



# AGENDA

VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
TUESDAY, JUNE 13, 2023 – 7:00PM  
COUNCIL CHAMBERS – VILLAGE HALL

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- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Meeting Minutes
  - 3.1) April 11, 2023 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment – up to 15 minutes

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to [transportation@oak-park.us](mailto:transportation@oak-park.us), indicating an intent to speak at the meeting or including a statement to be read into the record. Requests must be received no later than 90 minutes prior to the start of the meeting. Written comments also may be placed in the Oak Park Payment Drop Box across from the south entrance to Village Hall, 123 Madison St., no later than the day prior to the meeting.

- 5) New Business
  - a) Petition to Install Traffic Calming Device at the Intersection of Clarence Ave & Adams St
  - b) Petition to Add On-Street Overnight Permit Parking from 10PM to 6AM to the East Side of the 100 block of North Elmwood Ave (from Lake St to the East Alley Only). **FOR DISCUSSION PURPOSES ONLY**
- 6) Old Business
  - a) None
- 7) Adjourn

DRAFT Meeting Minutes  
Transportation Commission  
Tuesday, April 11, 2023 – 7:00 PM  
Council Chambers - Village Hall

1. Call to Order

Chair Burke called the meeting to order at 7:03 PM.

Roll Call

Present: Camille Fink, Jenna Holzberg, Julie Johnston-Ahlen, Brian Straw, Ron Burke

Absent: None

Staff: Staff Liaison Jill Juliano

2. Agenda Approval

Commissioner Straw made a motion to approve the agenda. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

3. Approval of the Draft March 14, 2023 Transportation Commission Meeting Minutes

Commissioner Holzberg made a motion to approve the draft March 14, 2023 Transportation Commission meeting minutes. It was seconded by Commissioner Straw. The motion was approved 4 to 0 by a voice vote, with one abstention (Commissioner Johnston-Ahlen).

4. Non-Agenda Public Comment

Jason Nudelman spoke about issues he experiences while trying to cross the Ontario St and Harlem Ave intersection during his commute to work. He explained that the beg buttons trigger both legs of the intersection, so if you don't push it at the right time, it triggers a walk signal for the unintended intersection. He also mentioned that drivers turning southbound onto Harlem Ave often do not yield to pedestrians and he gets stuck in the intersection while trying to cross, including tonight while commuting to this meeting. He asked that the Village consider installing bump-outs at this intersection as he believes they would make it easier for pedestrians to cross the street.

This comment was mistakenly thought to be for an agenda item and was therefore given at the end of the meeting.

5. Old Business

5a) PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 200 BLOCK OF NORTH LOMBARD AVE (CONTINUATION FROM THE MARCH 14<sup>TH</sup> TRANSPORTATION COMMISSION MEETING)

Staff Liaison Jill Juliano shared background information on the item and provided a recap of the information that was discussed at the March 14, 2023 meeting. Based on public testimony and the fact that Erie St is part of the Neighborhood Greenways network, the Commission asked staff at the previous meeting to come back with additional temporary options for the Commission to consider. The first option presented by staff included temporary bump-outs on the southern leg of N Lombard Ave and the western leg of Erie St, as well as an upgrade to a continental crosswalk or high-visibility crosswalk markings on the western leg. The second option included a temporary bump out on the southern leg of N Lombard Ave and an upgrade to a continental crosswalk or high-visibility crosswalk markings on the western leg. Both options will employ the use of paint and posts (pavement markings and delineators), which will likely be installed by a contractor as staff does not have experience with the new type of pavement markings that would be used.

Following the presentation, the Commission asked questions regarding the item. Below is a summary of the questions and staff responses.

Q: Are the green markings for bike lanes not MMA (methyl methacrylate)? A: Yes, but all of the ones I've been involved with have been done by others.

Q: There aren't four bump-outs, only three? A: We discussed the options and what is necessary based on what the concerns were and where the majority of the pedestrians were crossing. Since N Lombard Ave is a collector street, it's important make sure that traffic is not impacted in a way that diverts it to adjacent residential streets.

Q: Is the estimated cost per bump-out? A: No, the majority of it is to have a contractor come out. Once we're able to do this in-house, the cost will obviously go down.

Q: With option one, could there be an implementation that would allow for spacing so that bikes could pass through the painted section? A: I don't think you'd want that because this is for protection. The idea is for this to be like a bump-out and we wouldn't want a vehicle or a bicycle to go through it.

Q: If the Commission ultimately goes with option one as its recommendation, do you expect there to be a competing recommendation from staff? A: I don't think it would necessarily be a competing option, but I think the differences between the two and any concerns would be mentioned.

Q: Why does staff prefer option two over option one? A: It's about the fact that a bike lane might eventually be put in here and a bump-out on Erie St would then impact that bike lane.

The Commission discussed the following topics:

- The importance of considering the Greenways Plan, but not allowing it to constrain what implementations can be done at intersections that run along the Greenways
- If a bike lane will even be necessary on this section of Erie St
- The importance of all aspects and modes of the Greenways Plan, not just those related to bicycling
- How to best improve the safety of this intersection without substantially impacting the safety of surrounding streets

Martha Irvine suggested that speed bumps might be helpful since they are so close to Austin Blvd. She also mentioned that she is in favor of raised crosswalks, additional Police presence, and speed monitoring if those might still be options. She also noted that the crossing guard at N Ridgeland Ave and Erie St deserves a medal because she is amazing and saves a lot of kids from trouble. Commissioner Straw asked if she had a preferred option and she responded that she'd prefer option one to see what kind of impact it has, especially since it's temporary.

Commissioner Straw made a motion to recommend option one with the addition of the use of temporary speed radar signs as they are available on this block of N Lombard Ave. It was seconded by Commissioner Holzberg.

The roll call vote was as follows:

Ayes: Straw, Holzberg, Fink, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 5 to 0.

## 6. New Business

### 6a) PETITION TO INSTALL A TRAFFIC CALMING DEVICE AT THE INTERSECTION OF EAST AVENUE AND GREENFIELD STREET

Staff Liaison Juliano shared background information on the item, including when the petition was submitted and that it exceeded the number of points required on the scoring table to be presented to the Commission. The reasons for the petition include concern regarding pedestrian safety as motorists speed on East Ave, drivers on Greenfield St



erroneously think that it's an all-way stop intersection, and because it is one block east of St Giles, lots of pedestrians and cars go through the intersection. She then explained the speed and volume data that was collected. Crash data and collision diagrams were also presented to the petition. Based on their findings, staff's recommendation includes 1) upgrading from two-way to all-way stop signs at the intersection of East Ave and Greenfield St, 2) deploying portable speed radar signs, and 3) upgrading to a continental or high visibility crosswalk on the southern leg of the intersection.

Commissioner Straw requested that source data be included in the agenda packets for all future petitions. Staff clarified that it is always included in the agenda that is posted online but is not generally included in the printed agenda packet for Commissioners in an effort to not waste paper as it can be extensive. Chair Burke confirmed that it is helpful information but doesn't need to be in the printed packet.

Following the presentation, the Commission asked questions regarding the item. Below is a summary of the questions and staff responses.

Q: Why not use bump-outs on the south side if there are all those pedestrians? A: We feel that the stop sign will be more than enough with regard to protecting the pedestrians. We try to consider the situation and make a recommendation that will be effective at eliminating the issue, without causing additional issues. The concerns along East Ave were more about the speeds and lack of a stop sign than pedestrian safety.

Q: If we're not using it to control speed in general, is the issue that there's confusion there and that's what we're seeing with the accidents? A: It's partially that, but that wasn't specifically called out in the crash reports that I saw.

Q: In addition to staff's recommendation, why wouldn't also applying the paint and post treatment be appropriate here to close the crossing distance and provide a visual reminder to drivers that even though this is a collector street, it is still residential? A: What we're looking at is effectively dealing with the concerns and issues that come up for a particular location based on the data we collect. Based on the data collected for this particular one, the crash rate was above the critical crash rate so we're calling for stop signs, which will also help protect pedestrians.

Q: Are there speed tables farther north on East Ave coming off North Ave? A: Yes. They're on Columbian Ave, East Ave, Linden Ave, and Euclid Ave.

Q: Despite those speed tables, we're still seeing considerable speeding on these streets? A: Coming southbound, yes.

Q: What is the cost for the bump-out? A: It would be about \$5,000-10,000, most of which would be to have a contractor come out to do the work. Once we're able to start doing it in-house, that cost will go down.

Q: Would there be a reduced cost to do both intersections at the same time? A: That's likely, but I can't tell you what that cost would be.

The Commission discussed the following topics:

- If the changes in driver behavior post-pandemic should be factored in to Commission recommendations moving forward since the baseline seems to have changed
- The differences in traffic data between 2017 and 2022
- Considering the benefits of bump-outs
- That vehicle crashes can be an indicator of unsafe environments for pedestrians
- If a stop sign alone will be effective given that there is a church and school in the neighborhood
- Speeding in north Oak Park
- If budget should be a consideration since there are so many petitions in the queue

Ryan McCarthy mentioned that he believes the bigger issues are speeding and the intersection. Because of the close proximity and unobstructed access to North Ave, a lot of Uber drivers use their block to get to and from North Ave and they are often less familiar with the locations of stop signs and tend to speed quickly down the block. He noted that he and his neighbors have experienced or witnessed many near misses.

Jonathan Biag noted his surprise that East Ave is designated as a collector street since he was under the impression from attending a previous Transportation Commission meeting that Columbian Ave was the collector street since they have a traffic signal at North Ave. He also mentioned that because Columbian Ave is one-way southbound during the beginning of the school day, that likely diverts a lot of traffic onto their street. The residents of this block have dealt with this for many years and the primary focus here should be the safety of all of the children and the pedestrians in the area. He thinks the stop signs would be great and if any additional measures could be taken to make it safer for the kids on the block to play, that would be wonderful.

Brad Ginn lives on the corner and shared that he sees near misses almost daily. There are also frequent unreported accidents, including one involving a teenager who was clipped while riding his bike. He explained that he was present to advocate for a four-way stop because based on his observations, the people approaching on Greenfield St don't realize that East Ave doesn't have a stop sign and that is causing these accidents. He recognizes that speeding is also present and hopes that can be addressed, but his main request is for a four-way stop.

Michael Raines shared that he approves of staff's recommendation. His son walks to St Giles every morning and is always talking about how cars are driving really fast. He hopes that measures can be put in place before another accident occurs.

Thom Carpenter spoke about the changes he's seen to the block over the 42 years he's lived there. His children grew up playing and riding bikes in the street and now it's not even safe for kids to play in their yards. He spoke about an incident with a speeding car that lost control and went up onto a neighbor's yard and mentioned that shortly after the incident, a new family moved in with children who often play in the front yard. Had children been playing in that yard when the incident occurred, he believes they would have been killed. He hopes that the excessive speeding can be addressed before a child is hurt. He also shared that he often comes off North Ave and down Columbian Ave and the speed table there is ridiculous, doesn't impede traffic, and may even entice drivers to go faster to go it.

Kelsey Begley moved to Oak Park from Seattle and noted that pedestrians are regarded in a completely different way here and it can take 10 minutes to cross the street because cars just don't stop for pedestrians. She shared her support for any additional measures that could improve pedestrian safety and asked that the Commission do as much as they can.

Gwendolyn Walski shared that she won't let her eight-year-old daughter walk alone to her friend's house, which is a block away, because of how dangerous it is to cross this intersection. She expressed her support for both the four-way stop and the bump-outs.

Staff Liaison Juliano read the one written public testimony aloud. The comment, in its entirety, is attached to these minutes.

Commissioner Straw made a motion to accept staff's recommendation with the addition of paint and posts in a format similar to option two from the prior agenda item on the southern leg of East Ave. It was seconded by Commissioner Holzberg.

The roll call vote was as follows:

Ayes: Straw, Holzberg, Fink, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 5 to 0.

## 7. Adjourn

With no further business, Commissioner Straw made a motion to adjourn the meeting. It was seconded by Commissioner Fink. Prior to the vote, Chair Burke congratulated Commissioner Straw on being elected to the Village Board. The motion was approved by a unanimous voice vote.

The meeting adjourned at 8:41 PM.

Submitted by:  
Anna Muench  
Administrative Assistant- Engineering

**Juliano, Jill**

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**From:** Anthony Giorgi [REDACTED]  
**Sent:** Tuesday, April 11, 2023 8:33 AM  
**To:** Transportation  
**Subject:** Petition for Traffic Calming, April 11

Hello,

My name is Anthony, and I am a resident of the [REDACTED] block of Columbian Avenue. I am writing to express support for implementing traffic calming measures at the intersection of East Avenue and Greenfield Street.

Specifically, my impression is that the intersection should be converted to a four-way stop with the addition of stop signs controlling the East Avenue.

My support is based on personal experience, having been involved in a collision at the intersection in October 2021. My vehicle, traveling northbound, was struck by a car that failed to stay stopped at the eastbound stop sign. The collision caused major vehicular damage and minor injury. Given the time of day (school drop off), the outcome could have been far worse.

Installing stop signs to control East Avenue would lessen the confusion of commuters, especially those attempting to travel east-west. Adding a stop sign would also make it safer for those attempting to reach St. Giles-whether walking, biking, or driving- during peak commute times.

I do not believe that other measures, such as speed feedback signs, would as effectively reduce the risk of driver error as ins currently exists at the partially-controlled intersection.

Respectfully,  
Tony

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

<b>Item Title: <b>Petition to Implement a Traffic Calming Measure at the Intersection of Clarence Avenue and Adams Street</b></b>
Review Date: <u>    June 12, 2023    </u>
Prepared By: <u>    Steven Pautsch    </u>
Abstract (briefly describe the item being reviewed):  On July 29, 2020 the Village of Oak Park received a petition to install all-way stop signs at the intersection of Clarence Avenue and Adams Street. Resident concerns include: speeds of traffic along Adams Street given that there are no stop controls on the Clarence Avenue approaches, increased traffic along Adams Street.  At tonight’s meeting, Civiltech Engineering, Inc. will present the collected traffic data, and public testimony will be taken. The Transportation Commission may concur with Civiltech’s recommendation or make a different recommendation.
Civiltech Recommendation(s):  Civiltech is recommending the following measures:  1) Relocate existing “No Parking Here to Corner Signs” to correspond with the Illinois Vehicle Code and local ordinance  2) Deploy temporary radar speed feedback signs on an interim basis  3) Targeted enforcement near the intersection as needed based on traffic data results
Supporting Documentation Is Attached

**PETITION FOR TRAFFIC CALMING MEASURES**

Date: 7/10/2020

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 \_\_\_\_\_ block of \_\_\_\_\_  
 at the intersection of Adams and Clarence  
 in the Village of Oak Park.



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

- Excessive vehicle crashes 4
- Excessive vehicle speeds 2 (rank these in order of importance with 1
- Excessive vehicle volumes 3 being most problematic and 5 being least
- Pedestrian/Bicyclist safety issues 1 problematic)
- Other \_\_\_\_\_

\* = 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.	* <u>Mick M...</u>	[Redacted]	[Redacted]	[Redacted]
2.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
3.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
4.	<u>Debra Bullock</u>	[Redacted]	[Redacted]	[Redacted]
5.	<u>Christine St. Bohlerman</u>	[Redacted]	[Redacted]	[Redacted]
6.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
7.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
8.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
9.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
10.	<u>Veronica Fremont</u>	[Redacted]	[Redacted]	[Redacted]
11.	<u>Margaret Nekrasius</u>	[Redacted]	[Redacted]	[Redacted]
12.	<u>Christina Loran</u>	[Redacted]	[Redacted]	[Redacted]

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

**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](http://www.oak-park.us/your-government/citizen-commissions/transportation-commission)



13. Marta Block

14. ~~Jill Goldberg~~  
Jill Goldberg

15. K. Stebbins

16. J. Volpe

17. Heidi Peggler

18. Jill Newochner

19. Nicole Lombardi

20. Renata J.

21. DAN BAXENDALE

22. DONNA WISE

23. melissa Sullivan

24. Kathleen Hegarty

25. Mark McDaniel

26. Claudia D Fosy

27. Ryan Schutte

28. Tom Lippe

29. Alice Martin

30. SUZANNE + PAUL NOWICKI

31. Carol Price

32. JEFF CARPENTER

33. Colleen Keleher

34. Dan DeRosa

35. Julie Conklin

36. Allison Kojak



NAME	ADDRESS	#	EMAIL
37. Elizaeth a. Koppula	[REDACTED]		
38. <del>Valerie</del> <del>Wesley</del>	[REDACTED]	[REDACTED]	
39. Jeanne Jackson	[REDACTED]	[REDACTED]	
40. ELBORN	[REDACTED]	[REDACTED]	[REDACTED]
41. Katie Golla	[REDACTED]	[REDACTED]	[REDACTED]

We are petitioning for two more stop signs on the intersection of Clarence and Adams. My family moved in to [REDACTED] Clarence Avenue about a year and a half ago. Since then, we see cars zoom down Adams every day, sometimes without looking. Having two little children, it is concerning to be out in front of our house knowing that cars are not forced to stop. We have a block with a lot of young children who like to run around in the summer. The thought of a driver not slowing down at our intersection gives me daily anxiety.

Our block has also been concerned with increased traffic due to the Madison reconstruction. With more cars driving through soon we see the time sensitivity now in making this happen. The last straw occurred when there was an accident in front of our house a month ago. Please see the attached picture – both of these cars had to be towed out as they were un-drivable. Had my children been playing on our lawn (and following rules by not crossing the street), they would have been struck. All because one of these cars did not have a stop sign and was not forced to slow down and look for oncoming traffic.

We have collected signatures from residences on the corner, and others on the block. It is imperative that we get these additional stop signs ASAP to avoid potential accidents like this in the future. Luckily in this one no one was hurt.

Thank you!

I would like to add I collected these signatures at the end of 2019, but then a newborn and a pandemic hit so I wasn't able to go up and down streets again. Everyone that was home was happy to sign and said they have thought the same thing for years. I am hoping this equates to 51% of the signatures as I have all 4 corners and many more (including the church on the corner!)

Thank you!

Molly Monaco  
[REDACTED]



February 27, 2019 Crash  
Photo 1 of 1

# Public Testimony

[REDACTED]

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**From:** Christina Loranz [REDACTED]  
**Sent:** Friday, June 2, 2023 5:23 PM  
**To:** Transportation  
**Subject:** Stop sign on Adams at Clarence

I'm glad to hear the commission is considering recommending the Village add a stop sign on Adams at Clarence Ave. I'm writing in support of this stop sign to slow down traffic on Adams and make the street safer for pedestrians, cyclists and other drivers.

-Christina Loranz, [REDACTED] Clarence

[REDACTED]

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**From:** Christine Bohlman [REDACTED]  
**Sent:** Friday, June 2, 2023 6:10 PM  
**To:** Transportation  
**Subject:** Stop signs need at the corner of Adams and Clarence

Caution! This message was sent from outside your organization.

To whom it may concern,

We have been home owners at [REDACTED] Clarence since June 1, 1986. Since we moved in there has been a yearly increase in traffic, made worse by the recent expansion of large residential buildings on Madison Avenue. Many cars take Adams as a means of avoiding the lights on Madison. There are many children in this area, who walk to either Longfellow, Ascension, Julian, or Fenwick. There are also many people attending church at either Ascension Church or the large church on Wesley and Jackson. There are also many children, pre-school groups, and summer camp groups that walk to Fox Park on Adams, to avoid traffic on Jackson,.

We have personally witnessed a number of near accidents, and a couple of serious accidents at the corner of Adams and Clarence.

I strongly advocate for stop signs being placed at the corner of Adams and Clarence, and also at the corner of Wesley and Adams. This would encourage cars to travel on Madison instead of cutting through residential areas.

Sincerely,

Philip and Christine Bohlman  
[REDACTED] Clarence Ave.  
Oak Park, IL. 60304

[REDACTED]

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**From:** Megan Mayberry [REDACTED]  
**Sent:** Sunday, June 4, 2023 8:02 AM  
**To:** Transportation  
**Subject:** Petition for traffic calming Clarence and Adams

Thank you for your consideration of traffic calming measures in the intersection of Clarence and Adams.

We have lived on the 500 block of Clarence for 10 years. The traffic seems to have increased both in volume and speed. This has led to concerning situations with school aged children crossing the street. Possible reasons for the increase in uncontrolled traffic are:

1. With the recent development of the senior living center on Madison (now deadens in Wesley) we have more traffic pushed through Adams and Clarence.
2. With Madison now one lane, more traffic has used side streets to cut through Oak Park.
3. Continued high traffic and congestion due to Fennwick students parking on Clarence. It is most notably chaotic during the times young children are walking to school, which is concerning. We have talked to Fennwick school about unsafe driving of students and a clear traffic controlling measure like a stop sign would help enforce the expectations of safe driving and keep pedestrians safer.
4. The development of Pete's might also increase traffic flow making this intersection less safe.

Oak park is unique and special because it is pedestrian friendly. We walk to schools, libraries, and restaurants. We are able to allow our children to walk to events. It is an important characteristic of the community and we appreciate your efforts in managing traffic with a focus on keeping pedestrians safe.

Thank you for all you do for our community,

Megan Mayberry

Sent from my iPhone

[REDACTED]

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**From:** jill [REDACTED]  
**Sent:** Monday, June 5, 2023 2:26 PM  
**To:** Transportation  
**Subject:** Clarence ave stop sign

Caution! This message was sent from outside your organization.

I am in complete agreement to have a stop sign at the corner of Clarence and Adams due to cars whipping by and being very dangerous especially in the mornings when kids are trying to get to Fenwick and parking there.

Thank you,

Jill Niewoehner  
[REDACTED] Clarence



[REDACTED]

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**From:** M B [REDACTED]  
**Sent:** Monday, June 5, 2023 2:52 PM  
**To:** Transportation  
**Subject:** Stop sign at Clarence & Adams

Caution! This message was sent from outside your organization.

Greetings, Im writing in support of 4 way stop signs at Clarence & Adams. I live at [REDACTED] Clarence Ave, and too many cars speed along Adams. It's often difficult for me to slow down to turn Into my driveway facing Adams because some drivers speed up behind me despite my turn signal. They also sometimes whizz around me after I back up into middle of the street to start driving east or west. Some of these drivers need a stop sign just to force them to stop speeding so recklessly.

Thanks!

Mary Bradford

[REDACTED]  
[REDACTED] Clarence Ave

[REDACTED]

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**From:** Colin Taylor [REDACTED]  
**Sent:** Monday, June 5, 2023 3:01 PM  
**To:** Transportation  
**Subject:** Public Comment on Traffic Calming at Clarence and Adams

Caution! This message was sent from outside your organization.

Hello,

My family and I reside at [REDACTED] S East Avenue. We walk and bike daily by the intersections of Clarence and Adams.

I write today to express my deep support for any and all traffic calming and enforcement measures that the Commission may consider.

The intersection is a haven for speeding cars, many of whom accelerate dangerously between East and Wesley Avenues.

As there is no Stop sign at Clarence, many motorists drive recklessly, and do not use caution for the many, many children in the area.

In particular, drivers from Fenwick High School nearby use Adams as if it were an expressway on their commutes to and from school.

Traffic calming measures, preferably severe measures, would be a great benefit to the health and safety of the community near Clarence and Adams.

Thank you,  
Colin Taylor

[REDACTED]

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**From:** Tracy Kessner [REDACTED]  
**Sent:** Monday, June 5, 2023 4:21 PM  
**To:** Transportation  
**Subject:** Stop Sign @ Clarence and Adams

Caution! This message was sent from outside your organization.

Good afternoon,

I live on the 600 block of Clarence by the corner of Clarence and Adams and would greatly appreciate the addition of a stop sign going east west on this block. The speeding has only increased with the construction on Madison and people avoiding traffic on East Ave. There have already been several accidents, including a flipped car at this intersection. There are more than 25 young kids living on the 600 block, along with many more on the 500 block. At the hearing on June 13th please help make this corner more safe for our families.

Sincerely,  
Tracy Lawrence  
[REDACTED] Clarence

[REDACTED]

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**From:** Cameron S. Lee [REDACTED]  
**Sent:** Monday, June 5, 2023 4:29 PM  
**To:** Transportation  
**Cc:** Kylie; Molly Krugman  
**Subject:** STOP SIGN - CLARENCE AND ADAMS

Caution! This message was sent from outside your organization.

Hi team,

I live at [REDACTED] Clarence Ave & have 2 small children. Implementing a stop sign at Clarence & Adams will be a great idea to further protect the street, pedestrians & children. I've seen several accidents/speeding incidents on the street in the past, so I'm in full support of this new sign.

Thank you!

--

Cameron Lee  
[REDACTED]

[REDACTED]

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**From:** Deb Bullock [REDACTED]  
**Sent:** Monday, June 5, 2023 8:44 PM  
**To:** Transportation  
**Subject:** intersection of Adams & Clarence

Caution! This message was sent from outside your organization.

I have lived at [REDACTED] Clarence for the past 10 years, and there has been an increase in traffic on Clarence since the cul-de-sac was created at Euclid & Madison coupled with the creation right next to that of the narrowed/one-way northbound-only intersection of Wesley & Madison. There have been several accidents and near-accidents involving the intersection of Adams & Clarence, and there is an increase in the number of speeding vehicles on our street. At the very least, there should be a 4-way stop at Adams & Clarence, plus a 4-way stop at Jackson & Clarence. Many pedestrians utilize these intersections, including children going to and from school and neighbors walking pets.

The changes made at Euclid & Madison—combined with the changes made to Wesley & Madison—have made Clarence more highly trafficked. Please take action to make our street safer.

Thank you,

Debra Bullock  
[REDACTED] Clarence

[REDACTED]

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**From:** Brian Stapleton [REDACTED]  
**Sent:** Monday, June 5, 2023 9:30 PM  
**To:** Transportation  
**Cc:** Lindsey Lavery  
**Subject:** Clarence & Adams 4 Way Stop

Caution! This message was sent from outside your organization.

Good Evening,

I hope this email, among the many others on this subject, is received well. I've had the pleasure of growing up in Oak Park and have lived in this same area of the Village for 40 years. With all the recent changes to Madison Avenue and the increased traffic around the Village this area has become far too dangerous due to the speed at which cars drive down Adams. On the 600 block of Clarence alone there are over 30 kids under the age of 12 and I know there are more on the 500 block not to mention Wesley and East Ave. This is and always has been a great community and I want to continue to see young families move to the area and grow. Taking steps like this to protect those children and families is what we need to continue to do.

Best,  
Brian Stapleton

[REDACTED]

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**From:** V Fremont [REDACTED]  
**Sent:** Tuesday, June 6, 2023 10:48 AM  
**To:** Transportation  
**Subject:** Stop sign Clarence and Adams

So many times over the 40+ years we have lived at [REDACTED] Clarence, we have heard the screeching of tires - always from the same corner of Clarence and Adams. Tuned in to the possibility of a large thud or more, i've steeled myself, ready to run out of the house to offer assistance. That corner is difficult to maneuver even for those of us who are accustomed to it. Add into the mix the many children on the block and the many teenagers from OPRFHS and Fenwick driving through, and just the random speeders! It is truly a miracle that there have not been more fatalities!

I implore you to save our community from any unnecessary risk - MAKE CLARENCE AND ADAMS STREETS A FOUR WAY STOP!

Thank you,  
Rick and Veronica Fremont

[REDACTED] Clarence  
[REDACTED]

PS: I would attend the meeting but will be out of town.







# Memorandum

Traffic Analysis



**Civiltech Engineering, Inc.**

www.civiltechinc.com

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Two Pierce Place, Suite 1400  
Itasca, IL 60143  
Phone: 630.773.3900  
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220  
Chicago, IL 60602  
Phone: 312.726.5910  
Fax: 312.726.5911

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**Transportation Design**

**Traffic Engineering**

**Civil Engineering**

**Construction Engineering**

**Environmental Studies**

**Water Resources**

**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

# Technical Memorandum

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**Date:** June 9, 2023  
**To:** The Transportation Commission  
**From:** Civiltech Engineering, Inc.  
**Re:** Traffic Analysis for a Traffic Calming Petition at  
Clarence Avenue and Adams Street

## I. INTRODUCTION

On July 29, 2020 the Village of Oak Park received a petition to implement a traffic calming measure at the intersection of Clarence Avenue and Adams Street. In response to an angle crash at this intersection in 2019, the residents expressed concern regarding speeds of traffic along Adams Street given that there are no stop controls on the Clarence Avenue approaches. In response to these concerns and at the Village of Oak Park's request, Civiltech Engineering, Inc. has completed a traffic evaluation of the intersection of Clarence Avenue and Adams Street. This study assesses intersection traffic data and recommends applicable countermeasures from the Village of Oak Park's traffic calming toolbox.

## II. SCORING CRITERIA

A numerical score is calculated for six measures that are typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 is required in order to bring the petition before the Transportation Commission. The scoring criteria can be found in **Exhibit 1**. The total score for the Clarence Avenue and Adams Street intersection is 47. This exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

## III. EXISTING CONDITIONS

Clarence Avenue is a 28-foot-wide north-south local street with one lane in each direction. Adams Street is an east-west local street with one lane in each direction that measures 30 feet from curb to curb. Clarence Avenue is under two-way stop control at Adams Street. Both streets have a posted speed limit of 25 mph.

St. Christopher's Episcopal Church is situated approximately 150 feet east of the intersection on the north side of Adams Street. There are marked crosswalks across the north and south legs of Clarence Avenue. The east and west legs have uncontrolled and unmarked crossing. On-street parking is permitted on both side on all four legs of the intersection. There is "No Parking 8 AM-10 AM Monday to



Friday” restrictions on all legs except the north side of the west leg which has an S4 permit parking restriction 8AM-4PM Monday-Friday. There are “No Parking Here to Corner” signs on each leg restricting parking near the intersection. A location map is attached as Exhibit 2A and an aerial image of the intersection is included as Exhibit 2B. Photographs of each intersection approach are provided in Appendix A.

#### IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

In order to quantify current traffic conditions in the vicinity of the site, 12-hour traffic counts were conducted on October 19<sup>th</sup>, 2022 (Wednesday) using a Miovision Scout video camera system. Bicycle and pedestrian data was gathered in addition to the vehicular turning movement volumes. The traffic data was collected on a weekday with typical traffic patterns and while school was in session.

The traffic count data shows that the morning peak hour occurs between 7:30 A.M. to 8:30 A.M. and the evening traffic volume is highest between 3:00 P.M. to 4:00 P.M. Overall results of the traffic count are presented below in Table 1. Peak hour traffic volume diagrams showing the vehicular and bicycle turning movement volumes are provided in Exhibit 3A and Exhibit 3B. The east and west approaches have higher volumes compared to the north and south intersection approaches. Turning volumes on all intersection legs are relatively low compared to the through volumes. The data also shows a relatively high volume of cyclists traveling eastbound on Adams. The 12-hour traffic data is attached to this report in Appendix B.

Table 1. Traffic Volume Data Summary

Intersection Leg	12-Hour Volume (veh/day)			
	Passenger Cars	Single-Unit Trucks	Bikes on Road	12 -Hour Total
South	143 (95%)	3 (2%)	4 (3%)	150
North	222 (96%)	4 (1%)	6 (3%)	232
West	259 (84%)	8 (2%)	40 (13%)	307
East	412 (93%)	5 (1%)	28 (6%)	445
Overall Intersection	1,036 (91%)	20 (1%)	78 (7%)	1,134

Additional traffic data was collected mid-block on four legs of the intersection over a 48-hour period using tube counters. One component of this data is Average Daily Traffic (ADT) as summarized in Table 2. Volumes on Clarence and Adams are somewhat less than those on typical Oak Park Street, which range between 800 and 1,200 vehicles per day. Speed data was another component of the mid-block data collection effort. Exhibit 4 illustrates the ADT and speed data by direction on each leg. Raw speed and volume data for each of the four legs is attached to this report in Appendix C.

Metrics quantifying various aspects of this data are presented in Table 2.



Table 2. Speed and Volume Data Summary

Location	Intersection Leg	Direction	Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period*					% Above 25 mph	ADT	85 <sup>th</sup> Percentile Speed (mph)**
			> 5 mph below	0.1 to 5 mph below	0 to 4.9 mph above	5 to 9.9 mph above	> 10 mph above			
Clarence Avenue	North	NB	34 (10%)	108 (32%)	149 (44%)	40 (12%)	7 (2%)	58%	176	29
		SB	66 (13%)	220 (45%)	163 (33%)	38 (8%)	5 (1%)	42%	252	29
	South	NB	87 (29%)	144 (47%)	65 (21%)	9 (3%)	0 (0%)	24%	156	27
		SB	70 (19%)	125 (35%)	121 (33%)	36 (10%)	12 (3%)	46%	188	29
Adams Street	East	EB	850 (92%)	48 (5%)	4 (0.5%)	18 (2%)	2 (0.5%)	3%	467	19
		WB	172 (24%)	272 (38%)	195 (28%)	58 (8%)	13 (2%)	38%	363	29
	West	EB	186 (33%)	210 (37%)	131 (23%)	34 (6%)	6 (1%)	30%	289	28
		WB	172 (21%)	340 (42%)	228 (28%)	48 (6%)	21 (3%)	37%	409	28

\* Data was collected from Wednesday, October 19<sup>th</sup>, 2022 through Thursday, October 20<sup>th</sup>, 2022.

\*\* 85<sup>th</sup> percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

A review of the Adams Street speed data shows a greater than 60% compliance rate with the 25 mph speed limit and that more than 90% of the vehicles are traveling less than 5 mph over the speed limit. This suggests that majority of the vehicles on Adams are operating close to the speed limit. This is likely because the proximity of stop signs 300 feet to the east and west are moderating speeds near Clarence.

Speeds on Clarence are slightly higher with 58% and 42% vehicles exceeding the 25 mph limit on the north leg northbound and southbound respectively while 24% northbound and 46% southbound vehicles are exceeding the 25 mph limit on the south leg. This is likely due to the longer distance to the nearest stop signs to the south at Jackson and to the north at Madison.

Although the speed profiles on both Clarence and Adams are both fairly typical for residential streets and Oak Park, there appears to be a slight speeding issue on the north leg, the southbound movement of south leg and the westbound movement on the east leg of the intersection

Additionally, as is the case on almost all streets locally, regionally, and even nationally, there is a small percentage (1% to 2%) of drivers that blatantly disregard the law and drive faster than 10 miles per hour over the speed limit.

As part of the Jackson, Washington and North-South Road evaluation, traffic data and speed data were collected mid-block on the north leg of the intersection of Clarence Avenue and Adams Street over a 24-hour period in 2018. The results of the speed and volume data for the north leg are attached to this report in **Appendix D**. The 2022 ADT (428) matches closely to the 2018 ADT (413) at the north leg of the intersection. The 85<sup>th</sup> percentile speed was 27 mph in both directions in 2018 as compared to 29 mph in both directions in 2022. This implies that 85 percent of the drivers





were traveling at or below 27 mph in 2018 as compared to 85 percent of the drivers traveling at or below 29 mph in 2022.

## V. CRASH ANALYSIS

In order to evaluate safety trends at the Clarence Avenue and Adams Street intersection, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from January 2018 through December 2022, a five-year period. This data shows that there was one intersection-related collision during the five-year period, which was an angle crash that occurred on February 27, 2019 and another mid-block crash that was reported on April 12, 2022. A collision diagram can be found in **Exhibit 5**.

The two reported crash circumstances are described as follows:

- 1) The 2019 angle crash resulted due to the motorist traveling southbound on Clarence not yielding to an eastbound Adams Street vehicle which resulted in a property damage only crash.
- 2) The 2022 crash resulted because a southbound motorist struck an unoccupied parked vehicle on Clarence Avenue south of Adams resulting in a rollover. This crash resulted in a B-level injury. Although this collision occurred close to the intersection, it is not considered to be an intersection-related crash.

Crash rates describe the number of crashes in a given period as compared to the traffic volume (or exposure) to crashes. Crash rates are calculated by dividing the total number of crashes at a given roadway section or intersection over a specified time period (typically three to five years) by a measure of exposure. Comparing the crash rate to the critical crash rate can help determine if the intersection or roadway section has a higher probability of crashes occurring. The number of reported crashes that occurred over a five year period at Clarence Avenue and Adams Street is two. The Average Daily Traffic (ADT) for the intersection of Clarence Avenue and Adams Street as determined by the Villages' 1997 area-wide traffic study was 1,367 vehicles. Using this data, the crash rate for the Clarence Avenue and Adams Street intersection is 0.802 accidents per million entering vehicles (Acc/MEV).

This crash rate is below the critical crash rate calculated for the south section of the Village (from South Boulevard to I-290 Expressway between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (1.029 Acc/MEV).

## VI. PRELIMINARY ALL-WAY STOP CONTROL WARRANT ANALYSIS

The petition submitted to Oak Park specifically requested the installation of stop signs on Adams Street. Therefore, the need for all-way stop control was assessed to determine whether any of the four criteria in the 2009 MUTCD are satisfied. Based on a review of these warrants, it is concluded that traffic and pedestrian volumes at the intersection of Clarence Avenue and Adams Street are too low to meet any of the all-way stop warrant criteria. Additionally, there are fewer than five reported crashes of types susceptible to correction by an all-way stop within a 12-month period, so crash experience is not met either. Therefore, the intersection of Clarence Avenue and Adams Street does not satisfy any of the criteria to merit the consideration of multi-way stop control. Additionally, stop signs are present only 300 feet to the



east at East Avenue and 300 feet to the west at Wesley Avenue. If stop signs were installed at Adams, drivers could become frustrated with the succession of stop signs and stop compliance could decrease, compromising safety.

## VII. DISCUSSION AND RECOMMENDATION

The Traffic Calming Toolbox (shown in **Exhibit 6**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. These measures were assessed to determine suitable treatments for the Clarence/Adams intersection.

Given a review of the comprehensive set of data, the intersection of Clarence and Adams seems to be operating safely and efficiently and does not warrant additional stop controls. However, during a field check of the intersection, it was noted that some of the existing No Parking Here to Corner Signs are too close to the intersection. It is recommended to relocate these signs to correspond with the Illinois Vehicle Code and local ordinance. This will ensure drivers don't park too close to the intersection and help enhance daylighting at the intersection, improving sight lines for drivers, cyclists, and pedestrians.

While the vast majority of drivers approaching Clarence and Adams are traveling close to the 25 mile per hour limit, there are a few outliers that are traveling significantly faster. In order to address this, temporary radar speed feedback signs are recommended for deployment on an interim basis on Adams Street to increase drivers' awareness of their speeds.

Additionally, based on the traffic results, targeted enforcement is also recommended as needed near this intersection in order to reduce speeding.

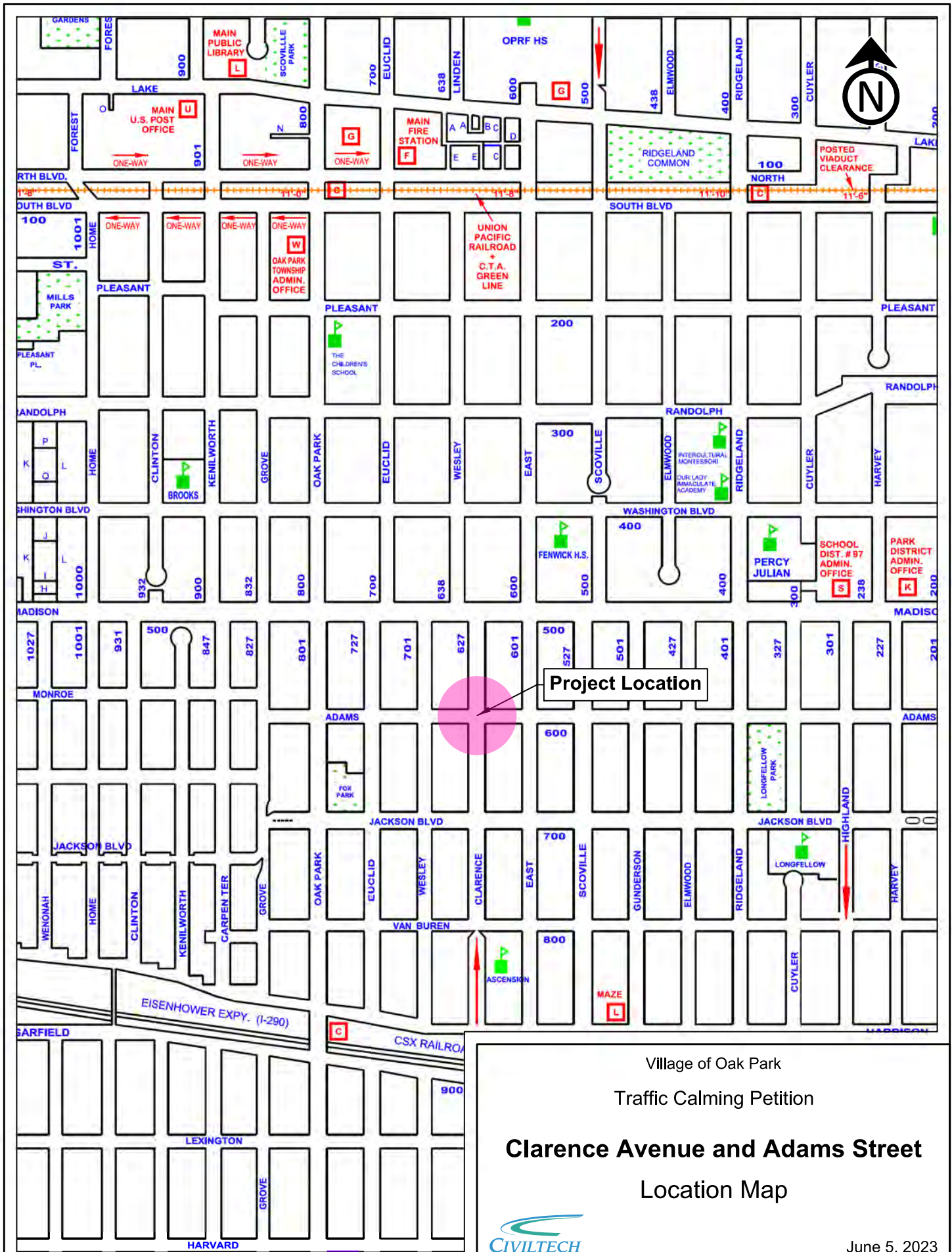
Measure	Maximum Number of Points	Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures - as approved by the Village Board of Trustees on November 6, 2017 -	minimum possible score																																																												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

1

10

7





Village of Oak Park  
 Traffic Calming Petition  
**Clarence Avenue and Adams Street**  
 Location Map




June 5, 2023



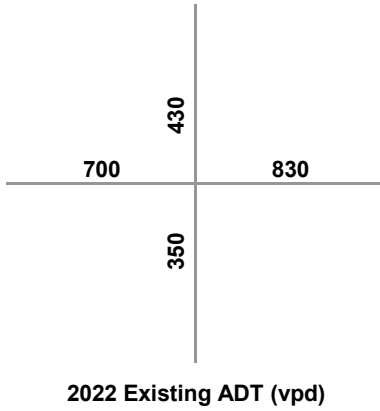


Village of Oak Park  
Traffic Calming Petition  
**Clarence Avenue and Adams Street**  
Aerial Image



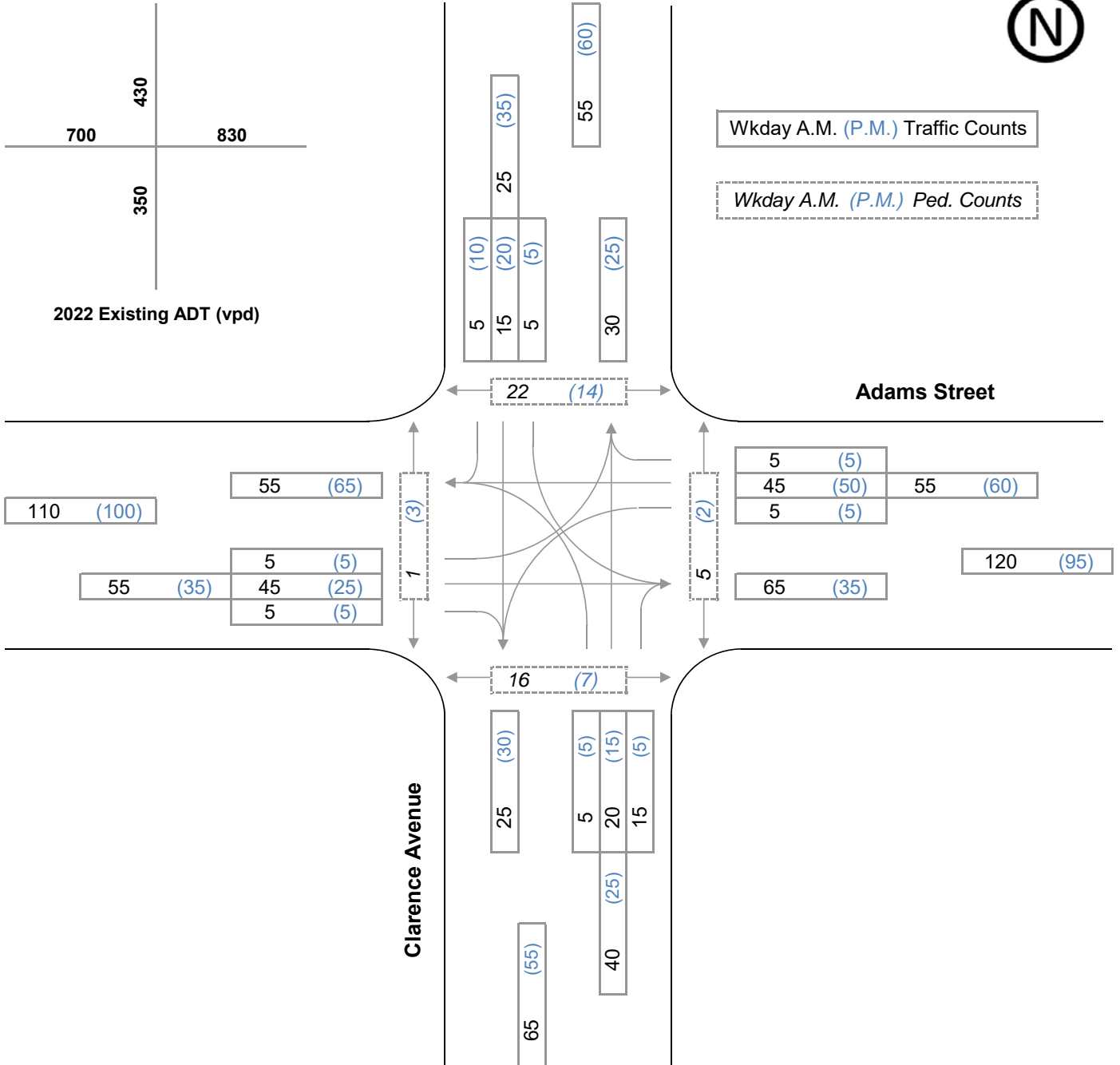
June 5, 2023





Wkday A.M. (P.M.) Traffic Counts

Wkday A.M. (P.M.) Ped. Counts



**Vehicle Traffic Peak Hours:**

7:30 A.M. to 8:30 A.M.  
3:00 P.M. to 4:00 P.M.

**Count Date(s):**

Wednesday, October 19, 2022

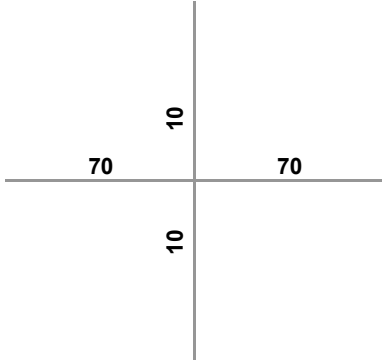
Village of Oak Park

Clarence and Adams Traffic Calming Petition

**2022 Existing Peak Hour Traffic**

Clarence Avenue and Adams Street  
Vehicle and Pedestrian Volume

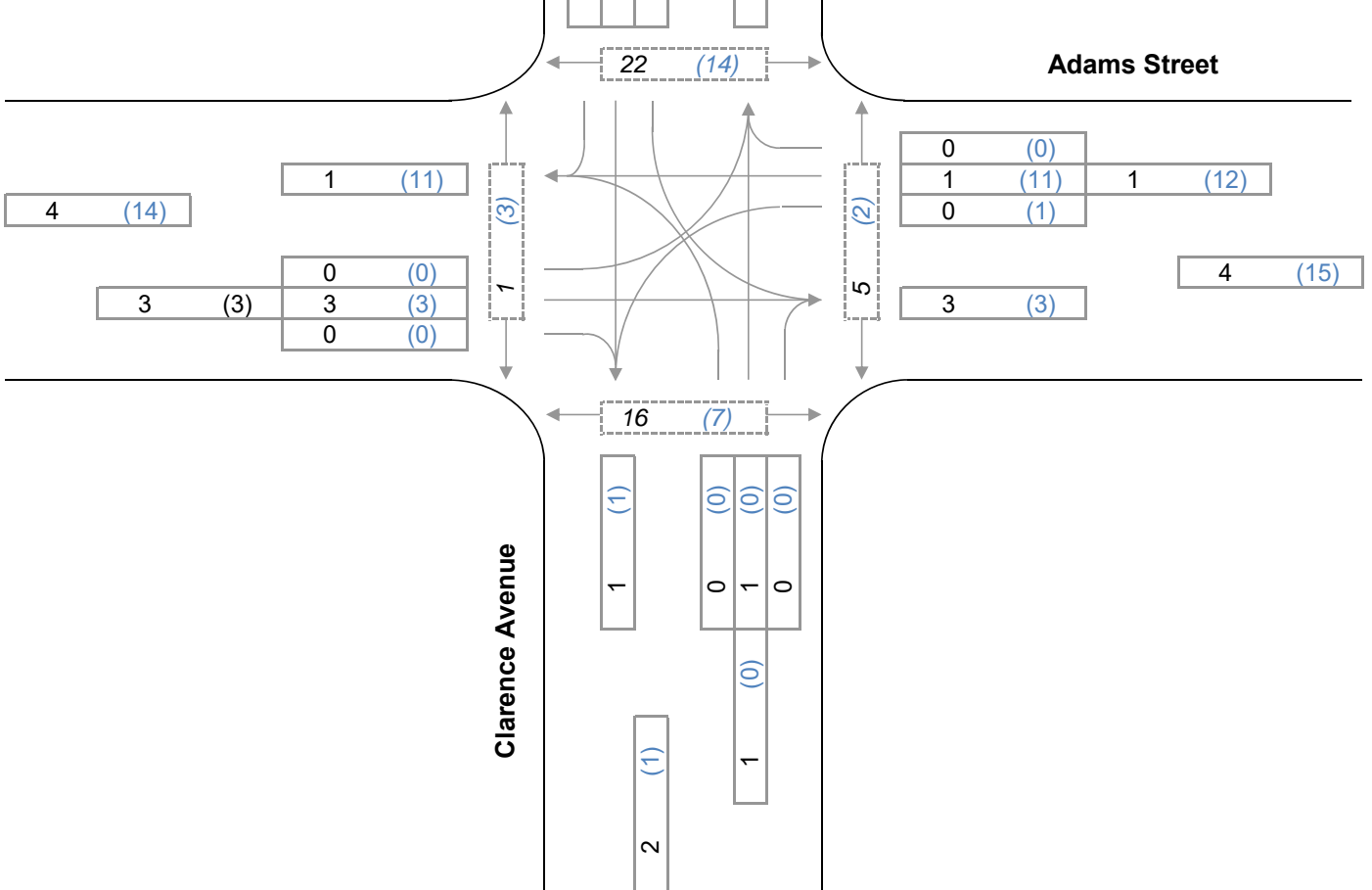




2022 Existing 12-Hr. Bicycle Count

Wkday A.M. (P.M.) Bicycle Counts

Wkday A.M. (P.M.) Ped. Counts



**Vehicle Traffic Peak Hours:**  
 7:30 A.M. to 8:30 A.M.  
 3:00 P.M. to 4:00 P.M.

**Count Date(s):**  
 Wednesday, October 19, 2022

Village of Oak Park

Clarence and Adams Traffic Calming Petition

**2022 Existing Peak Hour Bicycle Traffic**

Clarence Avenue and Adams Street  
 Bicycle and Pedestrian Volume

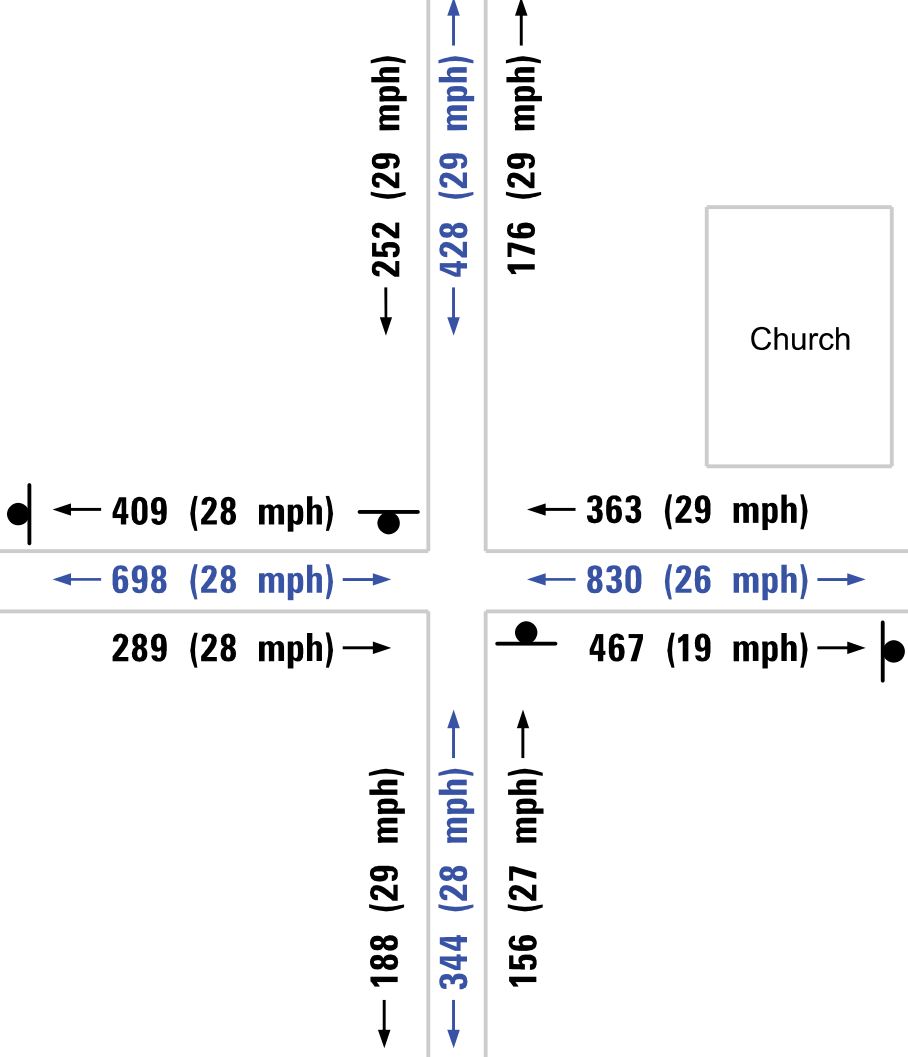


Wesley Avenue

Clarence Avenue

S East Avenue

Adams Street



LEGEND

Count Date: Wednesday, 10/19/2022  
Thursday, 10/20/2022

← XXX (YY mph) → Bi-Directional Volume (85th Percentile Speed)

XXX (YY mph) → Volume (85th Percentile Speed)

● Stop Sign

Village of Oak Park

Traffic Calming Petition

Clarence Avenue and Adams Street

ADT and Speed Data



June 5, 2023

HISTORICAL DATA - JAN 1995 - DEC 1997  
 UNCONTROLLED INTERSECTION 12/31/1997  
 1995-1997 # OF CRASHES = 6, ADT = 1,367  
 1997 CRASH RATE = 4.01 Acc/MEV  
 CRITICAL CRASH RATE = 1.029 Acc/MEV  
 N/S STOP CONTROLLED INTERSECTION 7/29/1999  
 2018-2022 # OF CRASHES = 2  
 2022 CRASH RATE = 0.802 Acc/MEV



02/27/19,9:01,CD

Legend

- Right Angle Collision
- Out of Control
- Overtaken Vehicle
- Parked Vehicle

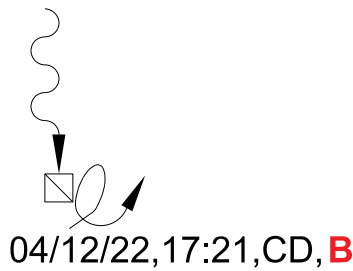
Date:  
 Month/Day/Year

Time:  
 00:00 (Military Time)

Weather: C=Clear, R=Rain,  
 F=Fog, S=Snow

Injury:  
**K** =Fatal,  
**A** =Incapacitated,  
**B** =Non-Incapacitating,  
**C** =Not Evident

Pavement:  
**D** =Dry,  
**W** =Wet,  
**I** =Icy




Adams Street



Clarence Avenue

Village of Oak Park  
 Traffic Calming Petition  
**Collision Diagram (Jan 2018-Dec 2022)**  
 Clarence Avenue and Adams Street



June 5, 2023  
 Not to Scale

Traffic Calming Measures that can be used by the Transportation Commission to address  
resident generated petitions for traffic calming / controls  
as approved by the Oak Park Village Board of Trustees on November 6, 2017

Available Traffic Calming Measures  Levels 1 through 4 are sorted from least severe to most severe	Not Bicycle Friendly (NBF)	Who should pay for traffic calming device (SSA = Special Service Area = 100% funded by petitioners)	Remarks
<b>Level 1 - No Traffic Flow Changes</b>			
Targeted Speed Enforcement		Village	
Speed Radar Trailer		Village	
Speed Feedback Sign		Village	
Centerline / Edgeline Lane Striping		Village	
Optical Speed Bars / Speed Reduction Markings		Village	
Signage		Village	
Speed Limit Signage		Village	
STOP / YIELD Signage		Village	Should not be used for speed control according to federal Manual on Uniform Traffic Control Devices
Flashing Stop Signs		Village	
Speed Legend		Village	
Speed Limit Pavement Markings		Village	
High Visibility Crosswalks		Village	
Educational Community Involvement		Village	
<b>Level 2 - Some Traffic Flow Changes</b>			
Sign Turn Restrictions/Turn Movement Restrictions		Village	
Angled Parking		Village	
Parking Strategies		Village	
Textured Pavement		SSA	brick paver street for example
Rumble Strip		Village	
<b>Level 3 - Significant Traffic Flow Changes</b>			
Neckdown / Bulbout	NBF	Village	to be designed and built as bicycle friendly
Center Island Narrowing / Pedestrian Refuge		Village	
One-Lane and Two-Lane Chokers	NBF	Village	to be designed and built as bicycle friendly
Rapid Rectangular Flashing Beacons		Village	
Chicane		Village	
Lateral Shift		Village	
Realigned Intersection		Village	
Medians & Partial Medians		Village	
Speed Hump		SSA	only on the 1200 North and 1150 South blocks
Speed Table		SSA	only on the 1200 North and 1150 South blocks
<b>Level 4 - Street Closures</b>			
Median Barrier		SSA	
Forced Turn Island		SSA	
One-Way and Two-Way Street Conversion		Village	
One-Way Couplet Conversions		Village	

# **APPENDIX A**

Site Pictures





Adams and Clarence – North Leg looking South



Adams and Clarence – South Leg looking North





Adams and Clarence – West Leg looking East



Adams and Clarence – East Leg looking West

# **APPENDIX B**

12-hour Traffic Count Data

Project Clarence and Adams Traffic Calming Petition  
 Count Date 10/19/2022

**Total Vehicles (1-hour intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	1	2	0	3	0	3	5	0	4	0	4	0	7	1	8	12	17	17
7:00 AM	4	11	8	23	10	17	2	29	52	7	27	5	39	1	44	4	49	88	140	140
8:00 AM	3	13	1	17	5	11	2	18	35	2	46	3	51	2	28	5	35	86	121	121
9:00 AM	2	9	2	13	0	5	2	7	20	6	21	4	31	1	10	2	13	44	64	64
10:00 AM	4	6	2	12	1	6	2	9	21	4	22	1	27	0	9	4	13	40	61	61
11:00 AM	8	2	10	20	1	4	2	7	27	4	26	2	32	1	11	0	12	44	71	71
12:00 PM	4	4	3	11	2	10	1	13	24	1	28	1	30	1	9	0	10	40	64	64
1:00 PM	3	6	4	13	1	3	0	4	17	0	14	1	15	1	9	0	10	25	42	42
2:00 PM	2	9	4	15	0	6	3	9	24	4	25	5	34	2	11	2	15	49	73	73
3:00 PM	11	22	3	36	2	15	3	20	56	3	51	5	59	1	24	4	29	88	144	144
4:00 PM	11	11	8	30	1	9	2	12	42	4	33	6	43	2	27	4	33	76	118	118
5:00 PM	7	21	6	34	4	8	2	14	48	3	44	5	52	4	31	5	40	92	140	140
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>60</b>	<b>114</b>	<b>52</b>	<b>226</b>	<b>27</b>	<b>97</b>	<b>21</b>	<b>145</b>	<b>371</b>	<b>38</b>	<b>341</b>	<b>38</b>	<b>417</b>	<b>16</b>	<b>220</b>	<b>31</b>	<b>267</b>	<b>684</b>	<b>1055</b>	<b>1055</b>

**24-Hour Vehicle Traffic Count**  
 North Leg 400  
 South Leg 300  
 East Leg 700  
 West Leg 700

**Total Vehicles (15-minute intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
6:15 AM	1	0	1	2	0	0	0	0	2	0	0	0	0	0	2	0	2	2	4	25
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	1	4	5	5	41
6:45 AM	0	0	0	0	0	3	0	3	3	0	3	0	3	0	2	0	2	5	8	86
7:00 AM	1	2	0	3	0	1	1	2	5	1	1	0	2	0	1	0	1	3	8	140
7:15 AM	0	1	2	3	2	0	0	2	5	1	3	1	5	1	9	0	10	15	20	173
7:30 AM	1	3	3	7	2	9	0	11	18	1	9	2	12	0	16	4	20	32	50	176
7:45 AM	2	5	3	10	6	7	1	14	24	4	14	2	20	0	18	0	18	38	62	160

**Total Vehicles (15-minute intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
8:00 AM	0	6	0	6	4	5	2	11	17	1	14	1	16	1	5	2	8	24	41	121
8:15 AM	1	3	1	5	1	1	0	2	7	1	6	1	8	1	7	0	8	16	23	95
8:30 AM	1	3	0	4	0	3	0	3	7	0	17	0	17	0	9	1	10	27	34	86
8:45 AM	1	1	0	2	0	2	0	2	4	0	9	1	10	0	7	2	9	19	23	71
9:00 AM	1	3	0	4	0	3	0	3	7	2	4	0	6	0	2	0	2	8	15	64
9:15 AM	0	3	1	4	0	0	2	2	6	1	3	2	6	1	0	1	2	8	14	62
9:30 AM	1	1	0	2	0	0	0	0	2	2	8	1	11	0	5	1	6	17	19	71
9:45 AM	0	2	1	3	0	2	0	2	5	1	6	1	8	0	3	0	3	11	16	63
10:00 AM	1	2	0	3	0	0	0	0	3	0	6	0	6	0	4	0	4	10	13	61
10:15 AM	1	3	2	6	1	2	0	3	9	3	7	1	11	0	2	1	3	14	23	68
10:30 AM	1	0	0	1	0	3	0	3	4	1	5	0	6	0	0	1	1	7	11	58
10:45 AM	1	1	0	2	0	1	2	3	5	0	4	0	4	0	3	2	5	9	14	65
11:00 AM	0	0	2	2	0	1	0	1	3	1	10	2	13	0	4	0	4	17	20	71
11:15 AM	5	0	2	7	0	1	0	1	8	0	3	0	3	0	2	0	2	5	13	73
11:30 AM	2	1	1	4	1	2	1	4	8	1	5	0	6	1	3	0	4	10	18	76
11:45 AM	1	1	5	7	0	0	1	1	8	2	8	0	10	0	2	0	2	12	20	74
12:00 PM	0	0	1	1	1	2	1	4	5	1	13	0	14	0	3	0	3	17	22	64
12:15 PM	0	3	0	3	0	3	0	3	6	0	8	0	8	1	1	0	2	10	16	52
12:30 PM	2	1	0	3	0	5	0	5	8	0	3	1	4	0	4	0	4	8	16	45
12:45 PM	2	0	2	4	1	0	0	1	5	0	4	0	4	0	1	0	1	5	10	37
1:00 PM	0	2	1	3	0	1	0	1	4	0	2	0	2	0	4	0	4	6	10	42
1:15 PM	1	1	1	3	0	1	0	1	4	0	4	1	5	0	0	0	0	5	9	42
1:30 PM	1	1	0	2	0	1	0	1	3	0	1	0	1	1	3	0	4	5	8	57
1:45 PM	1	2	2	5	1	0	0	1	6	0	7	0	7	0	2	0	2	9	15	69
2:00 PM	0	1	0	1	0	1	1	2	3	0	3	1	4	0	3	0	3	7	10	73
2:15 PM	1	3	1	5	0	4	0	4	9	1	7	2	10	0	4	1	5	15	24	93
2:30 PM	0	4	1	5	0	0	2	2	7	1	8	2	11	2	0	0	2	13	20	110
2:45 PM	1	1	2	4	0	1	0	1	5	2	7	0	9	0	4	1	5	14	19	128
3:00 PM	1	3	0	4	1	7	3	11	15	1	10	1	12	0	3	0	3	15	30	144
3:15 PM	5	6	0	11	0	4	0	4	15	1	18	1	20	0	4	2	6	26	41	141
3:30 PM	1	5	2	8	1	2	0	3	11	0	15	2	17	0	10	0	10	27	38	129
3:45 PM	4	8	1	13	0	2	0	2	15	1	8	1	10	1	7	2	10	20	35	117

**Total Vehicles (15-minute intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
4:00 PM	1	2	2	5	1	3	1	5	10	0	7	0	7	2	8	0	10	17	27	118
4:15 PM	4	3	1	8	0	4	0	4	12	1	7	3	11	0	4	2	6	17	29	129
4:30 PM	3	3	0	6	0	1	0	1	7	1	8	2	11	0	8	0	8	19	26	126
4:45 PM	3	3	5	11	0	1	1	2	13	2	11	1	14	0	7	2	9	23	36	133
5:00 PM	2	5	3	10	0	4	0	4	14	1	12	1	14	0	9	1	10	24	38	140
5:15 PM	2	5	1	8	1	1	0	2	10	0	9	0	9	0	6	1	7	16	26	102
5:30 PM	2	4	1	7	2	1	1	4	11	1	11	1	13	3	6	0	9	22	33	76
5:45 PM	1	7	1	9	1	2	1	4	13	1	12	3	16	1	10	3	14	30	43	43
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>60</b>	<b>114</b>	<b>52</b>	<b>226</b>	<b>27</b>	<b>97</b>	<b>21</b>	<b>145</b>	<b>371</b>	<b>38</b>	<b>341</b>	<b>38</b>	<b>417</b>	<b>16</b>	<b>220</b>	<b>31</b>	<b>267</b>	<b>684</b>	<b>1055</b>	

Project Clarence and Adams Traffic Calming Petition  
 Count Date 10/19/2022

**Total Vehicles (15-minute intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			

**Morning Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
7:30 AM	Right	Thru	Left	Total	Right	Thru	Left	Total	66	Right	Thru	Left	Total	Right	Thru	Left	Total	110	176
Percent Trucks	0.0%	5.9%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	3.7%	1.8%	1.7%

Intersection Peak Hour Factor = **0.71**

**Evening Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
3:00 PM	Right	Thru	Left	Total	Right	Thru	Left	Total	56	Right	Thru	Left	Total	Right	Thru	Left	Total	88	144
Percent Trucks	0.0%	4.5%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	3.4%	1.1%	1.4%

Intersection Peak Hour Factor = **0.88**



**Peds + Bikes in Crosswalks (1-hour intervals)**

Start Time	Clarence Avenue						Adams Street						Intersection Total
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	2	3	2	2	4	0	0	0	0	3	3	10
7:00 AM	10	3	13	5	5	10	1	2	3	0	3	3	29
8:00 AM	13	4	17	5	9	14	4	2	6	2	0	2	39
9:00 AM	5	6	11	13	7	20	0	0	0	2	3	5	36
10:00 AM	7	2	9	2	0	2	2	1	3	0	1	1	15
11:00 AM	4	6	10	3	2	5	0	3	3	1	2	3	21
12:00 PM	1	3	4	2	2	4	0	0	0	1	1	2	10
1:00 PM	8	4	12	6	0	6	3	3	6	3	0	3	27
2:00 PM	6	3	9	6	1	7	1	3	4	0	2	2	22
3:00 PM	4	10	14	2	5	7	1	1	2	0	3	3	26
4:00 PM	10	4	14	6	3	9	1	3	4	6	1	7	34
5:00 PM	2	6	8	4	6	10	0	3	3	3	4	7	28
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>71</b>	<b>53</b>	<b>124</b>	<b>56</b>	<b>42</b>	<b>98</b>	<b>13</b>	<b>21</b>	<b>34</b>	<b>18</b>	<b>23</b>	<b>41</b>	<b>297</b>

Project Clarence and Adams Traffic Calming Petition  
 Count Date 10/19/2022

**Peds + Bikes in Crosswalks**

Subtitle or Limits:

Client: Village of Oak Park  
 Project #: 3758

Start Time	Clarence Avenue						Adams Street						Intersection Total	Hour Sums
	Across North Leg			Across South Leg			Across East Leg			Across West Leg				
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	10
6:15 AM	0	1	1	1	0	1	0	0	0	0	1	1	3	11
6:30 AM	0	0	0	0	1	1	0	0	0	0	2	2	3	16
6:45 AM	0	1	1	1	1	2	0	0	0	0	0	0	3	23

Project Clarence and Adams Traffic Calming Petition  
 Count Date 10/19/2022

**Peds + Bikes in Crosswalks**

Subtitle or Limits:

Client: Village of Oak Park  
 Project #: 3758

Start Time	Clarence Avenue						Adams Street						Intersection Total	Hour Sums
	Across North Leg			Across South Leg			Across East Leg			Across West Leg				
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total		
7:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	2	29
7:15 AM	3	0	3	1	0	1	1	1	2	0	2	2	8	39
7:30 AM	1	2	3	4	3	7	0	0	0	0	0	0	10	44
7:45 AM	6	1	7	0	0	0	0	1	1	0	1	1	9	38
8:00 AM	4	2	6	3	3	6	0	0	0	0	0	0	12	39
8:15 AM	4	2	6	1	2	3	3	1	4	0	0	0	13	32
8:30 AM	2	0	2	0	1	1	0	1	1	0	0	0	4	31
8:45 AM	3	0	3	1	3	4	1	0	1	2	0	2	10	40
9:00 AM	2	1	3	1	1	2	0	0	0	0	0	0	5	36
9:15 AM	1	3	4	1	2	3	0	0	0	2	3	5	12	38
9:30 AM	1	0	1	11	1	12	0	0	0	0	0	0	13	30
9:45 AM	1	2	3	0	3	3	0	0	0	0	0	0	6	20
10:00 AM	3	1	4	1	0	1	1	0	1	0	1	1	7	15
10:15 AM	2	0	2	1	0	1	1	0	1	0	0	0	4	14
10:30 AM	1	1	2	0	0	0	0	1	1	0	0	0	3	16
10:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	16
11:00 AM	0	3	3	0	1	1	0	2	2	0	0	0	6	21
11:15 AM	2	2	4	1	0	1	0	1	1	0	0	0	6	20
11:30 AM	1	0	1	1	0	1	0	0	0	1	0	1	3	16
11:45 AM	1	1	2	1	1	2	0	0	0	0	2	2	6	14
12:00 PM	1	2	3	2	0	2	0	0	0	0	0	0	5	10
12:15 PM	0	0	0	0	1	1	0	0	0	1	0	1	2	11
12:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	15
12:45 PM	0	1	1	0	0	0	0	0	0	0	1	1	2	16
1:00 PM	2	0	2	2	0	2	2	0	2	0	0	0	6	27
1:15 PM	1	1	2	2	0	2	0	2	2	0	0	0	6	25
1:30 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	22
1:45 PM	5	3	8	1	0	1	0	1	1	3	0	3	13	27
2:00 PM	1	1	2	1	0	1	0	0	0	0	1	1	4	22
2:15 PM	1	1	2	1	0	1	0	0	0	0	0	0	3	21
2:30 PM	3	1	4	1	0	1	0	2	2	0	0	0	7	29
2:45 PM	1	0	1	3	1	4	1	1	2	0	1	1	8	32

Project Clarence and Adams Traffic Calming Petition  
 Count Date 10/19/2022

**Peds + Bikes in Crosswalks**

Subtitle or Limits:

Client: Village of Oak Park  
 Project #: 3758

Start Time	Clarence Avenue						Adams Street						Intersection Total	Hour Sums
	Across North Leg			Across South Leg			Across East Leg			Across West Leg				
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total		
3:00 PM	0	0	0	1	1	2	1	0	1	0	0	0	3	26
3:15 PM	1	8	9	1	0	1	0	0	0	0	1	1	11	34
3:30 PM	3	2	5	0	2	2	0	1	1	0	2	2	10	26
3:45 PM	0	0	0	0	2	2	0	0	0	0	0	0	2	24
4:00 PM	2	2	4	2	1	3	0	1	1	2	1	3	11	34
4:15 PM	1	1	2	0	0	0	0	0	0	1	0	1	3	31
4:30 PM	2	1	3	1	1	2	0	2	2	1	0	1	8	32
4:45 PM	5	0	5	3	1	4	1	0	1	2	0	2	12	30
5:00 PM	1	1	2	0	3	3	0	1	1	2	0	2	8	28
5:15 PM	1	1	2	0	1	1	0	1	1	0	0	0	4	20
5:30 PM	0	1	1	1	2	3	0	1	1	1	0	1	6	16
5:45 PM	0	3	3	3	0	3	0	0	0	0	4	4	10	10
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Clarence and Adams Traffic Calming Petition  
 Count Date 10/19/2022

**Peds + Bikes in Crosswalks**

Subtitle or Limits:

Client: Village of Oak Park  
 Project #: 3758

Start Time	Clarence Avenue						Adams Street						Intersection Total	Hour Sums
	Across North Leg			Across South Leg			Across East Leg			Across West Leg				
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total		
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>71</b>	<b>53</b>	<b>124</b>	<b>56</b>	<b>42</b>	<b>98</b>	<b>13</b>	<b>21</b>	<b>34</b>	<b>18</b>	<b>23</b>	<b>41</b>	<b>297</b>	

**Totals for Traffic Peak Hour**

A.M. Peak	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total
7:30 AM	15	7	22	8	8	16	3	2	5	0	1	1	44
P.M. Peak													
3:00 PM	4	10	14	2	5	7	1	1	2	0	3	3	26

Project Clarence and Adams Traffic Calming Petition  
 Count Date 10/19/2022

**Total Bicycles (1-hour intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	1	0	1	1	0	2	0	2	0	0	0	0	0	2	3
7:00 AM	0	1	0	1	0	0	0	0	1	0	0	0	0	0	2	0	2	2	2	3
8:00 AM	0	0	0	0	0	2	0	2	2	0	4	0	4	0	11	0	11	15	17	17
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	4	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2	2	2
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	3	3
12:00 PM	0	1	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	1	1	2
1:00 PM	0	0	0	0	0	1	0	1	1	0	1	0	1	0	0	1	1	2	2	3
2:00 PM	2	0	0	2	0	0	0	0	2	0	2	0	2	0	1	2	3	5	5	7
3:00 PM	0	0	0	0	0	0	0	0	0	0	11	1	12	0	3	0	3	15	15	15
4:00 PM	1	0	0	1	0	0	0	0	1	0	2	0	2	0	7	0	7	9	9	10
5:00 PM	0	0	1	1	0	0	0	0	1	0	5	0	5	0	3	0	3	8	8	9
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>36</b>	<b>4</b>	<b>40</b>	<b>68</b>	<b>68</b>	<b>78</b>

**24-Hour Bicycle Count**  
 North Leg 10  
 South Leg 10  
 East Leg 70  
 West Leg 70

**Total Bicycles (15-minute intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	3
6:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
6:45 AM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	1	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	1	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	1	2	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	12

**Total Bicycles (15-minute intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	2	17
8:15 AM	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	1	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	6	0	6	8	8	18
8:45 AM	0	0	0	0	0	1	0	1	1	1	0	1	0	1	0	4	0	4	5	10
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4	4	4
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	3	5
12:00 PM	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4
1:30 PM	0	0	0	0	0	1	0	1	1	1	0	1	0	1	0	0	0	0	1	4
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	7
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	7
2:30 PM	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	17
2:45 PM	1	0	0	1	0	0	0	0	1	1	0	1	0	1	0	2	2	3	4	17
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	15
3:15 PM	0	0	0	0	0	0	0	0	0	0	10	0	10	0	1	0	1	11	11	17
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	7
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2	2	8



**Total Bicycles (15-minute intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3	3	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	8
4:45 PM	1	0	0	1	0	0	0	0	1	0	1	0	1	0	2	0	2	3	4	11
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	8
5:30 PM	0	0	1	1	0	0	0	0	1	0	3	0	3	0	1	0	1	4	5	7
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>28</b>	<b>0</b>	<b>36</b>	<b>4</b>	<b>40</b>	<b>68</b>	<b>78</b>	

Project Clarence and Adams Traffic Calming Petition  
 Count Date 10/19/2022

**Total Bicycles (15-minute intervals)**

Start Time	Clarence Avenue									Adams Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			

**Morning Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total		
7:30 AM	0	1	0	1	0	1	0	1	2	0	1	0	1	0	3	0	3	4	6

**Evening Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total		
3:00 PM	0	0	0	0	0	0	0	0	0	0	11	1	12	0	3	0	3	15	15

# **APPENDIX C**

ADT and Speed Data

Type of report: Tube Count - Speed Data

LOCATION: Clarence Ave North of Adams St														QC JOB #: 15950717			
SPECIFIC LOCATION:														DIRECTION: NB, SB			
CITY/STATE: Oak Park, IL														DATE: Oct 19 2022			
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
02:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	26-35	2
06:00 AM	0	1	3	1	1	0	0	0	0	0	0	0	0	0	6	18-27	4
07:00 AM	0	5	20	13	7	2	0	0	0	0	0	0	0	0	47	21-30	33
08:00 AM	1	1	11	16	3	1	0	0	0	0	0	0	0	0	33	21-30	27
09:00 AM	1	2	8	9	3	0	0	0	0	0	0	0	0	0	23	21-30	17
10:00 AM	0	3	8	8	1	0	0	0	0	0	0	0	0	0	20	21-30	16
11:00 AM	0	5	12	4	3	0	0	0	0	0	0	0	0	0	24	16-25	17
12:00 PM	0	3	7	1	3	1	0	0	0	0	0	0	0	0	15	16-25	10
01:00 PM	0	0	10	6	0	0	0	0	0	0	0	0	0	0	16	21-30	16
02:00 PM	1	3	7	8	0	0	0	0	0	0	0	0	0	0	19	21-30	15
03:00 PM	1	2	23	22	5	1	0	0	0	0	0	0	0	0	54	21-30	45
04:00 PM	1	3	13	17	4	0	0	0	0	0	0	0	0	0	38	21-30	30
05:00 PM	0	7	18	20	3	1	0	0	0	0	0	0	0	0	49	21-30	38
06:00 PM	0	0	12	17	1	0	0	0	0	0	0	0	0	0	30	21-30	29
07:00 PM	0	0	5	7	2	0	0	0	0	0	0	0	0	0	14	21-30	12
08:00 PM	0	1	4	4	1	0	0	0	0	0	0	0	0	0	10	21-30	8
09:00 PM	0	0	3	3	0	1	0	0	0	0	0	0	0	0	7	21-30	6
10:00 PM	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7	21-30	6
11:00 PM	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	21-30	5
<b>Day Total</b>	5	37	169	164	39	8	0	0	0	0	0	0	0	0	422	21-30	333
<b>Percent</b>	1.2%	8.8%	40%	38.9%	9.2%	1.9%	0%	0%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	8:00 AM	7:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
	1	5	20	16	7	2	0	0	0	0	0	0	0	0	47		
<b>PM Peak Volume</b>	2:00 PM	5:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
	1	7	23	22	5	1	0	0	0	0	0	0	0	0	54		
<i>Comments:</i>																	

Report generated on 10/27/2022 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Clarence Ave North of Adams St														QC JOB #: 15950717																
SPECIFIC LOCATION:														DIRECTION: NB, SB																
CITY/STATE: Oak Park, IL														DATE: Oct 20 2022																
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
01:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21-30	1
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1	
04:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	1	
05:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3	
06:00 AM	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	26-35	7	
07:00 AM	0	2	19	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	21-30	31	
08:00 AM	1	3	11	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	21-30	24	
09:00 AM	0	4	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	21-30	8	
10:00 AM	2	6	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	16-25	17	
11:00 AM	0	7	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	21-30	18	
12:00 PM	0	4	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	21-30	10	
01:00 PM	1	3	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	21-30	9	
02:00 PM	0	2	8	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21-30	14	
03:00 PM	0	5	12	18	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	21-30	30	
04:00 PM	0	6	26	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	21-30	41	
05:00 PM	0	6	17	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	21-30	35	
06:00 PM	0	1	16	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	21-30	26	
07:00 PM	0	0	5	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	21-30	15	
08:00 PM	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	21-30	6	
09:00 PM	1	2	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	21-30	9	
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21-30	1	
11:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21-30	2	
<b>Day Total</b>	5	53	159	148	39	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	408	21-30	307	
<b>Percent</b>	1.2%	13%	39%	36.3%	9.6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
<b>AM Peak Volume</b>	10:00 AM	11:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM			
	2	7	19	13	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44			
<b>PM Peak Volume</b>	1:00 PM	4:00 PM	4:00 PM	3:00 PM	5:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM			
	1	6	26	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51			

Comments:

<b>LOCATION:</b> Clarence Ave North of Adams St														<b>QC JOB #:</b> 15950717			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB, SB			
<b>CITY/STATE:</b> Oak Park, IL														<b>DATE:</b> Oct 19 2022 - Oct 20 2022			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	10	90	328	312	78	12	0	0	0	0	0	0	0	0	830	21-30	640
<b>Percent</b>	1.2%	10.8%	39.5%	37.6%	9.4%	1.4%	0%	0%	0%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	1.2%	12%	51.6%	89.2%	98.6%	100%	100%	100%	100%	100%	100%	100%	100%	100%			
<b>ADT</b> 415															<b>85th Percentile:</b> 29 MPH <b>Mean Speed(Average):</b> 24 MPH <b>Median:</b> 24 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	

Report generated on 10/27/2022 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: Clarence Ave North of Adams St							QC JOB #: 15950717			
SPECIFIC LOCATION:							DIRECTION: NB, SB			
CITY/STATE: Oak Park, IL							DATE: Oct 19 2022 - Oct 20 2022			
Start Time	Mon	Tue	Wed 19 Oct 22	Thu 20 Oct 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0	1		1			1	
01:00 AM			1	1		1			1	
02:00 AM			1	0		1			1	
03:00 AM			0	1		1			1	
04:00 AM			0	2		1			1	
05:00 AM			3	3		3			3	
06:00 AM			6	8		7			7	
07:00 AM			47	44		46			46	
08:00 AM			33	30		32			32	
09:00 AM			23	13		18			18	
10:00 AM			20	23		22			22	
11:00 AM			24	26		25			25	
12:00 PM			15	15		15			15	
01:00 PM			16	14		15			15	
02:00 PM			19	20		20			20	
03:00 PM			54	37		46			46	
04:00 PM			38	51		45			45	
05:00 PM			49	49		49			49	
06:00 PM			30	29		30			30	
07:00 PM			14	16		15			15	
08:00 PM			10	8		9			9	
09:00 PM			7	14		11			11	
10:00 PM			7	1		4			4	
11:00 PM			5	2		4			4	
<b>Day Total</b>			422	408		421			421	
% Weekday Average			100.2%	96.9%						
% Week Average			100.2%	96.9%		100%				
AM Peak Volume			7:00 AM 47	7:00 AM 44		7:00 AM 46			7:00 AM 46	
PM Peak Volume			3:00 PM 54	4:00 PM 51		5:00 PM 49			5:00 PM 49	

Comments:

Report generated on 10/27/2022 10:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Adams St West of Clarence Ave														QC JOB #: 15950729																
SPECIFIC LOCATION:														DIRECTION: EB, WB																
CITY/STATE: Oak Park, IL														DATE: Oct 19 2022																
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26-35	1	
05:00 AM	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21-30	5	
06:00 AM	1	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	16-25	8	
07:00 AM	2	9	31	18	4	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	67	21-30	49	
08:00 AM	7	9	27	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	21-30	45	
09:00 AM	1	6	7	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	21-30	17	
10:00 AM	2	4	18	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	21-30	27	
11:00 AM	3	5	16	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	21-30	27	
12:00 PM	0	3	14	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	21-30	28	
01:00 PM	1	1	11	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	21-30	19	
02:00 PM	1	2	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	21-30	16	
03:00 PM	7	11	32	16	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	21-30	48	
04:00 PM	4	18	23	17	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	66	16-25	41	
05:00 PM	9	19	25	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	16-25	44	
06:00 PM	4	6	20	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	21-30	36	
07:00 PM	1	12	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	16-25	18	
08:00 PM	1	9	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	16-25	19	
09:00 PM	2	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	21-30	5	
10:00 PM	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21-30	5	
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2	
<b>Day Total</b>	46	119	264	174	39	11	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	655	21-30	438	
<b>Percent</b>	7%	18.2%	40.3%	26.6%	6%	1.7%	0%	0%	0%	0.2%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
<b>AM Peak Volume</b>	8:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	8:00 AM													
	7	9	31	18	9	2	0	0	0	0	0	1	0	0	0	0	70													
<b>PM Peak Volume</b>	5:00 PM	5:00 PM	3:00 PM	4:00 PM	5:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM														
	9	19	32	17	4	5	0	0	0	1	0	0	0	0	0	75														
<i>Comments:</i>																														

Report generated on 10/27/2022 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Speed Data

LOCATION: Adams St West of Clarence Ave														QC JOB #: 15950729																
SPECIFIC LOCATION:														DIRECTION: EB, WB																
CITY/STATE: Oak Park, IL														DATE: Oct 20 2022																
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2	
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21-30	1	
05:00 AM	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4	
06:00 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4	
07:00 AM	3	17	44	20	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	21-30	64		
08:00 AM	5	9	22	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	21-30	40		
09:00 AM	1	2	10	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21-30	13		
10:00 AM	3	6	9	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	16-25	15		
11:00 AM	2	7	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	16-25	24		
12:00 PM	5	7	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	31	21-30	18		
01:00 PM	3	2	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21-30	11		
02:00 PM	4	6	14	15	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	21-30	29		
03:00 PM	9	9	30	29	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	21-30	59		
04:00 PM	7	16	22	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	18-27	38		
05:00 PM	5	16	39	26	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	92	21-30	65		
06:00 PM	4	7	22	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	21-30	34		
07:00 PM	2	13	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	16-25	23		
08:00 PM	3	10	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	16-25	20		
09:00 PM	3	1	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20	21-30	15		
10:00 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	18-27	4		
11:00 PM	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	21-30	7		
<b>Day Total</b>	59	134	286	185	43	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	721	21-30	471		
<b>Percent</b>	8.2%	18.6%	39.7%	25.7%	6%	1.1%	0.3%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0.3%	0					
<b>AM Peak Volume</b>	8:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	9:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM													
	5	17	44	20	8	2	1	0	0	0	0	0	0	0	0	0	93													
<b>PM Peak Volume</b>	3:00 PM	4:00 PM	5:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM	5:00 PM														
	9	16	39	29	8	2	1	0	1	0	0	0	0	1	1	0														

Report generated on 10/27/2022 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

<b>LOCATION:</b> Adams St West of Clarence Ave														<b>QC JOB #:</b> 15950729			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> EB, WB			
<b>CITY/STATE:</b> Oak Park, IL														<b>DATE:</b> Oct 19 2022 - Oct 20 2022			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	105	253	550	359	82	19	2	0	1	1	1	0	1	2	1376	21-30	909
<b>Percent</b>	7.6%	18.4%	40%	26.1%	6%	1.4%	0.1%	0%	0.1%	0.1%	0.1%	0%	0.1%	0.1%			
<b>Cumulative Percent</b>	7.6%	26%	66%	92.1%	98%	99.4%	99.6%	99.6%	99.6%	99.7%	99.8%	99.8%	99.9%	100%			
<b>ADT 688</b>															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	

Report generated on 10/27/2022 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Adams St West of Clarence Ave <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Oak Park, IL							<b>QC JOB #:</b> 15950729 <b>DIRECTION:</b> EB, WB <b>DATE:</b> Oct 19 2022 - Oct 20 2022			
Start Time	Mon	Tue	Wed 19 Oct 22	Thu 20 Oct 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0	2		1			1	
01:00 AM			0	0		0			0	
02:00 AM			0	0		0			0	
03:00 AM			0	0		0			0	
04:00 AM			1	1		1			1	
05:00 AM			6	4		5			5	
06:00 AM			11	5		8			8	
07:00 AM			67	93		80			80	
08:00 AM			70	60		65			65	
09:00 AM			28	19		24			24	
10:00 AM			35	28		32			32	
11:00 AM			36	32		34			34	
12:00 PM			35	31		33			33	
01:00 PM			22	18		20			20	
02:00 PM			22	47		35			35	
03:00 PM			73	86		80			80	
04:00 PM			66	61		64			64	
05:00 PM			75	92		84			84	
06:00 PM			47	49		48			48	
07:00 PM			22	30		26			26	
08:00 PM			22	30		26			26	
09:00 PM			9	20		15			15	
10:00 PM			6	5		6			6	
11:00 PM			2	8		5			5	
<b>Day Total</b>			655	721		692			692	
% Weekday Average			94.7%	104.2%						
% Week Average			94.7%	104.2%		100%				
AM Peak Volume			8:00 AM 70	7:00 AM 93		7:00 AM 80			7:00 AM 80	
PM Peak Volume			5:00 PM 75	5:00 PM 92		5:00 PM 84			5:00 PM 84	

Comments:

Report generated on 10/27/2022 10:25 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Clarence Ave South of Adams St														QC JOB #: 15950730																
SPECIFIC LOCATION:														DIRECTION: NB, SB																
CITY/STATE: Oak Park, IL														DATE: Oct 19 2022																
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
04:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21-30	1	
05:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	1	
06:00 AM	0	0	3	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21-30	5	
07:00 AM	5	14	24	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	21-30	42	
08:00 AM	1	3	14	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	21-30	22	
09:00 AM	1	1	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	21-30	13	
10:00 AM	2	5	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21-30	13	
11:00 AM	2	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	20-29	7	
12:00 PM	0	6	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	16-25	10	
01:00 PM	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	16-25	4	
02:00 PM	1	5	3	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	21-30	9	
03:00 PM	3	12	18	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	16-25	30	
04:00 PM	1	1	11	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	21-30	21	
05:00 PM	5	3	13	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	16-25	16	
06:00 PM	2	1	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21-30	17	
07:00 PM	0	1	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	21-30	11	
08:00 PM	0	6	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	16-25	13	
09:00 PM	1	3	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	16-25	5	
10:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21-30	1	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
<b>Day Total</b>	24	66	141	92	29	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358	21-30	233	
<b>Percent</b>	6.7%	18.4%	39.4%	25.7%	8.1%	1.4%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
<b>AM Peak Volume</b>	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	6:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM													
	5	14	24	18	4	1	0	1	0	0	0	0	0	0	0	0	66													
<b>PM Peak Volume</b>	5:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM													
	5	12	18	10	5	1	0	0	0	0	0	0	0	0	0	0	46													

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Clarence Ave South of Adams St														QC JOB #: 15950730																
SPECIFIC LOCATION:														DIRECTION: NB, SB																
CITY/STATE: Oak Park, IL														DATE: Oct 20 2022																
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1	
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
05:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21-30	5	
06:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3	
07:00 AM	2	3	17	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	21-30	33	
08:00 AM	3	6	11	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	21-30	22	
09:00 AM	1	2	5	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21-30	14	
10:00 AM	0	4	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	21-30	9	
11:00 AM	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	17-26	9	
12:00 PM	0	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	16-25	11	
01:00 PM	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	21-30	9	
02:00 PM	1	3	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21-30	15	
03:00 PM	1	5	18	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	21-30	26	
04:00 PM	2	5	6	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	21-30	14	
05:00 PM	3	8	16	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	21-30	28	
06:00 PM	1	3	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21-30	16	
07:00 PM	1	3	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	16-25	12	
08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
<b>Day Total</b>	15	52	128	94	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311	21-30	222	
<b>Percent</b>	4.8%	16.7%	41.2%	30.2%	5.1%	1.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
<b>AM Peak Volume</b>	8:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	9:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM			
	3	6	17	16	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41			
<b>PM Peak Volume</b>	5:00 PM	5:00 PM	3:00 PM	5:00 PM	3:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM			
	3	8	18	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41			

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

<b>LOCATION:</b> Clarence Ave South of Adams St														<b>QC JOB #:</b> 15950730			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> NB, SB			
<b>CITY/STATE:</b> Oak Park, IL														<b>DATE:</b> Oct 19 2022 - Oct 20 2022			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	39	118	269	186	45	11	0	1	0	0	0	0	0	0	669	21-30	455
<b>Percent</b>	5.8%	17.6%	40.2%	27.8%	6.7%	1.6%	0%	0.1%	0%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	5.8%	23.5%	63.7%	91.5%	98.2%	99.9%	99.9%	100%	100%	100%	100%	100%	100%	100%			
<b>ADT</b> 334															<b>85th Percentile:</b> 28 MPH <b>Mean Speed(Average):</b> 23 MPH <b>Median:</b> 23 MPH <b>Mode:</b> 23 MPH		
<i>Comments:</i>																	

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: Clarence Ave South of Adams St							QC JOB #: 15950730			
SPECIFIC LOCATION:							DIRECTION: NB, SB			
CITY/STATE: Oak Park, IL							DATE: Oct 19 2022 - Oct 20 2022			
Start Time	Mon	Tue	Wed 19 Oct 22	Thu 20 Oct 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			0	0		0			0	
01:00 AM			0	0		0			0	
02:00 AM			0	0		0			0	
03:00 AM			0	1		1			1	
04:00 AM			1	0		1			1	
05:00 AM			2	5		4			4	
06:00 AM			6	3		5			5	
07:00 AM			66	41		54			54	
08:00 AM			28	33		31			31	
09:00 AM			17	21		19			19	
10:00 AM			21	15		18			18	
11:00 AM			11	11		11			11	
12:00 PM			19	14		17			17	
01:00 PM			6	9		8			8	
02:00 PM			17	20		19			19	
03:00 PM			46	36		41			41	
04:00 PM			28	24		26			26	
05:00 PM			30	41		36			36	
06:00 PM			21	20		21			21	
07:00 PM			13	17		15			15	
08:00 PM			17	0		9			9	
09:00 PM			8	0		4			4	
10:00 PM			1	0		1			1	
11:00 PM			0	0		0			0	
<b>Day Total</b>			358	311		341			341	
% Weekday Average			105%	91.2%						
% Week Average			105%	91.2%		100%				
AM Peak Volume			7:00 AM 66	7:00 AM 41		7:00 AM 54			7:00 AM 54	
PM Peak Volume			3:00 PM 46	5:00 PM 41		3:00 PM 41			3:00 PM 41	

Comments:

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Speed Data

LOCATION: Adams St East of Clarence Ave															QC JOB #: 15950731		
SPECIFIC LOCATION:															DIRECTION: EB, WB		
CITY/STATE: Oak Park, IL															DATE: Oct 19 2022		
Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
01:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	11-20	1
02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	1
05:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
06:00 AM	0	2	3	3	1	0	0	0	0	0	0	0	0	0	9	21-30	6
07:00 AM	5	40	31	27	9	1	0	0	0	0	0	0	0	0	113	16-25	71
08:00 AM	5	45	8	8	4	0	0	0	0	0	0	0	0	0	70	16-25	53
09:00 AM	1	18	10	11	4	1	0	0	0	0	0	0	0	0	45	16-25	28
10:00 AM	1	20	6	5	0	1	0	0	0	0	0	0	0	0	33	16-25	26
11:00 AM	2	25	8	2	2	0	0	0	0	0	0	0	0	0	39	16-25	33
12:00 PM	3	27	5	3	8	1	0	0	0	0	0	0	0	0	47	16-25	32
01:00 PM	1	21	3	3	2	1	0	0	0	0	0	0	0	0	31	16-25	24
02:00 PM	2	28	7	7	1	1	0	0	0	0	0	0	0	0	46	16-25	35
03:00 PM	1	59	16	8	2	0	1	0	0	0	0	0	0	0	87	16-25	75
04:00 PM	6	32	18	5	3	1	0	0	0	0	0	0	0	0	65	16-25	50
05:00 PM	3	36	23	7	5	0	0	0	0	0	0	0	0	0	74	16-25	59
06:00 PM	2	37	7	8	1	0	0	0	0	0	0	0	0	0	55	16-25	44
07:00 PM	1	18	4	3	0	0	0	0	0	0	0	0	0	0	26	16-25	22
08:00 PM	4	13	5	2	3	0	0	0	0	0	0	0	0	0	27	16-25	18
09:00 PM	1	8	1	2	2	0	0	0	0	0	0	0	0	0	14	16-25	9
10:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
<b>Day Total</b>	39	441	158	105	47	7	1	0	0	0	0	0	0	0	798	16-25	599
<b>Percent</b>	4.9%	55.3%	19.8%	13.2%	5.9%	0.9%	0.1%	0%	0%	0%	0%	0%	0%	0%			
<b>AM Peak Volume</b>	7:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM		
	5	45	31	27	9	1	0	0	0	0	0	0	0	0	113		
<b>PM Peak Volume</b>	4:00 PM	3:00 PM	5:00 PM	3:00 PM	12:00 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM		
	6	59	23	8	8	1	1	0	0	0	0	0	0	0	87		
<i>Comments:</i>																	

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Adams St East of Clarence Ave														QC JOB #: 15950731																	
SPECIFIC LOCATION:														DIRECTION: EB, WB																	
CITY/STATE: Oak Park, IL														DATE: Oct 20 2022																	
Start Time	15	16	20	21	25	26	30	31	35	36	40	41	45	46	50	51	55	56	60	61	65	66	70	71	75	76	999	Total	Pace Speed	Number in Pace	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
01:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1	
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0	
04:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21-30	1		
05:00 AM	0	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16-25	5		
06:00 AM	0	3	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	16-25	7		
07:00 AM	1	39	28	20	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	16-25	67		
08:00 AM	2	48	16	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	16-25	64		
09:00 AM	3	24	3	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	16-25	27		
10:00 AM	1	25	5	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	16-25	30		
11:00 AM	4	26	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	16-25	38		
12:00 PM	1	31	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	16-25	38		
01:00 PM	3	10	6	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	16-25	16		
02:00 PM	2	36	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	16-25	43		
03:00 PM	4	55	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	16-25	69		
04:00 PM	5	38	18	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	16-25	56		
05:00 PM	10	52	18	6	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	16-25	70		
06:00 PM	6	37	12	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	16-25	49		
07:00 PM	1	22	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	16-25	26		
08:00 PM	2	20	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	16-25	25		
09:00 PM	1	12	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	11-20	12		
10:00 PM	1	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11-20	7		
11:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6		
Day Total	48	494	162	94	29	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	834	16-25	656		
Percent	5.8%	59.2%	19.4%	11.3%	3.5%	0.6%	0.1%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%					
AM Peak Volume	11:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	7:00 AM														
PM Peak Volume	5:00 PM	3:00 PM	4:00 PM	3:00 PM	2:00 PM	1:00 PM	5:00 PM	12:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	5:00 PM														

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

<b>LOCATION:</b> Adams St East of Clarence Ave														<b>QC JOB #:</b> 15950731			
<b>SPECIFIC LOCATION:</b>														<b>DIRECTION:</b> EB, WB			
<b>CITY/STATE:</b> Oak Park, IL														<b>DATE:</b> Oct 19 2022 - Oct 20 2022			
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
<b>Grand Total</b>	87	935	320	199	76	12	2	0	1	0	0	0	0	0	1632	16-25	1255
<b>Percent</b>	5.3%	57.3%	19.6%	12.2%	4.7%	0.7%	0.1%	0%	0.1%	0%	0%	0%	0%	0%			
<b>Cumulative Percent</b>	5.3%	62.6%	82.2%	94.4%	99.1%	99.8%	99.9%	99.9%	100%	100%	100%	100%	100%	100%			
<b>ADT</b> 816															<b>85th Percentile:</b> 26 MPH <b>Mean Speed(Average):</b> 18 MPH <b>Median:</b> 18 MPH <b>Mode:</b> 18 MPH		
<i>Comments:</i>																	

Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

<b>LOCATION:</b> Adams St East of Clarence Ave <b>SPECIFIC LOCATION:</b> <b>CITY/STATE:</b> Oak Park, IL							<b>QC JOB #:</b> 15950731 <b>DIRECTION:</b> EB, WB <b>DATE:</b> Oct 19 2022 - Oct 20 2022			
Start Time	Mon	Tue	Wed 19 Oct 22	Thu 20 Oct 22	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			1	0		1			1	
01:00 AM			2	1		2			2	
02:00 AM			1	0		1			1	
03:00 AM			0	0		0			0	
04:00 AM			2	2		2			2	
05:00 AM			4	7		6			6	
06:00 AM			9	11		10			10	
07:00 AM			113	96		105			105	
08:00 AM			70	79		75			75	
09:00 AM			45	35		40			40	
10:00 AM			33	39		36			36	
11:00 AM			39	50		45			45	
12:00 PM			47	43		45			45	
01:00 PM			31	27		29			29	
02:00 PM			46	51		49			49	
03:00 PM			87	84		86			86	
04:00 PM			65	69		67			67	
05:00 PM			74	89		82			82	
06:00 PM			55	62		59			59	
07:00 PM			26	29		28			28	
08:00 PM			27	30		29			29	
09:00 PM			14	14		14			14	
10:00 PM			3	10		7			7	
11:00 PM			4	6		5			5	
<b>Day Total</b>			798	834		823			823	
% Weekday Average			97%	101.3%						
% Week Average			97%	101.3%		100%				
AM Peak Volume			7:00 AM 113	7:00 AM 96		7:00 AM 105			7:00 AM 105	
PM Peak Volume			3:00 PM 87	5:00 PM 89		3:00 PM 86			3:00 PM 86	

Comments:

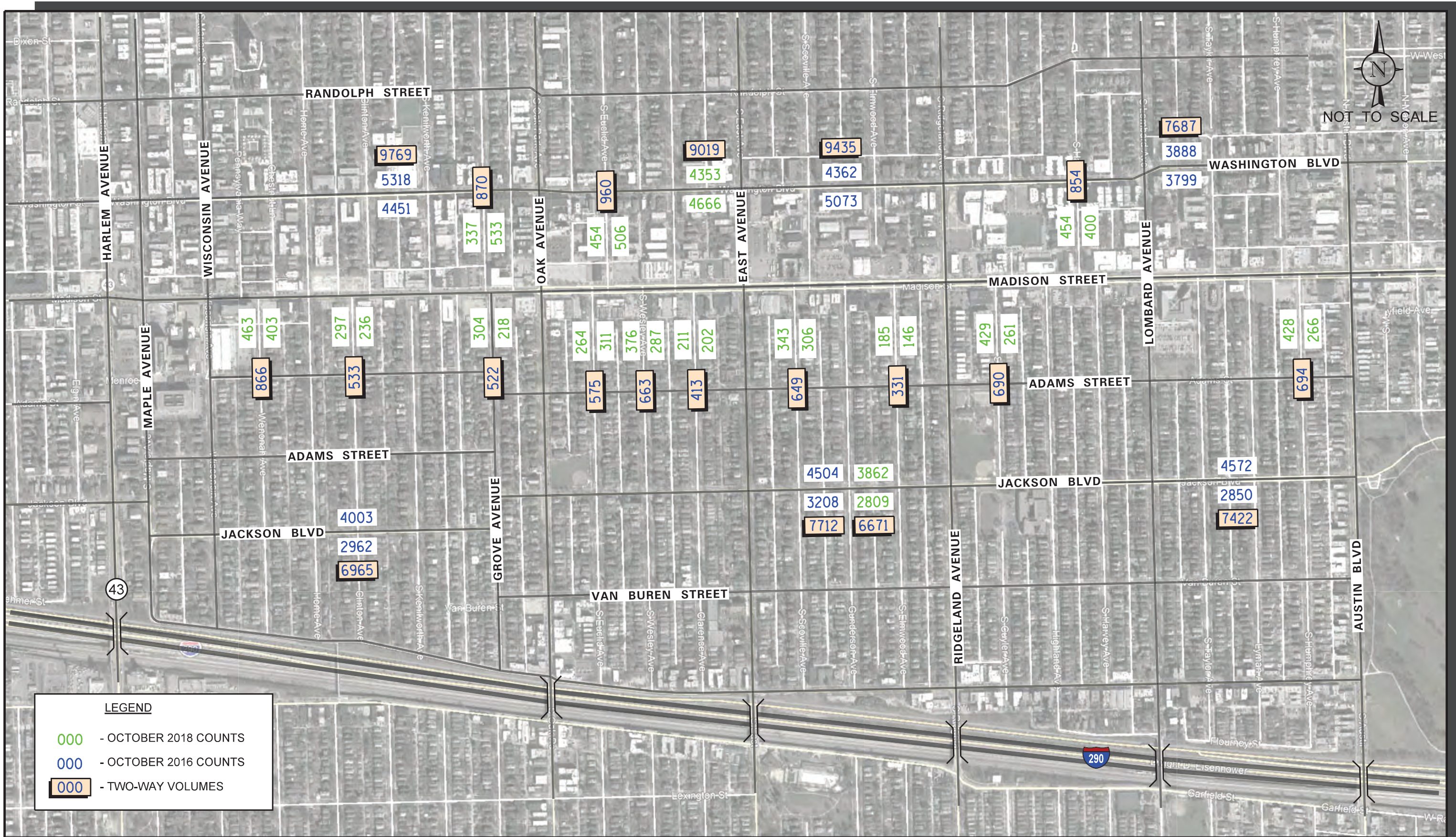
Report generated on 10/31/2022 2:36 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

# **APPENDIX D**

2018 ADT and Speed Data





JACKSON, WASHINGTON AND  
NORTH-SOUTH ROAD EVALUATION  
OAK PARK, ILLINOIS

EXISTING DAILY TRAFFIC COUNTS



Job No: 18-227 Figure: 1

**FIGURE 1: EXISTING DAILY TRAFFIC COUNTS**  
2018-11-21 Report page 4 of 40





JACKSON, WASHINGTON AND  
NORTH-SOUTH ROAD EVALUATION  
OAK PARK, ILLINOIS

AVERAGE AND 85TH PERCENTILE SPEEDS



Job No: 18-227

Figure: 2

**FIGURE 2: AVERAGE AND 85TH PERCENTILE SPEEDS**



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

**Item Title: Discuss Petition to Add On-Street Overnight Permit Parking from 10 PM to 6 AM to the east side of 100 block of N. Elmwood (from Lake St to the east alley)**

Review Date: June 13, 2023  
Prepared By: Takeshi Thompson, Parking Restrictions Coordinator

**Abstract:**

The Village of Oak Park received a petition signed by 75% of the residents at 126-132 N. Elmwood to add **“On-Street Overnight Permit Parking from 10PM to 6AM”** to the east side of the 100 block of N. Elmwood **(from Lake St to the east alley) in front of the addresses 126-132 N. Elmwood.** Resident concerns include having to park at a distance from their building late at night, an influx of non-resident vehicles being parked daily for events taking place at the nearby church and OPRFHS, and the rising cost of lot and garage parking permits. The petition asserts that the **“Overnight Permit Parking from 10PM to 6AM”** will increase the number of available parking spaces for residents. Notifications were mailed out to residents of this block informing them of the petition the Village of Oak Park received.

Currently the 100 block of N. Elmwood has daytime resident permit parking from 6AM to 4PM Monday to Friday from August 15-June 15 in addition to resident permit parking from 6PM to 10PM Monday to Thursday.

Staff reviewed the petition and recommended also adding **“On-street Overnight Permit Parking from 10PM to 6AM”** restrictions to the north side of Lake Street **(from Ridgeland to Elmwood)** in order to increase the number of available parking spaces allowing residents to park closer to their home.

If the petition is approved by the Commission and the Village Board, eligible area residents would be able to purchase the on-street overnight parking permit for their vehicle(s), at \$127 quarterly. In order to purchase the overnight parking permit, vehicles must have a valid Oak Park Vehicle License. In addition, eligible residents who would like to park their vehicles in this area 6AM Monday through Friday would also need to purchase the J7 parking permit which is sold at \$74 annually. Eligible residents would also be able to purchase visitor passes to override the daytime permit parking restriction. Visitor passes are sold in packs of 20 for \$5.



**Staff Recommendation(s):**

Staff members concur with adding “**On-Street Overnight Permit Parking from 10PM to 6AM**” to the east side of the 100 block of N. Elmwood **(from Lake St to the east alley) between the addresses 126-132 N. Elmwood and** recommend adding the north side of Lake Street **(from Ridgeland to Elmwood)**. This would open up a total of 16 parking spaces allowing residents the opportunity to park closer to their residence. We are not looking for a vote at the 6.13.2023 Transportation Commission. We are seeking feedback from the attending residents and Transportation Commission members, while we seek input from other internal departments.

**Supporting Documentation is Attached**

Aidan Morrissey



With

The Residents of 126/132 N Elmwood Ave.

Dear Members of the Transportation Commission,

I hope this letter finds you in good health and high spirits. I am writing to kindly request the implementation of overnight parking facilities within our block of 126-132 N. Elmwood Ave. As a resident of this vibrant community, I believe that introducing this service would greatly benefit residents by enhancing convenience, affordability, and availability for all.

**Convenience:** The inclusion of overnight parking spaces would significantly improve convenience for individuals who require a safe and reliable parking option during the evening hours. Many residents, including myself, often find it challenging to secure a parking spot close to our homes after dusk. By having overnight parking for our zoned residents, we would be able to park our vehicles without the stress and inconvenience of searching for parking late at night. We have lot 22 across the street but this is not available at certain times, especially during the Farmers Market season. Many of us would appreciate a place to leave our cars for the weekend. Many times we have to move our cars back and forth in the morning and night due to the parking restrictions.

**Affordability:** One of the primary concerns for residents in our village is the rising cost of parking. The introduction of overnight parking would offer an affordable alternative to expensive private parking lots and 24-hour Village garages. By providing accessible and reasonably priced street parking, residents can avoid exorbitant fees and keep their transportation costs within budget.

**Availability:** Our village is known for its vibrant social scene and popular local businesses, attracting visitors from nearby areas. As well as having a large high school nearby. This means that parking is usually limited to our residents. By providing overnight street parking, we hope this will increase our available parking spots.

I understand that implementing overnight parking may require careful planning and consideration from the Transportation Commission. However, I believe that by working together, we can find suitable solutions to address any concerns or logistical challenges that may arise. I would be more than willing to contribute my time and energy to assist in this process.

In conclusion, I kindly request the Transportation Commission to evaluate the feasibility of introducing overnight parking in our village. The convenience, affordability, and availability of this service would undoubtedly enhance the quality of life for residents and boost our community's economic vitality. Thank you for your attention to this matter, and I eagerly look forward to your positive response.

We appreciate your time and consideration of this matter and look forward to its resolution.

Sincerely,

Aidan Morrissey

[REDACTED]

[REDACTED]

PETITION FOR PERMIT PARKING RESTRICTIONS

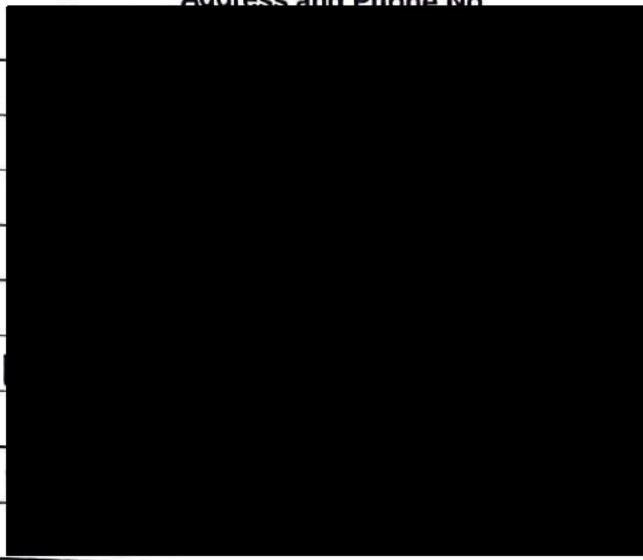
We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that permit parking restrictions be established in the 100 Block + EV Alley block of N Elmwood Ave in the Village of Oak Park, Illinois. of 132

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

10 PM - 6 AM Parking  
East + West sides of the Block  
Requested

We understand that these restrictions, if adopted by the Board of Trustees, will be enforced without any special parking privileges being granted to the residents on our block.

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

Name	Address and Phone No
1. * <u>Abdulwaddood Qazi</u>	
2. <u>Sheri McMahon</u>	
3. * <u>Aidan Morrissey</u>	
4. <u>Peter Jahn</u>	
5. <u>Christy Carlson</u>	
6. <u>Tim Buttr</u>	
7. <u>Laura M. Lercioni</u>	
8. <u>Lauren Dixon</u>	
9. <u>Pinar Kose-Montesinos</u>	
10. _____	
11. _____	
12. _____	
13. _____	
14. _____	
15. _____	

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

Return to: The Parking Services Division, Village of Oak Park, 123 Madison Street, Oak Park, IL 60302, Attention: Parking Restrictions Coordinator

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the second Tuesday of each month at 7:00 p.m. 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 Village of Oak Park  
Village Hall  
Fax 708.358.5119  
123 Madison Street  
www.oak-park.us  
Oak Park, Illinois 60302-4272  
village@oak-park.us

May 16, 2023

Resident  
Address  
Oak Park, IL 60302

**Re: Petition to add on-street overnight permit parking from 10P.M to 6A.M to the east side of the 100 block of N. Elmwood (from Lake St. to the east alley Only)**

Dear Resident:

The Village of Oak Park has received a petition to add **on-street overnight permit parking from 10P.M to 6A.M**, to the east side of the 100 block of N. Elmwood (from Lake St. to the east alley) between the addresses 126-132 N. Elmwood Ave. This topic is tentatively scheduled to be discussed by the Village's Transportation Commission on **Tuesday, June 13, 2023**. The meeting will be conducted in person at Village Hall at 7:00P.M. The meeting streamed live and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://www.oak-park.us/commissiontv) as well as cablecast on VOP-TV, which is available to Comcast subscribers on channel 6 and ATT Uverse subscribers on channel 99. If the recommendation gets approved by the Transportation Commission it will then be scheduled to be reviewed by the Village Board.

If approved, please note that in order to purchase the on-street overnight parking permit, your vehicle must have a valid Oak Park Vehicle License. J7 daytime parking permit must also be purchased in order to park in this location from 6AM-4PM (Monday through Friday from August 15 to June 15) and from 6AM to 10PM.

A copy of the Transportation Commission's agenda will be posted on the Village of Oak Park's website ([www.oak-park.us](http://www.oak-park.us)) on **Friday, June 9 after 5:00P.M.** for public review and inspection. Please be advised the agenda will include the zoom link information for residents to attend the virtual meeting.

If you wish to provide any comments regarding the agenda item, you may submit your comments in writing to the Transportation Commission by U.S. mail, by fax to 708-434-1600, or by email at [transportation@oak-park.us](mailto:transportation@oak-park.us). All comments must be received by Friday, June 9, 2023 at 12:00 noon for inclusion in the Commission's agenda. Any comments received after Friday, June 9, 2023 at 12:00 noon, will be read out aloud at the meeting.

Respectfully,  
**Village of Oak Park**  
Parking & Mobility Services Division

Discuss Petition to Add On-Street Overnight Permit Parking  
from 10PM to 6AM to the east side of the  
100 Block of N. Elmwood (from Lake St. to the east alley Only)

June 13, 2023

Transportation Commission Meeting





# GIS Map of the 100 Block of N. Elmwood



Petition received to add on-street overnight permit parking from 10PM-6AM from Lake St. to the east alley.

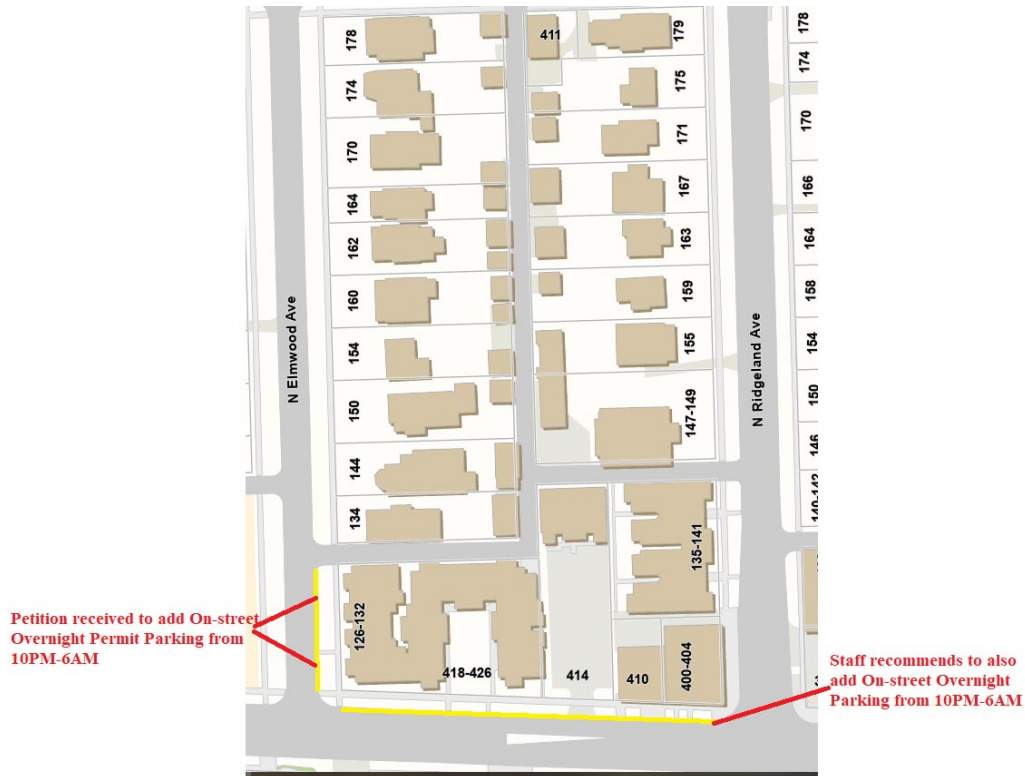
## Parking Restrictions around 126-132 N. Elmwood



# Staff Recommendation

Add On-Street Overnight Parking to the north side of Lake Street (from Ridgeland to Elmwood)

On-Street Overnight Parking on the north side of Lake Street (from Austin to Humphrey)





# Parking Guidelines, Fees and Capacity for Lots 19 & 22

## Lot 19 Guidelines, Fees & Capacity



### Parking Lot Guidelines

Parking Services 708.358.7275  
 123 Madison St. parking@oak-park.us  
 Oak Park, IL 60302 www.oak-park.us/parking

**Lot 19: Oak Park River Forest High School Community Garage, northwest corner of Lake and Scoville, 137 N. Scoville Ave.**

Parking Permit Hours	Permit Dates
<b>Night:</b> 4 p.m. - 6 a.m., Monday - Friday, 24-hours on weekends  The OPRF staff has sole use of the garage on faculty attendance days from 6 a.m. - 4 p.m.	First Quarter Valid January 1 - March 31 Second Quarter Valid April 1 - June 30 Third Quarter Valid July 1 - Sept. 30 Fourth Quarter Valid Oct. 1 - Dec. 31

### 2023 Parking Permit Fee

**\$162 - Resident**

**\$202 plus 9% cook county tax - Non-Resident**

Capacity	20
Active Permits	0
Available Permits	20

## Lot 22 Guidelines, Fees & Capacity



### Parking Lot Guidelines

Parking Services 708.358.7275  
 123 Madison St. parking@oak-park.us  
 Oak Park, IL 60302 www.oak-park.us/parking

**Lot 22: Pilgrim Church on Lake Street west of Elmwood, 450 Lake St.**

Parking Permit Hours	Permit Dates
<b>Night:</b> 6 p.m. - 8 a.m., Monday - Friday, 24-hours on weekends excluding Farmers' Market season  The Farmers' Market has use of the lot from mid-May through the last Saturday in October. During this time all vehicles must vacate by 10 p.m. on Fridays. During the market season, Lot 22 permit holders can park in the Oak Park River Forest High School Garage Friday nights and Saturday mornings.	First Quarter Valid January 1 - March 31 Second Quarter Valid April 1 - June 30 Third Quarter Valid July 1 - Sept. 30 Fourth Quarter Valid Oct. 1 - Dec. 31

### 2023 Parking Permit Fee

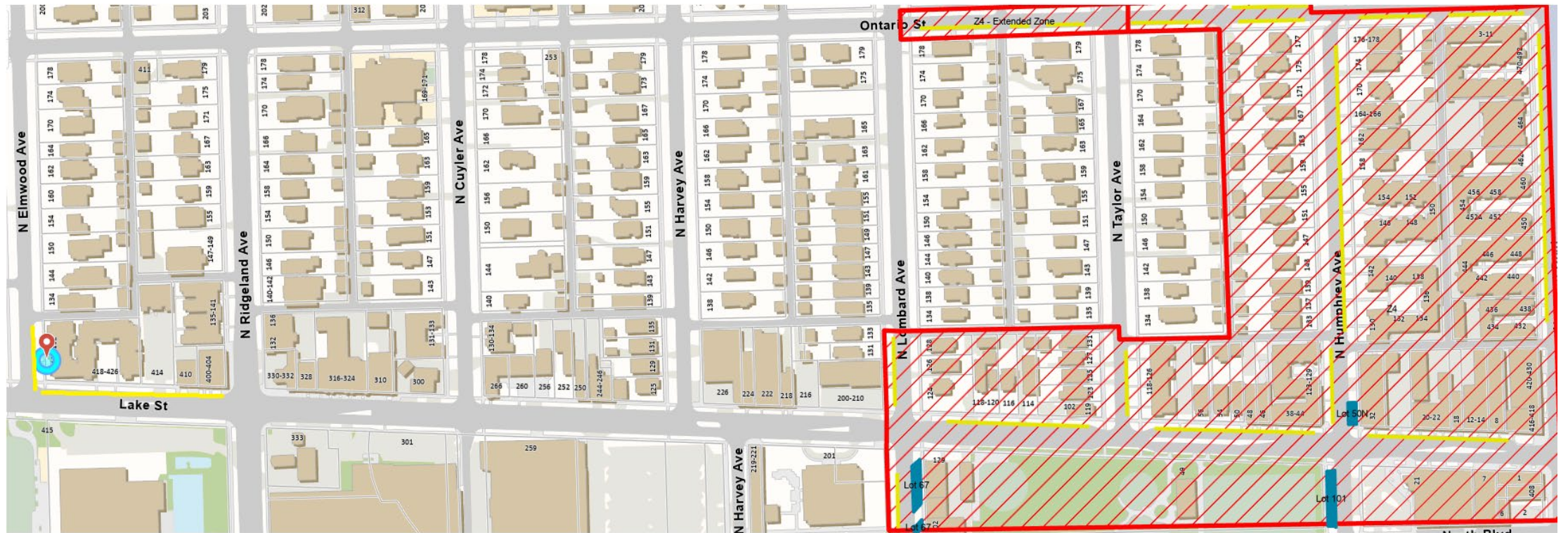
**\$152 – Resident**

**\$192 plus 9% cook county tax – Non-Resident**

Capacity	20
Active Permits	11
Available Permits	8

# Z4 Map if Petition is Approved

Z4 Map if Petition is Approved



# Petition and Staff Recommendations

On-Street Overnight Permit Parking from 10PM to 6AM to the east side of the 100 Block of N. Elmwood (from Lake St. to the east alley)

- Staff is supportive of the petition
- Staff recommends to also add On-Street Overnight Permit Parking from 10PM to 6AM to the north side of Lake Street (from Ridgeland to Elmwood).
- Visitors of residents would need a visitors pass (\$5 for 20 passes)
- Eligible area residents would be able to purchase a quarterly permit
- Opens up a total of 16 parking spaces allowing residents an opportunity to park closer to their residence

## Next Meeting/Next Steps

- Transportation Commission consideration on adding on-street overnight permit parking from 10PM to 6AM to the 100 Block of N. Elmwood (from Lake St. to the east alley) plus to the north side of Lake Street (from Ridgeland to Elmwood)