



# AGENDA

VILLAGE OF OAK PARK  
SPECIAL TRANSPORTATION COMMISSION MEETING  
WEDNESDAY, NOVEMBER 29, 2023 – 7:00PM  
COUNCIL CHAMBERS – VILLAGE HALL

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- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Meeting Minutes
  - 3.1) October 10, 2023 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment – up to 15 minutes

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

- 5) New Business
  - a) Petition to Install a Traffic Calming Device at the Intersection of Berkshire St and Fair Oaks Ave
  - b) Racial Equity Assessment Activity for Transportation Commission
- 6) Old Business
  - a) Draft 2024 Transportation Commission Work Plan (continuation from the September 12, 2023 and October 10, 2023 Transportation Commission meetings)
- 7) Adjourn

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or email [ADACoordinator@oak-park.us](mailto:ADACoordinator@oak-park.us) at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes  
Transportation Commission  
Tuesday, October 10, 2023 – 7:00 PM  
Room 101 - Village Hall

1. Call to Order

Due to Chair Burke being absent, Commission Holzberg nominated Commissioner Johnston-Allen to be Chair Pro-Tem for tonight's meeting, which was seconded by Commissioner Eskin. The motion was approved by a roll call vote as follows:

Ayes: Commissioners Eskin, Holzberg, and Nudelman,

Nays: None

Abstain: Commissioner Johnston-Ahlen

The motion passed unanimously.

Chair Pro-Tem Johnston-Allen called the meeting to order at 7:07 PM.

Roll Call

Present: Jack Eskin, Jenna Holzberg, Julie Johnston-Ahlen, Jason Nudelman

Absent: Ron Burke and Jason Jenkins

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Delia Tamas – Parking Services Supervisor, Takeshi Thompson – Parking Restrictions Coordinator, and Steve Pautsch - Village consultant from Civiltech Engineering.

2. Agenda Approval

It was requested to modify the agenda to move item 5B before item 5A under New Business. Commissioner Eskin made a motion to approve the agenda as modified. It was seconded by Commissioner Nudelman. The motion was approved by a unanimous voice vote.

3. Approval of the Draft Transportation Commission Meeting Minutes

Commissioner Eskin made a motion to approve the September 12, 2023 Meeting Minutes. It was seconded by Commissioner Nudelman. The motion was approved by a unanimous voice vote.

4. Non-Agenda Public Comment

Felicia Blanks of the 900 block of South Taylor spoke their public comment regarding ongoing issues with overnight parking and the lack of consistent parking enforcement. They expressed their frustration with cars allowed to park every single (non-permitted cars) without being ticketed from Parking Enforcement.

There was some discussion regarding more involvement from Parking Enforcement for the parking issue in this area.

5. New Business

5b) Petition for Overnight On-Street Permit Parking for the 600 Block of Randolph St  
Parking Restrictions Coordinator, Takeshi Thompson, gave an overview of this item.

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

Q: How many units are at Randolph Crossing. A: A total of 12.

Q: How many spaces are currently covered in that area. A: Eight, it would be 14 spaces servicing 12 units.

David Bernat asked if the church on that block had issues with this request. Takeshi Thompson responded the church took issue with a previous proposal in 2022 for overnight parking on the southside of Randolph from East Ave to Wesley, and had suggested to move it to the northside, which is what this proposal is for.

Commissioner Eskin made a motion to recommend the Petition for Overnight On-Street Permit Parking for the 600 Block of Randolph Street. It was seconded by Commissioner Nudelman. The motion was approved by a roll call vote as follows:

Ayes: Commissioners Eskin, Holzberg, Nudelman, and Chair Pro-Tem Johnston-Ahlen.

Nays: None

The motion passed unanimously 4 to 0

#### 5a) Petition to Install a Traffic Calming Device on the 1100 Block of S Grove Ave

Steve Pautsch of Civiltech Engineering gave an overview presentation of this petition.

Rita Anderson, spoke her public comment requesting signage to prohibit residents from going thru the alley. Cars use the alley to use faster routes due to the traffic on Oak Park Ave. She recommends that we put in a one-way sign and for a barricade be put in at the south end of the alley until a more permanent solution can be developed.

Bob Walicki, voiced his concerns regarding the traffic on Garfield and Harvard during child drop off. His concerns are with rush hour, parking and people speeding. Children are supposed to get dropped off on Harvard and Oak Park Ave and residents are stopping on Harvard and Grove causing unsafe intersections.

David Bernat from the 1100 S. Grove block requests street barricades on Fillmore and Kenilworth due to unsafe roadways.

Staff Liaison, Jill Juliano, responded to the concerns regarding the traffic due to drop off. She reports the Village would need to communicate with to the school and come up with a new safety plan since there have been changes to the original safety plan. She suggested using temporary speed humps in the alley, although it comes with some challenges regarding equipment.

Village Engineer Bill Mckenna recommended the Village engage in discussions with principals from Abraham Lincoln Elementary School regarding the traffic safety concerns and changing directions as it is a bigger discussion which would require signage. An immediate solution would be to install the speed bump in the alley as a temporary solution.

Commissioner Johnston-Ahlen made a motion to approve staff's recommendation to install a second do not enter sign on the north west corner of Fillmore and Grove, to gather an assessment of data collection of alleyways to be included and brought back to the commission for review, and staff is to continue discussion with Lincoln School regarding their safety plan and the traffic flow during pick up and drop off. It was seconded by commissioner Nudelman. The motion was approved by a roll call vote as follows:



Ayes: Commissioners Holzberg, Nudelman, Eskin, and Chair Pro-Tem Johnston-Ahlen

Nays: None

The motion passed unanimously 4 to 0

## **6..Old Business**

6a) DRAFT 2024 TRANSPORTATION COMMISSION WORK PLAN (CONTINUATION FROM THE SEPTEMBER 12, 2023 TRANSPORTATION COMMISSION MEETING)

Staff Liaison Jill Juliano has given an overview of the commission's draft 2024 work plan.

Following the overview, the commission asked questions. Below is a summary of the questions and staff responses.

Q: Would Ridgeland need a protective bike lane barrier and how many different types of bike lanes are there and how they are incorporated? How do we create this space and flexibility for residents? A: There are many different ways to incorporate the bike lanes and there needs to be conversations with IDOT as they currently own that roadway.

Q: During snow removal season does the Village have capacity to plow the bike lanes? A: We need to look at the infrastructure of the lanes and possibly use smaller machines to clean the area.

Q: Does the village maintain a comprehensive parking plan or policy? A: Staff will ask parking for background information regarding parking policies and fees to provide the commission a more comprehensive view of the parking situation.

There was further discussion on working with developers and the Zoning Commission to identify options to encourage residents to not solicit for on street parking.

Q: What is involved with the Oak Park Bike Plan and Neighborhood Greenway System study. A: A consultant would be brought on to lead the effort to update the bike plan. There would be some initial planning and public engagement prior to the commission being involved closer to the final draft stage.

Q: Is there a waitlist for parking permits? Is there a parking ban for residential buildings and are there concerns for parking in the neighborhood if there is no

parking in the area? A: Staff can reach out to the permit's division and the commission for information.

Staff Liaison Jill Juliano gave a brief overview of petitions going into the queue from 2022-2023 that will be going in front of the commission for traffic calming petitions. The Commission has made recommendations on 11 petitions since May of 2022, there are 6 petitions taken off due to the organizers decision to move forward with speed humps, there are 14 remaining petitions to be worked through with many going forward in groups based on their locations.

Staff Liaison Jill Juliano reminded the commission that the Citizen Involvement Commission (CIC) is planning a volunteer appreciation event on the same night as the next Transportation Commission meeting – Jill will send out potential alternative meeting dates so this commission can attend the appreciation event.

Staff Liaison Jill Juliano also mentioned the UIC Great Cities Institute team is conducting a Racial Equity Needs Assessment for the Village would like to add some time to the next meeting in November. There was no further discussion on these items.

## 7) Adjourn

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

The meeting was adjourned at 9:18 PM.

Submitted by,  
Anita Bahena  
Administrative Assistant

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

Item Title: **Petitions to Implement a Traffic Calming Measure at the intersection of Berkshire Street and Fair Oaks Avenue**

Review Date: November 29, 2023

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

**Abstract:**

On April, 16 2021 the Village of Oak Park received a petition to implement a traffic calming measure at the intersection of Berkshire Street and Fair Oaks Avenue. The residents expressed concern regarding sight distance and safety issues at the intersection given that there are no stop controls on the north-south Fair Oaks Avenue approaches. This petition was evaluated and scores were determined to be sufficient to proceed to the Transportation Commission.

Turning movement counts were conducted on September 20<sup>th</sup>, 2023 (Wednesday) using a Miovision Scout video camera system at the intersections of Berkshire Street and Fair Oaks Avenue. Counts were conducted from 7-9 A.M. and 2-6 P.M. The traffic data was collected on a weekday with typical traffic patterns and while school was in session. Weather during the counts was conducive to bicycle and pedestrian activity as it was dry with a high temperature near 80 degrees.

Mid-block speed and volume data was also collected on the four legs of the intersection over a 48-hour period using radar counters. One component of this data is Average Daily Traffic (ADT). With a volume of 1,250 vehicles per day, Berkshire Street volume is typical of Oak Park streets. The volume on Fair Oaks Avenue is around 550 vehicles per day which is somewhat less than those on typical Oak Park Street, which range between 800 and 1,200 vehicles per day. A review of the Berkshire Street speed data shows a greater than 75% compliance rate with the 25 mph speed limit and that more than 95% of the vehicles are traveling less than 5 mph over the speed limit. This suggests that majority of the vehicles on Berkshire Street are operating close to the speed limit. Speeds on Fair Oaks are slightly higher with 29% and 30% vehicles exceeding the 25 mph limit on the north leg northbound and southbound respectively while 40% northbound and 37% southbound vehicles are exceeding the 25 mph limit on the south leg.

Five years of crash data (2018 through 2022) was reviewed to determine whether there are any apparent safety trends. This data shows that there were no reported crashes at the intersection of Berkshire Street and Fair Oaks Avenue during the five-year period.

The Traffic Calming Toolbox, which highlights different calming measures, was used to evaluate suitable treatments for the Berkshire Street and Fair Oaks Avenue intersection. 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:

- In order to follow the Village code, the spruce tree branches on private property at the northeast corner of the intersection should be trimmed to a height of no less than seven feet from the ground to improve visibility of cross street traffic. This will help enhance daylighting at the intersection, improving sight lines for drivers, cyclists, and pedestrians.
- Install two-direction large arrow sign (W1-7) at the north side of Berkshire Street.

Supporting Documentation Is Attached

# **Letter of Explanation**

Dear Village of Oak Park,

We are writing to request that you convert the current 2-way stop to a 4-way stop at the intersection of Berkshire and Fair Oaks as a traffic calming measure. Currently, there is a 2-way stop in the east-west direction while north-south traffic is unrestricted. We are very concerned about safety even with less traffic during the pandemic. We have witnessed numerous near crashes between cars and also near accidents with pedestrians. Those of us that live at the corner and have been home during the pandemic have observed this multiple times per week.

Given the configuration of the intersection, cars coming West on Berkshire often cannot see cars coming down Fair Oaks from the North which do not have a stop. Our neighbor Craig Endicott has cut his tree at the bottom to help with visibility, but it is not enough to make the intersection safe.

Additionally, many kids walking to Taylor park as well as to Hatch and St Giles cross this intersection going in the East/West direction and a stop sign would facilitate safe crossing as cars often travel at high speeds through this intersection.

Thank you for your time and consideration. Of note, none of our neighbors declined to sign this petition and of those we connected with, everyone agreed that this is necessary for safety.

Thank you for your time and consideration of our request.

Sincerely,

The Homeowners of Fair Oaks, Berkshire, East and Elmwood

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**Petition Redacted**

1000 BLOCK fair oaks

RECEIVED 04/19/2021 elec 88  
6/4/2021

**PETITION FOR TRAFFIC CALMING MEASURES**

Date: 4/16/21

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

on the \_\_\_\_\_ block of \_\_\_\_\_ or  
at the intersection of Fair Oaks Ave and Berkshire St.  
in the Village of Oak Park.

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

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

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

Only one signature per property is required.

Signature	Address	Phone number	Email
1. * <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
2. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
3. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
4. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
5. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
6. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
7. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
8. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
9. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
10. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
11. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
12. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]

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

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

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:  
[www.oak-park.us/your-government/citizen-commissions/transportation-commission](http://www.oak-park.us/your-government/citizen-commissions/transportation-commission)



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	Signature	Address	Phone number	Email
1.	* <u>S. Hoyd</u>	[REDACTED]	[REDACTED]	[REDACTED]
2.	<u>Phyllis Schulz</u>	[REDACTED]	[REDACTED]	[REDACTED]
3.	<u>H. Johnson</u>	[REDACTED]	[REDACTED]	[REDACTED]
4.	<u>Sarah J. Wald</u>	[REDACTED]	[REDACTED]	[REDACTED]
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				

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	Signature	Address	Phone number	Email
1.	* <u>Erin Dan</u>	[REDACTED]	[REDACTED]	[REDACTED]
2.	<u>Kim Gatti</u>	[REDACTED]	[REDACTED]	[REDACTED]
3.	<u>Vicki Johnson</u>	[REDACTED]	[REDACTED]	[REDACTED]
4.	<u>Molly Snow</u>	[REDACTED]	[REDACTED]	[REDACTED]
5.	<u>Jeff Bell</u>	[REDACTED]	[REDACTED]	[REDACTED]
6.	<u>Mike [unclear]</u>	[REDACTED]	[REDACTED]	[REDACTED]
7.	<u>Brody Semara</u>	[REDACTED]	[REDACTED]	[REDACTED]
8.	<u>Lori Eigen</u>	[REDACTED]	[REDACTED]	[REDACTED]
9.	[unclear]	[REDACTED]	[REDACTED]	[REDACTED]
10.	<u>Kris Boukhanis</u>	[REDACTED]	[REDACTED]	[REDACTED]
11.	<u>[unclear]</u>	[REDACTED]	[REDACTED]	[REDACTED]
12.	<u>Suzanne Kelly</u>	[REDACTED]	[REDACTED]	[REDACTED]

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# Berkshire Block - complete

## PETITION FOR TRAFFIC CALMING MEASURES

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	Signature	Address	Phone number	Email
1.	* <u>Timothy J. Ben</u>	[REDACTED]	[REDACTED]	[REDACTED]
2.	<u>Craig Endicott</u>	[REDACTED]	[REDACTED]	[REDACTED]
3.	<u>Marilyn Dorn</u>	[REDACTED]	[REDACTED]	[REDACTED]
4.	<u>GA [unclear]</u>	[REDACTED]	[REDACTED]	[REDACTED]
5.	<u>Jodi Rogue</u>	[REDACTED]	[REDACTED]	[REDACTED]
6.	<u>JAMES CAPONE</u>	[REDACTED]	[REDACTED]	[REDACTED]
7.				
8.				
9.	* <u>DOUG &amp; Linda</u>	[REDACTED]	[REDACTED]	[REDACTED]
10.		[REDACTED]	[REDACTED]	[REDACTED]
11.	<u>Wendy [unclear]</u>	[REDACTED]	[REDACTED]	[REDACTED]
12.				

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# 900 BLOCK Fair Oaks

## PETITION FOR TRAFFIC CALMING MEASURES

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3.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
4.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
5.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
6.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
7.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
8.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
9.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
10.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
11.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
12.	<u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]

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# **Public Testimony**

**From:** [Bianca Verheecke](#)  
**To:** [Transportation](#)  
**Subject:** 11/29/23 Meeting Comment - Fair Oaks Ave and Berkshire St Traffic Calming  
**Date:** Monday, November 6, 2023 3:05:36 PM

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Caution! This message was sent from outside your organization.

To Whom It May Concern,

I would like to provide a comment regarding the essential traffic calming measures required on Fair Oaks Avenue and Berkshire Street. I reside at the intersection of Fair Oaks and Berkshire, and I have been deeply concerned by the numerous close calls between vehicles and pedestrians that I've personally witnessed.

As a parent to a young child and a neighbor to many children and families, I am asking that the intersection go from having a 2-way stop sign to a 4-way stop sign. This measure is crucial for the safety of both children and adults residing on our block, as well as those passing through the intersection by foot or car.

The intersection's awkward angle impairs visibility, creating safety risks for pedestrians who cross in front of oncoming traffic. Some drivers, unaware of the 2-way stop, make unsafe assumptions and begin proceeding through the intersection, nearly causing accidents. We have seen a large number of near-accidents and it feels like it is only a matter of time before someone is seriously injured.

A major consideration is that this intersection lies on a route to Hatch Elementary School, and the students walking down Berkshire to school are at risk because there is no stop sign on Fair Oaks. Making this intersection a 4-way stop is pertinent to the safety of those students.

Thank you for taking our request into account, and I trust that your decision will be in the best interests of all parties involved.

Best,  
Bianca Verheecke

**From:** [Dana Stotts](#)  
**To:** [Transportation](#)  
**Subject:** Comments on Petition for traffic calming measure at Fair Oaks and Berkshire  
**Date:** Monday, November 6, 2023 7:12:23 PM

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Caution! This message was sent from outside your organization.

Hello-

My name is Dana Stotts and I live at [REDACTED] Fair Oaks Ave. I am not able to attend the live hearing on 11/29, so submitting my response in writing. Please confirm receipt.

I've lived there since 2019 and drive through this intersection several times a week. Over the last 4+ years, I have had numerous close calls with cars not realizing that it is NOT a 4-way stop. I am 100% supportive of any measures to address this dangerous intersection, with the ideal solution being a 4-way stop. Not only would this alleviate many of the near-misses, it would also slow down north/south traffic on Fair Oaks. As a parent of 2 kids on the street, plus all the other kids on Fair Oaks, slower traffic in the 1000 block would also be a welcome change.

Thank you for your consideration.

Dana Stotts

M: [REDACTED]

Email: [REDACTED]

**From:** [Kris Boulahanis](#)  
**To:** [Transportation](#)  
**Cc:** [Jodi Roque](#); [Krissy](#)  
**Subject:** Traffic Calming Measure - Fair Oaks & Berkshire  
**Date:** Monday, November 6, 2023 8:29:56 PM

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Caution! This message was sent from outside your organization.

To whom it may concern,

I am a resident at [REDACTED] Fair Oaks Ave in Oak Park. I live with my wife, two young children (7 & 3 YO) and our family dog. Me and my boys often play in the front yard because it is a little more conducive to sports / activities.

While we are out there - I'm always alarmed at how quickly cars come flying through the intersection to the north and down Fair Oaks Ave. It only takes one time for something catastrophic to happen - and it can so easily be avoided by adding a four way stop that our neighborhood is desperate for.

Please support our concerns by adding the four way stop to our block.

Thanks,

Kris Boulahanis



**From:** [Carrie Powers](#)  
**To:** [Transportation](#)  
**Subject:** Re: Petition to implement traffic calming devices at the intersection of Berkshire and Fair Oaks  
**Date:** Wednesday, November 8, 2023 7:32:16 PM

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Caution! This message was sent from outside your organization.

To Whom It May Concern:

As an Oak Park resident living on the 1000 block of North East Ave, I travel by & through the intersection of Fair Oaks & Berkshire daily via car, bike & walking. It is because of this personal knowledge that I am in favor of the Village of Oak Park implementing calming devices at the intersection in an effort to create a safer environment for all. As it is, the intersection is neither a straight cross nor is it a four way stop. Therefore it is extremely confusing to motorists and has limited sight lines from the adjacent direction. I have seen motorists approach the intersection unsure of what to do daily. It is extremely unsafe especially because so many kids use the intersection to walk & bike to and from school, the bus and Taylor Park. Please improve the intersection to make it safer.

Carrie Powers  
[REDACTED] N East Avenue  
Oak Park, IL 60302

**From:** [rcendicott@sbcglobal.net](mailto:rcendicott@sbcglobal.net)  
**To:** [Transportation](#)  
**Subject:** Traffic light consideration at Berkshire & Fair Oaks  
**Date:** Wednesday, November 15, 2023 9:12:47 AM

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Caution! This message was sent from outside your organization.

To: Steven Pautsch, P.E., PTOE

This email is in response to the Village of Oak Park's Transportation Commission's review this coming November 29 to consider traffic calming measures at the intersection of Berkshire St. and Fair Oaks Ave.

Currently at the intersection of Berkshire and Fair Oaks there is “only” a stop sign on Berkshire. There should be one on Fair Oaks as well, making this intersection a 4-way stop. A 4-way here would replicate that recently installed at nearby Greenfield and East Ave. in which East’ yield-to-adult-and-child sign was converted into a stop sign to match the existing stop sign at Greenfield. That yield sign might as well have not been there, because cars headed south on East from North Ave. seldom braked which I witnessed many times as a runner in the neighborhood. The Greenfield and East’s 4-way now protects both foot traffic (St. Giles School is one block west) and vehicle traffic on Greenfield.

The same protection would avail the heavy foot traffic and vehicle traffic at Berkshire and Fair Oaks. In my 22 years of living at [REDACTED] Fair Oaks Ave., which faces Berkshire at the northeast corner of Berkshire and Fair Oaks, I have seen many near-miss vehicle collisions at this intersection, particularly at morning the evening rush hours. A collision at those peak times not only would potentially injure auto occupants, but certainly threaten those on foot using the intersection – the many school children and their parents walking along Berkshire to Hatch Elementary to the east and to St. Giles School to the west, middle school kids using Berkshire to reach the bus stop at the northwest corner of Taylor Park, high schoolers riding bikes to and from OPRF and the many dog walkers going to and from Taylor Park.

Making this intersection a 4-way will save lives in future, but I would also challenge the Village to consider an “additional” traffic calming measure on Berkshire. More blatant speeding occurs on that street than on Fair Oaks. It is more heavily traveled, being an east-west through-street. Fair Oaks ends in a cul-de-sac at North Ave. Drivers cut down Berkshire to avoid the traffic light at Ridgeland and Division. In the speeder’s mentality, if they don’t stop at Berkshire and Fair Oaks, they cover 4 village blocks (Elmwood, Fair Oaks, East) without putting on the brakes between Ridgeland and Columbian. Drivers also know they have a clear field-of-vision at Berkshire and Fair Oaks because of the open side-yards of the houses there. Oak Park Police even are aware of the Berkshire speeders. In past, the police have staked out the Fair Oaks/Berkshire intersection without much success because speeders can espy the parked police vehicles and slow down as they approach the intersection.

A possible additional traffic calming measure for Berkshire might be:

<!--[if !supportLists]-->● <!--[endif]-->Adding speed zone signage without qualifiers to Taylor Park’s perimeters of 20 or 25 mph. The current 20 mph zone signage contains the qualifier: “when children present.” There often are not “children present” in the very early morning rush hour when a lot of the speeding occurs. There are a lot of dogs and their walkers, though.

<!--[if !supportLists]-->• <!--[endif]-->Adding a speed monitor on Berkshire that flashes a car's speed in the Taylor Park zone as a warning (to wit, like the flashing speed sign currently at Lindberg Park).

<!--[if !supportLists]-->• <!--[endif]-->Adding a speed camera on Berkshire at the park for ticketing purposes.

<!--[if !supportLists]-->• <!--[endif]-->Adding a speed hump on Berkshire at the northwest corner of Taylor Park (like that nearby on East Ave. near North Ave.).

Sincerely,  
Craig Endicott  
[REDACTED] Fair Oaks Ave.  
Oak Park, IL 60302  
rcendicott@sbcglobal.net  
[REDACTED] (cell)

**From:** [Hameeda Shaikh](#)  
**To:** [Transportation](#)  
**Cc:** [James Gagermeier](#)  
**Subject:** Intersection of Berkshire and Fair Oaks  
**Date:** Wednesday, November 15, 2023 10:42:35 PM  
**Attachments:** [Letter to Transportation commission Oak park. 11.15.2023.docx](#)

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Caution! This message was sent from outside your organization.

Please kindly see attached letter in support of traffic calming measures at the intersection of Berkshire and Fair Oaks.

Thank you,

Hameeda Shaikh

November 15, 2023

TO: Transportation Commission, Oak Park

RE: PETITION TO IMPLEMENT TRAFFIC CALMING DEVICES AT THE INTERSECTION OF BERKSHIRE STREET  
AND FAIR OAKS AVENUE

Dear Commission,

I live on the 900 block of Fair Oaks Avenue, and have resided here since 2018. The intersection of Berkshire Street and Fair Oaks is a highly dangerous intersection. I have personally witnessed at least three near-miss collisions, including a vehicle versus bicycle incident and vehicle vs pedestrian incident. I have an elementary school-aged child and if I am able, I avoid the crossing altogether while walking to school.

I hope the commission will consider measures to make this intersection safe.

Sincerely ,

Hameeda Shaikh

**From:** [Jodi Roque](#)  
**To:** [Transportation](#)  
**Subject:** Fair Oaks/Berkshire traffic calming measure  
**Date:** Thursday, November 16, 2023 1:41:52 AM

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Caution! This message was sent from outside your organization.

To Whom This May Concern,

We moved to Oak Park in the summer of 2020 and have had ongoing concerns for pedestrian/bicycle/vehicle safety due to the configuration of the Fair Oaks/Berkshire intersection which at the NE corner of our property. People drive at high speeds up and down Fair Oaks and have daily "near misses" with cars and pedestrians traveling on Berkshire. Also, visibility is challenging due to the way the intersection is offset and we have seen many people nearly be hit as they are crossing to go to Taylor Park and Hatch. Many households do not let their kids walk to school (Hatch and St Giles) by themselves due to this problematic intersection.

Each person who lives on the nearby blocks is very concerned about safety at this intersection (as evidenced by our extensive list of signatures) and we have all witnessed many unsafe events. We implore you to consider our proposal and have unwavering support from our block.

Thank you for your time and consideration of this important safety issue. Additionally, please see the compelling letters from each of the houses surrounding this intersection (Kimmig/Endicott/Verheecke) as we all witness firsthand daily these dangerous "near misses."

With gratitude,  
Jodi Roque, MD and Dario Roque, MD

**From:** [Allison Rosenwinkel](#)  
**To:** [Transportation](#); [Jodi Roque](#); [Paul Demyanovich](#)  
**Subject:** Petition to Implement Calming Device - Berkshire and Fair Oaks Ave  
**Date:** Thursday, November 16, 2023 6:45:03 AM  
**Attachments:** [Berkshire-FairOaks-StopSign-Application.pdf](#)

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Caution! This message was sent from outside your organization.

Hi Steven,

Thank you for your consideration to implement a calming device at the intersection of Berkshire and Fair Oaks Ave.

My name is Allison Rosenwinkel and my husband Paul and two kids Miles (6) and Maxine (3) live at [REDACTED] Fair Oaks Ave, Oak Park, IL 60302. We are very much in support of adding a stop sign to the corner of Berkshire and Fair Oaks.

We have lived in this house and on this block for almost 7 years and have witnessed countless near accidents on that corner. Our kids cross the intersection at Fair Oaks and Berkshire every morning to walk to school at Hatch and the cars **DO NOT SEE THE KIDS** because of how the road curves. The intersection is currently a 1 way stop (which is great) but because of the "jig jog" on Fair Oaks, it makes it very difficult to see and anticipate pedestrians. I have also had trouble with this myself while driving. For the drivers, often the cars that have already stopped at the stop sign on Berkshire wrongly anticipate that Fair Oaks will be stopping and proceed into cross-traffic when another car is approaching. This is very dangerous and I have witnessed many near accidents because of this.

Please see screenshots attached from google maps which show the expanse of the intersection and how far a driver has to scan for pedestrians while driving North and South on Fair Oaks. As you can see the trees and configuration of the road makes it very challenging to do this successfully during the day. Nighttime is even more difficult. You can also see how drivers on Berkshire also struggle with anticipating cars speeding down Fair Oaks.

We really believe that the addition of a stop sign on Fair Oaks would make this intersection much safer for our community.

Thank you for your time and consideration,  
Allison Rosenwinkel & Paul Demyanovich

**ALLISON ROSENWINKEL**  
Owner & Co-Founder [REDACTED]  
[REDACTED]

1005

1004

1001

1000

Fair Oaks Ave

Berkshire St



Berkshire St

Berkshire St

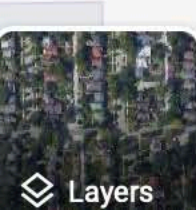
Fair Oaks Ave

Fair Oaks Ave

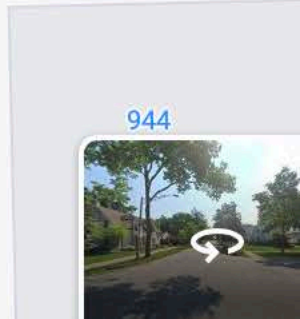
949

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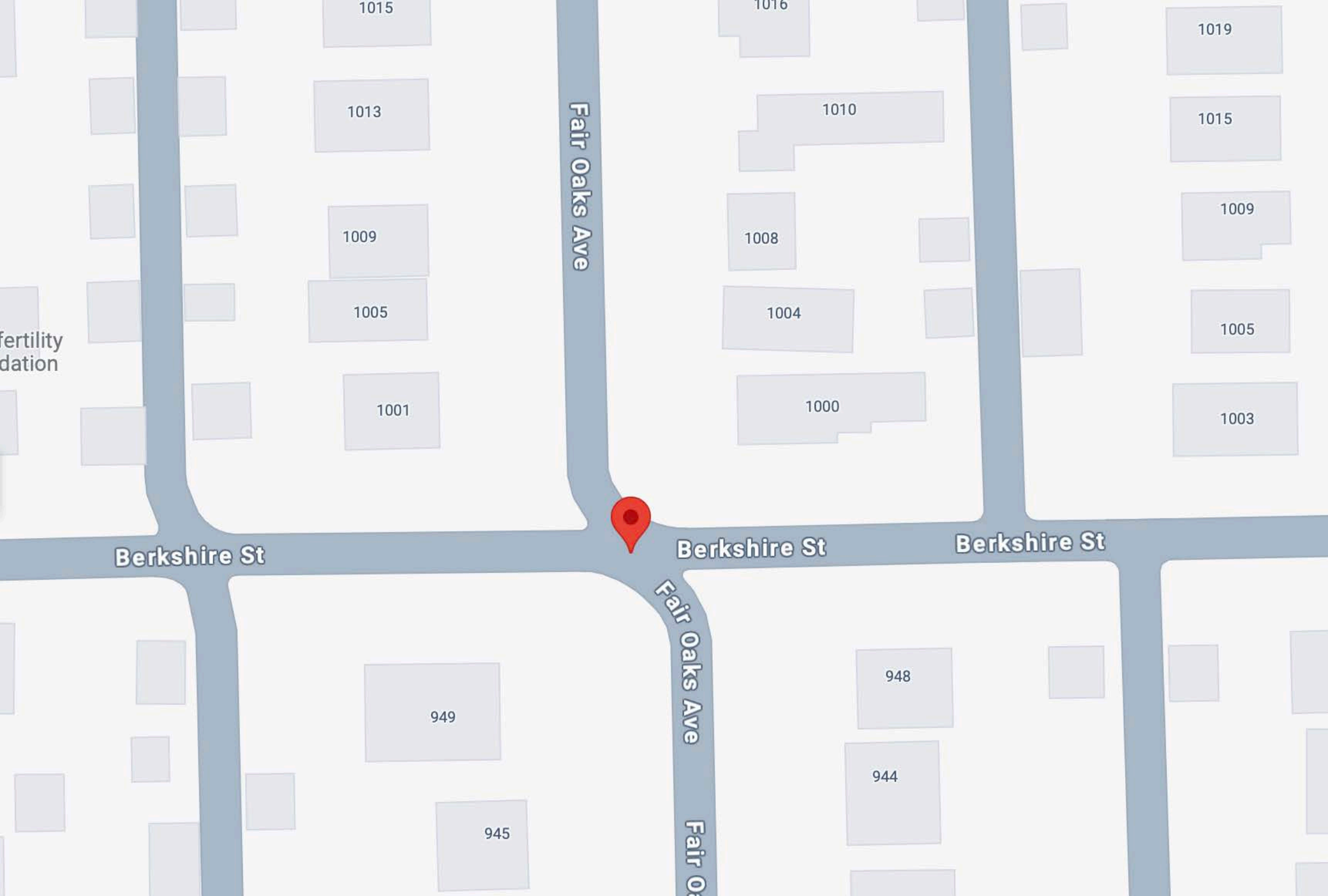


Layers



Google





Fair Oaks Ave

Berkshire St

Berkshire St

Berkshire St

Fair Oaks Ave

Fair Oaks Ave

1015

1013

1009

1005

1001

1016

1010

1008

1004

1000

1019

1015

1009

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1003

949

945

948

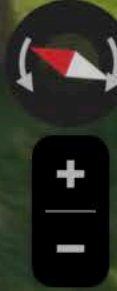
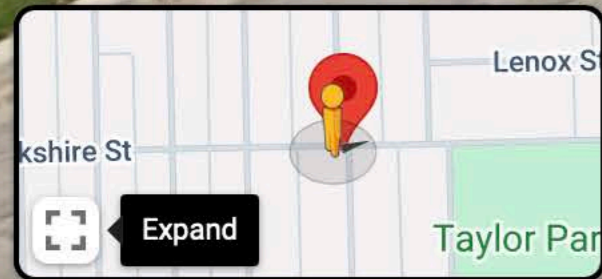
944

fertility dation



Fair Oaks Ave & Berkshire St, O

**519 Berkshire St**  
 Oak Park, Illinois  
 Google Street View  
 Jul 2021 [See more dates](#)

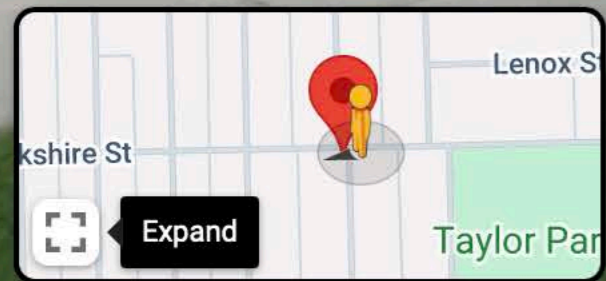


Google



Fair Oaks Ave & Berkshire St, O

**517 Berkshire St**  
 Oak Park, Illinois  
 Google Street View  
 Jul 2021 [See more dates](#)

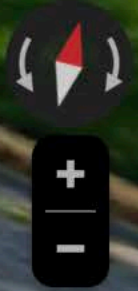
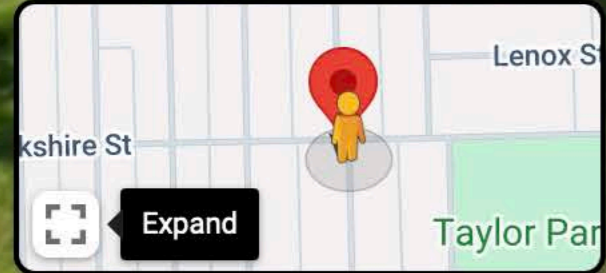
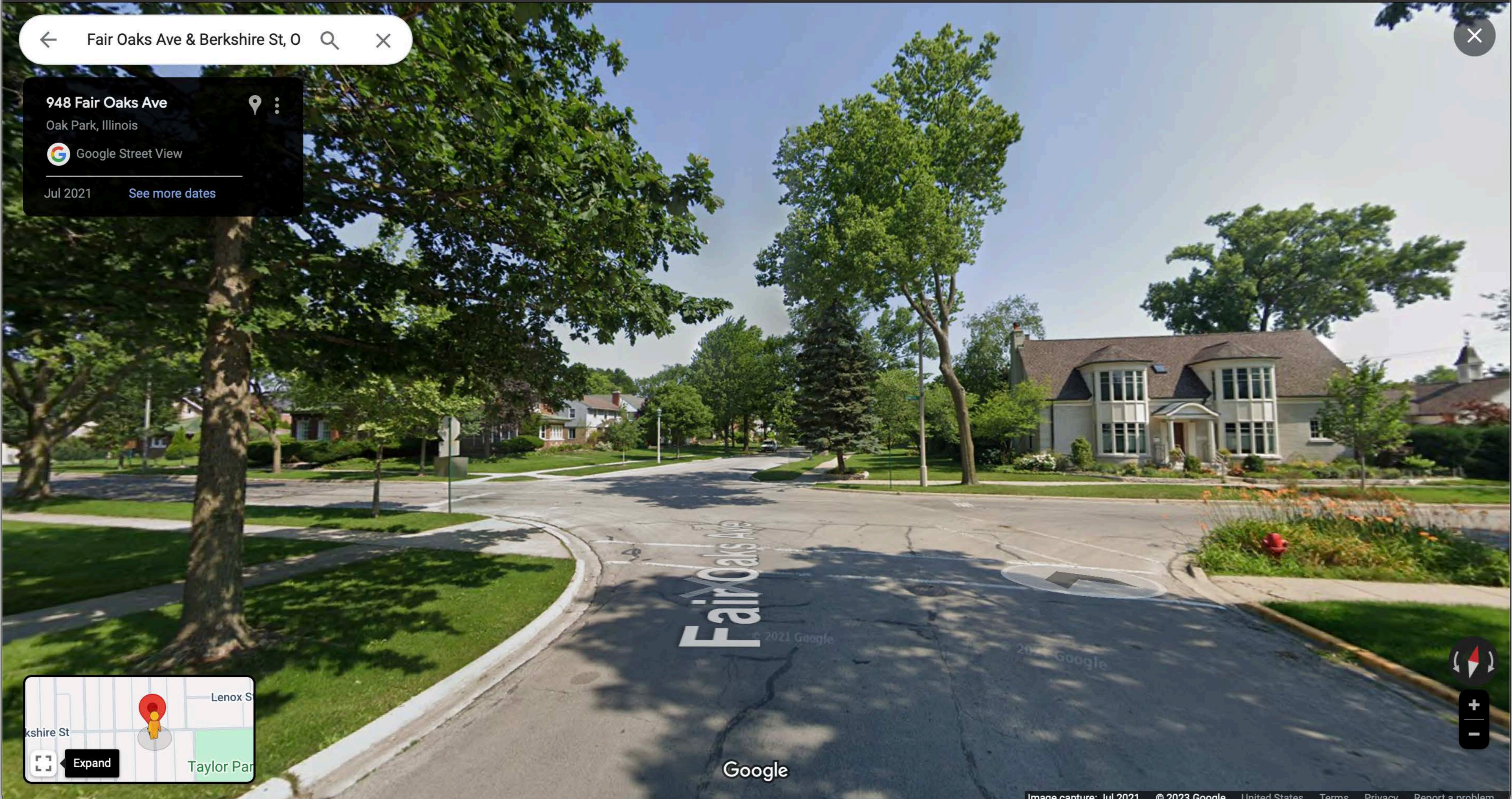


Google



Fair Oaks Ave & Berkshire St, O

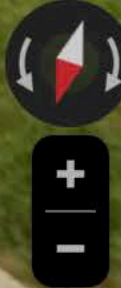
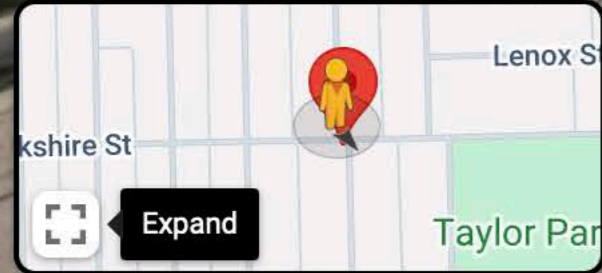
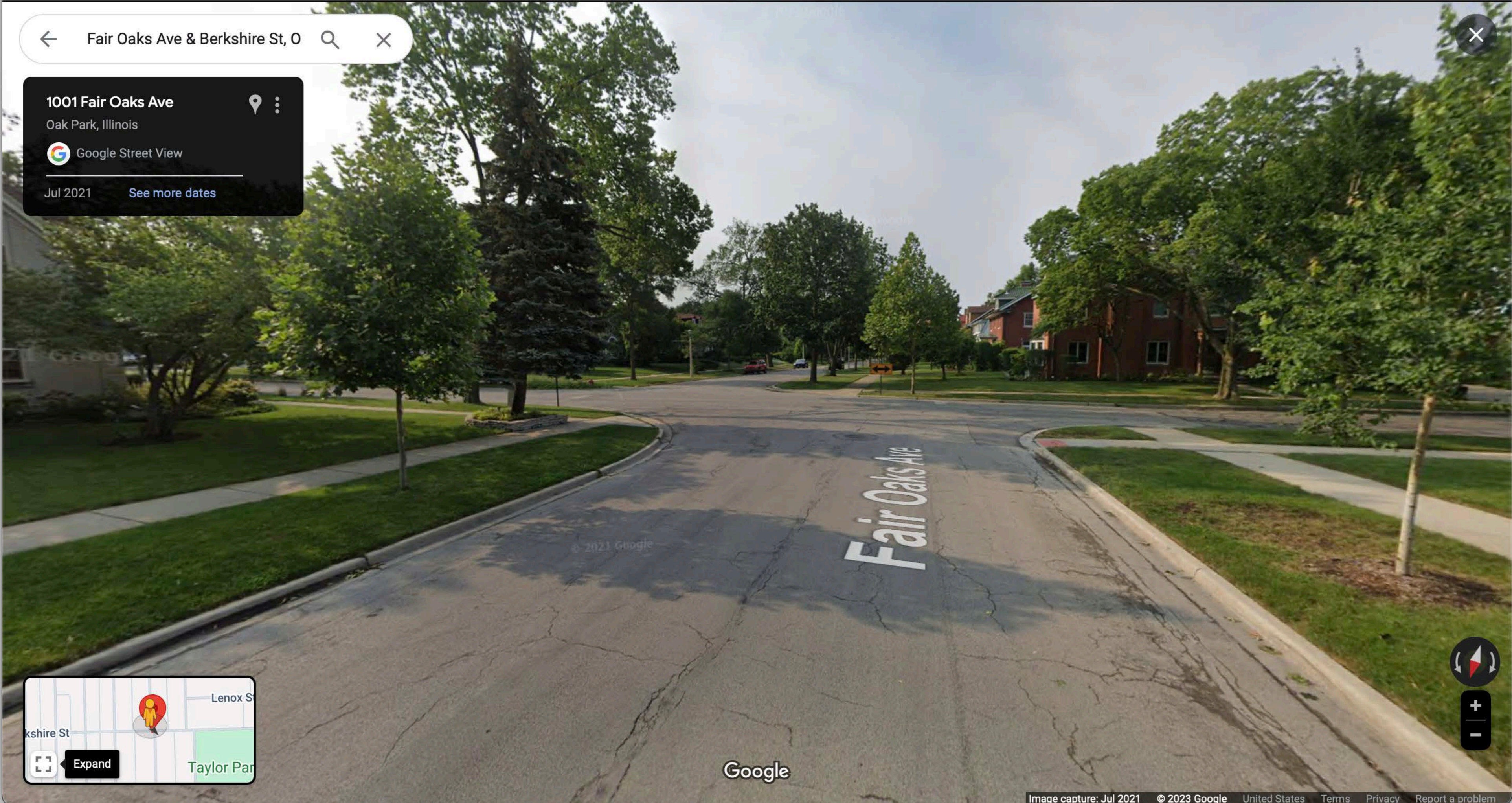
**948 Fair Oaks Ave**  
 Oak Park, Illinois  
 Google Street View  
 Jul 2021 [See more dates](#)





Fair Oaks Ave & Berkshire St, O

**1001 Fair Oaks Ave**  
 Oak Park, Illinois  
 Google Street View  
 Jul 2021 [See more dates](#)



Google



**From:** [katy.loster](#)  
**To:** [Transportation](#)  
**Subject:** Support of Stop Sign at Fair Oaks/Berkshire  
**Date:** Thursday, November 16, 2023 11:14:33 AM

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Caution! This message was sent from outside your organization.

Hello:

I live a few houses down from an intersection under consideration for a new stop sign at Fair Oaks and Berkshire. I write in support of it, having lived nearby for 5 years and seeing the constant confusion and near misses from cars driving through the intersection. While I know there has been recent construction on Berkshire that included some traffic calming measures, I don't think this will change the issue at the intersection, where most cars traveling east/west think the north/south cars will stop. With so many small children in the area, including my 5- and 8-year-old, who pass through the intersection frequently on the way to Hatch or Taylor Park, it seems particularly worthwhile to add a stop sign there.

Thank you,  
Katy Loster

**From:** [Cole Wenzel](#)  
**To:** [Transportation](#)  
**Subject:** Traffic calming measure at Fair Oaks and Berkshire  
**Date:** Thursday, November 16, 2023 11:37:49 AM

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Caution! This message was sent from outside your organization.

Good morning,

A proud resident of [REDACTED] Fair Oaks Ave, I'm writing to express our family's unwavering support for the traffic calming measure at Fair Oaks and Berkshire. We have two young children and are very concerned about their safety when approaching the intersection and would be grateful for the traffic calming measure to be implemented.

Thank you,

--

Cole Wenzel

[REDACTED]  
[wenzel.cole@gmail.com](mailto:wenzel.cole@gmail.com)

**From:** [CB](#)  
**To:** [Transportation](#)  
**Subject:** Berkshire/Fair Oaks Intersection - Experience with Intersection  
**Date:** Thursday, November 16, 2023 12:27:44 PM

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Caution! This message was sent from outside your organization.

Hi,

I received a letter from the city regarding the intersection of Fair Oaks/Berkshire regarding traffic calming measures.

I live on East Ave and we walk our 3 smaller children to and from school (Hatch). Families prefer walking on Berkshire vs. going down Division, 1) because it's closer and 2) to avoid all of the cars.

This intersection noted in the letter is particularly dangerous for children. Motorists going down Fair Oaks will use this street and East Avenue to get to North Ave. Motorists prefer the side streets when Ridgeland, Augusta, and Oak Park Ave have too much traffic. If there isn't a stop sign, they also prefer these streets to speed. I consistently notice speeding on East Ave, Fair Oaks, Berkshire.

As a motorist, if you are not familiar with the area, drivers going down Berkshire will assume Fair Oaks has a stop sign. They will stop and go, despite you approaching. If you are on Fair Oaks, you have to slow down because the other motorist thinks you are going to stop, but you have the right of way. The motorists who don't slow down on Fair Oaks will end up slamming on their brakes. Then there's honking and some road rage, because of the confusion. Especially around school time or evening traffic these occurrences are frequent. Additionally, many drivers are on their phones and distracted. To mitigate confusion, it would be helpful to have a 4-sign stop and trim vegetation around the stop signs.

I constantly worry that a distracted driver will hit a child. I hope you will consider choosing a safer option for this intersection.

Best,  
Chaffee



**From:** [Molly Snow](#)  
**To:** [Transportation](#)  
**Subject:** Intersection of Fair Oaks and Berkshire  
**Date:** Thursday, November 16, 2023 2:34:24 PM

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Caution! This message was sent from outside your organization.

To whom it may concern:

Please consider implementing traffic calming measures to the intersection of Berkshire Street and Fair Oaks Avenue. I have been a resident of Fair Oaks Avenue for almost eleven years and have witnessed countless near accidents involving both cars and pedestrians near this intersection. There is a general disregard for a residential speed limit much of the time, and vehicles are frequently racing down the street. The lack of a stop sign for the Fair Oaks North/South traffic adds to the danger of this rushing traffic as people are confused and vehicles are moving too fast to be cautious of traffic coming across on Berkshire.

This intersection poses a real danger for the children and adults alike in the neighborhood. Anything that could be put in place to help at least slow this traffic would benefit everyone on Fair Oaks and Berkshire as well as the surrounding streets.


Thanks very much  
Molly Snow  
[REDACTED] Fair Oaks Avenue

**From:** [Kathleen Capone](#)  
**To:** [Transportation](#)  
**Subject:** Corner of Fair Oaks and Berkshire  
**Date:** Thursday, November 16, 2023 4:08:36 PM

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Caution! This message was sent from outside your organization.

I live at the corner of East and Berkshire and travel the Fair Oaks/ Berkshire intersection several times a day, both walking and in the car. The jog in the intersection seems to confuse people going north or south on Fair Oaks and east or west on Berkshire. The intersection sees a lot of traffic as people are traveling to/from both Hatch and St. Giles schools, and to/from Taylor Park. I believe a 4-way stop would help!

Kathy Capone  
 N. East

Sent from my iPad

**From:** [Morgan Crouch](#)  
**To:** [Transportation](#)  
**Subject:** Traffic Calming Measure Petition at Fair Oaks and Berkshire  
**Date:** Thursday, November 16, 2023 5:28:54 PM

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Caution! This message was sent from outside your organization.

Good evening,

I'm writing to express our family's unwavering support for the traffic calming measure at Fair Oaks and Berkshire. We have two young children and are very concerned about their safety when approaching the intersection and would be grateful for the traffic calming measure to be implemented.

Thank you,  
Morgan Wenzel  
[REDACTED] Fair Oaks Ave  
[REDACTED]

**From:** [Kim Gotti](#)  
**To:** [Transportation](#)  
**Cc:** [Jodi Roque](#); [Kathy Starr](#); [Jim Gotti](#)  
**Subject:** Proposed Traffic Calming Device at the 900/1000 Blocks of Fair Oaks Avenue  
**Date:** Thursday, November 16, 2023 8:48:32 PM

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Caution! This message was sent from outside your organization.

Mr. Pautsch,

Good evening. My name is Kim Gotti and I live at [REDACTED] Fair Oaks Avenue Oak Park, IL. My husband, Jim, and I have lived at this address since March 2020 when we purchased our home. We now have two children Samantha, 21, and Luke, 18, both of whom have grown up in this house.

I apologize for the lateness of this letter as I know it was due at 5:00 PM today but I hope you will accept my comments for the agenda and review of the proposed traffic calming device at the intersection of the 900/1000 Block of Fair Oaks at the meeting on November 29. Unfortunately, I am unable to make this meeting.

I have lived one house away from this corner for 23 years. There are many reasons why I support, if not insist, the installation of a second set of stop signs at this intersection.

First, at the east/west corners of Berkshire, there is a stop sign with sub sign noting that the cross traffic does not stop. The north/south road has an unusual "S" turn meaning the road is not straight but requires drivers to make a slight right or left turn to continue traveling north or south respectively. The sheer anomaly of this road should demand that stop signs be installed. Many drivers do not slow down or realize the road turns creating a possible danger for anyone crossing the street or traveling east/west on Berkshire that does not obey their own stop sign. I have seen many close calls over the years that I have lived in my home. Stop signs going north or south would mitigate this risk.

Second, as I noted above, many drivers heading east/west on Berkshire do not obey the traffic sign and assume traffic heading north/south on Fair Oaks have a stop sign. Right or wrong this creates a dangerous opportunity for a mid-intersection collision.

Third, between 7:30 - 8:00 and 3:00 and 3:15, this intersection gets busy with parents and children traveling from or to Hatch School on Ridgeland or St. Giles School on Columbian. With traffic not required to stop when heading north or south, and the same reasons I have mentioned above, there is opportunity for not only a collision but hitting a pedestrian due to wrongful assumptions on whether cars will stop or if cars are speeding through and pedestrians assume they will obey

the stop signs.

Fourth, I have witnessed numerous rebellious drivers over the years drive through this intersection at speeds of over 50 mph presumably looking for an adrenaline rush of going "around" this S curve at high speeds or other reason for speeding. Some have slammed the brakes attempting to create purposeful skid marks. This is beyond dangerous given the number of elementary age school children in this neighborhood who often run into the streets to retrieve balls or ride their bikes in the middle of the street for fun. While parents have an obligation to teach their children not to do this, we all know small children are going to run into the street and we should be presumptuously cautious. Adding a stop sign at these corners would at the very least create a deterrent from this reckless driving opportunity.

In short, I and my neighbors have been working to get these stop signs installed for years. I am baffled at the process when it seems like such an easy fix. A similar example is when the stop signs were installed at the corners of East and Division. While I realize Division is a major thoroughfare, it has helped reduce the speeding on Division that was common.

I respectfully request that the Transportation Commission approve this traffic calming measure at the 900/1000 blocks of Fair Oaks Avenue.

Thank you.

Kim Gotti  
[REDACTED] Fair Oaks Avenue  
Oak Park, IL  
60302

**From:** [Bryce R Martin](#)  
**To:** [Transportation](#)  
**Subject:** Petition for traffic control at intersection of Berkshire and Fair Oaks  
**Date:** Thursday, November 16, 2023 8:51:26 PM

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Caution! This message was sent from outside your organization.

To whom it may concern,

We live on the 1000 block of N East Ave and have 2 young girls that are always walking near this intersection to meet their friends. We have many friends that live right on Fair Oaks so we frequent the intersection on foot quite often as well. We have personally seen countless vehicles completely run that stop sign going East/West and West/East!

The intersection should be a 4 way to begin with as it has a unique curve. Drivers are constantly confused approaching as vision lines are difficult. No one speeding through on Berkshire knows that there is NO stop sign North/South on Fair Oaks.

Please please install some type of speeding prevention mechanism before someone is seriously injured or worse!

Thank you,

Bryce Martin  
[REDACTED] N East Ave

**From:** [Lucas Kimmig](#)  
**To:** [Transportation](#)  
**Subject:** Homeowner's letter Fair Oaks/Berkshire  
**Date:** Thursday, November 16, 2023 9:04:53 PM  
**Attachments:** [Letter to Village Re Intersection.docx](#)

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Caution! This message was sent from outside your organization.

Dear Village of Oak Park,

We are looking forward to the upcoming meeting regarding traffic calming measures for the intersection on Fair Oaks Ave and Berkshire St, thank you for considering this.

We wanted to also express our thoughts regarding what we believe is a dangerous intersection.

Thank you and all our best,

Lucas and Norma

Dear Village of Oak Park,

We live at [REDACTED] Fair Oaks Ave, at the corner of the Berkshire St and Fair Oaks Ave intersection and I would like to share our experience with the intersection in question.

Berkshire St can be a busy thoroughfare for east-west traffic through Oak Park. It appears to be an attractive route for drivers who are seeking to avoid vehicle traffic and/or traffic lights on larger streets, which would better suited for the purpose of traversing Oak Park. This alone causes problems, as drivers often speed along this route, not rarely completely ignoring stop signs. This alone is concerning, especially given that this is an important route for school children heading to Hatch Elementary School. One particularly scary incident led to the near collision of one of our neighborhood children with a recklessly speeding vehicle who did not stop for the stop sign.

The intersection with Fair Oaks is, however, a particularly challenging node along this route. I would like to highlight two areas of special concern. First, this is a two-way stop sign intersection, which confuses drivers frequently. Drivers often assume that this is a four-way stop sign and do not yield to traffic crossing the intersection in north-south (or vice versa) direction, at times leading to near-accidents. When working from home, this is quite noticeable by the frequent honking that this intersection causes. Secondly, the unique construction of the intersection compounds this problem. Fair Oaks Ave does not continue in a straight line, but is off-set at the intersection. To drivers heading northbound, this appears like a T-intersection. To drivers crossing Fair Oaks on Berkshire St, the offset nature makes it very difficult to see traffic (including bicyclists) and to yield appropriately, increasing the risk of collisions.

The lack of adherence to road rules on Berkshire St and the dangerous intersection at Berkshire/Fair Oaks has been a source of concern for us and our neighbors for quite some time. There are many kids and bicyclists in the neighborhood and we worry about their safety. We would greatly welcome traffic calming measures and, at the very least, a conversion to a 4-way stop sign.

Kind regards,

Lucas and Norma Kimmig



# Memorandum

Traffic Analysis



**Civiltech Engineering, Inc.**  
www.civiltechinc.com

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

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

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**Transportation Design**

**Traffic Engineering**

**Civil Engineering**

**Construction Engineering**

**Environmental Studies**

**Water Resources**

**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

# Technical Memorandum

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**Date:** November 9, 2023  
**To:** The Transportation Commission  
**From:** Civiltech Engineering, Inc.  
**Re:** Traffic Analysis for a Traffic Calming Petition at  
Berkshire Street and Fair Oaks Avenue

## I. INTRODUCTION

On April, 16 2021 the Village of Oak Park received a petition to implement a traffic calming measure at the intersection of Berkshire Street and Fair Oaks Avenue. The residents expressed concern regarding sight distance and safety issues at the intersection given that there are no stop controls on the Fair Oaks Avenue approaches. Signatures representing 55% of the street frontage were collected on the petition. The petition was certified as valid.

In response to these concerns and at the Village of Oak Park's request, Civiltech Engineering, Inc. has completed a traffic evaluation of the intersection of Berkshire Street and Fair Oaks Avenue. This study assesses intersection traffic data and recommends applicable countermeasures from the Village of Oak Park's traffic calming toolbox.

Four emails were received in favor of the petition as part of the public testimony.

## II. SCORING CRITERIA

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

The total score for the Berkshire Street and Fair Oaks Avenue intersection is 33. This exceeds 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 Fair Oaks Avenue Avenue (east and west legs). The east and west legs of the adjacent streets along Berkshire Street are under two-way stop control. Fair Oaks Avenue is a 30-foot-wide



north-south local street with one lane in each direction. Stop signs are present on the north and south legs of Fair Oaks Avenue to the north at Greenfield Street and to the south at Division Street. Both streets have a posted speed limit of 25 mph. There are marked crosswalks across all four legs of the intersection. On-street parking is permitted on both sides on all four legs of the intersection. Taylor Park, an open space containing picnic areas, tennis courts, and a soccer field is situated 500 feet to the east on the south side of Berkshire Street. A location map is attached as Exhibit 2A and an aerial image of the intersection is included as Exhibit 2B.

Although Fair Oaks Avenue was previously designated as part of the Bicycle Boulevard/Neighborhood Greenway network, that route has recently been recommended to shift one block to the east to Elmwood Avenue.

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

##### A. Intersection Data

In order to quantify traffic, pedestrian, and bicycle volumes in the vicinity of the site, counts were conducted on September 20th, 2023 (Wednesday) using a Miovision Scout video camera system at the intersections of Berkshire Street and Fair Oaks Avenue. Counts were conducted from 7-9 A.M. and 2-6 P.M. The traffic data was collected on a weekday with typical traffic patterns and while school was in session. Weather during the counts was conducive to bicycle and pedestrian activity as it was dry with a high temperature near 80 degrees.

The traffic count data shows that the morning peak hour occurs between 7:15 A.M. to 8:15 A.M. and the evening traffic volume is highest between 4:30 P.M. to 5:30 P.M. Overall results of the traffic count are presented below in Table 1. Peak hour traffic volume diagrams showing the vehicular and bicycle turning movement volumes are provided in Exhibit 3A and Exhibit 3B. The east and west approaches have higher volumes compared to the north and south intersection approaches. Turning volumes on all four legs are very light. The data also shows a relatively high pedestrian and bike volume during the morning peak hour along the north and south legs. The crosswalk volumes are presented in Table 2 and the comprehensive source traffic data is attached to this report in Appendix A.

Table 1. Traffic Volume Data Summary

Intersection Leg	6-Hour Volume (veh/day)			
	Passenger Cars	Single-Unit Trucks	Bikes on Road	6-Hour Total
South	117 (83%)	5 (4%)	19 (13%)	141
North	98 (87%)	2 (1%)	13 (12%)	113
West	271 (90%)	7 (2%)	24 (8%)	302
East	363 (89%)	5 (1%)	41 (10%)	409
Overall Intersection	849 (88%)	19 (2%)	97 (10%)	965



Table 2. Crosswalk Data Summary

Intersection Leg	6-Hour Volume		
	Pedestrians	Bike on Crosswalks	6-Hour Total
South	66 (45%)	80 (55%)	146
North	53 (31%)	121 (69%)	174
East	3 (10%)	27 (90%)	30
West	18 (36%)	32 (64%)	50
Overall Intersection	140 (38%)	260 (62%)	400

## B. Mid-Block Data

Additional traffic data was collected mid-block on the four legs of the intersection over a 48-hour period using radar counters. One component of this data is Average Daily Traffic (ADT) as summarized in **Table 3**. With a volume of 1,250 vehicles per day, Berkshire Street volume is typical of Oak Park streets. Volume on Fair Oaks Avenue is around 550 vehicles per day which is somewhat less than those on typical Oak Park Street, which range between 800 and 1,200 vehicles per day. Speed data was another component of the mid-block data collection effort. **Exhibit 4** illustrates the ADT and speed data by direction on each leg. Raw speed and volume data for each leg of the intersection 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

Location	Direction	Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period*							% Above 25 mph	85 <sup>th</sup> Percentile Speed (mph)**	ADT
		> 5 mph below	4.9 to 2.5 mph below	2.5 to 0.1 mph below	0.1 to 2.5 mph above	2.5 to 5 mph above	5 to 9.9 mph above	> 10 mph above			
Berkshire Street East Leg	EB	427 (38%)	203 (18%)	261 (23%)	141 (12%)	65 (6%)	31 (2.7%)	3 (0.3%)	21%	26	566
	WB	477 (35%)	332 (25%)	321 (24%)	143 (10%)	55 (4%)	26 (1.9%)	2 (0.1%)	17%	25	678
Berkshire Street West Leg	EB	305 (30%)	203 (20%)	277 (27%)	135 (13%)	66 (7%)	31 (3%)	0 (0%)	23%	26	508
	WB	521 (35%)	356 (24%)	315 (21%)	192 (13%)	71 (5%)	32 (1.7%)	5 (0.3%)	20%	26	746
Fair Oaks Avenue North Leg	NB	152 (32%)	76 (16%)	113 (23%)	66 (14%)	43 (9%)	22 (4.5%)	8 (1.5%)	29%	27	240
	SB	127 (31%)	67 (17%)	88 (22%)	60 (15%)	36 (9%)	16 (4%)	7 (2%)	30%	27	200
Fair Oaks Avenue South Leg	NB	183 (28%)	80 (12%)	130 (20%)	124 (19%)	78 (12%)	50 (7.5%)	10 (1.5%)	40%	28	328
	SB	182 (28%)	87 (13%)	145 (22%)	115 (18%)	77 (12%)	40 (6%)	7 (1%)	37%	28	326

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

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



A review of the Berkshire Street speed data shows a greater than 75% compliance rate with the 25 mph speed limit and that more than 95% of the vehicles are traveling less than 5 mph over the speed limit. This suggests that majority of the vehicles on Berkshire Street are operating close to the speed limit. This is likely because the proximity of stop signs to the east and west are moderating speeds near Fair Oaks Avenue.

Speeds on Fair Oaks are slightly higher with 29% and 30% vehicles exceeding the 25 mph limit on the north leg northbound and southbound respectively while 40% northbound and 37% southbound vehicles are exceeding the 25 mph limit on the south leg. This is likely due to the longer distance to the nearest stop signs to the south at Division and to the north at Greenfield.

The speed profiles on both Berkshire Street and Fair Oaks Avenue are both fairly typical for residential streets and Oak Park. 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.

## V. CRASH ANALYSIS

In order to evaluate safety trends at the Berkshire Street and Fair Oaks Avenue intersection, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from September 2018 through August 2023, a five-year period. This data shows that there was no intersection-related collision during the five-year period. A collision diagram can be found in **Exhibit 5**.

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 Fair Oaks Avenue is zero. The Average Daily Traffic (ADT) for the intersection of Berkshire Street and Fair Oaks Avenue as determined by the Villages' 1997 area-wide traffic study was 1,649 vehicles. Using this data, the crash rate for the Berkshire Street and Fair Oaks Avenue intersection is 0.00 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 to North Avenue between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.686 Acc/MEV).

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

The petition submitted to Oak Park specifically requested the installation of stop signs on Fair Oaks Avenue. Therefore, the need for all-way stop control was assessed to determine whether any of the four criteria in the 2009 MUTCD are satisfied. Based on a review of these warrants, it is concluded that traffic and pedestrian volumes at the intersection of Berkshire Street and Fair Oaks Avenue are too low to meet any of the all-way stop warrant criteria. Additionally, there are fewer than five reported crashes of types susceptible to correction by an all-way stop within a 12-month period, so



crash experience is not met either. Therefore, the intersection of Berkshire Street and Fair Oaks Avenue does not satisfy any of the criteria to merit the consideration of multi-way stop control. Additionally, stop signs are present to the north at Greenfield Street and to the south at Division Street. If stop signs were installed at Fair Oaks Avenue, drivers could become frustrated with the succession of stop signs and stop compliance could decrease, compromising safety.

## VII. DISCUSSION AND RECOMMENDATION

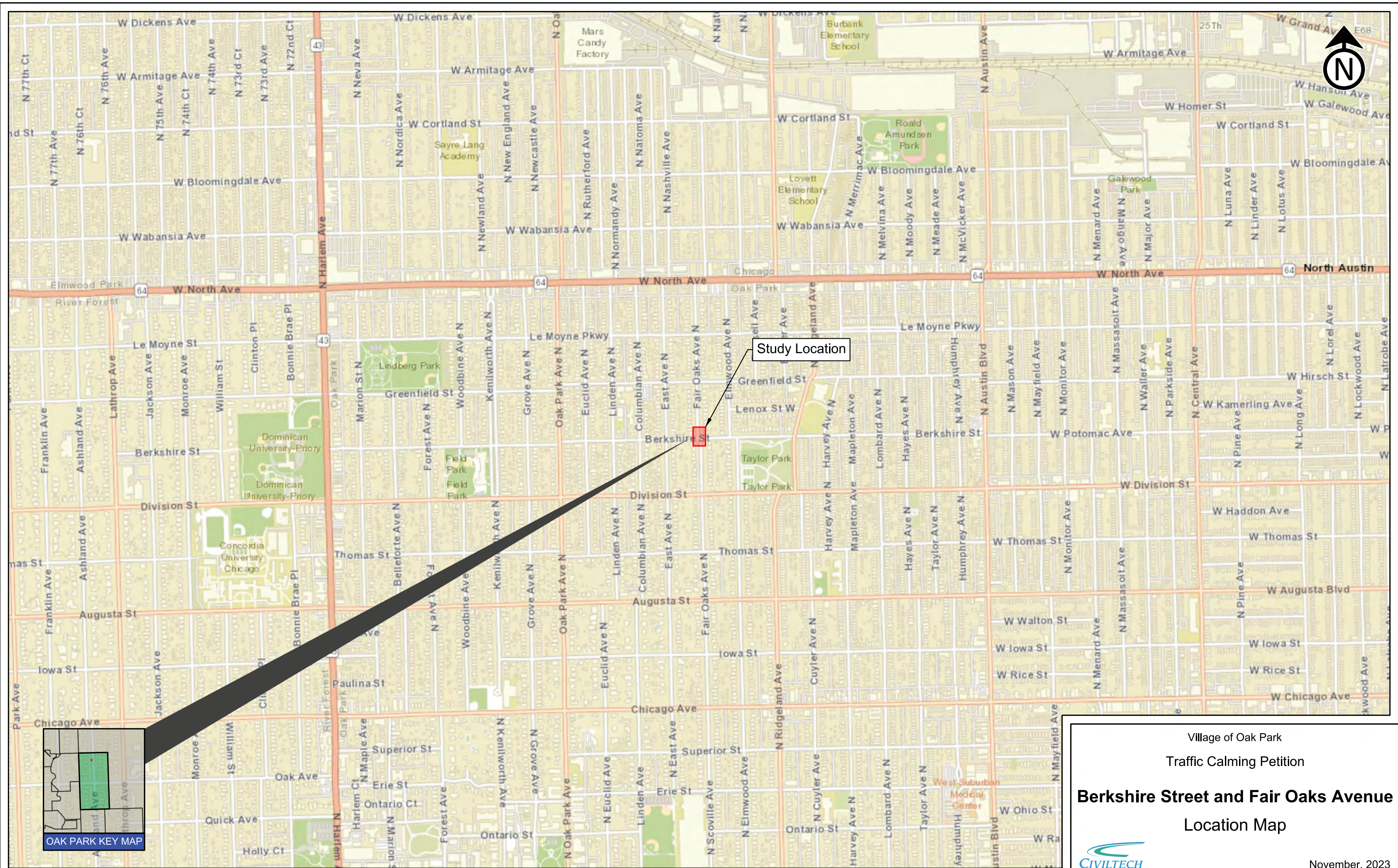
The Traffic Calming Toolbox (shown in **Exhibit 8**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. These measures were assessed to determine suitable treatments for the Berkshire/Fair Oaks intersection.

Given a review of the comprehensive set of data, the intersection of Berkshire Street and Fair Oaks Avenue seems to be operating safely and efficiently and does not warrant additional stop controls. However, during a field check of the intersection, it was noted that sight distance is limited at the northeast corner of the intersection due to a spruce tree on private property. This is shown in the photo included in **Exhibit 7**. According to the Code of the Village of Oak Park, Chapter 25-1-8 D: "Branches of trees and bushes overhanging in the clear sight area shall be trimmed to a height of no less than seven feet (7') from the ground, or higher if necessary." In order to follow the Village code, the spruce tree branches on the northeast corner of the intersection should be trimmed to a height of no less than seven feet from the ground to improve visibility of cross street traffic. This will help enhance daylighting at the intersection, improving sight lines for drivers, cyclists, and pedestrians.

It was also noted that the existing two-direction large arrow sign (W1-7) is installed only at the south side of Berkshire Street. It is recommended to install another two-direction large arrow sign (W1-7) at the north side of Berkshire Street. These recommendations are shown in **Exhibit 6**. Finally, the crosswalk markings will be restriped as part of the Berkshire Street resurfacing project, which is currently in progress.

Measure	Maximum Number of Points	Traffic Calming Criteria Scoring Detail as approved by the Village Board of Trustees on November 6, 2017	Minimum possible Score	Berkshire Street and Fair Oaks Avenue																																																																									
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	<b>0 pts.</b>																																																																									
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.	<b>12 pts.</b>																																																																									
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.	<b>0 pts.</b>																																																																									
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.	<b>8 pts.</b>																																																																									
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.	<b>3 pts.</b>																																																																									
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" data-bbox="1174 1320 1765 1528"> <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" data-bbox="1280 1556 1656 1764"> <thead> <tr> <th colspan="2"></th> <th>% of negative replies</th> <th colspan="2">Subtract</th> </tr> </thead> <tbody> <tr> <td colspan="2"></td> <td>Less than 10 or 16 replies</td> <td>=</td> <td>- 0 points</td> </tr> <tr> <td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> <td>1%</td> <td>-</td> <td>20%</td> <td>= - 1 point</td> </tr> <tr> <td>21%</td> <td>-</td> <td>40%</td> <td>= - 2</td> </tr> <tr> <td>41%</td> <td>-</td> <td>60%</td> <td>= - 3</td> </tr> <tr> <td>61%</td> <td>-</td> <td>80%</td> <td>= - 4</td> </tr> <tr> <td>81%</td> <td>-</td> <td>100%</td> <td>= - 5 points</td> </tr> </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)	<b>10 pts.</b>
51% petitions			75% petitions																																																																										
51%	-	59% = 10 points	75%	-	78% = 10 points																																																																								
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	61%	-	80%	= - 4																																																																									
	81%	-	100%	= - 5 points																																																																									
<b>Maximum Score</b>	<b>100</b>	<b>Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)</b>	13 pts.	<b>33 pts.</b>																																																																									





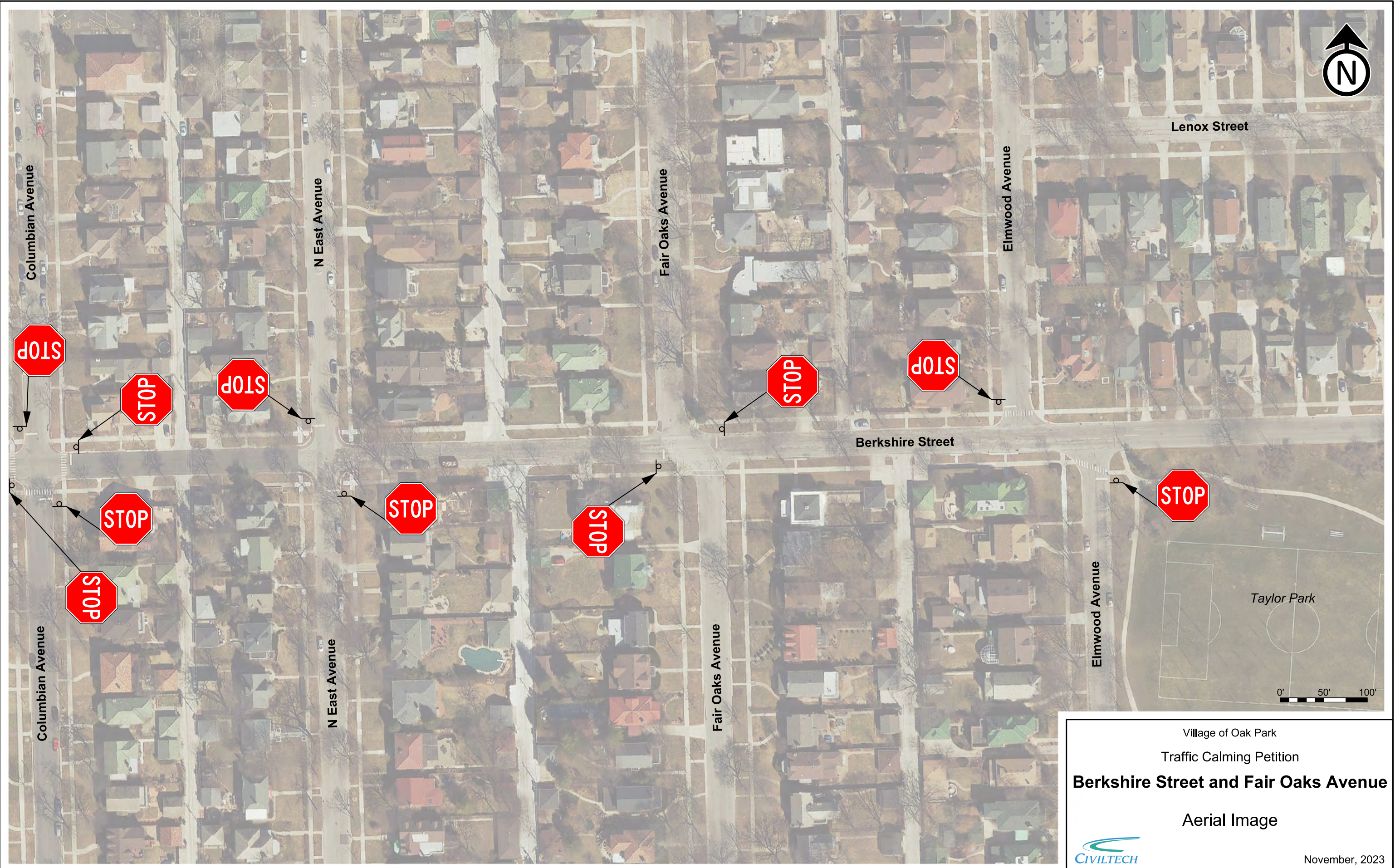
Village of Oak Park  
 Traffic Calming Petition  
**Berkshire Street and Fair Oaks Avenue**  
 Location Map



November, 2023

**Exhibit 2A**





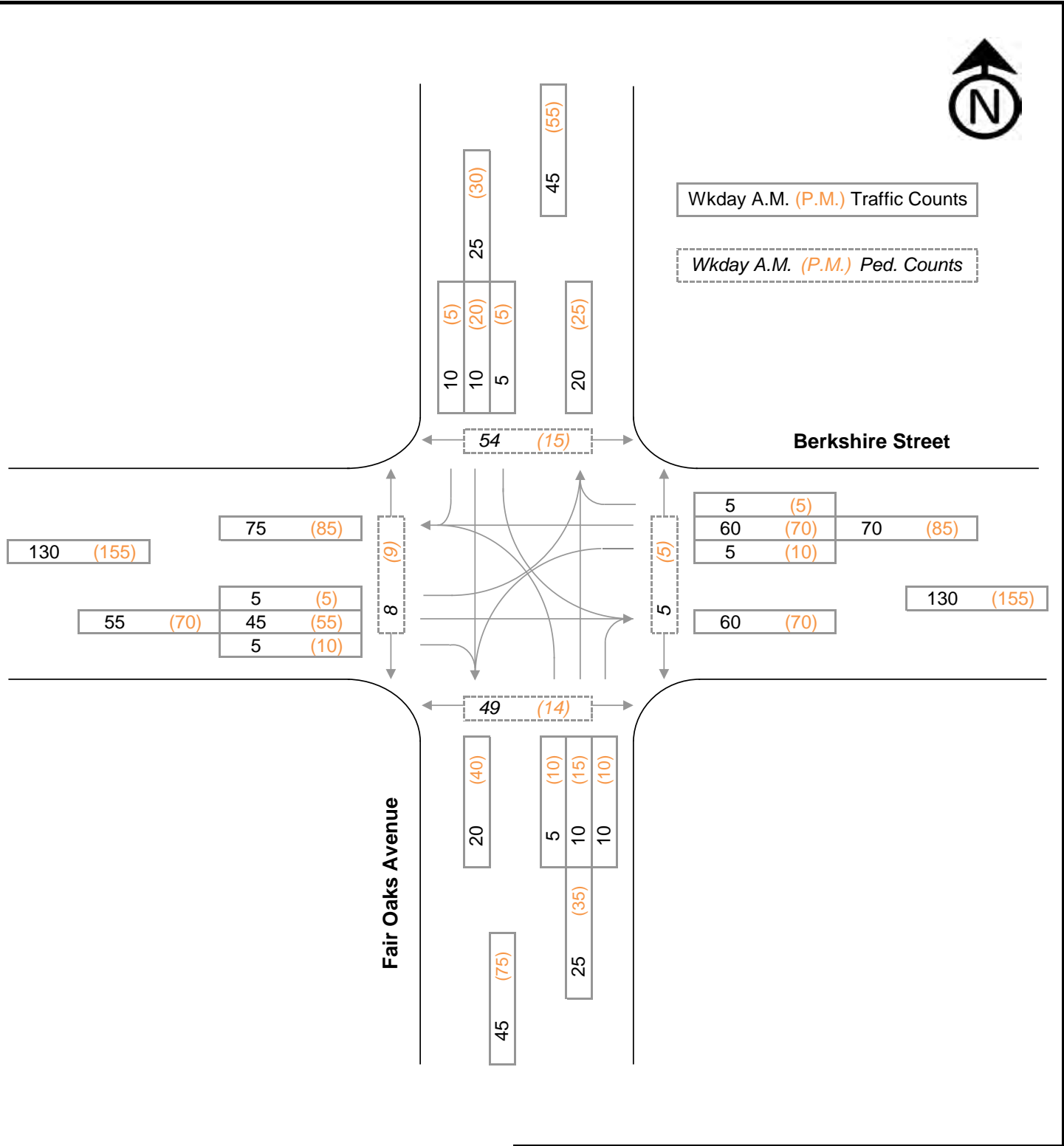
Village of Oak Park  
 Traffic Calming Petition  
**Berkshire Street and Fair Oaks Avenue**  
 Aerial Image



November, 2023

**Exhibit 2B**





**Vehicle Traffic Peak Hours:**

7:15 A.M. to 8:15 A.M.  
 4:30 P.M. to 5:30 P.M.

**Count Date(s):**

Wednesday, September 20, 2023

Prepared: 10/19/2023

Village of Oak Park

Traffic Calming Petition  
**2023 Existing Peak Hour Traffic**

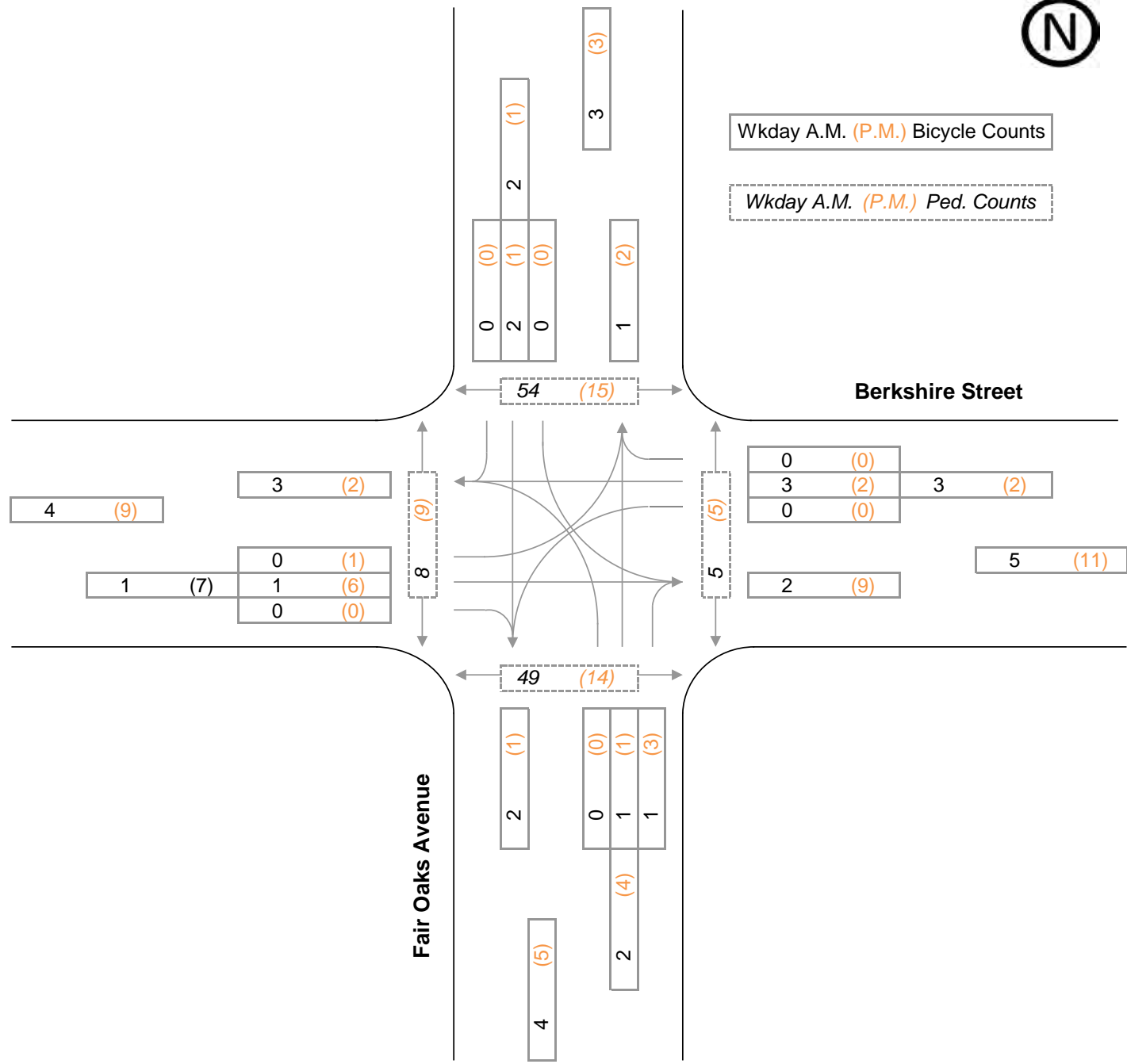
Fair Oaks Avenue and Berkshire Street  
 Vehicle and Pedestrian Volume





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

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



**Vehicle Traffic Peak Hours:**  
 7:15 A.M. to 8:15 A.M.  
 4:30 P.M. to 5:30 P.M.

**Count Date(s):**  
 Wednesday, September 20, 2023

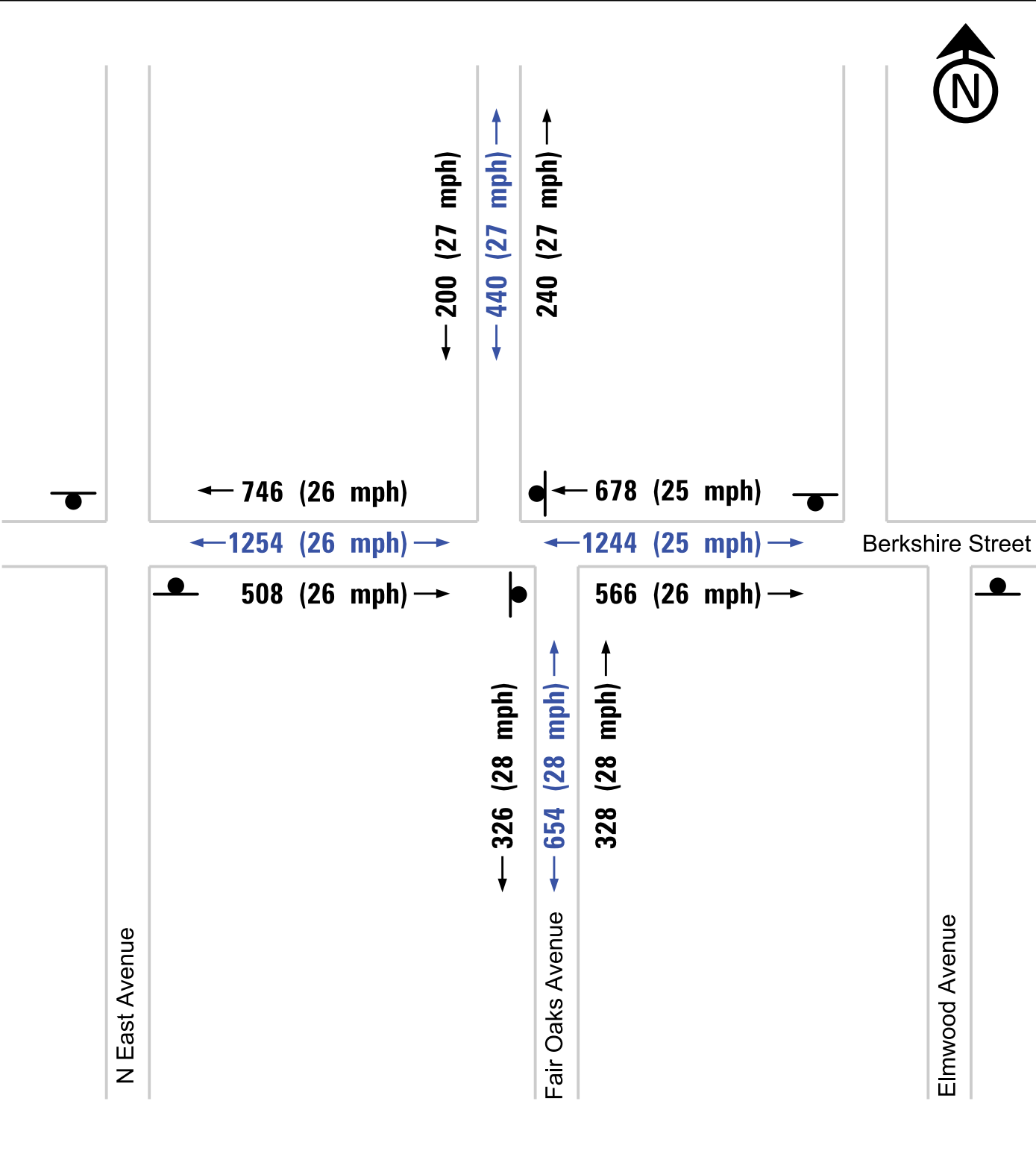
Prepared: 10/19/2023

Village of Oak Park

Traffic Calming Petition  
**2023 Existing Peak Hour Bicycle Traffic**

Fair Oaks Avenue and Berkshire Street  
 Bicycle and Pedestrian Volume





**LEGEND**

Count Date: Tuesday, 9/19/2023  
Wednesday, 9/20/2023

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

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

 Stop Sign

Village of Oak Park

Traffic Calming Petition

**Berkshire Street and Fair Oaks Avenue**

ADT and Speed Data



November, 2023

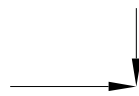



HISTORICAL DATA - JAN 1995 - DEC 1997  
 UNCONTROLLED INTERSECTION 12/31/1997  
 1995-1997 # OF CRASHES = 1, ADT = 1,649  
 1997 CRASH RATE = 0.55 Acc/MEV  
 CRITICAL CRASH RATE = 0.686 Acc/MEV  
 2018-2023 # OF CRASHES = 0  
 2023 CRASH RATE = 0.00 Acc/MEV



**Berkshire Street**

Note: No Crashes reported during study period

Legend

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

Date:  
 Month/Day/Year

Time:  
 00:00 (Military Time)

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

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

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



**Fair Oaks Avenue**

Village of Oak Park

Traffic Calming Petition

**Collision Diagram (Sep 2018-Aug 2023)**

Berkshire Street and Fair Oaks Avenue



November, 2023  
 Not to Scale



**Fair Oaks Avenue**

Existing Stop Sign to Remain



Install W1-7 Two-Direction Large Arrow Sign



Trim tree to branch height of seven feet (7')

Aerial Image does not reflect ADA ramp work and crosswalk striping implemented as part of 2023 resurfacing work

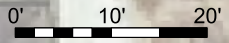
**Berkshire Street**



Existing Stop Sign to Remain



Existing Two-Direction Large Arrow Sign To Remain



Village of Oak Park  
 Traffic Calming Petition  
**Berkshire Street and Fair Oaks Avenue**  
 Proposed Conditions



November, 2023





Exhibit 7



## Berkshire Street and Fair Oaks Avenue

Traffic Calming Measures that can be used by the Transportation Commission to address resident generated petitions for traffic calming / controls as approved by the Oak Park Village Board of Trustees on November 6, 2017			
Available Traffic Calming Measures  Levels 1 through 4 are sorted from least severe to most severe	Not Bicycle Friendly (NBF)	Who should pay for traffic calming device (SSA = Special Service Area = 100% funded by petitioners)	Remarks
<b>Level 1 - No Traffic Flow Changes</b>			
Targeted Speed Enforcement		Village	
Speed Radar Trailer		Village	
Speed Feedback Sign		Village	
Centerline / Edgeline Lane Striping		Village	
Optical Speed Bars / Speed Reduction Markings		Village	
<b>Signage</b>			
Speed Limit Signage		Village	
STOP / YIELD Signage		Village	Should not be used for speed control according to federal Manual on Uniform Traffic Control Devices
Flashing Stop Signs		Village	
Speed Legend		Village	
Speed Limit Pavement Markings		Village	
High Visibility Crosswalks		Village	
Educational Community Involvement		Village	
<b>Level 2 - Some Traffic Flow Changes</b>			
Sign Turn Restrictions/Turn Movement Restrictions		Village	
Angled Parking		Village	
Parking Strategies		Village	
Textured Pavement		SSA	brick paver street for example
Rumble Strip		Village	
<b>Level 3 - Significant Traffic Flow Changes</b>			
Neckdown / Bulbout	NBF	Village	to be designed and built as bicycle friendly
Center Island Narrowing / Pedestrian Refuge		Village	
One-Lane and Two-Lane Chokers	NBF	Village	to be designed and built as bicycle friendly
Rapid Rectangular Flashing Beacons		Village	
Chicane		Village	
Lateral Shift		Village	
Realigned Intersection		Village	
Medians & Partial Medians		Village	
Speed Hump		SSA	only on the 1200 North and 1150 South blocks
Speed Table		SSA	only on the 1200 North and 1150 South blocks
<b>Level 4 - Street Closures</b>			
Median Barrier		SSA	
Forced Turn Island		SSA	
One-Way and Two-Way Street Conversion		Village	
One-Way Couplet Conversions		Village	



# **APPENDIX A**

24-hr Traffic Data

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	10	12	2	24	7	5	0	12	36	4	48	3	55	6	40	1	47	102	138	
8:00 AM	2	15	1	18	2	12	2	16	34	1	52	11	64	4	29	2	35	99	133	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	1	7	2	10	7	8	1	16	26	2	33	7	42	4	21	1	26	68	94	
3:00 PM	5	4	1	10	5	11	3	19	29	3	38	7	48	3	30	0	33	81	110	
4:00 PM	5	13	2	20	6	16	5	27	47	3	75	9	87	9	50	5	64	151	198	
5:00 PM	4	13	2	19	17	10	5	32	51	3	60	9	72	8	63	3	74	146	197	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>27</b>	<b>64</b>	<b>10</b>	<b>101</b>	<b>44</b>	<b>62</b>	<b>16</b>	<b>122</b>	<b>223</b>	<b>16</b>	<b>306</b>	<b>46</b>	<b>368</b>	<b>34</b>	<b>233</b>	<b>12</b>	<b>279</b>	<b>647</b>	<b>870</b>	

**24-Hour Vehicle Traffic Count**  
 North Leg 200  
 South Leg 300  
 East Leg 700  
 West Leg 600

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
7:00 AM	0	4	1	5	0	1	0	1	6	2	7	0	9	0	7	0	7	16	22	138
7:15 AM	0	2	0	2	0	1	0	1	3	0	13	0	13	4	7	0	11	24	27	160
7:30 AM	2	0	0	2	5	3	0	8	10	1	14	2	17	1	6	1	8	25	35	157
7:45 AM	8	6	1	15	2	0	0	2	17	1	14	1	16	1	20	0	21	37	54	159

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
8:00 AM	1	4	0	5	1	4	1	6	11	1	17	4	22	0	10	1	11	33	44	133
8:15 AM	0	3	1	4	0	0	1	1	5	0	11	1	12	1	6	0	7	19	24	89
8:30 AM	0	6	0	6	1	1	0	2	8	0	14	5	19	2	7	1	10	29	37	65
8:45 AM	1	2	0	3	0	7	0	7	10	0	10	1	11	1	6	0	7	18	28	28
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
2:00 PM	1	2	1	4	2	2	0	4	8	0	8	2	10	0	6	0	6	16	24	94
2:15 PM	0	1	1	2	1	1	0	2	4	1	5	2	8	2	5	0	7	15	19	88
2:30 PM	0	2	0	2	1	3	1	5	7	0	14	3	17	2	5	0	7	24	31	95
2:45 PM	0	2	0	2	3	2	0	5	7	1	6	0	7	0	5	1	6	13	20	92
3:00 PM	0	1	0	1	1	1	0	2	3	1	7	2	10	0	5	0	5	15	18	110
3:15 PM	2	0	0	2	0	4	1	5	7	0	8	2	10	1	8	0	9	19	26	140
3:30 PM	1	2	1	4	1	2	0	3	7	1	8	3	12	1	8	0	9	21	28	165
3:45 PM	2	1	0	3	3	4	2	9	12	1	15	0	16	1	9	0	10	26	38	192

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
4:00 PM	2	1	0	3	2	6	0	8	11	2	20	0	22	3	11	1	15	37	48	198
4:15 PM	2	3	0	5	2	2	0	4	9	1	20	4	25	3	14	0	17	42	51	198
4:30 PM	1	3	1	5	1	5	1	7	12	0	21	2	23	1	16	3	20	43	55	209
4:45 PM	0	6	1	7	1	3	4	8	15	0	14	3	17	2	9	1	12	29	44	203
5:00 PM	1	1	2	4	5	3	0	8	12	2	16	3	21	2	12	1	15	36	48	197
5:15 PM	1	8	0	9	3	3	3	9	18	1	18	1	20	5	17	2	24	44	62	149
5:30 PM	0	3	0	3	6	2	1	9	12	0	10	2	12	0	25	0	25	37	49	87
5:45 PM	2	1	0	3	3	2	1	6	9	0	16	3	19	1	9	0	10	29	38	38
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>27</b>	<b>64</b>	<b>10</b>	<b>101</b>	<b>44</b>	<b>62</b>	<b>16</b>	<b>122</b>	<b>223</b>	<b>16</b>	<b>306</b>	<b>46</b>	<b>368</b>	<b>34</b>	<b>233</b>	<b>12</b>	<b>279</b>	<b>647</b>	<b>870</b>	

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			

**Morning Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
7:15 AM	11	12	1	24	8	8	1	17	41	3	58	7	68	6	43	2	51	119	160
Percent Trucks	0.0%	8.3%	0.0%	4.2%	12.5%	0.0%	0.0%	5.9%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	0.0%	3.9%	1.7%	2.5%

Intersection Peak Hour Factor = **0.91**

**Evening Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
4:30 PM	3	18	4	25	10	14	8	32	57	3	69	9	81	10	54	7	71	152	209
Percent Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	1.4%	0.7%	0.5%

Intersection Peak Hour Factor = **0.84**

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	1	1	1	0	0	1	2	0	0	0	0	0	2	0	2	2	2	4
8:00 AM	0	1	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1	1	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	1	0	2	1	3	4	0	1	1	2	1	2	0	3	5	5	9
3:00 PM	0	0	0	0	0	0	1	1	1	0	3	0	3	0	1	0	1	4	4	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>21</b>	

**24-Hour Truck Traffic Count**  
 North Leg -  
 South Leg -  
 East Leg -  
 West Leg -

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

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



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

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

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums	
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches			
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>21</b>		

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			

**Morning Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total		
7:15 AM	0	1	0	1	1	0	0	1	2	0	0	0	0	0	2	0	2	2	4
7:15 AM	0	1	0	1	1	0	0	1	2	0	0	0	0	0	2	0	2	2	4

**Evening Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

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

Start Time	Fair Oaks Avenue						Berkshire Street						Intersection Total
	Across North Leg			Across South Leg			Across East Leg			Across West Leg			
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	20	25	45	8	33	41	6	0	6	0	2	2	94
8:00 AM	18	24	42	18	5	23	2	4	6	3	11	14	85
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	19	16	35	17	9	26	4	0	4	7	4	11	76
3:00 PM	15	4	19	7	15	22	3	2	5	6	2	8	54
4:00 PM	4	7	11	6	9	15	3	3	6	2	0	2	34
5:00 PM	14	8	22	11	8	19	1	2	3	9	4	13	57
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>90</b>	<b>84</b>	<b>174</b>	<b>67</b>	<b>79</b>	<b>146</b>	<b>19</b>	<b>11</b>	<b>30</b>	<b>27</b>	<b>23</b>	<b>50</b>	<b>400</b>

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

**Peds + Bikes in Crosswalks**

Subtitle or Limits:

Client: Village of Oak Park  
 Project #: 3758

Start Time	Fair Oaks Avenue						Berkshire Street						Intersection Total	Hour Sums	
	Across North Leg			Across South Leg			Across East Leg			Across West Leg					
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

**Peds + Bikes in Crosswalks**

Subtitle or Limits:

Client: Village of Oak Park  
 Project #: 3758

Start Time	Fair Oaks Avenue						Berkshire Street						Intersection Total	Hour Sums
	Across North Leg			Across South Leg			Across East Leg			Across West Leg				
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total		
7:00 AM	0	6	6	0	5	5	2	0	2	0	0	0	13	94
7:15 AM	4	1	5	1	2	3	1	0	1	0	0	0	9	116
7:30 AM	2	7	9	1	4	5	1	0	1	0	1	1	16	131
7:45 AM	14	11	25	6	22	28	2	0	2	0	1	1	56	135
8:00 AM	4	11	15	10	3	13	0	1	1	1	5	6	35	85
8:15 AM	7	5	12	7	1	8	0	2	2	0	2	2	24	50
8:30 AM	5	7	12	1	1	2	2	1	3	0	3	3	20	26
8:45 AM	2	1	3	0	0	0	0	0	0	2	1	3	6	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	14
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	33
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	61
2:00 PM	5	2	7	0	2	2	2	0	2	0	3	3	14	76
2:15 PM	5	2	7	1	6	7	2	0	2	2	1	3	19	76
2:30 PM	7	6	13	10	0	10	0	0	0	5	0	5	28	70
2:45 PM	2	6	8	6	1	7	0	0	0	0	0	0	15	50



Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

**Peds + Bikes in Crosswalks**

Subtitle or Limits:

Client: Village of Oak Park  
 Project #: 3758

Start Time	Fair Oaks Avenue						Berkshire Street						Intersection Total	Hour Sums
	Across North Leg			Across South Leg			Across East Leg			Across West Leg				
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total		
3:00 PM	3	2	5	1	5	6	1	1	2	1	0	1	14	54
3:15 PM	6	0	6	2	1	3	1	1	2	2	0	2	13	48
3:30 PM	5	0	5	2	1	3	0	0	0	0	0	0	8	47
3:45 PM	1	2	3	2	8	10	1	0	1	3	2	5	19	49
4:00 PM	0	4	4	1	1	2	0	1	1	1	0	1	8	34
4:15 PM	1	2	3	1	6	7	1	1	2	0	0	0	12	41
4:30 PM	3	1	4	2	0	2	2	1	3	1	0	1	10	43
4:45 PM	0	0	0	2	2	4	0	0	0	0	0	0	4	47
5:00 PM	4	3	7	1	2	3	0	0	0	5	0	5	15	57
5:15 PM	3	1	4	2	3	5	1	1	2	2	1	3	14	42
5:30 PM	4	1	5	2	2	4	0	0	0	2	3	5	14	28
5:45 PM	3	3	6	6	1	7	0	1	1	0	0	0	14	14
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

**Peds + Bikes in Crosswalks**

Subtitle or Limits:

Client: Village of Oak Park  
 Project #: 3758

Start Time	Fair Oaks Avenue						Berkshire Street						Intersection Total	Hour Sums
	Across North Leg			Across South Leg			Across East Leg			Across West Leg				
	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total		
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>90</b>	<b>84</b>	<b>174</b>	<b>67</b>	<b>79</b>	<b>146</b>	<b>19</b>	<b>11</b>	<b>30</b>	<b>27</b>	<b>23</b>	<b>50</b>	<b>400</b>	

**Totals for Traffic Peak Hour**

A.M. Peak	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total
7:15 AM	24	30	54	18	31	49	4	1	5	1	7	8	116
P.M. Peak	EB	WB	Total	EB	WB	Total	NB	SB	Total	NB	SB	Total	Total
4:30 PM	10	5	15	7	7	14	3	2	5	8	1	9	43
7:15 AM	24	30	54	18	31	49	4	1	5	1	7	8	116
													467

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	1	1	1	0	2	3	0	2	0	2	0	1	0	1	3	6	6
8:00 AM	3	5	0	8	0	0	0	0	8	0	12	8	20	0	1	0	1	21	29	29
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2	2
3:00 PM	0	0	0	0	6	0	3	9	9	1	3	1	5	0	8	0	8	13	22	22
4:00 PM	1	0	0	1	3	1	0	4	5	0	7	2	9	0	3	1	4	13	18	18
5:00 PM	0	3	0	3	2	2	0	4	7	0	4	1	5	0	8	0	8	13	20	20
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>19</b>	<b>32</b>	<b>1</b>	<b>28</b>	<b>12</b>	<b>41</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>24</b>	<b>65</b>	<b>97</b>	<b>97</b>

**24-Hour Bicycle Count**  
 North Leg 20  
 South Leg 40  
 East Leg 80  
 West Leg 60

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums	
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches			
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total				
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	6
7:15 AM	0	1	0	1	1	1	0	2	3	0	0	0	0	0	0	0	0	0	3	3	8
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	10
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	15



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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
8:00 AM	0	1	0	1	0	0	0	0	1	0	2	0	2	0	0	0	0	2	3	29
8:15 AM	2	0	0	2	0	0	0	0	2	0	3	0	3	0	0	0	0	3	5	26
8:30 AM	0	1	0	1	0	0	0	0	1	0	4	0	4	0	1	0	1	5	6	21
8:45 AM	1	3	0	4	0	0	0	0	4	0	3	8	11	0	0	0	0	11	15	15
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
3:15 PM	0	0	0	0	4	0	1	5	5	0	0	0	0	0	3	0	3	3	8	27
3:30 PM	0	0	0	0	2	0	0	2	2	1	1	0	2	0	2	0	2	4	6	25
3:45 PM	0	0	0	0	0	0	2	2	2	0	2	1	3	0	3	0	3	6	8	23

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	5	5	18
4:15 PM	1	0	0	1	1	0	0	1	2	0	2	0	2	0	2	0	2	4	6	18
4:30 PM	0	0	0	0	2	0	0	2	2	0	0	0	0	0	1	1	2	2	4	14
4:45 PM	0	0	0	0	0	1	0	1	1	0	2	0	2	0	0	0	0	2	3	15
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5	5	20
5:15 PM	0	1	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	2	15
5:30 PM	0	0	0	0	1	1	0	2	2	0	0	1	1	0	2	0	2	3	5	13
5:45 PM	0	2	0	2	0	1	0	1	3	0	4	0	4	0	1	0	1	5	8	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>19</b>	<b>32</b>	<b>1</b>	<b>28</b>	<b>12</b>	<b>41</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>24</b>	<b>65</b>	<b>97</b>	

Project Berkshire/Humphrey Traffic Calming Petition  
 Count Date 9/20/2023

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

Start Time	Fair Oaks Avenue									Berkshire Street									Intersection Total	Hour Sums
	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches		
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total			

**Morning Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total		
7:15 AM	0	2	0	2	1	1	0	2	4	0	3	0	3	0	1	0	1	4	8

**Evening Peak Hour**

	North Approach				South Approach				Both Approaches	East Approach				West Approach				Both Approaches	Intersection Total
	Right	Thru	Left	Total	Right	Thru	Left	Total		Right	Thru	Left	Total	Right	Thru	Left	Total		
4:30 PM	0	1	0	1	3	1	0	4	5	0	2	0	2	0	6	1	7	9	14

# APPENDIX B

Speed Data



Civiltech Engineering, Inc.  
 Berkshire Street and Fair Oaks Avenue  
 Village of Oak Park

Site Code: Berkshire Street  
 Station ID: East Leg

File Name: Speed Analysis  
 Date Printed: 10/24/2023  
 Start Date: 9/19/2023  
 End Date: 9/20/2023

Latitude: 41.903721  
 Longitude: -87.788513  
 Direction: West, WB

9/19/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	1	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	1	1	1	0	0	0	3
5:00	0	0	3	0	3	3	1	3	0	0	0	13
6:00	3	1	3	7	6	3	6	2	0	0	0	31
7:00	9	0	3	13	20	15	9	2	0	0	0	71
8:00	2	9	6	9	16	7	2	3	0	0	0	54
9:00	2	5	4	14	12	5	0	1	0	0	0	43
10:00	3	1	6	5	4	1	1	0	0	0	0	21
11:00	2	2	2	11	12	5	2	1	0	0	0	37
12:00 PM	2	2	5	6	7	4	2	0	0	0	0	28
1:00	2	2	5	5	9	6	1	1	0	0	0	31
2:00	1	2	5	8	8	6	3	1	0	0	0	34
3:00	5	4	8	15	10	2	1	0	0	0	0	45
4:00	44	1	10	15	14	10	0	0	0	0	0	94
5:00	3	7	7	24	18	9	5	0	0	0	0	73
6:00	2	4	9	13	19	2	0	0	0	0	0	49
7:00	0	1	7	9	7	4	0	0	0	0	0	28
8:00	0	1	3	4	3	0	1	0	0	0	0	12
9:00	1	1	6	1	0	2	1	0	0	0	0	12
10:00	0	0	2	0	3	1	0	1	0	0	0	7
11:00	0	0	0	2	1	1	0	0	0	0	0	4
Total	82	43	94	161	173	87	36	16	0	0	0	692

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 Longitude: -87.788513  
 Direction: West, WB

9/20/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	1
4:00	1	0	0	0	0	1	0	0	0	0	0	2
5:00	2	1	2	1	4	3	3	2	1	0	0	19
6:00	2	0	8	9	6	5	1	4	0	0	0	35
7:00	1	6	5	10	18	6	3	0	0	0	0	49
8:00	12	6	16	16	8	5	0	2	0	0	0	65
9:00	7	4	12	9	7	1	0	0	1	0	0	41
10:00	2	1	8	3	5	3	0	0	0	0	0	22
11:00	4	5	10	7	2	4	0	0	0	0	0	32
12:00 PM	2	5	7	12	7	2	1	0	0	0	0	36
1:00	4	3	13	8	5	1	0	0	0	0	0	34
2:00	2	2	6	11	11	0	1	0	0	0	0	33
3:00	4	4	8	16	11	1	2	1	0	0	0	47
4:00	8	0	13	23	23	8	3	0	0	0	0	78
5:00	3	2	16	17	16	3	1	0	0	0	0	58
6:00	5	5	15	13	11	3	1	0	0	0	0	53
7:00	1	2	5	7	4	3	1	0	0	0	0	23
8:00	3	0	1	5	2	1	0	1	0	0	0	13
9:00	1	0	1	4	3	1	0	0	0	0	0	10
10:00	0	0	0	0	5	3	0	0	0	0	0	8
11:00	0	0	1	0	0	1	2	0	0	0	0	4
Total	64	46	148	171	148	56	19	10	2	0	0	664
Grand Total	146	89	242	332	321	143	55	26	2	0	0	1356
Stats			Percentile	15th	50th	85th	95th					
			Speed	16	21	25	27					
		Mean Speed (Average)		21.5								
		10 MPH Pace Speed		18-27								
		Number in Pace		1038								
		Percent in Pace		77.0%								
		Number > 25 MPH		226								
		Percent > 25 MPH		16.7%								

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Latitude: 41.903721  
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 Direction: East, EB

9/19/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	0	0	0	0	0	1
6:00	2	0	1	0	3	3	0	0	0	0	0	9
7:00	4	1	5	8	13	6	11	6	0	0	0	54
8:00	8	3	6	6	8	10	2	2	0	0	0	45
9:00	1	0	2	2	5	1	2	1	1	0	0	15
10:00	1	1	2	3	1	3	1	0	0	0	0	12
11:00	2	1	2	6	7	3	1	1	0	0	0	23
12:00 PM	2	3	3	1	8	7	4	2	0	0	0	30
1:00	7	4	3	5	3	1	0	1	0	0	0	24
2:00	2	1	3	4	8	6	2	4	0	0	0	30
3:00	10	2	8	8	15	7	4	1	0	0	0	55
4:00	6	4	6	15	12	6	3	1	0	0	0	53
5:00	7	0	6	11	18	4	7	1	0	0	0	54
6:00	4	1	3	3	10	6	5	2	0	0	0	34
7:00	1	2	8	2	6	3	3	1	0	0	0	26
8:00	2	3	0	6	7	0	1	0	0	0	0	19
9:00	1	0	3	0	3	0	0	0	0	0	0	7
10:00	1	0	2	0	2	1	0	0	0	0	0	6
11:00	0	0	1	0	1	1	0	0	0	0	0	3
Total	63	26	64	80	130	68	46	23	1	0	0	501

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Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	1	0	0	0	0	0	0	1
5:00	3	0	0	0	2	1	0	0	0	0	0	6
6:00	0	0	0	2	3	2	0	1	0	0	0	8
7:00	10	3	5	8	12	9	4	2	0	0	0	53
8:00	8	4	9	11	11	3	5	0	0	0	0	51
9:00	6	1	4	7	6	6	0	1	0	0	0	31
10:00	8	1	13	7	4	1	0	0	0	0	0	34
11:00	7	2	8	7	6	4	1	0	0	0	0	35
12:00 PM	6	5	5	6	5	2	0	1	0	0	0	30
1:00	4	4	11	7	0	2	0	0	0	0	1	29
2:00	6	2	8	6	3	6	1	0	0	0	0	32
3:00	11	7	6	6	5	7	2	1	0	0	0	45
4:00	12	1	6	9	19	11	2	1	0	0	0	61
5:00	14	9	13	22	20	6	2	0	0	0	0	86
6:00	9	5	10	16	6	5	0	0	0	0	1	52
7:00	4	3	8	8	13	2	0	0	0	0	0	38
8:00	2	1	2	1	10	3	1	1	0	0	0	21
9:00	3	0	2	0	1	3	0	0	0	0	0	9
10:00	1	0	2	0	3	0	1	0	0	0	0	7
11:00	0	0	0	0	1	0	0	0	0	0	0	1
Total	114	48	112	123	131	73	19	8	0	0	2	630
Grand Total	177	74	176	203	261	141	65	31	1	0	2	1131
Stats			Percentile	15th	50th	85th	95th					
			Speed	14	21	26	29					
		Mean Speed (Average)		21.4								
		10 MPH Pace Speed		18-27								
		Number in Pace		772								
		Percent in Pace		68.0%								
		Number > 25 MPH		240								
		Percent > 25 MPH		21.2%								



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 Direction: South, SB

9/19/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	1
3:00	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00	2	0	0	0	0	0	0	0	0	0	0	2
6:00	2	0	0	0	0	0	0	0	0	0	0	2
7:00	3	0	1	3	4	1	1	0	0	0	0	13
8:00	0	0	0	5	4	0	1	2	0	0	0	12
9:00	3	0	0	3	0	0	0	0	0	0	0	6
10:00	3	0	2	1	0	1	2	0	0	0	0	9
11:00	2	1	0	1	1	3	1	0	0	0	0	9
12:00 PM	0	0	1	1	1	1	3	0	0	0	0	7
1:00	3	0	2	1	3	2	1	2	0	0	0	14
2:00	2	1	1	1	3	0	0	0	1	0	0	9
3:00	1	1	3	2	5	6	1	1	0	0	0	20
4:00	6	3	1	2	5	3	2	1	0	0	0	23
5:00	2	0	6	7	5	6	3	0	0	0	0	29
6:00	2	0	1	3	5	0	3	0	1	0	0	15
7:00	3	0	3	1	1	3	0	0	0	0	0	11
8:00	0	1	0	0	1	2	1	0	0	0	0	5
9:00	1	0	2	3	2	0	0	0	0	0	0	8
10:00	1	1	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	1	0	0	0	0	0	0	0	1
Total	37	8	24	35	40	28	19	6	3	0	0	200

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9/20/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00	3	0	0	0	0	0	0	0	0	0	0	3
6:00	1	0	0	0	0	0	1	0	0	0	0	2
7:00	3	0	2	1	1	3	2	0	0	0	0	12
8:00	2	2	2	1	6	1	0	2	0	0	0	16
9:00	0	0	3	2	5	3	1	1	0	0	0	15
10:00	1	0	0	0	2	0	2	2	0	0	0	7
11:00	3	0	2	1	5	1	1	0	0	0	0	13
12:00 PM	3	0	1	2	1	1	0	0	0	0	0	8
1:00	2	1	0	4	2	3	0	0	0	0	0	12
2:00	1	1	1	3	2	1	0	1	1	0	0	11
3:00	3	1	1	7	5	2	1	0	1	0	0	21
4:00	1	1	2	1	8	7	4	0	1	0	0	25
5:00	3	0	1	2	3	4	2	0	0	0	0	15
6:00	4	0	3	3	3	4	1	1	0	0	0	19
7:00	1	1	0	2	3	2	0	2	0	0	0	11
8:00	0	0	1	0	1	0	1	0	0	0	0	3
9:00	0	0	1	1	0	0	1	0	0	0	0	3
10:00	0	0	0	2	0	0	0	1	1	0	0	4
11:00	0	0	0	0	1	0	0	0	0	0	0	1
Total	31	7	20	32	48	32	17	10	4	0	0	201
Grand Total	68	15	44	67	88	60	36	16	7	0	0	401
Stats			Percentile	15th	50th	85th	95th					
			Speed	14	22	27	30					
		Mean Speed (Average)		22.5								
		10 MPH Pace Speed		19-28								
		Number in Pace		262								
		Percent in Pace		66.0%								
		Number > 25 MPH		119								
		Percent > 25 MPH		29.7%								

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Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	0	0	0	0	0	1
6:00	4	0	0	1	5	1	3	1	0	0	0	15
7:00	5	3	2	4	9	5	5	1	1	1	0	36
8:00	1	2	2	1	5	4	3	1	0	0	0	19
9:00	3	0	2	0	0	2	3	0	0	0	0	10
10:00	2	1	0	0	4	1	0	2	0	0	0	10
11:00	2	1	0	0	1	0	0	0	0	0	0	4
12:00 PM	0	0	0	4	4	1	2	0	0	0	0	11
1:00	1	0	0	4	4	1	1	0	0	0	0	11
2:00	0	0	0	3	2	0	1	0	0	0	0	6
3:00	1	1	0	3	5	5	1	2	0	0	0	18
4:00	1	1	1	1	7	3	1	2	0	1	0	18
5:00	5	2	2	7	5	4	2	0	0	1	0	28
6:00	0	1	4	3	5	4	1	2	1	0	0	21
7:00	4	0	1	2	2	0	0	0	0	0	0	9
8:00	0	1	1	0	1	0	0	0	0	0	0	3
9:00	0	0	0	0	1	0	0	0	0	0	0	1
10:00	1	0	0	1	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	1	0	0	0	0	0	1
Total	31	13	15	34	60	32	23	11	2	3	0	224

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9/20/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	1	0	1	0	0	0	2
5:00	1	0	0	0	0	1	0	0	0	0	0	2
6:00	3	1	0	0	3	0	1	1	0	0	0	9
7:00	4	0	0	3	7	7	2	3	0	0	0	26
8:00	7	1	2	2	5	4	4	1	1	0	0	27
9:00	5	1	2	0	6	3	1	1	0	0	0	19
10:00	2	0	2	4	2	1	2	1	0	0	0	14
11:00	5	1	1	1	4	3	1	0	0	0	0	16
12:00 PM	4	2	0	5	1	3	1	0	0	0	0	16
1:00	1	1	1	3	1	2	0	0	0	0	0	9
2:00	0	1	1	2	1	2	2	1	0	0	1	11
3:00	2	0	2	3	4	0	1	1	0	0	0	13
4:00	3	2	2	2	8	3	2	0	0	0	0	22
5:00	6	3	4	7	3	1	0	0	0	0	0	24
6:00	4	3	2	6	3	2	2	1	0	0	1	24
7:00	1	1	2	2	5	0	0	0	0	0	0	11
8:00	1	1	4	2	0	0	0	0	0	0	0	8
9:00	1	0	0	0	0	0	1	0	0	0	0	2
10:00	0	0	0	0	0	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0
Total	50	18	25	42	53	34	20	11	1	0	2	256
Grand Total	81	31	40	76	113	66	43	22	3	3	0	480
Stats			Percentile	15th	50th	85th	95th					
			Speed	14	22	27	30					
		Mean Speed (Average)		22.5								
		10 MPH Pace Speed		19-28								
		Number in Pace		302								
		Percent in Pace		63.0%								
		Number > 25 MPH		139								
		Percent > 25 MPH		29.0%								



Civiltech Engineering, Inc.  
 Berkshire Street and Fair Oaks Avenue  
 Village of Oak Park

Site Code: Berkshire Street  
 Station ID: West Leg

File Name: Speed Analysis  
 Date Printed: 10/25/2023  
 Start Date: 9/19/2023  
 End Date: 9/20/2023

Latitude: 41.903721  
 Longitude: -87.788513  
 Direction: West, WB

9/19/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	1	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	1	1	1	0	0	0	3
5:00	1	1	0	1	5	1	2	3	0	0	0	14
6:00	0	2	2	10	6	4	4	1	0	0	0	29
7:00	12	5	4	12	21	14	5	1	0	0	0	74
8:00	12	3	5	8	14	8	1	2	0	0	0	53
9:00	1	2	10	8	8	5	8	0	0	0	0	42
10:00	3	2	6	9	5	3	0	0	0	0	0	28
11:00	2	2	9	6	10	4	1	1	0	0	0	35
12:00 PM	2	3	5	13	6	2	3	0	0	0	0	34
1:00	1	3	4	8	5	3	1	2	0	0	0	27
2:00	3	3	8	7	10	5	1	1	0	0	0	38
3:00	9	3	13	8	10	4	1	1	0	0	0	49
4:00	45	8	9	15	21	3	3	0	0	0	0	104
5:00	4	1	12	17	14	18	5	0	0	0	0	71
6:00	4	1	11	15	10	8	2	1	0	0	0	52
7:00	1	1	6	6	7	6	0	1	0	0	0	28
8:00	2	1	2	3	3	1	0	1	0	0	0	13
9:00	1	2	3	1	2	1	2	0	0	0	0	12
10:00	0	0	1	1	2	2	1	1	0	0	0	8
11:00	0	0	0	1	2	2	0	0	0	0	0	5
Total	103	43	111	150	161	95	41	17	0	0	0	721

Civiltech Engineering, Inc.  
 Berkshire Street and Fair Oaks Avenue  
 Village of Oak Park

Site Code: Berkshire Street  
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 Start Date: 9/19/2023  
 End Date: 9/20/2023

Latitude: 41.903721  
 Longitude: -87.788513  
 Direction: West, WB

9/20/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	1	0	0	0	0	1	0	0	2
4:00	1	0	0	1	1	0	0	0	0	0	0	3
5:00	3	2	0	1	3	6	1	2	1	0	0	19
6:00	1	1	3	10	4	7	1	4	0	0	0	31
7:00	8	3	5	17	15	10	6	1	0	0	0	65
8:00	14	6	12	12	18	4	2	0	0	0	0	68
9:00	7	4	8	15	7	4	2	0	1	0	0	48
10:00	3	4	4	12	6	2	2	1	0	0	0	34
11:00	6	4	7	13	4	2	2	1	0	0	0	39
12:00 PM	6	3	10	12	7	7	2	0	0	0	0	47
1:00	4	5	11	10	8	2	1	0	0	0	0	41
2:00	1	3	8	8	7	8	2	0	0	0	0	37
3:00	11	6	6	10	13	5	2	3	1	0	0	57
4:00	10	5	14	27	19	16	1	0	0	0	0	92
5:00	7	6	6	24	19	9	3	1	0	0	0	75
6:00	8	2	14	16	7	7	0	0	0	0	0	54
7:00	2	0	5	7	7	4	1	0	0	0	0	26
8:00	0	3	0	5	3	1	0	0	0	0	0	12
9:00	1	0	0	3	3	2	0	0	1	0	0	10
10:00	0	0	0	2	2	0	1	1	0	0	0	6
11:00	0	0	1	0	1	0	1	1	0	0	0	4
Total	93	57	114	206	154	97	30	15	5	0	0	771
Grand Total	196	100	225	356	315	192	71	32	5	0	0	1492
Stats			Percentile	15th	50th	85th	95th					
			Speed	16	21	26	28					
		Mean Speed (Average)		21.3								
		10 MPH Pace Speed		18-27								
		Number in Pace		1071								
		Percent in Pace		72.0%								
		Number > 25 MPH		300								
		Percent > 25 MPH		20.1%								

Civiltech Engineering, Inc.  
 Berkshire Street and Fair Oaks Avenue  
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 Start Date: 9/19/2023  
 End Date: 9/20/2023

Latitude: 41.903721  
 Longitude: -87.788513  
 Direction: East, EB

9/19/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	0	0	1	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	1	0	0	0	0	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0
6:00	5	1	0	0	2	0	0	0	0	0	0	8
7:00	5	2	3	5	14	8	8	3	0	0	0	48
8:00	7	2	3	8	11	7	4	1	0	0	0	43
9:00	1	1	5	2	3	4	2	0	0	0	0	18
10:00	1	1	3	2	2	3	0	1	0	0	0	13
11:00	4	0	1	5	4	2	0	3	0	0	0	19
12:00 PM	2	0	8	5	8	5	3	2	0	0	0	33
1:00	1	1	0	4	3	1	0	1	0	0	0	11
2:00	3	1	1	9	6	6	2	2	0	0	0	30
3:00	3	2	7	9	10	8	3	0	0	0	0	42
4:00	4	4	8	16	14	3	5	0	0	0	0	54
5:00	4	0	3	16	10	6	4	1	0	0	0	44
6:00	2	2	6	5	9	2	3	0	0	0	0	29
7:00	1	2	3	7	6	1	1	3	0	0	0	24
8:00	3	2	2	4	6	0	1	1	0	0	0	19
9:00	1	1	0	3	3	0	0	0	0	0	0	8
10:00	0	0	0	1	2	0	0	0	0	0	0	3
11:00	2	0	1	1	0	1	0	0	0	0	0	5
Total	50	23	55	102	113	58	36	18	0	0	0	455

Civiltech Engineering, Inc.  
 Berkshire Street and Fair Oaks Avenue  
 Village of Oak Park

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 Start Date: 9/19/2023  
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 Direction: East, EB

9/20/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	1	0	0	0	0	0	0	1
5:00	1	0	0	0	0	0	0	0	0	0	0	1
6:00	2	0	0	0	4	1	0	1	0	0	0	8
7:00	11	0	1	4	12	15	3	2	0	0	0	48
8:00	7	2	6	7	14	5	4	0	0	0	0	45
9:00	3	2	6	1	6	3	1	1	0	0	0	23
10:00	2	0	6	4	5	3	0	0	0	0	0	20
11:00	2	1	5	3	6	1	0	2	0	0	0	20
12:00 PM	1	2	2	5	4	4	0	2	0	0	0	20
1:00	6	1	8	3	7	2	1	0	0	0	0	28
2:00	2	2	6	5	7	3	2	0	0	0	0	27
3:00	5	2	6	5	13	7	3	2	0	0	0	43
4:00	6	1	5	15	23	13	5	1	0	0	0	69
5:00	3	2	5	26	31	8	4	1	0	0	0	80
6:00	8	3	9	5	15	7	2	0	0	0	0	49
7:00	9	2	9	12	9	0	1	0	0	0	0	42
8:00	7	1	1	4	5	2	4	0	0	0	0	24
9:00	1	0	3	0	2	1	0	1	0	0	0	8
10:00	0	0	2	2	0	1	0	0	0	0	0	5
11:00	0	0	0	0	0	1	0	0	0	0	0	1
Total	76	21	80	101	164	77	30	13	0	0	0	562
Grand Total	126	44	135	203	277	135	66	31	0	0	0	1017
Stats			Percentile	15th	50th	85th	95th					
			Speed	16	22	26	29					
		Mean Speed (Average)		22.2								
		10 MPH Pace Speed		19-28								
		Number in Pace		736								
		Percent in Pace		72.0%								
		Number > 25 MPH		232								
		Percent > 25 MPH		22.8%								



Civiltech Engineering, Inc.  
 Berkshire Street and Fair Oaks Avenue  
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Site Code: Fair Oaks Avenue  
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File Name: Speed Analysis  
 Date Printed: 10/25/2023  
 Start Date: 9/19/2023  
 End Date: 9/20/2023

Latitude: 41.903599  
 Longitude: -87.788406  
 Direction: South, SB

9/19/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	1	1	0	0	0	0	0	0	0	3
6:00	1	0	2	2	3	1	2	1	1	1	0	14
7:00	9	0	2	4	7	10	9	5	1	0	0	47
8:00	2	1	1	3	8	7	6	4	0	0	0	32
9:00	0	0	0	4	4	2	2	2	0	0	0	14
10:00	0	0	0	2	2	2	2	1	0	0	0	9
11:00	1	0	1	3	1	2	1	0	0	0	0	9
12:00 PM	0	0	2	4	1	4	2	2	0	0	0	15
1:00	0	1	0	5	1	5	0	2	0	0	0	14
2:00	0	0	5	1	2	1	2	1	0	0	0	12
3:00	4	1	1	1	10	3	4	2	0	0	0	26
4:00	8	0	3	3	4	3	3	0	0	0	0	24
5:00	1	0	3	6	8	6	3	1	0	0	0	28
6:00	0	0	0	5	8	7	4	1	0	0	0	25
7:00	0	1	0	2	1	4	0	0	0	0	0	8
8:00	0	0	1	0	2	0	0	1	0	0	0	4
9:00	3	0	0	0	2	0	0	0	0	0	0	5
10:00	0	0	0	0	2	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	5	23	46	66	57	40	23	2	1	0	293

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 Direction: South, SB

9/20/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	1
4:00	2	0	0	0	0	1	0	0	0	0	0	3
5:00	3	0	0	0	0	0	1	0	0	0	0	4
6:00	5	0	2	0	1	2	2	3	0	0	0	15
7:00	3	1	2	2	4	6	5	2	0	0	0	25
8:00	14	2	3	4	8	7	5	1	0	1	0	45
9:00	12	3	1	2	2	4	1	3	0	0	0	28
10:00	4	1	2	1	3	3	0	0	0	0	0	14
11:00	3	4	3	3	5	2	1	0	0	0	0	21
12:00 PM	1	2	2	1	4	6	2	1	0	0	0	19
1:00	1	0	4	3	4	1	2	0	0	0	0	15
2:00	3	5	2	3	2	2	4	0	0	0	0	21
3:00	1	0	2	1	8	2	1	0	0	0	0	15
4:00	11	1	1	4	13	4	4	2	0	0	0	40
5:00	5	2	0	9	8	9	1	1	0	0	0	35
6:00	0	2	2	3	7	5	7	1	2	0	1	30
7:00	2	0	1	2	7	3	0	0	0	0	0	15
8:00	0	0	2	2	2	2	1	1	0	0	0	10
9:00	0	0	0	1	0	0	0	1	0	0	0	2
10:00	1	0	0	0	1	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	24	29	41	79	58	37	17	2	1	1	360
Grand Total	101	29	52	87	145	115	77	40	4	2	1	653
Stats			Percentile	15th	50th	85th	95th					
			Speed	14	23	28	30					
		Mean Speed (Average)		22.9								
		10 MPH Pace Speed		21-30								
		Number in Pace		424								
		Percent in Pace		65.0%								
		Number > 25 MPH		239								
		Percent > 25 MPH		36.6%								

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Latitude: 41.903599  
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 Direction: North, NB

9/19/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00	3	0	0	0	0	0	0	0	0	0	0	3
6:00	1	0	1	1	0	0	0	0	0	0	0	3
7:00	1	3	3	1	2	4	1	1	0	0	0	16
8:00	1	1	4	1	6	4	1	2	1	0	0	21
9:00	0	1	1	3	1	0	0	1	0	0	0	7
10:00	1	0	0	0	2	1	1	1	0	0	0	6
11:00	1	0	4	1	1	3	2	1	0	0	0	13
12:00 PM	0	1	3	2	3	2	1	0	0	0	0	12
1:00	3	0	2	4	7	5	2	0	0	0	0	23
2:00	1	3	1	3	3	4	1	3	0	0	0	19
3:00	10	0	3	4	9	5	5	4	0	0	0	40
4:00	7	2	2	5	5	4	6	3	0	0	0	34
5:00	4	0	4	7	9	7	7	1	0	0	0	39
6:00	2	4	3	6	5	6	3	2	1	0	0	32
7:00	3	1	1	4	2	2	3	0	1	0	0	17
8:00	0	2	0	0	3	4	4	1	0	0	0	14
9:00	0	1	0	6	2	3	0	0	0	0	0	12
10:00	0	2	0	0	1	2	0	0	0	0	0	5
11:00	0	0	0	1	0	0	0	0	0	0	0	1
Total	38	21	34	49	61	56	37	20	3	0	0	319

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 End Date: 9/20/2023

Latitude: 41.903599  
 Longitude: -87.788406  
 Direction: North, NB

9/20/2023	> 15 - 17.5	> 17.5 - 20	> 20 - 22.5	> 22.5 - 25	> 25 - 27.5	> 27.5 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00	2	0	1	0	2	0	1	1	0	0	0	7
6:00	1	1	0	1	0	1	0	0	1	0	0	5
7:00	2	1	3	1	2	3	2	1	0	0	0	15
8:00	2	1	0	1	7	3	1	2	0	0	0	17
9:00	1	0	4	1	2	7	2	1	0	0	0	18
10:00	1	0	1	2	3	0	3	3	0	0	0	13
11:00	2	0	2	4	7	7	1	0	0	0	0	23
12:00 PM	6	1	0	1	3	6	3	2	1	0	0	23
1:00	2	0	1	0	2	2	2	1	0	0	0	10
2:00	4	1	1	4	3	1	3	3	0	1	0	21
3:00	6	4	3	1	6	1	4	5	1	0	0	31
4:00	10	1	0	1	8	7	3	5	0	0	0	35
5:00	7	1	2	4	6	14	3	1	1	0	0	39
6:00	1	3	1	6	7	7	7	0	0	0	0	32
7:00	2	0	2	2	5	4	4	2	1	0	0	22
8:00	0	0	2	0	3	3	2	0	0	0	0	10
9:00	2	0	2	1	1	1	0	1	1	0	0	9
10:00	0	0	0	1	1	0	0	2	0	0	0	4
11:00	0	0	0	0	1	1	0	0	0	0	0	2
<b>Total</b>	<b>51</b>	<b>14</b>	<b>25</b>	<b>31</b>	<b>69</b>	<b>68</b>	<b>41</b>	<b>30</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>336</b>
<b>Grand Total</b>	<b>89</b>	<b>35</b>	<b>59</b>	<b>80</b>	<b>130</b>	<b>124</b>	<b>78</b>	<b>50</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>655</b>
Stats			Percentile	15th	50th	85th	95th					
			Speed	15	24	28	31					
		Mean Speed (Average)		23.3								
		10 MPH Pace Speed		21-30								
		Number in Pace		410								
		Percent in Pace		63.0%								
		Number > 25 MPH		262								
		Percent > 25 MPH		40.0%								



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

<b>Item Title: Racial Equity Assessment for Transportation Commission</b>
Review Date: <u>November 29, 2023</u>
Prepared By: <u>Jill Juliano</u>
<b>Abstract (briefly describe the item being reviewed):</b>  <p>UIC Great Cities Institute is currently undertaking a racial equity needs assessment for the Village of Oak Park. In their work to reach many different groups in the Village, they are especially interested in capturing the input of citizens commissions, boards, and committees and in learning about any of the work you do that is related to racial equity.</p> <p>They have developed a brief activity for each commission to fill out as a group during your meeting. The activity should take about 15 minutes to complete, and no longer than 25 minutes.</p> <p>There is a 2 minute video that will be shown prior to the commission working together to fill out the form. The video introduces the work and specific instructions for filling out the form.</p> <p>Staff has made a PDF copy of the seven question activity form so the commission can review the questions and think about them prior to the meeting. It is on the following pages.</p>
<b>Staff Recommendation(s):</b>  Transportation Commission to complete and submit the form at tonight's meeting.
Supporting Documentation Is Attached

# UIC Great Cities Racial Equity Needs Assessment for the Village of Oak Park: Citizen Board, Commission, and Committee Input

UIC Great Cities Institute is currently undertaking a racial equity needs assessment for the Village of Oak Park. We thank all of the commissions, boards, and committees for taking time on your agenda to support this project. We have created the following activity to be completed as a group; it should take no more than 25 minutes.

Step 1. Please watch this [brief 2-minute video](#) (access video by hovering cursor over the word "video") that introduces the needs assessment and its goals, as well as the role of UIC in this project. Please note that once the video pages loads, you will need to click on the Play button to start the video.

Step 2. Please consider as a group and respond to the questions that follow in this form. It is sufficient that one person fills out the form for the group. However, if each member would also like to fill out the form on their own, that is welcome as well.

You may have previously received a PDF worksheet to fill out for this project. At this point, we view this activity and form as replacing that worksheet, as we are interested in respecting your time.

If you have any questions about this activity and how it will be used in this project, please reach out to Thea Crum, Associate Director of Neighborhoods Initiative, at [tcrum3@uic.edu](mailto:tcrum3@uic.edu).

[Sign in to Google](#) to save your progress. [Learn more](#)

Please provide name of your commission, board, or committee

Your answer

Please describe in brief any work or responsibilities of your commission, board, or committee related to advancing racial equity in Oak Park.

Your answer

If your group has work or responsibilities that advance racial equity, do any of the following guide that work? Please check all that apply.

- Use a racial equity lens
- Promote working with diversely owned organizations and/or businesses
- Promote diversity, equity, and inclusion in internal and external procedures
- Foster or organize cultural programs or events
- Encourage diverse representation in your commission, board, or committee
- Draw on existing frameworks to advance racial equity in government
- Other:



What would your group need to further any racial equity work or support your group's responsibilities? Please rank the following selections in order of importance.

	1 (most important)	2	3	4	5 (least important)
Information and/or resources on advancing racial equity in government or civic life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Different representation on your commission, board, or committee	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Data to help inform work or decisions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Training on incorporating DEI into your work plans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support in communications, collaboration, or outreach	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Is there anything else your group needs to further any racial equity work or support your group's responsibilities?

Your answer



How does your group currently communicate and collaborate with external stakeholders in Oak Park, such as nonprofits, informal groups, residents, and so on? Please check all that apply.

- Group-specific communications updates
- Village communications channels
- Social media
- Word of mouth
- Other:

Is there anything else you'd like to share?

Your answer

**Submit**

Page 1 of 1

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

<b>Item Title:</b> <b>Develop the Draft 2024 Transportation Commission Work Plan (continuation from September 12, 2023 and October 10, 2023 Transportation Commission meetings)</b>
Review Date: <u>          November 29, 2023          </u>
Prepared By: <u>          Jill Juliano          </u>
<b>Abstract (briefly describe the item being reviewed):</b>  At the October 10th meeting, the commissioners discussed various topics for inclusion in their 2024 work plan and asked questions of staff. Ultimately, the item was tabled so staff can provide the requested additional information and so all commissioners can deliberate and vote on which projects should be included in the proposed 2024 Transportation Commission work plan.  In addition to the standard “continue to review parking and traffic issues brought to the Commission by Staff” work plan item, the Commission is expected to carry over the following 2023 work plan items: 1) review the effects of the 2019 Madison Street Road Diet traffic calming project, 2) develop a Vision Zero plan and 3) review of Oak Park Bicycle Plan and Neighborhood Greenways System Study to evaluate and identify next priority for implementation and opportunities for bike lanes.  The Commission asked staff to provide additional information related to parking as well as on an update on the state of backlogged traffic calming petitions. The information is included with this item.
<b>Staff Recommendation(s):</b>  The Commission should think about and develop a list of what projects they would like to include on their work plan for the coming year.
Supporting Documentation Is Attached

# Memorandum

Date: November 16, 2023

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information – Draft 2024 Transportation Commission Work Plan

At the October 10th meeting, the commission discussed a number of possible topics for the draft 2024 work plan. However, because there were questions regarding the subject of parking that staff could not answer and the fact that only four of six commissioners attended the meeting; the item was tabled until additional information related to parking could be provided and the full commission could deliberate on the proposed 2024 work plan.

In addition to the standard “continue to review parking and traffic issues brought to the Commission by Staff” work plan item, the Commission is expected to carry over the following 2023 work plan items: 1) review the effects of the 2019 Madison Street Road Diet traffic calming project, 2) develop a Vision Zero plan and 3) review of Oak Park Bicycle Plan and Neighborhood Greenways System Study to evaluate and identify next priority for implementation and opportunities for bike lanes.

Based on commissioners’ questions from the October 10<sup>th</sup> meeting following parking related documents are provided: Zone and Lot Permit Parking Waitlist, 2023 Parking Permit Fee Schedule, Daytime Parking Restrictions Map as of 7/31/2023, Overnight permit parking map as of 7/25/2023. Additional information will be provided and a representative from Parking Services Division will be at tonight’s meeting to answer parking related questions.

The following information is from last month’s memo but is still relevant.

Other possible 2024 work plan items are shown in red in the proposed 2024 work plan table. Below is listing of those projects and the reason for possible inclusion in the Commission’s draft 2024 work plan.

At recent meetings, certain Village Board members expressed interest to include the following projects in the Transportation Commission’s 2024 work plan:

- Update the Oak Park Bike Plan and Neighborhood Greenways System Study Documents.
- Review and Recommend Ridgeland Ave Bike Lanes

At the July 11th meeting, the Commission considered calming measures on Ridgeland Ave. Because certain residents that may be affected by the proposed measures were not notified of the item; the Commission could not make the recommendations. Staff is circling back knowing the Commission is interested in identifying and possibly implementing traffic calming measures on Ridgeland Ave.

# Memorandum

- **Review Ridgeland Ave from North Ave to Augusta Blvd to Identify Traffic Calming Opportunities**

Residents have expressed safety concerns regarding bypass traffic from Harlem Ave and North Ave traveling on residential streets in northwest Oak Park. There were 27 non-agenda public comments on this item at the September 12, 2023 Commission meeting. Because this is an area wide concern, it does not lend itself well to the traffic calming petition process which is more tailored to an individual block or intersection. Therefore, staff believes this is better suited as a work plan item.

- **Review Northwest Section of the Village for Opportunities to Mitigate Bypass Traffic from Harlem Ave and North Ave from Using Oak Park Residential Blocks**

Staff has provided a table detailing the status on the queue of traffic calming petitions as of May 2022 to the present. May 2022 is notable because in that month, it was asked what was the number of petitions in the queue at that time (26) and that was the month staff started processing the traffic calming petitions again.

The table details the 35 traffic calming petitions in the queue as of or received after May 2022. The grayed out rows are petitions: 1) the Transportation Commission has made recommendations on, 2) have been closed out as the residents have successfully petitioned for speed humps administratively, or 3) closed out for other reasons.

Since May 2022,

- **12 traffic calming petitions** - Transportation Commission made recommendations
- **6 traffic calming petitions** - organizers submitted speed hump petitions under new administrative process. Once the speed hump petitions were certified as valid, traffic calming petitions were removed from the queue.
- **2 traffic calming petitions** - closed out for other reasons.
- **15 traffic calming petitions** - in process/yet to be reviewed by the Transportation Commission.

Of the 15 traffic calming petitions yet to be reviewed by the Transportation Commission, four petitions (14, 15, 16 & 17) will be brought before the Commission as one item due to their proximity. Likewise, petitions 18 & 23 will be submitted as another item and petitions 29 & 31 will be submitted as a third item to the Transportation Commission.

# Draft 2024 Work Plan for Transportation Commission

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

## 2024 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> <li>• Parking</li> <li>• Traffic</li> <li>• Transportation related items referred by the Board from other Commissions</li> <li>• Various school traffic safety plans</li> </ul>	<ul style="list-style-type: none"> <li>• Improved utilization and efficiency of on-street and off-street parking resources</li> <li>• Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way.</li> <li>• Improved level of safety for school children walking to and from school</li> </ul>	These are recurring annual projects	from Transportation Commission fund = \$3,400/year for mailing notifications + \$0/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	Review the effects of the 2019 Madison Street corridor traffic calming project (carried over from the 2023 work plan)	<ul style="list-style-type: none"> <li>• Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street</li> </ul>	Due by ??	
		-- continued on next page --		

## Draft 2024 Work Plan for Transportation Commission

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

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Develop a Vision Zero plan (carried over from the 2023 work plan)	<ul style="list-style-type: none"> <li>Recommend a Vision Zero plan for consideration by the Village Board of Trustees.</li> </ul>	Due by ??	
Recommendations	Review Oak Park Bicycle Plan and Neighborhood Greenways System Study to evaluate and identify next priority for implementation and opportunities for bike lanes		Due by ??	
Recommendations	Update the Oak Park Bike Plan and Neighborhood Greenways System Study Documents			
Recommendations	Review and recommend Ridgeland Ave Bike Lanes			
		-- continued on next page --		



## Draft 2024 Work Plan for Transportation Commission

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

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Review Ridgeland Ave from North Ave to Augusta Blvd to Identify Traffic Calming Opportunities			
Recommendations	Review Northwest Section of the Village for Opportunities to Mitigate Bypass Traffic from Harlem Ave and North Ave from Using Residential Blocks			

## Draft 2024 Work Plan for Transportation Commission

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

### 2023 Completed Initiatives as of August 2023 (no meetings held in January or May)

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	March – Petitions to install traffic calming devices at the intersections of Euclid Ave & Fillmore St and Wesley Ave & Fillmore St	<p>The Transportation Commission recommended: 1) installation of high visibility markings on all approaches of both intersections, 2) bump outs at both intersections, 3) speed bumps on the 1150 blocks of South Euclid and Wesley Aves, 4) signs prohibiting parking within 20 ft of a crosswalk &amp; 30 ft of a STOP sign, 5) 20 MPH park zone speed limit, and 6) all-way STOP signs at both intersections.</p> <p>Village Board of Trustees approved this item at its April 24, 2023 meeting.</p>
Recommendations	March – Recommendations for processes to develop the Vision Zero plan; and elements that should be included in the plan	<p>The Transportation Commission recommended fifteen (15) processes and elements to be included in the Vision Zero plan.</p> <p>The item was discussed over three meetings (1 in 2022 and 2 in 2023).</p> <p>Village Board of Trustees approved this item at its March 20, 2023 meeting.</p>
Recommendations	April – Petition to install a traffic calming device on the 200 block of North Lombard Ave	<p>The Transportation Commission recommended: 1) paint &amp; posts temporary bump outs on the south leg and west leg of the Erie St &amp; Lombard Ave intersection, and 2) use of temporary speed radar signs as available on the 200 block of Lombard Ave.</p> <p>The item was discussed over two meetings.</p> <p>Village Board of Trustees approved this item at its June 5, 2023 meeting.</p>
Recommendations	April – Petition to install a traffic calming device at the intersection of East Ave & Greenfield St.	<p>The Transportation Commission recommended: 1) upgrade from 2-way to all-way STOP signs at the intersection, 2) upgrade the crosswalk markings on the south leg from regular to high visibility pavement markings, 3) deploy portable speed radar signs at the</p>

## Draft 2024 Work Plan for Transportation Commission

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

		<p>intersection, and 4) install paint &amp; posts temporary bump outs on the south leg of the intersection.</p> <p>Village Board of Trustees approved this item at its June 5, 2023 meeting.</p>
Recommendations	<p>June – Petition to install traffic calming device at the intersection of Clarence Ave &amp; Adams St.</p>	<p>The Transportation Commission recommended: 1) install high visibility crosswalk markings on the east &amp; west legs of Adams St, 2) install speed limit signs on Adams St, 3) move existing NO PARKING HERE TO CORNER signs to be consistent with Illinois Vehicle Code, 4) deploy temporary radar speed feedback signs, and 5) targeted police enforcement intermittently based on traffic study results.</p> <p>Village Board of Trustees approved this item at its September 5, 2023 meeting.</p>
Recommendations	<p>July – Petitions to install traffic calming devices on the 400 block of Berkshire St and the 400 block of Greenfield St</p>	<p>The Transportation Commission recommended: 400 block of Berkshire St - 1) install a parking lane line pavement marking eight feet from the curb on the south side of Berkshire between Elmwood Ave &amp; Ridgeland Ave, 2) install a paint &amp; posts temporary neckdown lining up with the sidewalk leading into Taylor Park; 400 block of Greenfield St – 1) install a paint and posts temporary neckdown on Greenfield St at a location as determined by staff. [Location is Greenfield St just east of Rossell Ave.]</p> <p>Village Board of Trustees is anticipated to review and act on this item at its September 18, 2023 meeting.</p>
Recommendations	<p>July – Petition to add on-street overnight permit parking from 10 PM to 6 AM on the 100 block of North Elmwood Avenue (from Lake Street to the East Alley)</p>	<p>The Transportation Commission recommended establishing on-street overnight permit parking from 10PM to 6AM to the east side of the 100 block of North Elmwood Avenue (from Lake Street to the east alley) between the addresses 126-132 North Elmwood Avenue. [This would establish a total of four (4) on-street overnight permit parking spaces.]</p> <p>Village Board of Trustees approved this item at its September 5, 2023 meeting.</p>

# Draft 2024 Work Plan for Transportation Commission

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

## Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2024 Initiatives & On-Going Projects

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

**Column 2:** List your 2024 Initiatives/projects you propose to the Village Board.

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

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

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

Chart Two: 2023 Accomplishments

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

**Column 2:** List your 2023 Accomplishments

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

<b>Permit Parking Waitlist for Zones or Lots</b>			
Zone or Lot	Capacity	Active	Waitlist
Lot 25S: 24 Hour	6	10	9
Lot 30: 24 Hour	21	21	1
Lot 70: 24 Hour	11	11	6
Lot 103: 24 Hour	16	16	2
Lot SB2: Night	10	10	1
Lot 34: Day	9	9	1
Lot 91: Night	5	5	1
Lot 25F: 24 Hour	12	12	2
Lot SB2: 24 Hour	9	9	1
Lot 68: 24 Hour	15	15	12
Zone Y2: Night	220	191	3
Zone Y7: Night	190	176	1
Lot 104: 24 Hour	5	5	11
Lot 34: Night	8	8	2
Lot 48W: 24 Hour	8	8	14
Lot 46D: 24 Hours	18	17	33
Lot 111: 24 Hour	5	5	4
Lot 46E: 24 Hour	19	19	51
Lot 39: 24 Hour	10	10	3
Lot 65: 24 Hour	28	28	1
Lot 55: 24 Hour	16	16	2
Lot NB10: 24 Hour	34	34	3
Lot 25P: 24 Hour	17	17	4
Lot SB9: 24 Hour	4	4	4
Lot 25I: 24 Hour	18	18	1
Lot 45: Night	9	9	1
Lot 48E: Night	4	4	1





# 2023 Parking Permit Fee Schedule

The Village of Oak Park  
 123 Madison St.  
 Oak Park, IL 60302-4272

708.358.7275  
 parking@oak-park.us  
 www.oak-park.us/parking

## GARAGES IN HIGH DEMAND AREAS (2, 18 & 32)

Per quarter		Renewal Dates
Day Permit	\$237* (\$262 effective Q2, 2023)	1st Quarter 01/01 - 03/31
Night Permit	\$187* (\$212 effective Q2, 2023)	2nd Quarter 04/01 - 06/30
24-hour Permit	\$267* (\$292 effective Q2, 2023)	3rd Quarter 07/01 - 09/30
30-day Use Card	\$157*	4th Quarter 10/01 - 12/31

## GARAGES OUTSIDE OF HIGH DEMAND AREAS (19)

Resident (per quarter)	Non-resident (per quarter)	Renewal Dates
Day Permit \$197*	Day Permit \$247*	1st Quarter 01/01 - 03/31
Night Permit \$162	Night Permit \$202*	2nd Quarter 04/01 - 06/30
24-hour Permit \$232*	24-hour Permit \$292*	3rd Quarter 07/01 - 09/30
		4th Quarter 10/01 - 12/31

## LOTS IN HIGH DEMAND AREAS (55, SB10)

Resident (per quarter)	Non-resident (per quarter)	Renewal Dates
Day Permit \$227*	Day Permit \$282*	1st Quarter 01/01 - 03/31
Night Permit \$177	Night Permit \$197*	2nd Quarter 04/01 - 06/30
24-Hour Permit \$257*	24-hour Permit \$332*	3rd Quarter 07/01 - 09/30
		4th Quarter 10/01 - 12/31

## LOTS OUTSIDE OF HIGH DEMAND AREAS (1, 7, 11, 15, 22, 24, 25A, 25F, 25I, 25P, 25S, 29, 30, 31, 33, 36, 37, 39, 45, 46, 47, 48E, 48W, 50N, 51N, 51S, 53, 54, 62E, 62W, 67, 68, 70, 72, 73, 74, 79, 81, 82, 83, 85, 86, 87, 90, 91, 92, 94, 97, 98, 99, 100, 101, 102, 103, 104, 107, 109, 110, 111, 114, 120)

Resident (per quarter)	Non-resident (per quarter)	Renewal Dates
Day Permit \$187*	Day Permit \$237*	1st Quarter 01/01 - 03/31
Night Permit \$152	Night Permit \$192*	2nd Quarter 04/01 - 06/30
24-hour Permit \$222*	24-hour Permit \$282*	3rd Quarter 07/01 - 09/30
		4th Quarter 10/01 - 12/31

## COMMUTER LOTS (34, 35, 61, 64, 65, 66, 66N, NB10, SB1, SB2, SB3, SB4, SB5, SB6, SB6E, SB7, SB8, SB9)

Resident (per quarter)	Non-resident (per quarter)	Renewal Dates
Day Permit \$217*	Day Permit \$272*	1st Quarter 01/01 - 03/31
Night Permit \$152	Night Permit \$192*	2nd Quarter 04/01 - 06/30
24-hour Permit \$227*	24-hour Permit \$287*	3rd Quarter 07/01 - 09/30
		4th Quarter 10/01 - 12/31

## ON-STREET ZONES (NIGHT PARKING ONLY)

	Renewal Dates
High Demand Zones (Y1, Y2, Y3, Y4, Y5, Y6, Y7, Y8, Y9, Z3, Z6, Z7, Z9) = \$137	1st Quarter 02/01 - 04/30
Medium Demand Zones (Z1, Z4, Z5) = \$127	2nd Quarter 05/01 - 07/31
Low Demand Zones (Z2) = \$117	3rd Quarter 08/01 - 10/31
	4th Quarter 11/01 - 1/31

## ON-STREET RESIDENTIAL DAYTIME PARKING

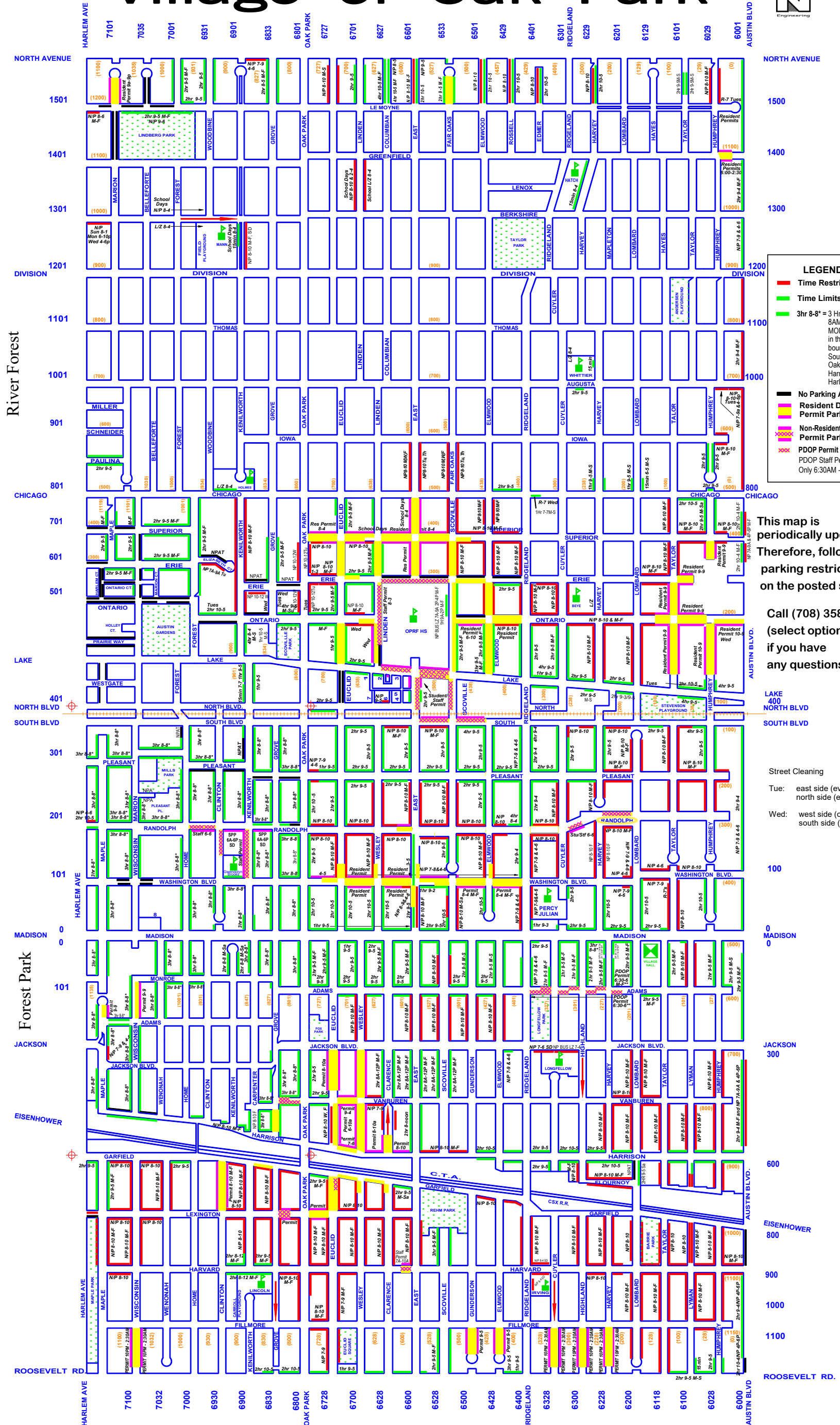
Permit Price Per Year = \$74	Renewal Dates
Visitor passes (book of 20, only available in certain areas) = \$5 per book	Annually 07/01 - 06/30

## ON-STREET BUSINESS DAYTIME PARKING

Permit Price Per Year = \$124	Renewal Dates
For business permits in limited areas	Annually 07/01 - 06/30

Replacement for quarterly permits = \$5  
 \*Permit subject to a 9 percent Cook County parking tax

# Village of Oak Park



**LEGEND**

- █ Time Restrictions
- █ Time Limits
- █ 3hr 8-8\* = 3 Hr Parking 8AM - 8PM MON - FRI in the area bounded by South Blvd. & Oak Park Ave. & Harrison St. & Harlem Ave.
- No Parking Anytime
- Resident Daytime Permit Parking
- Non-Resident Daytime Permit Parking
- PDOP Permit 6:30-6\*\* = PDOP Staff Permit Parking Only 6:30AM - 6PM MON-FRI

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

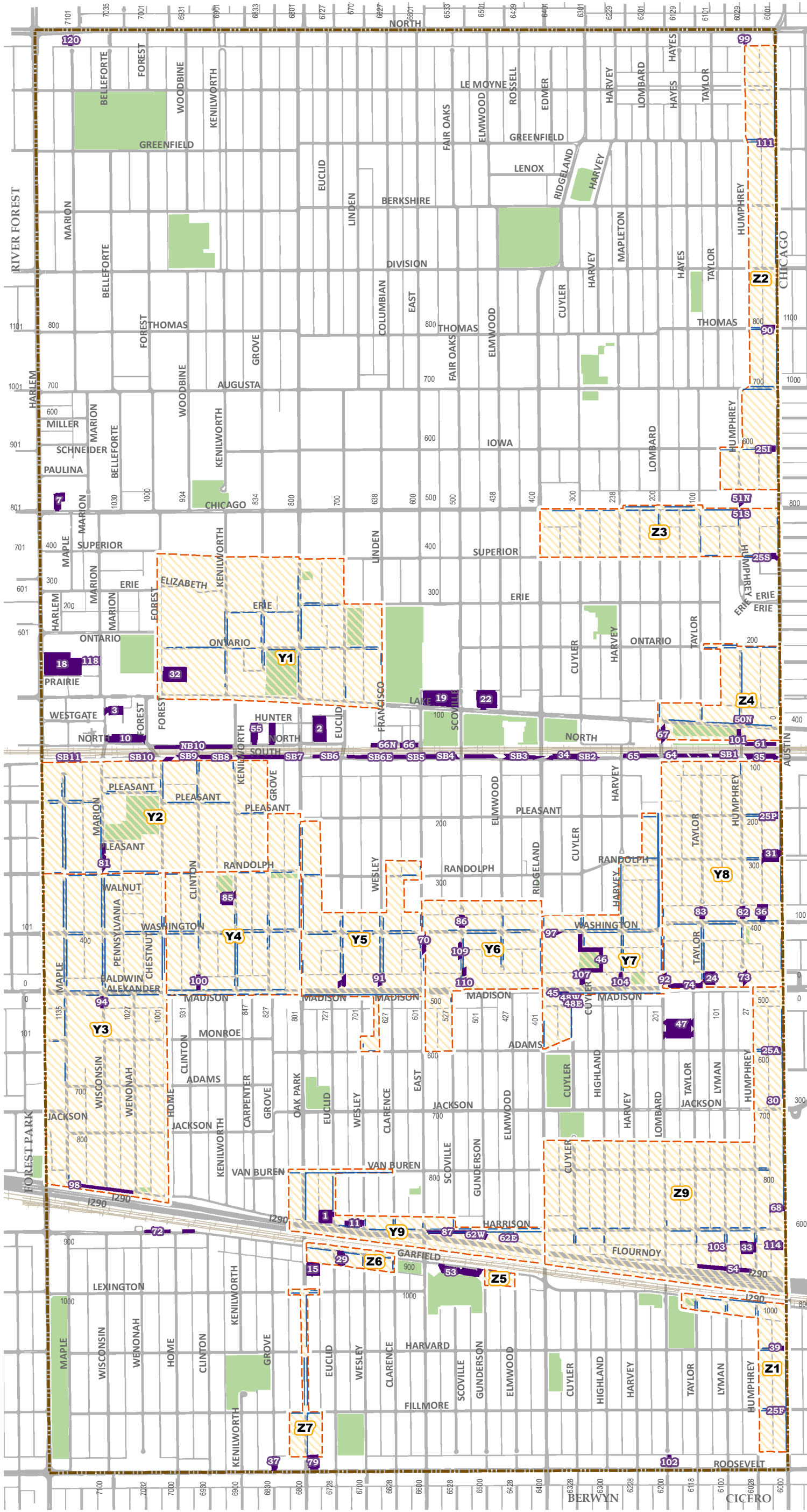
Call (708) 358-7275 (select option 4) if you have any questions

Street Cleaning  
 Tue: east side (even) north side (even)  
 Wed: west side (odd) south side (odd)








## Berwyn Daytime Parking Restrictions Cicero

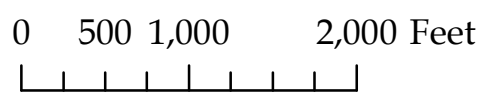
This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Revised on 07/31/2023



### Map Legend

-  On-Street Permit Parking
-  Off-Street Lot
-  Multi-Family dwellings eligible for overnight zone permit
-  Park
-  Railroad
-  Road
-  Village of Oak Park Boundary



1:13,750

**DISCLAIMER:** This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Oak Park shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact Public Works.



## Parking Information Guide

LOT #	LOCATION	METERS	24- HOUR	DAY	NIGHT
1	Euclid N. of Harrison	✓	✓		✓
2	North Blvd E. of Oak Park Ave	✓	✓	✓	✓
3	Marion S. of Lake	✓			
7	Chicago E. of Harlem	✓			✓
10	North Blvd W. of Forest	✓			
11	Wesley N. of Harrison				✓
15	Oak Park S. of Garfield	✓	✓		✓
18	Marion/Lake&Harlem/Ontario-Garage	✓	✓	✓	✓
19	OPRF High School-Garage	✓			✓
22	Lake W. of Elmwood				✓
24	Taylor N. of Madison	✓	✓		
25A	Adams W. of Austin		✓		
25F	Filmore W. of Austin		✓		
25I	Iowa W. of Austin		✓		
25P	Pleasant W. of Austin		✓		
25S	Superior W. of Austin		✓		
29	Garfield E. of Euclid		✓		
30	Austin N. of Jackson		✓		
31	Austin N. of Randolph		✓		
32	Lake E. of Forest	✓	✓	✓	✓
33	Humphrey S. of Harrison		✓		
34	South Blvd E. Of Ridgeland		✓	✓	✓
35	South Blvd W. of Austin	✓	✓		
36	Washington W. of Austin		✓		
37	Grove N. of Roosevelt		✓		
39	Harvard W. of Austin		✓		
45	Madison W. of Cuyler				✓
46	Cuyler S. of Washington		✓		✓
47	Lombard S. of Madison				✓
48E	Cuyler S. of Madison				✓
48W	Cuyler S. of Madison		✓		
50N	Humphrey N. of Lake	✓			✓
51N	Humphrey N. of Chicago	✓			✓
51S	Humphrey S. of Chicago	✓			✓
53	Garfield E. of East		✓		
54	Flournoy E. of Taylor		✓		
55	North Blvd E. of Kenilworth		✓	✓	
61	North Blvd W. of Austin		✓	✓	
62E	Harrison W. of Elmwood				✓
62W	Harrison W. of Gunderson				✓
64	South Blvd W. of Taylor		✓		
65	South Blvd & Lombard		✓		
66	North Blvd, East to Bishop		✓	✓	✓
66N	North Blvd, Bishop to Euclid	✓	✓		
67	Lombard S. of Lake				✓
68	Austin N. of Harrison		✓		
70	East Ave. S. of Washington		✓		
72	Garfield W. of Clinton				✓
73	Humphrey N. of Madison	✓	✓		✓
74	Madison E. of Lombard				✓
79	Roosevelt W. of Euclid				✓
81	Marion N. of Randolph				✓
82	Humphrey N. of Washington				✓
83	Taylor N. of Washington				✓
85	Gwendolyn Brooks School				✓
86	Scoville N. of Washington				✓
87	Harrison E. of East				✓
90	Thomas W. of Austin		✓		

LOT #	LOCATION	METERS	24- HOUR	DAY	NIGHT
91	Wesley N. of Madison				✓
92	Lombard N. of Madison	✓			✓
94	Wisconsin S. of Madison	✓			✓
97	Washington E. of Ridgeland				✓
98	Harrison E. of Maple		✓		
99	Humphrey S. of North Ave.	✓	✓		✓
100	Clinton N. of Madison				✓
102	Lombard N. of Roosevelt	✓			✓
103	Lyman S. of Harrison		✓		
104	Harvey N. of Madison		✓		✓
107	Cuyler N. of Madison				✓
109	Scoville S. of Washington		✓		
110	Scoville N. of Madison		✓		
111	Greenfield at Austin		✓		
114	Austin S. of Harrison		✓		✓
118	Austin S. of Harrison	✓			
120	Austin S. of Harrison		✓		
SB01	South Blv. W. of Humphrey		✓	✓	✓
SB02	South Blv. W. of Harvey	✓	✓	✓	✓
SB03	South Blv. W. of Ridgeland	✓			✓
SB04	South Blv. Elmwood to East		✓		✓
SB05	South Blv. Euclid to Wesley		✓		✓
SB06	South Blv. Euclid to Oak Park	3 HR Limit	✓		✓
SB6E	South Blv. Euclid to Oak Park	✓			✓
SB07	S. Blv. Oak Park to Kenilwrth	✓	✓	✓	✓
SB08	S. Blv. W. Kenilworth to Clinton		✓		✓
SB09	South Blv. Clinton to Home	✓	✓		✓
SB10	South Blv. Clinton to Home	✓		✓	
SB11	South Blv. Clinton to Home	✓			
NB10	North Blv. (Forest to Grove)	✓	✓	✓	

**Status of Traffic Calming Petitions**

	Date TC Petition Received	Item Petitioned For	Petition Certified	Data Collection	Transportation Commission Meeting(s)	Village Board Meeting	Comments and Disposition of Item
1	10/1/2018	Traffic Calming on 500 block of S Harvey Ave	X	6/8/21 10/27/21	7/12/2022 9/13/2022	11/21/2022	Item delayed due to Madison St Road Diet construction and then the Covid pandemic. <b>Pinch point installed in 2023.</b>
2	10/8/2018	Traffic Calming at Washington/Grove	--	--	--	Closed out	Residents cannot petition for traffic calming on non-residential roads. Request included in post-Madison St Road Diet traffic study/calming project.
3	10/17/2018	Traffic Calming on 1150 block of Home Ave	X	5/2/19 12/5/19	5/30/2019 1/27/2020	Closed out	Speed hump petition submitted on 12/21/2022. Petition certified on 12/27/2022. <b>Speed hump installation to be part of the 2023 resurfacing project.</b> Traffic calming petition was removed from queue.
4	7/30/2019	Traffic Calming on the 1150 block of Lyman Ave	X	--	--	Closed out	Speed hump petition submitted on 4/4/2023. Petition certified on 4/6/2023. <b>Speed hump installation to be part of the 2023 resurfacing project.</b> Traffic calming petition was removed from queue.
5	8/21/2019	Traffic Calming on the 1150 block of Clinton Ave	X	12/5/19	1/27/2020	Closed out	Speed hump petition submitted on 1/19/2023. Petition certified on 1/20/2023. <b>Speed hump installation to be part of the 2023 resurfacing project.</b> Traffic calming petition was removed from queue.
6	8/27/2019	Traffic Calming at Fillmore/Euclid	X	11/10/22	3/14/2023	4/24/2023	STOP signs, Park Zone Speed Limit signs, pavement markings installed in 2023. <b>Bump outs and speed hump installation to be part of the 2023 resurfacing project.</b>
7	8/27/2019	Traffic Calming at Wesley/Fillmore	X	11/10/22	3/14/2023	4/24/2023	STOP signs, Park Zone Speed Limit signs, pavement markings installed in 2023. <b>Bump outs and speed hump installation to be part of the 2023 resurfacing project.</b>
8	9/9/2019	Traffic Calming on the 200 block of N Lombard Ave	X	11/9/22 12/13/22	3/14/2023 4/11/2023	6/5/2023	<b>Install paint &amp; post bumpouts on southern &amp; western legs of the Erie St &amp; Lombard Ave intersection as part of the 2023 resurfacing project.</b> Deploy portable speed radar signs as available.
9	10/4/2019	Traffic Calming on the 300 block of S Euclid Ave	--	--	--	Closed out	Traffic calming request no longer valid due to construction of cul-de-sac north of Madison St as part of Pete's Fresh Market development.
10	11/26/2019	Traffic Calming at East/Greenfield	X	12/13/23	4/11/2023	6/5/2023	<b>Upgrade from 2-way to all-way STOP signs at intersection in June 2023. Constructing permanent bumpouts on southern leg of intersection and upgrade crosswalk on southern leg from regular to high visibility pavement markings to be done as part of the 2023 resurfacing project.</b> Deploy portable speed radar signs as available.
11	7/29/2020	Traffic Calming at Clarence/Adams	X	10/19/22 10/20/22	6/13/2023	9/5/2023	<b>High visibility crosswalk markings installed on east &amp; west legs of Adams St, speed limit signs installed, and move No Parking Here to Corner signs. all completed in 2023.</b> Deploy portable speed radar signs as available and have targeted police enforcement based on traffic study results.
12	9/8/2020	Traffic Calming on the 1100 block of Home Ave	X	11/9/22 12/13/22	9/12/2023	Anticipated 10/16/2023	<b>Transportation Commission recommended to install paint and post chicane of two 26 foot long bump outs near midpoint of the block.</b>
13	9/29/2020	Traffic Calming on the 400 block of Berkshire St	X	11/9/22	7/11/2023	9/18/2023	Village Board approved installation of parking lane pavement marking south side of street and install paint and post neckdown lining up with the sidewalk leading to Taylor Park picnic park. <b>Installation to be part of the 2023 resurfacing project.</b>
14	10/6/2020	Traffic Calming at Berkshire/Humphrey	X	9/11/23 10/4/23			Waiting to be processed & analyzed then in queue for Transportation Commission meeting.



**Status of Traffic Calming Petitions**

	Date TC Petition Received	Item Petitioned For	Petition Certified	Data Collection	Transportation Commission Meeting(s)	Village Board Meeting	Comments and Disposition of Item
15	10/6/2020	Traffic Calming on the 900 block of N Humphrey Ave	X	9/11/23 10/4/23			Waiting to be processed & analyzed then in queue for Transportation Commission meeting.
16	1/29/2021	Traffic Calming at Greenfield/Humphrey	See comments	9/11/23 10/4/23			Petition does not have sufficient signatures. <b>Awaiting additional signatures.</b>
17	1/29/2021	Traffic Calming on the 1000 block of N Humphrey Ave	X	9/11/23 10/4/23			Waiting to be processed & analyzed then in queue for Transportation Commission meeting.
18	4/15/2021	Traffic Calming on the 800 block of N Taylor Ave	X	TBD			<b>Data collection delayed due to construction.</b> Data anticipated to be collected in late November or next year.
19	4/19/2021	Traffic Calming at Berkshire/Fair Oaks	X	9/18/23	11/29/2023	TBD	Petition is being reviewed by the Transportation Commission at tonight's meeting.
20	5/2/2021	Traffic Calming on the 1100 block of S Grove Ave	X	5/16/23 7/18/23	10/10/2023	TBD	<b>Transportation Commission made recommendations including to collect additional traffic data in the alley and bring back to the Commission for further review and recommendations.</b>
21	5/3/2021	Traffic Calming on the 1150 block of S Cuyler Ave	X	--	--	Closed out	Speed hump petition submitted on 4/3/2023. Petition needed additional signatures. Additional signatures provided. Petition certified on 8/8/2023. <b>Speed hump installation to be part of the 2023 resurfacing project.</b> Traffic calming petition was removed from queue.
22	6/7/2021	Traffic Calming on the 400 block of Greenfield St	X	11/9/22	7/11/2023	9/18/2023	Village Board approved installation of a paint and post neckdown on Greenfield St at a location as determined by staff (Greenfield St just east of Rossell Ave). <b>Installation to be part of the 2023 resurfacing project.</b>
23	9/20/2021	Traffic Calming on the 700 & 800 blocks of N Lombard Ave	See comments	TBD			Petition for 700 block of N Lombard Ave has sufficient signatures, certified as valid. Petition for 800 block of N Lombard does not have sufficient signatures, requested additional signatures from organizers. <b>Awaiting additional signatures. Data collection delayed due to construction.</b> Anticipated to be collected in late November or next year.
24	9/21/2021	Traffic Calming on the 900 block of Home Ave	X	5/16/23			Waiting to be processed and analyzed then in queue for Transportation Commission meeting.
25	10/5/2021	Traffic Calming on the 600 block of Gunderson Ave	X	5/16/23			Waiting to be processed and analyzed then in queue for Transportation Commission meeting.
26	3/2/2022	Traffic Calming on the 500 & 600 blocks of N Taylor Ave	X	5/24/22	6/14/2022	8/1/2022	Per Village Board, this petition is to be prioritized before queue of TC petitions. <b>Pinch point &amp; temporary rumble strips approved, installed in 2022.</b>
27	6/27/2022	Traffic Calming at Home/Jackson	X	11/1/22			Waiting to be processed and analyzed then in queue for Transportation Commission meeting.
28	7/7/2022	Traffic Calming on the 500 & 600 blocks of S Grove Ave (at Grove/Adams)	X	11/1/22			Waiting to be processed and analyzed then in queue for Transportation Commission meeting.
29	8/31/2022	Traffic Calming on the 1100 block of S Humphrey Ave	X	10/11/23			Waiting to be processed and analyzed then in queue for Transportation Commission meeting.
30	8/31/2022	Traffic Calming on the 1150 block of S Humphrey Ave	X	--	--	Closed out	Speed hump petition submitted on 4/3/2023. Petition certified on 4/5/2023. <b>Speed hump installation to be part of the 2023 resurfacing project.</b> Traffic calming petition was removed from queue.
31	9/22/2022	Traffic Calming on the 1000 block of S Humphrey Ave	X	10/11/23			Waiting to be processed and analyzed then in queue for Transportation Commission meeting.

**Status of Traffic Calming Petitions**

	Date TC Petition Received	Item Petitioned For	Petition Certified	Data Collection	Transportation Commission Meeting(s)	Village Board Meeting	Comments and Disposition of Item
32	3/17/2023	Traffic Calming on the 1150 block of Clarence Ave	X	--	--	Closed out	Speed hump petition submitted on 7/16/2023. Petition certified on 7/19/2023. <b>Speed hump installation to be part of the 2023 resurfacing project.</b> Traffic calming petition was removed from queue.
33	7/10/2023	Traffic Calming on the 500 block of S Humphrey Ave	X	TBD			In queue waiting for data collection.
34	11/14/2023	Traffic Calming at Harvey/Superior					Petition received, yet to start verifying signatures.
35	11/14/2023	Traffic Calming at Grove/Thomas					Petition received, yet to start verifying signatures.