

**VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
MONDAY, SEPTEMBER 23, 2019 - 7:00 PM  
COUNCIL CHAMBERS – 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 August 26, 2019, Transportation Commission Meeting Minutes
5. DEVELOP DRAFT 2020 TRANSPORTATION COMMISSION WORK PLAN
  - 5.1 Agenda Item Commentary
  - 5.2 Background Information
  - 5.3 Approved 2019 Transportation Commission Work Plan
  - 5.4 Draft 2020 Work Plan Template
6. REVIEW UPDATE OF VILLAGE'S BICYCLE PLAN AND ITS IMPLEMENTTION (CONTINUED FROM 08/26/2019 MEETING)
  - 6.1 Staff Agenda Item Commentary
  - 6.2 Background Information
  - 6.3 Bike Walk Oak Park Presentation Slide for OPRF High School
  - 6.4 Map of Recommended Locations for Improvement
  - 6.5 Tabular Summary of Recommended Improvements with Estimated Costs
  - 6.6 Estimated Quantity Calculations and Costs
  - 6.7 Relevant Standard Tools and With Estimated Unit Prices
  - 6.8 Relevant Neighborhood Greenways Application
  - 6.9 Relevant Neighborhood Greenways Facilities
7. OTHER ENCLOSURES
  - OE1 12 months of P&T traffic item activity summary: August 2018 - July 2019
  - OE2 Village Board action on Trans Com recommendations thru 09/09/2019 inclusive
8. Adjourn

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

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DRAFT Meeting Minutes  
Transportation Commission  
Monday, August 26, 2019 – 7:00 p.m.  
Room 101 – Village Hall

1. Call to Order

Ron Burke called the meeting to order at 7:00 PM.

- Introduction of Commissioners: Camille Fink and Ron Burke as new commissioners
- Introductory Statement from new Chair of Commission, Ron Burke including charge and role of the Transportation Commission

Roll Call

Present: Garth Katner, James Thompson, Robert Taylor, Aaron Stigger

Camille Fink, Rod Burke. Meghan Moses arrived at approximately 7:30pm

Staff: Public Works Civil Engineer/Transportation Commission Staff Liaison Mike Koperniak, Traffic Engineer Jill Juliano, Recording Secretary Kevin Cassidy, Parking Services Manager pro temp John Youkhana, Village Engineer Bill McKenna

2. Non-Agenda Public Comment

None

3. Agenda Approval

- Commissioner Taylor made a motion to approve the agenda as presented.
- The motion was seconded by Commissioner Stigger.
- The motion was approved by a unanimous voice vote.

4. Approval of Draft Transportation Commission Meeting Minutes

- Commissioner Stigger made a motion to approve the July 22, 2019 Transportation Commission meeting minutes as submitted.

- The motion was seconded by Commissioner Thompson
- The motion was approved by a unanimous voice vote.

5. PETITION FOR IMPLEMENTATION OF A TRAFFIC CALMING DEVICE ON THE 500 BLOCK OF N. EUCLID AVENUE

- Engineer Jill Juliano presented information and commentary regarding the petition. Juliano explained the Village's scoring table system which indicated traffic calming measures should be taken.
- Engineer Juliano replied to Commissioner Taylor's inquiry regarding percentage of residents supporting a petition. 56% of Euclid residents support the petition while 51% is the requirement. Taylor noted that the percentage of support seemed small.
- Further, they discussed the percentage of residents willing to accept the cost of using brick pavers in a possible re-surfacing on Euclid.
- Village Engineer Bill McKenna reported meeting with eight homeowners from the 500 and 600 blocks of north Euclid as they consider support for a Special Service Area.
  - Brick Pavers would cost \$750,000 for both 500 and 600 blocks as opposed to \$80,000 to resurface both blocks
- Commissioner Taylor inquired regarding the installation of temporary measures, ie. pinch points and McKenna supported the temporary strategy in order to evaluate the effectiveness of pinch points.
- McKenna responded to Chair Burke's inquiry about maintenance costs of brick pavers vs. asphalt. Brick is essentially permanent while asphalt must be resurfaced every fifteen years. Brick costs less in the long run.
- There was a discussion among the commissioners and staff regarding the relationship of speed limits and crashes in response to Chair Burke's inquiry.
  - There is an attempt at a holistic, Village-wide approach to traffic calming measures
  - There was a reference to the application of the Traffic Commission's "Tool Box", as a guide to decision making and a guarantee of a Village-wide approach.
  - There was a discussion of police enforcement in relation to posted speed limits. (eg. Lower posted limits result in more violations, causing more enforcement thus placing a strain on police resources.)
  - Commissioner Fink inquired into expected benefits of traffic calming measures in the 500 and 600 blocks of Euclid.

- Engineer Koperniak explained what a Special Service Area (SSA) was and how the funding worked. Discussed consequences of establishing an SSA.
- Chair Burke endorsed the holistic approach.
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- PUBLIC TESTIMONY OPEN
- - Misty Pepper of the 500 N. Euclid block stated that the data presented was contrary to her own observations at the south end of the block. Speeds are higher than the data indicates. She supports calming.
  - Cherry Kourtney of 500 N. Euclid block stated that mid-block calming measures do not address the primary problem: Drivers speed northbound across Chicago Avenue and fail to slow down after crossing.
  - Julie Noonan of 500 N. Euclid block stated that 11 of 14 residents supported traffic calming measures. Cars speeding northbound across Chicago Avenue when children are present is the problem.
  -
- CLOSE PUBLIC TESTIMONY
- 
- STAFF AND COMMISSIONERS DISCUSSION
- - Thompson asked if mid-point bump outs would help the problem of speeding cars at the corner of Euclid and Chicago. Asked if corner bump-outs might be more effective.
  - McKenna responded that corner bump-outs are primarily intended for pedestrian protection and do not reduce speed at the intersection. McKenna suggested that multiple treatments might be necessary. McKenna explained that the mid-point bump-outs do cause slower speeds on the street. Moving the pinch points could have an effect that is displaced onto surrounding traffic.
  - Stigger observed that the northbound traffic has twice the volume of southbound traffic. Suggested “right turn only” during peak hours. Julliano agreed that it would be effective but would certainly lead to increased violation with all its attendant costs.
  - McKenna estimated a pinch point cost at \$15,000 in response to a question from Chair Burke.
  - Stigger proposed the installation of “Rain Gardens” as pinch-points.

- Moses inquired about prioritization of traffic and about the status of the Neighborhood Traffic Management Plan and the Request For Proposal which was then discussed with Koperniak and Juliano.
- Chair Burke asked if there were any other “tool box” items that might apply and McKenna discussed chicanes and other methods.
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Following a discussion of variables and conditions the commission agreed that a motion in favor of traffic calming in the 500 block of north Euclid should conform to methods agreed upon in the motion for 600 N Euclid. Thompson made the motion which was seconded by Moses. For the record, the 600 N Euclid Avenue block recommendations are as follows:

- 1) Install pinch points. However, if a sufficient number of the block’s residents approve the installation of brick street pavers and agree to pay the added cost, then the Transportation Commission recommends installation of brick street pavers.
- 2) Install temporary pinch-points in order to evaluate their effectiveness.
- 3) Request increased police enforcement of the 500 and 600 blocks of north Euclid Avenue during peak traffic hours.
  - Ayes: Taylor, Stigger, Katner, Thompson, Fink, Moses, Burke
  - Nays: None

The motion passed unanimously.

## 6. PARKING STUDY UPDATE

- John Youkhana, Acting Director of Parking Services presented public testimony, petitions, and other background concerning the effects of the pilot parking program on Village residents.
  - Taylor inquired about outstanding petitions and suggested that all petitions be consolidated.
  - Youkhana, staff and commissioners discussed plans for the program’s next steps.
- PUBLIC TESTIMONY
  - Bob Larson of the 600 block of Home Ave. explained that Oak Park Hospital became much busier after Rush Hospital took over. Parking solutions implemented on the 800 south blocks near the hospital pushed the parking problems onto the east-west streets such as Monroe.

- As full disclosure Burke stated that he instigated the petition to address the parking issue in the 600 block of Wenonah. Moses disclosed her involvement in the petition for the 700 Block of Wisconsin.
- Ann Lockum resides near the corner of Home and Monroe. She stated that the parking problem started when the new Emergency Room opened and hospital employees parked in the area. She described Home Ave as a walking route for school children for whom the added traffic is a problem. The traffic problem has shifted east from the hospital.
- Joe Trajanowski of the 500 south block of Kenilworth presented a petition on behalf of his neighbors. He stated and showed photos demonstrating that Madison Street businesses cause all Kenilworth parking to be taken up.
- Tree Havener of the 500 south block of Kenilworth stated that 3 hour parking was not a solution for problems on Kenilworth. She stated that the street was not appropriate for a bike route.
- Clarence Ward of the 500 south block of Kenilworth stated that the installation of pay stations on Madison has pushed parking onto the side street. Also, the Core Power business misstated its parking capacity. Businesses need to be responsible for customer parking and not neighboring residents.
- Linny Hamburger of the 800 south block of Kenilworth. Passport Parking is functional but everyone know how to use the “secret” 1888 number to bypass the system
- Mark Solock of the 1100 block of Augusta said that he has trouble keeping tenants at his Augusta property due to parking shortages. The closest public lot is 10 to 15 minutes away. He asked that overnight permits should be made available.
  - John Youkhana stated that there was no solution to this problem unless the parking pilot program was extended to this area.
- Jack Chalabian spoke about the Pilot Parking process and asked how its function would be evaluated.
  - A discussion among the commissioners followed on this topic. The commission asked about the evaluation method. The commissioners assume the program will go forward as the pilot has changed the environment.
- John Youkhana gave a closing statement
-

## 7. BIKE PLAN UPDATE

- Koperniak presented the Village Bicycle Plan
- Bike Walk Oak Park, a local bicycle advocacy organization, was represented by Jenna Holzberg and Rachel Poretzky. They offered a professional Power Point presentation which may be viewed on their website.
  - Ron Burke stated for the record that he has participated in the development of both bicycle plans
- As the Bike Walk plan encouraged a “buy in” from District 97, Moses asked if the schools allow students to ride bikes to school.
  - Rachel and Jenna responded that some do and some don’t
- A bike plan will require enhanced connectivity and safe crossings at busy intersections.
- Mike Stewart of the 1100 south block of Grove represented the Oak Park Cycle Club and spoke in support of the Bike Plan effort.
- 

### CLOSE TESTIMONY

- The Commission discussed the Bike Plan and the present bicycling infrastructure in the Village.
  - Moses stated that streets marked for cycling should not be called “Dedicated Bike Lanes”. Bikes share the lanes and she said a different term should be used.
  - Thompson suggested one-way streets and protected bike lanes
  - Burke stated that there would be a trade-off. Better bike lanes would cause a loss of parking.
  - Stigger suggested that bike lanes run along the curb with parking spaced edged out into the street.
  - It was stated that overnight on-street permit parking adds to the difficulty in removing parking from the street
  - Rachel Portetsky stated that there should be a compromise between the ideal and a more realistic agreement with the Village.
  - Taylor compared North Blvd. favorably to Pleasant Ave as a bike route.
  - Burke suggested focusing on residential greenways as connected Bike Routes.
  - Burke requested that Staff do a cost estimate for striping and signage.
    - A broad discussion occurred among the commissioners and the staff regarding the Madison and Kenilworth bike crossing and its relation to the Madison Street Road Diet project.

- Moses requested a review of Complete Streets and a discussion followed about how Greenways and Complete Streets intersect.
- McKenna called on the commission to prioritize its needs as the workload must be managed.
- Jenna suggests the holistic approach to lane markings and other tools. She said inexpensive and impermanent strategies would allow observation and evaluation.
- McKenna suggested \$200,000 as a working budget
- Fink urged the inclusion of OPRF in the plan
- McKenna suggested starting with the high school and expanding out as the budget allows.
- Moses made the motion to implement the bike greenways plan by first concentrating around the OPRF High School area with additional areas if funds are available in 2020 and then plan for the entire Village. Katner seconded the motion.
  - Ayes: Taylor, Stigger, Katner, Thompson, Fink, Moses, Burke
  - Nays: None

The motion passed unanimously.

8. REVIEW REPORT ON STATUS OF WORKING AND NON-WORKING DETECTOR LOOPS AND HOW THEY ARE MAINTAINED AND MONITORED (CONTINUED FROM FEBRUARY 25, 2019 MEETING)

Mike Koperniak gave a presentation on the current status of working and non-working traffic detector loops in the Village of Oak Park. The presentation included a summary of improvements the Village has made this year in terms of software upgrades and preparing a request for proposal for repairing damaged detector loops at various locations. The Commission asked questions and Staff provided answers. Overall, the Commissioners were satisfied with the presentation and the actions being taken by Village Staff.

STIGGER MOVED TO ADJOURN

- Motion seconded by Katner
- Adjourn at 10:10 PM

Recording Secretary, Kevin Cassidy



## Village Of Oak Park

### Transportation Commission Agenda Item

Item Title: <b>Develop The Draft 2020 Transportation Commission Work Plan</b>
<p>Review Date: <u>September 23, 2019</u></p> <p>Prepared By: <u>Michael Koperniak</u></p>
<p><b>Abstract (briefly describe the item being reviewed):</b></p> <p>Every year the Village's commissions and committees develop work plans for the coming year. These plans are reviewed and approved by the Village Board of Trustees. The approved work plans outline the activities that the Village Board wants each commission and committee to perform.</p> <p>The draft plans will be submitted to the Village Manager's Office later this year for review and approval by the Village Board early next year.</p> <p>Included with this agenda item is a copy of the approved 2019 Transportation Commission work plan and a blank template for the draft 2020 work plan. The draft 2020 work plan lists the Commission's 2019 accomplishments as of August 2019. There was no meeting in June.</p> <p>Included in this item is a summary table of approved work plans for the years 2012 through 2019. It can be seen from the table that on average, 42 percent of the work plan items were carried over from the previous year. This is an indication that the work plans routinely include more items than can be finished in a year's time.</p>
<p><b>Staff Recommendation(s):</b></p> <p>In addition to the standard "continue to review parking and traffic issues brought to the Commission by Staff" work plan item, the Commission should develop a list of two to three additional items to include on the draft 2020 work plan.</p>
<p>Supporting Documentation Is Attached</p>

# MEMORANDUM

0919-1  
5.2  
1/1

Date: September 23, 2019

To: Transportation Commission

From: Mike Koperniak, Staff Liaison  
Parking and Traffic Commission M.K.

Re: Staff recommendation to limit Transportation Commission generated work plan items to two or three at the most

Staff is recommending that the Transportation Commission's 2020 work plan be limited to a maximum of two or three items. This is in addition to the one standard recurring item whereby Staff brings items to the Commission for review. Implementing this recommendation would result in the 2020 work plan consisting of three or four items.

A review of the Commission's work plans for the years 2012 through 2019 shows that on average, each work plan consists of 9.375 work plan items. Of these work plan items, 42 percent of the items on any given year's work plan were carried over from the previous year.

Staff is of the opinion that by limiting the number of Commission generated work plan items to two or three per year, there is a good chance that all of the work plan items for the year can be completed by the end of the year.

Ideally, due to Staff work-loads, meeting cancellations, and unanticipated meeting agenda items, two Commission generated work plan items per year would be ideal. One could be completed during the first half of the year and the second could be completed during the second half of the year.

Year	standard annual recurring item brought by Staff	carried over from previous year	new item	total number of approved work items for the year	completed standard items plus Commission developed items
2012	1	1	7	9	12
2013	1	3	4	8	6
2014	1	5	0	6	8
2015	1	4	5	10	7
2016	1	3	6	10	9
2017	1	2	8	11	7
2018	1	5	7	13	6
2019	1	5	2	8	11
Average	1.000	3.500	4.875	9.375	8.250
		42%	58%		

## Draft 2019 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on January 14, 2019

### 2019 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> <li>• Parking</li> <li>• Traffic</li> <li>• Transportation related items referred by the Board from other Commissions</li> <li>• Various school traffic plans</li> </ul>	<ul style="list-style-type: none"> <li>• Improved utilization and efficiency of on-street and off-street parking resources</li> <li>• Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way.</li> <li>• Improved level of safety for school children walking to and from school</li> </ul>	These are recurring annual projects	from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	Evaluate Parking Pilot Program after 180 days with periodic interim status reports	<ul style="list-style-type: none"> <li>• Review results of parking pilot plan developed for the area bounded by South Boulevard, Oak Park Avenue, Harrison Street, and Harlem Avenue.</li> <li>• If necessary, recommend changes to the plan based upon results</li> <li>• Determine whether the Parking Pilot Program has met its objectives.</li> </ul>	Start data collection in January of 2019 with evaluation to take place in the 3rd quarter of 2019	

## Draft 2019 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on January 14, 2019

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
Recommendations	Evaluate 3 key street intersections to improve a pedestrian's safety and experience	<ul style="list-style-type: none"> <li>• Improve the level of safety for pedestrians moving about in key street intersections</li> <li>• Improve the physical environment in key street intersections in order to encourage increased pedestrian usage</li> </ul>	Start in the 1st quarter and finish by the 3rd quarter of 2019	
Recommendations	Receive updates on PACE's and CTA's flag to posted stop policy in the Village and on bus stop accessibility in general (carried over from 2018 work plan)	<ul style="list-style-type: none"> <li>• Coordinate with all public transit agencies to facilitate bus stop spacing within the Village.</li> <li>• Enhance bus stop accessibility for all users, by making all bus stops to fully comply with ADA standards.</li> <li>• Provide the minimum bus stop length, based on the respective public transit agency requirements.</li> </ul>	1st quarter of 2019	
Recommendations	Review update of Village's Bicycle plan and its implementation (carried over from 2018 work plan)	<ul style="list-style-type: none"> <li>• Make Village more bike friendly</li> <li>• Prioritize streets for implementing the plan</li> <li>• Review how bike plan interacts with Village's 5-year capital improvement plan program</li> <li>• Implement a public education campaign</li> <li>• Engage the public to improve and accelerate implementation of the bike plan</li> <li>• Review why Divvy Bike Program failed</li> <li>• Increase the level of bike sharing</li> </ul>	Start in 1st quarter and finish by 3rd quarter of 2019	
Recommendations	Review Safe Walking Routes to Schools and Parks (carried over from 2018 work plan)	<ul style="list-style-type: none"> <li>• Improve the pathway of students and other pedestrians to/from the respective school</li> <li>• Determine if changes to the existing plan(s) are warranted</li> <li>• Review oldest active school plan</li> </ul>	Complete by 4th quarter of 2019	

## Draft 2019 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on January 14, 2019

Recommendations	Develop Neighborhood Traffic Management Plan (NTMP) (carried over from 2018 work plan)	<ul style="list-style-type: none"> <li>• Takes approved traffic calming toolbox and incorporates it into a complete management plan</li> <li>• Provides an objective and consistent way to respond to and manage traffic problems</li> </ul>	Start in 1st quarter and complete by 4th quarter of 2019	
Recommendations	Review report on status of working/nonworking detector loops and how they are maintained and monitored (carried over from 2018 plan)	<ul style="list-style-type: none"> <li>• Inform the Transportation Commission about the status, extent and workings of the Village's vehicle detector loop system</li> <li>• Educate the Transportation Commission on what detector loops are and how they work</li> </ul>	Complete by 1st quarter of 2019	

2018 Completed Initiatives as of September 2018 (no meetings in May, June, and August)

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	Work with Village Board of Trustees on comprehensive parking study	The review of the parking study was completed and recommendations submitted to the Village Board of Trustees for action at its May 14th and July 16th, 2018 meetings. This item was discussed at 7 of 8 Transportation Commission meetings between January and July of 2018.

## Draft 2019 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on January 14, 2019

Recommendations	Reviewed a petition for all-way stop signs at the Adams and Kenilworth intersection	The Transportation Commission recommended upgrading to all-way stop signs along with other ancillary recommendations. The Village Board concurred with this recommendation at its May 7, 2018 meeting.
Recommendations	Reviewed a petition for all-way stop signs at the Cuyler and Iowa intersection	The Transportation Commission recommended to deny the petition. The Village Board concurred with this recommendation at its May 21, 2018 meeting.
Recommendations	Reviewed a petition for daytime parking restrictions on the 500 N. Humphrey block	The Transportation Commission recommended to install a 2 HR 9AM-5PM Monday-Friday daytime parking restriction on the east side of the street. The Village Board concurred with this recommendation at its July 9, 2018 meeting.
Recommendations	Reviewed proposed Irving School transportation safety plan	The Transportation Commission made several recommendations for implementing the Irving School transportation safety plan. The Village Board concurred with the recommendations at its July 30, 2018 meeting.
	Reviewed petition for traffic calming devices on the 1200 blocks of N. Lombard and Taylor Avenues	The Transportation Commission recommended the installation of a mid-block lane choker. This item has not yet been reviewed the Village Board of Trustees as of September 24, 2018.

*TRANSPORTATION COMMISSION*

0919-1
5.3
4/5

# Draft 2019 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on January 14, 2019

## Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2019 Initiatives & On-Going Projects

**Column 1:** Provide enabling language for your commission by topic. Use exact references only.

**Column 2:** List your 2019 Initiatives/projects you propose to the Village Board.

**Column 3:** Indicate what outcomes your project will produce.

**Column 4:** Indicate the proposed time frame for this project, including one which may be multi-year.

**Column 5:** If required for your project, indicate your proposed budget for this project.

Chart Two: 2018 Accomplishments

**Column 1:** Provide enabling language for your commission by topic. Use exact references only.

**Column 2:** List your 2018 Accomplishments

**Column 3:** Indicate what outcomes you achieved

# Draft 2020 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

## 2020 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> <li>• Parking</li> <li>• Traffic</li> <li>• Transportation related items referred by the Board from other Commissions</li> <li>• Various school traffic plans</li> </ul>	<ul style="list-style-type: none"> <li>• Improved utilization and efficiency of on-street and off-street parking resources</li> <li>• Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way.</li> <li>• Improved level of safety for school children walking to and from school</li> </ul>	These are recurring annual projects	from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training



# Draft 2020 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)

# Draft 2020 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

2019 Completed Initiatives as of August 2019 (no meetings in June)

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	Evaluate Parking Pilot Program after 180 days with periodic interim status reports	Three interim status reports have been provided in March, May, and August.
Recommendations	Evaluate 3 key street intersections to improve a pedestrian's safety and experience	This item has been discussed at two meetings. Four intersections were chosen for evaluation: Lake & Scoville, Oak Park & Garfield, Oak Park & Adams, Oak Park & Augusta. Evaluation is still underway as of September 2019.
Recommendations	Review update of Village's Bicycle plan and its implementation (carried over from 2018 work plan)	This item was discussed at four meetings. A Commission recommendation was made to concentrate on bicycle plan improvements around OPRF High School. This recommendation still needs to be presented to the Village Board of Trustees.
Recommendations	Develop Neighborhood Traffic Management Plan (NTMP) (carried over from 2018 work plan)	This item was reviewed in February. no further action on this item since then.
Recommendations	Review report on status of working/nonworking detector loops and how they are maintained and monitored (carried over from 2018 plan)	This item was initially reviewed in February and a follow-up review was had in August. The Transportation Commission is satisfied with the outcomes from the August report.

## Draft 2020 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

Recommendations	Petition For Daytime Parking Restrictions On The 1000 Block Of South Scoville Avenue	Recommendation was made to install three hour parking restrictions on the 1000 block of South Scoville Avenue Monday through Friday between 9am and 5pm.
Recommendations	Petition for a traffic calming device at the intersection of Adams Street and Wisconsin Avenue	Recommendation was made to approve the All-way Stop at Adams and Wisconsin and to include continental crosswalk striping on all four legs of the intersection.
Recommendations	Petition for a traffic calming device at the intersection of Kenilworth Ave. & Lexington St.	Recommendation was made to install four-way stop signs at Kenilworth and Lexington with high visibility crosswalks on all legs.
Recommendations	Petition for implementation of a traffic calming device on the 1150 block of Home Ave.	A Motion was made to table this item in order to collect more traffic data on 1150 block of Home Ave and Montessori school, with additional enforcement and mobile speed unit.
Recommendations	Petition to remove daytime parking restrictions on the 1150 S. Elmwood Avenue block	This item was reviewed in May. A Motion was made to table this item
Recommendations	Petition for implementation of a traffic calming device on the 600 block of N. Euclid Avenue	Recommendations were made to (1) Install pinch points. However, if a sufficient number of the block's residents approve the installation of brick street pavers and agree to pay the added cost, then the Transportation Commission recommends installation of brick street pavers. (2) Install temporary pinch-points in order to evaluate their effectiveness. (3) Request increased police enforcement of the 500 and 600 blocks of north Euclid Avenue during peak traffic hours.

# Draft 2020 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on \_\_\_\_\_

Recommendations	Petition for implementation of a traffic calming device on the 500 block of N. Euclid Avenue	Recommendations were made to (1) Install pinch points. However, if a sufficient number of the block's residents approve the installation of brick street pavers and agree to pay the added cost, then the Transportation Commission recommends installation of brick street pavers. (2) Install temporary pinch-points in order to evaluate their effectiveness. (3) Request increased police enforcement of the 500 and 600 blocks of north Euclid Avenue during peak traffic hours.
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## Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

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**Column 4:** Indicate the proposed time frame for this project, including one which may be multi-year.

**Column 5:** If required for your project, indicate your proposed budget for this project.

Chart Two: 2019 Accomplishments

**Column 1:** Provide enabling language for your commission by topic. Use exact references only.

**Column 2:** List your 2019 Accomplishments

**Column 3:** Indicate what outcomes you achieved

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

**Item Title: Review update of Village's Bicycle plan and its implementation  
(continued from 08/26/2019 meeting)**

Review Date: September 23, 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.

At its August 26, 2019 meeting, the Commission members continued reviewing this item and recommended that the first items of the 2015 bike plan to be implemented should be for those around OPRF High School. Specifically on Erie Street between Ridgeland and Kenilworth Avenues and on Scoville Avenue between Lake Street and Chicago Avenue.

Staff subsequently performed a cost estimate of implementing these item using dollar costs as found in the 2015 bike plan. This cost estimate is being presented tonight for review.

**Staff Recommendation(s):**

Staff recommends that the Transportation Commission concur with the provided cost estimate and that the recommended selected greenway segments be submitted to the Village Board of Trustees for inclusion in the Village's 2020 capital improvement program for implementation in 2020.

Supporting Documentation Is Attached

# MEMORANDUM

0919-1  
6.2  
1/3

Date: September 23, 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 08/26/2019 meeting)

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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 reviewed this item at its March, July, and August meetings.

At its August 26th meeting, the Commission reviewed the results of the Commission member's visits to the neighborhood greenway road segments. The Commission also listened to a presentation by Bike Walk Oak Park, a local bicycle advocacy group. The primary purpose of the August 26th meeting was for the Commission to prioritize the greenway segments for improvements. After considerable discussion, the Commission voted unanimously to recommend to first improve the greenway segments around OPRF high School in 2020, with additional segments still to be determined if additional funding is available.

Specifically, the recommended greenway segments around OPRF High School are Scoville Avenue between Lake Street and Chicago Avenue, and Erie Street between Ridgeland and Kenilworth Avenues.

Staff subsequently set out to develop a cost estimate to improve these road segments. All information used to develop the cost estimate was taken from the 2015 Neighborhood Greenways System Study report. Following is a summary of the results.

Exhibit 6.3 is a slide from the Bike Walk Oak Park presentation that shows the greenway segments around OPRF High School.

Exhibit 6.4 is a map showing the recommended greenway segments in relation to the entire Village. This map highlights the greenway segments of Scoville Avenue between Lake Street and Chicago Avenue, and Erie Street between Ridgeland and Kenilworth Avenues that are around OPRF High School.

Exhibit 6.5 is a tabular summary of each intersection or segment within the recommended segments. The information found in columns 'Intersection', 'Topology', 'Existing Conditions', 'Near-term Recommendations', and 'Long-Term Recommendations' was taken from the study report pages Neighborhood Greenways Facilities section as found on pages 117 through 132.

Exhibit 6.5 shows the estimated minimum and maximum Near-Term costs to improve the recommended segments. It can be seen that the estimated total cost ranges between \$87,250 and \$213,690. The cost range is due to using the study report's minimum and maximum estimated unit prices for the various improvements.

Exhibit 6.6 shows the quantity and cost calculations used to arrive at the minimum and maximum Near-Term costs shown in Exhibit 6.5. The 'A' through 'H' unit price source code for the minimum and maximum unit prices refers to the unit prices as found in exhibit 6.7 Study Components.

Exhibit 6.7 Study Components is taken from the study report and covers the various available toolbox improvements along with their estimated minimum and maximum unit prices.

Exhibit 6.8 Neighborhood Greenways Application describes the study report's recommended improvements at the various locations.

Exhibit 6.9 Neighborhood Greenways Facilities provides the source of information for exhibit 6.5.

### **Summary and Conclusion**

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.

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.

The Transportation Commission has now identified several specific neighborhood greenway segments from the study report to recommend as the first to be implemented in the Village's 2020 adopted budget. These segments are Scoville Avenue between Lake Street and Chicago Avenue, and Erie Street between Ridgeland and Kenilworth Avenues.

A cost estimated has been developed which shows that it would cost between \$87,250 and \$213,690 to implement the improvements on the recommended greenway segments. This range mostly falls within the recommended fiscal year 2020 budget the sum of \$200,000 for bicycle boulevard improvements.

Staff recommends to the Transportation Commission that it recommend to the Village Board of Trustees that the neighborhood greenway segments of Scoville Avenue between Lake Street and Chicago Avenue, and Erie Street between Ridgeland and Kenilworth Avenues be recommended for inclusion in the Village's adopted 2020 fiscal budget under the heading: Project = Bicycle Boulevard Improvements, Priority Code = D, Category = Infrastructure Improvements

The end



# Other Prioritized Points on Greenways

## OPRF High School

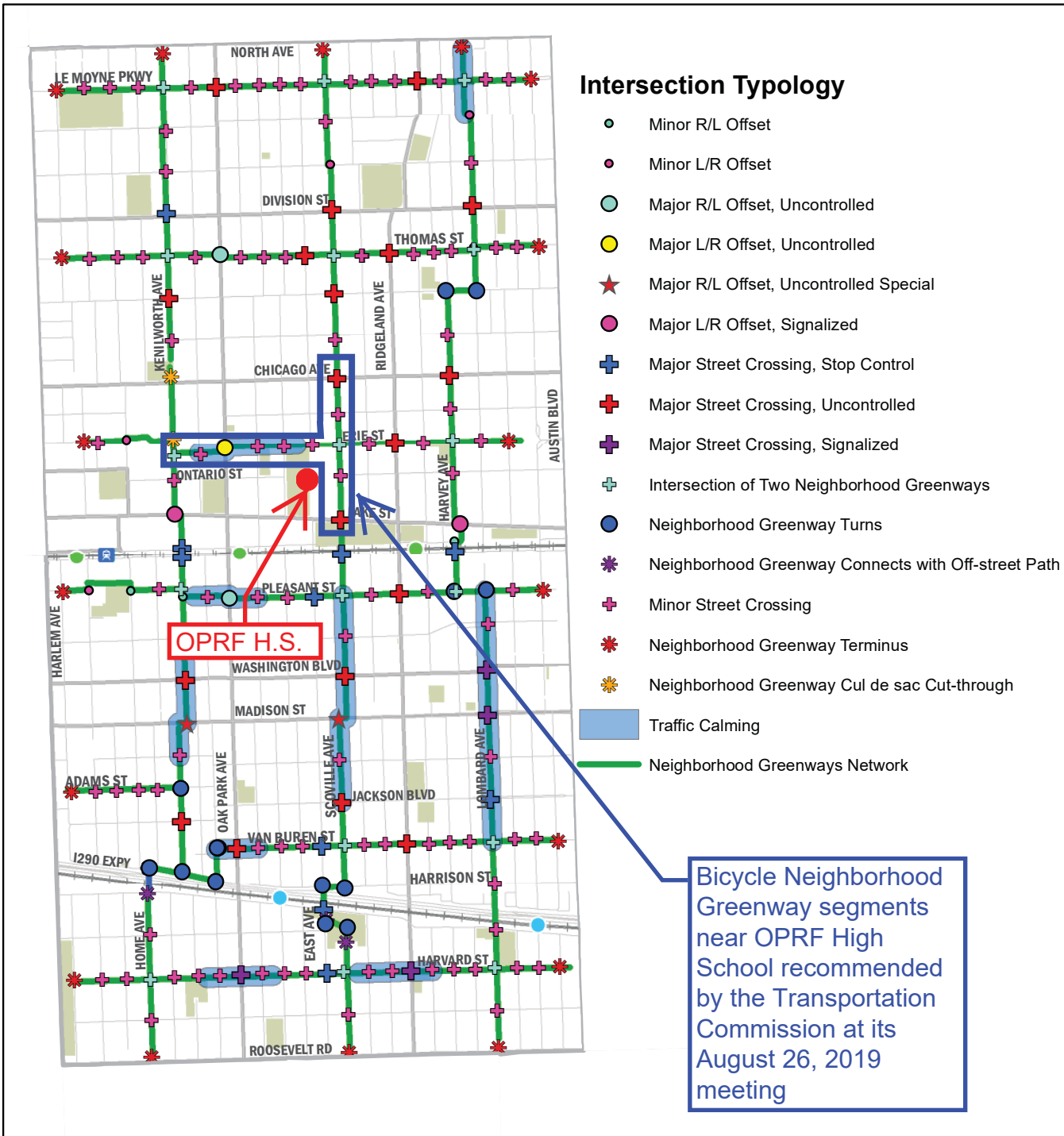
- ▶ Scoville between Lake and Erie
- ▶ Erie between Ridgeland and Kenilworth
- ▶ Fair Oaks and Chicago Avenue.

**Bike Walk**  
*Oak Park*

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# Intersection Typology - All

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



Information taken from pages 122 through 132 of the 2015 Neighborhood Greenways System Study							Estimated Near-Term Costs	
Number	Intersection	Topology	Existing Conditions	Near-Term Recommendation	Long Term Recommendation	Min Total Cost	Max Total Cost	
1	Scoville/Fair Oaks & Chicago	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.	\$ 3,400	\$ 7,760	
2	Scoville & Superior	minor street crossing	All way stop.	Use standard tools.		\$ 1,900	\$ 8,900	
3	Scoville & Erie	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. (on Scoville between Ontario and Erie only)		\$ 18,750	\$ 44,700	
4	Scoville & Ontario	minor street crossing	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. (on Scoville between Lake and Ontario only)		\$ 18,800	\$ 44,850	
5	Scoville & Lake	major street crossing, uncontrolled	A diverter on the north side of Scoville prevents vehicles from making left turns onto Lake	Retain diverter and allow bicycles to continue south on Scoville. (improvements at this intersection to be performed on the 2020 Lake Street Project)	Remove diverter and replace with a center median with bicycle and pedestrian cutthroughs on Lake Street. Between Lake Street and North Boulevard, convert parking to back-in angle parking.	\$ -	\$ -	
6	Erie & Ridgeland	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.	<b>Note: IDOT denied a Village request to install RRFB signals in November 2018.</b>	\$ 1,900	\$ 8,900	
7	Erie & Elmwood	minor street crossing	All-way stop.	Use standard tools.		\$ 1,900	\$ 8,900	
8	Erie & East	minor street crossing	East dead ends with one-way stop.	Use standard tools.		\$ 1,900	\$ 8,900	
9	Erie & Linden	minor street crossing	All-way stop.	Use standard tools.		\$ 1,900	\$ 8,900	
10	Erie & Euclid	minor street crossing	All-way stop.	Use standard tools.		\$ 1,900	\$ 8,900	
11	Erie & Oak Park	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.		\$ 8,300	\$ 19,580	
12	Erie & Grove	minor street crossing	Two-way stop on Grove.	Use standard tools.		\$ 1,900	\$ 8,900	
13	Erie & Kenilworth	intersection of two neighborhood greenways neighborhoods greenway turns	Erie dead ends into Kenilworth and has a one-way stop.	Use standard tools.		\$ 1,900	\$ 8,900	
14	Erie - East to Linden	midblock traffic calming	no parking anytime on the north side of Erie only	Install mid-block chicanes and/or wayfinding and pavement markings		\$ 5,700	\$ 6,400	
15	Erie - Linden to Euclid	midblock traffic calming	parking allowed on both sides of Erie	Install mid-block chicanes and/or wayfinding and pavement markings		\$ 5,700	\$ 6,400	
16	Erie - Euclid to Oak Park	midblock traffic calming	parking allowed on both sides of Erie	Install mid-block chicanes and/or wayfinding and pavement markings		\$ 5,700	\$ 6,400	
17	Erie - Oak Park to Grove	midblock traffic calming	no parking anytime on the north side of Erie only	Install mid-block chicanes and/or wayfinding and pavement markings		\$ 5,700	\$ 6,400	
						estimated minimum and maximum total cost	\$ 87,250	\$ 213,690

Cost Estimate Quantity Calculations				unit price	minimum	maximum	minimum	maximum									
		quantity	unit	source	unit price	unit price	total cost	total cost									
standard tools for intersections	• Neighborhood Greenways Crossing Signs	2	each	A	\$ 50	\$ 150	\$ 100	\$ 300									
	• Neighborhood Greenways Pavement Markings	4	each	B	\$ 200	\$ 500	\$ 800	\$ 2,000									
	• Advisory Bike Lanes	400	foot	C	\$ 1	\$ 12	\$ 400	\$ 4,800	4 legs at 100 foot per leg								
	• Speed Limit 20 MPH Signs	4	each	D	\$ 50	\$ 150	\$ 200	\$ 600									
	• Intersection Daylighting	8	each	E	\$ 50	\$ 150	\$ 400	\$ 1,200									
							\$ 1,900	\$ 8,900									
intersection crossing markings	green thermoplastic pavement markings	480	sq ft	F	\$ 5	\$ 12	\$ 2,400	\$ 5,760	Chicago Ave is 40 feet wide x 6 feet wide marking x 2 sides of street								
	stencil	4	each	G	\$ 250	\$ 500	\$ 1,000	\$ 2,000									
							\$ 3,400	\$ 7,760									
Contraflow bike lane	green thermoplastic pavement markings	3,600	sq ft	F	\$ 5	\$ 12	\$ 18,000	\$ 43,200	1 block = 600 feet x 6 feet wide markings								
	stencil	3	each	G	\$ 250	\$ 500	\$ 750	\$ 1,500	3 per block								
							\$ 18,750	\$ 44,700									
Contraflow bike lane	green thermoplastic pavement markings	3,600	sq ft	F	\$ 5	\$ 12	\$ 18,000	\$ 43,200	1 block = 600 feet x 6 feet wide markings								
	stencil	3	each	G	\$ 250	\$ 500	\$ 750	\$ 1,500	3 per block								
	do not enter except bicycles sign	1	each	A	\$ 50	\$ 150	\$ 50	\$ 150									
							\$ 18,800	\$ 44,850									
major left/right	wayfinding signage	2	each	H	\$ 50	\$ 150	\$ 100	\$ 300									
uncontrolled offset intersection	green thermoplastic pavement markings	1,440	sq ft	F	\$ 5	\$ 12	\$ 7,200	\$ 17,280	120 feet long x 6 feet wide markings x 2 each								
	stencil	4	each	G	\$ 250	\$ 500	\$ 1,000	\$ 2,000									
							\$ 8,300	\$ 19,580									
mid-block traffic calming	wayfinding signage	2	each	H	\$ 50	\$ 150	\$ 100	\$ 300	per block								
	stencil	2	each	G	\$ 250	\$ 500	\$ 500	\$ 1,000									
	advisory bike lanes	850	feet	C	\$ 6	\$ 6	\$ 5,100	\$ 5,100	1 block = 425 feet with 2 lanes per block and Avg. UP = (\$1 + \$12								
							\$ 5,700	\$ 6,400									

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# STUDY COMPONENTS

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## NEIGHBORHOOD GREENWAYS TOOLBOX

This chapter includes a toolbox that highlights best practices in bicycle-focused facilities and amenities to calm traffic and create safe crossings grouped into seven categories:

### STANDARD TOOLS

A consistent approach to be used throughout Oak Park's Neighborhood Greenways Network providing a unique identity and raising awareness of drivers and cyclists.

### INTERSECTION TOOLS

Distinctive treatments applied where Neighborhood Greenways cross streets with high traffic volumes will emphasize the presence of bicyclists, and reduce crossing distance to boost safety and convenience.

### TRAFFIC CALMING

Innovative design elements on street segments with high traffic volumes and fast moving vehicles will safeguard cyclists and provide a calmer environment for all users of the road.

### PRIORITIZED BIKE TRAVEL

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

### VEHICLE VOLUME REDUCTION

New design features will discourage cut-through automobile traffic, but maintain motor vehicle access for residents who live along the selected routes.

### UNIQUE IDENTITY

Custom signage and pavement markings will encourage cyclists to fully use the Neighborhood Greenways system and remind drivers to share the road.

### GOING THE DISTANCE

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

## APPLICATION: TYPOLOGIES AND MAPS

The Neighborhood Greenways network includes more than 200 intersections and crossings. To simplify recommendations, this plan groups intersections into typologies and applies appropriate tools to each. These include:

### OFFSET INTERSECTIONS

---

Minor Right/Left Offset

---

Minor Left/Right Offset

---

Major Right/Left Offset

---

Major Left/Right Offset

---

## 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

**A** \$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

**B** \$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-foot wide. Advisory lanes should be at least 5-foot 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

**C** \$5,000 to \$63,000 per mile

\$5,000 per mile = \$0.95 per foot. Round to \$1 per foot

\$63,000 per mile = \$11.94 per foot. Round to \$12 per foot

Average = \$6.50 per foot. Round to \$6 per foot



**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), bikemiami.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

**D** \$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.

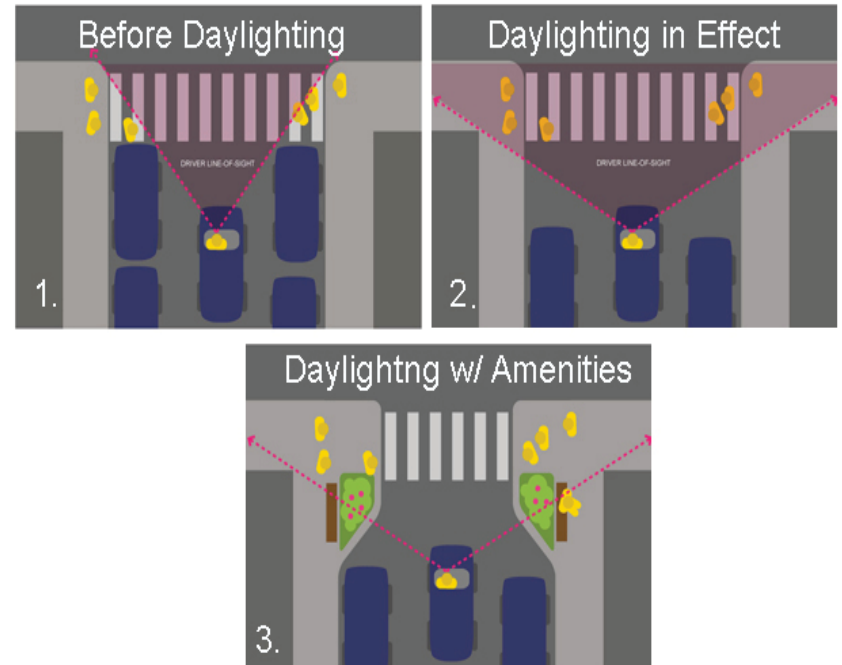
### Benefits

Increases cyclist visibility at intersections.

Provides a dedicated space for cyclists to maneuver offset intersections.

### Cost

**E** \$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: streetwiki.com

## 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

**F** \$5 to \$12 per square foot for thermoplastic.

**G** \$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.

## 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

**H** \$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>

# NEIGHBORHOOD GREENWAYS APPLICATION

This study identifies several common design typologies to be used in the Oak Park Neighborhood Greenways Network. Each typology is based on a barrier to comfortable cycling for people of all ages. The barriers include:

---

**Offset intersections:** offset intersections require cyclists to make two turning movements to stay on the Neighborhood Greenway network. Often times, they cross major streets at unsignalized locations, which creates additional challenges for cyclists. This plan identifies several types of offset intersections in Oak Park and gives recommended treatments to create a more comfortable crossing.

---

**Neighborhood Greenways turns:** in several locations, Neighborhood Greenways turns in order to create better connectivity. This plan includes design treatments for locations where this happens.

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**Greenway connects with off-street facility or cul de sac:** in some locations, the Neighborhood Greenways system uses a cul de sac as a cut-through. This plan includes design recommendations for wayfinding and for improved visibility of cyclists using these locations.

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**Intersection of two Neighborhood Greenways:** where two Neighborhood Greenways intersect, this plan provides recommendations for wayfinding.

---

**Traffic calming:** Additional traffic calming may be necessary in certain locations in the Village. This plan identifies a design strategy to be used should traffic calming be implemented.

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The map included on the following page provides an overview of the Neighborhood Greenways network and locations for the various typologies. Subsequent pages include further details on each typology, diagrams, and additional maps.

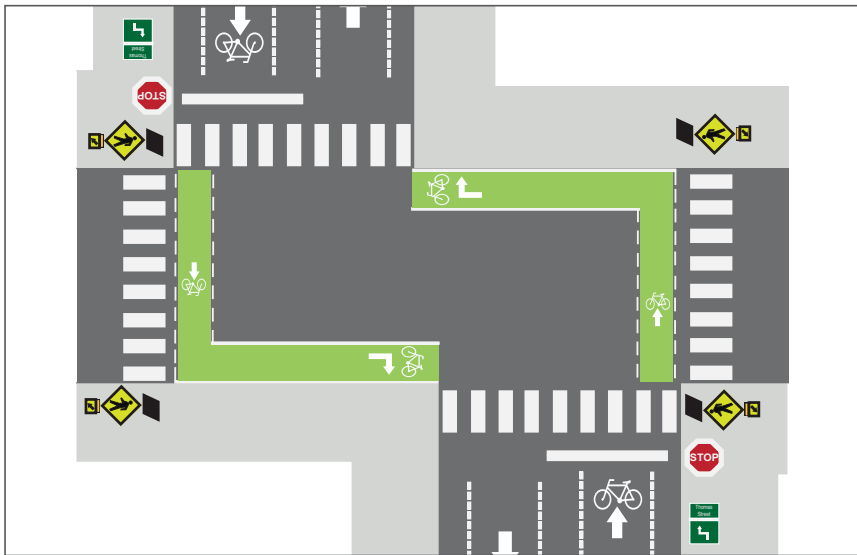
# Offset Intersections: Major Left/Right Uncontrolled

RELEVANT INTERSECTIONS INCLUDE:

Erie Street and Oak Park Avenue

TOOLS INCLUDE:

- Wayfinding signage
- Intersection crossing markings
- Bike lanes with turn arrows
- Rectangular Rapid Flashing Beacon (preferred)
- Neighborhood Greenways pavement marking with green paint and directional arrow (optional)



## Intersection Typology - Major Left/Right Offset, Uncontrolled

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



# Major Street Crossings: Uncontrolled

## RELEVANT INTERSECTIONS INCLUDE:

Fair Oaks Avenue and Division Street

Fair Oaks Avenue and Augusta Street

Fair Oaks Avenue and Chicago Avenue

Harvey Avenue and Chicago Avenue

Kenilworth Avenue and Augusta Street

Kenilworth Avenue and Washington Boulevard

Kenilworth Avenue and Jackson Boulevard

Lombard Avenue and Division Street

Pleasant Street and Ridgeland Avenue

Scoville Avenue and Lake Street

Scoville Avenue and Jackson Boulevard

Scoville Avenue and Washington Boulevard

Thomas Street and East Avenue

Thomas Street and Ridgeland Avenue

Van Buren Street and Oak Park Avenue

Van Buren Street and Ridgeland Avenue

LeMoynes Parkway and Oak Park Avenue

LeMoynes Parkway and East Avenue

LeMoynes Parkway and Ridgeland Avenue

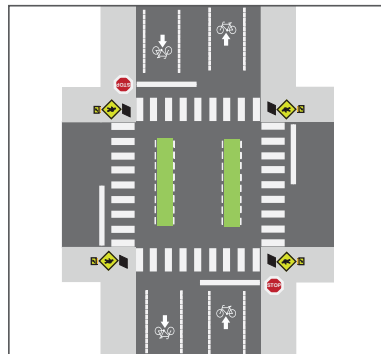
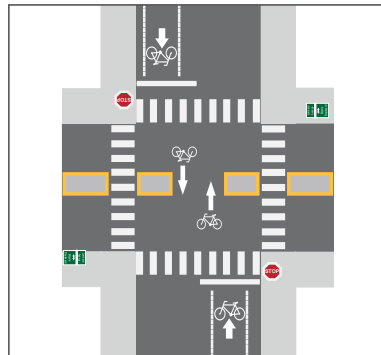
## TOOLS INCLUDE:

Neighborhood Greenways Crossing Signs

Bicycle and Pedestrian Median Refuge Island

Neighborhood Greenways pavement markings with green paint and directional arrow (optional)

Rectangular Rapid Flashing Beacon (optional)

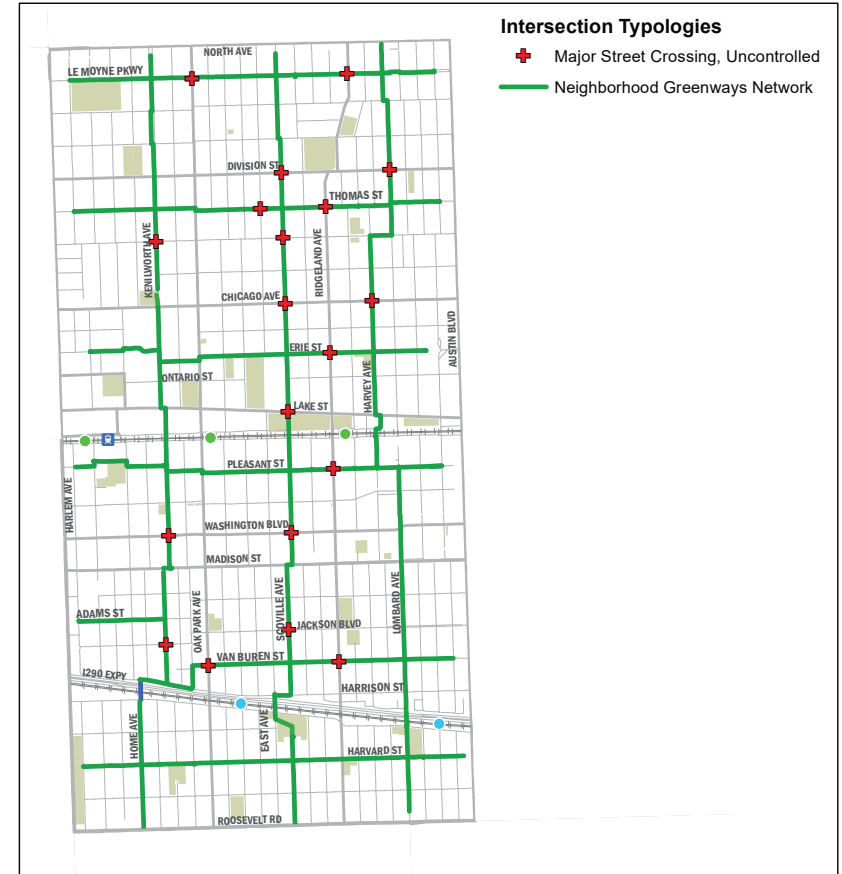


## Intersection Typologies - Major Street Crossings, Uncontrolled

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



0 0.25 0.5 1 Miles



# Minor Street Crossings: Intersection of Two Neighborhood Greenways

## RELEVANT INTERSECTIONS INCLUDE:

Erie Street and Scoville Avenue

Erie Street and Harvey Avenue

Fair Oaks Avenue and LeMoynes Parkway

Fair Oaks Avenue and Thomas Street

Harvard Street and Home Avenue

Harvard Street and Scoville Avenue

Harvard Street and Lombard Avenue

Kenilworth Avenue and Lemoyne Avenue

Kenilworth Avenue and Thomas Street

Kenilworth Avenue and Erie Street

Kenilworth Avenue and Pleasant Street

Lombard Avenue and LeMoynes Parkway

Lombard Avenue and Thomas Street

Lombard Avenue and Van Buren Street

Pleasant Street and Scoville Avenue

Pleasant Street and Harvey Avenue

Pleasant Street and Lombard Avenue

Scoville Avenue and Van Buren Street

## TOOLS INCLUDE:

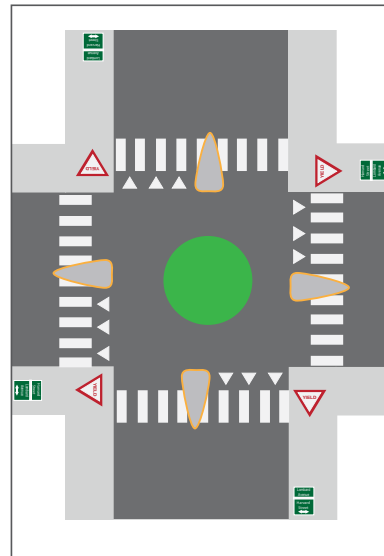
Wayfinding signage

Mini Roundabout (optional, long-term)

Splitter Island (optional, long-term)

Yield signs (optional, long-term)

Neighborhood Greenways pavement marking with directional arrow (optional)



## Intersection Typologies - Intersection of Two Neighborhood Greenways

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



0 0.25 0.5 1 Miles





# Minor Street Crossings: Neighborhood Greenways Turns

## RELEVANT INTERSECTIONS INCLUDE:

Augusta Avenue and Harvey Street

East Avenue and Harvard Street

Erie Street and Kenilworth Avenue

Kenilworth Avenue and Harrison Street

Lombard Avenue and Augusta Avenue

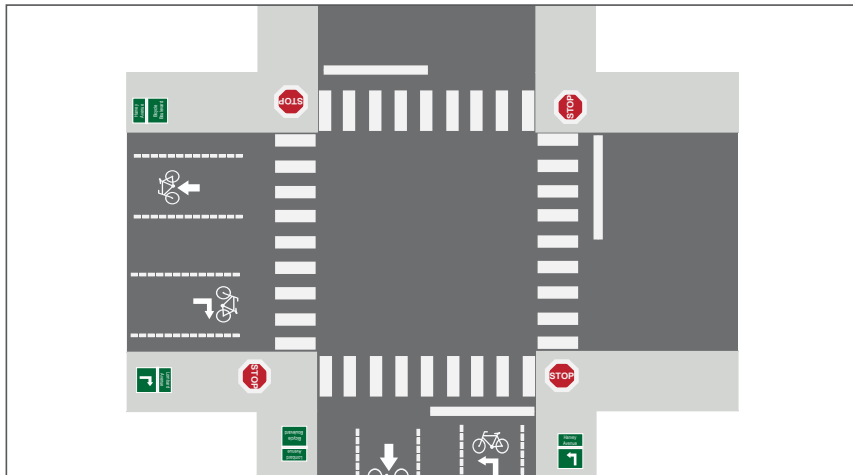
Scoville Avenue and Harrison Street

Scoville Avenue and East Avenue

## TOOLS INCLUDE:

Wayfinding Signage

Neighborhood Greenways pavement markings with directional arrow (optional)



# Intersection Typology - Neighborhood Greenways Turns

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



0 0.25 0.5 1 Miles



## Intersection Typology

- Neighborhood Greenways Turns
- Neighborhood Greenways Network

# Minor Street Crossings:

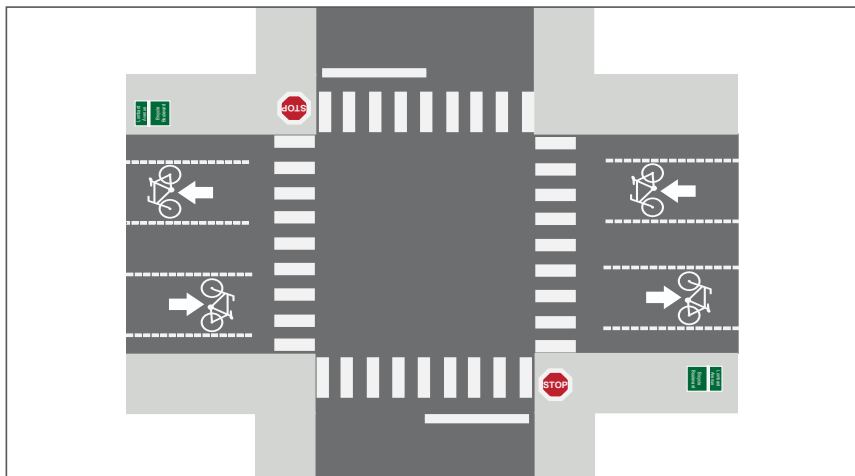
# Intersection of Neighborhood Greenway and Local Street

**RELEVANT INTERSECTIONS INCLUDE:**

The majority of streets in the Neighborhood Greenways network meet this criteria. See the map on the following page for a complete list.

**TOOLS INCLUDE:**

- Wayfinding Signage
- Neighborhood Greenways pavement markings with directional arrow (optional)
- No stop sign on Neighborhood Greenways (optional)

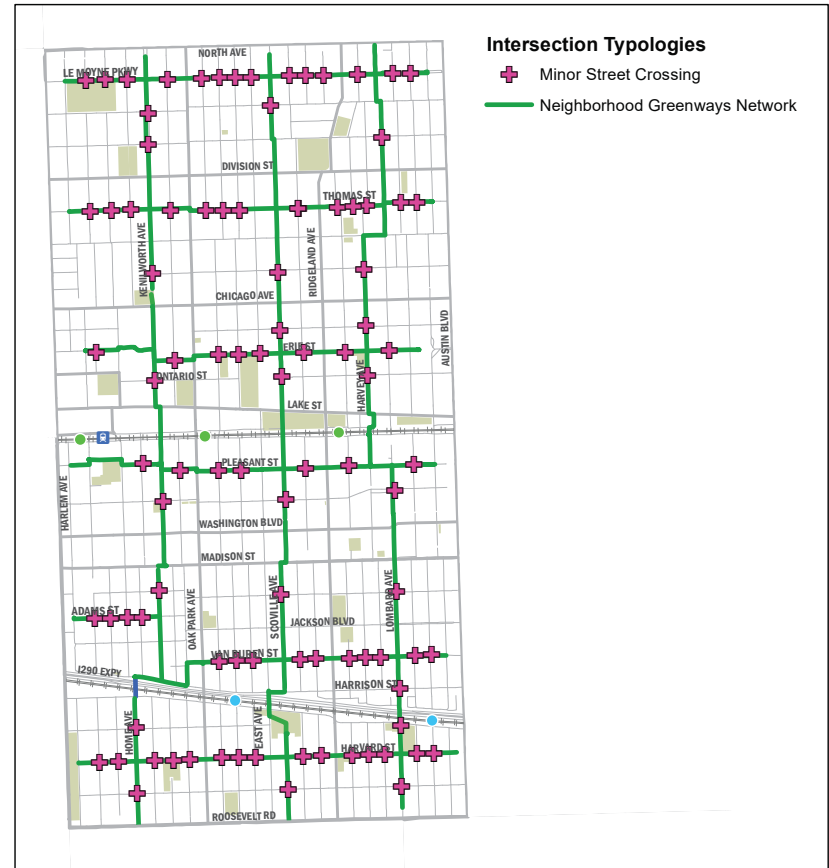


## Intersection Typologies - Minor Street Crossings

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



0 0.25 0.5 1 Miles



# Mid-Block Improvements: Traffic Calming

## RELEVANT SEGMENTS INCLUDE:

Erie Street and Euclid Avenue

Erie Street and Linden Avenue

Erie Street and Oak Park Avenue

Harvard Street and Oak Park Avenue

Harvard Street and Ridgeland Avenue

Harvard Street and Grove Street

Harvard Street and Euclid Avenue

Harvard Street and Gunderson Avenue

Harvard Street and Elmwood Avenue

Home Avenue and Pleasant Street

Home Avenue and Randolph Street

Home Avenue and Washington Boulevard

Home Avenue and Madison Street

Home Avenue and Monroe Street

Lombard Avenue and Washington Boulevard

Lombard Avenue and Madison Street

Lombard Avenue and Jackson Boulevard

Lombard Avenue and LeMoine Parkway

Lombard Avenue and Randolph Street

Lombard Avenue and Adams Street

Pleasant Street and Oak Park Avenue

Pleasant Street and Grove Avenue

Pleasant Street and Euclid Avenue

Scoville Avenue and Madison Street

Scoville Avenue and Pleasant Street

Scoville Avenue and Randolph Street

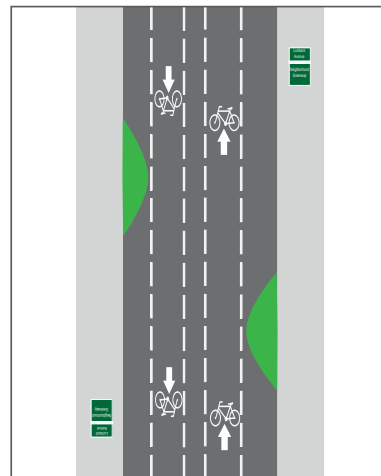
Scoville Avenue and Adams Street

Scoville Avenue and Washington Boulevard

## TOOLS INCLUDE:

Chicanes

No stop sign on Neighborhood Greenways (optional)



## Intersection Typologies - Traffic Calming

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



0 0.25 0.5 1 Miles



■ Traffic Calming  
— Neighborhood Greenways Network

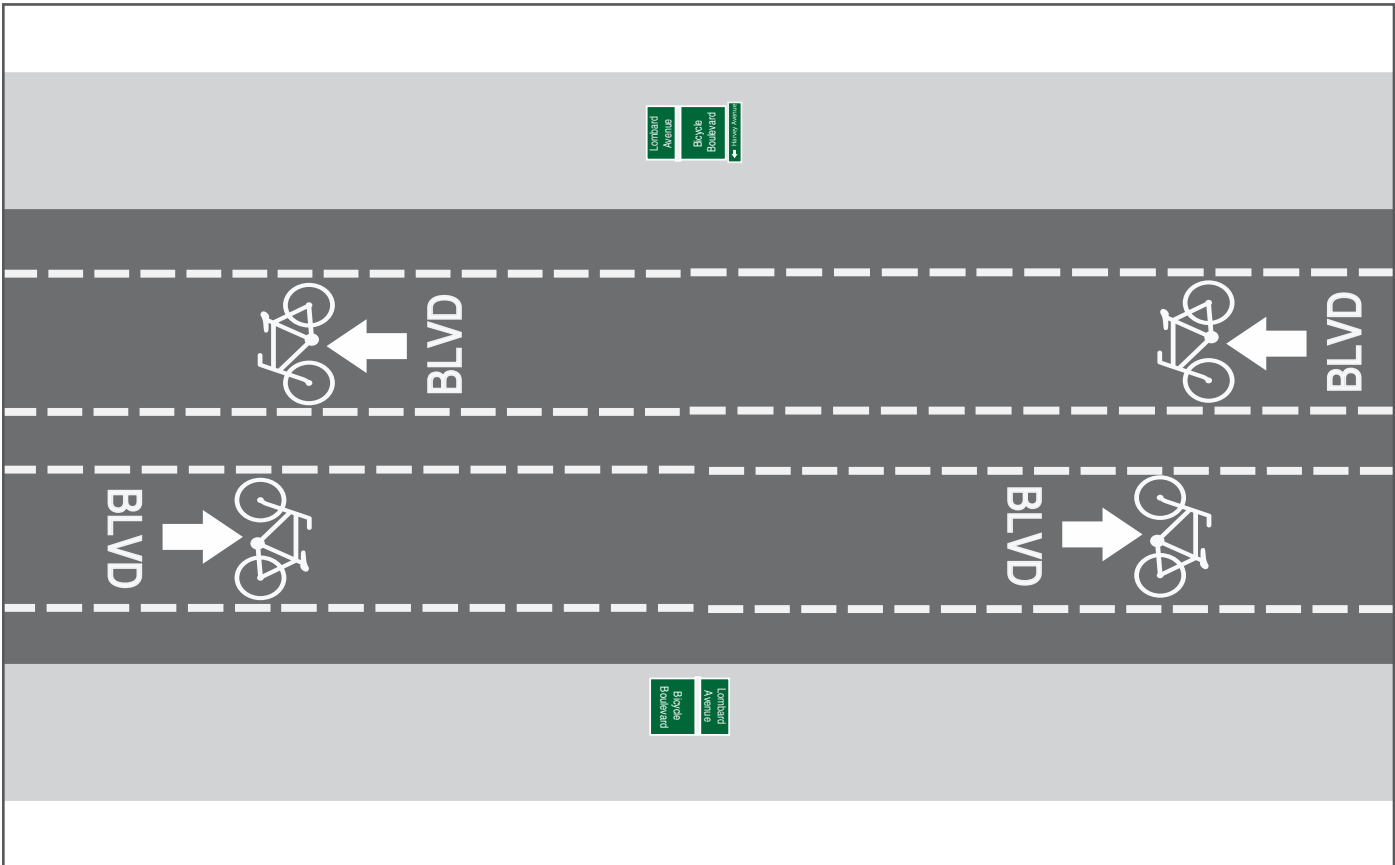
# Mid-Block Improvements: Wayfinding and Pavement Markings

**RELEVANT SEGMENTS INCLUDE:**

For Use throughout the Neighborhood Greenways network.

**TOOLS INCLUDE:**

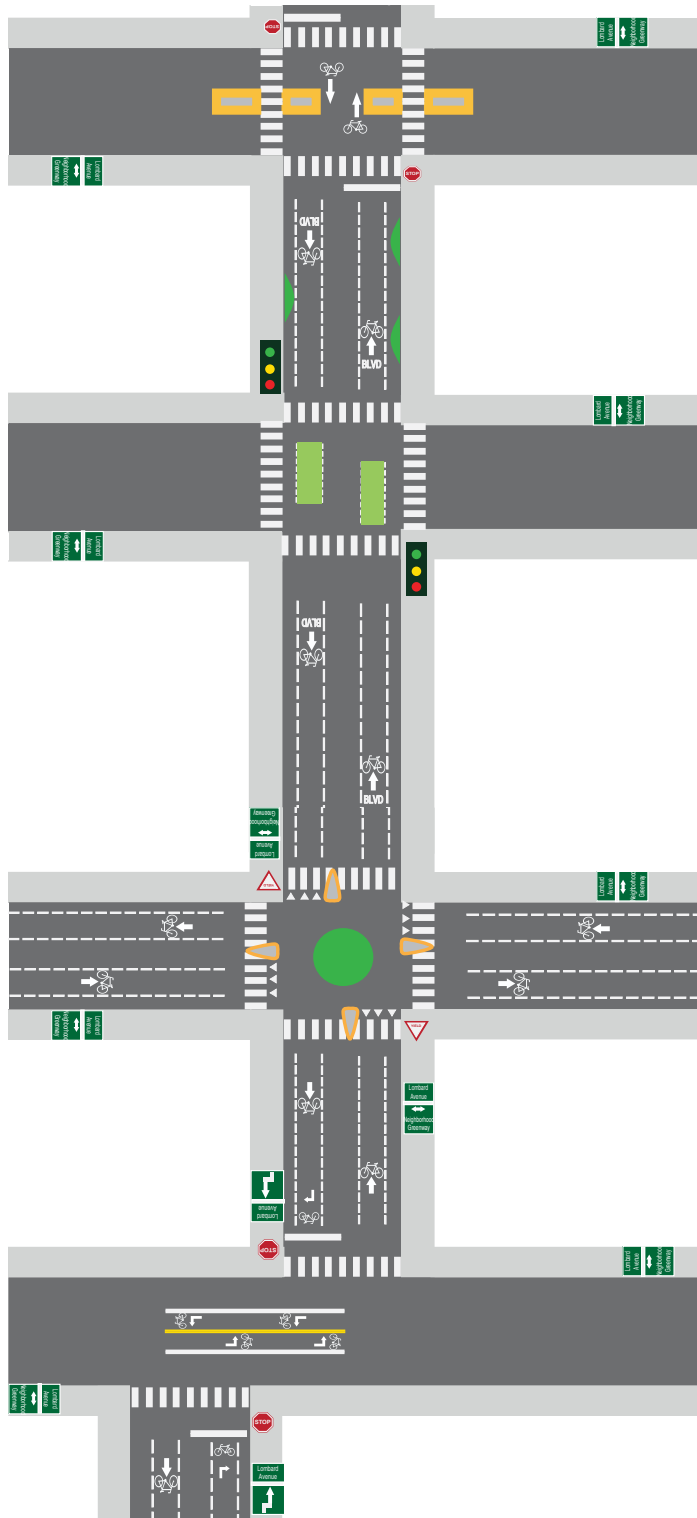
- Wayfinding/confirmation signage
- Neighborhood Greenways pavement markings with directional arrow (optional)



# Neighborhood Greenways Put Together

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The illustration on this page depicts a various treatments that can be used along a Neighborhood Greenway by typology.



Major Street Crossing, Uncontrolled with bicycle and pedestrian center median and Neighborhood Greenways crossing signs.

Mid-block traffic calming with chicanes, advisory bike lanes and Neighborhood Greenways pavement markings.

Major Street Crossing, Signalized with intersection pavement markings and Neighborhood Greenways crossing signs.

Neighborhood Greenways pavement markings.

Intersection of two Neighborhood Greenways with mini roundabout, diverters, and wayfinding signage.

Neighborhood Greenways pavement markings.

Minor, Offset intersection with bi-directional bicycle-only left turn lane, Neighborhood Greenways Pavement markings, and wayfinding signage.

Neighborhood Greenways pavement markings.

# NEIGHBORHOOD GREENWAYS FACILITIES

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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:

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**Existing conditions:** An overview of the current intersection design.

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

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

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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.	

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.			



TABLE 2H	Fair Oaks/Scoville Avenue Neighborhood Greenway						
	Cross Street	Application	Existing Condition	Near-Term Recommendation	Long-Term Recommendation	Alternative Recommendation	Summary
Fair Oaks Avenue	North Avenue	Terminus of the Neighborhood Greenway	Terminus of the Neighborhood Greenway	Mark route with Neighborhood Greenway ends/begins.			
Fair Oaks Avenue	LeMoyne Parkway	Intersection of two Neighborhood Greenways	Two-way stop on LeMoyne.	Use standard tools.	Install mini roundabout with wayfinding signage.		
Fair Oaks Avenue	Greenfield Street	Minor street crossing.	Two-way stop on Fair Oaks.	Use standard tools.			
Fair Oaks Avenue	Berkshire Street	Minor Left/Right Offset, Uncontrolled	Fair Oaks is slightly offset. Berkshire has a two-way stop.	Use intersection crossing markings to guide cyclists through intersection.			
Fair Oaks Avenue	Division Street	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Division is an arterial with a bike lane and no control for pedestrians and cyclists crossing.	Add intersection crossing markings across Division Street.	Consider installing a RRFB on arterial with bicycle loop detectors.		
Fair Oaks Avenue	Thomas Street	Intersection of Two Neighborhood Greenways	Two-way stop on Fair Oaks.	Use standard tools.	Install mini roundabout with wayfinding signage.		
Fair Oaks Avenue	Augusta Street	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Augusta is a collector with no control for pedestrians and cyclists crossing.	Add intersection crossing markings across Augusta.	If crossings are too difficult for cyclists, install RRFB on Augusta.		
Fair Oaks Avenue	Iowa Street	Minor street crossing.	Two-way stop on Iowa Street.	Use standard treatments.			
Fair Oaks Avenue	Chicago Avenue	Major Street Crossing Uncontrolled	Two-way stop on Fair Oaks. Chicago is an arterial with bike lanes.	Add intersection crossing markings across Chicago Avenue.	Consider installing a RRFB on arterial with bicycle loop detectors.		
Scoville Avenue	Superior Street	Minor street crossing	All way stop.	Use standard treatments			
Scoville Avenue	Erie Street	Intersection of Two Neighborhood Greenways	All-way stop. Adjacent to a school.	Mark contraflow bike lane on north-bound lane of Scoville, between Lake and Erie			
Scoville Avenue	Ontario Street	Intersection of Neighborhood Greenway and Local Street	Ontario dead-ends into Scoville with a one-way stop. On the approach to Lake Street, a diverter prevents traffic from heading northbound.	Add a Do Not Enter Except Bicycles sign on the diverter. Install a contraflow bike lane on the one-way segment north of the diverter.			
Scoville Avenue	Lake Street	Major Street Crossing Uncontrolled	A diverter on the north side of Scoville prevents vehicles from making left turns onto Lake	Retain diverter and allow bicycles to continue south on Scoville.	Remove diverter and replace with a center median with bicycle and pedestrian cut-throughs on Lake Street. Between Lake Street and North Boulevard, convert parking to back-in angle parking.		
Scoville Avenue	North Boulevard	Minor Street Crossing	North Boulevard dead ends at Scoville.	Use standard tools.			
Scoville Avenue	South Boulevard	Major Street Crossing Stop Controlled	Two-way stop on Scoville.	Mark intersection crossing markings through the intersection.			

Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1564	08/03/18	JAJ	08/03/19	08/03/18	?	Request for speed bumps in alley		no Trans Com involvement necessary Item closed due to no resident response in 1 year
1565	08/03/18	JAJ	08/03/19	08/06/18	?	Request for speed bump in alley and street on the 1100 block of N Taylor Ave		Item closed due to no resident response in 1 year
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. no Trans Com involvement necessary
1567	08/06/18	JAJ	08/06/19	08/06/18	?	Request for alley speed bumps		Item closed due to no resident response in 1 year no Trans Com involvement necessary
1568	08/06/18	JAJ	08/07/18			Request for crosswalk markings on Ridgeland Ave at Pleasant St		TWO #12753 written on 08/07/2018 no Trans Com involvement necessary
1569	08/23/18	JAJ	10/17/18	08/30/18	09/24/18	Request for alley speed bumps		TWO 12769 written on 10/17/2018 no Trans Com involvement necessary
1570	08/29/18	JAJ	08/29/19		?	Traffic concerns about the Chicago/Grove intersection		Item closed due to no resident response in 1 year
1571	09/04/18	JAJ				Safety concerns in alley in back of Beyond Properties		
1572	09/05/18	JAJ	09/05/19		?	Traffic issues in alleys adjacent to Madion St, Austin Blvd and Humphrey Ave		no Trans Com involvement necessary Item closed due to no resident response in 1 year
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	09/06/19		09/24/18	Parking and traffic issues at Iowa & Kenilworth during arrival/dismissal time periods for Holmes School		Item merged with Holmes School TSP no Trans Com involvement necessary
1575	09/06/18	JAJ	09/06/19		?	More noticeable signage on Euclid Ave at Washington Blvd to reduce violation rates		Staff reviewed, no additional signage necessary
1576	09/10/18	JAJ	09/10/19		?	Traffic/parking issues on the 800 block of S Scoville		Item closed due to no resident response in 1 year
1577	09/12/18	JAJ	09/12/19		?	Requesting traffic calming at intersection of Jackson Blvd & East Ave		Item closed due to no resident response in 1 year
1578	09/17/18	JAJ				Request to review Julian Middle School traffic safety plan		
1579	09/20/18	JAJ	9/20/201			Safety concerns regarding Ridgeland Ave traffic @ Van Buren		
1580	09/20/18	JAJ		10/12/18	08/27/19	Request for traffic calming petition for Fillmore & Euclid		
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
						change the way ped push buttons		MJK notified street lighting about

Parking and Traffic Action Item Activity Summary									Grayed out row indicates the item has been completed and closed
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1587	10/15/18	MJK	10/17/18			work so that they activate immediately when pressed		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 requested by McKenna via email	
1598	12/12/18	MJK	12/18/18			review pedestrian safety at South Blvd & Marion intersection		recommendations submitted to McKenna on 12/18/2018	
1599	12/18/18	JAJ				traffic issues on 1100 block of Lyman Ave		explained petition process, would send petition 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	
								no Trans Com involvement necessary	

Parking and Traffic Action Item Activity Summary									Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition	
1610	03/28/19	JAJ	04/12/19			traffic issues on North at Madison due to parked vehicles		TWO #12807 written on 04/22/2019	
1611	04/04/19	MJK				request for traffic signals at Jackson and Cuyler		email forwarded 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			
1622	05/15/19	JAJ		05/15/19		Traffic calming petition for intersection of Oak Park Ave & LeMoyné Pkwy			
1623	05/16/19	JAJ		05/16/19		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 traffic & 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			
								no Trans Com involvement necessary	

Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1633	06/21/19	JAJ				crash history for North Ave & Woodbine Ave		
1634	06/24/19	JAJ		06/24/19	07/26/19	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	08/27/19	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		
1638	07/01/19	JAJ	08/27/19	07/01/19	08/27/19	request for STOP signs at Fillmore/Euclid		Item merged with Item 1580.
1639	07/01/19	JAJ				request to reinstall speed bump in 900 Forest alley and reinstall missing ONE WAY sign.		
1640	07/03/19	JAJ	07/05/19			request for NO IDLING signs in alley adjacent to Salemos due to moving truck idling		no Trans Com involvement necessary Forwarded to DCS with detailed info
1641	07/03/19	JAJ				concerns RE veh/ped interaction @ EW alley N of Roosevelt & Gunderson because construction		no Trans Com involvement necessary
1642	07/05/19	JAJ				requesting traffic calming on Jackson between Harlem to Oak Park Aves		
1643	07/10/19	JAJ		07/10/19		Request for speed hump in 500 block of S Humphrey & 1 block of Austin		no Trans Com involvement necessary
1644	07/12/19	JAJ	07/25/19			Request for DEAD END signs on 1200 N Marion		no Trans Com involvement necessary TWO #12831 written on 07/25/2019.
1645	07/22/19	JAJ	07/24/19			Request for tree trimming at NS alley btwn Kenilworth & Grove at LeMoyné Pkwy		no Trans Com involvement necessary TWO #12830 written on 07/24/2019
1646	07/30/19	JAJ			07/30/19	Traffic calming petition for the 1150 block of Lyman		
1647	08/02/19	JAJ	08/05/19			Request to change from 2 WAY to CROSS TRAFFIC DOES NOT STOP plaque under STOP sign		no Trans Com involvement necessary TWO #12835 written on 08/05/2019
1648	08/14/19	JAJ		08/15/19	08/22/19	request for NO THRU TRAFFIC signs & speed bumps on 500 S Lombard alley		no Trans Com involvement necessary TWO 12836 written on 08/15/2019
1649	08/16/19	JAJ				request for crosswalk pavement markings on Jackson Blvd at Scoville Ave		no Trans Com involvement necessary
1650	08/20/19	JAJ			08/21/19	traffic calming petition for the 1150 block of Clinton		
1651	08/27/19	JAJ				traffic calming petition for the intersection of East Ave & Greenfield St		
1652	08/28/19	JAJ	08/28/19			request for CROSS TRAFFIC DOES NOT STOP plaques on Thomas at Kenilworth		no Trans Com involvement necessary TWO #12839 written on 08/28/2019.
1653	08/30/19	JAJ	09/12/19			Check the ordinance for Lincoln School to close Harvard St during school - notify them		no Trans Com involvement necessary Village Engineer talked to the school.
1654	09/09/19	JAJ			09/09/19	traffic calming petition for 200 block of N Lombard Ave		
1655	09/09/19	JAJ		09/11/19		concerns re: traffic on the 1150 block of S Cuyler Ave		



# Memorandum

0919-1  
OE2  
1/1

Date: September 23, 2019

To: Transportation Commission

From: Mike Koperniak, Engineering Division MK

Re: Village Board of Trustees action on Transportation Commission  
recommendations thru 09/09/2019 inclusive

The Village Board of Trustees did not review any Transportation Commission recommendations at its July 22nd through September 9th meetings.