



AGENDA

VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
TUESDAY, JULY 11, 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) June 13, 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) Petitions to Install Traffic Calming Devices on the 400 Block of Berkshire St and the 400 Block of Greenfield St
- 6) Old Business
 - a) Petition to Add On-Street Overnight Permit Parking to the 100 Block of North Elmwood Ave from Lake St to the East Alley.
- 7) Adjourn

DRAFT Meeting Minutes
Transportation Commission
Tuesday, June 13, 2023 – 7:00 PM
Council Chambers - Village Hall

1. Call to Order

Chair Burke was not in attendance. Commissioner Holzberg nominated Commissioner Fink as Chair Pro-Tem for the meeting and was seconded by Commissioner Eskin. The motion was approved by a unanimous voice vote.

Chair Pro-Tem Fink called the meeting to order at 7:06 PM.

Roll Call

Present: Camille Fink, Jack Eskin, Jenna Holzberg, Jason Jenkins

Absent: Ron Burke, Julie Johnston-Ahlen

Staff: Staff Liaison Jill Juliano, Steve Pautsch, the village consultant from Civiltech Engineering

2. Agenda Approval

Commissioner Holzberg made a motion to approve the agenda. It was seconded by Commissioner Jenkins. The motion was approved by a unanimous voice vote.

3. Approval of the Draft April 11, 2023 Transportation Commission Meeting Minutes

Commissioner Holzberg made a motion to approve the draft April 11, 2023 Transportation Commission meeting minutes. It was seconded by Chair Pro-Tem Fink. The motion was approved by a unanimous voice vote.

4. Non-Agenda Public Comment

There were no Non-Agenda Public Comments.

5. New Business

5a) Petition to Install Traffic Calming Device at the Intersection of Clarence Ave & Adams St

Steve Pautsch, the village consultant from CivilTech Engineering who is assisting in processing the traffic calming petitions, gave a presentation for this petition including background information on the item and crash data and collision diagrams.

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

Q: Is the recommendation for the speed measures to be placed at all 4 approaches to the intersection. A: There are no specific recommendations at this time. The equipment is typically placed on existing posts or light poles depending on the location and issue at hand.

Q: Can you explain when the traffic study was done, what time of day and what day of the week. A: The traffic data was collected on Wednesday, October 19, 2022 and Thursday October 20, 2022.

Q: Do we know what was the weather like that day? A: The traffic data was collected prior to CivilTech coming on board, but standard industry practice is not to collect traffic data when it is raining. Staff Liaison Juliano commented that staff has previously provided weather data but unfortunately did not collect that information for this item.

Q: Is there any consideration given as how cut through traffic is moving through this street as a way to avoid Madison Street or Oak Park Avenue? A: That data is looked at if intersection volumes jumped out as significantly high. Because of the nature of this request, the intention was focused primarily at the intersection and not looking at traffic patterns through the neighborhood or cut through traffic.

Q: At what point does the critical crash rate elevate a traffic concern to the need to take preventative action. A: Critical crash rate is one of many measures that are taken into consideration when evaluating an intersection. We will look at the crash and circumstances behind the crash in detail – could they have been correctable with any engineering measures? There does not seem to be a pattern to the crashes at this intersection. If the crash rate at a particular intersection is above the critical crash rate, then the crashes may be caused by something other than just chance.

Q: How fast does a car need to be traveling to flip over? A: It depends on the circumstances of the crash.

Q: How does the volume of pedestrian and bike traffic in an area play into the prioritization of crash rates and the potential tools to address the issue. A: It would influence the considered counter-measures; it would be looked at through a different lense when there are vulnerable users involved.

Q: What do we know about the vehicles that are traveling above the speed limit? A: The data does show how many vehicles are traveling 5 miles per hour above the limit, 5- 10 miles per hour above the limit, and more than 10 miles per hour above the limit. Over the course of a 24-hour period the data showed a substantial number of vehicles traveling more than 10 miles above the limit going West bound on Adams.

Q: Is peak hour traffic ranking comparing every intersection in the village or is this broken out to compare similar streets (residential to residential versus residential to arterial). A: Instead of peak hour traffic volumes for comparisons staff recommends using the average daily traffic volumes which is calculated over a 24-hour period. A typical number for a residential street in Oak Park is between 800-1,200 vehicles per day. Based on that number, Adams falls on the lower end of that and Clarence is much less.

The Commission discussed the following topics:

- Commissioner Jenkins supported the importance of collecting temperature data in these reports in considering bike or pedestrian traffic, which could be impacted by a 65+ degree day versus a 64 or below degree day.
- Commissioner Holzberg commented previous petitions have had maps that included a zoom out which enabled a view to see speed, data and traffic volume on peripheral streets. Staff Liaison Juliano responded it depends on the petition, but typically for a petition for an intersection they only look at the petitioning intersection whereas a petition for a block they map the parallel blocks.
- Commissioner Holzberg added seeing some peripheral data would be helpful to get a better picture with what is going on and not look at these petitions in a vacuum.
- Commissioner Holzberg commented that although Adams does not have a designated bike path, it is a heavily traveled bike route; the way it is calculated in the evaluation tool, it didn't hit because it isn't a designated bike lane but still has very high bike counts. There are holes that should be considered in the evaluation.
- Commissioner Eskin commented the percentages of the average daily traffic (ADT) above 25 mph are consistently the highest on Clarence Avenue and might place the emphasis on addressing traffic on that part of the intersection. The consultant responded this is where they would look at the peak hour diagram to see if there are any abnormal patterns, and there does not appear to be any abnormal patterns at this intersection.
- Commissioner Jenkins asked why there is not a request for bump outs at Adams to facilitate slowing down traffic. The consultant agreed bump outs are another tool to use, but for this particular location it wasn't recommended as the volume of pedestrians are low and the data did not support the use of bump outs at this location.

- Commissioner Holzberg commented the commission should be evaluating how they are approaching traffic intervention in general and how the commission can collectively slow down traffic and make it safer.

The following persons spoke their public comments aloud:

Molly Monaco is the originator of the petition. The neighborhood agrees that a stop sign is needed as this is one of the most dangerous intersections in the neighborhood. What the data does not collect are the near crashes or unreported incidents. Traffic has increased since the Madison Street construction began as drivers are using Adams as a cut through to avoid Madison, and the installation of a cul-de-sac a few blocks away has shifted traffic to use Clarence. They expressed concern for the safety of the neighborhood children that live and play in the area and the nearby parks.

Margaret Nekrosius has lived near this intersection their entire life and can speak to the level of increased traffic in the neighborhood. Specifically, since the road diet happened at Madison there has been a lot of traffic on Adams. There has also been an increase as the students from Fenwick parking on Adams, and the cul-de-sac a few blocks away has shifted traffic to use Clarence. The other unmentioned issue is the Pete's Market being built on Madison – this will potentially affect traffic on Clarence as shoppers use Clarence to access the market. They have seen the level in how cars speed up as drivers come off of East Avenue and are concerned.

David Lictmin lives on Clarence and walks past this intersection daily. The data shows 21 cars in 24 hours are driving in excess of 10 mph westbound on Adams and that seems really high. What is the cost for the village to put in a stop sign, and does that cost outweigh the desires of the residents. They request the commission listen to the residents in that area and put in a 4-way stop sign.

Daniel Block is a resident of the 500 block of Clarence. They expressed concerns over the increase of cut through traffic on Adams and Clarence due to the Madison Street road diet and the cul-de-sac on Euclid and the increase in traffic on Adams as people avoid Madison or are getting off from East. They mentioned a traffic study was done for Euclid, Wesley and Clarence around the time the Cadillac dealer that was on Madison street and would like to know if the counts have changed since then. This intersection is challenging and just feels dangerous.

The Commission discussed the following topics:

Commissioner Jenkins asked for clarification on what the options are to revisit this request should the commission choose to not put in a stop sign or what affect any temporary measures have had. Staff Liaison Juliano responded there is no formal follow up or review from the village.

Commissioner Holzberg requested clarification if the petitioner would then have to resubmit their petition. Staff Liaison Juliano responded once a petition has gone through the entire process, there is a 2 or 3 year moratorium to bring back a petition.

Commissioner Eskin requested clarification if the high-level actions are meant to curtail the most extreme examples of accidents in this intersection or will they be successful at lowering median speeds. The consultant responded by lowering speeds they hope it would also reduce the crashes as well.

Chair Pro-Tem Fink stated they are not convinced that a stop sign is what is needed there. There are already stop signs going south bound coming off Madison, so they are not clear how east/ west stop signs will solve this problem.

Commissioner Holzberg responded the highest speeds were east/ west but agreed perhaps stop signs are not the best course of action. While the data is showing this intersection is not that bad, that is not what the residents are sharing. Are there other options to consider?

Commissioner Jenkins expressed concern that the more stop signs that are put in may result in lower compliance and an increase in rolling through the stop signs. They support considering other options in lieu of, or leading up to, installing a stop sign.

There was discussion regarding alternatives to installing a stop sign including implementing speed limit signage, increasing sight lines, and high visibility crosswalks.

The transportation commission then recommended putting in high visibility crosswalk markings east/ west on Clarence, putting speed limit signage along Adams as needed, the daylighting of “no parking” on all four quadrants, using temporary portable speed radar signs and targeted enforcement as needed.

Commissioner Jenkins made a motion to accept the recommendation. It was seconded by Commissioner Eskin.

The roll call vote was as follows:

Ayes: Jenkins, Eskin, Holzberg, and Fink

Nays: None

The motion passed unanimously 4 to 0.

5b) Petition to Add On-Street Overnight Permit Parking from 10PM to 6AM to the East Side of the 100 block of North Elmwood Ave (from Lake St to the East Alley Only). For Discussion Only.

Takeshi Thompson, Parking Restrictions Coordinator for the village, gave an overview of the item and then answered questions from the commission.

The following person then spoke their public comment aloud:

Aidan Morrissey expressed concerns regarding the cost of the proposed permits. Parking is challenging, and residents would like a safe place to park their cars for 24 hours. They would like to expand the street parking further north on the block but that is zoned residential. They are only petitioning for 5 spaces on Elmwood Avenue but would prefer the entire block be permit parking as parking is challenging especially when there are events at the high school and the ice rink that is across the street.

6. Old Business

There was no Old Business.

7. Adjourn

With no further business, Commissioner Jenkins made a motion to adjourn the meeting. It was seconded by Commissioner Holzberg. The motion was approved by a unanimous voice vote.

The meeting adjourned at 9:14 PM.

Submitted by:
Linda DeViller
Budget & Revenue Analyst

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: **Petitions to Implement a Traffic Calming Measure at the 400 Block of Berkshire Street and 400 Block of Greenfield Street**

Review Date: July 11, 2023

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

Abstract:

On September 24, 2020 and June 7, 2021, the Village of Oak Park received petitions to implement traffic calming measures at the 400 Block of Berkshire Street and 400 block of Greenfield Street respectively. Resident expressed concerns regarding the speed of traffic at both of these locations. These petition were evaluated and scores were determined to be sufficient to proceed to the Transportation Commission.

Six-hours of traffic data was collected at the Berkshire Street/Elmwood Avenue and Berkshire Street/Ridgeland Avenue intersections on Wednesday, November 9, 2022. Additionally, 24 hours of mid-block speed and volume data was collected on the same day on Berkshire Street and Greenfield Street. Weather on the day of the counts was 70 degrees and sunny, which was ideal for capturing pedestrian and bicycle activity.

The Berkshire data shows that approximately 1,000 vehicles per day traverse this street, which is an average volume of traffic for a residential street in Oak Park. The posted speed limit is 25 mph but a 20 mph park zone speed limit is in effect when children are present in Taylor Park. However, with an 85th percentile speed of 30 miles per hour, vehicles on Berkshire are higher than desired, especially when compared to the park zone speed limit. These higher speeds may be due to the lack of parked car “friction”, because on-street parking is not prevalent along the south side of Berkshire unless there is an event in the park. A slight downward slope just west of Ridgeland does not appear to play a major role in the speed of traffic.

Traffic volumes on Greenfield Street were found to be between 500 and 700 vehicles over a 24-hour period, which is somewhat lower than the 800 to 1,200 vehicles per day that is typical on most Oak Park neighborhood streets. The speed data suggests that the majority of drivers are operating close to the speed limit. The 85th percentile speeds were measured to be 24 miles per hour (between Elmwood and Rossell), 29 miles per hour (between Rossell and Edmer), and 28 miles per hour (between Edmer and Ridgeland). Speeds are likely a bit higher mid-block due to the distance from the stop signs at Ridgeland Avenue and Elmwood Avenue.

Five years of crash data (2018 through 2022) was reviewed to determine whether there are any apparent safety trends. On Berkshire, there were two intersection-related crashes at Elmwood and twelve intersection-related crashes at Ridgeland. There were four mid-block crashes reported, one of which one involved a bicyclist. There were no reported mid-block crashes along Greenfield Street although six crashes were noted at Greenfield/Ridgeland intersection.

The intersection crash rates were calculated to be lower than the critical crash rates.

The Traffic Calming Toolbox, which highlights different calming measures, was used to evaluate suitable treatments for both of the blocks that are the subject of this study. At tonight's meeting, Civiltech Engineering, Inc. will present the collected traffic data along with potential traffic calming treatments, and public testimony will be taken. The Transportation Commission may concur with Civiltech's recommendation or make a different recommendation.

Recommendation(s):

Civiltech and Village Staff are recommending the following measures:

1) Berkshire Street

- Install a parking lane line pavement marking eight feet from the curb on the south side of Berkshire Street between Elmwood Avenue and Ridgeland Avenue to delineate the on-street parking area.
- Install a paint and post pinch point, which is also known as a neckdown, lining up with the sidewalk leading into the park picnic area (across from 422 Berkshire Street).
- Install bicycle boulevard treatments on Elmwood Avenue and Berkshire Street, including high visibility crosswalks on all four intersection legs, green bicycle pavement markings, and curb extensions on Berkshire Street.

2) Greenfield Street

- Deploy temporary radar speed feedback signs on an interim basis
- Targeted enforcement along the 400 Block as needed based on traffic data results

Supporting Documentation Is Attached

Petition Redacted
400 block of Berkshire

PETITION FOR TRAFFIC CALMING MEASURES

Date: 9/15/20

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 400 block of Berkshire St. 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 1 (rank these in order of importance with 1
- Excessive vehicle volumes 3 being most problematic and 5 being least
- Pedestrian/Bicyclist safety issues 2 problematic)
- Other _____

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

Only one signature per property is required.

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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:

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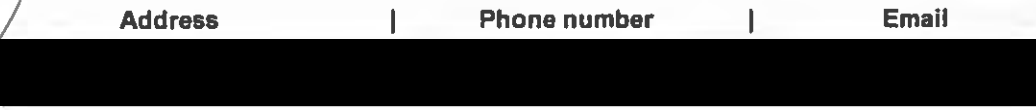
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This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

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: 9/15/20

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 400 block of Berkshire St. 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 1
 - Excessive vehicle speeds 3
 - Excessive vehicle volumes 2
 - Pedestrian/Bicyclist safety issues 1
 - Other _____ 1
- (rank these in order of importance with 1 being most problematic and 5 being least problematic)

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

Only one signature per property is required.

| | Signature | Address | Phone number | Email |
|-----|--------------------------|------------|--------------|------------|
| 1. | * <u>Kathleen Bruner</u> | [REDACTED] | [REDACTED] | [REDACTED] |
| 2. | _____ | _____ | _____ | _____ |
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speed table would be great!

PETITION FOR TRAFFIC CALMING MEASURES

Date: 9/15/20

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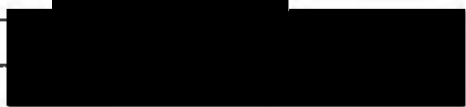
on the 400 block of Berkshire St. or
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- Excessive vehicle speeds 1 (rank these in order of importance with 1
- Excessive vehicle volumes 3 being most problematic and 5 being least
- Pedestrian/Bicyclist safety issues 2 problematic)
- Other _____

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Only one signature per property is required.

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PETITION FOR TRAFFIC CALMING MEASURES

Date 9/15/20

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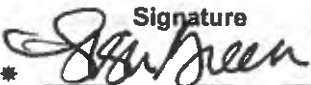

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PETITION FOR TRAFFIC CALMING MEASURES

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| | Signature | Address | Phone number | Email |
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| 1. | <i>[Handwritten Signature]</i> | [Redacted] | [Redacted] | [Redacted] |
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| | Signature | Address | Phone number | Email |
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| 1. |  | [Redacted] | [Redacted] | [Redacted] |
| 2. | [Redacted] | [Redacted] | [Redacted] | [Redacted] |
| 3. | LISA REYNOLDS | [Redacted] | [Redacted] | [Redacted] |
| 4. | | [Redacted] | [Redacted] | [Redacted] |
| 5. | | [Redacted] | [Redacted] | [Redacted] |
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www.oak-park.us/your-government/citizen-commissions/transportation-commission

To: Jill Juliano, Public Works Dept., Village of Oak Park (via email)
From: Residents of the 400 block of Berkshire Street
Re: Petition for traffic calming measures
Submitted by: Tom Garvey, [REDACTED] Berkshire St.
Date: 09/24/20

Greetings,

The undersigned residents of the 400 block of Berkshire Street, who represent 13 of the 15 of the block's residences, are submitting this petition to request traffic calming solutions for our block. Over the last several years we have seen a dangerous situation get worse. We are on the north border of Taylor Park, so there is a lot of both vehicle and pedestrian traffic. Unfortunately, people also use Berkshire as a westbound alternative to Division St., and many drivers accelerate up the hill after they cross Ridgeland and speed through our block as well as the block west of us until they reach the stop sign at Fair Oaks Ave.

All of us have witnessed alarming and hazardous behavior. Here are accounts of a few specific incidents:

[REDACTED] Berkshire: On the evening of September 13 I was putting out my garbage cans when a car coming from Ridgeland accelerated up the hill and was going 40 to 50 mph by the time he reached me in the middle of the block. I gestured to him to slow down by putting my thumb down and he did a u-turn at Elmwood and sped back eastbound. I called 911, but unfortunately he was going too fast for me to get a license plate number.

Approximately a month ago [REDACTED] of [REDACTED] Berkshire witnessed and [REDACTED] of [REDACTED] Berkshire was injured by a reckless driver who made a u-turn by driving up on my lawn. The car then drove into the park and also hit a parked car.

[REDACTED] Berkshire: We have observed speeding since we moved here in 2014. We have also seen increased recklessness. Someone raced by our house at high speed with no lights on at 10PM one Saturday a few weeks ago. I have had difficulty backing out of the driveway after waiting for numerous cars to pass, seeing that all is clear, and then being passed in a dangerous way by someone tearing up the hill so fast that they weren't visible when I finally reversed. We are also worried about the kids getting on and off the bus to go to Brooks.

[REDACTED] Berkshire: People who are West bound on Division and then have to make the Northbound turn onto Ridgeland avoid the light at the intersection by going North on Elmwood and then West on Berkshire. They travel at a very high rate of speed. In my estimation, as fast as 50 miles per hour. I also have seen people speeding in the opposite direction down Berkshire to go East. This occasionally happens even on weekends, despite the fact that there are many children walking on the street to get to the soccer fields and other amenities in the park. Late at night I often hear engines gunning as these cars quickly accelerate down the block. Something has got to be done.

The speeding is a daily occurrence. This is not about people going 5 mph over the limit, it is about people regularly driving at 35 to 40 mph. For example, it has gotten so bad that [REDACTED] of [REDACTED] Berkshire will no longer allow their two young daughters to play in front of their own house.

Taylor Park gets a lot of use, which is great. For example, it's good to see the many walkers in the mornings and the kids playing soccer on Saturday mornings. But, given the amount of pedestrian traffic and all the cars slowing down to park and slowly pulling out of their parking spaces, speeding cars are a real hazard and, in the absence of meaningful safety measures, there will inevitably be more accidents and injuries, or worse.

We know that the Village's policy is only to install speed bumps/tables in the 1200 North and 1150 South blocks. We request an exception to that policy. Given our situation – the natural tendency to accelerate to get up the hill heading west from Ridgeland, the fact that drivers use Berkshire to avoid the set of traffic lights at Ridgeland and Division, and the fact that we are the border of a well-used park – we request that the Village make an exception to that policy.

If that can not be done, we request that the 400 and 500 blocks of Berkshire be added to the Slow Streets program. We know that one of the criteria that was used to include Thomas St. was the amount of pedestrian traffic that makes it hard to socially distance. We have that same issue, even more so due to the amount of pedestrian, foot and bicycle traffic created by being on the park, as well as significant vehicular traffic, probably more than Thomas St.

We know that Slow Streets is in its pilot phase until October 16, and that after that the Village Board will evaluate the program to decide whether to continue and possibly expand it. We request that we be added to the pilot or, at a minimum, be evaluated for inclusion if the program is continued.

If you have other options that would provide a significant and permanent solution to this problem, please let us know.

Several of us would be happy to meet with Village officials to discuss this matter and/or participate in a Village Board meeting. Please advise us as to what the appropriate follow-up steps are and when we can look forward to a response to our petition.

Thank you for your attention to this issue. We look forward to hearing from you.

Sincerely,

- Lisa Green, [REDACTED]
- Kathleen Berardino, [REDACTED]
- Carlos Rivera, [REDACTED]
- Anna Bradley, [REDACTED]
- Ann Platzer, [REDACTED]
- Jamie Lopresti, [REDACTED]
- Tom Garvey, [REDACTED]
- Jan Teetsov, [REDACTED]
- Nyr Ashrafi, [REDACTED]
- Nick Albuquerk, [REDACTED]
- Bennett Weaver, [REDACTED]
- Alison McKinzie, [REDACTED]
- N. Elmwood – Jeff Cogan, [REDACTED]

Petition Redacted
400 block of Greenfield

PETITION FOR TRAFFIC CALMING MEASURES

Date: 6/5/2021

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 400 block of GREENFIELD STREET or
at the intersection of ROSSELL AVE and GREENFIELD STREET
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. | <u>[Signature]</u> | [Redacted] | [Redacted] | [Redacted] |
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| 6. | [Redacted] | [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. | [Redacted] | [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.

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June 7, 2021

To whom it may concern:

I Oscar Blanco submitted the petition to review traffic on the 400 block of Greenfield Street. I have lived on Greenfield since 1989 and love the community but in that last several years traffic has gotten worse.

When I sit in my front yard and look at traffic on Greenfield Street, I see people taking the stop sign on Elmwood, Speeding as high as 50 MPH. The concern first of all is children safety, many children walk to school and even playing in their front yards.

We thought that maybe a speed table on Greenfield would help slow down traffic. There is a 4 way stop on Greenfield and Elmwood, there is a single stop sign on Russell and the next stop in on Ridgeland. I do not know where the traffic is coming from could only imagine it would be bypassing North Ave.

I am available to answer any questions. The rest of the individual that signed the petition are attached.



Oscar Blanco



Public Testimony

Juliano, Jill

From: Alison McKinzie [REDACTED]
Sent: Tuesday, April 11, 2023 4:13 PM
To: Juliano, Jill
Subject: 400 block of Berkshire

Categories: MUST KEEP

Hello Jill,

I hope this note finds your well. I am sharing this story via Tom Garvey's referral. I live on the 400 block of Berkshire where he has been advocating for some help to reduce speeding traffic on our street.

In addition to speeding and witnessing "near misses" over the years, I had an incident coming back from dropping my son at OPRF this morning.

There were elementary-aged kids crossing our driveway on their bikes. I was on Berkshire facing East to turn into my driveway. After the kids crossed, I was about to turn when someone passed me on the right coming within a few inches and very definitely in my blind spot. Very upsetting as I came very close to turning right into them. The construction seems to be making people aggressive and nuts!

On February 15, someone drove into our parkway and barely into our garden. They drove over and killed the new maple tree that Oak Park planted and that we tended so carefully. I cried as I had begged for them to put that tree in after the previous tree blew over in a storm. We do have a police report; I don't have the number handy.

All this said, we are very much opposed to having a stop sign in front of our house. Our house feels very exposed to the street and having exhaust from idling traffic in front of our house would be tragic. We hope that speed bumps of some kind would be more likely solution. I believe I recall when this topic first came up that the idea of a stop sign wouldn't work at the offset and T-shaped intersection of Elmwood and Berkshire. I hope that is true.

Best wishes to you and thanks for your help!

Alison McKinzie
(Shawn Calvert)
[REDACTED] Berkshire St Oak Park



From: [Jovita Miranda](#)
To: [Transportation](#)
Subject: Traffic calming devices
Date: Wednesday, July 5, 2023 3:51:02 PM

Hi,

This is regarding the meeting to review petitions for traffic calming devices on the 400 blocks of Berkshire and Greenfield.

I live in the area and am hoping this meeting results in some DRASTIC measures to curb the unruly traffic situation here.

Impatient drivers use our residential streets to bypass traffic lights and congestion on thoroughfares like Ridgeland, Division and North Avenue. Most of this traffic appears to be commuters passing through Oak Park vs. residents. With so many kids in the area, I cannot understand how this has gone unnoticed for so long.

I understand this isn't on the agenda but the street behind Hatch Elementary School (Harvey) should also be examined - please consider making it a one way to avoid traffic bypassing Ridgeland and Division. Reckless drivers on this street don't give a second thought to all the little kids in the area.

Four way stop signs could be a good deterrent, you could consider adding one on the intersection of Elmwood and Berkshire and at multiple points on Greenfield. Additionally, consider making both streets one ways to avoid additional access. I'd like to see you make it difficult for outside traffic to carelessly commute through these streets where our children play.

Thanks

Jovita Miranda

Sent from my iPhone

From: [O Azam](#)
To: [Transportation](#)
Cc: [ayesha akhtar](#)
Subject: We support Traffic calming devices on Berkshire and Elmwood
Date: Wednesday, July 5, 2023 4:29:51 PM

Caution! This message was sent from outside your organization.

Hello,

We have been residents living near the Elmwood and Berkshire intersection for 10 years, and we have always felt that since this intersection is commonly used by children to access Taylor Park and school bus stops, and since there is no Berkshire stop sign for cars for the almost-quarter-mile between Ridgeland and Fair oaks (see attached image), and since cars drive above the speed limit, and since there is a hill limiting visibility, and since many cars fail to see pedestrians, and since I have personally seen near-collisions, there is a real need for 4 way stop signs and thick crosswalk stripes to be installed.

We support Traffic calming devices on Berkshire and Elmwood.

Thank you,
Omar Azam and Ayesha Akhtar

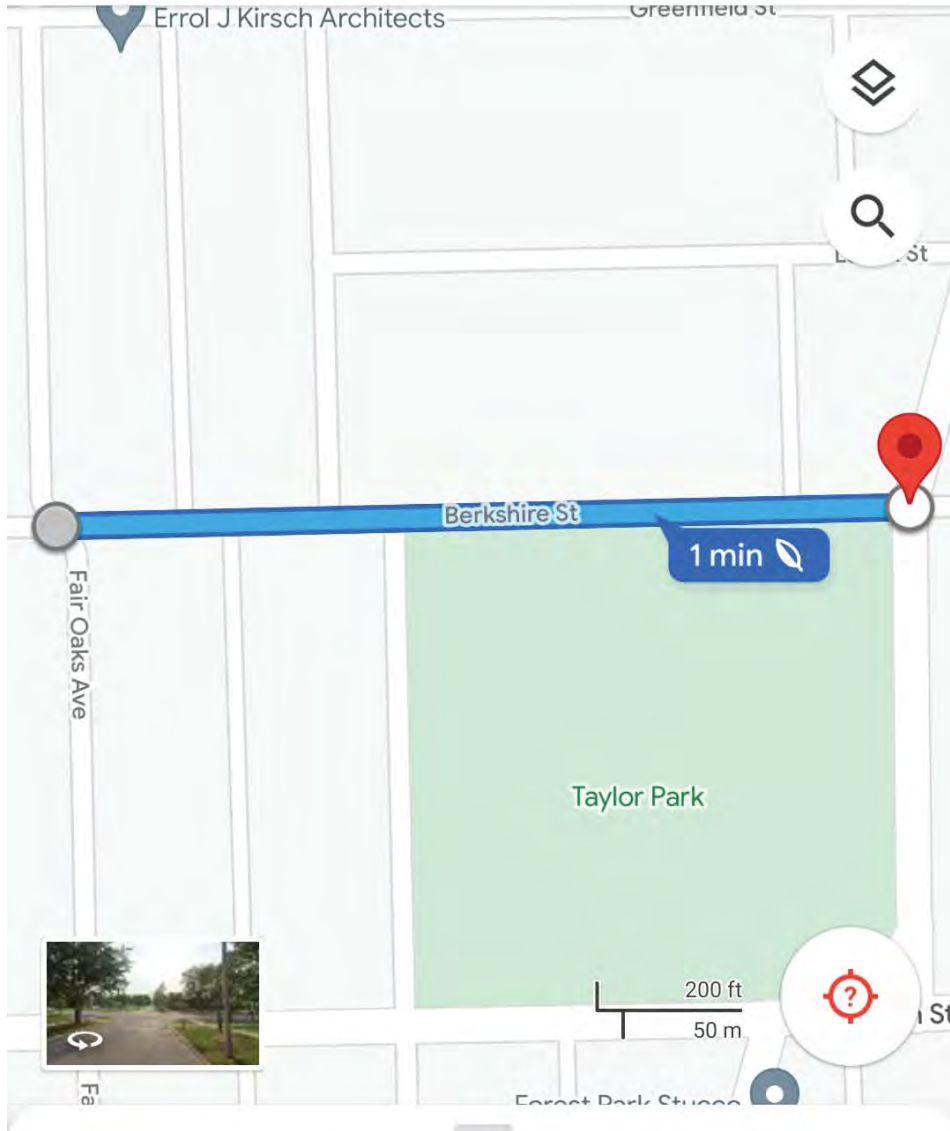
← ○ Berkshire Street & Fair Oaks Ave... ⋮

⋮

📍 Berkshire St & Ridgeland Ave ↕

🚗 1 min 🚏 4 min 🚶 4 min 🚲 1 min

🚧 Avoiding highways



1 min (0.2 mi)

Fastest route now due to traffic conditions

» Preview ≡ Steps 📌 Pin

From: [Rohan Fernandes](#)
To: [Transportation](#)
Cc: [VOP Board](#)
Subject: Petition for Traffic Calming Devices on 400 blocks of Berkshire and Greenfield (Testimony below)
Date: Thursday, July 6, 2023 12:09:39 PM

Caution! This message was sent from outside your organization.

Dear Members of the Transportation Commission of Oak Park,

I am writing below to voice **STRONG** support for immediate installation of traffic calming devices on the 400 blocks of Greenfield and Berkshire Ave. and in North-East Oak Park, in general.

We are all witness to impatient drivers using Oak Park residential streets to bypass traffic lights and congestion on thoroughfares like Ridgeland, Division and North Avenue. Most of this traffic appears to be reckless commuters passing through Oak Park vs. residents.

Recently, I was passed by a Kia driving west on Berkshire at 40-50 mph or more - who then proceeded to blow through the stop sign on Linden while there was oncoming traffic, kids playing on the sidewalk and a family biking (see attached photo). This is sadly, only one of several daily incidents that my family and I personally witness in our neighborhood as idiots behind the wheel almost kill children because they DNGAF about anything but themselves and their slight "time savings" by coming through the neighborhood at reckless speeds. At this point, we no longer feel safe to bike on these streets, let our children play in the yard, or even walk to school - its absolutely UNACCEPTABLE!

I am particularly concerned about the traffic around Taylor Park and Hatch Elementary School - seems like a bad story, waiting to happen!

Regarding any proposed mitigations, I find that our elected officials have conveniently selected pre-canned excuses in-favor of preserving the status quo, as I have found through different discussions over the last several months, which is frustrating at best:

- Speed Tables: Bad for vehicle suspensions (spoiler: only bad if you fly over them) and emergency vehicles
- Increased Enforcement: Limited police staff etc.
- Entry restrictions and cul-de-sacs: Not "pro-business" (I strongly believe that being pro "keeping our children alive" is greater than being "pro-business")
- One ways: Not convenient to residents(!?)
- Any mitigations or solutions?: A "Vision Zero study" was commissioned back in 2017 and the results should be imminent (this is the best one, by far!)

I strongly advocate the following mitigations for the 400 blocks of Berkshire and Greenfield:

- We need a speed-table on Berkshire - given its proximity to Taylor Park. There are families and children and pets cross this street into Taylor Park all the time. An exception needs to be made given the circumstances.
- We need additional stop signs at the following intersections:
- On Berkshire, at Elmwood
- On Greenfield, at Edmer and Rosell (these may seem excessive, but will be a strong

deterrent to reckless commuters)

I also believe the scope needs to be broader to better address the issue. Some of the ideas I STRONGLY advocate for:

- Every intersection on Berkshire, Greenfield and LeMoyne and cross streets should be 4-WAY STOPS! Infact, this should be extended throughout Oak Park! I really cannot understand why we have “Cross Traffic Doesnt Stop” intersections (seems so OPAF!...) as these can be dangerous in the best of times.

- The “half-entrance” to North Ave from Elmwood Ave, Harvey Ave and Lombard Ave should be cut-off completely - i.e. implement a full cul-de-sac, similar to Fair Oaks. North Ave can be easily accessed by commuters via Ridgeland, Oak Park, Columbian and couple other streets, and by residents via their alleys. This will greatly deter the commuters using Elmwood, Harvey etc. to bypass Ridgeland on their way to North Ave (which accounts for a lot of the traffic on these streets). I know some are not “fans” of cul-de-sacs, but the issue here is of personal safety and not of “fan-hood” preferences! For residents trying to access businesses on North Ave, cul-de-sacs are absolutely NOT a deterrent - so that argument is as ignorant as it is out-dated!

- Traffic going east on Berkshire and Greenfield should be forced to turn right on Ridgeland Ave (and maybe even on Oak Park Ave) - i.e. remove the “straight-shot” access from Austin to Harlem along these streets (e.g.: LeMoyne already has such an island at Oak Park Ave). This will deter plenty of commuters from using these streets as a means to avoid North and Division. The Village of River Forest recently blocked entry into RF via Greenfield, LeMoyne etc. from Harlem and via several streets from North Ave. Some folks complained initially, but everyone is now living a relatively safer life!

- Bring back the bike-only zones we had in Oak Park a couple years ago. Not only were those safer for bikes, children and pedestrians, but they also served as deterrent to reckless commuters using those streets!

- Last, but not least, school zones should be one-way streets for atleast a couple blocks. i.e. Harvey and Greenfield/Berkshire immediately east of Ridgeland. Other schools have mitigations - e.g.: cul-de-sacs for Longfellow and Holmes, one-way with restricted entrance for Whittier and Mann (Mann, because the median on Kenilworth is effectively one-way) - yet Hatch School streets are wide-open for drag-racing!

The goal should be to allow people to responsibly use these streets (respecting speed limits, right of way and life, in general) and strongly deter the ones that are using them as an alternative Expressway. Some of these measures can even be temporary - kept in place until sufficient people (and Google/Apple Maps etc.) re-route and modify their commuting habits away from OP residential streets. For example, the recent addition of the STOP sign on East/Greenfield appears to have a big impact - cars used to speed through that intersection to get to/from North Ave and now they are forced to stop (atleast most of them slow down somewhat).

To be honest, I have little understanding of why these issues are not discussed and addressed in a broader sense - rather discussed and addressed on a block-by-block basis. Most of these proposals do not need extensive meetings, reviews and testimonies while residents risk their

lives every day - they can be implemented in short order? We do not need more bureaucracy here - especially given its a rather significant safety issue.

I hope all of our individual anecdotal instances of reckless driving do not escalate into personal tragedy, as a result of inaction.

I will plan on attending the meeting on July 11th in person - and I look forward to hearing your responses and discussing the above points holistically.

WE NEED ACTION NOW!

Sincerely,

Rohan Fernandes

■ Lenox



From: [Jessica Schreiber](#)
To: [Transportation](#)
Subject: Traffic calming measures
Date: Thursday, July 6, 2023 2:06:42 PM

Caution! This message was sent from outside your organization.

Hi,

I live at [REDACTED] N Elmwood Ave, Oak Park, the corner of Lenox and Elmwood. Cars speed northbound on Elmwood regularly, I assume because Elmwood goes through to North Ave. The T intersection in front of my house does not have any stop signs or cross walks. My son and other children play here and I am very concerned about the possibility of an accident. I have seen many cars narrowly avoid accidents with other cars at this intersection.

I am in favor of ANYTHING that the village can do to address this dangerous situation.

Thank you!
Jessica Schreiber

From: [Julie J. Olenn](#)
To: [Transportation](#)
Subject: Tuesday hearing on Berkshire traffic petition
Date: Thursday, July 6, 2023 3:53:09 PM

I understand that you are collecting comments in advance of this hearing. I'll be brief:

1. If something is not done to slow drivers in the Berkshire block between Ridgeland and Elmwood, it is only a matter of time before a child is struck by a speeding/careless driver. Please don't let that be the reason to take action. It's astonishing to me that this petition has been slow-walked, as it is.

2. I don't see any measure being effective other than a speed bump. (Preferably, more than one!) I understand that is not among the offerings, but it needs to be considered. Perhaps some combination of chicanes, bulbouts and/or chokers would work, but that seems more extreme and poses the same issue for emergency vehicles. I'd rather opt for extreme than be ineffective, however.

Sent from my iPhone

Memorandum

Traffic Analysis



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www.civiltechinc.com

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

30 N LaSalle Street, Suite 3220
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Transportation Design

Traffic Engineering

Civil Engineering

Construction Engineering

Environmental Studies

Water Resources

Structural Design

Right of Way

Urban Design

Transportation Planning

Program Management

Technical Memorandum

Date: July 6, 2023
To: The Transportation Commission
From: Civiltech Engineering, Inc.
Re: Traffic Analyses for Traffic Calming Petitions at
400 block of Berkshire Street and 400 block of Greenfield Street

I. INTRODUCTION

On September 24, 2020 and June 7, 2021 the Village of Oak Park received petitions to implement traffic calming measures at the 400 block of Berkshire Street and 400 block of Greenfield Street respectively. The residents expressed concern regarding speeds of traffic along the 400 block of Berkshire Street given that Berkshire Street slopes down towards Ridgeland Avenue. Speeding was the concern for the residents along 400 Greenfield Street as well.

In response to these concerns and at the Village of Oak Park's request, Civiltech Engineering, Inc. has completed traffic evaluations of the 400 block of Berkshire Street and 400 block of Greenfield Street. This study assesses traffic data and recommends applicable countermeasures from the Village of Oak Park's traffic calming toolbox.

II. SCORING CRITERIA

A numerical score is calculated for six measures that are typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 is required in order to bring the petition before the Transportation Commission. The scoring criteria can be found in **Exhibit 1A** and **Exhibit 1B**.

The total score for the 400 block of Berkshire Street intersection is 53. The total score for the 400 block of Greenfield Street intersection is 30. Both exceed the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

III. EXISTING CONDITIONS

Berkshire Street is a 30-foot-wide east-west local street with one lane in each direction. Berkshire Street is under two-way stop control at Ridgeland Avenue (east and west legs) and Elmwood Avenue (north and south legs). The 400 block of Berkshire Street is within a Park Zone and has a posted speed limit of 20 mph when children are present, otherwise the speed limit is 25 mph. Taylor Park, an area of



open space containing picnic areas, tennis courts, and a soccer field is situated on the south side of this street. Hatch Elementary School is located about 500 feet northeast of the Ridgeland/Berkshire intersection. There are marked crosswalks across the east and west legs of Berkshire Street at Ridgeland Avenue. The north and south legs of Elmwood Avenue also have marked crossings at Berkshire Street. On-street parking is permitted on both sides of the street, although the parking on the south side is lightly utilized unless there is an event in the park.

Greenfield Street is a 30-foot-wide east-west local street with one lane in each direction. Greenfield Street is under two-way stop control at Ridgeland Avenue and all-way stop control at Elmwood Avenue. Rossell Avenue and Edmer Avenue intersect Greenfield from the north and are under side street stop control. The 400 block of Greenfield Street has a posted speed limit of 25 mph but is 20 mph east of Edmer Avenue on school days when children are present. United Lutheran Church and Hatch Elementary School are located on the southwest corner and southeast corner of the Greenfield Street and Ridgeland Avenue respectively. There are marked crosswalks across all four legs of Greenfield Street at Ridgeland Avenue. The north and south legs of Elmwood Avenue also have marked crossings at Greenfield Street. Rossell Avenue and Edmer Avenue also have marked crosswalks at Greenfield Street. On-street parking is permitted on both sides of the street except on the south side east of Edmer Avenue which is reserved for accessible parking only.

A location map is attached as **Exhibit 2A** and an aerial image of the intersection is included as **Exhibit 2B**.

IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

In order to quantify traffic, pedestrian, and bicycle volumes in the vicinity of the site, counts were conducted on November 9th, 2022 (Wednesday) using a Miovision Scout video camera system at the intersections of Berkshire Street/Elmwood Avenue and Berkshire Street/Ridgeland Avenue. Counts were conducted between 7-9 AM and 2-6 PM. The traffic data was collected on a weekday with typical traffic patterns and while school was in session. The weather was sunny with a high of 70 degrees and a low of 48 degrees. This is considered ideal for pedestrians and bicycle activity.

At Berkshire Street/Elmwood Avenue, the traffic count data shows that the morning peak hour occurs between 7:45 A.M. to 8:45 A.M. and the evening traffic volume is highest between 4:45 P.M. to 5:45 P.M. At Berkshire Street/Ridgeland Avenue, the morning peak hour occurs during the same time between 7:45 A.M. to 8:45 A.M. while the evening peak hour is between 3:45 P.M. and 4:45 P.M. The earlier peak hour is likely due to the school dismissal. Overall results of the traffic count for the Berkshire Street and Elmwood Avenue are presented below in **Table 1**. Peak hour traffic volume diagrams showing the vehicular and bicycle turning movement volumes are provided in **Exhibit 3A** and **Exhibit 3B**. Turning volumes on all intersection legs are relatively low compared to the through volumes and there are no indications that there are any abnormal traffic patterns such as cut-throughs. This intersection data also shows a relatively high volume of cyclists traveling westbound and southbound on Berkshire Street and Elmwood Avenue during the morning peak hour and evening peak hour respectively. The crosswalk volumes are presented in **Table 2** and the traffic data is attached to this report in **Appendix A**.



Table 1. Traffic Volume Data Summary for Berkshire Street and Elmwood Avenue

| Intersection Leg | 6-Hour Volume (veh/day) | | | |
|----------------------|-------------------------|--------------------|---------------|--------------|
| | Passenger Cars | Single-Unit Trucks | Bikes on Road | 6-Hour Total |
| South | 313 (94%) | 4 (1%) | 16 (5%) | 333 |
| North | 118 (87%) | 0 (0%) | 17 (13%) | 135 |
| East | 294 (91%) | 6 (2%) | 23 (7%) | 323 |
| West | 205 (89%) | 3 (1%) | 22 (10%) | 230 |
| Overall Intersection | 930 (91%) | 13 (1%) | 78 (8%) | 1,021 |

Table 2. Crosswalk Data Summary for Berkshire Street and Elmwood Avenue

| Intersection Leg | 6-Hour Volume (ped/day) | | |
|----------------------|-------------------------|--------------------|--------------|
| | Pedestrians | Bike on Crosswalks | 6-Hour Total |
| South | 15 (100%) | 0 (0%) | 15 |
| North | 13 (100%) | 0 (0%) | 13 |
| East | 133 (98%) | 3 (2%) | 135 |
| West | 62 (94%) | 4 (6%) | 66 |
| Overall Intersection | 222 (97%) | 7 (3%) | 229 |

Additional traffic data was collected on the same day (Wednesday, November 9th, 2022) along the 400 blocks of Berkshire Street, Lenox Street, and Greenfield Street over a 24-hour period using tube counters. One component of this data is Average Daily Traffic (ADT) as summarized in **Table 3**. Volumes on Greenfield Street, approximately 500 to 700 vehicles per day, are somewhat lower than those on a typical Oak Park street, which range between 800 and 1,200 vehicles per day. Lenox Street is a very low volume street with only around 150 vehicles per day. With a volume of 1,037 vehicles per day, Berkshire Street volume is typical of Oak Park streets. Speed data was another component of the mid-block data collection effort. **Exhibit 4** illustrates the ADT and speed data by direction on block. Raw speed and volume data for each of the three blocks is attached to this report in **Appendix B**.

Metrics quantifying various aspects of this data are presented in **Table 3**.



Table 3. Speed and Volume Data Summary

| 400 block of | Direction | Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period* | | | | | % Above 25 mph | ADT | 85 th Percentile Speed (mph)** |
|--|-----------|--|--------------------|--------------------|--------------------|----------------|----------------|-----|---|
| | | > 5 mph below | 0.1 to 5 mph below | 0 to 4.9 mph above | 5 to 9.9 mph above | > 10 mph above | | | |
| Berkshire Street | EB | 82 (17%) | 177 (36%) | 157 (33%) | 56 (12%) | 9 (2%) | 47% | 481 | 29.8 |
| | WB | 75 (14%) | 197 (35%) | 195 (35%) | 76 (14%) | 13 (2%) | 51% | 556 | 30.4 |
| Lenox Street | EB | 45 (62%) | 19 (27%) | 8 (11%) | 0 (0%) | 0 (0%) | 12% | 72 | 24.5 |
| | WB | 50 (62%) | 26 (32%) | 3 (4%) | 2 (2%) | 0 (0%) | 7% | 81 | 23.8 |
| Greenfield Street – West of Ridgeland Avenue | EB | 77 (32%) | 88 (36%) | 61 (27%) | 9 (4%) | 2 (1%) | 32% | 237 | 28.1 |
| | WB | 101 (36%) | 91 (34%) | 57 (22%) | 16 (6%) | 4 (2%) | 30% | 269 | 28.4 |
| Greenfield Street – West of Edmer Avenue | EB | 81 (27%) | 111 (37%) | 78 (26%) | 23 (8%) | 5 (2%) | 36% | 298 | 29.0 |
| | WB | 66 (24%) | 101 (37%) | 70 (26%) | 30 (11%) | 6 (2%) | 39% | 273 | 29.7 |
| Greenfield Street – West of Rossell Avenue | EB | 168 (46%) | 154 (43%) | 35 (10%) | 3 (1%) | 0 (0%) | 11% | 360 | 24.5 |
| | WB | 198 (61%) | 102 (32%) | 21 (6%) | 2 (1%) | 0 (0%) | 7% | 323 | 23.8 |

* Data was collected from Wednesday, November 9th, 2022.

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

A review of the Berkshire Street speed data shows a compliance rate of close to 50% with the 25 mph speed limit and that around 85% of the vehicles are traveling less than 5 mph over the speed limit. A higher percentage of drivers may be exceeding the 20 mph park zone limit. However, there is no way to correlate vehicle speeds at any given time with the presence of children in the park, which is when the lower 20 mph limit is in effect. Higher speeds on Berkshire compared to other streets in the study area are likely due to the lower amount of “friction” that drivers encounter as they traverse the street, as there is a limited number of parked vehicles on the south side of the street. Also, there is a slight downgrade heading east towards Ridgeland Avenue. However, this may not have a large influence on speeds because 85th percentile speeds are similar for eastbound and westbound traffic and because the grade is most pronounced approaching the Ridgeland stop sign at which point drivers have already begun to slow down.

Speeds on Lenox Street are low. The 85th percentile speed is 24 mph.

Greenfield Street operates at low speeds west of Rossell Avenue due to the stop control presence at Elmwood Avenue. The 85th percentile speeds are lower than 25 mph west of Rossell Avenue. The other two segments of Greenfield Street



have greater than 60% compliance to the posted speed limit. More than 92% of the vehicles are traveling less than 5 mph over the speed limit west of Ridgeland Avenue. Greenfield Street between Edmer Avenue and Rossell Avenue has an 85th percentile speed of 29 mph. This block likely has the highest speeds since it is further away from the stop signs at Elmwood Avenue and at Ridgeland Avenue.

The speed profile on Greenfield Street is fairly typical for residential streets at Oak Park. On the other hand, Berkshire Street appears to have a speeding issue, especially when considering it is within a Park Zone, which should be addressed to increase compliance.

Additionally, as is the case on almost all streets locally, regionally, and even nationally, there is a small percentage (1% to 2%) of drivers that blatantly disregard the law and drive faster than 10 miles per hour over the speed limit on both the 400 blocks of Berkshire Street and Greenfield Street.

As part of 2018 Village Wide Traffic Study, traffic data was collected along the 400 block of Berkshire Street and 400 block of Greenfield Street over a 24-hour period. The 2022 ADT (1,037) on 400 block of Berkshire Street is similar to the 2018 ADT (1,157). The 2022 ADT (587) on 400 block of Greenfield Street is similar to the 2018 ADT (593).

V. CRASH ANALYSIS

In order to evaluate safety trends on the 400 blocks of Berkshire Street and Greenfield Street, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from January 2018 through December 2022, a five-year period. This data shows that there were four mid-block collisions along the 400 block of Berkshire Street during the five-year period. Additionally, crashes at the adjacent intersections were also evaluated. There was a total of twelve crashes at Berkshire Street and Ridgeland Avenue and a total of two crashes at the intersection of Berkshire Street and Elmwood Avenue. A collision diagram for all three locations can be found in **Exhibit 5A-1** to **Exhibit 5A-3**.

The circumstances of the injury crash on mid-block Berkshire is as follows: The 2020 bicycle crash resulted because a motorist driving for the first time lost control and struck a bicyclist traveling eastbound on Berkshire Street. This crash resulted in a B-level injury.

There were no mid-block collisions along the 400 block of Greenfield Street. There were no crashes at Greenfield Street and Elmwood Avenue and six crashes at the intersection of Greenfield Street and Ridgeland Avenue. A collision diagram can be found in **Exhibit 5B**.

Crash rates describe the number of crashes in a given period as compared to the traffic volume. These are calculated by dividing the total number of crashes at a given roadway section or intersection over a specified time period (typically three to five years) by a measure of exposure, which for this study is the traffic volume. Comparing the current crash rate to the critical crash rate can help determine how an intersection or roadway section is performing from a safety perspective.



The number of reported crashes that occurred over a five-year period at Berkshire Street and Ridgeland Avenue is twelve. The Average Daily Traffic (ADT) for the intersection of Berkshire Street and Ridgeland Avenue as determined by the Villages' 1997 area-wide traffic study was 9,835 vehicles. Using this data, the crash rate for the Berkshire Street and Ridgeland Avenue intersection is 0.668 accidents per million entering vehicles (Acc/MEV). This crash rate is below the critical crash rate calculated for the north section of the Village (from Augusta Street to North Avenue between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.686 Acc/MEV).

The number of reported crashes that occurred over a five year period at Berkshire Street and Elmwood Avenue is two. The Average Daily Traffic (ADT) for the intersection of Berkshire Street and Elmwood Avenue as determined by the Villages' 1997 area-wide traffic study was 2,459 vehicles. Using this data, the crash rate for the Berkshire Street and Elmwood Avenue intersection is 0.446 accidents per million entering vehicles (Acc/MEV). This crash rate is below the critical crash rate calculated for the north section of the Village (from Augusta Street to North Avenue between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.686 Acc/MEV).

The number of reported crashes that occurred over a five year period at Greenfield Street and Ridgeland Avenue is six. The Average Daily Traffic (ADT) for the intersection of Greenfield Street and Ridgeland Avenue as determined by the Villages' 1997 area-wide traffic study was 9,436 vehicles. Using this data, the crash rate for the Greenfield Street and Ridgeland Avenue intersection is 0.348 accidents per million entering vehicles (Acc/MEV). This crash rate is below the critical crash rate calculated for the north section of the Village (from Augusta Street to North Avenue between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.686 Acc/MEV).

VI. DISCUSSION AND RECOMMENDATION

The Traffic Calming Toolbox (shown in **Exhibit 6A** and **Exhibit 6B**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. These measures were assessed to determine suitable treatments for both blocks under study.

The traffic data shows that speeds are elevated along the 400 block, especially when considering the presence of a park zone speed limit. Therefore, it is recommended to install a parking lane line pavement marking eight feet from the curb on the south side of Berkshire Street between Elmwood Avenue and Ridgeland Avenue to delineate the on-street parking area. This striping treatment will create the appearance of a narrower travel way and should reduce travel speeds. A paint and post pinch point, which is also known as a neckdown, is recommended to physically reduce the width of the street and will give motorists another cue to slow down. This is proposed to line up with the sidewalk leading into the park picnic area and would straddle the property line between 422 and 426 Berkshire Street. The pinch point would result in a loss of two on-street parking spaces on the south side of the street and one space on the north side. Signage would be provided to warn drivers that they are approaching a narrow spot in the roadway. An exhibit illustrating the proposed concept is provided in **Exhibit 7**.



Additionally, the Village has proposed installing a number of treatments on Elmwood Avenue at Berkshire Street to enhance the neighborhood greenway along Elmwood Avenue. These treatments include high visibility crosswalks on all four intersection legs, green bicycle pavement markings, and curb extensions on Berkshire. These measures will improve safety of pedestrians and bicyclists by enhancing their visibility, reducing the crossing distance, and calming traffic. This installation is estimated to be completed in late fall 2023 as part of a larger construction project. An exhibit highlighting this proposed improvement is attached in **Exhibit 8**.

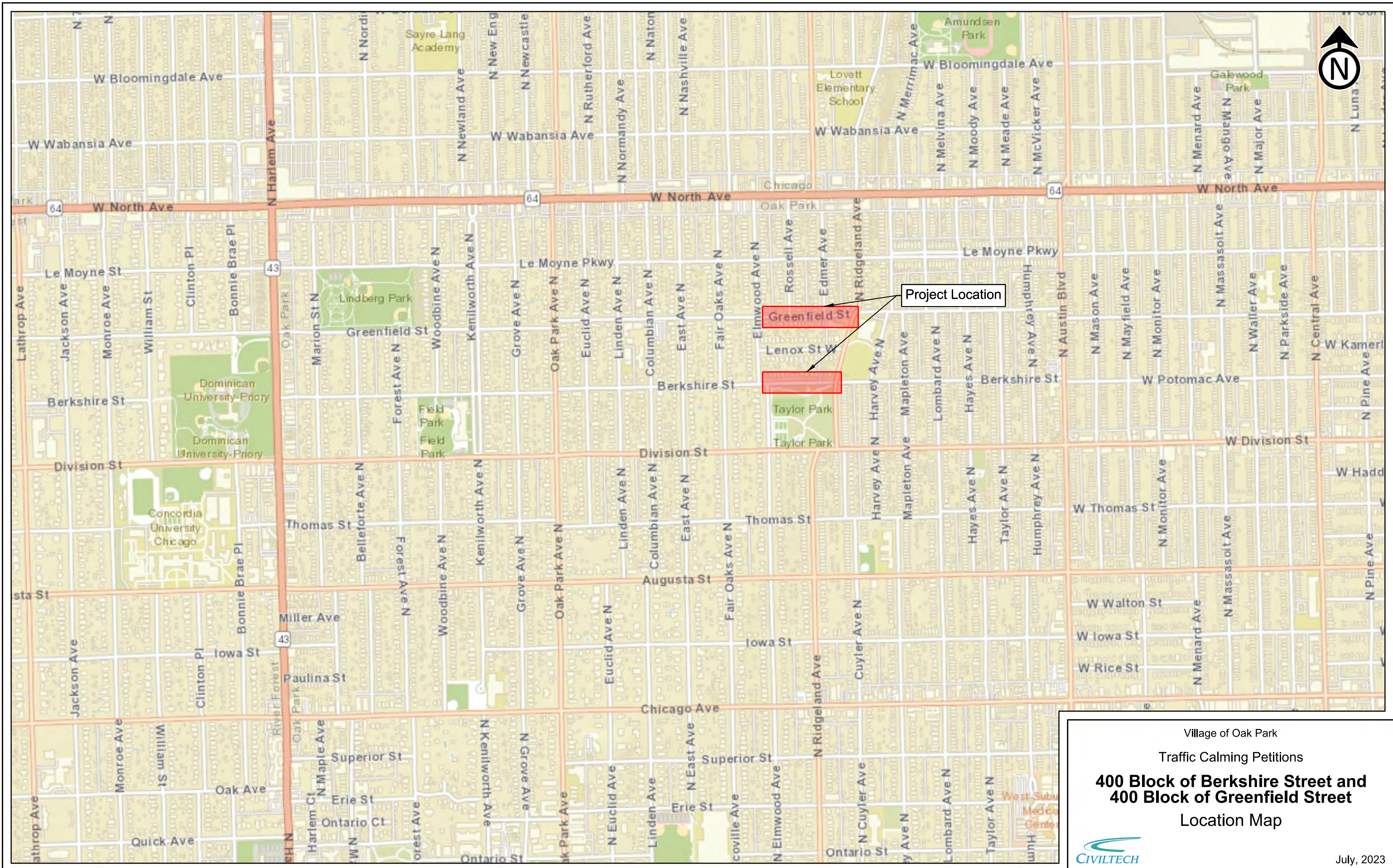
Given a review of the comprehensive set of data, the 400 block of Greenfield Street seems to be operating safely. While the majority of drivers along Greenfield Street are traveling close to the 25 mile per hour limit, there are a few outliers that are traveling faster. In order to address this, temporary radar speed feedback signs are recommended for deployment on an interim basis between Rossell Avenue and Edmer Avenue along the 400 block of Greenfield Street to increase drivers' awareness of their speeds. Additionally, targeted enforcement is also recommended as needed along Greenfield Street in order to reduce speeding.

400 Block of Berkshire Street

| Measure | Maximum Number of Points | Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures - as approved by the Village Board of Trustees on November 6, 2017 - | minimum possible score | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--|------------------------|----|-----------------|---------------|--|--|------------|---|-------------------------------|-----|---|-----------------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|-----------|-----|---|-----------|--|-----------------------|--|----------|----------------------------|--|--|--------------|---|----|-------|-------------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|--------|--------------|---|----|
| Crash History | 20 | 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. | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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. | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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) Exteral 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="3">51% petitions</th> <th colspan="3">75% petitions</th> </tr> </thead> <tbody> <tr> <td>51%</td> <td>-</td> <td>59% = 10 points</td> <td>75%</td> <td>-</td> <td>78% = 10 points</td> </tr> <tr> <td>60%</td> <td>-</td> <td>68% = 11</td> <td>79%</td> <td>-</td> <td>82% = 11</td> </tr> <tr> <td>69%</td> <td>-</td> <td>77% = 12</td> <td>83%</td> <td>-</td> <td>86% = 12</td> </tr> <tr> <td>78%</td> <td>-</td> <td>86% = 13</td> <td>87%</td> <td>-</td> <td>90% = 13</td> </tr> <tr> <td>87%</td> <td>-</td> <td>95% = 14</td> <td>91%</td> <td>-</td> <td>94% = 14</td> </tr> <tr> <td>96%</td> <td>-</td> <td>100% = 15</td> <td>95%</td> <td>-</td> <td>100% = 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></th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td colspan="3">Less than 10 or 16 replies</td> <td>= - 0 points</td> </tr> <tr> <td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> <td>1%</td> <td>- 20%</td> <td>= - 1 point</td> </tr> <tr> <td>21%</td> <td>- 40%</td> <td>= - 2</td> </tr> <tr> <td>41%</td> <td>- 60%</td> <td>= - 3</td> </tr> <tr> <td>61%</td> <td>- 80%</td> <td>= - 4</td> </tr> <tr> <td>81%</td> <td>- 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 | Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required) | 13 pts. | 53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

400 Block of Greenfield Street

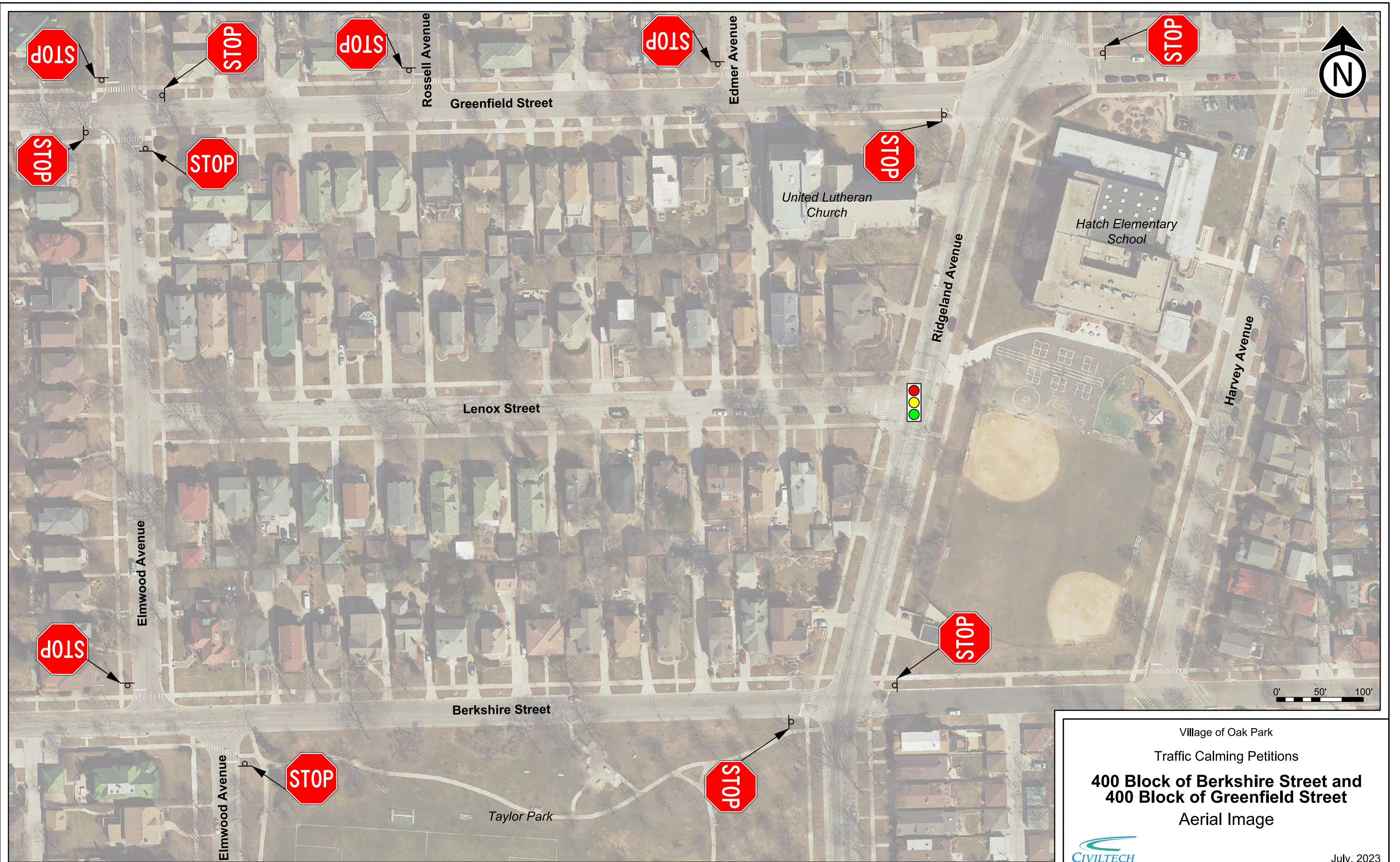
| Measure | Maximum Number of Points | Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures - as approved by the Village Board of Trustees on November 6, 2017 - | minimum possible score | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|---|------------------------|----------|-----------------|---------------|--|--|-----|---|-----------------|-----|---|-----------------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|-----------|-----|---|-----------|--|--|-----------------------|--|----------|--|--|--|----------------------------|--|---|------------|---|----|---|-----|---|-----------|-----|---|-----|---|-----|-----|---|-----|---|-----|-----|---|-----|---|-----|-----|---|------|---|------------|---|----|
| Crash History | 20 | 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. | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Speed | 20 | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points | 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. | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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. | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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; border-collapse: collapse;"> <thead> <tr> <th colspan="3">51% petitions</th> <th colspan="3">75% petitions</th> </tr> </thead> <tbody> <tr> <td>51%</td> <td>-</td> <td>59% = 10 points</td> <td>75%</td> <td>-</td> <td>78% = 10 points</td> </tr> <tr> <td>60%</td> <td>-</td> <td>68% = 11</td> <td>79%</td> <td>-</td> <td>82% = 11</td> </tr> <tr> <td>69%</td> <td>-</td> <td>77% = 12</td> <td>83%</td> <td>-</td> <td>86% = 12</td> </tr> <tr> <td>78%</td> <td>-</td> <td>86% = 13</td> <td>87%</td> <td>-</td> <td>90% = 13</td> </tr> <tr> <td>87%</td> <td>-</td> <td>95% = 14</td> <td>91%</td> <td>-</td> <td>94% = 14</td> </tr> <tr> <td>96%</td> <td>-</td> <td>100% = 15</td> <td>95%</td> <td>-</td> <td>100% = 15</td> </tr> </tbody> </table> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="2">% of negative replies</th> <th colspan="2">Subtract</th> </tr> </thead> <tbody> <tr> <td colspan="2"></td> <td colspan="2">Less than 10 or 16 replies</td> <td>=</td> <td>- 0 points</td> </tr> <tr> <td rowspan="5" style="font-size: small;">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> <td>1%</td> <td>-</td> <td>20%</td> <td>=</td> <td>- 1 point</td> </tr> <tr> <td>21%</td> <td>-</td> <td>40%</td> <td>=</td> <td>- 2</td> </tr> <tr> <td>41%</td> <td>-</td> <td>60%</td> <td>=</td> <td>- 3</td> </tr> <tr> <td>61%</td> <td>-</td> <td>80%</td> <td>=</td> <td>- 4</td> </tr> <tr> <td>81%</td> <td>-</td> <td>100%</td> <td>=</td> <td>- 5 points</td> </tr> </tbody> </table> | 51% petitions | | | 75% petitions | | | 51% | - | 59% = 10 points | 75% | - | 78% = 10 points | 60% | - | 68% = 11 | 79% | - | 82% = 11 | 69% | - | 77% = 12 | 83% | - | 86% = 12 | 78% | - | 86% = 13 | 87% | - | 90% = 13 | 87% | - | 95% = 14 | 91% | - | 94% = 14 | 96% | - | 100% = 15 | 95% | - | 100% = 15 | | | % of negative replies | | Subtract | | | | Less than 10 or 16 replies | | = | - 0 points | If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative | 1% | - | 20% | = | - 1 point | 21% | - | 40% | = | - 2 | 41% | - | 60% | = | - 3 | 61% | - | 80% | = | - 4 | 81% | - | 100% | = | - 5 points | 10 pts. (5 pts. with minimum petition score + maximum external negative support) | 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. | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |




Village of Oak Park
 Traffic Calming Petitions
**400 Block of Berkshire Street and
 400 Block of Greenfield Street**
 Location Map



July, 2023



Village of Oak Park
Traffic Calming Petitions
**400 Block of Berkshire Street and
400 Block of Greenfield Street**
Aerial Image



July, 2023

Exhibit 2B

Elmwood Avenue & Berkshire Street - TMC

Wed Nov 9, 2022

AM Peak (7:45 AM - 8:45 AM)

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

All Movements

ID: 1010474, Location: 41.903742, -87.786909

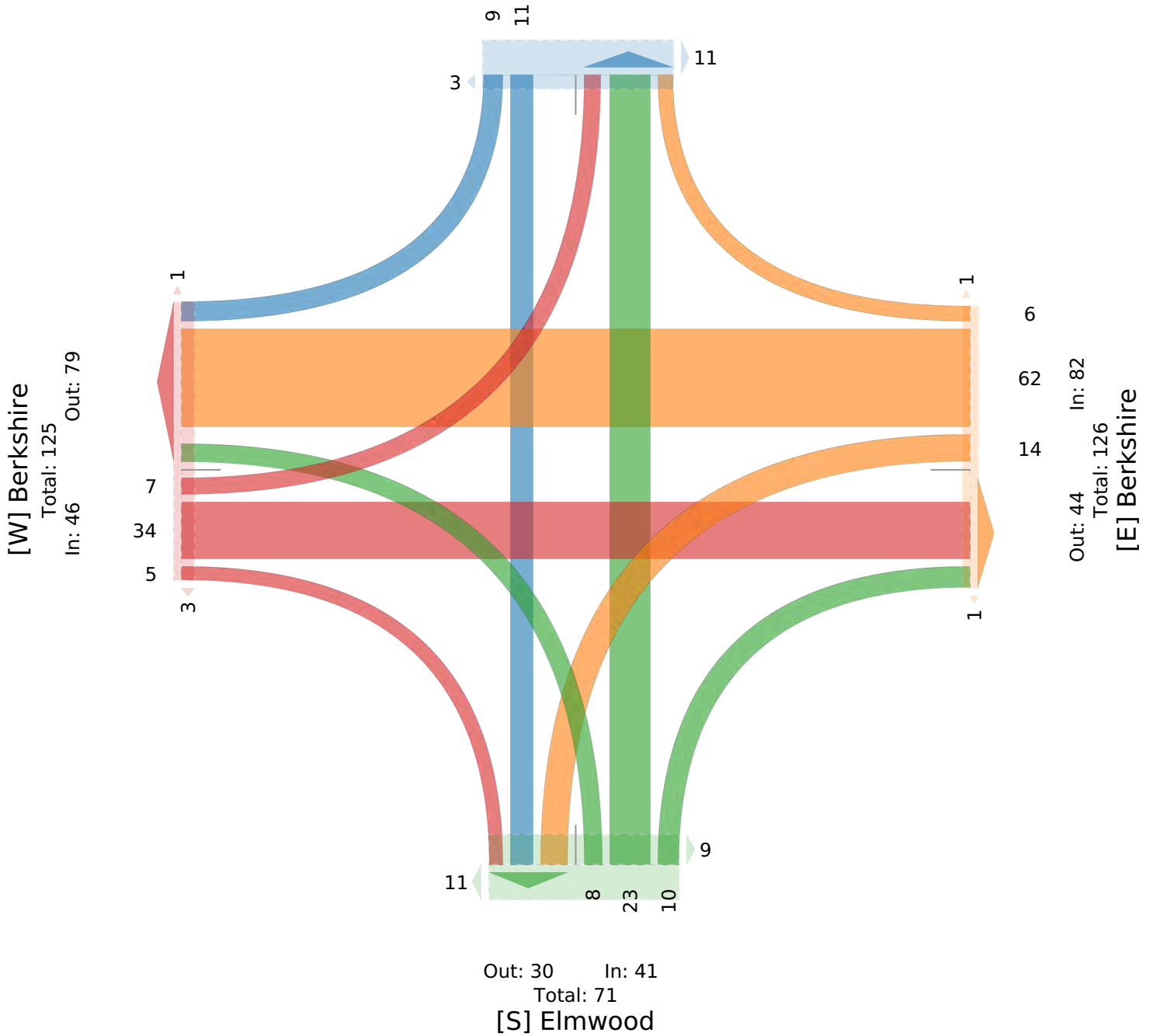


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Elmwood

Total: 56

In: 20 Out: 36



Elmwood Avenue & Berkshire Street - TMC

Wed Nov 9, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1010474, Location: 41.903742, -87.786909



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

[N] Elmwood

Total: 81

In: 26 Out: 55

13 11 2

4 5

[W] Berkshire

Total: 122
In: 55 Out: 67

9

43

3

3

9

41

5

Out: 65 In: 55
Total: 120

[E] Berkshire

9

13

37

20

7

Out: 19

In: 70

Total: 89

[S] Elmwood

Ridgeland & Berkshire - TMC

Wed Nov 9, 2022

AM Peak (7:45 AM - 8:45 AM)

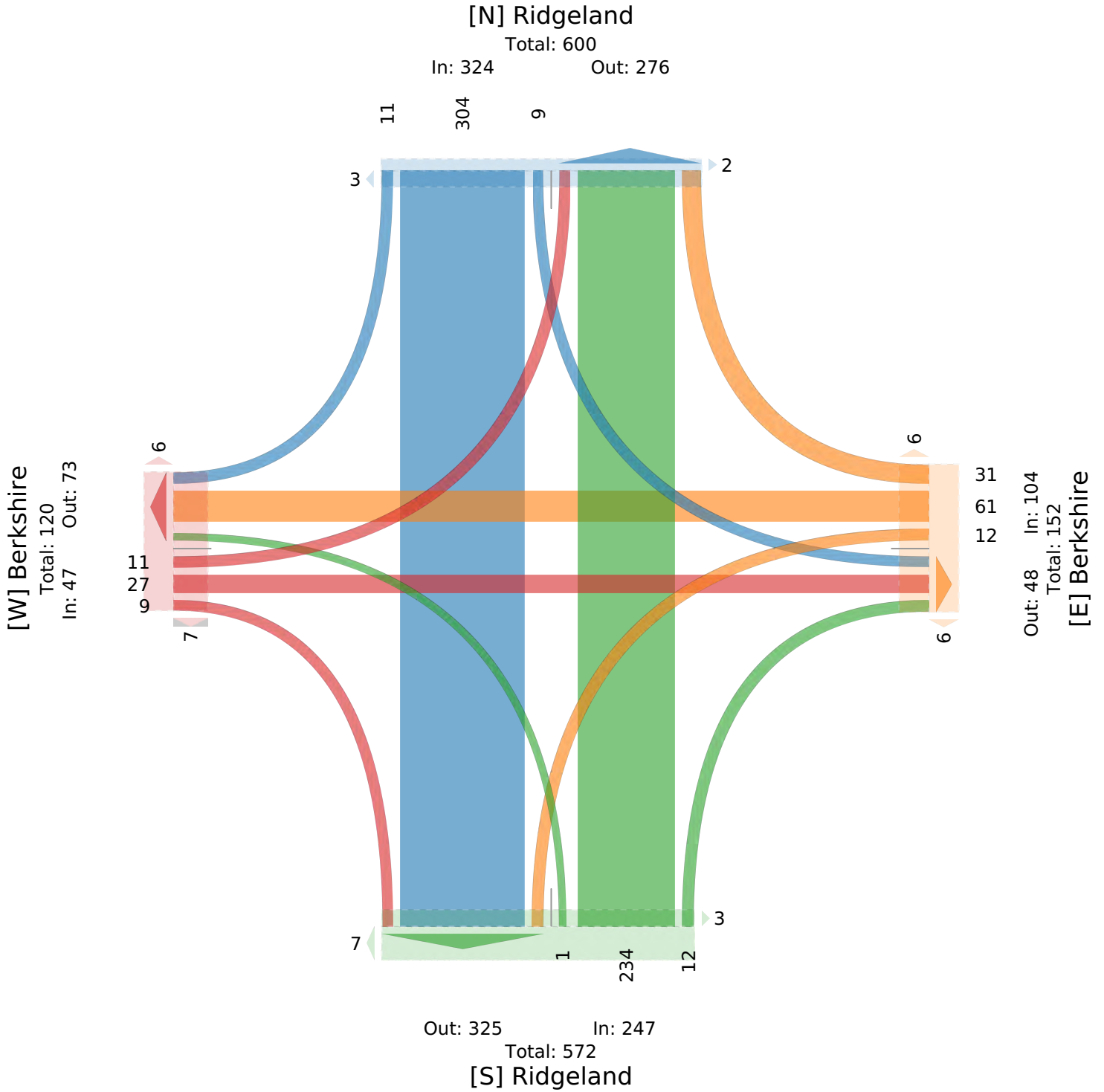
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010473, Location: 41.903778, -87.784165



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



Ridgeland & Berkshire - TMC

Wed Nov 9, 2022

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

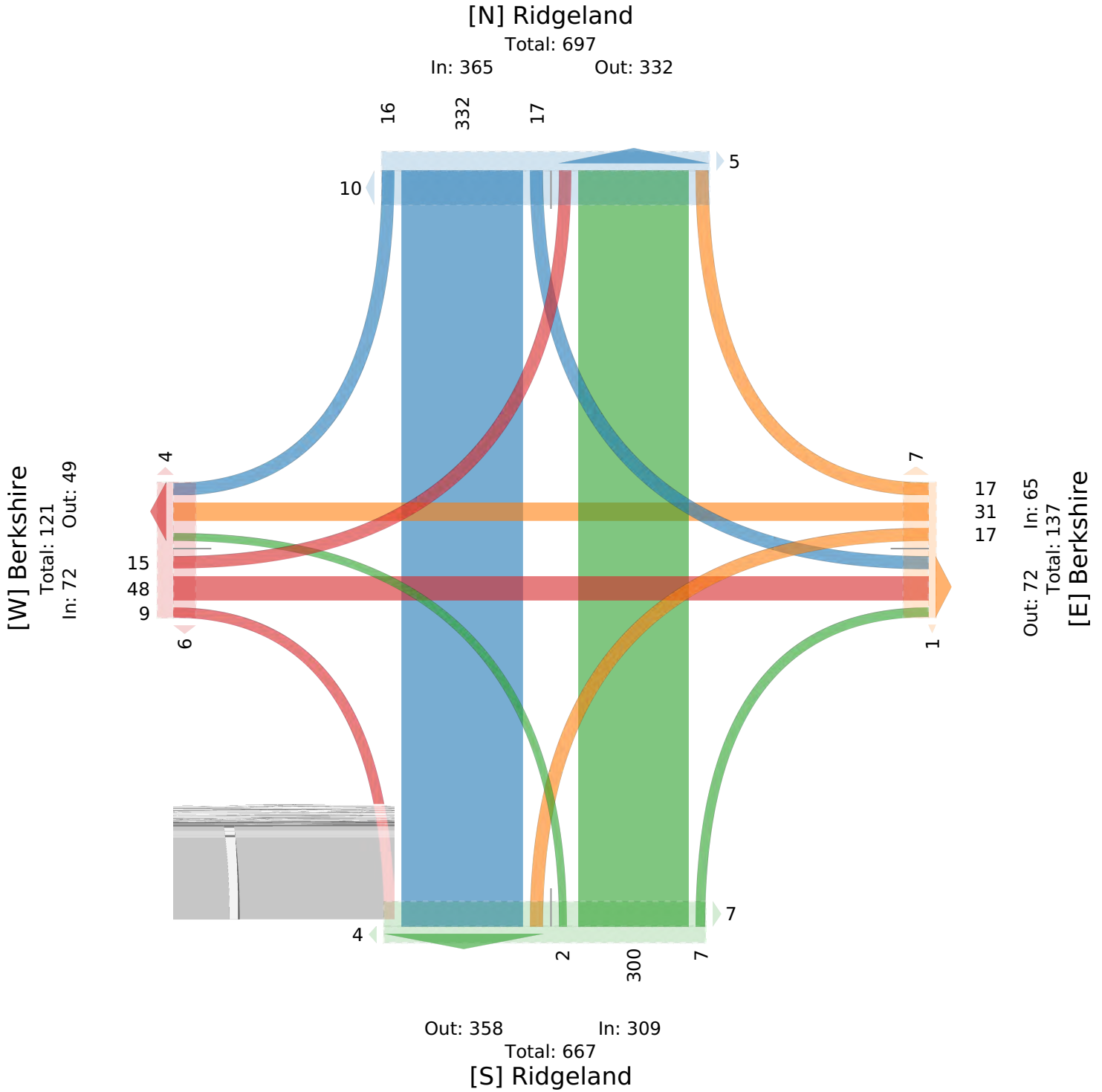
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

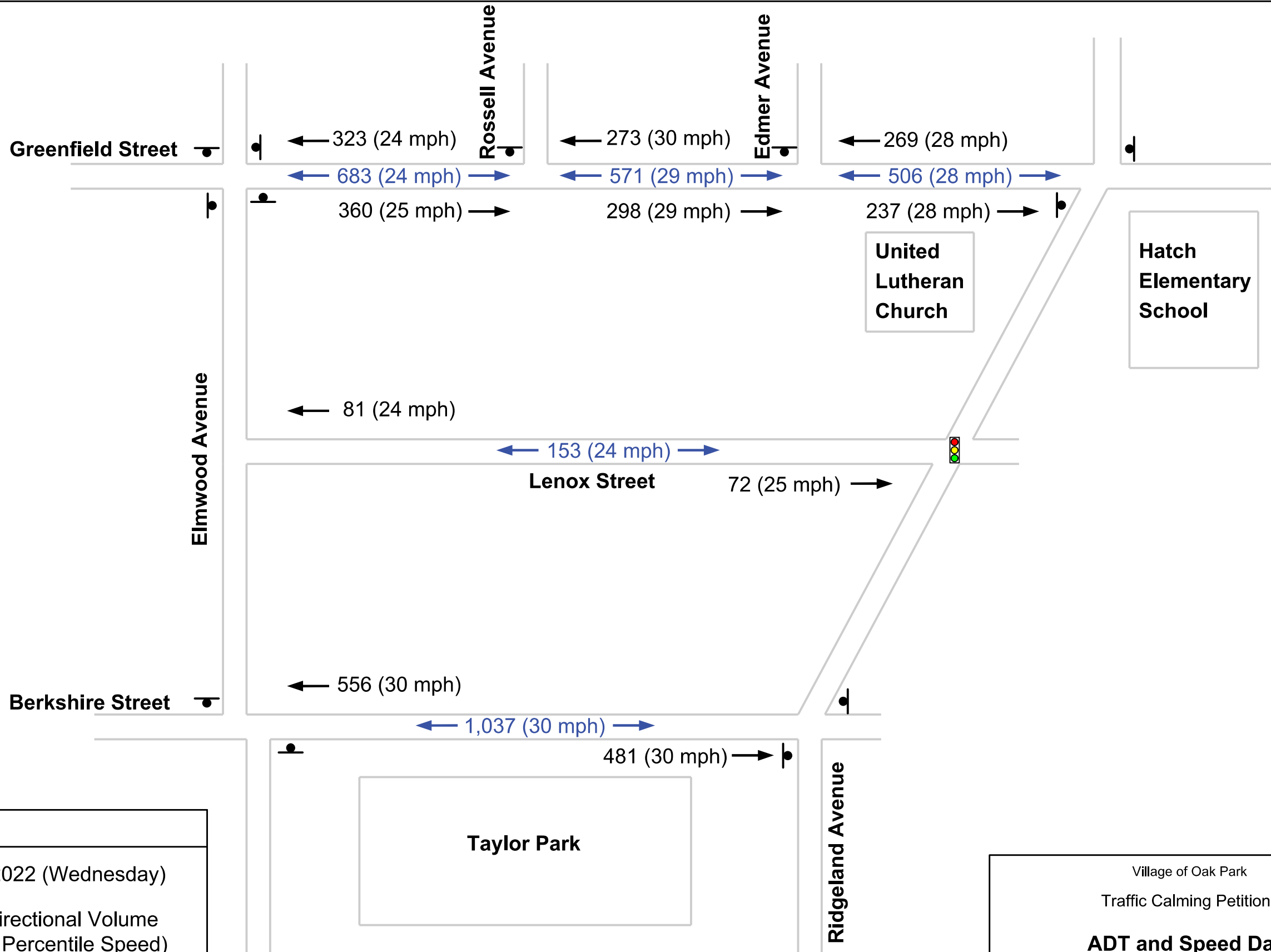
All Movements

ID: 1010473, Location: 41.903778, -87.784165



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





LEGEND

Count Date: November 9, 2022 (Wednesday)

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


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

● Stop Sign

🚦 Traffic Signal

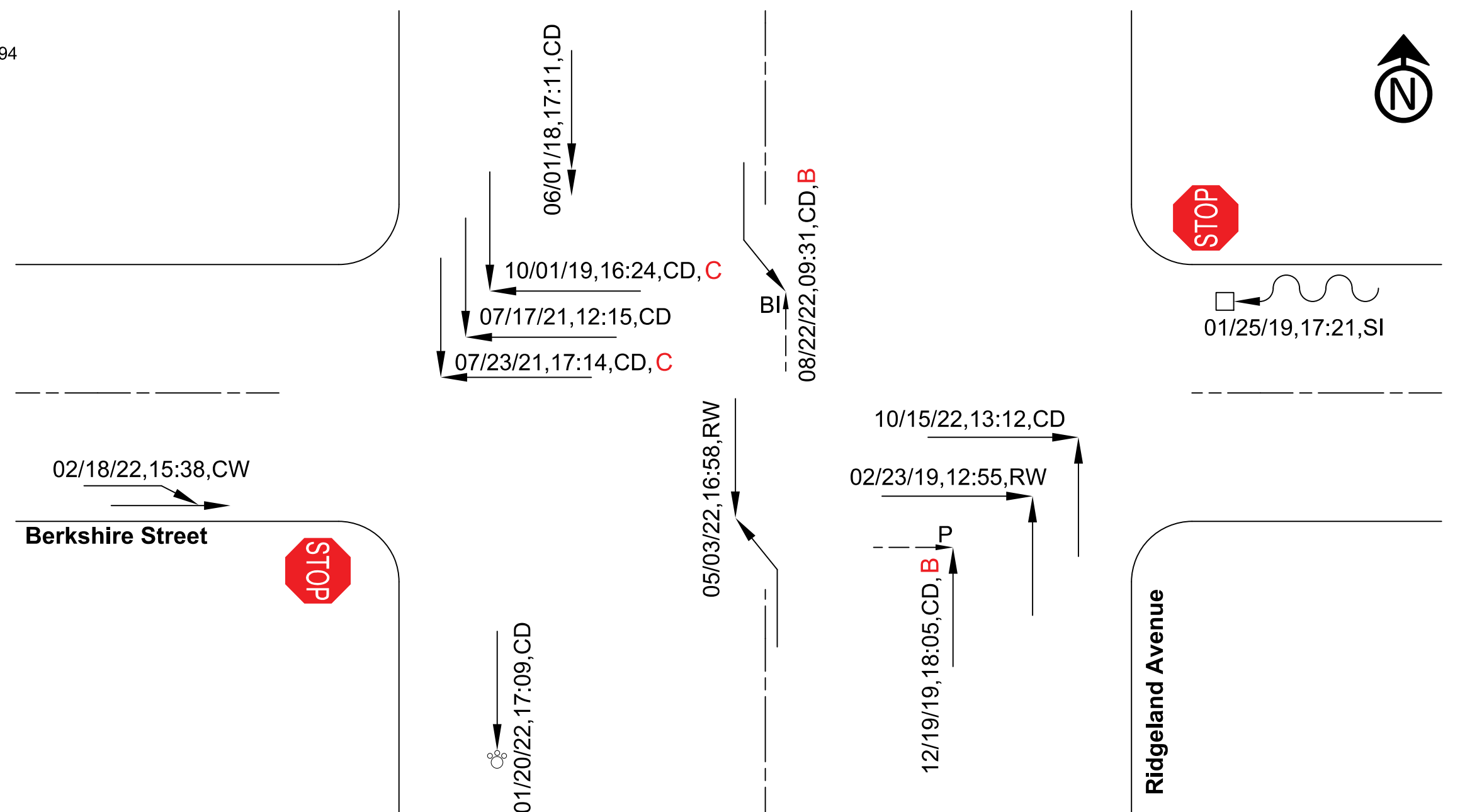
Village of Oak Park
 Traffic Calming Petitions

ADT and Speed Data
 400 Block of Berkshire Street and
 400 Block of Greenfield Street



July, 2023
 Not to Scale

HISTORICAL DATA - JAN 1995 - DEC 1997
 E/W STOP CONTROLLED INTERSECTION 12/31/1994
 1995-1997 # OF CRASHES = 10, ADT = 9,835
 1997 CRASH RATE = 0.93 Acc/MEV
 CRITICAL CRASH RATE = 0.686 Acc/MEV
 2018-2022 # OF CRASHES = 12
 2022 CRASH RATE = 0.668 Acc/MEV



- Legend**
- Right Angle Collision
 - Rear End
 - Sideswipe
 - Left Turn
 - Pedestrian P
 - Bicycle BI
 - Out of Control

- Parked Vehicle
- Fixed Object
- Animal

(xx/xx/xx, hh:mm, YZ, A):
 Date, Time, Weather Pavement Condition, Injury

Date: Month/Day/Year
 Time: 00:00 (Military Time)
 Weather: C=Clear, R=Rain, F=Fog, S=Snow

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

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

| Collision Type | K | A | B | C | PDO | Total |
|--------------------|----------|----------|----------|----------|----------|-----------|
| Right Angle | 0 | 0 | 0 | 2 | 3 | 5 |
| Left Turn | 0 | 0 | 0 | 0 | 1 | 1 |
| Rear End | 0 | 0 | 0 | 0 | 1 | 1 |
| Sideswipe | 0 | 0 | 0 | 0 | 1 | 1 |
| Ped/Bike | 0 | 0 | 2 | 0 | 0 | 2 |
| Off Rd. Fixed Obj. | 0 | 0 | 0 | 0 | 1 | 1 |
| Other | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 2 | 2 | 8 | 12 |

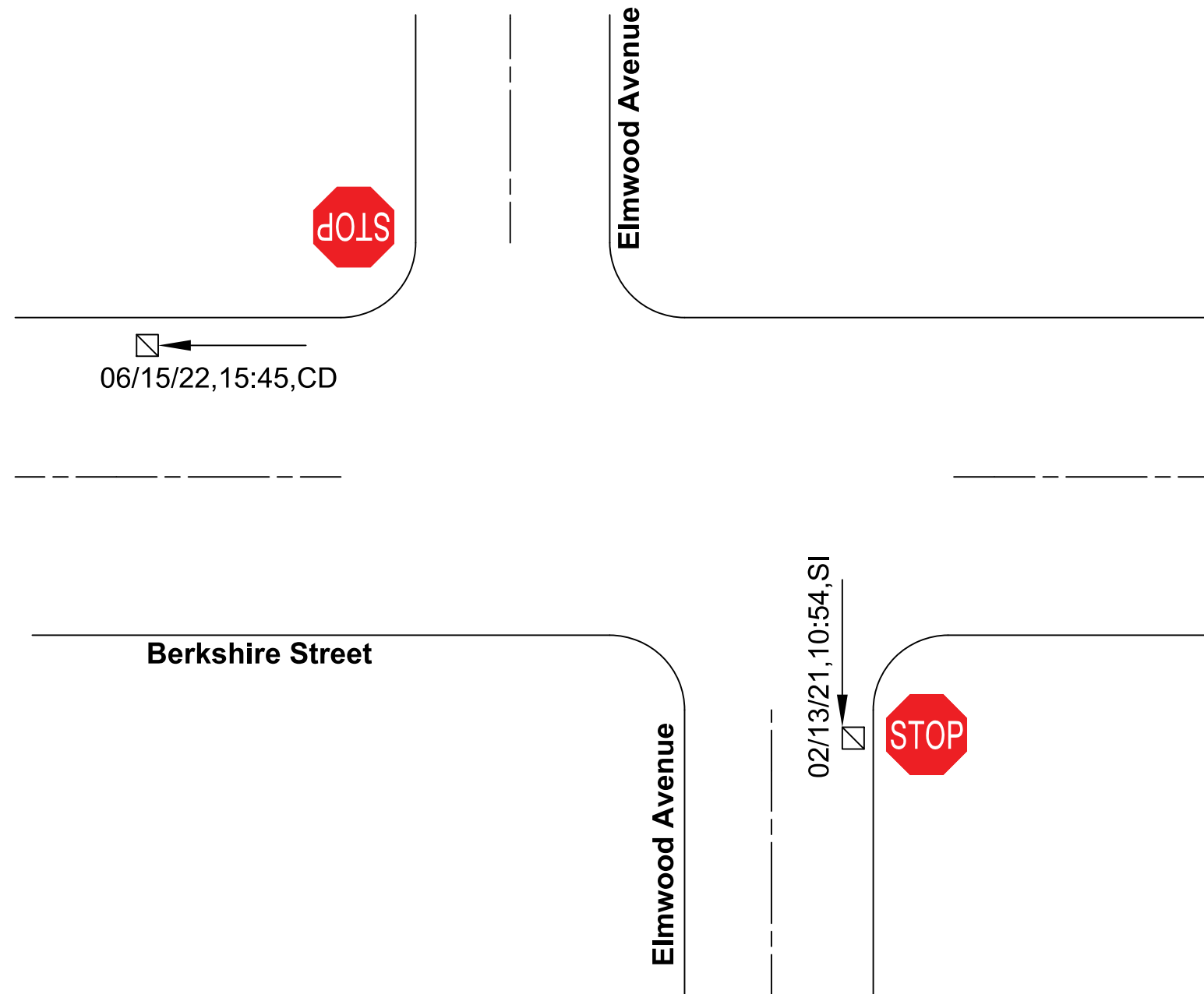
| Details | |
|---------|---|
| Dry | 8 |
| Wet | 3 |
| Icy | 1 |
| Day | 9 |
| Night | 3 |

Village of Oak Park
 Traffic Calming Petitions

Collision Diagram (Jan 2018-Dec 2022)
 400 Block of Berkshire Street
 1 of 3

July, 2023
 Not to Scale

HISTORICAL DATA - JAN 1995 - DEC 1997
 UNCONTROLLED INTERSECTION 12/31/1997
 1995-1997 # OF CRASHES = 2, ADT = 2,459
 1997 CRASH RATE = 0.74 Acc/MEV
 CRITICAL CRASH RATE = 0.686 Acc/MEV
 N/S STOP CONTROLLED INTERSECTION 11/05/1998
 2018-2022 # OF CRASHES = 2
 2022 CRASH RATE = 0.446 Acc/MEV



- Legend**
- Right Angle Collision
 - Rear End
 - Sideswipe
 - Left Turn
 - Pedestrian
 - Bicycle
 - Out of Control
 - Parked Vehicle
 - Fixed Object
 - Animal

(xx/xx/xx, hh:mm, YZ, A):
 Date, Time, Weather Pavement Condition, Injury

Date:
 Month/Day/Year
 Time:
 00:00 (Military Time)
 Weather: C=Clear, R=Rain,
 F=Fog, S=Snow


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

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

| Collision Type | K | A | B | C | PDO | Total | | |
|--------------------|----------|----------|----------|----------|----------|----------|---------|---|
| Right Angle | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Left Turn | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Rear End | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sideswipe | 0 | 0 | 0 | 0 | 0 | 0 | Details | |
| Ped/Bike | 0 | 0 | 0 | 0 | 0 | 0 | Dry | 1 |
| Off Rd. Fixed Obj. | 0 | 0 | 0 | 0 | 0 | 0 | Wet | 0 |
| Parked Vehicle | 0 | 0 | 0 | 0 | 2 | 2 | Icy | 1 |
| | | | | | | | Day | 2 |
| Total | 0 | 0 | 0 | 0 | 2 | 2 | Night | 0 |

Village of Oak Park
 Traffic Calming Petitions

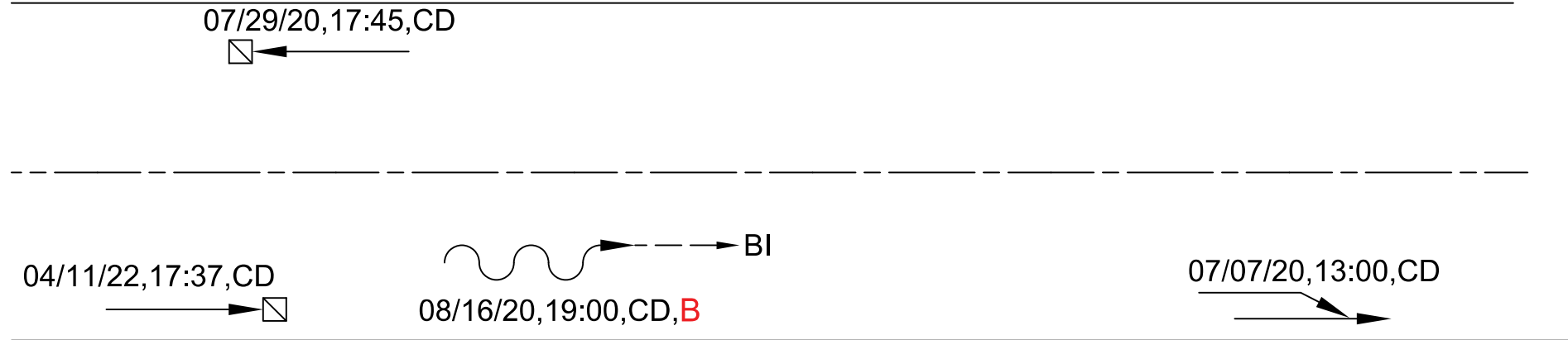
Collision Diagram (Jan 2018-Dec 2022)
 400 Block of Berkshire Street
 2 of 3



July, 2023
 Not to Scale



Berkshire Street



Legend

- Right Angle Collision
- Rear End
- Sideswipe
- Left Turn
- Pedestrian P
- Bicycle BI
- Out of Control
- Parked Vehicle
- Fixed Object
- Animal

(xx/xx/xx, hh:mm, YZ, A):
Date, Time, Weather Pavement Condition, Injury

Date: Month/Day/Year
Time: 00:00 (Military Time)
Weather: C=Clear, R=Rain, F=Fog, S=Snow

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


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

| Collision Type | K | A | B | C | PDO | Total |
|--------------------|----------|----------|----------|----------|----------|----------|
| Right Angle | 0 | 0 | 0 | 0 | 0 | 0 |
| Left Turn | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe | 0 | 0 | 0 | 0 | 1 | 1 |
| Ped/Bike | 0 | 0 | 1 | 0 | 0 | 1 |
| Off Rd. Fixed Obj. | 0 | 0 | 0 | 0 | 0 | 0 |
| Parked Vehicle | 0 | 0 | 0 | 0 | 2 | 2 |
| Total | 0 | 0 | 1 | 0 | 3 | 4 |

| Details | |
|---------|---|
| Dry | 4 |
| Wet | 0 |
| Icy | 0 |
| Day | 4 |
| Night | 0 |

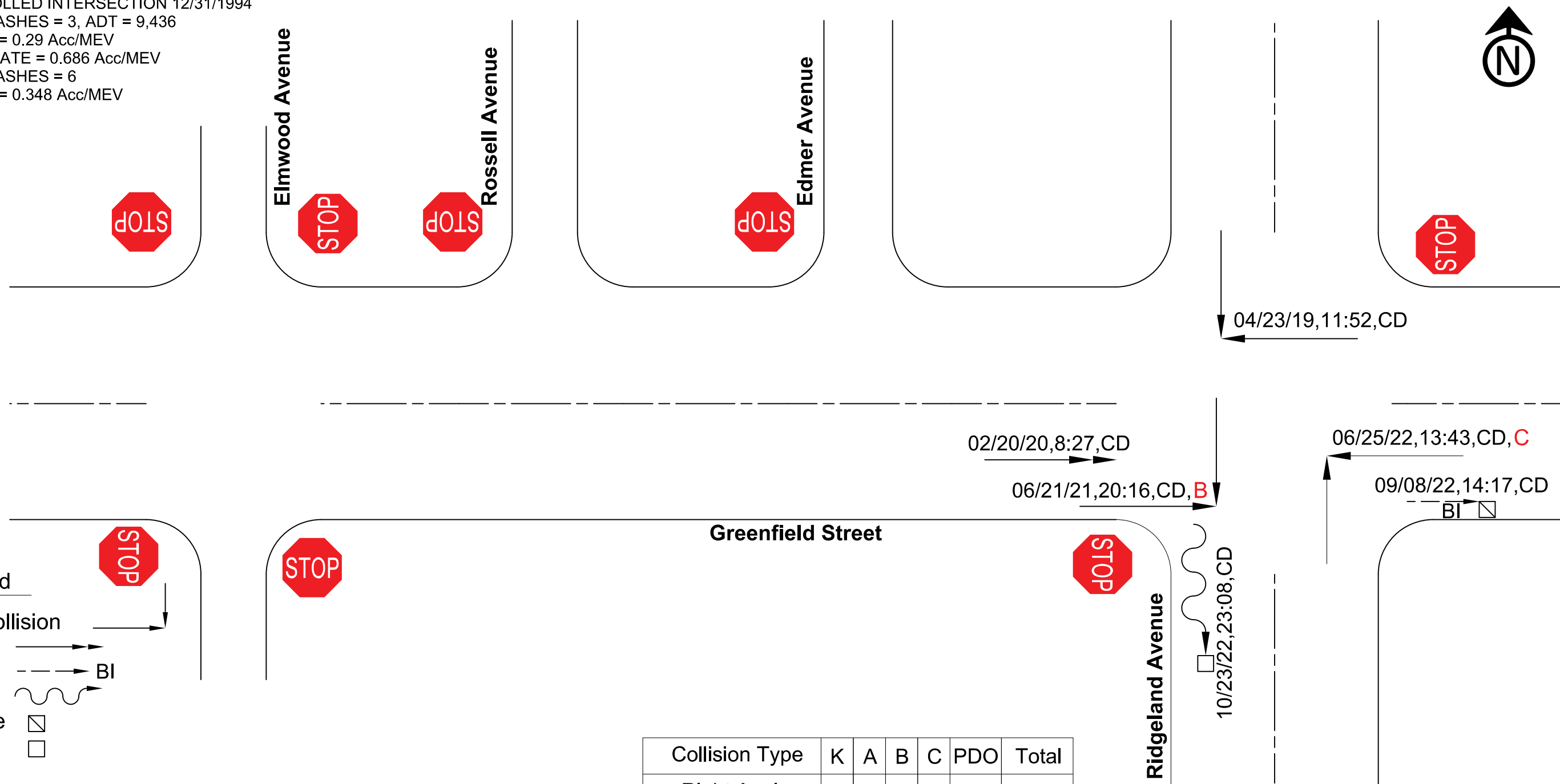
Village of Oak Park
Traffic Calming Petitions

Collision Diagram (Jan 2018-Dec 2022)
400 Block of Berkshire Street
3 of 3



July, 2023
Not to Scale

HISTORICAL DATA - JAN 1995 - DEC 1997
 E/W STOP CONTROLLED INTERSECTION 12/31/1994
 1995-1997 # OF CRASHES = 3, ADT = 9,436
 1997 CRASH RATE = 0.29 Acc/MEV
 CRITICAL CRASH RATE = 0.686 Acc/MEV
 2018-2022 # OF CRASHES = 6
 2022 CRASH RATE = 0.348 Acc/MEV



Date: (xx/xx/xx, hh:mm, YZ, A):
 Time: Date, Time, Weather Pavement Condition, Injury
 00:00 (Military Time)

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

Injury: K=Fatal, A=Incapacitated, B=Non-Incapacitating, C=Not Evident
 Pavement: D=Dry, W=Wet, I=Icy

| Collision Type | K | A | B | C | PDO | Total |
|--------------------|----------|----------|----------|----------|----------|----------|
| Right Angle | 0 | 0 | 1 | 1 | 1 | 3 |
| Left Turn | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End | 0 | 0 | 0 | 0 | 1 | 1 |
| Sideswipe | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped/Bike | 0 | 0 | 0 | 0 | 1 | 1 |
| Off Rd. Fixed Obj. | 0 | 0 | 0 | 0 | 1 | 1 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 1 | 4 | 6 |

Village of Oak Park
 Traffic Calming Petitions
Collision Diagram (Jan 2018-Dec 2022)
 400 Block of Greenfield Street
 1 of 1

CIVILTECH

July, 2023
 Not to Scale

400 Block of Berkshire Street

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 | |


400 Block of Greenfield Street

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 |
|---|-------------------------------------|--|---|
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| Targeted Speed Enforcement | | Village | |
| Speed Radar Trailer | | Village | |
| Speed Feedback Sign | | Village | |
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| Optical Speed Bars / Speed Reduction Markings | | Village | |
| Signage | | Village | |
| Speed Limit Signage | | Village | |
| STOP / YIELD Signage | | Village | Should not be used for speed control according to federal Manual on Uniform Traffic Control Devices |
| Flashing Stop Signs | | Village | |
| Speed Legend | | Village | |
| Speed Limit Pavement Markings | | Village | |
| High Visibility Crosswalks | | Village | |
| Educational Community Involvement | | Village | |
| 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 | |



Village of Oak Park
 Traffic Calming Petitions
400 Berkshire Street
 Proposed Concept Plan

 CIVILTECH

July, 2023

APPENDIX A

Traffic Count Data

Elmwood Avenue & Berkshire 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: 1010474, Location: 41.903742, -87.786909



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

| Leg Direction | Elmwood Southbound | | | | | | Berkshire Westbound | | | | | | Elmwood Northbound | | | | | | Berkshire 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* | |
| 2022-11-09 7:00AM | 2 | 4 | 0 | 0 | 6 | 2 | 0 | 5 | 1 | 0 | 6 | 1 | 2 | 2 | 0 | 0 | 4 | 5 | 0 | 1 | 3 | 0 | 4 | 0 | 20 |
| 7:15AM | 1 | 4 | 1 | 0 | 6 | 4 | 0 | 12 | 2 | 0 | 14 | 0 | 1 | 5 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 27 |
| 7:30AM | 3 | 3 | 1 | 0 | 7 | 2 | 1 | 10 | 3 | 0 | 14 | 0 | 2 | 1 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 7 | 1 | 31 |
| 7:45AM | 3 | 3 | 0 | 0 | 6 | 10 | 3 | 16 | 3 | 0 | 22 | 1 | 2 | 4 | 3 | 0 | 9 | 9 | 0 | 13 | 1 | 0 | 14 | 1 | 51 |
| Hourly Total | 9 | 14 | 2 | 0 | 25 | 18 | 4 | 43 | 9 | 0 | 56 | 2 | 7 | 12 | 3 | 0 | 22 | 20 | 0 | 22 | 4 | 0 | 26 | 2 | 129 |
| 8:00AM | 2 | 3 | 0 | 0 | 5 | 1 | 2 | 14 | 2 | 0 | 18 | 0 | 2 | 11 | 2 | 0 | 15 | 6 | 1 | 4 | 2 | 0 | 7 | 1 | 45 |
| 8:15AM | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 13 | 4 | 0 | 18 | 0 | 4 | 5 | 3 | 0 | 12 | 3 | 2 | 8 | 3 | 0 | 13 | 2 | 45 |
| 8:30AM | 4 | 3 | 0 | 0 | 7 | 1 | 0 | 19 | 5 | 0 | 24 | 1 | 2 | 3 | 0 | 0 | 5 | 2 | 2 | 9 | 1 | 0 | 12 | 0 | 48 |
| 8:45AM | 9 | 5 | 0 | 0 | 14 | 0 | 0 | 9 | 3 | 0 | 12 | 0 | 2 | 4 | 2 | 0 | 8 | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 39 |
| Hourly Total | 15 | 13 | 0 | 0 | 28 | 4 | 3 | 55 | 14 | 0 | 72 | 1 | 10 | 23 | 7 | 0 | 40 | 11 | 7 | 24 | 6 | 0 | 37 | 3 | 177 |
| 2:00PM | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 7 | 1 | 0 | 8 | 0 | 5 | 6 | 0 | 0 | 11 | 6 | 1 | 7 | 0 | 0 | 8 | 0 | 28 |
| 2:15PM | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 0 | 5 | 0 | 6 | 8 | 2 | 0 | 16 | 5 | 0 | 10 | 1 | 0 | 11 | 1 | 33 |
| 2:30PM | 6 | 1 | 0 | 0 | 7 | 4 | 3 | 11 | 2 | 0 | 16 | 0 | 5 | 8 | 3 | 0 | 16 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | 43 |
| 2:45PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 2 | 0 | 10 | 0 | 2 | 3 | 1 | 0 | 6 | 6 | 2 | 5 | 1 | 0 | 8 | 1 | 25 |
| Hourly Total | 7 | 3 | 0 | 0 | 10 | 11 | 3 | 30 | 6 | 0 | 39 | 0 | 18 | 25 | 6 | 0 | 49 | 20 | 3 | 25 | 3 | 0 | 31 | 2 | 129 |
| 3:00PM | 3 | 3 | 1 | 0 | 7 | 1 | 0 | 9 | 1 | 0 | 10 | 0 | 3 | 7 | 3 | 0 | 13 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 32 |
| 3:15PM | 6 | 3 | 0 | 0 | 9 | 2 | 0 | 13 | 1 | 0 | 14 | 0 | 12 | 10 | 5 | 0 | 27 | 7 | 0 | 5 | 9 | 0 | 14 | 0 | 64 |
| 3:30PM | 5 | 1 | 2 | 0 | 8 | 2 | 0 | 7 | 4 | 0 | 11 | 0 | 5 | 6 | 0 | 0 | 11 | 7 | 0 | 8 | 4 | 0 | 12 | 0 | 42 |
| 3:45PM | 4 | 4 | 1 | 0 | 9 | 3 | 0 | 11 | 5 | 0 | 16 | 0 | 13 | 13 | 3 | 0 | 29 | 3 | 1 | 11 | 2 | 0 | 14 | 1 | 68 |
| Hourly Total | 18 | 11 | 4 | 0 | 33 | 8 | 0 | 40 | 11 | 0 | 51 | 0 | 33 | 36 | 11 | 0 | 80 | 25 | 1 | 25 | 16 | 0 | 42 | 1 | 206 |
| 4:00PM | 2 | 1 | 1 | 0 | 4 | 12 | 0 | 11 | 2 | 0 | 13 | 5 | 5 | 11 | 3 | 0 | 19 | 29 | 1 | 7 | 1 | 0 | 9 | 3 | 45 |
| 4:15PM | 2 | 3 | 0 | 0 | 5 | 1 | 2 | 4 | 2 | 0 | 8 | 2 | 7 | 8 | 5 | 0 | 20 | 11 | 1 | 11 | 1 | 0 | 13 | 1 | 46 |
| 4:30PM | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 10 | 3 | 0 | 13 | 1 | 12 | 7 | 2 | 0 | 21 | 4 | 1 | 6 | 2 | 0 | 9 | 0 | 46 |
| 4:45PM | 4 | 3 | 1 | 0 | 8 | 3 | 3 | 10 | 2 | 0 | 15 | 2 | 5 | 11 | 0 | 0 | 16 | 5 | 1 | 11 | 2 | 0 | 14 | 3 | 53 |
| Hourly Total | 11 | 7 | 2 | 0 | 20 | 18 | 5 | 35 | 9 | 0 | 49 | 10 | 29 | 37 | 10 | 0 | 76 | 49 | 4 | 35 | 6 | 0 | 45 | 7 | 190 |
| 5:00PM | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 9 | 1 | 0 | 12 | 0 | 4 | 10 | 7 | 0 | 21 | 4 | 2 | 10 | 2 | 0 | 14 | 0 | 48 |
| 5:15PM | 6 | 6 | 0 | 0 | 12 | 1 | 1 | 10 | 0 | 0 | 11 | 0 | 4 | 8 | 2 | 0 | 14 | 1 | 0 | 10 | 3 | 0 | 13 | 0 | 50 |
| 5:30PM | 3 | 2 | 0 | 0 | 5 | 2 | 3 | 12 | 2 | 0 | 17 | 0 | 7 | 8 | 4 | 0 | 19 | 6 | 0 | 12 | 2 | 0 | 14 | 0 | 55 |
| 5:45PM | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 14 | 1 | 0 | 16 | 0 | 2 | 9 | 2 | 0 | 13 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 40 |
| Hourly Total | 10 | 9 | 1 | 0 | 20 | 7 | 7 | 45 | 4 | 0 | 56 | 0 | 17 | 35 | 15 | 0 | 67 | 11 | 4 | 39 | 7 | 0 | 50 | 0 | 193 |
| Total | 70 | 57 | 9 | 0 | 136 | 66 | 22 | 248 | 53 | 0 | 323 | 13 | 114 | 168 | 52 | 0 | 334 | 136 | 19 | 170 | 42 | 0 | 231 | 15 | 1024 |
| % Approach | 51.5% | 41.9% | 6.6% | 0% | - | - | 6.8% | 76.8% | 16.4% | 0% | - | - | 34.1% | 50.3% | 15.6% | 0% | - | - | 8.2% | 73.6% | 18.2% | 0% | - | - | - |
| % Total | 6.8% | 5.6% | 0.9% | 0% | 13.3% | - | 2.1% | 24.2% | 5.2% | 0% | 31.5% | - | 11.1% | 16.4% | 5.1% | 0% | 32.6% | - | 1.9% | 16.6% | 4.1% | 0% | 22.6% | - | - |
| Lights | 55 | 55 | 8 | 0 | 118 | - | 22 | 227 | 45 | 0 | 294 | - | 102 | 161 | 50 | 0 | 313 | - | 18 | 158 | 29 | 0 | 205 | - | 930 |
| % Lights | 78.6% | 96.5% | 88.9% | 0% | 86.8% | - | 100% | 91.5% | 84.9% | 0% | 91.0% | - | 89.5% | 95.8% | 96.2% | 0% | 93.7% | - | 94.7% | 92.9% | 69.0% | 0% | 88.7% | - | 90.8% |
| Articulated Trucks | 0 | 0 | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 1 | 0 | 0 | 1 | - | 3 |
| % Articulated Trucks | 0% | 0% | 11.1% | 0% | 0.7% | - | 0% | 0% | 0% | 0% | 0% | - | 0.9% | 0% | 0% | 0% | 0.3% | - | 0% | 0.6% | 0% | 0% | 0.4% | - | 0.3% |
| Buses and Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 4 | 2 | 0 | 6 | - | 2 | 2 | 0 | 0 | 4 | - | 0 | 2 | 1 | 0 | 3 | - | 13 |
| % Buses and Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 1.6% | 3.8% | 0% | 1.9% | - | 1.8% | 1.2% | 0% | 0% | 1.2% | - | 0% | 1.2% | 2.4% | 0% | 1.3% | - | 1.3% |
| Bicycles on Road | 15 | 2 | 0 | 0 | 17 | - | 0 | 17 | 6 | 0 | 23 | - | 9 | 5 | 2 | 0 | 16 | - | 1 | 9 | 12 | 0 | 22 | - | 78 |
| % Bicycles on Road | 21.4% | 3.5% | 0% | 0% | 12.5% | - | 0% | 6.9% | 11.3% | 0% | 7.1% | - | 7.9% | 3.0% | 3.8% | 0% | 4.8% | - | 5.3% | 5.3% | 28.6% | 0% | 9.5% | - | 7.6% |
| Pedestrians | - | - | - | - | - | 62 | - | - | - | - | - | 13 | - | - | - | - | - | 133 | - | - | - | - | - | 15 | - |
| % Pedestrians | - | - | - | - | - | 93.9% | - | - | - | - | - | 100% | - | - | - | - | - | 97.8% | - | - | - | - | - | 100% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 4 | - | - | - | - | - | 0 | - | - | - | - | - | 3 | - | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | 6.1% | - | - | - | - | - | 0% | - | - | - | - | - | 2.2% | - | - | - | - | - | 0% | - |

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

Elmwood Avenue & Berkshire 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: 1010474, Location: 41.903742, -87.786909

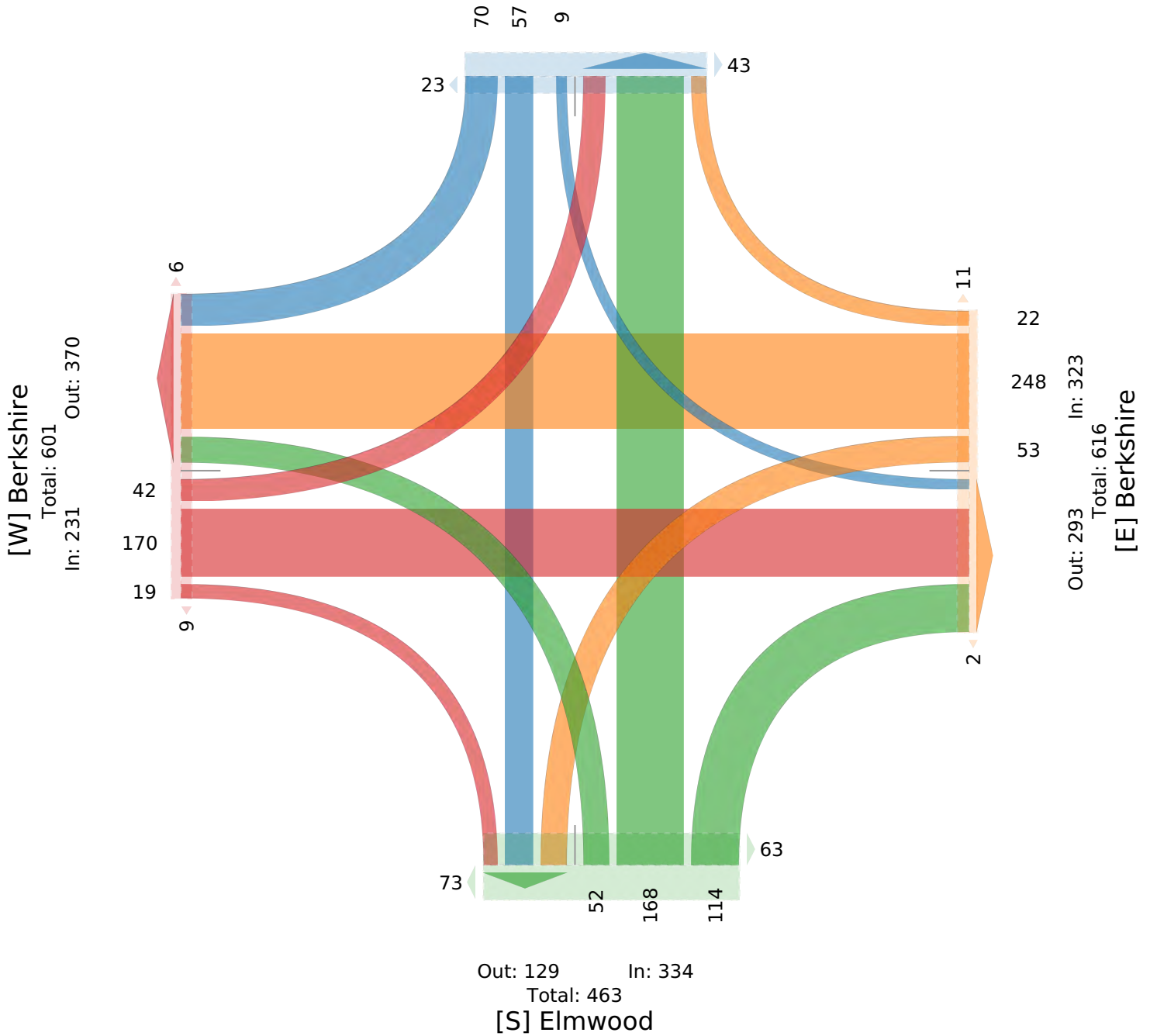


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Elmwood

Total: 368

In: 136 Out: 232



Elmwood Avenue & Berkshire Street - TMC

Wed Nov 9, 2022

AM Peak (7:45 AM - 8:45 AM)

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

All Movements

ID: 1010474, Location: 41.903742, -87.786909



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

| Leg Direction | Elmwood Southbound | | | | | | Berkshire Westbound | | | | | | Elmwood Northbound | | | | | | Berkshire 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 7:45AM | 3 | 3 | 0 | 0 | 6 | 10 | 3 | 16 | 3 | 0 | 22 | 1 | 2 | 4 | 3 | 0 | 9 | 9 | 0 | 13 | 1 | 0 | 14 | 1 | 51 |
| 8:00AM | 2 | 3 | 0 | 0 | 5 | 1 | 2 | 14 | 2 | 0 | 18 | 0 | 2 | 11 | 2 | 0 | 15 | 6 | 1 | 4 | 2 | 0 | 7 | 1 | 45 |
| 8:15AM | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 13 | 4 | 0 | 18 | 0 | 4 | 5 | 3 | 0 | 12 | 3 | 2 | 8 | 3 | 0 | 13 | 2 | 45 |
| 8:30AM | 4 | 3 | 0 | 0 | 7 | 1 | 0 | 19 | 5 | 0 | 24 | 1 | 2 | 3 | 0 | 0 | 5 | 2 | 2 | 9 | 1 | 0 | 12 | 0 | 48 |
| Total | 9 | 11 | 0 | 0 | 20 | 14 | 6 | 62 | 14 | 0 | 82 | 2 | 10 | 23 | 8 | 0 | 41 | 20 | 5 | 34 | 7 | 0 | 46 | 4 | 189 |
| % Approach | 45.0% | 55.0% | 0% | 0% | - | - | 7.3% | 75.6% | 17.1% | 0% | - | - | 24.4% | 56.1% | 19.5% | 0% | - | - | 10.9% | 73.9% | 15.2% | 0% | - | - | - |
| % Total | 4.8% | 5.8% | 0% | 0% | 10.6% | - | 3.2% | 32.8% | 7.4% | 0% | 43.4% | - | 5.3% | 12.2% | 4.2% | 0% | 21.7% | - | 2.6% | 18.0% | 3.7% | 0% | 24.3% | - | - |
| PHF | 0.563 | 0.917 | - | - | 0.714 | - | 0.500 | 0.794 | 0.750 | - | 0.857 | - | 0.750 | 0.523 | 0.667 | - | 0.667 | - | 0.625 | 0.635 | 0.417 | - | 0.827 | - | 0.893 |
| Lights | 9 | 11 | 0 | 0 | 20 | - | 6 | 52 | 11 | 0 | 69 | - | 8 | 21 | 8 | 0 | 37 | - | 5 | 31 | 5 | 0 | 41 | - | 167 |
| % Lights | 100% | 100% | 0% | 0% | 100% | - | 100% | 83.9% | 78.6% | 0% | 84.1% | - | 80.0% | 91.3% | 100% | 0% | 90.2% | - | 100% | 91.2% | 71.4% | 0% | 89.1% | - | 88.4% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 0 | 1 | - | 1 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 2.9% | 0% | 0% | 2.2% | - | 0.5% |
| Buses and Single-Unit Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 1 | 0 | 3 | - | 1 | 2 | 0 | 0 | 3 | - | 0 | 1 | 0 | 0 | 1 | - | 7 |
| % Buses and Single-Unit Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 3.2% | 7.1% | 0% | 3.7% | - | 10.0% | 8.7% | 0% | 0% | 7.3% | - | 0% | 2.9% | 0% | 0% | 2.2% | - | 3.7% |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | - | 0 | 8 | 2 | 0 | 10 | - | 1 | 0 | 0 | 0 | 1 | - | 0 | 1 | 2 | 0 | 3 | - | 14 |
| % Bicycles on Road | 0% | 0% | 0% | 0% | 0% | - | 0% | 12.9% | 14.3% | 0% | 12.2% | - | 10.0% | 0% | 0% | 0% | 2.4% | - | 0% | 2.9% | 28.6% | 0% | 6.5% | - | 7.4% |
| Pedestrians | - | - | - | - | - | 14 | - | - | - | - | - | 2 | - | - | - | - | - | 20 | - | - | - | - | - | 4 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | |

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

Elmwood Avenue & Berkshire Street - TMC

Wed Nov 9, 2022

AM Peak (7:45 AM - 8:45 AM)

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

All Movements

ID: 1010474, Location: 41.903742, -87.786909



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

[N] Elmwood

Total: 56

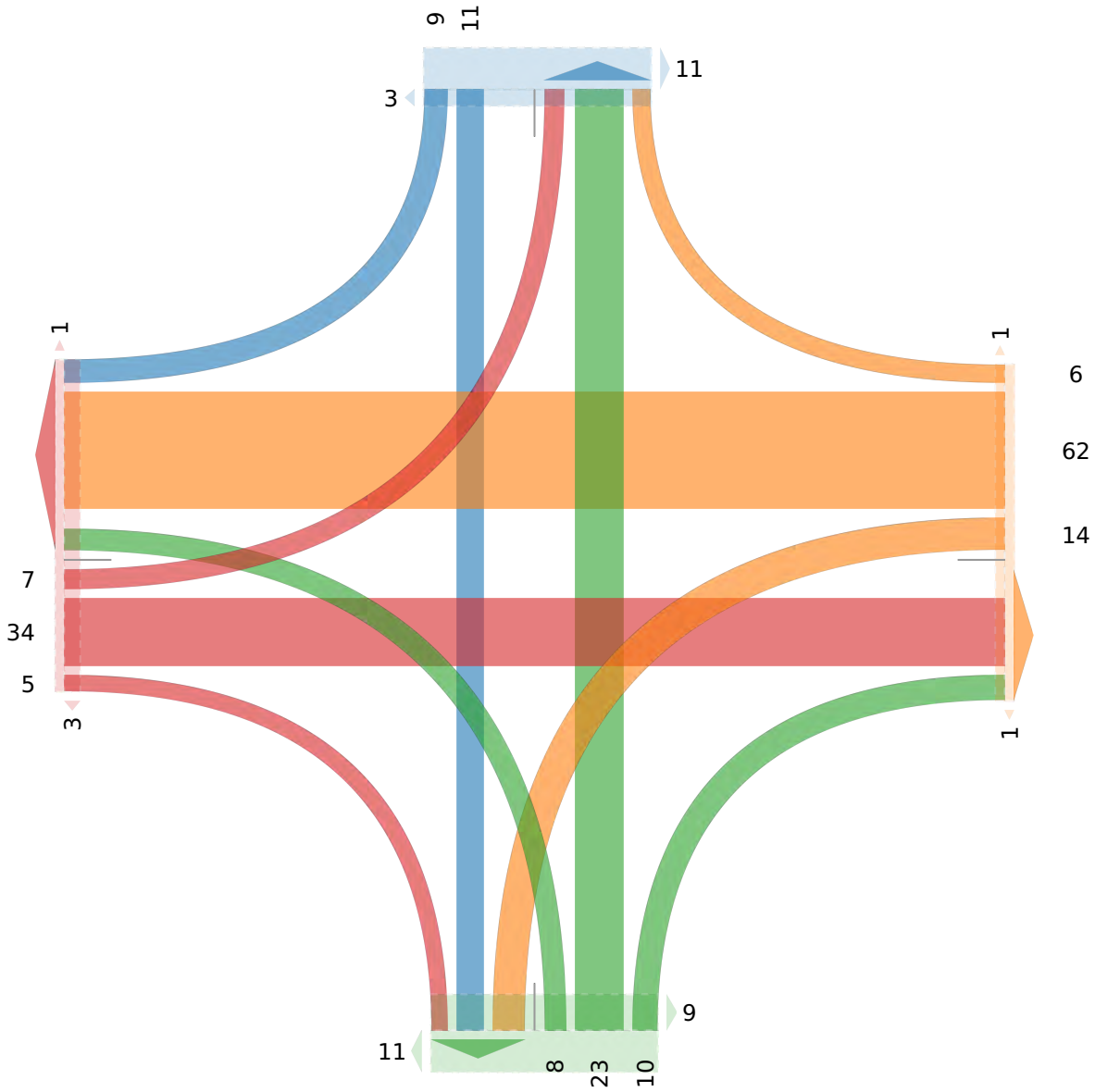
In: 20 Out: 36

[W] Berkshire

Total: 125

Out: 79

In: 46



Out: 30 In: 41

Total: 71

[S] Elmwood

Elmwood Avenue & Berkshire Street - TMC

Wed Nov 9, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1010474, Location: 41.903742, -87.786909



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

| Leg Direction | Elmwood Southbound | | | | | | Berkshire Westbound | | | | | | Elmwood Northbound | | | | | | Berkshire 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 4:45PM | 4 | 3 | 1 | 0 | 8 | 3 | 3 | 10 | 2 | 0 | 15 | 2 | 5 | 11 | 0 | 0 | 16 | 5 | 1 | 11 | 2 | 0 | 14 | 3 | 53 |
| 5:00PM | 0 | 0 | 1 | 0 | 1 | 3 | 2 | 9 | 1 | 0 | 12 | 0 | 4 | 10 | 7 | 0 | 21 | 4 | 2 | 10 | 2 | 0 | 14 | 0 | 48 |
| 5:15PM | 6 | 6 | 0 | 0 | 12 | 1 | 1 | 10 | 0 | 0 | 11 | 0 | 4 | 8 | 2 | 0 | 14 | 1 | 0 | 10 | 3 | 0 | 13 | 0 | 50 |
| 5:30PM | 3 | 2 | 0 | 0 | 5 | 2 | 3 | 12 | 2 | 0 | 17 | 0 | 7 | 8 | 4 | 0 | 19 | 6 | 0 | 12 | 2 | 0 | 14 | 0 | 55 |
| Total | 13 | 11 | 2 | 0 | 26 | 9 | 9 | 41 | 5 | 0 | 55 | 2 | 20 | 37 | 13 | 0 | 70 | 16 | 3 | 43 | 9 | 0 | 55 | 3 | 206 |
| % Approach | 50.0% | 42.3% | 7.7% | 0% | - | - | 16.4% | 74.5% | 9.1% | 0% | - | - | 28.6% | 52.9% | 18.6% | 0% | - | - | 5.5% | 78.2% | 16.4% | 0% | - | - | - |
| % Total | 6.3% | 5.3% | 1.0% | 0% | 12.6% | - | 4.4% | 19.9% | 2.4% | 0% | 26.7% | - | 9.7% | 18.0% | 6.3% | 0% | 34.0% | - | 1.5% | 20.9% | 4.4% | 0% | 26.7% | - | - |
| PHF | 0.563 | 0.458 | 0.500 | - | 0.550 | - | 0.750 | 0.833 | 0.625 | - | 0.794 | - | 0.714 | 0.795 | 0.500 | - | 0.838 | - | 0.375 | 0.875 | 1.000 | - | 0.946 | - | 0.925 |
| Lights | 9 | 11 | 1 | 0 | 21 | - | 9 | 40 | 5 | 0 | 54 | - | 20 | 35 | 12 | 0 | 67 | - | 3 | 42 | 8 | 0 | 53 | - | 195 |
| % Lights | 69.2% | 100% | 50.0% | 0% | 80.8% | - | 100% | 97.6% | 100% | 0% | 98.2% | - | 100% | 94.6% | 92.3% | 0% | 95.7% | - | 100% | 97.7% | 88.9% | 0% | 96.4% | - | 94.7% |
| Articulated Trucks | 0 | 0 | 1 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 1 |
| % Articulated Trucks | 0% | 0% | 50.0% | 0% | 3.8% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0.5% |
| Buses and Single-Unit 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% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% |
| Bicycles on Road | 4 | 0 | 0 | 0 | 4 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 2 | 1 | 0 | 3 | - | 0 | 1 | 1 | 0 | 2 | - | 10 |
| % Bicycles on Road | 30.8% | 0% | 0% | 0% | 15.4% | - | 0% | 2.4% | 0% | 0% | 1.8% | - | 0% | 5.4% | 7.7% | 0% | 4.3% | - | 0% | 2.3% | 11.1% | 0% | 3.6% | - | 4.9% |
| Pedestrians | - | - | - | - | - | 9 | - | - | - | - | - | 2 | - | - | - | - | - | 15 | - | - | - | - | - | 3 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 93.8% | - | - | - | - | - | 100% | |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 6.3% | - | - | - | - | - | 0% | |

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

Elmwood Avenue & Berkshire Street - TMC

Wed Nov 9, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

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

All Movements

ID: 1010474, Location: 41.903742, -87.786909



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

[N] Elmwood

Total: 81

In: 26 Out: 55

13 11 2

4 5

[W] Berkshire

Total: 122
In: 55 Out: 67

9

43

3

3

9

41

5

Out: 65 In: 55

Total: 120

[E] Berkshire

9

13

37

20

7

Out: 19

In: 70

Total: 89

[S] Elmwood

Ridgeland & Berkshire - 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: 1010473, Location: 41.903778, -87.784165



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

| Leg Direction | Ridgeland Southbound | | | | | | Berkshire Westbound | | | | | | Ridgeland Northbound | | | | | | Berkshire 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* | Int |
| 2022-11-09 7:00AM | 0 | 81 | 1 | 0 | 82 | 0 | 1 | 6 | 4 | 0 | 11 | 0 | 1 | 43 | 1 | 0 | 45 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 140 |
| 7:15AM | 2 | 85 | 4 | 0 | 91 | 0 | 2 | 11 | 3 | 0 | 16 | 2 | 1 | 47 | 0 | 0 | 48 | 1 | 0 | 3 | 0 | 0 | 3 | 1 | 158 |
| 7:30AM | 5 | 93 | 5 | 0 | 103 | 4 | 7 | 11 | 3 | 0 | 21 | 1 | 3 | 43 | 1 | 0 | 47 | 1 | 2 | 2 | 6 | 0 | 10 | 4 | 181 |
| 7:45AM | 3 | 68 | 3 | 0 | 74 | 3 | 17 | 17 | 4 | 0 | 38 | 7 | 4 | 56 | 0 | 0 | 60 | 1 | 0 | 7 | 8 | 0 | 15 | 6 | 187 |
| Hourly Total | 10 | 327 | 13 | 0 | 350 | 7 | 27 | 45 | 14 | 0 | 86 | 10 | 9 | 189 | 2 | 0 | 200 | 3 | 2 | 14 | 14 | 0 | 30 | 13 | 666 |
| 8:00AM | 3 | 83 | 1 | 0 | 87 | 2 | 10 | 13 | 3 | 0 | 26 | 4 | 3 | 56 | 0 | 0 | 59 | 2 | 2 | 5 | 0 | 0 | 7 | 2 | 179 |
| 8:15AM | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 16 | 1 | 0 | 17 | 0 | 5 | 65 | 0 | 0 | 70 | 2 | 4 | 7 | 1 | 0 | 12 | 2 | 171 |
| 8:30AM | 5 | 81 | 5 | 0 | 91 | 0 | 4 | 15 | 4 | 0 | 23 | 1 | 0 | 57 | 1 | 0 | 58 | 5 | 3 | 8 | 2 | 0 | 13 | 3 | 185 |
| 8:45AM | 0 | 69 | 3 | 0 | 72 | 0 | 3 | 10 | 7 | 0 | 20 | 1 | 3 | 64 | 0 | 0 | 67 | 1 | 1 | 3 | 1 | 0 | 5 | 2 | 164 |
| Hourly Total | 8 | 305 | 9 | 0 | 322 | 2 | 17 | 54 | 15 | 0 | 86 | 6 | 11 | 242 | 1 | 0 | 254 | 10 | 10 | 23 | 4 | 0 | 37 | 9 | 699 |
| 2:00PM | 3 | 87 | 4 | 0 | 94 | 0 | 3 | 5 | 1 | 0 | 9 | 0 | 0 | 53 | 0 | 0 | 53 | 1 | 2 | 8 | 1 | 0 | 11 | 0 | 167 |
| 2:15PM | 1 | 78 | 4 | 0 | 83 | 4 | 4 | 3 | 2 | 0 | 9 | 2 | 2 | 43 | 0 | 0 | 45 | 0 | 2 | 9 | 4 | 0 | 15 | 0 | 152 |
| 2:30PM | 2 | 95 | 5 | 0 | 102 | 2 | 5 | 12 | 4 | 0 | 21 | 3 | 2 | 43 | 2 | 0 | 47 | 3 | 1 | 5 | 1 | 0 | 7 | 4 | 177 |
| 2:45PM | 2 | 72 | 2 | 0 | 76 | 0 | 5 | 9 | 6 | 0 | 20 | 1 | 2 | 51 | 0 | 0 | 53 | 2 | 3 | 5 | 0 | 0 | 8 | 1 | 157 |
| Hourly Total | 8 | 332 | 15 | 0 | 355 | 6 | 17 | 29 | 13 | 0 | 59 | 6 | 6 | 190 | 2 | 0 | 198 | 6 | 8 | 27 | 6 | 0 | 41 | 5 | 653 |
| 3:00PM | 4 | 83 | 2 | 0 | 89 | 3 | 6 | 5 | 3 | 0 | 14 | 0 | 1 | 54 | 1 | 0 | 56 | 3 | 1 | 3 | 1 | 0 | 5 | 9 | 164 |
| 3:15PM | 1 | 69 | 2 | 0 | 72 | 2 | 2 | 11 | 1 | 0 | 14 | 0 | 1 | 59 | 0 | 0 | 60 | 3 | 1 | 12 | 3 | 0 | 16 | 10 | 162 |
| 3:30PM | 4 | 69 | 2 | 0 | 75 | 1 | 3 | 6 | 2 | 0 | 11 | 3 | 2 | 62 | 0 | 0 | 64 | 8 | 2 | 8 | 3 | 0 | 13 | 1 | 163 |
| 3:45PM | 4 | 83 | 3 | 0 | 90 | 2 | 2 | 13 | 4 | 0 | 19 | 3 | 2 | 69 | 0 | 0 | 71 | 9 | 4 | 15 | 5 | 0 | 24 | 2 | 204 |
| Hourly Total | 13 | 304 | 9 | 0 | 326 | 8 | 13 | 35 | 10 | 0 | 58 | 6 | 6 | 244 | 1 | 0 | 251 | 23 | 8 | 38 | 12 | 0 | 58 | 22 | 693 |
| 4:00PM | 5 | 92 | 2 | 0 | 99 | 6 | 5 | 6 | 6 | 0 | 17 | 2 | 1 | 78 | 0 | 0 | 79 | 0 | 2 | 8 | 3 | 0 | 13 | 4 | 208 |
| 4:15PM | 2 | 73 | 5 | 0 | 80 | 4 | 4 | 6 | 4 | 0 | 14 | 3 | 3 | 82 | 0 | 0 | 85 | 2 | 0 | 13 | 5 | 0 | 18 | 3 | 197 |
| 4:30PM | 5 | 84 | 7 | 0 | 96 | 3 | 6 | 6 | 3 | 0 | 15 | 0 | 1 | 71 | 2 | 0 | 74 | 0 | 3 | 12 | 2 | 0 | 17 | 1 | 202 |
| 4:45PM | 2 | 80 | 5 | 0 | 87 | 2 | 3 | 12 | 1 | 0 | 16 | 3 | 1 | 74 | 2 | 0 | 77 | 1 | 1 | 16 | 3 | 0 | 20 | 5 | 200 |
| Hourly Total | 14 | 329 | 19 | 0 | 362 | 15 | 18 | 30 | 14 | 0 | 62 | 8 | 6 | 305 | 4 | 0 | 315 | 3 | 6 | 49 | 13 | 0 | 68 | 13 | 807 |
| 5:00PM | 1 | 78 | 8 | 0 | 87 | 2 | 1 | 7 | 2 | 0 | 10 | 4 | 2 | 78 | 1 | 0 | 81 | 0 | 1 | 8 | 5 | 0 | 14 | 2 | 192 |
| 5:15PM | 3 | 93 | 4 | 0 | 100 | 4 | 4 | 9 | 2 | 0 | 15 | 3 | 3 | 76 | 0 | 0 | 79 | 0 | 0 | 13 | 1 | 0 | 14 | 5 | 208 |
| 5:30PM | 2 | 74 | 3 | 0 | 79 | 1 | 6 | 13 | 6 | 0 | 25 | 4 | 2 | 57 | 2 | 0 | 61 | 3 | 3 | 14 | 2 | 0 | 19 | 2 | 184 |
| 5:45PM | 2 | 86 | 7 | 0 | 95 | 1 | 4 | 14 | 5 | 0 | 23 | 2 | 3 | 67 | 0 | 0 | 70 | 1 | 0 | 5 | 5 | 0 | 10 | 1 | 198 |
| Hourly Total | 8 | 331 | 22 | 0 | 361 | 8 | 15 | 43 | 15 | 0 | 73 | 13 | 10 | 278 | 3 | 0 | 291 | 4 | 4 | 40 | 13 | 0 | 57 | 10 | 782 |
| Total | 61 | 1928 | 87 | 0 | 2076 | 46 | 107 | 236 | 81 | 0 | 424 | 49 | 48 | 1448 | 13 | 0 | 1509 | 49 | 38 | 191 | 62 | 0 | 291 | 72 | 4300 |
| % Approach | 2.9% | 92.9% | 4.2% | 0% | - | - | 25.2% | 55.7% | 19.1% | 0% | - | - | 3.2% | 96.0% | 0.9% | 0% | - | - | 13.1% | 65.6% | 21.3% | 0% | - | - | - |
| % Total | 1.4% | 44.8% | 2.0% | 0% | 48.3% | - | 2.5% | 5.5% | 1.9% | 0% | 9.9% | - | 1.1% | 33.7% | 0.3% | 0% | 35.1% | - | 0.9% | 4.4% | 1.4% | 0% | 6.8% | - | - |
| Lights | 53 | 1882 | 86 | 0 | 2021 | - | 101 | 220 | 80 | 0 | 401 | - | 44 | 1396 | 12 | 0 | 1452 | - | 34 | 173 | 61 | 0 | 268 | - | 4142 |
| % Lights | 86.9% | 97.6% | 98.9% | 0% | 97.4% | - | 94.4% | 93.2% | 98.8% | 0% | 94.6% | - | 91.7% | 96.4% | 92.3% | 0% | 96.2% | - | 89.5% | 90.6% | 98.4% | 0% | 92.1% | - | 96.3% |
| Articulated Trucks | 0 | 2 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 4 | 0 | 0 | 4 | - | 1 | 1 | 1 | 0 | 3 | - | 9 |
| % Articulated Trucks | 0% | 0.1% | 0% | 0% | 0.1% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.3% | 0% | 0% | 0.3% | - | 2.6% | 0.5% | 1.6% | 0% | 1.0% | - | 0.2% |
| Buses and Single-Unit Trucks | 3 | 39 | 1 | 0 | 43 | - | 0 | 3 | 0 | 0 | 3 | - | 3 | 41 | 0 | 0 | 44 | - | 0 | 4 | 0 | 0 | 4 | - | 94 |
| % Buses and Single-Unit Trucks | 4.9% | 2.0% | 1.1% | 0% | 2.1% | - | 0% | 1.3% | 0% | 0% | 0.7% | - | 6.3% | 2.8% | 0% | 0% | 2.9% | - | 0% | 2.1% | 0% | 0% | 1.4% | - | 2.2% |
| Bicycles on Road | 5 | 5 | 0 | 0 | 10 | - | 6 | 13 | 1 | 0 | 20 | - | 1 | 7 | 1 | 0 | 9 | - | 3 | 13 | 0 | 0 | 16 | - | 55 |
| % Bicycles on Road | 8.2% | 0.3% | 0% | 0% | 0.5% | - | 5.6% | 5.5% | 1.2% | 0% | 4.7% | - | 2.1% | 0.5% | 7.7% | 0% | 0.6% | - | 7.9% | 6.8% | 0% | 0% | 5.5% | - | 1.3% |
| Pedestrians | - | - | - | - | - | 41 | - | - | - | - | - | 46 | - | - | - | - | - | 45 | - | - | - | - | - | 71 | |
| % Pedestrians | - | - | - | - | - | 89.1% | - | - | - | - | - | 93.9% | - | - | - | - | - | 91.8% | - | - | - | - | - | 98.6% | |
| Bicycles on Crosswalk | - | - | - | - | - | 5 | - | - | - | - | - | 3 | - | - | - | - | - | 4 | - | - | - | - | - | 1 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 10.9% | - | - | - | - | - | 6.1% | - | - | - | - | - | 8.2% | - | - | - | - | - | 1.4% | |

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

Ridgeland & Berkshire - TMC

Wed Nov 9, 2022

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

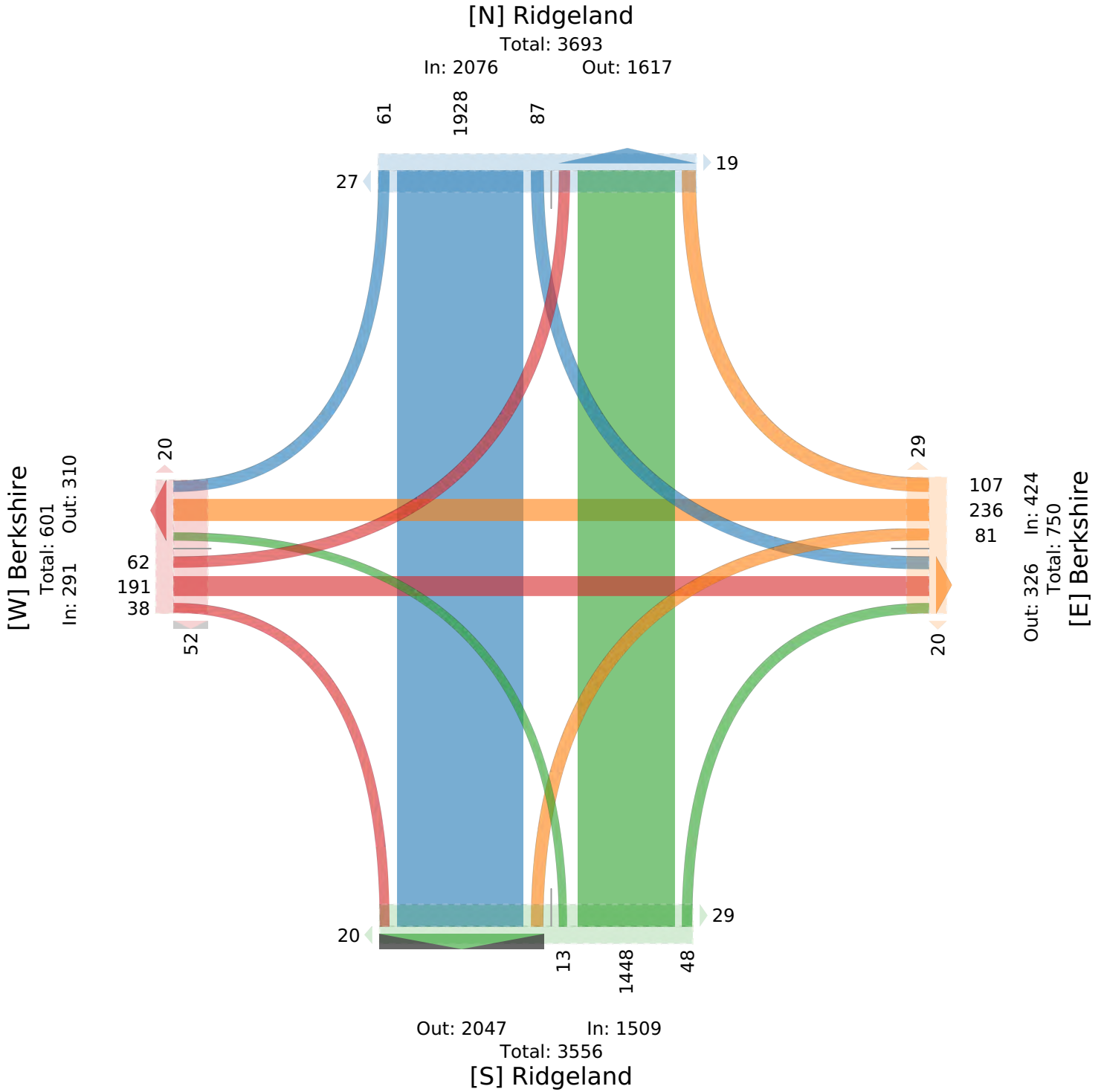
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010473, Location: 41.903778, -87.784165



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



Ridgeland & Berkshire - TMC

Wed Nov 9, 2022

AM Peak (7:45 AM - 8:45 AM)

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

All Movements

ID: 1010473, Location: 41.903778, -87.784165



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

| Leg Direction | Ridgeland Southbound | | | | | | Berkshire Westbound | | | | | | Ridgeland Northbound | | | | | | Berkshire 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 7:45AM | 3 | 68 | 3 | 0 | 74 | 3 | 17 | 17 | 4 | 0 | 38 | 7 | 4 | 56 | 0 | 0 | 60 | 1 | 0 | 7 | 8 | 0 | 15 | 6 | 187 |
| 8:00AM | 3 | 83 | 1 | 0 | 87 | 2 | 10 | 13 | 3 | 0 | 26 | 4 | 3 | 56 | 0 | 0 | 59 | 2 | 2 | 5 | 0 | 0 | 7 | 2 | 179 |
| 8:15AM | 0 | 72 | 0 | 0 | 72 | 0 | 0 | 16 | 1 | 0 | 17 | 0 | 5 | 65 | 0 | 0 | 70 | 2 | 4 | 7 | 1 | 0 | 12 | 2 | 171 |
| 8:30AM | 5 | 81 | 5 | 0 | 91 | 0 | 4 | 15 | 4 | 0 | 23 | 1 | 0 | 57 | 1 | 0 | 58 | 5 | 3 | 8 | 2 | 0 | 13 | 3 | 185 |
| Total | 11 | 304 | 9 | 0 | 324 | 5 | 31 | 61 | 12 | 0 | 104 | 12 | 12 | 234 | 1 | 0 | 247 | 10 | 9 | 27 | 11 | 0 | 47 | 13 | 722 |
| % Approach | 3.4% | 93.8% | 2.8% | 0% | - | - | 29.8% | 58.7% | 11.5% | 0% | - | - | 4.9% | 94.7% | 0.4% | 0% | - | - | 19.1% | 57.4% | 23.4% | 0% | - | - | - |
| % Total | 1.5% | 42.1% | 1.2% | 0% | 44.9% | - | 4.3% | 8.4% | 1.7% | 0% | 14.4% | - | 1.7% | 32.4% | 0.1% | 0% | 34.2% | - | 1.2% | 3.7% | 1.5% | 0% | 6.5% | - | - |
| PHF | 0.550 | 0.913 | 0.450 | - | 0.887 | - | 0.441 | 0.794 | 0.750 | - | 0.632 | - | 0.600 | 0.900 | 0.250 | - | 0.882 | - | 0.563 | 0.781 | 0.344 | - | 0.804 | - | 0.961 |
| Lights | 9 | 291 | 9 | 0 | 309 | - | 30 | 53 | 12 | 0 | 95 | - | 10 | 221 | 1 | 0 | 232 | - | 9 | 22 | 11 | 0 | 42 | - | 678 |
| % Lights | 81.8% | 95.7% | 100% | 0% | 95.4% | - | 96.8% | 86.9% | 100% | 0% | 91.3% | - | 83.3% | 94.4% | 100% | 0% | 93.9% | - | 100% | 81.5% | 100% | 0% | 89.4% | - | 93.9% |
| Articulated Trucks | 0 | 1 | 0 | 0 | 1 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 3 | 0 | 0 | 3 | - | 0 | 1 | 0 | 0 | 1 | - | 5 |
| % Articulated Trucks | 0% | 0.3% | 0% | 0% | 0.3% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 1.3% | 0% | 0% | 1.2% | - | 0% | 3.7% | 0% | 0% | 2.1% | - | 0.7% |
| Buses and Single-Unit Trucks | 2 | 11 | 0 | 0 | 13 | - | 0 | 1 | 0 | 0 | 1 | - | 2 | 10 | 0 | 0 | 12 | - | 0 | 2 | 0 | 0 | 2 | - | 28 |
| % Buses and Single-Unit Trucks | 18.2% | 3.6% | 0% | 0% | 4.0% | - | 0% | 1.6% | 0% | 0% | 1.0% | - | 16.7% | 4.3% | 0% | 0% | 4.9% | - | 0% | 7.4% | 0% | 0% | 4.3% | - | 3.9% |
| Bicycles on Road | 0 | 1 | 0 | 0 | 1 | - | 1 | 7 | 0 | 0 | 8 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 11 |
| % Bicycles on Road | 0% | 0.3% | 0% | 0% | 0.3% | - | 3.2% | 11.5% | 0% | 0% | 7.7% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 7.4% | 0% | 0% | 4.3% | - | 1.5% |
| Pedestrians | - | - | - | - | - | 4 | - | - | - | - | - | 12 | - | - | - | - | - | 10 | - | - | - | - | - | 13 | |
| % Pedestrians | - | - | - | - | - | 80.0% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 20.0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - |

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

Ridgeland & Berkshire - TMC

Wed Nov 9, 2022

AM Peak (7:45 AM - 8:45 AM)

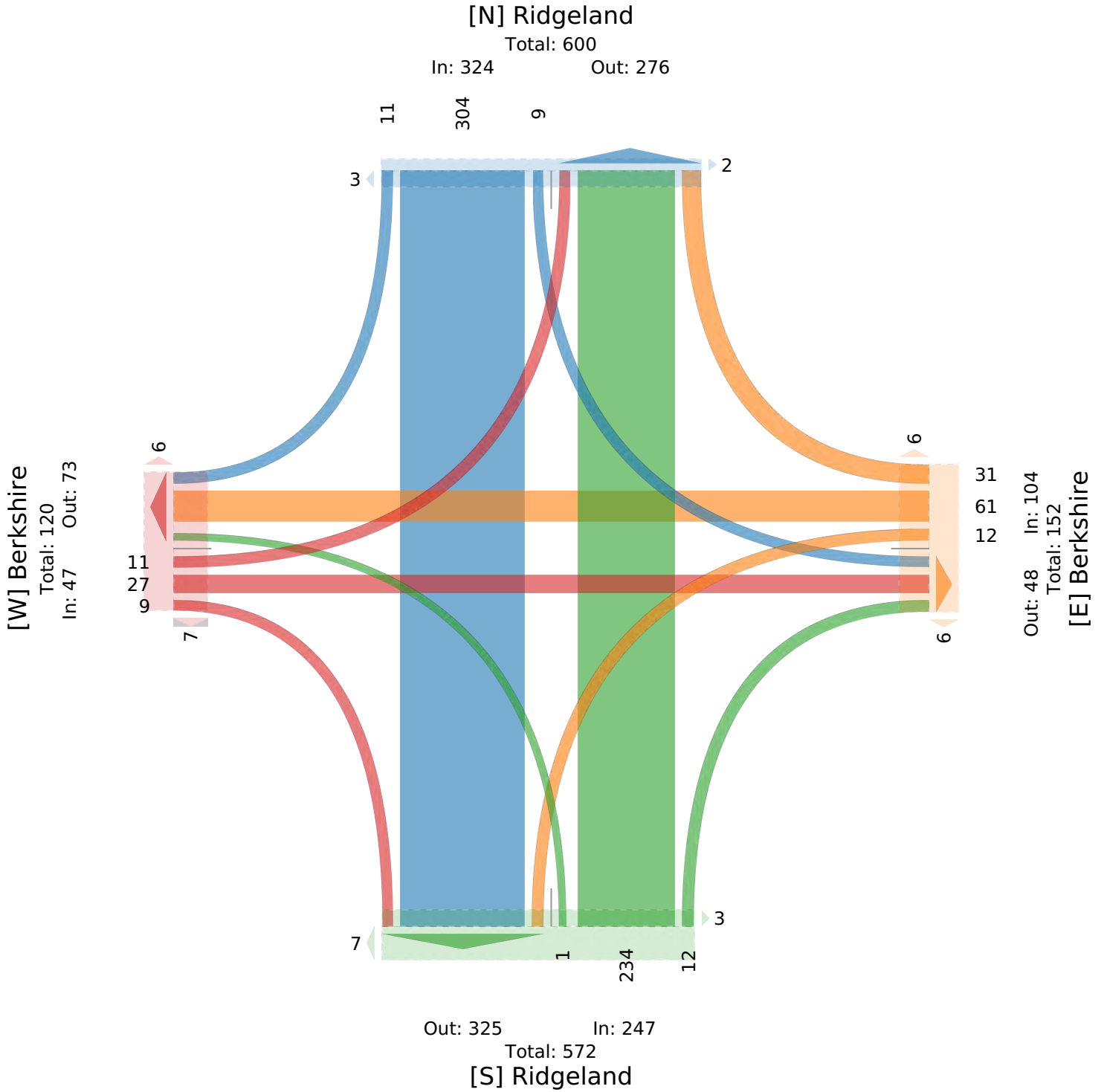
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010473, Location: 41.903778, -87.784165



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



Ridgeland & Berkshire - TMC

Wed Nov 9, 2022

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

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

All Movements

ID: 1010473, Location: 41.903778, -87.784165



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

| Leg Direction | Ridgeland Southbound | | | | | | Berkshire Westbound | | | | | | Ridgeland Northbound | | | | | | Berkshire 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 3:45PM | 4 | 83 | 3 | 0 | 90 | 2 | 2 | 13 | 4 | 0 | 19 | 3 | 2 | 69 | 0 | 0 | 71 | 9 | 4 | 15 | 5 | 0 | 24 | 2 | 204 |
| 4:00PM | 5 | 92 | 2 | 0 | 99 | 6 | 5 | 6 | 6 | 0 | 17 | 2 | 1 | 78 | 0 | 0 | 79 | 0 | 2 | 8 | 3 | 0 | 13 | 4 | 208 |
| 4:15PM | 2 | 73 | 5 | 0 | 80 | 4 | 4 | 6 | 4 | 0 | 14 | 3 | 3 | 82 | 0 | 0 | 85 | 2 | 0 | 13 | 5 | 0 | 18 | 3 | 197 |
| 4:30PM | 5 | 84 | 7 | 0 | 96 | 3 | 6 | 6 | 3 | 0 | 15 | 0 | 1 | 71 | 2 | 0 | 74 | 0 | 3 | 12 | 2 | 0 | 17 | 1 | 202 |
| Total | 16 | 332 | 17 | 0 | 365 | 15 | 17 | 31 | 17 | 0 | 65 | 8 | 7 | 300 | 2 | 0 | 309 | 11 | 9 | 48 | 15 | 0 | 72 | 10 | 811 |
| % Approach | 4.4% | 91.0% | 4.7% | 0% | - | - | 26.2% | 47.7% | 26.2% | 0% | - | - | 2.3% | 97.1% | 0.6% | 0% | - | - | 12.5% | 66.7% | 20.8% | 0% | - | - | - |
| % Total | 2.0% | 40.9% | 2.1% | 0% | 45.0% | - | 2.1% | 3.8% | 2.1% | 0% | 8.0% | - | 0.9% | 37.0% | 0.2% | 0% | 38.1% | - | 1.1% | 5.9% | 1.8% | 0% | 8.9% | - | - |
| PHF | 0.750 | 0.899 | 0.607 | - | 0.917 | - | 0.708 | 0.596 | 0.708 | - | 0.855 | - | 0.583 | 0.920 | 0.250 | - | 0.914 | - | 0.667 | 0.733 | 0.750 | - | 0.728 | - | 0.969 |
| Lights | 14 | 324 | 16 | 0 | 354 | - | 17 | 30 | 17 | 0 | 64 | - | 7 | 290 | 2 | 0 | 299 | - | 8 | 43 | 14 | 0 | 65 | - | 782 |
| % Lights | 87.5% | 97.6% | 94.1% | 0% | 97.0% | - | 100% | 96.8% | 100% | 0% | 98.5% | - | 100% | 96.7% | 100% | 0% | 96.8% | - | 88.9% | 89.6% | 93.3% | 0% | 90.3% | - | 96.4% |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 1 | 0 | 1 | - | 1 |
| % Articulated Trucks | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0% | 6.7% | 0% | 1.4% | - | 0.1% |
| Buses and Single-Unit Trucks | 1 | 7 | 1 | 0 | 9 | - | 0 | 1 | 0 | 0 | 1 | - | 0 | 8 | 0 | 0 | 8 | - | 0 | 1 | 0 | 0 | 1 | - | 19 |
| % Buses and Single-Unit Trucks | 6.3% | 2.1% | 5.9% | 0% | 2.5% | - | 0% | 3.2% | 0% | 0% | 1.5% | - | 0% | 2.7% | 0% | 0% | 2.6% | - | 0% | 2.1% | 0% | 0% | 1.4% | - | 2.3% |
| Bicycles on Road | 1 | 1 | 0 | 0 | 2 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 2 | 0 | 0 | 2 | - | 1 | 4 | 0 | 0 | 5 | - | 9 |
| % Bicycles on Road | 6.3% | 0.3% | 0% | 0% | 0.5% | - | 0% | 0% | 0% | 0% | 0% | - | 0% | 0.7% | 0% | 0% | 0.6% | - | 11.1% | 8.3% | 0% | 0% | 6.9% | - | 1.1% |
| Pedestrians | - | - | - | - | - | 13 | - | - | - | - | - | 6 | - | - | - | - | - | 10 | - | - | - | - | - | 10 | - |
| % Pedestrians | - | - | - | - | - | 86.7% | - | - | - | - | - | 75.0% | - | - | - | - | - | 90.9% | - | - | - | - | - | 100% | - |
| Bicycles on Crosswalk | - | - | - | - | - | 2 | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - |
| % Bicycles on Crosswalk | - | - | - | - | - | 13.3% | - | - | - | - | - | 25.0% | - | - | - | - | - | 9.1% | - | - | - | - | - | 0% | - |

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

Ridgeland & Berkshire - TMC

Wed Nov 9, 2022

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

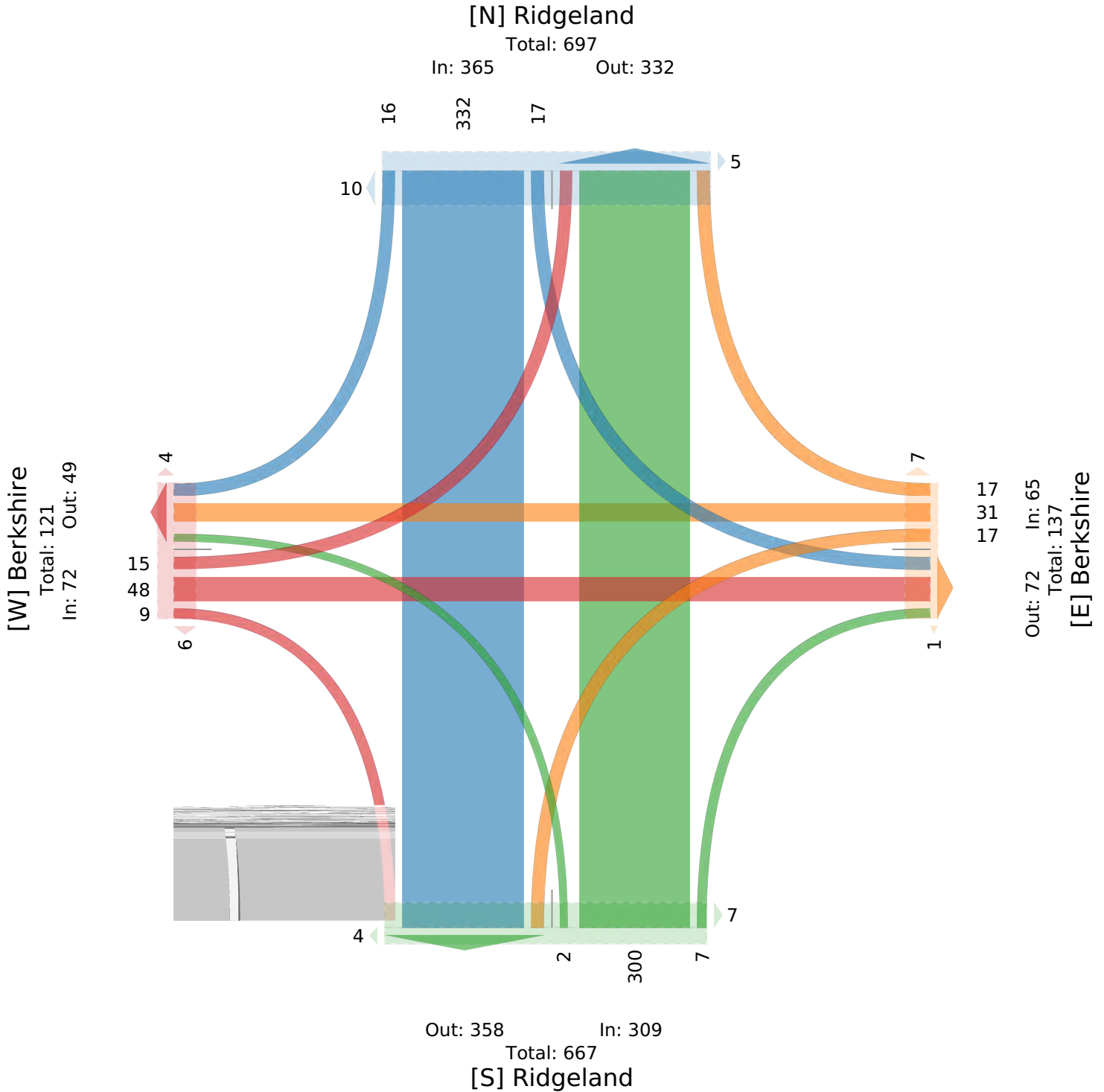
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1010473, Location: 41.903778, -87.784165



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



APPENDIX B

Speed and ADT Data

Station #: GROUP 5 - 3
Site ID: BERKSHIRE ST
Location: WEST OF RIDGELAND AV
Direction: WEST
Lane: 1

File: GROUP 5 - 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 | 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 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 06:00 | 0 | 0 | 2 | 5 | 5 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:00 | 2 | 2 | 8 | 12 | 22 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 08:00 | 0 | 0 | 5 | 23 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 09:00 | 0 | 0 | 3 | 19 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 10:00 | 0 | 0 | 3 | 3 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 11:00 | 0 | 0 | 3 | 12 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 1 | 0 | 2 | 18 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 13:00 | 0 | 2 | 7 | 12 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 14:00 | 0 | 2 | 4 | 5 | 14 | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 15:00 | 0 | 2 | 3 | 18 | 17 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 16:00 | 0 | 3 | 5 | 20 | 15 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 17:00 | 1 | 2 | 5 | 22 | 16 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 18:00 | 0 | 1 | 4 | 13 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 19:00 | 0 | 1 | 0 | 3 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 20:00 | 0 | 0 | 1 | 4 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22:00 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| DAY TOTAL | 4 | 16 | 55 | 197 | 195 | 76 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 556 |
| PERCENTS | 0.7% | 2.9% | 9.9% | 35.4% | 35.1% | 13.7% | 1.4% | 0.7% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
20.3 mph

85th Percentile Speed
30.4 mph

Median Speed
25.2 mph

Average Speed
25.3 mph

10 MPH Pace Speed
20 mph to 30 mph
392 vehicles in pace
Representing 71.0% of the total vehicles

Vehicles > 25 MPH
284
51.4%

Station #: GROUP 5 - 3
Site ID: BERKSHIRE ST
Location: WEST OF RIDGELAND AV
Direction: EAST
Lane: 2

File: GROUP 5 - 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:00 | 1 | 0 | 4 | 4 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 08:00 | 1 | 0 | 3 | 17 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 09:00 | 0 | 0 | 3 | 7 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 0 | 0 | 1 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 1 | 0 | 6 | 14 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 12:00 | 0 | 1 | 3 | 10 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 13:00 | 1 | 2 | 3 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 14:00 | 0 | 1 | 3 | 14 | 17 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 15:00 | 0 | 0 | 7 | 14 | 17 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:00 | 1 | 3 | 12 | 32 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 17:00 | 1 | 2 | 8 | 23 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 18:00 | 0 | 3 | 3 | 10 | 21 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 19:00 | 0 | 0 | 0 | 9 | 18 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 20:00 | 0 | 0 | 2 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 21:00 | 1 | 0 | 3 | 3 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 22:00 | 0 | 1 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 23:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| DAY TOTAL | 7 | 14 | 61 | 177 | 157 | 56 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 481 |
| PERCENTS | 1.5% | 2.9% | 12.7% | 36.8% | 32.6% | 11.6% | 1.9% | 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
19.7 mph

85th Percentile Speed
29.8 mph

Median Speed
24.6 mph

Average Speed
24.7 mph

10 MPH Pace Speed
20 mph to 30 mph
334 vehicles in pace
Representing 70.5% of the total vehicles

Vehicles > 25 MPH
222
46.8%

Station #: GROUP 5 - 3
Site ID: BERKSHIRE ST
Location: WEST OF RIDGELAND AV
Direction: ROAD TOTAL
Lane:

File: GROUP 5 - 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 | 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 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:00 | 0 | 1 | 0 | 0 | 5 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 06:00 | 0 | 0 | 2 | 5 | 6 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 07:00 | 3 | 2 | 12 | 16 | 31 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 08:00 | 1 | 0 | 8 | 40 | 22 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 09:00 | 0 | 0 | 6 | 26 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 10:00 | 0 | 0 | 4 | 7 | 11 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 11:00 | 1 | 0 | 9 | 26 | 17 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 12:00 | 1 | 1 | 5 | 28 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 13:00 | 1 | 4 | 10 | 20 | 17 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 14:00 | 0 | 3 | 7 | 19 | 31 | 12 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 15:00 | 0 | 2 | 10 | 32 | 34 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 16:00 | 1 | 6 | 17 | 52 | 25 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 17:00 | 2 | 4 | 13 | 45 | 32 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 18:00 | 0 | 4 | 7 | 23 | 36 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 19:00 | 0 | 1 | 0 | 12 | 25 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 20:00 | 0 | 0 | 3 | 9 | 13 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 21:00 | 1 | 0 | 3 | 5 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 22:00 | 0 | 2 | 0 | 4 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 23:00 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| DAY TOTAL | 11 | 30 | 116 | 374 | 352 | 132 | 17 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1037 |
| PERCENTS | 1.1% | 2.9% | 11.2% | 36.1% | 33.9% | 12.7% | 1.6% | 0.4% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
20.1 mph

85th Percentile Speed
30.0 mph

Median Speed
24.9 mph

Average Speed
25.0 mph

10 MPH Pace Speed
20 mph to 30 mph
726 vehicles in pace
Representing 70.8% of the total vehicles

Vehicles > 25 MPH
506
49.3%

Station #: GROUP 5 - 4
Site ID: LENOX ST E O
Location: EAST OF ELMWOOD AVE
Direction: EAST
Lane: 1

File: GROUP 5 - 4 EB.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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:00 | 0 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:00 | 0 | 1 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 09:00 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 0 | 2 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 14:00 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19:00 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 20:00 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 | 5 | 14 | 26 | 19 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| PERCENTS | 6.9% | 19.4% | 36.1% | 26.4% | 11.1% | 0.0% | 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
13.6 mph

85th Percentile Speed
24.5 mph

Median Speed
18.8 mph

Average Speed
19.1 mph

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

Vehicles > 25 MPH
8
11.9%

Station #: GROUP 5 - 4
Site ID: LENOX ST E O
Location: EAST OF ELMWOOD AVE
Direction: WEST
Lane: 2

File: GROUP 5 - 4 EB.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 | 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 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:00 | 0 | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 08:00 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10:00 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:00 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 0 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAY TOTAL | 5 | 17 | 28 | 26 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| PERCENTS | 6.2% | 21.0% | 34.6% | 32.1% | 3.7% | 2.5% | 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
13.4 mph

85th Percentile Speed
23.8 mph

Median Speed
18.8 mph

Average Speed
18.9 mph

10 MPH Pace Speed
15 mph to 25 mph
54 vehicles in pace
Representing 71.1% of the total vehicles

Vehicles > 25 MPH
5
6.6%

Station #: GROUP 5 - 4
Site ID: LENOX ST E O
Location: EAST OF ELMWOOD AVE
Direction: ROAD TOTAL
Lane:

File: GROUP 5 - 4 EB.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 | 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 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:00 | 0 | 1 | 7 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:00 | 0 | 1 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:00 | 2 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:00 | 3 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 1 | 3 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:00 | 0 | 4 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 0 | 2 | 5 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:00 | 0 | 2 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 2 | 2 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:00 | 0 | 1 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 19:00 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20:00 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 21:00 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAY TOTAL | 10 | 31 | 54 | 45 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| PERCENTS | 6.5% | 20.3% | 35.3% | 29.4% | 7.2% | 1.3% | 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
13.5 mph

85th Percentile Speed
24.1 mph

Median Speed
18.8 mph

Average Speed
19.0 mph

10 MPH Pace Speed
15 mph to 25 mph
99 vehicles in pace
Representing 69.2% of the total vehicles

Vehicles > 25 MPH
13
9.1%

Station #: GROUP 5 - 5
Site ID: GREENFIELD S
Location: WEST OF RIDGELAND
Direction: WEST
Lane: 1

File: GROUP 5 - 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:00 | 1 | 1 | 6 | 9 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:00 | 0 | 0 | 5 | 3 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:00 | 0 | 2 | 4 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10:00 | 0 | 1 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 2 | 3 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:00 | 0 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 13:00 | 0 | 0 | 1 | 6 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 0 | 2 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15:00 | 0 | 1 | 5 | 8 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:00 | 1 | 3 | 7 | 11 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:00 | 0 | 2 | 6 | 11 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 18:00 | 3 | 5 | 7 | 7 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 19:00 | 3 | 4 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 20:00 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 21:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 7 | 4 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| DAY TOTAL | 17 | 30 | 54 | 91 | 57 | 16 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 269 |
| PERCENTS | 6.3% | 11.2% | 20.1% | 33.8% | 21.2% | 5.9% | 0.7% | 0.0% | 0.0% | 0.4% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
15.7 mph

85th Percentile Speed
28.4 mph

Median Speed
22.3 mph

Average Speed
22.4 mph

10 MPH Pace Speed
20 mph to 30 mph
148 vehicles in pace
Representing 58.7% of the total vehicles

Vehicles > 25 MPH
77
30.6%

Station #: GROUP 5 - 5
Site ID: GREENFIELD S
Location: WEST OF RIDGELAND
Direction: EAST
Lane: 2

File: GROUP 5 - 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 | 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 | 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 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:00 | 0 | 1 | 6 | 10 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 08:00 | 0 | 0 | 3 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:00 | 0 | 0 | 5 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 0 | 1 | 1 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 0 | 1 | 3 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 2 | 0 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 0 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 14:00 | 0 | 2 | 0 | 5 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 1 | 0 | 2 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 16:00 | 0 | 0 | 9 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:00 | 3 | 1 | 2 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:00 | 1 | 5 | 4 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:00 | 2 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 20:00 | 0 | 0 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 21:00 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| DAY TOTAL | 12 | 12 | 53 | 88 | 61 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| PERCENTS | 5.1% | 5.1% | 22.4% | 37.1% | 25.7% | 3.8% | 0.4% | 0.4% | 0.0% | 0.0% | 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
28.1 mph

Median Speed
22.7 mph

Average Speed
22.7 mph

10 MPH Pace Speed
20 mph to 30 mph
149 vehicles in pace
Representing 66.2% of the total vehicles

Vehicles > 25 MPH
72
32.0%

Station #: GROUP 5 - 5
Site ID: GREENFIELD S
Location: WEST OF RIDGELAND
Direction: ROAD TOTAL
Lane:

File: GROUP 5 - 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01:00 | 0 | 0 | 0 | 0 | 1 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 06:00 | 0 | 0 | 3 | 3 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:00 | 1 | 2 | 12 | 19 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 08:00 | 0 | 0 | 8 | 9 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 09:00 | 0 | 2 | 9 | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 10:00 | 0 | 2 | 3 | 7 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 11:00 | 2 | 4 | 4 | 9 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 12:00 | 2 | 2 | 7 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 13:00 | 0 | 0 | 2 | 13 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 14:00 | 0 | 2 | 2 | 12 | 12 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 15:00 | 1 | 1 | 7 | 13 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:00 | 1 | 3 | 16 | 21 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 17:00 | 3 | 3 | 8 | 19 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 18:00 | 4 | 10 | 11 | 14 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 19:00 | 5 | 5 | 6 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 20:00 | 0 | 1 | 4 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 21:00 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 22:00 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 10 | 4 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| DAY TOTAL | 29 | 42 | 107 | 179 | 118 | 25 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 506 |
| PERCENTS | 5.7% | 8.3% | 21.1% | 35.4% | 23.3% | 4.9% | 0.6% | 0.2% | 0.0% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
16.4 mph

85th Percentile Speed
28.3 mph

Median Speed
22.5 mph

Average Speed
22.5 mph

10 MPH Pace Speed
20 mph to 30 mph
297 vehicles in pace
Representing 62.3% of the total vehicles

Vehicles > 25 MPH
149
31.2%

Station #: GROUP 5 - 6
Site ID: GREENFIELD
Location: WEST OF EDMER
Direction: WEST
Lane: 1

File: GROUP 5 - 6 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:00 | 1 | 1 | 5 | 10 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:00 | 0 | 0 | 0 | 8 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 15 |
| 09:00 | 0 | 0 | 4 | 10 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 1 | 3 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:00 | 0 | 1 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 12:00 | 0 | 3 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 13:00 | 0 | 0 | 3 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:00 | 0 | 0 | 0 | 8 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:00 | 0 | 1 | 9 | 9 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 16:00 | 1 | 3 | 6 | 7 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 17:00 | 1 | 0 | 2 | 10 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 18:00 | 0 | 0 | 3 | 7 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 19:00 | 1 | 0 | 4 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 20:00 | 0 | 2 | 2 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 4 | 13 | 49 | 101 | 70 | 30 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 273 |
| PERCENTS | 1.5% | 4.8% | 17.9% | 37.0% | 25.6% | 11.0% | 1.1% | 0.7% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
17.8 mph

85th Percentile Speed
29.7 mph

Median Speed
23.6 mph

Average Speed
24.0 mph

10 MPH Pace Speed
20 mph to 30 mph
171 vehicles in pace
Representing 63.6% of the total vehicles

Vehicles > 25 MPH
106
39.4%

Station #: GROUP 5 - 6
 Site ID: GREENFIELD
 Location: WEST OF EDMER
 Direction: EAST
 Lane: 2

File: GROUP 5 - 6 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06:00 | 0 | 0 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:00 | 0 | 1 | 4 | 8 | 11 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 08:00 | 0 | 0 | 3 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 09:00 | 0 | 0 | 5 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 2 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 2 | 4 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 12:00 | 1 | 2 | 7 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 13:00 | 1 | 1 | 1 | 8 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 14:00 | 0 | 0 | 1 | 5 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 15:00 | 0 | 0 | 3 | 5 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 16:00 | 0 | 1 | 4 | 15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 17:00 | 0 | 3 | 7 | 8 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 18:00 | 1 | 3 | 6 | 15 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 19:00 | 1 | 1 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 20:00 | 1 | 1 | 1 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22:00 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 5 | 18 | 58 | 111 | 78 | 23 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 298 |
| PERCENTS | 1.7% | 6.0% | 19.5% | 37.2% | 26.2% | 7.7% | 1.3% | 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
29.0 mph

Median Speed
23.2 mph

Average Speed
23.3 mph

10 MPH Pace Speed
20 mph to 30 mph
189 vehicles in pace
Representing 64.5% of the total vehicles

Vehicles > 25 MPH
106
36.2%

Station #: GROUP 5 - 6
Site ID: GREENFIELD
Location: WEST OF EDMER
Direction: ROAD TOTAL
Lane:

File: GROUP 5 - 6 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 06:00 | 0 | 0 | 2 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:00 | 1 | 2 | 9 | 18 | 14 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 08:00 | 0 | 0 | 3 | 19 | 11 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 36 |
| 09:00 | 0 | 0 | 9 | 15 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 10:00 | 0 | 3 | 6 | 6 | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 11:00 | 0 | 3 | 8 | 11 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 12:00 | 1 | 5 | 10 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 13:00 | 1 | 1 | 4 | 11 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 14:00 | 0 | 0 | 1 | 13 | 19 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 15:00 | 0 | 1 | 12 | 14 | 7 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 16:00 | 1 | 4 | 10 | 22 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| 17:00 | 1 | 3 | 9 | 18 | 19 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 18:00 | 1 | 3 | 9 | 22 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 19:00 | 2 | 1 | 8 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 20:00 | 1 | 3 | 3 | 8 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 21:00 | 0 | 0 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| DAY TOTAL | 9 | 31 | 107 | 212 | 148 | 53 | 7 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 571 |
| PERCENTS | 1.6% | 5.4% | 18.7% | 37.1% | 25.9% | 9.3% | 1.2% | 0.5% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
17.5 mph

85th Percentile Speed
29.3 mph

Median Speed
23.4 mph

Average Speed
23.6 mph

10 MPH Pace Speed
20 mph to 30 mph
360 vehicles in pace
Representing 64.1% of the total vehicles

Vehicles > 25 MPH
212
37.7%

Station #: GROUP 5 - 7
Site ID: GREENFIELD
Location: WEST OF ROSSELL AVE
Direction: WEST
Lane: 1

File: GROUP 5 - 7 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 2 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:00 | 1 | 8 | 14 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 08:00 | 1 | 3 | 5 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:00 | 1 | 1 | 11 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 | 0 | 1 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:00 | 2 | 2 | 4 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 12:00 | 1 | 5 | 9 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 13:00 | 0 | 1 | 6 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 14:00 | 0 | 2 | 7 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 15:00 | 1 | 2 | 14 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 16:00 | 3 | 11 | 18 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 17:00 | 0 | 1 | 11 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 24 |
| 18:00 | 0 | 2 | 11 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 19:00 | 0 | 2 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 20:00 | 1 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 21:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAY TOTAL | 11 | 44 | 143 | 102 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 323 |
| PERCENTS | 3.4% | 13.6% | 44.3% | 31.6% | 6.5% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
15.1 mph

85th Percentile Speed
23.8 mph

Median Speed
18.9 mph

Average Speed
19.4 mph

10 MPH Pace Speed
15 mph to 25 mph
245 vehicles in pace
Representing 78.5% of the total vehicles

Vehicles > 25 MPH
23
7.4%

Station #: GROUP 5 - 7
Site ID: GREENFIELD
Location: WEST OF ROSSELL AVE
Direction: EAST
Lane: 2

File: GROUP 5 - 7 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 | 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 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:00 | 0 | 3 | 8 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 08:00 | 1 | 3 | 11 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 09:00 | 0 | 3 | 8 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 10:00 | 1 | 1 | 2 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:00 | 0 | 2 | 6 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 12:00 | 0 | 6 | 13 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 13:00 | 1 | 4 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 14:00 | 2 | 0 | 4 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 15:00 | 0 | 2 | 11 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 16:00 | 0 | 4 | 11 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 17:00 | 1 | 3 | 9 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 18:00 | 0 | 1 | 16 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 19:00 | 1 | 5 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 20:00 | 1 | 1 | 4 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21:00 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22:00 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 8 | 38 | 122 | 154 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 360 |
| PERCENTS | 2.2% | 10.6% | 33.9% | 42.8% | 9.7% | 0.8% | 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
15.6 mph

85th Percentile Speed
24.5 mph

Median Speed
20.5 mph

Average Speed
20.3 mph

10 MPH Pace Speed
15 mph to 25 mph
276 vehicles in pace
Representing 78.4% of the total vehicles

Vehicles > 25 MPH
38
10.8%

Station #: GROUP 5 - 7
Site ID: GREENFIELD
Location: WEST OF ROSSELL AVE
Direction: ROAD TOTAL
Lane:

File: GROUP 5 - 7 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 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:00 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:00 | 0 | 2 | 4 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:00 | 1 | 11 | 22 | 21 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 08:00 | 2 | 6 | 16 | 15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 09:00 | 1 | 4 | 19 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 10:00 | 1 | 2 | 8 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 11:00 | 2 | 4 | 10 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 12:00 | 1 | 11 | 22 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 13:00 | 1 | 5 | 15 | 13 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 14:00 | 2 | 2 | 11 | 19 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 15:00 | 1 | 4 | 25 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 16:00 | 3 | 15 | 29 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 17:00 | 1 | 4 | 20 | 26 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 63 |
| 18:00 | 0 | 3 | 27 | 26 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 19:00 | 1 | 7 | 17 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 20:00 | 2 | 1 | 10 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 21:00 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 22:00 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 23:00 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| DAY TOTAL | 19 | 82 | 265 | 256 | 56 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 683 |
| PERCENTS | 2.8% | 12.0% | 38.8% | 37.5% | 8.2% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 100.0% |

Statistical Information...

15th Percentile Speed
15.3 mph

85th Percentile Speed
24.3 mph

Median Speed
19.7 mph

Average Speed
19.8 mph

10 MPH Pace Speed
15 mph to 25 mph
521 vehicles in pace
Representing 78.5% of the total vehicles

Vehicles > 25 MPH
61
9.2%

Village Of Oak Park
Transportation Commission Agenda Item

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

Review Date: July 11, 2023
Prepared By: Takeshi Thompson, Parking Restrictions Coordinator

Abstract:

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

Currently, the 100 block of N. Elmwood has daytime resident permit parking (Permit J7) from 6AM to 4PM Monday to Friday from August 15-June 15, in addition to resident permit parking from 6PM to 10PM Monday to Thursday.

Notifications were mailed by the Village on May 16, 2023 to residents of this block, informing them of the petition. The Village did not receive any written testimony regarding the petition.

Staff reviewed the petition and is in favor of adding **“On-street Overnight Permit Parking from 10PM to 6AM”** to the east side of the 100 block of N. Elmwood **(from Lake St to the east alley)**.

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

Staff Recommendation(s):

Village staff recommends approval of establishing **“On-Street Overnight Permit Parking from 10PM to 6AM”** to the east side of the 100 block of N. Elmwood **(from Lake St to the east alley) between the addresses 126-132 N. Elmwood**. This would establish a total of four (4) on-street overnight permit parking spaces.

It should be noted that Village staff evaluated the feasibility of also adding on-street overnight permit parking to the north side of Lake Street, between Elmwood and Ridgeland Avenues. This supplemental proposal was discussed by the Transportation Commission at its June 13, 2023 meeting with the understanding that it was still being evaluated internally by Village staff. Since then, staff has further analyzed the parking demand in this area as well as the availability of parking permits in other lots and enclaves and determined there is already adequate availability and therefore no immediate need to supplement the original petition at this time. Furthermore, staff had concerns regarding how overnight permit parking would impede snow removal efforts on Lake Street, which is a designated emergency snow route.

Supporting Documentation is Attached

Parking Restrictions around 126-132 N. Elmwood



Lot 22 OPRF-Community Parking Garage

137

N Scoville Ave

15
MIN
8AM-
4PM
MON-
-TH
SEP
1-
MAY
24

120

460

Lot 22-Pilgrim Church

1HR
8AM-
4PM
M-F
& J7
RPP
6PM-
10PM

N Elmwood

134

126-132

418-426

S3 SPP 6AM-4PM M-F Aug 15-Jun 15 & NP 6AM-3PM on Saturdays

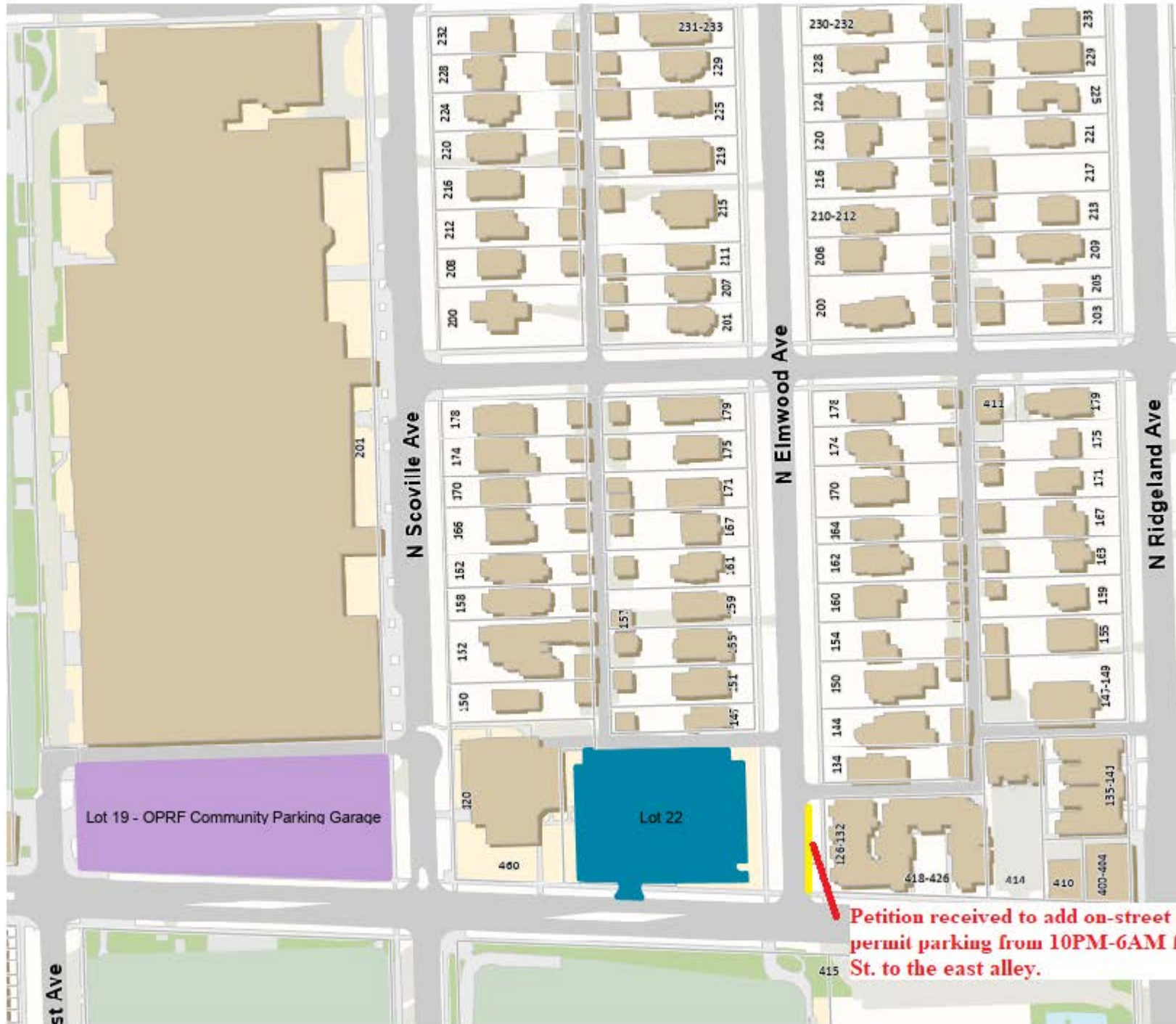
Lake St

15 Min Parking 8AM-4PM Mon-Th Sep 1-May 24 plus meters & NP
6AM-3PM Saturdays

J7
6AM-
4PM
M-F
AUG
15-
JUN
15 &
J7
RPP
6PM-
10PM

METER PARKING

Area proposed to be zoned for on-street overnight permit parking



Aidan Morrissey



With

The Residents of 126/132 N Elmwood Ave.

Dear Members of the Transportation Commission,

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

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

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

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

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

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

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

Sincerely,

Aidan Morrissey

[REDACTED]

[REDACTED]

PETITION FOR PERMIT PARKING RESTRICTIONS

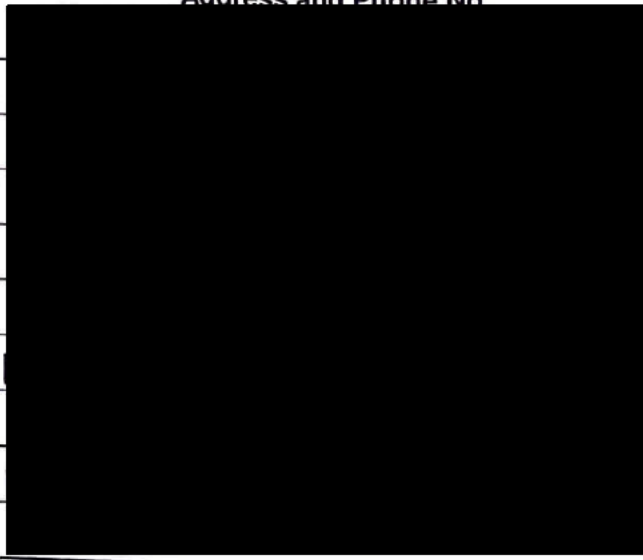
We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that permit parking restrictions be established in the 100 Block + EV Alley block of N Elmwood Ave in the Village of Oak Park, Illinois. of 132

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

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

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

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

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

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

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

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