

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, OCTOBER 9, 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 September 25, 2017 Transportation Commission meeting minutes
5. REVIEW THE EFFECTIVENESS OF TEMPORARY BUMP-OUTS ON BERKSHIRE STREET & GROVE AVENUE TRAFFIC
 - 5.1 Staff Agenda Item Commentary and Background Information
 - 5.2 Pages from Transportation Commission & Village Board Meetings Minutes Related to This Item
 - 5.3 Submitted Written Public Testimony
 - 5.4 Aerial View of the Intersection
 - 5.5 Sketch of the Traffic Controls in the Area
 - 5.6 Mann School Safe Walking Route to School Map
 - 5.7 Directional Speed and Volume Vehicle Data for the 800 & 830 Blocks of Berkshire Street and the 900 & 1000 Blocks of Grove Avenue
 - 5.8 Pedestrian and Bicycle Volume Data
 - 5.9 Berkshire Street & Grove Avenue Collision Diagrams
 - 5.10 Letter to Area Residents
6. OTHER ENCLOSURES
 - OE1 Transportation Commission Meeting Calendar for Oct. through Dec. Of 2017
7. Adjourn

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

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DRAFT Meeting Minutes
Transportation Commission
Monday, September 25, 2017
Council Chambers – Village Hall

Call to Order and Roll Call

Chair Chalabian called the meeting to order at 7:00 PM.

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

Excused: Roya Basirirad

Staff: John Youkhana, Mike Koperniak, Mary Avinger, Allison Von Ebers

Parking Consultant: Julie Dixon of Dixon Resources Unlimited

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft August 28, 2017 Meeting Minutes

Commissioner Stewart motioned to approve the draft August 28, 2017, Transportation Commission meeting minutes as modified and was seconded by Commissioner Thompson. The motion was approved by a unanimous voice vote

Approval of the Draft September 11, 2017 Meeting Minutes

Commissioner Eichenberger motioned to approve the draft September 11, 2017, Transportation Commission meeting minutes as presented and was seconded by Commissioner Thompson. The motion was approved by a unanimous voice vote.

UPDATE AND ON-GOING DISCUSSION OF PARKING STUDY

Parking Services Manager, John Youkhana began by informing the Commission about the Parking Department's web pages on the Village website having updated information on Board Meetings and the forums that took place. John also briefly spoke about future forums.

Chair Chalabian asked John why the study area stops at South Blvd instead of L Street when people park their vehicles in Downtown Oak Park and John responded about the concerns with doing the pilot program in the area but they should discuss it. Chair Chalabian thinks it should be moved to the north and stated the new garage opening in the near future will impact efforts south of South Blvd and staff should be more proactive.

Julie Dixon of Dixon Resources Unlimited gave a power point presentation on the 2018 Parking Pilot Area. Ms. Dixon spoke about where she started with the pilot program and where they are now after feedback from Village staff. She stated the new focus on the pilot program would now be South Boulevard to Madison Street and between Harlem and Oak Park Avenues.

Ms. Dixon spoke about the key components to consider when addressing the issues including confusion of residents, employees and visitors, lack of turnover, inconsistent signage, enforcement challenges, commuters and employees parking in residential districts, and how police and residents favor the overnight parking ban.

Commissioner Taylor asked about residents being in favor of the overnight parking ban and Julie Dixon and John Youkhana responded speaking about the overnight parking ban in reference to the pilot program and how there is no distinction between single family and multi-family permit spaces. The pilot program will aim to differentiate residents in single family homes, multi-family buildings, and guests parking during the day or overnight.

John Youkhana spoke about why three hour parking restrictions are being suggested in business areas and a discussion about three hour parking restrictions and how to manage it took place.

Commissioner Eichenberger asked about people parking and using the phone app to pay and how they can potentially stay longer than the three hour restriction and Julie Dixon responded about enforcement and the use of license plate recognition software.

A discussion on overnight visitor parking and vehicle registration stickers took place and John Youkhana advised the Commission he will research the history of Village of Oak Park vehicle stickers.

Discussions by the Commission continued about finding loop holes in open parking, over purchasing permits, on-street versus off-street parking lots and using permits in these lots, odd/even parking year-round, license plate recognition, and enforcement.

Julie Dixon continued the presentation speaking about the next steps for the pilot program including stakeholder engagement meetings in the neighborhoods, inventory of the parking spaces in the pilot area, developing a parking enforcement plan using license plate recognition in the pilot area, and following up with Public Works on street sweeping and leaf and snow removal hours.

Chair Chalabian stated that stakeholder meetings should be out in the neighborhoods and not at Village Hall. Chair Chalabian said staff needs to design a plan and ask for feedback because it is more about listening to the stakeholders.

Julie Dixon continued speaking about the next steps and explaining the pilot program with a possible short video and working with the Communications Department on how to get the message out at each meeting. She also spoke about engaging the hospital, schools, and multi-family buildings in the discussions and developing a new brand and signage for the pilot.

Julie stated the proposed schedule would be to complete the inventory in the next two weeks, potentially hold community stakeholder meetings on November 2, 3, and 4, and then present the proposed action plan to the Commission with staff's comments on October 23rd, and recommend the action plan to the Village Board of Trustees at the November 27th meeting.

John Youkhana began a discussion on possibly overturning the overnight parking ban by speaking about an alternative plan Transportation Engineer, Mike Koperniak created years ago and sent to the former Parking Director, Jill Velan. Mike Koperniak gave a copy of his plan to each of the Commissioners and explained how his plan could achieve what the Village does now without the use permits. John Youkhana asked the Commission for their thoughts on removing the overnight parking ban.

Commissioner Schoenmeyer likes the idea of re-looking at the overnight parking ban and thinks they should start with the pilot program process to do it. He stated he does like Mike Koperniak's alternate plan and its flexibility.

Commissioner Taylor stated he is not sure about getting rid of the overnight parking ban and explained his reasons why.

Commissioner Eichenberger stated there has been decades of people getting special treatment and questioned who parking is for and who the Village is serving with open parking. He thinks there's an equity issue with renters versus homeowners.

Commissioner Stewart stated neighboring communities have overnight parking bans and cars are always parked up. Commissioner Stewart talked about his experience working at the Regional Housing Center and overnight parking getting better only recently with the Village. He thinks getting rid of lots in the pilot area is not a good idea and asked about cost and length of pilot program study.

Commissioner Thompson stated it is hard to develop a global solution for a small area. Julie Dixon responded why the area was chosen.

Chair Chalabian spoke about how the Commission decided before to keep the overnight parking ban but the community is changing. Chair Chalabian stated there are legitimate

concerns but the Village and Commission should possibly postpone looking at overnight parking ban until 2019. He spoke about how Mike Koperniak's alternate plan was creative and it should be given a shot.

Mike Stewart spoke about a presentation at a previous meeting by former Parking Director, Jill Velan where she outlined the pros and cons of the overnight parking ban and feels that it very well presented and thought out.

A brief discussion about the length of the pilot study was had before the Commissioners were asked for their feedback on the on the pilot study.

Commissioner Thompson stated overall he is positive about the pilot program but is concerned about when this goes out to residents because he had a little difficulty following the presentation. He thinks it should be simplified how it's presented to stakeholders.

Commissioner Stewart stated the whole plan sounds confusing and questioned who wants to try it. Commissioner Stewart also said the odd/even parking sounds confusing and that the Y2, Y3, Y4 areas are so unlike other areas of the Village. He also went on to say that he thinks it is a waste of effort to propose overnight parking in front of single family homes. Commissioner Stewart is okay with the three hour parking restrictions but concerned about guest passes and the 72 hour rule. He asked about renters that travel and John Youkhana spoke about residential rates for garage parking which is currently available.

Commissioner Eichenberger stated that he likes the pilot program and agrees with Commissioner Stewart and thinks people will say parking is still a mess and doesn't understand changes. He also questioned if the Commission has the stamina to make the necessary changes.

Commissioner Taylor stated he heard a lot of good stuff and thinks the Commission should focus on the positives. Commissioner Taylor generally thinks the pilot program makes things easier and likes the ideas presented and communication to the public is important.

Commissioner Schoenmeyer stated he likes a lot of the ideas but is concerned with pricing and supply. Commissioner Schoenmeyer doesn't think parking permits should be subsidized and thinks parking spaces should possibly be auctioned off for off-street parking. He thinks Oak Park talks about environmental sustainability and people will waste a lot of time looking for parking.

Chair Chalabian spoke about the recommendations for the pilot program and that he likes slides one and two, and three if it doesn't oversell spaces. Chair Chalabian spoke about the three hour parking limits and how the idea came to be. He thinks if they go with the three hour limits people should pay more to park there because those spaces are valuable. Chair Chalabian spoke about how to restrictions could discourage people

if they get a ticket and questioned the cost of parking in downtown Oak Park. He reiterated that the pilot study north boundary line should be moved up and gave his reasons why. Chair Chalabian also spoke more about slide three and went down each bullet point; agrees more spaces should be opened up for overnight parking to maximize utilization of shared parking, spoke about surge pricing, and spoke about odd/even parking. Chair Chalabian spoke about engaging the community stakeholders about the pilot concepts on the Next Steps for Pilot slide and how there needs to be much more marketing and public participation.

A discussion of the schedule for the November community stake holders meetings as well as about expanding the pilot area and the potential consequences took place.

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:25 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Review the Effectiveness of Temporary Bump-Outs on Berkshire Street & Grove Avenue Traffic
Review Date: <u>October 9, 2017</u>
Prepared By: <u>Jill Juliano</u>
<p>Abstract (briefly describe the item being reviewed):</p> <p>In 2016, the Village Board of Trustees tabled the petition for all-way STOP signs at the intersection of Berkshire Street and Grove Avenue. The Board then directed staff to temporarily implement a traffic calming device for a period of time, collect traffic data and bring back for review and a decision.</p> <p>At a subsequent Transportation Commission meeting, the Commission recommended the installation of bike-friendly bump-outs on Grove Avenue at the crosswalks north and south of Berkshire Street.</p> <p>In 2017, the Village installed temporary bump-outs on Grove Avenue at Berkshire Street. Then the Village conducted an after implementation traffic study at the intersection.</p> <p>At tonight’s meeting, the Commission will review the before and after traffic studies to determine the effectiveness of the temporary bump-outs as a calming measure on traffic at the intersection and make a recommendation to the Village Board.</p>
<p>Staff Recommendation(s):</p> <p>Based on the mixed results of the after implementation traffic study, staff recommends:</p> <ol style="list-style-type: none"> 1. Not to install permanent bump-outs on Grove Avenue at Berkshire Street; rather install north-south STOP signs on Grove Avenue at Berkshire Street (upgrade to all-way STOP signs at the intersection of Grove Avenue and Berkshire Street).
Supporting Documentation Is Attached

Memorandum

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Date: October 5, 2017

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related on the Review the Effectiveness of Temporary Bump-Outs on Berkshire Street and Grove Avenue Traffic

Historical Timeline of Berkshire St and Grove Ave All-Way STOP Sign Petition

1. May 10, 2016 – Petition received by the Village of Oak Park
2. June 2, 2016 – Traffic study conducted at the Berkshire St & Grove Ave intersection
3. August 22, 2016 – Transportation Commission reviewed the item.
 - Commission recommendation: upgrade to all-way STOP signs at the intersection of Berkshire St & Grove Ave. Staff recommendation to install traffic calming device on Grove Ave at Berkshire St.
4. October 4, 2016 – Village Board of Trustees reviewed the item.
 - Board tabled the petition, directed staff to implement temporary calming measure, collect data, and bring the item back for review of the effectiveness of the device.
5. November 28, 2016 – Transportation Commission provided input on device to install.
 - Commission recommendation: implement bump-outs.
6. Spring 2017 – Temporary bump-outs installed on Grove Avenue.
7. May 23-25, 2017 – Traffic study conducted at Berkshire St & Grove Ave intersection.

See Exhibit 5.2 for copies of the Transportation Commission and Village Board meeting minutes related to this item. See Exhibit 5.3 for copies of the written public testimony received by the Village for this item.

See Exhibit 5.4 for a digital aerial photograph of the Berkshire Street and Grove Avenue intersection and the neighboring area. Exhibit 5.5 shows the traffic control devices on Berkshire Street between Belleforte and Linden Avenues as well as adjacent east-west streets, Division Street and Greenfield Street. Exhibit 5.6 is the Safe Walking Route to School map for Mann School.

Mann Elementary School is one block west and Field Park is two blocks west of the Berkshire Street and Grove Avenue intersection. While Lindberg Park is two and a half blocks west and one block north of the Berkshire Street and Grove Avenue intersection. As a result, many in the area that walk or bicycle to either park or the school may have occasion to travel through the Berkshire Street and Grove Avenue intersection.

Memorandum

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A seventy-two hour traffic volume count and speed study was conducted on Tuesday, Wednesday and Thursday, May 23 through 25, 2017 for the 800 and 830 blocks of Berkshire Street and the 900 and 1000 blocks of North Grove Avenue. A pedestrian and bicycle volume study for the hours of 7AM-9AM and 2PM-4PM occurred at the intersection on Thursday, May 25, 2017.

Please see Exhibit 5.7 for a summary of the traffic studies results for both 2016 and 2017. Please see Exhibit 5.8 for a summary of the pedestrian, bicycle and vehicles volumes at the intersection for the four hours noted on Thursday, May 25, 2017 as well as the source data for all modes.

Reviewing the 24-hour volumes on the 900 and 1000 blocks of Grove Avenue, the two-way volumes range from 615 vehicles to 933 vehicles. The volumes on these blocks fall below or within the 800 to 1,200 vehicle range for typical daily traffic on a residential block in the Village. For the 800 and 830 blocks of Berkshire Street, the two-way volumes range from 1,175 and 1,379 vehicles. The volume range on these blocks of Berkshire Street are at or above the upper limit of 1,200 vehicles. The higher volumes on the 800 and 830 blocks of Berkshire Street are expected due to their proximity an arterial street (Oak Park Avenue), a school (Mann School) and a park (Field Park).

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

By definition, the 85th percentile speed is the speed at which 85 percent of the vehicles are traveling at or less than. Conversely, 15 percent of the vehicles will be traveling faster than the 85th percentile speed. It has already been stated that speed limits are typically set to the 5 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 800 and 830 blocks of Berkshire Street, the directional speeds for the two blocks range between 23 mph and 26 mph per the 2016 study results. The 85th percentile range for the same blocks in the 2017 study ranged between 21 mph and 24 mph. There was a decrease in 85th percentile speeds on these Berkshire Street blocks when comparing the 2016 data to the 2017 data.

Looking at the 85th percentile speeds for the 900 and 1000 blocks of North Grove Avenue, the directional speeds for the two blocks range between 28 mph and 29 mph per the 2016 traffic study results. The 85th percentile range for the same blocks in the 2017 study ranged between 24 mph and 28 mph. There was a significant decrease in 85th percentile speeds on the 900 block of Grove Avenue. However there was not a similar decrease in 85th percentile speeds on the 1000 block of Grove Avenue. It was anticipated

Memorandum

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with the implementation of the temporary bump-outs on Grove Avenue at Berkshire Street, vehicles would travel slower on both blocks of Grove Avenue. This was not the case. Only the 900 block of Grove Avenue had a decrease in the 85th percentile speed. The 85th percentile speed on the 1000 block of Grove Avenue stayed essentially the same.

While three of the four blocks in the 2017 traffic study had 85th percentile speeds that were at or below the expected 25 mph; the 85th percentile speed on the fourth block (1000 block of Grove Avenue) remained above the target of 25 mph. Based on the collected data in 2017, it appears there still may be a speeding issue on the 1000 block of North Grove Avenue.

Next, the Village updated the 36 month collision diagram for the intersection of Berkshire Street and Grove Avenue for the period September 2014 through August 2017. It was compared it to the previous collision diagram generated in 2016. Please see Exhibit 5.9 for both collision diagrams.

The number of reported crashes that occurred at the Berkshire Street and Grove Avenue intersection for the thirty-six months ended June 30, 2016 totaled one. This crash was a right angle collision. According to the report, the brakes on the eastbound vehicle failed. There were no additional reported crashes in the subsequent 14 months ending on August 31, 2017.

The average daily traffic for the intersection as determined as part of the 2016 traffic study is 1,857 vehicles and for the 2017 traffic study is 2,033 vehicles. From this data, the 2016 and 2017 crash rates for the Berkshire Street and Grove Avenue intersection are calculated to be 0.492 Acc/MEV and 0.449 Acc/MEV. Both crash rates (2016 & 2017) are lower than the critical crash as determined in the area-wide traffic study of 1998 (0.686 Acc/MEV). If an actual accident rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance. There does not appear to be a problem with vehicle crashes at the Berkshire Street and Grove Avenue intersection.

Based on the results of the 2017 traffic study, it appears there may still be a speeding issue on the 1000 block of Grove Avenue. As a result, Village Staff recommends not to install permanent bump-outs on Grove Avenue at Berkshire Street; rather install north-south STOP signs on Grove Avenue at Berkshire Street (upgrading the intersection of Berkshire Street and Grove Avenue from two-way STOP signs to all-way STOP signs).

APPROVED Meeting Minutes
Transportation Commission
Monday, August 22, 2016
Council Chambers – Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:00 PM.

Present: Jack Chalabian, Kyle Eichenberger, Michael Stewart, Mark Patzloff, Will Gillespie

Excused: Joel Schoenmeyer, Craig Chesney

Staff: Mike Koperniak, Jill Juliano, Mary Avinger, Byron Kutz

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft June 27, 2016 Meeting Minutes

The Commission requested that page four of the draft minutes be modified to clarify that the numbers in paragraph six were related to scoring public interest.

Commissioner Stewart motioned to approve the draft June 27, 2016, Transportation Commission meeting minutes as modified and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote.

PETITION FOR ALL-WAY STOP SIGNS AT GROVE AND BERKSHIRE

Jill Juliano gave a presentation on the petition the Village received for all-way stop signs at Grove and Berkshire which included an overview of the petition and the reasons for submitting. The presentation included maps and outlining other traffic controls in the area including stop signs and where crossing guards are posted during arrival and dismissal times for Mann school. Jill spoke about the traffic study done on June 2nd this year to check the average speeds over a 24 hour period.

Commissioner Stewart asked if area was in a school speed zone and Jill responded no it wasn't.

Chair Chalabian asked about how people walk to Mann school and thinks people walking down Berkshire to Kenilworth. He questioned Jill Juliano about why the Village is recommending not putting up stop signs. Jill responded that stop signs will not slow down speeds and they will have issues with people speeding between intersections with consecutive stop signs and not fully stopping.

Chair Chalabian spoke about the safe walk to school routes and feels they are ineffective and should be reviewed because routes are not convenient and spoke about the Thomas and Lombard intersection. Chair Chalabian thinks the routes for Mann school should be reviewed and supports all-way stop signs. He stated looking at increasing enforcement and waiting for traffic calming incentives is initial means in terms of pedestrian traffic generators and how they all interact.

Commissioner Eichenberger asked about alternating stop signs and was looking for studies on driver anticipation. Jill responded that she thinks it may have to do with the crash rate but would have to look into it.

The discussion continued with the Commission about Mann school boundaries, the safe walk route map, and how many students come to the school from the east.

Commissioner Stewart spoke about his views on rolling stops along Fillmore and thinks that speed humps or bumps might work.

Commission Gillespie asked if there was concern that stop signs would hinder traffic or be detrimental and Jill responded no, because it's not like the traffic situation on Washington, Harrison, or Jackson.

The floor was opened to public testimony.

Mary Rinder of 923 N. Grove stated she has lived in the Village 29 years and never heard a crash on Grove but hears a lot of near misses on Oak Park Ave or Division. Ms. Rinder thinks the number of stop signs really increased and thinks the only time traffic is an issue is when Oak Park Ave. is undergoing street maintenance work. She thinks all-way stop signs will not work and will cause more pollution and congestion.

John McIlwain of 1046 N Grove stated he's lived on the southeast corner of Grove and Berkshire for 19 years and supports the all-way stop signs. Mr. McIlwain stated there is a speeding problem, especially when Oak Park Ave was being resurfaced and there are lots of kids in the area.

Ryan Monroe of 1031 N. Grove stated he has two young kids and agrees there are lots of kids on his block and has witnessed speeding. Mr. Monroe supports the installation of all-way stop signs.

Craig Johnston of 1015 N Grove stated he has two kids and sees lots of kids outside in the street on skateboards or bikes. Mr. Johnston is in favor of the all-way stop signs

and said work on Oak Park Ave increased traffic a lot and people used Berkshire as a cut-through.

Jim Houston of 1007 N Grove stated that he sympathizes with parents with young kids and that 30 years ago it was five kids on the block and now it seems closer to 50. Mr. Houston said there are lots of drivers frustrated with Oak Park traffic and use Grove or Kenilworth to speed up to Division or Greenfield. He feels the Village should be more cautious and should reconsider installing the all-way stop signs or use reverse stop signs as an alternate.

Public Testimony was closed out.

Jill Juliano stated the Village received 11 letters as written testimony with ten letters in support of all-way stop signs and one letter was unsure. Jill then used a chart to illustrate points for and against installing all-way stop signs. Copies of the written public testimony are attached to the back of these minutes.

Commissioner Stewart stated he hears residents saying that traffic uses streets to bypass Oak Park Ave traffic. He doesn't think stop signs will address this issue and there should be other alternatives to address the issue.

Commissioner Gillespie stated he doesn't think they can be convinced stop signs are not a good idea. He also thinks alternating stop signs are a little confusing and doesn't like over-signage. However, Commissioner Gillespie thinks stop signs should be installed and doesn't think speed between blocks will increase.

Commissioner Patzloff stated that he wonders if signs will address the problem with Grove being parallel to Oak Park Ave. but sympathizes with the residents. He stated the toolbox will take a year or more but petition needs action sooner. Commissioner Patzloff also thinks signs will help safety on the street but is torn which way to go.

Commissioner Eichenberger agreed with Commissioner Gillespie and stated the biggest concern is how to get pedestrians to pay attention. He also stated that he thinks crosswalks at the intersection will help but understands reasons for not installing stop signs. However, stop signs are easiest way to get drivers vigilant.

Chair Chalabian stated he understands where residents are coming from and that the quickest solution is to add stop signs. He spoke about full, rolling, and partial stopping traffic. Chair Chalabian went on to say that residents are looking for a solution and that he supports the all-way stop signs and gave his reasons why. He thinks the walking routes are fatality flawed and not working and mentioned again that residents are looking for the quickest route.

Commissioner Gillespie motioned to approve all-way stop signs at Berkshire and Grove with consideration that there may be other alternative traffic calming strategies that could better address speeding and should be implemented, and to install continental

crosswalks on all four approaches at Berkshire and Grove. The motion was seconded by Commissioner Eichenberger.

The voice vote was as follows:

Ayes: Chalabian, Gillespie, Patzloff, Eichenberger

Nays: Stewart

The motion passed four to one.

CONTINUED DEVELOPMENT OF A TRAFFIC CALMING TOOLBOX

Mike Koperniak gave a presentation on continuing the development of a traffic calming toolbox beginning with background information on the Commission's progress. The objective at the meeting is to review the draft scoring system developed in previous sessions compared to the petitions that have been submitted and reviewed by the Transportation Commission in recent years. The presentation went over the scoring points for each measure to see if the Commission wished to refine the points granted based on the particular measure.

A discussion took place about scoring for negative support, accepted level of resident response in and out of the petition zone, and various possible scenarios for scoring.

Mike Koperniak also went over the two scoring tables for 51% and 75% of signed petitions.

The discussion among the Commission then turned to Mike's table that broke down the criteria detail for each of the measures. The Commission discussed how to score crashes based on the minimum or maximum number of crashes. It was decided based on the number of crashes in 36 month periods that 1-3 crashes would earn 5 points, 4-6 crashes would earn 10 points, and 7 and above would earn a maximum of 15 points with an additional 5 points earned if a pedestrian or cyclist was involved in the crash. The Commission agreed the scoring for vehicle speed was okay.

Jill Juliano spoke briefly about data collected on streets for vehicle volume and how measurements are only for residential streets. The Commission continued discussing adjusting scoring for vehicle volume and felt numbers are too high for residential streets and that they should come back to this after looking at more data.

The Commission determined scoring for Pedestrian Traffic Generators and Bike Route/Non-Bike Routes were okay and the scoring for Community Interest was previously discussed.

Mike Koperniak continued the discussion looking over the scoring example for the all-way stop signs at Thomas and Lombard where the total points after scoring was 46.

Mike suggested when changing Crash History and rescoring other examples that scoring would change.

Commission Gillespie asked about the scoring example for the traffic calming device on the 1200 block of Woodbine and if churches, parks, and schools for example, were taken into consideration. Chair Chalabian responded about what is in the area and other scenarios in other parts of the Village including Highland and Roosevelt and a night club present on the Berwyn side. Mike Koperniak stated they can look at the Vehicle Volumes and will plug in the information at the next week.

Mike stated that the meeting in September will be on the Y2, Y3, and Y4 zone study and the Commission's work plan is due in October. The October meeting may be on the stop sign petition received for Monroe and Wenonah. Chair Chalabian suggested following up on the toolbox at the meeting in October to get it finished this year.

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:01 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

Juliano, Jill

1017-1 5.2 6/24

From: Chan, James L. <jimchan@uic.edu>
Sent: Thursday, August 18, 2016 3:17 PM
To: Juliano, Jill
Subject: stop sign at Grove/Berkshire

Dear Ms. Juliano,

I support making the Grove/Berkshire intersection "all-way stop" primarily because of the pedestrian traffic to/from Mann School one block away. Thank you for the consideration.

James and Susy Chan
941 North Grove Avenue
Oak Park, IL

From: Juliano, Jill
Sent: Friday, August 19, 2016 5:37 PM
To: Juliano, Jill
Subject: FW: Petition for 4-way stop signs at Berkshire and Grove

From: [REDACTED]
Sent: Thursday, August 18, 2016 1:43 PM
To: Juliano, Jill
Subject: Re: Petition for 4-way stop signs at Berkshire and Grove

Hello,

Thank you for sending the letter regarding the upcoming meeting to discuss this petition. I cannot attend but would like to provide my comments.

While I agree that something needs to change at this intersection, I am concerned about the false sense of security provided by a 4 way stop, especially with Mann School and Field Park only one block away where many young children and distracted families on foot and bicycle frequent. I have lived very close to this intersection for more than a decade and am home during the day, so have had concerns and observed what happens there. It seems to be an issue of behavior more than signage; namely:

- Failure to yield, let alone stop, at the eastbound stop sign on Berkshire. This happens regularly but particularly around 8am during school days, suggesting the offenders are parents who just dropped their children at Mann School and are hurrying elsewhere, and/or local residents trying to quickly get through the increased volume of traffic. This is a behavior issue, not a signage one - local parents and residents should be well aware that this stop sign exists.
- 'Peeling out' from the (mostly) eastbound stop sign, presumably from frustration that nearly every preceding block on Berkshire has a stop sign despite relatively little vehicular, bicycle and foot traffic at each of those intersections. While it is crucial that drivers stop for others at intersections, I can understand the frustration with stopping every few hundred yards when it does not seem warranted - and my own experience as a local driver is that there seldom is traffic at most of these except for when school is starting and ending. This is also a behavior issue that signage is unlikely to change.
- Numerous screeches, honks and close calls when east/westbound vehicles fail to remain stopped until north/southbound cars pass, suggesting the drivers are ignoring the 'Cross Traffic Does Not Stop' signs on Berkshire. Again, a driver behavior issue, since the signage is already there but ignored.
- Honks and close calls when north/southbound drivers imagine there is a stop sign, or yield to stopped vehicles, which leads to confusion as to who then takes the right of way. Driver issue again, not signage.
- Speeding north and southbound on Grove Ave. Our family has witnessed several accidents related to this over the years. Stop signs would reduce the speeding issue, presumably - though I would not be surprised to see some of the above issues persist or increase going north/south based on what already occurs with the east-west stop sign.

The behavior I observe and mention above suggests that a four way stop is not a panacea - the issue often is driver behavior that includes a failure to observe the signage that is (or is not) already there. The only issue above that might change is the north/southbound speeding. My own experience at the 4 way stop at Kenilworth and Division shows that drivers don't always respect a four way stop either. Kids and adults can

easily presume that drivers will obey all signs and become lax about looking at the situation. A 4 way stop gives this sense of trust but I am skeptical that drivers will actually change much, which is a concern. Ped currently are quite careful at this intersection, which they need to be - and should continue to be even if signs are added.

1017-1
5.2
8/24

As transportation professionals, you may have other suggestions based on similar situations - painted crosswalks? Other speed control measures on Grove? All this said, I have no issue with the 4 way stop if you believe it is the best option to actually change driver behavior for the better.

Thank you for the opportunity to comment.

Juliano, Jill

1017-1
5.2
9/24

From: Karen Lareau Patel <karen_lareau@hotmail.com>
Sent: Sunday, August 21, 2016 3:48 PM
To: Juliano, Jill
Cc: Sanjay Yahoo Patel
Subject: Support for all-way stop sign at Grove and Berkshire

Hi Jill - We'd like to thank the village for its consideration of the petition to upgrade to all way stop signs at the intersection of Berkshire Street and Grove Avenue. We strongly support this petition but, unfortunately are unable to attend the hearing in person. We would like the village to consider the following points in its consideration:

1. We have overwhelming support by the owners of the applicable blocks. In fact, we had 100% agreement/support from those we were able to connect with in person. We're sure we'd be able to find additional support if that's a factor in the decision.
2. The homes on the impacted blocks have had a significant increase in the number of small children over the past five years. It is becoming increasingly dangerous given the speeds at which people are driving on Grove. We have witnessed significant high speeds during times when children are present on the block. The main issue, in our opinion, is that drivers are using Grove to speed up to North Avenue since Grove has less traffic than Oak Park Avenue. We've personally witnessed drivers driving over 50 miles per hour.
3. This intersection is very close to both Mann school and the Julian bus stop at that corner. We need as much help as we can keeping driving speeds to safe limits with the amount of children walking across that intersection.

We're sure the village has many factors in its decision, but we think this is a serious safety issue for our children. We would encourage the decision makers to consider our input above and the ones submitted in our application -- and move forward with the all-way stop signs at the intersection of Grove and Berkshire to improve safety!

Karen Lareau and Sanjay Patel
homeowners, 1034 N. Grove Ave.

Juliano, Jill

1017-1 5.2 10/24

From: Rachel Caskey <rcaskey@sbcglobal.net>
Sent: Sunday, August 21, 2016 4:23 PM
To: Juliano, Jill
Cc: Erich Krumrei
Subject: stop sign petition

Jill

My husband, Erich Krumrei, and I would like to thank the village for its consideration of the petition to upgrade to all-way stop signs at the intersection of Berkshire Street and N. Grove Avenue. We strongly support this petition but, unfortunately, we are unable to attend the hearing in person as we are out of town. We would like the village to consider the following points in its consideration:

1. We have overwhelming support by the owners of the applicable blocks. In fact, we had 100% agreement/support from those we were able to connect with in person. We're sure we'd be able to find additional support if that's a factor in the decision.
2. The homes on the impacted blocks have had a significant increase in the number of small children over the past five years. It is becoming increasingly dangerous given the speeds at which people are driving on Grove. We have witnessed driving speeds in excess of 65 miles per hour during times when children are present on the block. The main issue, in our opinion, is that drivers are using Grove to speed up to North Avenue because Grove has less traffic than Oak Park Avenue.
3. This intersection is very close to both Horace Mann school and a Julian Middle school bus stop at the corner of Grove and Berkshire. We need as much help as we can keeping driving speeds to safe limits with the amount of children walking across that intersection.

The village has to manage a number of factors when deciding to install a stop sign but we feel the safety of our children should be paramount. We would encourage the decision makers to consider our input and move forward with the all-way stop signs at the intersection of Grove and Berkshire to improve safety!

Sincerely,

Rachel Caskey and Erick Krumrei

Juliano, Jill

1017-1 5.2 11/24

From: rdkcj@aol.com
Sent: Monday, August 22, 2016 9:17 AM
To: Juliano, Jill; jack.french@usafp.us
Subject: Stop Sign at Berkshire and Grove

Hi Jill - We'd like to thank the village for its consideration of the petition to upgrade to all way stop signs at the intersection of Berkshire Street and Grove Avenue. We strongly support this petition but, unfortunately are unable to attend the hearing in person. We would like the village to consider the following points in its consideration:

1. We have overwhelming support by the owners of the applicable blocks. In fact, we had 100% agreement/support from those we were able to connect with in person. We're sure we'd be able to find additional support if that's a factor in the decision.
2. The homes on the impacted blocks have had a significant increase in the number of small children over the past five years. It is becoming increasingly dangerous given the speeds at which people are driving on Grove. We have witnessed significant high speeds during times when children are present on the block. The main issue, in our opinion, is that drivers are using Grove to speed up to North Avenue since Grove has less traffic than Oak Park Avenue. We've personally witnessed drivers driving over 50 miles per hour.
3. This intersection is very close to both Mann school and the Julian bus stop at that corner. We need as much help as we can keeping driving speeds to safe limits with the amount of children walking across that intersection.

We're sure the village has many factors in its decision, but we think this is a serious safety issue for our children. We would encourage the decision makers to consider our input above and the ones submitted in our application -- and move forward with the all-way stop signs at the intersection of Grove and Berkshire to improve safety!

Kind Regards,
Candace and John French
1014 N. Grove Ave.
708-383-7293

Juliano, Jill

1017-1
5.2
12/24

From: Jennifer Stratman <jennifer@stratmanpartners.com>
Sent: Monday, August 22, 2016 10:47 AM
To: Juliano, Jill
Subject: Intersection of Berkshire and Grove

Hi Ms. Juliano,

I cannot attend the meeting tonight, but I want to throw my support behind creating an all-way stop at Grove and Berkshire. This intersection is a well-worn path to Mann School and a bus stop for Julian Middle School. I believe there should be a three block radius of all-way stops around schools and bus stops.

Thank you for considering my thoughts.

Best regards,

Jennifer W. Stratman



141 W Jackson Boulevard
Suite 4010
Chicago, IL 60604
Office (312) 658-1377
Mobile (708) 870-4785

E-mail: jennifer@stratmanpartners.com
Web: <http://www.stratmanpartners.com>



Virus-free. www.avast.com

Juliano, Jill

1017-1
5.2
13/24

From: Michele Silvetti-Schmitt <MSilvetti-Schmitt@HBRA-ARCH.com>
Sent: Monday, August 22, 2016 1:32 PM
To: Juliano, Jill
Cc: Family Silvetti-Schmitt
Subject: Stop Sign Request for Grove and Berkshire intersection

Importance: High

Dear Jill –

Unfortunately we are unable to attend this evening's meeting, as we have conflicting parent meetings at both Julian and OPRFHS.

We would however like to show our support for the stop-sign petition at our street corner. We'd like to thank the village for its consideration of the petition to upgrade to all way stop signs at the intersection of Berkshire Street and Grove Avenue. We strongly support this petition but, unfortunately are unable to attend the hearing in person. We would like the village to consider the following points in its consideration:

1. We have overwhelming support by the owners of the applicable blocks. In fact, we had 100% agreement/support from those we were able to connect with in person. We're sure we'd be able to find additional support if that's a factor in the decision.
2. The homes on the impacted blocks have had a significant increase in the number of small children over the past five years. It is becoming increasingly dangerous given the speeds at which people are driving on Grove. We have witnessed significant high speeds during times when children are present on the block. The main issue, in our opinion, is that drivers are using Grove to speed up to North Avenue since Grove has less traffic than Oak Park Avenue. We've personally witnessed drivers driving over 50 miles per hour.
3. This intersection is very close to both Mann school and the Julian bus stop at that corner. We need as much help as we can keeping driving speeds to safe limits with the amount of children walking across that intersection.

We're sure the village has many factors in its decision, but we think this is a serious safety issue for our children. We would encourage the decision makers to consider our input above and the ones submitted in our application -- and move forward with the all-way stop signs at the intersection of Grove and Berkshire to improve safety!

**Michele and Jochen Silvetti-Schmitt
with children
Antony and Aubrey Silvetti-Schmitt**

1011 N. Grove Ave,
Oak Park, IL 60302

e-mail: family@silvettischmitt.net

From: Laurie Bunkers <lbunks@comcast.net>
Sent: Monday, August 22, 2016 3:02 PM
To: Juliano, Jill
Subject: Berkshire & Grove Stop sign

Hi Jill - We'd like to thank the village for its consideration of the petition to upgrade to all way stop signs at the intersection of Berkshire Street and Grove Avenue. We strongly support this petition but, unfortunately are unable to attend the hearing in person. We would like the village to consider the following points in its consideration:

1. We have overwhelming support by the owners of the applicable blocks. In fact, we had 100% agreement/support from those we were able to connect with in person. We're sure we'd be able to find additional support if that's a factor in the decision.
2. The homes on the impacted blocks have had a significant increase in the number of small children over the past five years. It is becoming increasingly dangerous given the speeds at which people are driving on Grove. We have witnessed significant high speeds during times when children are present on the block. The main issue, in our opinion, is that drivers are using Grove to speed up to North Avenue since Grove has less traffic than Oak Park Avenue. We've personally witnessed drivers driving over 50 miles per hour.
3. This intersection is very close to both Mann school and the Julian bus stop at that corner. We need as much help as we can keeping driving speeds to safe limits with the amount of children walking across that intersection.

We're sure the village has many factors in its decision, but we think this is a serious safety issue for our children. We would encourage the decision makers to consider our input above and the ones submitted in our application -- and move forward with the all-way stop signs at the intersection of Grove and Berkshire to improve safety!

Bill and Laurie Bunkers

1017 N Grove Ave
Oak Park II 60302

Sent from my iPhone

From: Jessica L. Malmquist <jlmalmquist@goddardlaw.com>
Sent: Monday, August 22, 2016 3:26 PM
To: Juliano, Jill
Subject: Stop Sign at Grove & Berkshire

Dear Jill,

I would like to thank the Village for its consideration of the petition to upgrade to all way stop signs at the intersection of Berkshire Street and Grove Avenue. We strongly support this petition but, unfortunately are unable to attend the hearing in person due to the late nature of the notice. I cannot tell you strongly enough how much we need four-way stop at the intersection of Grove and Berkshire. Please consider:

1. The homes on the impacted blocks have had a significant increase in the number of small children over the past five years. We have two four-year old's and it has become increasingly dangerous and increasingly common to have people drive down Grove, presumably to avoid the traffic on Oak Park, at extremely high speeds. Not only are high speeds more common than not, there is often no more than a cursory slow-down at the no existing stop sign. I have personally witnesses speeds in excess of 50 mph and almost been clipped by speeding cars more than once. It is difficult to even contemplate allowing out children play out front with the other many, many children on the block with the current speeding situation.
2. This intersection of Grove and Berkshire is half a block from Horace Mann school and the location of the Julian bus stop.

Please help us keep the driving speeds to safe limits with the amount of children walking across this intersection and living on the adjacent blocks.

Although I am sure the Village has many factors in its decision, but we think this is a serious safety issue for my children and all the children in the area, attending Horace Mann, and using the Julien bus stop. I would encourage the Village to consider my input, and those of the many other family who support this petition, and move forward with the all-way stop signs at the intersection of Grove and Berkshire to improve safety!

Jessica L. Malmquist
1015 N Grove Ave
Oak Park, IL 60302

Jessica L. Malmquist
Attorney, Collaborative Law Fellow & Mediator
Goddard & Malmquist
1250 South Grove Avenue
Suite 101
Barrington, IL 60010
847-382-3995
F: 847-382-4038
jlmalmquist@goddardlaw.com
www.goddardlaw.com

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Juliano, Jill

1017-1 5.2 17/24

From: Pasquale Di Rico <prdirico@gmail.com>
Sent: Monday, August 22, 2016 3:52 PM
To: Juliano, Jill
Subject: Petition Stop Sign - Bershire St Grove Ave

Mrs. Juliano,

In regards to petition for all way stop signs at the intersection of Berkshire Street and Grove Avenue, we support this petition. Unfortunately we are unable to attend the hearing in person. We would like the village to consider the following points in its consideration:

1. We have overwhelming support by the owners of the applicable blocks. In fact, we had 100% agreement/support from those we were able to connect with in person. We're sure we'd be able to find additional support if that's a factor in the decision.
2. The homes on the impacted blocks have had a significant increase in the number of small children over the past five years. It is becoming increasingly dangerous given the speeds at which people are driving on Grove. We have witnessed significant high speeds during times when children are present on the block. The main issue, in our opinion, is that drivers are using Grove to speed up to North Avenue since Grove has less traffic than Oak Park Avenue. We've personally witnessed drivers driving over 50 miles per hour.
3. This intersection is very close to both Mann school and the Julian bus stop at that corner. We need as much help as we can keeping driving speeds to safe limits with the amount of children walking across that intersection.

Thank you for watching for our children's safety. We would encourage the decision makers to consider our input above and the ones submitted in our application -- and move forward with the all-way stop signs at the intersection of Grove and Berkshire.

Best regards,

Pasquale & Patricia Di Rico
1026 N. Grove Ave.
Oak Park, IL 60302

From: SBC <n_turley@sbcglobal.net>
Sent: Monday, August 22, 2016 4:37 PM
To: Juliano, Jill
Subject: Stop sign support

Hi Jill - We'd like to thank the village for its consideration of the petition to upgrade to all way stop signs at the intersection of Berkshire Street and Grove Avenue. We strongly support this petition but, unfortunately are unable to attend the hearing in person. We would like the village to consider the following points in its consideration:

1. We have overwhelming support by the owners of the applicable blocks. In fact, we had 100% agreement/support from those we were able to connect with in person. We're sure we'd be able to find additional support if that's a factor in the decision.
2. The homes on the impacted blocks have had a significant increase in the number of small children over the past five years. It is becoming increasingly dangerous given the speeds at which people are driving on Grove. We have witnessed significant high speeds during times when children are present on the block. The main issue, in our opinion, is that drivers are using Grove to speed up to North Avenue since Grove has less traffic than Oak Park Avenue. We've personally witnessed drivers driving over 50 miles per hour.
3. This intersection is very close to both Mann school and the Julian bus stop at that corner. We need as much help as we can keeping driving speeds to safe limits with the amount of children walking across that intersection.

We're sure the village has many factors in its decision, but we think this is a serious safety issue for our children. We would encourage the decision makers to consider our input above and the ones submitted in our application -- and move forward with the all-way stop signs at the intersection of Grove and Berkshire to improve safety!

Nicole Turley
1042 N. Grove Ave



Village of Oak Park

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

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19/24

Meeting Minutes

President and Board of Trustees

Tuesday, October 4, 2016

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 6:34 P.M.

II. Roll Call

Present: 4 - Village Trustee Barber, Village Trustee Button Ott, Village Trustee Tucker, and Village President Abu-Taleb

Absent: 3 - Village Trustee Brewer, Village Trustee Lueck, and Village Trustee Salzman

III. Consideration of Motion to Adjourn to Executive Session to Discuss Collective Bargaining, Purchase or Lease of Property and Setting the Price for the Sale of Property

It was moved by Village Trustee Button Ott, seconded by Village Trustee Tucker, to enter into Executive Session pursuant to 5 ILCS 120/2(c)(2) - collective bargaining, 5 ILCS 120/2(c)(5) - purchase or lease of property and 5 ILCS 120/2(c)(6) - setting a price for the sale of property. The motion was approved. The roll call on the vote was as follows:

AYES: 4 - Village Trustee Barber, Village Trustee Button Ott, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 3 - Village Trustee Brewer, Village Trustee Lueck, and Village Trustee Salzman

V. Reconvene to Regular Meeting in Council Chambers and Call to Order

The Regular Meeting reconvened at 7:34 P.M.

VI. Roll Call

Present: 5 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Button Ott, Village Trustee Tucker, and Village President Abu-Taleb

Absent: 2 - Village Trustee Lueck, and Village Trustee Salzman

VII. Agenda Approval

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

VIII. Minutes

CFO Steve Drazner gave an overview of the budget process. He stated that the Capital Improvement Plan (CIP) is a multiple year document which identifies and summarizes all of the Village's capital projects going out five years, as well as the Village's most immediate needs for 2017. Although the CIP encompasses five years, only the first year is being appropriated for budget purposes. He discussed the four different CIP Funds, what revenue funds them and what they are used for.

Mr. Drazner stated that the proposed CIP was presented to the Board at the September 19 meeting as well as reviewed at the two prior Finance Committee meetings. There will also be additional discussion related to the fiber optic project.

Mr. Drazner and Village Manager Pavlicek answered questions from the Board.

AB. [MOT 16-112](#) A Motion to Concur with the Transportation Commission's Recommendation to Upgrade the Two-Way STOP Signs to All-Way STOP Signs at the Intersection of Berkshire Street and Grove Avenue and Direct Staff to Prepare the Necessary Ordinance

Village Engineer Bill McKenna stated that staff received a petition in May to upgrade to an all-way STOP sign. This went to the Transportation Commission and ultimately was approved by them four to one. Staff had concerns with the recommendation, as traffic data does not warrant a four-way stop sign at that location. In addition, The Manual on Uniform Traffic Control Devices lists that STOP signs should not be used for speed control.

Village Trustee Barber asked what initiated the petition. Mr. McKenna stated that it was a safety concern issue, as this is near a school where children are crossing. There is a perception of high speeds on Grove Avenue. However, the traffic data shows speeds of 28-29 mph. Berkshire is slower, at 23-26 mph for speeds collected on that street. Traffic volumes were well within the normal range for residential streets, with Grove at approximately 1200 per day and Berkshire at 700. A three year accident history was also looked at; there was only one accident in that intersection, and it was due to brake failure on one of the vehicles. Village Trustee Barber noted that there are actions that staff could have taken prior to the petition. Mr. McKenna stated that "Drive 25" signs were installed and there has been increased police presence.

Village Trustee Button Ott asked what is the drawback of installing the sign. Mr. McKenna noted that installing STOP signs where they're not warranted tends to result in decreased compliance, which creates a safety hazard, especially for pedestrians. Village Trustee Button Ott asked what other calming tools are available. Mr. McKenna said the options are limited and involve physically changing the layout of the road to get drivers to want to slow down.

Transportation Commission chair Jack Chalabian stated that the neighbors expressed concern regarding speeding. He conceded that the issue isn't as intense as they claimed but is an issue nonetheless. He discussed the Safe School Pathway and noted that it requires pedestrians coming from the east side of Grove to cross south and then west to the school. Their main driving point was that they want to be able to walk straight across and go west. Unlike the Village, the Transportation Commission has no tools other than to do nothing, recommend installing a stop sign or recommend enforcement. Mr. Chalabian gave statistics on the number of STOP signs at intersections in the Village.

Village Trustee Barber suggested tabling the motion and instead utilize other traffic

calming tools for a reasonable period of time and report back to the Board in six months.

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

AYES: 5 - Village Trustee Barber, Village Trustee Brewer, Village Trustee Button Ott, Village Trustee Tucker, and Village President Abu-Taleb

NAYS: 0

ABSENT: 2 - Village Trustee Lueck, and Village Trustee Salzman

XVII. Call to Board and Clerk

Village Clerk Powell reminded all to register and to vote. She also commended Housing Forward and urged all to attend their launch party on November 9th.

Village Trustee Brewer also praised Housing Forward.

Village Trustee Barber addressed the public comment regarding selling home baked goods and noted that he would be supportive of such an ordinance. He was also interested in learning more about the Home Rule pesticide issue.

Village Trustee Ott discussed a possible event on October 19 with District 97.

Village Trustee Tucker was also supportive of the home baking ordinance.

Village President Abu-Taleb noted that it is the Jewish New Year and he wished them Happy Holidays.

XVIII. Adjourn

It was moved by Village Trustee Tucker, seconded by Village Trustee Barber, to adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 9:00 P.M., Tuesday, October 4, 2016.

Respectfully Submitted,

**MaryAnn Schoenneman
Deputy Village Clerk**

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

Call to Order and Roll Call

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

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

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

Excused: Joel Schoenmeyer

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

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft September 26, 2016 Meeting Minutes

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

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

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

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

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

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

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

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

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

Nays: None

The motion passed six to zero.

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

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

Nays: None

The motion passed six to zero.

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

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

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

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

The floor was opened to public testimony.

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

Public testimony was closed out.

The discussion continued about chokers versus bump-outs.

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

Ayes: Chesney, Stewart, Eichenberger, Thompson

Nays: Chalabian

Abstain: Patzloff

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

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 10:45 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

Juliano, Jill

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1/3

From: Jonathan Littman <jhwittman@sbcglobal.net>
Sent: Tuesday, October 03, 2017 1:32 PM
To: Transportation
Subject: grove ave and berkshire street intersection input

We live at 1000 N Kenilworth Ave, a half block from the Grove-Berkshire intersection; our house faces Berkshire St.

We feel strongly that a FOUR WAY STOP SIGN at that intersection would be the safest traffic directing method as this intersection is very close to the Mann Elementary School one block away on Kenilworth and is also the intersection where the school bus picks up and drops off neighborhood children attending Julian Middle School.

Thank you for inviting our opinion. Sorry we can't attend the Oct 9th meeting.

Sincerely,

Jonathan Littman
Audrey L. Strode
1000 N. Kenilworth

From: Melba Lara <melbal@gmail.com>
Sent: Tuesday, October 03, 2017 10:22 PM
To: Transportation
Subject: Traffic calming GROVE/Berkshire

Dear members of the village of Oak Park Transportation Commission,

First I want to thank you all -- including engineer Jill Juliano -- for your commitment to making Oak Park and specifically our neighborhood near Grove Avenue and Berkshire safer for pedestrians and motorists alike.

Since I moved into this beautiful community, I have witnessed the dedication of transportation staff to improving Oak Park's neighborhoods for residents. I am encouraged by the prudent use of tax dollars and the thoughtful planning that I've seen demonstrated in the time I have lived here. I am heartened by the way this commission has been open to listening to the concerns of Oak Park's residents.

It is for that reason that I am strongly **opposed** to the traffic calming 'bump outs' that were temporarily installed on Grove and Berkshire and hope they do not return. I am in favor of a four way stop at Grove and Berkshire.

Briefly, in my opinion

- 1) The bump outs negatively impact the aesthetics of the neighborhood. They give the streets the appearance of never ending construction and detract from the beauty of the area. These particular bump outs made me very concerned about their impact on potentially lowering property values because of their objectionable appearance. We already pay some of the highest property taxes in Oak Park in this neighborhood and object to having our homes devalued because of this.
- 3) From my own observations, I did not see any reduction in speed of cars going through the intersection at all because of the bump outs. Drivers routinely drove through the intersection down Grove without much slowing down regardless of the time of day.
- 4) Shortly before they were removed, I noticed a number of the bump outs were damaged or broken. Long term that will mean significant costs for maintaining and replacing them which could be better spent on other options.
- 5) I do support other options for traffic calming that a) cost less b) look aesthetically pleasing c) and are more effective.

The residents have petitioned Oak Park for a 4 way stop and have been patient while other traffic calming measures have been tested.

I understand that the estimated cost to install stop signs is around \$2000. That amount seems more than worth it to keep the children attending Mann elementary safe heading to and from school and for the safety of all residents and visitors to our beautiful neighborhood.

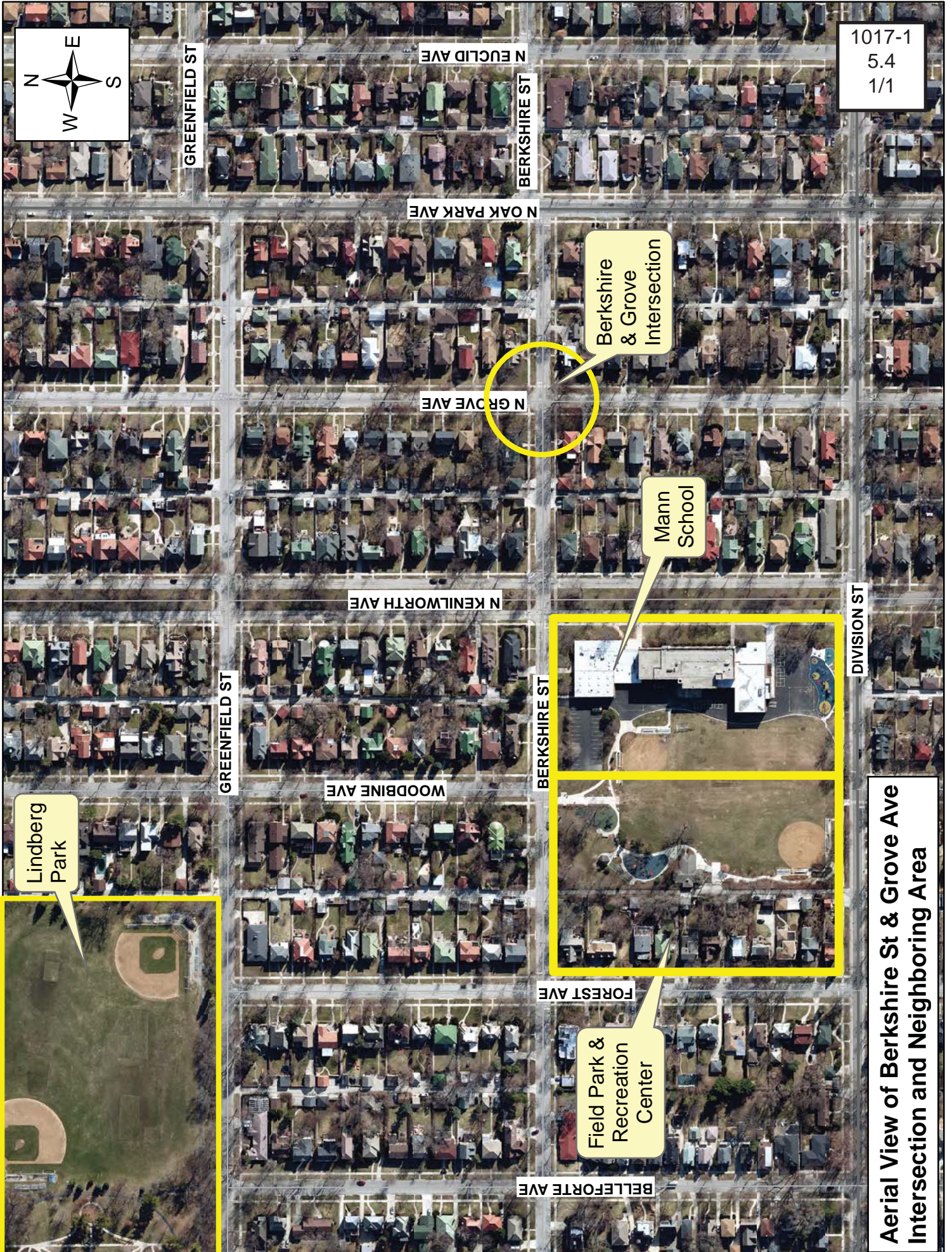
Thank you again for attention to this matter. Feel free to contact me if you have any questions.

Sincerely,

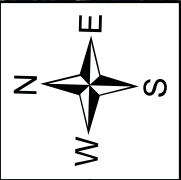
Melba Lara

Resident of the 900 block of North Grove

1017-1
5.3
3/3



1017-1
5.4
1/1



Berkshire & Grove Intersection

Mann School

Lindberg Park

Field Park & Recreation Center

Aerial View of Berkshire St & Grove Ave Intersection and Neighboring Area

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1/1

Lindberg Park

Field Park

Mann School

BELLEFORTE AVE

FOREST AVE

WOODBINE AVE

WOODBINE AVE

N KENILWORTH AVE

N GROVE AVE

N OAK PARK AVE

N EUCLID AVE


LINDEN AVE

BERKSHIRE ST

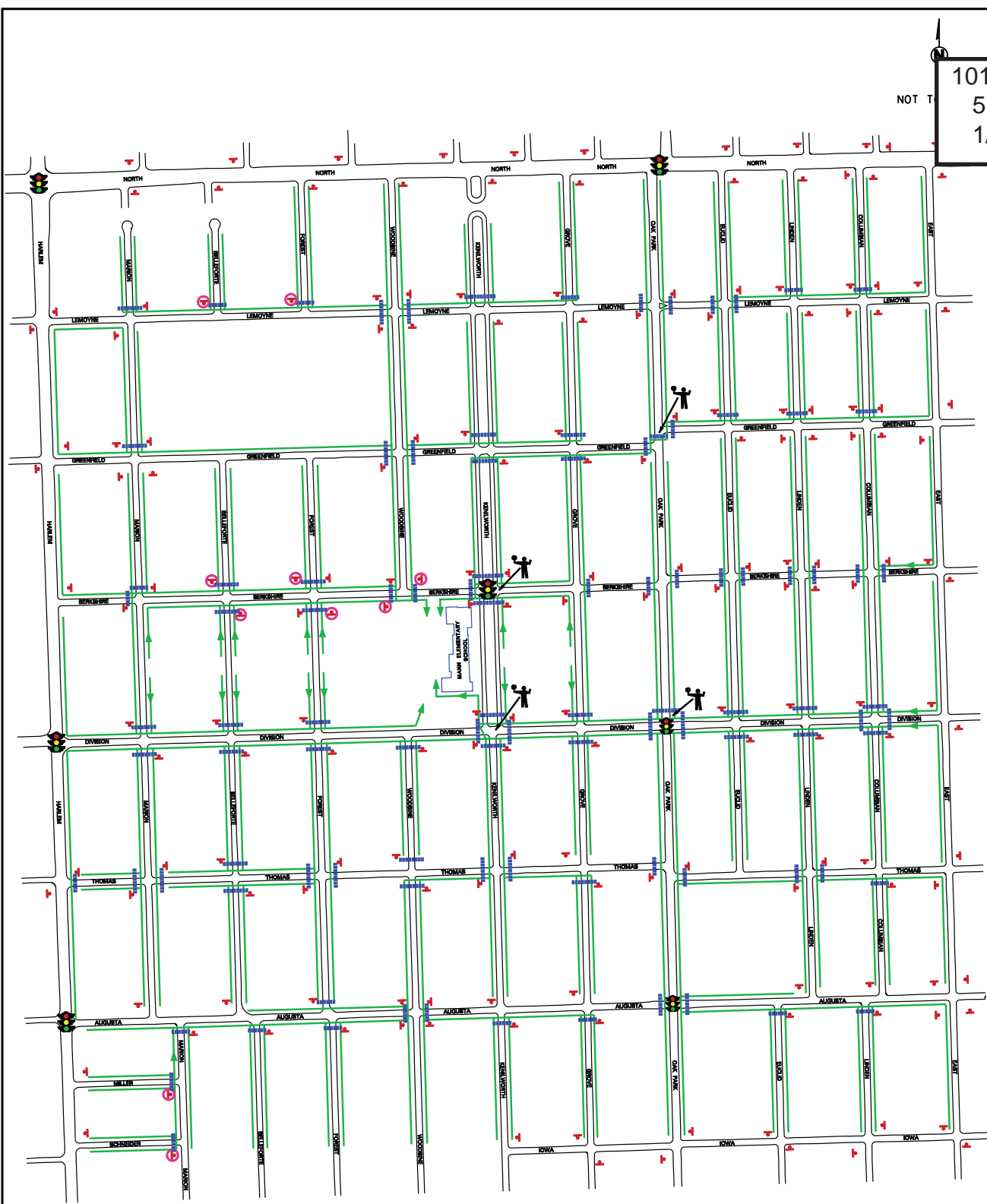
GREENFIELD ST

DIVISION ST

**Traffic Controls
as of June 2016**

-  STOP
-  YIELD
-  TRAFFIC SIGNAL






NOTE TO PARENTS:








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

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

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



SAFE WALKING ROUTES TO SCHOOL:
MANN ELEMENTARY SCHOOL
OAK PARK ELEMENTARY
SCHOOL DISTRICT 97

- LEGEND:**
-  - TRAFFIC SIGNAL
 -  - STOP SIGN
 -  - YIELD SIGN
 -  - DENOTES NEW FORM OF TRAFFIC CONTROL
 -  - VILLAGE CROSSING GUARD
 -  - CROSSWALK
 -  - SCHOOL WALK ROUTE

DATE: OCTOBER 2009


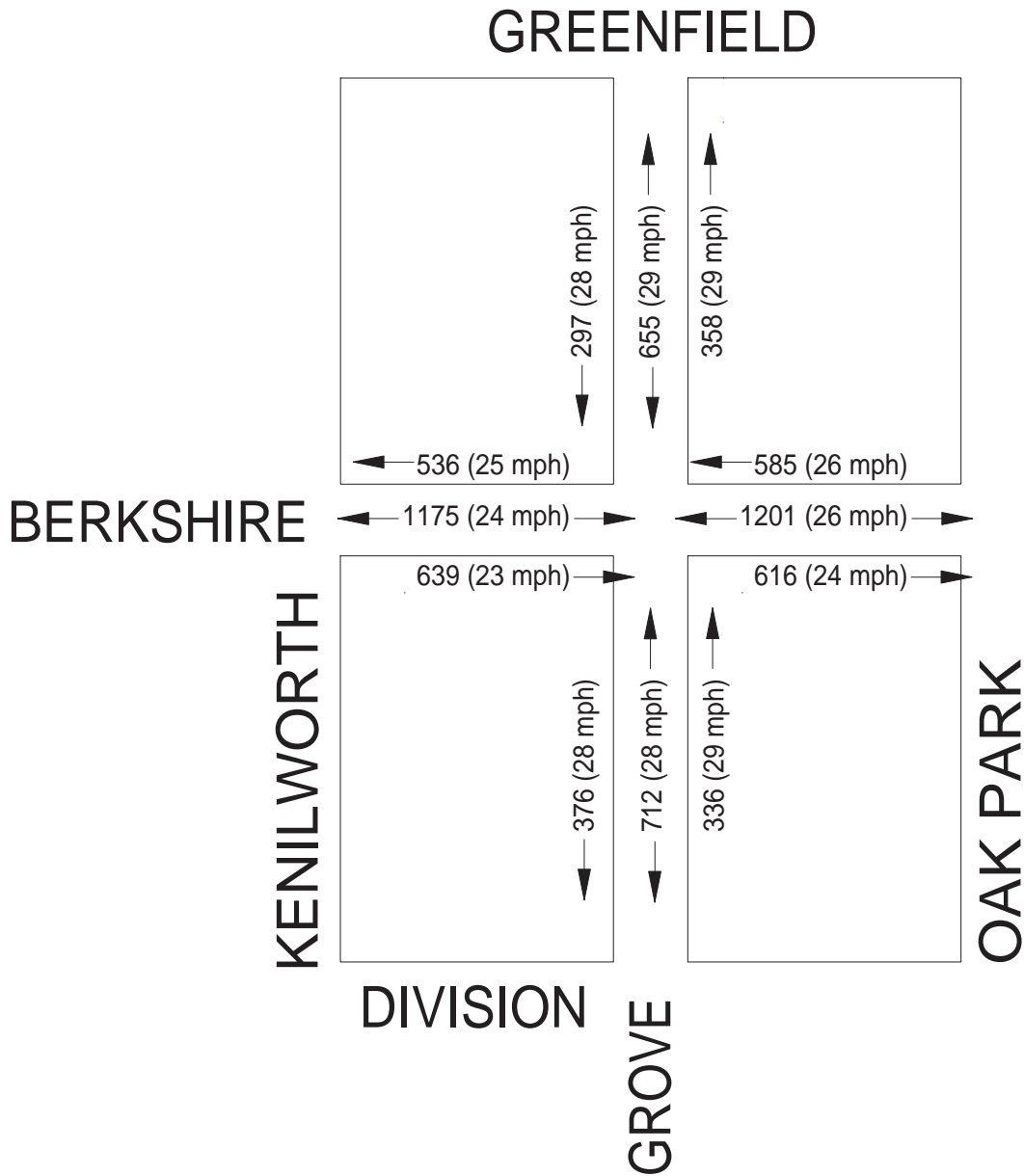


EXHIBIT NO: 1

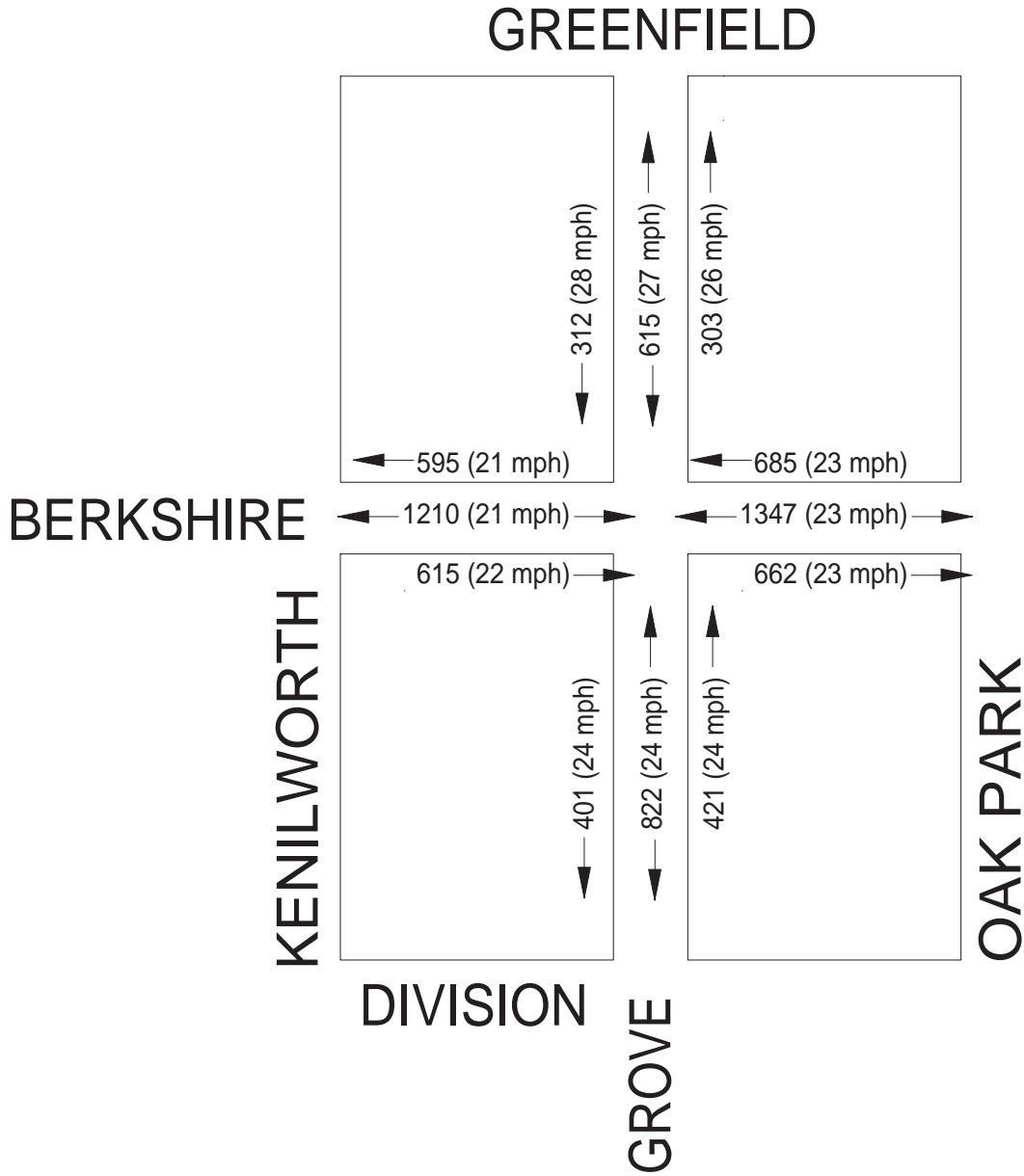


LEGEND
XXX (YY mph) - Volume (85th Percentile Speed)

*Engineering
Division*

Scale: 1" = Ft.
By: JAJ Date: 08/17/16

Directional Vehicle Volumes and Speeds
on the 900 & 1000 blocks of N Grove Ave
and the 800 & 830 blocks of Berkshire St
Traffic data was collected on
Thursday, June 2, 2016.

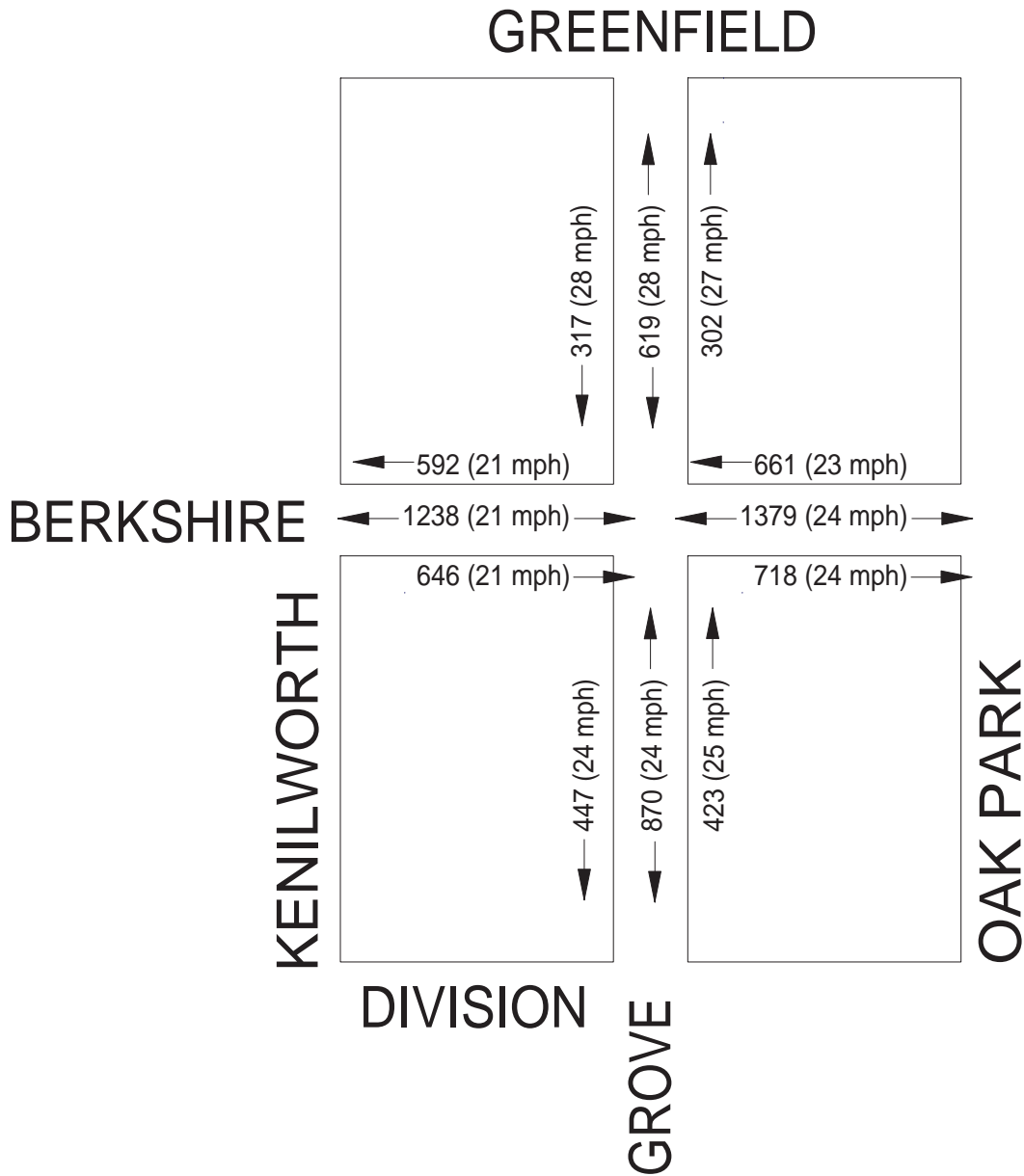


LEGEND
XXX (YY mph) - Volume (85th Percentile Speed)

*Engineering
Division*

Scale: 1" = Ft.
By: JAJ Date: 06/28/17

Directional Vehicle Volumes and Speeds
on the 900 & 1000 blocks of N Grove Ave
and the 800 & 830 blocks of Berkshire St
Traffic data was collected on
Tuesday, May 23, 2017.

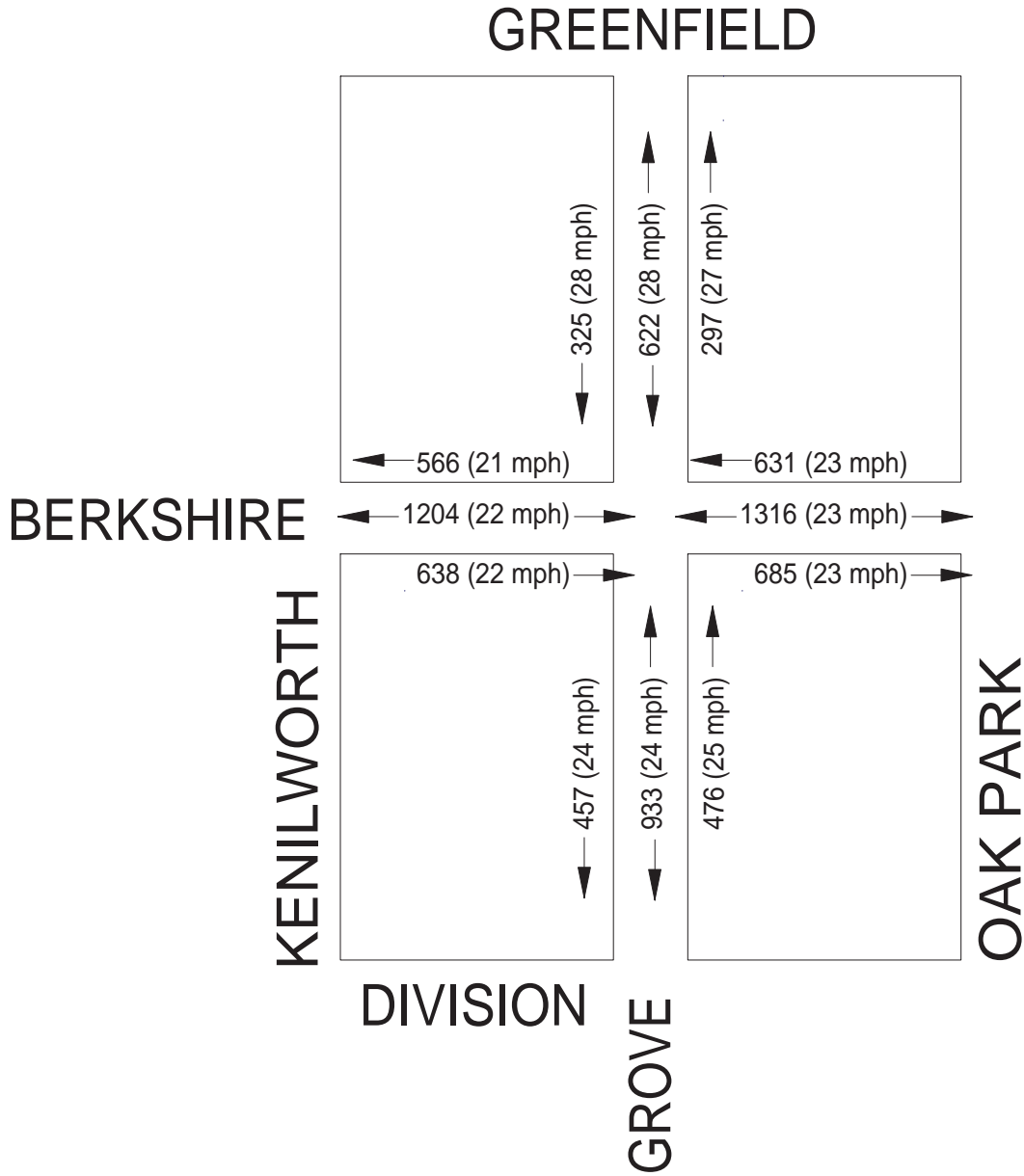


LEGEND
XXX (YY mph) - Volume (85th Percentile Speed)

*Engineering
Division*

Scale: 1" = Ft.
By: JAJ Date: 06/28/17

Directional Vehicle Volumes and Speeds
on the 900 & 1000 blocks of N Grove Ave
and the 800 & 830 blocks of Berkshire St
Traffic data was collected on
Wednesday, May 24, 2017.



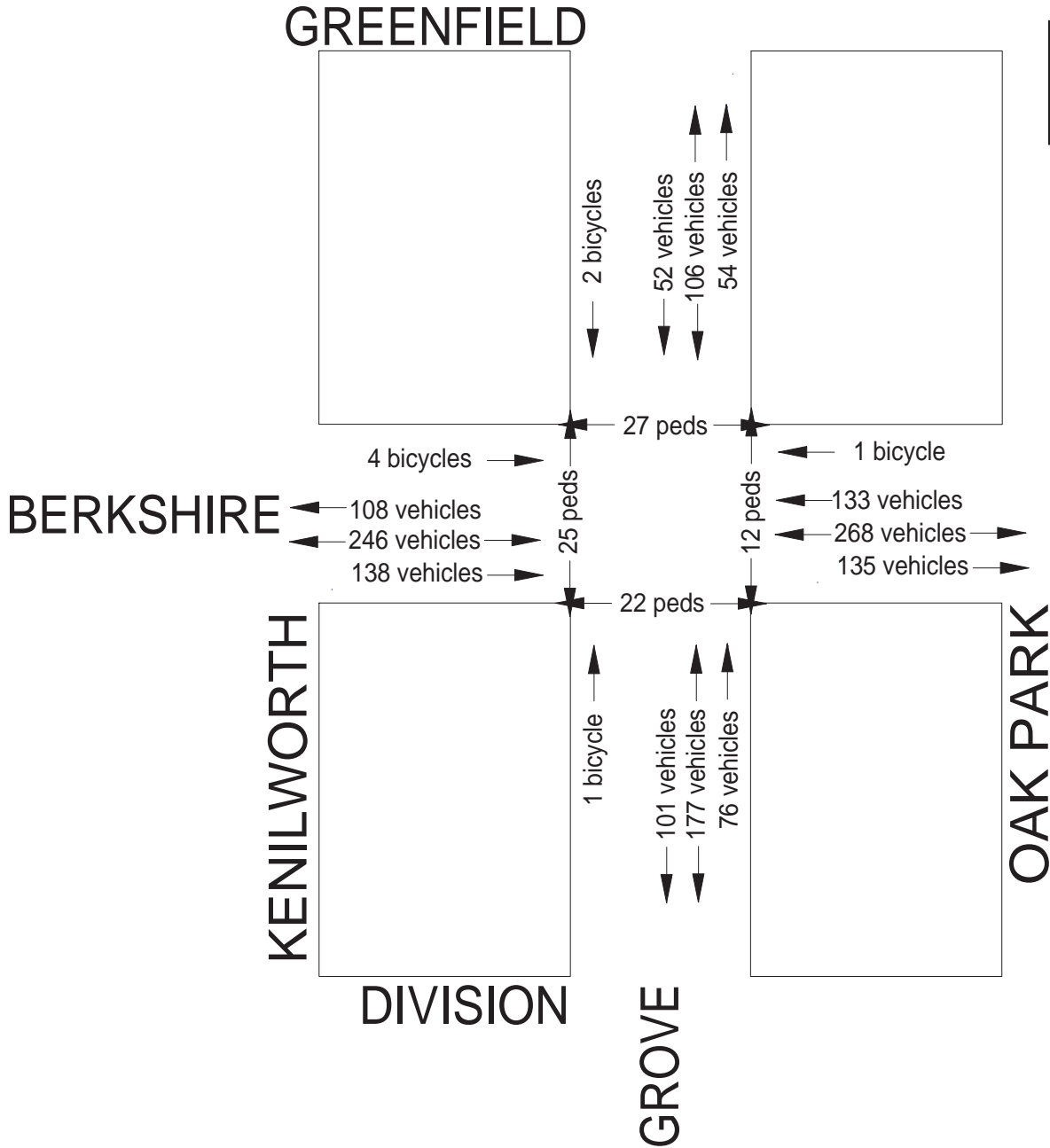
LEGEND
XXX (YY mph) - Volume (85th Percentile Speed)

*Engineering
Division*

Scale: 1" = Ft.
By: JAJ Date: 06/28/17

Directional Vehicle Volumes and Speeds
on the 900 & 1000 blocks of N Grove Ave
and the 800 & 830 blocks of Berkshire St
Traffic data was collected on
Thursday, May 25, 2017.

7AM - 9AM 2 HOUR VOLUMES

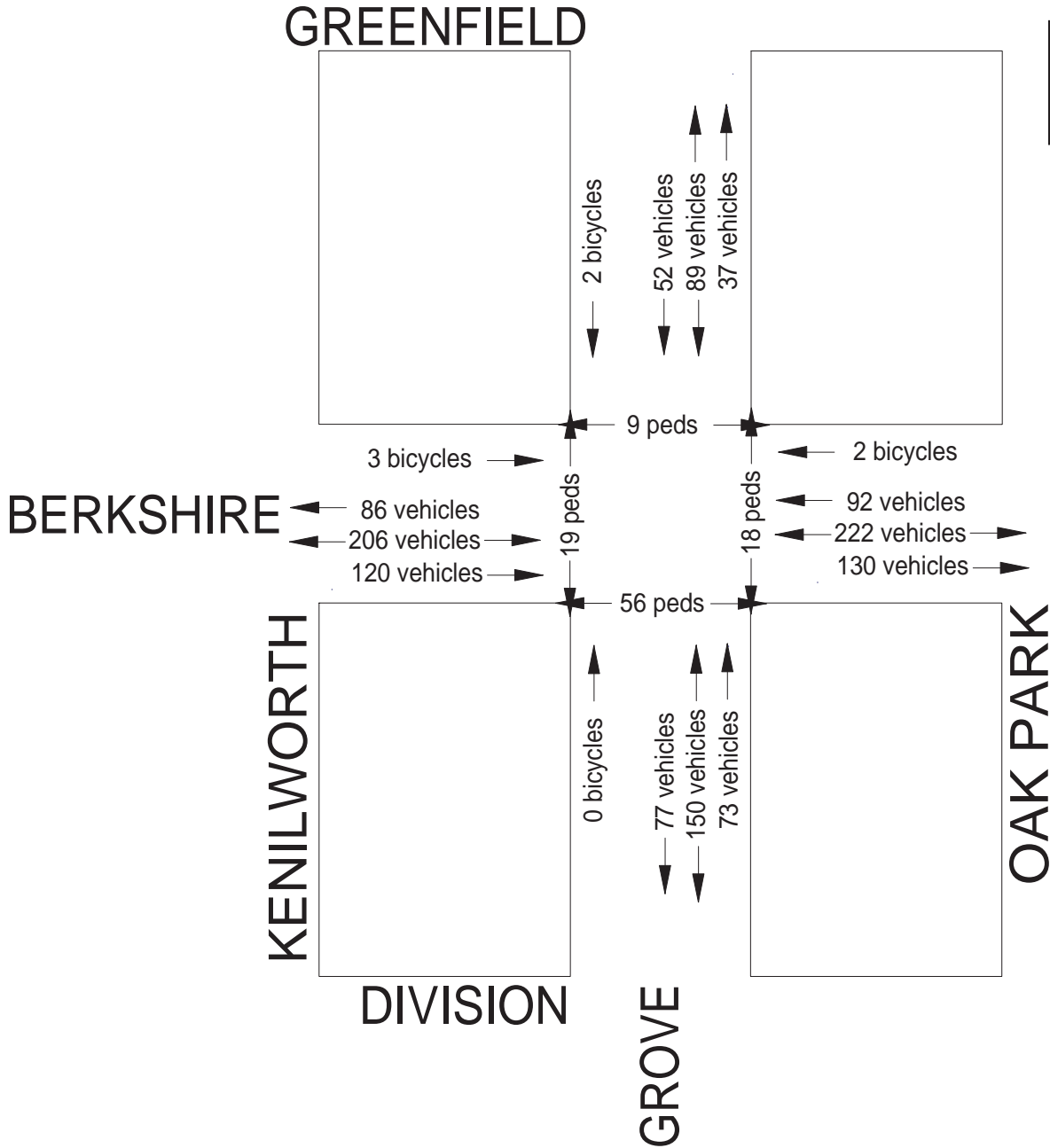


Engineering
Division

Scale: 1" = Ft.
By: JAJ Date: 06/28/17

Pedestrian, Bicycles and Vehicle Volumes
on the 900 & 1000 blocks of N Grove Ave
and the 800 & 830 blocks of Berkshire St
Traffic data was collected on
Thursday, May 25, 2017.

2PM - 4PM 2 HOUR VOLUMES



*Engineering
Division*

Scale: 1" = Ft.
By: JAJ Date: 06/28/17

Pedestrian, Bicycles and Vehicle Volumes
on the 900 & 1000 blocks of N Grove Ave
and the 800 & 830 blocks of Berkshire St
Traffic data was collected on
Thursday, May 25, 2017.

Fish Transportation Group

801 South Blvd Suite 5

Oak Park, IL 60302

Oak Park

Grove Avenue & Berkshire street

05-25-17

Groups Printed - Pedestrians

Start Time	Grove Avenue From North			Berkshire Street From East			Grove Avenue From South			Berkshire Street From West			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	0	0	0
****No Data****													
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	0	2	0	0	1	0	0	0	0	0	0	0	0
Grand Total	0	4	0	0	2	1	0	0	0	0	0	0	0
Approch %	0	10	0	0	6.1	3	0	0	0	0	0	0	0
Total %	0	2	0	0	1	0.5	0	0	0	0	0	0	0

1017-1
5.8
3/15

203

78

98.7

38.4

44

86.3

21.7

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Grove Avenue
1000 Block
Greenfield & Berkshire

Date Start: 23-May-17
Date End: 25-May-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	100	105	110	115	120	125	130		
05/25/17	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	
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	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	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	0	
05:00	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	
06:00	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
07:00	1	3	12	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
08:00	1	3	8	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
09:00	1	1	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
10:00	0	1	3	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
11:00	0	1	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
12 PM	2	4	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
13:00	1	3	4	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
14:00	2	1	7	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
15:00	1	1	2	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
16:00	0	2	3	10	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
17:00	2	0	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
18:00	0	1	8	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
19:00	1	2	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
20:00	0	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
21:00	0	1	3	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
22:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
23:00	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	4	
Total	13	24	84	99	56	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	297	
Percent	4.4%	8.1%	28.3%	33.3%	18.9%	6.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily
 15th Percentile : 15 MPH
 50th Percentile : 21 MPH
 85th Percentile : 27 MPH
 95th Percentile : 31 MPH
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 184
 Percent in Pace : 62.0%
 Number of Vehicles > 25 MPH : 77
 Percent of Vehicles > 25 MPH : 25.9%

1017-1
5.8
4/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Grove Avenue
1000 Block
Greenfield & Berkshire

Date Start: 23-May-17
Date End: 25-May-17

SB	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
	05/25/17	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	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	0	0	0	0	0	0	0	0	0	0
	05:00	1	0	1	1	0	0	0	0	0	0	0	0	0	3
	06:00	0	0	1	2	2	1	0	0	0	0	0	0	0	6
	07:00	0	3	4	9	8	3	0	0	0	0	0	0	0	27
	08:00	0	0	8	5	9	1	0	0	0	0	0	0	0	25
	09:00	1	1	6	10	2	0	0	0	0	0	0	0	0	20
	10:00	0	3	0	6	2	0	0	0	0	0	0	0	0	11
	11:00	3	5	1	3	3	2	0	0	0	0	0	0	0	17
	12 PM	2	2	5	8	4	4	0	0	0	0	0	0	0	25
	13:00	2	1	3	5	4	3	2	0	0	0	0	0	0	20
	14:00	0	1	3	8	10	2	0	0	0	0	0	0	0	24
	15:00	1	1	6	6	9	4	1	0	0	0	0	0	0	28
	16:00	2	3	4	11	6	0	1	0	0	0	0	0	0	27
	17:00	0	2	5	9	8	1	2	0	0	0	0	0	0	27
	18:00	2	6	4	11	4	2	0	0	0	0	0	0	0	29
	19:00	1	1	4	4	5	1	0	0	0	0	0	0	0	16
	20:00	1	2	2	4	4	1	0	0	0	0	0	0	0	12
	21:00	0	0	0	2	1	0	0	0	0	0	0	0	0	3
	22:00	0	1	0	2	1	0	0	0	0	0	0	0	0	4
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		16	34	57	105	82	25	6	0	0	0	0	0	0	325
Percent		4.9%	10.5%	17.5%	32.3%	25.2%	7.7%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

15th Percentile : 14 MPH
50th Percentile : 22 MPH
85th Percentile : 28 MPH
95th Percentile : 32 MPH

Mean Speed(Average) : 23 MPH
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 188
Percent in Pace : 57.8%
Number of Vehicles > 25 MPH : 113
Percent of Vehicles > 25 MPH : 34.8%

1017-1
5.8
5/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Grove Avenue
1000 Block
Greenfield & Berkshire

Date Start: 23-May-17
Date End: 25-May-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	
05:25/17	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
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	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	2	0	0	0	0	0	0	0	0	0	4
06:00	0	0	4	6	2	2	0	0	0	0	0	0	0	14
07:00	1	16	16	16	12	3	0	0	0	0	0	0	0	54
08:00	1	5	16	16	13	1	0	0	0	0	0	0	0	52
09:00	2	2	14	18	4	2	0	0	0	0	0	0	0	42
10:00	0	3	3	13	4	3	0	0	0	0	0	0	0	26
11:00	4	6	8	8	5	4	0	0	0	0	0	0	0	35
12 PM	4	6	8	17	4	5	0	0	0	0	0	0	0	44
13:00	3	4	7	8	5	3	3	0	0	0	0	0	0	33
14:00	2	2	10	10	13	5	1	0	0	0	0	0	0	43
15:00	2	2	8	15	14	4	1	0	0	0	0	0	0	46
16:00	2	5	7	21	18	0	2	0	0	0	0	0	0	55
17:00	2	2	8	15	14	3	2	0	0	0	0	0	0	46
18:00	2	7	12	19	7	3	0	0	0	0	0	0	0	50
19:00	2	3	10	7	6	2	0	0	0	0	0	0	0	30
20:00	1	3	4	2	6	1	0	0	0	0	0	0	0	17
21:00	0	1	3	5	7	1	0	0	0	0	0	0	0	17
22:00	0	1	2	3	2	0	0	0	0	0	0	0	0	8
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	29	58	141	204	138	43	9	0	0	0	0	0	0	622
Percent	4.7%	9.3%	22.7%	32.8%	22.2%	6.9%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

- 15th Percentile : 15 MPH
- 50th Percentile : 22 MPH
- 85th Percentile : 28 MPH
- 95th Percentile : 32 MPH

Mean Speed(Average) : 22 MPH

10 MPH Pace Speed : 16-25 MPH

Number in Pace : 346

Percent in Pace : 55.6%

Number of Vehicles > 25 MPH : 190

Percent of Vehicles > 25 MPH : 30.5%

1017-1
5.8
6/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Berkshire Street
800 Block
Grove - Oak Park Avenue

Date Start: 23-May-17
Date End: 25-May-17

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
05/25/17	10	15	20	25	30	35	40	45	50	55	60	65	70	685
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	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
06:00	0	0	2	5	0	0	0	0	0	0	0	0	0	7
07:00	4	11	36	28	3	0	0	0	0	0	0	0	0	82
08:00	7	12	17	15	2	0	0	0	0	0	0	0	0	53
09:00	2	6	8	13	3	0	0	0	0	0	0	0	0	32
10:00	3	7	8	18	5	0	0	0	0	0	0	0	0	41
11:00	2	3	5	6	0	0	0	0	0	0	0	0	0	16
12 PM	3	3	5	10	2	0	0	0	0	0	0	0	0	23
13:00	2	2	9	11	2	0	0	0	0	0	0	0	0	26
14:00	2	8	12	22	3	0	0	0	0	0	0	0	0	47
15:00	7	16	30	27	3	0	0	0	0	0	0	0	0	83
16:00	3	10	18	29	5	0	0	0	0	0	0	0	0	65
17:00	3	5	24	29	2	0	0	0	0	0	0	0	0	63
18:00	3	5	21	27	3	0	0	0	0	0	0	0	0	59
19:00	1	5	16	8	1	0	0	0	0	0	0	0	0	31
20:00	3	5	14	8	1	0	0	0	0	0	0	0	0	31
21:00	1	0	1	7	1	0	0	0	0	0	0	0	0	10
22:00	0	0	1	6	0	0	0	0	0	0	0	0	0	7
23:00	0	0	3	4	0	0	0	0	0	0	0	0	0	7
Total	46	98	230	275	36	0	0	0	0	0	0	0	0	685
Percent	6.7%	14.3%	33.6%	40.1%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

- 15th Percentile : 13 MPH
- 50th Percentile : 19 MPH
- 85th Percentile : 23 MPH
- 95th Percentile : 25 MPH

Mean Speed(Average) : 19 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 508
 Percent in Pace : 74.2%
 Number of Vehicles > 25 MPH : 36
 Percent of Vehicles > 25 MPH : 5.3%

1017-1
5.8
7/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Berkshire Street
800 Block
Grove - Oak Park Avenue

Date Start: 23-May-17
Date End: 25-May-17

WB	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
	05/25/17	10	15	20	25	30	35	40	45	50	55	60	65	70	631
	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	4	0	0	0	0	0	0	0	0	0	4
	06:00	1	0	3	15	0	0	0	0	0	0	0	0	0	19
	07:00	6	12	18	33	3	0	0	0	0	0	0	0	0	72
	08:00	6	15	16	21	3	0	0	0	0	0	0	0	0	61
	09:00	9	7	4	10	1	0	0	0	0	0	0	0	0	31
	10:00	2	4	3	15	2	0	0	0	0	0	0	0	0	26
	11:00	3	5	7	8	1	0	0	0	0	0	0	0	0	24
	12 PM	8	5	11	9	1	0	0	0	0	0	0	0	0	34
	13:00	3	2	6	15	3	0	0	0	0	0	0	0	0	29
	14:00	3	5	7	18	2	0	0	0	0	0	0	0	0	35
	15:00	5	9	20	19	4	0	0	0	0	0	0	0	0	57
	16:00	3	17	25	25	4	0	0	0	0	0	0	0	0	58
	17:00	3	12	27	23	4	0	0	0	0	0	0	0	0	69
	18:00	1	2	11	16	1	0	0	0	0	0	0	0	0	31
	19:00	2	5	15	12	2	0	0	0	0	0	0	0	0	36
	20:00	1	2	9	7	0	0	0	0	0	0	0	0	0	19
	21:00	1	2	2	2	0	0	0	0	0	0	0	0	0	7
	22:00	1	2	1	7	0	0	0	0	0	0	0	0	0	11
	23:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
	Total	58	98	181	263	31	0	0	0	0	0	0	0	0	631
	Percent	9.2%	15.5%	28.7%	41.7%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

15th Percentile : 12 MPH
50th Percentile : 19 MPH
85th Percentile : 23 MPH
95th Percentile : 24 MPH

Mean Speed(Average) : 19 MPH
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 448
Percent in Pace : 71.0%
Number of Vehicles > 25 MPH : 31
Percent of Vehicles > 25 MPH : 4.9%

1017-1
5.8
8/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Berkshire Street
800 Block
Grove - Oak Park Avenue

Date Start: 23-May-17
Date End: 25-May-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	
05:25/17	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	6	0	0	0	0	0	0	0	0	0	6
06:00	1	0	5	20	0	0	0	0	0	0	0	0	0	26
07:00	10	23	54	61	6	0	0	0	0	0	0	0	0	154
08:00	13	33	33	36	5	0	0	0	0	0	0	0	0	114
09:00	11	13	12	23	4	0	0	0	0	0	0	0	0	63
10:00	5	11	11	33	7	0	0	0	0	0	0	0	0	67
11:00	5	8	12	14	1	0	0	0	0	0	0	0	0	40
12 PM	11	8	16	19	3	0	0	0	0	0	0	0	0	57
13:00	5	4	15	26	5	0	0	0	0	0	0	0	0	55
14:00	5	13	19	40	5	0	0	0	0	0	0	0	0	82
15:00	12	25	50	46	7	0	0	0	0	0	0	0	0	140
16:00	6	16	35	54	9	0	0	0	0	0	0	0	0	123
17:00	6	17	51	52	6	0	0	0	0	0	0	0	0	132
18:00	4	7	32	43	4	0	0	0	0	0	0	0	0	90
19:00	3	10	31	20	3	0	0	0	0	0	0	0	0	67
20:00	4	7	23	15	1	0	0	0	0	0	0	0	0	50
21:00	2	2	3	9	1	0	0	0	0	0	0	0	0	17
22:00	1	2	2	13	0	0	0	0	0	0	0	0	0	18
23:00	0	0	4	6	0	0	0	0	0	0	0	0	0	10
Total	104	196	411	538	67	0	0	0	0	0	0	0	0	1316
Percent	7.9%	14.9%	31.2%	40.9%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

15th Percentile : 12 MPH
 50th Percentile : 19 MPH
 85th Percentile : 23 MPH
 95th Percentile : 25 MPH

Mean Speed(Average) : 19 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 956
 Percent in Pace : 72.6%
 Number of Vehicles > 25 MPH : 67
 Percent of Vehicles > 25 MPH : 5.1%

1017-1
5.8
9/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Grove Avenue
900 Block
Berkshire & Division

Date Start: 23-May-17
Date End: 25-May-17

NB	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	
05/25/17	0	0	0	2	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	2	0	1	0	0	0	0	0	0	0	3
02:00	0	0	1	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
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	1	0	1	9	3	0	0	0	0	0	0	0	0	14
07:00	0	1	8	22	5	2	0	0	0	0	0	0	0	38
08:00	0	3	8	20	7	0	0	0	0	0	0	0	0	38
09:00	0	1	6	12	1	1	0	0	0	0	0	0	0	21
10:00	1	3	5	13	3	1	0	0	0	0	0	0	0	26
11:00	2	1	4	11	3	0	0	0	0	0	0	0	0	21
12 PM	0	1	7	13	2	1	0	0	0	0	0	0	0	24
13:00	1	2	3	11	2	1	0	0	0	0	0	0	0	20
14:00	0	5	3	21	6	2	0	0	0	0	0	0	0	37
15:00	0	1	6	23	4	2	0	0	0	0	0	0	0	36
16:00	0	4	6	29	8	2	0	0	0	0	0	0	0	47
17:00	2	4	3	30	5	4	0	0	0	0	0	0	0	48
18:00	0	2	3	23	6	1	0	0	0	0	0	0	0	35
19:00	0	0	5	13	2	2	0	0	0	0	0	0	0	22
20:00	0	0	2	6	2	1	0	0	0	0	0	0	0	11
21:00	0	0	3	13	3	1	0	0	0	0	0	0	0	20
22:00	1	0	1	4	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
Total	8	28	75	281	64	20	0	0	0	0	0	0	0	476
Percent	1.7%	5.9%	15.8%	59.0%	13.4%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily
 15th Percentile : 17 MPH
 50th Percentile : 22 MPH
 85th Percentile : 25 MPH
 95th Percentile : 29 MPH
 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 357
 Percent in Pace : 75.0%
 Number of Vehicles > 25 MPH : 84
 Percent of Vehicles > 25 MPH : 17.6%

1017-1
5.8
10/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Grove Avenue
900 Block
Berkshire & Division

Date Start: 23-May-17
Date End: 25-May-17

SB	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
	05:25/17	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	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	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	4	1	0	0	0	0	0	0	0	0	5
	06:00	0	0	1	4	1	0	0	0	0	0	0	0	0	6
	07:00	3	6	17	21	3	1	0	0	0	0	0	0	0	51
	08:00	2	8	10	23	7	0	0	0	0	0	0	0	0	50
	09:00	2	4	7	5	0	0	0	0	0	0	0	0	0	18
	10:00	1	1	2	4	0	0	0	0	0	0	0	0	0	8
	11:00	3	3	5	8	1	0	0	0	0	0	0	0	0	20
	12 PM	5	4	10	11	2	1	0	0	0	0	0	0	0	33
	13:00	1	2	2	11	2	0	0	0	0	0	0	0	0	18
	14:00	0	5	6	13	3	0	0	0	0	0	0	0	0	27
	15:00	2	9	14	21	4	0	0	0	0	0	0	0	0	50
	16:00	1	7	10	20	6	0	0	0	0	0	0	0	0	44
	17:00	1	8	13	18	2	1	0	0	0	0	0	0	0	43
	18:00	1	3	10	22	6	0	0	0	0	0	0	0	0	42
	19:00	2	1	4	11	2	1	0	0	0	0	0	0	0	21
	20:00	0	0	5	7	1	0	0	0	0	0	0	0	0	13
	21:00	0	0	0	4	1	0	0	0	0	0	0	0	0	5
	22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	24	61	117	209	42	4	0	0	0	0	0	0	0	457
	Percent	5.3%	13.3%	25.6%	45.7%	9.2%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

15th Percentile : 13 MPH
50th Percentile : 20 MPH
85th Percentile : 24 MPH
95th Percentile : 27 MPH

Mean Speed(Average) : 20 MPH
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 328
Percent in Pace : 71.8%
Number of Vehicles > 25 MPH : 46
Percent of Vehicles > 25 MPH : 10.1%

1017-1
5.8
11/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Grove Avenue
900 Block
Berkshire & Division

Date Start: 23-May-17
Date End: 25-May-17

NB, SB	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	
05:25/17	0	0	0	2	1	0	0	0	0	0	0	0	0	3
01:00	0	0	0	3	0	1	0	0	0	0	0	0	0	4
02:00	0	0	1	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
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	5	1	0	0	0	0	0	0	0	0	6
06:00	1	0	2	13	4	0	0	0	0	0	0	0	0	20
07:00	3	7	25	43	8	3	0	0	0	0	0	0	0	89
08:00	2	11	18	43	14	0	0	0	0	0	0	0	0	88
09:00	2	5	13	17	1	1	0	0	0	0	0	0	0	39
10:00	2	4	7	17	3	1	0	0	0	0	0	0	0	34
11:00	5	4	9	19	4	0	0	0	0	0	0	0	0	41
12 PM	5	5	17	24	4	2	0	0	0	0	0	0	0	57
13:00	2	4	5	22	4	1	0	0	0	0	0	0	0	38
14:00	0	10	9	34	9	2	0	0	0	0	0	0	0	64
15:00	2	10	20	44	8	2	0	0	0	0	0	0	0	86
16:00	1	11	16	49	14	0	0	0	0	0	0	0	0	91
17:00	3	12	16	48	7	5	0	0	0	0	0	0	0	91
18:00	1	5	13	45	12	1	0	0	0	0	0	0	0	77
19:00	2	1	9	24	4	3	0	0	0	0	0	0	0	43
20:00	0	0	7	13	3	1	0	0	0	0	0	0	0	24
21:00	0	0	3	17	4	1	0	0	0	0	0	0	0	25
22:00	1	0	2	5	0	0	0	0	0	0	0	0	0	8
23:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
Total	32	89	192	490	106	24	0	0	0	0	0	0	0	933
Percent	3.4%	9.5%	20.6%	52.5%	11.4%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile : 15 MPH
50th Percentile : 21 MPH
85th Percentile : 24 MPH
95th Percentile : 28 MPH

Mean Speed(Average) : 21 MPH
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 684
Percent in Pace : 73.3%
Number of Vehicles > 25 MPH : 130
Percent of Vehicles > 25 MPH : 13.9%

1017-1
5.8
12/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Berkshire Street
830 Block
Grove & Kennilworth

Date Start: 23-May-17
Date End: 25-May-17

Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
05/25/17	10	15	20	25	30	35	40	45	50	55	60	65	70	638
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	0	0	0	0	0	0	0	0	0	0
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
06:00	1	0	2	6	0	0	0	0	0	0	0	0	0	9
07:00	1	12	46	22	3	0	0	0	0	0	0	0	0	84
08:00	7	19	18	9	1	0	0	0	0	0	0	0	0	54
09:00	1	8	9	3	0	0	0	0	0	0	0	0	0	21
10:00	3	11	12	3	1	0	0	0	0	0	0	0	0	30
11:00	6	10	6	0	0	0	0	0	0	0	0	0	0	22
12 PM	4	7	6	2	0	0	0	0	0	0	0	0	0	19
13:00	3	4	6	4	1	0	0	0	0	0	0	0	0	18
14:00	1	14	18	3	0	0	0	0	0	0	0	0	0	36
15:00	5	26	41	11	1	0	0	0	0	0	0	0	0	84
16:00	2	14	23	14	1	1	0	0	0	0	0	0	0	55
17:00	0	5	30	25	1	0	0	0	0	0	0	0	0	61
18:00	1	5	24	25	2	0	0	0	0	0	0	0	0	57
19:00	0	6	15	8	0	0	0	0	0	0	0	0	0	29
20:00	1	6	18	5	1	0	0	0	0	0	0	0	0	31
21:00	0	0	2	7	1	0	0	0	0	0	0	0	0	10
22:00	0	0	1	6	0	0	0	0	0	0	0	0	0	7
23:00	0	0	4	3	0	0	0	0	0	0	0	0	0	7
Total	36	148	284	156	13	1	0	0	0	0	0	0	0	638
Percent	5.6%	23.2%	44.5%	24.5%	2.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

15th Percentile : 12 MPH
50th Percentile : 17 MPH
85th Percentile : 22 MPH
95th Percentile : 24 MPH

Mean Speed(Average) : 18 MPH
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 442
Percent in Pace : 69.3%
Number of Vehicles > 25 MPH : 14
Percent of Vehicles > 25 MPH : 2.2%

1017-1
5.8
13/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Berkshire Street
830 Block
Grove & Kennilworth

Date Start: 23-May-17
Date End: 25-May-17

WB	Start Time	0	11	16	21	26	31	36	41	46	51	56	61	66	Total
	05/25/17	10	15	20	25	30	35	40	45	50	55	60	65	70	0
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	06:00	1	3	5	13	3	1	0	0	0	0	0	0	0	7
	07:00	6	17	21	17	0	0	0	0	0	0	0	0	0	26
	08:00	6	16	17	8	0	0	0	0	0	0	0	0	0	61
	09:00	9	8	6	0	0	0	0	0	0	0	0	0	0	47
	10:00	3	8	7	4	0	0	0	0	0	0	0	0	0	23
	11:00	5	6	9	0	0	0	0	0	0	0	0	0	0	20
	12 PM	11	5	10	2	0	0	0	0	0	0	0	0	0	28
	13:00	6	3	9	8	2	0	0	0	0	0	0	0	0	28
	14:00	2	11	16	4	0	0	0	0	0	0	0	0	0	33
	15:00	7	14	21	11	0	0	0	0	0	0	0	0	0	53
	16:00	5	18	23	1	0	0	0	0	0	0	0	0	0	47
	17:00	3	15	37	7	0	0	0	0	0	0	0	0	0	62
	18:00	2	4	14	10	1	0	0	0	0	0	0	0	0	31
	19:00	3	7	13	9	0	0	0	0	0	0	0	0	0	32
	20:00	0	3	11	5	0	0	0	0	0	0	0	0	0	19
	21:00	0	0	2	5	0	0	0	0	0	0	0	0	0	7
	22:00	1	0	3	7	0	0	0	0	0	0	0	0	0	11
	23:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
Total		70	139	229	120	7	1	0	0	0	0	0	0	0	566
Percent		12.4%	24.6%	40.5%	21.2%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

15th Percentile : 10 MPH
50th Percentile : 16 MPH
85th Percentile : 21 MPH
95th Percentile : 24 MPH

Mean Speed(Average) : 17 MPH
10 MPH Pace Speed : 11-20 MPH
Number in Pace : 372
Percent in Pace : 65.7%
Number of Vehicles > 25 MPH : 8
Percent of Vehicles > 25 MPH : 1.4%

1017-1
5.8
14/15

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Berkshire Street
830 Block
Grove & Kennilworth

Date Start: 23-May-17
Date End: 25-May-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	
05/25/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	2	5	1	0	0	0	0	0	0	0	0	10
06:00	2	3	7	19	3	1	0	0	0	0	0	0	0	35
07:00	7	29	67	39	3	0	0	0	0	0	0	0	0	145
08:00	13	35	35	17	1	0	0	0	0	0	0	0	0	101
09:00	10	16	15	3	0	0	0	0	0	0	0	0	0	44
10:00	6	19	19	7	1	0	0	0	0	0	0	0	0	52
11:00	11	16	15	0	0	0	0	0	0	0	0	0	0	42
12 PM	15	12	16	4	0	0	0	0	0	0	0	0	0	47
13:00	9	15	15	12	3	0	0	0	0	0	0	0	0	46
14:00	3	25	34	7	0	0	0	0	0	0	0	0	0	69
15:00	12	40	62	22	1	0	0	0	0	0	0	0	0	137
16:00	7	32	46	15	1	1	0	0	0	0	0	0	0	102
17:00	3	20	67	32	1	0	0	0	0	0	0	0	0	123
18:00	3	9	38	35	3	0	0	0	0	0	0	0	0	88
19:00	3	13	28	17	0	0	0	0	0	0	0	0	0	61
20:00	1	9	29	10	1	0	0	0	0	0	0	0	0	50
21:00	0	0	4	12	1	0	0	0	0	0	0	0	0	17
22:00	1	0	4	13	0	0	0	0	0	0	0	0	0	18
23:00	0	0	5	5	0	0	0	0	0	0	0	0	0	10
Total	106	287	513	276	20	2	0	0	0	0	0	0	0	1204
Percent	8.8%	23.8%	42.6%	22.9%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

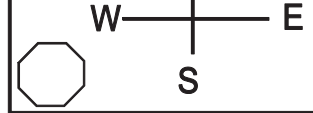
15th Percentile : 11 MPH
 50th Percentile : 17 MPH
 85th Percentile : 22 MPH
 95th Percentile : 24 MPH

Mean Speed(Average) : 17 MPH
 10 MPH Pace Speed : 11-20 MPH
 Number in Pace : 806
 Percent in Pace : 66.9%
 Number of Vehicles > 25 MPH : 22
 Percent of Vehicles > 25 MPH : 1.8%

1017-1
5.8
15/15

1017-1
5.9
1/2

VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1995 - DEC 1997
 UNCONTROLLED INTERSECTION 12/31/1997
 1995 - 1997 # OF CRASHES = 4, ADT = 2,123
 1997 CRASH RATE = 1.72 Acc/MEV
 CRITICAL CRASH RATE = 0.686 Acc/MEV
 EAST-WEST STOP CONTROLS INSTALLED 11/04/1998
 2013 - 2016 # OF CRASHES = 1, ADT = 1,857
 2016 CRASH RATE = 0.492 Acc/MEV

Berkshire St

04/03/16 15:55
Clear - Dry

Grove Ave

2013 = 0
 2014 = 0
 2015 = 0
 2016 = 1



SYMBOLS

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

TYPES OF COLLISIONS

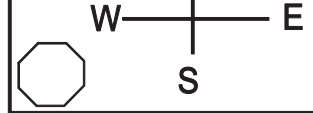
- ←←←←← REAR END
- ←→→→→ HEAD ON
- ←→→→→ SIDE SWIPE
- ←→→→→ OUT OF CONTROL
- ←→→→→ LEFT TURN

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

INTERSECTION of Berkshire Street and Grove Avenue
 PERIOD: 36 Months FROM: July 2013 TO: June 2016
 BY: JAJ DATE: August 18, 2016 NO SCALE

1017-1
5.9
2/2

VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1995 - DEC 1997
 UNCONTROLLED INTERSECTION 12/31/1997
 1995 - 1997 # OF CRASHES = 4, ADT = 2,123
 1997 CRASH RATE = 1.72 Acc/MEV
 CRITICAL CRASH RATE = 0.686 Acc/MEV
 EAST-WEST STOP CONTROLS INSTALLED 11/04/1998
 2013 - 2017 # OF CRASHES = 1, ADT = 2,033
 2017 CRASH RATE = 0.449 Acc/MEV

Berkshire St

04/03/16 15:55
Clear - Dry

Grove Ave

2014 = 0
2015 = 0
2016 = 1
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 Berkshire Street and Grove Avenue
 PERIOD: 36 Months FROM: September 2014 TO: August 2017
 BY: JAJ DATE: October 3, 2017 NO SCALE



1017-1
5.10
1/1

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

September 27, 2017

TO: RESIDENTS OF THE 900 & 1000 BLOCKS OF NORTH GROVE AVE.
RESIDENTS OF THE 900 & 1000 BLOCKS OF NORTH KENILWORTH AVE.
RESIDENTS OF THE 900 & 1000 BLOCKS OF NORTH OAK PARK AVE.
RESIDENTS OF THE 800 & 827 BLOCKS OF BERKSHIRE ST.
RESIDENTS OF THE 800 & 827 BLOCKS OF DIVISION ST.
RESIDENTS OF THE 800 & 827 BLOCKS OF GREENFIELD ST.

RE: REVIEW OF TRAFFIC DATA, POST-IMPLEMENTATION OF TRAFFIC CALMING MEASURE ON GROVE AVENUE ADJACENT TO BERKSHIRE STREET

Dear Resident:

The Village of Oak Park has collected data after the implementation of the temporary traffic calming measure (bump-outs on Grove Avenue, north and south of Berkshire Street). This data along with the previously collected data will be brought back to the Transportation Commission to review the effectiveness of the temporary device on traffic at the intersection.

The Transportation Commission is scheduled to review this item at its upcoming public meeting being held at 7:00 PM on Monday, October 9, 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 fax to (708) 434-1600, or by email at transportation@oak-park.us. All comments must be received by Wednesday, October 4, 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) on Thursday, October 5th for public review and inspection.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

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

This is the October through December 2017 Transportation Commission meeting schedule as of October 9, 2017.

Village Staff is meeting during the week of October 9th to review the future needs for one or two meetings per month.

Results of the meeting will be shared with the Commission members by Friday, October 13th.

Commission members will be polled as their availability for the proposed future meetings.

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Oct	8	TC mtg. 9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	TC mtg. 23	24	25	26	27	28
	29	30	31	1	2	3	4
Nov	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	holiday 23	holiday 24	25
	26	TC mtg. 27	28	29	30	1	2
Dec	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	holiday 25 TC mtg.	26	27	28	29	30
	31	1	2	3	4	5	6