



AGENDA

VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
TUESDAY, MARCH 14, 2023 – 7:00PM
COUNCIL CHAMBERS – VILLAGE HALL

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Meeting Minutes
 - 3.1) February 8, 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, 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 Devices at the Intersections of Euclid Ave & Fillmore St and Wesley Ave & Fillmore St
 - b) Petition to Install a Traffic Calming Device on the 200 Block of North Lombard Ave
- 6) Old Business
 - a) Finalize Recommendations for Processes to Develop the Vision Zero Plan; and Elements That Should Be Included in the Plan (2022 Transportation Commission Work Plan Item)
- 7) Adjourn

DRAFT Meeting Minutes
Transportation Commission- Special Meeting
Wednesday, February 8, 2023 – 7:00 PM
Council Chambers - Village Hall

1. Call to Order

Chair Burke called the meeting to order at 7:07 PM.

Roll Call

Present: Julie Johnston-Ahlen, Brian Straw, Ron Burke, Jenna Holzberg (7:20 PM)

Absent: Camille Fink

Staff: Village Engineer Bill McKenna, Staff Liaison Jill Juliano

Staff Liaison Jill Juliano noted that with three Commissioners, there is a quorum.

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 December 13, 2022 Transportation Commission Meeting Minutes

Commissioner Straw made a motion to approve the draft December 13, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

4. Non-Agenda Public Comment

Staff Liaison Juliano noted that non-agenda public comments were included in the agenda packet for the Commissioners, but there was no additional non-agenda public comment.

Chair Burke asked for confirmation that there is no hybrid option for folks to comment online in real-time. If they would like to address the Commission in real-time, they need to be present in-person at the meeting. Staff confirmed that that is correct.

5. New Business

Village Engineer Bill McKenna provided an update to the Commissioners regarding the intersection of Chicago Ave and N Scoville Ave / Fair Oaks Ave. Since the last meeting, staff has reviewed all public comments and reached out to the residents on the corner whose house was hit by the vehicle. Staff looked at different options for improving that intersection

to address those concerns and also took the recommendations from the Bike Boulevard Plan at that intersection to make some safety improvements. They are looking to move forward with these improvements as part of the 2023 Local Streets Resurfacing Project and work is anticipated to occur this summer. Bump outs will be added to all four corners of the intersection to help improve pedestrian safety by giving better line of sight for the pedestrians from vehicles and shortening the crossing distance. It will also help to address the issues of cars passing other cars that are either stopped for a pedestrian in the crosswalk or waiting to turn. There would also be bike and pedestrian activated flashing beacons on both sides of the intersection and some advanced warning signage.

Following the update, the Commission asked questions. Below is a summary of the questions and staff responses.

Q: How wide are the bike lanes? A: Five feet wide, which is the typical width we use.

Q: Are cars still going to try to slip through there? A: It's going to be shared so you'll have the white dashes along the green space and technically a car can drive on that green area.

Q: I'm talking about on Chicago Ave. A: Chicago Ave is built to the design minimums for everything out there. The parking lanes are generally seven feet of asphalt, the bike lanes are five feet, and the traffic lanes are ten feet.

Q: With the ten foot traffic lane and the five foot bike lane, does that still leave room for cars to go around a stopped or turning car, using the bike lane to do so? A: There might physically be space depending on the placement and size of the cars, but it would be very tight.

Q: Where the curb bump outs start, is there going to be any reflective signage or bollards? A: We do use vertical delineator posts that are flexible and reflective so that drivers and drivers of maintenance equipment (such as snow plows) can see the curb. Sometimes those do disappear over time, but Public Works does try to maintain them.

Q: The crossing distance for crosswalk across Chicago Ave will be about 30 feet? A: Yes.

Q: Is there going to be an issue during rush hour with traffic backing up because of someone trying to turn left and the bump outs? A: It can create that and generally intersections are more open to allow for the flow of traffic. Here, we're trying to address safety issues for pedestrians, bicyclists, and vehicles that are leaving the roadway. I don't think that the eastbound left turning movement is going to be a high enough volume to create significant backups because Fair Oaks Ave is a residential street that is far enough from a traffic signal that it probably doesn't get a lot of bypass traffic.

Q: Since we aren't doing this right away, is it possible to do some type of temporary barrier to see if we get complaints about traffic backing up? A: We could look at essentially building this with delineator posts, but we would have to order them and by the time we get them in and

build that, you're probably talking about a month, plus the expense of it. We could look at that as an interim solution if for any reason we were going to be delayed in implementing the actual physical improvements due to budget or construction issues. I don't see the need for a stop-gap measure like that at this time, though.

Q: How quickly will this be implemented? A: We're intending to build it as part of this year's Local Streets Resurfacing Project, so sometime this summer.

Q: Is that up and down all of Chicago Ave? A: No, this is a spot improvement at this intersection. That project does local streets throughout the Village and then we also usually include spot improvement treatments like this as part of it. We'll also be building some of the speed bumps along the 1150 south blocks with that project.

Village Engineer McKenna shared with the Commission that staff just received an agreement from the state for the awarding of a \$120,000 grant for the Vision Zero Plan and that will tentatively go to the Board for approval on February 21, 2023. Staff is planning to issue an RFQ (Request for Qualifications) to select a consultant to do that work in the next couple of weeks and an agreement for that would likely go to the Board for approval in April or May. Work is expected to start in the late spring and based on discussions with consultants, staff is expecting a full year to develop the Vision Zero Plan.

Village Engineer McKenna shared that staff has selected a consultant for the traffic calming petitions and will be presenting that agreement to the Board for approval on February 21, 2023. Staff will be working with the consultant initially to get them up to speed before handing the process over to them. The consultant will also be working with the Communications Department to update the Village website to include status updates on petitions.

Chair Burke asked staff for an estimate of when the Commission might start to see backlogged petitions come before them. Staff responded that they will possibly have petitions in front of the Commission at the next meeting. Staff will be trying to get through those as fast as the Commission's work plan allows, keeping in mind that Vision Zero is going to be a time-consuming item.

Chair Burke provided background information on the backlog of petitions and staff confirmed that it will take about two years to get through the petitions, even with a consultant.

Commissioner Straw noted that with some recent petitions, the Commission has heard from residents that if data collection had occurred at a different time, it would have painted a different picture and requested that staff or the consultant work with the organizers of the petitions to determine if there is a specific time or day when data should be collected. Staff explained that that is already part of the process and the consultant will continue to work with the organizers of the petitions to try to capture that information.

Commissioner Johnston-Ahlen asked if the consultant will be able to suggest alternatives if they determine that a different measure should be taken than the one requested and if so, would it still need to come from the existing toolbox. Staff responded the consultant will be able to make recommendations that will be confirmed by staff before being presented to the Commission. They will also be looking at the existing process and toolbox to see if any modifications should be made.

Finally, Village Engineer McKenna shared that staff has selected a consultant to start doing the Bike Boulevard design for the first round of implementation around OPRF as well as the middle section that the Commission suggested for the next round of implementation. Based on cost estimates and budget considerations, staff will determine if that will be built over the course of one or two years.

6. Old Business

6a) RECOMMEND PROCESSES TO DEVELOP THE VISION ZERO PLAN; AND ELEMENTS THAT SHOULD BE INCLUDED IN THE PLAN (2022 TRANSPORTATION COMMISSION WORK PLAN ITEM)

Village Engineer McKenna explained that this item was initially on the Commission's Work Plan because at the time it was developed, there may not have been Board consensus for it. That has since changed and there is a big desire to move forward with a Vision Zero Plan. He shared the various elements that staff expects to be included in the plan and noted that the Village is planning on robust public engagement, specifically targeting communities who are often missed. That public engagement will really shape the direction of the Vision Zero Plan, so it will happen early in the process. He also mentioned that they will have the consultant look at existing policies and procedures so that staff can start to look at neighborhood approaches to traffic calming in the different areas of the Village instead of block-by-block as petitions are submitted. Staff then looked to the Commission for any additional elements that should be included and for feedback on the traffic enforcement element, which has not always been met with consensus.

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

Q: You spoke about robust data collection and analysis being part of the process. What are you envisioning for that? A: A lot of that will be centered around bicycle and pedestrian data collection because we have fairly good data for cars. The consultant, with staff and Commission guidance, would be looking at where we should be capturing pedestrian data to help determine where enhancements might be needed.

Q: This would be on-the-ground counts? A: Yes.

Q: How recent is the traffic data? A: We did almost a Village-wide traffic study in 2018, so we have baseline data from then. We have done some larger data collection efforts since then when looking at the Madison St corridor and then we have data for any other traffic studies we've done. If there are any gaps in the traffic data, we'd certainly be looking to fill them, but it wouldn't be the main intent. We'd typically look at that 2018 data and any other past data and if they're all relatively consistent, then we're confident that it's good data.

Q: Is the \$150,000 just for the consulting phase or for the implementation phase as well?

A: That is to develop the plan, not for the implementation phase. We'll come up with budgetary numbers and estimates based on that plan and then include those in future capital improvement budgets and Village budgets.

Q: You said you're going to be looking at the more severe injuries that have occurred across the Village. This is with vehicle on vehicle, vehicle on pedestrian, and vehicle on cyclist, correct? A: Yes, for the traditional component. Luckily, we don't have a lot of high severity or fatal accidents in the Village, so if we were only going to look at that data, we wouldn't have much to work with. We're going to look at where there is potential for that, especially from a bike or pedestrian standpoint.

Q: When it comes to public engagement, are we being explicit about what organizations and people we want to engage with? A: We're trying to get as broad-based of engagement as we can, especially targeting populations that we don't often get feedback from for transportation items. Multi-family, low-income, and minorities are all communities that we're going to be doing targeted outreach toward to get participation for this. Statistically, they are some of the more impacted populations from transportation accidents, so we want to get their input.

Q: And this would be including the other taxing bodies within the community like schools, the Park District, the library? If this is done correctly and successfully, there will be a high positive impact for all of these communities that we work with. A: We were envisioning stakeholder meetings with representatives from those groups to help guide the process and then the public body to run all those decisions through would be the Transportation Commission.

Q: The Commission previously sent some recommended transportation goals to the Village Board- have those still not been heard by the Board? I'm asking because there were goals that tied in to a potential Vision Zero Plan and the Climate Action Plan. A: We're planning on bringing those to the Board at the second meeting in March.

Q: How does this layer into Bike Boulevards because there's obviously going to be a lot of overlap? A: They do speak to each other and we don't want to hold up the Bike Boulevard implementation any more than it has been already. We'll for sure get that initial segment

done by OPRF and while we're going through the design of the 2024 project, hopefully there is some time to explore concepts at those crossings and update the tools in the Bike Boulevard Plan if there is anything else we should be considering. We'll be hopefully finding the best treatments out there for the conditions and concerns that exist.

The Commissioners discussed the following topics:

- Involving the DEI office in the development of the community engagement element
- Involving the Disability Access Commission, the Community Relations Commission, and any other relevant Commissions as we go through the Vision Zero process
- If there should be a fiscal responsibility component included in the plan
- Making the plan as thorough as possible without being cumbersome
- Involving D97 PTOs, particularly in discussions about areas around the schools
- The importance of public input, particularly in regard to the enforcement element
- Whether traffic enforcement is effective
- Whether traffic enforcement should be a core element of the Vision Zero Plan
- If the DEI office should be involved in the decision around whether or not traffic enforcement is included in the Vision Zero Plan
- If a separate conversation should be had about how to do traffic enforcement more successfully in a way that has a positive impact on safety
- If it would be beneficial to keep the traffic enforcement element in the Vision Zero Plan to allow it to be considered during the development of the plan, especially in areas around schools
- Infrastructure changes being prioritized over enforcement
- Whether enforcement can be used to supplement infrastructure changes to help improve safety

The Transportation Commission recommends the scope as proposed by staff but amended to include 1) involving other Commissions and governmental partners in the process, 2) looking at high volume intersections in addition to areas with high crash rates, and 3) whether and how enforcement can best be used to supplement the Vision Zero Plan as developed through the public engagement process and reviewed by the DEI office.

7. Adjourn

With no further business, Commissioner Straw made a motion to adjourn the meeting. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

The meeting adjourned at 8:23 PM.

Submitted by:
Anna Muench
Administrative Assistant- Engineering

Village Of Oak Park
Transportation Commission Agenda Item

| | |
|---|---|
| Item Title: | Petition for the Implementation of Traffic Calming Devices at the Intersections of Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street |
| Review Date: | <u>March 14, 2023</u> |
| Prepared By: | <u>Jill Juliano</u> |
| Abstract (briefly describe the item being reviewed): On August 27, 2019 the Village of Oak Park received petitions to install traffic calming devices at the intersections of Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street. Resident concerns include: pedestrian safety when walking to Euclid Square Park, visibility issues, commuter traffic trying to bypass Roosevelt Road & Oak Park Avenue, and speeding vehicles in general. At tonight's meeting, staff will present the collected traffic data, and public testimony will be taken. The Transportation Commission may concur with staff's recommendation or make a different recommendation. | |
| Staff Recommendation(s): Staff is recommending the installation of the following measures: 1) high visibility pavement markings on all approaches of both intersections 2) bump outs at both intersections 3) speed bumps on the 1150 blocks of South Euclid and Wesley Avenues 4) signs prohibiting parking within 20 feet of a crosswalk and 30 feet of a STOP sign | |
| Supporting Documentation Is Attached | |

Memorandum

Date: March 7, 2023

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petitions for the Implementation of Traffic Calming Devices at the Euclid Ave & Fillmore St and Wesley Ave & Fillmore St Intersections

On August 27, 2019, residents submitted traffic calming petitions and letters of explanation for the intersections of Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street.

Petition Submittal for the Euclid Avenue & Fillmore Street Intersection

Residents representing 63.08% of the street frontage on the petitioning block signed the petition for the intersection of Euclid Avenue & Fillmore Street. The petition was certified as a valid petition. Reasons provided for the petition include: pedestrian safety as Euclid Square Park has become a popular playground; and concern about excessive vehicle speeds and volumes as commuters use the intersection as a bypass to Roosevelt Road & Oak Park Avenue. For a copy of this petition, see pages 6-9 and accompanying letter of explanation, see page 14. The petition was placed in the queue awaiting traffic data collection.

Petition Submittal for the Wesley Avenue & Fillmore Street Intersection

Residents representing 71.46% of the street frontage on the petitioning block signed the petition. The petition was certified as a valid petition. Reasons provided for the petition include: renovations to Euclid Square Park have increased use by seniors and children in the area; rushing and distracted commuter traffic use the residential blocks to bypass Roosevelt Road and Oak Park Avenue, cars are parked to the intersections obstructing sightlines. See pages 10-13 and 15-18 for a copy of this petition and accompanying letter of explanation. The petition was placed in the queue awaiting traffic data collection.

See pages 19-62 for written public testimony received by the Village of Oak Park regarding these petitions. There are 16 emails in support of traffic calming measures at Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street.

A directional twenty-four hour traffic volume and speed study was conducted on Thursday, November 10, 2022 for the 1100 & 1150 blocks of South Euclid Avenue & Wesley Avenue and 830, 333 & 900 blocks of Fillmore Street. See page 68 of this item for a summary of the results. Source data is on pages 69-89.

Memorandum

Peak hour turning movement counts (TMC) were collected on Thursday, November 10, 2023 and Saturday, November 12, 2023 for the two intersections.. See pages 90-91 for a summary of the TMC results; and the related source data is on pages 92-95.

Collision diagrams for the intersections of Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street were generated. See pages 96 and 97 for the two collision diagrams.

Next, staff completed a scoring table for both traffic calming petitions. See pages 63 and 64 for the scoring table for each intersection. A numerical score is calculated for six measures that are the typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 points is required to bring a petition before the Transportation Commission.

The total score for the Euclid Avenue & Fillmore Street petition is 53 points. The total score for the Wesley Avenue & Fillmore Street petition is 55 points. Scores for both petitions exceed the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

Included on pages 65–67 is an aerial image of the petitioning intersections, Euclid Square Park and surrounding area, a close up image of Euclid Square Park and adjacent streets and traffic control devices in the area.

The Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street intersections are on the northwest and northeast corners of the Euclid Square Park, respectively. The 1150 blocks of South Euclid and Wesley Avenues are part of the park's boundary. The park was renovated in 2017 and has become a popular destination for neighborhood residents and families and the surrounding area.

Reviewing the 24-hour volumes for all north-south blocks studied, the two-way average daily traffic (ADT) ranged from a low of 342 vehicles on 1100 block of Wesley Avenue to a high of 562 vehicles on 1150 block of South Euclid Avenue. The volumes for these blocks fall below the 800 to 1,200 vehicle range for typical daily volume on residential blocks within the Village of Oak Park. Volumes on the Fillmore Street blocks range from 1,292 vehicles to 1,382 vehicles. While these volumes are slightly above the high end for a typical residential street, this is due to the proximity to Roosevelt Road, being next to Euclid Square Park, and because there are less east-west streets than north-south streets in the Village. As a result, east-west streets service more vehicles on average than north-south streets. Based on the collected traffic data, it does not appear there is an excessive volume of vehicles traveling on the petitioning blocks.

Regarding vehicular speeds, it is an accepted traffic engineering practice to set the speed limit to the 5 mile per hour (mph) increment above or below the 85th percentile speed. Village Staff holds the opinion that the majority of drivers will drive at or near the posted

Memorandum

speed limit. In addition, it is an accepted fact that the speed indicated on speedometers can vary up to 2 percent above or below the actual speed of the vehicle.

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

Next is the review of the vehicle speed data from the traffic study for the Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street intersections. The 85th percentile speeds for the Fillmore blocks ranged between 24.7 mph and 27.3 mph. As previously mentioned, it's expected that the majority of motorists will drive at or close to the speed limit and that speeds indicated on speedometers can vary above or below the actual speed of the vehicle. Consequently, the 85th percentile speeds on Fillmore Street is what staff considers consistent with the 25 mph speed limit.

The 85th percentile speeds on the 1100 and 1150 blocks of South Euclid Avenue and Wesley Avenue ranged between 26.5 mph and 29.8 mph. The 85th percentile speeds calculated on the Euclid and Wesley blocks in this traffic study is what staff would consider slightly elevated when compared to the 25 mph speed limit. While elevated speeds are a concern on any street, it is especially so on blocks that are directly adjacent to a popular park where many people and families walk to play a game of pickleball or soccer or just socialize.

Based on the traffic study, there appears to be a modest speeding issue on the 1100 and 1150 blocks of South Euclid and Wesley Avenues.

Turning movement data was collected on Thursday, November 10, 2022 and Saturday, November 12, 2022 for the AM and PM peak hours as well as the afternoon (see pages 90-91 for the summary and pages 92-95 for the source data). The time periods studied were based on conversations with petition organizers and residents which stated the park remains busy until dusk. Weekend data was collected for the same reason.

Next, forty-eight months of vehicle crash reports covering the period of March 1, 2019 through February 28, 2023 were reviewed for the two intersections. Please see pages 96 and 97 for the two collision diagrams.

The number of reported crashes that occurred at the Euclid Avenue & Fillmore Street intersection for the forty-eight months ended February 28, 2023 totaled one. It was a right angle collision occurring in 2021. The average daily traffic (ADT) for the intersection as determined as part of the Village's 1997 area-wide traffic study was 2,612 vehicles. From this data, the 2023 crash rate for the Euclid Avenue & Fillmore Street intersection is calculated to be 0.262 accidents per million entering vehicles (Acc/MEV).

Memorandum

This crash rate is below the critical crash rate calculated for the south section of the Village (from Roosevelt Road to I-290 between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.945 Acc/MEV). If an actual crash rate exceeds the critical crash rate, then it is highly probable that the accidents were caused by factors other than chance.

The number of reported crashes that occurred at the intersection of Wesley Avenue & Fillmore Street for the same time period totaled two crashes. One crash was a vehicle hitting a parked car while the other crash was an injury accident where a car struck a child crossing the street. The ADT for the Wesley Avenue & Fillmore Street intersection as determined as part of the 1997 traffic study was 2,265 vehicles. The 2023 crash rate for this intersection is calculated to be 0.605 Acc/MEV which is also lower than the critical crash rate of 0.945 Acc/MEV. While the crash rates for both intersections are below the critical crash rate which typically indicates there is not an issue with vehicle crashes; there is concern regarding the injury crash involving a pedestrian.

To help address visibility issues, concerns about pedestrian safety, and the slight speeding issue on Euclid and Wesley Avenues; staff is recommending the installation of:

- 1) high visibility pavement markings on all approaches of both intersections,
- 2) bump outs at both intersections
- 3) speed bumps on the 1150 blocks of South Euclid and Wesley Avenues
- 4) and signs prohibiting parking within 20 feet of a crosswalk and 30 feet of a STOP sign

Staff is working on a rough sketch showing the bump outs and other enhancements and expect to show it at Tuesday's meeting.

RECEIVED
08/27/2019

PETITION FOR TRAFFIC CALMING MEASURES

Date: 08/25/2019

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 _____ or
at the intersection of S. EUCLID AVE and FILMORE ST
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>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
| 2. | <u>Nancy B. Schmoeder</u> | [Redacted] | [Redacted] | [Redacted] |
| 3. | <u>Matt Bealaba</u> | [Redacted] | [Redacted] | [Redacted] |
| 4. | <u>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
| 5. | <u>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
| 6. | <u>Brenan Quinn Quinn</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>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
| 11. | <u>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
| 12. | <u>[Signature]</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

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* = 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>Ramon Ducl</u> | | | |
| 2. | <u>[Signature]</u> | | | |
| 3. | <u>[Signature]</u> | | | |
| 4. | <u>[Signature]</u> | | | |
| 5. | <u>[Signature]</u> | | | |
| 6. | <u>[Signature]</u> | | | |
| 7. | <u>[Signature]</u> | | | |
| 8. | <u>[Signature]</u> | | | |
| 9. | <u>[Signature]</u> | | | |
| 10. | <u>[Signature]</u> | | | |
| 11. | <u>[Signature]</u> | | | |
| 12. | <u>[Signature]</u> | | | |

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Only one signature per property is required.

| | Signature | Address | Phone number | Email |
|-----|---------------------------|------------|--------------|------------|
| 1. | <i>Nancy Lynn</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 2. | <i>Emily N. Masalaki</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 3. | <i>John Friedrich</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 4. | <i>Shawn R. Peave</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 5. | <i>Ernesta Hood</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 6. | <i>A Donoghue Holdorf</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 7. | <i>Paul Adam</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 8. | <i>John Alton</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 9. | <i>Oliver James</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 10. | <i>Maureen Messey</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 11. | <i>Sam D. White</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 12. | <i>[Signature]</i> | [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.

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www.oak-park.us/your-government/citizen-commissions/transportation-commission

PETITION FOR TRAFFIC CALMING MEASURES

Date: 08/25/2019

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 _____ or

at the intersection of S. EUCLID AVE and FILLMORE ST
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>James Langueur</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 2. | <u>Mark Michlitz</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 3. | <u>Robert Wolak-D</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 4. | <u>Matthew Williams</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 5. | <u>Manisa Peres</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 6. | <u>[Signature]</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 7. | <u>John Smith</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 8. | <u>Matthew Metzger</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 9. | <u>Edith Schaefer</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 10. | _____ | _____ | _____ | _____ |
| 11. | _____ | _____ | _____ | _____ |
| 12. | _____ | _____ | _____ | _____ |

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www.oak-park.us/your-government/citizen-commissions/transportation-commission

1 of 4

6/27/2019

RECEIVED

PETITION FOR TRAFFIC CALMING MEASURES

Date: 7/1/19

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 _____ or

at the intersection of Wesley Ave and Fillmore in the Village of Oak Park.

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

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

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

Only one signature per property is required.

Table with 4 columns: Signature, Address, Phone number, Email. Contains 12 rows of handwritten signatures and redacted information.

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.

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2014

PETITION FOR TRAFFIC CALMING MEASURES

Date: _____

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 _____ or
at the intersection of _____ and _____
in the Village of Oak Park.

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

- Excessive vehicle crashes _____
- Excessive vehicle speeds _____ (rank these in order of importance with 1
- Excessive vehicle volumes _____ being most problematic and 5 being least
- Pedestrian/Bicyclist safety issues _____ 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. | <i>Elizabeth Wey</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 2. | <i>Elizabeth Volini</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 3. | <i>Elizabeth Malison</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 4. | <i>[Signature]</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 5. | <i>[Signature]</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 6. | <i>[Signature]</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 7. | <i>[Signature]</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 8. | <i>[Signature]</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 9. | <i>[Signature]</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 10. | <i>[Signature]</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 11. | <i>[Signature]</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 12. | <i>Travis Dusch</i> | [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.**

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3 AB

PETITION FOR TRAFFIC CALMING MEASURES

Date: _____

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 _____ or _____ at the intersection of _____ and _____ in the village of Oak Park.

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

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

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

Only one signature per property is required

| Signature | Address | Telephone Number | Email |
|-----------------------------|------------|------------------|------------|
| 1. <i>Mitchell</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 2. <i>Nicholas Borzich</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 3. <i>Cindy Sanchez</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 4. <i>Harold W. Corotis</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 5. <i>Sandi Lee</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 6. <i>Delany's name</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 7. <i>Michelle Ken</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 8. <i>Megan Jowe</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 9. <i>Paul Biggins</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 10. <i>Tara Dall</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 11. <i>KEVIN WYDERKA</i> | [REDACTED] | [REDACTED] | [REDACTED] |
| 12. <i>Al Gault</i> | [REDACTED] | [REDACTED] | [REDACTED] |

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PETITION FOR TRAFFIC CALMING MEASURES

Date: _____

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on the _____ block of _____ or
at the intersection of _____ and _____
in the Village of Oak Park.

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

- Excessive vehicle crashes _____
- Excessive vehicle speeds _____ (rank these in order of importance with 1
- Excessive vehicle volumes _____ being most problematic and 5 being least
- Pedestrian/Bicyclist safety issues _____ 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. | * Debra's Wegner | [REDACTED] | [REDACTED] | [REDACTED] |
| 2. | Valerie Bates | [REDACTED] | [REDACTED] | [REDACTED] |
| 3. | Alex Welch | [REDACTED] | [REDACTED] | [REDACTED] |
| 4. | Kimberly Carmon | [REDACTED] | [REDACTED] | [REDACTED] |
| 5. | Katherine Meier | [REDACTED] | [REDACTED] | [REDACTED] |
| 6. | Joyce Wilkerson | [REDACTED] | [REDACTED] | [REDACTED] |
| 7. | [Signature] | [REDACTED] | [REDACTED] | [REDACTED] |
| 8. | Maureen McLaughlin | [REDACTED] | [REDACTED] | [REDACTED] |
| 9. | | | | |
| 10. | | | | |
| 11. | | | | |
| 12. | | | | |

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www.oak-park.us/your-government/citizen-commissions/transportation-commission

Nancy B. Schroeder

Oak Park, IL 60304

25 August 2019

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

Dear Oak Park Village Staff and Transportation Commission,

We, the undersigned petitioners and residents of S. Euclid and S. Oak Park Avenues, are asking you to consider traffic calming measures at the intersection of S. Euclid Ave and Fillmore Street. We would like a minimum of a four-way stop and continental crossing markings on the street. We also encourage you to investigate further traffic calming measures, including but not limited to: bump outs on the corners of the intersections and speed bumps on the streets surrounding Euclid Square Park.

Our primary concern is pedestrian safety. Pedestrians regularly use this intersection to walk to the commerce on Roosevelt Road, which is one block south. More concerning is the pedestrian use to access the nearby Euclid Square playground and park. This intersection is at the mouth of the newly renovated and very popular Euclid Square playground. On more than one occasion, I have seen children dart across the road in excitement to visit the playground. In early July, a 5-year-old neighbor of ours was crossing toward the park and was hit by a car on Fillmore near Wesley, dragged 20 yards, and seriously injured; the same thing could happen one block west on S. Euclid. On the 1100 block of S. Euclid alone, there are over 20 children, many under the age of five, not to mention this intersection is only two blocks east of Lincoln Elementary. And though the park is populated throughout the day, the busiest time of day for pedestrian traffic is at dusk—a time when both traffic and lighting are at their worst. Furthermore, many cars park along Fillmore just east of the intersection, including an ice cream truck most summer evenings, further obscuring views of pedestrians as they step into the street.

Our secondary and tertiary concerns revolve around excessive vehicle speeds and volumes, which go hand-in-hand and further endanger pedestrians. Because this intersection is one block east of Oak Park Ave and one block north of Roosevelt Rd, commuters use this intersection as a cut-through to quickly bypass the stack of cars sitting at the traffic light at Oak Park Ave and Roosevelt Rd. This is on top of excessive vehicle speeds that occur on S. Euclid throughout the day. We do frequently have a police officer stationed in the alley between Oak Park Ave and S. Euclid Ave, which we appreciate greatly, but his being there has not done much to curb the general speeding issue nor did it prevent a child from being hit by a car.

Our neighborhood is full of children and adult pedestrians alike. I'd like to give drivers every advantage to avoid hurting the smallest members of our community who may not know better than to stop and look both ways.

Thank you for your consideration of this matter.

Sincerely,

Nancy B. Schroeder

Nancy B. Schroeder on behalf of the petitioners of S. Euclid and S. Oak Park Avenue

August 26, 2019

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

Dear Ms. Juliano,

My name is Meghan Condon. I am the owner of [REDACTED] in Oak Park. I am writing on behalf of my fellow concerned homeowners surrounding the intersection of Wesley Ave. and Fillmore St. to request that the Village:

- Undertake a traffic study of the intersection and adjacent blocks of Wesley and Filmore.
- Convert the intersection to a four-way stop
- Consider other traffic calming such as bump outs
- Consider measures to enhance visibility of crosswalks

We have gathered the signatures of 42 of the total 48 homes on the blocks of Wesley and Filmore, totaling well over the required 51% of the frontage on Wesley as well as all corner lots surrounding the intersection.

We, the homeowners, believe this intersection presents serious and unique pedestrian safety concerns, which we detail below. We begin by explaining the use of the intersection by pedestrians and vehicles. We then explain how these patterns combine to create unsafe conditions. We close the letter by detailing our specific requests.

Pedestrian Use

The intersection abuts Euclid Square Park, which was renovated in 2017 with the explicit stated goals of increasing use by seniors and young children. The renovated park includes a fully ADA accessible tot lot designed to serve toddlers and early elementary-aged children, "toddler rolling and sledding" hills, a new walking path, and pickle ball courts. These renovations have successfully increased use by seniors and the large population of children in the surrounding area.

Euclid Square park also sits between the Irving Elementary and Lincoln Elementary attendance areas. These schools enroll a combined 1178 children in grades K-5. There are also several younger children and day care providers who regularly use the park. On the two blocks of Wesley Ave. participating in this petition there are over 40 children under the age of 12. We, the neighboring homeowners, have observed a significant increase in foot traffic to the park since the renovation, in

particular by young children. **Put simply, this intersection is designed to draw high numbers of children, and it does just that.**

Vehicle Traffic

The location of the intersection is unique for a second reason; it lies one block north of the commuter and business thoroughfare Roosevelt Road and two blocks east of Oak Park Avenue. As a result, many drivers attempt to bypass these busier (and often congested) roads by driving through the residential streets. This use occurs throughout the day and night, but is particularly heavy during the evening rush hour (also a heavy pedestrian use time).

Rushing and distracted commuters and delivery drivers frequently disregard traffic laws and signage, as evidenced by regular traffic stops on Wesley by the Oak Park Police during rush hours. We the neighboring homeowners regularly see cars come only to rolling stops, or disregard stop signs entirely. Often drivers turning onto Fillmore from Oak Park Avenue seem to expect no stop sign since there is not one at Euclid and Fillmore.

This traffic pattern occurs all day long, but is again particularly noticeable during the early evenings when many children are walking to the park. This time period also sees high use from sometimes distracted adolescent drivers who use the tennis courts at Euclid for OPRF and Fenwick practice in the afternoons. In addition, food delivery vehicles from Roosevelt Road businesses, Amazon and other delivery drivers, and Uber and Lyft drivers ferrying commuters or trying to get quickly back downtown regularly use both Wesley and Fillmore to more quickly reach customers. These and other vehicles frequently speed through the intersection without checking crosswalks on the way to their destinations. As a result, we see "near misses," hear screeching stops, and observe honking drivers daily at this intersection.

Visibility

Finally, we note that the location of the walled tennis courts and cars parked all the way up to the stop signs often obstruct driver view of the crosswalks. We request that the traffic study also focus on measures to improve visibility of pedestrians at the intersection, including further restricting parking and vegetation near the intersections.

Requests

To be clear, though we do observe speeding vehicles, our primary concerns are about more than speed. There is a frequent disregard for existing signs and distracted commuter traffic, combined with the high number of pedestrians, in particular young children and seniors, and obstructed visibility. These concerns are founded in our observations, but also in the frequency of accidents and traffic stops.

Recently a five-year-old neighborhood child was struck in the crosswalk by an oncoming vehicle, sustaining serious injuries. We feel strongly that inaction on the part of the Village, given the use patterns and visibility concerns, would contribute to substantial continued risk for other area children.

For these reasons, we first request that the Village install a four-way stop sign at the intersection. It seems a highly reasonable policy decision to have four-way stops at intersections which draw high numbers of children on foot and commuters in cars, and which see regular accidents. We also request that the Village undertake a study of traffic patterns and additional traffic calming measures. To be clear, we believe that the traffic study should include all four blocks adjacent to this intersection.

We note that the original 2009 Consensus Plan for the renovation of Euclid Square Park included bump outs for the slowing and reduction of traffic surrounding the park. This is the only portion of the plan that has not been implemented. We request this and other traffic calming and visibility measures again be considered.

We have contacted the Oak Park Fire Department and confirmed that neither Wesley nor Fillmore are primary emergency routes. We look forward to working with the Village to reduce unnecessary risk and increase the safety of this intersection.

Sincerely,

Dr. Meghan Condon

██████████
Oak Park, IL 60304



EUCLID SQUARE PARK



Juliano, Jill

From: Jean Magee [REDACTED]
Sent: Friday, March 3, 2023 10:37 AM
To: Transportation
Subject: Euclid Park

[REDACTED]

I am writing in support of the request of the neighborhood to have a 4 way stop at Euclid Park.

The parks are heavily used by those in the neighborhood and designed to attract families WITH CHILDREN! Not have 4 way stops at each park is criminal in my view.and I mean all the parks in Oak Park.

Juliano, Jill

From: Lucy Byrne [REDACTED]
Sent: Friday, March 3, 2023 9:04 PM
To: Transportation
Subject: Traffic claiming at Euclid and Fillmore

I support the neighbors petitioning to have a four-way stop implemented along Fillmore, at Euclid and Wesley. It is unbelievable that cars can drive along Fillmore, often as an east west alternative to Roosevelt Road, and there is no attempt to slow them down. PLEASE, at least try. If not a stop sign then a speed bump, or flashing lights. SOMETHING. Same goes for maple park at Maple and Harvard. WHY is there no stop sign there?

Thank you,
Lucy Byrne

[REDACTED]

Juliano, Jill

From: Maura Clevenger [REDACTED]
Sent: Sunday, March 5, 2023 8:12 AM
To: Transportation
Subject: Euclid and Fillmore traffic calming devices: Jill Juliano

[REDACTED]

I live at [REDACTED] I don't have a car, so I walk multiple times a day through the neighborhood.

There is a serious problem with speeding cars on Fillmore--from Oak Park Ave to East Ave. I am concerned about the safety of the many children and their parents crossing daily near the intersection of Fillmore and Euclid who use Euclid Park.

Cars parked on both sides of Fillmore (near Oak Park Ave and Euclid Ave) decrease visibility for pedestrians crossing Fillmore. I am often surprised by a fast moving car, even when I have looked both ways before crossing.

I hope that devices can be installed to slow down cars in this area of the neighborhood.

Thx
Maura Clevenger

Juliano, Jill

From: Kevin Hooper [REDACTED]
Sent: Sunday, March 5, 2023 11:57 AM
To: Transportation
Subject: Public Comment: Euclid & Fillmore/Wesley & Fillmore - Hooper - [REDACTED]

[REDACTED]

Greetings,

My name is Kevin Hooper and I have been an Oak Park resident for over 16 years. My wife and I have lived at [REDACTED] since 2012, and we have been walking to Euclid Square Park with our two children on, at least, a weekly basis since 2014. As we have spent more time as a family at Euclid Square Park than any other outdoor recreation area, we are extremely familiar with the intersection at **Euclid & Fillmore**, and are keenly aware of the dangers of the insufficient 2-way stop that is currently there. On a daily basis, vehicles speed through the current right of way, while others either speed through or hesitate at the stop signs in a confused, dangerous fashion due to the lack of a 4-way stop. Consequently, this gives rise to numerous potential collisions, as well as accidents involving the pedestrians entering the park. Moreover, visibility at the intersection is poor, as cars are frequently parked on all eight curbs at the intersection since it is a popular park without a dedicated parking lot.

Quite frankly, we have been appalled ever since we first walked our children to that park that there has not been a 4-way stop at this intersection that a) lies directly in front of the main entrance to this children's playground, youth baseball/softball field and popular public park, b) has such congested street parking and low visibility around the corners, and c) has already been the site of an accident in which an automobile hit a child walking across the street from the park. It is our understanding that there have been multiple attempts by our neighbors over the years to appeal to the Village for a 4-way stop at this intersection, but those attempts were unsuccessful. We are overjoyed and relieved that after a decade of community efforts, this intersection is finally getting the attention it deserves and child safety is finally being prioritized.

If the conclusion of this study and public hearing process results in anything other than a 4-way stop at this location at this children's playground entrance, I respectfully request a statement from the Commission, citing public safety best-practice, of how keeping this intersection at the main entrance of a children's playground as a 2-way stop is more advantageous and provides a higher degree of safety to residents than a 4-way stop.

If there were no 4-way stops anywhere in the Village, I would understand that the lack of one here would be a result of maintaining a Village-wide policy. But why the Village currently does not employ a 4-way stop at this intersection that lies directly at the entrance of a children's playground, while it employs 4-way stops elsewhere throughout the Village in areas with lower levels of automobile and pedestrian traffic, seems not only illogical, but negligent in its duty of providing as much safety to its public as possible, especially in light of my neighbors' numerous appeals to the Village to ameliorate the situation. Every day that this intersection remains a 2-way stop, the Village is courting unnecessary risk of otherwise avoidable automobile accidents and severe personal injury.

In addition, I also speak for my neighbors in asking this Commission for a 4-way stop at the corner of **Euclid & Harvard**. I work from home and am home frequently on the weekends, and I can report with honesty and accuracy that there is a near collision at this intersection on a daily basis. Similarly to the aforementioned intersection, drivers here are frequently confused by the lack of a 4-way stop here, while others (many of which are attempting to avoid backups on Oak Park Ave.) speed through the current right of way, and every single day, there is a near collision. All of my neighbors within 5 houses at each direction of this intersection can attest to these incessant honking and near collision incidents, and our previous attempts to appeal the Village for a 4-way stop at this intersection have also been

unsuccessful. If a study is required in order to begin the process of employing a 4-way stop at Euclid & Harvard as well, I can state with the utmost confidence that it would take a traffic observer or camera system less than an hour to witness this dangerous incident.

We appreciate your time and attention to these critical matters, and extend our deep and sincere gratitude to the Commission members and Village staff that serve our community by providing safety to its residents.

Thank You,

Kevin Hooper

[REDACTED]

Oak Park

16-Year Resident

[REDACTED]

Juliano, Jill

From: Laura D [REDACTED]
Sent: Tuesday, March 7, 2023 8:20 AM
To: Transportation
Subject: public testimony re: Euclid/Fillmore/Wesley traffic

[REDACTED]

To whom it may concern,

I am writing to urge the transportation commission to implement traffic calming measures at the intersections of Euclid & Fillmore and Wesley & Fillmore. I am a resident of the [REDACTED], and I regularly hear the sounds of car accidents as well as squealing tires indicating near misses. I would guess that the village of Oak Park is not even aware of the number of accidents that occur near these intersections, since many people deal with accidents without involving authorities. These "minor" accidents can prove to be seriously dangerous for the families who live near these intersections, as well as everyone who uses Euclid Square Park. Several years ago, a young child was hit by a car at the corner of Wesley & Fillmore and spent several months in a wheelchair. I am truly shocked that the commission has not yet taken these concerns seriously. People regularly zoom down Euclid, Wesley, and Fillmore in efforts to avoid traffic on both Roosevelt and Oak Park Ave. The park needs to be a safe space for the children of our community, and currently families can't trust that cars will drive safely down these streets. In other parts of south Oak Park, it is common to see cul-de-sacs adjacent to big streets such as Roosevelt, Austin, and Harlem. While I do not support the addition of cul-de-sacs (for a variety of reasons), it is quite clear that something needs to change. The residents of Euclid have been working on this issue for five years. FIVE. How many children need to be injured? How many petitions do we need to sign? The priority of the village should be public safety, not prioritizing cars. Two-way stop intersections are not a safe option near a park, but particularly when the park is in such close proximity to busy streets with congested traffic. I urge you to take our concerns seriously, before another child is gravely injured.

--
Laura Duel

Juliano, Jill

From: Jason Koransky [REDACTED]
Sent: Tuesday, March 7, 2023 5:08 PM
To: Transportation
Subject: Comment in support of petition to implement traffic calming devices on Fillmore Street at Wesley and Euclid Avenues

[REDACTED]

Dear Ms. Juliano

I am writing in strong support of installing additional stop signs at the corners of Wesley Ave. and Fillmore St. and Euclid Ave, and Fillmore St., making these intersections four-way stops. My family and I live at [REDACTED] so we are just a few houses south of the intersection at Wesley and Fillmore. As a result, we drive and walk through this intersection frequently. In addition, I play tennis often at Euclid Square Park, so I observe the traffic at this intersection on a regular basis.

Simply put, this intersection is extremely dangerous. This is because drivers frequently believe it is a four-way stop, when of course, it is not. Frankly, it makes sense that drivers believe this should be a four-way stop, considering it is at a park. As a result, there have been countless times when I have been driving north or south on Wesley through this intersection and have had to slam on my brakes when a driver traveling east or west on Fillmore, who has stopped at the stop sign, starts driving through the intersection assuming I am going to stop. Because the north-south drivers do not have a stop sign, these drivers should be able to proceed through the intersection using their right-of-way and not worry about being cut off or hit by another car. Yet this is not the case because of driver confusion.

Further, in addition to at least one accident I have witnessed, I have seen myriad close accidents, angry confrontations, and confused encounters between cars, pedestrians, and/or bikers at this intersection. Cars travelling north or south with the right of way may stop, even though they currently do not have to. Or, as explained above, cars traveling east or west cut off cars, bikes, or pedestrians.

I note that speed is not the paramount issue with this intersection. While cars do speed down the street, considering it is bordered on the south by Roosevelt, I believe the lack of a four-way stop creates a significantly higher danger.

Thank you for your attention to my comment, and thank you in advance for taking the proper action and installing additional stop signs at these intersections.

Sincerely,

Jason Koransky
[REDACTED]

Juliano, Jill

From: Meghan P [REDACTED]
Sent: Wednesday, March 8, 2023 9:54 AM
To: Transportation
Subject: Public Comment
Attachments: PXL_20230307_140715027.MP~2.jpg; 625 ILCS 5_ Illinois Vehicle Code_.pdf; Creating-a-Safe-Park-Zone-for-Communities-in-Illinois-Active-Transportation-Alliance_BGW.pdf

[REDACTED]

Dear Transportation Commission Members,

I am thrilled that you are reviewing the petitions for traffic safety improvements on the streets surrounding Euclid Park. I will be at the meeting on Tuesday and would be happy to answer any questions about my experience living on Euclid Ave since 2012. This has been an ongoing area of concern for decades, and I personally started petitioning for review of Euclid Avenue at Fillmore and Harvard when I was on parental leave with my now-9 year old. I'm sharing a public comment I submitted almost two years ago below, urging the Commission to implement more Safe Park Zones. You do not need to recite the prior comment during the meeting, but I ask that it be entered into the public record again.

At the July 2021 meeting, it was discussed there was a pilot surrounding Safe Park Zones, but there was little clarity about the progress of the pilot or if it was ever reviewed.

I now again urge this Commission to consider recommending 4-way stops surrounding Euclid Park and strongly recommend speed reduction by creating an Illinois Safe Park Zone around Euclid Park (and every Oak Park park) in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3. I appreciate the addition of speed monitoring in very recent weeks near Euclid Park; however, 25 mph is still too fast in this high-density recreational area. I'm sharing a photo of the notice of the Park Zone at Harvard and Gunderson, over one block away from Rehm Park. This bright attention-grabbing sign alerts the driver that the speed limit will decrease to 20 mph; there is also a speed bump on Gunderson. I encourage the same level of attentiveness to be employed near Euclid Park. Euclid Avenue serves as a frequent bypass during busy rush hour traffic for folks to avoid Oak Park Avenue. It's dangerous and we have solutions readily available, supported by law and research. I encourage the Commission to recommend the Village use every tool at its disposal to make our community safer for pedestrians, bikers, and everyone.

Thank you for your time.

July 11, 2021

Dear Transportation Commission of Oak Park,

Thank you for allowing me the opportunity to provide public comment, and thank you for your service to our community. I live on the [REDACTED] and over the past seven years, my neighbors and I have twice attempted the onerous process of collecting signatures to petition for traffic calming measures. To date, no meaningful action has been taken by the Village in response to our concerns.

My neighbors and I request the following action to be immediately taken by the Transportation Commission during the July 2021 meeting:

- **Euclid Square Park Traffic Study**. Approval by the Commission for a traffic study of the area surrounding Euclid Square Park. Specifically, the 2-way stop intersections on Euclid/Fillmore, Wesley/Fillmore, Euclid/Harvard, and Wesley/Harvard.

If you are unfamiliar with the area surrounding South Oak Park, these intersections are nearby or adjacent to Euclid Square Park. These intersections are incredibly dangerous and there are many, many pedestrians and cyclists in the area. We have worked with staff at the Village, and we still have not been able to get a traffic study conducted. To our knowledge, there have been several accidents over a 3-year period, including an accident involving severe injury to a child who was struck by a vehicle. There is also frequent excessive speeding, most often in the after school hours and evening rush hour.

Recently, the traffic concerns were exacerbated to the point of imminent danger because of the water main construction and closure of Oak Park Avenue. Traffic on Oak Park Avenue detoured onto Euclid Avenue. We appreciate that Village Staff were responsive to our requests for temporary road closure on the 1150 S. Euclid block, but this is – of course – a temporary measure and the problem predates the Oak Park Avenue construction.

- **Passage of Safe Park Zone Ordinance and Implementation.** Approval by the Transportation Commission to recommend that the Village Board establish Safe Park Zones through the passage of a Safe Park Zone Ordinance in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3 (the Illinois Safe Park Zone eff. 7-1-2019).

When surveying the amazing quantity of parks in our village, it struck me that we are not using all of the traffic calming measures and safety measures at our disposal with minimal cost/effort by the Transportation Commission and Village Board. A copy of the Illinois Vehicle Code section and a copy of the Safe Park Zone resource from the Illinois Active Transportation Alliance are attached.

I recognize the backlog of petitions as reflected in the May meeting minutes, and appreciate that we are still working through a global pandemic. In response, I urge the Commissioners to recommend that the Village Board use its authority to promote and maintain public safety. I do not believe that the current process supports public safety when petitioning leads nowhere because of an extensive backlog, a point system only affords 1/5 of the requisite points to trigger the Commission's review when a pedestrian is injured in a "correctible crash," [\[4\]](#) and no automatic traffic review is conducted after a severe accident.

In conclusion, I respectfully request that the Transportation Commissioners move to: **(1)** approve a traffic study of the 1100 block of South Euclid (at a minimum) and the 2-way stop intersections on Euclid/Fillmore, Wesley/Fillmore, Euclid/Harvard, and Wesley/Harvard; **(2)** recommend that the Village Board enact a Safe Park Zone Ordinance, conduct a survey of all village park adjacent streets, and implement the ordinance as provided by Illinois Vehicle Code, 625 ILCS 5/11-605.3.

Sincerely,

Meghan Paulas





(625 ILCS 5/11-605.3)

Sec. 11-605.3. Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) "Park district" means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a)(1).

(2) "Park zone" means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) "Park zone street" means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street.

(4) "Safety purposes" means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 20 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of \$250. A second or subsequent violation of this Section is a petty offense with a minimum fine of \$500.

(f) (Blank).

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: "park zone", "park zone speed limit", and "warning: approaching a park zone". The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage.

(Source: P.A. 100-987, eff. 7-1-19.)

Safe Park Zones



CREATING SAFE PARK ZONES FOR COMMUNITIES IN ILLINOIS



ACTIVE TRANSPORTATION
ALLIANCE

CREATING SAFE PARK ZONES FOR COMMUNITIES IN ILLINOIS

Presented by Active Transportation Alliance, January 2012



Acknowledgements

ABOUT THE CONSULTANTS

The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking and transit and a premier consultancy. Our staff includes specialists who work with communities throughout the region to develop plans, policies, and education programs based on national best practices. When you partner with us on projects, you not only get the best results possible, but you also support our mission to improve active transportation throughout the region.

The Active Transportation Alliance Project Team:

Dan Persky - Director of Policy and Planning

Amanda Woodall - Policy Manager

Jason Jenkins - Education Specialist

For technical assistance developing your policy, implementation strategies, and training, please contact us.

Active Transportation Alliance

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Public parks are essential destinations for physical activity, but the transportation environment in many communities *limits access* to local parks.

Transportation impacts human health and the quality of life in every community. Biking, walking, and other modes of active transportation are the simplest ways for people to get the activity they need to boost physical and mental health, and to prevent obesity and related conditions, such as heart disease and diabetes. However, many physical and social barriers to walking and bicycling exist in communities across Illinois. One of the most prevalent of these barriers is insufficient traffic safety. When parks are more accessible, more people use them for activity.

One way to boost access is to improve traffic safety and pedestrian facilities around parks. The State of Illinois has provided a powerful new means for municipalities to do this: the establishment of Safe Park Zones. Similar to School Zones, these are sections of roadway near parks where speed limits are lowered, and fines for traffic infractions are raised. Routine enforcement spreads awareness about safety, and revenue from fines can be used to fund pedestrian facility improvements. [See page 5 for the full text of Illinois Safe Park Zones Law.]

The Safe Park Zones Guide was created to help communities through the successful implementation of municipal Safe Park Zones. In this guide you will find resources for developing a local policy, Illinois requirements regarding signage, and strategies for public outreach and involvement. The steps to effectively establish and implement Safe Park Zones can be found in this guide as follows:

STEP 1 Adopting an Ordinance

STEP 2 Establishing a Funding Stream

STEP 3 Installing Signs

STEP 4 Educating the Public and Building Support



PHOTO: Vival Greens

Text for Relevant Illinois Statute

In 2006, the Illinois General Assembly enacted Public Act 94-808, amending the Illinois Vehicle Code and making Illinois the first state to provide legal protection for Safe Park Zones. Below is an excerpt of the relevant section of the Illinois Vehicle Code, which may serve as the basis for the establishment of Safe Park Zones within your community.

Illinois State Vehicle Code

(625 ILCS 5/11-605.3)

Sec. 11-605.3. Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) "Park district" means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a)(1).

(2) "Park zone" means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) "Park zone street" means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street.

(4) "Safety purposes" means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 20 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of \$250. A second or subsequent violation of this Section is a petty offense with a minimum fine of \$500.

(f) When a fine for a violation of this Section is imposed, the person who violates this Section shall be charged an additional \$50, to be paid to the park district for safety purposes.

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: "park zone", "park zone speed limit", and "warning: approaching a park zone". The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage.

(Source: P.A. 94-808, eff. 5-26-06.)

The first step in establishing and enforcing Safe Park Zones is to draft and adopt a municipal ordinance.

The language of these ordinances varies depending on whether or not a community is established as a home rule authority. Municipalities with home rule authority may choose to draft and adopt a version of the ordinance that varies from the state statute with regards to fine structure and application of monies collected so as to allow more flexibility. See samples below.

Sample #1: Ordinance for Non-Home Rule Authorities

In this example, the municipality simply designates the street segments upon which it is establishing Safe Park Zones and then applies the state law as defined in the Illinois Compiled Statutes.

[MUNICIPAL CODE CHAPTER AND SECTION]

For the purposes of this section and 625 ILCS 5/11-605.3, the following streets are designated park zone streets with maximum speed limit of 20 miles per hour when children are present. The penalties for violation of speed limits, stop signs, and traffic control devices shall be issued in accordance with 625 ILCS 5/11-605.3

[Insert list of street segments]

Sample #2: Ordinance for Home Rule Authorities

In lieu of adopting the ILVC Safe Park Zones statute, some municipalities with home rule authority may simply lower speed limits to 20 MPH on their selected park zone streets, using the approved IDOT park zone signs. Citations issued in this scenario would be standard speeding violations. While this strategy will not generate specific funds for safety improvements, it will still lower speeds, raise awareness, and increase safety around parks.

[INSERT MUNICIPAL CODE CHAPTER AND SECTION] PARK ZONE STREETS AND SPEED LIMITS

A. As used in this section “Park Zone Street” means any portion of any street or intersection adjacent to or within a Park Zone that has been established as a Park Zone Street in Section D of this ordinance where appropriate signs have are posted by the [Municipality].

B. Between the hours of 7:00 a.m. and 8:00 p.m., Monday thru Sunday, no person shall drive a motor vehicle at a speed in excess of twenty (20) miles per hour, or any lower posted speed limit, while traveling on a Park Zone Street.

C. This Section does not apply unless appropriate signs are posted upon Park Zone Streets maintained by the Department or by the unit of local government in which the park zone is located.

D. For purposes of this chapter the following streets are designated Park Zone Streets:

[Insert list of street segments]

STEP 2 ESTABLISHING A FUNDING STREAM

Municipalities will need to establish a funding stream to ensure that monies collected from Safe Parks Zone violations are routed to the appropriate park districts for use in improving safety around the parks.

Agencies should partner to establish goals and ensure that fees are used for appropriate safety improvements, as prescribed by the language of the ordinance.

Municipalities that adopt a version of the ordinance under home rule authority and who adjudicate their own traffic violations will need to establish a funding stream in accordance with their own municipal rules and regulations.

Municipalities in which traffic violations are adjudicated by

the Circuit Court of Cook County can expect revenues to be disbursed as follows: Whenever a police officer issues a ticket for a violation under the state law (625 ILCS 5/11-605.3), and the traffic court assesses the fee, the Office of the Clerk of the Circuit Court will deposit the money into a disbursement “fund” where funds will accumulate prior to periodic disbursements to the municipality that issued the ticket. Note, this only applies to the “additional \$50.00” referenced in subsection (f) of the Illinois Vehicle Code.

Additional questions about collection and disbursement of funds from the Circuit Court of Cook County should be directed to: General Counsel, Office of the Clerk of the Circuit Court of Cook County, (312) 603-6946

STEP 3 INSTALLING SIGNS

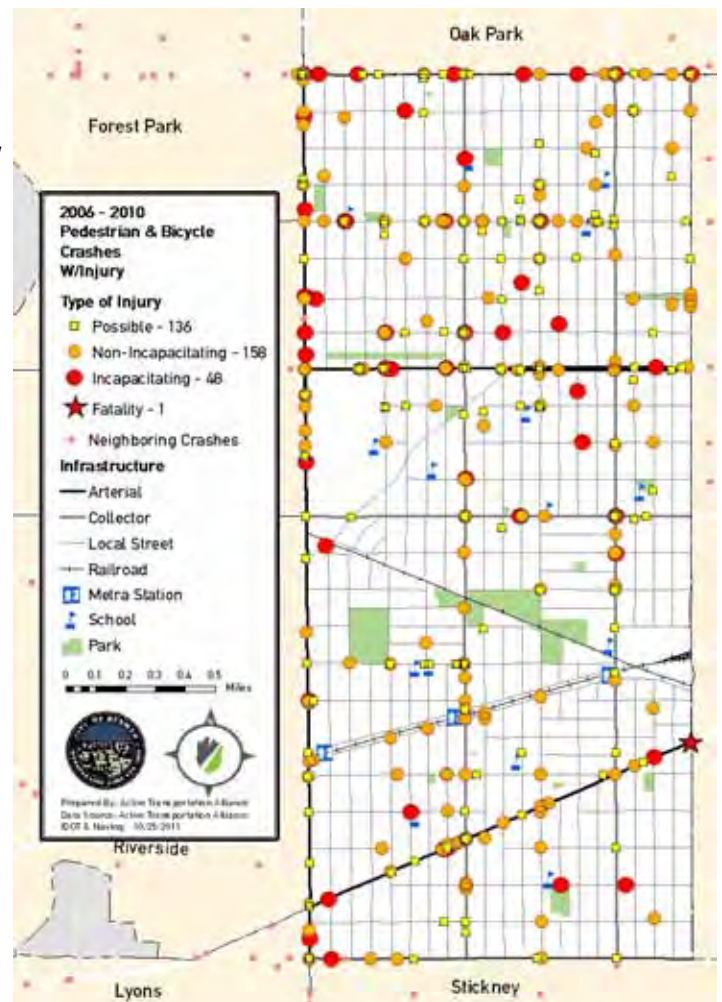
When a Safe Park Zone speed limit is established, Illinois state law requires the adopting municipality or park district to install certain signage assemblies in a specific order before the Safe Park Zone penalties for speeding and traffic signal violations can be legally enforced.

Funding

Some communities may not have the resources to sign all their Safe Park Zone streets at the time of their establishment under local ordinance. However, accumulation of revenue from Safe Park Zone traffic fines may be used to purchase and install signs for those areas incrementally over a number of years. When this is the case, it is recommended that communities analyze pedestrian and bicycle crash data as well as police records of traffic violations issued in order to select priority streets for signage.



PHOTO: Safe Routes to School



One way to prioritize locations for Safe Park Zones is to map and analyze bicycle and pedestrian crash data for hot spots.

PHOTO: Active Transportation Alliance

Signage Placement Guidelines

The Illinois Department of Transportation (IDOT) requires the installation of signage in a specific sequence in order to designate a Safe Park Zone. The “Safe Park Zones Signage Placement” illustration on page 19 demonstrates an overview of placement requirements.

Each section of roadway designated as a Safe Park Zone will require a **PARK ZONE, W15-I100 sign** (Figure A, pg 12 in Safe Park Zone Signage section) to be installed in advance of the Safe Park Zone street segment to inform road users that they are approaching a Safe Park Zone.

Following this, a **SPEED ZONE AHEAD** assembly, also in advance of the zone is required. This assembly shall consist of a fluorescent yellow-green **W3-5 sign** (Fig. B, pg 13) or **W3-5a sign** (Fig. C, pg 14) with the **W15-I100p plaque** (Fig. D, pg 15) mounted beneath.

Finally, at the entrance to the new speed zone itself the **PARK ZONE SPEED LIMIT WHEN CHILDREN ARE PRESENT, R2-I108** (Fig. E, pg 16) assembly shall be used. Within the Safe Park Zone street segment, there is no minimum requirement for spacing of additional speed

limit signs, but IDOT recommends approximately every two to four blocks (650 – 1,300 feet).

The location and spacing of the **PARK ZONE** sign approaching the Safe Park Zone, in relation to the **SPEED ZONE AHEAD** assembly, should be based on engineering judgment, but IDOT recommends spacing of at least 100 feet between signs. The **PARK ZONE SPEED LIMIT WHEN CHILDREN ARE PRESENT** assembly must always be installed at the exact boundaries of where the speed limit is in effect. For more information on national minimum standards for the placement of warning signs, see Table 2C-4 of the National Manual on Uniform Traffic Control Devices. These values can be adjusted so that proposed signs do not interfere with driveways, entrances, etc.

(Excerpted From) Illinois Manual on Uniform Traffic Control Devices

SECTION 2B.I70 (ILLINOIS) PARK ZONE SPEED LIMIT SIGNS

Support: Section 5/11-605.3 of the Illinois Vehicle Code allows local agencies to establish Park Zones and Park Zone Speed Limits by ordinance or resolution on streets and highways under their jurisdictions which abut parks.

Standard: The **PARK ZONE SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT** sign (R2 I108) shall be used by local agencies in establishing park zone speed limits authorized by Section 5/11-605.3 of the Illinois Vehicle Code (see also Sec. 2C.30 (Illinois)). The R2-I108 sign shall not be used on roadways under the jurisdiction of the Illinois Department of Transportation.

Guidance: Any municipality or park district requesting to establish a park zone or park zone speed limit on streets and highways not under their jurisdiction should consult with the agency having jurisdiction over those roads.

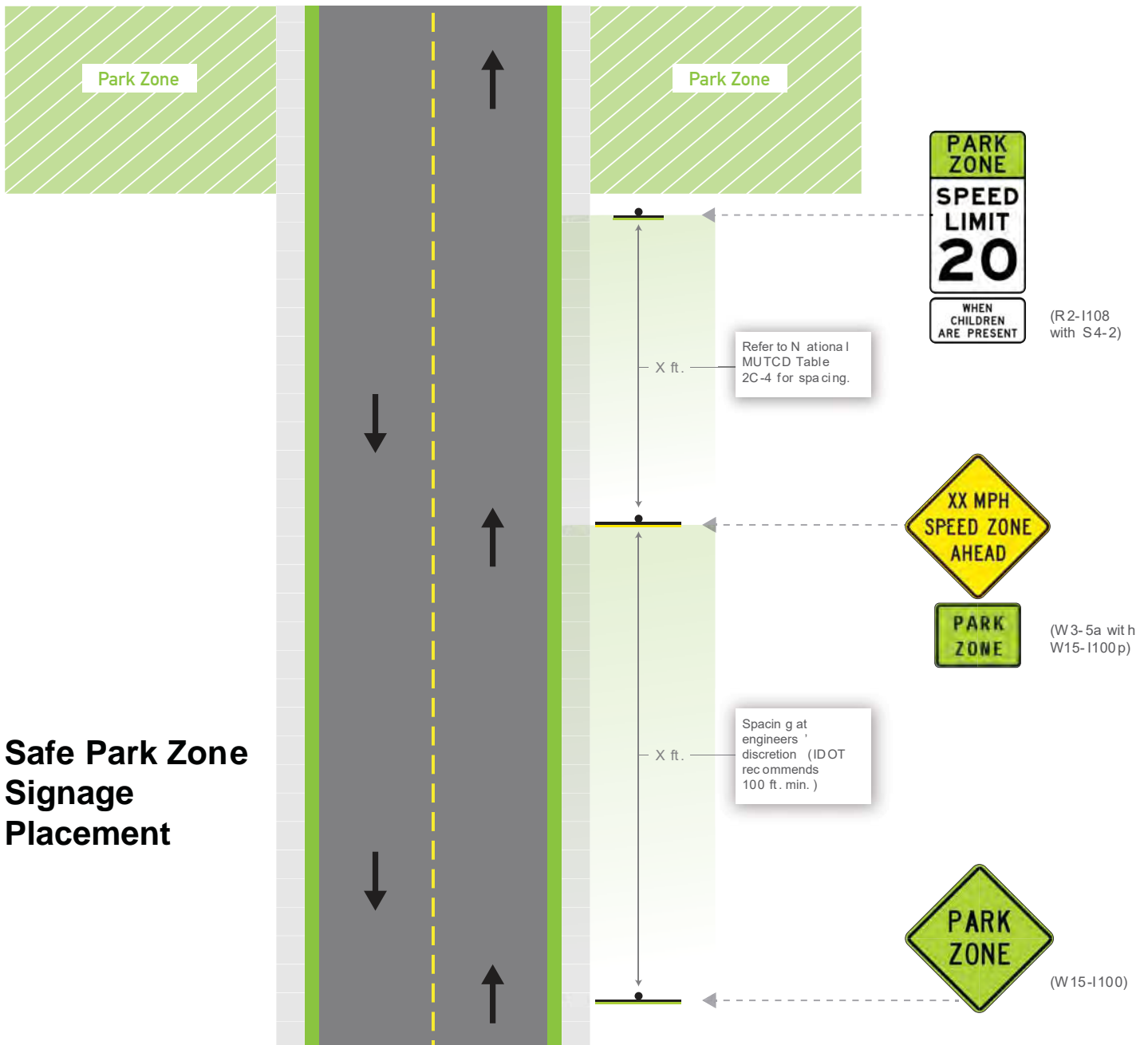
Option: If the local ordinance or resolution establishing a Park Zone Speed limit includes the hours the limit is in effect, the hours may be included on the lower portion of the **PARK ZONE SPEED LIMIT** sign (R2-I108) such as “8 AM - 8 PM WHEN CHILDREN ARE PRESENT.”

Signage Placement Guidelines (cont.)

SECTION 2C.I70 (ILLINOIS) PARK ZONE SIGN (W15-I100)

Standard: A Park Zone (W15-I100) sign shall be used by local agencies to inform road users of a park zone. It shall be located in advance of any Reduced Speed Limit Ahead (W3-5, W3-5a) sign in advance of a park zone (see Sec. 2C.38).

Option: The sign may also be used alone in advance of park zones which have been established by local agencies but where park zone speed limits have not been established. It may also be used alone on streets and highways under the jurisdiction of the Illinois Department of Transportation which abut parks where local agencies have established park zones along their abutting streets.



STEP 4 EDUCATE THE PUBLIC AND BUILD SUPPORT

An education campaign should be undertaken to build public support for the law and to inform and educate the public, community organizations, law enforcement, and the courts about the new laws, their importance, and the expected outcomes.

• Phase 1: Building Consensus

BEGIN by connecting with stakeholders in order to build community support and provide political cover for the municipal government and law enforcement agencies tasked with enforcing the new law.

MAKE AN EFFORT to build a consensus of support for the new Safe Park Zones by doing outreach with local community groups, churches, and youth and senior citizen service providers who use the affected areas around the park.

ESTABLISH a partnership between these groups and the park district, municipality, and law enforcement. It may be useful to create a document that expresses the combined community support for the law to be endorsed by all the above-mentioned parties for use in future media and outreach efforts.

• Phase 2: Educating Law Enforcement

Law enforcement is a key player in informing and educating the public about the new Safe Park Zones.

To this end, make sure that law enforcement officers are trained and educated about the new law, the location of the Safe Park Zones, and how to issue tickets for these violations, and make sure that law enforcement activities are incorporated into public education efforts.

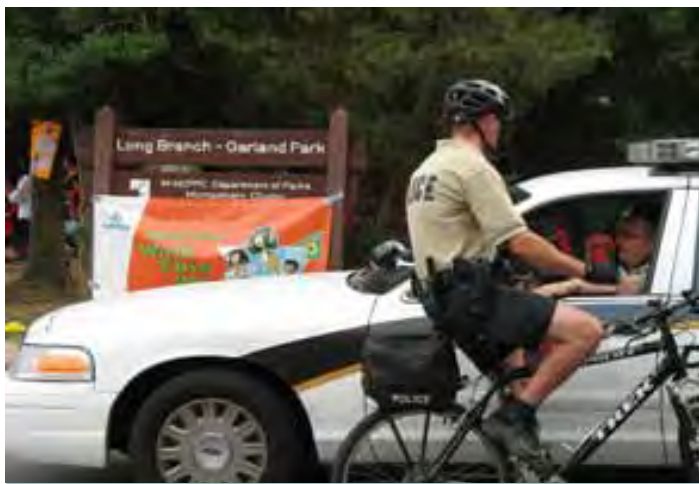
Also provide officers with talking points for how to respond to public concerns and questions about the law. These talking points should focus on the safety of vulnerable road users and parks as priority destinations for children and families who are biking and walking.

Also remind officers the Safe Park Zone speed limit is in effect “when children are present” within 50 feet of the roadway, providing them with flexibility of enforcement.



Build community support by connecting with stakeholders, conducting outreach with local community and establishing a partnerships.

PHOTO: Climate Action Programme



A strong commitment to enforcement is the key to effective Safe Park Zones.

PHOTO: National Center for Safe Routes to School

Educate the Public and Build Support



Hold highly publicized education and enforcement events conducted by local law enforcement.

PHOTO: National Center for Safe Routes to School



Media and enforcement events can serve as opportunities to educate the public about the new law and to create awareness about pedestrian safety.

PHOTO: Streets Blog

• Phase 3: Educate and Inform the Public

Provide the public with information about the new laws before issuing citations. At minimum, issue a press release about the new law, its purpose, and the locations of the Safe Park Zones. Announcements and information about the Safe Park Zone law should also be posted on the municipal, police, and park district websites, as well as on any social networking sites for all of the above-listed agencies.

Another great way to kick off the new initiative is to hold highly publicized education and enforcement events conducted by local law enforcement. These events will provide motorists with information about the new law before routine enforcement begins. Be sure to conduct events on a day when children are in and around the park. At these events, officers should:

- Place a sign in advance of the park zone indicating that a Safe Park Zones speed limit education and enforcement event is in effect.
- Stop all motorists violating the new 20 mph speed zone or disobeying traffic signals or signs within the zones.
- Focus on issuing warnings, informing motorists of the new law and its purpose. Distribute safety literature to violators. Citations should only be issued for serious infractions at the officers' discretion.

Approach these events as opportunities to educate the public about the new law and to create awareness about pedestrian safety. Ensuring media coverage is a great way of garnering more public awareness. With television coverage, safety messages can reach millions throughout the region.

• Phase 4: Educate the Judges

The courts will need to uphold the fines in order for the law to be as effective as possible. Make sure that judges who will be hearing these cases are contacted by the appropriate agencies to inform them of the new law, its purpose, and importance. Provide these judges with the document of support referenced in Step 1 "Building Consensus" as a way of encouraging judges to uphold the new law and impose the full fines.

• Phase 5: Routine Enforcement

After an appropriate education and awareness campaign period has been completed, officers should switch from education mode to routine enforcement, issuing tickets for violations.

Figure A: Park Zone, W15-I100 Sign

ILLINOIS STANDARD W15-I100



COLOR LEGEND AND BORDER BLACK NON-REFLECTORIZED
BACKGROUND YELLOW/GREEN REFLECTORIZED

| SIGN SIZE | DIMENSIONS | | | | | | |
|-----------|------------|------|-------|-------|-------|------|------|
| | A | B | C | D | E | F | G |
| 30 X 30 | 30.00 | 2.25 | 16.90 | 16.60 | 12.40 | 6.00 | 3.00 |
| 36 X 36 | 36.00 | 2.25 | 22.50 | 22.10 | 15.40 | 8.00 | 2.20 |

| SIGN SIZE | SERIES BY LINE | | MARGIN | BORDER |
|-----------|----------------|----|--------|--------|
| | 1 | 2 | | |
| 30 X 30 | 6C | 6C | 0.625 | 0.875 |
| 36 X 36 | 8C | 8C | 0.625 | 0.875 |

All dimensions in inches. Sign not to scale.

SIGN: Illinois Manual on Uniform Traffic Control Devices

SAFE PARK ZONE SIGNAGE

Figure B: Speed Zone Ahead W3-5 Sign



| A | B | C | D | E | F | G |
|----|------|------|-------|----|-------|-------|
| 36 | .625 | .875 | 10 | 12 | 9 | 15 |
| 48 | .75 | 1.25 | 11.75 | 18 | 10.75 | 19.25 |

| H | J | K | L | M | N | P |
|----|----|------|------|-----|------|------|
| 9 | 9 | 2.25 | 2 | 3 E | 1 | 12 C |
| 12 | 12 | 3 | 2.25 | 4 E | 1.25 | 15 C |

| Q | R | S | T | U | V |
|-------|-------|-------|------|------|------|
| 7 | 5.46 | 7.126 | .375 | .625 | 2.25 |
| 9.327 | 7.279 | 9.258 | .375 | .625 | 3 |

WARNING SIGN COLORS:

- BORDER & ARROW—BLACK
- SYMBOL — SEE R2-1
- BACKGROUND — YELLOW (RETROREFLECTIVE)

TTC COLORS:

- BORDER & ARROW—BLACK
- SYMBOL — SEE R2-1
- BACKGROUND — ORANGE (RETROREFLECTIVE)

SAFE PARK ZONE SIGNAGE

Figure C: Speed Zone Ahead W3a-5 Sign



W3-5a
SPEED REDUCTION (ENGLISH)

W3-5a
SPEED REDUCTION (METRIC)

*Series 2000 Standard Alphabets.

| | A | B | C | D | E | F | G | H | J | K |
|----------|----|------|------|-----|-----|-------|--------|--------|-------|-------|
| | 30 | .5 | .75 | 2 | 4 C | 3 | 13.5 | 6.985 | 2.7 C | 1.875 |
| C | 36 | .625 | .875 | 2.5 | 5 C | 3.625 | 16.892 | 8.726 | 3.4 C | 2.25 |
| | 48 | .75 | 1.25 | 3.5 | 7 C | 4.625 | 23.657 | 12.209 | 4.7 C | 3 |
| | 60 | .75 | 1.25 | 4 | 8 C | 6 | 27.019 | 13.944 | 5.4 C | 3 |

WARNING SIGN COLORS:
LEGEND — BLACK
BACKGROUND— YELLOW (RETROREFLECTIVE)

TTC SIGN COLORS:
LEGEND — BLACK
BACKGROUND— ORANGE (RETROREFLECTIVE)

SAFE PARK ZONE SIGNAGE

Figure D: Park Zone, W15-I100p Sign



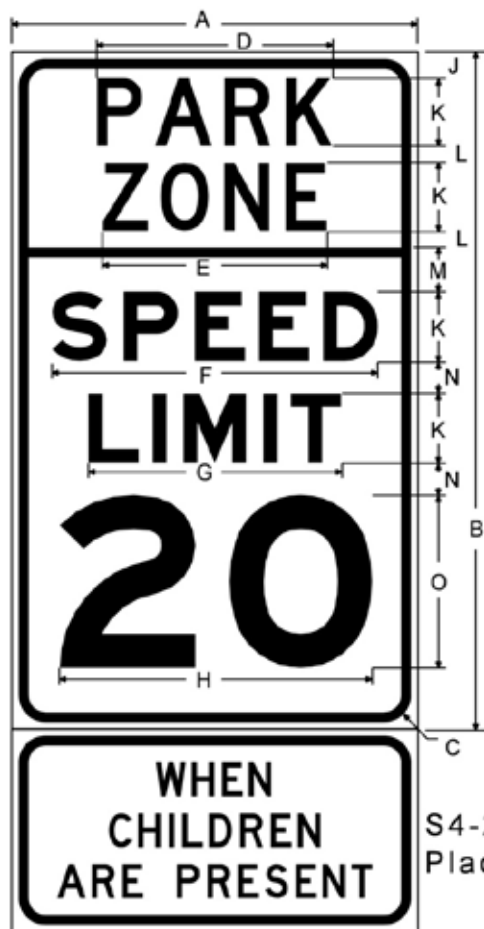
W15-I100p;

1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;

"PARK" D; "ZONE" D;

Figure E: Park Zone Speed Limit When Children Are Present

ILLINOIS STANDARD R2-I108



Federal Standard S4-2 shall be used on lower portion of sign. If local ordinance or resolution includes hours those may be included as well and placed on lower portion. Example: (8 AM - 8 PM)

S4-2
Placement Shown

| | | | |
|-------|---------------------|--------------|-------------------|
| COLOR | LEGEND AND BORDER | BLACK | NON-REFLECTORIZED |
| | BACKGROUND (TOP) | YELLOW/GREEN | REFLECTORIZED |
| | BACKGROUND (BOTTOM) | WHITE | REFLECTORIZED |

| SIGN SIZE | DIMENSIONS | | | | | | | | | | | | | |
|-----------|------------|-------|------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|
| | A | B | C | D | E | F | G | H | J | K | L | M | N | O |
| 24 X 42 | 24.00 | 42.00 | 1.50 | 14.00 | 13.20 | 19.20 | 15.00 | 18.40 | 1.90 | 4.00 | 1.00 | 3.60 | 2.00 | 10.00 |
| 36 X 60 | 36.00 | 60.00 | 3.00 | 20.80 | 19.80 | 28.80 | 22.40 | 27.40 | 2.30 | 6.00 | 1.50 | 4.00 | 3.00 | 15.00 |

| SIGN SIZE | SERIES BY LINE | | | | | MARGIN | BORDER |
|-----------|----------------|----|----|----|-----|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | | |
| 24 X 42 | 4D | 4D | 4E | 4E | 10E | 0.375 | 0.625 |
| 36 X 60 | 6D | 6D | 6E | 6E | 15E | 0.625 | 0.875 |

All dimensions in inches. Sign not to scale.

SIGN: Illinois Manual on Uniform Traffic Control Devices

REFERENCES

“Children Living Near Green Spaces Are More Active,” American Heart Association, 2009; Marie Lamber, Yan Kestens, Lise Gauvin, Andraea Van Hulst and Mark Daniel.

“Parks, Playgrounds and Active Living,” Robert Wood Johnson Foundation, February, 2010; http://www.activelivingresearch.org/files/Synthesis_Mowen_Feb2010.pdf

Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation and Federal Highway Administration, 2009;
<http://mutcd.fhwa.dot.gov/pdfs/2009/mutcd2009edition.pdf>

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Juliano, Jill

From: Tara Dull [REDACTED]
Sent: Wednesday, March 8, 2023 3:01 PM
To: Transportation
Cc: Tim Dull; [REDACTED]
Subject: Euclid Ave, Wesley Ave, Fillmore St traffic calming -reduce dangerous speeding!

[REDACTED]

Dear Oak Park Transportation Commission,

We are Oak Park residents and STRONGLY support implementing traffic calming measures around Euclid Square Park. We reside at [REDACTED] and walk or bike Euclid/Wesley/Fillmore streets on a daily basis. We observe vehicles traveling at high speeds through these intersections creating dangerous conditions for all, particularly pedestrians and cyclists (often children!) who utilize Euclid Park tennis courts, playing fields, or playground. As a matter of public safety, we ask that you implement measures as soon as possible. Thank you.

Sincerely,

Tara and Tim Dull

[REDACTED]
Oak Park, IL 60304
[REDACTED]

Juliano, Jill

From: Stephen Moyer [REDACTED]
Sent: Wednesday, March 8, 2023 8:08 PM
To: Transportation
Cc: [REDACTED]
Subject: Traffic Calming Devices at Euclid & Fillmore

[REDACTED]

Hello, I'm writing on behalf of the Joyce-Moyer family at [REDACTED] in Oak Park regarding the proposed traffic calming devices per the letter dated 3/1/2023.

Our family is in full support of additional devices to protect pedestrians at the intersections of Euclid/Fillmore and Wesley/Fillmore. As the parents of an infant who will all-too-soon be a walking toddler, we are genuinely very nervous about the traffic on our route to Euclid Sq park. Traffic calming devices are a necessity to keep children like our son, Owen, safe, given the volume of vehicles and pedestrians in the area and the lack of stop signs.

We appreciate the Village's response to the petitions, the Transportation Commission's studies of the area to date, and trust the right decision will be made to prioritize the safety of pedestrians.

The walkability and proximity to so many wonderful parks drew us to Oak Park initially—the proper measures to make them accessible will make it our home for years and decades to come.

Thank you,
Stephen Moyer

Juliano, Jill

From: Erin O'Neill Mott [REDACTED]
Sent: Wednesday, March 8, 2023 9:34 PM
To: Transportation; Erin O'Neill
Subject: Fwd: Euclid Ave, Wesley Ave, Fillmore St traffic calming -reduce dangerous speeding!

[REDACTED]

Dear Oak Park Transportation Commission,

I'm very disappointed not to be able to attend the meeting on Tuesday, March 14, as this is an issue I've been advocating for, for many years, and I appreciate the opportunity to contribute my comments in writing, to be read in my absence.

As a native of both the Oak Park and River Forest communities, I was thrilled to move back to Oak Park 12 years ago to raise our children, and felt beyond lucky to move to the [REDACTED]. Our new block had a wonderful community feel, promoted the walkability and green space that Oak Park prides itself on, and was less than a block away from Euclid Park, where my children could play for years to come. Within a few years of moving back in 2010, I witnessed countless traffic accidents at the corner of Wesley and Fillmore, largely caused by either drivers not realizing it was a 2-way stop (and assuming it was a 4-way) or people trying zooming down side streets to evade traffic on Roosevelt, driving at high and reckless speeds down Fillmore, in both directions.

After years of watching accident after accident--including a high-speed crash into our neighbor's yard/fence at that very corner--in spring of 2018, my son Aengus "Gus" Mott who was then 4 years old, was hit by a car, while our 19-year-old babysitter and my 7-year-old daughter stood by to watch in horror, nearly feet from having been hit, themselves. Gus was crossing Fillmore in the crosswalk, and was hit squarely, head on, by a sober driver, who is an Oak Park resident, who was heading east on Fillmore to avoid traffic on Roosevelt, and who thought it was a 4-way stop. She had grown distracted by another driver on Wesley, coming up from Roosevelt Road, and she didn't realize she had hit my son, and inadvertently dragged his tiny body under her suspension for nearly a block, before Gus was miraculously able to pull his small body sideways, and she felt her tires run over his leg with both of her axels. Had she not been driving an SUV, and instead been in a vehicle with a lower carriage, my son would absolutely have died in that accident. Thankfully, he ultimately recovered, but he started kindergarten that fall in a wheelchair, required years of therapy and still struggles with some long-term physical and emotional issues due to the accident.

My son is now 9 years old, and despite numerous neighbors petitioning, accidents continuing to happen, and citizens begging for help, absolutely nothing has been done about this public safety issue at our corner. Given that this intersection borders a playground, tennis court, baseball diamond and large park, it's a matter of public safety that we implement traffic safety measures at our corner, immediately.

I know there are a number of measures being considered this evening, but given Oak Park's documented resistance to four-way-stops (due to their assertion that they don't aid in reducing speed, and increase carbon emissions), I'd like to request that we seriously consider a cul-de-sac at the end of Wesley and Roosevelt or speed bumps to deter vehicles from dodging off of Roosevelt and onto side streets. I believe utilizing either speed bumps or a cul de sac to prevent drivers (many of whom are our

own fellow residents) from racing down residential streets, would help to protect our local pedestrians (many of whom are children), cyclists, and the members of our community utilizing Eulid Park, from motorists misusing Fillmore as a higher-speed alternative route to Roosevelt.

Thank you for your time and consideration,
Erin Mott

[REDACTED]
Oak Park IL 60304
[REDACTED]

Juliano, Jill

From: Lucas Schroeder [REDACTED]
Sent: Thursday, March 9, 2023 10:28 AM
To: Transportation
Subject: Re: Petitions to implement traffic calming measures at Euclid & Fillmore and Wesley & Fillmore

[REDACTED]

Dear Oak Park Transportation Commission,

Thanks for taking the time to review the dangerous conditions at these intersections. My name is Lucas Schroeder and I am a resident at [REDACTED]

One evening in August of 2018, I took a one-minute phone call in my backyard for my new job, the same job that had moved us to Oak Park weeks earlier. When I hung up, I looked around and couldn't find my son, Ian. In the short time I was distracted, my three-year-old Ian had run down to Euclid Square Park. He crossed Fillmore at a point that traffic does not stop, despite it being the entrance to a newly renovated playground. Ian made it safely to the park, but it was pure coincidence. At the time, there were few, if any, traffic calming measures in the area. I also want to be clear that I understand my role and error in this story, but I assure you I am not the first—nor the last—parent who has gotten distracted and taken their eyes off their child.

Our proximity to the park had been one of the appeals of us choosing this house. After that scary event, we understood the double-edged sword of said appeal: if our three-year-old, who happens to have Down syndrome and had only been familiar with the park for two weeks understood the appeal of the park, he cannot have been the first child to run across the street without parents. At three years old, Ian was 2'9", far shorter than the cars that park along Fillmore, blocking visibility for cars driving East/West. At three, he hadn't yet mastered looking both ways. At that time of evening, West-facing cars are facing into the sun. And at that time of day, traffic is increased in both volume and speed due to commuters using our intersection as a cut-through to avoid buildup at the light at Roosevelt and Oak Park Avenue.

Since 2018, we've been personally connected to four pedestrians hit by cars in Oak Park, one of which was a fatality. Let that sink in. In four and a half years since our arrival in Oak Park, we've averaged a person a year who has been hit by a car. A member of this commission, Brian Straw, recently posted that 100 people per year are hit by a car in Oak Park. One is too many.

I urge you to prioritize people over cars, to review traffic safety across Oak Park, and to specifically implement traffic calming measures all around Euclid Square Park in accordance with the Safe Park Zone Ordinance. After the Ian story, our family made major changes to protect our children—unfailingly closing our gates, tirelessly teaching our children to freeze at intersections and look both ways, submitting this petition. Will our village do their part to protect all of its children?

Thank you,

Lucas Schroeder

Juliano, Jill

From: Nancy Schroeder [REDACTED]
Sent: Thursday, March 9, 2023 10:42 AM
To: Transportation
Subject: Public comment for 3/14/2023

[REDACTED]

Dear Transportation Commission,

Thank you for taking the time to host this hearing on the intersections of Wesley at Fillmore and Euclid at Fillmore. My name is Nancy Schroeder [REDACTED] and with Gena Crane [REDACTED] I submitted the original petition for these intersections. As such, you already have some of my public comments on hand, but today I would like to add the following:

1. One of the guiding principles and values stated on the Village of Oak Park's website is "customer service: Understanding and providing for the needs of our customers in a prompt, courteous and *caring manner*." Please let care be at the forefront of your decision-making for these intersections, which are frequently used by our youngest, most vulnerable pedestrians as they visit the adjacent park.
2. The 2022 National Community Survey for Oak Park demonstrates that residents indicated the overall feeling of safety in Oak Park has decreased. Results also indicated a "much higher" response rate for residents choosing to walk or bike instead of driving. This petition represents an opportunity to increase the feeling of safety for a population that is indicating that walking and biking are increasingly a part of their lifestyle.
3. In November, The New York Times reported on rising roadway deaths in America (despite the opposite being true in other comparably developed countries). I believe that the Village of Oak Park is capable of looking critically at data and choosing an appropriate response to this—we have the tools at our disposal. We understand this very petition has been tried before and failed, but we have hope in this current group of commissioners. I am urging you to acknowledge the problem and make changes.
4. The Village of Oak Park adopted "Climate Ready Oak Park" in August 2022. According to the adopted plan, Oak Park is aiming to decrease community-wide greenhouse gas emissions by 60% by 2030 and net zero by 2050. While some traffic calming measures may increase car idling, you know what reduces emissions? Walking. Biking. The goals in Climate Ready Oak Park cannot be accomplished until such time that all pedestrians feel safe to utilize the walkways and all cyclists feel safe to share our roads.
5. At the time of my initial petition and appeal, I mentioned that cars park along Fillmore, thereby further obscuring visibility for small children. I want to call to your attention that in the past two years this issue has gotten drastically worse since the creation of the pickleball courts.

I will be in attendance at the hearing should you have any questions about my observations and experiences with the intersections in question. Thanks again for your time and consideration.

Nancy

Juliano, Jill

From: Alix Strunk [REDACTED]
Sent: Thursday, March 9, 2023 4:16 PM
To: Transportation
Subject: public comment - Euclid Park traffic

[REDACTED]

Dear Transportation Commission Members,

I write regarding traffic safety improvements on the streets surrounding Euclid Park.

I urge this Commission to recommend 4-way stops surrounding Euclid Park, for the safety of especially children but also everyone who uses the park. I also recommend implementing speed reduction by creating an Illinois Safe Park Zone around Euclid Park in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3 (I would also recommend this for every park in Oak Park).

I have seen other options around Oak Park that could be easily implemented at Euclid Park. For example, near Rehm Park, on Harvard and Gunderson, there is attention-grabbing signage regarding speed reduction because of the park. Such signage could easily be placed near Euclid. Euclid park is closer than Rehm to big, busy streets (Rehm is on East, while Euclid is on the intersection of Roosevelt and Oak Park Ave and frequently used as a traffic by-pass). Such signage would both serve to help reduce speed and also promote driver alertness to the possible presence of children (playing at the park).

I live on Clarence Ave, with Roosevelt as my cross street. I frequently see cars speed down Clarence (and Euclid when we are at the park), and down Fillmore, especially at rush hour, given the congestion on Roosevelt and Oak Park Ave. These drivers are thinking only about avoiding traffic and not about the presence of children or others at the park. Our current traffic stops do not provide adequate protection. Traffic around Euclid Park is dangerous but it doesn't have to be. We have solutions readily available, supported by law and research. I encourage the Commission to recommend using every tool at the Village's disposal to make our community safer for children, pedestrians, bikers, and everyone.

Thank you,
Alix Strunk

Juliano, Jill

From: Brenan Smith-Evans [REDACTED]
Sent: Thursday, March 9, 2023 4:29 PM
To: Transportation
Subject: Euclid and Filmore

Please accept this email as an indication of my support for additional traffic calming measures at Euclid and Fillmore. The combination of the playground, plus people cutting through because the corner is so close to roosevelt and oak park avenue—it is due for additional calming. Thank you, Brenan Smith-Evans

[REDACTED]

[REDACTED]

Juliano, Jill

From: Leslie Kwilas [REDACTED]
Sent: Thursday, March 9, 2023 4:48 PM
To: Transportation
Subject: Transportation Commission Comment

[REDACTED]

I have been very concerned about the intersection of Wesley and Filmore since moving to Oak Park 11 years ago. When leaving my alley, I typically have to drive through this intersection. At least one a week or more I avoid an accident only due to constantly being on high alert. Most drivers going east or west stop quickly or don't stop at all to avoid the having to wait for the car going north and south. This is concerning in general and seems to be worse than most intersections, but what is even more concerning is that is next to a park attracting families and children. The traffic going north from Roosevelt is typically travelling at extremely high speeds and children must maneuver this intersection to get to the park. The village needs to intervene and add additional safety measures.

Leslie Kwilas [REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Juliano, Jill

From: Ryan Abbott [REDACTED]
Sent: Thursday, March 9, 2023 4:49 PM
To: Transportation
Subject: Public Comment
Attachments: signal-2023-03-09-16-41-23-046.jpg

[REDACTED]

Dear Transportation Commission Members,

Attached is a public comment from my 9 year old child, on the traffic safety improvements on the streets surrounding Euclid Park.

Transcribing here as well:

The street is very dangerous because my friend got hit by a car once. I want to walk to the park myself one day safely.

Sincerely,
Liam A
Age 9

The Street is very dangerous because my friend got hit by a car once. I want to walk to the park myself one day safely.

Sincerely, Liama.

age: 9

Juliano, Jill

From: Alaina Lawson [REDACTED]
Sent: Thursday, March 9, 2023 4:59 PM
To: Transportation
Subject: Public Comment - traffic at Euclid and Filmore

[REDACTED]

Traffic is dangerous at this intersection (Euclid and Filmore) and we need 4 way stop signs. It's a park and people speed through. My son has almost been hit 3 times. Thank you,
Alaina Lawson

| 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 | Euclid Ave & Fillmore St Intersection | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|---|------------------------|---------------------------------------|---|------|---------------|--|--|--|-----|---|-----|-------------|-----|---|-----|-------------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|------|------|-----|---|------|------|--|-----------------------|----------|--|----------------------------|--------------|---|----------|-------------|-----------|-------|-----------|-------|-----------|-------|------------|--------------|---|----|
| Crash History | 20 | 1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points | 0 pts. | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Speed | 20 | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points | 0 pts. | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Volume | 20 | ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0 pts. | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points | 0 pts. | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum | 3 pts. | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Interest | 15 | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <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>% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td></td> <td>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% - 20%</td> <td>= - 1 point</td> </tr> <tr> <td>21% - 40%</td> <td>= - 2</td> </tr> <tr> <td>41% - 60%</td> <td>= - 3</td> </tr> <tr> <td>61% - 80%</td> <td>= - 4</td> </tr> <tr> <td>81% - 100%</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) | 11 |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required) | 13 pts. | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| 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 | Wesley Ave & Fillmore St Intersection | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|---|------------------------|---------------------------------------|---|------|---------------|--|--|--|-----|---|-----|-------------|-----|---|-----|-------------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|------|------|-----|---|------|------|--|-----------------------|----------|--|----------------------------|--------------|---|----------|-------------|-----------|-------|-----------|-------|-----------|-------|------------|--------------|---|----|
| Crash History | 20 | 1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points | 0 pts. | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Speed | 20 | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points | 0 pts. | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Volume | 20 | ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0 pts. | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points | 0 pts. | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum | 3 pts. | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Interest | 15 | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <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>% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td></td> <td>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% - 20%</td> <td>= - 1 point</td> </tr> <tr> <td>21% - 40%</td> <td>= - 2</td> </tr> <tr> <td>41% - 60%</td> <td>= - 3</td> </tr> <tr> <td>61% - 80%</td> <td>= - 4</td> </tr> <tr> <td>81% - 100%</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) | 12 |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required) | 13 pts. | 55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Euclid Ave & Fillmore St Intersection

Wesley Ave & Fillmore St Intersection

Euclid Square Park

Aerial View of Euclid Ave & Fillmore St Intersection, Wesley Ave & Fillmore St Intersection, and Neighboring Area



FILLMORE AVENUE

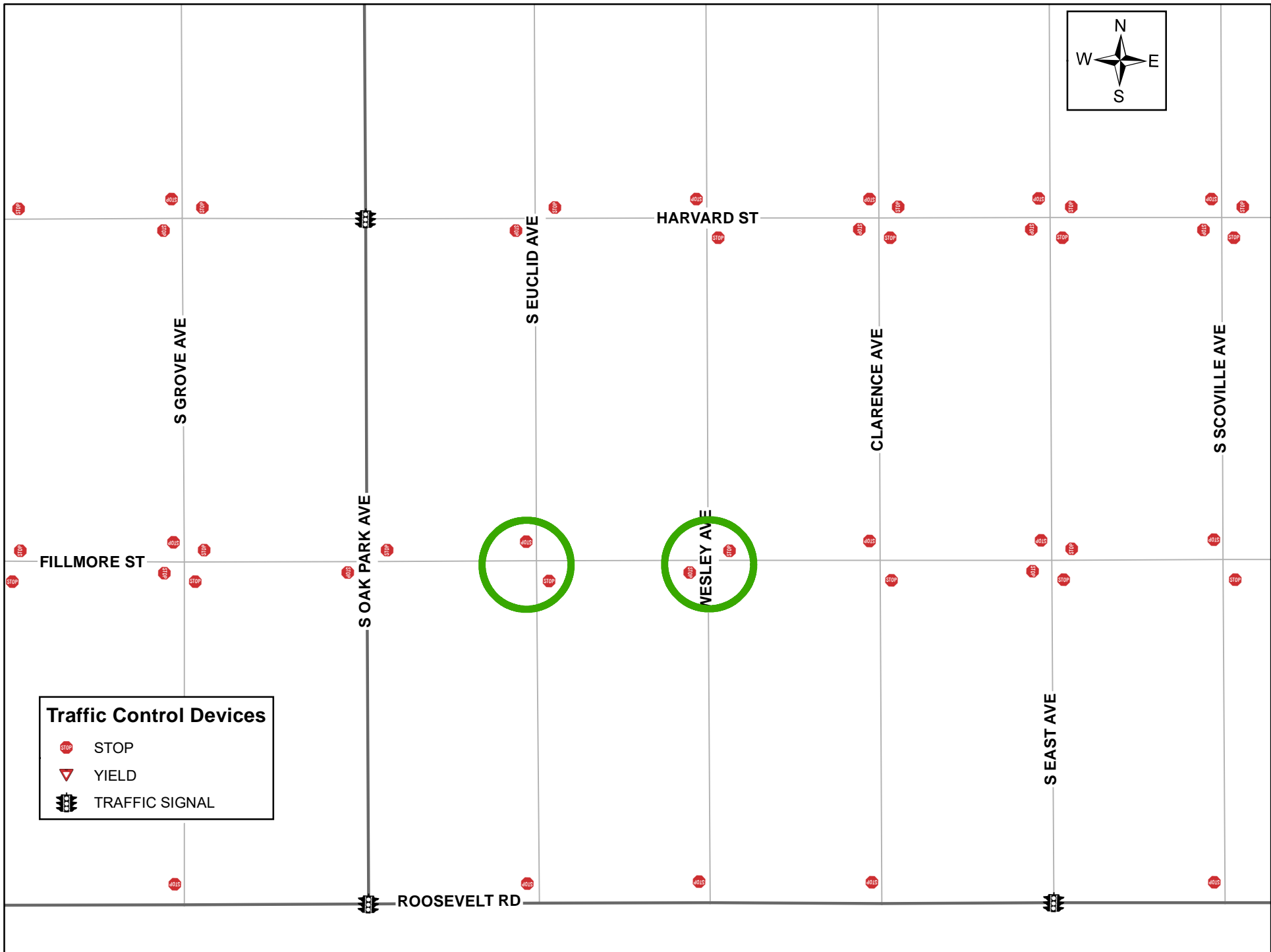
EUCLID SQUARE PARK

EUCLID AVENUE

WESLEY AVENUE

Aerial View of Euclid Square Park and Euclid Ave & Fillmore St Intersection and Wesley Ave & Fillmore St Intersection

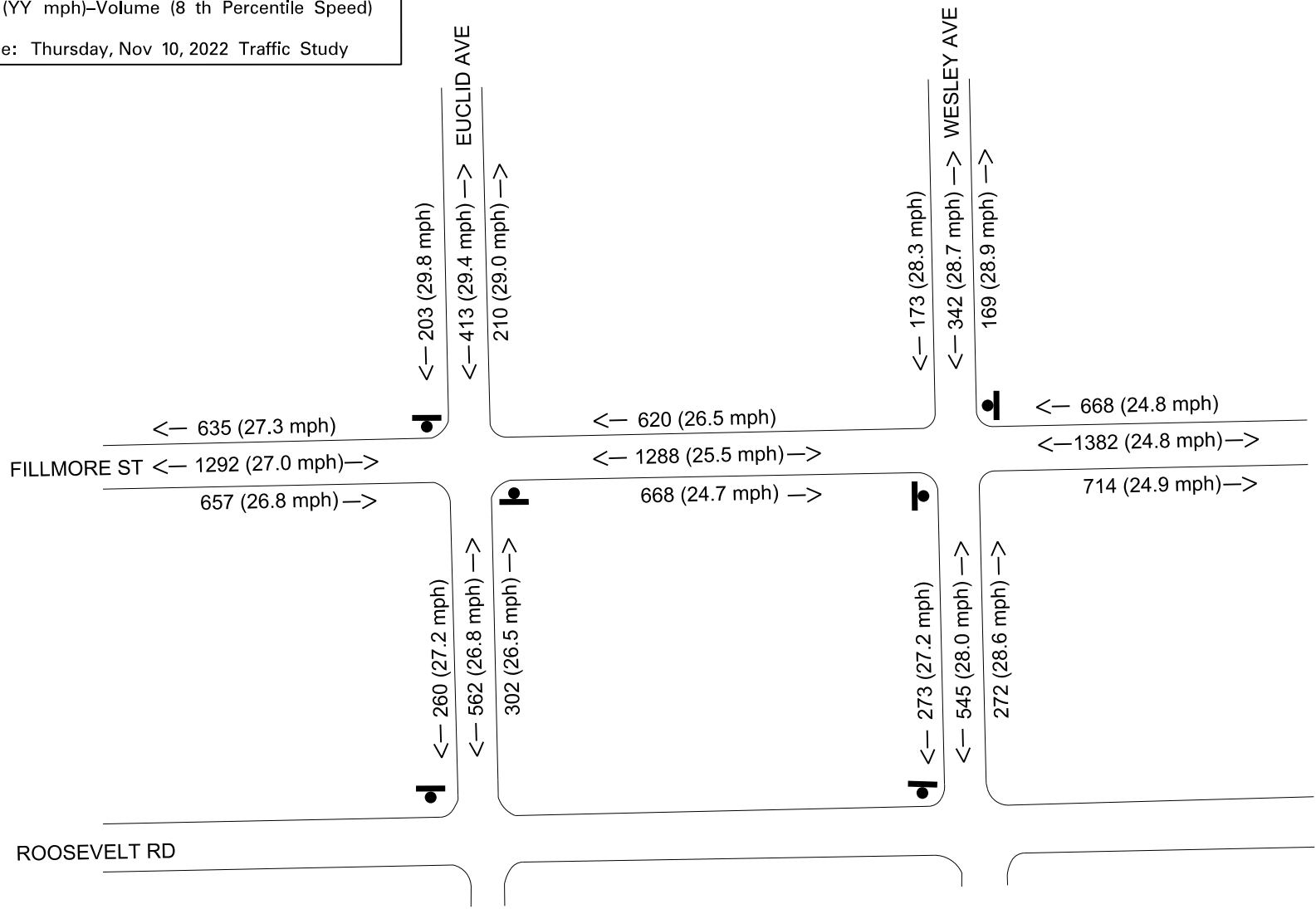
ROOSEVELT ROAD



LEGEND

XXX (YY mph)–Volume (8 th Percentile Speed)

Source: Thursday, Nov 10, 2022 Traffic Study



Data Collected on Thursday, November 10, 2022

Engineering Division

By: LCW

Date: 03-07-23

24-Hour, Speed & Volume Data Collected for the Euclid Ave & Fillmore St, and Wesley Ave & Fillmore St Intersections

Filename: \\oak-park.us\dept\Parking_Traffic\Projects\Active\Euclid_Fillmore & Wesley_Fillmore Intersection TC Petitions

Station #: GROUP 1 - 6
Site ID: EUCLID AVE S
Location: SOUTH OF FILLMORE ST
Direction: NORTH
Lane: 1

File: GROUP 1 - 6 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:00 | 3 | 3 | 3 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 08:00 | 0 | 1 | 3 | 10 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 09:00 | 0 | 2 | 3 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 10:00 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:00 | 0 | 1 | 8 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 0 | 7 | 10 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:00 | 0 | 4 | 7 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:00 | 1 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 2 | 4 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 1 | 8 | 13 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 17:00 | 0 | 3 | 7 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 0 | 1 | 7 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:00 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 23:00 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| DAY TOTAL | 8 | 41 | 89 | 106 | 48 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 302 |
| PERCENTS | 2.6% | 13.6% | 29.5% | 35.1% | 15.9% | 3.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
15.2 mph

85th Percentile Speed
26.5 mph

Median Speed
20.8 mph

Average Speed
20.8 mph

10 MPH Pace Speed
15 mph to 25 mph
195 vehicles in pace
Representing 66.3% of the total vehicles

Vehicles > 25 MPH
58
19.7%

Station #: GROUP 1 - 6
Site ID: EUCLID AVE S
Location: SOUTH OF FILLMORE ST
Direction: SOUTH
Lane: 2

File: GROUP 1 - 6 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:00 | 0 | 0 | 2 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 08:00 | 0 | 0 | 4 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:00 | 0 | 1 | 3 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 1 | 2 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 13:00 | 0 | 1 | 3 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 1 | 1 | 5 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 15:00 | 1 | 6 | 5 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:00 | 2 | 5 | 11 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 17:00 | 0 | 0 | 8 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 2 | 5 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 2 | 4 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 20:00 | 0 | 1 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DAY TOTAL | 5 | 22 | 69 | 104 | 50 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 260 |
| PERCENTS | 1.9% | 8.5% | 26.5% | 40.0% | 19.2% | 3.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.2 mph

85th Percentile Speed
27.2 mph

Median Speed
21.8 mph

Average Speed
21.7 mph

10 MPH Pace Speed
15 mph to 25 mph
173 vehicles in pace
Representing 67.8% of the total vehicles

Vehicles > 25 MPH
60
23.5%

Station #: GROUP 1 - 6
Site ID: EUCLID AVE S
Location: SOUTH OF FILLMORE ST
Direction: ROAD TOTAL
Lane:

File: GROUP 1 - 6 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 1 | 1 | 0 | 0 | 1 | 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 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 0 | 0 | 2 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:00 | 3 | 3 | 5 | 10 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 08:00 | 0 | 1 | 7 | 15 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 09:00 | 0 | 3 | 6 | 16 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 0 | 1 | 5 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 11:00 | 0 | 1 | 13 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 1 | 8 | 13 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 0 | 5 | 10 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 14:00 | 2 | 2 | 11 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 15:00 | 3 | 10 | 13 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 3 | 13 | 24 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 17:00 | 0 | 3 | 15 | 25 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 18:00 | 0 | 3 | 12 | 18 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 19:00 | 0 | 4 | 4 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 3 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 1 | 0 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 4 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 1 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| DAY TOTAL | 13 | 63 | 158 | 210 | 98 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 562 |
| PERCENTS | 2.3% | 11.2% | 28.1% | 37.4% | 17.4% | 3.4% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
15.6 mph

85th Percentile Speed
26.8 mph

Median Speed
21.3 mph

Average Speed
21.2 mph

10 MPH Pace Speed
15 mph to 25 mph
368 vehicles in pace
Representing 67.0% of the total vehicles

Vehicles > 25 MPH
118
21.5%

Station #: GROUP 1 - 3
Site ID: FILLMORE ST
Location: WEST OF EUCLID
Direction: WEST
Lane: 1

File: GROUP 1 - 3 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 1 | 5 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:00 | 0 | 6 | 8 | 15 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 08:00 | 0 | 4 | 10 | 16 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 09:00 | 0 | 1 | 7 | 12 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 0 | 13 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 11:00 | 0 | 0 | 4 | 20 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 | 0 | 1 | 7 | 18 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 13:00 | 0 | 1 | 8 | 29 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 14:00 | 0 | 3 | 8 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 15:00 | 0 | 4 | 17 | 23 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 16:00 | 0 | 1 | 27 | 22 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 17:00 | 0 | 0 | 17 | 40 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 18:00 | 0 | 3 | 15 | 20 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 19:00 | 1 | 1 | 9 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 20:00 | 0 | 3 | 5 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 1 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| DAY TOTAL | 2 | 32 | 173 | 278 | 122 | 26 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 635 |
| PERCENTS | 0.3% | 5.0% | 27.2% | 43.8% | 19.2% | 4.1% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.8 mph

85th Percentile Speed
27.3 mph

Median Speed
22.0 mph

Average Speed
22.1 mph

10 MPH Pace Speed
15 mph to 25 mph
451 vehicles in pace
Representing 71.2% of the total vehicles

Vehicles > 25 MPH
150
23.7%

Station #: GROUP 1 - 3
Site ID: FILLMORE ST
Location: WEST OF EUCLID
Direction: EAST
Lane: 2

File: GROUP 1 - 3 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 7 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 | 3 | 7 | 10 | 13 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 08:00 | 0 | 5 | 21 | 20 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 09:00 | 0 | 2 | 20 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 2 | 10 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 0 | 2 | 6 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 3 | 13 | 14 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 13:00 | 0 | 0 | 16 | 17 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 14:00 | 1 | 4 | 17 | 18 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 15:00 | 1 | 6 | 13 | 26 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 16:00 | 0 | 5 | 25 | 20 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 17:00 | 0 | 2 | 19 | 30 | 10 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 18:00 | 0 | 3 | 23 | 27 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 19:00 | 0 | 1 | 7 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 0 | 6 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| DAY TOTAL | 5 | 51 | 219 | 242 | 119 | 18 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 657 |
| PERCENTS | 0.8% | 7.8% | 33.3% | 36.8% | 18.1% | 2.7% | 0.3% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.1 mph

85th Percentile Speed
26.8 mph

Median Speed
21.2 mph

Average Speed
21.3 mph

10 MPH Pace Speed
15 mph to 25 mph
461 vehicles in pace
Representing 70.7% of the total vehicles

Vehicles > 25 MPH
140
21.5%

Station #: GROUP 1 - 3
Site ID: FILLMORE ST
Location: WEST OF EUCLID
Direction: ROAD TOTAL
Lane:

File: GROUP 1 - 3 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:00 | 0 | 8 | 11 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 07:00 | 3 | 13 | 18 | 28 | 18 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 08:00 | 0 | 9 | 31 | 36 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 09:00 | 0 | 3 | 27 | 18 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:00 | 0 | 2 | 23 | 26 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 11:00 | 0 | 2 | 10 | 35 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 12:00 | 0 | 4 | 20 | 32 | 18 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 13:00 | 0 | 1 | 24 | 46 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 14:00 | 1 | 7 | 25 | 31 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 15:00 | 1 | 10 | 30 | 49 | 26 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 16:00 | 0 | 6 | 52 | 42 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 17:00 | 0 | 2 | 36 | 70 | 21 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 18:00 | 0 | 6 | 38 | 47 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 19:00 | 1 | 2 | 16 | 10 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 20:00 | 0 | 3 | 11 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 21:00 | 0 | 1 | 8 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22:00 | 0 | 2 | 6 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:00 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| DAY TOTAL | 7 | 83 | 392 | 520 | 241 | 44 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1292 |
| PERCENTS | 0.5% | 6.4% | 30.3% | 40.2% | 18.7% | 3.4% | 0.2% | 0.1% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.4 mph

85th Percentile Speed
27.0 mph

Median Speed
21.6 mph

Average Speed
21.7 mph

10 MPH Pace Speed
15 mph to 25 mph
912 vehicles in pace
Representing 71.0% of the total vehicles

Vehicles > 25 MPH
290
22.6%

Station #: GROUP 1 - 7
Site ID: EUCLID AVE N
Location: NORTH OF FILLMORE ST
Direction: NORTH
Lane: 1

File: GROUP 1 - 7 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:00 | 0 | 0 | 3 | 7 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:00 | 0 | 0 | 1 | 9 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 09:00 | 0 | 0 | 1 | 6 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 1 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11:00 | 1 | 0 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 1 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 1 | 0 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:00 | 0 | 1 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 2 | 0 | 5 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:00 | 0 | 3 | 4 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:00 | 0 | 0 | 3 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 0 | 0 | 3 | 6 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 19:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 3 | 7 | 28 | 89 | 65 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| PERCENTS | 1.4% | 3.3% | 13.3% | 42.4% | 31.0% | 6.2% | 1.9% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
19.3 mph

85th Percentile Speed
29.0 mph

Median Speed
23.9 mph

Average Speed
24.1 mph

10 MPH Pace Speed
20 mph to 30 mph
154 vehicles in pace
Representing 74.4% of the total vehicles

Vehicles > 25 MPH
83
40.1%

Station #: GROUP 1 - 7
Site ID: EUCLID AVE N
Location: NORTH OF FILLMORE ST
Direction: SOUTH
Lane: 2

File: GROUP 1 - 7 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:00 | 0 | 0 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 08:00 | 1 | 0 | 3 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:00 | 0 | 0 | 3 | 1 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 11:00 | 0 | 0 | 2 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 1 | 1 | 1 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:00 | 1 | 0 | 1 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:00 | 0 | 0 | 0 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 15:00 | 1 | 0 | 1 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:00 | 1 | 1 | 3 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 17:00 | 0 | 0 | 5 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:00 | 1 | 0 | 4 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:00 | 0 | 0 | 2 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21:00 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| DAY TOTAL | 7 | 3 | 31 | 69 | 67 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| PERCENTS | 3.4% | 1.5% | 15.3% | 34.0% | 33.0% | 12.3% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
19.3 mph

85th Percentile Speed
29.8 mph

Median Speed
24.6 mph

Average Speed
24.6 mph

10 MPH Pace Speed
20 mph to 30 mph
136 vehicles in pace
Representing 69.4% of the total vehicles

Vehicles > 25 MPH
93
47.4%

Station #: GROUP 1 - 7
Site ID: EUCLID AVE N
Location: NORTH OF FILLMORE ST
Direction: ROAD TOTAL
Lane:

File: GROUP 1 - 7 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 1 | 0 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:00 | 0 | 0 | 7 | 9 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 08:00 | 1 | 0 | 4 | 13 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 09:00 | 0 | 0 | 4 | 7 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:00 | 0 | 1 | 0 | 3 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 11:00 | 1 | 0 | 3 | 10 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 12:00 | 1 | 1 | 2 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 13:00 | 1 | 1 | 1 | 8 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 14:00 | 0 | 1 | 2 | 8 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 15:00 | 3 | 0 | 6 | 13 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 | 1 | 4 | 7 | 19 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:00 | 0 | 0 | 8 | 23 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 18:00 | 1 | 0 | 7 | 13 | 6 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 19:00 | 0 | 1 | 3 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 1 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DAY TOTAL | 10 | 10 | 59 | 158 | 132 | 38 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 413 |
| PERCENTS | 2.4% | 2.4% | 14.3% | 38.3% | 32.0% | 9.2% | 1.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
19.3 mph

85th Percentile Speed
29.4 mph

Median Speed
24.2 mph

Average Speed
24.3 mph

10 MPH Pace Speed
20 mph to 30 mph
290 vehicles in pace
Representing 72.0% of the total vehicles

Vehicles > 25 MPH
176
43.7%

Station #: GROUP 1 - 4
Site ID: FILLMORE ST
Location: WEST OF WESLEY AVE
Direction: WEST
Lane: 1

File: GROUP 1 - 4 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 3 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:00 | 0 | 1 | 13 | 17 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 08:00 | 1 | 4 | 9 | 21 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 09:00 | 0 | 2 | 10 | 9 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 1 | 3 | 9 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 11:00 | 1 | 3 | 3 | 15 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 12:00 | 1 | 2 | 9 | 14 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:00 | 1 | 3 | 7 | 25 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 14:00 | 1 | 0 | 10 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 3 | 5 | 22 | 25 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 16:00 | 0 | 5 | 26 | 20 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 17:00 | 1 | 3 | 15 | 42 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 18:00 | 2 | 3 | 16 | 14 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 19:00 | 1 | 3 | 4 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 2 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 21:00 | 0 | 3 | 1 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 22:00 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| DAY TOTAL | 13 | 42 | 165 | 275 | 115 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 620 |
| PERCENTS | 2.1% | 6.8% | 26.6% | 44.4% | 18.5% | 1.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.5 mph

85th Percentile Speed
26.5 mph

Median Speed
21.8 mph

Average Speed
21.6 mph

10 MPH Pace Speed
15 mph to 25 mph
440 vehicles in pace
Representing 72.5% of the total vehicles

Vehicles > 25 MPH
125
20.6%

Station #: GROUP 1 - 4
Site ID: FILLMORE ST
Location: WEST OF WESLEY AVE
Direction: EAST
Lane: 2

File: GROUP 1 - 4 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 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 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 1 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 20 |
| 07:00 | 2 | 2 | 14 | 19 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 48 |
| 08:00 | 0 | 6 | 15 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 09:00 | 1 | 5 | 12 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 10:00 | 0 | 0 | 3 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 1 | 2 | 8 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 12:00 | 0 | 1 | 19 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 13:00 | 2 | 6 | 10 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 14:00 | 1 | 1 | 10 | 24 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 15:00 | 0 | 5 | 24 | 28 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 16:00 | 1 | 8 | 24 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 69 |
| 17:00 | 0 | 6 | 20 | 32 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 18:00 | 0 | 3 | 26 | 27 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 19:00 | 0 | 2 | 5 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 2 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 21:00 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 8 | 52 | 211 | 314 | 72 | 3 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 668 |
| PERCENTS | 1.2% | 7.8% | 31.6% | 47.0% | 10.8% | 0.4% | 0.1% | 0.3% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.3% | 0.0% | 0.1% | 100.0% |

Statistical Information...

15th Percentile Speed
16.1 mph

85th Percentile Speed
24.7 mph

Median Speed
21.1 mph

Average Speed
21.1 mph

10 MPH Pace Speed
15 mph to 25 mph
525 vehicles in pace
Representing 79.7% of the total vehicles

Vehicles > 25 MPH
82
12.4%

Station #: GROUP 1 - 4
Site ID: FILLMORE ST
Location: WEST OF WESLEY AVE
Direction: ROAD TOTAL
Lane:

File: GROUP 1 - 4 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 1 | 12 | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 34 |
| 07:00 | 2 | 3 | 27 | 36 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 88 |
| 08:00 | 1 | 10 | 24 | 43 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 09:00 | 1 | 7 | 22 | 22 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 10:00 | 1 | 3 | 12 | 31 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 11:00 | 2 | 5 | 11 | 30 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 12:00 | 1 | 3 | 28 | 44 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 13:00 | 3 | 9 | 17 | 45 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 14:00 | 2 | 1 | 20 | 41 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 15:00 | 3 | 10 | 46 | 53 | 22 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 16:00 | 1 | 13 | 50 | 48 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 127 |
| 17:00 | 1 | 9 | 35 | 74 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 18:00 | 2 | 6 | 42 | 41 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 19:00 | 1 | 5 | 9 | 14 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 20:00 | 0 | 4 | 8 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 21:00 | 0 | 3 | 4 | 14 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 23:00 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| DAY TOTAL | 21 | 94 | 376 | 589 | 187 | 12 | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 1288 |
| PERCENTS | 1.6% | 7.3% | 29.2% | 45.7% | 14.5% | 0.9% | 0.2% | 0.2% | 0.0% | 0.1% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 0.1% | 100.0% |

Statistical Information...

15th Percentile Speed
16.3 mph

85th Percentile Speed
25.5 mph

Median Speed
21.4 mph

Average Speed
21.3 mph

10 MPH Pace Speed
15 mph to 25 mph
965 vehicles in pace
Representing 76.2% of the total vehicles

Vehicles > 25 MPH
207
16.4%

Station #: GROUP 1 - 9
Site ID: WESLEY AVE
Location: SOUTH OF HARVARD ST
Direction: SOUTH
Lane: 1

File: GROUP 1 - 9 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:00 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:00 | 0 | 0 | 3 | 3 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 09:00 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 0 | 1 | 1 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 0 | 3 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 12:00 | 0 | 0 | 3 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 1 | 2 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:00 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 2 | 3 | 6 | 4 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 0 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 0 | 0 | 2 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 18:00 | 0 | 1 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 19:00 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21:00 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| DAY TOTAL | 6 | 11 | 43 | 64 | 36 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| PERCENTS | 3.5% | 6.4% | 24.9% | 37.0% | 20.8% | 6.4% | 1.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.6 mph

85th Percentile Speed
28.3 mph

Median Speed
22.3 mph

Average Speed
22.5 mph

10 MPH Pace Speed
15 mph to 25 mph
107 vehicles in pace
Representing 64.1% of the total vehicles

Vehicles > 25 MPH
49
29.3%

Station #: GROUP 1 - 9
Site ID: WESLEY AVE
Location: SOUTH OF HARVARD ST
Direction: NORTH
Lane: 2

File: GROUP 1 - 9 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:00 | 1 | 1 | 1 | 6 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:00 | 0 | 0 | 3 | 3 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:00 | 3 | 2 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 1 | 2 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 1 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:00 | 0 | 1 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:00 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 14:00 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 0 | 1 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 0 | 1 | 3 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 0 | 0 | 2 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 0 | 4 | 3 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 0 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 21:00 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAY TOTAL | 6 | 11 | 24 | 58 | 59 | 6 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| PERCENTS | 3.6% | 6.5% | 14.2% | 34.3% | 34.9% | 3.6% | 1.8% | 0.0% | 0.6% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
17.8 mph

85th Percentile Speed
28.9 mph

Median Speed
24.0 mph

Average Speed
23.9 mph

10 MPH Pace Speed
20 mph to 30 mph
117 vehicles in pace
Representing 71.8% of the total vehicles

Vehicles > 25 MPH
70
42.9%

Station #: GROUP 1 - 9
Site ID: WESLEY AVE
Location: SOUTH OF HARVARD ST
Direction: ROAD TOTAL
Lane:

File: GROUP 1 - 9 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:00 | 2 | 2 | 1 | 8 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 08:00 | 0 | 0 | 6 | 6 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 09:00 | 6 | 2 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 | 0 | 2 | 3 | 9 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 1 | 4 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 1 | 3 | 6 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 2 | 2 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:00 | 1 | 0 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 2 | 4 | 6 | 16 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 | 0 | 2 | 9 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 17:00 | 0 | 0 | 4 | 20 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:00 | 0 | 1 | 8 | 10 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 19:00 | 0 | 0 | 0 | 4 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 20:00 | 0 | 0 | 1 | 6 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 21:00 | 0 | 1 | 3 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| DAY TOTAL | 12 | 22 | 67 | 122 | 95 | 17 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 342 |
| PERCENTS | 3.5% | 6.4% | 19.6% | 35.7% | 27.8% | 5.0% | 1.5% | 0.0% | 0.3% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
17.1 mph

85th Percentile Speed
28.7 mph

Median Speed
23.1 mph

Average Speed
23.2 mph

10 MPH Pace Speed
20 mph to 30 mph
217 vehicles in pace
Representing 65.8% of the total vehicles

Vehicles > 25 MPH
119
36.1%

Station #: GROUP 1 - 5
Site ID: FILLMORE ST
Location: WEST OF CLARENCE AVE
Direction: WEST
Lane: 1

File: GROUP 1 - 5 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:00 | 0 | 1 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:00 | 0 | 1 | 16 | 30 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 08:00 | 1 | 0 | 13 | 25 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 09:00 | 0 | 1 | 4 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:00 | 2 | 3 | 14 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:00 | 1 | 2 | 5 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 12:00 | 0 | 1 | 9 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 13:00 | 0 | 1 | 6 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 14:00 | 0 | 3 | 14 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 15:00 | 0 | 5 | 22 | 31 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 16:00 | 0 | 2 | 24 | 25 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 17:00 | 1 | 2 | 26 | 47 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 18:00 | 1 | 1 | 15 | 28 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 19:00 | 0 | 0 | 10 | 15 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 20:00 | 0 | 1 | 4 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 0 | 1 | 2 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| DAY TOTAL | 6 | 26 | 193 | 358 | 81 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 668 |
| PERCENTS | 0.9% | 3.9% | 28.9% | 53.6% | 12.1% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.9 mph

85th Percentile Speed
24.8 mph

Median Speed
21.6 mph

Average Speed
21.3 mph

10 MPH Pace Speed
15 mph to 25 mph
551 vehicles in pace
Representing 83.2% of the total vehicles

Vehicles > 25 MPH
85
12.8%

Station #: GROUP 1 - 5
Site ID: FILLMORE ST
Location: WEST OF CLARENCE AVE
Direction: EAST
Lane: 2

File: GROUP 1 - 5 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 2 | 8 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:00 | 0 | 6 | 14 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 08:00 | 0 | 1 | 15 | 21 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 09:00 | 1 | 1 | 5 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 4 | 4 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 11:00 | 1 | 4 | 8 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 3 | 17 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 13:00 | 0 | 5 | 9 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 14:00 | 0 | 5 | 20 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 15:00 | 1 | 9 | 25 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 16:00 | 1 | 9 | 21 | 32 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 17:00 | 1 | 7 | 17 | 38 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 18:00 | 1 | 7 | 19 | 41 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 19:00 | 0 | 4 | 8 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 20:00 | 0 | 1 | 8 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 2 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 23:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 6 | 73 | 209 | 328 | 89 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 714 |
| PERCENTS | 0.8% | 10.2% | 29.3% | 45.9% | 12.5% | 1.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
15.8 mph

85th Percentile Speed
24.9 mph

Median Speed
21.1 mph

Average Speed
20.8 mph

10 MPH Pace Speed
15 mph to 25 mph
537 vehicles in pace
Representing 75.8% of the total vehicles

Vehicles > 25 MPH
98
13.8%

Station #: GROUP 1 - 5
Site ID: FILLMORE ST
Location: WEST OF CLARENCE AVE
Direction: ROAD TOTAL
Lane:

File: GROUP 1 - 5 WB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 06:00 | 0 | 3 | 11 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:00 | 0 | 7 | 30 | 52 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 08:00 | 1 | 1 | 28 | 46 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 09:00 | 1 | 2 | 9 | 29 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 10:00 | 2 | 7 | 18 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 11:00 | 2 | 6 | 13 | 36 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 12:00 | 0 | 4 | 26 | 41 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 13:00 | 0 | 6 | 15 | 50 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 14:00 | 0 | 8 | 34 | 30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 15:00 | 1 | 14 | 47 | 57 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 16:00 | 1 | 11 | 45 | 57 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 17:00 | 2 | 9 | 43 | 85 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 18:00 | 2 | 8 | 34 | 69 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 19:00 | 0 | 4 | 18 | 29 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 20:00 | 0 | 2 | 12 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 21:00 | 0 | 4 | 5 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 22:00 | 0 | 2 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:00 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| DAY TOTAL | 12 | 99 | 402 | 686 | 170 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1382 |
| PERCENTS | 0.9% | 7.2% | 29.1% | 49.6% | 12.3% | 0.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.3 mph

85th Percentile Speed
24.8 mph

Median Speed
21.4 mph

Average Speed
21.0 mph

10 MPH Pace Speed
15 mph to 25 mph
1088 vehicles in pace
Representing 79.4% of the total vehicles

Vehicles > 25 MPH
183
13.4%

Station #: GROUP 1 - 8
Site ID: WESLEY AVE S
Location: SOUTH OF FILLMORE ST
Direction: NORTH
Lane: 1

File: GROUP 1 - 8 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06:00 | 0 | 0 | 1 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:00 | 0 | 1 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 08:00 | 0 | 1 | 3 | 4 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 09:00 | 0 | 2 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10:00 | 2 | 3 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 2 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 0 | 5 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 0 | 1 | 6 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 14:00 | 0 | 1 | 3 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 15:00 | 0 | 1 | 3 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:00 | 1 | 2 | 6 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:00 | 0 | 0 | 10 | 12 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 18:00 | 0 | 1 | 5 | 8 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 19:00 | 0 | 1 | 3 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:00 | 0 | 1 | 2 | 4 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 5 | 18 | 66 | 95 | 66 | 18 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 |
| PERCENTS | 1.8% | 6.6% | 24.3% | 34.9% | 24.3% | 6.6% | 0.7% | 0.4% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.7 mph

85th Percentile Speed
28.6 mph

Median Speed
22.6 mph

Average Speed
22.8 mph

10 MPH Pace Speed
15 mph to 25 mph
161 vehicles in pace
Representing 60.3% of the total vehicles

Vehicles > 25 MPH
88
33.0%

Station #: GROUP 1 - 8
Site ID: WESLEY AVE S
Location: SOUTH OF FILLMORE ST
Direction: SOUTH
Lane: 2

File: GROUP 1 - 8 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 1 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:00 | 1 | 1 | 2 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:00 | 0 | 0 | 5 | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:00 | 1 | 1 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 7 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 1 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 0 | 1 | 4 | 11 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 0 | 0 | 3 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 2 | 3 | 2 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:00 | 1 | 3 | 4 | 7 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 16:00 | 1 | 1 | 5 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:00 | 1 | 3 | 10 | 17 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 18:00 | 1 | 1 | 3 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 19:00 | 0 | 0 | 3 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 1 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DAY TOTAL | 8 | 20 | 62 | 116 | 61 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 |
| PERCENTS | 2.9% | 7.3% | 22.7% | 42.5% | 22.3% | 1.8% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.6 mph

85th Percentile Speed
27.2 mph

Median Speed
22.2 mph

Average Speed
22.0 mph

10 MPH Pace Speed
15 mph to 25 mph
178 vehicles in pace
Representing 67.2% of the total vehicles

Vehicles > 25 MPH
67
25.3%

Station #: GROUP 1 - 8
Site ID: WESLEY AVE S
Location: SOUTH OF FILLMORE ST
Direction: ROAD TOTAL
Lane:

File: GROUP 1 - 8 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 1 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:00 | 0 | 1 | 1 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:00 | 1 | 2 | 6 | 15 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 08:00 | 0 | 1 | 8 | 11 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 09:00 | 1 | 3 | 9 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 2 | 3 | 8 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:00 | 0 | 3 | 6 | 11 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 | 0 | 1 | 9 | 16 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:00 | 0 | 1 | 9 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 14:00 | 2 | 4 | 5 | 11 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:00 | 1 | 4 | 7 | 12 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 16:00 | 2 | 3 | 11 | 15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 17:00 | 1 | 3 | 20 | 29 | 10 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 18:00 | 1 | 2 | 8 | 19 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 19:00 | 0 | 1 | 6 | 7 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 20:00 | 0 | 2 | 4 | 10 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 21:00 | 0 | 1 | 6 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 22:00 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| DAY TOTAL | 13 | 38 | 128 | 211 | 127 | 23 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 545 |
| PERCENTS | 2.4% | 7.0% | 23.5% | 38.7% | 23.3% | 4.2% | 0.6% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.6 mph

85th Percentile Speed
28.0 mph

Median Speed
22.4 mph

Average Speed
22.4 mph

10 MPH Pace Speed
15 mph to 25 mph
339 vehicles in pace
Representing 63.7% of the total vehicles

Vehicles > 25 MPH
155
29.1%

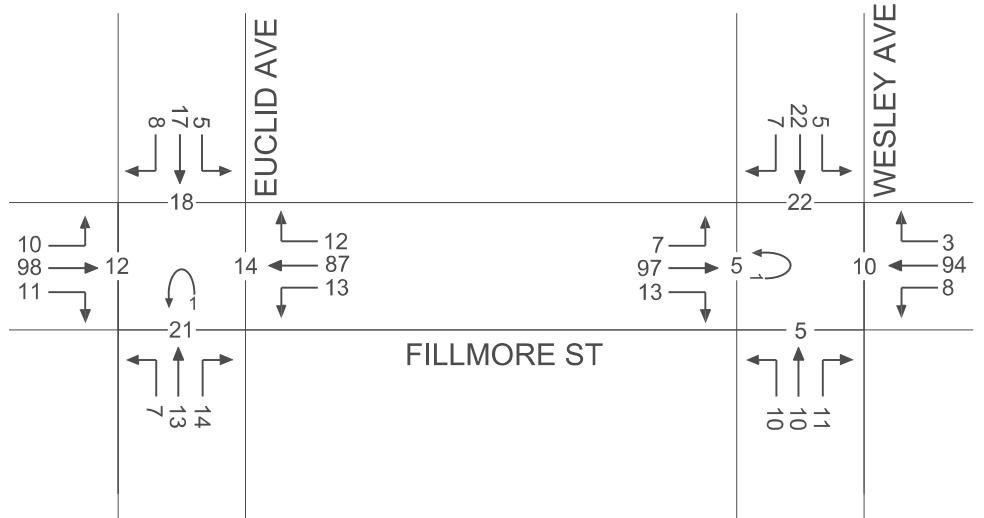
DATA COLLECTED ON THURSDAY, NOVEMBER 10, 2022
 HIGH TEMPERATURE: 76°, LOW TEMPERATURE: 60°



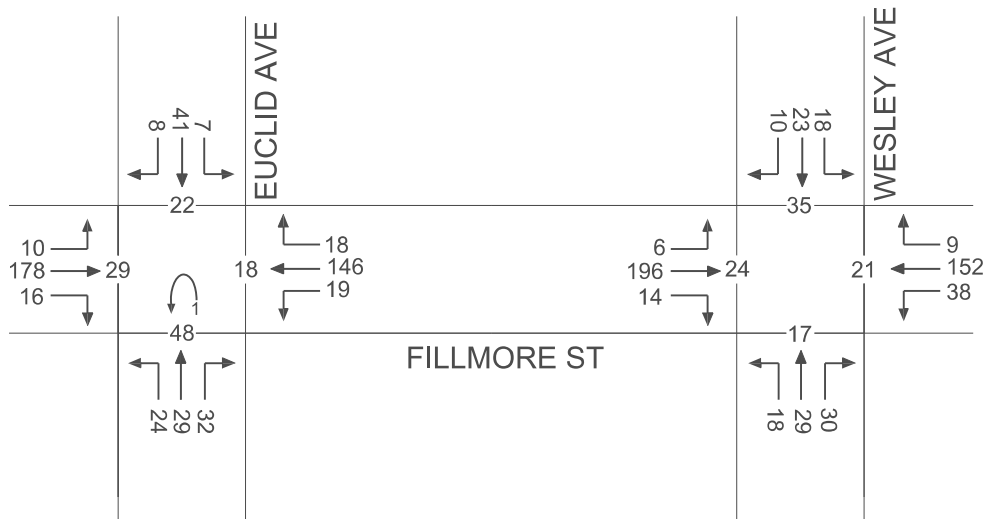
AM PEAK
7AM-9AM



AFTERNOON
2PM-4PM



PM PEAK
4PM-7PM



LEGEND
 XXX → Vehicle Volume for Specific Movement
 — Y — Pedestrian Volume Crossing Approach
 Source: Thursday, November 10, 2022 Traffic Study

Engineering
Division

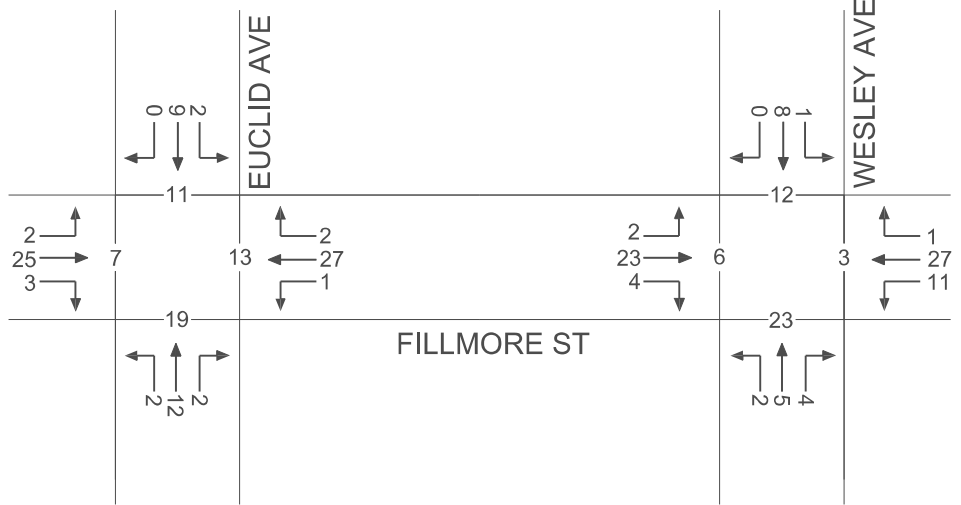
By: **LCW**
 Date: **03-09-23**

Turning Movement Counts for the Fillmore St and
 Euclid Ave, and Fillmore St and Wesley Ave
 Intersections

DATA COLLECTED ON SATURDAY, NOVEMBER 12, 2022
 HIGH TEMPERATURE: 36°, LOW TEMPERATURE: 33°



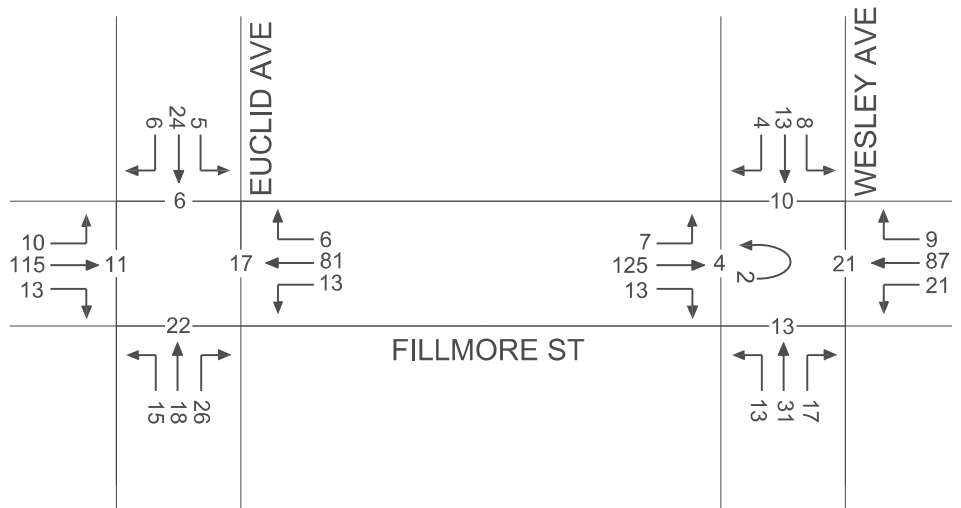
AM PEAK
7AM-9AM



AFTERNOON
2PM-4PM



PM PEAK
4PM-7PM



LEGEND
 XXX → Vehicle Volume for Specific Movement
 — Y — Pedestrian Volume Crossing Approach
 Source: Saturday, November 12, 2022 Traffic Study

Engineering
Division

By: **LCW**
 Date: **03-09-23**

Turning Movement Counts for the Fillmore St and
 Euclid Ave, and Fillmore St and Wesley Ave
 Intersections

Euclid Avenue & Fillmore Street - TMC

Thu Nov 10, 2022

Full Length (7 AM-9 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010470, Location: 41.866996, -87.792613



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive, Vernon Hills, IL, 60061, US

| Leg Direction | Euclid Southbound | | | | | | Fillmore Westbound | | | | | | Euclid Northbound | | | | | | Fillmore Eastbound | | | | | | Int |
|---------------------------------------|-------------------|-----------|-----------|----------|------------|-----------|--------------------|------------|-----------|----------|------------|-----------|-------------------|-----------|-----------|----------|------------|-----------|--------------------|------------|-----------|----------|------------|-----------|-------------|
| Time | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | |
| 2022-11-10 7:00AM | 0 | 1 | 0 | 0 | 1 | 4 | 2 | 3 | 0 | 0 | 5 | 1 | 1 | 1 | 1 | 0 | 3 | 1 | 0 | 11 | 0 | 0 | 11 | 1 | 20 |
| 7:15AM | 3 | 1 | 0 | 0 | 4 | 0 | 1 | 9 | 0 | 0 | 10 | 1 | 2 | 5 | 1 | 0 | 8 | 1 | 2 | 12 | 2 | 0 | 16 | 0 | 38 |
| 7:30AM | 0 | 1 | 1 | 0 | 2 | 2 | 1 | 9 | 3 | 0 | 13 | 1 | 2 | 1 | 1 | 0 | 4 | 2 | 1 | 11 | 1 | 0 | 13 | 0 | 32 |
| 7:45AM | 2 | 2 | 0 | 0 | 4 | 1 | 1 | 9 | 4 | 0 | 14 | 4 | 1 | 2 | 3 | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 8 | 1 | 32 |
| Hourly Total | 5 | 5 | 1 | 0 | 11 | 7 | 5 | 30 | 7 | 0 | 42 | 7 | 6 | 9 | 6 | 0 | 21 | 5 | 3 | 41 | 4 | 0 | 48 | 2 | 122 |
| 8:00AM | 1 | 2 | 2 | 0 | 5 | 3 | 3 | 13 | 1 | 0 | 17 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 4 | 14 | 2 | 0 | 20 | 0 | 44 |
| 8:15AM | 3 | 0 | 0 | 0 | 3 | 4 | 1 | 7 | 1 | 0 | 9 | 4 | 3 | 7 | 2 | 0 | 12 | 0 | 2 | 11 | 0 | 0 | 13 | 1 | 37 |
| 8:30AM | 0 | 2 | 1 | 0 | 3 | 3 | 2 | 8 | 1 | 0 | 11 | 3 | 4 | 3 | 1 | 0 | 8 | 13 | 3 | 11 | 2 | 0 | 16 | 2 | 38 |
| 8:45AM | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 6 | 0 | 0 | 7 | 0 | 2 | 2 | 0 | 0 | 4 | 4 | 2 | 11 | 1 | 0 | 14 | 1 | 26 |
| Hourly Total | 4 | 5 | 3 | 0 | 12 | 14 | 7 | 34 | 3 | 0 | 44 | 7 | 10 | 12 | 4 | 0 | 26 | 19 | 11 | 47 | 5 | 0 | 63 | 4 | 145 |
| 2:00PM | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 2 | 0 | 8 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 7 | 2 | 0 | 12 | 2 | 23 |
| 2:15PM | 0 | 4 | 1 | 0 | 5 | 4 | 0 | 4 | 1 | 0 | 5 | 2 | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 7 | 2 | 0 | 11 | 3 | 22 |
| 2:30PM | 2 | 2 | 1 | 0 | 5 | 1 | 1 | 6 | 0 | 0 | 7 | 0 | 2 | 3 | 1 | 0 | 6 | 5 | 1 | 12 | 1 | 0 | 14 | 0 | 32 |
| 2:45PM | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 16 | 0 | 0 | 16 | 2 | 0 | 2 | 1 | 0 | 3 | 2 | 1 | 15 | 2 | 0 | 18 | 3 | 38 |
| Hourly Total | 3 | 7 | 2 | 0 | 12 | 8 | 2 | 31 | 3 | 0 | 36 | 5 | 3 | 5 | 4 | 0 | 12 | 11 | 7 | 41 | 7 | 0 | 55 | 8 | 115 |
| 3:00PM | 2 | 1 | 1 | 0 | 4 | 3 | 3 | 11 | 1 | 0 | 15 | 4 | 4 | 3 | 2 | 0 | 9 | 6 | 0 | 20 | 1 | 0 | 21 | 2 | 49 |
| 3:15PM | 1 | 5 | 1 | 0 | 7 | 3 | 2 | 18 | 2 | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 18 | 0 | 0 | 19 | 0 | 49 |
| 3:30PM | 1 | 3 | 0 | 0 | 4 | 2 | 3 | 10 | 4 | 0 | 17 | 2 | 4 | 4 | 0 | 1 | 9 | 2 | 1 | 8 | 1 | 0 | 10 | 1 | 40 |
| 3:45PM | 1 | 1 | 1 | 0 | 3 | 2 | 2 | 17 | 3 | 0 | 22 | 3 | 2 | 1 | 1 | 0 | 4 | 1 | 2 | 11 | 1 | 0 | 14 | 1 | 43 |
| Hourly Total | 5 | 10 | 3 | 0 | 18 | 10 | 10 | 56 | 10 | 0 | 76 | 9 | 11 | 8 | 3 | 1 | 23 | 10 | 4 | 57 | 3 | 0 | 64 | 4 | 181 |
| 4:00PM | 0 | 5 | 0 | 0 | 5 | 4 | 2 | 11 | 3 | 0 | 16 | 3 | 4 | 3 | 2 | 0 | 9 | 5 | 1 | 11 | 2 | 0 | 14 | 2 | 44 |
| 4:15PM | 1 | 5 | 1 | 0 | 7 | 1 | 3 | 12 | 1 | 0 | 16 | 1 | 4 | 4 | 0 | 0 | 8 | 4 | 0 | 9 | 0 | 0 | 9 | 4 | 40 |
| 4:30PM | 1 | 2 | 1 | 0 | 4 | 4 | 0 | 11 | 2 | 0 | 13 | 1 | 2 | 1 | 4 | 0 | 7 | 4 | 5 | 20 | 1 | 0 | 26 | 3 | 50 |
| 4:45PM | 0 | 3 | 1 | 0 | 4 | 4 | 1 | 13 | 2 | 0 | 16 | 4 | 4 | 3 | 3 | 0 | 10 | 3 | 0 | 20 | 0 | 0 | 20 | 0 | 50 |
| Hourly Total | 2 | 15 | 3 | 0 | 20 | 13 | 6 | 47 | 8 | 0 | 61 | 9 | 14 | 11 | 9 | 0 | 34 | 16 | 6 | 60 | 3 | 0 | 69 | 9 | 184 |
| 5:00PM | 2 | 6 | 0 | 0 | 8 | 1 | 2 | 18 | 0 | 0 | 20 | 2 | 2 | 2 | 1 | 0 | 5 | 9 | 3 | 8 | 1 | 0 | 12 | 7 | 45 |
| 5:15PM | 1 | 1 | 1 | 0 | 3 | 1 | 0 | 20 | 2 | 0 | 22 | 2 | 4 | 4 | 5 | 0 | 13 | 3 | 1 | 15 | 2 | 0 | 18 | 1 | 56 |
| 5:30PM | 1 | 4 | 0 | 0 | 5 | 1 | 3 | 8 | 0 | 0 | 11 | 1 | 1 | 3 | 3 | 0 | 7 | 4 | 1 | 15 | 0 | 0 | 16 | 1 | 39 |
| 5:45PM | 0 | 4 | 0 | 0 | 4 | 1 | 2 | 15 | 3 | 0 | 20 | 1 | 2 | 2 | 0 | 0 | 4 | 4 | 1 | 20 | 0 | 0 | 21 | 4 | 49 |
| Hourly Total | 4 | 15 | 1 | 0 | 20 | 4 | 7 | 61 | 5 | 0 | 73 | 6 | 9 | 11 | 9 | 0 | 29 | 20 | 6 | 58 | 3 | 0 | 67 | 13 | 189 |
| 6:00PM | 1 | 3 | 1 | 0 | 5 | 2 | 3 | 15 | 3 | 0 | 21 | 0 | 1 | 2 | 1 | 0 | 4 | 5 | 1 | 14 | 1 | 0 | 16 | 1 | 46 |
| 6:15PM | 1 | 1 | 1 | 0 | 3 | 1 | 1 | 6 | 1 | 0 | 8 | 1 | 2 | 2 | 0 | 0 | 4 | 1 | 2 | 16 | 0 | 0 | 18 | 2 | 33 |
| 6:30PM | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 12 | 2 | 0 | 14 | 2 | 3 | 2 | 1 | 1 | 7 | 3 | 0 | 17 | 1 | 0 | 18 | 1 | 43 |
| 6:45PM | 0 | 4 | 0 | 0 | 4 | 1 | 1 | 5 | 0 | 0 | 6 | 0 | 3 | 1 | 4 | 0 | 8 | 3 | 1 | 13 | 2 | 0 | 16 | 3 | 34 |
| Hourly Total | 2 | 11 | 3 | 0 | 16 | 5 | 5 | 38 | 6 | 0 | 49 | 3 | 9 | 7 | 6 | 1 | 23 | 12 | 4 | 60 | 4 | 0 | 68 | 7 | 156 |
| Total | 25 | 68 | 16 | 0 | 109 | 61 | 42 | 297 | 42 | 0 | 381 | 46 | 62 | 63 | 41 | 2 | 168 | 93 | 41 | 364 | 29 | 0 | 434 | 47 | 1092 |
| % Approach | 22.9% | 62.4% | 14.7% | 0% | - | - | 11.0% | 78.0% | 11.0% | 0% | - | - | 36.9% | 37.5% | 24.4% | 1.2% | - | - | 9.4% | 83.9% | 6.7% | 0% | - | - | - |
| % Total | 2.3% | 6.2% | 1.5% | 0% | 10.0% | - | 3.8% | 27.2% | 3.8% | 0% | 34.9% | - | 5.7% | 5.8% | 3.8% | 0.2% | 15.4% | - | 3.8% | 33.3% | 2.7% | 0% | 39.7% | - | - |
| Lights | 20 | 66 | 15 | 0 | 101 | - | 37 | 286 | 41 | 0 | 364 | - | 60 | 59 | 40 | 2 | 161 | - | 41 | 352 | 27 | 0 | 420 | - | 1046 |
| % Lights | 80.0% | 97.1% | 93.8% | 0% | 92.7% | - | 88.1% | 96.3% | 97.6% | 0% | 95.5% | - | 96.8% | 93.7% | 97.6% | 100% | 95.8% | - | 100% | 96.7% | 93.1% | 0% | 96.8% | - | 95.8% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% |
| Buses and Single-Unit Trucks | 5 | 0 | 0 | 0 | 5 | - | 2 | 3 | 0 | 0 | 5 | - | 2 | 2 | 1 | 0 | 5 | - | 0 | 1 | 1 | 0 | 2 | - | 17 |
| % Buses and Single-Unit Trucks | 20.0% | 0% | 0% | 0% | 4.6% | - | 4.8% | 1.0% | 0% | 0% | 1.3% | - | 3.2% | 3.2% | 2.4% | 0% | 3.0% | - | 0% | 0.3% | 3.4% | 0% | 0.5% | - | 1.6% |
| Bicycles on Road | 0 | 2 | 1 | 0 | 3 | - | 3 | 8 | 1 | 0 | 12 | - | 0 | 2 | 0 | 0 | 2 | - | 0 | 11 | 1 | 0 | 12 | - | 29 |
| % Bicycles on Road | 0% | 2.9% | 6.3% | 0% | 2.8% | - | 7.1% | 2.7% | 2.4% | 0% | 3.1% | - | 0% | 3.2% | 0% | 0% | 1.2% | - | 0% | 3.0% | 3.4% | 0% | 2.8% | - | 2.7% |
| Pedestrians | - | - | - | - | - | 61 | - | - | - | - | 46 | - | - | - | - | - | 89 | - | - | - | - | - | 45 | - | 45 |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | 100% | - | - | - | - | - | 95.7% | - | - | - | - | - | 95.7% | - | 95.7% |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | 4 | - | - | - | - | - | 2 | - | 2 |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | 0% | - | - | - | - | - | 4.3% | - | - | - | - | - | 4.3% | - | 4.3% |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Wesley Avenue & Fillmore Street - TMC

Thu Nov 10, 2022

Full Length (7 AM-9 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010469, Location: 41.867012, -87.791369



Provided by: Gewalt Hamilton Associates Inc.

625 Forest Edge Drive, Vernon Hills, IL, 60061, US

| Leg Direction | Wesley Southbound | | | | | | Fillmore Westbound | | | | | | Wesley Northbound | | | | | | Fillmore Eastbound | | | | | | Int |
|---------------------------------------|-------------------|--------------|--------------|-----------|--------------|-----------|--------------------|--------------|--------------|-----------|--------------|-----------|-------------------|--------------|--------------|-----------|--------------|-----------|--------------------|--------------|--------------|-------------|--------------|-----------|--------------|
| | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | |
| 2022-11-10 7:00AM | 1 | 1 | 0 | 0 | 2 | 5 | 1 | 4 | 1 | 0 | 6 | 1 | 2 | 4 | 1 | 0 | 7 | 0 | 1 | 11 | 0 | 0 | 12 | 2 | 27 |
| 7:15AM | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 8 | 1 | 0 | 10 | 2 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 14 | 0 | 0 | 14 | 1 | 29 |
| 7:30AM | 0 | 0 | 2 | 0 | 2 | 3 | 0 | 13 | 3 | 0 | 16 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 14 | 3 | 0 | 17 | 2 | 37 |
| 7:45AM | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 11 | 7 | 0 | 21 | 0 | 0 | 4 | 1 | 0 | 5 | 2 | 0 | 8 | 0 | 0 | 8 | 1 | 34 |
| Hourly Total | 1 | 2 | 2 | 0 | 5 | 13 | 5 | 36 | 12 | 0 | 53 | 5 | 4 | 11 | 3 | 0 | 18 | 5 | 1 | 47 | 3 | 0 | 51 | 6 | 127 |
| 8:00AM | 1 | 1 | 1 | 0 | 3 | 4 | 4 | 18 | 2 | 0 | 24 | 2 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 13 | 0 | 0 | 13 | 1 | 41 |
| 8:15AM | 1 | 3 | 0 | 0 | 4 | 5 | 0 | 5 | 2 | 0 | 7 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 2 | 11 | 0 | 0 | 13 | 2 | 29 |
| 8:30AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 3 | 0 | 14 | 1 | 3 | 6 | 1 | 0 | 10 | 6 | 1 | 13 | 2 | 0 | 16 | 7 | 40 |
| 8:45AM | 2 | 2 | 1 | 0 | 5 | 3 | 1 | 5 | 1 | 0 | 7 | 1 | 0 | 2 | 2 | 0 | 4 | 5 | 1 | 9 | 0 | 1 | 11 | 1 | 27 |
| Hourly Total | 4 | 6 | 2 | 0 | 12 | 15 | 5 | 39 | 8 | 0 | 52 | 4 | 5 | 9 | 6 | 0 | 20 | 16 | 4 | 46 | 2 | 1 | 53 | 11 | 137 |
| 2:00PM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 7 | 0 | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 18 |
| 2:15PM | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 5 | 1 | 0 | 6 | 0 | 4 | 2 | 0 | 0 | 6 | 0 | 2 | 5 | 1 | 1 | 9 | 1 | 24 |
| 2:30PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1 | 0 | 6 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 13 | 0 | 0 | 15 | 1 | 24 |
| 2:45PM | 0 | 5 | 0 | 0 | 5 | 3 | 0 | 15 | 2 | 0 | 17 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 13 | 1 | 0 | 15 | 0 | 40 |
| Hourly Total | 0 | 10 | 0 | 0 | 10 | 9 | 0 | 32 | 4 | 0 | 36 | 3 | 6 | 5 | 3 | 0 | 14 | 0 | 5 | 38 | 2 | 1 | 46 | 2 | 106 |
| 3:00PM | 0 | 5 | 1 | 0 | 6 | 3 | 1 | 14 | 0 | 0 | 15 | 1 | 2 | 1 | 1 | 0 | 4 | 2 | 3 | 21 | 2 | 0 | 26 | 1 | 51 |
| 3:15PM | 1 | 4 | 0 | 0 | 5 | 7 | 1 | 18 | 1 | 0 | 20 | 3 | 1 | 0 | 1 | 0 | 2 | 2 | 2 | 12 | 3 | 0 | 17 | 0 | 44 |
| 3:30PM | 4 | 2 | 1 | 0 | 7 | 3 | 0 | 11 | 1 | 0 | 12 | 2 | 1 | 4 | 3 | 0 | 8 | 0 | 2 | 13 | 0 | 0 | 15 | 2 | 42 |
| 3:45PM | 2 | 1 | 3 | 0 | 6 | 0 | 1 | 19 | 2 | 0 | 22 | 1 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 13 | 0 | 0 | 14 | 0 | 45 |
| Hourly Total | 7 | 12 | 5 | 0 | 24 | 13 | 3 | 62 | 4 | 0 | 69 | 7 | 5 | 5 | 7 | 0 | 17 | 5 | 8 | 59 | 5 | 0 | 72 | 3 | 182 |
| 4:00PM | 1 | 1 | 1 | 0 | 3 | 3 | 0 | 12 | 2 | 0 | 14 | 1 | 3 | 4 | 2 | 0 | 9 | 1 | 2 | 14 | 0 | 0 | 16 | 0 | 42 |
| 4:15PM | 0 | 2 | 2 | 0 | 4 | 1 | 3 | 13 | 3 | 0 | 19 | 4 | 2 | 3 | 3 | 0 | 8 | 6 | 1 | 12 | 0 | 0 | 13 | 4 | 44 |
| 4:30PM | 0 | 1 | 1 | 0 | 2 | 6 | 0 | 14 | 2 | 0 | 16 | 1 | 1 | 1 | 1 | 0 | 3 | 3 | 0 | 22 | 2 | 0 | 24 | 2 | 45 |
| 4:45PM | 3 | 3 | 1 | 0 | 7 | 5 | 0 | 9 | 0 | 0 | 9 | 6 | 0 | 4 | 2 | 0 | 6 | 6 | 2 | 22 | 0 | 0 | 24 | 4 | 46 |
| Hourly Total | 4 | 7 | 5 | 0 | 16 | 15 | 3 | 48 | 7 | 0 | 58 | 12 | 6 | 12 | 8 | 0 | 26 | 16 | 5 | 70 | 2 | 0 | 77 | 10 | 177 |
| 5:00PM | 1 | 3 | 1 | 0 | 5 | 5 | 1 | 19 | 6 | 0 | 26 | 4 | 2 | 5 | 0 | 0 | 7 | 0 | 1 | 8 | 1 | 0 | 10 | 5 | 48 |
| 5:15PM | 1 | 5 | 3 | 0 | 9 | 1 | 1 | 19 | 3 | 0 | 23 | 1 | 5 | 1 | 2 | 0 | 8 | 0 | 1 | 19 | 0 | 0 | 20 | 4 | 60 |
| 5:30PM | 0 | 2 | 2 | 0 | 4 | 7 | 0 | 8 | 8 | 0 | 16 | 0 | 5 | 3 | 1 | 0 | 9 | 1 | 3 | 16 | 0 | 0 | 19 | 2 | 48 |
| 5:45PM | 0 | 2 | 1 | 0 | 3 | 3 | 0 | 20 | 3 | 0 | 23 | 0 | 5 | 1 | 0 | 0 | 6 | 0 | 2 | 18 | 0 | 0 | 20 | 1 | 52 |
| Hourly Total | 2 | 12 | 7 | 0 | 21 | 16 | 2 | 66 | 20 | 0 | 88 | 5 | 17 | 10 | 3 | 0 | 30 | 1 | 7 | 61 | 1 | 0 | 69 | 12 | 208 |
| 6:00PM | 1 | 1 | 1 | 0 | 3 | 1 | 2 | 18 | 1 | 0 | 21 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 0 | 13 | 1 | 0 | 14 | 2 | 42 |
| 6:15PM | 1 | 0 | 4 | 0 | 5 | 1 | 1 | 5 | 5 | 0 | 11 | 2 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 21 | 1 | 0 | 22 | 0 | 42 |
| 6:30PM | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 11 | 3 | 0 | 14 | 1 | 1 | 3 | 1 | 0 | 5 | 0 | 1 | 17 | 1 | 0 | 19 | 0 | 42 |
| 6:45PM | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 4 | 2 | 0 | 7 | 1 | 3 | 3 | 2 | 0 | 8 | 0 | 1 | 14 | 0 | 0 | 15 | 0 | 32 |
| Hourly Total | 4 | 4 | 6 | 0 | 14 | 4 | 4 | 38 | 11 | 0 | 53 | 4 | 7 | 7 | 7 | 0 | 21 | 0 | 2 | 65 | 3 | 0 | 70 | 2 | 158 |
| Total | 22 | 53 | 27 | 0 | 102 | 85 | 22 | 321 | 66 | 0 | 409 | 40 | 50 | 59 | 37 | 0 | 146 | 43 | 32 | 386 | 18 | 2 | 438 | 46 | 1095 |
| % Approach | 21.6% | 52.0% | 26.5% | 0% | - | - | 5.4% | 78.5% | 16.1% | 0% | - | - | 34.2% | 40.4% | 25.3% | 0% | - | - | 7.3% | 88.1% | 4.1% | 0.5% | - | - | - |
| % Total | 2.0% | 4.8% | 2.5% | 0% | 9.3% | - | 2.0% | 29.3% | 6.0% | 0% | 37.4% | - | 4.6% | 5.4% | 3.4% | 0% | 13.3% | - | 2.9% | 35.3% | 1.6% | 0.2% | 40.0% | - | - |
| Lights | 20 | 48 | 25 | 0 | 93 | - | 22 | 307 | 61 | 0 | 390 | - | 46 | 56 | 36 | 0 | 138 | - | 31 | 378 | 17 | 2 | 428 | - | 1049 |
| % Lights | 90.9% | 90.6% | 92.6% | 0% | 91.2% | - | 100% | 95.6% | 92.4% | 0% | 95.4% | - | 92.0% | 94.9% | 97.3% | 0% | 94.5% | - | 96.9% | 97.9% | 94.4% | 100% | 97.7% | - | 95.8% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% |
| Buses and Single-Unit Trucks | 0 | 1 | 0 | 0 | 1 | - | 0 | 4 | 4 | 0 | 8 | - | 2 | 0 | 1 | 0 | 3 | - | 1 | 0 | 1 | 0 | 2 | - | 14 |
| % Buses and Single-Unit Trucks | 0% | 1.9% | 0% | 0% | 1.0% | - | 0% | 1.2% | 6.1% | 0% | 2.0% | - | 4.0% | 0% | 2.7% | 0% | 2.1% | - | 3.1% | 0% | 5.6% | 0% | 0.5% | - | 1.3% |
| Bicycles on Road | 2 | 4 | 2 | 0 | 8 | - | 0 | 10 | 1 | 0 | 11 | - | 2 | 3 | 0 | 0 | 5 | - | 0 | 8 | 0 | 0 | 8 | - | 32 |
| % Bicycles on Road | 9.1% | 7.5% | 7.4% | 0% | 7.8% | - | 0% | 3.1% | 1.5% | 0% | 2.7% | - | 4.0% | 5.1% | 0% | 0% | 3.4% | - | 0% | 2.1% | 0% | 0% | 1.8% | - | 2.9% |
| Pedestrians | - | - | - | - | - | 85 | - | - | - | - | 40 | - | - | - | - | - | 42 | - | - | - | - | - | - | 46 | - |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | 100% | - | - | - | - | - | 97.7% | - | - | - | - | - | - | 100% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | 0% | - | - | - | - | - | 2.3% | - | - | - | - | - | - | 0% | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Euclid Avenue & Fillmore Street - TMC

Sat Nov 12, 2022

Full Length (7 AM-9 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians,

Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010471, Location: 41.866996, -87.792613



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

| Leg Direction | Euclid Southbound | | | | | | Fillmore Westbound | | | | | | Euclid Northbound | | | | | | Fillmore Eastbound | | | | | | Int |
|---------------------------------------|-------------------|-----------|-----------|----------|-----------|-----------|--------------------|------------|-----------|----------|------------|-----------|-------------------|-----------|-----------|----------|------------|-----------|--------------------|------------|-----------|----------|------------|-----------|------------|
| Time | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | |
| 2022-11-12 7:00AM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 6 |
| 7:15AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 0 | 3 | 5 | 1 | 4 | 0 | 0 | 5 | 1 | 11 |
| 7:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 2 | 1 | 0 | 3 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 8 |
| 7:45AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 1 | 7 |
| Hourly Total | 0 | 3 | 0 | 0 | 3 | 4 | 0 | 9 | 0 | 0 | 9 | 8 | 0 | 6 | 2 | 0 | 8 | 8 | 1 | 10 | 1 | 0 | 12 | 5 | 32 |
| 8:00AM | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 6 | 0 | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 11 |
| 8:15AM | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 6 | 0 | 11 |
| 8:30AM | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 10 |
| 8:45AM | 0 | 4 | 1 | 0 | 5 | 2 | 1 | 5 | 0 | 0 | 6 | 3 | 2 | 2 | 0 | 0 | 4 | 5 | 1 | 7 | 0 | 0 | 8 | 2 | 23 |
| Hourly Total | 0 | 6 | 2 | 0 | 8 | 7 | 2 | 18 | 1 | 0 | 21 | 5 | 2 | 6 | 0 | 0 | 8 | 11 | 2 | 15 | 1 | 0 | 18 | 2 | 55 |
| 2:00PM | 2 | 2 | 5 | 0 | 9 | 1 | 0 | 19 | 2 | 0 | 21 | 2 | 3 | 2 | 0 | 0 | 5 | 1 | 1 | 14 | 1 | 0 | 16 | 2 | 51 |
| 2:15PM | 2 | 2 | 1 | 0 | 5 | 1 | 2 | 12 | 5 | 0 | 19 | 0 | 2 | 2 | 4 | 0 | 8 | 4 | 0 | 9 | 1 | 0 | 10 | 0 | 42 |
| 2:30PM | 1 | 3 | 2 | 0 | 6 | 1 | 1 | 18 | 3 | 0 | 22 | 1 | 2 | 0 | 1 | 0 | 3 | 4 | 1 | 5 | 0 | 0 | 6 | 1 | 37 |
| 2:45PM | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 15 | 0 | 0 | 15 | 0 | 4 | 1 | 3 | 0 | 8 | 3 | 0 | 10 | 1 | 0 | 11 | 4 | 36 |
| Hourly Total | 5 | 9 | 8 | 0 | 22 | 5 | 3 | 64 | 10 | 0 | 77 | 3 | 11 | 5 | 8 | 0 | 24 | 12 | 2 | 38 | 3 | 0 | 43 | 7 | 166 |
| 3:00PM | 0 | 3 | 1 | 0 | 4 | 2 | 1 | 11 | 6 | 0 | 18 | 0 | 5 | 1 | 2 | 0 | 8 | 1 | 1 | 19 | 0 | 0 | 20 | 0 | 50 |
| 3:15PM | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 14 | 2 | 0 | 16 | 0 | 6 | 5 | 1 | 0 | 12 | 1 | 3 | 16 | 2 | 0 | 21 | 1 | 51 |
| 3:30PM | 3 | 3 | 1 | 0 | 7 | 6 | 4 | 3 | 1 | 0 | 8 | 3 | 3 | 2 | 3 | 0 | 8 | 1 | 3 | 13 | 1 | 0 | 17 | 0 | 40 |
| 3:45PM | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 9 | 0 | 0 | 11 | 6 | 5 | 3 | 0 | 0 | 8 | 4 | 5 | 9 | 0 | 0 | 14 | 2 | 34 |
| Hourly Total | 3 | 7 | 4 | 0 | 14 | 12 | 7 | 37 | 9 | 0 | 53 | 9 | 19 | 11 | 6 | 0 | 36 | 7 | 12 | 57 | 3 | 0 | 72 | 3 | 175 |
| 4:00PM | 1 | 2 | 1 | 0 | 4 | 1 | 2 | 8 | 2 | 0 | 12 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 6 | 1 | 0 | 7 | 7 | 26 |
| 4:15PM | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 1 | 1 | 0 | 4 | 2 | 2 | 8 | 0 | 0 | 10 | 1 | 23 |
| 4:30PM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 7 | 2 | 0 | 10 | 3 | 4 | 3 | 2 | 0 | 9 | 3 | 3 | 12 | 0 | 0 | 15 | 0 | 36 |
| 4:45PM | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 6 | 1 | 0 | 8 | 2 | 2 | 3 | 1 | 0 | 6 | 0 | 0 | 9 | 2 | 0 | 11 | 1 | 27 |
| Hourly Total | 3 | 8 | 1 | 0 | 12 | 1 | 4 | 26 | 5 | 0 | 35 | 5 | 8 | 8 | 6 | 0 | 22 | 5 | 5 | 35 | 3 | 0 | 43 | 9 | 112 |
| 5:00PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 10 | 2 | 0 | 14 | 1 | 24 |
| 5:15PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 11 | 2 | 3 | 3 | 2 | 0 | 8 | 0 | 1 | 9 | 2 | 0 | 12 | 0 | 31 |
| 5:30PM | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 5 | 7 | 2 | 1 | 1 | 0 | 4 | 5 | 3 | 12 | 2 | 0 | 17 | 0 | 30 |
| 5:45PM | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 12 | 0 | 0 | 13 | 0 | 25 |
| Hourly Total | 1 | 6 | 1 | 0 | 8 | 4 | 0 | 26 | 2 | 0 | 28 | 10 | 7 | 6 | 5 | 0 | 18 | 5 | 7 | 43 | 6 | 0 | 56 | 1 | 110 |
| 6:00PM | 1 | 2 | 1 | 0 | 4 | 0 | 1 | 5 | 2 | 0 | 8 | 1 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 7 | 1 | 25 |
| 6:15PM | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 11 | 1 | 0 | 12 | 0 | 3 | 1 | 0 | 0 | 4 | 2 | 1 | 11 | 0 | 0 | 12 | 0 | 33 |
| 6:30PM | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 8 | 2 | 0 | 10 | 0 | 3 | 1 | 2 | 0 | 6 | 2 | 0 | 11 | 0 | 0 | 11 | 0 | 30 |
| 6:45PM | 0 | 1 | 2 | 0 | 3 | 1 | 1 | 5 | 1 | 0 | 7 | 1 | 1 | 0 | 2 | 0 | 3 | 8 | 0 | 9 | 0 | 0 | 9 | 0 | 22 |
| Hourly Total | 2 | 10 | 3 | 0 | 15 | 1 | 2 | 29 | 6 | 0 | 37 | 2 | 11 | 4 | 4 | 0 | 19 | 12 | 1 | 37 | 1 | 0 | 39 | 1 | 110 |
| Total | 14 | 49 | 19 | 0 | 82 | 34 | 18 | 209 | 33 | 0 | 260 | 42 | 58 | 46 | 31 | 0 | 135 | 60 | 30 | 235 | 18 | 0 | 283 | 28 | 760 |
| % Approach | 17.1% | 59.8% | 23.2% | 0% | - | - | 6.9% | 80.4% | 12.7% | 0% | - | - | 43.0% | 34.1% | 23.0% | 0% | - | - | 10.6% | 83.0% | 6.4% | 0% | - | - | - |
| % Total | 1.8% | 6.4% | 2.5% | 0% | 10.8% | - | 2.4% | 27.5% | 4.3% | 0% | 34.2% | - | 7.6% | 6.1% | 4.1% | 0% | 17.8% | - | 3.9% | 30.9% | 2.4% | 0% | 37.2% | - | - |
| Lights | 14 | 49 | 19 | 0 | 82 | - | 16 | 206 | 31 | 0 | 253 | - | 57 | 46 | 31 | 0 | 134 | - | 30 | 233 | 18 | 0 | 281 | - | 750 |
| % Lights | 100% | 100% | 100% | 0% | 100% | - | 88.9% | 98.6% | 93.9% | 0% | 97.3% | - | 98.3% | 100% | 100% | 0% | 99.3% | - | 100% | 99.1% | 100% | 0% | 99.3% | - | 98.7% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 1 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.5% | 3.0% | 0% | 0.8% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.3% |
| Buses and Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 1 |
| % Buses and Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.4% | 0% | 0% | 0.4% | - | 0.1% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 2 | 2 | 1 | 0 | 5 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 1 | - | 7 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 11.1% | 1.0% | 3.0% | 0% | 1.9% | - | 1.7% | 0% | 0% | 0% | 0.7% | - | 0% | 0.4% | 0% | 0% | 0.4% | - | 0.9% |
| Pedestrians | - | - | - | - | - | 32 | - | - | - | - | - | 40 | - | - | - | - | - | 60 | - | - | - | - | - | 28 | - |
| % Pedestrians | - | - | - | - | - | 94.1% | - | - | - | - | - | 95.2% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | 5.9% | - | - | - | - | - | 4.8% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Wesley Avenue & Fillmore Street - TMC

Sat Nov 12, 2022

Full Length (7 AM-9 AM, 2 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010472, Location: 41.867012, -87.791369

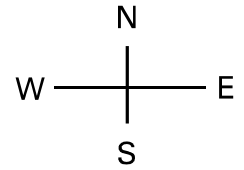


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

| Leg Direction | Wesley Southbound | | | | | | Fillmore Westbound | | | | | | Wesley Northbound | | | | | | Fillmore Eastbound | | | | | | Int |
|--------------------------------|-------------------|-------|-------|----|------|-------|--------------------|-------|-------|----|-------|------|-------------------|-------|-------|----|-------|------|--------------------|-------|-------|------|-------|------|-------|
| Time | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | |
| 2022-11-12 7:00AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 |
| 7:15AM | 0 | 2 | 0 | 0 | 2 | 3 | 1 | 3 | 0 | 0 | 4 | 3 | 0 | 3 | 0 | 0 | 3 | 4 | 1 | 2 | 0 | 0 | 3 | 2 | 12 |
| 7:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 1 | 6 |
| 7:45AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 10 |
| Hourly Total | 0 | 3 | 0 | 0 | 3 | 4 | 1 | 8 | 3 | 0 | 12 | 3 | 1 | 4 | 0 | 0 | 5 | 8 | 2 | 10 | 0 | 0 | 12 | 3 | 32 |
| 8:00AM | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 0 | 11 |
| 8:15AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 8 |
| 8:30AM | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 2 | 1 | 13 |
| 8:45AM | 0 | 2 | 1 | 0 | 3 | 3 | 0 | 5 | 3 | 0 | 8 | 0 | 3 | 0 | 1 | 0 | 4 | 4 | 1 | 7 | 1 | 0 | 9 | 2 | 24 |
| Hourly Total | 0 | 5 | 1 | 0 | 6 | 8 | 0 | 19 | 8 | 0 | 27 | 0 | 3 | 1 | 2 | 0 | 6 | 15 | 2 | 13 | 2 | 0 | 17 | 3 | 56 |
| 2:00PM | 2 | 2 | 2 | 0 | 6 | 2 | 1 | 15 | 2 | 0 | 18 | 0 | 0 | 1 | 2 | 0 | 3 | 3 | 4 | 12 | 4 | 0 | 20 | 2 | 47 |
| 2:15PM | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 18 | 5 | 0 | 24 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 2 | 8 | 0 | 1 | 11 | 0 | 41 |
| 2:30PM | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 20 | 4 | 0 | 24 | 0 | 2 | 2 | 1 | 0 | 5 | 2 | 1 | 8 | 0 | 0 | 9 | 1 | 39 |
| 2:45PM | 0 | 2 | 2 | 0 | 4 | 2 | 1 | 14 | 1 | 0 | 16 | 0 | 2 | 1 | 1 | 0 | 4 | 2 | 1 | 11 | 1 | 0 | 13 | 0 | 37 |
| Hourly Total | 2 | 5 | 7 | 0 | 14 | 10 | 3 | 67 | 12 | 0 | 82 | 0 | 5 | 6 | 4 | 0 | 15 | 8 | 8 | 39 | 5 | 1 | 53 | 3 | 164 |
| 3:00PM | 1 | 2 | 0 | 0 | 3 | 1 | 1 | 13 | 2 | 0 | 16 | 0 | 3 | 5 | 3 | 0 | 11 | 1 | 2 | 22 | 1 | 0 | 25 | 0 | 55 |
| 3:15PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 10 | 1 | 0 | 11 | 0 | 1 | 1 | 5 | 0 | 7 | 0 | 2 | 20 | 1 | 0 | 23 | 0 | 43 |
| 3:30PM | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 3 | 3 | 0 | 6 | 2 | 4 | 1 | 1 | 0 | 6 | 4 | 1 | 14 | 2 | 0 | 17 | 2 | 30 |
| 3:45PM | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 11 | 1 | 0 | 12 | 19 | 2 | 2 | 1 | 0 | 5 | 21 | 2 | 13 | 1 | 0 | 16 | 0 | 34 |
| Hourly Total | 2 | 3 | 2 | 0 | 7 | 12 | 1 | 37 | 7 | 0 | 45 | 21 | 10 | 9 | 10 | 0 | 29 | 26 | 7 | 69 | 5 | 0 | 81 | 2 | 162 |
| 4:00PM | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 10 | 0 | 0 | 10 | 1 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 6 | 1 | 0 | 7 | 1 | 24 |
| 4:15PM | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 4 | 1 | 0 | 5 | 17 | 1 | 3 | 2 | 0 | 6 | 10 | 0 | 8 | 0 | 0 | 8 | 1 | 21 |
| 4:30PM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 9 | 1 | 0 | 10 | 0 | 2 | 2 | 0 | 0 | 4 | 1 | 0 | 15 | 1 | 0 | 16 | 0 | 32 |
| 4:45PM | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 7 | 5 | 0 | 15 | 0 | 1 | 2 | 2 | 0 | 5 | 2 | 1 | 9 | 1 | 0 | 11 | 1 | 34 |
| Hourly Total | 2 | 4 | 4 | 0 | 10 | 2 | 3 | 30 | 7 | 0 | 40 | 18 | 6 | 9 | 4 | 0 | 19 | 13 | 1 | 38 | 3 | 0 | 42 | 3 | 111 |
| 5:00PM | 1 | 1 | 1 | 0 | 3 | 1 | 1 | 4 | 2 | 0 | 7 | 1 | 1 | 1 | 2 | 0 | 4 | 0 | 2 | 8 | 2 | 1 | 13 | 0 | 27 |
| 5:15PM | 0 | 1 | 0 | 0 | 1 | 4 | 1 | 9 | 2 | 0 | 12 | 0 | 1 | 8 | 2 | 0 | 11 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 36 |
| 5:30PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 1 | 14 | 0 | 0 | 15 | 0 | 28 |
| 5:45PM | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 5 | 4 | 0 | 9 | 0 | 4 | 1 | 1 | 0 | 6 | 0 | 1 | 11 | 0 | 0 | 12 | 1 | 31 |
| Hourly Total | 1 | 5 | 2 | 0 | 8 | 6 | 2 | 23 | 10 | 0 | 35 | 1 | 7 | 15 | 5 | 0 | 27 | 0 | 5 | 44 | 2 | 1 | 52 | 1 | 122 |
| 6:00PM | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 0 | 8 | 0 | 3 | 4 | 1 | 0 | 8 | 0 | 2 | 10 | 0 | 0 | 12 | 0 | 29 |
| 6:15PM | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 12 | 2 | 0 | 16 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 3 | 11 | 0 | 0 | 14 | 0 | 37 |
| 6:30PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 12 | 1 | 0 | 15 | 0 | 26 |
| 6:45PM | 0 | 1 | 1 | 0 | 2 | 2 | 0 | 6 | 2 | 0 | 8 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 10 | 1 | 1 | 12 | 0 | 25 |
| Hourly Total | 1 | 4 | 2 | 0 | 7 | 2 | 4 | 34 | 4 | 0 | 42 | 2 | 4 | 7 | 4 | 0 | 15 | 0 | 7 | 43 | 2 | 1 | 53 | 0 | 117 |
| Total | 8 | 29 | 18 | 0 | 55 | 44 | 14 | 218 | 51 | 0 | 283 | 45 | 36 | 51 | 29 | 0 | 116 | 70 | 32 | 256 | 19 | 3 | 310 | 15 | 764 |
| % Approach | 14.5% | 52.7% | 32.7% | 0% | - | - | 4.9% | 77.0% | 18.0% | 0% | - | - | 31.0% | 44.0% | 25.0% | 0% | - | - | 10.3% | 82.6% | 6.1% | 1.0% | - | - | - |
| % Total | 1.0% | 3.8% | 2.4% | 0% | 7.2% | - | 1.8% | 28.5% | 6.7% | 0% | 37.0% | - | 4.7% | 6.7% | 3.8% | 0% | 15.2% | - | 4.2% | 33.5% | 2.5% | 0.4% | 40.6% | - | - |
| Lights | 8 | 29 | 18 | 0 | 55 | - | 14 | 214 | 48 | 0 | 276 | - | 35 | 50 | 28 | 0 | 113 | - | 32 | 254 | 18 | 3 | 307 | - | 751 |
| % Lights | 100% | 100% | 100% | 0% | 100% | - | 100% | 98.2% | 94.1% | 0% | 97.5% | - | 97.2% | 98.0% | 96.6% | 0% | 97.4% | - | 100% | 99.2% | 94.7% | 100% | 99.0% | - | 98.3% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 2 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.5% | 0% | 0% | 0.4% | - | 0% | 0% | 3.4% | 0% | 0.9% | - | 0% | 0% | 0% | 0% | 0% | - | 0.3% |
| Buses and Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 2 | 0 | 3 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 3 |
| % Buses and Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.5% | 3.9% | 0% | 1.1% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.4% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 1 | 0 | 3 | - | 1 | 1 | 0 | 0 | 2 | - | 0 | 2 | 1 | 0 | 3 | - | 8 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.9% | 2.0% | 0% | 1.1% | - | 2.8% | 2.0% | 0% | 0% | 1.7% | - | 0% | 0.8% | 5.3% | 0% | 1.0% | - | 1.0% |
| Pedestrians | - | - | - | - | - | 43 | - | - | - | - | - | 45 | - | - | - | - | - | 70 | - | - | - | - | - | 15 | |
| % Pedestrians | - | - | - | - | - | 97.7% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | |
| Bicycles on Crosswalk | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 2.3% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1994-DEC 1996
 N-S STOP INSTALLED PRIOR TO 12-31-1993
 1994-1996 # OF CRASHES=0, ADT=2,612
 1996 CRASH RATE=0.000 Acc/MEV
 1997 CRITICAL CRASH RATE=0.945 Acc/MEV
 2019-2023 # OF CRASHES=1
 2023 CRASH RATE=0.262 Acc/MEV

06-03-21 08:00
 Clear - Dry

Fillmore St

Euclid Ave

2019 = 0
 2020 = 0
 2021 = 1
 2022 = 0
 2023 = 0



SYMBOLS

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

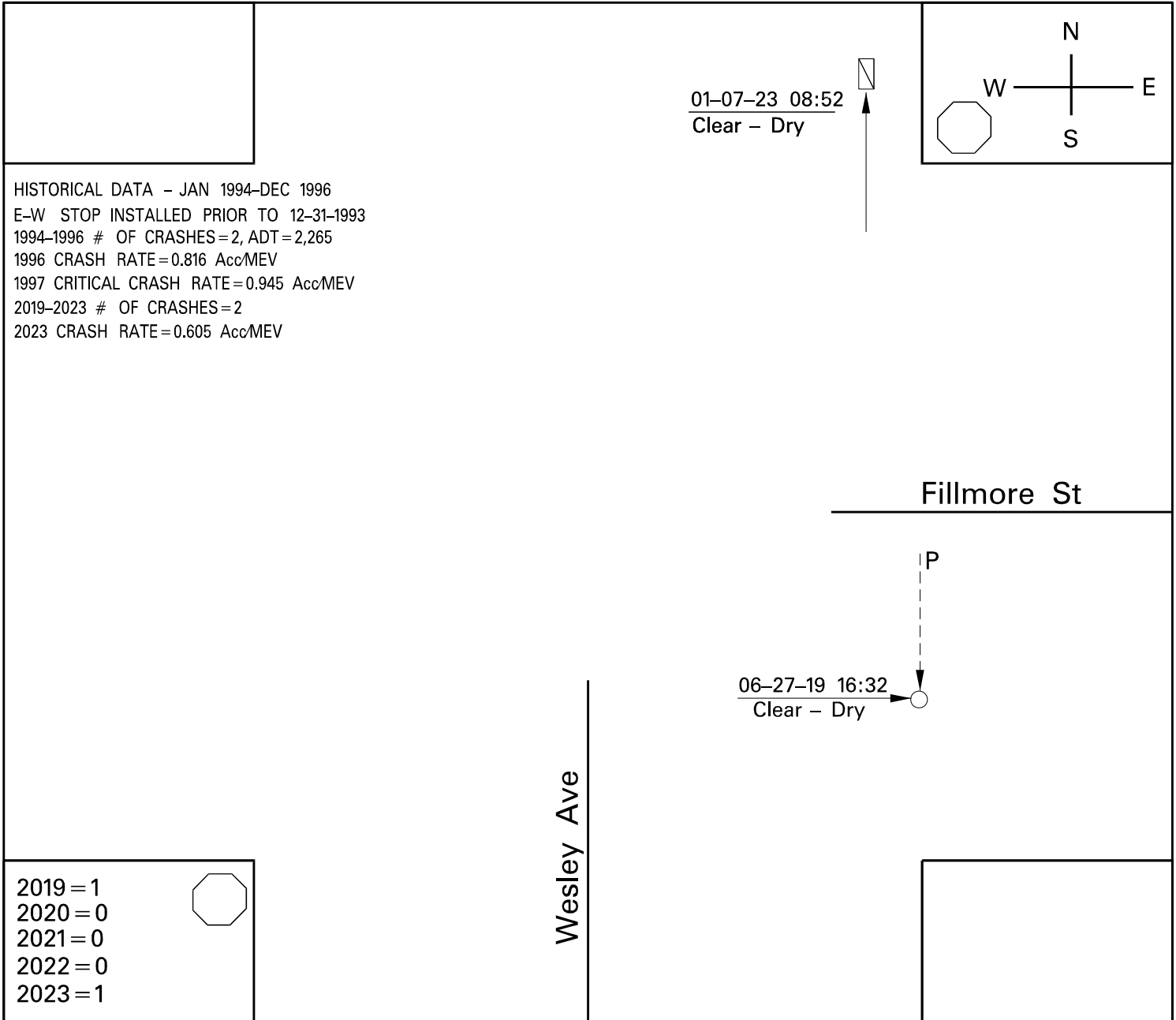
TYPES OF COLLISIONS

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

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

INTERSECTION of Euclid Ave and Fillmore St
 PERIOD: 48 months FROM: March 1, 2019 TO: February 28, 2023
 BY: JAJ DATE: March 8, 2023 **NO SCALE**

VILLAGE OF OAK PARK COLLISION DIAGRAM



| SYMBOLS | TYPES OF COLLISIONS |
|---|---|
| MOVING VEHICLE BACKING VEHICLE PEDESTRIAN P PARKED VEHICLE FIXED OBJECT FATAL ACCIDENT INJURY ACCIDENT | 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 Wesley Ave and Fillmore St
 PERIOD: 48 months FROM: March 1, 2019 TO: February 28, 2023
 BY: JAJ DATE: March 8, 2023 NO 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 |
|---|-------------------------------------|--|--|
| Level 1 - No Traffic Flow Changes | | | |
| 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 | <u>Should not</u> 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 | |
| Level 2 - Some Traffic Flow Changes | | | |
| Sign Turn Restrictions/Turn Movement Restrictions | | Village | |
| Angled Parking | | Village | |
| Parking Strategies | | Village | |
| Textured Pavement | | SSA | brick paver street for example |
| Rumble Strip | | Village | |
| Level 3 - Significant Traffic Flow Changes | | | |
| 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 |
| Level 4 - Street Closures | | | |
| Median Barrier | | SSA | |
| Forced Turn Island | | SSA | |
| One-Way and Two-Way Street Conversion | | Village | |
| One-Way Couplet Conversions | | Village | |



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

March 1, 2023

TO: RESIDENTS OF THE 1100 & 1150 BLOCKS OF S EUCLID AVE
RESIDENTS OF THE 1100 & 1150 BLOCKS OF WESLEY AVE
RESIDENTS OF THE 1100 & 1150 BLOCKS OF CLARENCE AVE
RESIDENTS OF THE 1100 & 1150 BLOCKS OF S OAK PARK AVE (EAST SIDE)
RESIDENTS OF THE 628, 700 & 728 BLOCKS OF FILLMORE ST.
RESIDENTS OF THE 628, 700 & 728 BLOCKS OF HARVARD ST

RE: PETITIONS TO IMPLEMENT TRAFFIC CALMING DEVICES AT THE INTERSECTIONS OF EUCLID AVE & FILLMORE ST AND WESLEY AVE & FILLMORE ST

Dear Resident:

The Village of Oak Park received petitions to implement traffic calming devices at the intersections of Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street.

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

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

The Transportation Commission is scheduled to review this petition at its upcoming public meeting being held at 7:00 PM on Tuesday, March 14, 2023, in Council Chambers of Village Hall. A video of the meeting will be available online for on-demand viewing at www.oak-park.us/commissiontv the following day.

The Transportation Commission welcomes your public testimony at this meeting. If you wish to comment but are unable to attend the meeting, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 358-5711 or by email at transportation@oak-park.us. All comments must be received by Thursday, March 9, 2023 at 5:00 PM for inclusion in the Transportation Commission's agenda.

A copy of the Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) for public review and inspection. Look for the agenda on the website after 5:00 PM on Friday, March 10th.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

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



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

March 1, 2023

TO: BUSINESSES ON THE 6628, 6700 & 6728 BLOCKS OF ROOSEVELT RD

RE: PETITIONS TO IMPLEMENT TRAFFIC CALMING DEVICES AT THE INTERSECTIONS OF EUCLID AVE & FILLMORE ST AND WESLEY AVE & FILLMORE ST

Dear Business Owner:

The Village of Oak Park received petitions to implement traffic calming devices at the intersections of Euclid Avenue & Fillmore Street and Wesley Avenue & Fillmore Street.

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

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Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

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

Village Of Oak Park
Transportation Commission Agenda Item

| | |
|---|---|
| Item Title: | Petition for the Implementation of a Traffic Calming Device on the 200 Block of North Lombard Avenue |
| Review Date: | <u>March 14, 2023</u> |
| Prepared By: | <u>Jill Juliano</u> |
| Abstract (briefly describe the item being reviewed): On September 8, 2019 the Village of Oak Park received a petition to install traffic calming measure on the 200 block of North Lombard Avenue. Resident concerns include: commuters using the block as a bypass to Austin Boulevard at excessive speeds, motorists disregard STOP signs at Erie Street, and proximity to Beye Elementary School. At tonight's meeting, staff will present the collected traffic data, and public testimony will be taken. The Transportation Commission may concur with staff's recommendation or make a different recommendation. | |
| Staff Recommendation(s): Staff is recommending to deny the petition to implement a traffic calming device on the 200 block of North Lombard Avenue. Should the Transportation Commission wish to recommend a traffic calming measure for this block, staff believes it should be to implement a temporary mid-block pinch point on the 200 block of North Lombard Avenue to determine its effectiveness on speed vehicles while not diverting traffic to adjacent residential blocks. | |
| Supporting Documentation Is Attached | |

Memorandum

Date: March 7, 2023

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petition for the Implementation of a Traffic Calming Device on the 200 block of North Lombard Avenue

On September 8, 2019, the Village of Oak Park received a petition to install a traffic calming device on the 200 block of North Lombard Avenue. Residents representing 44.19% of the street frontage on the petitioning block signed the petition. The Village notified the organizer of the need for additional signatures on the petition. The petition was resubmitted with additional signatures. Residents representing 55.81% of the street frontage on the 200 block of North Lombard Avenue signed the petition. The petition was certified as a valid petition.

Reasons provided for the petition include: unsafe driving on the block, motorists using the block as a bypass to Austin Boulevard traveling at excessive speeds, drivers disregard the STOP signs on Lombard Avenue at Erie Street, and proximity to Beye Elementary School. See pages 5-7 of this item, for a copy of this petition and accompanying letter of explanation. The petition was placed in the queue awaiting traffic data collection.

See pages 8-14 for written public testimony received by the Village of Oak Park regarding this petition. There is a total of five emails and one letter about the item. Five are in support of this petition and one is opposed.

Staff completed a scoring table for the petition. See page 15 for the scoring table. A numerical score is calculated for six measures that are the typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 points is required to bring a petition before the Transportation Commission.

The total score for the 200 block of North Lombard Avenue petition is 50 points which exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

Included on pages 16-18 is an aerial image of the petitioning block and surrounding area, Beye School's traffic safety plan, and Beye School's Safe Walking Routes to School map.

A directional twenty-four hour traffic volume and speed study was conducted on Wednesday, November 9, 2022 for the 200 and 300 blocks of North Lombard and North Taylor Avenues and the 300 block of North Harvey Avenue. See page 19 of this item for a summary of the results. Source data is on pages 20-34.

Memorandum

Peak hour turning movement counts (TMC) were also collected on Wednesday, November 9, 2023 for the intersection of Erie Street and Lombard Avenue. See page 35 for a summary of the TMC results; and the related source data is on pages 36.

Reviewing the 24-hour volumes for the blocks studied; the two-way average daily traffic (ADT) for the blocks ranged between 681 vehicles and 1,477 vehicles. Volumes for the Harvey and Taylor blocks fall at or below the 800 to 1,200 vehicle range for typical daily volumes on residential blocks within the Village of Oak Park. Vehicle volume results for both Lombard blocks studied are above the 1,200 vehicles per day threshold. However, Lombard Avenue is classified as a collector street in the Village. Collector streets serve as a feeder from the less-frequently traveled residential blocks to the more heavily traveled arterial roads and are expected to carry more traffic than residential blocks. Therefore, vehicle volume results for the 200 and 300 blocks of North Lombard Avenue are not considered excessive.

Based on the collected traffic data, it does not appear there is an issue with the volume of vehicles traveling on the petitioning block.

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

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

Based on the review of the vehicle speed data from the traffic study results, the 85th percentile speeds for all blocks studied ranged between 26.2 mph and 29.8 mph. Consequently, the 85th percentile speeds collected in this 2022 traffic study are a little higher than expected for blocks with 25 mph speed limit. Based on the data collected, it appears there is a slight speeding issue on the 200 block of North Lombard Avenue.

Turning movement data was collected on Wednesday, November 9, 2022 for the AM and PM peak hours as well as the afternoon (see pages 35 and 36). The data provided is for the AM and PM peak hours of vehicle travel as well as during arrival and dismissal time periods of Beye Elementary School. Results include both vehicle movements and pedestrian counts.

Next, forty-eight months of vehicle crash reports covering the period of March 1, 2019 through May 28, 2023 were reviewed for the two intersections at either end of the 200

Memorandum

block of North Lombard Avenue: Erie Street & Lombard Avenue and Ontario Street & Lombard Avenue. Please see pages 37 and 38 for the collision diagrams.

The number of reported crashes that occurred at the Erie Street and Lombard Avenue intersection totaled two crashes. Both were right angle collisions at the intersection. The average daily traffic (ADT) for the intersection as determined as part of the Village's 1997 area-wide traffic study was 2,194 vehicles. From this data, the 2023 crash rate for the intersection of Erie Street & Lombard Avenue is calculated to be 0.624 accidents per million entering vehicles (Acc/MEV).

The Erie Street & Lombard Avenue intersection was part of the north middle section of the Village's 1997 areawide traffic study (from Augusta Street to South Boulevard between Harlem Avenue and Austin Boulevard). The critical crash rate for the north middle section was calculated to be 0.860 Acc/MEV. The significance of the critical crash rate is if an actual crash rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance. This intersection's 2023 crash rate is below the critical crash rate calculated for the north middle section of the Village.

For the Ontario Street & Lombard Avenue intersection, the number of reported crashes that occurred totaled three. One crash was a right angle collision while the two other crashes were side swipes of parked vehicles. The average daily traffic (ADT) for the intersection as determined as part of the Village's 1997 area-wide traffic study was 3,202 vehicles. From this data, the 2023 crash rate for the intersection of Ontario Street & Lombard Avenue is calculated to be 0.642 Acc/MEV which is again below the area's critical crash rate.

In conclusion, there does not seem to be a problem with vehicle crashes at either of the studied intersections.

Based on the traffic studies conducted and crash history for the 200 block of North Lombard Avenue, there appears to be a slight speeding issue on the block. One measure in the Village's toolbox that is commonly used to calm traffic is a midblock pinch point. While the device does slow traffic, it also tends to divert traffic to adjacent blocks. This is a concern for staff because Lombard Avenue is a collector street and we don't want to redirect traffic from a collector street to residential blocks. One way to reduce the amount of traffic diverted to other blocks is to make a more modest pinch point but the measure may be less effective as a result of the modification.

If the Transportation Commission does wish to recommend a pinch point for the block, staff recommends that it be a temporary pinch point so that a follow-up traffic study can be conducted to determine the effectiveness of the pinch point on slowing traffic and if there is any diversion of traffic onto the adjacent residential blocks before construction of a permanent pinch point on the block.

RECEIVED
9/9/2019

PETITION FOR TRAFFIC CALMING MEASURES

198
Date: 9/11/19

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 200 block of N. LOMBARD or
at the intersection of _____ and _____
in the Village of Oak Park.

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

- Excessive vehicle crashes 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>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
| 2. | [Redacted] | [Redacted] | [Redacted] | [Redacted] |
| 3. | [Redacted] | [Redacted] | [Redacted] | [Redacted] |
| 4. | [Redacted] | [Redacted] | [Redacted] | [Redacted] |
| 5. | [Redacted] | [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>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
| 11. | <u>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
| 12. | | [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

ADDITIONAL SIGNATURES

PETITION FOR TRAFFIC CALMING MEASURES

Date _____

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

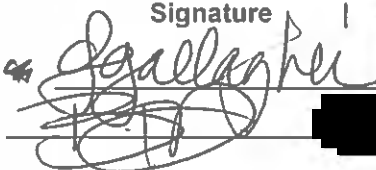
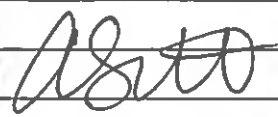
on the 200 block of N. LOMBARD or
at the intersection of _____ and _____
in the Village of Oak Park.

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

- Excessive vehicle crashes 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. |  | [REDACTED] | [REDACTED] | [REDACTED] |
| 2. | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |
| 6. | | | | |
| 7. | | | | |
| 8. | | | | |
| 9. | | | | |
| 10. | | | | |
| 11. | | | | |
| 12. | *  | [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.

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September 1, 2019

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

To the members of the Transportation Commission:

I am writing on behalf of the residents of the 200 North block of Lombard Ave regarding our request for traffic calming measures for our street.

Like many areas in Oak Park, we are block of families. Little kids (and big ones) are always out and about playing. We have observed, along with our neighbors, some of the worst, most unsafe driving. Our area, we believe, is in particular need for traffic calming measures for the following reasons.

Bypass for Austin

Lombard is a clear, north-south bypass of Austin. We see folks zooming – especially during rush hour – down our street. The excessive vehicle speeds are dangerous to pedestrians and cyclists.

Two-way stop

At the north end of our block at Lombard and Erie, there is a two-way stop (the stop is for those on Lombard). Every day, drivers disregard this stop – unbelievably, it is usually blown by the north-south drivers who are supposed to come to a full stop. We have seen accidents happen and it is a dangerous intersection for drivers and pedestrians alike.

Proximity to Beye School

Most importantly, we are one block from Beye School and the intersection above is a major thoroughfare for students and parents as they walk to and from school. Additionally, parents who are driving use this as a primary route after drop-off, compounding the problem of the two-way stop.

Like all parents, we want to keep our children safe. We hope that the Transportation Commission will conduct a thorough analysis of the traffic in our area and come up with solutions to help us keep everyone out of harm's way.

Warmest regards,



Aly Schoenfeldt

[Redacted]
Oak Park, IL 60302
[Redacted]

Juliano, Jill

From: Michele Jurewicz [REDACTED]
Sent: Friday, March 3, 2023 12:13 PM
To: Transportation
Subject: Public Hearing Testimony
Attachments: IMG_0530.MOV

[REDACTED]

Please provide this video as an example of the type of accidents we observe as residents at the corner of Lombard and Erie Avenues. Accidents of this caliber are occurring at our intersection on a too-regular basis and we would like to implement strategies to stop these accidents or worse accidents from occurring.

Thank you.
Michele Jurewicz

----- Forwarded message -----

From: Michele Jurewicz [REDACTED]
Date: Thu, Nov 18, 2021 at 3:58 PM
Subject: Todays accident at Lombard and Erie
To: [REDACTED]

Hope this is helpful. Be well!

Michele Jurewicz

Juliano, Jill

From: James Poznak [REDACTED]
Sent: Saturday, March 4, 2023 12:24 PM
To: Transportation
Subject: Traffic Calming - 200 N. Lombard

[REDACTED]

I oppose the proposed traffic calming device for the 200 block of North Lombard Avenue. These are more of a nuisance to drivers, many of whom simply speed up before and after they approach the device.

“a recent review of 13 controlled before–after studies of area-wide traffic calming reported no overall effect on pedestrian–vehicle crashes”. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1447993/>
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8693445/>

James Poznak

[REDACTED]
Oak Park

Juliano, Jill

From: James Poznak [REDACTED]
Sent: Sunday, March 5, 2023 2:06 PM
To: Transportation
Subject: FW: Traffic Calming - 200 N. Lombard

[REDACTED]

Also, there are stop signs at the north and south end of the 200 N. Lombard block. Another reason why traffic calming at 200 N. Lombard is unnecessary.

James Poznak

From: James Poznak [REDACTED]
Sent: Saturday, March 4, 2023 12:24 PM
To: 'transportation@oak-park.us' <transportation@oak-park.us>
Subject: Traffic Calming - 200 N. Lombard

I oppose the proposed traffic calming device for the 200 block of North Lombard Avenue. These are more of a nuisance to drivers, many of whom simply speed up before and after they approach the device.

“a recent review of 13 controlled before–after studies of area-wide traffic calming reported no overall effect on pedestrian–vehicle crashes”. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1447993/>
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8693445/>

James Poznak

[REDACTED]
Oak Park

To: Oak Park Transportation Commission

[REDACTED]

Date: March 6, 2023

From: Charles and Deborah Morris

[REDACTED]

Thank you for informing us of the petition to put in a traffic calming device in the 200 block of North Lombard Avenue. We'd be happy to see that happen but would request a matching traffic calming device be added to Taylor Avenue. If that isn't done, it will just redirect traffic to Taylor Avenue. We're happy to have you add calming devices to any and all streets in the village! 😊

Thanks for asking.

Juliano, Jill

From: Matt Cote [REDACTED]
Sent: Tuesday, March 7, 2023 9:04 AM
To: Transportation
Subject: 200 N.. Lombard Traffic Calming

[REDACTED]

Hello,

I am unable to attend the meeting on this subject but I fully support anything that will help slow drivers down on Lombard. My office faces the Erie/Lombard intersection and I constantly see cars blowing the stop sign and speeding on that street in general. My porch faces Erie and Harvey and the same occurs. Both intersection are integral for kids that are coming and going to Beye School which makes the speeding and reckless driving even more dangerous. Hopefully this will pass.

Matt Cote
[REDACTED]

Juliano, Jill

From: Torine Pasek Yulish [REDACTED]
Sent: Tuesday, March 7, 2023 10:15 AM
To: Transportation
Subject: Petition for Traffic Calming on Lombard Ave.

Dear Oak Park Township,

I'm a homeowner at [REDACTED] and want to voice my support of a traffic calming measure for my neighborhood, specifically the petition for Lombard Avenue.

I've lived in this neighborhood for almost seven years and work from home. I have witnessed excessive speeding, rolling stops at the Harvey and Lombard intersections with Ontario. Most disconcerting is the speeding straight through these intersections. With Beye Elementary school next to us, and the large population of kids in the neighborhood, it makes me very nervous when I see this speeding and reckless driving in our neighborhood. It shows such a disregard for the safety of pedestrians, especially kids.

I sincerely hope that the Village will support the neighborhood's petition for traffic calming measures.

Thank you!
-Torine Pasek

RECEIVED
03/09/2023
VIA US MAIL

Jill Juliano, P.E.
Transportation Engineer
Village of Oak Park
Public Works Center
201 South Boulevard
Oak Park, IL 60302

March 6, 2023

Dear Ms. Juliano,

I write in response to a March 3 letter I received concerning a petition to implement a traffic calming device on the 200 Block of N Lombard. I use Erie – as a pedestrian as well as a driver – frequently, and that most often means crossing Lombard at Erie. I can say without hesitation that people *frequently* do not stop at the stop sign on Lombard at Erie – or stop but assume drivers on Erie also stop (they do not). I have either been in or seen more near-accidents than I can or care to count. I have no objections to there being some sort of traffic calming device on this block. Indeed, given how frequently people tear down my own block, I would welcome any traffic calming device (such as a stop sign) at Erie and Taylor as well.

Thank you,



Sarah Rodriguez

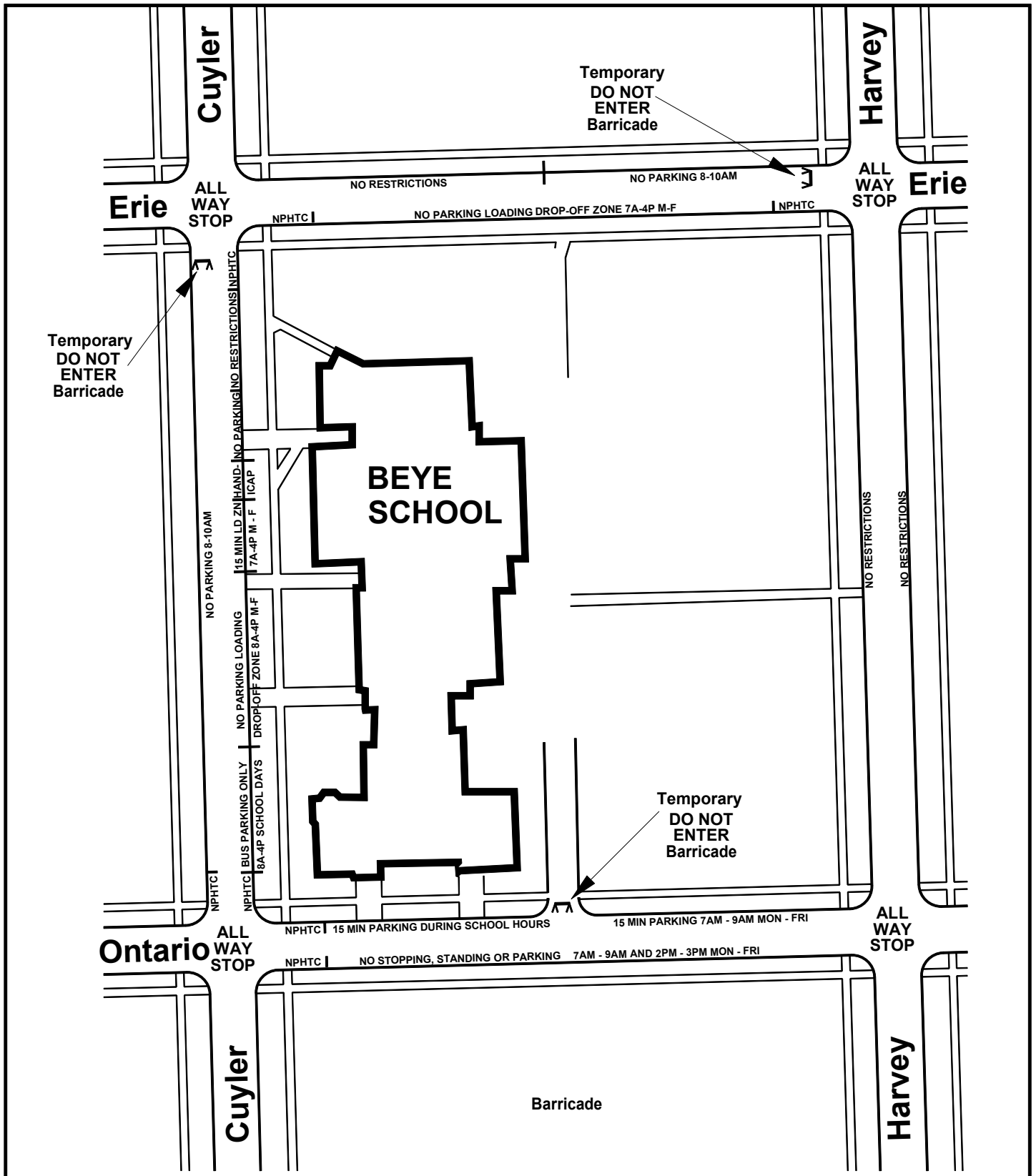
██████████
Oak Park IL 60302

010 1234 5678
123 4567
8901 2345

| 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 | 200 Block of North Lombard Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|---|------------------------|-----------------------------------|---|------|---------------|--|--|--|-----|---|-----|-------------|-----|---|-----|-------------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|------|------|-----|---|------|------|--|-----------------------|----------|--|----------------------------|--------------|---|----------|-------------|-----------|-------|-----------|-------|-----------|-------|------------|--------------|---|----|
| Crash History | 20 | 1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points | 0 pts. | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Speed | 20 | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points | 0 pts. | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Volume | 20 | ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0 pts. | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points | 0 pts. | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum | 3 pts. | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Interest | 15 | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <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>% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td></td> <td>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% - 20%</td> <td>= - 1 point</td> </tr> <tr> <td>21% - 40%</td> <td>= - 2</td> </tr> <tr> <td>41% - 60%</td> <td>= - 3</td> </tr> <tr> <td>61% - 80%</td> <td>= - 4</td> </tr> <tr> <td>81% - 100%</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) | 10 |
| 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required) | 13 pts. | 50 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Aerial View of the 200 Block of North Lombard Avenue and Neighboring Area



Engineering
Division

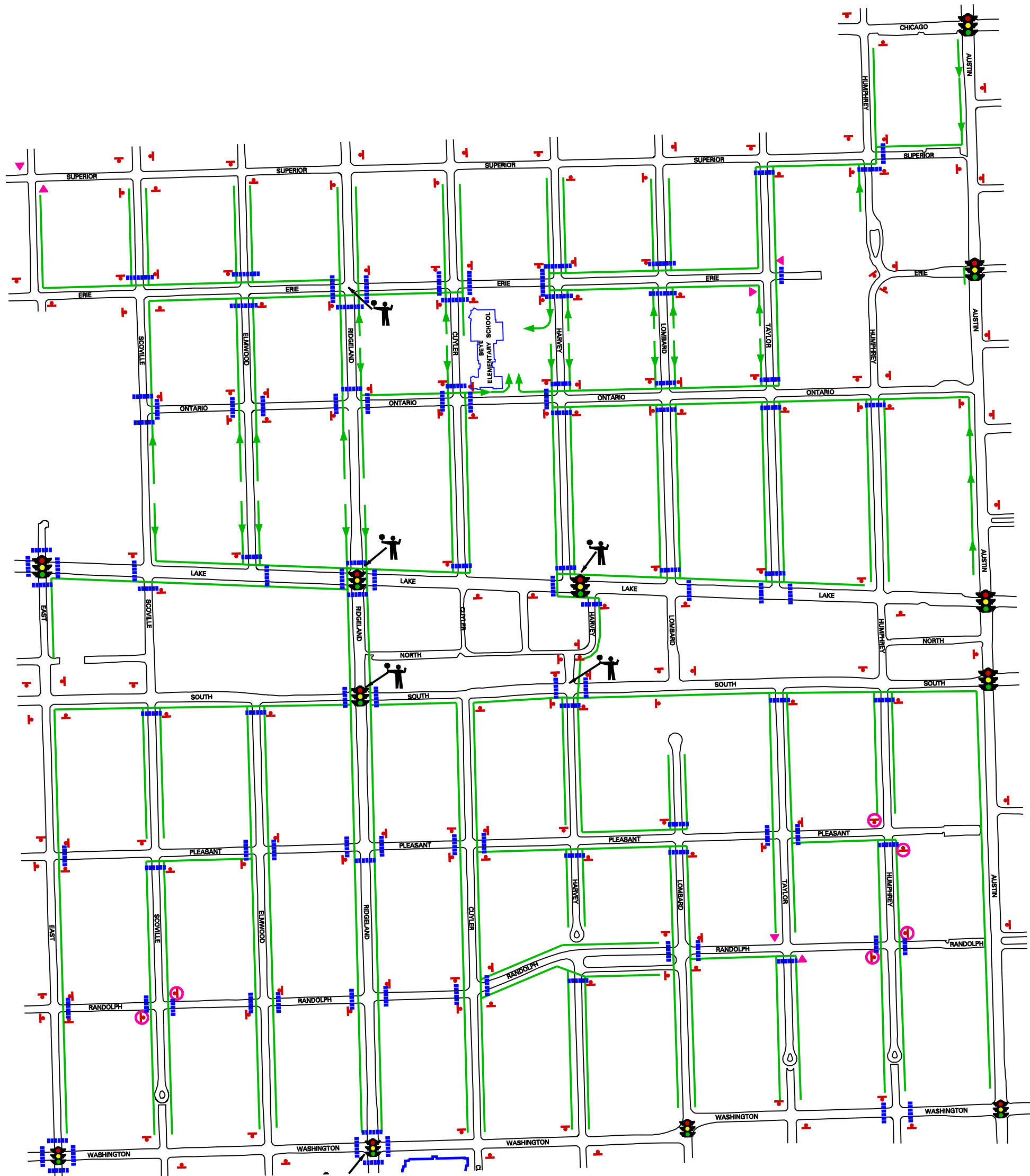
Scale: 1" = Ft.
By: MJK Date: 07/20/05

TRAFFIC SAFETY PLAN
BEYE SCHOOL

Filename: J:\Parking_Traffic\IP&T Commission\2005 agendas\0705-1 meeting\AICs and AICRs\0705-1-1 Exhibit 1 Proposed Beye School.doc



NOT TO SCALE




NOTE TO PARENTS:






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

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

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



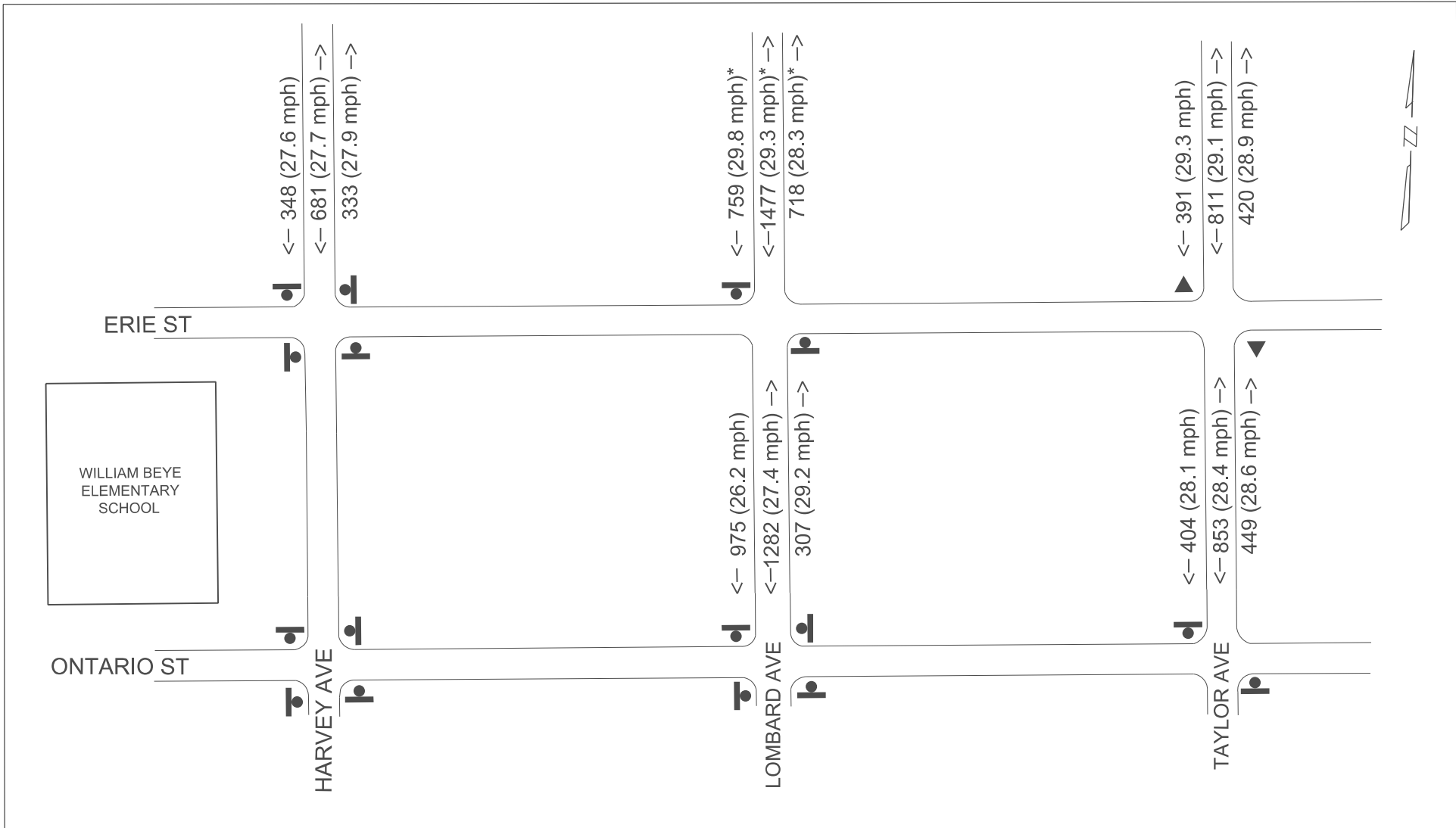
SAFE WALKING ROUTES TO SCHOOL:
 BEVE ELEMENTARY SCHOOL
 OAK PARK ELEMENTARY
 SCHOOL DISTRICT 97

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

DATE: OCTOBER 2009



EXHIBIT No. 18
 Page 18 6



Data Collected on Wednesday, November 9, 2022

| | | |
|---|------------------|---|
| Engineering Division | By: LCW | 24-Hour, Speed & Volume Data Collected on the 200 Blocks of N Harvey Ave, N Lombard Ave, and N Taylor Ave |
| | Date: 03-07-2023 | |
| Filename: \\oak-park.us\dept\Parking_Traffic\Projects\Active±N Lombard±N Lombard Traffic Count Diagrams | | |

Station #: GROUP 3 - 6
Site ID: HARVEY AVE N
Location: NORTH OF ERIE ST
Direction: NORTH
Lane: 1

File: GROUP 3 - 6 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 06:00 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:00 | 0 | 0 | 3 | 5 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:00 | 0 | 1 | 3 | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 09:00 | 0 | 1 | 5 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 10:00 | 0 | 2 | 3 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 1 | 3 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 2 | 7 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:00 | 0 | 0 | 4 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 14:00 | 1 | 0 | 7 | 17 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 15:00 | 0 | 1 | 2 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 16:00 | 2 | 0 | 10 | 16 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:00 | 1 | 0 | 9 | 18 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:00 | 0 | 0 | 3 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:00 | 0 | 0 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 1 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAY TOTAL | 5 | 10 | 63 | 154 | 90 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333 |
| PERCENTS | 1.5% | 3.0% | 18.9% | 46.2% | 27.0% | 3.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
18.1 mph

85th Percentile Speed
27.9 mph

Median Speed
23.0 mph

Average Speed
23.0 mph

10 MPH Pace Speed
20 mph to 30 mph
244 vehicles in pace
Representing 74.4% of the total vehicles

Vehicles > 25 MPH
101
30.8%

Station #: GROUP 3 - 6
Site ID: HARVEY AVE N
Location: NORTH OF ERIE ST
Direction: SOUTH
Lane: 2

File: GROUP 3 - 6 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:00 | 0 | 1 | 5 | 23 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 08:00 | 2 | 3 | 6 | 11 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 09:00 | 0 | 2 | 3 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 1 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 1 | 2 | 6 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 12:00 | 1 | 3 | 9 | 16 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 13:00 | 1 | 0 | 3 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 14:00 | 0 | 2 | 10 | 9 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 15:00 | 0 | 2 | 5 | 15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 16:00 | 0 | 0 | 11 | 16 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 17:00 | 0 | 3 | 4 | 20 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 18:00 | 1 | 1 | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 19:00 | 0 | 0 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAY TOTAL | 6 | 21 | 69 | 161 | 78 | 10 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |
| PERCENTS | 1.7% | 6.0% | 19.8% | 46.3% | 22.4% | 2.9% | 0.6% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
17.2 mph

85th Percentile Speed
27.6 mph

Median Speed
22.5 mph

Average Speed
22.5 mph

10 MPH Pace Speed
20 mph to 30 mph
239 vehicles in pace
Representing 69.9% of the total vehicles

Vehicles > 25 MPH
91
26.6%

Station #: GROUP 3 - 6
Site ID: HARVEY AVE N
Location: NORTH OF ERIE ST
Direction: ROAD TOTAL
Lane:

File: GROUP 3 - 6 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:00 | 0 | 1 | 8 | 28 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 08:00 | 2 | 4 | 9 | 24 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 09:00 | 0 | 3 | 8 | 17 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 10:00 | 0 | 3 | 5 | 18 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 11:00 | 1 | 3 | 9 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 12:00 | 1 | 5 | 16 | 22 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 13:00 | 1 | 0 | 7 | 17 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 14:00 | 1 | 2 | 17 | 26 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 15:00 | 0 | 3 | 7 | 27 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 16:00 | 2 | 0 | 21 | 32 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 17:00 | 1 | 3 | 13 | 38 | 23 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 18:00 | 1 | 1 | 3 | 19 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 19:00 | 0 | 0 | 3 | 9 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 20:00 | 0 | 0 | 3 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAY TOTAL | 11 | 31 | 132 | 315 | 168 | 20 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 681 |
| PERCENTS | 1.6% | 4.6% | 19.4% | 46.3% | 24.7% | 2.9% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
17.6 mph

85th Percentile Speed
27.7 mph

Median Speed
22.7 mph

Average Speed
22.7 mph

10 MPH Pace Speed
20 mph to 30 mph
483 vehicles in pace
Representing 72.1% of the total vehicles

Vehicles > 25 MPH
192
28.7%

Station #: GROUP 3 - 4
Site ID: LOMBARD AVE
Location: NORTH OF ERIE
Direction: SOUTH
Lane: 1

File: GROUP 3 - 4 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:00 | 0 | 0 | 4 | 4 | 9 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 07:00 | 1 | 7 | 14 | 10 | 39 | 12 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 08:00 | 0 | 7 | 17 | 30 | 34 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 09:00 | 0 | 2 | 9 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 10:00 | 1 | 3 | 11 | 15 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11:00 | 0 | 2 | 9 | 8 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 0 | 1 | 2 | 8 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 13:00 | 1 | 2 | 7 | 12 | 12 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 14:00 | 1 | 5 | 13 | 18 | 17 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 15:00 | 1 | 2 | 9 | 30 | 23 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 16:00 | 0 | 2 | 6 | 19 | 25 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 17:00 | 0 | 2 | 14 | 26 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 18:00 | 0 | 3 | 4 | 6 | 19 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 19:00 | 0 | 0 | 2 | 10 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 2 | 2 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 0 | 0 | 2 | 5 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 22:00 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| DAY TOTAL | 5 | 41 | 127 | 222 | 260 | 80 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 759 |
| PERCENTS | 0.7% | 5.4% | 16.7% | 29.2% | 34.3% | 10.5% | 2.5% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
17.8 mph

85th Percentile Speed
29.8 mph

Median Speed
24.7 mph

Average Speed
24.4 mph

10 MPH Pace Speed
20 mph to 30 mph
482 vehicles in pace
Representing 63.9% of the total vehicles

Vehicles > 25 MPH
364
48.3%

Station #: GROUP 3 - 4
Site ID: LOMBARD AVE
Location: NORTH OF ERIE
Direction: NORTH
Lane: 2

File: GROUP 3 - 4 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 1 | 1 | 0 | 1 | 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 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 0 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:00 | 1 | 3 | 17 | 24 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 08:00 | 0 | 3 | 25 | 27 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 09:00 | 2 | 3 | 12 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:00 | 1 | 7 | 13 | 10 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 11:00 | 1 | 8 | 2 | 17 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 12:00 | 0 | 5 | 13 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 13:00 | 1 | 14 | 14 | 8 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 14:00 | 1 | 7 | 16 | 9 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 15:00 | 2 | 10 | 28 | 30 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 16:00 | 0 | 3 | 13 | 16 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 17:00 | 0 | 3 | 13 | 23 | 24 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 18:00 | 0 | 5 | 2 | 19 | 12 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 19:00 | 0 | 2 | 5 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 0 | 1 | 3 | 6 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 21:00 | 0 | 0 | 4 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| DAY TOTAL | 9 | 78 | 190 | 231 | 158 | 45 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 718 |
| PERCENTS | 1.3% | 10.9% | 26.5% | 32.2% | 22.0% | 6.3% | 0.7% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
15.8 mph

85th Percentile Speed
28.3 mph

Median Speed
21.9 mph

Average Speed
22.0 mph

10 MPH Pace Speed
15 mph to 25 mph
421 vehicles in pace
Representing 59.4% of the total vehicles

Vehicles > 25 MPH
210
29.6%

Station #: GROUP 3 - 4
Site ID: LOMBARD AVE
Location: NORTH OF ERIE
Direction: ROAD TOTAL
Lane:

File: GROUP 3 - 4 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:00 | 0 | 1 | 1 | 0 | 1 | 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 | 0 | 0 | 0 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:00 | 0 | 2 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:00 | 0 | 0 | 1 | 2 | 3 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 06:00 | 0 | 0 | 9 | 9 | 13 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 07:00 | 2 | 10 | 31 | 34 | 45 | 19 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 08:00 | 0 | 10 | 42 | 57 | 46 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169 |
| 09:00 | 2 | 5 | 21 | 17 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 10:00 | 2 | 10 | 24 | 25 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 11:00 | 1 | 10 | 11 | 25 | 17 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 12:00 | 0 | 6 | 15 | 20 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 13:00 | 2 | 16 | 21 | 20 | 18 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 14:00 | 2 | 12 | 29 | 27 | 24 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 15:00 | 3 | 12 | 37 | 60 | 33 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 16:00 | 0 | 5 | 19 | 35 | 50 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 17:00 | 0 | 5 | 27 | 49 | 48 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 18:00 | 0 | 8 | 6 | 25 | 31 | 11 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 19:00 | 0 | 2 | 7 | 14 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 20:00 | 0 | 3 | 5 | 14 | 16 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 21:00 | 0 | 0 | 6 | 14 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 22:00 | 0 | 0 | 3 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 2 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| DAY TOTAL | 14 | 119 | 317 | 453 | 418 | 125 | 24 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1477 |
| PERCENTS | 0.9% | 8.1% | 21.5% | 30.7% | 28.3% | 8.5% | 1.6% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.6 mph

85th Percentile Speed
29.3 mph

Median Speed
23.3 mph

Average Speed
23.2 mph

10 MPH Pace Speed
20 mph to 30 mph
871 vehicles in pace
Representing 59.5% of the total vehicles

Vehicles > 25 MPH
574
39.2%

Station #: GROUP 3 - 5
Site ID: TAYLOR AVE N
Location: NORTH OF ERIE ST
Direction: NORTH
Lane: 1

File: GROUP 3 - 5 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:00 | 1 | 2 | 7 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 08:00 | 0 | 2 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 09:00 | 0 | 0 | 6 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 | 1 | 2 | 2 | 9 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 11:00 | 2 | 1 | 3 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 12:00 | 1 | 5 | 10 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 2 | 2 | 7 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 2 | 6 | 14 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:00 | 1 | 0 | 7 | 21 | 15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 16:00 | 0 | 5 | 5 | 25 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 17:00 | 0 | 0 | 3 | 25 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 18:00 | 0 | 0 | 5 | 12 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 19:00 | 0 | 0 | 0 | 10 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 20:00 | 1 | 1 | 3 | 6 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 21:00 | 0 | 1 | 0 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 22:00 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 7 | 23 | 62 | 174 | 119 | 25 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 420 |
| PERCENTS | 1.7% | 5.5% | 14.8% | 41.4% | 28.3% | 6.0% | 1.9% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
18.2 mph

85th Percentile Speed
28.9 mph

Median Speed
23.5 mph

Average Speed
23.6 mph

10 MPH Pace Speed
20 mph to 30 mph
293 vehicles in pace
Representing 70.9% of the total vehicles

Vehicles > 25 MPH
154
37.3%

Station #: GROUP 3 - 5
Site ID: TAYLOR AVE N
Location: NORTH OF ERIE ST
Direction: SOUTH
Lane: 2

File: GROUP 3 - 5 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 1 | 4 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 07:00 | 0 | 1 | 5 | 19 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 08:00 | 3 | 2 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:00 | 0 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 1 | 2 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11:00 | 0 | 3 | 4 | 8 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 12:00 | 0 | 3 | 10 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 1 | 2 | 2 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 2 | 9 | 12 | 14 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 15:00 | 0 | 0 | 4 | 19 | 14 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:00 | 2 | 1 | 4 | 28 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 17:00 | 0 | 0 | 3 | 14 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 0 | 1 | 2 | 12 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 19:00 | 0 | 0 | 1 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 0 | 0 | 2 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 1 | 1 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| DAY TOTAL | 9 | 19 | 55 | 155 | 112 | 34 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 391 |
| PERCENTS | 2.3% | 4.9% | 14.1% | 39.6% | 28.6% | 8.7% | 1.5% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
18.5 mph

85th Percentile Speed
29.3 mph

Median Speed
23.8 mph

Average Speed
24.0 mph

10 MPH Pace Speed
20 mph to 30 mph
267 vehicles in pace
Representing 69.9% of the total vehicles

Vehicles > 25 MPH
153
40.1%

Station #: GROUP 3 - 5
Site ID: TAYLOR AVE N
Location: NORTH OF ERIE ST
Direction: ROAD TOTAL
Lane:

File: GROUP 3 - 5 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 0 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:00 | 0 | 0 | 2 | 5 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:00 | 1 | 3 | 12 | 27 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 08:00 | 3 | 4 | 3 | 6 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 09:00 | 0 | 1 | 8 | 9 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:00 | 2 | 4 | 5 | 16 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 11:00 | 2 | 4 | 7 | 19 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 | 1 | 8 | 20 | 10 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 13:00 | 1 | 4 | 4 | 12 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 14:00 | 0 | 4 | 15 | 26 | 23 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 15:00 | 1 | 0 | 11 | 40 | 29 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:00 | 2 | 6 | 9 | 53 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 17:00 | 0 | 0 | 6 | 39 | 21 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 18:00 | 0 | 1 | 7 | 24 | 17 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 19:00 | 0 | 0 | 1 | 15 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 20:00 | 1 | 1 | 3 | 8 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 21:00 | 0 | 2 | 1 | 12 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 22:00 | 0 | 0 | 0 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DAY TOTAL | 16 | 42 | 117 | 329 | 231 | 59 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 811 |
| PERCENTS | 2.0% | 5.2% | 14.4% | 40.6% | 28.5% | 7.3% | 1.7% | 0.2% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
18.3 mph

85th Percentile Speed
29.1 mph

Median Speed
23.6 mph

Average Speed
23.8 mph

10 MPH Pace Speed
20 mph to 30 mph
560 vehicles in pace
Representing 70.4% of the total vehicles

Vehicles > 25 MPH
307
38.6%

Station #: GROUP 3 - 2
Site ID: LOMBARD AVE
Location: SOUTH OF ERIE ST
Direction: SOUTH
Lane: 1

File: GROUP 3 - 2 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 06:00 | 0 | 0 | 1 | 18 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 07:00 | 1 | 8 | 34 | 44 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 08:00 | 0 | 6 | 46 | 53 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 09:00 | 2 | 6 | 10 | 23 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 10:00 | 0 | 3 | 18 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 11:00 | 1 | 2 | 13 | 24 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 12:00 | 0 | 2 | 12 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 13:00 | 0 | 1 | 16 | 19 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 14:00 | 1 | 6 | 20 | 42 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 15:00 | 1 | 6 | 20 | 47 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 16:00 | 2 | 8 | 21 | 41 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 17:00 | 0 | 1 | 20 | 53 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 18:00 | 1 | 1 | 13 | 31 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 19:00 | 0 | 0 | 5 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 20:00 | 0 | 0 | 4 | 13 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:00 | 0 | 1 | 3 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 10 | 53 | 258 | 470 | 171 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 975 |
| PERCENTS | 1.0% | 5.4% | 26.5% | 48.2% | 17.5% | 1.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.8 mph

85th Percentile Speed
26.2 mph

Median Speed
21.8 mph

Average Speed
21.7 mph

10 MPH Pace Speed
15 mph to 25 mph
728 vehicles in pace
Representing 75.4% of the total vehicles

Vehicles > 25 MPH
184
19.1%

Station #: GROUP 3 - 2
Site ID: LOMBARD AVE
Location: SOUTH OF ERIE ST
Direction: NORTH
Lane: 2

File: GROUP 3 - 2 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 1 | 1 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:00 | 0 | 0 | 5 | 11 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 08:00 | 0 | 0 | 3 | 5 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:00 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 0 | 0 | 2 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 3 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 12:00 | 0 | 0 | 3 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 13:00 | 0 | 0 | 0 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 14:00 | 0 | 0 | 2 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 0 | 2 | 13 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 16:00 | 0 | 0 | 1 | 10 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 17:00 | 0 | 0 | 3 | 15 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 18:00 | 0 | 0 | 0 | 22 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 19:00 | 0 | 0 | 1 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 20:00 | 0 | 0 | 2 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 1 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 22:00 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| DAY TOTAL | 0 | 1 | 32 | 136 | 109 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 307 |
| PERCENTS | 0.0% | 0.3% | 10.4% | 44.3% | 35.5% | 8.8% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
20.5 mph

85th Percentile Speed
29.2 mph

Median Speed
24.4 mph

Average Speed
24.7 mph

10 MPH Pace Speed
20 mph to 30 mph
245 vehicles in pace
Representing 79.8% of the total vehicles

Vehicles > 25 MPH
138
45.0%

Station #: GROUP 3 - 2
Site ID: LOMBARD AVE
Location: SOUTH OF ERIE ST
Direction: ROAD TOTAL
Lane:

File: GROUP 3 - 2 SB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:00 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 | 0 | 1 | 0 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 06:00 | 0 | 1 | 2 | 22 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 07:00 | 1 | 8 | 39 | 55 | 13 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 08:00 | 0 | 6 | 49 | 58 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 09:00 | 2 | 6 | 12 | 29 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 10:00 | 0 | 3 | 20 | 23 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 11:00 | 1 | 2 | 16 | 29 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 12:00 | 0 | 2 | 15 | 29 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 13:00 | 0 | 1 | 16 | 27 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 14:00 | 1 | 6 | 22 | 49 | 21 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 15:00 | 1 | 6 | 22 | 60 | 26 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 16:00 | 2 | 8 | 22 | 51 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 17:00 | 0 | 1 | 23 | 68 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 18:00 | 1 | 1 | 13 | 53 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 19:00 | 0 | 0 | 6 | 12 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 20:00 | 0 | 0 | 6 | 18 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 21:00 | 0 | 1 | 4 | 12 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 22:00 | 0 | 0 | 2 | 4 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 23:00 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DAY TOTAL | 10 | 54 | 290 | 606 | 280 | 39 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1282 |
| PERCENTS | 0.8% | 4.2% | 22.6% | 47.3% | 21.8% | 3.0% | 0.2% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
17.4 mph

85th Percentile Speed
27.4 mph

Median Speed
22.4 mph

Average Speed
22.4 mph

10 MPH Pace Speed
15 mph to 25 mph
896 vehicles in pace
Representing 70.4% of the total vehicles

Vehicles > 25 MPH
322
25.3%

Station #: GROUP 3 - 3
Site ID: TAYLOR AVE N
Location: SOUTH OF ERIE ST
Direction: NORTH
Lane: 1

File: GROUP 3 - 3 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:00 | 1 | 3 | 4 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 08:00 | 0 | 2 | 7 | 10 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 09:00 | 0 | 2 | 3 | 11 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 10:00 | 0 | 1 | 3 | 11 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 11:00 | 2 | 0 | 7 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 12:00 | 0 | 2 | 10 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 13:00 | 1 | 1 | 5 | 7 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 14:00 | 0 | 1 | 6 | 11 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:00 | 0 | 1 | 5 | 23 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:00 | 0 | 2 | 1 | 26 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 0 | 3 | 22 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 18:00 | 0 | 0 | 4 | 15 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 19:00 | 0 | 0 | 1 | 13 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 0 | 0 | 3 | 9 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21:00 | 0 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 22:00 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 23:00 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DAY TOTAL | 4 | 15 | 68 | 199 | 134 | 24 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 449 |
| PERCENTS | 0.9% | 3.3% | 15.1% | 44.3% | 29.8% | 5.3% | 0.4% | 0.4% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
18.8 mph

85th Percentile Speed
28.6 mph

Median Speed
23.5 mph

Average Speed
23.7 mph

10 MPH Pace Speed
20 mph to 30 mph
333 vehicles in pace
Representing 74.8% of the total vehicles

Vehicles > 25 MPH
163
36.6%

Station #: GROUP 3 - 3
Site ID: TAYLOR AVE N
Location: SOUTH OF ERIE ST
Direction: SOUTH
Lane: 2

File: GROUP 3 - 3 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 0 | 0 | 0 | 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 | 0 | 0 | 0 |
| 04:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 0 | 1 | 6 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 07:00 | 0 | 1 | 3 | 21 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 08:00 | 0 | 0 | 1 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:00 | 0 | 0 | 1 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 0 | 2 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:00 | 0 | 0 | 2 | 11 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 3 | 7 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 13:00 | 0 | 1 | 3 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 3 | 8 | 24 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 15:00 | 1 | 6 | 6 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 16:00 | 0 | 1 | 11 | 23 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 17:00 | 0 | 0 | 2 | 16 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 18:00 | 0 | 1 | 4 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 19:00 | 0 | 1 | 1 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 20:00 | 0 | 0 | 2 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 0 | 2 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 22:00 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| DAY TOTAL | 1 | 18 | 56 | 203 | 107 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 404 |
| PERCENTS | 0.2% | 4.5% | 13.9% | 50.2% | 26.5% | 4.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
18.8 mph

85th Percentile Speed
28.1 mph

Median Speed
23.2 mph

Average Speed
23.2 mph

10 MPH Pace Speed
20 mph to 30 mph
310 vehicles in pace
Representing 76.9% of the total vehicles

Vehicles > 25 MPH
126
31.3%

Station #: GROUP 3 - 3
Site ID: TAYLOR AVE N
Location: SOUTH OF ERIE ST
Direction: ROAD TOTAL
Lane:

File: GROUP 3 - 3 NB.PRN
City: OAK PARK
County: COOK

| TIME | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 999 | Total |
|-----------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 00:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:00 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:00 | 0 | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 06:00 | 0 | 0 | 2 | 7 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 07:00 | 1 | 4 | 7 | 33 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 67 |
| 08:00 | 0 | 2 | 8 | 15 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 09:00 | 0 | 2 | 4 | 16 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 10:00 | 0 | 1 | 5 | 18 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 11:00 | 2 | 0 | 9 | 19 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 12:00 | 0 | 5 | 17 | 16 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 13:00 | 1 | 2 | 8 | 18 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 14:00 | 0 | 4 | 14 | 35 | 23 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 15:00 | 1 | 7 | 11 | 46 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 16:00 | 0 | 3 | 12 | 49 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 17:00 | 0 | 0 | 5 | 38 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 18:00 | 0 | 1 | 8 | 33 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 19:00 | 0 | 1 | 2 | 20 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 20:00 | 0 | 0 | 5 | 14 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 21:00 | 0 | 0 | 5 | 10 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 22:00 | 0 | 0 | 0 | 3 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 23:00 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| DAY TOTAL | 5 | 33 | 124 | 402 | 241 | 43 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 853 |
| PERCENTS | 0.6% | 3.9% | 14.5% | 47.1% | 28.3% | 5.0% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
18.8 mph

85th Percentile Speed
28.4 mph

Median Speed
23.3 mph

Average Speed
23.4 mph

10 MPH Pace Speed
20 mph to 30 mph
643 vehicles in pace
Representing 75.8% of the total vehicles

Vehicles > 25 MPH
289
34.1%

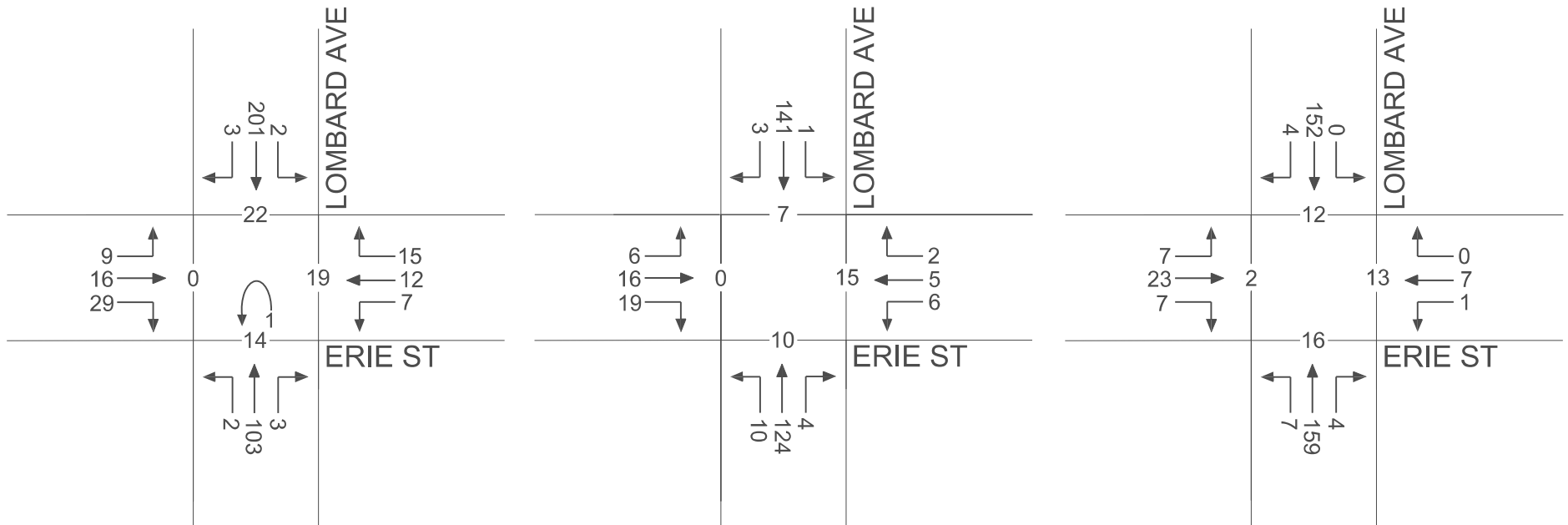
DATA COLLECTED ON WEDNESDAY, NOVEMBER 9, 2022



AM PEAK 7AM-9AM

AFTERNOON 2PM-4PM

PM PEAK 4PM-7PM



LEGEND
 XXX → Vehicle Volume for Specific Movement
 — Y — Pedestrian Volume Crossing Approach
 Source: Wednesday, November 9, 2022 Traffic Study

| | | |
|----------------------|--|--|
| Engineering Division | By: LCW | Turning Movement Counts for the Lombard Ave and Erie Street Intersection |
| | Date: 03-07-2023 | |
| Filename: | \\oak-park.us\dept\Parking_Traffic\Projects\Active\EN Lombard\EN Lombard Turning Movements | |

North Lombard Avenue & Erie Street - TMC

Wed Nov 9, 2022

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010468, Location: 41.891741, -87.779848

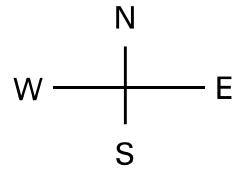


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

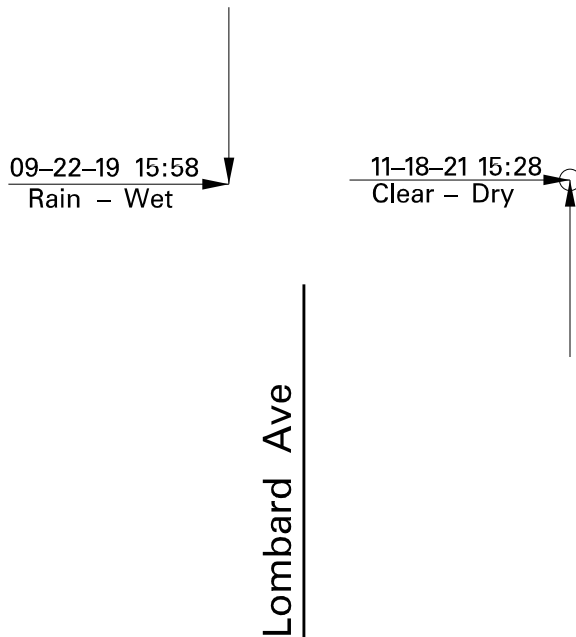
| Leg Direction | Lombard Southbound | | | | | | Erie Westbound | | | | | | Lombard Northbound | | | | | | Erie Eastbound | | | | | | | | | |
|---------------------------------------|--------------------|-------|-------|----|-------|-------|----------------|-------|-------|----|-------|-------|--------------------|-------|-------|------|-------|-------|----------------|-------|-------|----|-------|------|-----|----|----|-------|
| Time | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | R | T | L | U | App | Ped* | Int | | | |
| 2022-11-09 7:00AM | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 1 | 0 | 12 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 20 |
| 7:15AM | 0 | 19 | 0 | 0 | 19 | 3 | 2 | 1 | 0 | 0 | 3 | 3 | 1 | 11 | 0 | 0 | 12 | 1 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 40 |
| 7:30AM | 0 | 23 | 0 | 0 | 23 | 2 | 0 | 2 | 2 | 0 | 4 | 3 | 0 | 22 | 0 | 0 | 22 | 2 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 51 |
| 7:45AM | 0 | 31 | 0 | 0 | 31 | 8 | 1 | 3 | 1 | 0 | 5 | 1 | 0 | 12 | 1 | 0 | 13 | 6 | 8 | 3 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 63 |
| Hourly Total | 0 | 79 | 0 | 0 | 79 | 14 | 3 | 6 | 3 | 0 | 12 | 9 | 2 | 55 | 2 | 0 | 59 | 10 | 16 | 4 | 4 | 0 | 24 | 0 | 0 | 0 | 0 | 174 |
| 8:00AM | 0 | 24 | 1 | 0 | 25 | 1 | 6 | 0 | 2 | 0 | 8 | 6 | 0 | 7 | 0 | 1 | 8 | 1 | 4 | 8 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 54 |
| 8:15AM | 0 | 32 | 1 | 0 | 33 | 1 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 12 | 0 | 0 | 12 | 1 | 4 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 55 |
| 8:30AM | 0 | 33 | 0 | 0 | 33 | 1 | 2 | 1 | 0 | 0 | 3 | 2 | 0 | 11 | 0 | 0 | 11 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 49 |
| 8:45AM | 3 | 33 | 0 | 0 | 36 | 5 | 2 | 4 | 2 | 0 | 8 | 1 | 1 | 18 | 0 | 0 | 19 | 1 | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 71 |
| Hourly Total | 3 | 122 | 2 | 0 | 127 | 8 | 12 | 6 | 4 | 0 | 22 | 10 | 1 | 48 | 0 | 1 | 50 | 4 | 13 | 12 | 5 | 0 | 30 | 0 | 0 | 0 | 0 | 229 |
| 2:00PM | 1 | 17 | 0 | 0 | 18 | 1 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 15 | 0 | 0 | 15 | 1 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 39 |
| 2:15PM | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 11 | 2 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 31 |
| 2:30PM | 0 | 22 | 0 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 12 | 0 | 0 | 13 | 3 | 5 | 4 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 45 |
| 2:45PM | 0 | 16 | 0 | 0 | 16 | 1 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 12 | 3 | 0 | 15 | 1 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 37 |
| Hourly Total | 1 | 70 | 0 | 0 | 71 | 3 | 2 | 0 | 4 | 0 | 6 | 6 | 1 | 50 | 5 | 0 | 56 | 6 | 9 | 7 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 152 |
| 3:00PM | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 11 | 2 | 0 | 14 | 1 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 36 |
| 3:15PM | 0 | 27 | 1 | 0 | 28 | 1 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 17 | 1 | 0 | 18 | 1 | 2 | 4 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 56 |
| 3:30PM | 0 | 17 | 0 | 0 | 17 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 22 | 1 | 0 | 25 | 0 | 2 | 2 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 48 |
| 3:45PM | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 1 | 1 | 0 | 2 | 6 | 0 | 24 | 1 | 0 | 25 | 2 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 45 |
| Hourly Total | 2 | 71 | 1 | 0 | 74 | 4 | 0 | 5 | 2 | 0 | 7 | 9 | 3 | 74 | 5 | 0 | 82 | 4 | 10 | 9 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 185 |
| 4:00PM | 1 | 10 | 0 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 17 | 0 | 0 | 18 | 1 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 33 |
| 4:15PM | 1 | 19 | 0 | 0 | 20 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 23 | 1 | 0 | 24 | 3 | 2 | 3 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 52 |
| 4:30PM | 1 | 26 | 0 | 0 | 27 | 0 | 0 | 1 | 1 | 0 | 2 | 5 | 0 | 22 | 2 | 0 | 24 | 2 | 1 | 6 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 62 |
| 4:45PM | 1 | 18 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 20 | 0 | 0 | 21 | 3 | 0 | 3 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 45 |
| Hourly Total | 4 | 73 | 0 | 0 | 77 | 4 | 0 | 4 | 1 | 0 | 5 | 7 | 2 | 82 | 3 | 0 | 87 | 9 | 5 | 13 | 5 | 0 | 23 | 2 | 0 | 0 | 0 | 192 |
| 5:00PM | 0 | 17 | 0 | 0 | 17 | 4 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 18 | 1 | 0 | 20 | 0 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 42 |
| 5:15PM | 0 | 28 | 0 | 0 | 28 | 2 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 17 | 0 | 0 | 17 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 47 |
| 5:30PM | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 26 | 2 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 45 |
| 5:45PM | 0 | 19 | 0 | 0 | 19 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 17 | 2 | 0 | 20 | 4 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 45 |
| Hourly Total | 0 | 79 | 0 | 0 | 79 | 8 | 0 | 3 | 0 | 0 | 3 | 6 | 2 | 77 | 4 | 0 | 83 | 7 | 2 | 10 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 179 |
| Total | 10 | 494 | 3 | 0 | 507 | 41 | 17 | 24 | 14 | 0 | 55 | 47 | 11 | 386 | 19 | 1 | 417 | 40 | 55 | 55 | 22 | 0 | 132 | 2 | 0 | 0 | 0 | 1111 |
| % Approach | 2.0% | 97.4% | 0.6% | 0% | - | - | 30.9% | 43.6% | 25.5% | 0% | - | - | 2.6% | 92.6% | 4.6% | 0.2% | - | - | 41.7% | 41.7% | 16.7% | 0% | - | - | - | - | - | - |
| % Total | 0.9% | 44.5% | 0.3% | 0% | 45.6% | - | 1.5% | 2.2% | 1.3% | 0% | 5.0% | - | 1.0% | 34.7% | 1.7% | 0.1% | 37.5% | - | 5.0% | 5.0% | 2.0% | 0% | 11.9% | - | - | - | - | - |
| Lights | 7 | 472 | 2 | 0 | 481 | - | 15 | 17 | 11 | 0 | 43 | - | 11 | 372 | 17 | 1 | 401 | - | 48 | 44 | 21 | 0 | 113 | - | 0 | 0 | 0 | 1038 |
| % Lights | 70.0% | 95.5% | 66.7% | 0% | 94.9% | - | 88.2% | 70.8% | 78.6% | 0% | 78.2% | - | 100% | 96.4% | 89.5% | 100% | 96.2% | - | 87.3% | 80.0% | 95.5% | 0% | 85.6% | - | - | - | - | 93.4% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% |
| Buses and Single-Unit Trucks | 1 | 10 | 0 | 0 | 11 | - | 2 | 1 | 2 | 0 | 5 | - | 0 | 5 | 1 | 0 | 6 | - | 3 | 2 | 0 | 0 | 5 | - | 0 | 0 | 0 | 27 |
| % Buses and Single-Unit Trucks | 10.0% | 2.0% | 0% | 0% | 2.2% | - | 11.8% | 4.2% | 14.3% | 0% | 9.1% | - | 0% | 1.3% | 5.3% | 0% | 1.4% | - | 5.5% | 3.6% | 0% | 0% | 3.8% | - | - | - | - | 2.4% |
| Bicycles on Road | 2 | 12 | 1 | 0 | 15 | - | 0 | 6 | 1 | 0 | 7 | - | 0 | 9 | 1 | 0 | 10 | - | 4 | 9 | 1 | 0 | 14 | - | 0 | 0 | 0 | 46 |
| % Bicycles on Road | 20.0% | 2.4% | 33.3% | 0% | 3.0% | - | 0% | 25.0% | 7.1% | 0% | 12.7% | - | 0% | 2.3% | 5.3% | 0% | 2.4% | - | 7.3% | 16.4% | 4.5% | 0% | 10.6% | - | - | - | - | 4.1% |
| Pedestrians | - | - | - | - | - | 40 | - | - | - | - | - | 44 | - | - | - | - | - | 39 | - | - | - | - | - | 2 | - | - | - | - |
| % Pedestrians | - | - | - | - | - | 97.6% | - | - | - | - | - | 93.6% | - | - | - | - | - | 97.5% | - | - | - | - | - | 100% | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 1 | - | - | - | - | - | 3 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - |
| % Bicycles on Crosswalk | - | - | - | - | - | 2.4% | - | - | - | - | - | 6.4% | - | - | - | - | - | 2.5% | - | - | - | - | - | 0% | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1996-DEC 1998
 N-S STOP INSTALLED 02-25-1998
 1996-1998 # OF CRASHES=4, ADT=2,194
 1997 CRASH RATE=1.665 Acc/MEV
 1997 CRITICAL CRASH RATE=0.860 Acc/MEV
 2019-2023 # OF CRASHES=2
 2023 CRASH RATE=0.624 Acc/MEV



2019 = 1
 2020 = 0
 2021 = 1
 2022 = 0
 2023 = 0



SYMBOLS

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

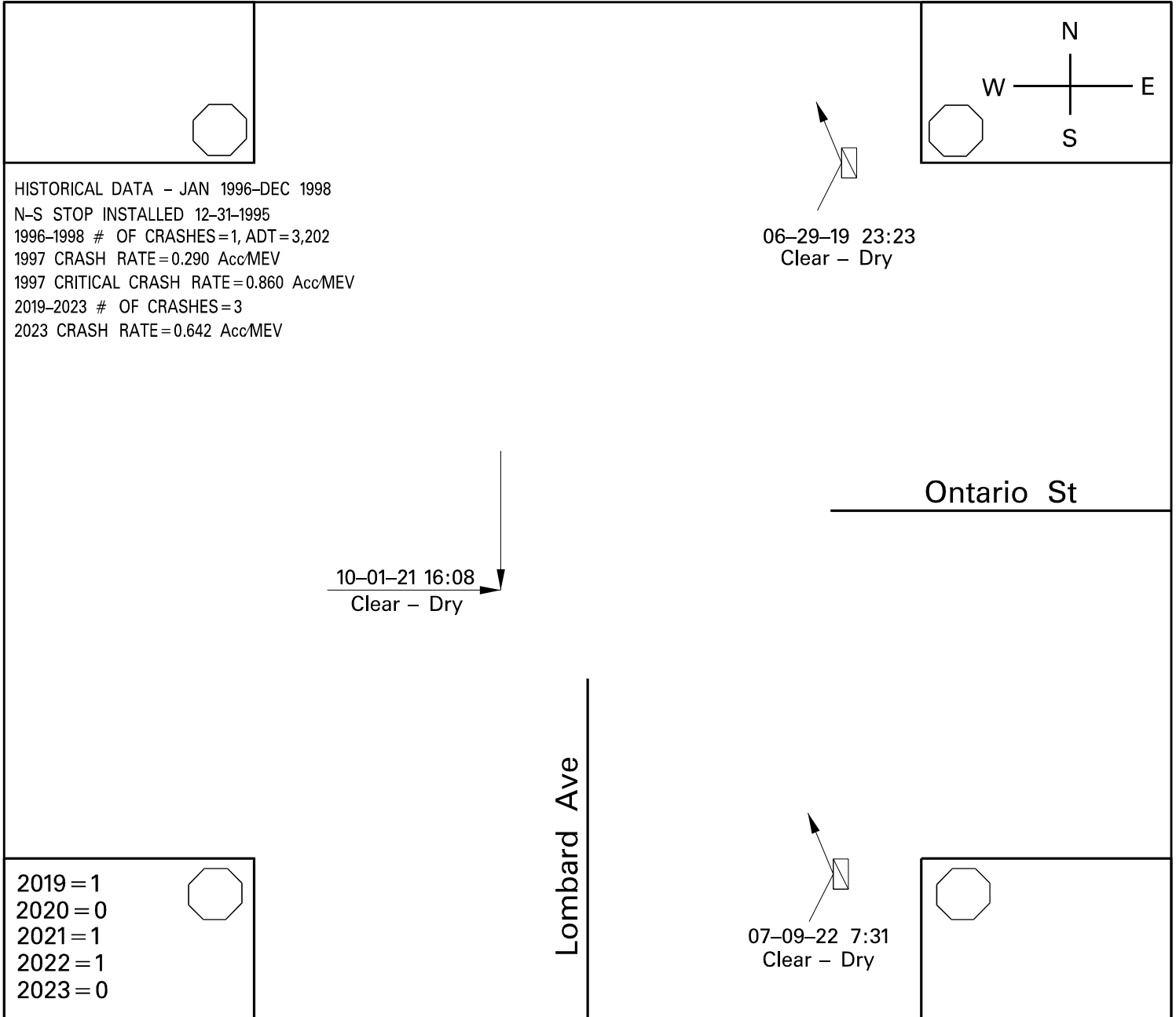
TYPES OF COLLISIONS

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

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

INTERSECTION of Lombard Ave and Erie St
 PERIOD: 48 months FROM: March 1, 2019 TO: February 28, 2023
 BY: LCW DATE: March 8, 2023 NO SCALE

VILLAGE OF OAK PARK COLLISION DIAGRAM



| SYMBOLS | TYPES OF COLLISIONS | |
|---|---|---|
| <ul style="list-style-type: none"> ← MOVING VEHICLE ←←←← BACKING VEHICLE - - - - PEDESTRIAN ▭ PARKED VEHICLE □ FIXED OBJECT ● FATAL ACCIDENT ○ INJURY ACCIDENT | <ul style="list-style-type: none"> ←←←← REAR END ←→ HEAD ON ←→ SIDE SWIPE ←~ OUT OF CONTROL ←↘ LEFT TURN | <p>↻ RIGHT ANGLE</p> <ol style="list-style-type: none"> 1. Date and Time 2. Weather and Road Surface Conditions |

INTERSECTION of Lombard Ave and Ontario St
 PERIOD: 48 Months FROM: March 1, 2019 TO: February 28, 2023
 BY: LCW DATE: March 8, 2023 NO 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 |
|---|-------------------------------------|--|--|
| Level 1 - No Traffic Flow Changes | | | |
| 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 | <u>Should not</u> 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 | |
| Level 2 - Some Traffic Flow Changes | | | |
| Sign Turn Restrictions/Turn Movement Restrictions | | Village | |
| Angled Parking | | Village | |
| Parking Strategies | | Village | |
| Textured Pavement | | SSA | brick paver street for example |
| Rumble Strip | | Village | |
| Level 3 - Significant Traffic Flow Changes | | | |
| 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 |
| Level 4 - Street Closures | | | |
| Median Barrier | | SSA | |
| Forced Turn Island | | SSA | |
| One-Way and Two-Way Street Conversion | | Village | |
| One-Way Couplet Conversions | | Village | |



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

March 3, 2023

TO: RESIDENTS OF THE 200 & 300 BLOCKS OF N LOMBARD AVE
RESIDENTS OF THE 200 & 300 BLOCKS OF N TAYLOR AVE
RESIDENTS OF THE 200 & 300 BLOCKS OF N HARVEY AVE

RE: PETITION TO IMPLEMENT A TRAFFIC CALMING DEVICE ON THE 200 BLOCK OF N LOMBARD ST

Dear Resident:

The Village of Oak Park received a petition to implement traffic calming device on the 200 block of North Lombard Avenue.

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

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

The Transportation Commission is scheduled to review this petition at its upcoming public meeting being held at 7:00 PM on Tuesday, March 14, 2023, in Council Chambers of Village Hall. A video of the meeting will be available online for on-demand viewing at www.oak-park.us/commissiontv the following day.

The Transportation Commission welcomes your public testimony at this meeting. If you wish to comment but are unable to attend the meeting, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 358-5711 or by email at transportation@oak-park.us. All comments must be received by Thursday, March 9, 2023 at 5:00 PM for inclusion in the Transportation Commission's agenda.

A copy of the Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) for public review and inspection. Look for the agenda on the website after 5:00 PM on Friday, March 10th.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

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

Village Of Oak Park
Transportation Commission Agenda Item

| | |
|--|---|
| Item Title: | Finalize Recommendations for Processes to Develop the Vision Zero Plan, and Elements That Should Be Included in the Plan (2022 Transportation Commission Work Plan Item) |
| Review Date: | <u>March 14, 2023</u> |
| Prepared By: | <u>Jill Juliano</u> |
| Abstract (briefly describe the item being reviewed): At the February 8 th Transportation Commission meeting, staff described what is typically included in a Vision Zero (VZ) plan as well as elements to be included that are specific to the Village of Oak Park. The Commission then provided feedback as to other components to be included in the VZ plan. At tonight's meeting, the Commission will review staff's summary of the processes and element for the VZ plan from the February Commission meeting. The Commission can recommend the summary as submitted or make revisions to the summary prior to voting to recommend the processes and elements to be included in the Vision Zero plan. | |
| Staff Recommendation(s): For the Transportation Commission to vote to recommend a summary of processes and elements to be included in the Village's Vision Zero Plan that will be forwarded to the Village Board of Trustees for review and action. | |
| Supporting Documentation Is Attached | |

Memorandum

Date: March 8, 2023
To: The Transportation Commission
From: Jill Juliano, Transportation Engineer JJ
Re: Recommendations for the

Below is a summary of staff's and the Transportation Commission's recommendations for elements and processes to develop and elements that should be included in the Vision Zero plan that was discussed at the February 8, 2023 Transportation Commission meeting.

Per staff, the Village's Vision Zero plan would include:

- All the traditional elements of a Vision Zero plan
- Robust community engagement focusing on prioritizing diversity, equity and inclusion
- Inclusion of multi-unit and lower income families, focusing on those communities typically not included, early in the process
- Analysis of crash history with a focus on severe crashes (fatal and Type A crashes)
- Emphasis on bicycle and pedestrian crashes and safety concerns
- Integrate the plan with other Village transportation policies such as Complete Streets and Neighborhood Greenways
- Examine the Village's policies and procedures so we can start looking at neighborhood traffic calming on a regional basis
- Examine traffic calming process for locations that are not part of the existing traffic calming process.
- Education component
- Steering committee of key Village staff members such as the Sustainability Coordinator
- Stakeholder meetings with representatives from different Oak Park agencies such as District 97, Oak Park Library, the Park District and Oak Park Township.

Transportation Commission requested the following be added as part of the processes and elements included in the Vision Zero plan:

- Adding and involving the Village's Diversity, Equity and Involvement office in the development of the plan

Memorandum

- Identifying specific commissions to have possible involvement in the process of developing the Vision Zero plan. The commissions mentioned are: Disability Access Commission, Community Relations Commission, Board of Health, Aging in Place and Environmental & Energy Commission
- Analyzing high severity vehicle on vehicle crashes as it affects pedestrian and bicyclists route choices because of a perception the intersection is dangerous.
- Whether and how traffic enforcement can best be used to supplement the Vision Zero plan as developed through the public engagement process and reviewed by the Village's Diversity, Equity and Involvement office.