



## AGENDA

**VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
MONDAY, MAY 12, 2025 – 7:00PM  
COUNCIL CHAMBERS – VILLAGE HALL**

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- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of Transportation Commission Meeting Minutes
  - 3.1) April 14, 2025 Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment – up to 15 minutes

Public Comment  
Public comment is a time set aside at the beginning of a meeting for individuals to speak about an issue or concern. It is not intended for a dialogue with the Commission. Public comment is limited to 30 minutes with a limit of three minutes per person. If public comment exceeds 30 minutes, public comment will be shared with the public body for their review. If you want to submit public comment prior to the meeting you can do so at [transportation@oak-park.us](mailto:transportation@oak-park.us), or contact the Assistant Village Engineer at 708-358-5724 for additional assistance
- 5) New Business
  - a) 500 Block of South East Ave
  - b) 2025 Bike Improvements Review
- 6) Old Business
  - a) 2025 Work Plan Progress Update
  - b) A Day in Our Village Discussion
- 7) Adjourn

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

**Item Title: Petition to Implement Traffic Calming Measures at the 500 block of South East Avenue**

Review Date: May 12, 2025

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

**Abstract:**

On October 21, 2024 the Village of Oak Park received a petition to implement traffic calming measures on the 500 block of South East Avenue. The residents expressed concerns regarding excessive speeds, recent higher traffic levels, and concerns regarding vehicular and bicycle conflicts along 500 S East Avenue between Adams Street. Signatures representing 51% of the street frontage were collected for the petition. The petition was certified as valid.

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 Staff make the following recommendation:

- Install a temporary radar speed feedback sign facing northbound traffic

Supporting Documentation Is Attached

# **Letter of Explanation**

# Residents of the 500 Block of S. East Ave. Oak Park, IL 60304

Petition Contact: 

October 21, 2024

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

Dear Mr. Pautsch and Members of the Transportation Commission:

Attached please find a signed **Petition for Traffic Calming Measures** executed by more than 51% of the residents of the 500 block of south East Ave.

We understand that East Avenue, having been designated a collector roadway by the Village, receives more than the normal amount of traffic than other surrounding residential streets receive during the day. However, in the past several years, the street has been experiencing higher volumes of traffic than we have seen in the past. More significantly, we also believe that the street has been experiencing higher rates of speed by vehicles, especially when a north-bound driver sees an opportunity to "beat" the traffic signal at the intersection of East and Madison.

In addition, the block does also experience more than the average number of bicyclists, especially with students from both Fenwick and OPRF. Fortunately, we are not aware of any bicyclists recently being injured but wish to bring to the attention of the commission that the numbers may justify some additional safety measures going forward.

The residents of the block would appreciate any consideration for traffic calming that the commission would consider. Representatives from the block would be more than happy to appear at any future meeting the commission has to discuss these issues.



Residents of the 500 Block of S. East Ave

**Petition Redacted**

## PETITION FOR TRAFFIC CALMING MEASURES

Date: 10/19/24

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 500 block of South EAST Ave or

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

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

- Excessive vehicle crashes 5
- Excessive vehicle speeds 1 (rank these in order of importance with 1 being most problematic and 5 being least problematic)
- Excessive vehicle volumes 2
- Pedestrian/Bicyclist safety issues 3
- Other Not Stopping at StopSign 4

\* = 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. *                           |         |              |       |
| 2. <u>Vivian and Bob</u>       |         |              |       |
| 3. <u>Carrie</u>               |         |              |       |
| 4. <u>Julie &amp; Diane</u>    |         |              |       |
| 5. <u>Tom Naughton</u>         |         |              |       |
| 6. <u>Chung &amp; Mrs. MIA</u> |         |              |       |
| 7. <u>Amy</u>                  |         |              |       |
| 8. <u>Julie Dulski</u>         |         |              |       |
| 9. <u>Mark</u>                 |         |              |       |
| 10. <u>Bob</u>                 |         |              |       |
| 11. <u>John</u>                |         |              |       |
| 12. <u>Lynn &amp; Nellie</u>   |         |              |       |

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: Steve Pautsch, 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 second 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)

## PETITION FOR TRAFFIC CALMING MEASURES

Date: 10/19/24

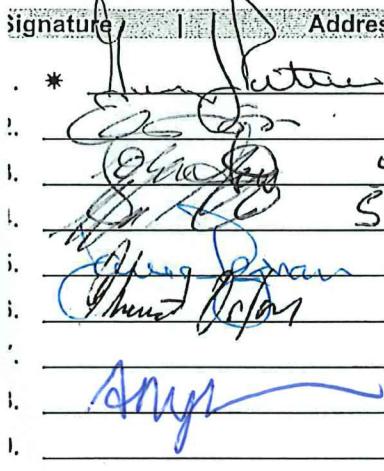
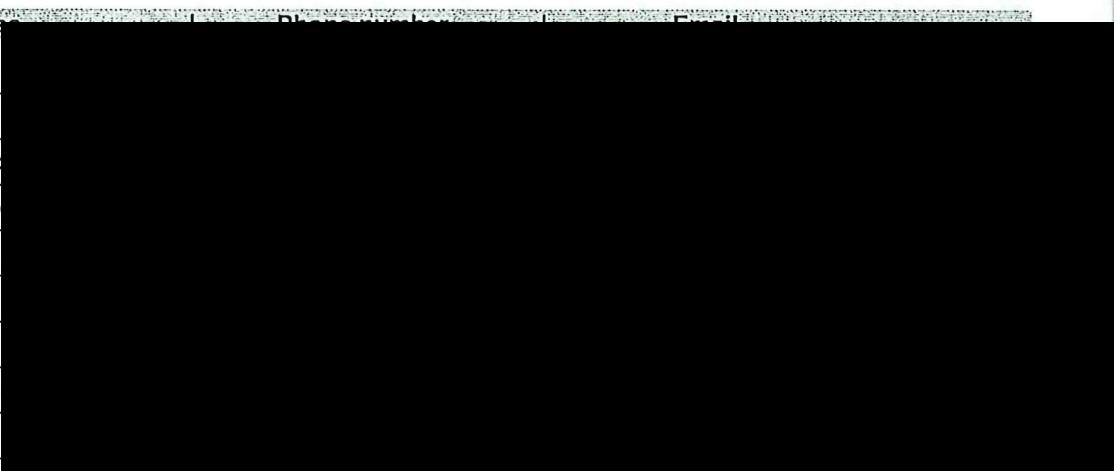
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|---|---|--------------|-------|
|  |  |              |       |
| 0.  |   |              |       |
| 1.  |   |              |       |
| 2.  |   |              |       |

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# **Public Testimony**

# **Memorandum**

Traffic Analysis



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

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

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

**Transportation Design**

**Traffic Engineering**

**Civil Engineering**

**Construction Engineering**

**Environmental Studies**

**Water Resources**

**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

# Technical Memorandum

**Date:** May 8, 2025  
**To:** The Transportation Commission  
**From:** Civiltech Engineering, Inc.  
**Re:** Traffic Analysis for Traffic Calming Petition  
500 Block of South East Avenue

## I. INTRODUCTION

On October 21, 2024 the Village of Oak Park received a petition to implement traffic calming measures on the 500 block of South East Avenue. The residents expressed concerns regarding excessive speeds, recent higher traffic levels, and concerns regarding vehicular and bicycle conflicts along 500 S East Avenue between Adams Street. Signatures representing 51% of the street frontage were collected for the petition. The petition was certified as valid.

Civiltech Engineering, Inc. has completed a traffic evaluation of the 500 block of South East Avenue in response to these concerns and at the Village of Oak Park's request. This study assesses traffic data and evaluates applicable countermeasures from the Village of Oak Park's traffic calming toolbox.

## II. SCORING CRITERIA

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

The total score for the 500 block of South East Avenue is 43. This is higher than the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

## III. EXISTING CONDITIONS

South East Avenue is a 30-foot-wide north-south local street with one lane in each direction. This roadway is under signal control at S East Avenue and Madison Street. There are marked crosswalks on all four legs of the South East Avenue/Madison Street intersection. South East Avenue and Adams Street is under all-way stop control with marked crosswalks on all four legs.

The 500 block of South East Avenue has a posted speed limit of 25 mph. St. Christopher's Episcopal Church is located at the intersection of S East Avenue and Adams Street. Fenwick High School is located one block north of Madison Street. Land use within the study area consists of single-family homes with rear garages served by alleys. To the north, there are commercial shops along Madison Street. On-street parking is permitted on both sides of the street but is restricted to a three hour limit between 8 a.m. and 8 p.m. Monday through Friday. It is to be noted that the block to the east is S Scoville Avenue which is designated as part of the neighborhood greenway network.

A location map is attached as **Exhibit 2A** and an aerial image of the intersection is included as **Exhibit 2B**. The aerial exhibit shows the walking routes to Longfellow Elementary School.

## IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

### Intersection Data

In order to quantify vehicle, pedestrian, and bicycle volumes at the South East Avenue/Adams Street intersection, six-hour counts were conducted on Tuesday, April 1, 2025 using a video camera system. The traffic data was collected on a weekday with typical traffic patterns while school was in session. Conditions were sunny with a high of 50 degrees and a low of 35 degrees. This weather was conducive to pedestrian and bicycle activity.

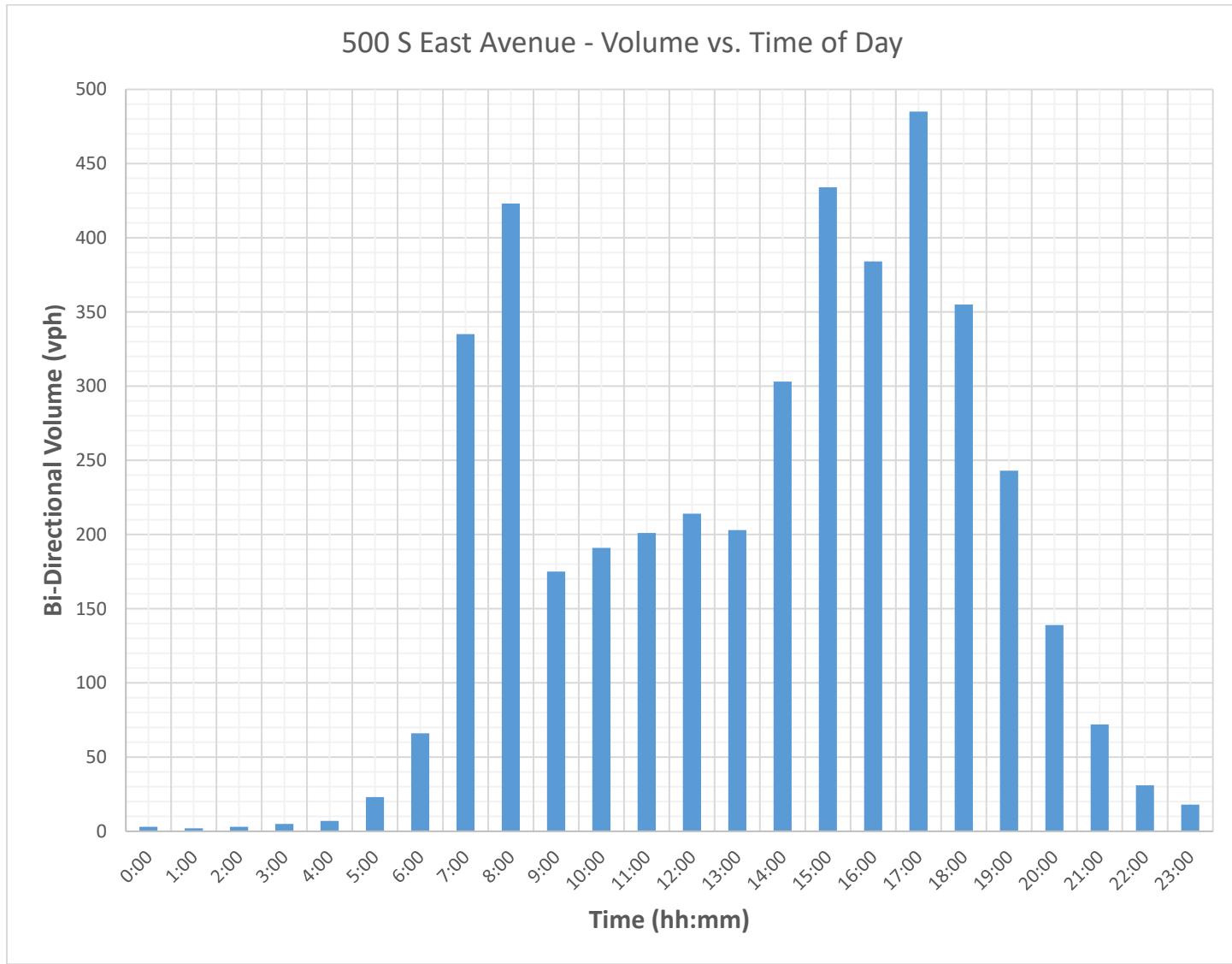
The traffic count data shows that the morning peak hour occurs between 7:30 a.m. to 8:30 a.m. and the evening traffic volume is highest between 4:45 p.m. to 5:45 p.m. Peak hour traffic volume diagram at the intersection of South East Avenue/Adams Street showing the vehicular turning movement, pedestrian, and bicycle volumes are provided in **Exhibit 3A** and **Exhibit 3B**. The source traffic data is attached to this report in **Appendix A**. The peak hour data indicates that volumes on Adams Street are relatively low and there are no distinct turning movement patterns. Pedestrian volumes are moderate, generally in the range of 10 to 15 people crossing each leg per hour. There is a significant volume of bikes traveling northbound on East Avenue with over 30 counted traveling northbound during the morning peak hour. A total of 87 bikes were captured during the 6-hour period at the intersection.

### Mid-Block Data

Twenty-four-hour traffic data was also collected along the 500 block of South East Avenue using radars. The data was collected on Tuesday, April 1, 2025.

One component of the traffic data is Average Daily Traffic (ADT), which is the number of vehicles counted over a 24-hour period. Volumes along South East Avenue are around 4,315 vehicles per day. The high volume of traffic on South East Avenue compared to other north-south streets in the Village indicates that it acts as a collector, serving both local traffic and those heading to regional destinations. On average, there are more than eight vehicles per minute along the 500 block of S East Avenue during the peak hours.

The volumes along the 500 block of S East Avenue are highest between the 8:00 A.M. to 9:00 A.M. and 5:00 P.M. to 6:00 PM period. Outside of the morning and evening rush hours, volumes drop off significantly. The graph showing volumes by the hour for the 500 block of S East Avenue is shown below in **Figure 1**.



**Figure 1. Volume vs Time of Day at 500 S East Avenue**

Speed data was another component of the mid-block data collection effort. **Exhibit 4** illustrates the ADT and speed data by direction on each block. Raw speed and volume data for the 500 block of South East Avenue is attached to this report in **Appendix B**. Metrics quantifying various aspects of this data are presented in **Table 1**. The 85<sup>th</sup> percentile speed is the speed at or below 85 percent of the drivers travel. In other words, 15 percent of the vehicles will be traveling faster than the 85<sup>th</sup> percentile speed. The 85<sup>th</sup> percentile speed is an influential indicator of what is safe and reasonable speed since the recommendations for setting speed limits is within five mph of the 85<sup>th</sup> percentile speed. This implies that it is

expected that 15 percent of the vehicles will travel over the speed limit if the speed is set within the 5 mph increment below the 85<sup>th</sup> percentile speed.

**Table 1. Speed and Volume Data Summary**

| Segments                   | Direction | Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period* |                    |                    |                    |                | % Above<br>25 mph | ADT   | 85 <sup>th</sup> Percentile Speed (mph)** |
|----------------------------|-----------|--|--------------------|--------------------|--------------------|----------------|-------------------|-------|---|
|                            |           | > 5 mph below  | 0.1 to 5 mph below | 0 to 4.9 mph above | 5 to 9.9 mph above | > 10 mph above |                   |       |   |
| 500 block of S East Avenue | SB        | 864 (42%)  | 921 (45%)          | 249 (12%)          | 19 (1%)            | 0 (0%)         | 13%               | 2,053 | 24  |
|                            | NB        | 629 (28%)  | 1,137 (50%)        | 440 (19.5%)        | 47 (2%)            | 9 (0.5%)       | 22%               | 2,262 | 25  |

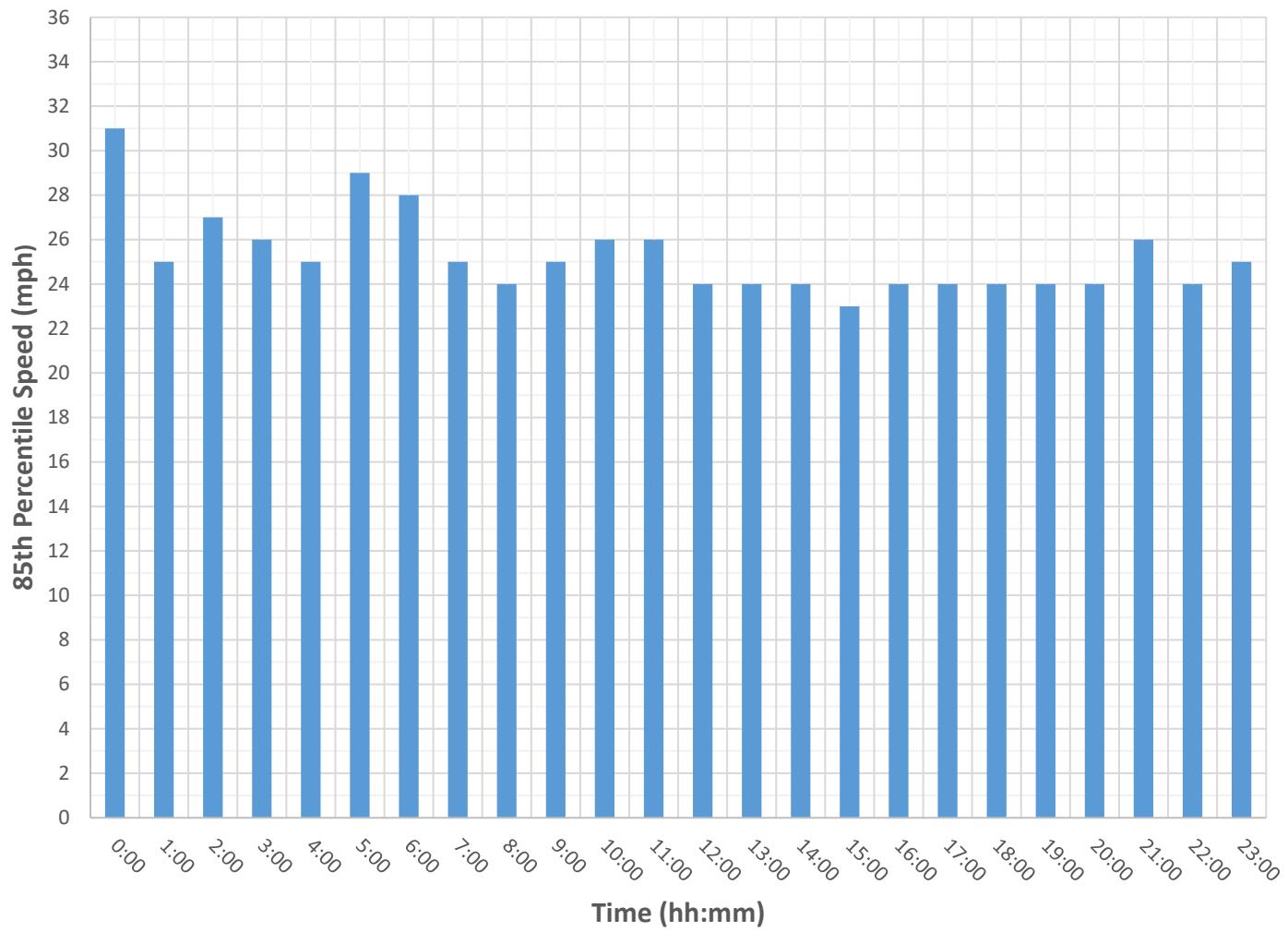
\* Data was collected on Tuesday, April 1, 2025.

\*\* 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 500 block of South East Avenue speed data shows a higher than 80% compliance rate with the 25-mph speed limit and more than 95% of the vehicles are traveling less than 5 mph over the speed limit. The 85<sup>th</sup> percentile speeds tend to be highest during the early morning hours and lowest during the middle of the day. The graph showing speeds by the hour for the 500 block of S East Avenue is shown below in **Figure 2**.

A small percentage of northbound drivers blatantly disregard the law and drive faster than ten miles per hour over the speed limit along South East Avenue in the northbound direction. This could be the drivers trying to beat the traffic signal at S East Avenue and Madison Street. However, speeds along this block are generally fairly low, potentially due to the high utilization of on-street parking, particularly towards the northern portion of this corridor.

500 S East Avenue - 85th Percentile Speed vs. Time of Day


 Figure 2. 85<sup>th</sup> Percentile Speed vs Time of Day at 500 S East Avenue

## V. CRASH ANALYSIS

In order to evaluate safety trends on the 500 block of South East Avenue, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from January 2020 through December 2024, a five-year period. This data shows that there were two mid-block collisions along this block during the five-year period.

The two mid-block collisions were parked-vehicle crashes with no injuries. Crashes at the intersection of S East and Adams Street were also assessed. There was one crash reported at South East Avenue/Adams Street. This was a right-



angled vehicle collision with with “B” level injury reported. There are no crash patterns that indicate any issues or adverse safety trends. A collision diagram can be found in **Exhibit 5**.

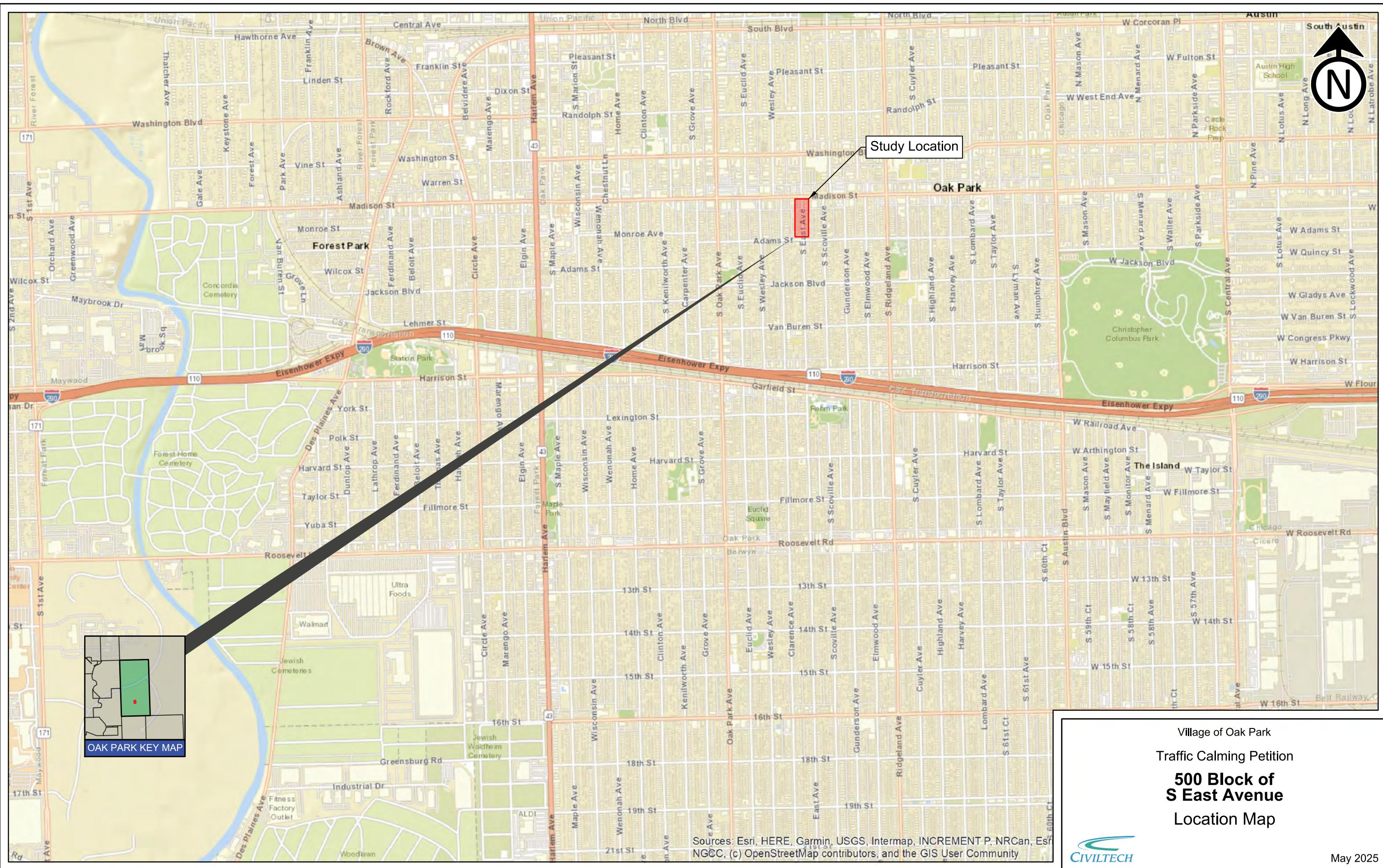
## VI. DISCUSSION AND RECOMMENDATION

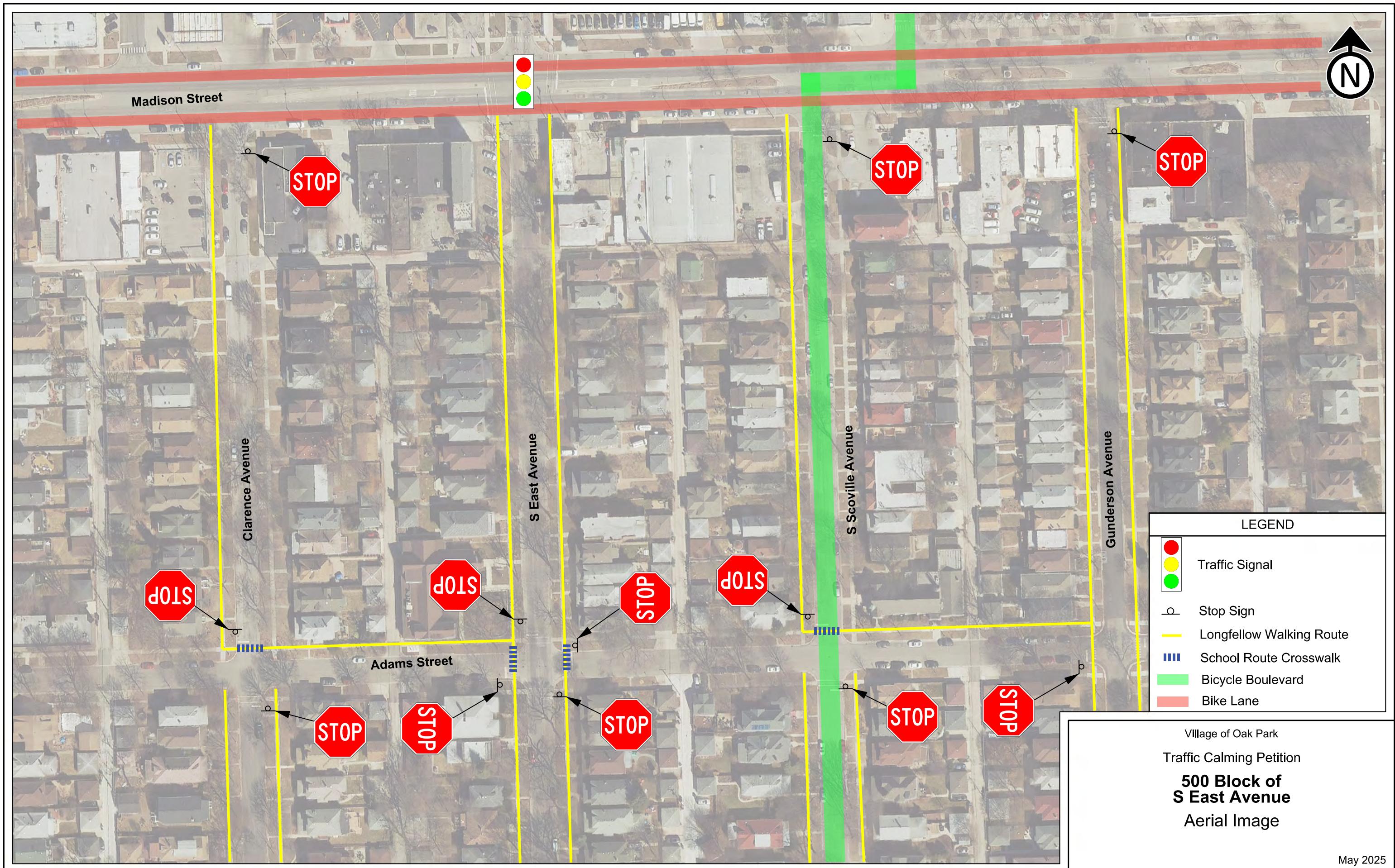
The Traffic Calming Toolbox (shown in **Exhibit 6**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. It should be noted that many of these tools are only applicable to lower volume local streets. These measures appropriate for Collector streets were assessed to determine suitable treatments for the 500 block of South East Avenue.

The traffic data shows that this block is operating safely with minimal crash history and volumes appropriate for its classification as a Collector street. The 85<sup>th</sup> percentile speed, at 25 mph, matches the posted speed limit.

As stated in the petitioner’s letter to the Village, there may be a few drivers that speed on Oak Park Avenue to make the green light at Madison Street. Therefore, a temporary radar speed feedback sign is recommended facing northbound traffic. This will increase drivers’ awareness of their speeds. Additionally, bicycle boulevard treatments are planned to be installed on Scoville Avenue, one block to the east, later in 2025. These improvements should draw some bike traffic away from Oak Park Avenue, increasing safety for both cyclists and motorists.

| 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 | 500 block of S East Avenue |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
|---|--------------------------|--|------------------------|----------------------------|--|-----|---|-----------------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|-----------|---------------|--|--|-----|---|-----------------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|----------|-----|---|-----------|-----------------------|--|--|----------------------------|--|--------------|---|--|--|----|-------|-------------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|--------|--------------|---|----------------|
| Crash History   | 20                       | 1-3 correctible crashes in a 3 year period = 5 points<br>4-10 correctible crashes in a 3 year period = 10 points<br>more than 10 correctible crashes in a 3 year period = 15 points<br>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<br><b>85th percentile speed is 1 mph over the speed limit = 4 points</b><br>85th percentile speed is 2 mph over the speed limit = 8 points<br>85th percentile speed is 3 mph over the speed limit = 12 points<br>85th percentile speed is 4 mph over the speed limit = 16 points<br>85th percentile speed is 5 mph or more over the speed limit = 20 points<br>outlier excessive speeding = 5 points  | 0 pts.                 | <b>4 pts.</b>              |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| Vehicle Volume  | 20                       | ADT < 750 = 0 points<br>ADT = 751 - 1,350 = 5 points<br>ADT = 1,351 - 1,950 = 10 points<br>ADT = 1,951 - 2,550 = 15 points<br><b>ADT &gt; 2,550 = 20 points</b>  | 0 pts.                 | <b>20 pts.</b>             |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| Pedestrian Traffic Generators   | 15                       | Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points<br><b>Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points</b><br>Any school, park, library, church, CTA station more than 2 blocks away = 0 points   | 0 pts.                 | <b>6 pts.</b>              |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| Bike Routes / Non-Bike Routes   | 10                       | <b>Not identified as a proposed bike route/boulevard* = 3 points</b><br>Identified as a Marked Shared Lane* = 6 points<br>Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points<br>* 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.<br><br><table border="1" style="margin-left: 100px;"> <tr><th colspan="3">51% petitions</th></tr> <tr><td>51%</td><td>-</td><td>59% = 10 points</td></tr> <tr><td>60%</td><td>-</td><td>68% = 11</td></tr> <tr><td>69%</td><td>-</td><td>77% = 12</td></tr> <tr><td>78%</td><td>-</td><td>86% = 13</td></tr> <tr><td>87%</td><td>-</td><td>95% = 14</td></tr> <tr><td>96%</td><td>-</td><td>100% = 15</td></tr> </table> <table border="1" style="margin-left: 100px;"> <tr><th colspan="3">75% petitions</th></tr> <tr><td>75%</td><td>-</td><td>78% = 10 points</td></tr> <tr><td>79%</td><td>-</td><td>82% = 11</td></tr> <tr><td>83%</td><td>-</td><td>86% = 12</td></tr> <tr><td>87%</td><td>-</td><td>90% = 13</td></tr> <tr><td>91%</td><td>-</td><td>94% = 14</td></tr> <tr><td>95%</td><td>-</td><td>100% = 15</td></tr> </table><br><table border="1" style="margin-left: 100px;"> <tr><th colspan="3">% of negative replies</th></tr> <tr><th colspan="2">Less than 10 or 16 replies</th><th>= - 0 points</th></tr> <tr><td colspan="2">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td><td></td></tr> <tr><td>1%</td><td>- 20%</td><td>= - 1 point</td></tr> <tr><td>21%</td><td>- 40%</td><td>= - 2</td></tr> <tr><td>41%</td><td>- 60%</td><td>= - 3</td></tr> <tr><td>61%</td><td>- 80%</td><td>= - 4</td></tr> <tr><td>81%</td><td>- 100%</td><td>= - 5 points</td></tr> </table> | 51% petitions          |                            |  | 51% | - | 59% = 10 points | 60% | - | 68% = 11 | 69% | - | 77% = 12 | 78% | - | 86% = 13 | 87% | - | 95% = 14 | 96% | - | 100% = 15 | 75% petitions |  |  | 75% | - | 78% = 10 points | 79% | - | 82% = 11 | 83% | - | 86% = 12 | 87% | - | 90% = 13 | 91% | - | 94% = 14 | 95% | - | 100% = 15 | % of negative replies |  |  | 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.<br>(5 pts. with minimum petition score + maximum external negative support) | <b>10 pts.</b> |
| 51% petitions   |                          |  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 51%   | -                        | 59% = 10 points  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 60%   | -                        | 68% = 11   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 69%   | -                        | 77% = 12   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 78%   | -                        | 86% = 13   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 87%   | -                        | 95% = 14   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 96%   | -                        | 100% = 15  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 75% petitions   |                          |  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 75%   | -                        | 78% = 10 points  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 79%   | -                        | 82% = 11   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 83%   | -                        | 86% = 12   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 87%   | -                        | 90% = 13   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 91%   | -                        | 94% = 14   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 95%   | -                        | 100% = 15  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| % of negative replies   |                          |  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| Less than 10 or 16 replies  |                          | = - 0 points   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative |                          |  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 1%  | - 20%                    | = - 1 point  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 21%   | - 40%                    | = - 2  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 41%   | - 60%                    | = - 3  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 61%   | - 80%                    | = - 4  |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| 81%   | - 100%                   | = - 5 points   |                        |                            |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |
| Maximum Score   | 100                      | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)   | 13 pts.                | <b>43 pts.</b>             |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |               |  |  |     |   |                 |     |   |          |     |   |          |     |   |          |     |   |          |     |   |           |                       |  |  |                            |  |              |   |  |  |    |       |             |     |       |       |     |       |       |     |       |       |     |        |              |   |                |







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

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



Adams Street

135 (105)

50 (50)

85 (55)

30 (15)  
45 (25)  
10 (15)

10 (15)  
155 (235)  
15 (20)  
305 (220)

485 (490)

15 (30)  
35 (25)  
30 (20)

95 (65)

175 (140)



S East Avenue

195 (270)  
5 (10)  
260 (175)  
35 (20)

495 (475)



10 (12)

9 (12)

#### Vehicle Traffic Peak Hours:

7:30 A.M. to 8:30 A.M.

4:45 P.M. to 5:45 P.M.

#### Count Date(s):

Tuesday, April 1, 2025

Village of Oak Park

Oak Park Traffic Calming

## 2025 Existing Peak Hour Traffic

S East Avenue & Adams Street



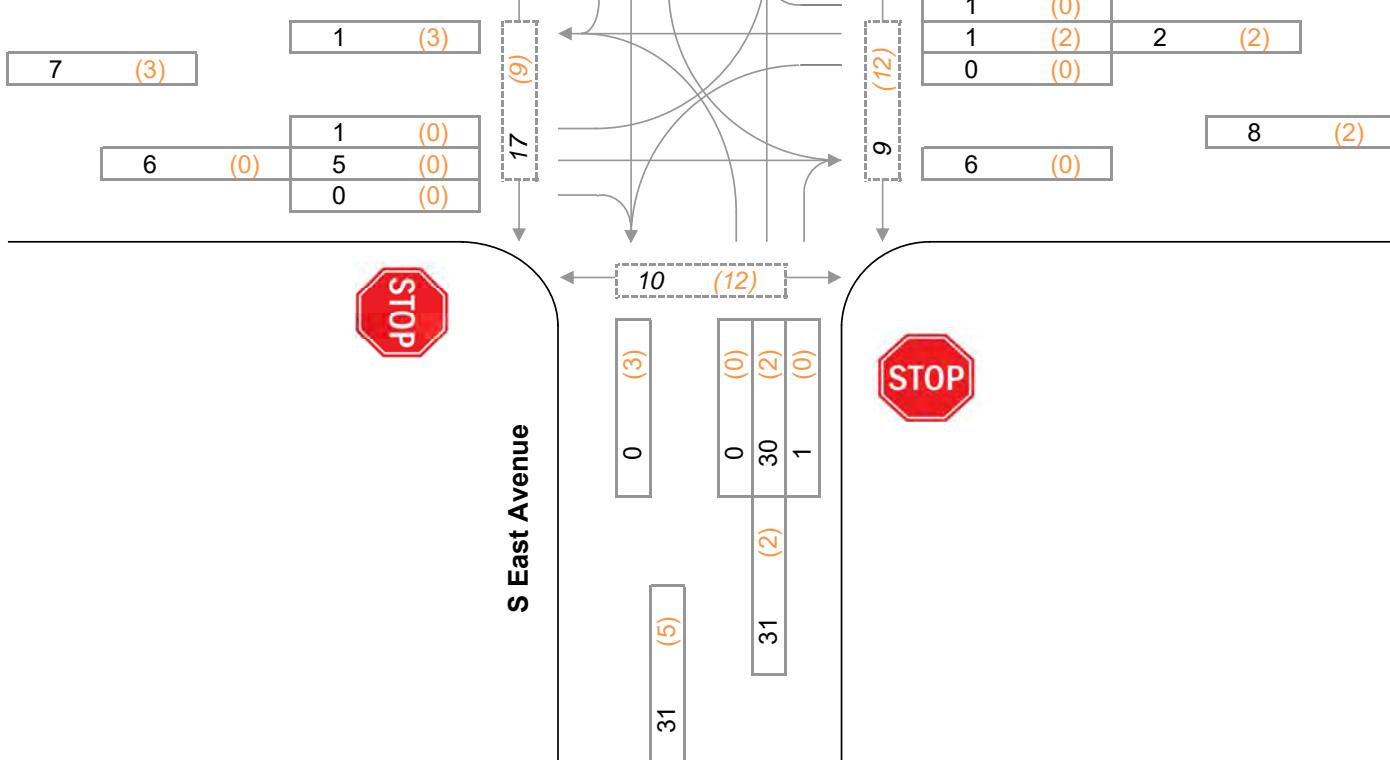


Wkday A.M. (P.M.) Bicycle Counts

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



Adams Street



**Vehicle Traffic Peak Hours:**

7:30 A.M. to 8:30 A.M.

4:45 P.M. to 5:45 P.M.

**Count Date(s):**

Tuesday, April 1, 2025

Village of Oak Park

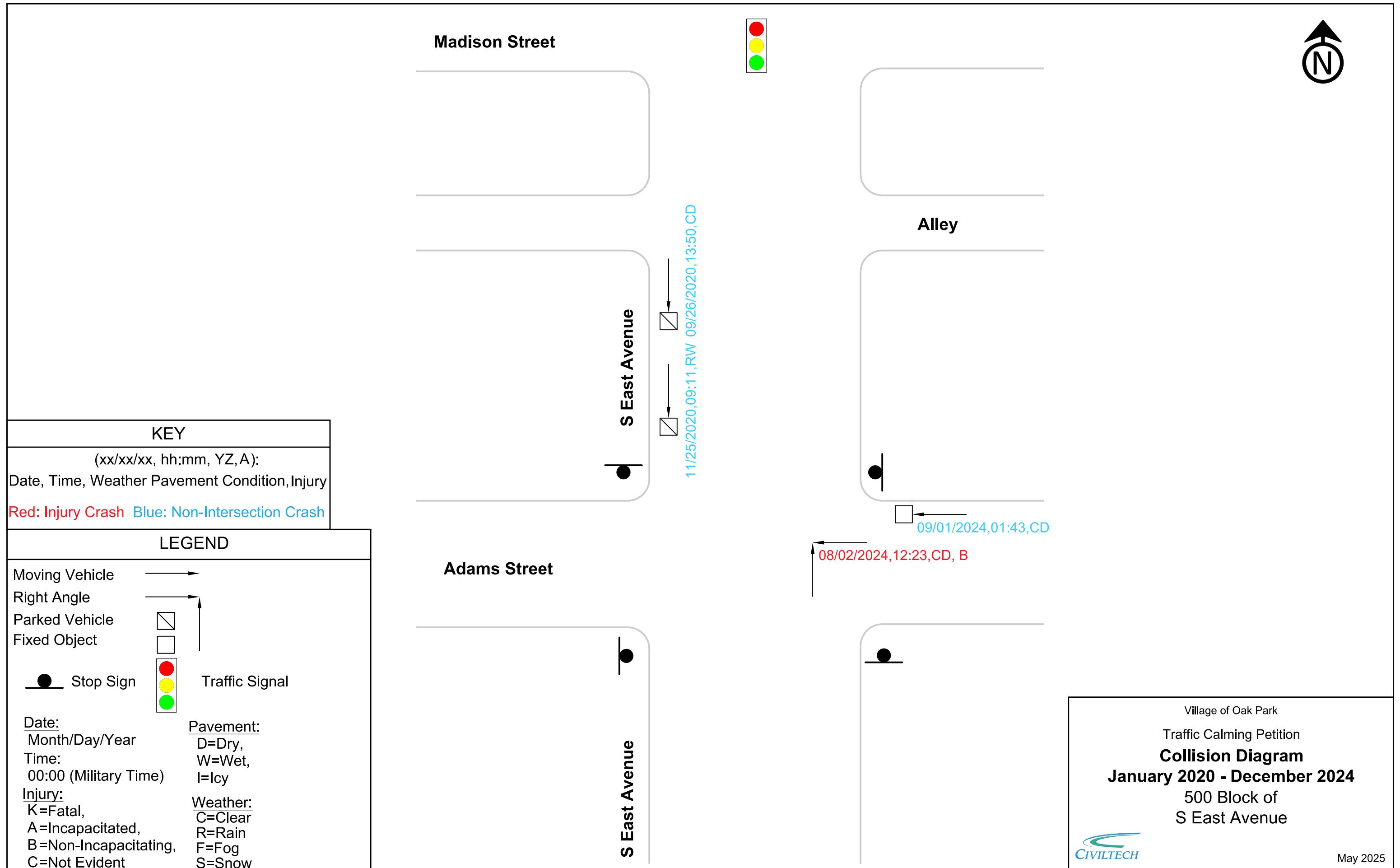
Oak Park Traffic Calming

**2025 Existing Peak Hour Bicycle Traffic**

S East Avenue & Adams Street







Village of Oak Park

Traffic Calming Petition

# **Collision Diagram**

## **January 2020 - December 2024**

500 Block of

S East Avenue

## **Exhibit 5**

## 500 Block of S East 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<br><br>Levels 1 through 4 are sorted from least severe to most severe  | Not<br>Bicycle<br>Friendly<br>(NBF) | Who should pay<br>for traffic calming<br>device<br>(SSA = Special Service<br>Area = 100% funded<br>by petitioners) | Remarks  |
| <b>Level 1 - No Traffic Flow Changes</b>  |                                     |  |  |
| Targeted Speed Enforcement  |                                     | Village  |  |
| Speed Radar Trailer   |                                     | Village  |  |
| <b>Speed Feedback Sign</b>  |                                     | Village  |  |
| Centerline / Edgeline Lane Striping   |                                     | Village  |  |
| Optical Speed Bars / Speed Reduction Markings   |                                     | Village  |  |
| Signage   |                                     | Village  |  |
| Speed Limit Signage   |                                     | Village  |  |
| STOP / YIELD Signage  |                                     | Village  | <u>Should not</u> be used for speed control according to federal Manual on Uniform Traffic Control Devices |
| Flashing Stop Signs   |                                     | Village  |  |
| Speed Legend  |                                     | Village  |  |
| Speed Limit Pavement Markings   |                                     | Village  |  |
| High Visibility Crosswalks  |                                     | Village  |  |
| Educational Community Involvement   |                                     | Village  |  |
| <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  
Count Date

Oak Park Traffic Calming  
4/1/2025

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

| Start Time   | S East Avenue  |             |           |             |                |            |           |             | Adams Street |               |            |            |            |               |            |           | Intersection |            |             |
|--------------|----------------|-------------|-----------|-------------|----------------|------------|-----------|-------------|--------------|---------------|------------|------------|------------|---------------|------------|-----------|--------------|------------|-------------|
|              | North Approach |             |           |             | South Approach |            |           |             | Both         | East Approach |            |            |            | West Approach |            |           |              | Both       |             |
|              | Right          | Thru        | Left      | Total       | Right          | Thru       | Left      | Total       |              | Approaches    | Right      | Thru       | Left       | Total         | Right      | Thru      | Left         | Total      | Approaches  |
| 12:00 AM     | 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          |             |
| 2:00 AM      | 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          |             |
| 4:00 AM      | 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          |             |
| 6:00 AM      | 0              | 0           | 0         | 0           | 0              | 0          | 0         | 0           | 0            | 0             | 0          | 0          | 0          | 0             | 0          | 0         | 0            | 0          |             |
| 7:00 AM      | 8              | 93          | 8         | 109         | 23             | 182        | 4         | 209         | 318          | 10            | 27         | 10         | 47         | 12            | 33         | 15        | 60           | 107        | 425         |
| 8:00 AM      | 5              | 143         | 14        | 162         | 31             | 214        | 9         | 254         | 416          | 13            | 40         | 26         | 79         | 3             | 29         | 30        | 62           | 141        | 557         |
| 9:00 AM      | 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          |             |
| 11:00 AM     | 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          |             |
| 1:00 PM      | 0              | 0           | 0         | 0           | 0              | 0          | 0         | 0           | 0            | 0             | 0          | 0          | 0          | 0             | 0          | 0         | 0            | 0          |             |
| 2:00 PM      | 13             | 146         | 9         | 168         | 6              | 117        | 7         | 130         | 298          | 5             | 30         | 12         | 47         | 3             | 12         | 6         | 21           | 68         | 366         |
| 3:00 PM      | 26             | 240         | 8         | 274         | 12             | 142        | 6         | 160         | 434          | 14            | 35         | 16         | 65         | 6             | 19         | 5         | 30           | 95         | 529         |
| 4:00 PM      | 10             | 172         | 16        | 198         | 16             | 153        | 9         | 178         | 376          | 17            | 28         | 14         | 59         | 10            | 14         | 12        | 36           | 95         | 471         |
| 5:00 PM      | 13             | 235         | 21        | 269         | 12             | 186        | 14        | 212         | 481          | 30            | 22         | 22         | 74         | 12            | 22         | 13        | 47           | 121        | 602         |
| 6:00 PM      | 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          |             |
| 8:00 PM      | 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          |             |
| 10:00 PM     | 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          |             |
| <b>TOTAL</b> | <b>75</b>      | <b>1029</b> | <b>76</b> | <b>1180</b> | <b>100</b>     | <b>994</b> | <b>49</b> | <b>1143</b> | <b>2323</b>  | <b>89</b>     | <b>182</b> | <b>100</b> | <b>371</b> | <b>46</b>     | <b>129</b> | <b>81</b> | <b>256</b>   | <b>627</b> | <b>2950</b> |

**24-Hour Vehicle Traffic Count**

North Leg 2,300  
South Leg 2,300  
East Leg 700  
West Leg 600

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

| Start Time | S East Avenue  |      |      |       |                |      |      |       |                    |               |      |      | Adams Street |               |      |      |       |                    |       |     |   |   | Intersection | Hour |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|--------------|---------------|------|------|-------|--------------------|-------|-----|---|---|--------------|------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |              | West Approach |      |      |       | Both<br>Approaches | Total |     |   |   |              |      |
|            | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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   | 0 | 0 | 0            | 60   |
| 6:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0            | 0             | 0    | 0    | 0     | 0                  | 0     | 0   | 0 | 0 | 0            | 140  |
| 6:45 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0            | 0             | 0    | 0    | 0     | 0                  | 0     | 0   | 0 | 0 | 0            | 268  |
| 7:00 AM    | 1              | 13   | 3    | 17    | 3              | 27   | 1    | 31    | 48                 | 1             | 6    | 1    | 8            | 0             | 2    | 2    | 4     | 12                 | 60    | 425 |   |   |              |      |
| 7:15 AM    | 1              | 18   | 1    | 20    | 4              | 30   | 2    | 36    | 56                 | 4             | 8    | 3    | 15           | 3             | 5    | 1    | 9     | 24                 | 80    | 544 |   |   |              |      |
| 7:30 AM    | 0              | 24   | 0    | 24    | 4              | 71   | 1    | 76    | 100                | 2             | 5    | 2    | 9            | 5             | 8    | 6    | 19    | 28                 | 128   | 637 |   |   |              |      |
| 7:45 AM    | 6              | 38   | 4    | 48    | 12             | 54   | 0    | 66    | 114                | 3             | 8    | 4    | 15           | 4             | 18   | 6    | 28    | 43                 | 157   | 633 |   |   |              |      |

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

| Start Time | S East Avenue  |      |      |       |       |                |      |       |       |      |                    |               |      |      |       | Adams Street  |      |      |       |                    |       |  |     |  |  | Intersection | Hour |
|------------|----------------|------|------|-------|-------|----------------|------|-------|-------|------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-------|--|-----|--|--|--------------|------|
|            | North Approach |      |      |       |       | South Approach |      |       |       |      | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches | Total |  |     |  |  |              |      |
|            | Right          | Thru | Left | Total | Right | Thru           | Left | Total | Right | Thru |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |       |  |     |  |  |              |      |
| 8:00 AM    | 1              | 59   | 4    | 64    | 14    | 52             | 0    | 66    | 130   | 6    | 13                 | 13            | 32   | 2    | 7     | 8             | 17   | 49   | 179   | 557                |       |  |     |  |  |              |      |
| 8:15 AM    | 1              | 32   | 4    | 37    | 7     | 85             | 2    | 94    | 131   | 2    | 11                 | 8             | 21   | 0    | 9     | 12            | 21   | 42   | 173   | 378                |       |  |     |  |  |              |      |
| 8:30 AM    | 1              | 28   | 4    | 33    | 7     | 45             | 4    | 56    | 89    | 4    | 9                  | 2             | 15   | 0    | 11    | 9             | 20   | 35   | 124   | 205                |       |  |     |  |  |              |      |
| 8:45 AM    | 2              | 24   | 2    | 28    | 3     | 32             | 3    | 38    | 66    | 1    | 7                  | 3             | 11   | 1    | 2     | 1             | 4    | 15   | 81    | 81                 |       |  |     |  |  |              |      |
| 9:00 AM    | 0              | 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                  | 0     |  |     |  |  |              |      |
| 9:30 AM    | 0              | 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                  | 0     |  |     |  |  |              |      |
| 10:00 AM   | 0              | 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                  | 0     |  |     |  |  |              |      |
| 10:30 AM   | 0              | 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                  | 0     |  |     |  |  |              |      |
| 11:00 AM   | 0              | 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                  | 0     |  |     |  |  |              |      |
| 11:30 AM   | 0              | 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                  | 0     |  |     |  |  |              |      |
| 12:00 PM   | 0              | 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                  | 0     |  |     |  |  |              |      |
| 12:30 PM   | 0              | 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                  | 0     |  |     |  |  |              |      |
| 1:00 PM    | 0              | 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     | 0                  | 0     |  | 72  |  |  |              |      |
| 1:30 PM    | 0              | 0    | 0    | 0     | 0     | 0              | 0    | 0     | 0     | 0    | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0     |  | 149 |  |  |              |      |
| 1:45 PM    | 0              | 0    | 0    | 0     | 0     | 0              | 0    | 0     | 0     | 0    | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0     |  | 260 |  |  |              |      |
| 2:00 PM    | 0              | 23   | 4    | 27    | 1     | 26             | 1    | 28    | 55    | 1    | 10                 | 3             | 14   | 0    | 2     | 1             | 3    | 17   | 72    | 366                |       |  |     |  |  |              |      |
| 2:15 PM    | 1              | 31   | 1    | 33    | 2     | 30             | 0    | 32    | 65    | 2    | 5                  | 1             | 8    | 0    | 3     | 1             | 4    | 12   | 77    | 391                |       |  |     |  |  |              |      |
| 2:30 PM    | 9              | 56   | 2    | 67    | 0     | 25             | 3    | 28    | 95    | 1    | 7                  | 3             | 11   | 3    | 0     | 2             | 5    | 16   | 111   | 474                |       |  |     |  |  |              |      |
| 2:45 PM    | 3              | 36   | 2    | 41    | 3     | 36             | 3    | 42    | 83    | 1    | 8                  | 5             | 14   | 0    | 7     | 2             | 9    | 23   | 106   | 519                |       |  |     |  |  |              |      |
| 3:00 PM    | 2              | 28   | 1    | 31    | 4     | 34             | 2    | 40    | 71    | 5    | 5                  | 8             | 18   | 1    | 6     | 1             | 8    | 26   | 97    | 529                |       |  |     |  |  |              |      |
| 3:15 PM    | 10             | 75   | 5    | 90    | 6     | 36             | 0    | 42    | 132   | 6    | 13                 | 3             | 22   | 1    | 3     | 2             | 6    | 28   | 160   | 546                |       |  |     |  |  |              |      |
| 3:30 PM    | 12             | 81   | 1    | 94    | 1     | 37             | 2    | 40    | 134   | 2    | 8                  | 2             | 12   | 2    | 6     | 2             | 10   | 22   | 156   | 515                |       |  |     |  |  |              |      |
| 3:45 PM    | 2              | 56   | 1    | 59    | 1     | 35             | 2    | 38    | 97    | 1    | 9                  | 3             | 13   | 2    | 4     | 0             | 6    | 19   | 116   | 471                |       |  |     |  |  |              |      |

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

| Start Time   | S East Avenue  |             |           |             |                |            |           |             |                    |               |            |            | Adams Street |               |            |           |            |                    |             |     |   |   | Intersection | Hour |
|--------------|----------------|-------------|-----------|-------------|----------------|------------|-----------|-------------|--------------------|---------------|------------|------------|--------------|---------------|------------|-----------|------------|--------------------|-------------|-----|---|---|--------------|------|
|              | North Approach |             |           |             | South Approach |            |           |             | Both<br>Approaches | East Approach |            |            |              | West Approach |            |           |            | Both<br>Approaches | Total       |     |   |   |              |      |
|              | Right          | Thru        | Left      | Total       | Right          | Thru       | Left      | Total       |                    | Right         | Thru       | Left       | Total        | Right         | Thru       | Left      | Total      |                    |             |     |   |   |              |      |
| 4:00 PM      | 0              | 47          | 4         | 51          | 3              | 37         | 1         | 41          | 92                 | 6             | 6          | 2          | 14           | 1             | 4          | 3         | 8          | 22                 | 114         | 471 |   |   |              |      |
| 4:15 PM      | 3              | 49          | 5         | 57          | 1              | 49         | 2         | 52          | 109                | 0             | 11         | 4          | 15           | 2             | 1          | 2         | 5          | 20                 | 129         | 523 |   |   |              |      |
| 4:30 PM      | 5              | 32          | 3         | 40          | 4              | 39         | 6         | 49          | 89                 | 6             | 3          | 5          | 14           | 1             | 5          | 3         | 9          | 23                 | 112         | 562 |   |   |              |      |
| 4:45 PM      | 2              | 44          | 4         | 50          | 8              | 28         | 0         | 36          | 86                 | 5             | 8          | 3          | 16           | 6             | 4          | 4         | 14         | 30                 | 116         | 609 |   |   |              |      |
| 5:00 PM      | 5              | 66          | 3         | 74          | 4              | 48         | 6         | 58          | 132                | 7             | 4          | 8          | 19           | 3             | 9          | 3         | 15         | 34                 | 166         | 602 |   |   |              |      |
| 5:15 PM      | 3              | 60          | 8         | 71          | 4              | 52         | 5         | 61          | 132                | 10            | 10         | 8          | 28           | 0             | 5          | 3         | 8          | 36                 | 168         | 436 |   |   |              |      |
| 5:30 PM      | 3              | 67          | 5         | 75          | 3              | 49         | 1         | 53          | 128                | 6             | 3          | 3          | 12           | 7             | 6          | 6         | 19         | 31                 | 159         | 268 |   |   |              |      |
| 5:45 PM      | 2              | 42          | 5         | 49          | 1              | 37         | 2         | 40          | 89                 | 7             | 5          | 3          | 15           | 2             | 2          | 1         | 5          | 20                 | 109         | 109 |   |   |              |      |
| 6:00 PM      | 0              | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 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 | 0 |              |      |
| 10:00 PM     | 0              | 0           | 0         | 0           | 0              | 0          | 0         | 0           | 0                  | 0             | 0          | 0          | 0            | 0             | 0          | 0         | 0          | 0                  | 0           | 0   | 0 | 0 |              |      |
| 10:15 PM     | 0              | 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 | 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 | 0 |              |      |
| 11:00 PM     | 0              | 0           | 0         | 0           | 0              | 0          | 0         | 0           | 0                  | 0             | 0          | 0          | 0            | 0             | 0          | 0         | 0          | 0                  | 0           | 0   | 0 | 0 |              |      |
| 11:15 PM     | 0              | 0           | 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   | 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   | 0 | 0 |              |      |
| <b>TOTAL</b> | <b>75</b>      | <b>1029</b> | <b>76</b> | <b>1180</b> | <b>100</b>     | <b>994</b> | <b>49</b> | <b>1143</b> | <b>2323</b>        | <b>89</b>     | <b>182</b> | <b>100</b> | <b>371</b>   | <b>46</b>     | <b>129</b> | <b>81</b> | <b>256</b> | <b>627</b>         | <b>2950</b> |     |   |   |              |      |

Project  
Count Date  
Oak Park Traffic Calming  
4/1/2025

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

|            | S East Avenue  |      |      |       |                |      |      |       |                    |               |      |      | Adams Street |               |      |      |       |                    |       |      |  |  |  |  | Intersection | Hour |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|--------------|---------------|------|------|-------|--------------------|-------|------|--|--|--|--|--------------|------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |              | West Approach |      |      |       | Both<br>Approaches | Total | Sums |  |  |  |  |              |      |
| Start Time | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total        | Right         | Thru | Left | Total |                    |       |      |  |  |  |  |              |      |
|            |                |      |      |       |                |      |      |       |                    |               |      |      |              |               |      |      |       |                    |       |      |  |  |  |  |              |      |

**Morning Peak Hour**

|                | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches | Intersection |
|----------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|--------------|
|                | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total | Approaches         | Total        |
| 7:30 AM        | 8              | 153  | 12   | 173   | 37             | 262  | 3    | 302   | 475                | 13            | 37   | 27   | 77    | 11            | 42   | 32   | 85    | 162                | 637          |
| Percent Trucks | 25.0%          | 0.7% | 0.0% | 1.7%  | 2.7%           | 0.0% | 0.0% | 0.3%  | 0.8%               | 7.7%          | 0.0% | 0.0% | 1.3%  | 0.0%          | 2.4% | 0.0% | 1.2%  | 1.2%               | 0.9%         |

Intersection Peak Hour Factor =

0.89

**Evening Peak Hour**

|                | North Approach |      |       |       | South Approach |      |       |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches | Intersection |
|----------------|----------------|------|-------|-------|----------------|------|-------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|--------------|
|                | Right          | Thru | Left  | Total | Right          | Thru | Left  | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total | Approaches         | Total        |
| 4:45 PM        | 13             | 237  | 20    | 270   | 19             | 177  | 12    | 208   | 478                | 28            | 25   | 22   | 75    | 16            | 24   | 16   | 56    | 131                | 609          |
| Percent Trucks | 0.0%           | 0.4% | 10.0% | 1.1%  | 0.0%           | 0.0% | 16.7% | 1.0%  | 1.0%               | 0.0%          | 0.0% | 0.0% | 0.0%  | 6.3%          | 0.0% | 0.0% | 1.8%  | 0.8%               | 1.0%         |

Intersection Peak Hour Factor =

0.91

Project  
Count Date  
Oak Park Traffic Calming  
4/1/2025

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

| Start Time   | S East Avenue  |           |          |           |                |           |          |           |           |               | Adams Street |          |          |               |          |          |          |          |            |   | Intersection |
|--------------|----------------|-----------|----------|-----------|----------------|-----------|----------|-----------|-----------|---------------|--------------|----------|----------|---------------|----------|----------|----------|----------|------------|---|--------------|
|              | North Approach |           |          |           | South Approach |           |          |           | Both      | East Approach |              |          |          | West Approach |          |          |          | Both     | Approaches |   |              |
|              | Right          | Thru      | Left     | Total     | Right          | Thru      | Left     | Total     |           | Approaches    | Right        | Thru     | Left     | Total         | Right    | Thru     | Left     | Total    | 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            |
| 1:00 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            |
| 3:00 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            |
| 5:00 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            |
| 7:00 AM      | 2              | 1         | 0        | 3         | 0              | 0         | 0        | 0         | 3         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0        | 0          | 0 | 3            |
| 8:00 AM      | 0              | 1         | 0        | 1         | 1              | 1         | 0        | 2         | 3         | 1             | 0            | 0        | 1        | 0             | 1        | 0        | 1        | 2        | 0          | 0 | 5            |
| 9:00 AM      | 0              | 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 | 0            |
| 11:00 AM     | 0              | 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 | 0            |
| 1:00 PM      | 0              | 0         | 0        | 0         | 0              | 0         | 0        | 0         | 0         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0        | 0          | 0 | 0            |
| 2:00 PM      | 0              | 2         | 0        | 2         | 0              | 4         | 1        | 5         | 7         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0        | 0          | 0 | 7            |
| 3:00 PM      | 0              | 4         | 0        | 4         | 0              | 3         | 0        | 3         | 7         | 1             | 0            | 0        | 1        | 0             | 0        | 0        | 0        | 0        | 0          | 1 | 8            |
| 4:00 PM      | 0              | 1         | 0        | 1         | 0              | 2         | 0        | 2         | 3         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0        | 0          | 0 | 3            |
| 5:00 PM      | 0              | 1         | 2        | 3         | 0              | 0         | 2        | 2         | 5         | 0             | 0            | 0        | 0        | 1             | 0        | 0        | 0        | 1        | 1          | 0 | 6            |
| 6:00 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            |
| 8:00 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            |
| 10:00 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            |
| <b>TOTAL</b> | <b>2</b>       | <b>10</b> | <b>2</b> | <b>14</b> | <b>1</b>       | <b>10</b> | <b>3</b> | <b>14</b> | <b>28</b> | <b>2</b>      | <b>0</b>     | <b>0</b> | <b>2</b> | <b>1</b>      | <b>1</b> | <b>0</b> | <b>2</b> | <b>4</b> | <b>32</b>  |   |              |

**24-Hour Truck Traffic Count**

North Leg 30  
South Leg 30  
East Leg 10  
West Leg 10

Project  
Count Date

Oak Park Traffic Calming  
4/1/2025

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

| Start Time   | S East Avenue    |           |           |                  |           |           | Adams Street    |           |           |                 |           |           | Intersection<br>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      | 5                | 4         | 9         | 4                | 3         | 7         | 4               | 5         | 9         | 14              | 7         | 21        | 46                    |  |
| 8:00 AM      | 10               | 5         | 15        | 9                | 4         | 13        | 7               | 2         | 9         | 3               | 7         | 10        | 47                    |  |
| 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      | 2                | 4         | 6         | 1                | 1         | 2         | 1               | 1         | 2         | 2               | 2         | 4         | 14                    |  |
| 3:00 PM      | 10               | 8         | 18        | 3                | 4         | 7         | 6               | 12        | 18        | 5               | 18        | 23        | 66                    |  |
| 4:00 PM      | 10               | 6         | 16        | 5                | 4         | 9         | 3               | 4         | 7         | 4               | 4         | 8         | 40                    |  |
| 5:00 PM      | 7                | 4         | 11        | 10               | 7         | 17        | 9               | 5         | 14        | 7               | 8         | 15        | 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>44</b>        | <b>31</b> | <b>75</b> | <b>32</b>        | <b>23</b> | <b>55</b> | <b>30</b>       | <b>29</b> | <b>59</b> | <b>35</b>       | <b>46</b> | <b>81</b> | <b>270</b>            |  |

Project  
Count Date

Oak Park Traffic Calming  
4/1/2025

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

| Start Time                          | S East Avenue  |           |          |           |                |           |          |           |           |               | Adams Street |          |          |               |          |          |          |           |            |   | Intersection |
|-------------------------------------|----------------|-----------|----------|-----------|----------------|-----------|----------|-----------|-----------|---------------|--------------|----------|----------|---------------|----------|----------|----------|-----------|------------|---|--------------|
|                                     | North Approach |           |          |           | South Approach |           |          |           | Both      | East Approach |              |          |          | West Approach |          |          |          | Both      | Approaches |   |              |
|                                     | Right          | Thru      | Left     | Total     | Right          | Thru      | Left     | Total     |           | Right         | Thru         | Left     | Total    | Right         | Thru     | Left     | Total    |           | 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            |
| 1:00 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            |
| 3:00 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            |
| 5:00 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            |
| 7:00 AM                             | 0              | 1         | 0        | 1         | 5              | 34        | 0        | 39        | 40        | 1             | 0            | 0        | 1        | 0             | 4        | 1        | 5        | 6         | 46         |   |              |
| 8:00 AM                             | 0              | 0         | 0        | 0         | 1              | 3         | 0        | 4         | 4         | 0             | 1            | 0        | 1        | 0             | 1        | 0        | 1        | 2         | 6          |   |              |
| 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              | 6         | 0        | 6         | 0              | 1         | 0        | 1         | 7         | 0             | 2            | 0        | 2        | 0             | 1        | 0        | 1        | 3         | 10         |   |              |
| 3:00 PM                             | 2              | 8         | 0        | 10        | 0              | 0         | 0        | 0         | 10        | 0             | 0            | 0        | 0        | 1             | 0        | 0        | 1        | 1         | 11         |   |              |
| 4:00 PM                             | 0              | 4         | 0        | 4         | 0              | 0         | 0        | 0         | 4         | 0             | 0            | 0        | 0        | 1             | 0        | 0        | 1        | 1         | 5          |   |              |
| 5:00 PM                             | 1              | 4         | 0        | 5         | 0              | 2         | 0        | 2         | 7         | 0             | 2            | 0        | 2        | 0             | 0        | 0        | 0        | 2         | 9          |   |              |
| 6:00 PM                             | 0              | 0         | 0        | 0         | 0              | 0         | 0        | 0         | 0         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0         | 0          | 0 |              |
| 7:00 PM                             | 0              | 0         | 0        | 0         | 0              | 0         | 0        | 0         | 0         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0         | 0          | 0 |              |
| 8:00 PM                             | 0              | 0         | 0        | 0         | 0              | 0         | 0        | 0         | 0         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0         | 0          | 0 |              |
| 9:00 PM                             | 0              | 0         | 0        | 0         | 0              | 0         | 0        | 0         | 0         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0         | 0          | 0 |              |
| 10:00 PM                            | 0              | 0         | 0        | 0         | 0              | 0         | 0        | 0         | 0         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0         | 0          | 0 |              |
| 11:00 PM                            | 0              | 0         | 0        | 0         | 0              | 0         | 0        | 0         | 0         | 0             | 0            | 0        | 0        | 0             | 0        | 0        | 0        | 0         | 0          | 0 |              |
| <b>TOTAL</b>                        | <b>3</b>       | <b>23</b> | <b>0</b> | <b>26</b> | <b>6</b>       | <b>40</b> | <b>0</b> | <b>46</b> | <b>72</b> | <b>1</b>      | <b>5</b>     | <b>0</b> | <b>6</b> | <b>2</b>      | <b>6</b> | <b>1</b> | <b>9</b> | <b>15</b> | <b>87</b>  |   |              |
| <b><u>24-Hour Bicycle Count</u></b> |                |           |          |           |                |           |          |           |           |               |              |          |          |               |          |          |          |           |            |   |              |
| North Leg                           |                |           |          |           |                |           |          |           |           | 70            |              |          |          |               |          |          |          |           |            |   |              |
| South Leg                           |                |           |          |           |                |           |          |           |           | 70            |              |          |          |               |          |          |          |           |            |   |              |
| East Leg                            |                |           |          |           |                |           |          |           |           | 20            |              |          |          |               |          |          |          |           |            |   |              |
| West Leg                            |                |           |          |           |                |           |          |           |           | 20            |              |          |          |               |          |          |          |           |            |   |              |

# APPENDIX B

Speed Data

Site Code: 500 Block of S East Avenue  
Station ID: Between  
Location: Adams Street and Madison Street

File Name: Speed Analysis  
Date Printed: 4/29/2025  
Start Date: 4/1/2025  
End Date: 4/2/2025

Latitude: 41.879841  
Longitude: -87.789352  
Direction: SB, Lane 1

| 4/1/2025 | > 15 -<br>0 - 15<br>Time | 17.5<br>MPH | > 17.5 -<br>20 MPH | 22.5<br>MPH | > 22.5 -<br>25 MPH | 27.5<br>MPH | > 27.5 -<br>30 MPH | > 30 - 35<br>MPH | > 35 - 40<br>MPH | > 40 - 45<br>MPH | > 45 - 50<br>MPH | > 50<br>MPH | Total |
|----------|--------------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|------------------|------------------|------------------|------------------|-------------|-------|
| 12:00 AM | 0                        | 0           | 0                  | 0           | 0                  | 0           | 0                  | 1                | 0                | 0                | 0                | 0           | 1     |
| 1:00     | 0                        | 0           | 0                  | 1           | 0                  | 0           | 0                  | 0                | 0                | 0                | 0                | 0           | 1     |
| 2:00     | 0                        | 0           | 0                  | 0           | 1                  | 0           | 0                  | 0                | 0                | 0                | 0                | 0           | 1     |
| 3:00     | 1                        | 0           | 0                  | 0           | 0                  | 1           | 1                  | 0                | 0                | 0                | 0                | 0           | 3     |
| 4:00     | 0                        | 0           | 2                  | 0           | 0                  | 0           | 0                  | 0                | 0                | 0                | 0                | 0           | 2     |
| 5:00     | 0                        | 1           | 1                  | 0           | 1                  | 1           | 0                  | 1                | 0                | 0                | 0                | 0           | 5     |
| 6:00     | 1                        | 0           | 4                  | 3           | 12                 | 4           | 4                  | 0                | 0                | 0                | 0                | 0           | 28    |
| 7:00     | 12                       | 9           | 15                 | 34          | 14                 | 16          | 5                  | 1                | 0                | 0                | 0                | 0           | 106   |
| 8:00     | 6                        | 19          | 48                 | 48          | 33                 | 10          | 2                  | 1                | 0                | 0                | 0                | 0           | 167   |
| 9:00     | 1                        | 5           | 10                 | 15          | 21                 | 5           | 1                  | 0                | 0                | 0                | 0                | 0           | 58    |
| 10:00    | 2                        | 2           | 10                 | 21          | 20                 | 17          | 7                  | 5                | 0                | 0                | 0                | 0           | 84    |
| 11:00    | 0                        | 3           | 16                 | 15          | 23                 | 15          | 6                  | 1                | 0                | 0                | 0                | 0           | 79    |
| 12:00 PM | 6                        | 9           | 22                 | 24          | 12                 | 5           | 1                  | 1                | 0                | 0                | 0                | 0           | 80    |
| 1:00     | 4                        | 2           | 20                 | 24          | 25                 | 12          | 2                  | 0                | 0                | 0                | 0                | 0           | 89    |
| 2:00     | 10                       | 9           | 44                 | 55          | 31                 | 17          | 8                  | 0                | 0                | 0                | 0                | 0           | 174   |
| 3:00     | 63                       | 34          | 62                 | 62          | 39                 | 9           | 5                  | 1                | 0                | 0                | 0                | 0           | 275   |
| 4:00     | 13                       | 17          | 55                 | 50          | 37                 | 14          | 14                 | 3                | 0                | 0                | 0                | 0           | 203   |
| 5:00     | 46                       | 39          | 56                 | 57          | 41                 | 17          | 2                  | 0                | 0                | 0                | 0                | 0           | 258   |
| 6:00     | 19                       | 14          | 39                 | 42          | 37                 | 26          | 3                  | 3                | 0                | 0                | 0                | 0           | 183   |
| 7:00     | 17                       | 16          | 25                 | 28          | 22                 | 3           | 3                  | 0                | 0                | 0                | 0                | 0           | 114   |
| 8:00     | 6                        | 9           | 17                 | 21          | 15                 | 5           | 1                  | 0                | 0                | 0                | 0                | 0           | 74    |
| 9:00     | 1                        | 4           | 11                 | 13          | 7                  | 3           | 1                  | 1                | 0                | 0                | 0                | 0           | 41    |
| 10:00    | 1                        | 3           | 3                  | 6           | 4                  | 2           | 0                  | 0                | 0                | 0                | 0                | 0           | 19    |
| 11:00    | 0                        | 0           | 0                  | 2           | 5                  | 1           | 0                  | 0                | 0                | 0                | 0                | 0           | 8     |
| Total    | 209                      | 195         | 460                | 521         | 400                | 183         | 66                 | 19               | 0                | 0                | 0                | 0           | 2053  |

Percentile  
Speed  
Mean Speed (Average)  
10 MPH Pace Speed  
Number in Pace  
Percent in Pace  
Number > 25 MPH  
Percent > 25 MPH

|             |  |            |            |            |            |     |    |    |   |   |   |   |      |
|-------------|--|------------|------------|------------|------------|-----|----|----|---|---|---|---|------|
| Grand Total | 209  | 195        | 460        | 521        | 400        | 183 | 66 | 19 | 0 | 0 | 0 | 0 | 2053 |
| Stats       | Percentile<br>Speed<br>Mean Speed (Average)<br>10 MPH Pace Speed<br>Number in Pace<br>Percent in Pace<br>Number > 25 MPH<br>Percent > 25 MPH | 15th<br>16 | 50th<br>20 | 85th<br>24 | 95th<br>26 |     |    |    |   |   |   |   |      |
|             |  |            |            |            |            |     |    |    |   |   |   |   |      |
|             |  |            |            |            |            |     |    |    |   |   |   |   |      |
|             |  |            |            |            |            |     |    |    |   |   |   |   |      |

Site Code: 500 Block of S East Avenue  
Station ID: Between  
Location: Adams Street and Madison Street

File Name: Speed Analysis  
Date Printed: 4/29/2025  
Start Date: 4/1/2025  
End Date: 4/2/2025

Latitude: 41.879841  
Longitude: -87.789352  
Direction: NB, Lane 2

| 4/1/2025 | > 15 - 0 - 15 MPH | > 17.5 - 17.5 MPH | > 20 - 22.5 MPH | > 22.5 - 25 MPH | > 25 - 27.5 MPH | > 27.5 - 30 MPH | > 30 - 35 MPH | > 35 - 40 MPH | > 40 - 45 MPH | > 45 - 50 MPH | > 50 MPH | Total |
|----------|-------------------|-------------------|-----------------|-----------------|-----------------|-----------------|---------------|---------------|---------------|---------------|----------|-------|
| Time     | Time              | Time              | Time            | Time            | Time            | Time            | Time          | Time          | Time          | Time          | Time     | Time  |
| 12:00 AM | 0                 | 0                 | 0               | 0               | 2               | 0               | 0             | 0             | 0             | 0             | 0        | 2     |
| 1:00     | 0                 | 0                 | 0               | 0               | 1               | 0               | 0             | 0             | 0             | 0             | 0        | 1     |
| 2:00     | 0                 | 0                 | 0               | 0               | 1               | 1               | 0             | 0             | 0             | 0             | 0        | 2     |
| 3:00     | 0                 | 0                 | 0               | 0               | 1               | 1               | 0             | 0             | 0             | 0             | 0        | 2     |
| 4:00     | 0                 | 0                 | 1               | 0               | 3               | 0               | 0             | 1             | 0             | 0             | 0        | 5     |
| 5:00     | 2                 | 1                 | 1               | 3               | 3               | 4               | 2             | 1             | 1             | 0             | 0        | 18    |
| 6:00     | 1                 | 1                 | 1               | 9               | 10              | 5               | 9             | 2             | 0             | 0             | 0        | 38    |
| 7:00     | 24                | 17                | 27              | 42              | 66              | 29              | 18            | 5             | 1             | 0             | 0        | 229   |
| 8:00     | 43                | 23                | 33              | 48              | 56              | 34              | 16            | 3             | 0             | 0             | 0        | 256   |
| 9:00     | 4                 | 7                 | 19              | 18              | 35              | 24              | 8             | 2             | 0             | 0             | 0        | 117   |
| 10:00    | 6                 | 6                 | 14              | 25              | 32              | 14              | 4             | 5             | 1             | 0             | 0        | 107   |
| 11:00    | 2                 | 6                 | 14              | 26              | 36              | 25              | 6             | 6             | 1             | 0             | 0        | 122   |
| 12:00 PM | 7                 | 9                 | 16              | 27              | 44              | 22              | 6             | 2             | 1             | 0             | 0        | 134   |
| 1:00     | 12                | 13                | 16              | 21              | 31              | 12              | 5             | 3             | 1             | 0             | 0        | 114   |
| 2:00     | 13                | 9                 | 21              | 26              | 34              | 19              | 5             | 2             | 0             | 0             | 0        | 129   |
| 3:00     | 12                | 19                | 40              | 35              | 31              | 12              | 10            | 0             | 0             | 0             | 0        | 159   |
| 4:00     | 5                 | 13                | 21              | 51              | 57              | 23              | 11            | 0             | 0             | 0             | 0        | 181   |
| 5:00     | 16                | 11                | 49              | 63              | 53              | 24              | 9             | 1             | 0             | 1             | 0        | 227   |
| 6:00     | 2                 | 7                 | 22              | 41              | 63              | 17              | 13            | 5             | 1             | 1             | 0        | 172   |
| 7:00     | 1                 | 2                 | 15              | 42              | 43              | 15              | 6             | 5             | 0             | 0             | 0        | 129   |
| 8:00     | 1                 | 5                 | 14              | 7               | 22              | 13              | 2             | 1             | 0             | 0             | 0        | 65    |
| 9:00     | 0                 | 0                 | 2               | 8               | 10              | 6               | 3             | 2             | 0             | 0             | 0        | 31    |
| 10:00    | 0                 | 1                 | 1               | 1               | 3               | 5               | 1             | 0             | 0             | 0             | 0        | 12    |
| 11:00    | 0                 | 0                 | 1               | 2               | 5               | 1               | 0             | 1             | 0             | 0             | 0        | 10    |
| Total    | 151               | 150               | 328             | 495             | 642             | 306             | 134           | 47            | 7             | 2             | 0        | 2262  |

Percentile 15th 50th 85th 95th  
Speed 17 22 25 28  
Mean Speed (Average) 22.4  
10 MPH Pace Speed 18-27  
Number in Pace 1711  
Percent in Pace 76.0%  
Number > 25 MPH 496  
Percent > 25 MPH 21.9%

|             |                      |       |      |      |      |     |     |    |   |   |   |   |      |
|-------------|----------------------|-------|------|------|------|-----|-----|----|---|---|---|---|------|
| Grand Total | 151                  | 150   | 328  | 495  | 642  | 306 | 134 | 47 | 7 | 2 | 0 | 0 | 2262 |
| Stats       | Percentile           | 15th  | 50th | 85th | 95th |     |     |    |   |   |   |   |      |
|             | Speed                | 17    | 22   | 25   | 28   |     |     |    |   |   |   |   |      |
|             | Mean Speed (Average) | 22.4  |      |      |      |     |     |    |   |   |   |   |      |
|             | 10 MPH Pace Speed    | 18-27 |      |      |      |     |     |    |   |   |   |   |      |
|             | Number in Pace       | 1720  |      |      |      |     |     |    |   |   |   |   |      |
|             | Percent in Pace      | 76.0% |      |      |      |     |     |    |   |   |   |   |      |
|             | Number > 25 MPH      | 496   |      |      |      |     |     |    |   |   |   |   |      |
|             | Percent > 25 MPH     | 21.9% |      |      |      |     |     |    |   |   |   |   |      |

Site Code: 500 Block of S East Avenue  
Station ID: Between  
Location: Adams Street and Madison Street

File Name: Speed Analysis  
Date Printed: 4/29/2025  
Start Date: 4/1/2025  
End Date: 4/2/2025

Latitude: 41.879841  
Longitude: -87.789352  
Direction: Combined

| 4/1/2025    | > 15 -<br>0 - 15<br>Time | 17.5<br>MPH | > 17.5 -<br>20 MPH | 22.5<br>MPH | > 22.5 -<br>25 MPH | 27.5<br>MPH | > 27.5 -<br>30 MPH | > 30 - 35<br>MPH | > 35 - 40<br>MPH | > 40 - 45<br>MPH | > 45 - 50<br>MPH | > 50<br>MPH | Total |
|-------------|--------------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|------------------|------------------|------------------|------------------|-------------|-------|
| 12:00 AM    | 0                        | 0           | 0                  | 0           | 2                  | 0           | 0                  | 1                | 0                | 0                | 0                | 0           | 3     |
| 1:00        | 0                        | 0           | 0                  | 1           | 1                  | 0           | 0                  | 0                | 0                | 0                | 0                | 0           | 2     |
| 2:00        | 0                        | 0           | 0                  | 0           | 2                  | 1           | 0                  | 0                | 0                | 0                | 0                | 0           | 3     |
| 3:00        | 1                        | 0           | 0                  | 0           | 1                  | 2           | 1                  | 0                | 0                | 0                | 0                | 0           | 5     |
| 4:00        | 0                        | 0           | 3                  | 0           | 3                  | 0           | 0                  | 1                | 0                | 0                | 0                | 0           | 7     |
| 5:00        | 2                        | 2           | 2                  | 3           | 4                  | 5           | 2                  | 2                | 1                | 0                | 0                | 0           | 23    |
| 6:00        | 2                        | 1           | 5                  | 12          | 22                 | 9           | 13                 | 2                | 0                | 0                | 0                | 0           | 66    |
| 7:00        | 36                       | 26          | 42                 | 76          | 80                 | 45          | 23                 | 6                | 1                | 0                | 0                | 0           | 335   |
| 8:00        | 49                       | 42          | 81                 | 96          | 89                 | 44          | 18                 | 4                | 0                | 0                | 0                | 0           | 423   |
| 9:00        | 5                        | 12          | 29                 | 33          | 56                 | 29          | 9                  | 2                | 0                | 0                | 0                | 0           | 175   |
| 10:00       | 8                        | 8           | 24                 | 46          | 52                 | 31          | 11                 | 10               | 1                | 0                | 0                | 0           | 191   |
| 11:00       | 2                        | 9           | 30                 | 41          | 59                 | 40          | 12                 | 7                | 1                | 0                | 0                | 0           | 201   |
| 12:00 PM    | 13                       | 18          | 38                 | 51          | 56                 | 27          | 7                  | 3                | 1                | 0                | 0                | 0           | 214   |
| 1:00        | 16                       | 15          | 36                 | 45          | 56                 | 24          | 7                  | 3                | 1                | 0                | 0                | 0           | 203   |
| 2:00        | 23                       | 18          | 65                 | 81          | 65                 | 36          | 13                 | 2                | 0                | 0                | 0                | 0           | 303   |
| 3:00        | 75                       | 53          | 102                | 97          | 70                 | 21          | 15                 | 1                | 0                | 0                | 0                | 0           | 434   |
| 4:00        | 18                       | 30          | 76                 | 101         | 94                 | 37          | 25                 | 3                | 0                | 0                | 0                | 0           | 384   |
| 5:00        | 62                       | 50          | 105                | 120         | 94                 | 41          | 11                 | 1                | 0                | 1                | 0                | 0           | 485   |
| 6:00        | 21                       | 21          | 61                 | 83          | 100                | 43          | 16                 | 8                | 1                | 1                | 0                | 0           | 355   |
| 7:00        | 18                       | 18          | 40                 | 70          | 65                 | 18          | 9                  | 5                | 0                | 0                | 0                | 0           | 243   |
| 8:00        | 7                        | 14          | 31                 | 28          | 37                 | 18          | 3                  | 1                | 0                | 0                | 0                | 0           | 139   |
| 9:00        | 1                        | 4           | 13                 | 21          | 17                 | 9           | 4                  | 3                | 0                | 0                | 0                | 0           | 72    |
| 10:00       | 1                        | 4           | 4                  | 7           | 7                  | 7           | 1                  | 0                | 0                | 0                | 0                | 0           | 31    |
| 11:00       | 0                        | 0           | 1                  | 4           | 10                 | 2           | 0                  | 1                | 0                | 0                | 0                | 0           | 18    |
| Total       | 360                      | 345         | 788                | 1016        | 1042               | 489         | 200                | 66               | 7                | 2                | 0                | 0           | 4315  |
|             | Percentile               |             | 15th               | 50th        | 85th               | 95th        |                    |                  |                  |                  |                  |             |       |
|             | Speed                    |             | 16                 | 21          | 24                 | 27          |                    |                  |                  |                  |                  |             |       |
|             | Mean Speed (Average)     |             | 21.6               |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | 10 MPH Pace Speed        |             | 18-27              |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | Number in Pace           |             | 3267               |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | Percent in Pace          |             | 77.0%              |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | Number > 25 MPH          |             | 764                |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | Percent > 25 MPH         |             | 17.7%              |             |                    |             |                    |                  |                  |                  |                  |             |       |
| Grand Total | 360                      | 345         | 788                | 1016        | 1042               | 489         | 200                | 66               | 7                | 2                | 0                | 0           | 4315  |
| Stats       | Percentile               |             | 15th               | 50th        | 85th               | 95th        |                    |                  |                  |                  |                  |             |       |
|             | Speed                    |             | 16                 | 21          | 24                 | 27          |                    |                  |                  |                  |                  |             |       |
|             | Mean Speed (Average)     |             | 21.6               |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | 10 MPH Pace Speed        |             | 18-27              |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | Number in Pace           |             | 3292               |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | Percent in Pace          |             | 77.0%              |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | Number > 25 MPH          |             | 764                |             |                    |             |                    |                  |                  |                  |                  |             |       |
|             | Percent > 25 MPH         |             | 17.7%              |             |                    |             |                    |                  |                  |                  |                  |             |       |

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

**Item Title: 2025 Bike Program**

Review Date: May 12, 2025

Prepared By: Christopher Welch

**Abstract:**

The Commission will review the portions of the neighborhood greenway system that will be bid and constructed in 2025. The commission will also be updated on the current status of the system.

**Recommendation(s):**

Review and provide feedback on the proposed Neighborhood Greenway segments

Supporting Documentation Is Attached

# VILLAGE OF OAK PARK, ILLINOIS

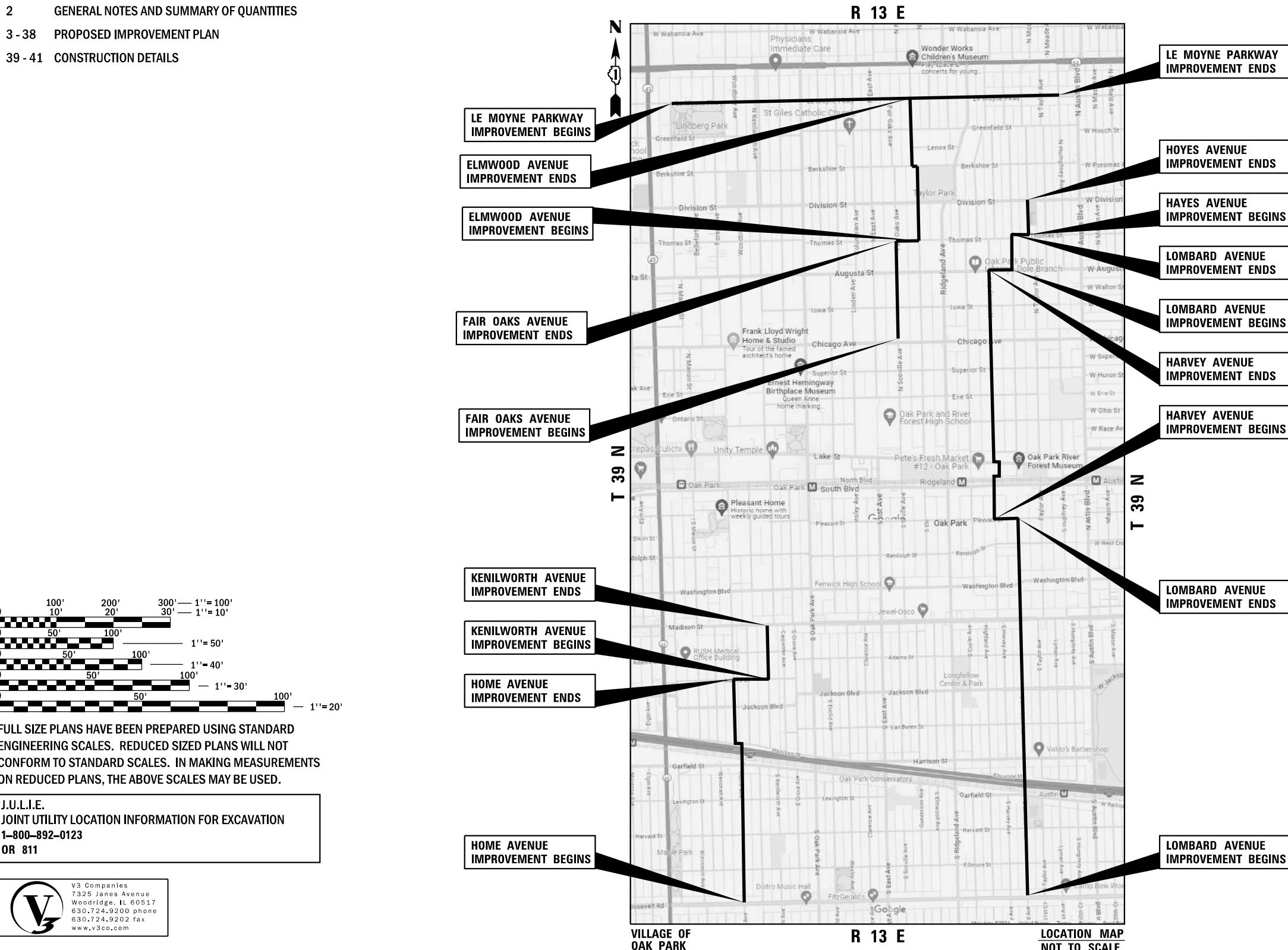
# **VILLAGE PROJECT #24-15**

# **BIKE BOULEVARD PAVEMENT MARKING AND SIGNAGE IMPROVEMENTS**

## **2025 NEIGHBORHOOD GREENWAY DESIGN**

## INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES AND SUMMARY OF QUANTITIES
- 3 - 38 PROPOSED IMPROVEMENT PLAN
- 39 - 41 CONSTRUCTION DETAILS



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

**J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811**

The logo for V3 Companies features a stylized 'V' and '3' intertwined within a circular frame.

V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200 phone  
630.724.9202 fax  
[www.v3co.com](http://www.v3co.com)

| COUNTY             | TOTAL SHEETS | SHEET NO. |
|--------------------|--------------|-----------|
| COOK               | \$TOT        | 1         |
| PROJECT NO. 230326 |              |           |



LOCATION OF SECTION INDICATED THUS: -

## CONTACT INFORMATION

|                     |              |
|---------------------|--------------|
| J.U.L.I.E.          | 800-892-0123 |
| Public Works Center | 708-358-5700 |
| Communication       | 708-358-5770 |
| Police              | 708-386-3800 |
| Fire                | 708-358-5600 |
| EMERGENCY           | 911          |

V3 COMPANIES  
JASON D. HOLY  
# 062-059941  
Jason Holy  
DATE: xx-xx-2025

A circular seal for Jason D. Holy, P.E. The outer ring contains the text "JASON D. HOLY" at the top and "ILLINOIS" at the bottom. The inner circle contains the text "062-059941" in the center, surrounded by "LICENSED PROFESSIONAL ENGINEER" and "OF" on the sides.

EXPIRATION DATE: 11-30-2025

## GENERAL NOTES

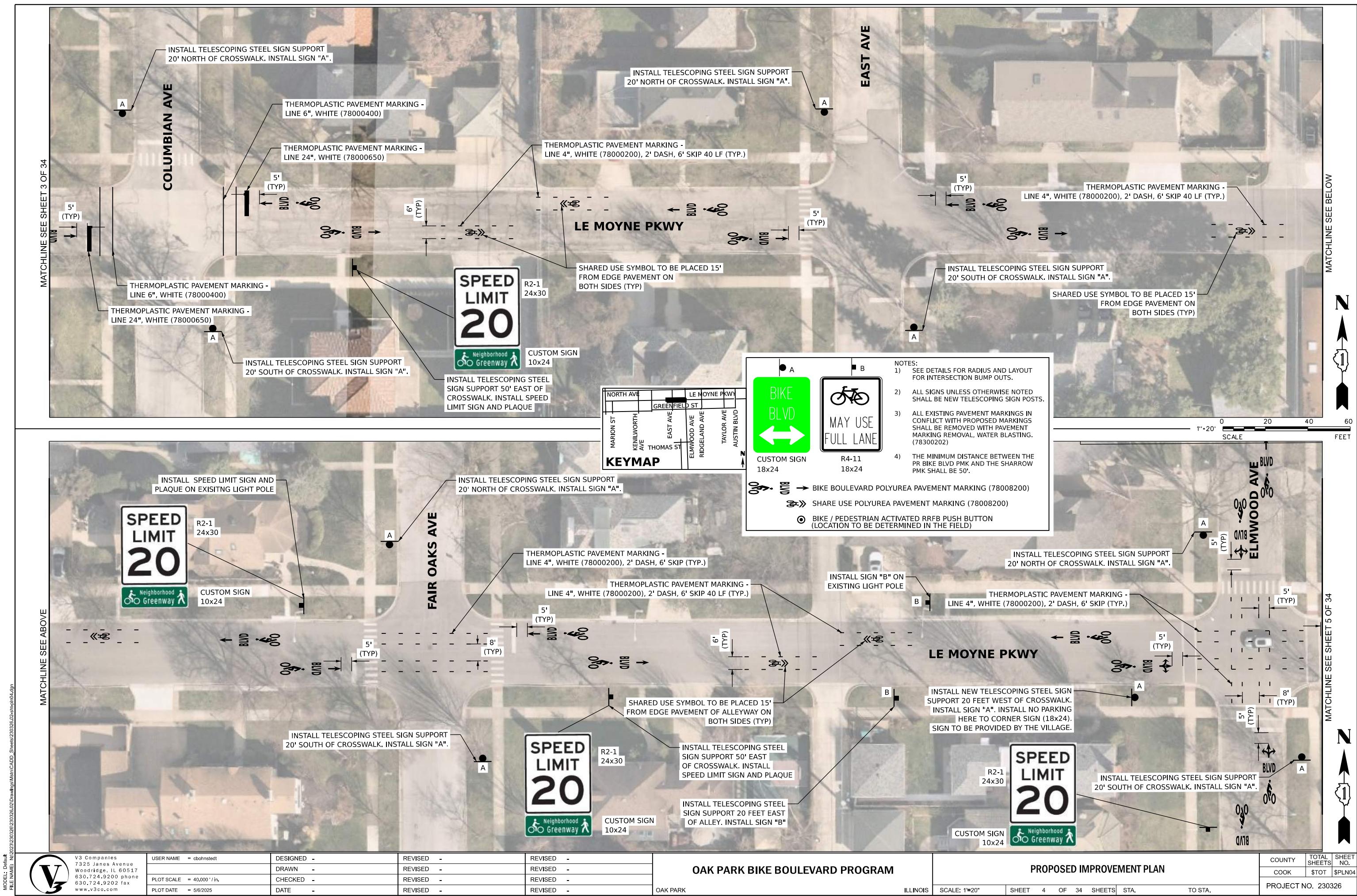
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE", COOK COUNTY AND THE VILLAGE OF OAK PARK FOR FIELD LOCATIONS OF BURIED UTILITIES 48 HOURS IN ADVANCE OF WORK.
- PRIOR TO NEW WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD CHECK ALL DIMENSIONS AND ELEVATIONS AND TO VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITY LINES AND STRUCTURES THAT MAY BE IMPACTED BY THE PROPOSED WORK PRIOR TO ORDERING MATERIAL OR BEGINNING CONSTRUCTION. ANY DISCREPANCIES FROM THE PLANS SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED BY THE UTILITY COMPANY AT THE CONTRACTOR'S EXPENSE.
- ALL APPLICABLE PROVISIONS OF THE CURRENT OCCUPATIONAL SAFETY AND HEALTH ACT ARE HEREIN INCORPORATED BY REFERENCE.
- EXCEPT WHERE MODIFIED BY THE CONTRACT DOCUMENTS, ALL WORK PROPOSED HEREON SHALL BE IN ACCORDANCE WITH THE FOLLOWING SPECIFICATIONS WHICH ARE HEREBY MADE A PART HEREOF:
  - "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS," AS PREPARED BY IDOT, LATEST EDITION.
  - "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AS PUBLISHED BY THE IEPA," LATEST EDITION.
  - ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS," AS PUBLISHED BY THE IEPA. LATEST EDITION.
- THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS/HER WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR HAVING A SET OF "APPROVED" ENGINEERING PLANS WITH THE LATEST REVISION DATE ON THE JOB SITE PRIOR TO THE START OF CONSTRUCTION AND AT ALL TIMES DURING CONSTRUCTION.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND SIDE ROADS TO REMAIN DURING CONSTRUCTION OPERATIONS.
- CONTRACTOR TO PROVIDE SHOP DRAWING OF PROPOSED SIGNS FOR APPROVAL BY VILLAGE BEFORE FABRICATING.
- CONTRACTOR TO COORDINATE WITH OAK PARK AND RIVER FOREST HIGH SCHOOL BEFORE INSTALLING EQUIPMENT ON ERIE STREET TO NOT AFFECT SCHOOL OPERATIONS.
- TRAFFIC CONTROL AND PROTECTION IS INCLUDED IN THE CONTRACT PRICE. WORK TO BE PERFORMED ON LAKE STREET SHALL USE STANDARD 701502-09.
- THE REMOVAL OF ANY EXISTING TELESCOPING STEEL SIGN SUPPORTS DUE TO THE RELOCATION OF SIGN PANELS IS TO BE INCLUDED IN THE COST OF THE SIGN PANEL RELOCATION.
- WORK ON ERIE STREET FROM LINDEN AVENUE TO SCOVILLE AVENUE AND ON LAKE STREET INTERSECTION SHALL BE DONE BETWEEN 9AM - 2PM.
- ALL PAVEMENT MARKING INSTALLED ON THIS PROJECT SHALL COMPLY WITH IDOT ARTICLE 780 FOR WINTER PERFORMANCE PERIOD AND SPRING INSTALLATION REGARDLESS OF WHEN THE PAVEMENT MARKING IS INSTALLED.

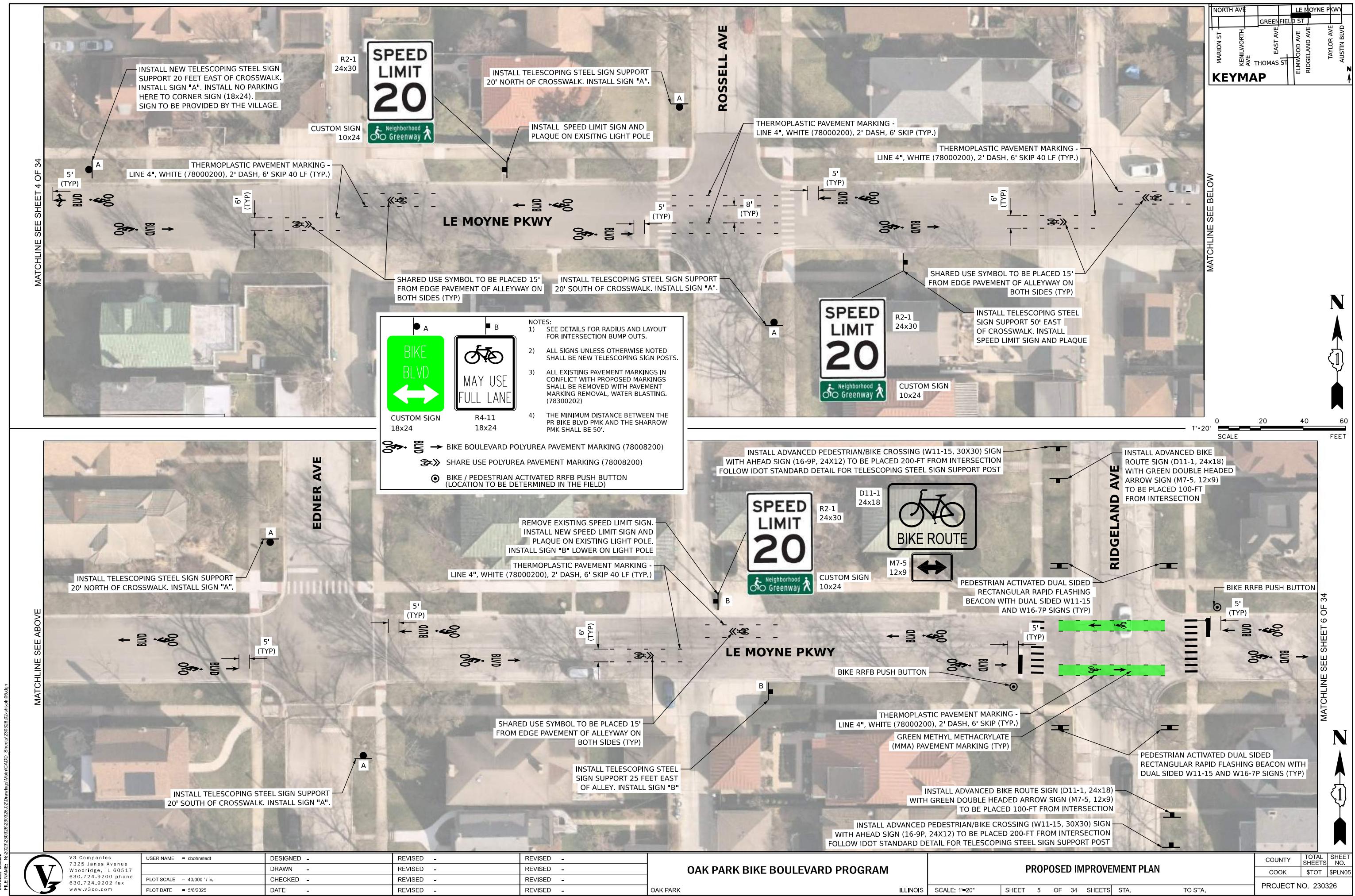
| SPECIAL PROVISION | PAY ITEM NO. | ITEM   | UNIT  | TOTAL QUANTITY |
|-------------------|--------------|--|-------|----------------|
| *                 | 70102620     | TRAFFIC CONTROL AND PROTECTION                               | L SUM | 1              |
|                   | 72000100     | SIGN PANEL - TYPE 1  | SQ FT | 776            |
|                   | 72400710     | RELOCATE SIGN PANEL - TYPE 1                                 | SQ FT | 18             |
|                   | 78000200     | THERMOPLASTIC PAVEMENT MARKING - LINE 4"                     | FOOT  | 5886           |
|                   | 78000400     | THERMOPLASTIC PAVEMENT MARKING - LINE 6"                     | FOOT  | 1760           |
|                   | 78000600     | THERMOPLASTIC PAVEMENT MARKING - LINE 12"                    | FOOT  | 792            |
|                   | 78000650     | THERMOPLASTIC PAVEMENT MARKING - LINE 24"                    | FOOT  | 396            |
| *                 | 78008200     | POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS       | SQ FT | 19021          |
|                   | 78008210     | POLYUREA PAVEMENT MARKING TYPE I - LINE 4"                   | FOOT  | 5886           |
|                   | 78008230     | POLYUREA PAVEMENT MARKING TYPE I - LINE 6                    | FOOT  | 100            |
|                   | 78008250     | POLYUREA PAVEMENT MARKING TYPE I - LINE 12"                  | FOOT  | 42             |
|                   | 78008270     | POLYUREA PAVEMENT MARKING TYPE I - LINE 24"                  | FOOT  | 27             |
|                   | 78300202     | PAVEMENT MARKING REMOVAL - WATER BLASTING                    | SQ FT | 68             |
| *                 | X2600007     | REMOVE AND SALVAGE SIGN PANEL                                | EACH  | 27             |
| *                 | X6350108     | FLEXIBLE DELINEATORS   | EACH  | 19             |
| *                 | X7800010     | METHYL METHACRYLATE PAVEMENT COLORIZATION                    | SQ YD | 1061           |
| *                 |              | CUSTOM SIGN PANEL  | SQ FT | 555            |
| *                 |              | TELESCOPING STEEL SIGN SUPPORT (SPECIAL)                     | FOOT  | 2923           |
| *                 |              | RADAR VEHICLE SENSING DEVICE MOUNTING ON EXISTING LIGHT POLE | EACH  | 14             |
| *                 |              | RUBBER SPEED BUMP  | FOOT  | 8              |

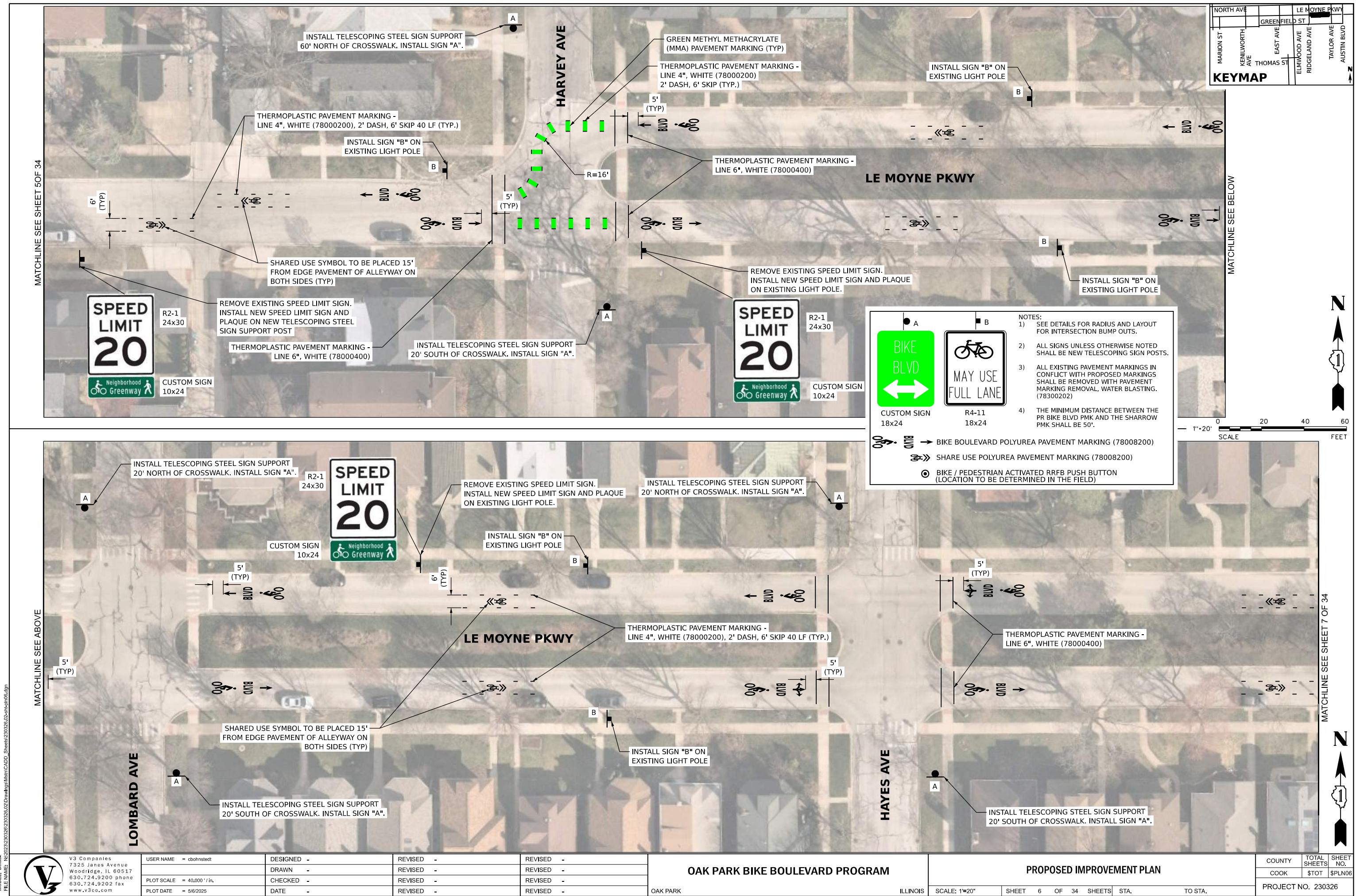


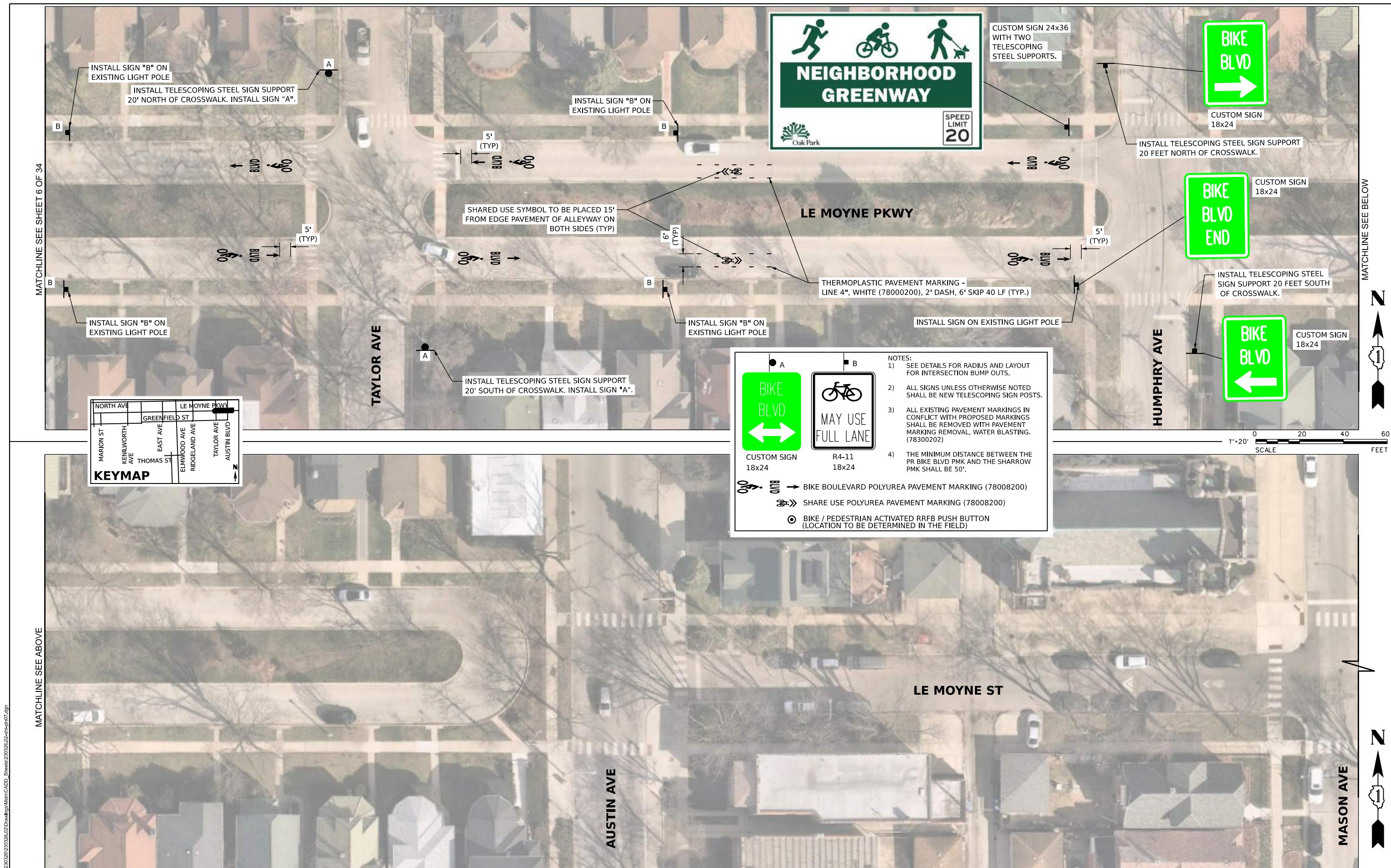


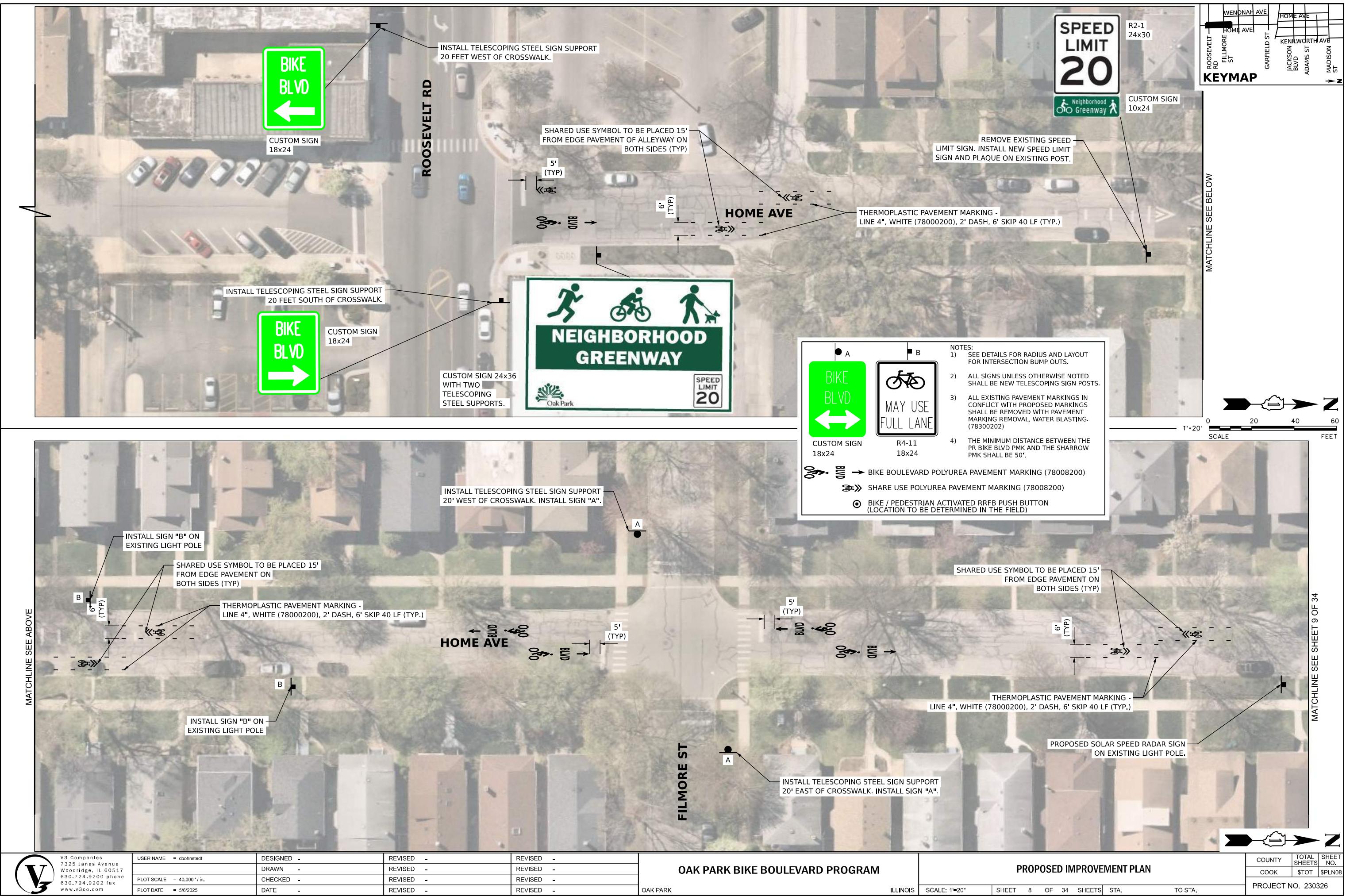


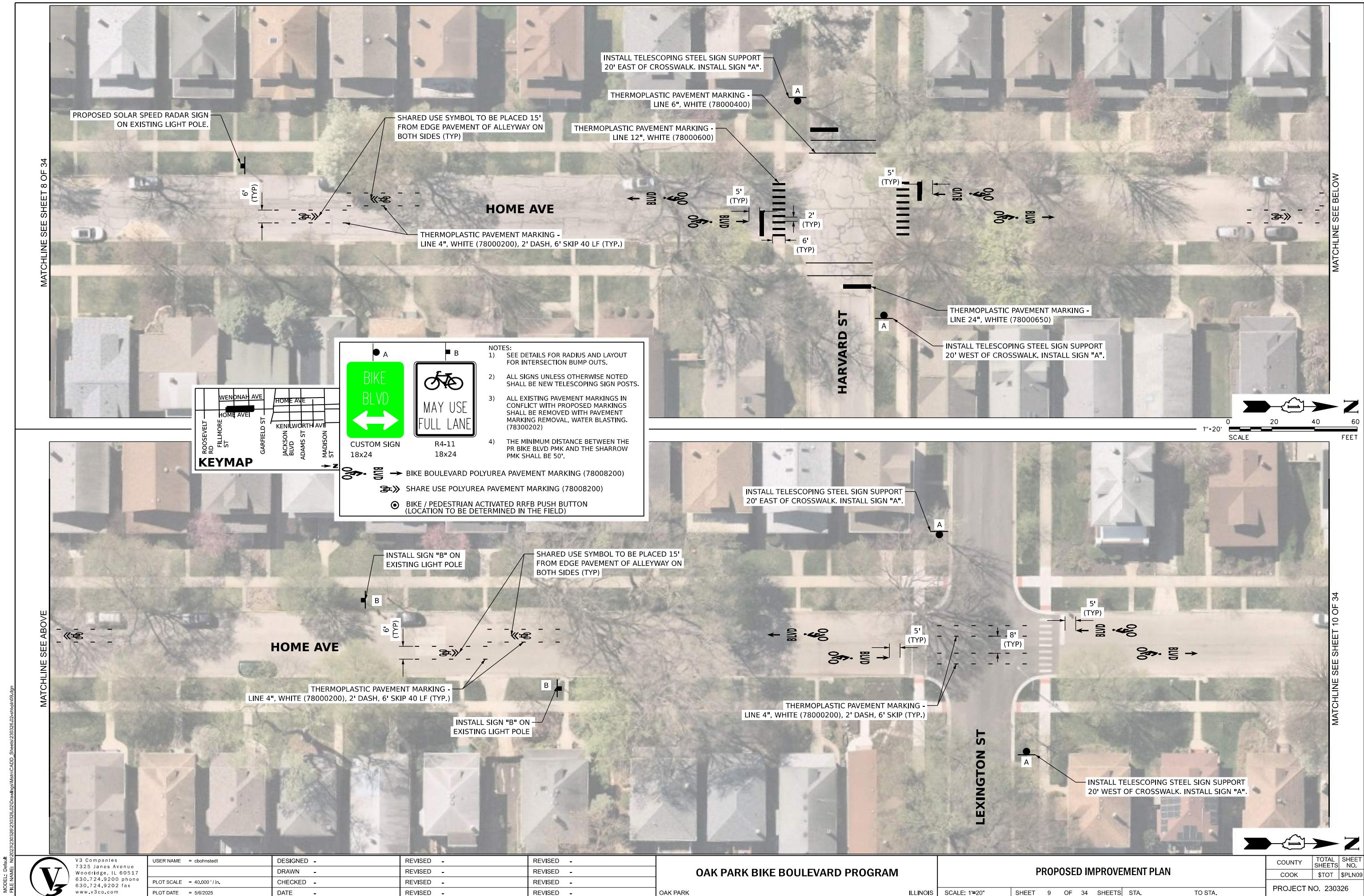


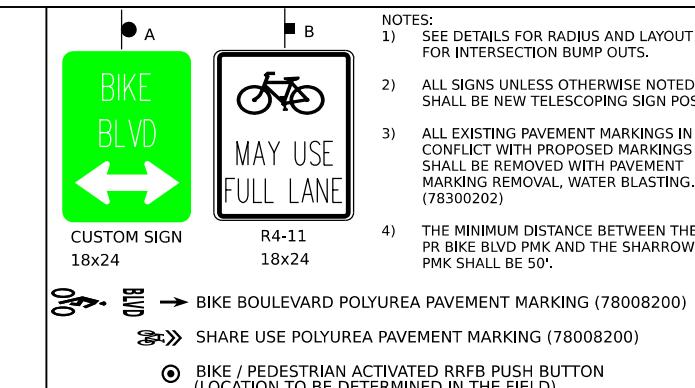
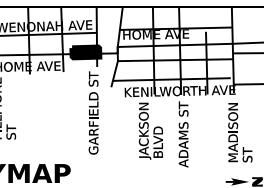










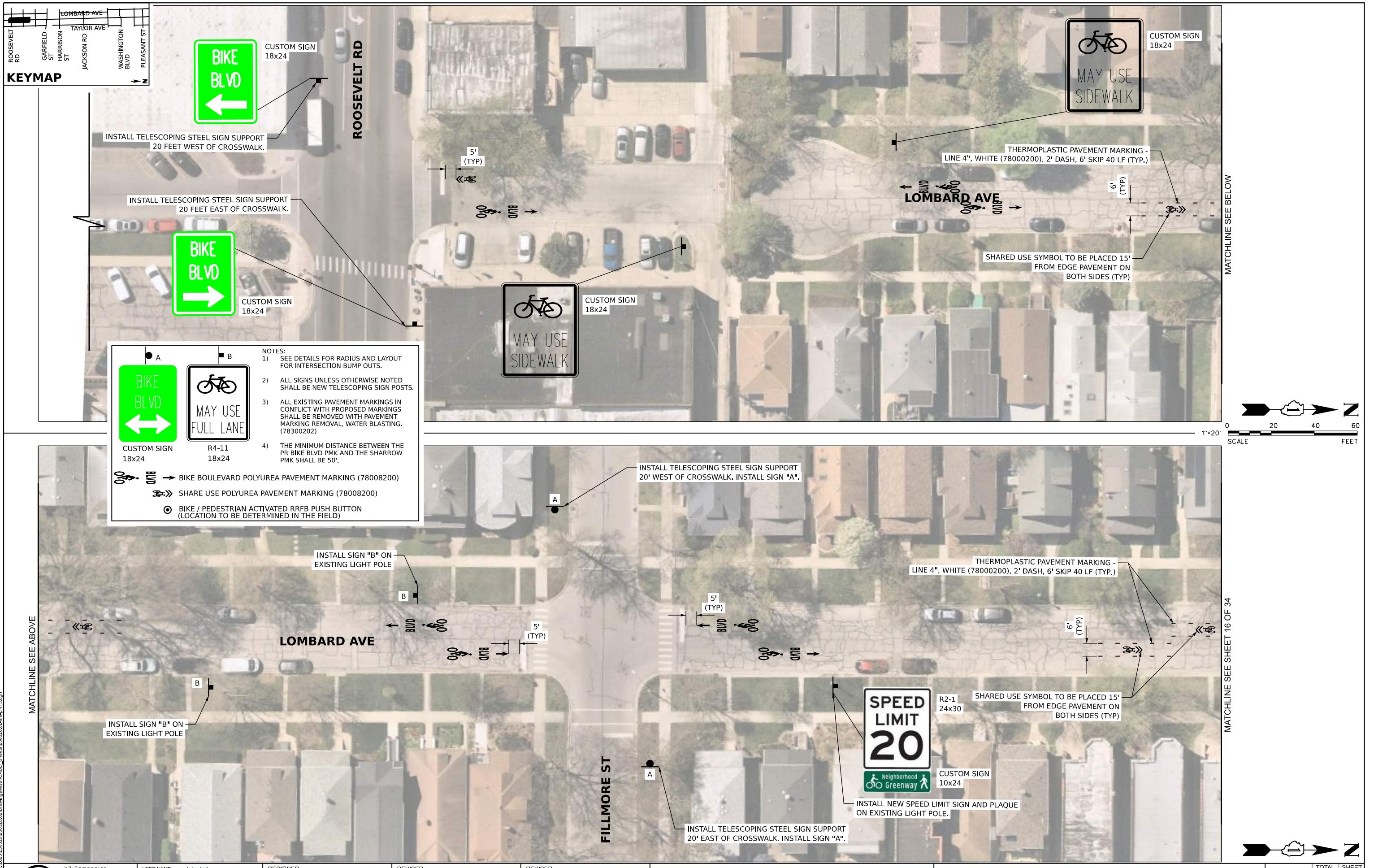


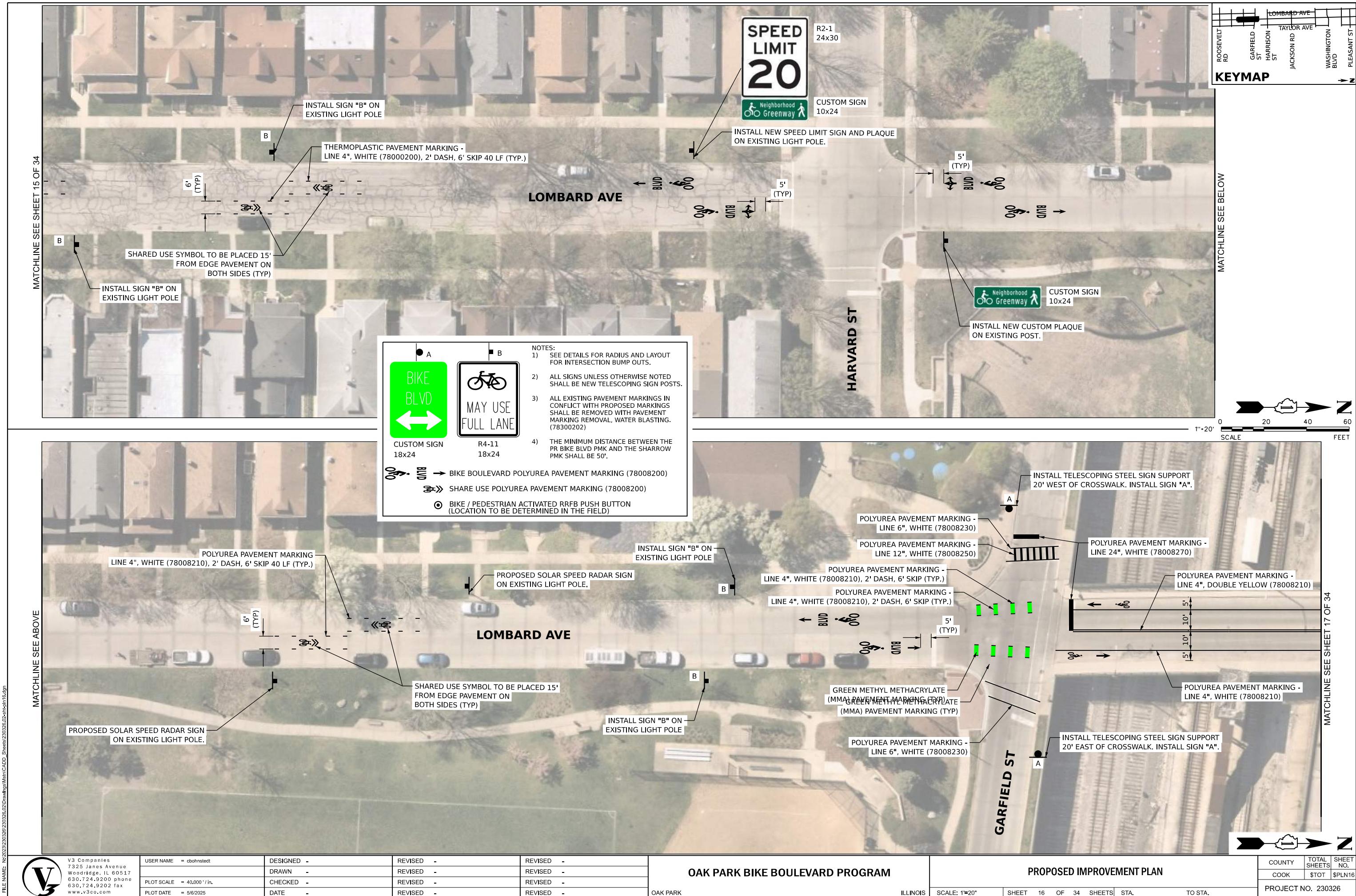


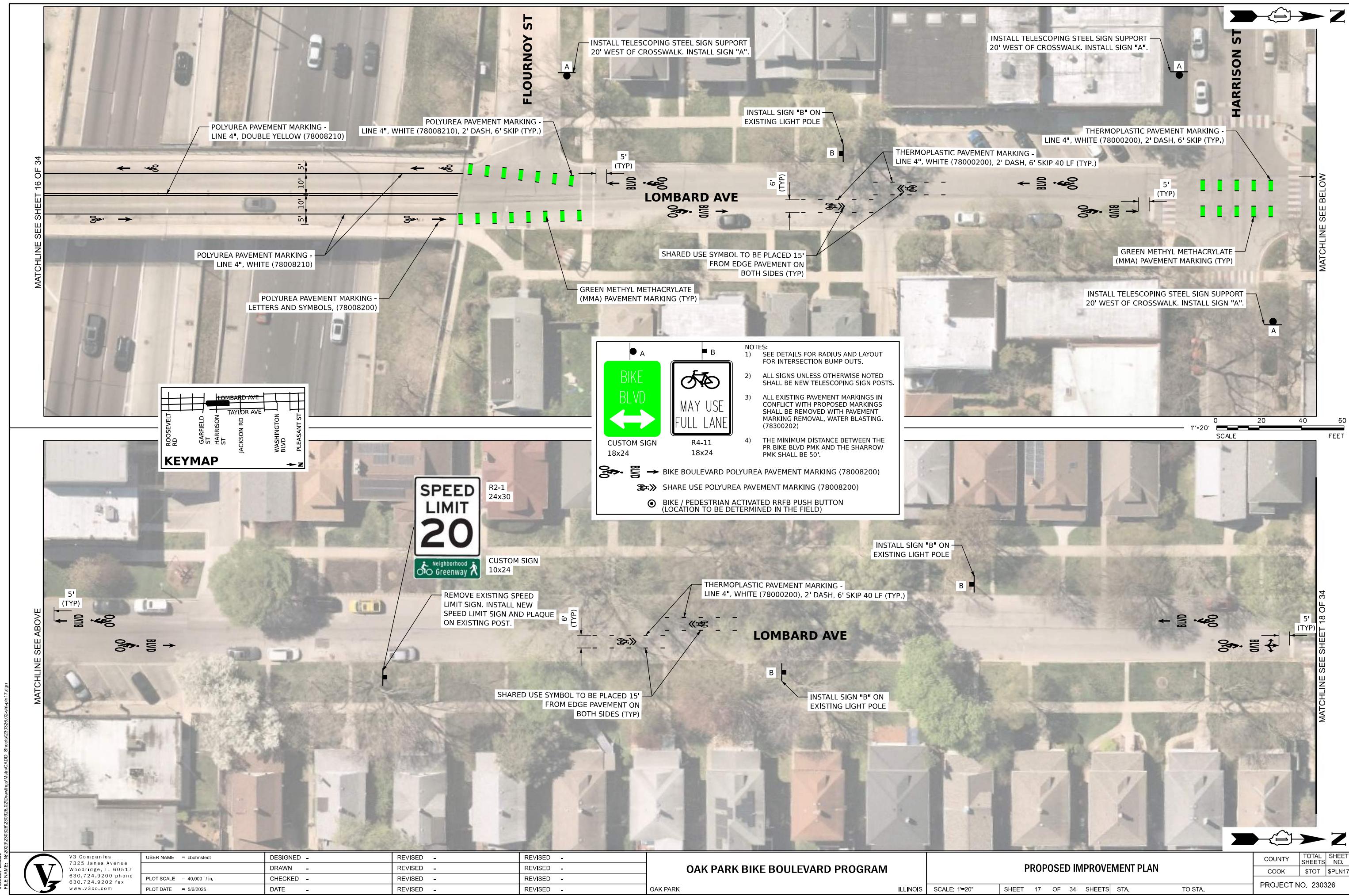


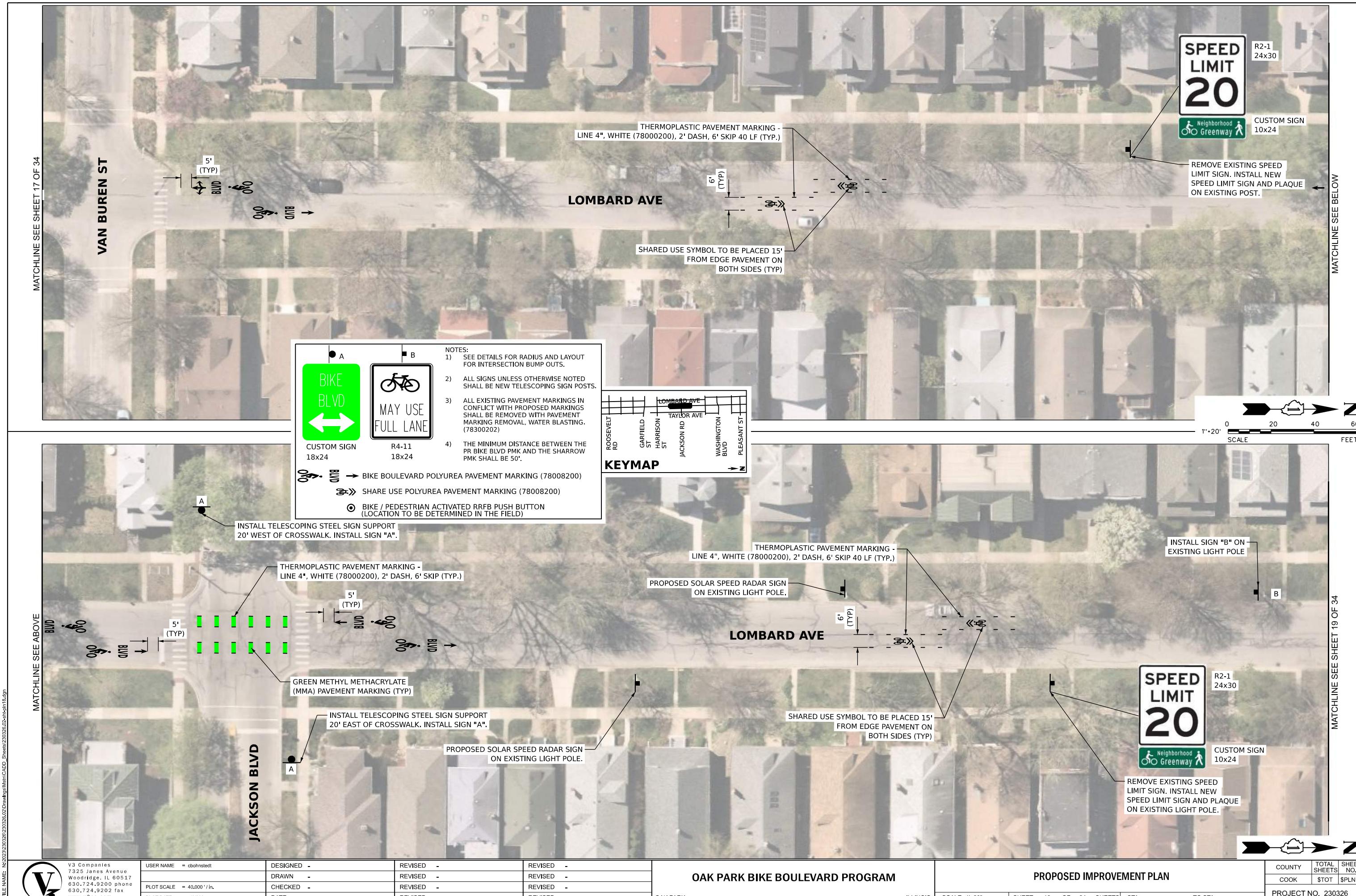


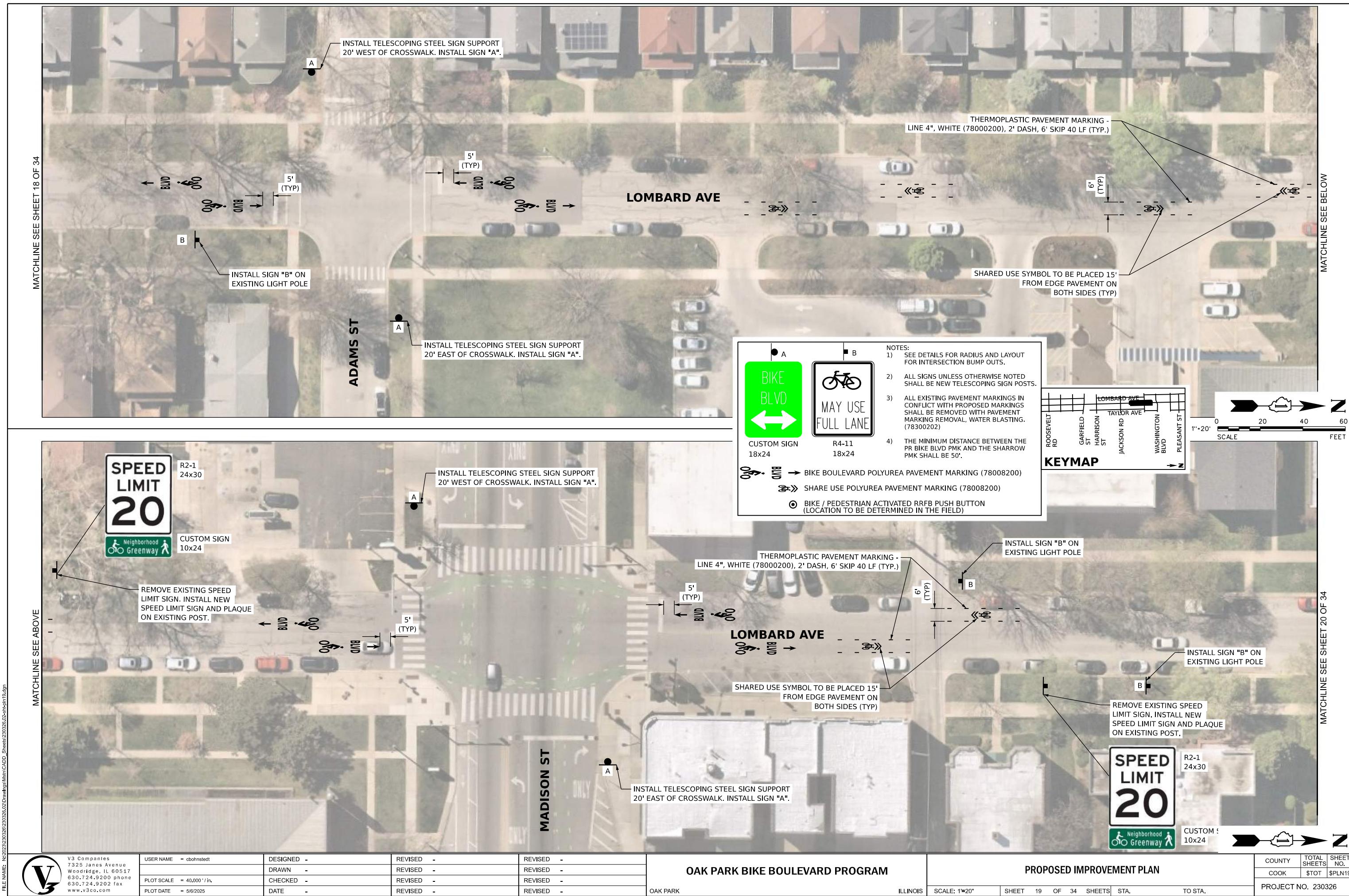




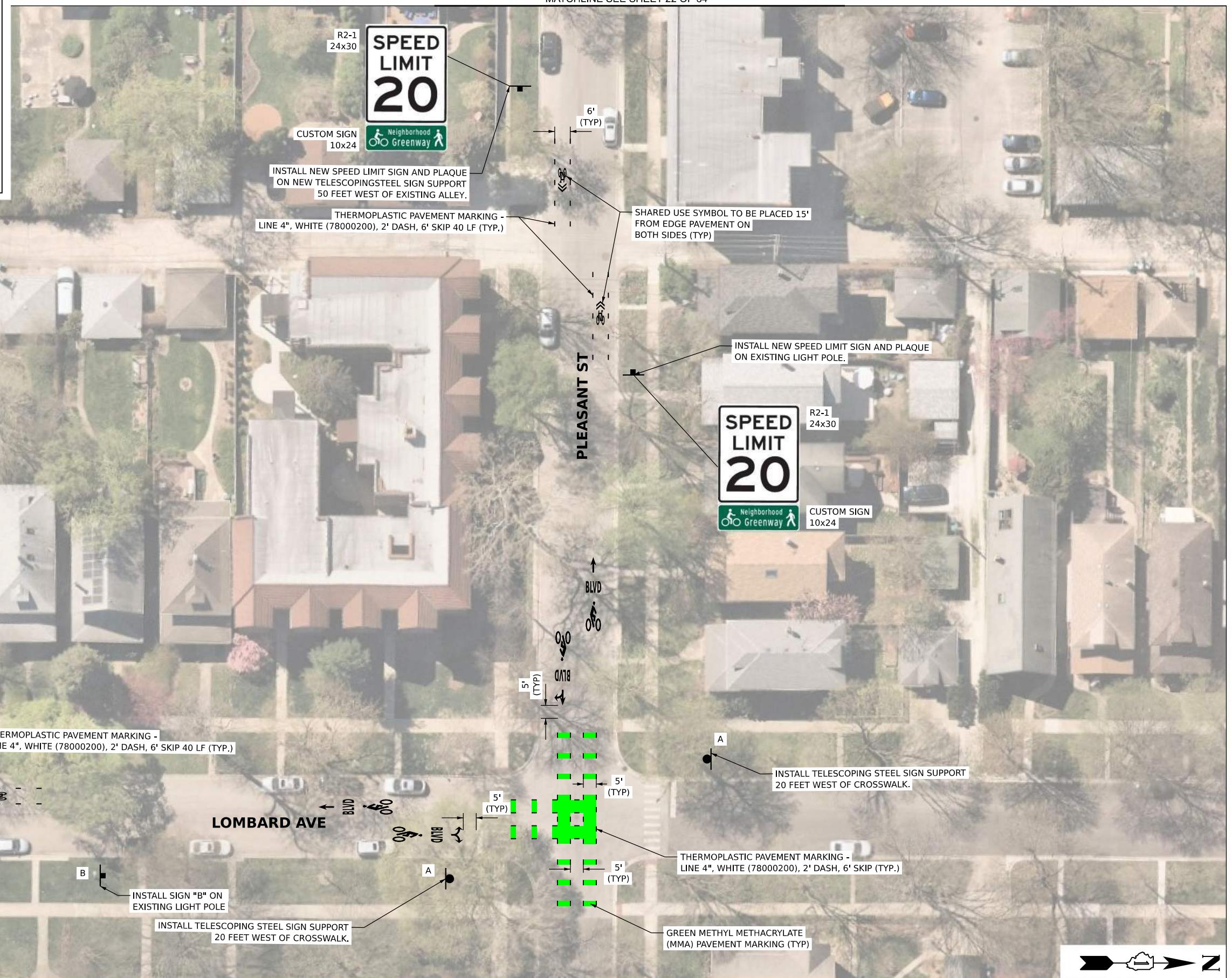












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|                            |            |
|----------------------------|------------|
| USER NAME = cbohnstedt     | DESIGNED - |
|                            | DRAWN -    |
| PLOT SCALE = 40,000' / in. | CHECKED -  |
| PLOT DATE 5/20/2005        | DATE       |

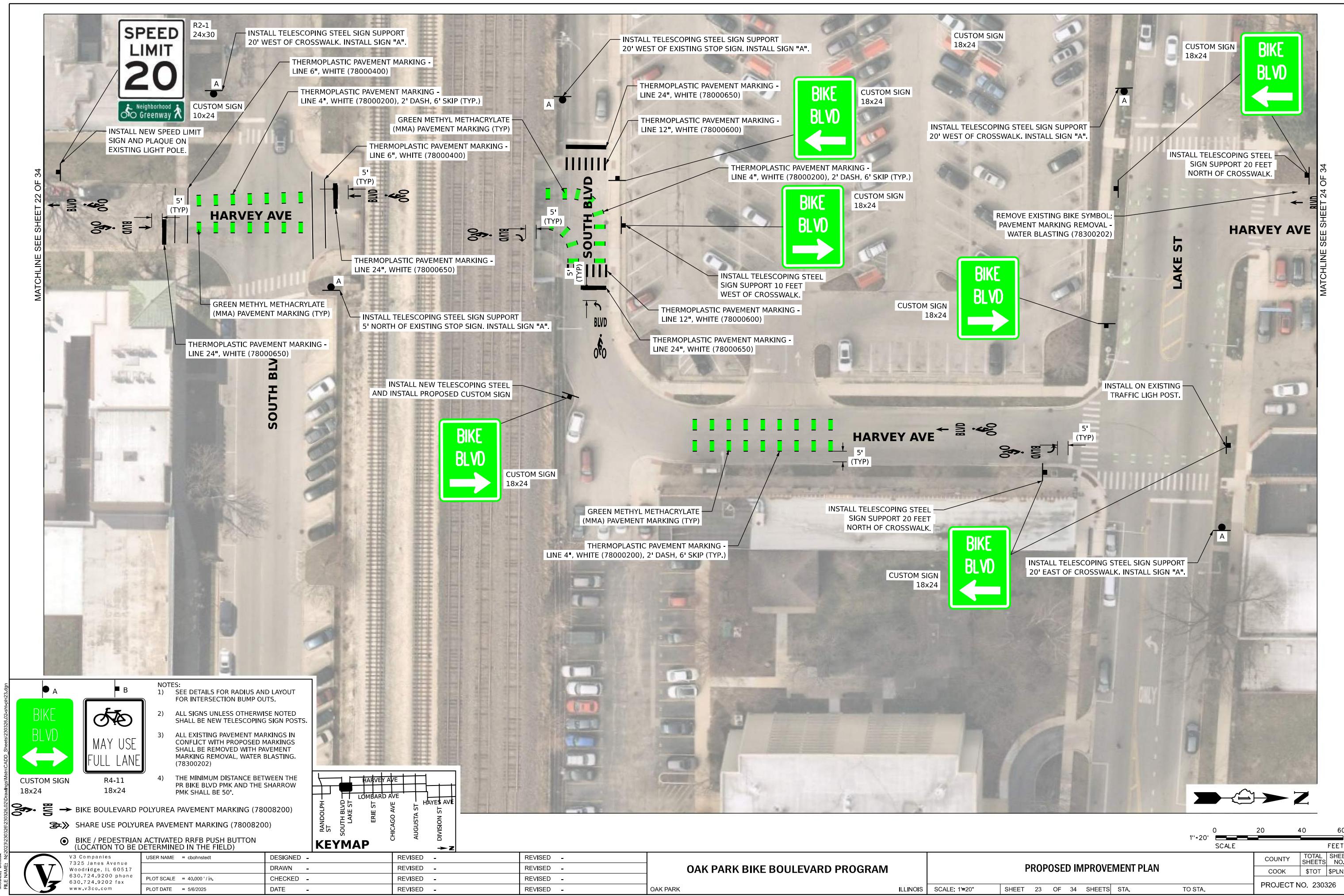
|         |   |         |   |
|---------|---|---------|---|
| REVISED | - | REVISED | - |
| REVISED | - | REVISED | - |
| REVISED | - | REVISED | - |
| REVISED | - | REVISED | - |

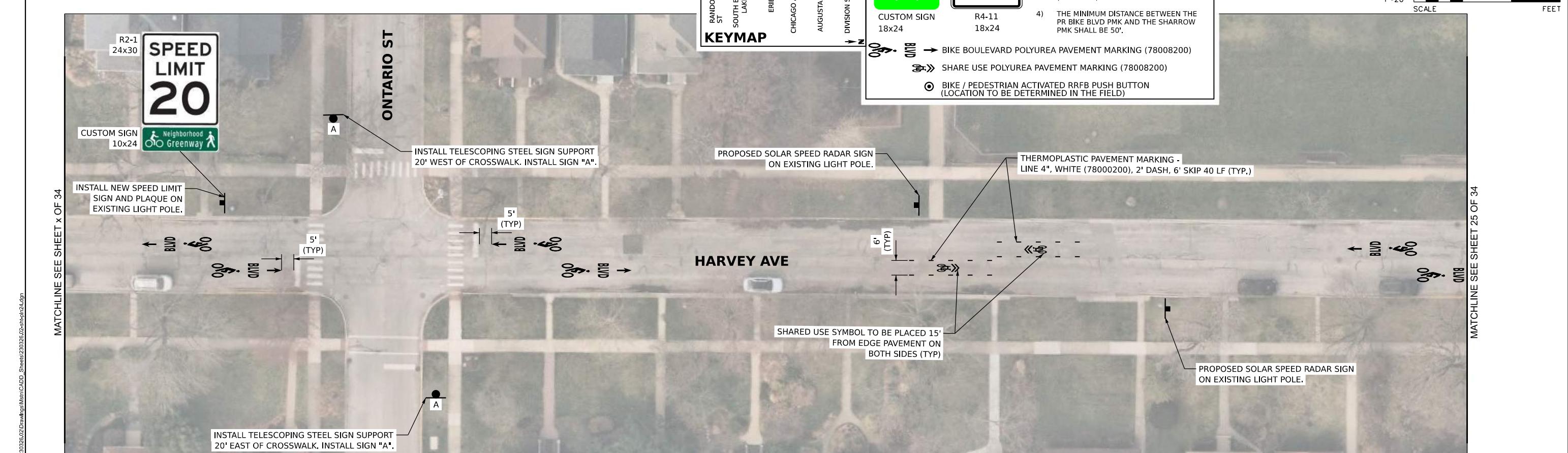
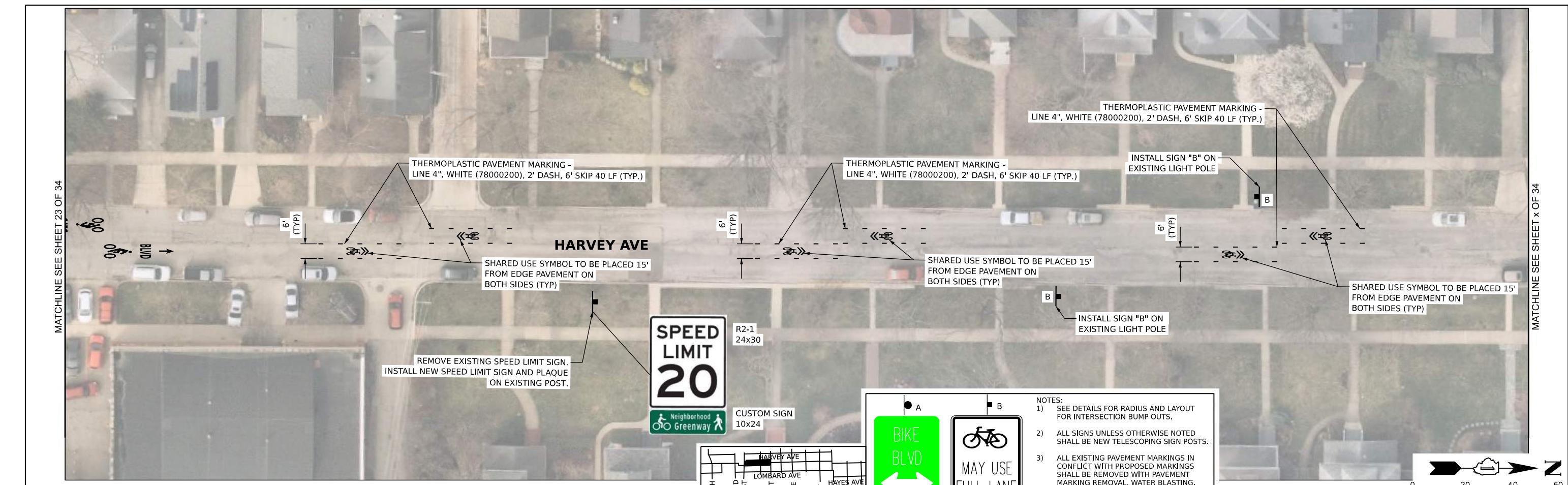
## OAK PARK BIKE BOULEVARD PROGRAM

## PROPOSED IMPROVEMENT PLAN

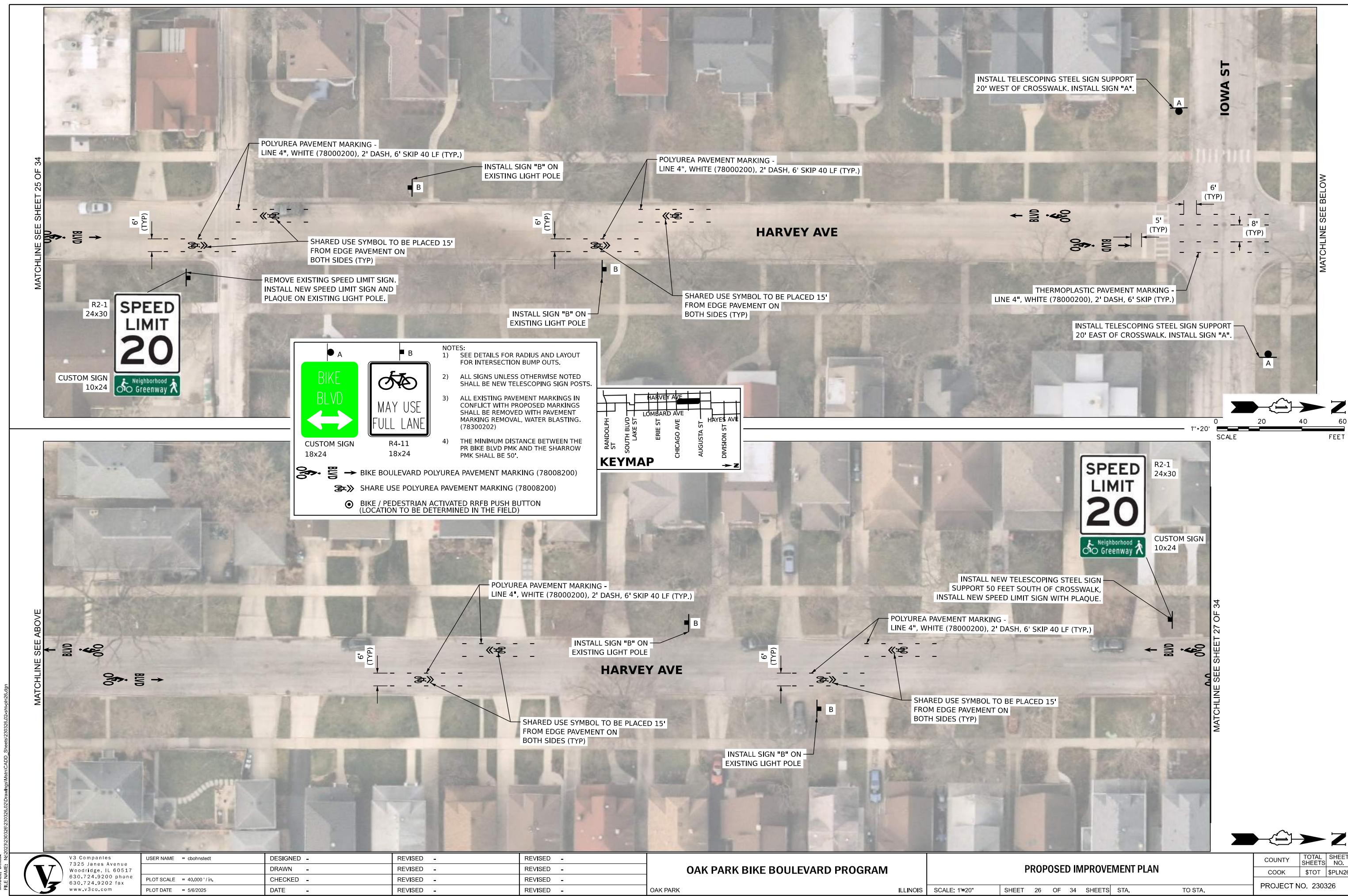
|                    | COUNTY | TOTAL SHEETS | HEET NO. |
|--------------------|--------|--------------|----------|
|                    | COOK   | \$TOT        | SPLN2    |
| PROJECT NO. 230326 |        |              |          |

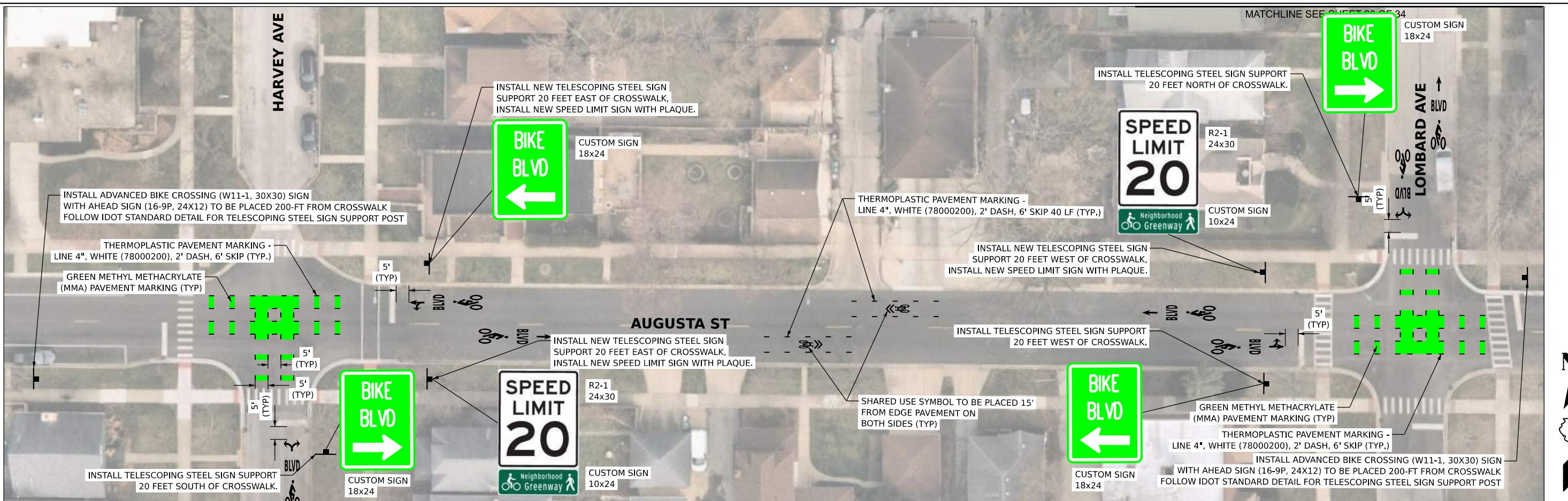






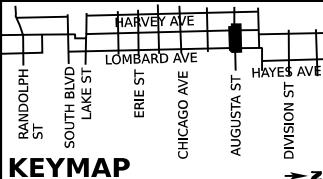




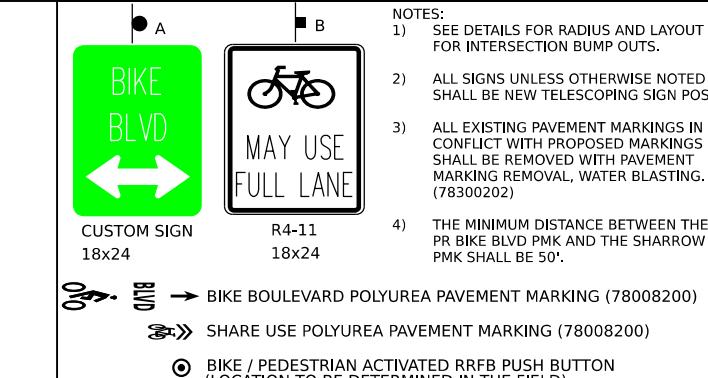


MATCHLINE SEE SHEET 26 OF

A scale bar for a map, labeled "SCALE FEET". It features a horizontal line with tick marks at 0, 20, 40, and 60. Below the line, the text "1''=20'" is written, indicating a scale of 1 inch representing 20 feet.



## KEYMAP



NOTES:

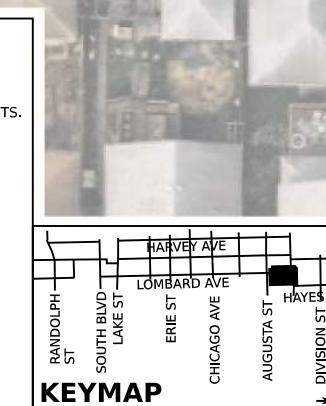
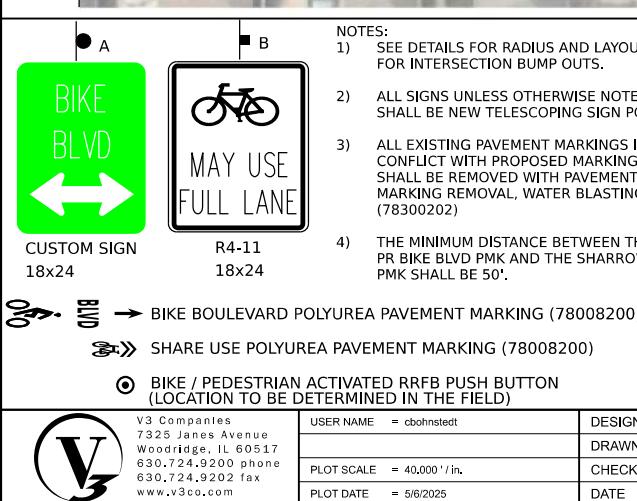
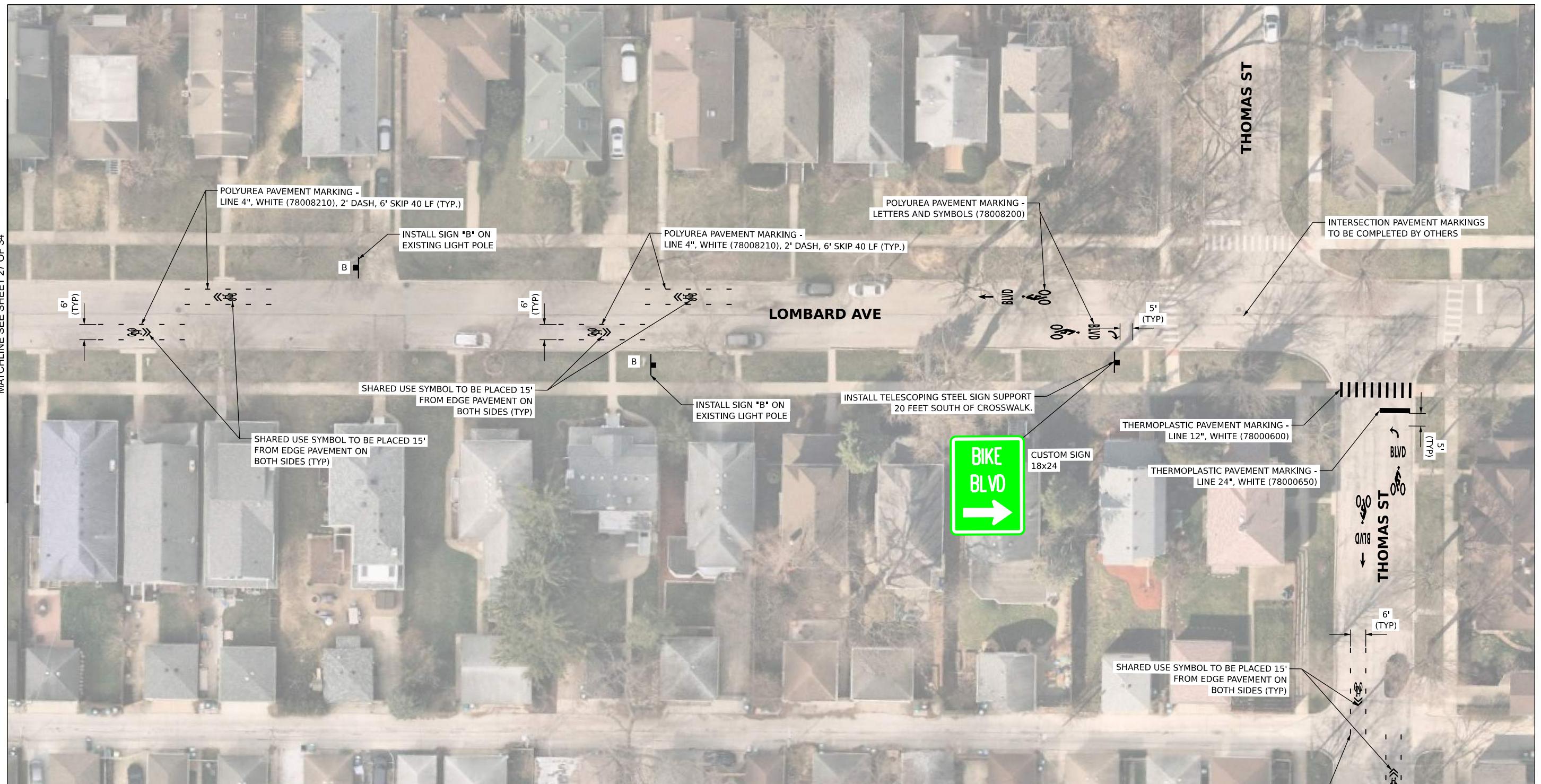
- 1) SEE DETAILS FOR RADIUS AND LAYOUT FOR INTERSECTION BUMP OUTS.

- 2) ALL SIGNS UNLESS OTHERWISE NOTED SHALL BE NEW TELESCOPING SIGN POSTS.
- 3) ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED WITH PAVEMENT MARKING REMOVAL, WATER BLASTING. (78300202)
- 4) THE MINIMUM DISTANCE BETWEEN THE PR BIKE BLVD PMK AND THE SHARROW PMK SHALL BE 50'.

→ BIKE BOULEVARD POLYUREA PAVEMENT MARKING (780082)

» SHARE USE POLYUREA PAVEMENT MARKING (78008200)

● BIKE / PEDESTRIAN ACTIVATED RRFB PUSH BUTT  
(LOCATION TO BE DETERMINED IN THE FIELD)



**MODEL:** Défaut

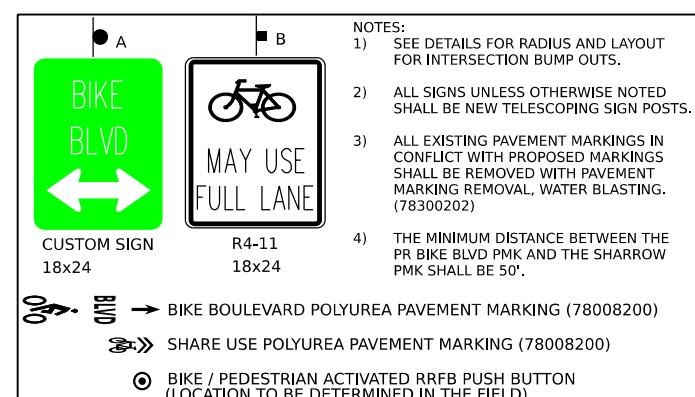
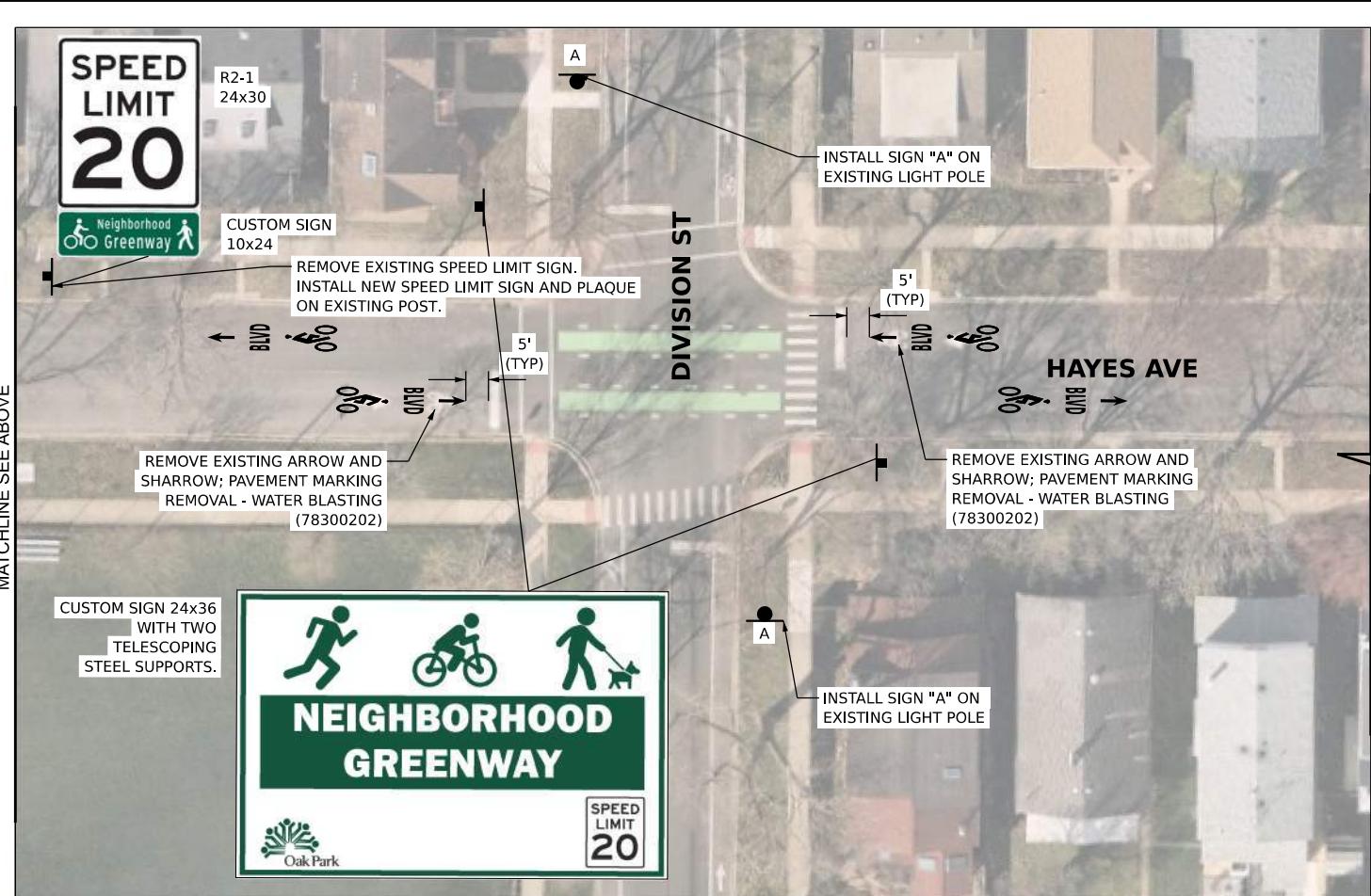
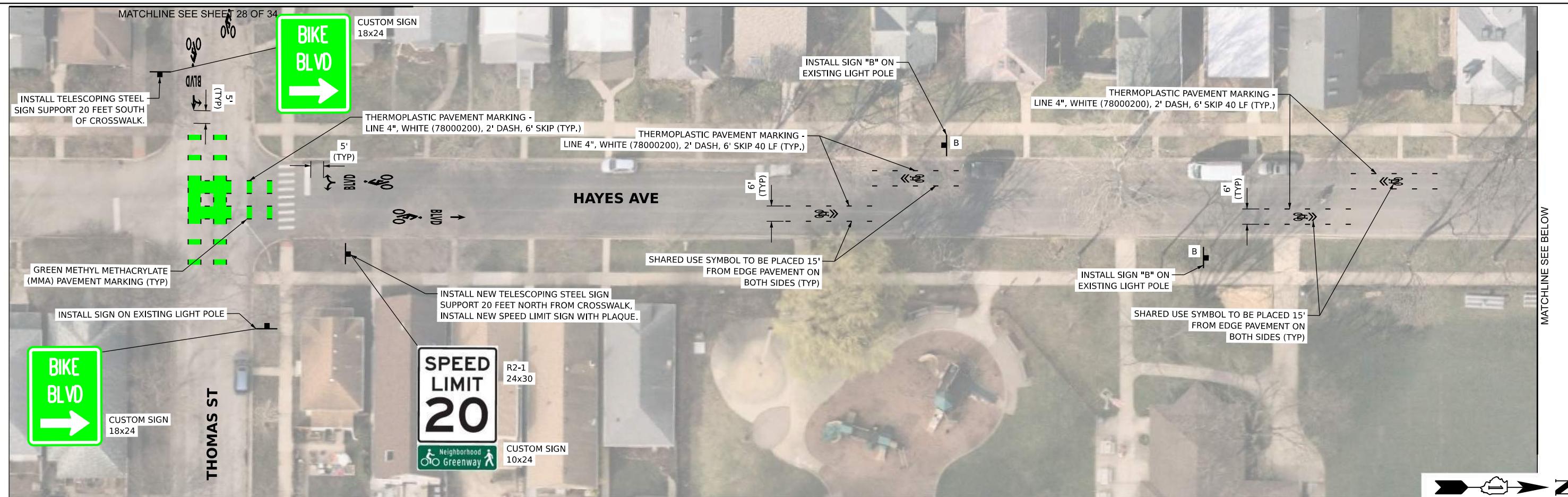
NOTES:

- 1) SEE DETAILS FOR RADIUS AND LAYOUT FOR INTERSECTION BUMP OUTS.
- 2) ALL SIGNS UNLESS OTHERWISE NOTED SHALL BE NEW TELESCOPING SIGN POLES.
- 3) ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS SHALL BE REMOVED WITH PAVEMENT MARKING REMOVAL, WATER BLASTING (78300202)
- 4) THE MINIMUM DISTANCE BETWEEN THE PR BIKE BLVD PMK AND THE SHARROW PMK SHALL BE 50'.

## OAK PARK BIKE BOULEVARD PROGRAM

## PROPOSED IMPROVEMENT PLAN

| OAK PARK BIKE BOULEVARD PROGRAM |          | PROPOSED IMPROVEMENT PLAN |       |    |    |    |        |      |  |  |         | COUNTY             | TOTAL SHEETS | SHEET 1 NO. |
|---------------------------------|----------|---------------------------|-------|----|----|----|--------|------|--|--|---------|--------------------|--------------|-------------|
|                                 |          |                           |       |    |    |    |        |      |  |  |         | COOK               | \$TOT        | \$PLN28     |
|                                 |          |                           |       |    |    |    |        |      |  |  |         | PROJECT NO. 230326 |              |             |
| OAK PARK                        | ILLINOIS | SCALE: 1"=20"             | SHEET | 28 | OF | 34 | SHEETS | STA. |  |  | TO STA. |                    |              |             |



MODEL: Default  
FILE NAME: N:\000220022021220022600\001\Drawings\Main\GADD\_Sheet1\20202026.001\obj\2020.dwg

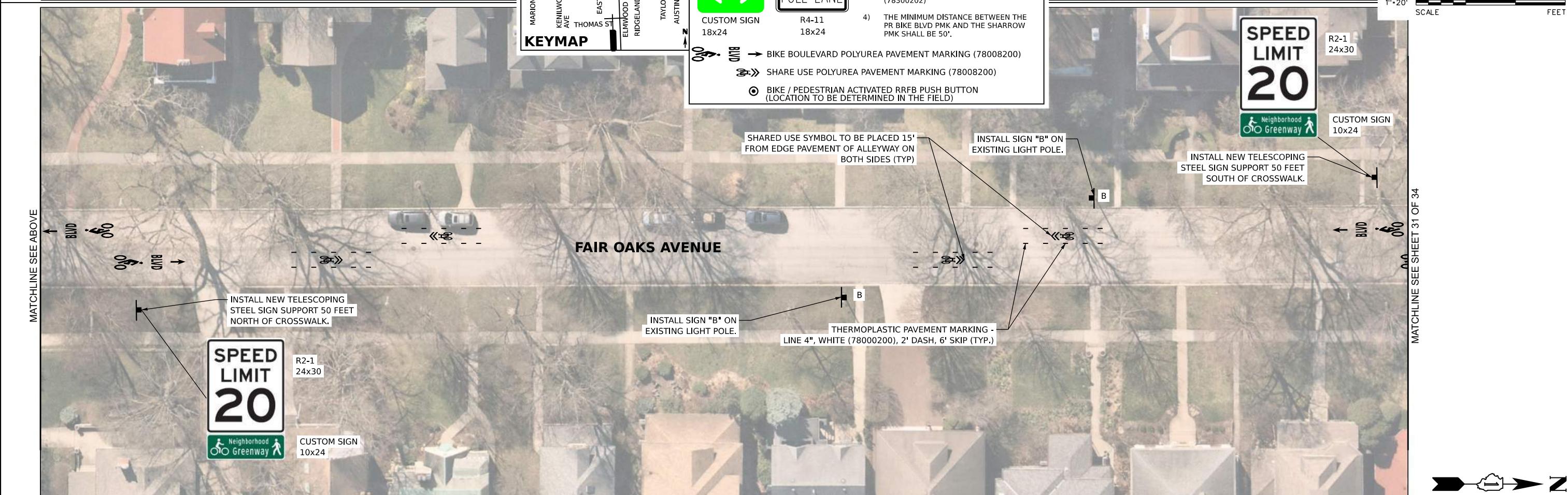
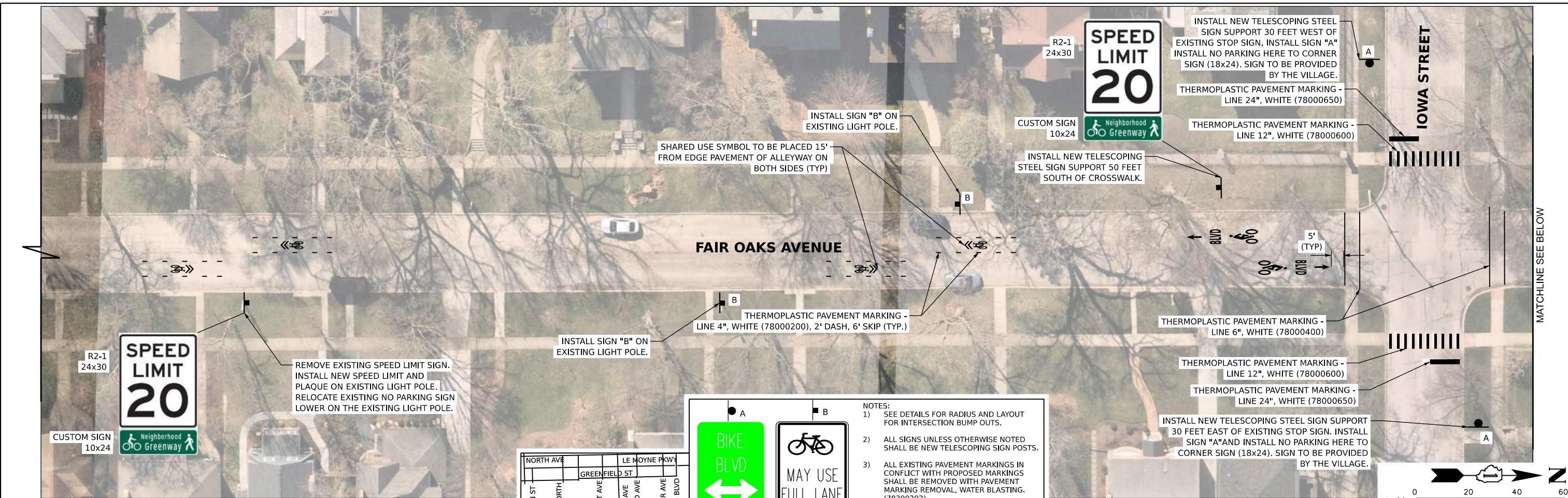
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|            |                 |          |   |         |   |         |   |
|------------|-----------------|----------|---|---------|---|---------|---|
| USER NAME  | = cbohnstedt    | DESIGNED | - | REVISED | - | REVISED | - |
|            |                 | DRAWN    | - | REVISED | - | REVISED | - |
| PLOT SCALE | = 40,000' / in. | CHECKED  | - | REVISED | - | REVISED | - |
| PLOT DATE  | = 5/6/2025      | DATE     | - | REVISED | - | REVISED | - |

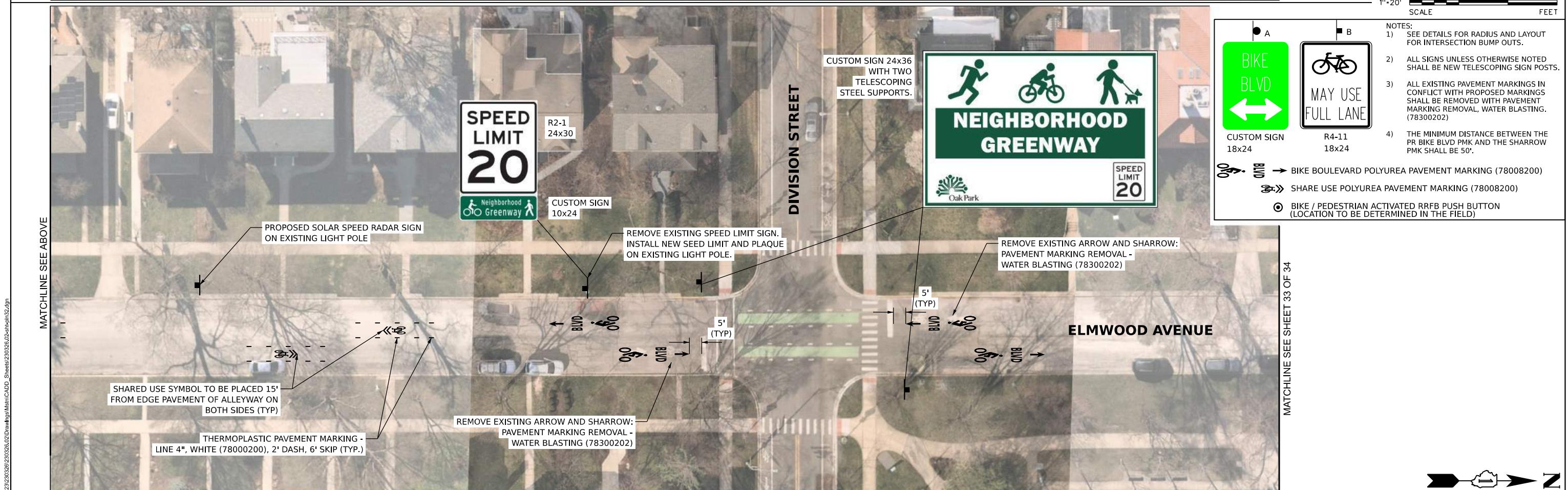
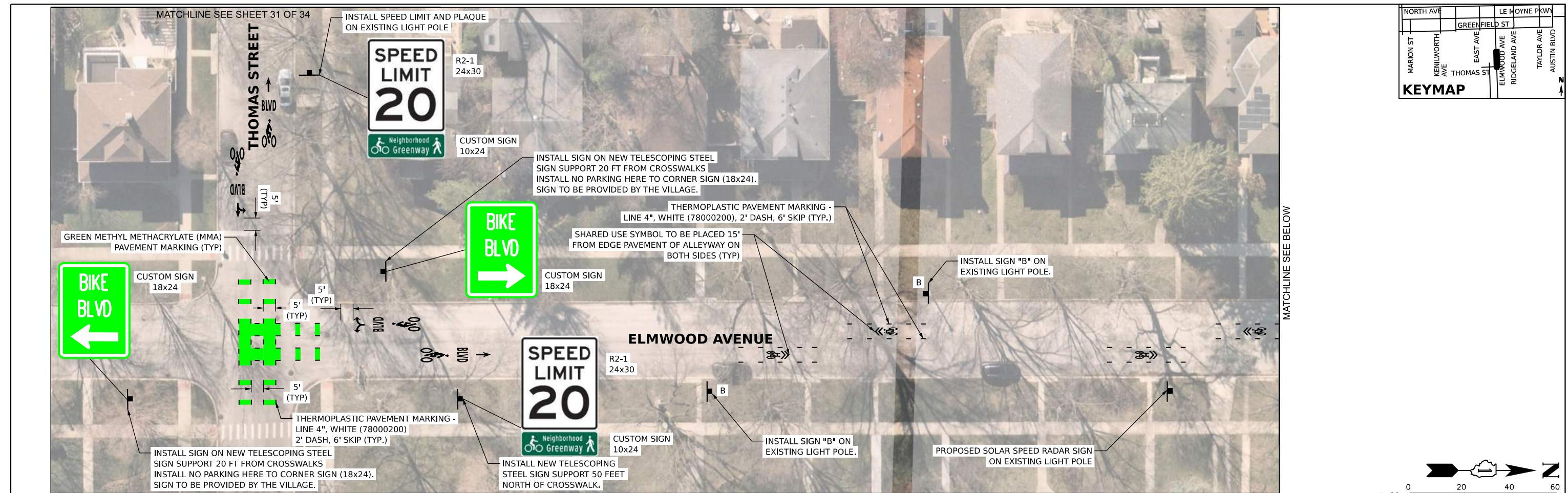
## OAK PARK BIKE BOULEVARD PROGRAM

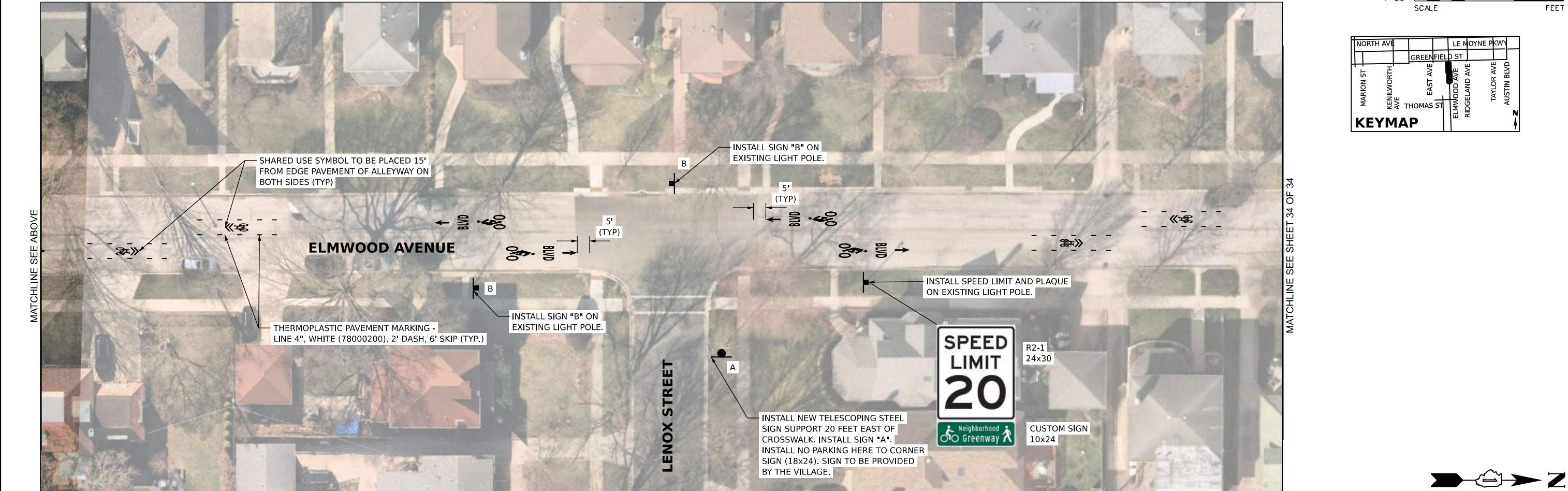
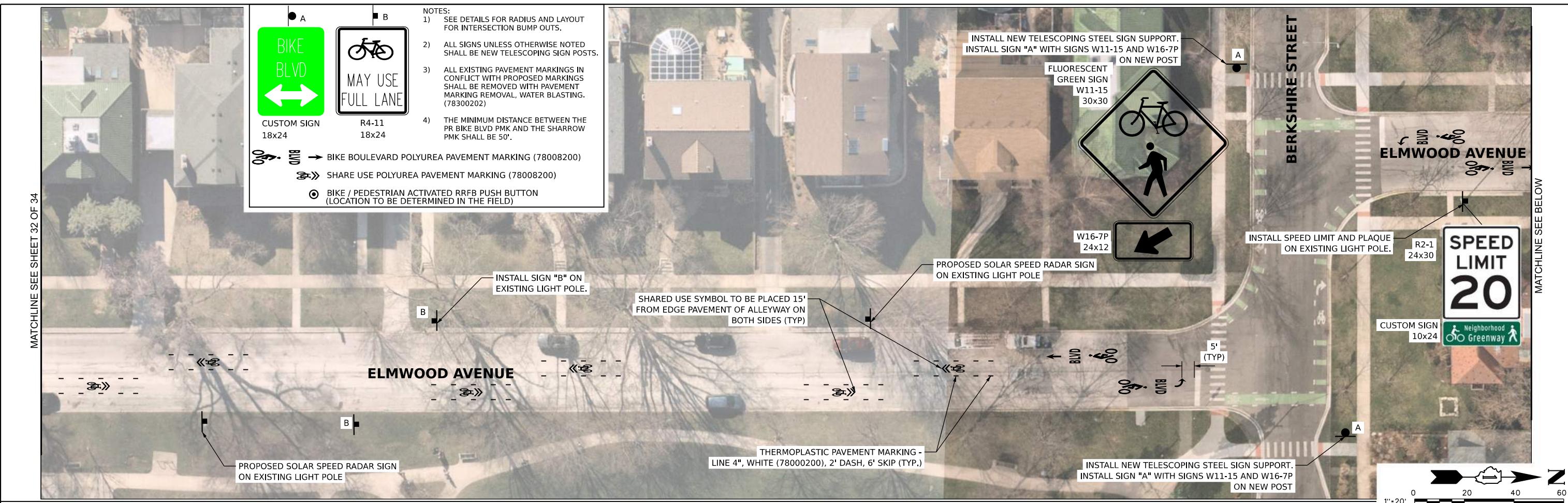
## PROPOSED IMPROVEMENT PLAN

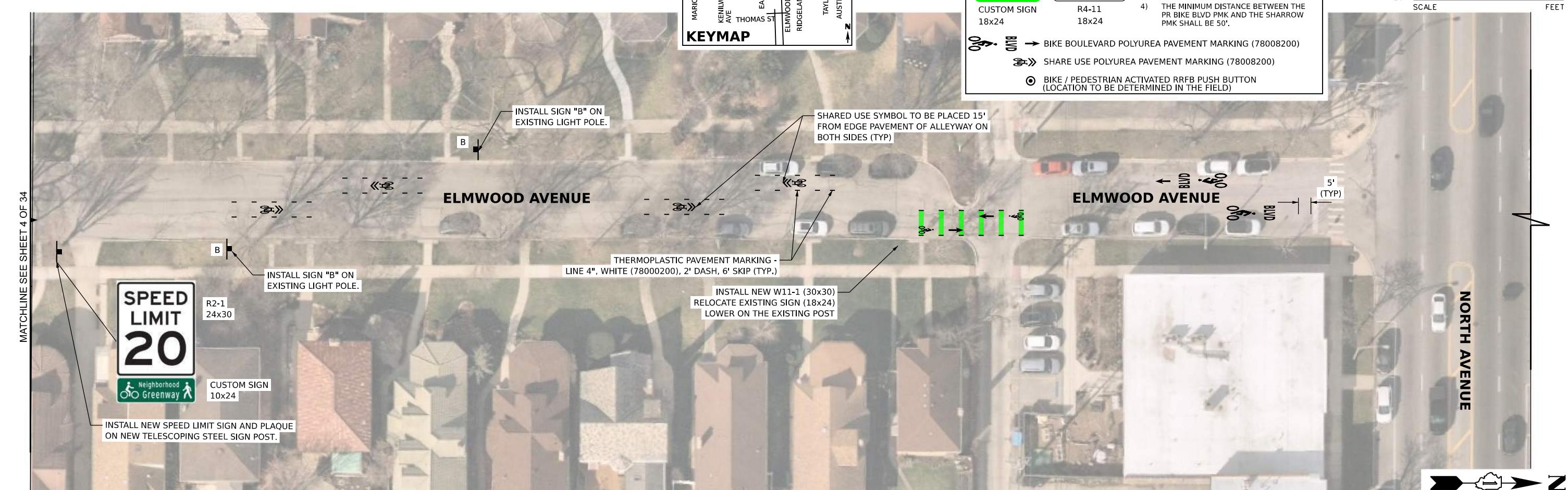
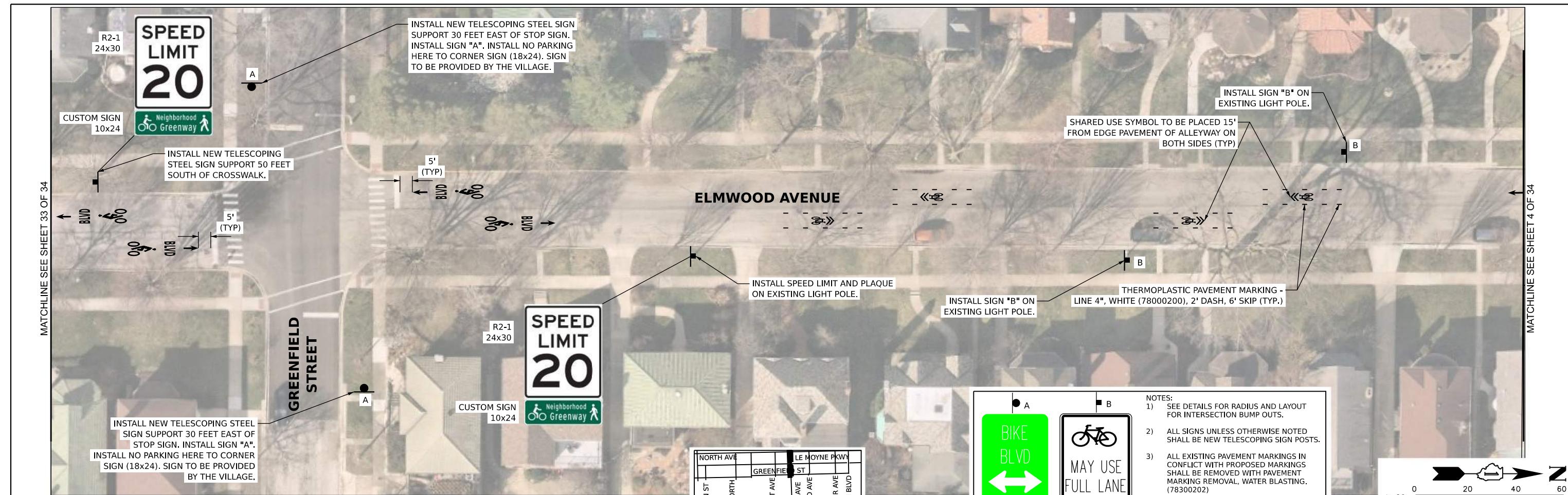
| (LOCATION TO BE DETERMINED IN THE FIELD) |  |  |  |                           |    |                            |        |     |        |                 |                          |                         |  |
|--|--|--|--|---------------------------|----|----------------------------|--------|-----|--------|-----------------|--------------------------|-------------------------|--|
| OAK PARK BIKE BOULEVARD PROGRAM          |  |  |  | PROPOSED IMPROVEMENT PLAN |    |                            |        |     |        | COUNTRY<br>COOK | TOTAL<br>SHEETS<br>\$TOT | SHEET<br>NO.<br>\$PLN34 |  |
|  |  |  |  | SHEET                     | OF | 34                         | SHEETS | STA | TO STA |                 |                          |                         |  |
| OAK PARK                                 |  |  |  | ILLINOIS                  |    | SCALE: 1 $\frac{1}{2}$ 20" |        |     |        |                 |                          | PROJECT NO. 230326      |  |

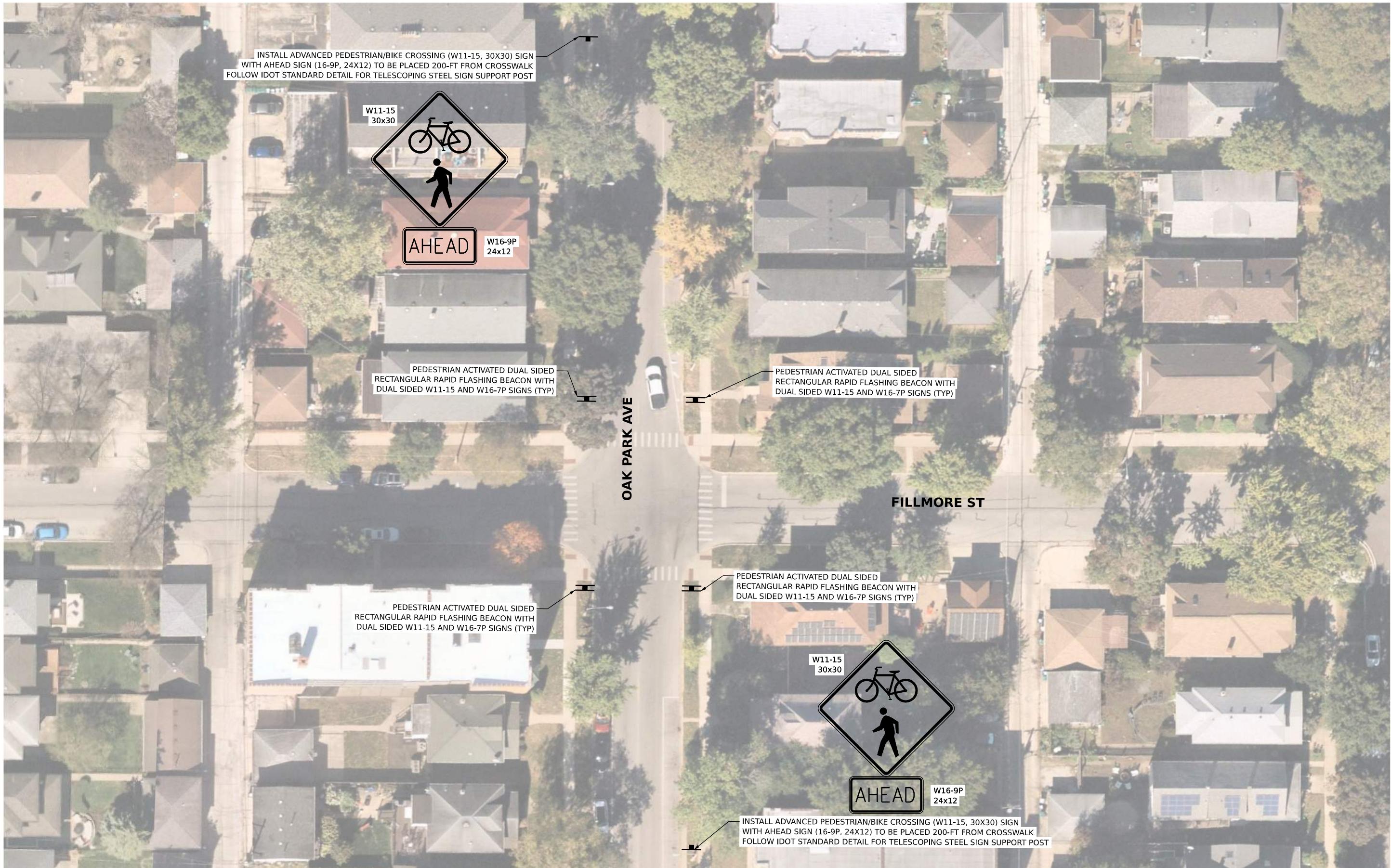


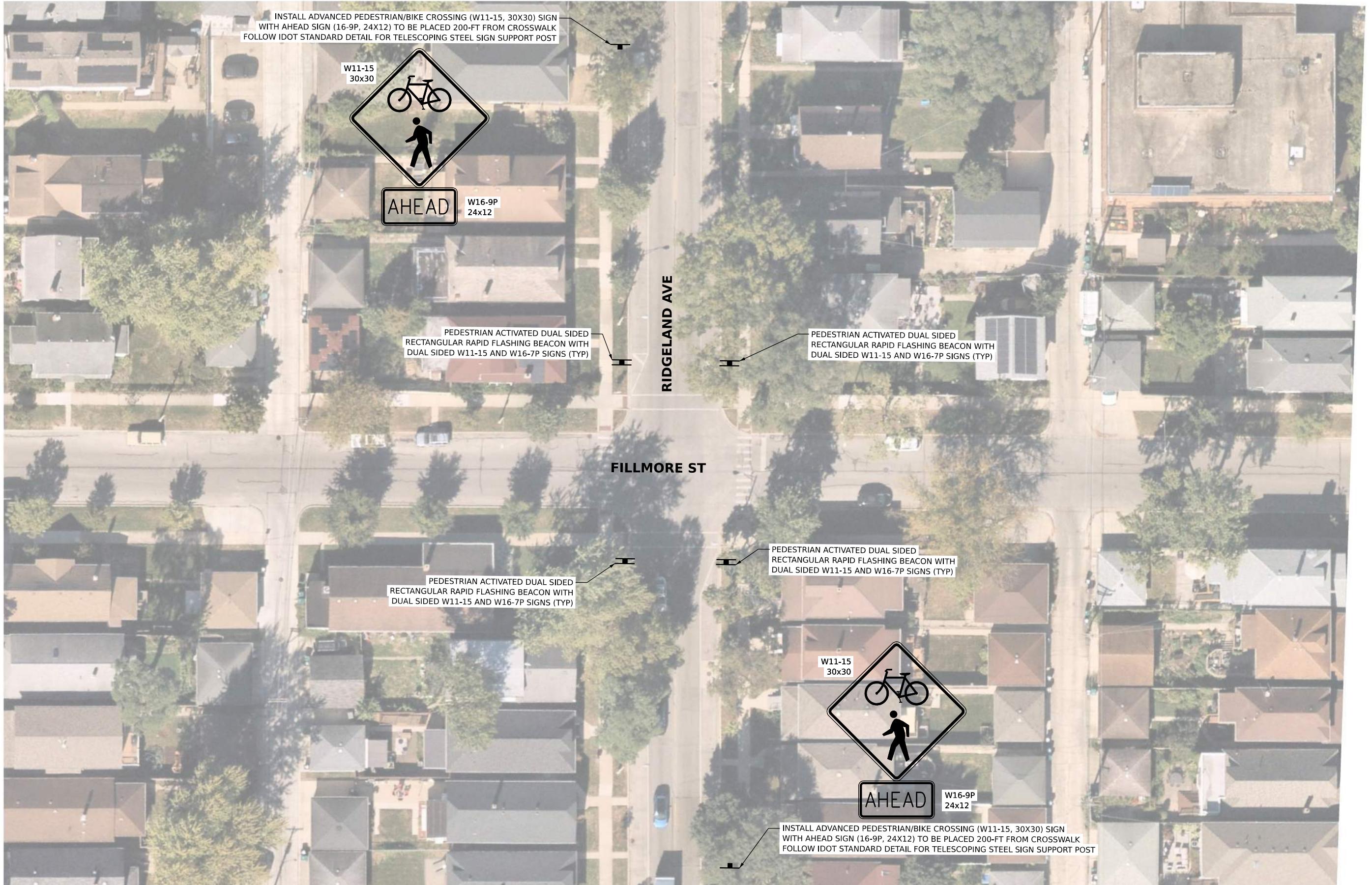












MODEL: Default



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|            |                 |          |   |         |   |
|------------|-----------------|----------|---|---------|---|
| USER NAME  | = cbohnstedt    | DESIGNED | - | REVISED | - |
|            |                 | DRAWN    | - | REVISED | - |
| PLOT SCALE | = 40,000' / in. | CHECKED  | - | REVISED | - |
| PLOT DATE  | 5/20/2005       | DATE     |   | REVISED | - |

## OAK PARK BIKE BOULEVARD PROGRAM

## PROPOSED IMPROVEMENT PLAN

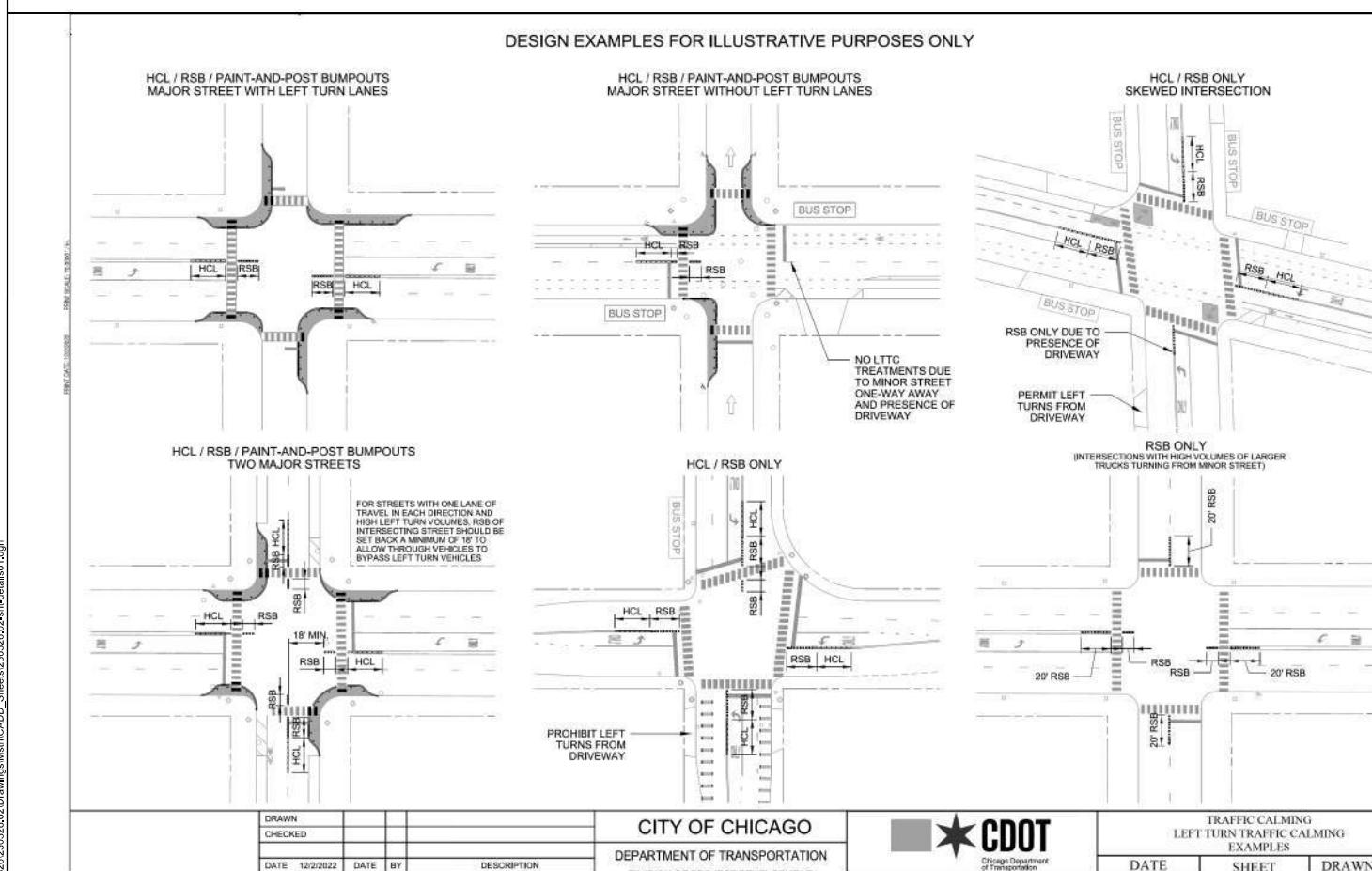
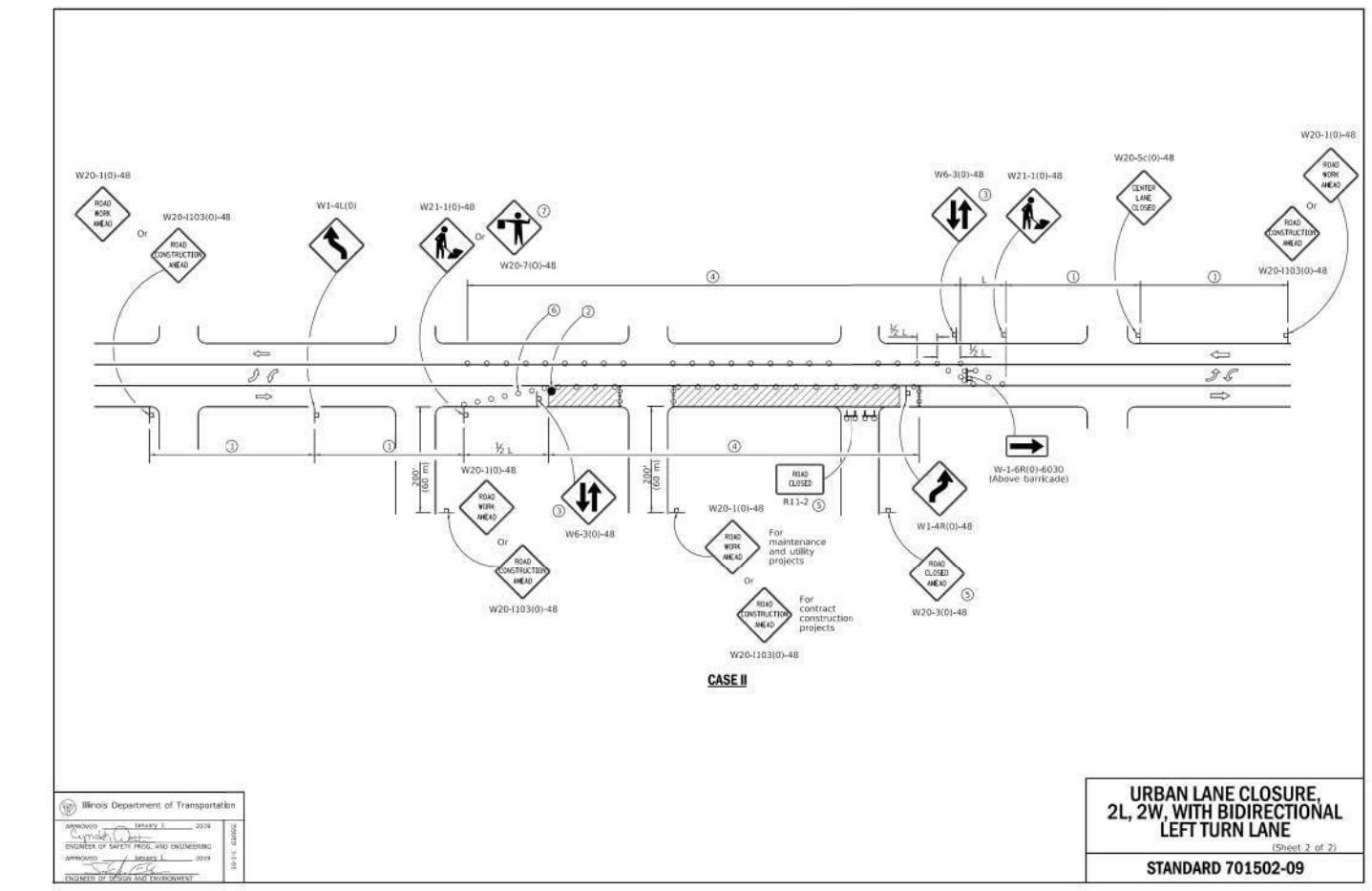
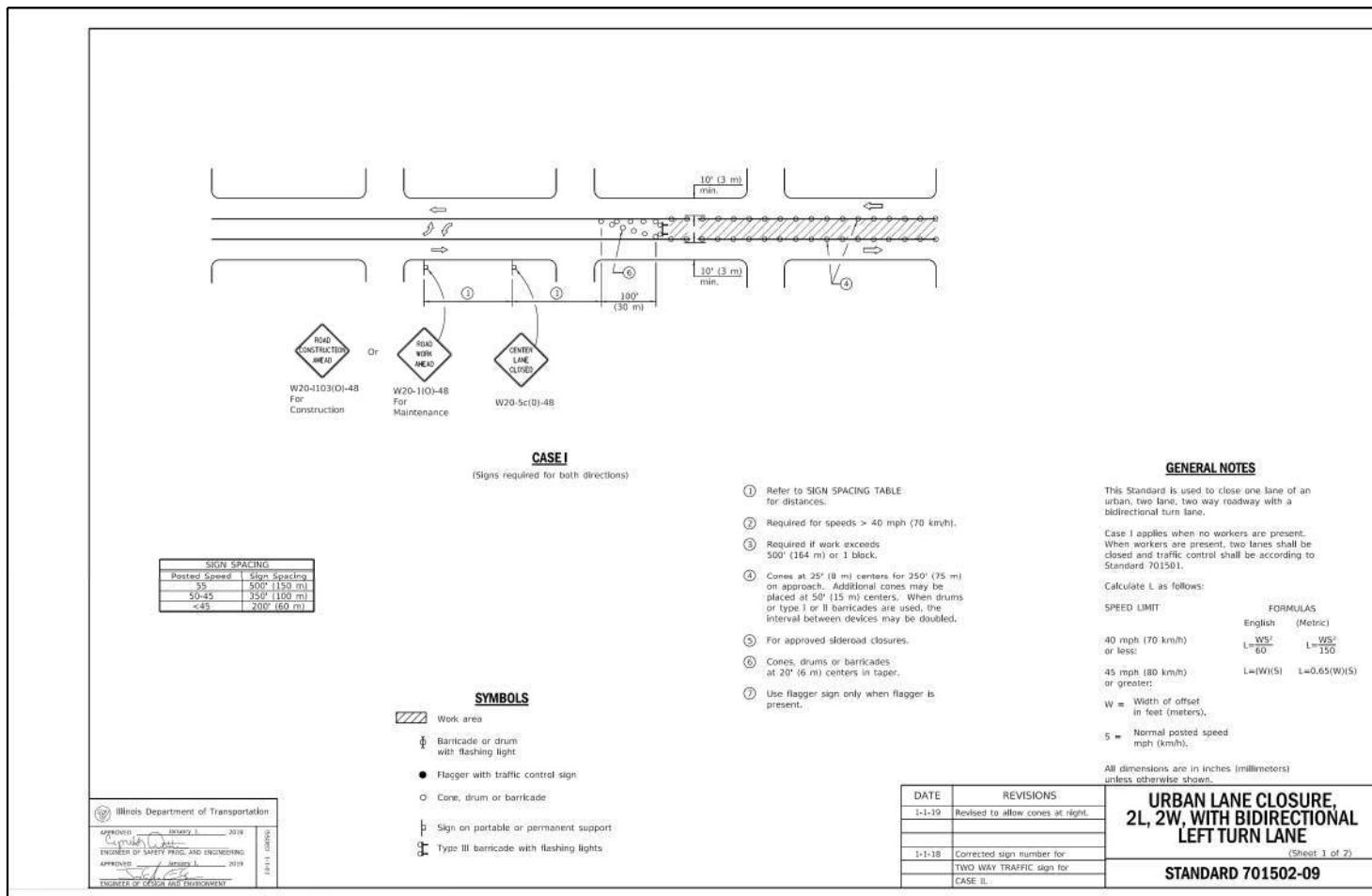
## OAK PARK

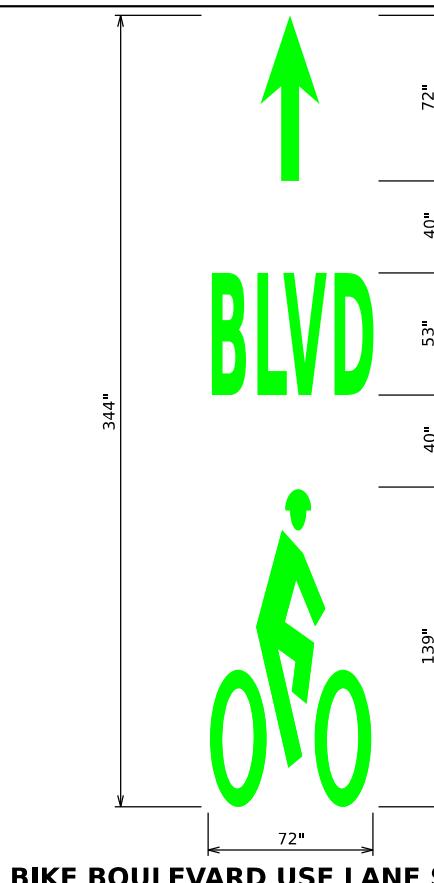
ILLINOIS SCALE: 1"=20" SHEET 36 OF 36 SHEETS STA. TO STA. PROJECT NO. 230326

| TO STA | COUNTY             | TOTAL SHEETS | SHEET NO. |
|--------|--------------------|--------------|-----------|
|        | COOK               | \$TOT        | \$PLN36   |
|        | PROJECT NO. 230326 |              |           |



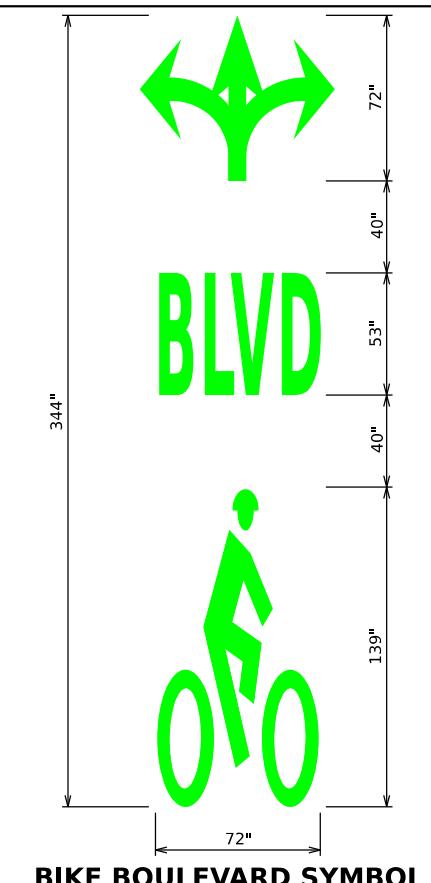






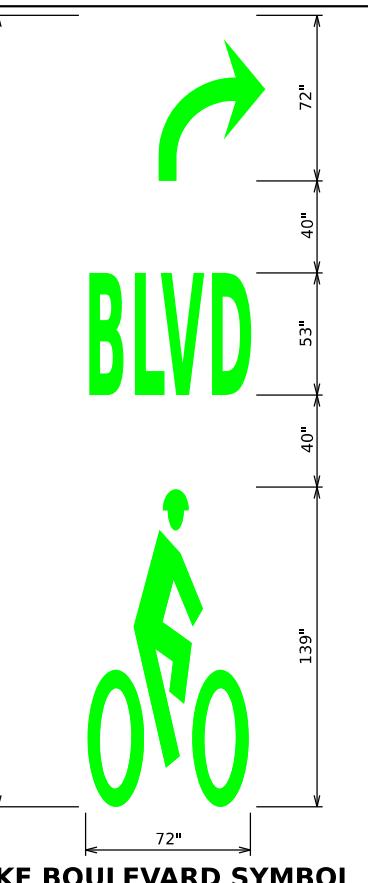
**BIKE BOULEVARD USE LANE SYMBOL**

NOT TO SCALE  
POLYUREA PAVEMENT MARKING  
TYPE 1 - 62 SQ FT



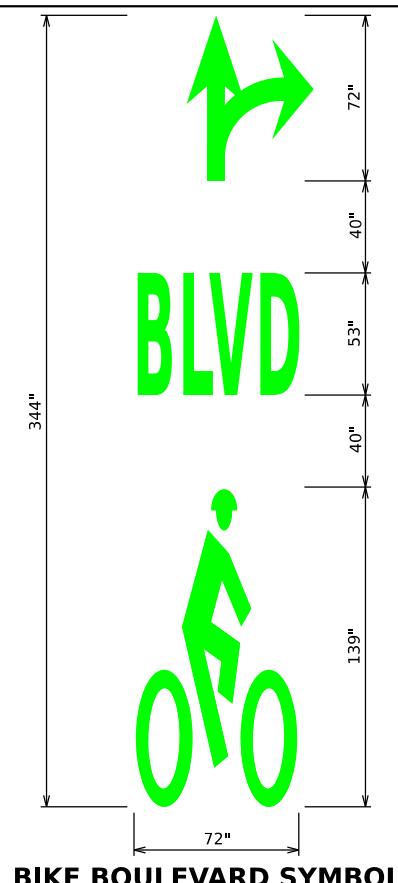
**BIKE BOULEVARD SYMBOL**

NOT TO SCALE  
POLYUREA PAVEMENT MARKING  
TYPE 1 - 79.6 SQ FT



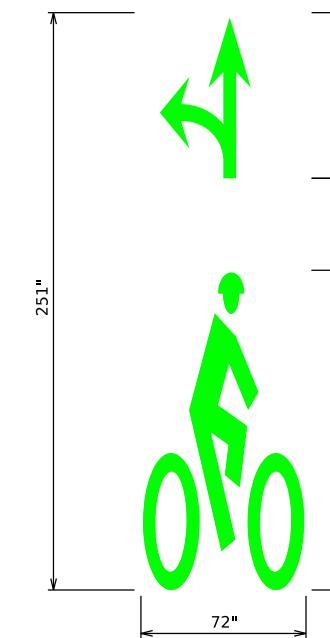
**BIKE BOULEVARD SYMBOL**

NOT TO SCALE  
POLYUREA PAVEMENT MARKING  
TYPE 1 - 64.3 SQ FT



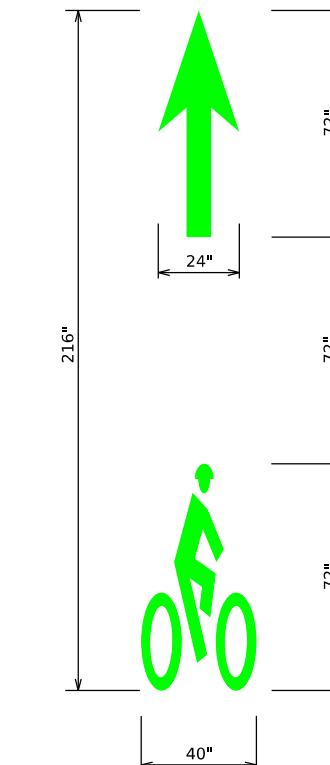
**BIKE BOULEVARD SYMBOL**

NOT TO SCALE  
POLYUREA PAVEMENT MARKING  
TYPE 1 - 70.8 SQ FT



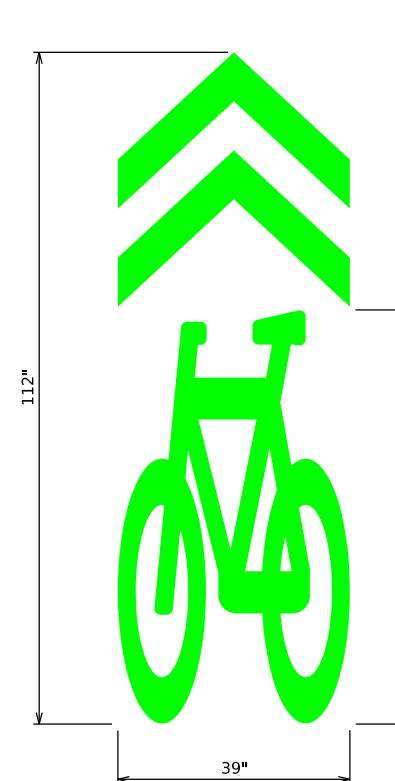
**BIKE USE LANE SYMBOL**

NOT TO SCALE  
POLYUREA PAVEMENT MARKING  
TYPE 1 - 44 SQ FT



**HELMETED BICYCLIST SYMBOL**

NOT TO SCALE  
POLYUREA PAVEMENT MARKING  
TYPE 1 - 10.5 SQ FT



**SHARED USE LANE SYMBOL**

NOT TO SCALE  
POLYUREA PAVEMENT MARKING  
TYPE 1 - 13 SQ FT  
PLACED 15' FROM EOP