VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, AUGUST 22, 2016 - 7:00 PM
COUNCIL CHAMBERS - VILLAGE HALL

AGENDA

1. Call to Order

2. Non-agenda Public Comment - up to 15 minutes

3. Agenda Approval

4. Approval of Draft Transportation Commission Meeting Minutes

   4.1 Draft 06/27/2016 Transportation Commission meeting Minutes

5. PETITION FOR ALL-WAY STOP SIGNS AT GROVE AND BERKSHIRE

   5.1 Staff Agenda Item Commentary and Background Information
   5.2 Petition and Letter of Explanation
   5.3 Submitted Written Public Testimony
   5.4 Aerial View of the Intersection
   5.5 Sketch of the Traffic Controls in the Area
   5.6 Mann School Safe Walking Route to School Map
   5.7 Directional Speed and Volume Data for the 800 & 830 Blocks of Berkshire Street and the 900 & 1000 Blocks of Grove Avenue
   5.8 Berkshire Street & Grove Avenue Collision Diagram
   5.9 Letter to Area Residents

6. CONTINUED DEVELOPMENT OF A TRAFFIC CALMING TOOLBOX

   6.1 Staff Agenda Item Commentary
   6.2 Background Information
   6.3 Draft Process For Assigning Points For Community Support
   6.4 Proposed Scoring Table
   6.5 Test Completed Scoring Table

7. OTHER ENCLOSURES

   OE1 12 Months Of P&T Traffic Action Item Activity Summary, Aug 2015 - Jul 2016
   OE2 Village Board Of Trustees Action On Trans Com Recommendations Through 07/11/2016

8. Adjourn

DRAFT Meeting Minutes
Transportation Commission
Monday, June 27, 2016
Council Chambers – Village Hall

Call to Order and Roll Call

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

Present: Jack Chalabian, Joel Schoenmeyer, Kyle Eichenberger, Michael Stewart

Excused: Craig Chesney, Mark Patzloff, Will Gillespie

Staff: Mike Koperniak, Jill Juliano, Mary Avinger

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft June 13, 2016 Meeting Minutes

Commissioner Stewart motioned to approve the draft June 13, 2016, Transportation Commission meeting minutes and was seconded by Commissioner Schoenmeyer. The motion was approved by a unanimous voice vote.

REVIEW OF ST. CATHERINE / ST LUCY SCHOOL PEDESTRIAN AND TRAFFIC SAFETY PLAN

Mike Koperniak gave a presentation reviewing the St. Catherine / St. Lucy School pedestrian and traffic safety plan speaking about staff agenda commentary and background information. The presentation included a map of the proposed plan outlining recommendations as developed through a joint effort between Village staff and school administration. Mike stated during this process, letters were sent to 200 people in the area for a community meeting and only one resident showed up.

A discussion between the Commissioners and Mike took place about the difference in signage, educating parents about the changes, and surrounding residential properties.

Chair Chalabian asked about recommendations 2 and 3 and Mike explained why those recommendations were made for traffic on Washington. Commission Schoenmeyer asked for clarification on feeding parents through the cul-de-sac and Mike outlined the process.

The discussion continued about parking around the school in the morning, visitor parking, overnight permit parking on Humphrey, possible time limit/loading zone parking, and parking restrictions on Washington.

The floor was opened to public testimony.

Alvia McNeal of 418 S Humphrey stated that she is concerned about the kids crossing Washington for school and adjacent alley congestion. Ms. McNeal thinks there will be an issue with parents adhering to the new rules. She also feels that the kids crossing Washington is the main safety issue and that maybe 4-way stop signs should be at Humphrey and Washington or that school staff could direct traffic.

Mike Kennedy of 718 N Oak Park stated that he is a teacher at St. Catherine's and agrees with testimony of Ms. McNeal that compliance with parents will be an issue. Mr. Kennedy stated he doesn't want to see a child hit and just wants kids to be safe.

Public Testimony was closed out.

Commissioner Eichenberger stated he hopes school can communicate with parents and that it's very important that new signs communicate what we want.

Commissioner Schoenmeyer stated he was comfortable with everything except recommendation 3 and thinks staff from school or enforcement should be visible during first few days of school to set tone of new changes.

Commissioner Stewart stated he would add that crosswalks should be freshly painted and possibly curbs painted yellow regardless of signs.

Chair Chalabian asked about barricades going in the alley to prevent through-traffic and asked Ms. McNeal her opinion about that option. Ms. McNeal stated she thinks it's a good idea because it's not all day, only in the morning and afternoon. Chair Chalabian stated that it would be the school's responsibility to put up and take down the barricades each day.

Chair Chalabian stated there should be additional recommendations for outreach to parents, refreshing pavement markings around area, add or modify paint at curbs which should be included in recommendation 6 and feels that recommendation 3 should have loading/unloading zone 7am – 9am in morning with nothing needed in the afternoon.

Commissioner Stewart motioned that recommendation 3 should change to 15 minute student loading zone from 7:30am – 8:30am and 2:00pm – 3:00pm on school days. Add painting curbs yellow to recommendation 6, recommendation 13 should be outreach to parents to include an assembly and having a police officer present during start of school year, and recommendation 16 should be school staff is responsible to set out barricades on the east and west sides of the adjacent alley during arrival and

dismissal. The motion was seconded by Commissioner Schoenmeyer. The voice v
was as follows:
Ayes: Chalabian, Stewart, Schoenmeyer, Eichenberger
Nays: None
The motion passed four to zero.

The plan will be presented at the July 18th Village Board meeting.

CONTINUED DEVELOPMENT OF A TRAFFIC CALMING TOOLBOX

Jill Juliano gave a presentation on continuing the development of a traffic calming toolbox beginning with the progress made at previous meetings and spoke about the various 2003-2011 speed/volume Village studies. The presentation also included a proposed traffic calming scoring table, completed and blank scoring tables, and information from previously reviewed petitions. Jill would like the Commission to go through a scoring table to look at criteria detail.

Commissioner Eichenberger stated he liked the practice examples and wondered if complaints could trigger the score for Community Support.

Commissioner Schoenmeyer asked about scoring for various situations and Jill responded that Commissioners would look in the toolbox for specific situations. A brief discussion ensued on what the biggest factors are to reach a minimum score.

Commissioner Stewart likes grading to solve target issue and likes the idea of further identifying issues and using the toolbox to solve that issue. He thinks Community Support should be weighed more than zero and voiced concerns about Non-bike versus Bike Routes.

Chair Chalabian stated Community Support should be broken into two so it could get points for the petition and more points for additional signatures. Chair Chalabian continued the discussion speaking about the value of outreach and neighbor input. He agreed with Commissioner Stewart about Bike Routes and Non-bike routes and stated score should not be all or nothing. Jill spoke about negative support and how to deal with it.

Chair Chalabian spoke about Community Support and how to assign points: 51-59% = 5pts, 60-69% = 6pts, 70-79% = 7pts, 80-89% = 8pts, 90-99% = 9pts, 100% = 10pts (max), extra = 5pts.

Commissioner Schoenmeyer questioned how to assign a value to negative support in the surrounding area beyond the affected area and thinks maybe it should change from the number of signatures to how much interest there is. Commissioner Schoenmeyer thinks Community Support should be changed to Community Interest and Involvement.

A discussion continued among the Commissioners about scoring cyclists, Commu Interest and Involvement, how to score points versus pass/fail, and extra points for over 100% of block.

Commissioner Eichenberger stated he thinks it should be explained up front to public about signatures and petition process. Jill and Mike both responded how petition process is explained to residents and what can be done if petition requirements fall short.

Chair Chalabian stated Bike Routes versus Non-bike Routes issue needs to be addressed and agreed that Community Support should be changed to Community Interest and Support because signatures should come from people who have an interest.

The Commission agreed that Crash History, Vehicle Speed, Vehicle Volume, and Pedestrian Traffic Generators are okay as given by Village Staff.

Commissioner Schoenmeyer stated Bike Routes should have a minimum of 3 points, 6 points, or a maximum of 10 points.

A discussion took place on how to assign extra 5 points by going to others in neighborhood. Based on 50/6 = 8 points: 51-58% = 5 points, 59-66% = 6 points, 67-73% = 7 points, 74-81% = 8 points, and 82-88% = 9 points. For extra 5 points, just keep going over 100% up to 10 points (5 x 50/6) and last 5 points = 125% of affected area.

A brief discussion was had between the Commission and Village staff about upcoming Board agenda items.

Commissioner Stewart stated he would like to see the follow up pedestrian and traffic safety plan notification materials for the St. Catherine / St. Lucy school assembly.

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:10 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

Village Of Oak Park

Transportation Commission Agenda Item

Item Title:	Petition To Upgrade From Two-Way To All-Way Stop Signs At The Intersection Of Berkshire Street And Grove Avenue

Review Date: August 22, 2016

Prepared By: Jill Juliano

Abstract (briefly describe the item being reviewed):

On May 10, 2016, the Village of Oak Park received petition to upgrade traffic control devices from two-way, east-west STOP signs to all-way STOP signs at the intersection of Berkshire Street and Grove Avenue.

At tonight's meeting, the Commission may recommend to approve the petition, recommend to deny the petition, or recommend an alternative solution to address the petitioner's concerns.

Staff Recommendation(s):

1. Deny petition to upgrade from two-way east-west STOP signs to all-way STOP signs at the Berkshire/Grove intersection.
2. Increased enforcement of the 25 mph speed limit.
3. Consider traffic calming alternatives to address vehicles traveling above the speed limit on Grove Ave.

Supporting Documentation Is Attached

Memorandum

Date: August 18, 2016

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

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

On May 10, 2016, the Village of Oak Park received a petition to install all-way STOP signs at the intersection of Berkshire Street and Grove Avenue. Persons representing 53.7% of the street frontage on the petitioning blocks signed the petition. The petition was certified as a valid petition.

Reasons provided for the petition were: concerns about safety due to a recent crash at the intersection, speed of vehicle traffic on the blocks, and vehicle interaction with the school age children using this intersection to walk to various destinations including Mann School and the Julian Middle School bus stop (northwest corner of Grove Ave & Berkshire St). See Exhibit 5.2 for a copy of the petition and the original letter of explanation which accompanied the petition. See Exhibit 5.3 for copies of the written public testimony received by the Village for this item.

See Exhibit 5.4 for a digital aerial photograph of the Berkshire Street and Grove Avenue intersection and the neighboring area. Exhibit 5.5 shows the traffic control devices on Berkshire Street between Belleforte and Linden Avenues as well as adjacent east-west streets, Division Street and Greenfield Street. Exhibit 5.6 is the Safe Walking Route to School map for Mann School. The Mann School walking route indicates at the Berkshire Street and Grove Avenue intersection to walk north or south through the intersection with the protection of the existing traffic control devices (east-west STOP signs).

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

A twenty-four hour traffic volume count and speed study was conducted on Thursday, June 2, 2016 for the 800 and 830 blocks of Berkshire Street and the 900 and 1000 blocks of North Grove Avenue. Please see Exhibit 5.7 for a summary of the traffic study results as well as the collected source traffic data.

Reviewing the 24-hour volumes for all four blocks The average daily traffic on the Berkshire Street on the 800 and 830 blocks is 1,201 and 1,175 vehicles, respectively. For Grove Avenue, the average daily traffic is 712 vehicles and 655 vehicles for the 900 and

1000 blocks, respectively. Volumes on all four blocks fall within or below the 800 to 1,200 vehicle range for normal daily traffic volumes on the Village's residential streets according to the Village of Oak Park's 1990 Comprehensive Plan.

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

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

Looking at the 85th percentile speeds for the 800 and 830 blocks of Berkshire Street, the directional speeds for the two blocks range between 23 and 26 miles per hour (mph). The 24-hour survey showed that 14.8% of the eastbound vehicles and 23.6% of the westbound vehicles on the 800 block of Berkshire Street were traveling faster than the posted 25 mph speed limit. For the 830 block of Berkshire Street, the percentage of vehicles traveling faster than the posted 25 mph speed limit were 5.8% for eastbound traffic and 16.6% for westbound traffic.

Looking at the 85th percentile speeds for the 900 and 1000 blocks of North Grove Avenue, the directional speeds for the two blocks range between 28 mph and 29 mph. The 24-hour survey showed that 43.2% of the northbound vehicles and 31.1% of the southbound vehicles on the 900 block of North Grove Avenue were traveling faster than the posted 25 mph speed limit. For the 1000 block of North Grove Avenue, the percentage of vehicles traveling faster than the posted 25 mph speed limit were 45.5% for northbound traffic and 43.4% for southbound traffic.

Based on the collected data, it appears there may be a speeding issue on the 900 and 1000 blocks of North Grove Avenue as well as westbound traffic on the 800 block of Berkshire Street. Village Staff recommends increased enforcement of the 25 mph speed limit to reduce the number of vehicles that are exceeding the speed limit.

The Manual on Uniform Traffic Control Devices lists that STOP signs should not be used for speed control. Studies have shown there is little or no effect on vehicle speeds on residential roads after the installation of STOP signs. Vehicle speeds are reduced within 150 feet of the intersection otherwise the effect of STOP signs on vehicle speeds is negligible. Some motorists increase their speed to make up for the "inconvenience" of stopping, or make a "rolling stop", or disregard the STOP signs.

Memorandum

Next, thirty-six months of vehicle crash reports covering the period of July 2013 through June 2016 were reviewed for the Berkshire Street and Grove Avenue intersection. Please see Exhibit 5.8 for the collision diagram.

In 1997, the intersection was studied as part of the Village-wide traffic study. At the time, the intersection was uncontrolled. The number of reported crashes at the intersection in the 36 month period totaled four, while the average daily traffic was 2,123 vehicles. The 1997 crash rate for the Berkshire Street and Grove Avenue intersection was calculated to be 1.72 accidents per million entering vehicles (Acc/MEV). This crash rate is then compared to the critical crash rate for the particular section of the Village's area-wide traffic study. For the north section of the area-wide traffic study (Augusta Street to North Avenue and Harlem Avenue to Austin Boulevard), the critical crash rate is 0.686 Acc/MEV. If an actual accident rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance. As a result, east-west STOP signs were will installed on Berkshire Street at Grove Avenue on November 4, 1998.

The number of reported crashes that occurred at the Berkshire Street and Grove Avenue intersection for the thirty-six months ended June 30, 2016 totaled one. This crash was a right angle collision. According to the report, the brakes on the eastbound vehicle failed. The average daily traffic for the intersection as determined as part of the 2016 traffic study is 1,857 vehicles. From this data, the 2016 crash rate for the Berkshire Street and Grove Avenue intersection is calculated to be 0.492 Acc/MEV. This crash rate is lower than the critical crash as determined in the area-wide traffic study of 1998 (0.686 Acc/MEV). In conclusion, there does not appear to be a problem with vehicle crashes at the Berkshire Street and Grove Avenue intersection.

Village Staff is recommending to deny the petition to upgrade the traffic control devices at the intersection of Berkshire Street and Grove Avenue from two-way, east-west STOP signs to all-way STOP signs based on the results of the crash analysis, traffic study and the fact that STOP signs should not be used for speed control.

Instead Village Staff recommends:

1. Increased enforcement of the 25 mph speed limit.
2. Consideration of traffic calming alternatives to address vehicles traveling above the speed limit on Grove Avenue.

Note: There is a planned sewer project on Berkshire Street which includes the Berkshire/Grove intersection. This sewer project is being submitted as part of the proposed 2017 Capital Improvement Project budget. Any recommended changes to the intersection geometry may be implemented during this proposed sewer project.

Erich Krumrei

1010 N. Grove• Oak Park, IL• Phone: 312-206-4245
E-Mail: ewkrumrei@gmail.com

RECEIV
05/23/201

Date: May 9, 2016

Jill Juliano, P.E.
Transportation Engineer
Village of Oak Park, IL

Dear Ms. Juliano:

As residents of the 1000 block of N. Grove Ave, over the past several years, we regularly witness drivers speeding up and down Grove Ave at speeds well above the posted speed limit due to the lack of a stop sign at the corner of Berkshire and Grove. Just a couple weeks ago, there was an accident at that very corner. The amount and speed of traffic traveling thru this intersection is particularly concerning due to the presence of school age children – whether on foot walking to Mann Elementary, or getting to the Julian Middle School bus stop - located at this corner. Further, speed limit banners (i.e. "drive 25 keep kids alive") were installed north and south of this intersection during the Fall of 2011 and were recently removed. While erected, these banners appeared to have little to no impact in reducing traffic speeds.

The residents on the 900 and 1000 blocks of N. Grove Ave believe having a four-way stop at the intersection of Grove and Berkshire would significantly assist in reducing traffic speeds and thus make all of us safer.

In support of this petition we have received more than the required 51% of residents north and south of this intersection.

Thank you in advance for your consideration of our request. If you have any questions, please feel free to contact me directly.

Sincerely,

Erich W. Krumrei

Erich Krumrei

PETITION FOR TRAFFIC REGULATIONS

0816-1
5.2
2/4

We, the undersigned, respectfully petition the Transportation Commission to recommend to Park Board of Trustees that traffic regulations be established in the 1000 block of N. Grove in the Village of Oak Park, Illinois.

We further petition the Commission to regulate traffic in this manner: By making the intersection of Grove and Berkshire into a 4-way stop. This would require adding signs on the north and south sides of the intersection

---

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

	Name	Address and Phone No.
1.	* Erich Krumrei	1010 N Grove 312-206-4245
2.	Jack French	1014 N. Grove 708 383-7293
3.	James Walsh	1018 N Grove 708-386-4205
4.	Sanjay G Patel Sanjay S Patel	1034 N Grove 708 945-7813
5.	Kirt Otwell	1039 N. Grove 708-525-0243
6.	LINDA B. ROBINSON	1027 N. GROVE AVE 7083834981
7.	[illegible]	1030 N. GROVE 708 386-0229
8.	[illegible]	1015 N GROVE 708-613-4530
9.	Jim Houston	1007 N GROVE 7083863663
10.	Kathy Hymson	1001 N. Grove 445-0375
11.	Scott Clayton	931 N. Grove 386-9133
12.	Benjamin Ling	930 N Grove 708-948-7547
13.	PETER SIMPSON	934 N. GROVE 734-604-0707
14.	[illegible]	946 N GROVE 708 848 8061
15.	[illegible]	1027 N GROVE 773-524-9166

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

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

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition.

PETITION FOR TRAFFIC REGULATIONS

0816-1
5.2
3/4

We, the undersigned, respectfully petition the Transportation Commission to recommend to Park Board of Trustees that traffic regulations be established in the _____ _____ block of _____ in the Village of Oak Park, Illinois.

We further petition the Commission to regulate traffic in this manner: _____

_____

_____

_____

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

	Name	Address and Phone No.
1. ✱	[illegible]	1038 N Grove Oak Park, Il
2.	Andrea Kemp	1042 N Grove Oak Park 60302
3.	John McIlwain	1046 N Grove Oak Park 60302
4.	Kary McIlwain	1046 N Grove OP 60302
5.	[illegible]	1041 N Grove OP 60302
6.	[illegible]	1023 N. Grove OP 708-848 8944
7.	[illegible]	1011 N. GROVE AVE. OP 60302
8.	[illegible] 7083833255935	N. GROVE AVE 708-763-0028
9.	[illegible]	911 N. Grove Ave 708 848 3609
10.	[illegible]	907 N. Grove Ave 708 445-0734
11.	Joseph [illegible]	910 N Grove Ave 708 013-5395
12.	[illegible]	914 N. Grove Ave 773-230-5444
13.	[illegible]	1017 N GROVE AVE 708 848 0730
14.	Julia Ryan	1047 N. Grove Ave 312 617-3615
15.	[illegible]	1026 N Grove Ave

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

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PETITION FOR TRAFFIC REGULATIONS

0816-1
5.2
4/4

We, the undersigned, respectfully petition the Transportation Commission to recommend to t Park Board of Trustees that traffic regulations be established in the _____ _____ block of _____ in the Village of Oak Park, Illinois.

We further petition the Commission to regulate traffic in this manner: _____

_____

_____

_____

_____

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

	Name	Address and Phone No. 383-8167
1. *	[signature]	1035 N Grove Ave 60302
2.	LISA RONE	947 N GROVE 60302 (708)3588087
3.	Sarah Mellman	915 N. Grove 60302 (708)383-4235
4.	Kathryn Kelly	918 N. Grove 60302 708/383-5917
5.	[signature]	928 n. Grove 60302 708-386-9050
6.	[signature]	938 N. Grove Of 60302 708 269-9840
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		

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

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Juliano, Jill

0816-1
5.3
1/3

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

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

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

Juliano, Jill

0816-1
5.3
2/3

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

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

Hello,

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

While I agree that something needs to change at this intersection, I am concerned about the false sense of security provided by a 4 way stop, especially with Mann School and Field Park only one block away where many young children and distracted families on foot and bicycle frequent. I have lived very close to this intersection for more than a decade and am home during the day, so have had concerns and observed what happens there. It seems to be an issue of behavior more than signage; namely:
- Failure to yield, let alone stop, at the eastbound stop sign on Berkshire. This happens regularly but particularly around 8am during school days, suggesting the offenders are parents who just dropped their children at Mann School and are hurrying elsewhere, and/or local residents trying to quickly get through the increased volume of traffic. This is a behavior issue, not a signage one - local parents and residents should be well aware that this stop sign exists.
- 'Peeling out' from the (mostly) eastbound stop sign, presumably from frustration that nearly every preceding block on Berkshire has a stop sign despite relatively little vehicular, bicycle and foot traffic at each of those intersections. While it is crucial that drivers stop for others at intersections, I can understand the frustration with stopping every few hundred yards when it does not seem warranted - and my own experience as a local driver is that there seldom is traffic at most of these except for when school is starting and ending. This is also a behavior issue that signage is unlikely to change.
- Numerous screeches, honks and close calls when east/westbound vehicles fail to remain stopped until north/southbound cars pass, suggesting the drivers are ignoring the 'Cross Traffic Does Not Stop' signs on Berkshire. Again, a driver behavior issue, since the signage is already there but ignored.
- Honks and close calls when north/southbound drivers imagine there is a stop sign, or yield to stopped vehicles, which leads to confusion as to who then takes the right of way. Driver issue again, not signage.
- Speeding north and southbound on Grove Ave. Our family has witnessed several accidents related to this over the years. Stop signs would reduce the speeding issue, presumably - though I would not be surprised to see some of the above issues persist or increase going north/south based on what already occurs with the east-west stop sign.

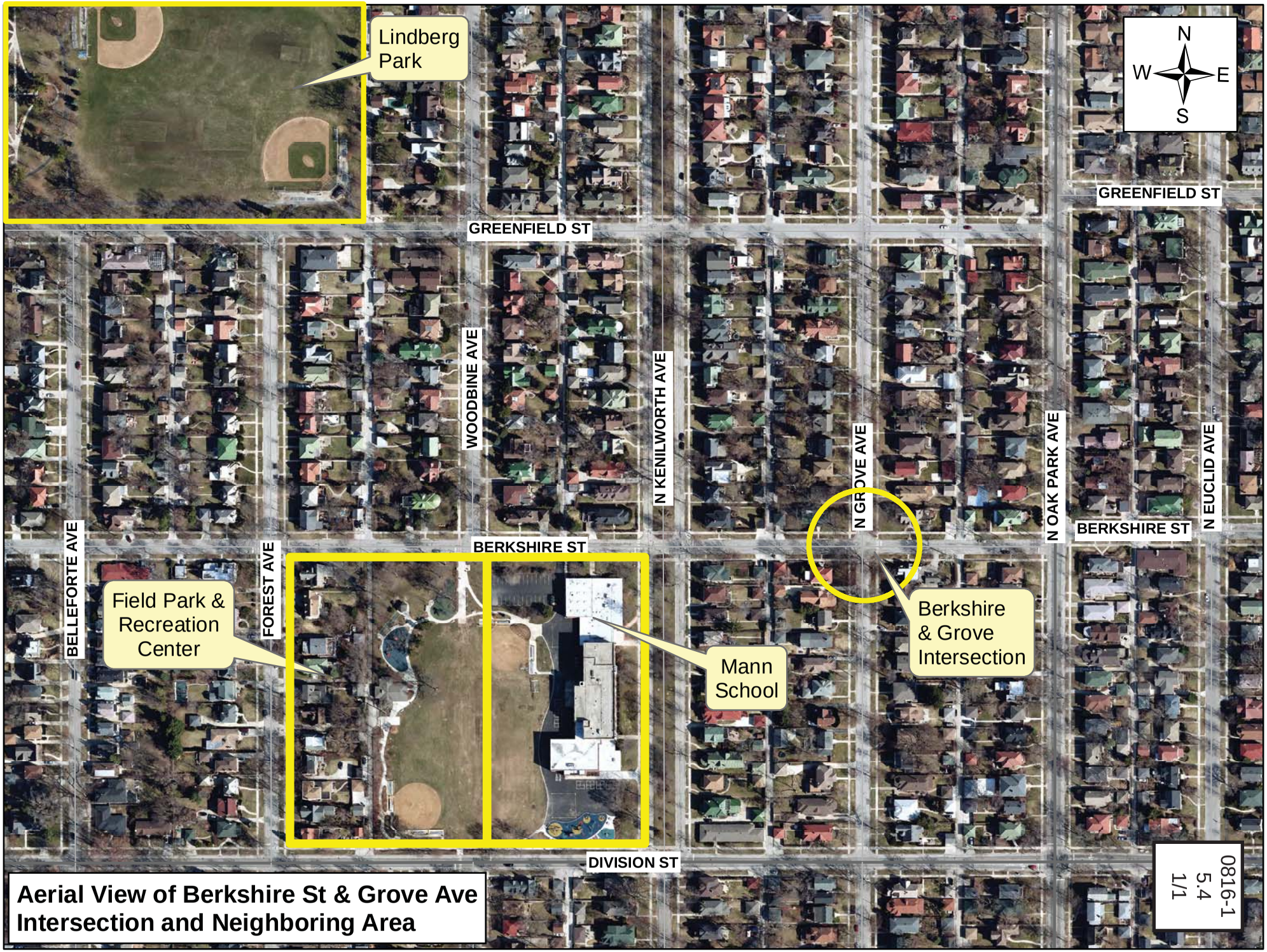
The behavior I observe and mention above suggests that a four way stop is not a panacea - the issue often is driver behavior that includes a failure to observe the signage that is (or is not) already there. The only issue above that might change is the north/southbound speeding. My own experience at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

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

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

Thank you for the opportunity to comment.

0816-1
5.3
3/3



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

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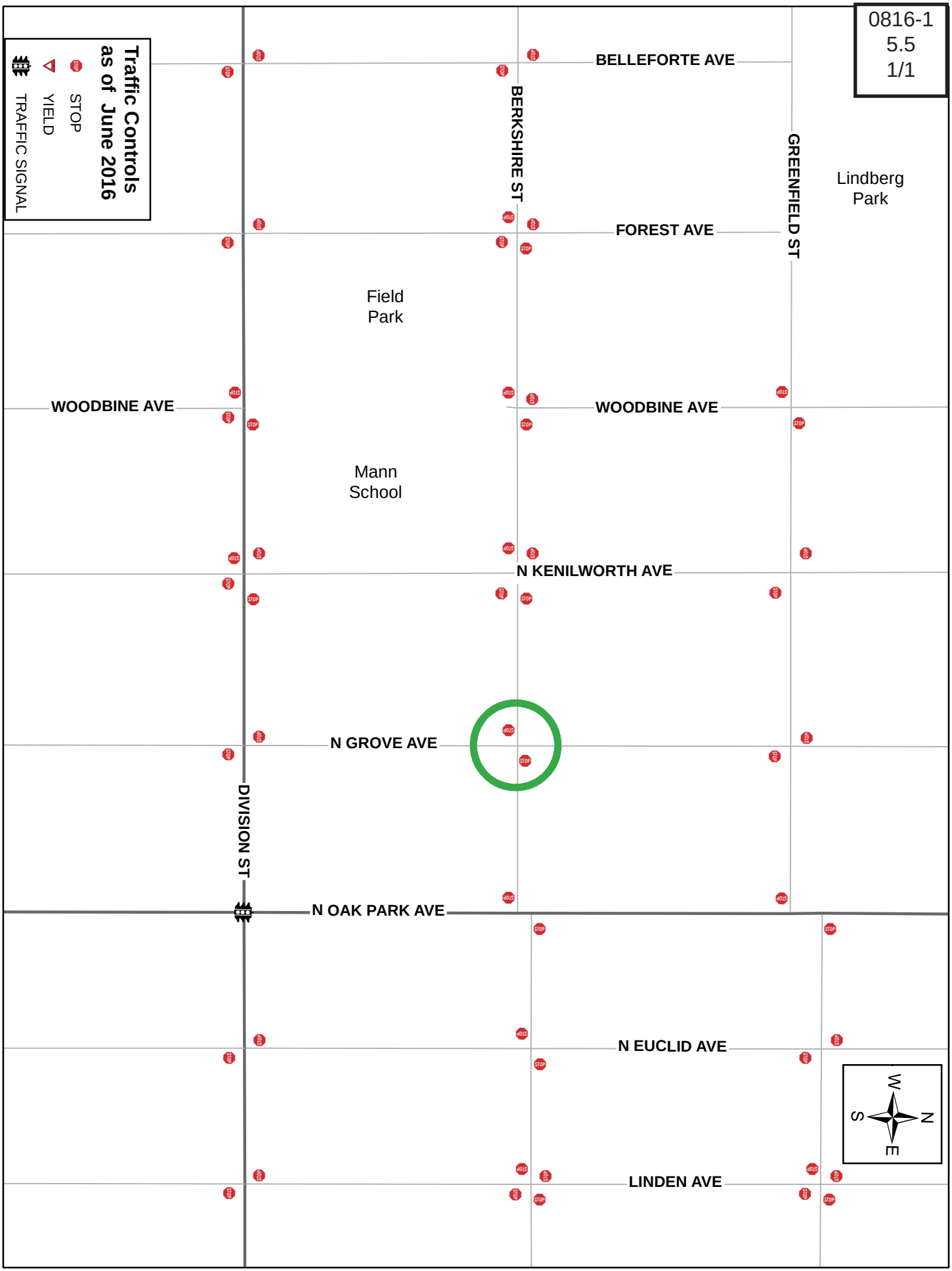

0816-1
5.5
1/1
Traffic Controls
as of June 2016
STOP
YIELD
TRAFFIC SIGNAL
BELLEFORTE AVE
BERKSHIRE ST
GREENFIELD ST
Lindberg
Park
FOREST AVE
Field
Park
WOODBINE AVE
WOODBINE AVE
Mann
School
N KENILWORTH AVE
N GROVE AVE
DIVISION ST
N OAK PARK AVE
N EUCLID AVE
LINDEN AVE
W
S
N
E

0816-1
5.6
1/1

NOT T

NOTE TO PARENTS:

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

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

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

Oak Park

SAFE WALKING ROUTES TO SCHOOL:

MANN ELEMENTARY SCHOOL
OAK PARK ELEMENTARY SCHOOL DISTRICT 97

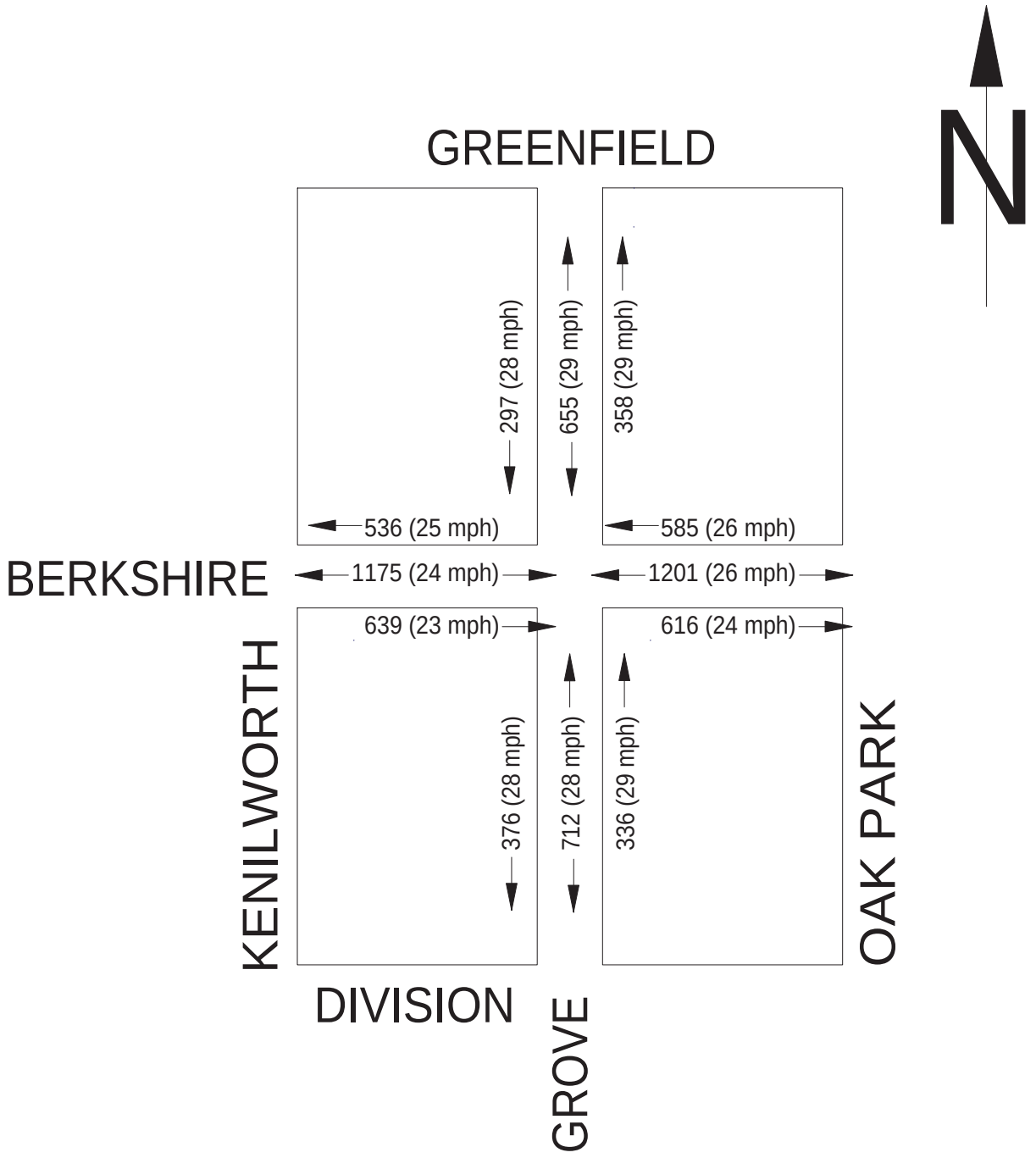
LEGEND:
- TRAFFIC SIGNAL
- STOP SIGN
- YIELD SIGN
- DENOTES NEW FORM OF TRAFFIC CONTROL
- VILLAGE CROSSING GUARD
- CROSSWALK
- SCHOOL WALK ROUTE

DATE: OCTOBER 2009

KLOA

EXHIBIT NO: 1

0816-1
5.7
1/13



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

Engineering Division	*Scale: 1" = Ft.* *By:* JAJ *Date:* 08/17/16	**Directional Vehicle Volumes and Speeds on the 900 & 1000 blocks of N Grove Ave and the 800 & 830 blocks of Berkshire St Traffic data was collected on Thursday, June 2, 2016.**
Filename: 2016 Agendas\0816-1\5 - All-Way STOP Signs on Grove at Berkshire PF 1339\0816-1-5.XX Volumes & Speeds.dc		

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
800 blk Berkshire Street
Oak Park Avenue & Kennilworth Avenue

Date Start: 02-Jun-16
Date End: 02-Jun-16

EB

Start	1	11	16	21	26	31	36	41	46	51	56	61	66	
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	Total
06/02/16	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	2	2	0	0	0	0	0	0	0	0	5
05:00	3	1	3	6	1	1	0	0	0	0	0	0	0	15
06:00	6	4	20	34	8	1	0	0	0	0	0	0	0	73
07:00	4	3	8	25	3	0	0	0	0	0	0	0	0	43
08:00	2	0	9	11	3	0	0	0	0	0	0	0	0	25
09:00	1	0	2	9	4	2	0	0	0	0	0	0	0	18
10:00	2	0	1	16	7	1	0	0	0	0	0	0	0	27
11:00	4	0	10	14	4	1	0	0	0	0	0	0	0	33
12 PM	2	0	5	12	7	0	0	0	0	0	0	0	0	26
13:00	0	1	11	16	6	0	0	0	0	0	0	0	0	34
14:00	4	3	8	35	10	1	0	0	0	0	0	0	0	61
15:00	7	0	6	29	6	0	0	0	0	0	0	0	0	48
16:00	3	2	10	32	9	1	0	0	0	0	0	0	0	57
17:00	4	2	13	23	3	0	0	0	0	0	0	0	0	45
18:00	3	2	15	18	5	0	0	0	0	0	0	0	0	43
19:00	2	3	13	9	2	0	0	0	0	0	0	0	0	29
20:00	3	0	1	8	1	0	0	0	0	0	0	0	0	13
21:00	4	0	0	7	1	0	0	0	0	0	0	0	0	12
22:00	0	0	0	3	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	57	21	137	310	83	8	0	0	0	0	0	0	0	616
Total	57	21	137	310	83	8	0	0	0	0	0	0	0	616

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

Statistics

Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	447
Percent in Pace :	72.6%
Number of Vehicles > 25 MPH :	91
Percent of Vehicles > 25 MPH :	14.8%

0816-1
5.7
2/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
800 blk Berkshire Street
Oak Park Avenue & Kennilworth Avenue

Date Start: 02-Jun-16
Date End: 02-Jun-16

WB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	2	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	1	2	1	0	0	0	0	0	0	0	5
05:00	2	1	5	7	6	0	0	0	0	0	0	0	0	21
06:00	6	4	9	39	7	1	0	0	0	0	0	0	0	66
07:00	4	1	4	17	7	0	0	0	0	0	0	0	0	33
08:00	1	2	5	17	7	0	0	0	0	0	0	0	0	32
09:00	2	2	1	11	3	0	0	0	0	0	0	0	0	19
10:00	2	1	2	21	10	0	0	0	0	0	0	0	0	36
11:00	2	1	5	15	7	0	0	0	0	0	0	0	0	30
12 PM	0	1	5	16	4	0	0	0	0	0	0	0	0	26
13:00	0	0	2	18	9	0	0	0	0	0	0	0	0	29
14:00	5	0	2	26	14	0	0	0	0	0	0	0	0	47
15:00	2	1	7	16	15	2	0	0	0	0	0	0	0	43
16:00	2	4	10	31	19	0	0	0	0	0	0	0	0	66
17:00	1	1	2	20	11	0	0	0	0	0	0	0	0	35
18:00	0	2	8	18	6	0	0	0	0	0	0	0	0	34
19:00	0	0	11	11	2	1	0	0	0	0	0	0	0	25
20:00	1	0	2	11	2	0	0	0	0	0	0	0	0	16
21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	3	0	3	2	0	0	0	0	0	0	0	0	8
23:00	0	0	1	5	0	0	0	0	0	0	0	0	0	6
Total	32	27	83	305	133	5	0	0	0	0	0	0	0	585
Total	32	27	83	305	133	5	0	0	0	0	0	0	0	585

15th Percentile :	16 MPH
50th Percentile :	22 MPH
85th Percentile :	26 MPH
95th Percentile :	29 MPH

Statistics

Mean Speed(Average) :	22 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	438
Percent in Pace :	74.9%
Number of Vehicles > 25 MPH :	138
Percent of Vehicles > 25 MPH :	23.6%

0816-1
5.7
3/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
800 blk Berkshire Street
Oak Park Avenue & Kennilworth Avenue

Date Start: 02-Jun-16
Date End: 02-Jun-16

EB, WB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	2	0	0	0	0	0	0	0	0	0	3
04:00	0	1	1	3	4	1	0	0	0	0	0	0	0	10
05:00	5	2	8	13	7	1	0	0	0	0	0	0	0	36
06:00	12	8	29	73	15	2	0	0	0	0	0	0	0	139
07:00	8	4	12	42	10	0	0	0	0	0	0	0	0	76
08:00	3	2	14	28	10	0	0	0	0	0	0	0	0	57
09:00	3	2	3	20	7	2	0	0	0	0	0	0	0	37
10:00	4	1	3	37	17	1	0	0	0	0	0	0	0	63
11:00	6	1	15	29	11	1	0	0	0	0	0	0	0	63
12 PM	2	1	10	28	11	0	0	0	0	0	0	0	0	52
13:00	0	1	13	34	15	0	0	0	0	0	0	0	0	63
14:00	9	3	10	61	24	1	0	0	0	0	0	0	0	108
15:00	9	1	13	45	21	2	0	0	0	0	0	0	0	91
16:00	5	6	20	63	28	1	0	0	0	0	0	0	0	123
17:00	5	3	15	43	14	0	0	0	0	0	0	0	0	80
18:00	3	4	23	36	11	0	0	0	0	0	0	0	0	77
19:00	2	3	24	20	4	1	0	0	0	0	0	0	0	54
20:00	4	0	3	19	3	0	0	0	0	0	0	0	0	29
21:00	5	2	2	7	1	0	0	0	0	0	0	0	0	17
22:00	0	3	0	6	2	0	0	0	0	0	0	0	0	11
23:00	0	0	1	6	1	0	0	0	0	0	0	0	0	8
Total	89	48	220	615	216	13	0	0	0	0	0	0	0	1201
Total	89	48	220	615	216	13	0	0	0	0	0	0	0	1201

15th Percentile :	15 MPH
50th Percentile :	21 MPH
85th Percentile :	26 MPH
95th Percentile :	28 MPH

Statistics

Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	835
Percent in Pace :	69.5%
Number of Vehicles > 25 MPH :	229
Percent of Vehicles > 25 MPH :	19.1%

0816-1
5.7
4/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
830 Blk of Berkshire Street
Oak Park Avenue & Kennilworth Avenue

Date Start: 02-Jun-16
Date End: 02-Jun-16

EB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	4	0	0	0	0	0	0	0	0	0	5
05:00	0	3	3	1	0	0	0	0	0	0	0	0	0	7
06:00	1	17	34	19	3	0	0	0	0	0	0	0	0	74
07:00	7	11	32	14	2	0	0	0	0	0	0	0	0	66
08:00	0	4	6	12	3	0	0	0	0	0	0	0	0	25
09:00	0	2	5	7	0	0	0	0	0	0	0	0	0	14
10:00	1	2	9	10	3	0	0	0	0	0	0	0	0	25
11:00	2	2	16	11	3	0	0	0	0	0	0	0	0	34
12 PM	0	2	8	13	2	0	0	0	0	0	0	0	0	25
13:00	1	1	9	20	2	0	0	0	0	0	0	0	0	33
14:00	2	14	35	28	2	0	0	0	0	0	0	0	0	81
15:00	1	2	19	24	3	0	0	0	0	0	0	0	0	49
16:00	1	1	17	27	6	0	0	0	0	0	0	0	0	52
17:00	1	1	23	19	0	0	0	0	0	0	0	0	0	44
18:00	2	1	19	11	3	0	0	0	0	0	0	0	0	36
19:00	1	3	16	11	2	0	0	0	0	0	0	0	0	33
20:00	1	1	7	2	3	0	0	0	0	0	0	0	0	14
21:00	0	1	6	4	0	0	0	0	0	0	0	0	0	11
22:00	0	0	4	2	0	0	0	0	0	0	0	0	0	6
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	22	68	271	241	37	0	0	0	0	0	0	0	0	639
Total	22	68	271	241	37	0	0	0	0	0	0	0	0	639

	15th Percentile :	15 MPH
	50th Percentile :	19 MPH
	85th Percentile :	23 MPH
	95th Percentile :	25 MPH
Statistics	Mean Speed(Average) :	20 MPH
	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	512
	Percent in Pace :	80.1%
	Number of Vehicles > 25 MPH :	37
	Percent of Vehicles > 25 MPH :	5.8%

0816-1
5.7
5/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
830 Blk of Berkshire Street
Oak Park Avenue & Kennilworth Avenue

Date Start: 02-Jun-16
Date End: 02-Jun-16

WB

Start	1	11	16	21	26	31	36	41	46	51	56	61	66	
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	Total
06/02/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	2	1	0	0	0	0	0	0	0	5
05:00	1	1	6	10	1	0	0	0	0	0	0	0	0	19
06:00	2	2	13	25	5	1	0	0	0	0	0	0	0	48
07:00	2	8	6	17	4	0	0	0	0	0	0	0	0	37
08:00	0	2	6	10	9	0	0	0	0	0	0	0	0	27
09:00	0	0	3	7	4	0	0	0	0	0	0	0	0	14
10:00	0	1	2	19	8	0	0	0	0	0	0	0	0	30
11:00	0	0	11	16	2	0	0	0	0	0	0	0	0	29
12 PM	1	3	1	14	6	0	0	0	0	0	0	0	0	25
13:00	1	1	10	13	1	0	0	0	0	0	0	0	0	26
14:00	6	5	8	18	5	1	0	0	0	0	0	0	0	43
15:00	0	1	7	19	14	0	0	0	0	0	0	0	0	41
16:00	1	2	12	35	9	0	0	0	0	0	0	0	0	59
17:00	0	2	5	19	8	0	0	0	0	0	0	0	0	34
18:00	2	5	10	12	2	0	0	0	0	0	0	0	0	31
19:00	1	3	10	12	3	0	0	0	0	0	0	0	0	29
20:00	1	3	2	12	1	0	0	0	0	0	0	0	0	19
21:00	0	1	4	1	1	0	0	0	0	0	0	0	0	7
22:00	0	0	1	4	1	0	0	0	0	0	0	0	0	6
23:00	0	1	1	3	0	0	0	0	0	0	0	0	0	5
Total	18	42	119	268	86	3	0	0	0	0	0	0	0	536
Total	18	42	119	268	86	3	0	0	0	0	0	0	0	536

15th Percentile :	15 MPH
50th Percentile :	21 MPH
85th Percentile :	25 MPH
95th Percentile :	28 MPH

Statistics

Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	387
Percent in Pace :	72.2%
Number of Vehicles > 25 MPH :	89
Percent of Vehicles > 25 MPH :	16.6%

0816-1
5.7
6/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
830 Blk of Berkshire Street
Oak Park Avenue & Kennilworth Avenue

Date Start: 02-Jun-16
Date End: 02-Jun-16

EB, WB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	1	2	4	2	1	0	0	0	0	0	0	0	10
05:00	1	4	9	11	1	0	0	0	0	0	0	0	0	26
06:00	3	19	47	44	8	1	0	0	0	0	0	0	0	122
07:00	9	19	38	31	6	0	0	0	0	0	0	0	0	103
08:00	0	6	12	22	12	0	0	0	0	0	0	0	0	52
09:00	0	2	8	14	4	0	0	0	0	0	0	0	0	28
10:00	1	3	11	29	11	0	0	0	0	0	0	0	0	55
11:00	2	2	27	27	5	0	0	0	0	0	0	0	0	63
12 PM	1	5	9	27	8	0	0	0	0	0	0	0	0	50
13:00	2	2	19	33	3	0	0	0	0	0	0	0	0	59
14:00	8	19	43	46	7	1	0	0	0	0	0	0	0	124
15:00	1	3	26	43	17	0	0	0	0	0	0	0	0	90
16:00	2	3	29	62	15	0	0	0	0	0	0	0	0	111
17:00	1	3	28	38	8	0	0	0	0	0	0	0	0	78
18:00	4	6	29	23	5	0	0	0	0	0	0	0	0	67
19:00	2	6	26	23	5	0	0	0	0	0	0	0	0	62
20:00	2	4	9	14	4	0	0	0	0	0	0	0	0	33
21:00	0	2	10	5	1	0	0	0	0	0	0	0	0	18
22:00	0	0	5	6	1	0	0	0	0	0	0	0	0	12
23:00	0	1	2	4	0	0	0	0	0	0	0	0	0	7
Total	40	110	390	509	123	3	0	0	0	0	0	0	0	1175
Total	40	110	390	509	123	3	0	0	0	0	0	0	0	1175

	15th Percentile :	15 MPH
	50th Percentile :	20 MPH
	85th Percentile :	24 MPH
	95th Percentile :	27 MPH
Statistics	Mean Speed(Average) :	20 MPH
	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	899
	Percent in Pace :	76.5%
	Number of Vehicles > 25 MPH :	126
	Percent of Vehicles > 25 MPH :	10.7%

0816-1
5.7
7/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
900 Blk Grove Avenue
Division Street & Greenfield Street

Date Start: 02-Jun-16
Date End: 02-Jun-16

NB

Start	1	11	16	21	26	31	36	41	46	51	56	61	66	
Time	10	15	20	25	30	35	40	45	50	55	60	65	70	Total
06/02/16	0	0	0	1	0	2	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	1	0	0	0	0	0	0	0	0	3
06:00	2	0	1	0	2	0	0	0	0	0	0	0	0	5
07:00	1	1	0	7	6	3	0	0	0	0	0	0	0	18
08:00	0	2	6	15	9	1	0	0	0	0	0	0	0	33
09:00	0	1	1	9	0	2	0	0	0	0	0	0	0	13
10:00	0	1	3	3	3	0	1	0	0	0	0	0	0	11
11:00	1	3	2	6	7	2	0	0	0	0	0	0	0	21
12 PM	2	1	2	7	7	0	0	0	0	0	0	0	0	19
13:00	0	1	4	5	3	2	0	1	0	0	0	0	0	16
14:00	0	0	3	2	8	3	0	0	0	0	0	0	0	16
15:00	1	0	2	6	7	3	0	0	0	0	0	0	0	19
16:00	1	0	4	7	13	1	1	0	0	0	0	0	0	27
17:00	0	0	4	9	8	1	1	0	0	0	0	0	0	23
18:00	0	0	1	12	16	7	1	0	0	0	0	0	0	37
19:00	1	0	3	13	4	0	0	0	0	0	0	0	0	21
20:00	1	0	3	7	6	1	0	0	0	0	0	0	0	18
21:00	1	0	3	6	2	2	0	0	0	0	0	0	0	14
22:00	0	0	2	6	5	0	0	0	0	0	0	0	0	13
23:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
Total	12	11	45	123	109	31	4	1	0	0	0	0	0	336
Total	12	11	45	123	109	31	4	1	0	0	0	0	0	336

15th Percentile :	18 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	33 MPH

Statistics

Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	232
Percent in Pace :	69.0%
Number of Vehicles > 25 MPH :	145
Percent of Vehicles > 25 MPH :	43.2%

0816-1
5.7
8/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
900 Blk Grove Avenue
Division Street & Greenfield Street

Date Start: 02-Jun-16
Date End: 02-Jun-16

SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	6	4	1	0	0	0	0	0	0	0	12
07:00	0	1	5	20	9	3	0	0	0	0	0	0	0	38
08:00	3	0	7	8	6	3	0	0	0	0	0	0	0	27
09:00	0	1	2	9	6	1	1	0	0	0	0	0	0	20
10:00	0	2	5	6	6	1	0	0	0	0	0	0	0	20
11:00	5	3	9	7	3	1	0	0	0	0	0	0	0	28
12 PM	0	1	5	7	2	2	0	0	0	0	0	0	0	17
13:00	0	5	7	9	5	0	0	0	0	0	0	0	0	26
14:00	2	2	3	13	11	1	0	0	0	0	0	0	0	32
15:00	0	2	9	15	10	1	0	0	0	0	0	0	0	37
16:00	2	0	2	9	6	1	0	0	0	0	0	0	0	20
17:00	1	5	4	16	14	1	0	0	0	0	0	0	0	41
18:00	0	0	2	6	8	0	1	0	0	0	0	0	0	17
19:00	0	2	1	8	3	2	0	0	0	0	0	0	0	16
20:00	0	1	3	6	1	0	0	0	0	0	0	0	0	11
21:00	0	0	1	3	0	0	1	0	0	0	0	0	0	5
22:00	0	0	0	2	0	1	0	0	0	0	0	0	0	3
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	13	25	69	152	95	19	3	0	0	0	0	0	0	376
Total	13	25	69	152	95	19	3	0	0	0	0	0	0	376

15th Percentile :	16 MPH
50th Percentile :	22 MPH
85th Percentile :	28 MPH
95th Percentile :	30 MPH

Statistics

Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	247
Percent in Pace :	65.7%
Number of Vehicles > 25 MPH :	117
Percent of Vehicles > 25 MPH :	31.1%

0816-1
5.7
9/13

Fish Transportation Group

801 South Blvd Suite 5
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Oak Park
900 Blk Grove Avenue
Division Street & Greenfield Street

Date Start: 02-Jun-16
Date End: 02-Jun-16

NB, SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	1	2	0	2	0	0	0	0	0	0	0	5
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00	1	0	0	1	1	0	0	0	0	0	0	0	0	3
06:00	2	0	2	6	6	1	0	0	0	0	0	0	0	17
07:00	1	2	5	27	15	6	0	0	0	0	0	0	0	56
08:00	3	2	13	23	15	4	0	0	0	0	0	0	0	60
09:00	0	2	3	18	6	3	1	0	0	0	0	0	0	33
10:00	0	3	8	9	9	1	1	0	0	0	0	0	0	31
11:00	6	6	11	13	10	3	0	0	0	0	0	0	0	49
12 PM	2	2	7	14	9	2	0	0	0	0	0	0	0	36
13:00	0	6	11	14	8	2	0	1	0	0	0	0	0	42
14:00	2	2	6	15	19	4	0	0	0	0	0	0	0	48
15:00	1	2	11	21	17	4	0	0	0	0	0	0	0	56
16:00	3	0	6	16	19	2	1	0	0	0	0	0	0	47
17:00	1	5	8	25	22	2	1	0	0	0	0	0	0	64
18:00	0	0	3	18	24	7	2	0	0	0	0	0	0	54
19:00	1	2	4	21	7	2	0	0	0	0	0	0	0	37
20:00	1	1	6	13	7	1	0	0	0	0	0	0	0	29
21:00	1	0	4	9	2	2	1	0	0	0	0	0	0	19
22:00	0	0	2	8	5	1	0	0	0	0	0	0	0	16
23:00	0	0	2	0	2	0	0	0	0	0	0	0	0	4
Total	25	36	114	275	204	50	7	1	0	0	0	0	0	712
Total	25	36	114	275	204	50	7	1	0	0	0	0	0	712

15th Percentile :	17 MPH
50th Percentile :	23 MPH
85th Percentile :	28 MPH
95th Percentile :	32 MPH

Statistics

Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	479
Percent in Pace :	67.3%
Number of Vehicles > 25 MPH :	262
Percent of Vehicles > 25 MPH :	36.8%

0816-1
5.7
10/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
1000 Blk Grove Avenue
Division Street & Greenfield Street

Date Start: 02-Jun-16
Date End: 02-Jun-16

NB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	1	0	1	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	5	9	4	0	0	0	0	0	0	0	19
07:00	0	0	2	10	25	2	0	0	0	0	0	0	0	39
08:00	4	0	2	6	6	1	0	0	0	0	0	0	0	19
09:00	6	1	1	2	3	0	1	0	0	0	0	0	0	14
10:00	2	0	3	6	4	3	0	0	0	0	0	0	0	18
11:00	2	2	2	3	7	3	0	0	0	0	0	0	0	19
12 PM	5	2	2	5	6	4	0	1	0	0	0	0	0	25
13:00	0	1	2	3	4	3	0	0	0	0	0	0	0	13
14:00	2	1	2	8	7	5	0	0	0	0	0	0	0	25
15:00	2	0	3	14	9	4	1	0	0	0	0	0	0	33
16:00	0	2	1	10	8	2	0	0	0	0	0	0	0	23
17:00	0	5	5	3	16	2	0	0	0	0	0	0	0	31
18:00	0	1	3	12	4	0	0	0	0	0	0	0	0	20
19:00	1	3	3	7	4	2	0	1	0	0	0	0	0	21
20:00	1	1	1	4	3	1	0	0	0	0	0	0	0	11
21:00	2	1	2	4	3	0	0	0	0	0	0	0	0	12
22:00	0	1	1	1	2	0	0	0	0	0	0	0	0	5
23:00	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	28	22	36	109	121	37	3	2	0	0	0	0	0	358
Total	28	22	36	109	121	37	3	2	0	0	0	0	0	358

15th Percentile :	15 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	33 MPH

Statistics

Mean Speed(Average) :	23 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	230
Percent in Pace :	64.2%
Number of Vehicles > 25 MPH :	163
Percent of Vehicles > 25 MPH :	45.5%

0816-1
5.7
11/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
1000 Blk Grove Avenue
Division Street & Greenfield Street

Date Start: 02-Jun-16
Date End: 02-Jun-16

SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	4	3	3	2	0	0	0	0	0	0	0	12
06:00	0	2	2	7	8	1	0	0	0	0	0	0	0	20
07:00	0	1	2	4	6	2	0	0	0	0	0	0	0	15
08:00	0	2	0	5	7	3	0	0	0	0	0	0	0	17
09:00	0	0	1	7	6	2	0	0	0	0	0	0	0	16
10:00	0	1	3	5	8	1	0	0	0	0	0	0	0	18
11:00	0	1	2	8	3	0	0	0	0	0	0	0	0	14
12 PM	1	2	3	6	11	1	0	0	0	0	0	0	0	24
13:00	0	2	3	6	9	3	0	0	0	0	0	0	0	23
14:00	3	0	1	12	11	0	0	0	0	0	0	0	0	27
15:00	0	1	3	7	9	0	0	0	0	0	0	0	0	20
16:00	0	1	2	18	16	0	0	0	0	0	0	0	0	37
17:00	0	0	1	6	5	1	0	0	0	0	0	0	0	13
18:00	1	3	1	6	3	2	0	0	0	0	0	0	0	16
19:00	0	1	3	4	1	0	0	0	0	0	0	0	0	9
20:00	0	0	2	4	2	0	0	0	1	0	0	0	0	9
21:00	0	1	0	1	1	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Total	6	19	33	110	110	18	0	0	1	0	0	0	0	297
Total	6	19	33	110	110	18	0	0	1	0	0	0	0	297

15th Percentile :	17 MPH
50th Percentile :	24 MPH
85th Percentile :	28 MPH
95th Percentile :	31 MPH

Statistics

Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	220
Percent in Pace :	74.1%
Number of Vehicles > 25 MPH :	129
Percent of Vehicles > 25 MPH :	43.4%

0816-1
5.7
12/13

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
1000 Blk Grove Avenue
Division Street & Greenfield Street

Date Start: 02-Jun-16
Date End: 02-Jun-16

NB, SB

Start Time	1 10	11 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	Total
06/02/16	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	2	0	1	0	1	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	0	1	0	0	0	0	0	0	0	2
05:00	0	0	4	5	3	2	0	0	0	0	0	0	0	14
06:00	0	3	2	12	17	5	0	0	0	0	0	0	0	39
07:00	0	1	4	14	31	4	0	0	0	0	0	0	0	54
08:00	4	2	2	11	13	4	0	0	0	0	0	0	0	36
09:00	6	1	2	9	9	2	1	0	0	0	0	0	0	30
10:00	2	1	6	11	12	4	0	0	0	0	0	0	0	36
11:00	2	3	4	11	10	3	0	0	0	0	0	0	0	33
12 PM	6	4	5	11	17	5	0	1	0	0	0	0	0	49
13:00	0	3	5	9	13	6	0	0	0	0	0	0	0	36
14:00	5	1	3	20	18	5	0	0	0	0	0	0	0	52
15:00	2	1	6	21	18	4	1	0	0	0	0	0	0	53
16:00	0	3	3	28	24	2	0	0	0	0	0	0	0	60
17:00	0	5	6	9	21	3	0	0	0	0	0	0	0	44
18:00	1	4	4	18	7	2	0	0	0	0	0	0	0	36
19:00	1	4	6	11	5	2	0	1	0	0	0	0	0	30
20:00	1	1	3	8	5	1	0	0	1	0	0	0	0	20
21:00	2	2	2	5	4	0	0	0	0	0	0	0	0	15
22:00	0	1	1	1	2	0	0	0	0	0	0	0	0	5
23:00	0	1	0	3	1	0	0	0	0	0	0	0	0	5
Total	34	41	69	219	231	55	3	2	1	0	0	0	0	655
Total	34	41	69	219	231	55	3	2	1	0	0	0	0	655

15th Percentile :	16 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH

Statistics

Mean Speed(Average) :	24 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	450
Percent in Pace :	68.7%
Number of Vehicles > 25 MPH :	292
Percent of Vehicles > 25 MPH :	44.6%

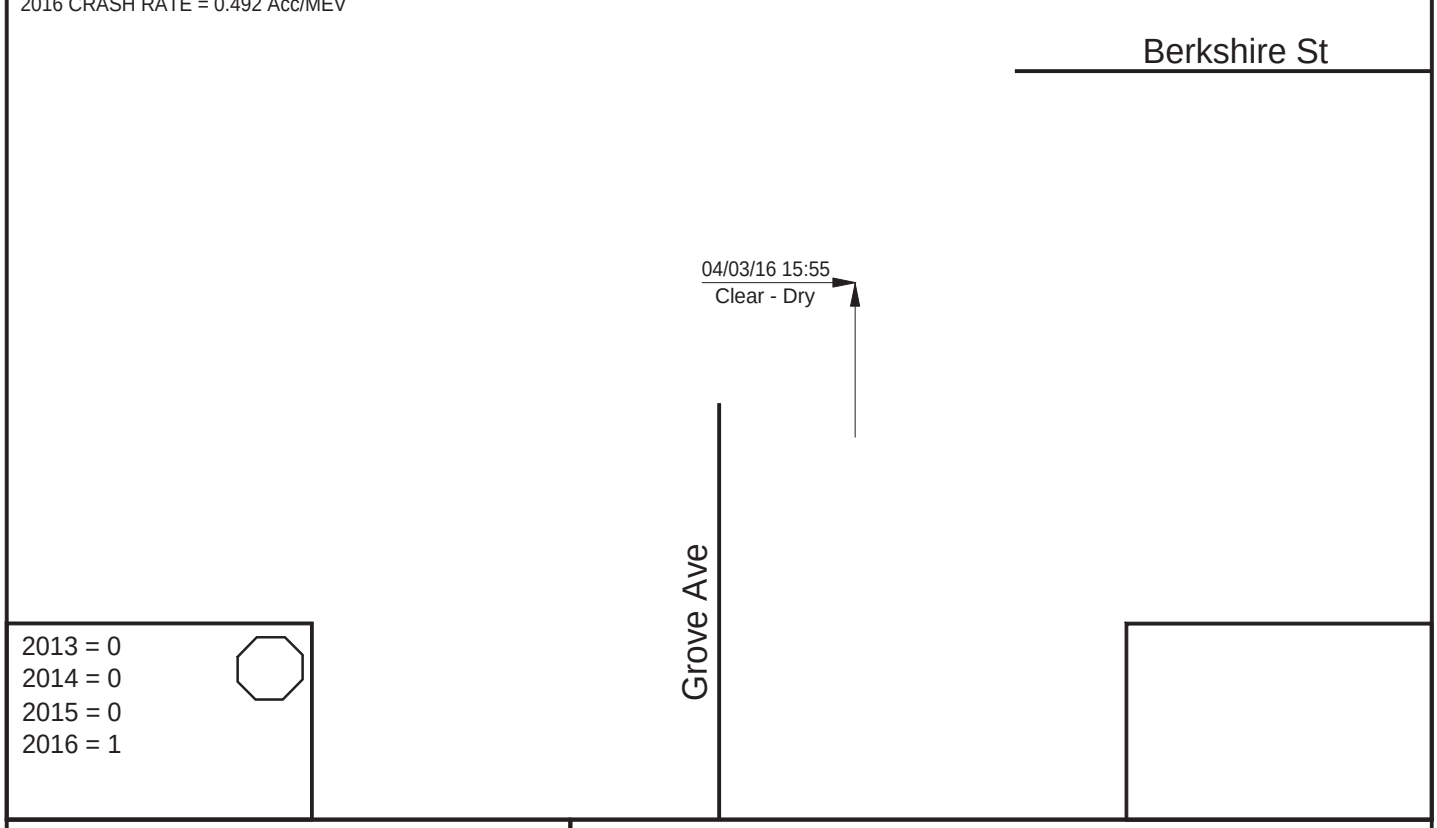
0816-1
5.7
13/13

0816-1
5.8
1/1

VILLAGE OF OAK PARK
COLLISION DIAGRAM

W E S

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



SYMBOLS

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

TYPES OF COLLISIONS

- REAR END
- HEAD ON
- SIDE SWIPE
- OUT OF CONTROL
- LEFT TURN
- RIGHT ANGLE

1. Date and Time
2. Weather and Road Surface Conditions

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

0816-1
5.9
1/1

Oak Park

The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272

708.383.6400
Fax 708.383.9584
TTY 708.383.0048
village@vil.oak-park.il.us

August 15, 2016

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

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

Dear Resident:

The Village of Oak Park has received a petition to upgrade the existing two-way, east-west stop signs to all-way stop signs at the intersection of Berkshire Street and Grove Avenue.

The Transportation Commission is scheduled to review this petition at its upcoming public meeting being held at 7:00 PM on Monday, August 22, 2016, in the Council Chambers of Village Hall.

You are invited to attend this public meeting to give testimony. If you wish to comment but are unable to attend, you may submit your comments in writing to the undersigned by U.S. mail, by email at jjuliano@oak-park.us or by fax to (708) 434-1600.

A copy of the Commission's agenda will be available for public review and inspection on Monday, August 22nd, at Village Hall at 123 Madison Street.

Sincerely:

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano
Transportation Engineer

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

0816-1
6.1
1/1

Village Of Oak Park

Transportation Commission Agenda Item

Item Title:	**Continue Discussion Regarding Developing A Traffic Calming Toolbox**

Review Date: August 22, 2016

Prepared By: Michael Koperniak

Abstract (briefly describe the item being reviewed):

Tonight's meeting is a continuation of the Transportation Commission's work plan item to develop a traffic calming toolbox for use in more effectively addressing traffic calming petitions that are brought before it.

Staff Recommendation(s):

For tonight's meeting, the Commission will be reviewing the draft scoring system developed in previous sessions compared to the petitions that have been submitted and reviewed by the Transportation Commission in recent years. The Commission may wish to refine the points granted based on the criteria for a particular measure.

In subsequent meetings, the Commission will work on developing the list of traffic calming measures that the Village can use to address the submitted petitions and develop objective criteria for use in evaluating the validity and severity of petitions that are brought before the Commission for review.

Supporting Documentation Is Attached

MEMORANDUM

Date: August 19, 2016

To: Transportation Commission

From: Mike Koperniak, Staff Liaison

Transportation Commission M. K.

Re: Continuation Of Developing A Traffic Calming Toolbox

Included in this agenda item are several items for review and consideration.

The first item is a draft process to generate a score for Community Interest. There was considerable discussion at the previous meeting regarding how to score negative support from residents living on blocks adjacent to the affected petition zone. This draft process assigns a points based on the petition and then subtracts points based on the extent of negative responses. As a consequence, the Community Interest score can vary between 5 and 15 points. The Commission should review this draft process and modify it if they see fit.

Another item is to review the attached draft table listing all six criteria and the scoring mechanism for each one. The Commission should confirm that the scoring mechanism for each criteria is what it decided on. It should be noted that for the Crash History criteria, there is a score gap for 4 or 5 crashes and 13 or 14 crashes. This should be addressed at tonight's meeting.

Another item for consideration is the test scoring table that was first presented at the June 27th meeting. This test scoring table applied the six criteria to four actual past petitions and generated scores ranging between 28 and 42 points out of a maximum 100 points. Although actual scores were generated, it still remains to be determined what constitutes an acceptable minimum score in order to proceed with applying the various traffic calming measures. The Commission needs to address this issue.

Staff questions that were presented at the May 23rd meeting but not all yet answered include:

1. The scores from the eight commutes appear to be relative scores by which the community can compare one petitioned for street versus another. Should the Village develop a base standard score for a "normal" street by which to compare petitioned for streets to? Petition scores falling at or below this base standard score would not be processed further.

2. It appears that the scoring for most of the communities does not distinguish between street mid-block traffic calming and street intersection traffic calming. Should the Village's scoring system distinguish between the two and use two different scoring systems?

3. answered

4. answered

5. answered

6. answered

It appears from reading through the eight NTMP reports that many of the communities use a two tiered system. The lower level utilizes easier to implement and less costly traffic calming measures while the upper level utilizes harder to implement and more costly traffic calming measures.

The next step after the Village's scoring and formulas have been developed is to consider if the Village should use a two tiered system.

0816-1
6.2
3/5

Traffic Control Options For Neighborhood Streets

(For use on two lane residential streets only)

Level 1 Traffic Control Measures

1. Speed limit signs
2. Special warning signs, i.e., not a thru street, children playing, no outlet, etc.
3. Speed warning program, i.e. notices sent to residents
4. Speed radar trailer
5. Intermittent speed enforcement activity by police
6. Improved intersection lighting

Level 2 Traffic Control Measures

1. Stop signs
2. Neighborhood speed watch program (see attached description)
3. On-street parking changes
4. Intense speed enforcement action by police
5. Pavement markings
6. Street narrowing (installed on a temporary and/or trial bases)

Threshold criteria for Level 2 Traffic Control Measures:

Speeds	- Average 24 hour speeds more than 2 mph over speed limit.
or	
Non-resident traffic	- At least 15% of traffic during problem hour found to be non-resident traffic

Level 3 Traffic Control Measures

1. Street closures
2. Street narrowing (permanent)
3. Traffic Diverters
4. One-way streets (with parking)
5. Traffic circles
6. Turn prohibitions
7. Speed humps (see attached criteria for use of speed humps)

Threshold criteria for Level 3 Traffic Control Measures:

Speeds	- Average 24 hour speeds more than 5 mph over speed limit.
or	
Non-resident traffic	- At least 25% of traffic during problem hour found to be non-resident traffic

D 2

Note: 1. Non-resident traffic is defined as traffic not originating from or destined to a location within the neighborhood.
2. The use of "rumble strips" is not an approved traffic control devices.

Traffic Management Measures and Strategies			
	Albuquerque	Prince George's County	Oak Park
Non-physical	Non-physical strategies provide a non-invasive form of calming traffic that is inexpensive and easy to implement, and that can also be removed easily if the measure is unsuccessful. For these reasons, non-physical measures will be applied prior to implementing any physical traffic calming measures. Non-physical traffic calming strategies can take multiple forms.		
Physical	Physical strategies consist of physical changes in the roadway design for the purpose of reducing the average roadway speed (speed management) or daily traffic volume (volume management), improving the vehicle pedestrian design, or a combination of these elements. Physical strategies may be considered in instances where non-physical strategies have first been implemented, evaluated, and found to be unsuccessful.		
Level I		Measures are passive in nature and include educational methods and special pavement markings. For these measures to be implemented, they must be approved by a civic association. Residents may also be required to participate in implementation.	
Level II		Measures include traffic control devices and physical measures which control access to neighborhoods, change travel patterns, and regulate the flow of traffic through the neighborhood. Prior to implementation, a petition must be signed by the affected residents.	
Level III		Measures are used solely for the purpose of addressing severe through traffic problems. These measures should have the greatest detrimental impact on the residents of the neighborhood and should be considered only after all other measures have been shown to be ineffective. In addition to requiring a petition, level III measures require a public hearing to give the general public an opportunity to express their concerns. Due to the severe impact on travel patterns, Level III measures should not be considered on residential collector streets.	

C

EXHIBIT 3

Toolbox Summary

See detailed device pages for more information

Very Good · Good · Fair · Poor · Not Applicable

Effectiveness of traffic control measure at addressing concern

Traffic Management Strategy	Speed (SPEED LIMIT 25)	Volume	Cut Through	Crashes	Emergency Vehicle	Pedestrian	Bicycle	Noise	Cost ($)
Non-Physical Control Measures									
Targeted Police Enforcement	Very Good	Poor	Fair	Fair	Very Good	Very Good	Very Good	N/A	$$
Radar Speed Trailer	Good	Poor	Poor	N/A	Very Good	Very Good	Very Good	N/A	$$
Permanent Radar Speed Sign	Good	Poor	Poor	N/A	Very Good	Very Good	Very Good	N/A	$$
Centerline / Edgeline / Laneline Striping	Fair	Fair	Poor	N/A	Very Good	Very Good	Very Good	N/A	$
Speed Reduction Markings	Fair	Poor	Poor	N/A	Very Good	Very Good	Very Good	N/A	$
Speed Limit Signage	Fair	Poor	Poor	Fair	Very Good	Very Good	Very Good	N/A	$
Speed Limit Pavement Markings	Fair	Poor	Poor	N/A	Very Good	Very Good	Very Good	N/A	$
Raised Pavement Markers	Fair	Poor	Poor	Fair	Very Good	Very Good	Fair	Poor	$$
High Visibility Crosswalks	Fair	Poor	Poor	Good	Very Good	Very Good	Good	N/A	$$
Parking Strategies	Fair	Fair	Fair	Fair	Fair	Good	Fair	N/A	$$
Education and Community Involvement	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	$
Signed Turn Restriction	Poor	Good	Good	N/A	Very Good	Very Good	Very Good	N/A	$
Speed Control – Narrowing Measures									
Neckdowns and Bulbouts	Good	Fair	Fair	Fair	Fair	Good	Fair	N/A	$$
Lane Narrowing with Center Island /Pededstrian Refuge	Fair	Poor	Fair	Fair	Good	Good	Fair	N/A	$$$
Two-Lane Choker	Fair	Fair	Fair	Fair	Good	N/A	Fair	N/A	$$$
One-Lane Choker	Very Good	Very Good	Very Good	Poor	Poor	N/A	Poor	N/A	$$$
Roadside and Median Landscaping	Fair	N/A	N/A	N/A	N/A	Fair	Fair	N/A	$$$
Road Narrowing / Detached Sidewalks	Good	N/A	N/A	N/A	Good	Very Good	Fair	N/A	$$$
Speed Control – Horizontal Measures									
Traffic Circle	Very Good	Fair	Fair	Good	Fair	Fair	Fair	Fair	$$$
Roundabout (Single Lane)	Good	N/A	Poor	Very Good	Fair	Good	Fair	Good	$$$$
Chicane	Good	Fair	Fair	N/A	Good	Good	Fair	Fair	$$$
Lateral Shift	Fair	N/A	Fair	N/A	Good	Fair	Fair	N/A	$$$
Realigned Intersection	Good	Fair	Fair	N/A	Good	N/A	N/A	N/A	$$$
Medians and Partial Medians	Fair	Fair	Poor	Fair	Fair	Fair	Fair	N/A	$$$
Speed Control – Vertical Measures									
Speed Hump	Very Good	Good	Good	Fair	Poor	Good	Good	Poor	$
Speed Table	Very Good	Good	Good	Fair	Poor	Good	Good	Poor	$
Speed Kidneys	Very Good	Good	Good	Fair	Good	Good	Good	Fair	$
Raised Crosswalk	Good	Good	Good	Fair	Poor	Good	Good	Poor	$
Raised Intersection	Good	N/A	N/A	Fair	Poor	Very Good	Good	N/A	$$$
Volume Control Measures									
Full Closure (gate, midblock cul-de-sac, intersection cul-de-sac)	Good	Fair	Very Good	Fair	Poor	Good	Good	Good	$$$$
Partial Closure	Good	Fair	Very Good	Fair	Fair	Good	Good	Good	$$$$
Diagonal Diverter	Good	Fair	Very Good	Fair	Fair	Good	Good	Good	$$$$
Median Barrier	Fair	Fair	Very Good	Good	Fair	Good	Good	Good	$$$$
Forced Turn Island	Fair	Fair	Very Good	Good	Fair	Good	Good	Good	$$$
Two-Way Street Conversions	Good	Fair	Fair	Fair	Good	Good	Good	N/A	$$$$
One-Way Couplet Conversions	Poor	Fair	Fair	Good	Fair	Good	Good	N/A	$$$

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August 22, 2016

Scoring Community Interest

The Public Interest score can vary between 5 and 15 points.

Scoring for Community Interest is determined by first calculating a base score of between 10 and 15 points as determined by the extent of positive public support within the affected petition zone and then subtracting between 1 and 5 points from this base score as determined by negative support from the adjacent area outside of the affected petition zone.

The first step is to calculate the base score based upon the extent of positive public support within the affected petition zone. Positive public support is indicated by a valid signature on the petition.

Valid petitions are petitions that have been signed by residents representing at least 51 percent (75 percent for cul-de-sacs) of the street frontage where the traffic regulations are being requested. The following tables show the scoring for 51% and 75% petitions.

51% petitions				
51%	-	59%	=	10 points
60%	-	68%	=	11
69%	-	77%	=	12
78%	-	86%	=	13
87%	-	95%	=	14
96%	-	100%	=	15

75% petitions				
75%	-	78%	=	10 points
79%	-	82%	=	11
83%	-	86%	=	12
87%	-	90%	=	13
91%	-	94%	=	14
95%	-	100%	=	15

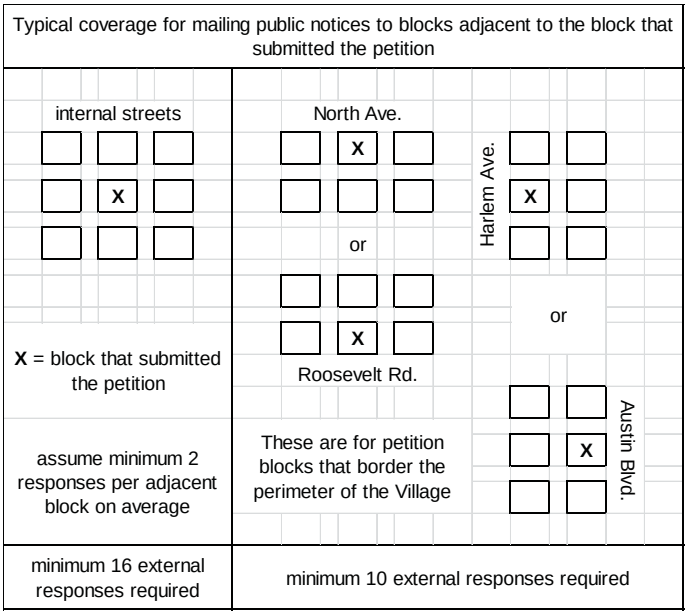
It is assumed that residents within the petition zone that have not signed the petition: (1) oppose the petition, (2) have no opinion on the petition, or (3) were not approached to sign the petition. In any case, these are to be considered as not positive support within the petition zone for the petition.

A valid petition receives a minimum score of 10 points for the fact that it is a valid petition. Additional points are assigned based upon the number of signatures. A maximum of 15 points is given to the base Community Interest score if there are signatures representing between 96% and 100% (95% and 100%) of the street frontage where the traffic regulations are being requested.

If written invitations to attend the public Transportation Commission meeting to give public testimony were not mailed to residents outside of the affected petition zone then the scoring process is complete and the final Community Interest score will range between 10 and 15 points. This is typically the case for stop sign petitions.

If written invitations to attend the public Transportation Commission meeting to give public testimony were mailed to residents outside of the petition zone, then the extent of negative support generated by these mailings needs to be determined and subtracted from the Community Interest base score.

Typically, when written invitations are mailed to residents outside of the petition zone, they are mailed to the blocks surrounding the petitioning block. Following are diagrams showing typical coverages for mailing public notices to blocks adjacent to the block that submitted the petition.



A minimum acceptable level of resident responses needs to be determined. For this purpose, assume that each adjacent block should generate at least one response per side of the street or two responses per block on average.

This number can vary based upon a decision by the Transportation Commission.

Resident responses include testimony received by Village Staff prior to the meeting as well as public testimony given during the meeting.

For petition blocks on internal streets, eight adjacent blocks will have been ma public notices. Requiring a minimum of 2 responses per block on average indicates that at least 16 responses will have to have been received in order to have an acceptable level of resident responses from residents outside of the affected petition zone.

For petition blocks that border the perimeter of the Village, five adjacent blocks will have been mailed public notices. Requiring a minimum of 2 responses per block on average indicates that at least 10 responses will have to have been received in order to have an acceptable level of resident responses from residents outside of the affected petition zone.

The percentage of negative support in these responses will be calculated and then negative points will be assigned based on the following table.

	% 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

These points will be subtracted from the base score in order to arrive at a final Community Interest score.

Following is a scoring example.

A petition was submitted with signatures representing 81% of the street frontage where the traffic regulations are being requested. This would give a base score of 13 points.

Public notices were also mailed to the adjacent eight blocks. The Transportation Commission received back 19 responses from these adjacent blocks and 5 of them were negative. The 19 responses are more than the minimum required 16 responses. The 5 negative responses represent 26% of the 19 received responses. This 26% indicates that 2 points should be subtracted from the base score.

Therefore, the final Public Interest score would be 11 points (13 - 2).

It is mathematically possible that the final Public Interest score could be as low as 5 points. This would happen if the base score was at the minimum 10 points and the negative points were at the maximum 5 points. 10 points minus 5 points equals 5 points.

The end.

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<table>
<tr><th>Measure</th><th>Maximum Number of Points</th><th>Criteria Detail</th></tr>
<tr><td>Crash History</td><td>20</td><td>At least 3 correctible crashes in a 3 year period = 5 points
6-12 correctible crashes in a 3 year period = 10 points
more than 15 correctible crashes in a 3 year period = 15 points
any correctible crash involving injury to a pedestrian/cyclist = 5 points
how to score 4 or 5 crashes and 13 or 14 crashes?</td></tr>
<tr><td>Vehicle Speed</td><td>20</td><td>85th percentile speed is not over the speed limit = 0 points
85th percentile speed is 1 mph over the speed limit = 4 points
85th percentile speed is 2 mph over the speed limit = 8 points
85th percentile speed is 3 mph over the speed limit = 12 points
85th percentile speed is 4 mph over the speed limit = 16 points
85th percentile speed is 5 mph or more over the speed limit = 20 points
outlier excessive speeding = 5 points</td></tr>
<tr><td>Vehicle Volume</td><td>20</td><td>ADT < 750 = 0 points
ADT = 751 - 1,350 = 5 points
ADT = 1,351 - 1,950 = 10 points
ADT = 1,951 - 2,550 = 15 points
ADT > 2,550 = 20 points</td></tr>
<tr><td>Pedestrian Traffic Generators</td><td>15</td><td>Any school, park, library, church, CTA station 2 to 3 blocks (1,320 to 1,980 ft.) away = 3 points
Any school, park, library, church, CTA station one block (660 ft.) or less away = 5 points</td></tr>
<tr><td>Community Interest</td><td>15</td><td>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.
<table>
<tr><th colspan="4">51% petitions</th></tr>
<tr><td>51%</td><td>-</td><td>59%</td><td>= 10 points</td></tr>
<tr><td>60%</td><td>-</td><td>68%</td><td>= 11</td></tr>
<tr><td>69%</td><td>-</td><td>77%</td><td>= 12</td></tr>
<tr><td>78%</td><td>-</td><td>86%</td><td>= 13</td></tr>
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<table>
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<tr><td>87%</td><td>-</td><td>90%</td><td>= 13</td></tr>
<tr><td>91%</td><td>-</td><td>94%</td><td>= 14</td></tr>
<tr><td>95%</td><td>-</td><td>100%</td><td>= 15</td></tr>
</table>
<table>
<tr><th colspan="4">% of negative replies</th><th>Subtract</th></tr>
<tr><td colspan="4">Less than 10 or 16 replies</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>-</td><td>20%</td><td>= - 1 point</td></tr>
<tr><td>21%</td><td>-</td><td>40%</td><td>= - 2</td></tr>
<tr><td>41%</td><td>-</td><td>60%</td><td>= - 3</td></tr>
<tr><td>61%</td><td>-</td><td>80%</td><td>= - 4</td></tr>
<tr><td>81%</td><td>-</td><td>100%</td><td>= - 5 points</td></tr>
</table></td></tr>
<tr><td>Bike Routes / Non-Bike Routes</td><td>10</td><td>Not identified as a proposed bike route/boulevard* = 3 points
Identified as an alternative bike route/boulevard* = 6 points
Identified as a bike route/boulevard* = 10 points
* Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum</td></tr>
<tr><td>Maximum Score</td><td>100</td><td></td></tr>
</table>

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Measure	Maximum Number of Points	Criteria Detail	all-way STOP sign Columbian & Berkshire	traffic calming device on 1200 Woodbine	all-way STOP sign Randolph & Grove	all-way STOP sign Thomas & Lombard.
Crash History	20	At least 3 correctible crashes in a 3 year period = 5 points 6-12 correctible crashes in a 3 year period = 10 points more than 15 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0	0	0	0
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	12	20	4	8
Vehicle Volume	20	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	5	5	20	5
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 2 to 3 blocks away = 3 points Any school, park, library, church, CTA station one block or less away = 5 points	10	3	10	8
Community Support	15	Signatures only from blocks required for petition = 0 points Minor amount of signatures from neighboring blocks = 5 points Large number of signatures from other blocks, or signatures from agency/institution = 15 points	15	0	0	15
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 0 points Identified as an alternative bike route/boulevard* = 5 points Identified as a bike route/boulevard* = 10 points * Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum	0	0	0	10
Total	**100**		**42**	**28**	**34**	**46**

Are some or all of these scores high enough to warrant the implementation of traffic calming measures?

Parking and Traffic Action Item Activity Summary

Grayed out row indicates the item has b completed and closed

Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1262	08/05/15	JAJ				Sightline Issues for SB Marion Ct at Ontario St looking eastward		No Trans Com involvement necessary
1263	08/10/15	MJK	08/17/16	08/10/15		install flashing stop sign on Jackson at Cuyler		Approved by VBOT on April 18, 2016 See # 1228 Installation of RRFB on 08/17/2016
1264	08/17/15	JAJ				Vehicles honking in north-south alley adjacent to 1200 block of Fair Oaks		No Trans Com involvement necessary
1265	08/18/15	JAJ		08/19/15	04/28/16	Petition for alley speed humps in 300 block of N Humphrey		No Trans Com involvement necessary
1266	08/19/15	JAJ		08/20/15		Concerns about speeding on the 1150 block of Clarence Ave		
1267	08/10/15	JAJ				Check locations of specified speed bumps and ped push button locations for accessibility issues		No Trans Com involvement necessary
1268	08/19/15	JAJ		08/21/15		Petition for cul-de-sac on 1150 block of S Highland Ave		
1269	08/20/15	JAJ	08/26/15			Request to verify & possibly modify signage at alleys adjacent to 1200 block of Woodbine Ave		No Trans Com involvement necessary TWO #12366 written on 08/26/2015
1270	08/26/15	JAJ		08/26/15		Excessive volume & speed of vehicles on 1150 block of S Humphrey / cul-de-sac petition		
1271	08/25/15	JAJ				Request for convex mirror at 900 S Wenonah		No Trans Com involvement necessary
1272	08/28/15	JAJ	10/15/15			Request for NO PARKING BETWEEN SIGNS by driveway - unable to get in and out of driveway		No Trans Com involvement necessary TWO #12385 written on 10/14/2015
1273	08/28/15	JAJ	05/04/16			Request for permanent in-street pedestrian signage on Ridgeland at Erie		No Trans Com involvement necessary See #1196 Rresponse from IDOT received 05/04/2016
1274	09/01/15	JAJ	08/09/16			Request for replacement barricades for Beye School / pavement markings like Irving School		No Trans Com involvement necessary Transferred to Parking Services on 08/09/2016 TWO #12390 written on 11/05/2015
1275	09/01/15	JAJ	09/16/15			Estimate of daytime driving population in the Village.		No Trans Com involvement necessary
1276	09/04/15	JAJ				Request to install of DO NOT ENTER sign on Kenilworth at Division		No Trans Com involvement necessary
1277	09/09/15	JAJ		10/07/15	10/19/15	STOP sign petition for Iowa and Fair Oaks		
1278	09/14/15	JAJ	05/05/16	09/15/15	11/24/15	Alley speed bumps for 1200 block of Belleforte		No Trans Com involvement necessary TWO # 12438 written on 05/05/2016
1279	09/14/15	JAJ				Install crosswalk pavement markings on Randolph at Maple		No Trans Com involvement necessary
1280	09/14/15	JAJ	09/23/15			Concerns by Pete's Fresh Market		Transferred to Development Customer Services
1281	09/16/15	JAJ		09/16/15		Request for traffic study on 1100 block of Linden		
1282	09/17/15	JAJ	06/22/16	09/17/15	10/19/15	Request for STOP sign on Lombard at Thomas		TC Recommendation on 04/25/2016 VBOT Adopted Ordinance June 20, 2016 TWOs # 12463,12465, & 12466 written 06/22/2016
1283	09/21/15	JAJ				Request for crosswalk markings on Ridgeland Ave at Van Buren		No Trans Com involvement necessary

Parking and Traffic Action Item Activity Summary

Grayed out row indicates the item has b completed and closed

Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
						[illegible]		
1284	09/21/15	JAJ	09/23/15			Request for crosswalk markings and/or signage for pedestrian crossing on South Blvd at Lombard Ave		No Trans Com involvement necessary SMO #30066 written on 09/23/2015
1285	09/25/15	JAJ				Request for volume/speed calming on alley traffic on east-west alley north of Washington btwn Taylor & Humphrey		No Trans Com involvement necessary
1286	09/23/15	MJK				request for convex mirror on public property for private use		no Trans Com involvement necessary
1287	09/28/15	JAJ				Request to install cul-de-sac on 1150 block of S Humphrey		
1288	09/30/15	JAJ	11/05/15			Request for replacement barricades for St Edmund School		No Trans Com involvement necessary TWO #12389 written on 11/05/2015
1289	10/01/15	JAJ				Increase sensitivity to detectors on Pleasant at Oak Park Ave to detect bicycles		No Trans Com involvement necessary
1290	10/05/15	JAJ				Request for crosswalk markings on Ridgeland Ave at Superior St		No Trans Com involvement necessary
1291	10/05/15	JAJ		10/06/15	08/08/16	Request for all-way STOP signs on Gunderson at Van Buren		
1292	10/06/15	JAJ	10/06/15			Concerns on traffic data collection on 700 block of Wisconsin		No Trans Com involvement necessary Advised reisdent of what is purpose of this data.
1293	10/08/15	JAJ				Request for left turn arrow for NB Ridgeland Ave at Chicago Ave		No Trans Com involvement necessary
1294	10/08/15	JAJ				Request for pedestrian crossing signage at undisclosed location		No Trans Com involvement necessary
1295	10/14/15	JAJ				Request for safety equipment at north-south alley west of Highland Ave at Harvard St		No Trans Com involvement necessary
1296	10/08/15	JAJ	10/22/15			Pedestrian signals at Harlem and Augusta not functioning properly		No Trans Com involvement necessary Forwarded info to IDOT for inspection / repair.
1297	10/06/15	MJK	10/28/15			Harlem Ave. driveway problem for 221-231 S Maple Ave. row-houses		No Trans Com involvement necessary distributed memo about this to 6 VH depts. on 10/28/2015
1298	10/19/15	JAJ		10/21/15		Petition for KKAD25 banners on 500 block of S Lyman		No Trans Com involvement necessary
1299	10/22/15	JAJ	10/23/15			Request for protection walking kids to school on Division		No Trans Com involvement necessary Responded to resident via email/forwarded to Polic
1300	10/23/15	JAJ				Request for in-street pedestrian crossing signs at Marion/Pleasant intersection		No Trans Com involvement necessary
1301	10/26/15	JAJ				Request for crosswalk markings across Madison at Grove		No Trans Com involvement necessary
1302	10/26/15	JAJ				Request for STOP signs on Marion at Pleasant		No Trans Com involvement necessary
1303	10/27/15	JAJ				Excessive traffic on East Ave during arrival & dismissal time periods at Fenwick High School		No Trans Com involvement necessary
1304	11/02/15	JAJ		11/02/15	05/26/16	Request for KKAD25 banners on 700 block of N Kenilworth		No Trans Com involvement necessary TWO #12484 written on 08/16/2016.
						Vehicles block 308 N Kenilworth		No Trans Com involvement necessary

Parking and Traffic Action Item Activity Summary

Grayed out row indicates the item has b
completed and closed

Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1305	11/02/15	MJK	11/16/15			driveway - request curbs painted yellow		
1306	11/04/15	JAJ				Request for Pedestrian Crossing signage on Lake St at Humphrey Ave		No Trans Com involvement necessary
1307	11/06/15	JAJ	11/09/15			Request for Harrison St data		No Trans Com involvement necessary Information provided via email on 11/09/2015
1308	11/06/15	JAJ				Request for traffic calming device on 600 block of S Humphrey Ave		
1309	11/06/15	JAJ				Request for traffic calming device on 700 block of S Humphrey Ave		
1310	11/06/15	JAJ				Request for intersection CAD drawings		No Trans Com involvement necessary
1311	11/09/15	JAJ				Request for traffic calming devices in neighborhood Humphrey/Lyman between Madison & Jackson		
1312	11/09/15	JAJ				Concern about volume /speed of bypass traffic on the 500 block of N Grove		
1313	11/12/15	JAJ	11/12/15			Request to paint curb yellow adjacent to T intersection at Thomas/Harvey		No Trans Com involvement necessary TWO #12398 written on 11/12/2015
1314	11/16/15	JAJ				Concerns about speeding on the 500 and 600 blocks of Belleforte Ave		
1315	11/20/15	JAJ	02/01/16			Request for NPHTC signage on NE corner of Lake/Lombard		No Trans Com involvement necessary TWO #12411 written on 01-14-2016
1316	11/20/15	JAJ	12/11/15			NO OUTLET signage requested on Maple at Chicago		No Trans Com involvement necessary TWOs 12402 & 12405 written in December 2015.
1317	11/25/15	JAJ	12/30/15			Request for replacement squarecade for Holmes School		No Trans Com involvement necessary TWO #12409 written on 12/30/2015
1318	11/25/15	JAJ	12/15/15			Signage needed on 800 blocks of N Humphrey & N Taylor to stop thru traffic violations at RTO diverters		No Trans Com involvement necessary TWO #12407 & 12408 written on 12/15/2015
1319	12/03/15	JAJ				Request for convex mirror at the northeast corner of Harlem and Monroe		No Trans Com involvement necessary TWO #12400 written on 12/16/2015
1320	12/08/15	JAJ				Petition for all-way STOP signs at East Ave & Greenfield St intersection		
1321	12/01/15	JAJ	01/04/16			Install delineators/other devices in extents of new bump-outs on 1200 Woodbine so snow plows won't hit.		No Trans Com involvement necessary Email written on 01/04/2016.
1322	12/16/15	JAJ				Request for STOP signs or other protection on South Blvd at Scoville Ave for students crossing to go to OPRF High School.		
1323	12/16/15	JAJ	12/21/15			Trucks blocking east-west alley between Grove & OPA north of Roosevelt Road		No Trans Com involvement necessary
1324	12/21/15	JAJ				Request to install STOP sign on Chicago/Fair Oaks for OPRFHS students, remove loading zone on Madison by BodyWorks		
1325	12/30/15	JAJ	12/30/15			Request to replace sign with graffiti located on Garfield St at Highland Ave		No Trans Com involvement necessary SMO #30069 written on 12/30/2015.
1326	01/06/16	JAJ	03/31/16			Concern about speeding traffic on Jackson Blvd		No Trans Com involvement necessary

Parking and Traffic Action Item Activity Summary

Grayed out row indicates the item has b completed and closed

Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
						[illegible]		SMO # 30070 written on 03/31/2016
1327	01/07/16	JAJ				Request for 12 traffic cones for Holmes School		No Trans Com involvement necessary
1328	01/21/16	JAJ				Concerns regarding pedestrian / vehicle interaction at location		
1329	02/02/16	JAJ	08/17/16			Issues with parents driving in alleys to drop off students to Mann School		No Trans Com involvement necessary TWO 12485 written on 08/17/2016.
1330	02/05/16	JAJ				Request for convex mirrors at 319-325 N. Chicago Avenue		
1331	02/12/16	JAJ	03/03/16			Request for pedestrian crossing signs		No Trans Com involvement necessary
1332	02/23/16	JAJ	02/25/16			Speeding issues on 1100 block of Wisconsin Ave		No Trans Com involvement necessary Forwarded concerns to Enforcement
1333	02/23/16	JAJ				Concerns about speeding traffic by La Casa Montessori School (514 Adams St)		
1334	03/01/16	JAJ				Resident concern times Alcuin Montessori deploys barricades consistent with adopted resolution		No Trans Com involvement necessary
1335	03/08/16	JAJ	03/11/16			Resident request for SPEED LIMIT sign on 900 block of Linden		No Trans Com involvement necessary TWO #12425 & 12426 written on 03/09/2016
1336	03/10/16	JAJ				Resident concern regarding speeding vehicles on the 1150 block of S Kenilworth		
1337	03/21/16	JAJ				Speeding and volume concerns on Home Ave between South Blvd and Randolph St		
1338	03/30/16	MJK		03/31/16		Upgrade from 2-way to all-way STOP signs at Wesley & Fillmore		
1339	04/05/16	JAJ		04/05/16	05/10/16	Petition for STOP signs on Grove Avenue at Berkshire Street		
1340	04/11/16	MJK		04/11/16		Petition for STOP signs on Fair Oaks Avenue at Berkshire Street		
1341	04/21/16	JAJ		04/21/16		Petition for alley speed bumps in east-west alley south of North Ave west of East Ave		No Trans Com involvement necessary
1342	04/25/16	MJK		04/25/16		Petition for stop signs at Linden and Thomas		
1343	04/26/16	JAJ		04/29/16		Petition for STOP signs at Adams and Scoville		
1344	04/07/16	JAJ				Alley Issues due to delivery trucks at Jewel on Roosevelt Road		no Trans Com involvement necessary
1345	04/28/16	JAJ		04/30/16	05/23/16	Request for KKAD25 banners on 1100 / 1200 blocks of N Euclid		TWO #12470 & #12471 written on 07/22/2016
1346	05/23/16	JAJ				Request for memorial street sign for his daughter		
1347	05/23/16	JAJ				Request for convex mirror on end of alley		
						Request for signal timings, crash		No Trans Com involvement necessary

Parking and Traffic Action Item Activity Summary

Grayed out row indicates the item has b completed and closed

Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1348	05/27/16	JAJ				data and traffic data for Madison St (part of Madison St Road Diet)		
1349	06/01/16	JAJ	08/03/16	06/01/16	06/02/16	Request for KKAD25 banners on the 900 block of N Lombard Ave		No Trans Com involvement necessary TWO #12479 written on 08/03/2016
1350	06/02/16	JAJ				Request for cul-de-sac on 1200 block of N Euclid (result of US Bank modifications)		
1351	06/03/16	JAJ				Jackson Blvd Traffic Issues (speeds & volumes)		
1352	06/06/16	JAJ				Request for all-way STOP signs at intersection of Erie and Grove		
1353	06/09/16	JAJ				Request for cul-de-sac petition on the 1150 block of S Humphrey		
1354	06/20/16	JAJ		07/14/16		Petition for alley speed bumps in north-south alley north of Lake St east of Oak Park Ave		No Trans Com involvement necessary
1355	06/29/16	JAJ	07/05/16			Request for NO OUTLET sign on Rossell Ave at North Ave		No Trans Com involvement necessary TWO #12469 written on 07/05/2016
1356	07/06/16	JAJ				Request for traffic calming across Kenilworth medians between Division and North Ave		
1357	07/11/16	JAJ				Request for change in signage adjacent to 300 S Humphrey CDS		No Trans Com involvement necessary
1358	06/29/16	JAJ				Resident concerns about Marion/Erie intersection		
1359	07/14/16	JAJ		07/21/16		Requesting STOP signs at Berkshire & Grove		
1360	07/14/16	JAJ		07/15/16		Request for speed bumps in alley adjacent to Oak Park Ave & Jackson Blvd		no Trans Com involvement necessary
1361	07/15/16	JAJ				Concerns regarding Harlem/Ontario intersection.		
1362	07/28/16	JAJ				Data for consultant for North Ave report		No Trans Com involvement necessary
1363	07/29/16	JAJ				Issues with alley behind Lake St		No Trans Com involvement necessary
1364	08/01/16	JAJ				Traffic issues on Marion St south of South Blvd		
1365	08/04/16	JAJ	08/05/16			Request for exsting traffic data on Oak Park Ave near residence	ail.com	No Trans Com involvement necessary
1366	08/08/16	JAJ				Interested in traffic speed reduction options for 1100 block of Home Ave		
1367								

MEMORANDUM

0816-1
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Date: August 19, 2016

To: Transportation Commission

From: Mike Koperniak, Staff Liaison
Transportation Commission M.K.

Re: Village Board Of Trustees Actions Regarding Transportation Commission Recommendations

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The Village Board of Trustees did not receive or review any Transportation Commission recommendations between its June 13th and July 11th meetings inclusive.