VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, JULY 22, 2019 - 7:00 PM
ROOM 101 – VILLAGE HALL

AGENDA

1. Call to Order and Roll Call
2. Non-agenda Public Comment - up to 15 minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
   4.1 Draft May 30, 2019 Transportation Commission Meeting Minutes

5. PETITION FOR IMPLEMENTATION OF A TRAFFIC CALMING DEVICE ON THE 600 BLOCK OF N. EUCLID AVENUE

   5.1 Agenda Item Commentary and Background Information
   5.2 Petition and Letter of Explanation
   5.3 Written Public Testimony
   5.4 Scoring Table for the 600 Block of North Euclid Avenue Petition
   5.5 Aerial Views of the 600 Block of North Euclid Avenue and Neighboring Area
   5.6 Sketch of Traffic Controls in the Area
   5.7 Speed & Volume Data for the 600 Block of North Euclid Avenue and Adjacent Blocks
   5.8 Collision Diagrams for the 600 block of North Euclid Avenue
   5.9 Letter to Area Residents

6. REVIEW UPDATE OF VILLAGE'S BICYCLE PLAN AND ITS IMPLEMENTTION (CONTINUED FROM 03/25/2019 MEETING)

   6.1 Staff Agenda Item Commentary
   6.2 Background Information
   6.3 Exhibit A - Neighborhood Greenways Toolbox
   6.4 Exhibit B - Neighborhood Greenways Facilities
   6.5 Exhibit C - Neighborhood Greenways Map
   6.6 Exhibit D - Adopted 2019-2023 Capital Improvement Plan (CIP) Budget

7. OTHER ENCLOSURES
   OE1 12 months of P&T traffic item activity summary: July 2018 - June 2019
   OE2 Village Board action on Trans Com recommendations thru 06/24/2019 inclusive

8. Adjourn

Draft Transportation Commission Meeting Minutes
Thursday, May 30, 2019 – 7:00 P.M.
Room 201 – Village Hall

Call to Order

Interim Chair pro-tem James Thompson called to the meeting to order at 7:00pm.
(No Public testimony)

Roll call

Present: Interim Chair pro-tem James Thompson, Garth Katner, Aaron Stigger, Meghan Moses, Roya Basirirad

Excused: Robert Taylor, Kyle Eichenberger
Staff: Jill Juliano, Will Gillespie, Jennifer Jones, Jewel Dillard

Non-agenda Public testimony

There wasn't any non-agenda public testimony.

Approval of Tonight's Meeting Agenda

Motion to approve by: Commissioner Stigger
Seconded by: Commissioner Katner

The motion to approve tonight's meeting agenda was unanimously approved by a voice vote.

Approval of the draft April 22, 2019, Transportation Commission Meeting Minutes

Motion to Approve by: Aaron Stigger
Seconded by: Rosa Basirirad

The draft April 22, 2019 meeting minutes as submitted were unanimously approved by a voice vote.

5. Petition for Implementation of a Traffic Calming Device on the 1150 block of Home Ave

Presented by: Jill Juliano

Jill stated the petition was submitted for 1150 Home ave, due to crashes, dangerous driving speeding and congestion going down 1150 Home ave.

Public Testimony

Eugene White- Indicated that cars get on Roosevelt because of the heavy oncoming traffic, so they make a left going north and speed down Home Ave. Mr. White expressed his concerns for the safety of children and other residents, also stated that it's the customers leaving Jewels.

Randy Feather- Has young children and are concerned for their safety. Mr. Feather suggested that the 1150 block of Home Ave should have a speed bump or dead end to reduce speeding.

Nancy Fliehler- Ms. Fiehler says she sees potential for disaster; cars do not stop for walking pedestrians. Also stated that crossing signals on Home and Roosevelt do not work.

Angela Motonia- Witnessed crashes walking her children from daycare.

Harrison Bolton- Mr. Bolton says he has received a lot of trash and debris in his alley and yard because of the school.

End of testimony

The Commission discussed:

- The commission discussed driving 30-35 mph down residential street isn't safe.
- Needs improved enforcement.
- 1150 block of Home is eligible for a speed bump or a choker. Residents will have to pay for speed bump or choker; costs will be 5-10 years on annual taxes.
- The commission will table the motion to collect more traffic data on 1150 block of Home Ave and Montessori school, with additional enforcement and mobile speed unit.
- The village will provide information about the speed bump so that residents can get together and get an idea of what they prefer to be on the 1150 block of Home, residents will also discuss costs.

Commissioner Stigger made a motion to table this item. The motion was seconded by Commissioner Moses.

Ayes: Stigger, Moses, Basirirad, Katner, Thompson
Nays: none

The motion passed by a 5 to 0 vote.

6. Petition to Remove Daytime Parking Restrictions on the 1150 S. Elmwood Ave Block

Presented by: Jennifer Jones

Jennifer Jones presented petition to remove daytime parking restrictions on 1150 s Elmwood. Jennifer also read emails from residents who live in the area, who stated their thoughts on removing the restrictions.

Public Testimony

Christa Foster- Would like to find out are there other options for residents that live in the area. Ms. Foster also read a statement from her neighbor expressing she doesn't feel the need to remove all parking restrictions on the block because of Turano's that's nearby. In the past there were a lot of people parking on the block going to Turano's. The resident's are looking for a solution that's for residents only.

Sabrina Blackney- Ms. Blackney says she feel like if the Village was to take away the parking restrictions on the block is could be dangerous. She also went on to say that $74.00 day permit is expensive and there she be a discount for residents.

August Bernahl- States that as a resident they should be able to park in front of their house without having to pay for a parking permit.

End of Testimony

Will Gillespie- *Parking Division Manager*

Indicated that the petition that the residents of the 1150 S. Elmwood submitted, was to get rid of the parking altogether other than, putting in a petition to get the 2 hour parking for residents only.

Jennifer Jones- *Parking Restrictions Coordinator*

Staff will research the most common time limit restriction in that area to determine exactly what type of parking permits the residents need, such as 2 hour parking limit or a permit for residents on the 1150 S Elmwood. The Commission decided to postpone the petition until better solution could be found.

Commissioner Moses made a motion to deny this petition. The motion was seconded by Commissioner Basirirad.

Ayes: Moses, Basirirad, Katner, Stigger, Thompson
Nays: none

The motion passed 5 to 0.

Interim Chair pro-tem Thompson pointed out that if it turned out that the residents did in fact want what was originally petitioned for then they would have to start the petition process all over again.

Bases on this, Commissioner Moses made a motion to instead table this item. The motion was seconded by Commissioner Katner.

Ayes: Moses, Katner, Basirirad, Stigger, Thompson
Nays: none

The motion passed 5 to 0.

7. Progress on the Parking Pilot Program & 8. Unified Parking Technology Implementation

Will Gillespie- *Parking Division Manager*
Gave a presentation covering the following

- Parking Pilot status update- Installed new signs, and pay stations. Extended the time limit for 6pm to 8pm, additional night time parking on Madison, Marion and Pleasant.
- New Customer online portal- Residents are now able to renew Vehicle License and Parking permit online. Residents can also contest and pay a ticket online.

Public Testimony
Claire Mason- Lives in pilot area and said there has been no education on the new Parking Pilot Program. She also says the kiosk pay stations doesn't take quarters, and not everybody has a credit card or mobile phone. Meters should also be checked more often.

Interim Chair pro-tem Thompson suggested that the Village's FYI newsletter needs to include updates on Parking Pilot and need customer's feedback on Pilot areas and recommends that the Village of Oak Park needs to send notification to all residents in Parking Pilot area explaining all of the changes and deliberately soliciting the resident's opinions for review by the Village Board.

Commissioner Basirirad made a motion that the Village of Oak Park needs to send notification to all residents in Parking Pilot area explaining all of the changes and deliberately soliciting the

resident's opinions for review by the Village Board. The motion was seconded by Commissio Katner.

Ayes: Basirirad, Katner, Moses, Stigger, Thompson
Nays: none

The motion passed 5 to 0.

Interim Chair pro-tem Thompson read a letter from a Ms. Walton who wants to know what parking programs are available for persons with low income. Will Gillespie responded that this issue has come up before and that it might require Village Board action. A discussion about this ensued.

There was a discussion about the Commissioner's attending the Village's Day in the Village to man the Transportation Commission booth.

Motion to adjourn by: Aaron Stigger
Seconded by: Meghan Moses
Meeting ended at 9:23pm
Meeting adjourned

Respectively submitted

Jewel Dillard

Jewel Dillard
Customer Service Representative
Parking Services

Village Of Oak Park

Transportation Commission Agenda Item

Item Title:	Petition for the Implementation of a Traffic Calming Device on the 600 Block of North Euclid Avenue

Review Date: July 22, 2019

Prepared By: Jill Juliano

Abstract (briefly describe the item being reviewed):

On December 7, 2018, the Village of Oak Park received a petition to install a traffic calming device on the 600 block of North Euclid Avenue. Resident concerns include: speeding vehicles, cut thru traffic (alternative route to Oak Park Avenue), and aggressive driving by frustrated drivers trying to make up for lost time.

At tonight's meeting, staff will present the collected traffic data, and public testimony will be taken. The Transportation Commission may concur with staff's recommendation or make a different recommendation.

Staff Recommendation(s):

Staff is recommending to implement a mid-block choker (pinch-point) on the 600 block of North Euclid Avenue.

Supporting Documentation Is Attached

Memorandum

Date: July 18, 2019

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petition for the Implementation of a Traffic Calming Device on the 600 block of North Euclid Avenue

Originally, this petition was to be reviewed by the Transportation Commission at its June 24, 2019 meeting. However due to a lack of quorum, the meeting was cancelled.

A resident from the 500 block of North Euclid Avenue contacted the Village at the June meeting stating they were in the process of collecting signatures to submit a traffic calming petition for their block. They mentioned they would like their petition to be considered along with the petition from the 600 block of North Euclid Avenue. The Village provided them with additional guidance.

Since that time, the Village has inquired multiple times on the status of the petition for the 500 block of North Euclid Avenue with no response. As of Thursday, July 18, 2019, the Village has not received a traffic calming petition from the 500 block of North Euclid Avenue. As a result, the Transportation Commission will only be reviewing/considering the traffic calming petition for the 600 block of North Euclid Avenue.

On December 7, 2018, the Village of Oak Park received a petition to install a traffic calming device on the 600 block of North Euclid Avenue. Residents representing 91.14% of the street frontage on the petitioning block signed the petition. The petition was certified as a valid petition. Only one property did not have a representative signing the petition. According to the letter of explanation, that property is vacant and the owner is unknown. Therefore all properties on the block with a known resident or owner have signed the petition.

Reasons provided for the petition include: speeding vehicles, cut thru traffic (alternative route to Oak Park Avenue), and aggressive driving by frustrated drivers trying to make up for lost time. See Exhibit 5.2 for a copy of this petition and accompanying letter of explanation.

See Exhibit 5.3 for written public testimony received by the Village of Oak Park regarding this item. There are 7 emails in support of the petition, 1 email opposed to the petition, and 2 emails that are neutral to the petition but comment on other issues that should be addressed. Also, 3 of the 10 emails also supported implemented a traffic calming measure on the 500 block of North Euclid Avenue.

A directional twenty-four hour traffic volume and speed study was conducted on Thursday, May 23, 2019 for the 600 blocks of North Euclid, Linden, and Fair Oaks Avenues and the 500 block of North Euclid Avenue. See Exhibit 5.7 page 1 for a summary of the results. Source data is also included in Exhibit 5.7 pages 2-13.

Memorandum

Collision diagrams for the intersections of Euclid Avenue & Iowa Street and Euclid Avenue & Augusta Street were generated. See Exhibit 5.8 for the two collision diagrams.

Next, staff completed a scoring table for the traffic calming petition. See Exhibit 5.4 for the scoring table. A numerical score is calculated for six measures that are the typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 points is required to bring a petition before the Transportation Commission.

Total score for the 600 block of North Euclid Avenue petition is 49 points. The score for this petition exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

See Exhibit 5.5 for digital aerial photographs of the 600 block of North Euclid Avenue and neighboring area. This block is one block to the east of Oak Park Avenue, just south of Augusta Street and one block north of Chicago Avenue.

Exhibit 5.6 displays the traffic control devices on Iowa Street between Oak Park Avenue and Ridgeland Avenue as well as the other following east-west streets: Chicago Avenue and Augusta Street.

Reviewing the 24-hour volumes for the four blocks studied (Exhibit 5.7), the two-way average daily traffic (ADT) ranged from a low of 774 vehicles (600 block of Fair Oaks Avenue) to a high of 975 vehicles (600 block of Linden Avenue). The volumes for all blocks in this study are within or below the 800 to 1,200 vehicle range for typical daily volume on residential streets in the Village of Oak Park.

Note: data collection was also attempted on the 600 block of North East Avenue. On the first attempt, the detection equipment was found detached from the data collection box. Staff thought the equipment might have accidently become separated. In a successive attempt, again detection equipment was disconnected from the data collection box and the nails used to keep the equipment in place were removed. As a result, data was not collected on the 600 block of North East Avenue.

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

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

Memorandum

Looking at the 85th percentile speeds for the 500 & 600 blocks of North Euclid Avenues, and the 600 blocks of Linden and Fair Oaks Avenues, the directional speeds for the blocks in this study ranged between 27 and 31 miles per hour (mph).

While each block in this study has vehicles traveling in excess of the posted speed limit (25 mph); only on the 600 block of North Euclid Avenue is the percentage of vehicles exceeding the posted speed limit above 50% (50.9% for northbound traffic, 56.3% for southbound traffic, and 52.9% for the bi-directional traffic). Based on the collected data, it appears there may be a speeding issue on the 600 block of North Euclid Avenue.

Next, thirty-six months of vehicle crash reports covering the period of January 2016 through December 2018 were reviewed for the 600 block of North Euclid Avenue. Please see Exhibit 5.8 for the collision diagrams.

In 1998, the intersection of Euclid Avenue and Iowa Street was studied as part of the Village-wide traffic study. At that time, the number of reported crashes at the intersection in the 36 month period totaled zero, while the average daily traffic was 1,497 vehicles. The 1998 crash rate for the intersection was calculated to be 0.000 accidents per million entering vehicles (Acc/MEV).

The intersection crash rate is compared to the critical crash rate for the particular section of the Village's area-wide traffic study. For the north middle section of the area-wide traffic study (North Boulevard up to but not including Augusta Street and Harlem Avenue to Austin Boulevard), the critical crash rate is 0.860 Acc/MEV. If an actual accident rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance.

No action was taken as a result of the 1998 crash rate for the Euclid Avenue and Iowa Street intersection; as it was lower than the critical crash rate. However to implement an alternating pattern of north-south STOP signs and east-west STOP signs at successive intersections on Iowa Street from Oak Park Avenue to Ridgeland Avenue; the traffic controls at Euclid Avenue and Iowa Street were changed from east-west STOP signs to north-south STOP signs on March 29, 2000.

For the thirty-six months ended December 31, 2018, the number of reported crashes that occurred at the Euclid Avenue and Iowa Street intersection totaled one. It was a right angle collision in 2018. The average daily traffic for the intersection as determined as part of the Village's 1998 area-wide traffic study was 1,497 vehicles. From this data, the 2018 crash rate for the Euclid Avenue and Iowa Street intersection is calculated to be 0.610 accidents per million entering vehicles (Acc/MEV). The 2018 crash rate for the intersection (0.610 Acc/MEV) is again lower than the critical crash rate for this section of the area-wide traffic study (0.860 Acc/MEV).

In 1997, the intersection of Euclid Avenue and Augusta Street was studied as part of the Village-wide traffic study. At that time, the number of reported crashes at the intersection in

the 36 month period totaled two, while the average daily traffic was 6,113 vehicles. The 1997 crash rate for the intersection was calculated to be 0.299 accidents per million entering vehicles (Acc/MEV).

The intersection crash rate is then compared to the critical crash rate for the particular section of the Village's area-wide traffic study. For the northern section of the area-wide traffic study (Augusta Street to North Avenue and Harlem Avenue to Austin Boulevard), the critical crash rate is 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.

No action was taken as a result of the 1997 crash rate for the Euclid Avenue and Augusta Street intersection; as it was lower than the critical crash rate.

For the thirty-six months ended December 31, 2018, the number of reported crashes that occurred at the Euclid Avenue and Augusta Street intersection totaled two. Both crashes occurred in 2016. The average daily traffic for the intersection as determined as part of the Village's 1997 area-wide traffic study was 6,113 vehicles. From this data, the 2018 crash rate for the Euclid Avenue and Augusta Street intersection is calculated to be 0.299 Acc/MEV. The 2018 crash rate for the intersection (0.299 Acc/MEV) is again lower than the critical crash rate for this section of the area-wide traffic study (0.686 Acc/MEV).

In conclusion, there does not appear to be a problem with vehicle crashes on the 600 block of North Euclid Avenue.

Based on the analysis of the collected data, Village staff recommends the implementation of a mid-block pinch-point (choker) on the 600 block of North Euclid Avenue to mitigate the elevated speeds that vehicles travel on the block.

In the letter of explanation, the residents expressed an interest in the possible implementation of rumble strips on their block. Village staff has the following concerns regarding use of this measure: possible damage or removal of the strips by snow plows during the winter season and noise generated by vehicles traveling over the strips on the block.

At the cancelled June 24, 2019 Transportation Commission meeting, it was mentioned the block might also be interested in textured pavement (brick pavers) as a traffic calming measure for the block. The resident asked about the cost of installing textured pavement as it would be paid for by the residents via a Special Service Area tax. Staff would get the cost information to the resident so that he could talk with others on the block.

RECEIVED
01/22/2019 HCSB
12/07/2018 ELEC SB

PETITION FOR TRAFFIC CALMING MEASURES

Date: 11/2[illegible]

0719-1
5.2
1/3

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

on the 600 block of North Euclid Avenue or

at the intersection of _____ and _____

in the Village of Oak Park.

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

- Excessive vehicle crashes 3
- Excessive vehicle speeds 1
- Excessive vehicle volumes 4
- Pedestrian/Bicyclist safety issues 2
- Other _____ 5

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

✸ = This petition is being circulated by: (signature, address, telephone number, and email)

Only one signature per property is required.

	Signature	Address	Phone number	Email
1.	✸	[redacted]		
2.				
3.				
4.				
5.				
6.				
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10.				
11.				
12.				

This petition should

where the traffic ca

WHY THIS PETITIO

[redacted]

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

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

ver 20181001

Residents of the 600 Block of N. Euclid Avenue

November 20, 2018

Village of Oak Park
Transportation Commission
VIllage Hall
123 Madison Street
Oak Park, IL 60302

To Whom It May Concern:

We write to request that the Village of Oak Park identify and implement the appropriate traffic calming measure(s) in the 600 block of North Euclid.

As residents, we have experienced a worrying number of vehicles traveling at dangerous speeds in excess of the speed limit on our block, particularly Northbound. This public danger needs to be addressed immediately for a number of obvious health and safety reasons, including there being a number of families with older persons and/or young children, as well as an OPRFHS bus stop at the north end of the block at Augusta Avenue and Euclid Avenue.

It has been our observation that there are a number of apparent causes for why people are speeding dangerously on our block. Primarily, they relate to motorists utilizing Euclid as a means of avoiding Oak Park Avenue, using our block as a "time-saving" alternative route. While one might think that the difficulty of crossing traffic at Chicago Avenue and the stop sign for North/South traffic at the intersection of Iowa Avenue and Euclid Avenue, at which many drivers frankly do not stop fully if at all, would be a deterrent. However, it would appear that for certain drivers these "obstacles" are only a frustration and cause them to accelerate even more on our block in order to make-up this "lost" time. (It has also been observed that with no stop sign east/west at Iowa and Euclid, there are also a number of drivers speeding on Iowa between Oak Park Avenue and Linden.) This dynamic also appears to exist for drivers that turn right off westbound Chicago Avenue onto northbound Euclid Avenue in order to avoid the light/ intersection at Oak Park Avenue and Chicago Avenue. Further, a Village official commented that the greater width of the street on our block can also cause drivers to feel more comfortable traveling at excessive speeds, thereby exacerbating the problem.

For historical reference, while we do not have access to recent, specific traffic data for our block, residents do recall that there have been several serious accidents with material property damage at the intersection of Euclid and Iowa, one of which led to the placement of the north/ south stop signs on Euclid Avenue at Iowa Avenue. Unfortunately, however, there was another accident with property damage within the last year, and again it seems to only exacerbate some drivers' frustrations that are utilizing Euclid as a cut-through as described above. Additionally, residents recall a dog being killed by a speeding driver in front of 620 N. Euclid a few years ago.

Upon the suggestion of the Engineering Division, we contacted our Resident Beat Officer, Officer Verge, to request increased supervision for our block. Officer Verge was helpful and responsive, placing a speed trailer facing northbound traffic at 620 N. Euclid Avenue for a few days, as an admittedly temporary measure. The display of the drivers speed did appear to have a positive effect on reducing speeds, as many drivers were observed to slow down when their speed was displayed. Not surprisingly, however, during the three days that the monitor was in place, residents also observed a significant number of vehicles registering the "Slow Down" response for speeds over 30 MPH, even though again there is a stop sign less than one half

block away. While some neighbors have observed an increase in speeding cars at the time children are being driven to or from school, the broader observation has been that there are cars speeding at all times of the day and night, and that there is no discernible demographic of motorist that is the predominant cause.

One last note in terms of the unanimity of support by the neighborhood for this petition. Of the 13 properties on the block, 12 have signed this petition, with the only remaining property being unoccupied with a shell corporation owner with no known individual with whom to discuss the matter. Consequently, we would respectfully request that this petition be considered for scoring purposes as having 100% adoption, as all 12 identifiable individual owners occupying residences on the block have signed the petition.

In terms of potential solutions, there are several that would seem to merit consideration:

1. First, it would certainly help if more was done to relieve the congestion on Oak Park Avenue, and to a lesser extent Chicago Avenue. It bears noting that both of these major arterial streets are 25 MPH, the same speed limit as Euclid, a residential street. There is also concern about the timing of these lights with nearby lights, and whether they encourage traffic to keep moving instead of purposefully slowing them down. Were those streets moving better, or if the speed limit of our street was less than Oak Park Avenue and Chicago Avenue, perhaps motorists would not feel the need, nor sense the opportunity, to use residential streets such as ours to make better time.

2. For Euclid Avenue, as speed tables and speed bumps are apparently not an option in this part of Oak Park, there is interest in exploring rumble strips, as these would seem to be the most similar available measure, and cause greater vibration to the driver the faster they travel over them.

3. A suggestion has also been made by one Village official that a "pinch point" could be helpful in this circumstance. While there are concerns that they can surprise motorists and provide less room for them to avoid collision with pedestrians, bicyclists and other cars, it may merit further consideration.

4. It also bears noting that it is the understanding of the residents from several Village officials that there is little value in static signage as a stand alone solution, though perhaps it could be helpful if employed as a supplement to one or more of the other devices.

5. We are certainly also interested to hear what other recommendations the Engineering Division or Traffic Commission may have (perhaps even to consider some other changes that have been voiced such as speed cameras, making the street one way south or putting in a cul de sac), upon the completion and analysis of their collected traffic data for our block.

Thank you in advance for your attention to this matter, and we look forward to working with the Engineering Division, the Transportation Commission and the Village Board to identify and implement the appropriate traffic calming measure(s) to address this increasingly dangerous situation.

Sincerely,

Michael P. Rose
Residents of the 600 Block of N. Euclid Avenue

Juliano, Jill

0719-1
5.3
1/11

From: Victoria Lowdon [redacted]
Sent: Saturday, June 15, 2019 10:12 AM
To: Transportation
Subject: Traffic Calming Measures/Petition

Hello there,

I live on the 500 block of Euclid Avenue and Chicago Avenue. I am also a mother of two small kids. I have to mention the increase in motorists on Chicago Avenue, including people speeding and major congestion. When I turn onto Chicago Avenue to take my kids to school it is so busy and to be honest, quite scary at how fast some people are driving, people trying to cross over Chicago Avenue while on Euclid, and over all just busy. I have lived on our street, same house since 2011. Although the traffic was still busy at that time, I feel like Chicago Avenue has become a super highway and I fear for any pedestrian that has to cross or even walk along Chicago Avenue. Not to mention my kids school, Holmes Elementary is along one of the busiest sections. We have witnessed 3 accidents on our corner of the same nature, someone trying to cross Euclid over Chicago Avenue, it's a death trap in my opinion. Forget about pedestrians trying to cross, it's very dangerous most anytime of the day. I wanted to not only convey my concerns at how bad this has become but also to figure out from a city planning perspective how can we alleviate and disperse all of the cars coming through Oak Park. My impression is that many people try to avoid Lake street due to all the new construction. Can anyone tell me if once the construction of the high-rises on Lake are complete, that the traffic flow will be better? Is this being taken into account? What would be our options as far as putting either STOP signs at that cross section of Euclid and Chicago or a pedestrian sign? Is there a limit on the distance that you can or can not have signage so close to a traffic light? There is one obviously at Oak Park and Chicago but I truly feel we need more deterrents for motorists to pay attention in such a high traffic area. As a resident off of Chicago avenue this puts us as residents along the blocks of Euclid and the following side streets, at danger as well. There are many people that speed off of Chicago Avenue onto either side of Euclid Avenue. As I see from the petition, we are not the only residents fearful that this traffic will be more and more problematic. There is now going to be a second school along the intersection of Chicago and Oak Park avenue along with Holmes elementary, so many kids and too many cars. I fear that more and more accidents are going to occur and God forbid it doesn't involve any pedestrians. I hope that some suggestions can be proposed to the community and we can make the streets safer.

Thank you for your time,

Tory Lowdon

Juliano, Jill

0719-1
5.3
2/11

From: Julie Noonan [redacted]
Sent: Saturday, June 15, 2019 2:10 PM
To: Transportation
Cc: Tom Noonan - Husband
Subject: Traffic Calming Measure - 600 Block of N. Euclid Ave

Dear Ms. Juliano and Traffic Engineers,

We received your letter dated June 12, 2019 - thank you. However, we believe that the focus on traffic for N. Euclid should be on the 500 Block. The 500 Block is immediately north of Chicago Avenue, houses 13 families, over 1/2 of which have children under the age of 18 and of that 1/2, 4 families with 10 children/grandchildren under the age of 10 who regularly play outside together in the front yards. We have seen a dramatic increase in cars "speeding over Chicago" from the 400 block of Euclid onto the 500 block - often without regard for safety. Such vehicles regularly us the 500 block of Euclid to avoid the light at Chicago Avenue and Oak Park Avenue.

Risk of loss or harm on the 500 N. Euclid block is as great or more so than the 600 Block. We strongly request and encourage a re-evaluation of the 500 block for a speed table or other traffic slowing device. Further, I believe that if asked, you will find that the families on our block concur that a speed table, speed trap or other such safety implementation is strongly desired. Speaking for us at [redacted] N. Euclid, we'd be happy to have such a device immediately in front of our front yard.

Please (re) consider the placement of safety devices/traffic calming measures on the 500 N. block of Euclid for our and our children's' safety in concert with those on the 600 N. Euclid block. Should a formal petition be required to include the 500 N Euclid block, please advise and I'm certain we can gain all needed signatures.

Thank you,

Tom and Julie Noonan

Juliano, Jill

0719-1
5.3
3/11

From: Christina Welter [redacted]
Sent: Monday, June 17, 2019 10:06 PM
To: Transportation; david muzic
Subject: Support for traffic calming approaches for 500 and 600 block of N Euclid

Dear Oak Park Transportation Commission,

We are residents and owners at [redacted] N Euclid Avenue, Oak Park, IL 60302. I am a faculty member at University of Illinois at Chicago, School of Public Health and my husband is a physician. We are also parents of two young children, ages 5 and 7. We have been residents of Oak Park since 2005, and I have worked here since 2001.

As professionals, we know that traffic and road safety is the utmost importance toward the prevention of injury for our community and to promote healthy living. The more we can do to increase safety measures on our roads, the more we can be active in a safe manner.

As parents who are out biking, walking, and playing with our kids often on our sidewalks and at times crossing the street, we have seen not only increased traffic on the 500-600 block of N Euclid, likely due to people avoiding Chicago/Oak Park avenue traffic, but also MANY vehicles driving extremely fast down our N Euclid street.

As such, we fully support traffic calming measures proposed for the 600 block of N. Euclid. We also support expanding these measures to the 500 block of N Euclid.

We are unable to attend the June 24 hearing as we are out of town. However, please feel free to contact us with any questions, and any follow-up action we can take to make these changes implemented.

Thank you for your efforts and consideration.

Regards,
Christina Welter, DrPH, MPH
David Muzic, MD

--
Christina R. Welter, DrPH, MPH
Interim Director, DrPH in Leadership
Director, MidAmerica Center for Public Health Practice
Clinical Assistant Professor, Community Health Sciences
University of Illinois at Chicago, School of Public Health

[redacted]

Juliano, Jill

0719-1
5.3
4/11

From: Brooke Long [redacted]
Sent: Tuesday, June 18, 2019 9:41 AM
To: Transportation; Stephen L. Long
Subject: Request for Traffic Calming Devices for 500 and 600 Block of N. Euclid in Oak Park

Dear Transportation Commission,
I live at [redacted] N Euclid Ave, Oak Park, IL 60302 and would like to express my support for Traffic Calming Devices for 500 and 600 Block of N. Euclid in Oak Park.

North Euclid is susceptible to traffic overflow when Chicago and Oak Park Avenues experience rush hour and event traffic. People speed through our block to avoid the thoroughfares, and we have a lot of children and pets that are endangered. A stop sign to slow North-South bound traffic at the top of our block, or better yet a speed bump would be absolutely welcome.

Please accept this as a formal request for measures from me and my husband, Stephen Long.

Thank you,
Brooke

--
Brooke Long
[redacted]

Juliano, Jill

0719-1
5.3
5/11

From: Lisa Mulligan [redacted]
Sent: Tuesday, June 18, 2019 2:01 PM
To: Transportation
Cc: [redacted]
Subject: Traffic issues on 600 block of Euclid Ave.

My name is Lisa Mulligan and I have owned my home at [redacted] N Euclid Ave in Oak Park since 5/1990. This was always a quiet neighborhood and was a key reason I moved my young family here. Over the years there have been significant changes in Oak Parks traffic patterns. My formerly quiet block and neighborhood have become a secondary route for traffic trying to avoid other major travel arteries in Oak Park. The 500 and 600 blocks of Euclid Ave have become a primary traffic block for people trying to avoid lights and backups on Chicago Avenue, Augusta Avenue and surrounding streets.
It's unsafe and it's only a matter of time before we have a major incident on our hands. We've already experienced some unusual traffic accidents THAT SHOULD NOT OCCUR ON A QUIET NEIGHBORHOOD STREET.
Please take this request to address our street traffic and speed issues seriously. We need help to get our street back to a neighborhood access street, not a major shortcut thoroughfare.
If you need additional information or input from me please feel free to contact me at [redacted]. I am unfortunately out of town on Monday during the hearing on this important subject.
Thank you for considering my input.
Lisa Mulligan

Sent from my iPhone

Juliano, Jill

0719-1
5.3
6/11

From: [redacted]
Sent: Tuesday, June 18, 2019 2:03 PM
To: Transportation
Subject: Traffic calming in the 600 block of North Euclid

We support the petition to implement Traffic Calming Measures on the 600 block of North Euclid. Our block id frequently used by motorists bypassing traffic and signals on Oak Park Avenue. This traffic regularly exceeds the speed limit. The motorists also make dangerous turns onto Euclid from both Augusta and Iowa, sometimes at excessive speeds. The traffic also ignores or rolling stops at the stop sign at Euclid and Iowa.

Thanks for your attention to this matter.

Marc Martinez and Susan Price
[redacted] N Euclid

Juliano, Jill

0719-1
5.3
7/11

From: [redacted]
Sent: Tuesday, June 18, 2019 2:10 PM
To: Transportation
Subject: Traffic calming on the 600 block of North Euclid

I support the petition to implement traffic calming on the 600 block of North Euclid. I am concerned for the young children on the block as well as for the older residents, like myself.

Bill Martinez
[redacted] N Euclid

Juliano, Jill

0719-1
5.3
8/11

From: Dina Mansour [redacted]
Sent: Wednesday, June 19, 2019 11:52 AM
To: Transportation
Subject: Traffic Hearing - 600 N Euclid

My apologies for a rushed email however my father-in-law passed away and his funeral is today. We are unable to make the Monday meeting but would like to comment.

I have lived in oak park my whole life and on the 600 block of Euclid in two different houses since 2004. My husband grew up in our current home. We have seen first hand how often Euclid is used as a bypass for Oak Park Avenue with disregard for the speed limit. Prior to the stop signs at Iowa and Euclid there were numerous accidents. And even after those were installed there are still people speeding down - not realizing the stop they would have to make.

Day after day I witness cars speeding through - weaving around parked cars - no regard for children. The block is definitely seen as a through street from Lake street and off of Augusta south.

As I said my thoughts are difficult to express because if time but I support the recommendations of Michael Rose and others on the block.

Thank you for your consideration.

Dina Mansour
[redacted] N Euclid

Sent from my iPhone

Juliano, Jill

0719-1
5.3
9/11

From: Gary McCullough [redacted]
Sent: Wednesday, June 19, 2019 2:53 PM
To: Transportation
Cc: Gary McCullough
Subject: Traffic Calming Measures-- 600 Block of North Euclid Avenue
Attachments: Traffic Calming 600.pdf

To Whom it May Concern:

A Hearing is scheduled for Monday, June 24, 2019 on our request for Traffic Calming Measures to be implemented in the 600 Block of North Euclid Avenue in Oak Park. I want my support for the request to be on the record should I be unable to attend the Hearing in person due to business travel.

Sincerely,

Gary E. McCullough
Owner/Resident
[redacted] North Euclid Avenue
Oak Park, Illinois 60302

0719-1
5.3
10/11

Gary E. McCullough
[redacted]**North Euclid Avenue**
Oak Park, Illinois 60302

June 19, 2019

Village of Oak Park
Transportation Commission
Village Hall
123 Madison Street
Oak Park, IL 60302

Transmitted via Email

Subject: Traffic Calming Measures—600 Block of North Euclid Avenue

To Whom It May Concern:

I have been an Oak Park resident I currently reside at [redacted]North Euclid Avenue. In fact, our family have been residents of the 600 block of North Euclid almost continuously for nineteen (19) years. Because my travel schedule may preclude my ability to attend the Transportation Commission Hearing on the subject mentioned above, I am registering my strong support for our Block's request that the Village of Oak Park identify and implement the appropriate traffic calming measures in our block.

As was indicated in the letter submitted to the Village dated November 20, 2018, in recent there has been a notable and alarming increase in the volume of high-speed and dangerous traffic on our Block as well as the 500 Block of North Euclid Avenue. The November 20 letter communicated a number of apparent causes for the increase in traffic. I believe those to be true.

If the Village is going to act on our request, now is the time to do so. Ours is a vibrant Block that experiences a good deal of foot traffic from residents, train commuters and tourists. That vibrancy is only enhanced by the presence of young children. Both the 500 & 600 Blocks of North Euclid are experiencing the inevitable change that occurs as long-time (i.e. older) residents give way to young and growing families. My concern is for the increased number of young children and their families who now live on our Block. I believe that, if a remedy is not put in place by the Village, a preventable tragedy is likely to occur.

If I am unable to attend the Hearing due to business travel, please know that I am fully supportive of the request. If necessary, I can be reached at [redacted].

Sincerely,

Gary E. McCullough

Juliano, Jill

0719-1
5.3
11/11

From: Hans Lagoni [redacted]
Sent: Wednesday, July 17, 2019 3:33 PM
To: Transportation
Cc: Hans Lagoni
Subject: 600 Euclid Traffic Calming Measure

My wife and I are against installing any more 'traffic calming measures" or speed bumps, in Oak Park.

Sincerely,

Hans and Barbara Lagoni

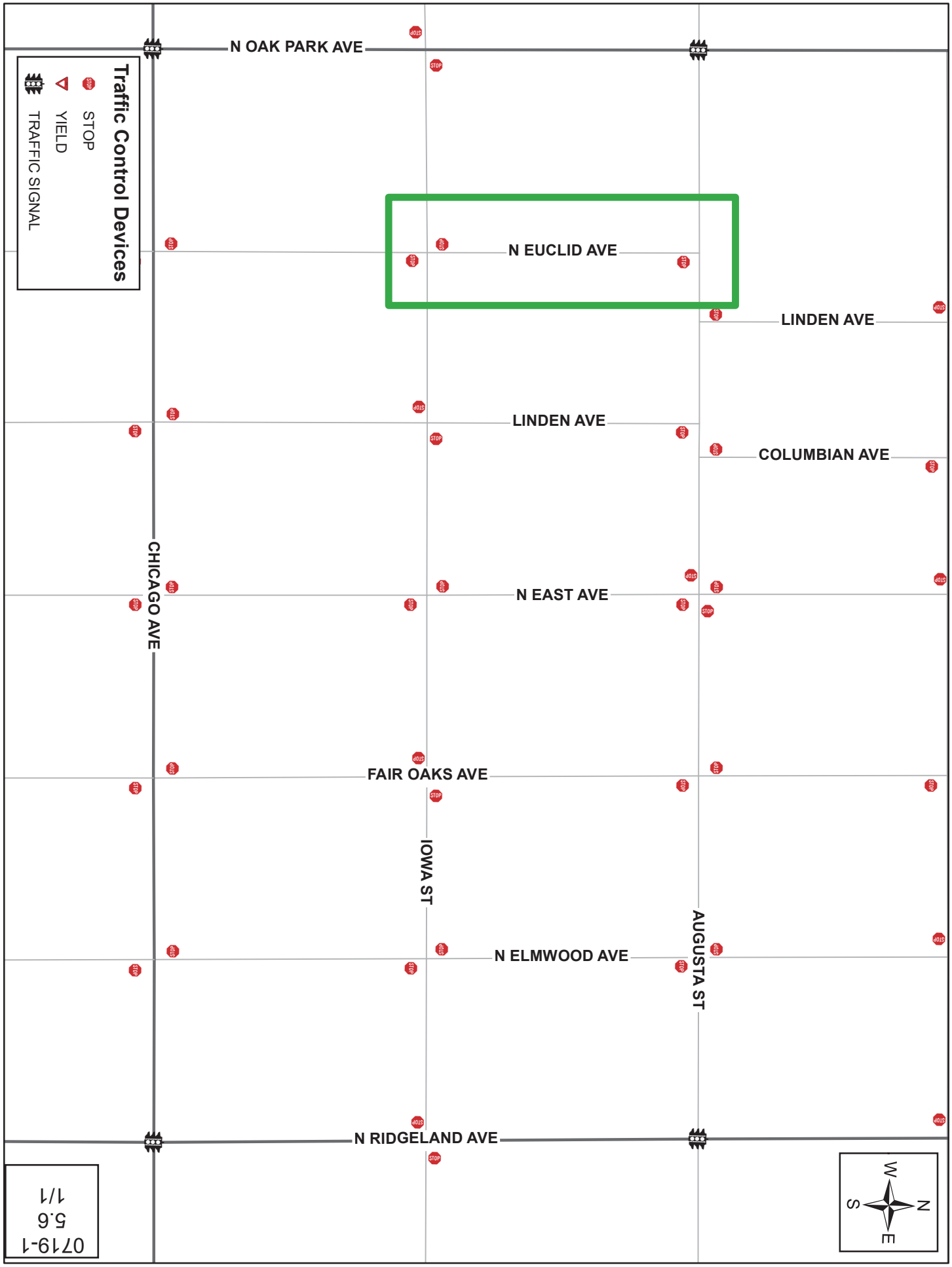
[redacted] Fair Oaks

0719-1
5.4
1/1

Measure	Maximum Number of Points	Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures - as approved by the Village Board of Trustees on November 6, 2017	minimum possible score	600 Block of North Euclid Avenue
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	5
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	0 pts.	16
Vehicle Volume	20	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0 pts.	5
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.	3
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	3 pts.	6
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) Exteral Negative Score is from responses from outside of the affected petition zone. 51% petitions: 51% - 59% = 10 points; 60% - 68% = 11; 69% - 77% = 12; 78% - 86% = 13; 87% - 95% = 14; 96% - 100% = 15 75% petitions: 75% - 78% = 10 points; 79% - 82% = 11; 83% - 86% = 12; 87% - 90% = 13; 91% - 94% = 14; 95% - 100% = 15 % of negative replies / Subtract: Less than 10 or 16 replies = - 0 points If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative: 1% - 20% = - 1 point 21% - 40% = - 2 41% - 60% = - 3 61% - 80% = - 4 81% - 100% = - 5 points	10 pts. (5 pts. with minimum petition score + maximum external negative support)	14
Maximum Score	**100**	**Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)**	13 pts.	49

Aerial View of 500 & 600 Blocks of N Euclid, Linden, N East, Fair Oaks, and N Elmwood Avenues


0719-1
5.5
2/2
AUGUSTA ST
N
W
E
S
N EUCLID AVE
IOWA ST
Close Up View of 600 Block of N Euclid Ave


Traffic Control Devices
STOP
YIELD
TRAFFIC SIGNAL
N OAK PARK AVE
N EUCLID AVE
LINDEN AVE
LINDEN AVE
COLUMBIAN AVE
CHICAGO AVE
N EAST AVE
FAIR OAKS AVE
IOWA ST
AUGUSTA ST
N ELMWOOD AVE
N RIDGELAND AVE
W
S
N
E
0719-1
5.6
1/1

ELMWOOD AVE
FAIR OAKS AVE
EAST AVE
LINDEN AVE
EUCLID AVE
OAK PARK AVE
COLUMBIAN
LINDEN
AUGUSTA ST
IOWA ST
CHICAGO AVE
<— 332 (28 mph)
<— 774 (28 mph) —>
442 (27 mph) —>
<— 554 (28 mph)
<— 975 (29 mph) —>
421 (29 mph) —>
<— 495 (29 mph)
<— 790 (29 mph) —>
295 (31 mph) —>
<— 578 (28 mph)
<— 899 (28 mph) —>
321 (28 mph) —>
LEGEND
XXX (YY mph)–Volume (85th Percentile Speed)
Source: Thursday, May 23, 2019 Traffic Study
2019
Engineering Division
By: JAJ
Date: 06–19–19
24–Hour, Speed & Volume Data Collected on
600 Blocks of North Euclid, Linden, Fair Oaks A
and 500 Block of North Euclid Ave
0719-1
5.7
1/13
Filename: U:\Parking_Traffic\P&T Commission\2019 agenda\0619-1\5 – 600 N Euclid Ave\draft\Source Files\2019 data.dgn

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Euclid Avenue
Augusta Street & Iowa Street
600 Block

NB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	2	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	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
06:00	0	0	1	4	5	1	0	0	0	0	0	0	0	11
07:00	0	0	2	10	6	0	0	0	0	0	0	0	0	18
08:00	0	1	2	11	15	2	0	0	0	0	0	0	0	31
09:00	0	3	2	6	9	1	0	0	0	0	0	0	0	21
10:00	1	2	4	5	2	1	1	0	0	0	0	0	0	16
11:00	3	0	3	10	4	2	1	0	0	0	0	0	0	23
12 PM	3	2	4	6	14	3	2	0	0	0	0	0	0	34
13:00	0	1	2	4	15	2	0	0	0	0	0	0	0	24
14:00	1	1	2	9	1	7	2	0	0	0	0	0	0	23
15:00	1	1	2	16	31	9	1	0	0	0	0	0	0	61
16:00	0	0	2	16	21	3	1	0	0	0	0	0	0	43
17:00	1	0	2	18	20	5	2	0	0	0	0	0	0	48
18:00	2	1	4	16	19	4	1	0	0	0	0	0	0	47
19:00	1	2	5	16	13	1	0	0	0	0	0	0	0	38
20:00	1	1	3	7	11	0	0	0	0	0	0	0	0	23
21:00	1	0	1	10	7	2	0	0	0	0	0	0	0	21
22:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	2	3	2	0	0	0	0	0	0	0	8
Total	15	16	44	168	196	45	11	0	0	0	0	0	0	495
Percent	3.0%	3.2%	8.9%	33.9%	39.6%	9.1%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	19 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	33 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	364
Percent in Pace :	73.5%
Number of Vehicles > 25 MPH :	252
Percent of Vehicles > 25 MPH :	50.9%

0719-1
5.7
2/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Euclid Avenue
Augusta Street & Iowa Street
600 Block

SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	3	0	0	2	3	1	1	0	0	0	0	0	0	10
07:00	0	1	2	8	19	6	3	0	0	0	0	0	0	39
08:00	0	0	4	6	7	2	1	0	0	0	0	0	0	20
09:00	1	2	1	4	5	1	0	0	0	0	0	0	0	14
10:00	1	1	2	6	1	0	0	0	0	0	0	0	0	11
11:00	1	1	2	2	3	4	0	0	1	0	0	0	0	14
12 PM	5	1	2	4	3	0	0	0	0	0	0	0	0	15
13:00	0	1	1	4	1	2	0	0	0	0	0	0	0	9
14:00	0	1	1	5	5	1	0	0	0	0	0	0	0	13
15:00	0	0	1	9	13	6	0	0	0	0	0	0	0	29
16:00	0	0	0	3	8	4	2	0	0	0	0	0	0	17
17:00	2	0	1	4	10	10	0	0	0	0	0	0	0	27
18:00	1	1	0	8	12	5	1	0	0	0	0	0	0	28
19:00	0	2	2	8	9	3	0	0	0	0	0	0	0	24
20:00	0	3	0	3	2	2	0	0	0	0	0	0	0	10
21:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
23:00	0	0	0	2	2	0	0	0	0	0	0	0	0	4
Total	16	14	21	78	109	48	8	0	1	0	0	0	0	295
Percent	5.4%	4.7%	7.1%	26.4%	36.9%	16.3%	2.7%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	18 MPH
50th Percentile :	25 MPH
85th Percentile :	31 MPH
95th Percentile :	34 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	187
Percent in Pace :	63.4%
Number of Vehicles > 25 MPH :	166
Percent of Vehicles > 25 MPH :	56.3%

0719-1
5.7
3/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Euclid Avenue
Augusta Street & Iowa Street
600 Block

NB, SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	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
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	3	0	1	6	8	2	1	0	0	0	0	0	0	21
07:00	0	1	4	18	25	6	3	0	0	0	0	0	0	57
08:00	0	1	6	17	22	4	1	0	0	0	0	0	0	51
09:00	1	5	3	10	14	2	0	0	0	0	0	0	0	35
10:00	2	3	6	11	3	1	1	0	0	0	0	0	0	27
11:00	4	1	5	12	7	6	1	0	1	0	0	0	0	37
12 PM	8	3	6	10	17	3	2	0	0	0	0	0	0	49
13:00	0	2	3	8	16	4	0	0	0	0	0	0	0	33
14:00	1	2	3	14	6	8	2	0	0	0	0	0	0	36
15:00	1	1	3	25	44	15	1	0	0	0	0	0	0	90
16:00	0	0	2	19	29	7	3	0	0	0	0	0	0	60
17:00	3	0	3	22	30	15	2	0	0	0	0	0	0	75
18:00	3	2	4	24	31	9	2	0	0	0	0	0	0	75
19:00	1	4	7	24	22	4	0	0	0	0	0	0	0	62
20:00	1	4	3	10	13	2	0	0	0	0	0	0	0	33
21:00	1	0	1	10	10	2	0	0	0	0	0	0	0	24
22:00	0	0	0	2	2	1	0	0	0	0	0	0	0	5
23:00	0	0	1	4	5	2	0	0	0	0	0	0	0	12
Total	31	30	65	246	305	93	19	0	1	0	0	0	0	790
Percent	3.9%	3.8%	8.2%	31.1%	38.6%	11.8%	2.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	19 MPH
50th Percentile :	25 MPH
85th Percentile :	29 MPH
95th Percentile :	33 MPH
Mean Speed(Average) :	25 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	551
Percent in Pace :	69.7%
Number of Vehicles > 25 MPH :	418
Percent of Vehicles > 25 MPH :	52.9%

0719-1
5.7
4/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Euclid Avenue
Iowa Street & Chicago Avenue
500 Block

NB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	0	2	0	0	0	0	0	1	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	2	5	1	1	0	0	0	0	0	0	9
07:00	1	0	5	14	10	2	0	0	0	0	0	0	0	32
08:00	0	3	5	13	19	2	0	0	0	0	0	0	0	42
09:00	2	0	8	12	3	0	0	0	0	0	0	0	0	25
10:00	3	3	4	6	4	1	0	1	0	0	0	0	0	22
11:00	0	0	6	10	5	1	0	0	0	0	0	0	0	22
12 PM	4	1	6	16	3	0	0	0	0	0	0	0	0	30
13:00	0	2	7	10	9	2	0	0	0	0	0	0	0	30
14:00	4	3	5	10	4	2	0	0	0	0	0	0	0	28
15:00	2	3	11	21	14	8	1	0	0	0	0	0	0	60
16:00	2	4	13	21	10	0	0	0	0	0	0	0	0	50
17:00	6	0	9	22	25	4	0	0	0	0	0	0	0	66
18:00	1	3	5	24	29	4	0	0	0	0	0	0	0	66
19:00	0	1	4	16	13	1	2	0	0	0	0	0	0	37
20:00	0	1	1	8	12	0	0	0	0	0	0	0	0	22
21:00	0	0	3	9	9	2	0	0	0	0	0	0	0	23
22:00	0	0	0	2	1	0	0	0	0	0	0	0	0	3
23:00	0	0	0	1	4	2	0	0	0	0	0	0	0	7
Total	25	24	93	219	179	32	4	1	0	1	0	0	0	578
Percent	4.3%	4.2%	16.1%	37.9%	31.0%	5.5%	0.7%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	17 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	398
Percent in Pace :	68.9%
Number of Vehicles > 25 MPH :	217
Percent of Vehicles > 25 MPH :	37.5%

0719-1
5.7
5/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Euclid Avenue
Iowa Street & Chicago Avenue
500 Block

SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	2	1	2	0	0	0	0	0	0	0	5
07:00	1	0	7	21	5	4	0	0	0	0	0	0	0	38
08:00	2	2	3	8	6	1	1	0	0	0	0	0	0	23
09:00	1	2	2	2	4	1	0	0	0	0	0	0	0	12
10:00	2	1	4	7	2	0	0	0	0	0	0	0	0	16
11:00	1	3	1	3	7	2	0	0	0	0	0	0	0	17
12 PM	0	2	3	4	4	0	0	0	0	0	0	0	0	13
13:00	2	1	0	2	1	2	0	0	0	0	0	0	0	8
14:00	1	1	3	8	1	3	0	0	0	0	0	0	0	17
15:00	2	2	5	12	8	4	0	0	0	0	0	0	0	33
16:00	0	0	3	12	7	0	0	0	0	0	0	0	0	22
17:00	2	2	5	14	9	1	0	0	0	0	0	0	0	33
18:00	4	1	2	12	9	1	0	0	0	0	0	0	0	29
19:00	0	4	1	16	5	0	0	0	0	0	0	0	0	26
20:00	0	1	6	1	6	0	0	0	0	0	0	0	0	14
21:00	0	0	0	2	1	1	0	0	0	0	0	0	0	4
22:00	1	0	0	2	2	0	0	0	0	0	0	0	0	5
23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	19	22	46	133	78	22	1	0	0	0	0	0	0	321
Percent	5.9%	6.9%	14.3%	41.4%	24.3%	6.9%	0.3%	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 :	31 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	211
Percent in Pace :	65.7%
Number of Vehicles > 25 MPH :	101
Percent of Vehicles > 25 MPH :	31.5%

0719-1
5.7
6/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Euclid Avenue
Iowa Street & Chicago Avenue
500 Block

NB, SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	1	3	0	0	0	0	0	1	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	4	6	3	1	0	0	0	0	0	0	14
07:00	2	0	12	35	15	6	0	0	0	0	0	0	0	70
08:00	2	5	8	21	25	3	1	0	0	0	0	0	0	65
09:00	3	2	10	14	7	1	0	0	0	0	0	0	0	37
10:00	5	4	8	13	6	1	0	1	0	0	0	0	0	38
11:00	1	3	7	13	12	3	0	0	0	0	0	0	0	39
12 PM	4	3	9	20	7	0	0	0	0	0	0	0	0	43
13:00	2	3	7	12	10	4	0	0	0	0	0	0	0	38
14:00	5	4	8	18	5	5	0	0	0	0	0	0	0	45
15:00	4	5	16	33	22	12	1	0	0	0	0	0	0	93
16:00	2	4	16	33	17	0	0	0	0	0	0	0	0	72
17:00	8	2	14	36	34	5	0	0	0	0	0	0	0	99
18:00	5	4	7	36	38	5	0	0	0	0	0	0	0	95
19:00	0	5	5	32	18	1	2	0	0	0	0	0	0	63
20:00	0	2	7	9	18	0	0	0	0	0	0	0	0	36
21:00	0	0	3	11	10	3	0	0	0	0	0	0	0	27
22:00	1	0	0	4	3	0	0	0	0	0	0	0	0	8
23:00	0	0	0	3	4	2	0	0	0	0	0	0	0	9
Total	44	46	139	352	257	54	5	1	0	1	0	0	0	899
Percent	4.9%	5.1%	15.5%	39.2%	28.6%	6.0%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	16 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	609
Percent in Pace :	67.7%
Number of Vehicles > 25 MPH :	318
Percent of Vehicles > 25 MPH :	35.4%

0719-1
5.7
7/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Linden Avenue
Augusta Street & Iowa Street
600 Block

NB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	0	1	0	1	0	0	0	0	0	0	0	2
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	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	2	1	2	3	0	1	0	0	0	0	0	0	9
07:00	3	1	7	21	5	1	0	0	0	0	0	0	0	38
08:00	2	2	5	6	7	1	0	0	0	0	0	0	0	23
09:00	3	1	3	5	1	1	0	0	0	0	0	0	0	14
10:00	2	0	1	2	6	1	0	0	0	0	0	0	0	12
11:00	1	0	1	6	7	1	1	1	0	0	0	0	0	18
12 PM	2	1	0	6	8	5	1	0	0	0	0	0	0	23
13:00	1	1	2	6	9	1	0	0	0	0	0	0	0	20
14:00	4	0	7	18	7	0	0	0	0	0	0	0	0	36
15:00	4	1	11	41	26	7	2	0	0	0	0	0	0	92
16:00	7	1	8	26	16	3	0	0	0	0	0	0	0	61
17:00	4	1	4	31	22	4	1	0	0	0	0	0	0	67
18:00	1	1	5	16	19	3	1	0	0	0	0	0	0	46
19:00	3	2	3	16	15	2	0	0	0	0	0	0	0	41
20:00	1	0	2	13	5	0	0	0	0	0	0	0	0	21
21:00	1	0	5	10	2	1	1	0	0	0	0	0	0	20
22:00	1	0	0	4	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	1	2	0	0	0	0	0	0	0	0	3
Total	43	14	65	231	160	32	8	1	0	0	0	0	0	554
Percent	7.8%	2.5%	11.7%	41.7%	28.9%	5.8%	1.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	17 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	391
Percent in Pace :	70.6%
Number of Vehicles > 25 MPH :	201
Percent of Vehicles > 25 MPH :	36.3%

0719-1
5.7
8/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Linden Avenue
Augusta Street & Iowa Street
600 Block

SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	0	0	0	2
05:00	1	0	1	1	0	0	0	0	0	0	0	0	0	3
06:00	0	2	3	6	4	5	0	0	0	0	0	0	0	20
07:00	2	5	1	16	27	6	0	0	0	0	0	0	0	57
08:00	0	0	5	14	11	3	0	0	0	0	0	0	0	33
09:00	2	2	3	7	6	3	1	0	0	0	0	0	0	24
10:00	1	2	3	6	3	0	0	0	0	0	0	0	0	15
11:00	1	0	3	7	11	3	0	1	0	0	0	0	0	26
12 PM	0	0	0	10	3	2	0	1	0	0	0	0	0	16
13:00	0	1	2	5	5	2	1	0	0	0	0	0	0	16
14:00	1	1	0	8	3	1	0	0	0	0	0	0	0	14
15:00	2	1	3	14	11	7	0	0	0	0	0	0	0	38
16:00	5	1	4	4	13	2	0	0	0	0	0	0	0	29
17:00	3	3	3	3	15	8	0	0	0	0	0	0	0	35
18:00	2	4	6	16	13	2	1	0	0	0	0	0	0	44
19:00	3	1	1	7	3	5	0	1	0	0	0	0	0	21
20:00	0	1	4	4	3	0	0	0	1	0	0	0	0	13
21:00	0	0	1	0	2	2	0	0	0	0	0	0	0	5
22:00	0	1	0	2	3	1	0	0	0	0	0	0	0	7
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	23	26	43	132	138	52	3	3	1	0	0	0	0	421
Percent	5.5%	6.2%	10.2%	31.4%	32.8%	12.4%	0.7%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	16 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	33 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	270
Percent in Pace :	64.1%
Number of Vehicles > 25 MPH :	197
Percent of Vehicles > 25 MPH :	46.8%

0719-1
5.7
9/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Linden Avenue
Augusta Street & Iowa Street
600 Block

NB, SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	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
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:00	4	0	1	1	0	0	0	0	0	0	0	0	0	6
06:00	0	4	4	8	7	5	1	0	0	0	0	0	0	29
07:00	5	6	8	37	32	7	0	0	0	0	0	0	0	95
08:00	2	2	10	20	18	4	0	0	0	0	0	0	0	56
09:00	5	3	6	12	7	4	1	0	0	0	0	0	0	38
10:00	3	2	4	8	9	1	0	0	0	0	0	0	0	27
11:00	2	0	4	13	18	4	1	2	0	0	0	0	0	44
12 PM	2	1	0	16	11	7	1	1	0	0	0	0	0	39
13:00	1	2	4	11	14	3	1	0	0	0	0	0	0	36
14:00	5	1	7	26	10	1	0	0	0	0	0	0	0	50
15:00	6	2	14	55	37	14	2	0	0	0	0	0	0	130
16:00	12	2	12	30	29	5	0	0	0	0	0	0	0	90
17:00	7	4	7	34	37	12	1	0	0	0	0	0	0	102
18:00	3	5	11	32	32	5	2	0	0	0	0	0	0	90
19:00	6	3	4	23	18	7	0	1	0	0	0	0	0	62
20:00	1	1	6	17	8	0	0	0	1	0	0	0	0	34
21:00	1	0	6	10	4	3	1	0	0	0	0	0	0	25
22:00	1	1	0	6	3	1	0	0	0	0	0	0	0	12
23:00	0	0	0	2	3	0	0	0	0	0	0	0	0	5
Total	66	40	108	363	298	84	11	4	1	0	0	0	0	975
Percent	6.8%	4.1%	11.1%	37.2%	30.6%	8.6%	1.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	16 MPH
50th Percentile :	23 MPH
85th Percentile :	29 MPH
95th Percentile :	33 MPH
Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	661
Percent in Pace :	67.8%
Number of Vehicles > 25 MPH :	398
Percent of Vehicles > 25 MPH :	40.8%

0719-1
5.7
10/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Fair Oaks Avenue
Augusta Street & Iowa Street
600 Block

NB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	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
06:00	0	0	1	2	0	1	0	0	0	0	0	0	0	4
07:00	2	2	7	23	11	3	0	0	0	0	0	0	0	48
08:00	1	0	1	4	6	1	0	0	0	0	0	0	0	13
09:00	0	0	1	1	2	0	0	0	0	0	0	0	0	4
10:00	4	1	0	7	0	1	0	0	0	0	0	0	0	13
11:00	0	0	0	4	2	3	1	1	0	0	0	0	0	11
12 PM	1	2	4	9	7	2	0	0	0	0	0	0	0	25
13:00	0	1	3	3	7	1	0	0	0	0	0	0	0	15
14:00	0	1	3	10	4	1	0	0	0	0	0	0	0	19
15:00	0	0	10	21	11	3	1	0	0	0	0	0	0	46
16:00	0	1	4	13	7	5	0	0	0	0	0	0	0	30
17:00	0	1	1	9	5	3	1	0	0	0	0	0	0	20
18:00	4	4	1	14	3	2	0	0	0	0	0	0	0	28
19:00	2	0	2	14	3	2	0	0	0	0	0	0	0	23
20:00	0	0	0	4	2	0	0	0	0	0	0	0	0	6
21:00	1	0	2	1	1	0	0	0	0	0	0	0	0	5
22:00	2	0	3	2	1	1	0	0	0	0	0	0	0	9
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	17	13	43	143	73	29	3	1	0	0	0	0	0	322
Percent	5.3%	4.0%	13.4%	44.4%	22.7%	9.0%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	17 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	32 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	216
Percent in Pace :	67.1%
Number of Vehicles > 25 MPH :	106
Percent of Vehicles > 25 MPH :	32.9%

0719-1
5.7
11/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Fair Oaks Avenue
Augusta Street & Iowa Street
600 Block

SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	0	4	0	0	0	0	0	0	0	0	0	4
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	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	1
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
06:00	0	1	2	3	9	2	0	0	0	0	0	0	0	17
07:00	4	4	9	37	27	4	1	0	0	0	0	0	0	86
08:00	0	3	2	13	12	1	0	0	0	0	0	0	0	31
09:00	0	1	2	9	5	0	0	0	0	0	0	0	0	17
10:00	2	3	6	8	6	0	0	0	0	0	0	0	0	25
11:00	2	0	0	7	0	0	0	0	0	0	0	0	0	9
12 PM	0	0	6	4	7	1	0	0	0	0	0	0	0	18
13:00	2	0	1	5	6	1	0	0	0	0	0	0	0	15
14:00	0	2	1	11	3	1	0	0	0	0	0	0	0	18
15:00	2	2	9	22	15	1	0	0	0	0	0	0	0	51
16:00	0	1	9	18	6	2	0	0	0	0	0	0	0	36
17:00	0	0	2	17	12	1	0	0	0	0	0	0	0	32
18:00	1	1	4	18	4	1	0	0	0	0	0	0	0	29
19:00	1	1	9	9	4	0	0	0	0	0	0	0	0	24
20:00	0	0	4	6	0	0	0	0	0	0	0	0	0	10
21:00	0	1	0	6	3	0	0	0	0	0	0	0	0	10
22:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4
23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	14	20	69	202	121	15	1	0	0	0	0	0	0	442
Percent	3.2%	4.5%	15.6%	45.7%	27.4%	3.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile :	17 MPH
50th Percentile :	22 MPH
85th Percentile :	27 MPH
95th Percentile :	29 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	323
Percent in Pace :	73.1%
Number of Vehicles > 25 MPH :	137
Percent of Vehicles > 25 MPH :	31.0%

0719-1
5.7
12/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Fair Oaks Avenue
Augusta Street & Iowa Street
600 Block

NB, SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
05/23/19	0	0	0	4	0	0	0	0	0	0	0	0	0	4
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	2	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	0	0	1	1	0	0	0	0	0	0	0	0	2
06:00	0	1	3	5	9	3	0	0	0	0	0	0	0	21
07:00	6	6	16	60	38	7	1	0	0	0	0	0	0	134
08:00	1	3	3	17	18	2	0	0	0	0	0	0	0	44
09:00	0	1	3	10	7	0	0	0	0	0	0	0	0	21
10:00	6	4	6	15	6	1	0	0	0	0	0	0	0	38
11:00	2	0	0	11	2	3	1	1	0	0	0	0	0	20
12 PM	1	2	10	13	14	3	0	0	0	0	0	0	0	43
13:00	2	1	4	8	13	2	0	0	0	0	0	0	0	30
14:00	0	3	4	21	7	2	0	0	0	0	0	0	0	37
15:00	2	2	19	43	26	4	1	0	0	0	0	0	0	97
16:00	0	2	13	31	13	7	0	0	0	0	0	0	0	66
17:00	0	1	3	26	17	4	1	0	0	0	0	0	0	52
18:00	5	5	5	32	7	3	0	0	0	0	0	0	0	57
19:00	3	1	11	23	7	2	0	0	0	0	0	0	0	47
20:00	0	0	4	10	2	0	0	0	0	0	0	0	0	16
21:00	1	1	2	7	4	0	0	0	0	0	0	0	0	15
22:00	2	0	5	3	2	1	0	0	0	0	0	0	0	13
23:00	0	0	0	3	1	0	0	0	0	0	0	0	0	4
Total	31	33	112	345	194	44	4	1	0	0	0	0	0	764
Percent	4.1%	4.3%	14.7%	45.2%	25.4%	5.8%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

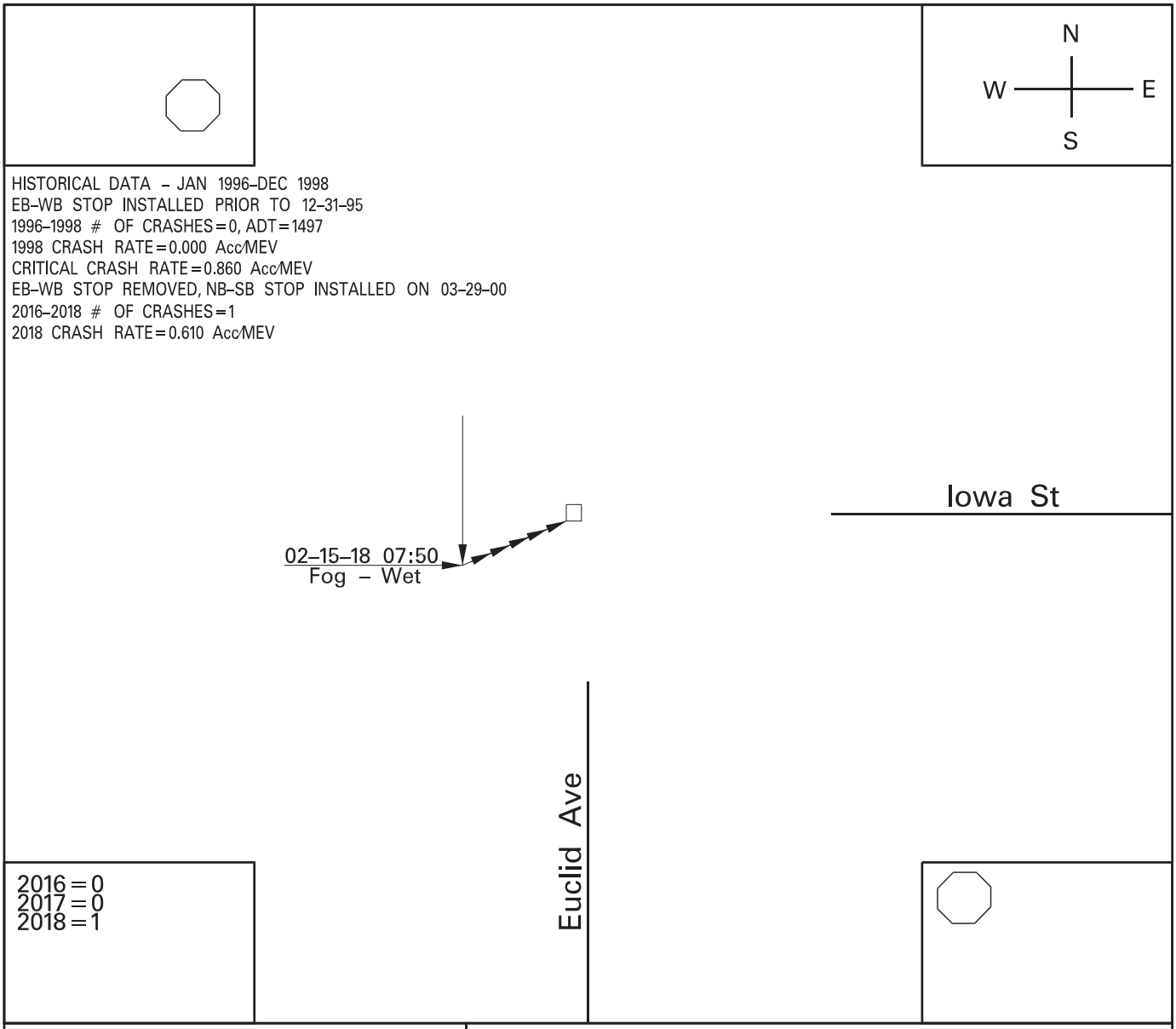
Daily

15th Percentile :	17 MPH
50th Percentile :	22 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH
Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	539
Percent in Pace :	70.5%
Number of Vehicles > 25 MPH :	243
Percent of Vehicles > 25 MPH :	31.8%

0719-1
5.7
13/13

0719-1
5.8
1/2

VILLAGE OF OAK PARK
COLLISION DIAGRAM



SYMBOLS	TYPES OF COLLISIONS	
MOVING VEHICLE	REAR END	RIGHT ANGLE
BACKING VEHICLE	HEAD ON	1. Date and Time
PEDESTRIAN	SIDE SWIPE	2. Weather and Road Surface Conditions
PARKED VEHICLE	OUT OF CONTROL	
FIXED OBJECT	LEFT TURN	
FATAL ACCIDENT		
INJURY ACCIDENT		

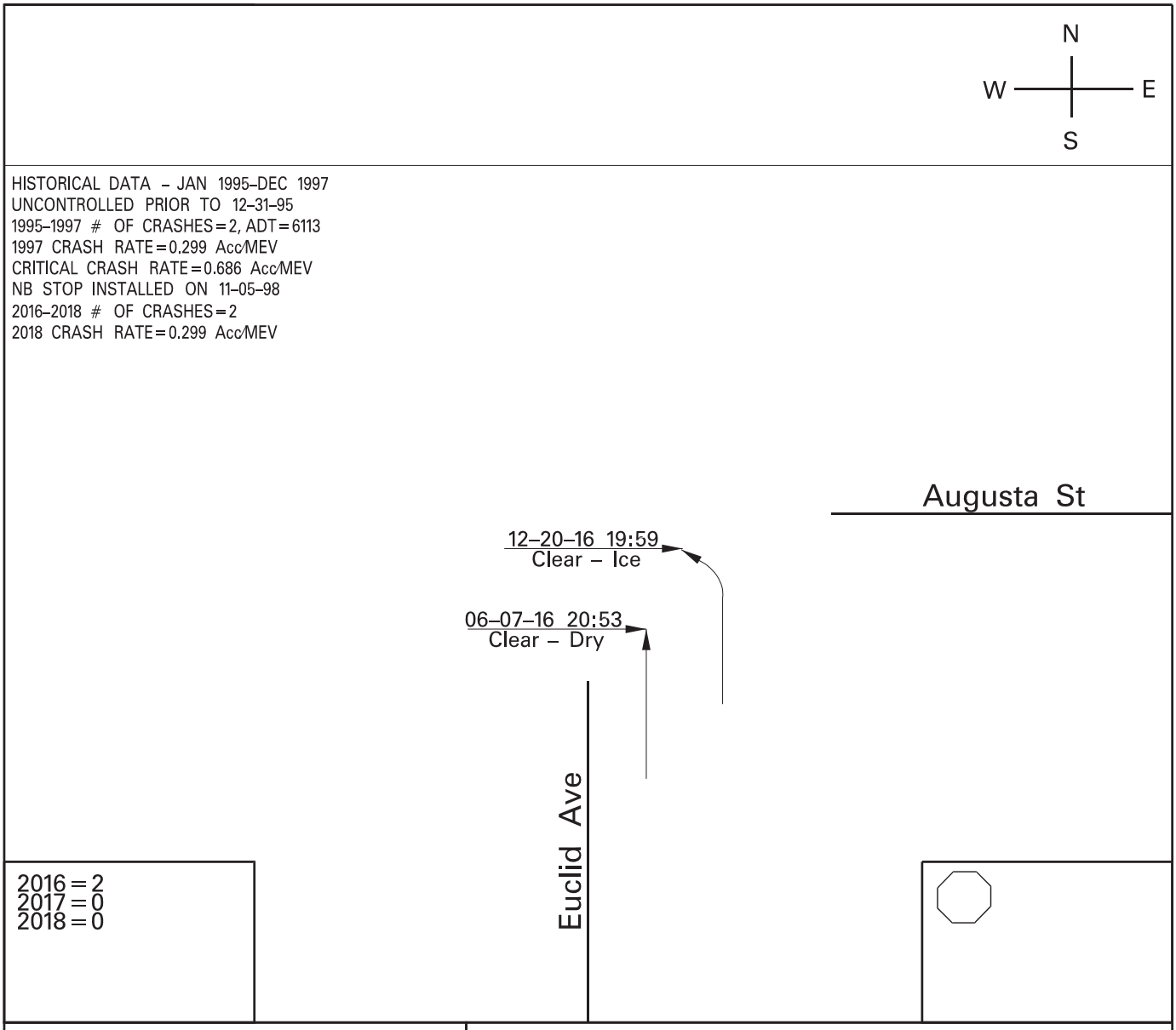
INTERSECTION of Euclid Avenue and Iowa Street

PERIOD: 36 Months FROM: January 2016 TO: December 2018

BY: JAJ DATE: June 14, 2019 NO SCALE

0719-1
5.8
2/2

VILLAGE OF OAK PARK
COLLISION DIAGRAM



SYMBOLS	TYPES OF COLLISIONS	
MOVING VEHICLE	REAR END	RIGHT ANGLE
BACKING VEHICLE	HEAD ON	1. Date and Time
PEDESTRIAN	SIDE SWIPE	2. Weather and Road Surface Conditions
PARKED VEHICLE	OUT OF CONTROL	
FIXED OBJECT	LEFT TURN	
FATAL ACCIDENT		
INJURY ACCIDENT		

INTERSECTION of Euclid Avenue and Augusta Street

PERIOD: 36 Months FROM: January 2016 TO: December 2018

BY: JAJ DATE: June 18, 2019 NO SCALE

0719-1
5.9
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

July 11, 2019

TO: RESIDENTS OF THE 500 & 600 BLOCKS OF N. EUCLID AVE., LINDEN AVE., N. EAST AVE., FAIR OAKS AVE., N. ELMWOOD AVE., AND THE 400, 438, 500, 600, 638 & 700 BLOCKS OF CHICAGO AVE., IOWA ST., AUGUSTA ST.

RE: PETITION TO IMPLEMENT A TRAFFIC CALMING MEASURE ON THE 600 BLOCK OF NORTH EUCLID AVENUE

Dear Resident:

The Village of Oak Park received a petition to implement a traffic calming measure on the 600 block of North Euclid Avenue. The petition was originally scheduled for the June 24, 2019 Transportation Commission meeting but the meeting was cancelled due to a lack of quorum.

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

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

The Transportation Commission is scheduled to review this petition at its upcoming public meeting being held at 7:00 PM on Monday, July 22, 2019, in Council Chambers of Village Hall. The parking lot at Village Hall is now partially open as reconstruction continues. Attendees may be able to find an available parking space in the lot. Otherwise meeting attendees should park on the streets around 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 Thursday, July 18, 2019 at 12:00noon for inclusion in the Transportation Commission's agenda.

A copy of the Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) for public review and inspection. Look for the agenda on the website after 5:00 PM on Thursday, June 18th.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

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

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: **Review update of Village's Bicycle plan and its implementation (continued from 03/25/2019 meeting)**

Review Date: July 22, 2019

Prepared By: Michael Koperniak

Abstract (briefly describe the item being reviewed):

One item on the Transportation Commission's approved 2019 Work Plan is to review the update of the Village's Bicycle Plan and its implementation. This item was carried over from the 2018 work plan. The time frame for this item is to start in the first quarter and finish by the third quarter of 2019.

The Transportation Commission first discussed this at its March 25, 2019 meeting. Tonight's meeting is a continuation of this work plan item.

Staff Recommendation(s):

Staff's recommendation for tonight's meeting is to commit to identifying one or more neighborhood greenway road segments in order to determine what types of bicycle friendly road improvements to implement along the segment(s).

Supporting Documentation Is Attached

MEMORANDUM

Date: July 22, 2019

To: Transportation Commission

From: Mike Koperniak, Staff Liaison

Parking and Traffic Commission M.K.

Re: Review update of Village's Bicycle plan and its implementation (continued from the 03/25/2019 meeting)

One item on the Transportation Commission's approved 2019 Work Plan is to review the update of the Village's Bicycle Plan and its implementation. This item was carried over from the 2018 work plan. The time frame for this item is to start in the first quarter and finish by the third quarter of 2019. The outcomes of this review include:

- Make Village more bike friendly
- Prioritize streets for implementing the plan
- Review how bike plan interacts with Village's 5-year capital improvement plan program
- Implement a public education campaign
- Engage the public to improve and accelerate implementation of the bike plan
- Review why Divvy Bike Program failed
- Increase the level of bike sharing

The Transportation Commission first met to discuss this item at its March 25, 2019 meeting.

The intended outcome of tonight's meeting is to work on fulfilling the first two work plan outcomes as indicated above and below.

The first work plan outcome is to make the Village more bike friendly. To achieve this outcome, the Village adopted a bicycle boulevard plan in 2008 and then updated and expanded the plan in 2015. The next step is to implement the recommendations in the two bike plans.

The second work plan outcome is to prioritize streets for implementing the plan and to recommend specific improvements on the streets. Staff recommends that the Transportation Commission spend the next several months prioritizing the NGN streets and recommending specific improvements based on the adopted bicycle plan.

By now, all of the Commission members should have received a white binder with the Village's August 2008 Bicycle Plan and the July 2015 Neighborhood Greenway System Study & Bike Share Feasibility Study. Ideally, each member has read through the two documents in preparation for completing this work plan item.

BRING YOUR BINDER TO THE MEETING.

The two bicycle plans can be found on the Village of Oak Park website at:

https://www.oak-park.us/our-community/bicycling-oak-park

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

https://www.oak-park.us/sites/default/files/public-works/2015-07-20-greenways-bike-share-feasibility-study.pdf

Included in the Neighborhood Greenway System Study (NGSS) document, starting on page 22, is a Neighborhood Greenways Toolbox. The toolbox is attached as Exhibit A. As stated in the study, the purpose of this toolbox is as follows:

> In order to maximize the effectiveness of Oak Park's Neighborhood Greenways Network, the Project Team has identified the following set of tools to provide cyclists with a safe, comfortable, and low-stress experience, with the goal of serving bicycle riders aged 8 to 80.

Also included in the NGSS document, starting on page 117, is a series of tables describing the neighborhood greenways facilities. The tables include detailed recommendations for the intersections and street segments throughout the network. The tables are organized by the neighborhood greenways name and includes (a) existing conditions, (b) near-term recommendations, and (c) long-term recommendations. These tables are attached as Exhibit B.

Attached as Exhibit C is a map showing the neighborhood bicycle greenways network of street segments and intersections.

As part of its 2019-2023 Capital Improvement Plan (CIP), adopted December 10, 2018, the Village of Oak Park has included in its recommended fiscal year 2020 budget the sum of $200,000 for bicycle boulevard improvements and $5,000 for bicycle racks. These are estimated dollar amounts that are not yet designated for any particular or specific improvements. These dollar amounts are attached as Exhibit D.

It should be pointed out that these dollar sums are only recommendations and still need to be officially included in the Village's adopted 2020 budget. The Village Board of Trustees will be adopting the official 2020 budget later this year.

In order to improve the chances for these dollar amounts to be included in the Village's adopted 2020 budget, Staff is recommending to the Transportation Commission that it select one or two neighborhood greenway street segments for improvement and also recommend specific toolbox improvements on the segments. These recommendations can then be provided to the Village Board when it is considering what items to include in the 2020 budget. The recommended $200,000 will then have specific identifiable improvements that it can be applied to.

Staff is recommending the following to be completed before the next time the Transportation Commission considers the bicycle work plan as an agenda item.

1. The Commission members should go out in groups of one or two (but not three or more) and visit the greenway street segments and intersections to see in person what is out there. The various types of toolbox solutions can also be reviewed while visiting the intersections.

2. Each one or two member group should then rank the street segments in descending order of preference to be improved.

   Considering that the Village is approximately 3.0 miles long and 1.5 miles wide, the north south greenway streets should be split into two at North/South Boulevards and treated as separate 1.5 mile segments. This will allow for an equal dollar cost comparison of east-west 1.5 miles segments and north-south 1.5 mile segments.

3. An optional exercise would be for one or two Commission members (but not three or more) to meet with one or more local bicycle advocacy groups that are familiar with the NGSS

document in order to learn of their preferences as to how the greenway segments might be ranked and what toolbox solutions to apply at particular intersections.

4a. At the next Transportation Commission meeting, the Commissioners can discuss and compare their rankings, and possibly those of the advocacy group(s), in order to develop one ranked list of all of the greenway street segments.

4b. The preferred toolbox improvements can also be discussed and settled on at this meeting or at a subsequent meeting.

5. A cost estimate can then be developed for the number 1 ranked, and possibly number 2 ranked greenway segments.

This cost estimate will serve two purposes. First, it will provide an indication as to how far $200,000 will go. Second, it will aid in funding decisions for improvements in subsequent years.

6. Staff can then include the Transportation Commission recommended greenway street improvements with cost estimate as part of the draft 2020 budget for consideration by the Village Board.

the end

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NEIGHBORHOOD GREENWAYS TOOLBOX

In order to maximize the effectiveness of Oak Park's Neighborhood Greenways network, the Project Team has identified the following set of tools to provide cyclists with a safe, comfortable, and low-stress experience, with the goal of serving bicycle riders aged 8 to 80. See Table 2B for an overview of the recommended tools and their objectives. A detailed overview of each treatment and its recommended application is included in the Toolbox on the following pages and are grouped by the Neighborhood Greenways objectives outlined earlier in this chapter. Larger images are included in the Appendix.

Not all of the tools recommended in this Study are included in national or local design standards. However, each has been vetted and successfully used by communities implementing Neighborhood Greenways throughout the country. The Village of Oak Park should coordinate with the Federal Highway Association (FHWA) for approval on less conventional designs when using Federal funding to complete projects or when implementing projects on Federal Aid roads.

BERTEAU AVENUE NEIGHBORHOOD GREENWAYS (NEIGHBORHOOD GREENWAYS) IN CHICAGO

Exhibit A

TABLE 2B NEIGHBORHOOD GREENWAYS DESIGN STRATEGIES AND TOOLS

	DESIGN STRATEGY	RECOMMENDED TOOLS
Standard Tools	Develop a consistent approach to be used throughout Oak Park's Neighborhood Greenways Network providing a unique identity and raising awareness of drivers and cyclists.	• Neighborhood Greenways Crossing Signs • Neighborhood Greenways Pavement Markings • Advisory Bike Lanes • Speed Limit 20 MPH Signs • Intersection Daylighting
Intersection Improvements	Apply a set of distinctive treatments where Neighborhood Greenways cross larger streets to emphasize the presence of bicyclists and reduce crossing distance to boost safety and convenience.	• Intersection Crossing Markings • High Intensity Activated (HAWK) Signals • Rectangular Rapid Flashing Beacons (RRFBs) • Bi-Directional Bike-Only Center Left Turn Lanes • Bike Boxes • Two-Stage Turn Queue Box
Traffic Calming	Identify innovative design elements on street segments with high traffic volumes and fast moving vehicles to safeguard cyclists and provide a calmer environment for all users of the road	• Mini Roundabouts • Chicanes
Prioritized Bicycle Travel	Develop special bike-focused facilities and amenities to provide cyclists with the confidence to ride on the Village's streets and consider biking as a mode of transportation.	• Stop Signs and Yield Signs • Bicycle Signal Detectors • Back-In Angle Parking • Contraflow Bike Lanes • Two-Way Cycle Track
Vehicle Volume Reduction	Identify new design features to discourage cut-through automobile traffic, but maintain motor vehicle access for residents who live along the selected routes.	• Bicycle and Pedestrian Median Refuge Island • Cul de Sac Access
Unique Identity	Create custom signage and pavement markings to encourage cyclists to fully use the Neighborhood Greenways system and remind drivers to share the road.	• Wayfinding Signage • Painted Intersections
Going the Distance	Pilot a project that uniquely prioritizes bicycle travel in Oak Park.	• Streets Converted to Trails

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STANDARD TOOLS

Strategy: Develop a standard set of tools to be used throughout Oak Park's Neighborhood Greenways network providing a unique identity and raising awareness of drivers and cyclists.

Standard tools include the following (depicted left to right on the following page):

NEIGHBORHOOD GREENWAYS CROSSING SIGNS (TOP RIGHT)

NEIGHBORHOOD GREENWAYS PAVEMENT MARKINGS WITH ADVISORY BIKE LANE MARKINGS (TOP LEFT)

SPEED LIMIT 20 MPH SIGNS (BOTTOM LEFT)

INTERSECTION DAYLIGHTING (BOTTOM RIGHT)

Standard Tools

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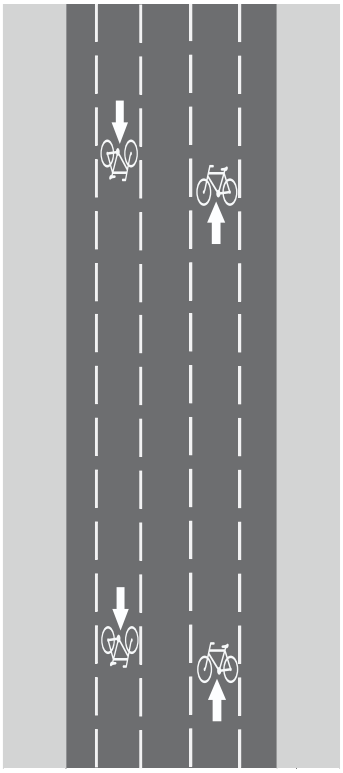
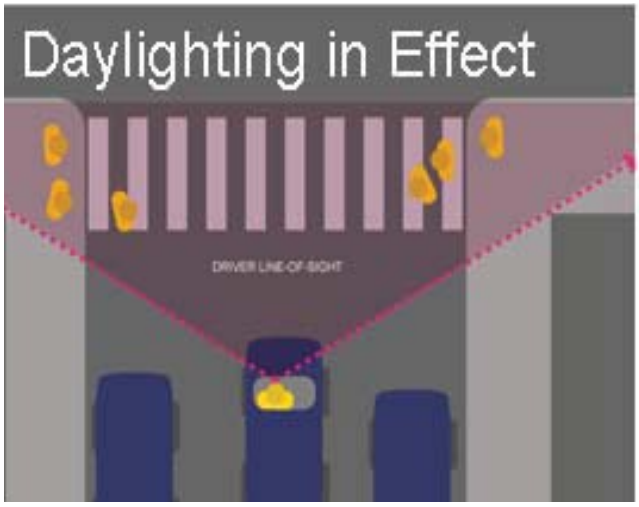




Standard Tools:

Bicycle and Pedestrian Crossing Signs

Install bicycle and pedestrian crossing signs at all arterial and collector intersections, where two Neighborhood Greenways meet, and where cyclists enter and exit a Neighborhood Greenway from a cul de sac.

Considerations

Application: Place one sign in each direction on major streets in advance of the Neighborhood Greenway alerting, motorists traveling in each direction.

Specifications: Include the words "Neighborhood Greenways," a directional arrow, and the Neighborhood Greenway name on each sign.

Benefits

Alert motorists to high volume bicycle crossings.

Warn drivers that cyclists may cross mid-block at culs de sac.

Cost

$50 to $150 per sign

BICYCLE AND PEDESTRIAN CROSSING SIGN
Use at the intersection of two Greenways, at arterial and collector crossings, and at culs de sac. Photo credit: seattle.gov (top), NACTO (bottom)

Standard Tools:

Neighborhood Greenways Pavement Markings

Use Neighborhood Greenways Pavement Markings along a Neighborhood Greenway and at intersections.

CONSIDERATIONS

Application: Neighborhood Greenways pavement markings should be placed one per direction every other block. Additional markings may be placed at major intersections, offset intersections, culs de sac, or at intersections where the route changes direction.

Dimensions: Neighborhood Greenways pavement markings should measure approximately 21 feet long and 6 feet wide.

Spacing: Install the marking approximately 50 feet from the end of the curb radius at the beginning of the block segment.

Complementary Tools: Where a Neighborhood Greenway is re-routed or offset, use in conjunction with wayfinding signage and/or mark directional turn arrows on the pavement.

Complementary Tools: May be used together with bicycles may use full-lane signs (R4-11).

BENEFITS

Provides a highly visible, unique identity for the Neighborhood Greenways network.

Encourages cyclists to use the full lane when riding on the network.

COST

$200 to $500 dollars per stencil

NEIGHBORHOOD GREENWAYS PAVEMENT MARKING
Use along Neighborhood Greenways, spaced 250 feet apart.
Photo credit: http://www.columbusunderground.com/

NEIGHBORHOOD GREENWAYS PAVEMENT MARKINGS WITH TURN ARROW
Are used where Greenways are offset, jog, or where two Greenways intersect. Photo credit: J. Maus

BIKES MAY USE FULL LANE SIGN (R4-11)
Install together with pavement markings along Neighborhood Greenways routes.

Standard Tools:

Advisory Bike Lanes

Install advisory bike lanes in mixing zones throughout the network.

Considerations

Recommendations: Install advisory bike lanes at all conflict points in the network and in areas where traffic cannot be sufficiently calmed through other treatments.

Dimensions: Streets for consideration should be a minimum of 23-feet wide. Advisory lanes should be at least 5-feet wide.

Considerations: Mark advisory bike lanes to establish a direct line of travel for cyclists, encouraging predictable maneuvers at conflict points and areas with other hazards.

Benefits

Provide a dedicated, directional line of travel for cyclists on narrow streets with less than three thousand vehicles per day.

Enable drivers to pass cyclists when there is a break in traffic.

Cost

$5,000 to $63,000 per mile

ADVISORY BIKE LANES
Advisory bike lanes give cyclists a defined space to travel in mixing zones. Image credit from top to bottom: streets.mn (top), bikemiamibeach.org (middle), Steve Clark (bottom)

Standard Tools:

Speed Limit 20 MPH Signs

Reduce speed limits on Neighborhood Greenways to 20 MPH.

Considerations

Application: Reduce speed limits on Neighborhood Greenways to 20 MPH.

Complementary Tools: If driver compliance is low, additional traffic calming treatments may be needed to slow traffic down.

Alternative Treatment: Exceptions apply where Neighborhood Greenways re-route onto arterials and collectors.

Benefits

Reduce driver encroachment on cyclists.

Slow traffic to a similar speed to cyclists.

Encourage fewer vehicle cut-through on Neighborhood Greenways.

Decrease crash severity.

Cost

$50 to $150 per sign

20 MPH SPEED LIMIT STREETS
Reduce speed limits to 20 mph on Neighborhood Greenways. Image credit top: rEvolving Transportation, http://koonceportland.blogspot.com

Standard Tools:

Intersection Daylighting

Prohibit parking at intersections throughout the Neighborhood Greenways network.

Considerations

Application: Prohibit parking at intersections throughout the Neighborhood Greenways network.

Dimensions: Parking should be restricted within 20 to 25 feet of intersections along Neighborhood Greenways and their cross-streets.

Complementary Tools: Install no parking signs

Alternative Treatment: Removal of parking spots may not be feasible at all intersections. Priority areas are noted in the tables associated with each Neighborhood Greenway.

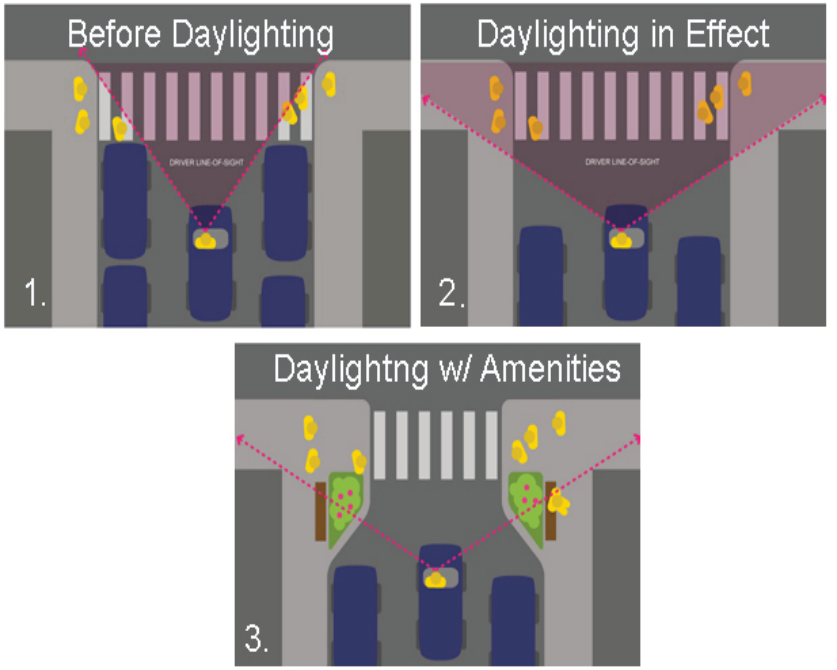
Benefits

Increases cyclist visibility at intersections.

Provides a dedicated space for cyclists to maneuver offset intersections.

Cost

$50 to $150 per No Parking sign



DAYLIGHTING
Before daylighting, drivers sightlines are limited due to parked cars blocking their view of pedestrians in crosswalks and of cyclists on cross streets. After daylighting, drivers have a much broader sightline and can see both pedestrians attempting to cross and cyclists on cross streets. Photo credit: streetswiki.com

INTERSECTION TOOLS

Strategy: Apply a set of distinctive treatments where Neighborhood Greenways cross larger streets to emphasize the presence of bicyclists and reduce crossing distance to boost safety and convenience.

Intersection tools include the following (depicted left to right on the following page):

INTERSECTION CROSSING MARKINGS (TOP LEFT)

HIGH INTENSITY ACTIVATED SIGNALS (HAWK) (TOP MIDDLE)

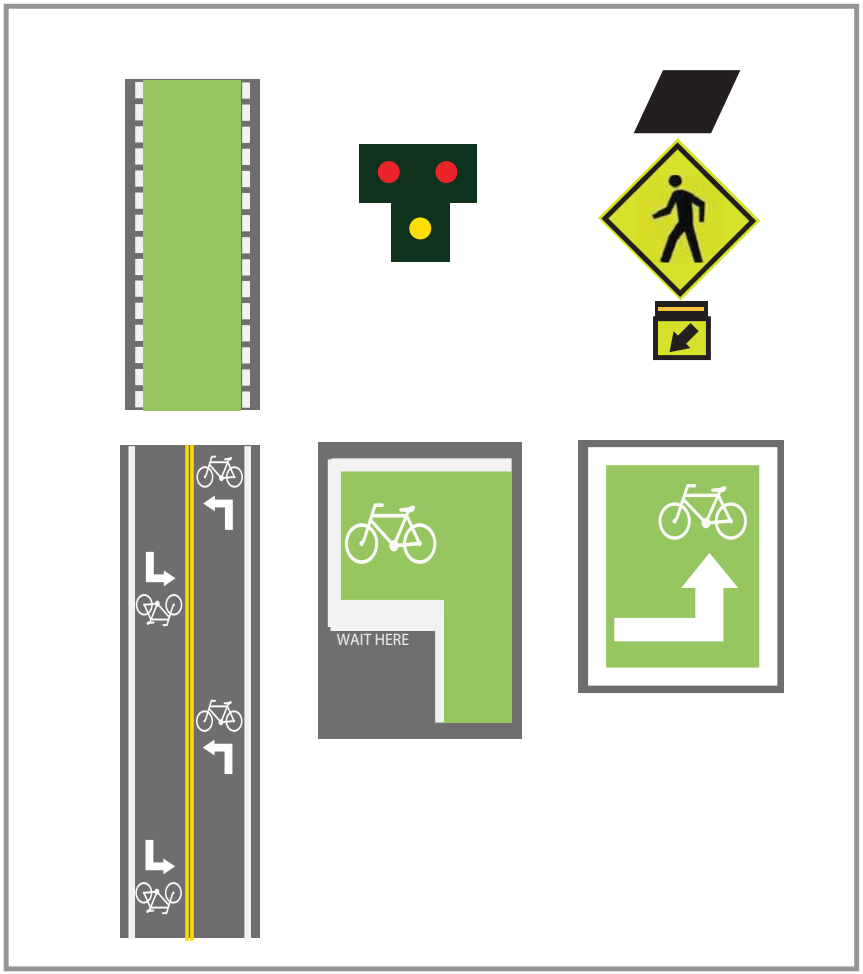
RECTANGULAR RAPID FLASHING BEACONS (RRFB) (TOP RIGHT)

BI-DIRECTIONAL BIKE ONLY CENTER LEFT TURN LANES (BOTTOM LEFT)

BIKE BOXES (BOTTOM MIDDLE)

TWO-STAGE TURN QUEUE BOX (BOTTOM RIGHT)

Intersection Tools



Intersection Tools:

Intersection Crossing Markings

Add intersection crossing markings and chevron pavement markings to Neighborhood Greenways where they cross arterials and collectors or at intersections near high traffic destinations, such as schools.

Considerations

Application: Add Elephant's Feet (dashed pavement markings) and green paint to Neighborhood Greenways where they cross arterials and collectors or at intersections near high traffic destinations, such as schools.

Dimensions: The bicycle travel lane should be six-feet wide to accommodate two-abreast bicycle travel. Dashes should be a minimum of 6 inches wide, 2 feet long, and spaced 2 to 6 feet apart.

Alternative Treatments: When the Neighborhood Greenway is offset, the pavement markings should be placed in the center of the travel lane to encourage cyclists to maintain their lane position.

Alternative Treatments: Alternative intersection crossing markings can be used, including dashed crossing markings alone, green paint, shared lane markings, or elephant's feet.

Resources: See MUTCD 3B.08 or NACTO Urban Bikeway Design Guideline for additional guidance.

Benefits

Increase driver and cyclist awareness in conflict zones.

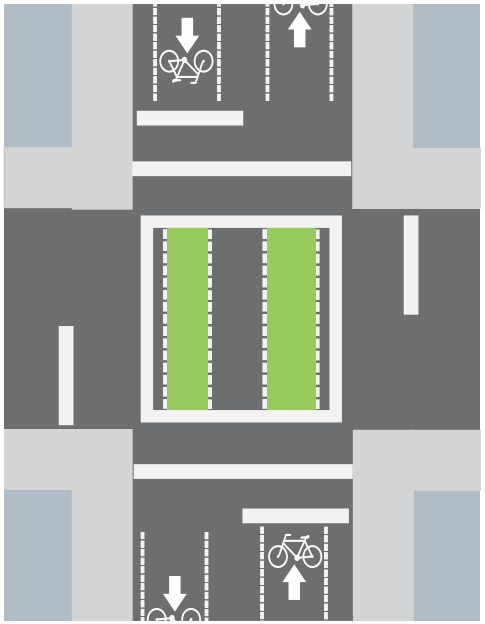
Direct cyclists through an intersection in a straight, predictable line.

Reduces cyclist stress through high traffic volume, wide, or otherwise confusing intersections.

Cost

$5 to $12 per square foot for thermoplastic

$200 to $500 per stencil



INTERSECTION CROSSING MARKINGS
Elephant's feet (dashed lines), green pavement markings, and Neighborhood Greenways pavement markings should be used in mixing zones at major intersections throughout the network.

Intersection Tools:

HAWK Signals or RRFBs

Install HAWKS or RRFBs at uncontrolled crossings with an AADT of 12,000 or greater, include in-pavement loop detector or a cyclist activated push button.

Considerations

Application: Install HAWKS or RRFBs at uncontrolled crossings with an AADT of 12,000 or greater, Seek FHWA approval, as guidance does not currently address use for bicycles.

Complementary Tools: Include in-pavement loop detector or a cyclist activated push button. Intersections should be daylighted to improve driver sightlines. Mark high visibility crosswalks for pedestrians and use green paint and intersection crossing markings for cyclists.

Notes: HAWKs are not approved for use on roads under the Illinois Department of Transportation's jurisdiction.

Resources: See the MUTCD for warrants, design and location of RRFBs and hawk signals.

Benefits

Creates safer crossings on high traffic volume streets.

Can be used when a traffic signal is not warranted or undesirable.

Affords high driver stop/yield compliance.

When coupled with signal detection, reduces cyclist wait time.

Cost

Hawk Signal – $50,000 a piece

RRFB – $10,000 to $15,000 for two signals

RECTANGULAR RAPID FLASHING BEACON
Use at uncontrolled crossings where Neighborhood Greenways intersect streets with high traffic volumes. Image credit: bloomington.in.gov

HAWK SIGNAL
Use at uncontrolled crossings where Neighborhood Greenways intersect streets with high traffic volumes. Photo credit: C. Bronson.

LOOP DETECTION
Allows cyclists to trigger a signal without needing to push a button.

Intersection Tools:

Bi-directional bike-only center left turn lanes

Install bicycle only left turn lanes on Neighborhood Greenways approaching an offset intersection. Mark bicycle only left turn lanes at off-set intersections that require cyclists to make left-turns from arterials and collectors. Use on streets with one vehicle lane in each direction. AADT should not exceed 15,000.

Considerations

Application: Install on Neighborhood Greenways approaching an offset intersection. Mark at off-set intersections that require cyclists to make left-turns from arterials and collectors. Use on streets with one vehicle lane in each direction. AADT should not exceed 15,000.

Dimensions: Turn lanes must be 10-feet wide, or 5-feet wide in each direction.

Notes: Seek FHWA approval for use.

Resources: http://www.pedbikesafe.org/BIKESAFE/case_studies/casestudy.cfm?CS_NUM=301

Benefits

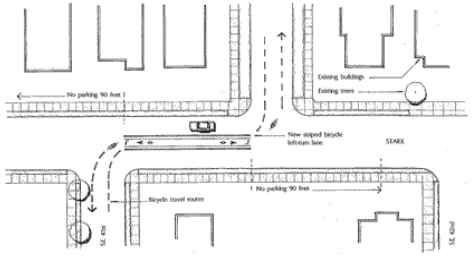
Provides cyclists with refuge when crossing the street.

Reduces the number of lanes a cyclist must cross.

Does not prohibit vehicle turning movements.

Cost

$4 per square foot for striping, additional cost for bicycle stencils and arrows



BICYCLE ONLY LEFT TURN LANES
Allow cyclists to cross fewer lanes of traffic when making left turns. Photo credit: Roger Geller.

Intersection Tools: Bike Boxes

Provide a designated space between motor vehicles and crosswalks at signalized intersections.

Considerations

Applications: Include bike symbol or helmeted bicyclist symbol in the bike box. At offset intersections that require left turns, extend across entire lane. When ingress lanes are used leading up to the bike box, use green paint and ensure green lanes are between 20–50 feet long.

Dimensions: Build bike box 10–16 feet long and as wide as the vehicle travel lane.

Complementary Tools: Use stop bars in compliance with the MUTCD Section 3B.16 and intersection crossing markings. Consider using green pavement in the bike box. Install no turn on red signs at intersections where right turns on red are currently permitted.

Benefits

Increase cyclist visibility at intersections.

Reduce risk of "right hooks" by right-turning vehicles.

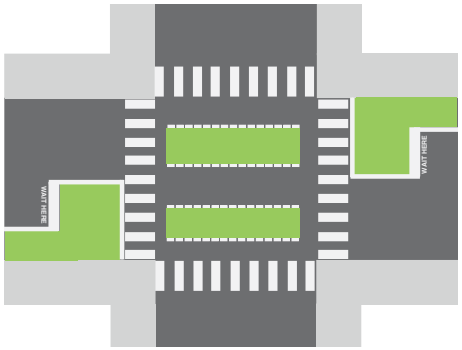
Cost

$5 to $12 per square foot for thermoplastic, $250 per pavement marking, $300 for signage

Overall cost $1900 to $5600 per intersection with two bike boxes

BIKE BOX
Use at signalized intersections and place between the crosswalk and stop bar.

NEIGHBORHOOD GREENWAYS PAVEMENT MARKING WITH TURN ARROW
Are used where Neighborhood Greenways are offset, jog, or where two Neighborhood Greenways intersect. Photo credit: J. Maus



BIKE BOX INTERSECTION DIAGRAM
Bike boxes should be used together with intersection crossing markings.

Intersection Tools:

Two-stage turn queue box

Provide a space for cyclists to make left turns without merging into a left turn lane.

Considerations

Applications: Install at offset intersections to help cyclists make left turns in a protected area, in line with the parking lane. Include a bicycle stencil and left turn arrow.

Dimensions: Turning queue boxes can be up to 10 feet long and 3 feet wide.

Complementary Tools: Use green pavement markings. Use in conjunction with green bike lanes and elephant tracks on arterials. HAWKs or RRFBs, may be necessary at high volume arterials.

Benefits

Provides cyclists with a safe space to make left turns.

Prevents cyclists from using crosswalks or stopping in bike lanes.

Increases cyclist visibility.

Cost

$5 to $12 per square foot for thermoplastic, overall cost varies greatly by other design needs

TWO STAGE TURN QUEUE BOX
Can be used at offset intersections on streets with high traffic volumes. Photo credit: NACTO

TWO STAGE TURN QUEUE BOX WITH BIKE LANE
On streets with bike lanes, install turn queue box between the bike lane and curb.

TRAFFIC CALMING

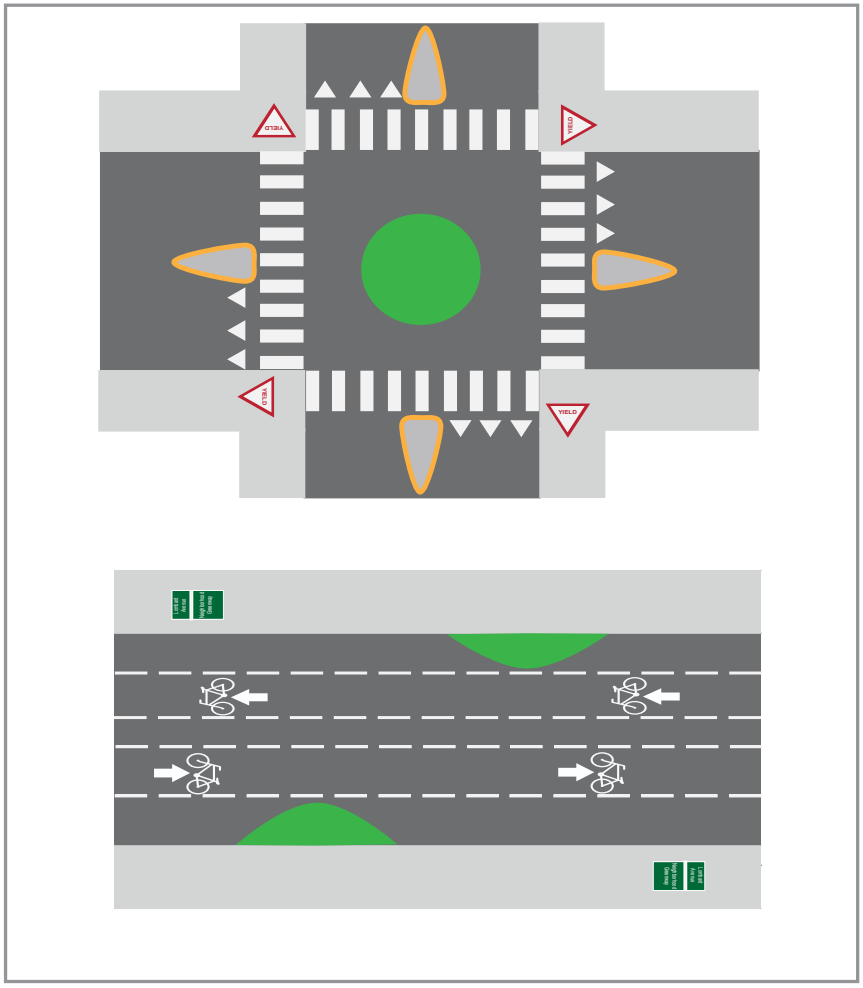
Strategy: Identify innovative design elements on street segments with high traffic volumes and fast moving vehicles to safeguard cyclists and provide a calmer environment for all users of the road.

Traffic calming tools include the following (depicted top to bottom on the following page):

MINI ROUNDABOUTS (TOP)

CHICANES (BOTTOM)

Traffic Calming



Traffic Calming: Mini Roundabouts

Replace stop signs with mini roundabouts at intersections of two Neighborhood Greenways.

Considerations

Application: Replace stop signs with mini roundabouts at intersections of two Neighborhood Greenways.

Complementary Tools: Use in conjunction with splitter islands to further calm traffic. Install signage that directs users through the roundabout.

Alternative Treatments: A series of mini roundabouts produce a greater traffic calming effect than just one. The roundabout can be painted and include flexible bollards, though less effective than permanent structures. Roundabouts may include landscaping.

Considerations: May impact emergency vehicles and large trucks

Benefits

Eliminates unnecessary stopping for cyclists.

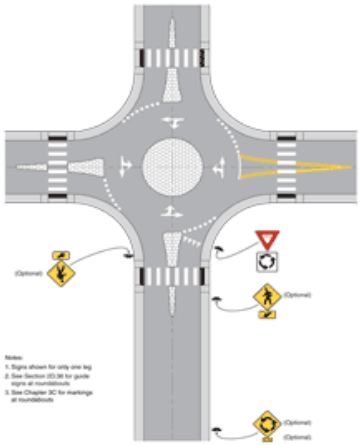
Reduces turning-related crashes at intersections.

Cost

$6,000 to $50,000 depending on materials used and location of sewer caps

MINI ROUNDABOUT
Can be used in lieu of stop signs.

PAINTED MINI ROUNDABOUTS
May be used prior to permanent installation, though they are not as effective. Photo credit: http://www.lbc.co.uk/



SPLITTER ISLANDS
Help calm traffic when used together with mini roundabouts. Photo credit: MUTCD.

SPLITTER ISLANDS
Can further calm traffic when used together with mini roundabouts.

Traffic Calming: Chicanes

Use chicanes mid-block where Neighborhood Greenways are classified as collectors or where additional traffic calming is needed.

Considerations

Application: Use chicanes mid-block along segments where Neighborhood Greenways are classified as collectors or where additional traffic calming is needed.

Dimensions: Chicanes should leave no less than 20 feet of space in the travel lanes, but 28 feet is preferred.

Alternative Treatments: Painted chicanes and flexible bollards may be used prior to a permanent installation. Though not as effective in calming traffic, paint can help make the case for permanent chicanes and get drivers accustomed to the treatment. Chokers can be used in place of chicanes.

Considerations: May result in the loss of parking spaces and may make winter plowing more difficult. Chicanes can include space for plants. Use low-lying plants to maintain sightlines.

Benefits

Slows drivers down by narrowing the travel way and providing horizontal deflection.

Encourages cyclists to travel in the center of the lane.

Cost

$10,000 to $30,000 for a set of three permanent chicanes

$5 to $12 per square foot of thermoplastic for temporary chicanes

CHICANES
calm traffic through horizontal deflection. Photo credit: wikimedia.org

TEMPORARY CHICANES
Temporary installations may be used prior to permanent installation. Temporary installations can be created through paint, temporary curbs, giant flower pots, or other creative uses. Photo credit: FHWA

CHOKERS
May be used in place of chicanes. Photo credit: nacto.org

PRIORITIZED BIKE TRAVEL

Strategy: Develop special bike-focused facilities and amenities to provide cyclists with the confidence to ride on the Village's streets and consider biking as a mode of transportation.

Prioritized Bike Travel Tools include the Following (depicted from Left to Right on the Following Page):

STOP SIGNS AND YIELD SIGNS (TOP LEFT)

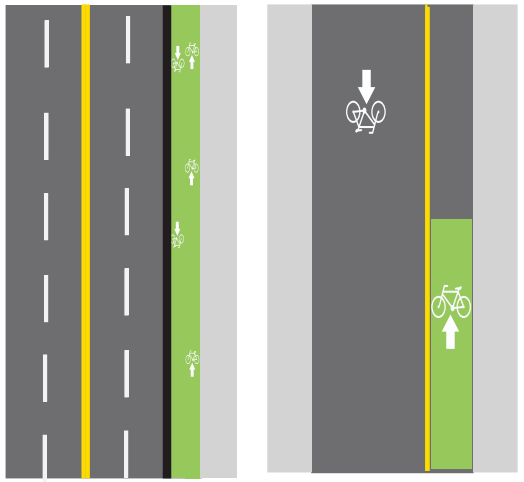
BICYCLE SIGNAL DETECTORS (TOP MIDDLE)

BACK-IN ANGLE PARKING (TOP RIGHT

CONTRAFLOW BIKE LANES (BOTTOM LEFT)

TWO-WAY CYCLE TRACK (BOTTOM RIGHT)

Prioritized Bike Travel



Prioritized Bike Travel:

Stop Signs and Yield Signs

Where feasible, stop signs should not be installed on the Neighborhood Greenway direction of travel. When an intersection control along a Neighborhood Greenway is deemed necessary, replace stop signs with yield signs.

Considerations

Remove stop signs along the Neighborhood Greenway's direction of travel, where feasible. When an intersection control along a Neighborhood Greenway is deemed necessary, replace stop signs with yield signs.

Complementary Tools: Include cross traffic does not stop signs to prevent confusion (W4-4P in MUTCD) at intersections.

Alternative Treatments: In some cases, mini roundabouts may be more appropriate. Additional evaluation should be conducted once the Neighborhood Greenways system is in place to understand the cost and benefit. At offset intersections, on Neighborhood Greenways with center medians, or other areas with a higher potential for conflict, stop signs should remain on the Neighborhood Greenway. Additional traffic calming on Neighborhood Greenways may be necessary after the removal of stop signs.

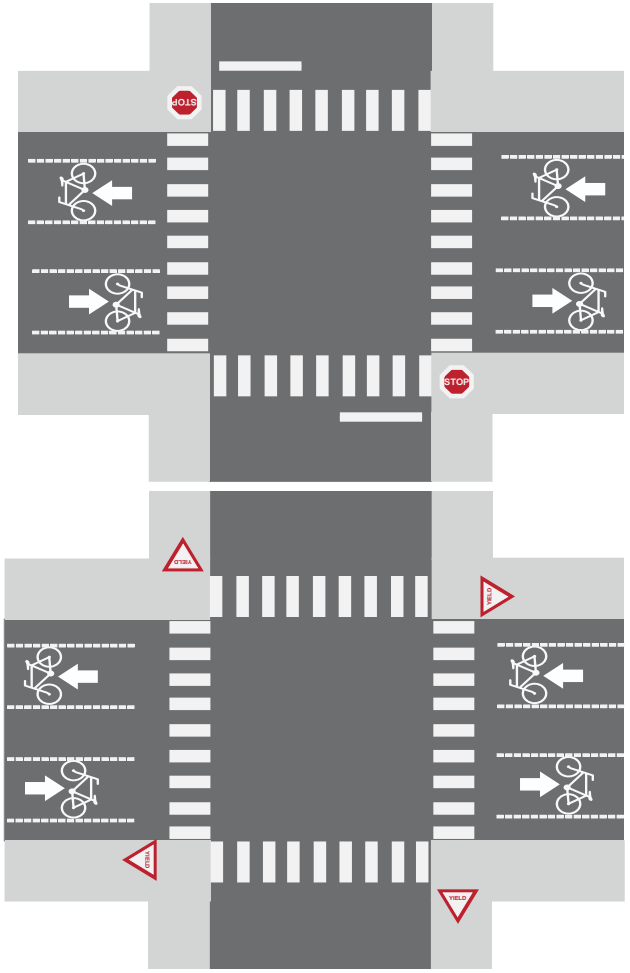
Benefits

Frequent stopping and starting at stop signs increases trip time for cyclists and requires extra energy.

Yield signs allow cyclists to travel through an intersection without stopping, preventing unnecessary expenditure of energy.

Cost

$50 to $150 per sign



STOP/YIELD SIGN DIAGRAM
Stop signs should be removed from Neighborhood Greenways where possible. Yield signs may be used when a traffic control device is necessary.

Prioritized Bike Travel:

Bicycle Signal Detectors

Install bike detectors at signalized intersections. Lengthen signal time for left turn arrows on Lake Street and Forest Avenue to ensure that cyclists make the full turning movement through the intersection.

Considerations

Application: Install bike detectors at signalized intersections. Lengthen signal time for left turn arrows on offset intersections to ensure that cyclists make the full turning movement through the intersection.

Complementary Tools: Can be used with existing signals or proposed HAWK and RRFB signals along Greenways.

Alternative Treatments: Can be accomplished in three ways – through loops embedded in the pavement, with cameras, or via push buttons. Loop detection is preferred.

Benefits

Detects cyclists at signals.

Gives cyclists guidance on signal actuation.

Reduces cyclist delay at signals.

Dissuades cyclists from running red lights.

Cost

$500 each for a loop, there are typically two loops per intersection

$1500 each for pedestrian push buttons plus $300 for each pole

BICYCLE LOOP DETECTOR
Enables cyclists to trigger signals at lights without needing to dismount. Photo credit: NACTO

LOOP DETECTOR SIGNAGE
Informs cyclists on loop detector usage. Photo credit: NACTO

PUSH BUTTONS
Enable cyclists to trigger signals, but requires them to dismount. Photo credit: NACTO

Prioritized Bike Travel:

Back-In Angle Parking

Replace angled parking along Neighborhood Greenways with back-in angle parking.

Considerations

Application: Replace angled parking along Neighborhood Greenways with back-in angle parking.

Considerations: Back-in angle parking is currently prohibited in the Village. Code will need to be amended prior to installation. Some driver education may be necessary. Work with landowners when parking spots are located on private land.

Benefits

Increases visibility of cyclists for drivers pulling out of parking spaces.

Decreases crashes between drivers and people pulling out of parking spaces.

May also calm traffic.

Cost

$50 to $150 per sign

$5 per linear foot for re-striping parking spots with paint

BACK-IN ANGLE PARKING
Back-in angle parking increases visibility of cyclists for drivers pulling out of parking spaces. Photo credit: http://walkbikejersey.blogspot.org

BACK-IN ANGLE PARKING
Photo credit: http://burnaby.civicweb.net

Prioritized Bike Travel:

Contraflow Bike Lanes

Use contraflow bike lanes on one-way segments of Neighborhood Greenways to allow two-way bike travel on one-way streets.

Considerations

Recommendation: Use contraflow bike lanes in green paint on one-way segments of Neighborhood Greenways to allow two-way bike travel on one-way streets. Install lane to the left of the direction of motor vehicle travel.

Dimensions: Must have enough space to accommodate a 6-foot wide bike lane in addition to parking and travel lanes.

Complementary Tools: Use in conjunction with Do Not Enter Except Bicycle signs (MUTCD R5-1).

Considerations: This design may pose challenges during school drop-off and pick-up times. Additional evaluation may be necessary.

Benefits

Reduces confusion and conflicts between drivers and cyclists.

Maintains a consistent Neighborhood Greenways route and connected network.

Cost

$5 to $12 per square foot for thermoplastic.

$250 to $500 per stencil

CONTRAFLOW BIKE LANES
One-way streets can become two-way bicycle streets.

DO NOT ENTER EXCEPT BIKES SIGNS
Use signage to indicate to cyclists that they are allowed to travel through on one-way streets.

GREEN PAINT
May be used near intersections to increase visibility of the contraflow bike lane.

DASHED YELLOW LINES
Help drivers and cyclists understand the appropriate lane position.

Prioritized Bike Travel:

Two-way cycle track

Install two-way cycle tracks on offset, high-volume arterial roads.

Considerations

Use bike lane symbol and arrows (MUTCD 9C-3)

Requires removal of parking spaces.

Alternative recommendations may apply if proposed road diet is implemented.

Use in conjunction with turn queue boxes and HAWK signals.

The ideal width for a cycle track is 12 feet, but 8 foot lanes may be used where space is limited.

A 3-foot painted buffer may be used as an alternative treatment. Combine with plastic bollards to provide additional protection.

Benefits

Provide a safe, protected space for Neighborhood Greenway users of all ages on Oak Park's busiest streets.

Reduce confusion at offset intersection crossings.

Cost

Costs vary greatly depending on existing conditions. The protected bike lane on Dearborn Street in Chicago cost $450,000 for 1.15 miles, including signals. Projects in Seattle have cost between $100,000 and $300,000 per mile.

TWO-WAY CYCLE TRACKS
Provide a safe space for cyclists to cross four-lane, high traffic volume streets.

STENCILS AND ARROWS
Instruct cyclists on the proper lane position.

LOOK SIGNS
Help pedestrians navigate across two-way cycle tracks.

VEHICLE VOLUME REDUCTION

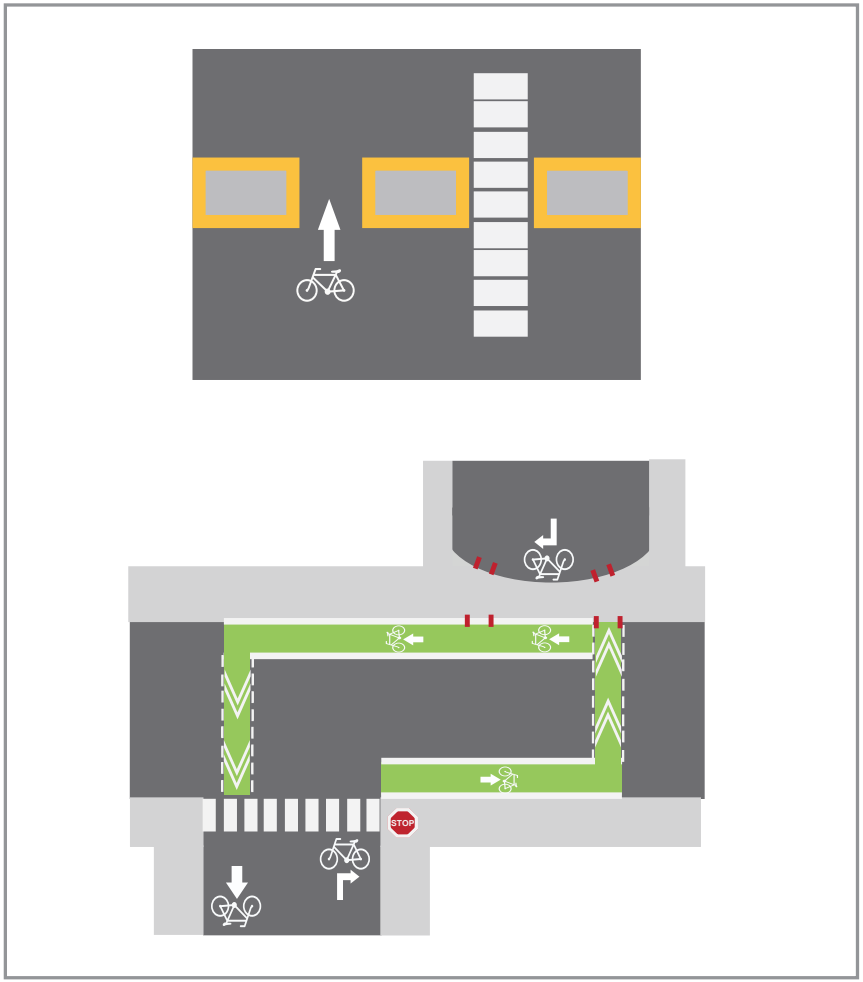
Strategy: Identify new design features to discourage cut-through automobile traffic, but maintain motor vehicle access for residents who live along the selected routes.

Vehicle Volume Reduction Tools include the following (depicted from top to bottom to on the Following Page):

BICYCLE AND PEDESTRIAN MEDIAN REFUGE ISLANDS (TOP)

CUL DE SAC ACCESS (BOTTOM)

Vehicle Volume Reduction



Vehicle Volume Reduction:

Bicycle and Pedestrian Median Refuge Islands

Use center lane medians on unsignalized, 4-lane arterials that intersect Neighborhood Greenways where traffic volumes exceed 10,000 vehicles per day.

Considerations

Application: Use bicycle and pedestrian median refuge islands on unsignalized, 4-lane arterials that intersect Neighborhood Greenways where traffic volumes exceed 10,000 vehicles per day. Include separate cut-outs for cyclists and pedestrians and include markings to indicate modes. Make cut-outs wide enough for two-way bicycle traffic.

Dimensions: Bicycle and pedestrian median refuge islands should be at least 6-feet wide, but a 10-foot width is preferred. The median's curb should be 6-inches high.

Complementary Tools: See MUTCD 3I.02 for pavement marking guidance.

Considerations: Where diverters already exist on Oak Park's Neighborhood Greenways Network, consider replacing with bicycle and pedestrian median refuge islands. May pose an inconvenience to residents living along the a Neighborhood Greenway.

Alternative Treatments: Temporary paint and bollard treatments can be evaluated prior to permanent installation. In these cases, include Do Not Enter Except Bicycles signs.

Benefits

Reduces cyclist crossing distance on four lane roads.

Provides a safe space for cyclists to wait for breaks in traffic.

Calms traffic on busy arterials by narrowing the roadway.

Restricts turning movements onto Neighborhood Greenways.

Cost

$10,000 to $41,000

MEDIAN REFUGE ISLANDS
Help both cyclists and pedestrians cross streets with high traffic volume.

MEDIAN REFUGE ISLANDS
May also be used to prohibit car turning movements onto Neighborhood Greenways.

CUT-THROUGHS
Should be designed to accommodate cyclists, people in wheelchairs, and strollers.

Vehicle Volume Reduction:

Cul de sac Access

Provide curb ramps at culs de sac to accommodate bicycle and two access points where space allows.

Considerations

Application: Provide curb ramps at culs de sac to accommodate bicycle and two access points where space allows.

Complementary Tools: Use Bicycle Crossing Signs at culs de sac to warn drivers to the presence of cyclists.

Considerations: Prioritize culs de sac adjacent to schools and parks, with high volumes of pedestrians and cyclists.

Benefits

Allows adequate space for two-way bicycle travel on Neighborhood Greenways Routes.

Reduces conflicts and confusion between cyclists and pedestrians.

Permits cyclists to remain on their bikes when using culs de sac.

Cost

$50 per truncated dome

$1000 to $3600 for a curb ramp

CUL DE SAC CUT-THROUGHS
Should include ADA compliant crosswalks and tactile pads to allow cyclists to pass through without dismounting.

CURB RAMPS AND TACTILE PADS
Should be installed at culs de sac along the Neighborhood Greenways network. These facilities help cyclists, wheelchair users, and people pushing strollers.

UNIQUE IDENTITY

Strategy: Create custom signage and pavement markings to encourage cyclists to fully use the Neighborhood Greenways system and remind drivers to share the road.

Unique Identity Tools include the following (depicted from left to right on the Following Page):

WAYFINDING SIGNAGE (LEFT)

PAINTED INTERSECTIONS (RIGHT)

Unique Identity

Unique Identity: Wayfinding Signage

Use wayfinding signage to help cyclists navigate offset intersections and jogs in the Neighborhood Greenways network.

Considerations

Install custom Neighborhood Greenways placards on poles with existing green bicycle wayfinding signs.

Street name signs may also be changed to reflect the Neighborhood Greenways Network identity.

Benefits

Reduces cyclist confusion at offset intersections, culs de sac, and at jogs in the network.

Helps cyclists navigate at the intersection of two Neighborhood Greenways.

Cost

$50 to $150 per sign

WAYFINDING SIGNAGE
Oak Park already uses wayfinding signage on its network. These green signs may be used along the Neighborhood Greenways network.

DIRECTIONAL SIGNAGE
The Village may also opt to use branded signage along the network. This sign indicates to cyclists that there is a jog in the Neighborhood Greenway. Photo credit: http://www.seattlepi.com/

WAYFINDING SIGNAGE WITH MILE MARKERS
This sign helps cyclists navigate to nearby destinations along the Neighborhood Greenways network. Photo credit: http://www.seattlegreenways.org

WAYFINDING SIGNAGE THROUGH ROUNDABOUT
This treatment could be used at mini roundabouts. Photo credit: http://www.wallyhood.org

Unique Identity: Painted Intersections

Identify intersections and street segments throughout the network to close down for an afternoon and encourage residents to use that time to paint the streets.

Considerations

Host painting parties in conjunction with block parties or open streets events.

Encourage local artists to participate in painting party.

Ideal locations could include intersections adjacent to schools, parks, business districts, or where two Neighborhood Greenways intersect.

Use events to generate media and educate the public about the purpose of the Neighborhood Greenways network.

Benefits

Engage neighbors in the Neighborhood Greenways network.

Low-cost alternative to traffic calming.

Calms traffic at key intersections and segments along the Neighborhood Greenways network.

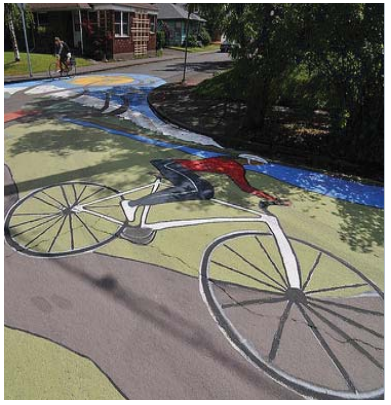
Cost

$37 to $300, varies based on the cost of a water-based can of traffic paint, number of colors used, and size of intersection

PAINTED INTERSECTIONS
Enable communities to take ownership of the Neighborhood Greenways network. Photo credit: Greg Raisman

INTERSECTION TREATMENTS
May be more formal, such as the painted crosswalks on Harrison Street.

LOCAL ARTISTS
Can lead the painting activity. Photo credit: J. Maus.



UNIQUE PAINTINGS
Help to calm traffic on a new Neighborhood Greenways. Photo credit: J. Maus.

GOING THE DISTANCE

Strategy: Pilot a project that uniquely prioritizes bicycle travel in Oak Park.

In an effort to create a system that allows cyclists of all ages and abilities to use the Neighborhood Greenways System, the Village of Oak Park may want to explore closing one Neighborhood Greenways segment down to vehicle traffic. This initiative could begin with a temporary closure. If successful, the Village may make the closure permanent.

A pilot project of this nature would require buy-in from affected residents. The Village should seek community input prior to implementation of this recommendation.

STREETS CONVERTED TO TRAILS
Converting streets to trails could truly allow cyclists of all ages to experience and enjoy the Neighborhood Greenways network.
Photo credit: Minneapolis Community Design Group (top) bikesforeveryone.org (bottom).

0719-1
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1/19

NEIGHBORHOOD GREENWAYS FACILITIES

The tables included on the following pages provide detailed recommendations for intersections and street segments throughout the network. The tables are organized by Neighborhood Greenways name and include the following columns:

Existing conditions: An overview of the current intersection design,

Near-term recommendations: Tools that are recommended to be included at the corresponding intersection. In some cases, recommendations are divided into phases.

Long-Term recommendations: Intersections where recommendations should be evaluated over time to determine if enhanced treatments are needed.

Exhibit B

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2/19

TABLE 2C

LeMoyne Parkway Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
LeMoyne Parkway	Marion Street	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			
LeMoyne Parkway	Belleforte Avenue	Intersection of Neighborhood Greenway and Local Street	Belleforte dead ends at LeMoyne. Bellefort has a one-way stop.	Use standard tools.			
LeMoyne Parkway	Forest Avenue	Intersection of Neighborhood Greenway and Local Street	Forest dead ends at LeMoyne. Forest has a one-way stop.	Use standard tools.			
LeMoyne Parkway	Woodbine Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
LeMoyne Parkway	Kenilworth Avenue	Intersection of Two Neighborhood Greenways	Kenilworth has a center median and two-way stop.	Use standard tools.	Install a mini roundabout.		
LeMoyne Parkway	Grove Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Grove.	Use standard tools.			
LeMoyne Parkway	Oak Park Avenue	Major Street Crossing Uncontrolled	Two-way stop on Lemoyne. Oak Park is a high-traffic arterial with a difficult crossing. Existing diverter on the east leg of LeMoyne prevents drivers from continuing onto LeMoyne.	Remove diverter and replace with a bicycle and pedestrian median refuge island on Oak Park Avenue to allow with and high-visibility crosswalks. Install bicycle and pedestrian advanced warning signs.	Consider installing an RRFB on Oak Park Avenue.	Retain diverter and allow bicycles to continue west on Oak Park Avenue. Install bump-outs on Oak Park Avenue to reduce crossing distance. Install high visibility crosswalks and Neighborhood Greenways crossing signs. Consider installing an RRFB on Oak Park Avenue.	
LeMoyne Parkway	Euclid Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
LeMoyne Parkway	Linden Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Linden.	Use standard tools.			
LeMoyne Parkway	Columbian Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
LeMoyne Parkway	East Avenue	Major Street Crossing Uncontrolled	Two-way stop on East Avenue.	Add intersection crossing markings across East Avenue.			
LeMoyne Parkway	Fair Oaks Avenue	Intersection of Two Neighborhood Greenways	LeMoyne has a two-way stop.	Use standard tools.	Install a mini roundabout.		
LeMoyne Parkway	Elmwood Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Elmwood.	Use standard tools.			

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TABLE 2C, CON'T

LeMoyne Parkway Neighborhood Greenway							
	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
LeMoyne Parkway	Rossell Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on LeMoyne.	Use standard tools.			
LeMoyne Parkway	Edmer Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Edmer	Use standard tools.			
LeMoyne Parkway	Ridgeland Avenue	Major Street Crossing Uncontrolled	Two-way stop on Lemoyne. Ridgeland is a high-traffic arterial with a difficult, uncontrolled crossing.	Add intersection crossing markings across Ridgeland Avenue.	Consider installing an RRFB on Ridgeland Avenue.		
LeMoyne Parkway	Harvey Avenue	Intersection of Neighborhood Greenway and Local Street	Lemoyne splits into a single lane boulevard with a wide grassy median. Harvey has a two-way stop.	Add intersection crossing markings across LeMoyne in each direction. Add Neighborhood Greenways pavement markings to the east and west legs of the intersection			
LeMoyne Parkway	Lombard Avenue	Intersection of Two Neighborhood Greenways	All-way stop with a center median on LeMoyne.	Use standard tools.	Install a mini roundabout.		
LeMoyne Parkway	Hayes Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Hayes.	Use standard tools.			
LeMoyne Parkway	Taylor Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
LeMoyne Parkway	Humphrey Avenue	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			

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4/19

TABLE 2B Thomas Street Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Thomas Street	Marion Street	Terminus of the Neighborhood Greenway	Two-way stop on Thomas.	Mark route with Neighborhood Greenway ends/begins.			
Thomas Street	Belleforte Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Belleforte.	Use standard tools.			
Thomas Street	Forest Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Thomas Street.	Use standard tools.			
Thomas Street	Woodbine Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Woodbine.	Use standard tools.			
Thomas Street	Kenilworth Avenue	Intersection of Two Neighborhood Greenways	Two-way stop on Thomas.	Use standard tools.	Install a mini roundabout.	Opportunity for intersection art.	
Thomas Street	Grove Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Grove	Use standard tools.			
Thomas Street	Oak Park Avenue	Major Right/Left Offset, uncontrolled	Two-way stop on Thomas. Offset intersection at arterial with no traffic control.	Install bi-directional bicycle only left turn lanes on Oak Park Avenue. Use wayfinding signage to indicate the Neighborhood Greenway extends.			
Thomas Street	Euclid Avenue	Intersection of Neighborhood Greenway and Local Street	Euclid dead ends into Thomas with no control.	Use standard tools.			
Thomas Street	Linden Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Thomas.	Use standard tools.			
Thomas Street	Columbian Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Columbian.	Use standard tools.			
Thomas Street	East Avenue	Major Street Crossing Uncontrolled	Two-way stop on Thomas. East is a collector with an uncontrolled crossing.	Mark intersection crossing markings across East Avenue.			
Thomas Street	Fair Oaks Avenue	Intersection of Two Neighborhood Greenways	Two-way stop on Fair Oaks.	Use standard tools.	Install a mini roundabout.	Opportunity for intersection art.	
Thomas Street	Elmwood Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Thomas Street.	Use standard tools.			
Thomas Street	Ridgeland Avenue	Major Street Crossing Uncontrolled	Two-way stop on Thomas Street. Ridgeland is an arterial with an uncontrolled crossing.	Install a Bicycle and Pedestrian Center Refuge Island on Ridgeland. Mark intersection crossing markings across Ridgeland Avenue.			
Thomas Street	Cuyler Avenue	Intersection of Neighborhood Greenway and Local Street	Cuyler is offset with a two-way stop.	Install Neighborhood Greenway crossing signs on Cuyler Avenue.			

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5/19

TABLE 2B, CON'T

Thomas Street Neighborhood Greenway							
	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Thomas Street	Harvey Avenue	Intersection of Neighborhood Greenway and Local Street	Harvey is offset.	Use standard tools.			
Thomas Street	Mapleton Avenue	Intersection of Neighborhood Greenway and Local Street	Mapleton dead ends into Harvey with a one-way stop.	Use standard tools.			
Thomas Street	Lombard Avenue	Minor Left/Right Offset, Uncontrolled	Thomas is offset with a two-way stop.	Remove parking on Thomas between the offset street segments. Use wayfinding signage to guide cyclists to Thomas Street.			
Thomas Street	Hayes Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Hayes.	Use standard tools.			
Thomas Street	Taylor Street	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Thomas.	Use standard tools.			
Thomas Street	Humphrey Avenue	Terminus of the Neighborhood Greenway	Two-way stop on Humphrey.	Use standard tools.			
Thomas Street	Taylor Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.	Install a mini roundabout.		
Thomas Street	Humphrey Avenue	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			

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TABLE 2C Erie Street Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Erie Street	Marion Street	Terminus of the Neighborhood Greenway	Maple Avenue dead ends, intersection has a three-way stop.	Use standard tools.			
Erie Street	Forest Avenue	Minor Left/Right Offset, Uncontrolled	Erie/Elizabeth Court is offset with a two-way stop	Restrict parking on Forest where the intersection is offset. Use signage to direct cyclists to stay on Erie/Elizabeth Court.			
Elizabeth Court	Kenilworth Avenue	Neighborhood Greenways Cul de sac Cut-through	Elizabeth Court is cul de saced on the west side of Kenilworth Avenue.	Restrict parking on Kenilworth where Erie is offset. Install bi-directional left turn lane on Kenilworth with wayfinding signage.			
Erie Street	Grove Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Grove.	Use standard tools.			
Erie Street	Oak Park Avenue	Major Left/Right Offset, uncontrolled	Two-way stop on Erie.	Install wayfinding signage on Erie. Mark green bike lanes on the east and west lanes of Oak Park Avenue with marked bicycle right turn lanes to continue on Erie.			Yes
Erie Street	Euclid Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			Yes
Erie Street	Linden Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Erie Street	East Avenue	Intersection of Neighborhood Greenway and Local Street	East dead ends with one-way stop.	Use standard tools.			
Erie Street	Scoville Avenue	Intersection of Two Neighborhood Greenways	Intersection of two Neighborhood Greenways with an all-way stop. Adjacent to a school.	Retain all-way stop. Mark contraflow bike lane on north-bound lane of Scoville, between Lake and Erie			
Erie Street	Elmwood Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Erie Street	Ridgeland Avenue	Major Street Crossing Uncontrolled	Two-way stop on Erie. Ridgeland is uncontrolled and maintained by Illinois Department of Transportation (IDOT).	Use standard tools. Work with IDOT to install an RRFB on Ridgeland and/or intersection pavement markings.			
Erie Street	Cuyler Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Erie Street	Harvey Avenue	Intersection of Two Neighborhood Greenways	All-way stop.	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	
Erie Street	Lombard Avenue	Terminus of the Neighborhood Greenway	Two-way stop on Lombard	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	

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TABLE 2D

Pleasant Street Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Pleasant Street	Maple Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Pleasant Street	Marion Street	Minor Left/Right Offset, Uncontrolled	Pleasant is offset at Marion with a two-way stop on Marion. Marion has bump-outs. Marion has cobblestones along this segment.	Install wayfinding signage directing cyclists through intersection.			
Pleasant Street	Home Avenue	Minor Right/Left Offset, Uncontrolled	Pleasant is offset at Home.	Install wayfinding signage, bicycle lanes with turn arrows and intersection pavement markings.			
Pleasant Street	Clinton Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Pleasant Street	Kenilworth Avenue	Intersection of Two Neighborhood Greenways	Pleasant is offset with a two-way stop.	Remove parking on Kenilworth between the offset streets segments. Install bi-directional bicycle only left turn lanes on Kenilworth. Stamp Neighborhood Greenways pavement marking on Home in center of vehicle travel lane for north/southbound cyclists. Use wayfinding signage to indicate the Neighborhood Greenway extends.			
Pleasant Street	Grove Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Grove	Use standard tools.			Yes
Pleasant Street	Oak Park Avenue	Major Right/Left Offset, signalized	Signalized intersection. Pleasant is slightly offset.	Install bike boxes on the east and west sides of the intersection and mark an ingress bicycle lane leading up to it (20' minimum in length.) Install bi-directional bicycle only left turn lanes on Home. Use wayfinding signage to indicate Greenway extends.			Yes
Pleasant Street	Euclid Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop, near school.	Use standard tools.			Yes
Pleasant Street	Wesley Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Wesley.	Use standard tools.			
Pleasant Street	East Avenue	Major Street Crossing Stop Controlled	All-way stop with collector crossing.	Mark intersection crossing markings through the intersection.			
Pleasant Street	Scoville Avenue	Intersection of Two Neighborhood Greenways	Two-way stop on Scoville Avenue.	Use standard tools.	Install mini roundabout.		
Pleasant Street	Elmwood Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Pleasant Street.	Use standard tools.		If traffic control is needed on Pleasant, replace with yield signs.	
Pleasant Street	Ridgeland Avenue	Major Street Crossing Uncontrolled	Two-way stop on Pleasant Street. Ridgeland is an arterial with an uncontrolled crossing controlled and maintained by Illinois Department of Transportation (IDOT.)	Install a bicycle and pedestrian center median on Ridgeland. Mark intersection crossing markings across Ridgeland Avenue. Install stop signs to Ridgeland if warranted. Seek IDOT approval for changes.			

TABLE 2D, CON'T

Pleasant Street Neighborhood Greenway							
	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Pleasant Street	Cuyler Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Pleasant Street	Harvey Avenue	Intersection of Two Neighborhood Greenways	Two-way stop on Harvey. The Harvey Greenway jogs over to Lombard using Pleasant Street.	Add Neighborhood Greenways pavement markings and wayfinding signage on all legs with directional arrows that guide/s cyclists in the right direction.	Install mini roundabout.	Opportunity for intersection art.	
Pleasant Street	Lombard Avenue	Intersection of Two Neighborhood Greenways	Two-way stop on Lombard. The Lombard Greenway jogs over to Harvey using Pleasant Street.	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	
Pleasant Street	Taylor Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Pleasant	Use standard tools.			
Pleasant Street	Humphrey Avenue	Terminus of the Neighborhood Greenway	Two-way stop on Humphrey	Mark route with Neighborhood Greenway ends/begins.			

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TABLE 2E

Adams/Harrison/Van Buren Street Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Adams Street	Maple Street	Terminus of the Neighborhood Greenway	Three-way stop.	Use standard tools.			
Adams Street	Wisconsin Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Adams Street.	Use standard tools.			
Adams Street	Wenonah Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Wenonah.	Use standard tools.			
Adams Street	Home Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Adams.	Use standard tools.			
Adams Street	Kenilworth Avenue	Intersection of Two Neighborhood Greenways	Yield signs on the east and west legs of Kenilworth. Neighborhood Greenways turns onto/ off of Kenilworth.	Use standard tools.	Install mini roundabout with wayfinding signage.	Opportunity for intersection art.	
Harrison Avenue	Carpenter Avenue	Intersection of Neighborhood Greenway and Local Street	One-way stop on Carpenter. Carpenter dead ends.	Use standard tools.			
Harrison Avenue	Grove Avenue	Neighborhood Greenways Turns	One-way stop on Grove. Grove dead ends. Neighborhood Greenways turns onto/from Grove.	Use Neighborhood Greenways pavement markings and wayfinding signage to guide cyclists to Van Buren/Home/Kenilworth Neighborhood Greenways.			
Van Buren Street	Oak Park Avenue	Major Street Crossing Uncontrolled	Two-way stop on Van Buren.	Mark intersection crossing markings across Oak Park on Van Buren.			
Van Buren Street	Euclid Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Van Buren Street	Wesley Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Wesley	Use standard tools.			
Van Buren Street	Clarence Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop adjacent to a school.	Mark intersection crossing markings on Van Buren. Install bicycle advanced warning signs on Clarence.			
Van Buren Street	East Avenue	Major Street Crossing Stop Controlled	All-way stop at a collector.	Mark intersection crossing markings across East.			
Van Buren Street	Scoville Avenue	Intersection of Two Neighborhood Greenways	Two-way stop on Scoville.	Use standard tools.	Install mini roundabout with wayfinding signage.	Opportunity for intersection art.	
Van Buren Street	Gunderson Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Van Buren.	Use standard tools.			
Van Buren Street	Elmwood Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Elmwood.	Use standard tools.			

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TABLE 2E, CON'T

Adams/Harrison/Van Buren Street Neighborhood Greenway							
	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Van Buren Street	Ridgeland Avenue	Major Street Crossing Uncontrolled	Two-way stop on Van Buren. Crosses Ridgeland, an arterial with no control. Ridgeland is uncontrolled and maintained by Illinois Department of Transportation (IDOT).	Install a bicycle and pedestrian center median on Ridgeland. Mark intersection crossing markings across Ridgeland Avenue. Move stop signs to Ridgeland if warranted.			
Van Buren Street	Cuyler Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Cuyler	Use standard tools.			
Van Buren Street	Highland Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop on Highland	Use standard tools.			
Van Buren Street	Harvey Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Harvey.	Use standard tools.			
Van Buren Street	Lombard Avenue	Intersection of Two Neighborhood Greenways	All-way stop.	Use standard tools.	Install mini roundabout with wayfinding signage.	Opportunity for intersection art.	
Van Buren Street	Taylor Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Taylor.	Use standard tools.			
Van Buren Street	Lyman Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Lyman.	Use standard tools.			
Van Buren Street	Humphrey Avenue	Terminus of the Neighborhood Greenway	Two-way stop on Humphrey.	Use standard tools.			

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TABLE 2F

Harvard Street Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Harvard Street	Maple Street	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			
Harvard Street	Wisconsin Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Harvard Street.	Use standard tools.			
Harvard Street	Wenonah Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Wenonah.	Use standard tools.			
Harvard Street	Home Avenue	Intersection of Two Neighborhood Greenways	All-way stop.	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	
Harvard Street	Clinton Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Clinton.	Use standard tools.			
Harvard Street	Kenilworth Avenue	Intersection of Neighborhood Greenway and Local Street	Kenilworth dead-ends with a three-way stop, Harvard is adjacent to a school.	Mark intersection crossing markings.			
Harvard Street	Grove Street	Intersection of Neighborhood Greenway and Local Street	Three-way stop, Grove is one-way on the south leg.	Use standard tools.			Yes
Harvard Street	Oak Park Avenue	Major Street Crossing Signalized	Signalized intersection at an arterial.	Install bike box on Harvard. Mark intersection crossing markings across Oak Park Avenue.			Yes
Harvard Street	Euclid Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Harvard.	Use standard tools.			Yes
Harvard Street	Wesley Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Wesley.	Use standard tools.			
Harvard Street	Clarence Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Harvard Street	East Avenue	Major Street Crossing Stop Controlled	All-way stop on collector.	Mark intersection crossing markings through the intersection.			
Harvard Street	Scoville Avenue	Intersection of Two Neighborhood Greenways	All-way stop.	Add wayfinding pavement markings to direct cyclists to use Harvard/East Avenue.		Consider re-routing Greenway back onto Scoville through Rehm Park.	
Harvard Street	Gunderson Avenue	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Gunderson	Use standard tools.			Yes
Harvard Street	Elmwood Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			Yes

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TABLE 2F, CON'T

Harvard Street Neighborhood Greenway							
	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Harvard Street	Ridgeland Avenue	Major Street Crossing Signalized	Signalized intersection at an arterial. Ridgeland is controlled and maintained by Illinois Department of Transportation (IDOT.)	Install bike box on Harvard. Mark intersection crossing markings along Ridgeland. Changes require IDOT approval.			Yes
Harvard Street	Cuyler Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Harvard Street	Highland Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Harvard Street	Harvey Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Harvard Street	Lombard Avenue	Intersection of Two Neighborhood Greenways	All-way stop. Adjacent to a park.	Replace stop signs with yield signs.	Install mini roundabout.	Opportunity for intersection art.	
Harvard Street	Taylor Avenue	Intersection of Neighborhood Greenway and Local Street	All-way stop with bump-out on north side of Taylor.	Use standard tools.			

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TABLE 2G

Kenilworth/Home Avenue Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Kenilworth Avenue	North Avenue	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			
Kenilworth Avenue	Lemoyne Avenue	Intersection of Two Neighborhood Greenways	Kenilworth has a center median and two-way stop.	Use standard tools.	Install mini roundabout with wayfinding signage.	Opportunity for intersection art. See Option 1 for alternate route.	
Kenilworth Avenue	Greenfield Street	Intersection of Neighborhood Greenway and Local Street	Kenilworth has a center median and two-way stop.	Use standard tools.			
Kenilworth Avenue	Berkshire Street	Intersection of Neighborhood Greenway and Local Street	Kenilworth has a center median and two-way stop.	Use standard tools.			
Kenilworth Avenue	Division Street	Major Street Crossing Stop Controlled	Kenilworth has a center median. Intersection has an all-way stop. Division has bike lanes.	Mark intersection crossing markings through the intersection.			
Kenilworth Avenue	Thomas Street	Intersection of Two Neighborhood Greenways	Two-way stop on Thomas.	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	
Kenilworth Avenue	Augusta Street	Major Street Crossing Uncontrolled	Kenilworth has a two-way stop and intersects a collector.	Mark intersection crossing markings across Augusta Street. Install a stop sign on Augusta if warranted.		Install an RRFB on Augusta.	
Kenilworth Avenue	Iowa Street	Intersection of Neighborhood Greenway and Local Street	Iowa dead ends into Kenilworth. Intersection has a three-way stop. Approach to a school drop-off area.	Use standard tools.			
Kenilworth Avenue	Oliver Wendell Holmes Elementary School	Neighborhood Greenways Cul de sac Cut-through	Cul de sac adjacent to school.	Widen sidewalk to 8' or add additional 4' sidewalk on west side of cul de sac. Install curb ramp on pathway. Add Neighborhood Greenways pavement markings on western sidewalk to indicate continuation of Neighborhood Greenways. Add pedestrian only pavement markings to sidewalk on the east side.			
Kenilworth Avenue	Chicago Avenue	Neighborhood Greenways Cul de sac Cut-through	Kenilworth has a cul de sac on the north side of Chicago Avenue. Chicago Avenue includes marked shared lanes, a traffic signal, a school crossing, and a center left turn lane on the east side. Parking is restricted on Chicago.	Mark intersection crossing markings adjacent to the existing crosswalks on Chicago and on the north leg of Kenilworth. Stamp Neighborhood Greenways pavement markings on the south legs of Kenilworth. Add Neighborhood Greenways pavement markings on western sidewalk to indicate continuation of Neighborhood Greenways. Add pedestrian only pavement markings to sidewalk on the east side.			
Kenilworth Avenue	Erie Street	Intersection of Two Neighborhood Greenways	Erie dead ends into Kenilworth and has a one-way stop.	Use standard tools.			
Kenilworth Avenue	Ontario Street	Intersection of Neighborhood Greenway and Local Street	All-way stop with a bump-out on the east leg of Ontario.	Use standard tools.			
Kenilworth Avenue	Lake Street	Major Left/Right Offset, signalized	Signalized, offset arterial crossing.	Install bike boxes on the north and south lanes. Remove parking on Kenilworth at least 20' from the intersection on each side. Use intersection crossing markings to guide cyclists to green bike lane on north and south sides of Lake Street. Install wayfinding signage			
Kenilworth Avenue	North Boulevard	Major Street Crossing Stop Controlled	North Boulevard is a one-way, east-bound street. It is controlled by a one-way stop.	Mark intersection crossing markings through the intersection.			

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TABLE 2G, CON'T

Kenilworth/Home Avenue Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Kenilworth Avenue	South Boulevard	Major Street Crossing Stop Controlled	South Boulevard is a one-way, west-bound street. It is controlled by a one-way stop.	Mark intersection crossing markings through the intersection.			
Kenilworth Avenue	Pleasant Street	Intersection of Two Neighborhood Greenways	Two-way stop on Pleasant.	Remove parking on Kenilworth between the offset streets segments. Install bi-directional bicycle only left turn lanes on Kenilworth. Stamp Neighborhood Greenways pavement marking on Home in center of vehicle travel lane for north/southbound cyclists. Use wayfinding signage to indicate Greenway extends n/s/e/w.			
Kenilworth Avenue	Randolph Street	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Kenilworth Avenue	Washington Boulevard	Major Street Crossing Uncontrolled	A diverter on the north side of Kenilworth prevents vehicles from making left turns onto Washington. Washington is maintained by Illinois Department of Transportation (IDOT).	Retain diverter and allow bicycles to continue north on Kenilworth.	Remove diverter and replace with a center median with bicycle and pedestrian cut-throughs on Washington Boulevard.		
Kenilworth Avenue	Madison Street	Major Right/ Left Offset, Uncontrolled, protected	Madison is an unsignalized arterial with four lanes and parking in either direction. Kenilworth is offset and has a cul de sac on the south side of Madison.	Install a HAWK signal with bicycle loop detectors and pedestrian push buttons. Remove parking on the south side of Madison and replace with a bi-directional green bicycle lane. If space permits, include barrier protection. Mark a bi-directional bicycle crosswalk adjacent to the existing high-visibility crosswalk. Install a curb ramp on the sidewalks adjacent to the cul de sac on the south side of Madison.		Recommendations may change if Madison Road diet is implemented.	
Kenilworth Avenue	Monroe Street	Intersection of Neighborhood Greenway and Local Street	Yield signs on the north and south legs of Kenilworth.	Use standard tools.			
Kenilworth Avenue	Adams Street	Intersection of Neighborhood Greenway and Local Street	Yield signs on the east and west legs of Kenilworth.	Use standard tools.			
Kenilworth Avenue	Jackson Boulevard	Major Street Crossing Uncontrolled	Cross street includes bump-outs and two-way stop.	Install Neighborhood Greenways pavement markings on the north and south legs of the intersection.			
Kenilworth Avenue	Harrison Street	Neighborhood Greenways Turns	Neighborhood Greenways turns onto/off of Harrison.	Use wayfinding signage.			
Home Avenue	Garfield Street	Neighborhood Greenways Connects with Off-Street Path	Pedestrian overpass ends. 3-way stop.	Mark route with Neighborhood Greenway ends/begins.			
Home Avenue	Lexington Street	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Home.	Use standard tools.			
Home Avenue	Harvard Street	Intersection of Two Neighborhood Greenways	All-way stop.	Use standard tools.	Install mini roundabout with wayfinding signage.	Opportunity for intersection art.	
Home Avenue	Roosevelt Road	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			

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TABLE 2H

Fair Oaks/Scoville Avenue Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Cost/Timing
Fair Oaks Avenue	North Avenue	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			
Fair Oaks Avenue	LeMoyne Parkway	Intersection of two Neighborhood Greenways	Two-way stop on LeMoyne.	Use standard tools.	Install mini roundabout with wayfinding signage.		
Fair Oaks Avenue	Greenfield Street	Minor street crossing.	Two-way stop on Fair Oaks.	Use standard tools.			
Fair Oaks Avenue	Berkshire Street	Minor Left/ Right Offset, Uncontrolled	Fair Oaks is slightly offset. Berkshire has a two-way stop.	Use intersection crossing markings to guide cyclists through intersection.			
Fair Oaks Avenue	Division Street	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Division is an arterial with a bike lane and no control for pedestrians and cyclists crossing.	Add intersection crossing markings across Division Street.	Consider installing a RRFB on arterial with bicycle loop detectors.		
Fair Oaks Avenue	Thomas Street	Intersection of Two Neighborhood Greenways	Two-way stop on Fair Oaks.	Use standard tools.	Install mini roundabout with wayfinding signage.		
Fair Oaks Avenue	Augusta Street	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Augusta is a collector with no control for pedestrians and cyclists crossing.	Add intersection crossing markings across Augusta.	If crossings are too difficult for cyclists, install RRFB on Augusta.		
Fair Oaks Avenue	Iowa Street	Minor street crossing.	Two-way stop on Iowa Street.	Use standard treatments.			
Fair Oaks Avenue	Chicago Avenue	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Chicago is an arterial with bike lanes.	Add intersection crossing markings across Chicago Avenue.	Consider installing a RRFB on arterial with bicycle loop detectors.		
Scoville Avenue	Superior Street	Minor street crossing	All way stop.	Use standard treatments			
Scoville Avenue	Erie Street	Intersection of Two Neighborhood Greenways	All-way stop. Adjacent to a school.	Mark contraflow bike lane on north-bound lane of Scoville, between Lake and Erie			
Scoville Avenue	Ontario Street	Intersection of Neighborhood Greenway and Local Street	Ontario dead-ends into Scoville with a one-way stop. On the approach to Lake Street, a diverter prevents traffic from heading northbound.	Add a Do Not Enter Except Bicycles sign on the diverter. Install a contraflow bike lane on the one-way segment north of the diverter.			
Scoville Avenue	Lake Street	Major Street Crossing Uncontrolled	A diverter on the north side of Scoville prevents vehicles form making left turns onto Lake	Retain diverter and allow bicycles to continue south on Scoville.	Remove diverter and replace with a center median with bicycle and pedestrian cut-throughs on Lake Street. Between Lake Street and North Boulevard, convert parking to back-in angle parking.		
Scoville Avenue	North Boulevard	Minor Street Crossing	North Boulevard dead ends at Scoville.	Use standard tools.			
Scoville Avenue	South Boulevard	Major Street Crossing Stop Controlled	Two-way stop on Scoville.	Mark intersection crossing markings through the intersection.			

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TABLE 2H, CON'T

Harvard Street Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Signing
Scoville Avenue	Pleasant Street	Intersection of Two Neighborhood Greenways	Two-way stop on Scoville Avenue.	Use standard tools.	Install mini roundabout with wayfinding signage.	Opportunity for intersection art.	Yes
Scoville Avenue	Randolph Street	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Randolph.	Use standard tools.			Yes
Scoville Avenue	Washington Boulevard	Major Street Crossing Uncontrolled	Two-way stop on Scoville. Arterial crossing. Washington is owned and maintained by Illinois Department of Transportation (IDOT.)	Mark intersection crossing markings across Washington Boulevard. Install an RRFB on Washington with bicycle loop detectors. Seek IDOT approval for changes.			Yes
Scoville Avenue	Madison Street	Major Right/ Left Offset, uncontrolled, mid-block	Madison is a high-traffic volume 4-lane arterial. Scoville is offset at Madison.	Install a HAWK signal with bicycle loop detectors and pedestrian push buttons. Install a center lane median with bicycle and pedestrian cut-throughs on the east leg of Madison. Remove parking on the south side of Madison and replace with a bi-directional green bicycle lane. If space permits, include barrier protection.		Recommendations may change if Madison Road diet is implemented.	Yes
Scoville Avenue	Adams Street	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Scoville.	Use standard tools.		If traffic control is necessary on Scoville, use yield signs.	Yes
Scoville Avenue	Jackson Boulevard	Major Street Crossing Uncontrolled	Two-way stop on Scoville.	Mark intersection crossing markings across Jackson Boulevard.			
Scoville Avenue	Van Buren Street	Intersection of Two Neighborhood Greenways	Two-way stop on Scoville.	Use standard tools.		Remove stop signs and add mini roundabout.	
Scoville Avenue	Harrison Street	Neighborhood Greenways Turns	Two-way stop on Scoville Avenue.	Use Neighborhood Greenways pavement markings and directional arrows to guide cyclists onto/off of Harrison.			
Harrison Street	East Avenue	Neighborhood Greenways Turns	Neighborhood Greenways turns onto/off of East Avenue to cross the Eisenhower Expressway. Intersection includes an all-way stop.	Use Neighborhood Greenways pavement markings, directional arrows, and wayfinding signage to guide cyclists onto/off East Avenue.			
East Avenue	Garfield Street	Major Street Crossing Stop Controlled	All-way stop.	Mark intersection crossing markings through the intersection.			
Scoville Avenue	Rehm Park	Neighborhood Greenways Connects with Off-Street Path	Greenway enters/exits an off-street path.	Add wayfinding pavement markings to direct cyclists onto/off of Scoville.			
Scoville Avenue	Harvard Street	Intersection of Two Neighborhood Greenways	All-way stop intersecting Neighborhood Greenways.	Add wayfinding pavement markings to direct cyclists to use Harvard/East Avenue.		Consider re-routing Greenway back onto Scoville through Rehm Park.	
Scoville Avenue	Fillmore Street	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Scoville Avenue.	Use standard tools.			
Scoville Avenue	Roosevelt Road	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			

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TABLE 21

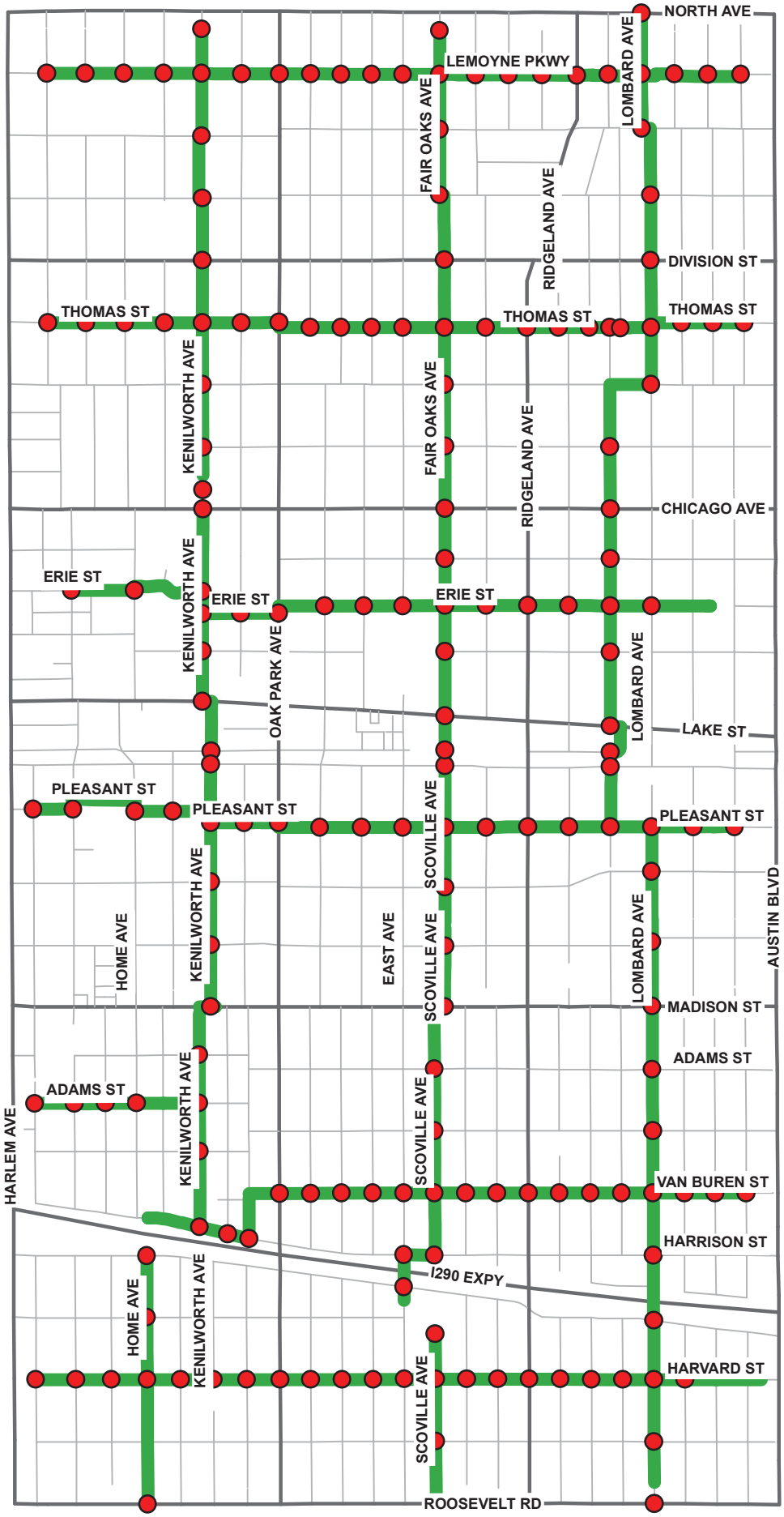
Harvey/Lombard Avenue Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Calming
Lombard Avenue	North Avenue	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			
Lombard Avenue	LeMoyne Parkway	Intersection of Two Neighborhood Greenways	All-way stop with a center median on LeMoyne.	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	Yes
Lombard Avenue	Greenfield Street	Minor Left/ Right Offset, Uncontrolled	Lombard is slightly offset, Lombard includes a two-way stop.	Remove parking on Lombard between the offset streets. Use intersection crossing markings and wayfinding signage to guide cyclists to a green bike lane on the north and south sides of Greenfield Street.			
Lombard Avenue	Berkshire Street	Intersection of Neighborhood Greenway and Local Street	Intersection includes an all-way stop.	Use standard tools.			
Lombard Avenue	Division Street	Major Street Crossing Uncontrolled	Two-way stop on Lombard. Division is an arterial with a bike lane and no control for pedestrians and cyclists crossing.	Add intersection crossing markings across Division Street. Install stop sign on Division if warranted.			
Lombard Avenue	Thomas Street	Intersection of Two Neighborhood Greenways	Thomas is offset with a two-way stop.	Remove parking on Thomas between the offset street segments. Use intersection crossing markings to guide cyclists to a green bike lane on the east and west sides of Thomas Street. Use bicycle symbol with turn arrow to indicate turning movements in green lanes.			
Lombard Avenue	Augusta Avenue	Neighborhood Greenways Turns	Greenway turns onto/ off of Augusta.	Use Neighborhood Greenways pavement markings, directional arrows, and wayfinding signage to guide cyclists onto/off Augusta.			
Harvey Avenue	Iowa Street	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Harvey Avenue.	Use standard tools.			
Harvey Avenue	Chicago Avenue	Major Street Crossing Uncontrolled	Two-way stop on Harvey. Chicago is an arterial with bike lanes.	Add intersection crossing markings across Chicago Avenue. If warranted, install stop signs on Chicago.	Consider installing an RRFB on Chicago Avenue.		
Harvey Avenue	Superior Street	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Harvey Avenue.	Use standard tools.		If traffic control is needed on Harvey, use yield signs.	
Harvey Avenue	Erie Street	Intersection of Two Neighborhood Greenways	All-way stop.	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	
Harvey Avenue	Ontario Street	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Harvey Avenue	Lake Street	Major Left/Right Offset, signalized	Greenway is offset. Intersects an arterial with a traffic signal. Greenway makes a left/ right turn onto/off of Lake Street before/after the train underpass to stay on Harvey.	Install bike boxes on the north and south lanes. Remove parking on Harvey at least 20' from the intersection on each side. Convert angled parking on northeast leg of Harvey to back-in angled parking. Mark green bike lane on northeast leg of Harvey through parking conflict zone. Intersection crossing markings guide cyclists to green bike lane on north and south sides of Lake Street. Install wayfinding signage.			

TABLE 21, CON'T

Harvard Street Neighborhood Greenway

	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alterna Recommendation	ffic Calming
Harvey Avenue	North Boulevard	Minor Right/ Left Offset	Greenway is offset with a 3-way stop.	Stamp Neighborhood Greenways symbols and directional arrows and wayfinding signage to help cyclists stay on the Greenway.			
Harvey Avenue	South Boulevard	Major Street Crossing Stop Controlled	Greenway intersects South Boulevard with an all-way stop.	Mark intersection crossing markings across South.			
Harvey Avenue	Pleasant Street	Intersection of Two Neighborhood Greenways	Two-way stop. The Harvey Greenway jogs over to Lombard using Pleasant Street.	Use standard treatments	Install mini roundabout.	Opportunity for intersection art.	
Lombard Avenue	Pleasant Street	Neighborhood Greenways Turns	Two-way stop on Lombard. The Harvey Greenway jogs over to Lombard.	Use standard treatments.	Install mini roundabout.	Opportunity for intersection art.	
Lombard Avenue	Randolph Street	Intersection of Neighborhood Greenway and Local Street	All-way stop. The west side of Randolph is a two-lane road divided by a grassy boulevard.	Use standard treatments.			Yes
Lombard Avenue	Washington Boulevard	Major Street Crossing Signalized	Wide signalized arterial crossing. Washington Boulevard is owned and maintained by Illinois Department of Transportation (IDOT.)	Use intersection crossing markings on Washington. Install bike boxes.			Yes
Lombard Avenue	Madison Street	Major Street Crossing Signalized	Crosses a four-lane, signalized arterial with a center turn lane.	Mark intersection crossing markings across Madison. Add bicycle boxes to the north and south side of the intersection.			Yes
Lombard Avenue	Adams Street	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			Yes
Lombard Avenue	Jackson Boulevard	Major Street Crossing Stop Controlled	All-way stop with center medians on Jackson.	Mark intersection crossing markings through the intersection.			Yes
Lombard Avenue	Van Buren Street	Intersection of Two Neighborhood Greenways	All-way stop. Lombard is a collector.	Use standard tools.	Install mini roundabout.	Opportunity for intersection art.	
Lombard Avenue	Harrison Street	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.		Consider pavement markings that reflect the unique identity of the art district.	
Lombard Avenue	Garfield Street	Intersection of Neighborhood Greenway and Local Street	Two-way stop on Garfield.	Use standard tools.			
Lombard Avenue	Harvard Street	Intersection of Two Neighborhood Greenways	All-way stop. Adjacent to a park.	Use wayfinding signage to alert cyclists to intersection.	Install mini roundabout.	Opportunity for intersection art.	
Lombard Avenue	Fillmore Street	Intersection of Neighborhood Greenway and Local Street	All-way stop.	Use standard tools.			
Lombard Avenue	Roosevelt Road	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			



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Oak Park

Village of Oak Park
Neighborhood Greenways
and the Bicycle Network
from the
Neighbothood Greenways
System Study &
Bike Share Feasibility Study
Adopted July 20, 2015

N
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Neighborhood Greenways Street Segments and Intersections as found on pages 117-135 of the study

Cross Street Locations

Neighborhood Greenways

0719-1-6 Bike Map.mxd

Exhibit C

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2019 - 2023

Capital Improvement Plan (CIP)

Adopted December 10, 2018

Oak Park

Exhibit D

Each project is rated in terms of priority according to the following scale:

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A — Essential and immediate need

B — Essential, but may be delayed

C — Optional but beneficial to the Village through increased productivity, safety, etc.

D — Optional but beneficial to the Village in social, cultural or aesthetic ways

F — Future project, no 2019 expenditures

N/A — Project complete, no 2019 or future expenditures

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Village of Oak Park
Capital Improvement Fund Project Sheet
2019 - 2023

Project: Bicycle Boulevard Improvements | Priority Code: D | Category: Infrastructure Improvements

Description:

Bicycle Boulevards are streets designed to prioritize bicycle travel with infrastructure features that calm and reduce vehicu lar traffic on neighborhood streets and improve safety at busy intersections. Specific features will be discussed as part of the plan implementation.

Justification:

The Village Bicycle Plan adopted in 2008 established goals of increasing bicycle use and creating a safe and inviting enviroment for cycling. This Bicycle Boulevard is a means to work towards these goals.

Current Status:

The Bicycle Boulevard System Study was approved by the Village Board on July 20, 2015. Staff will prioritize recommendations and improvements identified in the Study for implementation. Additionally staff will seek out available Grant opportunities.

		Actuals		Budget	Year End Estimate		Recommended Budget			
Funding Sources	Account Number	FY 2016	FY 2017	FY 2018	FY 2018	FY2019	FY 2020	FY 2021	FY 2022	FY 2023
Transfer from Debt Service	4025.41300.101.491425	-	-	-	-	-	200,000	200,000	-	-
						-				
	Total:	-	-	-	-	-	200,000	200,000	-	-
Expenditures										
Design (Phase I & II)	3095.43780.101.570967		-	-	-	-	35,000	35,000	-	-
Construction Management		-	-	-	-	-	-	-	-	-
Construction	3095.43780.101.570967		-	-	-	-	165,000	165,000	-	-
	Total:	-	-	-	-	-	200,000	200,000	-	-

Village of Oak Park
Capital Improvement Fund Project Sheet
2019 - 2023

Project: Bicycle Parking Facilities | Priority Code: N/A | Category: Infrastructure Improvements

Description:

The project involves the installation of semi-vertical bike racks and pedestrian improvements on North Boulevard from Marion Street to Forest Avenue and the installation of covered bike parking shelters in parking lot 1 at Euclid and Harrison, parking lot 15 on Oak Park Ave south of Garfield and in a proposed bump-out at East Avenue and Harrison Streeet. FHWA is funding 80% of the eligible items of the project. The project also includes resurfacing Lot 1 and Lot 15.

Justification:

The Bike Plan recommends installing bike parking near transit stations.

Current Status:

In 2011 the Engineering Division applied for and received a CMAQ grant for the installation of bike parking facilities at locations near the CTA Blue & Green Line stations. The project was constructed in 2016 with final completion of punch list work in 2017. The Village paid for the project up-front and will be reimbursed by the State. The project was completed for $386,444 which was $8,642 under the awarded amount of $395,086. In January of 2018 the Village invoiced the State $285,678 for the State's 80% share of the eligible construction items and the construction management. The final Village's share for construction was $122,156 and $5,389 for construction management.

		Actuals		Budget	Year End Estimate	Recommended Budget				
Funding Sources	Account Number	FY 2016	FY 2017	FY 2018	FY 2018	FY2019	FY 2020	FY 2021	FY 2022	FY 2023
Grant Revenues	3095.43780.786.431400		74,346	-	285,678	-	-	-	-	-
Transfer from Debt Service	4025.41300.101.491425	264,823	18,512	-	-	-	-	-	-	-
5060 Fund Revenues	5060.43770.101.422481	53,407	2,792	-	-	-	-	-	-	-
	Total:	318,230	95,650	-	285,678	-	-	-	-	-
Expenditures										
Surveying (Phase I)		-	-	-	-	-	-	-	-	-
Design (Phase II)	3095.43780.101.570967	442	-	-	-	-	-	-	-	-
Construction Management	3095.43780.101.570967	22,337	4,442	-	-	-	-	-	-	-
Construction Parking Fund	5060.43770.787.570705	53,407	2,792	-	-	-	-	-	-	-
Construction	3095.43780.101.570967	242,044	88,416	-	-	-	-	-	-	-
	Total:	318,230	95,650	-	-	-	-	-	-	-

Village of Oak Park
Capital Improvement Fund Project Sheet
2019 - 2023

Project: Bicycle Racks | Priority Code: D | Category: Infrastructure Improvements



Description:

The project involves the purchase of bicycle racks for new installations and to replace older, rusted out racks.

Justification:

Bike racks are installed throughout the community, primarily focused in the business areas or in high pedestrian transit area s.

Current Status:

Bike racks are purchased and installed by Public Works staff.

		Actuals		Budget	Year End Estimate	Recommended Budget				
Funding Sources	Account Number	FY 2016	FY 2017	FY 2018	FY 2018	FY2019	FY 2020	FY 2021	FY 2022	FY 2023
Transfer from Debt Service	4025.41300.101.491425	-	731	10,000	2,000	5,000	5,000	5,000	5,000	5,000
	Total:	-	731	10,000	2,000	5,000	5,000	5,000	5,000	5,000
Expenditures										
Surveying (Phase I)		-	-	-	-	-	-	-	-	-
Design (Phase II)		-	-	-	-	-	-	-	-	-
Construction Management		-	-	-	-	-	-	-	-	-
Construction	3095.43780.101.570962	-	731	10,000	2,000	5,000	5,000	5,000	5,000	5,000
	Total:	-	731	10,000	2,000	5,000	5,000	5,000	5,000	5,000

Parking and Traffic Action Item Activity Summary

Grayed out row indicates the item has b
completed and closed

Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1553	07/02/18	JAJ	07/23/18			Request to review Home/South Blvd intersection for pedestrian signage		TWO #12744 written on 07/23/2018
1554	07/02/18	JAJ		07/03/18		Issues with bypass traffic, speeding vehicles on the 500 block of N Grove		
1555	07/05/18	JAJ				Request to review/analyze crash data for Chicago/Lombard		no Trans Com involvement necessary
1556	07/09/18	JAJ				Look at possible changes at Randolph & Marion/Wisconsin to enhance safety		no Trans Com involvement necessary
1557	07/09/18	JAJ		07/19/18		Traffic issues on Greenfield btwn OPA & Forest Ave		
1558	07/11/18	MJK				pedestrian hit & run incident at the Chicago and Scoville/Fair Oaks intersection		no Trans Com involvement yet...
1559	07/16/18	MJK				request for traffic calming on 800 S Elmwood block, preferably cul-de-sac		
1560	07/16/18	JAJ				request for information on school traffic safety plans		no Trans Com involvement necessary
1561	07/17/18	JAJ		07/17/18		request for speed humps in alley adjacent to 1200 Edmer		no Trans Com involvement necessary
1562	07/19/18	JAJ		07/19/18	10/01/18	Request for traffic calming on the 800 block of N Cuyler Avenue		
1563	07/19/18	JAJ		07/19/18		Request for STOP sign petition		
1564	08/03/18	JAJ		08/03/18		Request for speed bumps in alley		no Trans Com involvement necessary
1565	08/03/18	JAJ		08/06/18		Request for speed bump in alley and street on the 1100 block of N Taylor Ave		
1566	07/25/18	JAJ	08/06/18			Traffic Safety Plan for Children's School at St Edmund's School location		School does not think a TSP is necessary now.
1567	08/06/18	JAJ		08/06/18		Request for alley speed bumps		no Trans Com involvement necessary
1568	08/06/18	JAJ	08/07/18			Request for crosswalk markings on Ridgeland Ave at Pleasant St		no Trans Com involvement necessary TWO #12753 written on 08/07/2018
1569	08/23/18	JAJ	10/17/18	08/30/18	09/24/18	Request for alley speed bumps		no Trans Com involvement necessary TWO 12769 written on 10/17/2018
1570	08/29/18	JAJ				Traffic concerns about the Chicago/Grove intersection		
1571	09/04/18	JAJ				Safety concerns in alley in back of Beyond Properties		
1572	09/05/18	JAJ				Traffic issues in alleys adjacent to Madion St, Austin Blvd and Humphrey Ave		no Trans Com involvement necessary
1573	09/05/18	JAJ		09/06/18	10/17/18	Request for traffic calming on the 1150 block of Home		
1574	09/06/18	JAJ			09/24/18	Parking and traffic issues at Iowa & Kenilworth duiring arrival/dismissal time periods for Holmes School		
1575	09/06/18	JAJ				More noticeable signage on Euclid Ave at Washington Blvd to reduce violation rates		no Trans Com involvement necessary
						Traffic/parking issues on the 800		

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Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has b completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1576	09/10/18	JAJ				Traffic/parking issues on the 800 block of S Scoville		
1577	09/12/18	JAJ				Requesting traffic calming at intersection of Jackson Blvd & East Ave		
1578	09/17/18	JAJ				Request to review Julian Middle School traffic safety plan		
1579	09/20/18	JAJ				Safety concerns regarding Ridgeland Ave traffic @ Van Buren		
1580	09/20/18	JAJ		10/12/18		Request for traffic calming petition for 1100 block of S Euclid Ave		
1581	09/26/18	JAJ		09/27/18		Request for alley speed hump petition		no Trans Com involvement necessary
1582	09/26/18	JAJ				Request for traffic data		no Trans Com involvement necessary
1583	10/01/18	JAJ			10/01/18	Traffic calming petition 500 block of S Harvey		
1584	10/05/18	JAJ	05/29/19	10/08/18	05/07/19	Request for alley speed hump petition		no Trans Com involvement necessary TWO #12814 written on 05/28/2019
1585	10/08/18	JAJ			10/08/18	Traffic Calming petition for Washington/Grove intersection		TWO # 12772 written on 10/17/2018
1586	09/27/18	MJK	10/17/18			parked cars blocking alley. Request NPAT signs or painted yellow curb		TWO 12770 written on 10/17/18
1587	10/15/18	MJK	10/17/18			change the way ped push buttons work so that they activate immediately when pressed		MJK notified street lighting about reported locations. closed.
1588	10/16/18	MJK				concerned about blocked alley returns on the 900 S. Humphrey Avenue block		no Trans Com involvement necessary
1589	10/16/18	MJK	10/17/18			report 20 mph school speed limit sign is blocked by parking sign		no Trans Com involvement necessary TWO 12771 written for this
1590	10/19/18	JAJ	03/22/19	10/23/18	11/20/18	Bypass traffic issue in east-west alleys south of North Ave		no Trans Com involvement necessary TWO 12804 written on 03-22-2019 TWOs 12793 & 12794 written on 02-04-2019
1591	10/25/18	MJK/JAJ		11/15/18	12/07/18	Traffic Calming Petition questions (600 N Euclid)		
1592	10/29/18	JAJ	11/02/18			Issue with pedestrian signal timing at Ridgeland/Harrison - near miss with vehicle traffic		no Trans Com involvement necessary Talked w/resident, PW to check ped PBs
1593	11/02/18	JAJ	11/09/18			Request for NO LEFT TURN on NB Maple Ave at Chicago Ave during the holidays		no Trans Com involvement necessary TWO written on 11/09/2018
1594	11/26/18	MJK		11/26/18		upgrade South Blvd. and Scoville to all-way stop signs		
1595	11/26/18	MJK				request alley NO THRU TRAFFIC sign on 1200 Linden block		no Trans Com involvement necessary
1596	12/04/18	JAJ				issues with pedestrian crossing on Washington Blvd at Maple Ave		no Trans Com involvement necessary
1597	12/08/18	JAJ	12/10/18			Traffic data request Lake/Forest, Forest/Ontario, Forest/Marion for meeting w Mayor & residents		no Trans Com involvement necessary Provided historical ADT & TMC data
1598	12/12/18	MJK	12/18/18			review pedestrian safety at South Blvd & Marion intersection		requested by McKenna via email recommendations submitted to McKenna on 12/18/2018
						traffic issues on 1100 block of		explained petition process, would send petition

Parking and Traffic Action Item Activity Summary

Grayed out row indicates the item has b
completed and closed

Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1599	12/18/18	JAJ				traffic issues on 1100 block of Lyman Ave		resident will check with neighbors before starting
1600	12/03/18	MJK				problem crossing at a stop sign location		Koperniak left voice mail message on his machine at 1:29 PM on 12/6/2018
1601	01/11/19	JAJ				Traffic issues on the 100 block of N East Ave		
1602	01/17/19	JAJ		01/18/19		Request for NO THRU TRAFFIC signs at alley adjacent to 800 N Cuyler & Ridgeland		no Trans Com involvement necessary TWO 12789 written on 1/18/2019
1603	01/18/19	JAJ	02/26/19			Request for crosswalk markings across Ridgeland on southern leg of Ontario		no Trans Com involvement necessary TWO #12801 written on 03/11/2019
1604	01/22/19	JAJ				Issues with traffic in the alley behind resident's home.		no Trans Com involvement necessary
1605	02/12/19	JAJ				Issues with drop-off/pick-up in Cuyler cul-de-sac at Longfellow School		no Trans Com involvement necessary
1606	03/08/19	JAJ				Request for improved pedestrian safety on Chicago Ave at Forest Ave		
1607	03/12/19	JAJ				Request for crosswalk markings on Washington at Cuyler by Percy Julian School		no Trans Com involvement necessary
1608	03/12/19	JAJ	04/10/19			Request in-street ped crossing sign on Ridgeland at Van Buren		no Trans Com involvement necessary Responded to resident's concerns
1609	03/15/19	JAJ	03/29/19			Issues with signal timing and bus stops along Harlem Ave at Lake St		no Trans Com involvement necessary
1610	03/28/19	JAJ	04/12/19			Traffic issues on Home at Madison due to parked vehicles		no Trans Com involvement necessary TWO 12807 written on 04/22/2019
1611	04/04/19	MJK				request for traffic signals at Jackson and Cuyler		email forwrded to McKenna for consideration see PF # 1051 - 10/02/2012
1612	04/08/19	MJK				on the 400 N. Maple Ave. block - prevent cars from illegally driving SB on the one-way NB street		copies to VE, JJ and DC Limon
1613	04/26/19	JAJ		04/26/19		request for speed humps in east-west alley north of Chicago between Taylor & Humphrey		no Trans Com involvement necessary
1614	04/19/19	JAJ	04/29/19			request for STOP sign on 1110 Westgate		no Trans Com involvement necessary TWO #12809 written on 04/29/2019.
1615	04/26/19	JAJ	05/06/19			request for RRFB on a busy street (Ridgeland at Erie)		no Trans Com involvement necessary
1616	05/01/19	JAJ				Concerns about traffic & pedestrian safety around Hatch School		
1617	05/06/19	JAJ		05/06/19		request for speed bumps in alley on the 1400 block of N Harlem Ave		no Trans Com involvement necessary
1618	05/03/19	JAJ		05/03/19		Request for the TC petition for 1150 block of Wisconsin Ave		
1619	05/07/19	JAJ		05/07/19		Request for TC petition for the 1150 block of S Kenilworth Ave		
1620	05/06/19	JAJ	05/08/19			Request for replacement of KKAD25 banner on 1200 block of N Taylor		no Trans Com involvement necessary SMO #30110 written on 05/08/2019
1621	05/08/19	JAJ				Issues with traffic safety at Chicago/Euclid		
						Traffic calming petition for		

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Parking and Traffic Action Item Activity Summary

Grayed out row indicates the item has b
completed and closed

Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1622	05/15/19	JAJ				intersection of Oak Park Ave & LeMoyne Pkwy		
1623	05/16/19	JAJ				Request/petition for all-way STOP signs at Scoville/South Blvd intersection		
1624	05/17/19	JAJ				traffic safety issue at the intersection of Iowa & Humphrey		
1625	05/20/19	JAJ				Safety concerns regarding Roosevelt Rd @ Lombard pedestrian crossing		
1626	05/29/19	JAJ		05/29/19		Request for alley speed hump petition		no Trans Com involvement necessary
1627	05/29/19	JAJ				Concerns about crashes at the intersection of Chicago Ave & Euclid Ave		
1628	06/04/19	JAJ		06/04/19		Request for alley speed humps in N/S alley east of 1100 block of S East Ave		no Trans Com involvement necessary
1629	06/05/19	JAJ	06/05/19			Request to change from 2 WAY to CROSS TRAFFIC DOES NOT STOP plaque under STOP sign		no Trans Com involvement necessary TWO #12815 written on 06/05/2019
1630	06/06/19	JAJ	06/11/19			Request for traffc & crash data for Augusta from Ridgeland to Austin		Additional data provided on 06/27/2019
1631	06/18/19	JAJ				questions about TC petition for intersection of Clarence Ave & Adams St		
1632	06/19/19	MJK				request for additional pedestrian safety at Chicago & Scoville/Fair Oaks intersection		
1633	06/21/19	JAJ				crash history for North Ave & Woodbine Ave		no Trans Com involvement necessary
1634	06/24/19	JAJ		06/24/19		request for traffic calming petition for the 500 block of N Euclid Ave		
1635	06/26/19	JAJ				request to install SPEED LIMIT sign on WB Jackson between Harlem & OPA		no Trans Com involvement necessary
1636	06/28/19	JAJ		07/01/19		request for traffic calming petition for the intersection of Fillmore & Wesley or Fillmore & Euclid		
1637	06/29/19	JAJ			06/29/19	TC petition for 800 block of N Harvey Ave		
1645								

Village of Oak Park

123 Madison St
Oak Park, Illinois 6
www.oak-park.

Meeting Minutes

President and Board of Trustees

Monday, June 17, 2019 | **7:00 PM** | **Village Hall**

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 7:02 P.M.

II. Roll Call

Present: 6 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, and Village Trustee Taglia

By Phone: 1 - Village Trustee Walker-Peddakotla

Absent: 0

III. Consideration of Motion to Adjourn to Executive Session to Discuss Litigation

It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, to enter into Executive Session pursuant to 5 ILCS 120/2(c)(11) - litigation. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

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

The Regular Meeting reconvened at 7:40 P.M.

VI. Roll Call

Present: 6 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, and Village Trustee Taglia

By Phone: 1 - Village Trustee Walker-Peddakotla

Absent: 0

VII. Agenda Approval

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

VIII. Minutes

T. MOT 19-78 **A Motion to Approve the May 2019 Monthly Treasurer's Report for All Funds**

This Motion was approved.

XVI. Regular Agenda

U. MOT 19-64 **A Motion to Concur with the Transportation Commission's Recommendation to Upgrade from Two-Way, East-West STOP Signs to All-Way STOP Signs at the Intersection of Adams Street and Wisconsin Avenue**

Village Manager Pavlicek stated that staff has received the traffic calming petition from residents. Staff does not support this because it doesn't meet the standard traffic warrants in terms of crash data and traffic volume.

Meghann Moses is a member of the Transportation Commission but also resides near the intersection where the proposed signs would be installed. She stated that none of her neighbors knew this would be discussed tonight and would've liked to be present. She disagrees with the Village's policy regarding placement of stop signs. This intersection is near a hospital, with high traffic speeding through, and there are children present walking to and from school. She doesn't understand why other intersections with lesser concerns have been upgraded to all-way stop signs.

Village Trustee Boutet suggested tabling the Item, as no member of the Transportation Commission is present to discuss their recommendation, nor are residents present to speak their concerns. Village Trustee Walker-Peddakotla agreed.

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

AYES: 5 - Village President Abu-Taleb, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 2 - Village Trustee Andrews, and Village Trustee Moroney

ABSENT: 0

V. MOT 19-77 **A Motion to Concur with the Aging In Place Commission's Recommendation for the Village of Oak Park to Pursue Designation as a Dementia Friendly Community**

Aging In Place Commission Chair Lance Taylor described the Dementia Friendly Community initiative as education for all to understand what dementia is, what it is like to have dementia and how to help those who have it. He discussed the success of the initiative in River Forest. He noted that there is no initial cost involved and asked the Board to approve this recommendation in order for them to move forward. Mr. Taylor discussed the economic benefit to the community.

Village Trustees Andrews and Taglia expressed support for the initiative.

Village Trustee Boutet asked what the next steps are. Mr. Taylor replied that it would include getting people involved and a plan created and implemented.