 15	95% - 100%	= 15		81%	= - 5 points																																															
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)		50		46		30																																													
Transportation Commission Recommendation			NRT 7am-9am & 4pm-6pm		install test speed table		install traffic diverter south of alley																																														

Created 8/18/2016 Notes:  
Revised 5/10/2017 a = crashes at intersections  
test scoring 5/17/2017 b = 4-leg entering volumes and 85th percentile speeds  
c = 4-leg entering volumes  
d = 2-way midblock volumes, speeds, crashes  
e = includes crashes at both intersections at the end of the road segment  
f = 9 month crash history  
g = 24 month crash history  
h = 2-leg entering speeds  
i = collector street

Applying DRAFT Criteria to score 13 previously reviewed items by the Transportation Commission

Measure	Maximum Number of Points	DRAFT Criteria Detail as approved by the Transportation Commission at its 03/20/2017 meeting	1013-1 upgrade to all-way stop signs at Van Buren and Carpenter																																																		
			value	score																																																	
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	5 <sup>a</sup>	10																																																	
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	22.5 <sup>h</sup>	0																																																	
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	792 <sup>c</sup>	5																																																	
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	3+3+3	9																																																	
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	neighborhood greenway	10																																																	
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">51% petitions</th> <th colspan="2">75% petitions</th> <th colspan="2">% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td>51% - 59%</td> <td>= 10 points</td> <td>75% - 78%</td> <td>= 10 points</td> <td colspan="2">Less than 10 or 16 replies</td> <td>= - 0 points</td> </tr> <tr> <td>60% - 68%</td> <td>= 11</td> <td>79% - 82%</td> <td>= 11</td> <td>1% - 20%</td> <td>= - 1 point</td> <td></td> </tr> <tr> <td>69% - 77%</td> <td>= 12</td> <td>83% - 86%</td> <td>= 12</td> <td>21% - 40%</td> <td>= - 2</td> <td></td> </tr> <tr> <td>78% - 86%</td> <td>= 13</td> <td>87% - 90%</td> <td>= 13</td> <td>41% - 60%</td> <td>= - 3</td> <td></td> </tr> <tr> <td>87% - 95%</td> <td>= 14</td> <td>91% - 94%</td> <td>= 14</td> <td>61% - 80%</td> <td>= - 4</td> <td></td> </tr> <tr> <td>96% - 100%</td> <td>= 15</td> <td>95% - 100%</td> <td>= 15</td> <td>81% - 100%</td> <td>= - 5 points</td> <td></td> </tr> </tbody> </table>	51% petitions		75% petitions		% of negative replies		Subtract	51% - 59%	= 10 points	75% - 78%	= 10 points	Less than 10 or 16 replies		= - 0 points	60% - 68%	= 11	79% - 82%	= 11	1% - 20%	= - 1 point		69% - 77%	= 12	83% - 86%	= 12	21% - 40%	= - 2		78% - 86%	= 13	87% - 90%	= 13	41% - 60%	= - 3		87% - 95%	= 14	91% - 94%	= 14	61% - 80%	= - 4		96% - 100%	= 15	95% - 100%	= 15	81% - 100%	= - 5 points		80.9%	13
51% petitions		75% petitions		% of negative replies		Subtract																																															
51% - 59%	= 10 points	75% - 78%	= 10 points	Less than 10 or 16 replies		= - 0 points																																															
60% - 68%	= 11	79% - 82%	= 11	1% - 20%	= - 1 point																																																
69% - 77%	= 12	83% - 86%	= 12	21% - 40%	= - 2																																																
78% - 86%	= 13	87% - 90%	= 13	41% - 60%	= - 3																																																
87% - 95%	= 14	91% - 94%	= 14	61% - 80%	= - 4																																																
96% - 100%	= 15	95% - 100%	= 15	81% - 100%	= - 5 points																																																
<b>Maximum Score</b>	<b>100</b>	<b>Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)</b>		<b>47</b>																																																	
Transportation Commission Recommendation				upgrade to all-way stop signs																																																	

Created 8/18/2016 Notes:  
 Revised 5/10/2017 a = crashes at intersections  
 test scoring 5/17/2017 b = 4-leg entering volumes and 85th percentile speeds  
 c = 4-leg entering volumes  
 d = 2-way midblock volumes, speeds, crashes  
 e = includes crashes at both intersections at the end of the road segment  
 f = 9 month crash history  
 g = 24 month crash history  
 h = 2-leg entering speeds  
 i = collector street

Applying DRAFT Criteria to score 13 previously reviewed items by the Transportation Commission

Measure	Maximum Number of Points	DRAFT Criteria Detail as approved by the Transportation Commission at its 03/20/2017 meeting	0512-1 install cul-de-sac on the 1200 N Elmwood block		0812-1 install cul-de-sac on the 1200 N Elmwood block		0812-1 install cul-de-sac on the 1200 Rossell block																																																		
			value	score	value	score	value	score																																																	
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	1 <sup>e</sup>	5	1 <sup>e</sup>	5	7 <sup>d,e</sup>	10																																																	
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	27 <sup>d</sup>	8	27 <sup>d</sup>	8	26 <sup>d</sup>	4																																																	
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	817 <sup>d</sup>	5	817 <sup>d</sup>	5	544 <sup>d</sup>	0																																																	
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	3+3+3	9	3+3+3	9	3+3+3	9																																																	
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	3	3	3	3	3																																																	
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">51% petitions</th> <th colspan="2">75% petitions</th> <th colspan="2">% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td>51%</td><td>- 59%</td><td>10</td><td>10</td> <td colspan="2">Less than 10 or 16 replies</td><td>= - 0 points</td> </tr> <tr> <td>60%</td><td>- 68%</td><td>11</td><td>11</td> <td>1%</td><td>- 20%</td><td>= - 1 point</td> </tr> <tr> <td>69%</td><td>- 77%</td><td>12</td><td>12</td> <td>21%</td><td>- 40%</td><td>= - 2</td> </tr> <tr> <td>78%</td><td>- 86%</td><td>13</td><td>13</td> <td>41%</td><td>- 60%</td><td>= - 3</td> </tr> <tr> <td>87%</td><td>- 95%</td><td>14</td><td>14</td> <td>61%</td><td>- 80%</td><td>= - 4</td> </tr> <tr> <td>96%</td><td>- 100%</td><td>15</td><td>15</td> <td>81%</td><td>- 100%</td><td>= - 5 points</td> </tr> </tbody> </table>	51% petitions		75% petitions		% of negative replies		Subtract	51%	- 59%	10	10	Less than 10 or 16 replies		= - 0 points	60%	- 68%	11	11	1%	- 20%	= - 1 point	69%	- 77%	12	12	21%	- 40%	= - 2	78%	- 86%	13	13	41%	- 60%	= - 3	87%	- 95%	14	14	61%	- 80%	= - 4	96%	- 100%	15	15	81%	- 100%	= - 5 points	86.3%	13	86.3%	13	86.3%	13
51% petitions		75% petitions		% of negative replies		Subtract																																																			
51%	- 59%	10	10	Less than 10 or 16 replies		= - 0 points																																																			
60%	- 68%	11	11	1%	- 20%	= - 1 point																																																			
69%	- 77%	12	12	21%	- 40%	= - 2																																																			
78%	- 86%	13	13	41%	- 60%	= - 3																																																			
87%	- 95%	14	14	61%	- 80%	= - 4																																																			
96%	- 100%	15	15	81%	- 100%	= - 5 points																																																			
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)		43		43		39																																																	
Transportation Commission Recommendation			tabled for further studies		install traffic diverter		install cul-de-sac																																																		

- Created 8/18/2016 Notes:  
Revised 5/10/2017 a = crashes at intersections  
test scoring 5/17/2017 b = 4-leg entering volumes and 85th percentile speeds  
c = 4-leg entering volumes  
d = 2-way midblock volumes, speeds, crashes  
e = includes crashes at both intersections at the end of the road segment  
f = 9 month crash history  
g = 24 month crash history  
h = 2-leg entering speeds  
i = collector street



# NEIGHBORHOOD GREENWAYS SYSTEM STUDY BIKE SHARE FEASIBILITY STUDY

## Oak Park



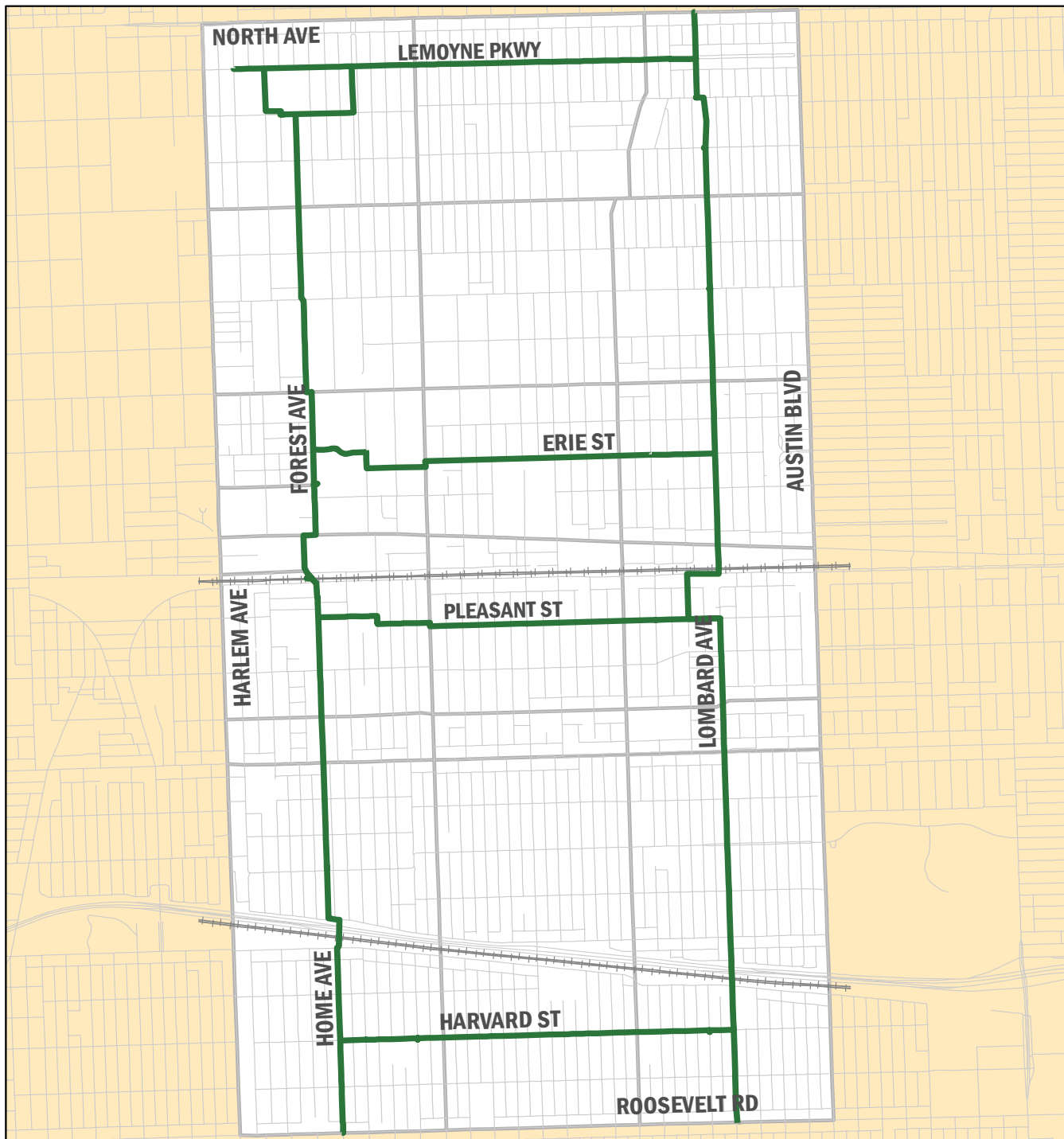
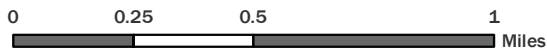
ADOPTED JULY 20, 2015

# 2008 Bicycle Plan Bike Boulevard Recommendations

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



— Bike Boulevard

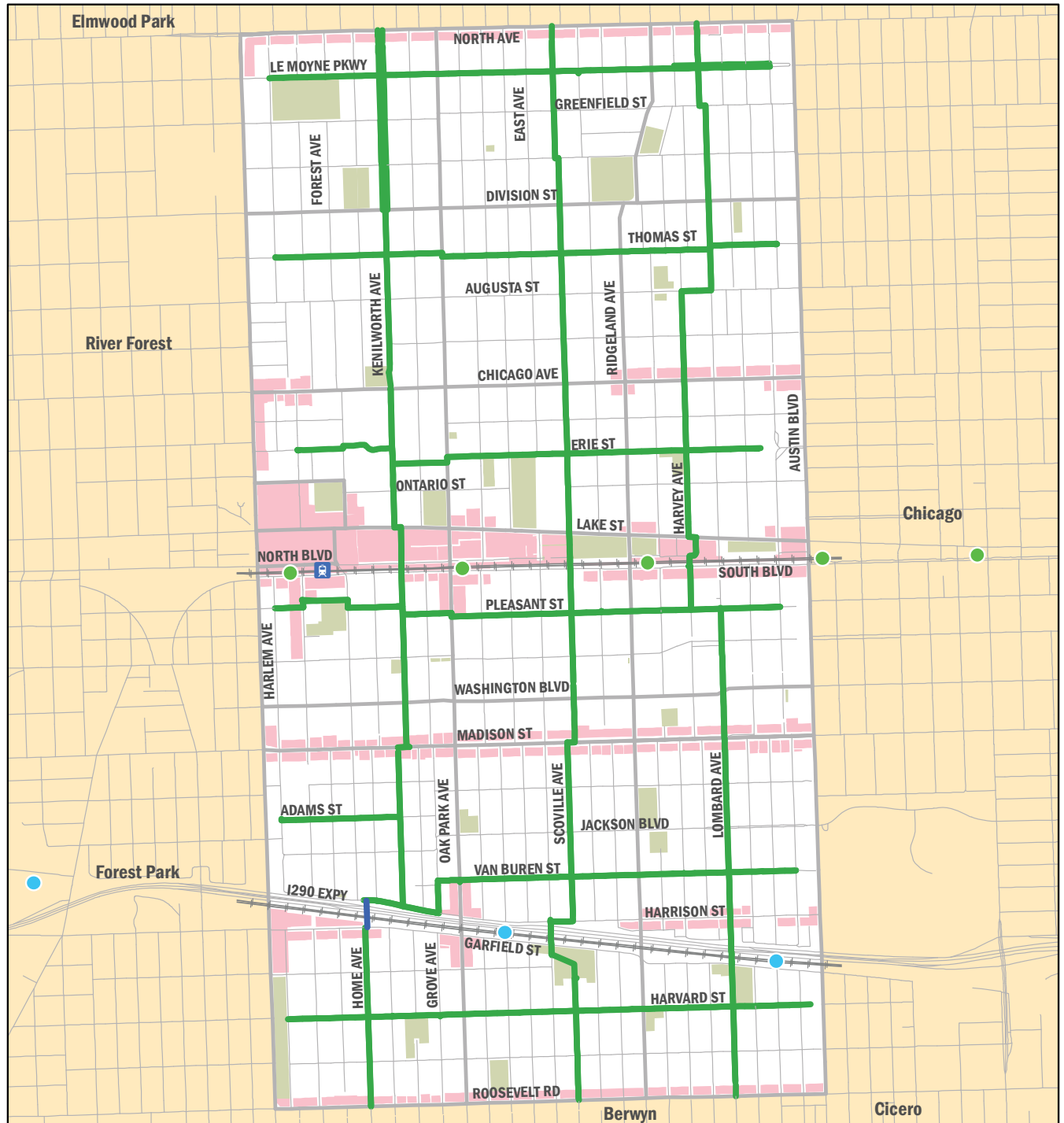
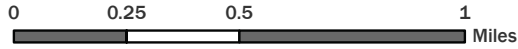


# Neighborhood Greenways Network Recommendations

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



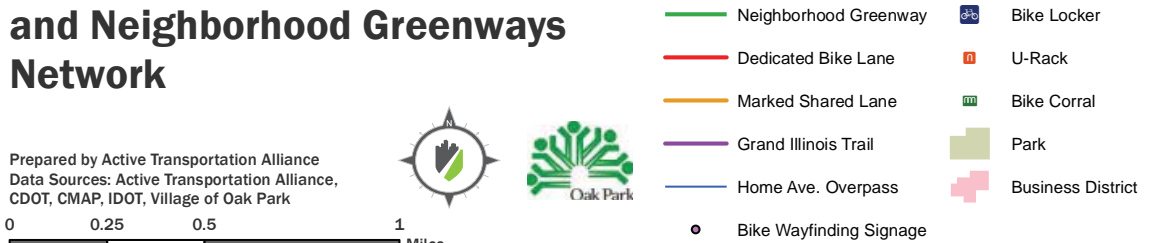
- Neighborhood Greenways Network
- Home Ave. Overpass
- Green Line Station
- Blue Line Station
- Business District
- Park
- Metra Station



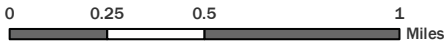
# NEIGHBORHOOD GREENWAYS AND THE BICYCLE NETWORK

Oak Park’s current bicycle network consists of dedicated bike lanes on Chicago Avenue and Division Street, a marked shared lane along Jackson, a signed route along the Grand Illinois Trail on Augusta Street, and numerous bike lockers and bicycle racks. The map below features the Village’s bicycle facilities and amenities. The routes and bike parking facilities were accounted for in the planning process to ensure that connections were made from Neighborhood Greenways to the existing infrastructure.

## Existing Bicycle Infrastructure and Neighborhood Greenways Network



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



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
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 MJKoperniak RRFB equipment installed by VOP forces
1352	06/06/16	JAJ	02/11/17			Request for all-way STOP signs at intersection of Erie and Grove		See PF #1170
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		See PF #1339
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.		
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 mail.com
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 & LeMoine		
1368	08/29/16	MJK		n/a		Resident request for flashing lights on Ridgeland at Ontario		

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 to install stop sign at Erie and Taylor		potential Trans Com item
1369	08/31/16	MJK		08/31/16		request to install stop sign at Erie and Taylor		
1370	08/31/16	MJK				morning traffic controls at Madison and East caused by Fenwick traffic ideal 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 TWO # 12494 written on 09/08/2016
1376	09/07/16	JAJ		09/28/16		Request for all-way STOP signs at Home/Lexington intersection		
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 SMO 30078 written on 09/22/2016
1384	09/21/16	JAJ				Reopening of Euclid/Harvard & Euclid/Fillmore STOP Sign petitions		formerly PF #1243 - no action in over 1 year.
1385	09/23/16	JAJ				Request for speed bump or cul-de-sac on 1150 block of Home Ave		
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
						Request for traffic calming device		

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
1391	10/12/16	JAJ				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
1407	12/29/16	JAJ				Request for signage to prohibit blocking of walkway		no Trans Com involvement necessary
1408	12/30/16	JAJ				Concern about North Blvd & Forest Ave intersection		no Trans Com involvement necessary
1409	12/30/16	JAJ	01/05/17			Request for warning signage for 1200 Woodbine speed table		no Trans Com involvement necessary TWO # 12514 written on 01/05/2017
1410	01/17/17	JAJ	02/08/17			Vehicle & pedestrian traffic data collection for the intersection of Jackson Blvd & Wesley Ave		no Trans Com involvement necessary Data provided to Village Engineer
1411	01/25/17	JAJ				Request for crosswalk markings on Chicago Ave at Grove Ave		no Trans Com involvement necessary
1412	02/01/17	JAJ	02/13/17			Issues with traffic in alley Marion to Forest 1 block N of Lake St		no Trans Com involvement necessary TWO #12534 was written on 02/13/2017
1413	02/03/17	JAJ				Request for in-street pedestrian crossing signs / crosswalk markings on Oak Park Ave at Erie 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
1414	02/06/17	JAJ	03/27/17			Request for BLIND PERSON warning signage		no Trans Com involvement necessary
1415	01/30/17	JAJ	03/20/17			Chicago/Ridgeland traffic signal timing is off since construction ended		no Trans Com involvement necessary
1416	02/06/17	JAJ				Request for crosswalk sign on Jackson Blvd between Oak Park Ave & Carpenter Ave		no Trans Com involvement necessary TWO #12560 written on 05-15-2017
1417	02/06/17	MJK				Request for sign to prohibit NB OPA traffic from blocking parking lot entrance at North Ave traffic signal		no Trans Com involvement necessary
1418	02/09/17	JAJ				Crash at Erie Street & Grove Ave, request for all-way STOP signs at intersection		
1419	02/09/17	JAJ				Crosswalk markings on Randolph St west of Maple St		no Trans Com involvement necessary
1420	02/13/17	JAJ	02/17/17			Request for various petitions for the 500 block of N Taylor Ave		Item referred to Police Dept
1421	03/07/17	JAJ				Request for NPBS at alley access 300 block of S Maple (both Washington & Randolph)		no Trans Com involvement necessary
1422	03/27/17	JAJ				Request to modify turn restrictions or timing on Harvard at Oak Park Ave		no Trans Com involvement necessary
1423	04/03/17	JAJ	04/14/17			Request for signage to have turning vehicles yield to pedestrians at Madison/Wisconsin.		no Trans Com involvement necessary TWO #12540 written on 04/14/2017
1424	04/07/17	JAJ		04/07/17		Request for alley speed bump petition		no Trans Com involvement necessary
1425	04/10/17	JAJ		04/13/17		Request for KKAD25 banners for 500 block fo Lyman		no Trans Com involvement necessary
1426	04/17/17	JAJ				Modify Lake/Harvey signal timing as students from Oak Park Academy cannot cross in the allotted time		no Trans Com involvement necessary
1427	05/01/17	JAJ	05/01/17			Replace signage on Hayes at North Ave cul-de-sac		no Trans Com involvement necessary TWO #12554 written on 05/01/2017
1428	04/20/17	JAJ		05/02/17		Request for alley speed bump petition on the 1100 block of Clinton Ave		no Trans Com involvement necessary
1429	05/02/17	JAJ				Traffic safety issues at intersection of east-west alley north of Chicago west of Austin and Austin Blvd.		
1430	05/01/17	JAJ				Concern of doubleparked vehicles on Harvey at Lake that affects traffic safety		no Trans Com involvement necessary
1431	05/05/17	JAJ			05/08/17	Petition for traffic calming device on 1200 block of Columbian		
1432	04/28/17	JAJ		05/04/17		Petition for ONE WAY street or traffic calming on 822 Cuyler Ave		
1433	05/09/17	JAJ	05/15/17			Request for CROSS TRAFFIC DOES NOT STOP signage at Taylor & Ontario intersection		no Trans Com involvement necessary TWO #12561 was writtenon 05/15/2017





# Village of Oak Park

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

0517-2  
OE  
1/6

## Meeting Minutes

### President and Board of Trustees

---

Monday, March 13, 2017

6:30 PM

Village Hall

---

#### I. Call to Order

Village President Abu-Taleb called the Meeting to order at 6:30 P.M.

#### II. Roll Call

**Present:** 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Taglia, Village Trustee Tucker, and Village President Abu-Taleb

**Absent:** 1 - Village Trustee Button Ott

#### III. Consideration of Motion to Adjourn to Executive Session to Discuss Collective Bargaining.

It was moved by Village Trustee Brewer, seconded by Village Trustee Lueck, to enter into Executive Session pursuant to 5 ILCS 120/2(c)(2) - collective bargaining. The motion was approved. The roll call on the vote was as follows:

**AYES:** 4 - Village President Abu-Taleb, Village Trustee Brewer, Village Trustee Lueck, and Village Trustee Tucker

**NAYS:** 0

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

#### V. Reconvene to Special Meeting in Room 101 and Call to Order

The Special Meeting reconvened at 7:09 P.M.

#### VI. Roll Call

**Present:** 6 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Lueck, Village Trustee Taglia, Village Trustee Tucker, and Village President Abu-Taleb

**Absent:** 1 - Village Trustee Button Ott

#### VII. 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.

#### VIII. Regular Agenda

##### Public Comment

Chris Donovan. Mr. Donovan discussed the Complete Streets policy and bicycles.

**A. [ID 17-455](#) Motion to Approve Various Proclamations for March 13, 2017**

Village President Abu-Taleb noted that these Proclamations were in recognition of National Public Safety Telecommunications Week, National Child Abuse Prevention Month, Sexual Assault Awareness Month and Earth Month.

**It was moved by Village Trustee Tucker, seconded by Village Trustee Lueck, that these Proclamations be adopted. A voice vote was taken and the motion was approved.**

**B. [ID 17-371](#) Pilot Project of a New Consolidated On-Street Parking Restriction Sign Design**

Village Manager Pavlicek stated that this is a continuance of the Board's conversation regarding a holistic approach to parking. As part of the website package, staff has included the history of these discussions, so the information from the January 23 and February 27 meeting is included in tonight's Board Packets.

Director of Parking and Mobility Services Jill Velan stated that staff has been looking at some options, talking with the Transportation Commission and getting feedback from the public regarding suggestions and looking at a simplified design for street parking restriction signs. This does not include the way finding signs for Village lots and garages. Ms. Velan referred to a sample drawing of the type of sign that is being recommended. This design is being used by approximately ten local governments and a few countries are trying them out to consolidate their many signs on the streets. It is a grid design that covers 24 hours, seven days a week and is easy for the public to understand. She noted that snow parking and overnight parking information is also included. The design has been getting positive feedback in the areas where it is being used. Staff would like to start a pilot program.

Village Trustee Taglia asked how staff was going to measure the success of the sign and what criteria will be used to evaluate it. Village Manager Pavlicek stated that staff would look at compliance rates; if there is a significant increase in ticketing and confusion expressed during the appeal process they will know the sign is not communicating properly. Staff could also do a survey of residents in that particular location where the signs have been installed. This has been on the Village website for commenting and there were nearly 30 comments on it over the last week. The majority were positive but people were noting that they needed to see it in practice to tell how big it is, if it's easy to understand, if it can be read from the street, etc.

Village Trustee Barber expressed support for the sign and asked what the size of the sign is. Ms. Velan noted that they were contemplating making them the same size as four of the current signs together. That would be approximately two feet by three feet. Village Trustee Barber commented that he has heard positive feedback from the community and suggested that the pilot area be one of the Villages' most challenging.

Village Trustee Lueck said this was a fabulous improvement. However, the snow ban portion is unclear as well as which direction the arrow on the sign is pointing. Trustee Tucker agreed that the language could be clarified but he likes the signs overall.

Village Trustee Brewer asked how long the pilot would last, as he would like to see it cover at least two seasons for the purpose of the snow portion. Ms. Velan replied that it is open, but suggested three to four months or longer. Trustee Brewer asked how the Village will be communicating to the public regarding the survey. Ms. Velan stated there

are several ways.

Village Trustee Lueck asked if this would be coordinated with the way finding signs. Ms. Velan stated that it will be coordinated where there is a potential overlap.

Village President Abu-Taleb asked if they have thought about having a focus group work on this and to understand the potential challenges instead of waiting to see how it works. He asked what cities are using this now and if there is any data available from them that the Village can use. Ms. Velan stated that this is being used in Columbus, Ohio, Los Angeles, California, Fargo, North Dakota, New Haven, Connecticut and Washington, D.C. It is also being tested in Australia and Canada; staff has been monitoring this. It is a fairly new concept and as staff seeks out data, they will certainly use that. These cities all started with a pilot program. Village Manager Pavlicek added that it would be helpful if the Board saw an actual template of the sign. Village President Abu-Taleb noted that at the last meeting, the consultant said that one of the best things the Village can do is contact those who are trying it out and ask them what they would change if they had the opportunity. It would be beneficial for the Village to touch base with the cities who are currently using the signs and learn from their experiences.

Village Trustee Tucker stated that it would be helpful to have a couple of mockups of the sign, even on card stock. There will be a lot of people coming to Village Hall with early voting starting March 20 and that is an opportunity for residents to take a quick survey regarding the signs. Village Trustee Barber suggested seeing some examples from other places.

## IX. Adjourn

**It was moved by Village Trustee Brewer, seconded by Village Trustee Tucker, to adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 7:40 P.M., Monday, March 13, 2017.**

**Respectfully Submitted,**

**MaryAnn Schoenneman  
Deputy Village Clerk**



# Village of Oak Park

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

0517-2  
OE  
4/6

## Meeting Minutes

### President and Board of Trustees

---

Monday, May 8, 2017

7:00 PM

Village Hall

---

#### I. Call to Order

Village President Pro Tem Tucker called the Meeting to order at 7:00 P.M.

#### II. Roll Call

**Present:** 5 - Village Trustee Taglia, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

**Absent:** 2 - Village Trustee Button, and Mayor Abu-Taleb

#### III. Agenda Approval

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

#### IV. Public Comment

Alan Dworkin. Mr. Dworkin, an Oak Park resident and owner of the Apple Store, expressed concern regarding lack of parking for his customers. He is requesting that the 8-10 hour parking meters be changed to 3 hours, and produced a petition signed by other business owners in the Hemingway District who support this.

Paul Beckwith. Mr. Beckwith commented that online retail is growing and asked all to support local retail. Lack of parking makes that difficult; he urged to Board to move forward with Mr. Dworkin's request in an expeditious manner.

Chris Donovan. Mr. Donovan expressed concern regarding transparency within the Village and the Oak Park Economic Development Corporation.

#### V. Regular Agenda

##### A. [ID 17-484](#) **On-Street Parking for Austin Boulevard and Harlem Avenue including Adjacent Areas**

Village Manager Pavlicek noted that the Board had approved a series of monthly meetings related to a holistic review of the Village's parking system. The meeting topics are all narrow in scope in order to advise the Board of recommendations for updates and changes in parking regulations, restrictions and oversight of the Villages public parking system. Staff anticipates bringing a comprehensive set of regulations to the Board this fall, and if there is consensus, directing staff to prepare the necessary ordinances and actions to implement those changes.

Parking and Mobility Services Director Jill Velan summarized topics presented to the Board thus far. Village Trustee Andrews asked Ms. Velan how she would prefer feedback

regarding the signage design introduced at the March 20 meeting. She had no preference; any and all forms are welcome. He commented that he would like to see the consolidated signs show the days of the week in sequence and suggested adding a red arrow to indicate there is no parking opposite the white arrow side of the sign rather than have a secondary sign.

Village Trustee Moroney commented that these signs combine three or four smaller signs and asked how many of those are currently in the Village. Ms. Velan stated it is roughly 10,000 signs. Village Trustee Moroney raised the subject of cost. The current pilot signs, a combination of four to six signs, cost \$375 according to Ms. Velan. Village Trustee Andrews asked if he could assume the price would decrease with the amount of signs to be ordered. Ms. Velan stated that it would, as this order was for only 70 signs.

Village Trustee Boutet discussed the Guiding Principals form the January 23 meeting. Regarding customer service, she wants to ensure that the new system is easier to understand. She asked if there are any current problems that advances in technology would resolve, as it is expensive to replace meters, pay stations, etc. Ms. Velan noted that the parking garage technology was upgraded in 2016. That needs to be budgeted for if the Village wants to keep technology in the garages current.

Village President Pro Tem Tucker asked how the Transportation Commission is being utilized for this project. Ms. Velan compared this series of study sessions to those held for the I-290 expansion meetings in terms of looking at recommendations, getting public feedback, then holding a public meeting with the Village Board for input. One of the things agreed to in January was to include the Transportation Commission's recommendations. She explained the process and Village President Pro Tem commented that another opportunity for the public to engage in this is through the Transportation Commission meetings.

Assistant Director of Parking and Mobility Services John Youkhana noted that tonight's topic is on-street parking regulations for Austin Boulevard and Harlem Avenue. He stated that there are currently a number of restrictions on Austin. As Austin feeds into and exits off of the I-290, there is no parking during rush hour from 7:00 - 9:00 A.M. and 4:00 - 6:00 P.M. Overnight parking has various time starts; 9:00, 10:00 or 11:00 P.M., typically ending at 6:00 A.M. In addition, there other time limits throughout the day, such as two hour parking during the hours of 9:00 A. M. - 4:00 P.M. Staff is recommending to lift the two hour restriction. In addition, staff is recommending standardizing on-street overnight permit parking hours from 11:00 P.M. - 6:00 A.M., which coincides with previous recommendations from the Transportation Commission and has worked well in other zones. In addition, it will be easier for residents, as opposed to having various start times, as well as create shared parking for guests and permit holders before 11:00 P.M. Staff also recommends no changes for Harlem, as there are no restrictions in place. Staff would also like to investigate partnership with online parking technology applications, which can assist and encourage private parking space rentals. He discussed the list that the Village maintains regarding those spaces as well as how certain software applications can enhance that process. Mr. Youkhana and Ms. Velan answered questions from the Board.

Village President Pro Tem Tucker asked Transportation Commission Chair Jack Chalabian to give some background regarding how the commission has been engaged in this process and comment on its progress and how he sees this moving forward. Mr. Chalabian asked if the Village is creating a problem in order to find a solution or is there even a problem that needs to be solved. The fundamental issue that needs to be addressed going forward is going to become intense once the Village gets deep into it.

When the study was initiated, the commission was supportive of looking at the parking issue from a comprehensive standpoint. However, the commission has not gotten a clear response from staff as to what exactly their role is within this process aside from reviewing and commenting on the parking analysis. The commission is looking to be more involved but have not been engaged with staff since the initial review of the study.

Village Trustee Boutet stated that she would like to use the expertise of the Transportation Commission to identify the problems that they have been hearing about and to present their comments regarding what needs to be focused on. Village Trustee Andrews concurred.

Mr. Chalabian spoke highly of the web portal for comments created by Village staff. However, there will always be individuals that do not want to use that conduit. A live conversation that engages the public is needed. Village President Pro Tem Tucker stated that perhaps the Transportation Commission can be used as an additional interface for this topic. He commented that he is the Trustee Liaison to that commission and asked if it would be wise to meet with them and work out a way to use their expertise at the commission level and how to transfer that information to the Board.

Village Trustee Moroney asked if, with all the competing interests within the Village, they will get to a definitive place and not just trading one bad alternative for another. Mr. Chalabian was optimistic that there would be a significantly better outcome in the end.

Village Manager Pavlicek commented that once Village President Pro Tem Tucker meets with the Transportation Commission, their work plan, which will guide what they will be doing within the project, will be amended and brought to the Board.

## VI. Adjourn

**It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, to adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 8:06 P.M., Monday, May 8, 2017.**

**Respectfully Submitted,**

**MaryAnn Schoenneman  
Deputy Village Clerk**