



# AGENDA

VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
MONDAY, JULY 13, 2026  
7:00PM  
COUNCIL CHAMBERS – VILLAGE HALL

- 
- 1) Call to Order / Roll Call
  - 2) Agenda Approval
  - 3) Approval of Transportation Commission Meeting Minutes

3.1) June 8, 2026 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. Recommendation to Expand Zone Z1
- 6) Old Business
  - A. Traffic Calming Treatment for 500-600 Bellaforte
- 7) Adjourn

**Draft Minutes**  
**Transportation Commission**  
**Oak Park Village Hall**  
**June 8, 2026**  
**7:00 p.m.**

**PRESENT:** Commissioners Jenkins, Johnston-Ahlen, Nudelman, Johnson, and Eskin

**ABSENT:** Chair Holzberg

**STAFF PRESENT:** Assistant Village Engineer Chris Welch, Tony Fioretti Assistant Village Attorney, Roderick Robinson Deputy Police Chief, Anmol Shrivastava Civiltech Consultant for the Village,

**PUBLIC PRESENT:** See public comment below

**Roll Call:** Chair Holzberg called the meeting to order at 7:03 p.m.

|                      |         |
|----------------------|---------|
| Jenna Holzberg       | Present |
| Jack Eskin           | Present |
| Jason Jenkins        | Present |
| Erika Johnson        | Present |
| Julie Johnston-Ahlen | Present |
| Leah Barish          | Present |
| Jason Nudelman       | Present |

**Agenda Approval** -Motion made by Commissioner Jenkins, seconded by Commissioner Eskin and passed unanimously

**Motion to approve Meeting minutes from May 11, 2026 meeting** -Motion made by Commissioner Jenkins, seconded by Commissioner Eskin and passed unanimously

**Non-Agenda Public Comment-**  
None

**New Business-** David Block with GFT, Inc., a consultant for the Village, presented the traffic calming improvements included in the STP funded resurfacing project of Ridgeland Ave from North Ave to Augusta Blvd.

**Public Comment**

- None

The commission discussed the improvements, asking about bump out geometry, the temporary diverter study going on this summer and fall and asking about a possible RRFB installation at the northeast corner of Taylor Park.

#### **b) Traffic Calming Petition at Taylor and Superior**

Anmol Shrivastava, a traffic consultant with Civiltech hired by the Village, presented the traffic calming petition and collected data. The conclusion of the report was the proposal of the installation of four corner bump outs at the intersection of Taylor and Superior.

#### **Public Comment:**

- Cathy Schornsteirn of the 300 block of north Taylor spoke in support of the proposal
- Owen Jones of the 300 block of north Taylor spoke in support of the proposal

The commission discussed the issues at the Taylor and Superior intersections and the data that was presented.

A Motion was made to approve the staff recommendation of a of four corner bump outs at the intersection of Taylor and Superior by Commissioner Eskin and seconded by Commissioner Nudelman. The morion passed unanimously.

#### **c) Village of oak Park E-Scooter and E-moto policy**

Deputy Chief Roderick Robinson presented the proposed E-scooter and E-moto policy for input from the commission. The new policy was developed to include the new state law changes that will take effect on 1/1/27.

#### **Old Business 5)**

-The proposed pinch point on the 600 block of Bellaforte was presented to the commission and will be considered by the Board at the 6/23 meeting.

**Adjourn 6)** Motion to Adjourn to was made by Commissioner Jenkins and seconded by Commissioner Eskin. Motion passed unanimously.

Adjourned at 9:18 p.m.

Submitted by,  
Christopher Welch  
Assistant Village Engineer



# Village Of Oak Park

## Transportation Commission Agenda Item

### Item Title: Recommendation to expand Zone Z1

Review Date: July 13, 2026

Prepared By: Marlin Jackson, Parking & Mobility Services Manager & Shandira Clark, Parking Restrictions Coordinator

**Abstract:** A new mixed-use development has been approved on the vacant lot at 6104 Roosevelt Rd. Construction is scheduled to begin in Summer 2026 with occupancy anticipated in Fall 2027. The approved site plan includes 16 off street parking spaces serving 28 residential units. To address the anticipated parking demand, the developer has requested the addition of 13 overnight parking spaces on Roosevelt Rd. and Lyman Ave.

Consequently, expanding Zone Z1 will include:

- 4 spaces on the West side of the 1150 block of Lyman Ave. (from alleyway to Roosevelt Rd.)
- 3 spaces on the North side of the 6100 block of Roosevelt Rd. (from Lyman Ave. to 6108 Roosevelt Rd.)
- 6 spaces on the North side of Roosevelt Rd. (from the bump out at 6110 Roosevelt Rd. to Taylor Ave.)

All 13 proposed spaces are within 750 feet of a R-7 multi-family zoned area and therefore can be allocated for overnight permit parking.

Expanding Zone Z1 will increase overnight resident parking capacity by 13 spaces, providing additional parking opportunities for current and future residents while supporting the parking needs generated by the approved residential development.

On June 19, 2026, staff mailed notices to adjacent property owners outlining the proposed Z1 expansion and providing information on how to submit written comments or speak before the Transportation Commission to express their support or opposition to the proposal.

**Staff Recommendation(s):** Staff recommends the approval of the proposed Zone Z1 expansion.

**Supporting Documentation is Attached**

## Recommendation to expand Zone Z1 parking spaces

- 4 spaces on the West side of the 1150 block of Lyman Ave. (From alleyway to Roosevelt Rd.)
- 3 spaces on the North side of the 6100 block of Roosevelt Rd (from Lyman Ave. to 6108 Roosevelt Rd.)
- 6 spaces on the north side of Roosevelt Rd. (from the bump out at 6110 Roosevelt Rd. to Taylor Ave.)



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

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Item Title:   Petition to Implement Traffic Calming Measures at the 500-600 Block of Belleforte Avenue</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <br>Review Date: <u>7/9/2026</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <br>Prepared By: <u>Christopher Welch</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p><b>Abstract (briefly describe the item being reviewed):</b></p> <p>On September 13, 2025 the Village of Oak Park received a petition to implement traffic calming measures on the 500-600 block of Belleforte Avenue. The residents expressed concerns regarding excessive speeds along 500-600 Block of Belleforte Avenue between Chicago Avenue and Augusta Street. Signatures representing 51% of the street frontage were collected for the petition. The petition was certified as valid.</p> <p>At the April 13, 2026 commission meeting the petition was presented with the staff recommendation of Targeted Speed Enforcement, Temporary speed feedback sign for northbound traffic and a marked crosswalk on the north leg of Belleforte at Chicago Avenue. The commission heard public comment and requested additional measures including the development of a chicane or a pinch point depending on what could be implemented due to site constraints. Staff returned at the June 8, meeting with a proposed design of a pinch point.</p> <p>After receiving public comment prior to the Board Meeting to consider the approval of this recommendation, the item was removed from the agenda and sent back to the commission for reconsideration</p> |
| <p><b>Staff Recommendation(s):</b></p> <p>Civiltech and Staff make the following recommendation:</p> <ul style="list-style-type: none"><li>- Targeted speed enforcement</li><li>- Install temporary radar speed feedback sign for northbound traffic</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <br><br><br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

# **Letter of Explanation**



TO: Village of Oak Park

RE: Request for Traffic Calming Measure 500-600 Block of Belleforte Avenue

FROM: Bill Rohlfing, [REDACTED] Belleforte Avenue

Peter Thompson, [REDACTED] Belleforte Avenue

W. [Signature]  
Peter B. Thompson

High-speed traffic on the 500-600 block of Belleforte Avenue is a danger to children, pets, and senior citizens.

This stretch of Belleforte Avenue is one quarter-mile long, giving irresponsible drivers the opportunity to reach excessive speeds—as much as an estimated 40mph or even 50mph.

Accordingly we request that the Village install a traffic-calming device to protect ourselves and our neighbors.

Please see petition attached.

**Petition Redacted**

## PETITION FOR TRAFFIC CALMING MEASURES

Date: 09/13/2025

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 500-600 block of Belleforte Ave., Oak Park, IL 60302 or  
at the intersection of \_\_\_\_\_ and \_\_\_\_\_  
in the Village of Oak Park.

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

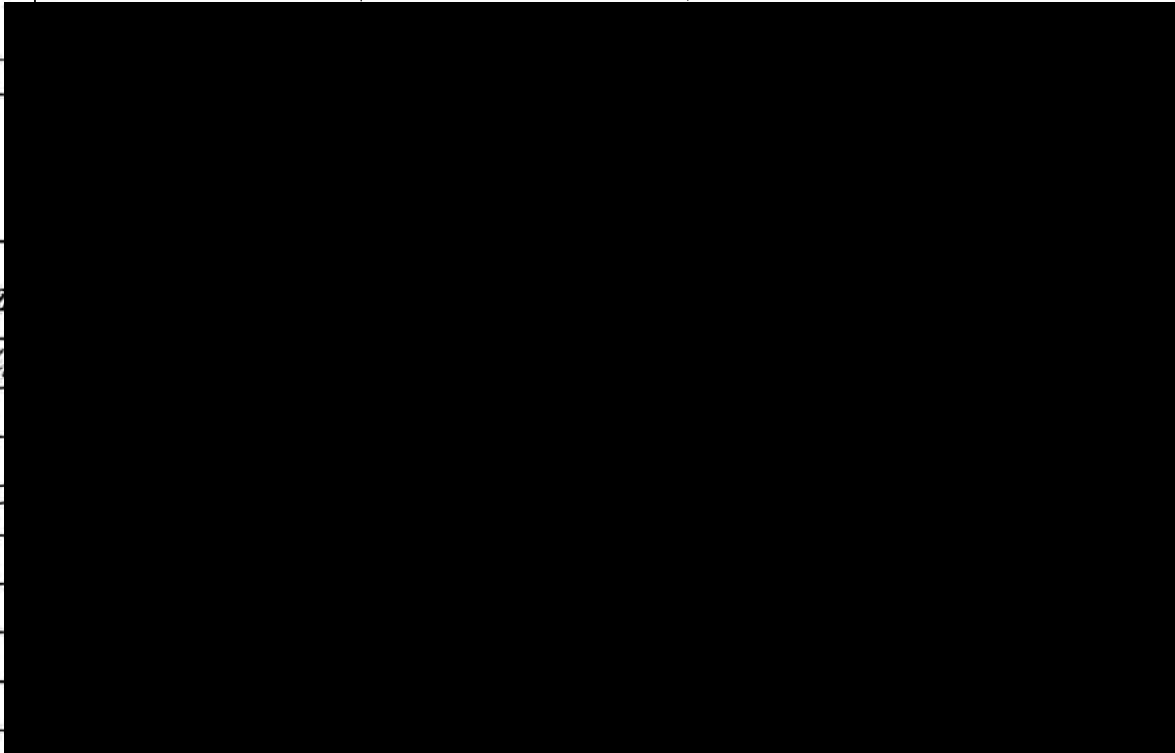
- Excessive vehicle crashes \_\_\_\_\_
- Excessive vehicle speeds 1 (rank these in order of importance with 1
- Excessive vehicle volumes 3 being most problematic and 5 being least
- Pedestrian/Bicyclist safety issues 2 problematic)
- Other \_\_\_\_\_

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

Only one signature per property is required.

| Signature | Address | Phone number | Email |
|-----------|---------|--------------|-------|
|-----------|---------|--------------|-------|

1. \* Bill [Signature]
2. Dea [Signature]
3. [Signature]
4. [Signature]
5. [Signature]
6. [Signature]
7. [Signature]
8. [Signature]
9. [Signature]
10. [Signature]
11. [Signature]
12. [Signature]
13. [Signature]



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)

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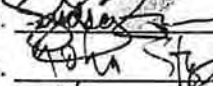
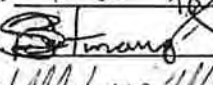
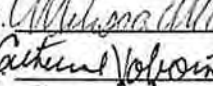
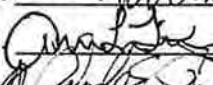
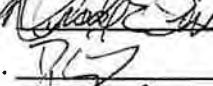
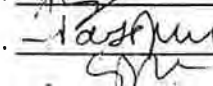
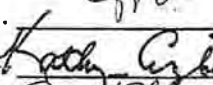
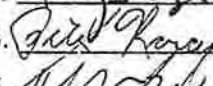
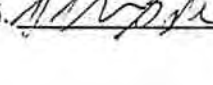
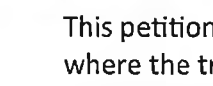
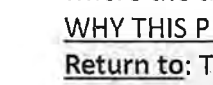
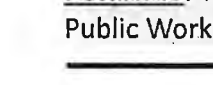
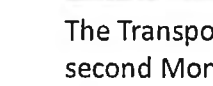
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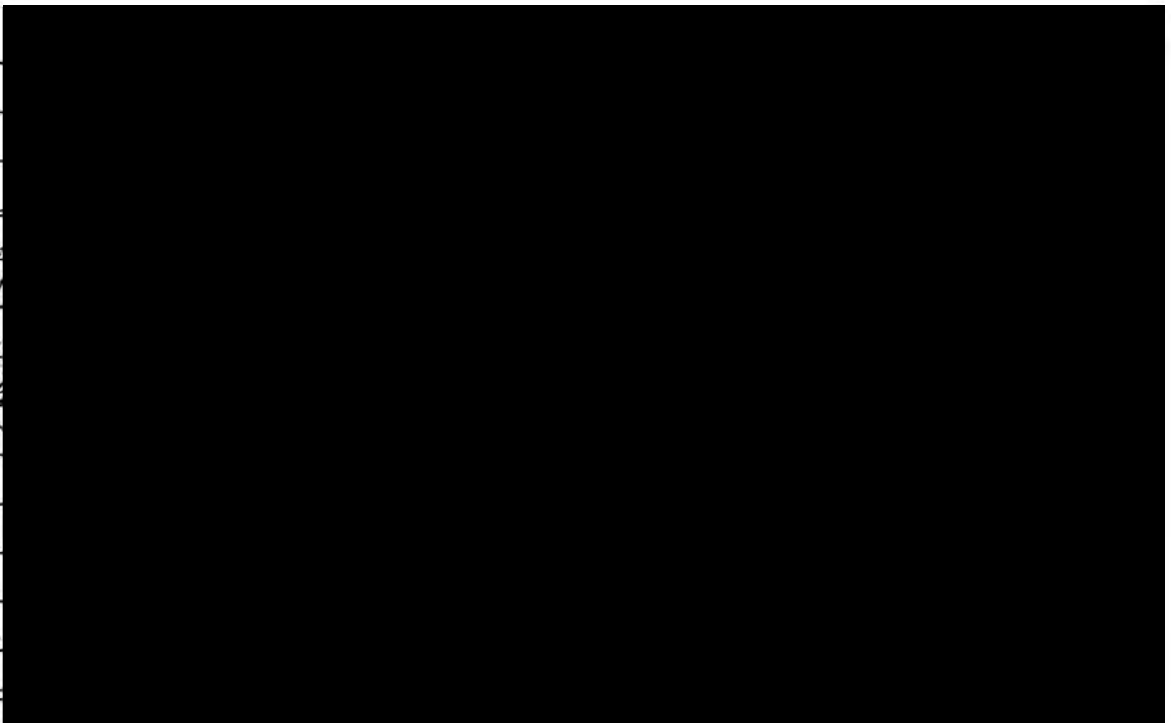
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26. 



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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 2000  
Chicago, IL 60602

330 E Kilbourn Avenue  
Suite 1215, Tower 1  
Milwaukee, WI 53202

**Transportation Design**

**Traffic Engineering**

**Civil Engineering**

**Construction Engineering**

**Environmental Studies**

**Water Resources**

**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

**Landscape Architecture**

**Nature-based Solutions**

# Memorandum

**Date:** April 8, 2026  
**To:** The Transportation Commission  
**From:** Civiltech Engineering, Inc.  
**Re:** Traffic Analysis for Traffic Calming Petition  
500-600 block of Belleforte Avenue

## I. INTRODUCTION

On September 13, 2025 the Village of Oak Park received a petition to implement traffic calming measures on the 500-600 block of Belleforte Avenue. The residents expressed concerns regarding excessive speeds along 500-600 Belleforte Avenue between Chicago Avenue and Augusta 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 500-600 block of Belleforte 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 500-600 block of Belleforte Avenue is 28. This is higher than the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

## III. EXISTING CONDITIONS

Belleforte Avenue is a 26-foot-wide north-south local street with one lane in each direction. Belleforte Avenue is under stop control at the Augusta Street and Chicago Avenue intersections. There are marked crosswalks on the north



and south legs of Belleforte Avenue at Augusta Street. The north leg of Belleforte Avenue at Chicago Avenue is a designated school crosswalk but the crosswalk is not marked.

The 500-600 block of Belleforte Avenue has a posted speed limit of 25 mph. Wesleyan Church is located at the intersection of Belleforte Avenue and Augusta Street. Land use within the study area consists mostly of single-family homes with rear garages served by alleys. To the south, there is an apartment building along Belleforte Avenue. On-street parking is permitted on both sides of the street at all times. On-street parking is well utilized, especially on the south side of Belleforte Avenue.

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 Holmes Elementary School.

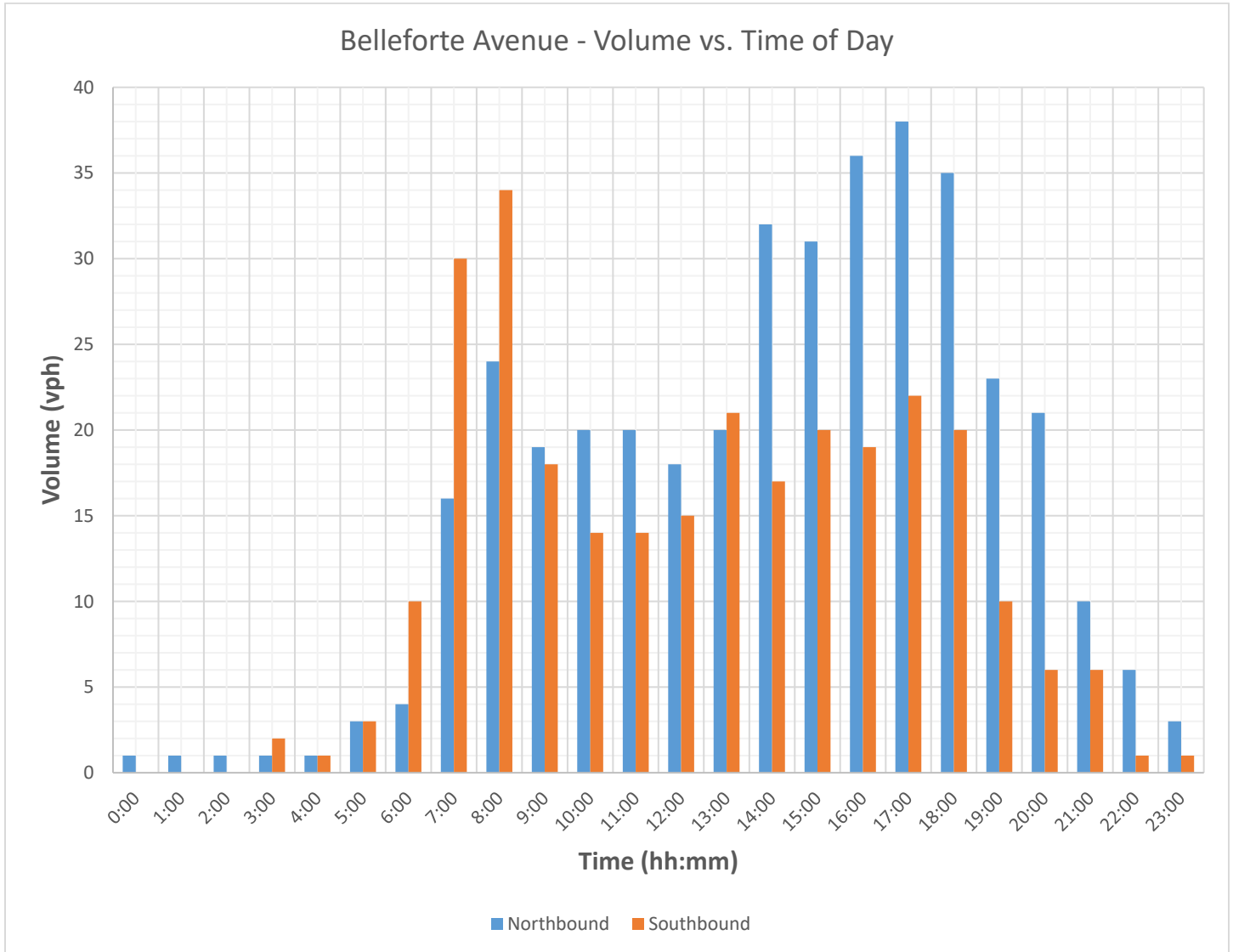
#### **IV. MID-BLOCK DATA**

Forty-eight-hour traffic data was collected along the 500-600 block of Belleforte Avenue using radars. The data was collected on Wednesday and Thursday, February 4 and 5, 2026.

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 Belleforte Avenue are around 700 vehicles per day. Volumes along Belleforte Avenue are close to the typical Oak Park residential street volume, which ranges between 800 and 1,200 vehicles per day.

The volumes along the 500-600 block of Belleforte 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. The graph showing volumes by the hour for the 500-600 block of Belleforte Avenue is shown below in **Figure 1**.





**Figure 1. Volume vs Time of Day at 500-600 Belleforte Avenue**

Speed data was another component of the mid-block data collection effort. **Exhibit 3** illustrates the ADT and speed data by direction on each block. Raw speed and volume data for the 500-600 block of Belleforte Avenue is attached to this report in **Appendix A**. 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**

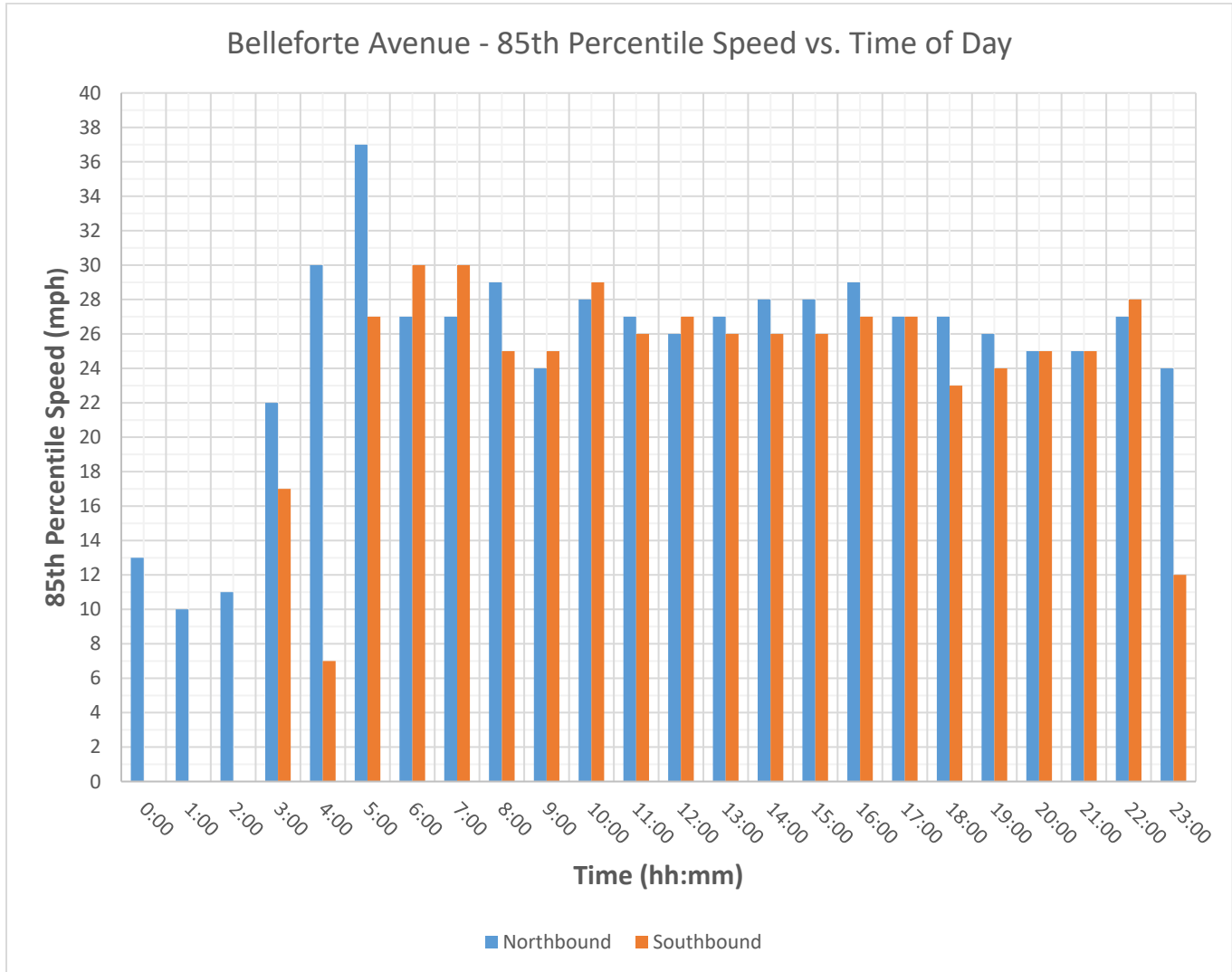
| Segments                           | Direction | Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period* |                    |                    |                    |                | % Above 25 mph | ADT | 85 <sup>th</sup> Percentile Speed (mph)** |
|------------------------------------|-----------|----------------------------------------------------------------------------------------------|--------------------|--------------------|--------------------|----------------|----------------|-----|-------------------------------------------|
|                                    |           | > 5 mph below                                                                                | 0.1 to 5 mph below | 0 to 4.9 mph above | 5 to 9.9 mph above | > 10 mph above |                |     |                                           |
| 500-600 block of Belleforte Avenue | NB        | 174 (23%)                                                                                    | 333 (44%)          | 196 (26%)          | 47 (6%)            | 8 (1%)         | 33%            | 379 | 27                                        |
|                                    | SB        | 182 (32%)                                                                                    | 221 (40%)          | 119 (21%)          | 32 (6%)            | 5 (1%)         | 28%            | 280 | 26                                        |

\* Data was collected on Wednesday and Thursday, February 4 and 5, 2026.

\*\* 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 500-600 block of Belleforte Avenue speed data shows a 70% compliance rate with the 25-mph speed limit and more than 93% 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 500-600 block of Belleforte 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 Belleforte Avenue. However, speeds along this block are generally fairly low, potentially due to the high utilization of on-street parking, particularly towards the southern portion of this corridor.



**Figure 2. 85<sup>th</sup> Percentile Speed vs Time of Day at 500-600 Belleforte Avenue**

## V. CRASH ANALYSIS

In order to evaluate safety trends on the 500-600 block of Belleforte Avenue, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from January 2021 through December 2025, a five-year period. This data shows that there were no mid-block collisions during the five-year period.



## VI. DISCUSSION AND RECOMMENDATION

The Traffic Calming Toolbox (shown in **Exhibit 4**) 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.

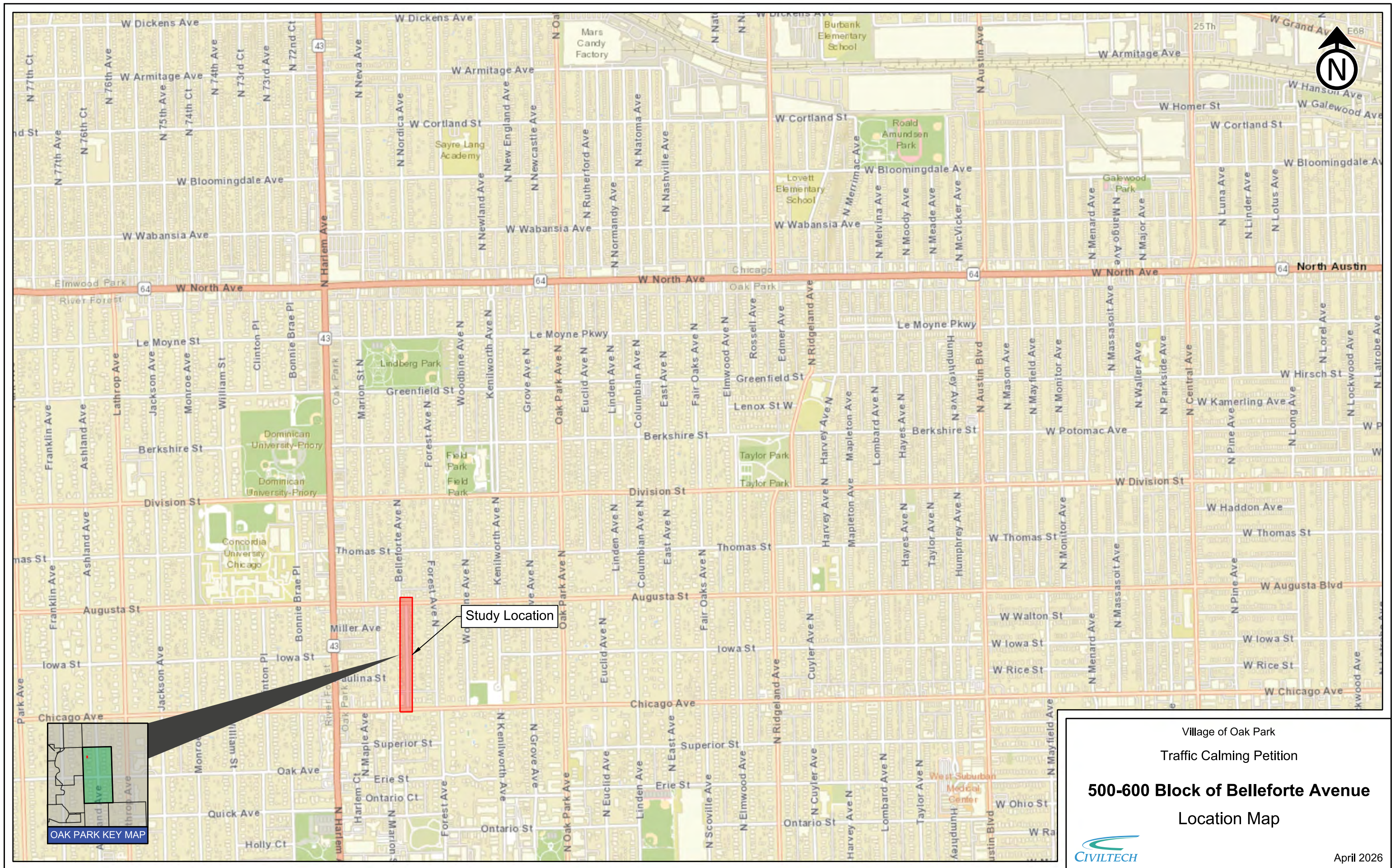
The traffic data shows that this block is operating safely with no crash history and volumes similar to a typical Oak Park residential street. 93% of the vehicles travel less than 5 mph over the 25 mph speed limit.

As stated in the petitioner's letter to the Village, there were a few drivers noted to be speeding on Belleforte Avenue. Excessive speeding was more prevalent in the northbound direction. Therefore, a temporary radar speed feedback sign is recommended facing northbound traffic. Additionally, targeted speed enforcement is recommended. This will increase drivers' awareness of their speeds.

The north leg crosswalk at Belleforte Avenue and Chicago Avenue is a dedicated school route. Installing a marked crosswalk along the north leg of Belleforte Avenue at Chicago Avenue is recommended.

| 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 | 500-600 Block of Belleforte 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.                 | 0 pts.                             |               |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| Vehicle Speed                                                                                                     | 20                       | 85th percentile speed is not over the speed limit = 0 points<br>85th percentile speed is 1 mph over the speed limit = 4 points<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.                 | 4 pts.                             |               |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| 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>ADT > 2,550 = 20 points                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0 pts.                 | 0 pts.                             |               |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| Pedestrian Traffic Generators                                                                                     | 15                       | Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points<br>Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points<br>Any school, park, library, church, CTA station more than 2 blocks away = 0 points                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0 pts.                 | 8 pts.                             |               |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| Bike Routes / Non-Bike Routes                                                                                     | 10                       | Not identified as a proposed bike route/boulevard* = 3 points<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.                 | 6 pts.                             |               |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| Community Interest                                                                                                | 15                       | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) Exteral Negative Score is from responses from outside of the affected petition zone.<br><table><tr><th colspan="5">51% petitions</th><th colspan="5">75% petitions</th></tr><tr><td>51%</td><td>-</td><td>59%</td><td>=</td><td>10 points</td><td>75%</td><td>-</td><td>78%</td><td>=</td><td>10 points</td></tr><tr><td>60%</td><td>-</td><td>68%</td><td>=</td><td>11</td><td>79%</td><td>-</td><td>82%</td><td>=</td><td>11</td></tr><tr><td>69%</td><td>-</td><td>77%</td><td>=</td><td>12</td><td>83%</td><td>-</td><td>86%</td><td>=</td><td>12</td></tr><tr><td>78%</td><td>-</td><td>86%</td><td>=</td><td>13</td><td>87%</td><td>-</td><td>90%</td><td>=</td><td>13</td></tr><tr><td>87%</td><td>-</td><td>95%</td><td>=</td><td>14</td><td>91%</td><td>-</td><td>94%</td><td>=</td><td>14</td></tr><tr><td>96%</td><td>-</td><td>100%</td><td>=</td><td>15</td><td>95%</td><td>-</td><td>100%</td><td>=</td><td>15</td></tr></table><br><table><tr><th colspan="4">% of negative replies</th><th colspan="2">Subtract</th></tr><tr><td colspan="4">Less than 10 or 16 replies</td><td>=</td><td>- 0 points</td></tr><tr><td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td><td>1%</td><td>-</td><td>20%</td><td>=</td><td>- 1 point</td></tr><tr><td>21%</td><td>-</td><td>40%</td><td>=</td><td>- 2</td></tr><tr><td>41%</td><td>-</td><td>60%</td><td>=</td><td>- 3</td></tr><tr><td>61%</td><td>-</td><td>80%</td><td>=</td><td>- 4</td></tr><tr><td>81%</td><td>-</td><td>100%</td><td>=</td><td>- 5 points</td></tr></table> | 51% petitions          |                                    |               |   |      | 75% petitions |           |  |  |  | 51% | - | 59% | = | 10 points | 75% | - | 78% | = | 10 points | 60% | - | 68% | = | 11 | 79% | - | 82% | = | 11 | 69% | - | 77% | = | 12 | 83% | - | 86% | = | 12 | 78% | - | 86% | = | 13 | 87% | - | 90% | = | 13 | 87% | - | 95% | = | 14 | 91% | - | 94% | = | 14 | 96% | - | 100% | = | 15 | 95% | - | 100% | = | 15 | % of negative replies |  |  |  | Subtract |  | Less than 10 or 16 replies |  |  |  | = | - 0 points | If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative | 1% | - | 20% | = | - 1 point | 21% | - | 40% | = | - 2 | 41% | - | 60% | = | - 3 | 61% | - | 80% | = | - 4 | 81% | - | 100% | = | - 5 points | 10 pts.<br><br>(5 pts. with minimum petition score + maximum external negative support) | 10 pts. |
| 51% petitions                                                                                                     |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                        |                                    | 75% petitions |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| 51%                                                                                                               | -                        | 59%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | =                      | 10 points                          | 75%           | - | 78%  | =             | 10 points |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| 60%                                                                                                               | -                        | 68%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | =                      | 11                                 | 79%           | - | 82%  | =             | 11        |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| 69%                                                                                                               | -                        | 77%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | =                      | 12                                 | 83%           | - | 86%  | =             | 12        |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| 78%                                                                                                               | -                        | 86%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | =                      | 13                                 | 87%           | - | 90%  | =             | 13        |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| 87%                                                                                                               | -                        | 95%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | =                      | 14                                 | 91%           | - | 94%  | =             | 14        |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| 96%                                                                                                               | -                        | 100%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | =                      | 15                                 | 95%           | - | 100% | =             | 15        |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| % of negative replies                                                                                             |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                        | Subtract                           |               |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| Less than 10 or 16 replies                                                                                        |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                        | =                                  | - 0 points    |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative | 1%                       | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 20%                    | =                                  | - 1 point     |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
|                                                                                                                   | 21%                      | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 40%                    | =                                  | - 2           |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
|                                                                                                                   | 41%                      | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 60%                    | =                                  | - 3           |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
|                                                                                                                   | 61%                      | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 80%                    | =                                  | - 4           |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
|                                                                                                                   | 81%                      | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 100%                   | =                                  | - 5 points    |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |
| Maximum Score                                                                                                     | 100                      | Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 13 pts.                | 28 pts.                            |               |   |      |               |           |  |  |  |     |   |     |   |           |     |   |     |   |           |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |     |   |    |     |   |      |   |    |     |   |      |   |    |                       |  |  |  |          |  |                            |  |  |  |   |            |                                                                                                                   |    |   |     |   |           |     |   |     |   |     |     |   |     |   |     |     |   |     |   |     |     |   |      |   |            |                                                                                         |         |





Village of Oak Park  
Traffic Calming Petition

**500-600 Block of Belleforte Avenue**

Location Map

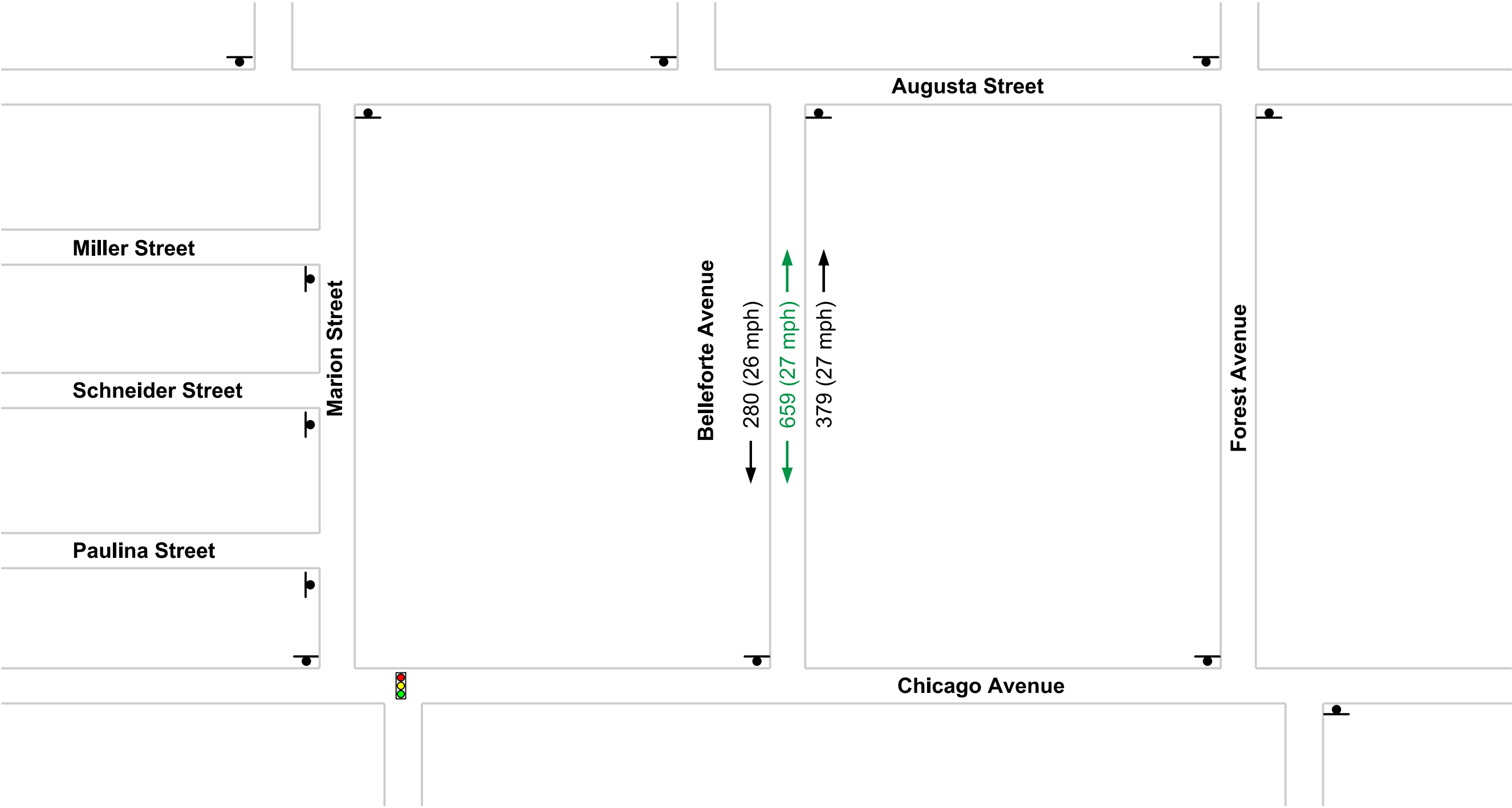
 CIVILTECH

April 2026









LEGEND

Count Date: February 4 and 5, 2026  
(Wednesday and Thursday)

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

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

● Stop Sign      ● Traffic Signal

Village of Oak Park  
Traffic Calming Petition

**ADT and Speed Data**  
500-600 Block of Belleforte Avenue



April 2026  
Not to Scale



## 500-600 Block of Belleforte Avenue

| Traffic Calming Measures that can be used by the Transportation Commission to address<br>resident generated petitions for traffic calming / controls<br>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                                                                                                            |                                                                                                            |
| Speed Feedback Sign                                                                                                                                                                                                               |                                     | Village                                                                                                            |                                                                                                            |
| Centerline / Edgeline Lane Striping                                                                                                                                                                                               |                                     | Village                                                                                                            |                                                                                                            |
| Optical Speed Bars / Speed Reduction Markings                                                                                                                                                                                     |                                     | Village                                                                                                            |                                                                                                            |
| Signage                                                                                                                                                                                                                           |                                     | Village                                                                                                            |                                                                                                            |
| Speed Limit Signage                                                                                                                                                                                                               |                                     | Village                                                                                                            |                                                                                                            |
| STOP / YIELD Signage                                                                                                                                                                                                              |                                     | Village                                                                                                            | <u>Should not</u> be used for speed control according to federal Manual on Uniform Traffic Control Devices |
| Flashing Stop Signs                                                                                                                                                                                                               |                                     | Village                                                                                                            |                                                                                                            |
| Speed Legend                                                                                                                                                                                                                      |                                     | Village                                                                                                            |                                                                                                            |
| Speed Limit Pavement Markings                                                                                                                                                                                                     |                                     | Village                                                                                                            |                                                                                                            |
| High Visibility Crosswalks                                                                                                                                                                                                        |                                     | Village                                                                                                            |                                                                                                            |
| Educational Community Involvement                                                                                                                                                                                                 |                                     | Village                                                                                                            |                                                                                                            |
| <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>                                                                                                                                                                                 |                                     |                                                                                                                    |                                                                                                            |
| <b>Neckdown / Bulbout</b>                                                                                                                                                                                                         | 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

Speed Data

Site Code: 500-600 Belleforte Ave  
Station ID: Between  
Location: Chicago and Augusta

File Name: Speed Analysis  
Date Printed: 2/17/2026  
Start Date: 2/4/2026  
End Date: 2/6/2026

Latitude: 41.894276  
Longitude: -87.801910  
Direction: SB, Lane 1

| 2/4/2026             | 0 - 15 | > 15 - |          | > 20 - |          | > 25 - |          | > 27.5 - | > 30 - 35 | > 35 - 40 | > 40 - 45 | > 45 - 50 | > 50 | Total |
|----------------------|--------|--------|----------|--------|----------|--------|----------|----------|-----------|-----------|-----------|-----------|------|-------|
| Time                 | MPH    | 17.5   | > 17.5 - | 22.5   | > 22.5 - | 27.5   | > 27.5 - | 30 MPH   | MPH       | MPH       | MPH       | MPH       | MPH  |       |
| 12:00 AM             | 0      | 0      | 0        | 0      | 0        | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 0     |
| 1:00                 | 0      | 0      | 0        | 0      | 0        | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 0     |
| 2:00                 | 0      | 0      | 0        | 0      | 0        | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 0     |
| 3:00                 | 2      | 0      | 0        | 0      | 0        | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 2     |
| 4:00                 | 1      | 0      | 0        | 0      | 0        | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 1     |
| 5:00                 | 2      | 0      | 0        | 1      | 0        | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 3     |
| 6:00                 | 0      | 1      | 2        | 0      | 1        | 1      | 2        | 1        | 0         | 0         | 0         | 0         | 0    | 8     |
| 7:00                 | 3      | 4      | 3        | 4      | 6        | 4      | 6        | 3        | 0         | 0         | 0         | 0         | 0    | 33    |
| 8:00                 | 6      | 2      | 5        | 5      | 7        | 3      | 0        | 2        | 0         | 0         | 0         | 0         | 0    | 30    |
| 9:00                 | 5      | 2      | 2        | 4      | 6        | 2      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 21    |
| 10:00                | 0      | 0      | 5        | 2      | 3        | 2      | 2        | 1        | 0         | 0         | 0         | 0         | 0    | 15    |
| 11:00                | 0      | 2      | 4        | 2      | 1        | 1      | 0        | 2        | 0         | 0         | 0         | 0         | 0    | 12    |
| 12:00 PM             | 1      | 2      | 0        | 2      | 5        | 3      | 3        | 0        | 0         | 0         | 0         | 0         | 0    | 16    |
| 1:00                 | 1      | 3      | 4        | 5      | 2        | 4      | 1        | 2        | 0         | 0         | 0         | 0         | 0    | 22    |
| 2:00                 | 3      | 0      | 4        | 3      | 4        | 4      | 1        | 1        | 0         | 0         | 0         | 0         | 0    | 20    |
| 3:00                 | 2      | 1      | 1        | 1      | 3        | 3      | 1        | 0        | 0         | 0         | 0         | 0         | 0    | 12    |
| 4:00                 | 0      | 0      | 2        | 1      | 6        | 2      | 1        | 0        | 0         | 0         | 0         | 0         | 0    | 12    |
| 5:00                 | 2      | 1      | 2        | 4      | 6        | 3      | 3        | 2        | 0         | 0         | 0         | 0         | 0    | 23    |
| 6:00                 | 0      | 2      | 7        | 6      | 6        | 0      | 1        | 0        | 0         | 0         | 0         | 0         | 0    | 22    |
| 7:00                 | 3      | 0      | 2        | 4      | 1        | 3      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 13    |
| 8:00                 | 0      | 0      | 0        | 1      | 2        | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 3     |
| 9:00                 | 0      | 0      | 0        | 0      | 2        | 2      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 4     |
| 10:00                | 0      | 0      | 0        | 0      | 0        | 0      | 0        | 1        | 0         | 0         | 0         | 0         | 0    | 1     |
| 11:00                | 0      | 0      | 0        | 0      | 1        | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 1     |
| Total                | 31     | 20     | 43       | 45     | 62       | 37     | 21       | 15       | 0         | 0         | 0         | 0         | 0    | 274   |
| Percentile           |        |        |          | 15th   | 50th     | 85th   | 95th     |          |           |           |           |           |      |       |
| Speed                |        |        |          | 15     | 21       | 26     | 29       |          |           |           |           |           |      |       |
| Mean Speed (Average) |        |        |          | 22.4   |          |        |          |          |           |           |           |           |      |       |
| 10 MPH Pace Speed    |        |        |          | 18-27  |          |        |          |          |           |           |           |           |      |       |
| Number in Pace       |        |        |          | 184    |          |        |          |          |           |           |           |           |      |       |
| Percent in Pace      |        |        |          | 67.0%  |          |        |          |          |           |           |           |           |      |       |
| Number > 25 MPH      |        |        |          | 73     |          |        |          |          |           |           |           |           |      |       |
| Percent > 25 MPH     |        |        |          | 26.6%  |          |        |          |          |           |           |           |           |      |       |

Site Code: 500-600 Belleforte Ave  
Station ID: Between  
Location: Chicago and Augusta

File Name: Speed Analysis  
Date Printed: 2/17/2026  
Start Date: 2/4/2026  
End Date: 2/6/2026

Latitude: 41.894276  
Longitude: -87.801910  
Direction: SB, Lane 1

| 2/5/2026             | 0 - 15     | > 15 -   | > 20 - | > 25 -   | > 30 - 35 | > 35 - 40 | > 40 - 45 | > 45 - 50 | > 50 | Total |     |     |       |
|----------------------|------------|----------|--------|----------|-----------|-----------|-----------|-----------|------|-------|-----|-----|-------|
| Time                 | MPH        | 17.5 MPH | 20 MPH | 22.5 MPH | 25 MPH    | 27.5 MPH  | 30 MPH    | MPH       | MPH  | MPH   | MPH | MPH | Total |
| 12:00 AM             | 0          | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0     |
| 1:00                 | 0          | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0     |
| 2:00                 | 0          | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0     |
| 3:00                 | 0          | 0        | 1      | 0        | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 1     |
| 4:00                 | 0          | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0     |
| 5:00                 | 0          | 0        | 0      | 1        | 0         | 1         | 0         | 1         | 0    | 0     | 0   | 0   | 3     |
| 6:00                 | 1          | 0        | 1      | 0        | 2         | 1         | 1         | 4         | 1    | 0     | 0   | 0   | 11    |
| 7:00                 | 2          | 0        | 3      | 3        | 7         | 4         | 1         | 5         | 1    | 0     | 0   | 0   | 26    |
| 8:00                 | 4          | 6        | 3      | 8        | 8         | 4         | 2         | 1         | 1    | 0     | 0   | 0   | 37    |
| 9:00                 | 2          | 4        | 3      | 1        | 2         | 2         | 1         | 0         | 0    | 0     | 0   | 0   | 15    |
| 10:00                | 1          | 0        | 0      | 3        | 4         | 2         | 0         | 2         | 1    | 0     | 0   | 0   | 13    |
| 11:00                | 0          | 1        | 4      | 1        | 7         | 0         | 2         | 0         | 0    | 0     | 0   | 0   | 15    |
| 12:00 PM             | 1          | 3        | 0      | 5        | 2         | 1         | 1         | 1         | 0    | 0     | 0   | 0   | 14    |
| 1:00                 | 2          | 1        | 2      | 3        | 6         | 4         | 1         | 0         | 0    | 0     | 0   | 0   | 19    |
| 2:00                 | 3          | 0        | 0      | 4        | 3         | 2         | 2         | 0         | 0    | 0     | 0   | 0   | 14    |
| 3:00                 | 1          | 1        | 5      | 6        | 7         | 4         | 3         | 1         | 0    | 0     | 0   | 0   | 28    |
| 4:00                 | 2          | 1        | 2      | 5        | 2         | 7         | 5         | 1         | 0    | 1     | 0   | 0   | 26    |
| 5:00                 | 4          | 1        | 2      | 6        | 4         | 2         | 2         | 0         | 0    | 0     | 0   | 0   | 21    |
| 6:00                 | 1          | 2        | 7      | 5        | 0         | 3         | 0         | 0         | 0    | 0     | 0   | 0   | 18    |
| 7:00                 | 1          | 1        | 2      | 2        | 0         | 0         | 0         | 1         | 0    | 0     | 0   | 0   | 7     |
| 8:00                 | 1          | 1        | 1      | 3        | 2         | 1         | 0         | 0         | 0    | 0     | 0   | 0   | 9     |
| 9:00                 | 2          | 0        | 2      | 0        | 2         | 1         | 0         | 0         | 0    | 0     | 0   | 0   | 7     |
| 10:00                | 0          | 0        | 0      | 0        | 0         | 1         | 0         | 0         | 0    | 0     | 0   | 0   | 1     |
| 11:00                | 0          | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0     |
| Total                | 28         | 22       | 38     | 56       | 58        | 40        | 21        | 17        | 4    | 1     | 0   | 0   | 285   |
| Percentile           |            |          |        | 15th     | 50th      | 85th      | 95th      |           |      |       |     |     |       |
| Speed                |            |          |        | 16       | 21        | 27        | 30        |           |      |       |     |     |       |
| Mean Speed (Average) |            |          |        | 22.9     |           |           |           |           |      |       |     |     |       |
| 10 MPH Pace Speed    |            |          |        | 18-27    |           |           |           |           |      |       |     |     |       |
| Number in Pace       |            |          |        | 195      |           |           |           |           |      |       |     |     |       |
| Percent in Pace      |            |          |        | 69.0%    |           |           |           |           |      |       |     |     |       |
| Number > 25 MPH      |            |          |        | 83       |           |           |           |           |      |       |     |     |       |
| Percent > 25 MPH     |            |          |        | 29.1%    |           |           |           |           |      |       |     |     |       |
| Grand Total          | 59         | 42       | 81     | 101      | 120       | 77        | 42        | 32        | 4    | 1     | 0   | 0   | 559   |
| Stats                | Percentile |          |        | 15th     | 50th      | 85th      | 95th      |           |      |       |     |     |       |
| Speed                |            |          |        | 16       | 21        | 26        | 29        |           |      |       |     |     |       |
| Mean Speed (Average) |            |          |        | 22.6     |           |           |           |           |      |       |     |     |       |
| 10 MPH Pace Speed    |            |          |        | 18-27    |           |           |           |           |      |       |     |     |       |
| Number in Pace       |            |          |        | 380      |           |           |           |           |      |       |     |     |       |
| Percent in Pace      |            |          |        | 68.0%    |           |           |           |           |      |       |     |     |       |
| Number > 25 MPH      |            |          |        | 156      |           |           |           |           |      |       |     |     |       |
| Percent > 25 MPH     |            |          |        | 27.9%    |           |           |           |           |      |       |     |     |       |

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End Date: 2/6/2026

Latitude: 41.894276  
Longitude: -87.801910  
Direction: NB, Lane 2

| 2/4/2026             | 0 - 15 | > 15 - | > 20 - | > 25 - | > 27.5 - | > 27.5 - | > 30 - 35 | > 35 - 40 | > 40 - 45 | > 45 - 50 | > 50 | Total |
|----------------------|--------|--------|--------|--------|----------|----------|-----------|-----------|-----------|-----------|------|-------|
| Time                 | MPH    | 17.5   | 20 MPH | 22.5   | 25 MPH   | MPH      | 30 MPH    | MPH       | MPH       | MPH       | MPH  |       |
| 12:00 AM             | 0      | 0      | 0      | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 0     |
| 1:00                 | 0      | 0      | 2      | 0      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 2     |
| 2:00                 | 0      | 0      | 0      | 1      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 1     |
| 3:00                 | 0      | 0      | 0      | 1      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 1     |
| 4:00                 | 0      | 0      | 0      | 1      | 0        | 0        | 0         | 0         | 0         | 0         | 0    | 1     |
| 5:00                 | 0      | 0      | 0      | 1      | 1        | 0        | 0         | 0         | 1         | 0         | 0    | 3     |
| 6:00                 | 1      | 0      | 0      | 1      | 0        | 0        | 1         | 0         | 0         | 0         | 0    | 3     |
| 7:00                 | 1      | 0      | 2      | 2      | 5        | 0        | 1         | 1         | 0         | 0         | 0    | 12    |
| 8:00                 | 3      | 2      | 3      | 9      | 2        | 1        | 3         | 2         | 0         | 0         | 0    | 25    |
| 9:00                 | 1      | 0      | 4      | 6      | 4        | 2        | 1         | 1         | 0         | 0         | 0    | 19    |
| 10:00                | 0      | 3      | 4      | 2      | 6        | 3        | 2         | 0         | 0         | 0         | 0    | 20    |
| 11:00                | 1      | 2      | 4      | 2      | 4        | 2        | 2         | 4         | 0         | 0         | 0    | 21    |
| 12:00 PM             | 1      | 1      | 3      | 3      | 3        | 3        | 2         | 1         | 0         | 0         | 0    | 17    |
| 1:00                 | 0      | 1      | 4      | 4      | 7        | 5        | 3         | 0         | 0         | 0         | 0    | 24    |
| 2:00                 | 1      | 0      | 6      | 3      | 14       | 9        | 3         | 1         | 1         | 0         | 0    | 38    |
| 3:00                 | 2      | 3      | 3      | 6      | 8        | 3        | 4         | 0         | 0         | 0         | 0    | 29    |
| 4:00                 | 1      | 1      | 2      | 6      | 9        | 6        | 5         | 5         | 2         | 0         | 0    | 37    |
| 5:00                 | 4      | 0      | 2      | 10     | 9        | 7        | 4         | 2         | 0         | 0         | 0    | 38    |
| 6:00                 | 1      | 1      | 3      | 7      | 10       | 4        | 7         | 2         | 0         | 0         | 0    | 35    |
| 7:00                 | 0      | 1      | 0      | 2      | 7        | 11       | 3         | 1         | 0         | 0         | 0    | 25    |
| 8:00                 | 3      | 0      | 3      | 4      | 9        | 1        | 1         | 1         | 0         | 0         | 0    | 22    |
| 9:00                 | 0      | 0      | 3      | 2      | 3        | 1        | 0         | 0         | 0         | 0         | 0    | 9     |
| 10:00                | 0      | 0      | 2      | 0      | 2        | 0        | 0         | 0         | 0         | 0         | 0    | 4     |
| 11:00                | 0      | 0      | 0      | 1      | 0        | 0        | 2         | 0         | 0         | 0         | 0    | 3     |
| Total                | 20     | 15     | 50     | 74     | 103      | 58       | 44        | 21        | 4         | 0         | 0    | 389   |
| Percentile           |        |        |        | 15th   | 50th     | 85th     | 95th      |           |           |           |      |       |
| Speed                |        |        |        | 18     | 23       | 27       | 29        |           |           |           |      |       |
| Mean Speed (Average) |        |        |        | 23.8   |          |          |           |           |           |           |      |       |
| 10 MPH Pace Speed    |        |        |        | 19-28  |          |          |           |           |           |           |      |       |
| Number in Pace       |        |        |        | 287    |          |          |           |           |           |           |      |       |
| Percent in Pace      |        |        |        | 74.0%  |          |          |           |           |           |           |      |       |
| Number > 25 MPH      |        |        |        | 127    |          |          |           |           |           |           |      |       |
| Percent > 25 MPH     |        |        |        | 32.6%  |          |          |           |           |           |           |      |       |



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Latitude: 41.894276  
Longitude: -87.801910  
Direction: NB, Lane 2

| 2/5/2026             | 0 - 15     | > 15 - | > 17.5 - | > 20 - | > 22.5 - | > 25 - | > 27.5 - | > 30 - 35 | > 35 - 40 | > 40 - 45 | > 45 - 50 | > 50 | Total |  |
|----------------------|------------|--------|----------|--------|----------|--------|----------|-----------|-----------|-----------|-----------|------|-------|--|
| Time                 | MPH        | 17.5   | 20 MPH   | 22.5   | 25 MPH   | 27.5   | 30 MPH   | MPH       | MPH       | MPH       | MPH       | MPH  |       |  |
| 12:00 AM             | 1          | 0      | 0        | 0      | 1        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 2     |  |
| 1:00                 | 0          | 0      | 0        | 0      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 0     |  |
| 2:00                 | 0          | 0      | 0        | 0      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 0     |  |
| 3:00                 | 0          | 0      | 0        | 1      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 1     |  |
| 4:00                 | 0          | 0      | 0        | 0      | 0        | 0      | 0        | 0         | 1         | 0         | 0         | 0    | 1     |  |
| 5:00                 | 0          | 0      | 0        | 1      | 0        | 0      | 0        | 1         | 1         | 0         | 0         | 0    | 3     |  |
| 6:00                 | 0          | 0      | 1        | 1      | 0        | 1      | 1        | 0         | 0         | 0         | 0         | 0    | 4     |  |
| 7:00                 | 4          | 0      | 0        | 4      | 4        | 2      | 3        | 3         | 0         | 0         | 0         | 0    | 20    |  |
| 8:00                 | 2          | 0      | 2        | 3      | 4        | 4      | 4        | 4         | 0         | 0         | 0         | 0    | 23    |  |
| 9:00                 | 5          | 1      | 3        | 3      | 5        | 2      | 0        | 0         | 0         | 0         | 0         | 0    | 19    |  |
| 10:00                | 1          | 3      | 4        | 2      | 1        | 4      | 2        | 2         | 0         | 0         | 0         | 0    | 19    |  |
| 11:00                | 4          | 1      | 1        | 6      | 7        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 19    |  |
| 12:00 PM             | 0          | 1      | 2        | 5      | 4        | 5      | 1        | 1         | 0         | 0         | 0         | 0    | 19    |  |
| 1:00                 | 5          | 1      | 1        | 3      | 1        | 1      | 2        | 0         | 0         | 0         | 0         | 1    | 15    |  |
| 2:00                 | 1          | 0      | 1        | 5      | 3        | 5      | 6        | 3         | 1         | 0         | 0         | 0    | 25    |  |
| 3:00                 | 0          | 1      | 0        | 6      | 11       | 8      | 3        | 3         | 0         | 0         | 0         | 0    | 32    |  |
| 4:00                 | 0          | 0      | 0        | 5      | 13       | 7      | 7        | 2         | 0         | 0         | 0         | 0    | 34    |  |
| 5:00                 | 5          | 3      | 3        | 7      | 11       | 7      | 1        | 1         | 0         | 0         | 0         | 0    | 38    |  |
| 6:00                 | 6          | 2      | 7        | 6      | 4        | 6      | 2        | 2         | 0         | 0         | 0         | 0    | 35    |  |
| 7:00                 | 1          | 1      | 2        | 4      | 9        | 1      | 1        | 1         | 0         | 0         | 0         | 0    | 20    |  |
| 8:00                 | 4          | 0      | 4        | 4      | 4        | 3      | 1        | 0         | 0         | 0         | 0         | 0    | 20    |  |
| 9:00                 | 2          | 0      | 0        | 3      | 3        | 2      | 1        | 0         | 0         | 0         | 0         | 0    | 11    |  |
| 10:00                | 1          | 0      | 0        | 0      | 2        | 1      | 0        | 3         | 0         | 0         | 0         | 0    | 7     |  |
| 11:00                | 0          | 1      | 1        | 0      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 2     |  |
| Total                | 42         | 15     | 32       | 69     | 87       | 59     | 35       | 26        | 3         | 0         | 0         | 1    | 369   |  |
| Percentile           |            |        |          | 15th   | 50th     | 85th   | 95th     |           |           |           |           |      |       |  |
| Speed                |            |        |          | 16     | 23       | 27     | 31       |           |           |           |           |      |       |  |
| Mean Speed (Average) |            |        |          | 23.3   |          |        |          |           |           |           |           |      |       |  |
| 10 MPH Pace Speed    |            |        |          | 20-29  |          |        |          |           |           |           |           |      |       |  |
| Number in Pace       |            |        |          | 252    |          |        |          |           |           |           |           |      |       |  |
| Percent in Pace      |            |        |          | 70.0%  |          |        |          |           |           |           |           |      |       |  |
| Number > 25 MPH      |            |        |          | 124    |          |        |          |           |           |           |           |      |       |  |
| Percent > 25 MPH     |            |        |          | 33.6%  |          |        |          |           |           |           |           |      |       |  |
| Grand Total          | 62         | 30     | 82       | 143    | 190      | 117    | 79       | 47        | 7         | 0         | 0         | 1    | 758   |  |
| Stats                | Percentile |        |          | 15th   | 50th     | 85th   | 95th     |           |           |           |           |      |       |  |
| Speed                |            |        |          | 18     | 23       | 27     | 29       |           |           |           |           |      |       |  |
| Mean Speed (Average) |            |        |          | 23.6   |          |        |          |           |           |           |           |      |       |  |
| 10 MPH Pace Speed    |            |        |          | 19-28  |          |        |          |           |           |           |           |      |       |  |
| Number in Pace       |            |        |          | 541    |          |        |          |           |           |           |           |      |       |  |
| Percent in Pace      |            |        |          | 72.0%  |          |        |          |           |           |           |           |      |       |  |
| Number > 25 MPH      |            |        |          | 251    |          |        |          |           |           |           |           |      |       |  |
| Percent > 25 MPH     |            |        |          | 33.1%  |          |        |          |           |           |           |           |      |       |  |

Site Code: 500-600 Belleforte Ave  
Station ID: Between  
Location: Chicago and Augusta

File Name: Speed Analysis  
Date Printed: 2/17/2026  
Start Date: 2/4/2026  
End Date: 2/6/2026

Latitude: 41.894276  
Longitude: -87.801910  
Direction: Combined

| 2/4/2026             | 0 - 15 | > 15 - |          | > 20 - |          | > 25 - |          |           |           |           |           |      |       |  |
|----------------------|--------|--------|----------|--------|----------|--------|----------|-----------|-----------|-----------|-----------|------|-------|--|
| Time                 | MPH    | 17.5   | > 17.5 - | 22.5   | > 22.5 - | 27.5   | > 27.5 - | > 30 - 35 | > 35 - 40 | > 40 - 45 | > 45 - 50 | > 50 | Total |  |
| 12:00 AM             | 0      | 0      | 0        | 0      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 0     |  |
| 1:00                 | 0      | 0      | 2        | 0      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 2     |  |
| 2:00                 | 0      | 0      | 0        | 1      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 1     |  |
| 3:00                 | 2      | 0      | 0        | 1      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 3     |  |
| 4:00                 | 1      | 0      | 0        | 1      | 0        | 0      | 0        | 0         | 0         | 0         | 0         | 0    | 2     |  |
| 5:00                 | 2      | 0      | 0        | 2      | 1        | 0      | 0        | 0         | 1         | 0         | 0         | 0    | 6     |  |
| 6:00                 | 1      | 1      | 2        | 1      | 1        | 1      | 3        | 1         | 0         | 0         | 0         | 0    | 11    |  |
| 7:00                 | 4      | 4      | 5        | 6      | 11       | 4      | 7        | 4         | 0         | 0         | 0         | 0    | 45    |  |
| 8:00                 | 9      | 4      | 8        | 14     | 9        | 4      | 3        | 4         | 0         | 0         | 0         | 0    | 55    |  |
| 9:00                 | 6      | 2      | 6        | 10     | 10       | 4      | 1        | 1         | 0         | 0         | 0         | 0    | 40    |  |
| 10:00                | 0      | 3      | 9        | 4      | 9        | 5      | 4        | 1         | 0         | 0         | 0         | 0    | 35    |  |
| 11:00                | 1      | 4      | 8        | 4      | 5        | 3      | 2        | 6         | 0         | 0         | 0         | 0    | 33    |  |
| 12:00 PM             | 2      | 3      | 3        | 5      | 8        | 6      | 5        | 1         | 0         | 0         | 0         | 0    | 33    |  |
| 1:00                 | 1      | 4      | 8        | 9      | 9        | 9      | 4        | 2         | 0         | 0         | 0         | 0    | 46    |  |
| 2:00                 | 4      | 0      | 10       | 6      | 18       | 13     | 4        | 2         | 1         | 0         | 0         | 0    | 58    |  |
| 3:00                 | 4      | 4      | 4        | 7      | 11       | 6      | 5        | 0         | 0         | 0         | 0         | 0    | 41    |  |
| 4:00                 | 1      | 1      | 4        | 7      | 15       | 8      | 6        | 5         | 2         | 0         | 0         | 0    | 49    |  |
| 5:00                 | 6      | 1      | 4        | 14     | 15       | 10     | 7        | 4         | 0         | 0         | 0         | 0    | 61    |  |
| 6:00                 | 1      | 3      | 10       | 13     | 16       | 4      | 8        | 2         | 0         | 0         | 0         | 0    | 57    |  |
| 7:00                 | 3      | 1      | 2        | 6      | 8        | 14     | 3        | 1         | 0         | 0         | 0         | 0    | 38    |  |
| 8:00                 | 3      | 0      | 3        | 5      | 11       | 1      | 1        | 1         | 0         | 0         | 0         | 0    | 25    |  |
| 9:00                 | 0      | 0      | 3        | 2      | 5        | 3      | 0        | 0         | 0         | 0         | 0         | 0    | 13    |  |
| 10:00                | 0      | 0      | 2        | 0      | 2        | 0      | 0        | 1         | 0         | 0         | 0         | 0    | 5     |  |
| 11:00                | 0      | 0      | 0        | 1      | 1        | 0      | 2        | 0         | 0         | 0         | 0         | 0    | 4     |  |
| Total                | 51     | 35     | 93       | 119    | 165      | 95     | 65       | 36        | 4         | 0         | 0         | 0    | 663   |  |
| Percentile           |        |        |          | 15th   | 50th     | 85th   | 95th     |           |           |           |           |      |       |  |
| Speed                |        |        |          | 18     | 22       | 27     | 29       |           |           |           |           |      |       |  |
| Mean Speed (Average) |        |        |          | 23.2   |          |        |          |           |           |           |           |      |       |  |
| 10 MPH Pace Speed    |        |        |          | 19-28  |          |        |          |           |           |           |           |      |       |  |
| Number in Pace       |        |        |          | 468    |          |        |          |           |           |           |           |      |       |  |
| Percent in Pace      |        |        |          | 71.0%  |          |        |          |           |           |           |           |      |       |  |
| Number > 25 MPH      |        |        |          | 200    |          |        |          |           |           |           |           |      |       |  |
| Percent > 25 MPH     |        |        |          | 30.2%  |          |        |          |           |           |           |           |      |       |  |

Site Code: 500-600 Belleforte Ave  
Station ID: Between  
Location: Chicago and Augusta

File Name: Speed Analysis  
Date Printed: 2/17/2026  
Start Date: 2/4/2026  
End Date: 2/6/2026

Latitude: 41.894276  
Longitude: -87.801910  
Direction: Combined

| 2/5/2026             | 0 - 15     | > 15 - | > 20 - | > 25 - | > 30 - 35 | > 35 - 40 | > 40 - 45 | > 45 - 50 | > 50 | Total |     |     |      |       |
|----------------------|------------|--------|--------|--------|-----------|-----------|-----------|-----------|------|-------|-----|-----|------|-------|
| Time                 | MPH        | 17.5   | 20 MPH | 22.5   | 25 MPH    | 27.5      | 30 MPH    | MPH       | MPH  | MPH   | MPH | MPH | MPH  | Total |
| 12:00 AM             | 1          | 0      | 0      | 0      | 1         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0    | 2     |
| 1:00                 | 0          | 0      | 0      | 0      | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0    | 0     |
| 2:00                 | 0          | 0      | 0      | 0      | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0    | 0     |
| 3:00                 | 0          | 0      | 1      | 1      | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0    | 2     |
| 4:00                 | 0          | 0      | 0      | 0      | 0         | 0         | 0         | 0         | 1    | 0     | 0   | 0   | 0    | 1     |
| 5:00                 | 0          | 0      | 0      | 2      | 0         | 1         | 0         | 2         | 1    | 0     | 0   | 0   | 0    | 6     |
| 6:00                 | 1          | 0      | 2      | 1      | 2         | 2         | 2         | 4         | 1    | 0     | 0   | 0   | 0    | 15    |
| 7:00                 | 6          | 0      | 3      | 7      | 11        | 6         | 4         | 8         | 1    | 0     | 0   | 0   | 0    | 46    |
| 8:00                 | 6          | 6      | 5      | 11     | 12        | 8         | 6         | 5         | 1    | 0     | 0   | 0   | 0    | 60    |
| 9:00                 | 7          | 5      | 6      | 4      | 7         | 4         | 1         | 0         | 0    | 0     | 0   | 0   | 0    | 34    |
| 10:00                | 2          | 3      | 4      | 5      | 5         | 6         | 2         | 4         | 1    | 0     | 0   | 0   | 0    | 32    |
| 11:00                | 4          | 2      | 5      | 7      | 14        | 0         | 2         | 0         | 0    | 0     | 0   | 0   | 0    | 34    |
| 12:00 PM             | 1          | 4      | 2      | 10     | 6         | 6         | 2         | 2         | 0    | 0     | 0   | 0   | 0    | 33    |
| 1:00                 | 7          | 2      | 3      | 6      | 7         | 5         | 3         | 0         | 0    | 0     | 0   | 1   | 1    | 34    |
| 2:00                 | 4          | 0      | 1      | 9      | 6         | 7         | 8         | 3         | 1    | 0     | 0   | 0   | 0    | 39    |
| 3:00                 | 1          | 2      | 5      | 12     | 18        | 12        | 6         | 4         | 0    | 0     | 0   | 0   | 0    | 60    |
| 4:00                 | 2          | 1      | 2      | 10     | 15        | 14        | 12        | 3         | 0    | 1     | 0   | 0   | 0    | 60    |
| 5:00                 | 9          | 4      | 5      | 13     | 15        | 9         | 3         | 1         | 0    | 0     | 0   | 0   | 0    | 59    |
| 6:00                 | 7          | 4      | 14     | 11     | 4         | 9         | 2         | 2         | 0    | 0     | 0   | 0   | 0    | 53    |
| 7:00                 | 2          | 2      | 4      | 6      | 9         | 1         | 1         | 2         | 0    | 0     | 0   | 0   | 0    | 27    |
| 8:00                 | 5          | 1      | 5      | 7      | 6         | 4         | 1         | 0         | 0    | 0     | 0   | 0   | 0    | 29    |
| 9:00                 | 4          | 0      | 2      | 3      | 5         | 3         | 1         | 0         | 0    | 0     | 0   | 0   | 0    | 18    |
| 10:00                | 1          | 0      | 0      | 0      | 2         | 2         | 0         | 3         | 0    | 0     | 0   | 0   | 0    | 8     |
| 11:00                | 0          | 1      | 1      | 0      | 0         | 0         | 0         | 0         | 0    | 0     | 0   | 0   | 0    | 2     |
| Total                | 70         | 37     | 70     | 125    | 145       | 99        | 56        | 43        | 7    | 1     | 0   | 1   | 654  |       |
| Percentile           |            |        |        | 15th   | 50th      | 85th      | 95th      |           |      |       |     |     |      |       |
| Speed                |            |        |        | 16     | 22        | 27        | 30        |           |      |       |     |     |      |       |
| Mean Speed (Average) |            |        |        | 23.1   |           |           |           |           |      |       |     |     |      |       |
| 10 MPH Pace Speed    |            |        |        | 19-28  |           |           |           |           |      |       |     |     |      |       |
| Number in Pace       |            |        |        | 439    |           |           |           |           |      |       |     |     |      |       |
| Percent in Pace      |            |        |        | 68.0%  |           |           |           |           |      |       |     |     |      |       |
| Number > 25 MPH      |            |        |        | 207    |           |           |           |           |      |       |     |     |      |       |
| Percent > 25 MPH     |            |        |        | 31.7%  |           |           |           |           |      |       |     |     |      |       |
| Grand Total          | 121        | 72     | 163    | 244    | 310       | 194       | 121       | 79        | 11   | 1     | 0   | 1   | 1317 |       |
| Stats                | Percentile |        |        | 15th   | 50th      | 85th      | 95th      |           |      |       |     |     |      |       |
| Speed                |            |        |        | 17     | 22        | 27        | 29        |           |      |       |     |     |      |       |
| Mean Speed (Average) |            |        |        | 23.2   |           |           |           |           |      |       |     |     |      |       |
| 10 MPH Pace Speed    |            |        |        | 19-28  |           |           |           |           |      |       |     |     |      |       |
| Number in Pace       |            |        |        | 911    |           |           |           |           |      |       |     |     |      |       |
| Percent in Pace      |            |        |        | 69.0%  |           |           |           |           |      |       |     |     |      |       |
| Number > 25 MPH      |            |        |        | 407    |           |           |           |           |      |       |     |     |      |       |
| Percent > 25 MPH     |            |        |        | 30.9%  |           |           |           |           |      |       |     |     |      |       |