



# AGENDA

## VILLAGE OF OAK PARK TRANSPORTATION COMMISSION MEETING MONDAY, AUGUST 11, 2025 – 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 9, 2025 Transportation Commission Meeting Minutes

- 4) Non-Agenda Public Comment – up to 15 minutes

### Public Comment

Public comment is a time set aside at the beginning of a meeting for individuals to speak about an issue or concern. It is not intended for a dialogue with the Commission. Public comment is limited to 30 minutes with a limit of three minutes per person. If public comment exceeds 30 minutes, public comment will be shared with the public body for their review. If you want to submit public comment prior to the meeting you can do so at [transportation@oak-park.us](mailto:transportation@oak-park.us), or contact the Assistant Village Engineer at 708-358-5724 for additional assistance

- 5) New Business
  - a) Pleasant and Grove Traffic Calming Petition
  - b) 2026 Work Plan
- 6) Old Business
- 7) Adjourn

**Draft Minutes**  
**Transportation Commission**  
**Oak Park Village Hall**  
**June 9, 2025**  
**7:00 p,m**

**PRESENT:** Chair Burke, Commissioners Jenkins, Johnston-Ahlen, Johnson, Johnston-Ahlen, Commissioner Eskin

**ABSENT:** NONE

**STAFF PRESENT:** Assistant Village Engineer Chris Welch, CivilTech Consultant Kristen Hahn

**Roll Call:** Chair Burke called the meeting to order at 7:04 p.m.

Ron Burke	Present
Jack Eskin	Present
Jenna Holzberg	Absent
Jason Jenkins	Present
Erika Johnson	Present
Julie Johnston-Ahlen	Present
Jason Nudelman	Absent

Agenda Approval: Commissioner Julie Johnston-Ahlen made a motion and commissioner Jason Jenks seconded it. – Vote passed unanimously

Approval of Transportation Commission Meeting Minutes: commissioner Jason Jenkins made a motion and commissioner Jack Eskin seconded it. – Vote passed unanimously

Non-Agenda Public Comment: Elizabeth Wren from the 300 Block of South Wesley made a public comment about available overnight parking permits on her block in permit area Y5.

**New Business**

a) Elmwood and Thomas Traffic Calming Petitions

CivilTech Consultant Kristen Hahn gave a summary of peak hour rush hour for traffic and pedestrian data. Data shows traffic is higher around school hours. Another type of data is mid-block data over 3 days 85% of cars are going the correct speed in this area. Crash data was also evaluated and there was nothing to show high aggression in car accidents. Recommendations would be paint and post

bump outs at all four corners of the intersection to go with the proposed neighborhood greenway treatments the area is already scheduled to receive in 2026. A non-exhaustive list of these treatments includes a diverter at Thomas and Ridgeland preventing all movements except right turns onto and off of southbound Ridgeland, a speed feedback sign on the 800 block of Elmwood, a speed cushion west of the intersection on Thomas and a pavement marking and greenway signage. A temporary no left turn from 4-6 pm sign on northbound Ridgeland is also proposed as an interim condition prior to the construction of the Diverter.

Public Comment:

Beth Fioretto from the 800 block of Elmwood spoke in support of the proposed changes

Jesse Driscoll from the 700 block of Elmwood spoke in support of the proposed changes

Jennifer Driscoll from the 700 block of Elmwood spoke in support of the proposed

The Commission discussed the placement of the speed cushion on Thomas, preferring it to be to the east of the intersection closer to Ridgeland and asked about adding a speed cushion to the 800 block of Elmwood near Division.

Comissioner Easking gave a Motion to approve the proposed plan with the addition of the Speed Cushion on the 800 block of Elmwood and locating the proposed Thomas Speed Cushion East of the intersection of Thomas and Elmwood. Motion was seconded by Commissioner Jason Jenkins and passed unanimously.

Old Business

-Chair Burkes final commission meeting of his second term will be the July Transportation Commission and the replacement or extension of the Chair were discussed.

-Status of Bike Plan Update was discussed; namely that the next step had not been finalized at this time and it was possible the vote could be delayed from its tentative July 1, 2025 date.

Commissioner Jenkins motioned to adjourn which was seconded by Commissioner Jack Eskin and passed unanimously.

Adjourn 7:59 pm

## Village Of Oak Park

### Transportation Commission Agenda Item

<b>Item Title: Petition to Implement Traffic Calming Measures at the intersection of S Grove Avenue and Pleasant Street</b>
Review Date: <u>August 11, 2025</u>
Prepared By: <u>Steven Pautsch, Civiltech Engineering, Inc.</u>
<p><b>Abstract:</b></p> <p>On September 14, 2024, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of S Grove Avenue and Pleasant Street. The residents expressed concerns regarding pedestrian safety and driver confusion regarding the lack of stop signs on the Pleasant Street approaches. Signatures representing 51% of the street frontage were collected for the petition. The petition was certified as valid.</p> <p>At tonight's meeting, Civiltech Engineering, Inc. will present the collected traffic data along with potential traffic calming treatments, and public testimony will be taken. The Transportation Commission may concur with Civiltech's recommendation or make a different recommendation.</p>
<p><b>Recommendation(s):</b></p> <p>Civiltech and Staff make the following recommendation:</p> <ul style="list-style-type: none"><li>- Install paint and post curb extensions on all four corners of the S Grove Avenue and Pleasant Street intersection, extending onto S Grove Avenue only</li><li>- Remove "2-WAY" supplemental plaque sign and install "Cross Traffic Does Not Stop" (W4-4P) supplemental plaque sign</li></ul>
Supporting Documentation Is Attached

# **Letter of Explanation**

September 14, 2024

Transportation Commission  
Attn: Steven Pautsch  
The Village Of Oak Park, Public Works Center  
201 South Blvd.  
Oak Park, IL 60302

**Re: Petition for Traffic Calming Measures, Intersection of South Grove Ave & Pleasant St.**

Dear Mr. Pautsch,

We, the undersigned, respectfully request that traffic calming measures be considered and implemented at the intersection of South Grove Avenue and Pleasant Street. It is a traditional 4-corner intersection that is currently controlled by a 2-way stop, with traffic stopping on South Grove Ave, and not stopping on Pleasant Street. There are pedestrian crosswalk street markings on Grove Avenue, but no pedestrian crosswalk markings on Pleasant Street.

This is an intersection with heavy foot traffic due to nearby retail establishments on Oak Park Ave. There are two churches and a park within a half-block. The Southeast corner of this intersection is a popular elementary school bus stop.

Here are a few examples of instances to support our petition:

- There is a stoplight on Pleasant Street and Oak Park Ave, 1 block East, which affects the eastbound traffic on Pleasant Street. The stoplight has long wait times. Drivers traveling eastbound on Pleasant will often accelerate through the intersection of South Grove in order to catch the green light.
- During the mornings, traffic is often backed up on Pleasant Street as cars wait for a green light to cross Oak Park Ave, and because there is no stop sign, cars will end up queued up in the intersection, which creates unsafe conditions.
- There is reduced visibility due to vehicles which park on the north side of Pleasant street. It makes it difficult for vehicles & pedestrians attempting to cross Pleasant street because they need to enter the intersection in order to see oncoming traffic, which doesn't stop. Many horns are honked every day as drivers along Pleasant audibly enforce their right of way.
- People supporting the businesses or attending the churches along Oak Park Ave will often park their cars on South Grove and walk over to Oak Park Ave. There is also a popular Economy Shop located on the 100 block of South Grove Ave. There are often drivers who are unfamiliar with the intersection and as they search for street parking they aren't aware that traffic doesn't stop on Pleasant Street, which leads to many "near miss" accidents.

- There are currently pedestrian road markings on the crosswalks on South Grove Avenue, but no pedestrian markings across Pleasant street, which is the traffic that doesn't stop. Many children are not allowed to cross this street without adult supervision due to the danger of the cars speeding past with limited visibility.
- There is a popular school bus stop at the Southeast corner of the intersection, and in the mornings and afternoons many children need to cross at this intersection.
- The intersection has one home at each corner, which don't have large setbacks, and 2 of which have historic iron front fences & bushes which limit visibility.

During the past few years we have witnessed multiple instances of pedestrians and vehicles nearly getting hit and we petition the village to take action as soon as possible.

**Neighborhood Suggestion:**

- Pedestrian markings on all crosswalks at South Grove & Pleasant Street
- 4 way STOP at Pleasant Street & South Grove Avenue

There seems to be very little downside and tremendous upside in having traffic momentarily stop along Pleasant street. Also, we have reviewed the Traffic Calming Measures Matrix and we believe that the addition of a STOP sign is among the least costly and least restrictive measures we can take to ensure pedestrian and vehicular safety.

Respectfully Submitted,



**Luke Blahnik**

**Talia Treece**

**Anne Elyse Chambers**



**Petition Redacted**

# PETITION FOR TRAFFIC CALMING MEASURES

Date: September 14, 2024

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on the \_\_\_\_\_ block of \_\_\_\_\_ or

at the intersection of SOUTH GROVE AVE and PLEASANT STREET  
in the Village of Oak Park.

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

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

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

Only one signature per property is required.

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12. \_\_\_\_\_

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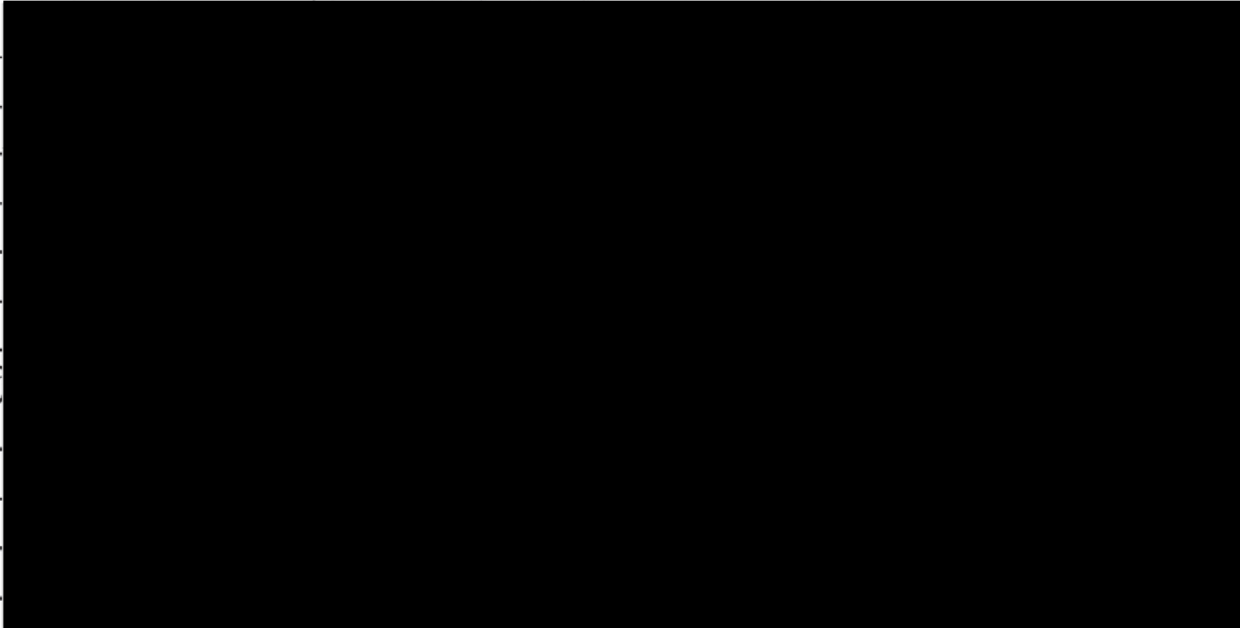
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| • Excessive vehicle speeds           | <u>3</u> |                                                                                                       |
| • Excessive vehicle volumes          | <u>4</u> |                                                                                                       |
| • Pedestrian/Bicyclist safety issues | <u>1</u> |                                                                                                       |
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2. <u>[Signature]</u>	[Redacted]	[Redacted]	[Redacted]
3. <u>↳ Condo Board President for Kenilworth and Pleasant Condo Association</u>			
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2. <u>Mary Ann Na</u>			
3. <u>Dennis M</u>			
4. <u>Tom</u>			
5. <u>Catherine M</u>			
6. <u>Steve</u>			
7. <u>Robert</u>			
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2. <u>Briana Villarrubia</u>	[Redacted]	[Redacted]	[Redacted]
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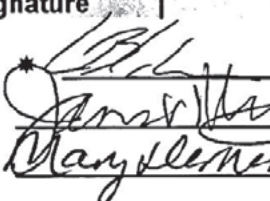
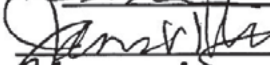
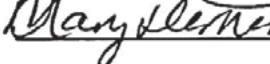
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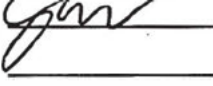
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# PETITION FOR TRAFFIC CALMING MEASURES

Date: September 14, 21

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

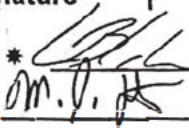

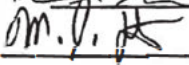
on the \_\_\_\_\_ block of \_\_\_\_\_ or  
at the intersection of SOUTH GROVE AVE and PLEASANT STREET  
in the Village of Oak Park.

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

- |                                      |          |                                                                                                       |
|--------------------------------------|----------|-------------------------------------------------------------------------------------------------------|
| • Excessive vehicle crashes          | <u>5</u> | (rank these in order of importance with 1<br>being most problematic and 5 being least<br>problematic) |
| • Excessive vehicle speeds           | <u>3</u> |                                                                                                       |
| • Excessive vehicle volumes          | <u>4</u> |                                                                                                       |
| • Pedestrian/Bicyclist safety issues | <u>1</u> |                                                                                                       |
| • Other <u>Bus Stop</u>              | <u>2</u> |                                                                                                       |

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

Only one signature per property is required.

Signature	Address	Phone number	Email
1. * 			
2. 			
3. _____			
4. _____			
5. _____			
6. _____			
7. _____			
8. _____			
9. _____			
10. _____			
11. _____			
12. _____			

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)

# **Public Testimony**

## Shrivastava, Anmol

---

**From:** Mary H [REDACTED]  
**Sent:** Saturday, July 26, 2025 1:14 PM  
**To:** Transportation  
**Subject:** traffic calming device at intersection of S Grove Ave and Pleasant St

Caution! This message was sent from outside your organization.

Hello,

My name is Mary Hayden. My husband, James Moy, and I live at [REDACTED] S Grove Ave in Oak Park. I am writing for both of us. We favor converting the intersection from a 2-way stop to a 4-way stop. We DO NOT favor changing traffic flow or closing a street to calm traffic at this intersection.

Thank you.

Mary Hayden

## Shrivastava, Anmol

---

**From:** Andrew Doten [REDACTED]  
**Sent:** Sunday, July 27, 2025 6:44 PM  
**To:** Transportation  
**Subject:** Traffic Calming- S Grove & Pleasant

Caution! This message was sent from outside your organization.

Hello

I am writing in favor of traffic calming measure at the S Grove and Pleasant intersection. I believe it will make the neighborhood safer.

Thank you,

Andrew Doten, owner & resident at [REDACTED] S Grove Ave

[REDACTED]

## Shrivastava, Anmol

---

**From:** LIZBETH J LEMKE [REDACTED]  
**Sent:** Tuesday, July 29, 2025 5:25 PM  
**To:** Transportation  
**Subject:** Traffic Calming Measures at Intersection of S. Grove Ave. and Pleasant Street - Attn. Steven Pautsch

Caution! This message was sent from outside your organization.

Dear Mr. Pautsch,

I support the implementation of traffic-calming measures at the intersection of South Grove Ave. and Pleasant Street, in particular the utilization of stop signs at all four corners, not just two. Vehicles traveling East-West on Pleasant Street often travel at high speeds. Vehicles and pedestrians crossing Pleasant Street, heading either North or South, often don't realize the traffic on Pleasant Street isn't required to stop, and they proceed into the intersection. I've witnessed a number of near-misses when vehicles traveling East-West on Pleasant Street have almost hit a vehicle or a pedestrian attempting to cross Pleasant Street. The situation is made worse by the fact that vehicles are allowed to park along the North side of Pleasant Street, which impedes the view of vehicles and pedestrians attempting to cross Pleasant while heading South.

I hope measures can be taken soon to make this a safer intersection.

Thank you,  
Liz Lemke  
[REDACTED] South Grove Ave. [REDACTED]  
Oak Park, IL 60302

## Shrivastava, Anmol

---

**From:** lilly [REDACTED]  
**Sent:** Sunday, August 3, 2025 10:10 AM  
**To:** Transportation  
**Subject:** Traffic calming

Caution! This message was sent from outside your organization.

I am a resident of the 800 block of Pleasant. I would like to convey my concerns regarding speeding cars down Pleasant Street between Grove and Kenilworth. I would like to see a 4 way stop added to the corner of Grove and Kenilworth. Hopefully this will help with traffic flow.

## Shrivastava, Anmol

---

**From:** daniel retzner [REDACTED]  
**Sent:** Wednesday, August 6, 2025 9:30 AM  
**To:** Transportation  
**Cc:** Luke Blahnik; Ann C. Palma  
**Subject:** Petition for Stop Sign - Corner of Grove & Pleasant

Caution! This message was sent from outside your organization.

Hi Transportation committee-

Apologies I am not in attendance, my wife has a scheduled induction for our 3rd kid the morning of 8/12.

I am writing to voice my strong support for additional stop signs at the corner of Pleasant and S. Grove Ave to make the intersection a 4-way stop. This is a no-brainer that the community has requested.

This intersection is highly trafficked by pedestrians including many children, as well as cyclists and cars - with many cars cutting through along Pleasant or trying to shoot down Grove during rush hours.

Please consider that there is strong support in the neighborhood for stop signs and additional traffic calming measures.

Thank you,

Dan Retzner  
[REDACTED] S Grove

**Hahn, Kristen E.**

---

**From:** Randi Ravitts Woodworth [REDACTED]  
**Sent:** Wednesday, August 6, 2025 3:13 PM  
**To:** Transportation  
**Cc:** 'Mark R Woodworth'  
**Subject:** Pleasant St & Grove Ave traffic

Caution! This message was sent from outside your organization.

To Whom it May Concern,

My husband and I purchased the house at [REDACTED] S. Grove Ave., Oak Park, in 2006 and (after much renovation) have lived here from 2008 until the present. I am writing about the traffic situation in the area of the intersection of South Grove Ave. and Pleasant St.

Years ago, when South Boulevard became a one-way street, the traffic in our neighborhood increased to a concerning degree. We were able to get stop signs installed on Grove Ave. which helped somewhat, but Pleasant St. is still uncontrolled. Pleasant is actually the busier of the two streets. People use it as a thoroughfare between Oak Park Ave. and Kenilworth Ave., and they often drive in a very fast and careless manner. We frequently sit on our front porch at the SE corner of that intersection, and the zooming cars can be so fast and loud that we have to pause our conversation. In fact, we can also hear them from our living room. People are often careless when driving through the intersection on Grove, too, though that has less of an Indy 500 feel.

In addition to the automobile traffic, we have many people moving through the area, including young children playing, students walking to school, people walking their dogs, and cyclists. The calming sign recently added on the NE corner has not had any noticeable effect. We are very concerned that a tragedy could occur. We urge you to approve a four-way stop at the intersection of Pleasant St. and Grove Ave.

With many thanks for your consideration,

Randi Woodworth  
[REDACTED] S Grove Ave.  
[REDACTED]

# Memorandum

Traffic Analysis



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

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

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

**Transportation Design**

**Traffic Engineering**

**Civil Engineering**

**Construction Engineering**

**Environmental Studies**

**Water Resources**

**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

# Technical Memorandum

**Date:** August 7, 2025  
**To:** The Transportation Commission  
**From:** Civiltech Engineering, Inc.  
**Re:** Traffic Analysis for Traffic Calming Petition  
S Grove Avenue and Pleasant Street

## I. INTRODUCTION

On September 14, 2024, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of S Grove Avenue and Pleasant Street. The residents expressed concerns regarding pedestrian safety and driver confusion regarding the lack of stop signs on the Pleasant Street approaches. 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 at the intersection of S Grove Avenue and Pleasant Street 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 at the intersection of S Grove Avenue and Pleasant Street is 44. This exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

## III. EXISTING CONDITIONS

S Grove Avenue is a 30-foot-wide north-south local street with one lane in each direction. Pleasant Street is a 26-foot-wide east-west local street with one lane in each direction. The intersection of S Grove Avenue and Pleasant Street is under two-way stop control, with stop signs on the S Grove Avenue approaches. There are marked crosswalks on the two legs of S Grove Avenue.



Both S Grove Avenue and Pleasant Street have a posted speed limit of 25 mph. Gwendolyn Brooks Middle School is located one block south of Pleasant Street. Land use within the study area consists of single-family homes with rear garages served by alleys. On-street parking is permitted on both sides of S Grove Avenue and the north side of Pleasant Street with 3-hour limit between 8 AM to 8 PM on Mondays to Friday. Additionally, there are permit parking restrictions on the west leg of Pleasant Street (north side) from 11 PM to 6 AM. Parking is prohibited on the south side of Pleasant Street. Pleasant Street is designated as part of the Bicycle Boulevard/ Neighborhood Greenway network.

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

## IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

### Intersection Data

In order to quantify vehicle, pedestrian, and bicycle volumes at the intersection of S Grove Avenue and Pleasant Street, six-hour counts were conducted on Thursday, May 15, 2025 using a video camera system. The traffic data was collected on a weekday with typical traffic patterns while school was in session. Conditions were sunny with a high of 80 degrees and a low of 60 degrees. This weather was conducive to pedestrian and bicycle activity.

The traffic count data shows that the morning peak hour occurs between 7:30 a.m. to 8:30 a.m. and the evening traffic volume is highest between 3:15 p.m. to 4:15 p.m. Peak hour traffic volume diagrams at the intersection of S Grove Avenue and Pleasant Street showing the vehicular turning movement, pedestrian, and bicycle volumes are provided in **Exhibit 3**. This shows a higher volume of northbound to eastbound right turns compared to the other turning movements. This could be attributed to the traffic turning onto Pleasant Street from S Grove Avenue to access the traffic signal at Oak Park Avenue and Pleasant Street. The source traffic data is attached to this report in **Appendix A**. Overall, volumes at this intersection are low. Bicycle activity was also low during the data collection period.

### Mid-Block Data

Twenty-four-hours of traffic data was also collected along the four legs at the intersection of S Grove Avenue and Pleasant Street. The data was collected on Wednesday and Thursday, July 16 and 17, 2025.

One component of the traffic data is Average Daily Traffic (ADT), which is the number of vehicles counted over a 24-hour period. This is summarized in **Table 1**. The volume along S Grove Avenue is around 600 vehicles per day while the volume on Pleasant Street is around 1,000 vehicles per day. The eastbound volume on the east leg of Pleasant Street was not captured accurately and was estimated based on the other volumes and ADT recorded. These volumes are typical of Oak Park residential streets.

Table 1. Speed and Volume Data Summary

Blocks	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			
100 Block of S Grove Avenue – North Leg	NB	400 (77.5%)	105 (20%)	12 (2%)	1 (0.5%)	0 (0%)	2.5%	259	20
	SB	355 (77%)	97 (21%)	8 (1.5%)	1 (0.5%)	0 (0%)	2%	231	20
200 Block of S Grove Avenue - South Leg	NB	245 (29%)	361 (42.5%)	210 (25%)	26 (3%)	4 (0.5%)	28.5%	423	26
	SB	231 (48%)	170 (35%)	73 (15%)	8 (1.5%)	1 (0.5%)	18%	242	24
832 Block of Pleasant Street – West leg	EB	714 (63%)	348 (31%)	61 (5%)	5 (1%)	0 (0%)	30.5%	564	23
	WB	612 (68%)	237 (26.5%)	47 (5%)	4 (0.5%)	0 (0%)	38%	450	21
800 Block of Pleasant Street – East leg	EB	-	-	-	-	-	-	-	-
	WB	1,021 (76%)	250 (19%)	56 (4.5%)	5 (0.4%)	1 (0.1%)	29%	667	21

\* Data was collected from Wednesday and Thursday, July 16 and 17, 2025.

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

The volumes along S Grove Avenue and Pleasant Street are highest between the 7:00 A.M. to 9:00 A.M. and 3:00 P.M. to 6:00 PM periods. The graphs showing volumes by the hour for S Grove Avenue and Pleasant Street are shown below in Figure 1 and Figure 2, respectively.

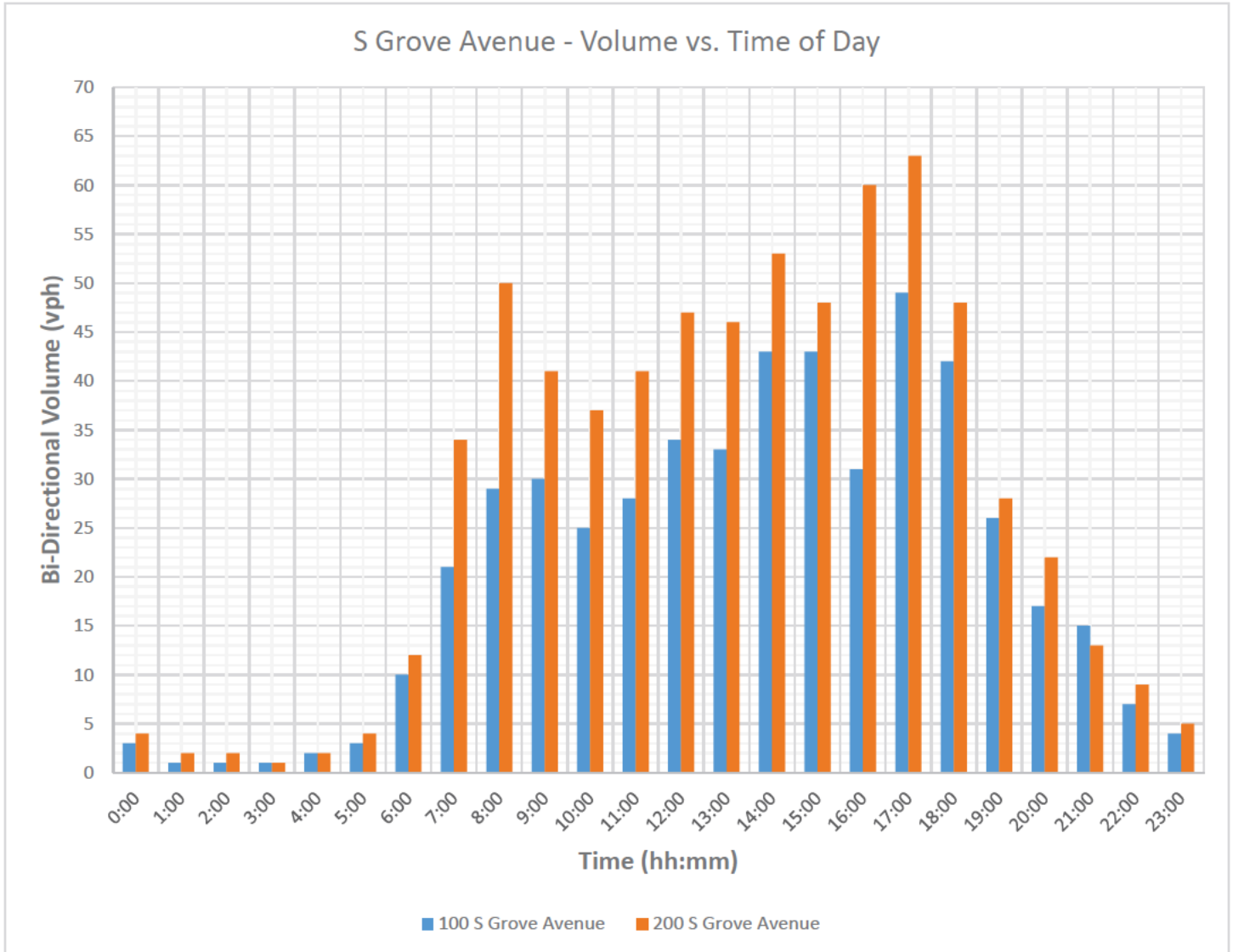


Figure 1. Volume vs Time of Day at S Grove Avenue

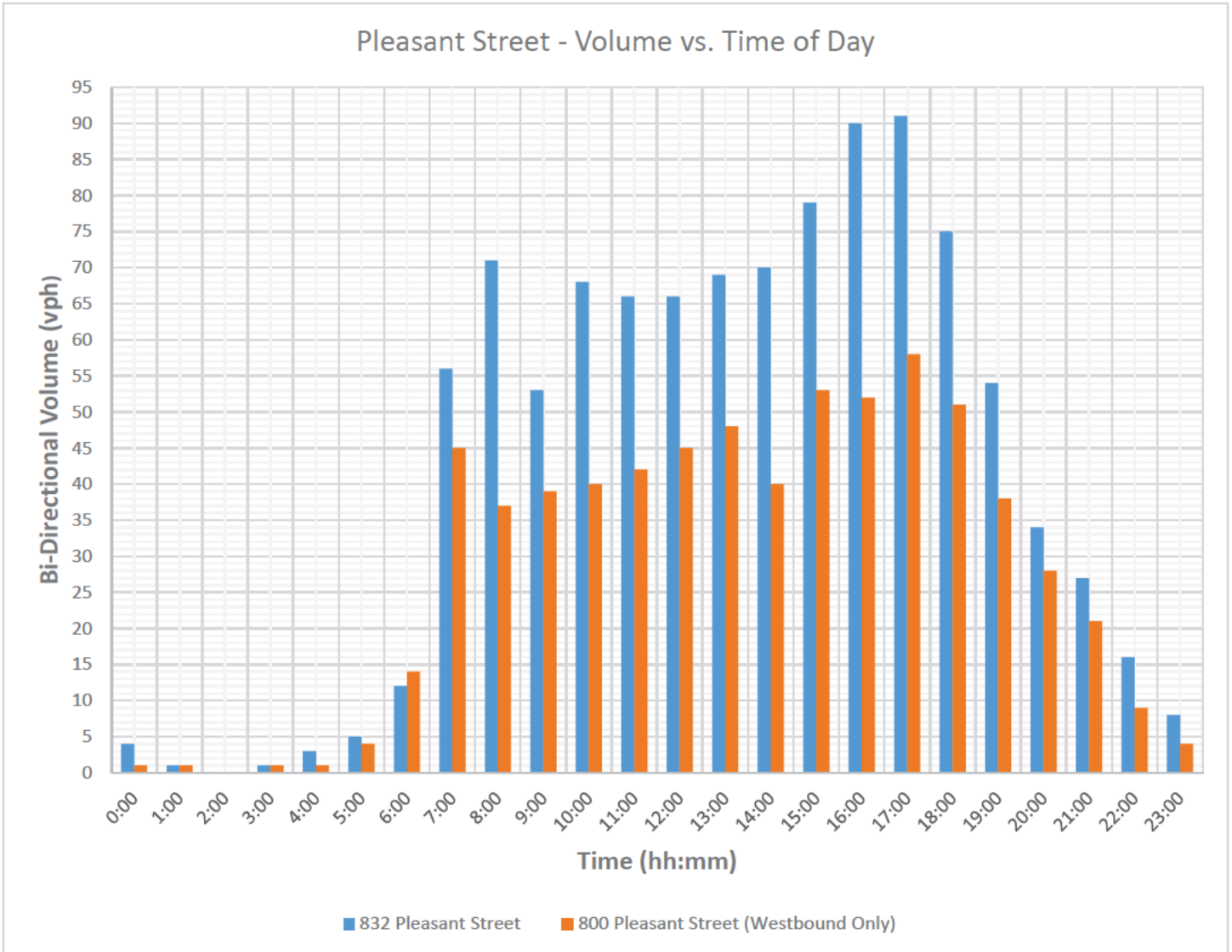


Figure 2. Volume vs Time of Day at Pleasant Street

Speed data was another component of the mid-block data collection effort. Exhibit 4 illustrates the ADT and speed data by direction on each approach. Raw speed and volume data for each of the four approaches are attached to this report in Appendix B. Metrics quantifying various aspects of this data are presented in Table 1. The 85<sup>th</sup> percentile speed is the speed at or below 85 percent of the drivers travel. In other words, 15 percent of the vehicles will be traveling faster than the 85<sup>th</sup> percentile speed. The 85<sup>th</sup> percentile speed is an influential indicator of what is safe and reasonable speed since the recommendations for setting speed limits is within five mph of the 85<sup>th</sup> percentile speed. This implies that it is expected that 15 percent of the vehicles will travel over the speed limit if the speed is set within the 5 mph increment below the 85<sup>th</sup> percentile speed.

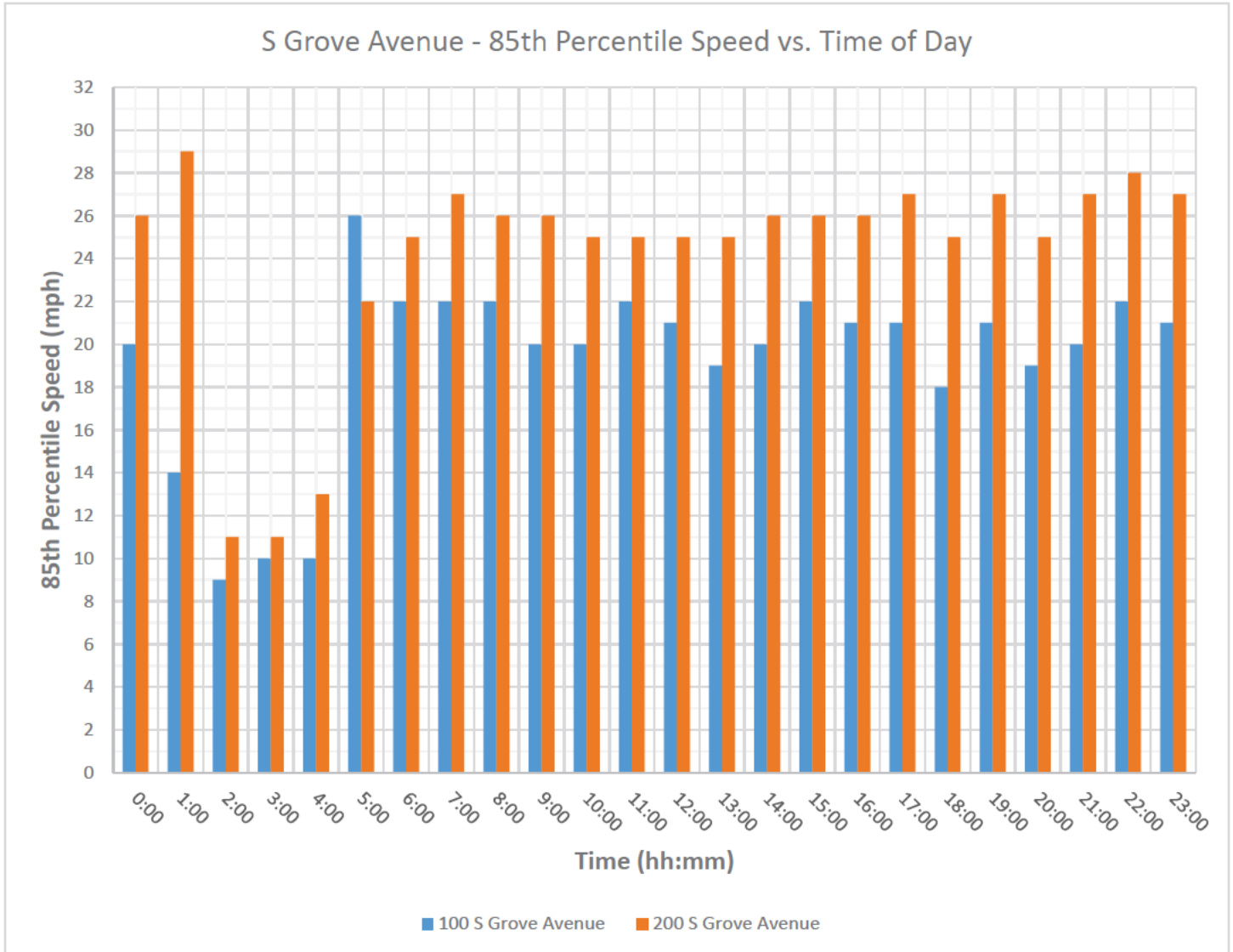


A review of the S Grove Avenue speed data shows more than 95% of the vehicles are traveling less than 5 mph over the speed limit. The 85<sup>th</sup> percentile speeds tend to be consistent during the entire day for both the north and south legs, with south leg recording higher speeds. There are some higher speeds observed during the midnight hours at the south leg of S Grove Avenue. The volume is very low during that hour, therefore, one speeding vehicle could be skewing the data.

Pleasant Street speed data shows around a 70% compliance rate with the 25-mph speed limit and more than 95% of the vehicles are traveling less than 5 mph over the speed limit. The 85<sup>th</sup> percentile speeds tend to be consistent during the entire day. There are some higher speeds observed during the early morning hours at the east leg of Pleasant Street. The volume is very low during that hour, therefore, one speeding vehicle could be skewing the data.

The overall recorded speeds are low due to the narrow width of Pleasant Street, along with high utilization of on-street parking on both S Grove Avenue and Pleasant Street. Graphs showing speeds by the hour for S Grove Avenue and Pleasant Street are shown below in **Figure 3** and **Figure 4** respectively.

A small percentage of drivers blatantly disregard the law and drive faster than ten miles per hour over the speed limit along S Grove Avenue and Pleasant Street.



**Figure 3. 85<sup>th</sup> Percentile Speed vs Time of Day at S Grove Avenue**

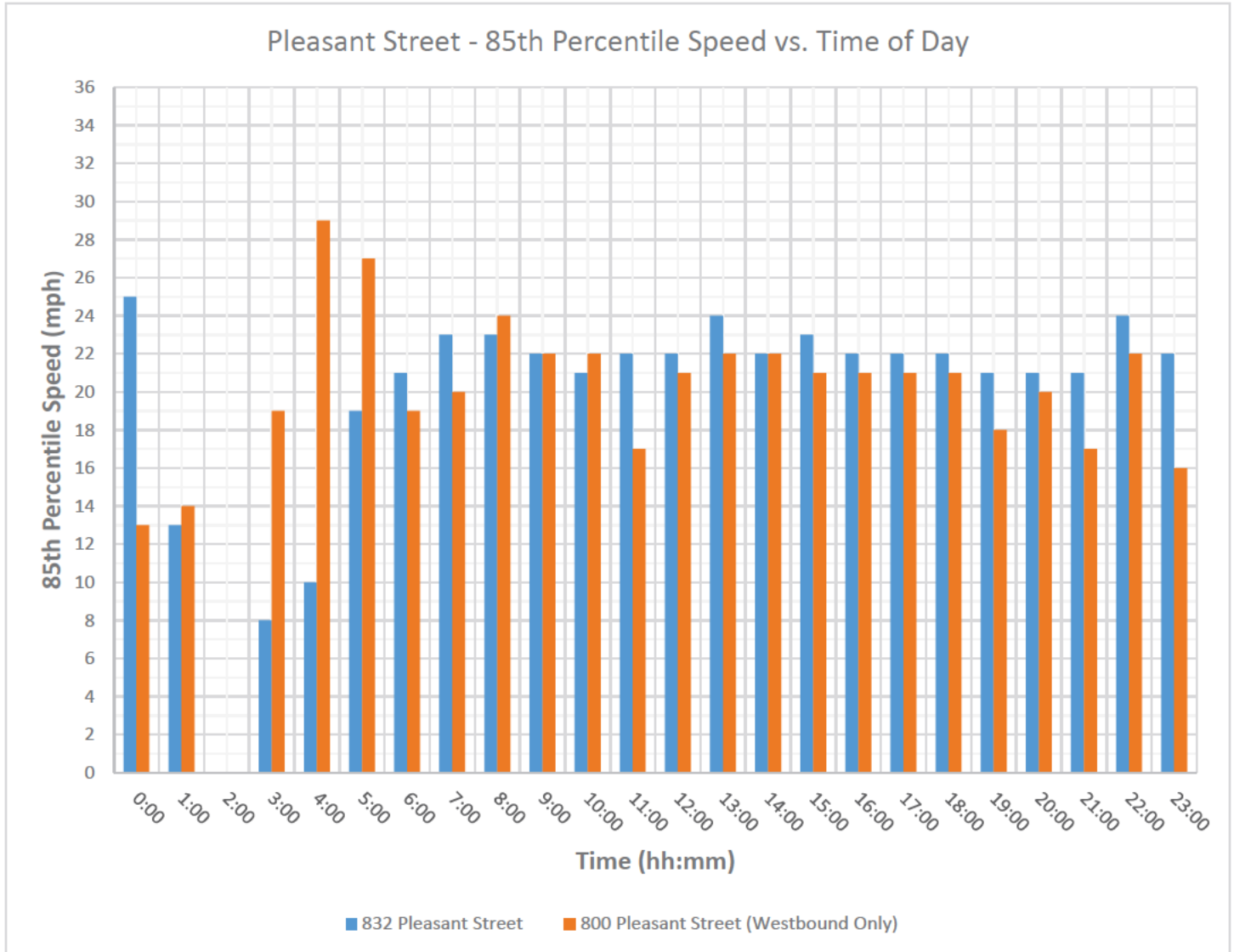


Figure 4. 85<sup>th</sup> Percentile Speed vs Time of Day at Pleasant Street

## V. CRASH ANALYSIS

In order to evaluate safety trends at the intersection of S Grove Avenue and Pleasant Street, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from January 2020 through December 2024, a five-year period. There were seven crashes reported during this period out of which three crashes were intersection-related. Two of the intersection-related collisions were right-angle collisions, and one was a rear-end collision. No injuries were reported. There were three parked collisions that can be attributed to the high utilization of on-street parking. There are no crash patterns that indicate any issues or adverse safety trends. A collision diagram can be found in Exhibit 5.



## VI. DISCUSSION AND RECOMMENDATION

The Traffic Calming Toolbox (shown in **Exhibit 6**) highlights the different calming measures that can be used to address resident-generated petitions for traffic calming as approved by the Village of Oak Park. These measures were assessed to determine suitable treatments at the intersection of S Grove Avenue and Pleasant Street.

The petition submitted to Oak Park specifically requested the installation of stop signs on Pleasant Street. Stop signs are present 350 feet to the West at S Kenilworth Avenue and a traffic signal is located 350 feet to the east at S Oak Park Avenue. If stop signs were installed at Pleasant Street, drivers could become frustrated with the succession of stop signs/signals, and stop compliance could decrease, compromising safety. Therefore, additional stop signs are not recommended.

The traffic data also shows that this intersection is operating safely and efficiently and does not warrant additional stop controls. Furthermore, the 85<sup>th</sup> percentile speeds are close to the posted speed limit. The traffic volume along S Grove Avenue is around 600 vehicles per day and volume along Pleasant Street is around 1,000 vehicles per day which is not particularly high compared to other streets in Oak Park.

The north and south legs of the intersection at S Grove Avenue and Pleasant Street are marked school crosswalks and Pleasant Street designated as part of the Bicycle Boulevard/ Neighborhood Greenway network. Therefore, it is recommended to install paint and post curb extensions on all four corners of the S Grove Avenue and Pleasant Street intersection, extending onto S Grove Avenue only. These curb extensions will improve pedestrian safety by decreasing the crossing distance across the north and south legs and will slow vehicles as they traverse the intersection. An example of a location with installed paint and post-curb extensions is presented in **Figure 5**.

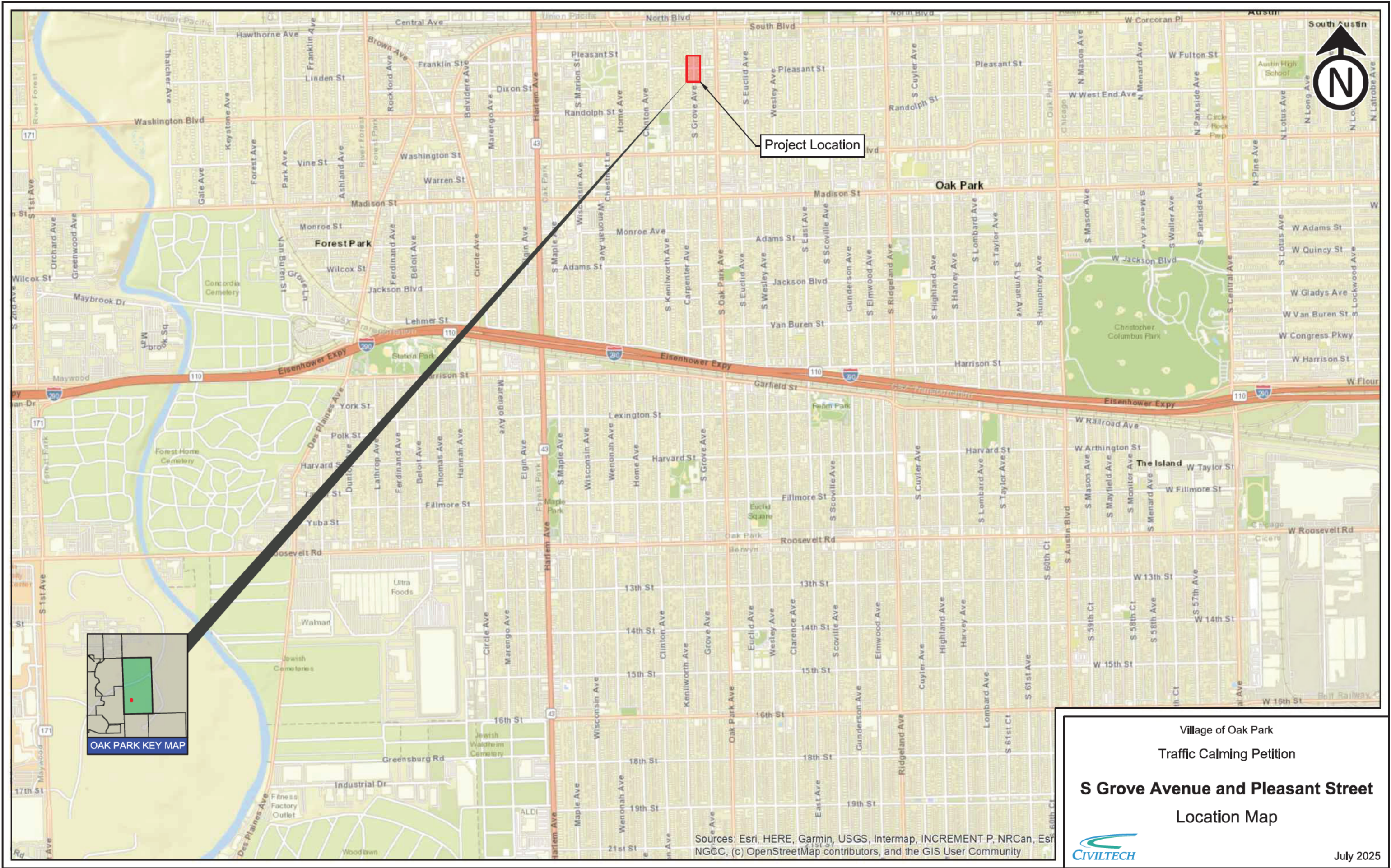
Additionally, the existing supplemental sign plaques that state "2-WAY" below the Stop sign can lead to confusion and be easily misunderstood. It is recommended to remove the "2-WAY" supplemental sign and install "Cross Traffic Does Not Stop" (W4-4P) plaque sign as it provides clear guidance by informing drivers on the minor street that traffic on the main cross street is not required to stop.

Additionally, bicycle boulevard treatments are planned on Pleasant Street. These include pavement markings and a reduced 20 mph speed limit. These improvements will likely be installed in 2026. These recommendations are shown in **Exhibit 7**.



Figure 5. Paint and Post Curb Extension Example

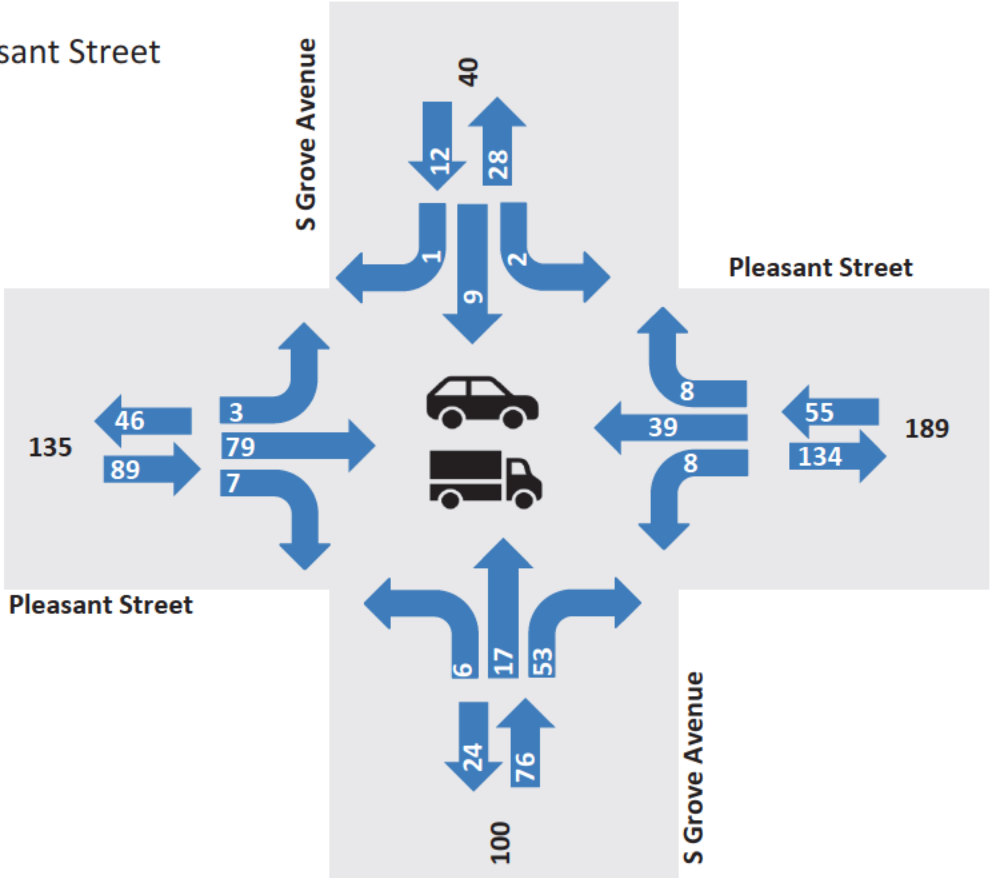
Measure	Maximum Number of Points	Traffic Calming Criteria Scoring Detail as approved by the Village Board of Trustees on November 6, 2017	Minimum possible Score	S Grove Avenue and Pleasant Street																																																																																							
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	5 pts.																																																																																							
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	0 pts.	0 pts.																																																																																							
Vehicle Volume	20	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0 pts.	10 pts.																																																																																							
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.	8 pts.																																																																																							
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	3 pts.	10 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. <table><tr><td colspan="4">51% petitions</td><td colspan="4">75% petitions</td></tr><tr><td>51%</td><td>-</td><td>59%</td><td>= 10 points</td><td>75%</td><td>-</td><td>78%</td><td>= 10 points</td></tr><tr><td>60%</td><td>-</td><td>68%</td><td>= 11</td><td>79%</td><td>-</td><td>82%</td><td>= 11</td></tr><tr><td>69%</td><td>-</td><td>77%</td><td>= 12</td><td>83%</td><td>-</td><td>86%</td><td>= 12</td></tr><tr><td>78%</td><td>-</td><td>86%</td><td>= 13</td><td>87%</td><td>-</td><td>90%</td><td>= 13</td></tr><tr><td>87%</td><td>-</td><td>95%</td><td>= 14</td><td>91%</td><td>-</td><td>94%</td><td>= 14</td></tr><tr><td>96%</td><td>-</td><td>100%</td><td>= 15</td><td>95%</td><td>-</td><td>100%</td><td>= 15</td></tr></table> <table><tr><td></td><td colspan="2">% of negative replies</td><td colspan="2">Subtract</td></tr><tr><td colspan="5">Less than 10 or 16 replies = - 0 points</td></tr><tr><td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td><td>1%</td><td>- 20%</td><td>=</td><td>- 1 point</td></tr><tr><td>21%</td><td>- 40%</td><td>=</td><td>- 2</td></tr><tr><td>41%</td><td>- 60%</td><td>=</td><td>- 3</td></tr><tr><td>61%</td><td>- 80%</td><td>=</td><td>- 4</td></tr><tr><td>81%</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.  (5 pts. with minimum petition score + maximum external negative support)	11 pts.
51% petitions				75% petitions																																																																																							
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	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.	44 pts.																																																																																							





# Oak Park Traffic Signal Study

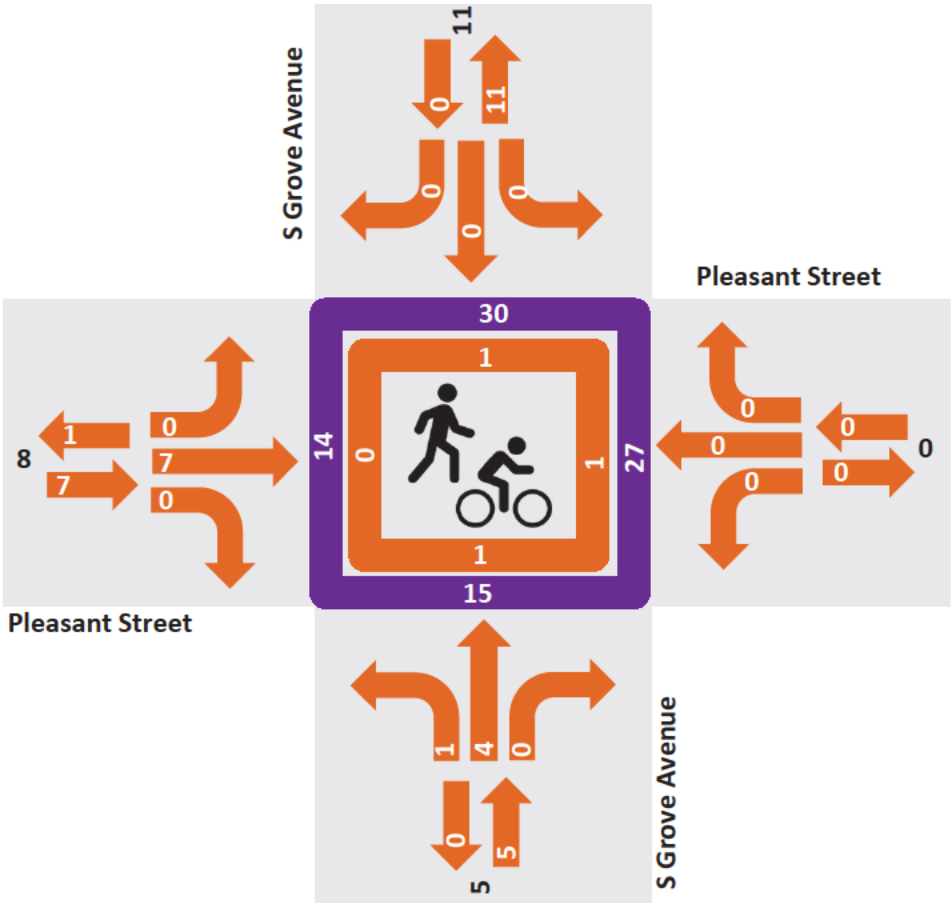
S Grove Avenue and Pleasant Street  
AM Peak Hour  
7:30 AM to 8:30 AM  
Thursday 5/15/2025



## Key

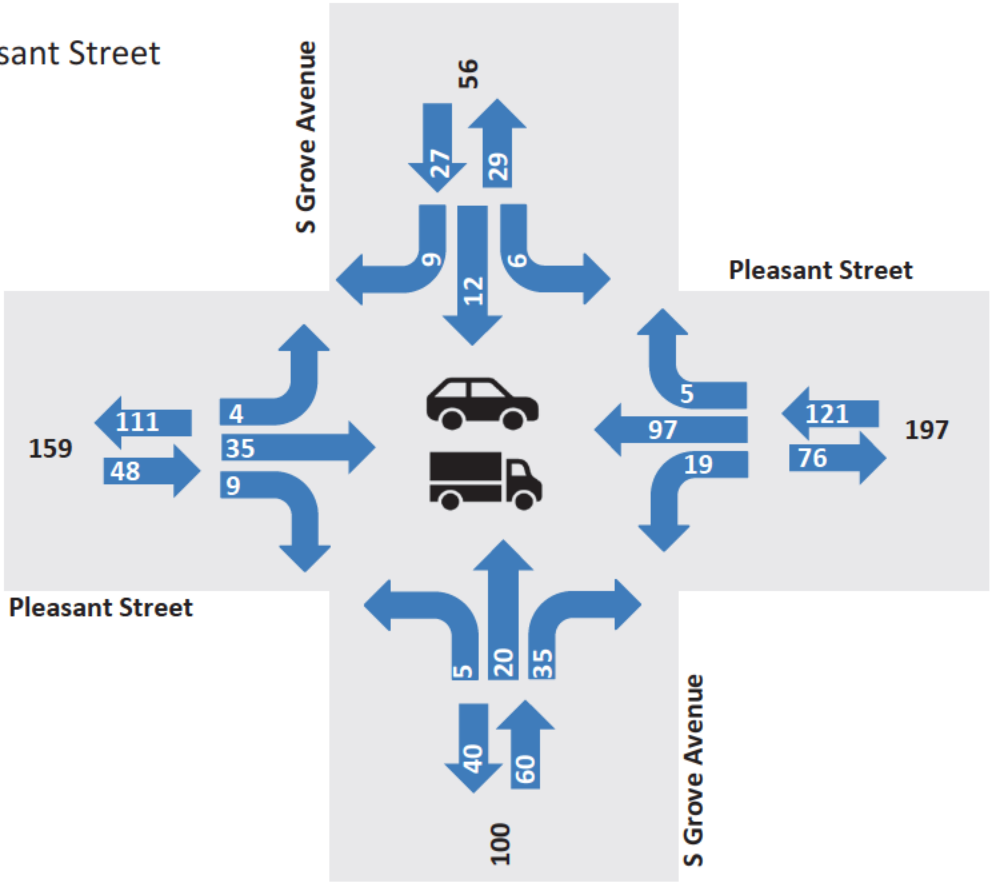
- Motor Vehicles
- Bicyclists in Street
- Bicyclists in Crosswalk
- Pedestrians in Crosswalk

### Total bidirectional count per leg



# Oak Park Traffic Signal Study

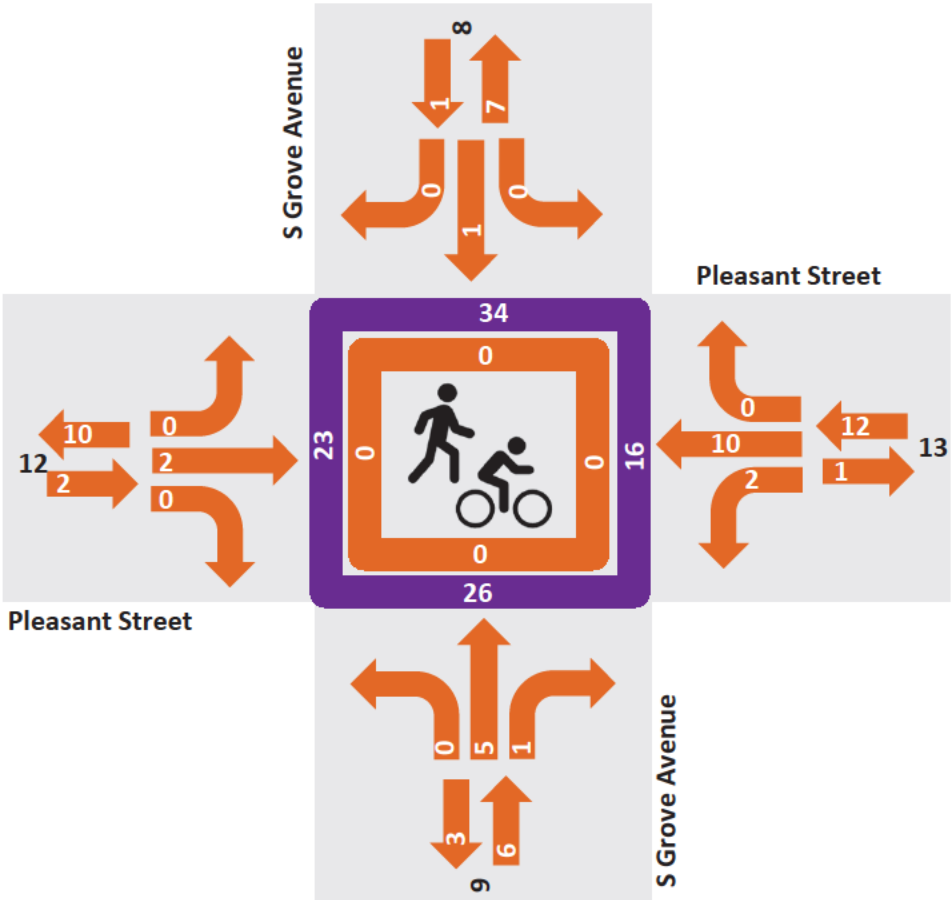
S Grove Avenue and Pleasant Street  
PM Peak Hour  
3:15 PM to 4:15 PM  
Thursday 5/15/2025



## Key

- Motor Vehicles
- Bicyclists in Street
- Bicyclists in Crosswalk
- Pedestrians in Crosswalk

### Total bidirectional count per leg





Pleasant Street

Kenilworth Avenue

S Grove Avenue

S Oak Park Avenue

← 450 (21 mph) →  
1,014 (22 mph)  
564 (23 mph) →

← 231 (20 mph) →  
490 (20 mph)  
259 (20 mph) →  
← 242 (24 mph) →  
665 (26 mph)  
423 (26 mph) →

← 667 (21 mph) →  
1,330\*  
663\* →



#### LEGEND

Count Date: July 16 and 17, 2025  
(Wednesday and Thursday)

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

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

Stop Sign \* Projected Volume

Village of Oak Park  
Traffic Calming Petition

**ADT and Speed Data**  
S Grove Avenue and Pleasant Street



July 2025  
Not to Scale

**Exhibit 4**



KEY

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

Red: Injury Crash    Blue: Non-Intersection Crash

LEGEND

Right Angle Collision

Rear End Collision

Parked Vehicle

Fixed Object

Date:

Month/Day/Year

Time:

00:00 (Military Time)

Pavement:

D=Dry,

W=Wet,

I=Icy

Injury:

K=Fatal,

A=Incapacitated,

B=Non-Incapacitating,

C=Not Evident

Weather:

C=Clear

R=Rain

F=Fog

S=Snow

Stop Sign

☒

☐

Village of Oak Park

Traffic Calming Petition

Collision Diagram

January 2020 - December 2024

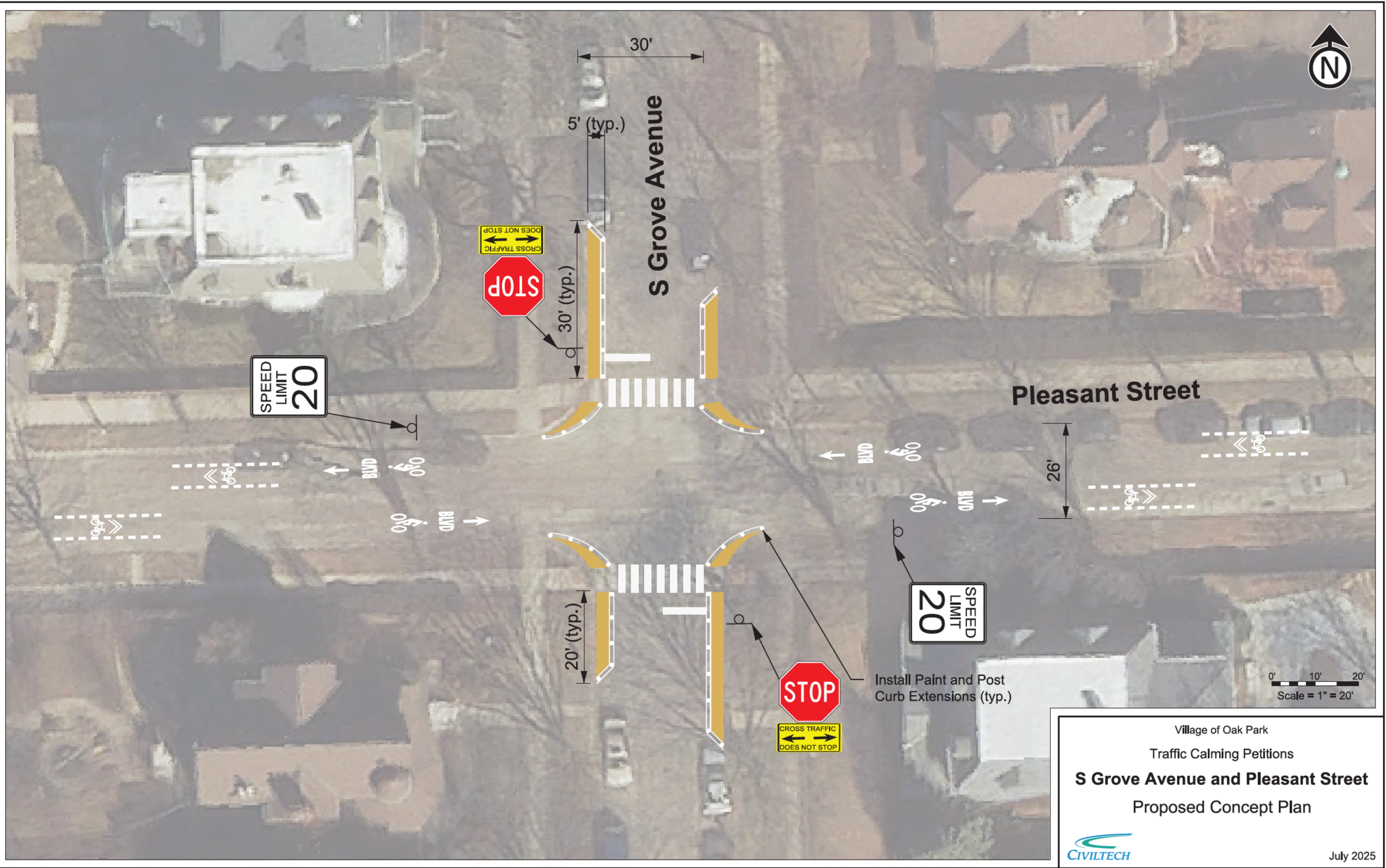
S Grove Avenue and Pleasant Street

July 2025

Exhibit 5

S Grove Avenue and Pleasant Street

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



# APPENDIX A

24-hr Traffic Data

Total Vehicles (15-minute intervals): PC, Bus, SU, and MU

Start Time	S Grove Avenue North Leg						S Grove Avenue South Leg						Total Exiting Intersection, NB and SB	Pleasant Street East Leg						Pleasant Street West Leg						Total Exiting Intersection, EB and WB	Intersection Total	Hour Sums
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection2	South Leg Total, Both Directions		WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
7:00 AM	0	0	1	1	3	4	6	3	0	9	0	9	10	0	4	0	4	11	15	0	4	0	4	4	8	8	18	183
7:15 AM	0	1	0	1	1	2	7	1	1	9	5	14	10	0	5	2	7	17	24	2	10	0	12	6	18	19	29	213
7:30 AM	0	4	1	5	5	10	9	2	2	13	5	18	18	2	6	1	9	26	35	0	16	1	17	8	25	26	44	232
7:45 AM	0	0	1	1	7	8	26	3	1	30	8	38	31	2	13	4	19	63	82	4	36	2	42	14	56	61	92	221
8:00 AM	0	4	0	4	5	9	8	4	2	14	7	21	18	1	13	2	16	21	37	1	13	0	14	15	29	30	48	172
8:15 AM	1	1	0	2	11	13	10	8	1	19	4	23	21	3	7	1	11	24	35	2	14	0	16	9	25	27	48	124
8:30 AM	0	1	1	2	10	12	7	6	0	13	2	15	15	2	7	0	9	14	23	1	6	2	9	7	16	18	33	76
8:45 AM	1	3	1	5	12	17	5	7	1	13	3	16	18	1	7	0	8	19	27	0	13	4	17	9	26	25	43	43
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Start Time	S Grove Avenue North Leg						S Grove Avenue South Leg						Total Exiting Intersection, NB and SB	Pleasant Street East Leg						Pleasant Street West Leg						Total Exiting Intersection, EB and WB	Intersection Total	Hour Sums
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection2	South Leg Total, Both Directions		WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions			
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	18	58	31	107	149	256	207	93	30	330	147	477	437	38	287	57	382	506	888	32	268	18	318	335	653	700	1137	4548

AM Peak Hour - All Vehicles

	S Grove Avenue North Leg						S Grove Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	South Leg Total, Both Directions	Total Exiting Intersection, NB and SB	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions	Total Exiting Intersection, EB and WB	Total
7:30 AM	1	9	2	12	28	40	53	17	6	76	24	100	88	8	39	8	55	134	189	7	79	3	89	46	135	144	232
Percent Trucks	0.0%	11.1%	0.0%	8.3%	0.0%	2.5%	7.5%	0.0%	0.0%	5.3%	4.2%	5.0%	5.7%	0.0%	0.0%	0.0%	0.0%	3.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%

Intersection Peak Hour Factor =

0.63

PM Peak Hour - All Vehicles

	S Grove Avenue North Leg						S Grove Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	South Leg Total, Both Directions	Total Exiting Intersection, NB and SB	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions	Total Exiting Intersection, EB and WB	Total
3:15 PM	9	12	6	27	29	56	35	20	5	60	40	100	87	5	97	19	121	76	197	9	35	4	48	111	159	169	256
Percent Trucks	22.2%	0.0%	16.7%	11.1%	13.8%	12.5%	8.6%	5.0%	0.0%	6.7%	0.0%	4.0%	8.0%	20.0%	3.1%	0.0%	3.3%	5.3%	4.1%	0.0%	5.7%	0.0%	4.2%	4.5%	4.4%	3.6%	5.1%

Intersection Peak Hour Factor =

0.80

Custom Analysis Hour - All Vehicles

	S Grove Avenue North Leg						S Grove Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	South Leg Total, Both Directions	Total Exiting Intersection, NB and SB	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions	Total Exiting Intersection, EB and WB	Total
3:00 PM	6	10	6	22	27	49	29	20	4	53	31	84	75	6	88	16	110	77	187	5	42	1	48	98	146	158	233
Percent Trucks	16.7%	0.0%	16.7%	9.1%	14.8%	12.2%	10.3%	5.0%	0.0%	7.5%	0.0%	4.8%	8.0%	16.7%	2.3%	0.0%	2.7%	5.2%	3.7%	0.0%	4.8%	0.0%	4.2%	3.1%	3.4%	3.2%	4.7%

Trucks (15-minute intervals): SU and MU

Start Time	S Grove Avenue North Leg						S Grove Avenue South Leg						Total Exiting Intersection, NB and SB	Pleasant Street East Leg						Pleasant Street West Leg						Total Exiting Intersection, EB and WB	Intersection Total	Hour Sums
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection2	South Leg Total, Both Directions		WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	1	1	0	0	1	1	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	2	7
7:30 AM	0	1	0	1	0	1	3	0	0	3	1	4	4	0	0	0	0	3	3	0	0	0	0	0	0	0	4	5
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:45 AM	0	0	0	0	1	1	1	0	0	1	0	1	1	1	0	0	1	1	2	0	0	0	0	0	0	1	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0																			

Project Oak Park Traffic Signal Study  
Count Date Thursday 5/15/2025

Trucks (15-minute intervals): SU and MU

Start Time	S Grove Avenue North Leg						S Grove Avenue South Leg						Total Exiting Intersection, NB and SB	Pleasant Street East Leg						Pleasant Street West Leg						Total Exiting Intersection, EB and WB	Intersection Total	Hour Sums
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection2	South Leg Total, Both Directions		WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions			
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	2	2	2	6	7	13	11	1	2	14	2	16	20	2	4	0	6	13	19	0	4	0	4	8	12	10	30	120

AM Peak Hour - Trucks

	S Grove Avenue North Leg						S Grove Avenue South Leg							N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	South Leg Total, Both Directions	Total Exiting Intersection, NB and SB	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions	Total Exiting Intersection, EB and WB	Total	
7:30 AM	0	1	0	1	0	1	4	0	0	4	1	5	5	0	0	0	0	4	4	0	0	0	0	0	0	0	5	

PM Peak Hour - Trucks

	S Grove Avenue North Leg						S Grove Avenue South Leg							N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	South Leg Total, Both Directions	Total Exiting Intersection, NB and SB	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions	Total Exiting Intersection, EB and WB	Total	
3:15 PM	2	0	1	3	4	7	3	1	0	4	0	4	7	1	3	0	4	4	8	0	2	0	2	5	7	6	13	

Custom Analysis Hour - All Vehicles

	S Grove Avenue North Leg						S Grove Avenue South Leg							N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	South Leg Total, Both Directions	Total Exiting Intersection, NB and SB	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions	Total Exiting Intersection, EB and WB	Total	
3:00 PM	1	0	1	2	4	6	3	1	0	4	0	4	6	1	2	0	3	4	7	0	2	0	2	3	5	5	11	

Oak Park Traffic Signal Study		Bikes on Road (15-minute intervals)																											
Count Date	S Grove Avenue North Leg						S Grove Avenue South Leg						Total Exiting Intersection, NB and SB	Pleasant Street East Leg						Pleasant Street West Leg						Total Exiting Intersection, EB and WB	Intersection Total	Hour Sums	
Start Time	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals						
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection2	South Leg Total, Both Directions		WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions				
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	1	1	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	1	
7:30 AM	0	0	0	0	8	8	0	3	1	4	0	4	4	0	0	0	0	0	0	5	0	5	1	6	5	9	12	9	
7:45 AM	0	0	0	0	3	3	0	1	0	1	0	1	1	0	0	0	0	0	0	2	0	2	0	2	2	3	7	7	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	
8:30 AM	0	0	0	0	2	2	0	0	0	0	1	1	0	0	1	0	1	2	1	2	0	3	1	4	4	4	4	9	9
8:45 AM	0	0	0	0	1	1	0	1	0	1	0	1	1	0	4	0	4	0	4	0	0	0	4	4	4	4	5	5	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0														

4:15 PM	0	1	0	1	1	2	1	0	0	1	1	2	2	0	5	0	5	1	6	0	1	0	1	5	6	6	8	11
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	2	2	2	2	6	
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	0	0	1	0	1	1	1	4	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	1	1	1	3	
5:30 PM	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	1	1	1	0	2	0	2	2	2	2	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	2	0	2	27	29	2	12	1	15	7	22	17	0	28	2	30	5	35	3	15	0	18	29	47	48	65	260

AM Peak Hour - Trucks																											
	S Grove Avenue North Leg						S Grove Avenue South Leg						N-S Total Total Exiting Intersection, NB and SB 5	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection 0	NB Total Exiting Intersection 11	North Leg Total, Both Directions 11	NB Right	NB Thru	NB Left	NB Total Entering Intersection 5	SB Total Exiting Intersection 0	South Leg Total, Both Directions 5		WB Right	WB Thru	WB Left	WB Total Entering Intersection 0	EB total Exiting Intersection 0	East Leg Total, Both Directions 0	EB Right	EB Through	EB Left	EB Total Entering Intersection 7	WB total Exiting Intersection 1	West Leg Total, Both Directions 8	Total Exiting Intersection, EB and WB 7	Total
7:30 AM	0	0	0				0	4	1					0	0	0				0	7	0					

PM Peak Hour - Trucks																											
	S Grove Avenue North Leg						S Grove Avenue South Leg						N-S Total Total Exiting Intersection, NB and SB	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	South Leg Total, Both Directions		WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions	Total Exiting Intersection, EB and WB	Total
3:15 PM	0	1	0	1	7	8	1	5	0	6	3	9		7	0	10	2	12	1	13	0	2	0	2	10	12	14

Custom Analysis Hour - All Vehicles																											
	S Grove Avenue North Leg						S Grove Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	North Leg Total, Both Directions	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	South Leg Total, Both Directions	Total Exiting Intersection, NB and SB	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	East Leg Total, Both Directions	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	West Leg Total, Both Directions	Total Exiting Intersection, EB and WB	Total
3:00 PM	0	1	0	1	5	6	1	4	0	5	3	8	6	0	11	2	13	1	14	0	1	0	1	11	12	14	20

Project Oak Park Traffic Signal Study  
Count Date Thursday 5/15/2025

Bikes in Crosswalks(15-minute intervals):

Start Time	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	1	0	1	0	0	0	0	1	1	0	0	0	2	3
7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1

Start Time	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	2	2	0	0	0	0	0	0	2	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1

Start Time	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	1	1	2	1	2	3	0	1	1	0	0	0	6	24

AM Peak Hour - Trucks

	S Grove Avenue North Leg	S Grove Avenue South Leg	Pleasant Street East Leg	Pleasant Street West Leg	Intersection Total
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Start Time	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total		
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total	
7:30 AM	1	0	1	1	0	1	0	1	1	0	0	0	3	

PM Peak Hour - Trucks

	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Custom Analysis Hour - All Vehicles

	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Project Oak Park Traffic Signal Study  
 Count Date Thursday 5/15/2025

**Pedestrians (15-minute intervals)**

Start Time	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	23
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	72
7:00 AM	1	1	2	0	1	1	1	0	1	2	1	3	7	76
7:15 AM	2	2	4	2	2	4	5	0	5	1	2	3	16	81
7:30 AM	12	1	13	6	3	9	6	13	19	5	3	8	49	86
7:45 AM	1	1	2	0	1	1	0	0	0	1	0	1	4	51
8:00 AM	3	5	8	1	0	1	1	0	1	1	1	2	12	63
8:15 AM	4	3	7	0	4	4	7	0	7	2	1	3	21	51
8:30 AM	1	6	7	2	1	3	3	0	3	0	1	1	14	30
8:45 AM	3	5	8	0	1	1	5	1	6	0	1	1	16	16
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	30
2:00 PM	2	0	2	1	1	2	0	1	1	1	0	1	6	41
2:15 PM	1	1	2	1	1	2	3	1	4	0	1	1	9	38
2:30 PM	1	6	7	4	1	5	0	1	1	2	0	2	15	67
2:45 PM	1	3	4	1	2	3	0	1	1	2	1	3	11	72
3:00 PM	0	0	0	2	1	3	0	0	0	0	0	0	3	81
3:15 PM	6	5	11	4	10	14	2	4	6	5	2	7	38	99
3:30 PM	0	9	9	3	2	5	1	2	3	3	0	3	20	65
3:45 PM	1	5	6	2	1	3	0	2	2	4	5	9	20	51
4:00 PM	3	5	8	3	1	4	1	4	5	1	3	4	21	54
4:15 PM	1	1	2	1	1	2	0	0	0	0	0	0	4	51
4:30 PM	2	0	2	0	0	0	0	4	4	0	0	0	6	67
4:45 PM	1	4	5	1	5	6	1	6	7	0	5	5	23	74
5:00 PM	4	3	7	1	0	1	1	6	7	2	1	3	18	69
5:15 PM	2	4	6	0	4	4	1	3	4	5	1	6	20	51
5:30 PM	3	1	4	0	2	2	1	3	4	1	2	3	13	31
5:45 PM	6	2	8	3	2	5	0	3	3	1	1	2	18	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total		
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL</b>	<b>61</b>	<b>73</b>	<b>134</b>	<b>38</b>	<b>47</b>	<b>85</b>	<b>39</b>	<b>55</b>	<b>94</b>	<b>39</b>	<b>32</b>	<b>71</b>	<b>384</b>	<b>1536</b>

AM Peak Hour - Trucks

	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
7:30 AM	20	10	30	7	8	15	14	13	27	9	5	14	86

PM Peak Hour - Trucks

	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
3:15 PM	10	24	34	12	14	26	4	12	16	13	10	23	99

Custom Analysis Hour - All Vehicles

	S Grove Avenue North Leg			S Grove Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
3:00 PM	7	19	26	11	14	25	3	8	11	12	7	19	81

# APPENDIX B

Speed Data

Site Code: S Grove Avenue  
Station ID: Between  
Location: South Blvd and Pleasant Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: NB, Lane 1

7/16/2025	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	0	1	0	2	0	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	1
6:00	3	0	1	1	0	0	0	0	0	0	0	0	5
7:00	5	1	4	2	2	0	0	0	0	0	0	0	14
8:00	4	4	4	3	1	1	0	0	0	0	0	0	17
9:00	3	3	5	2	0	0	0	0	0	0	0	0	13
10:00	4	4	1	4	0	0	0	0	0	0	0	0	13
11:00	3	5	5	3	2	0	0	0	0	0	0	0	18
12:00 PM	5	3	2	5	0	0	0	0	0	0	0	0	15
1:00	8	5	5	2	0	0	0	0	0	0	0	0	20
2:00	5	5	5	2	1	0	0	0	0	0	0	0	18
3:00	1	4	6	6	1	1	0	0	0	0	0	0	19
4:00	5	3	4	3	0	0	0	0	0	0	0	0	15
5:00	8	4	10	4	3	1	0	0	0	0	0	0	30
6:00	7	6	4	2	0	0	0	0	0	0	0	0	19
7:00	4	4	5	4	2	0	0	0	0	0	0	0	19
8:00	3	1	1	1	0	0	0	0	0	0	0	0	6
9:00	2	1	0	0	1	0	0	0	0	0	0	0	4
10:00	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	72	55	64	48	13	3	0	0	0	0	0	0	255
Percentile				15th	50th	85th	95th						
Speed				11	17	21	22						
Mean Speed (Average)				17.6									
10 MPH Pace Speed				13-22									
Number in Pace				214									
Percent in Pace				84.0%									
Number > 25 MPH				3									
Percent > 25 MPH				1.2%									

Site Code: S Grove Avenue  
Station ID: Between  
Location: South Blvd and Pleasant Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: NB, Lane 1

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	1	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	2	0	1	0	0	1	0	0	0	0	4
5:00	0	0	0	0	0	1	0	0	0	0	1
6:00	3	0	2	1	0	0	0	0	0	0	6
7:00	1	1	1	2	0	1	1	0	0	0	7
8:00	9	5	5	2	4	0	0	0	0	0	25
9:00	4	4	4	3	0	0	0	0	0	0	15
10:00	6	4	2	3	1	0	0	0	0	0	16
11:00	12	4	2	2	1	0	0	0	0	0	21
12:00 PM	9	2	4	1	1	1	0	0	0	0	18
1:00	9	2	2	1	0	0	0	0	0	0	14
2:00	10	5	3	3	2	0	0	0	0	0	23
3:00	3	2	1	0	0	0	0	0	0	0	6
4:00	3	4	0	2	3	0	0	0	0	0	12
5:00	9	5	5	6	1	0	0	0	0	0	26
6:00	14	12	6	1	1	0	0	0	0	0	34
7:00	7	3	0	1	1	1	0	0	0	0	13
8:00	5	2	3	0	1	0	0	0	0	0	11
9:00	1	2	1	0	0	0	0	1	0	0	5
10:00	0	0	1	0	0	1	1	0	0	0	3
11:00	1	0	1	0	0	0	0	0	0	0	2
Total	108	57	44	28	16	7	2	1	0	0	263
		Percentile		15th	50th	85th	95th				
		Speed		9	15	20	23				
		Mean Speed (Average)		16.2							
		10 MPH Pace Speed		12-21							
		Number in Pace		174							
		Percent in Pace		67.0%							
		Number > 25 MPH		10							
		Percent > 25 MPH		3.8%							
Grand Total	180	112	108	76	29	10	2	1	0	0	518
Stats		Percentile		15th	50th	85th	95th				
		Speed		10	16	20	23				
		Mean Speed (Average)		16.9							
		10 MPH Pace Speed		13-22							
		Number in Pace		388							
		Percent in Pace		75.0%							
		Number > 25 MPH		13							
		Percent > 25 MPH		2.5%							

Site Code: S Grove Avenue  
Station ID: Between  
Location: South Blvd and Pleasant Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: SB, Lane 2

7/16/2025	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	0	0	1	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	1	1	0	0	0	0	0	0	0	2
6:00	0	0	1	1	1	0	0	0	0	0	0	0	3
7:00	5	1	4	1	0	1	0	0	0	0	0	0	12
8:00	1	1	3	0	0	0	0	0	0	0	0	0	5
9:00	5	1	2	3	0	0	0	0	0	0	0	0	11
10:00	2	2	6	2	0	1	0	0	0	0	0	0	13
11:00	2	1	2	1	2	0	0	0	0	0	0	0	8
12:00 PM	3	2	5	3	2	0	0	0	0	0	1	0	16
1:00	4	7	4	1	0	0	0	0	0	0	0	0	16
2:00	2	7	5	4	0	1	1	0	0	0	0	0	20
3:00	10	4	10	5	1	0	0	0	0	0	0	0	30
4:00	7	4	3	1	1	1	0	0	0	0	0	0	17
5:00	4	3	3	3	1	0	0	0	0	0	0	0	14
6:00	4	5	3	1	0	0	0	0	0	0	0	0	13
7:00	1	2	5	2	1	0	0	0	0	0	0	0	11
8:00	3	3	2	1	0	0	0	0	0	0	0	0	9
9:00	2	3	3	1	0	0	0	0	0	0	0	0	9
10:00	2	1	0	0	1	0	0	0	0	0	0	0	4
11:00	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	57	48	62	31	11	4	1	0	0	0	1	0	215
Percentile				15th	50th	85th	95th						
Speed				12	17	20	23						
Mean Speed (Average)				17.8									
10 MPH Pace Speed				13-22									
Number in Pace				180									
Percent in Pace				84.0%									
Number > 25 MPH				6									
Percent > 25 MPH				2.8%									

Site Code: S Grove Avenue  
Station ID: Between  
Location: South Blvd and Pleasant Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: SB, Lane 2

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	0	1	0	1	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	0	0	0	0	1
6:00	1	0	1	1	1	1	0	0	0	0	5
7:00	2	0	2	2	1	1	0	0	0	0	8
8:00	1	1	3	5	1	0	0	0	0	0	11
9:00	3	7	7	1	2	0	0	0	0	0	20
10:00	2	1	3	0	2	0	0	0	0	0	8
11:00	2	1	3	2	0	0	0	0	0	0	8
12:00 PM	6	2	3	5	2	0	0	0	0	0	18
1:00	9	3	2	1	0	0	0	0	0	0	15
2:00	14	2	7	0	2	0	0	0	0	0	25
3:00	12	5	6	2	5	0	0	0	0	0	30
4:00	7	4	2	3	1	0	0	0	0	0	17
5:00	8	3	9	4	2	1	0	0	0	0	27
6:00	10	1	5	2	0	0	0	0	0	0	18
7:00	4	2	1	1	0	0	0	0	0	0	8
8:00	4	0	3	1	0	0	0	0	0	0	8
9:00	3	2	5	1	0	0	0	0	0	0	11
10:00	1	0	0	2	0	0	0	0	0	0	3
11:00	0	1	0	1	1	0	0	0	0	0	3
Total	90	36	62	35	20	3	0	0	0	0	246
		Percentile		15th	50th	85th	95th				
		Speed		10	16	21	23				
		Mean Speed (Average)		16.8							
		10 MPH Pace Speed		13-22							
		Number in Pace		171							
		Percent in Pace		71.0%							
		Number > 25 MPH		3							
		Percent > 25 MPH		1.2%							
Grand Total	147	84	124	66	31	7	1	0	0	0	461
Stats		Percentile		15th	50th	85th	95th				
		Speed		11	16	20	23				
		Mean Speed (Average)		17.3							
		10 MPH Pace Speed		13-22							
		Number in Pace		354							
		Percent in Pace		77.0%							
		Number > 25 MPH		9							
		Percent > 25 MPH		2.0%							

Site Code: S Grove Avenue  
Station ID: Between  
Location: South Blvd and Pleasant Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: Combined

7/16/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 27.5 -	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50	Total
Time	MPH	17.5	22.5	27.5	30 MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	1	1	2	0	0	0	0	0	0	4
1:00	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	1	0	0	0	0	0	0	0	1
3:00	0	0	1	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	2	1	0	0	0	0	0	3
6:00	3	0	2	2	1	0	0	0	0	0	8
7:00	10	2	8	3	2	1	0	0	0	0	26
8:00	5	5	7	3	1	1	0	0	0	0	22
9:00	8	4	7	5	0	0	0	0	0	0	24
10:00	6	6	7	6	0	1	0	0	0	0	26
11:00	5	6	7	4	4	0	0	0	0	0	26
12:00 PM	8	5	7	8	2	0	0	0	0	1	31
1:00	12	12	9	3	0	0	0	0	0	0	36
2:00	7	12	10	6	1	1	1	0	0	0	38
3:00	11	8	16	11	2	1	0	0	0	0	49
4:00	12	7	7	4	1	1	0	0	0	0	32
5:00	12	7	13	7	4	1	0	0	0	0	44
6:00	11	11	7	3	0	0	0	0	0	0	32
7:00	5	6	10	6	3	0	0	0	0	0	30
8:00	6	4	3	2	0	0	0	0	0	0	15
9:00	4	4	3	1	1	0	0	0	0	0	13
10:00	4	2	0	0	1	0	0	0	0	0	7
11:00	0	1	0	1	0	0	0	0	0	0	2
Total	129	103	126	79	24	7	1	0	0	1	470
Percentile				15th	50th	85th	95th				
Speed				11	17	20	23				
Mean Speed (Average)				17.7							
10 MPH Pace Speed				13-22							
Number in Pace				394							
Percent in Pace				84.0%							
Number > 25 MPH				9							
Percent > 25 MPH				1.9%							

Site Code: S Grove Avenue  
Station ID: Between  
Location: South Blvd and Pleasant Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: Combined

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	0	1	0	1	0	0	0	0	0	0	2
1:00	0	0	0	0	0	1	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	2	0	1	0	0	1	0	0	0	0	4
5:00	1	0	0	0	0	1	0	0	0	0	2
6:00	4	0	3	2	1	1	0	0	0	0	11
7:00	3	1	3	4	1	2	1	0	0	0	15
8:00	10	6	8	7	5	0	0	0	0	0	36
9:00	7	11	11	4	2	0	0	0	0	0	35
10:00	8	5	5	3	3	0	0	0	0	0	24
11:00	14	5	5	4	1	0	0	0	0	0	29
12:00 PM	15	4	7	6	3	1	0	0	0	0	36
1:00	18	5	4	2	0	0	0	0	0	0	29
2:00	24	7	10	3	4	0	0	0	0	0	48
3:00	15	7	7	2	5	0	0	0	0	0	36
4:00	10	8	2	5	4	0	0	0	0	0	29
5:00	17	8	14	10	3	1	0	0	0	0	53
6:00	24	13	11	3	1	0	0	0	0	0	52
7:00	11	5	1	2	1	1	0	0	0	0	21
8:00	9	2	6	1	1	0	0	0	0	0	19
9:00	4	4	6	1	0	0	0	1	0	0	16
10:00	1	0	1	2	0	1	1	0	0	0	6
11:00	1	1	1	1	1	0	0	0	0	0	5
Total	198	93	106	63	36	10	2	1	0	0	509
		Percentile		15th	50th	85th	95th				
		Speed		10	16	20	23				
	Mean Speed (Average)			16.5							
	10 MPH Pace Speed			13-22							
	Number in Pace			344							
	Percent in Pace			69.0%							
	Number > 25 MPH			13							
	Percent > 25 MPH			2.6%							
Grand Total	327	196	232	142	60	17	3	1	0	0	979
Stats		Percentile		15th	50th	85th	95th				
		Speed		10	16	20	23				
	Mean Speed (Average)			17.1							
	10 MPH Pace Speed			13-22							
	Number in Pace			742							
	Percent in Pace			76.0%							
	Number > 25 MPH			22							
	Percent > 25 MPH			2.2%							

Site Code: S Grove Avenue  
Station ID: Between  
Location: Pleasant Street and Randolph Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.883419  
Longitude: -87.795700  
Direction: SB, Lane 1

7/16/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 27.5 -	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50	Total
Time	MPH	17.5 - 20 MPH	22.5 MPH	27.5 MPH	30 MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	0	1	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0
2:00	1	0	1	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	1	1	0	0	0	0	2
6:00	1	0	1	1	0	0	0	0	0	0	4
7:00	2	0	3	2	0	0	0	0	0	0	8
8:00	4	0	2	3	2	0	0	0	0	0	13
9:00	2	1	0	3	2	1	0	0	0	0	11
10:00	1	0	3	4	1	1	0	0	0	0	12
11:00	5	2	1	1	0	1	0	0	0	0	10
12:00 PM	1	1	2	5	2	0	0	0	0	0	13
1:00	6	1	3	2	2	0	0	0	0	0	17
2:00	13	1	4	3	0	0	0	0	0	0	24
3:00	6	1	0	5	1	0	0	0	0	0	17
4:00	4	2	3	4	2	0	0	0	0	0	27
5:00	7	3	3	4	3	0	0	0	0	0	28
6:00	7	1	3	2	4	1	1	0	0	0	20
7:00	1	0	1	2	0	1	0	0	0	0	5
8:00	4	0	3	0	3	0	0	0	0	0	10
9:00	1	0	0	0	0	1	0	0	0	0	4
10:00	1	0	1	0	0	0	0	0	0	0	4
11:00	0	0	0	0	0	0	0	0	0	0	0
Total	67	13	40	46	18	13	4	0	0	0	233
Percentile											
Speed											
Mean Speed (Average)											
10 MPH Pace Speed											
Number in Pace											
Percent in Pace											
Number > 25 MPH											
Percent > 25 MPH											

Site Code: S Grove Avenue  
Station ID: Between  
Location: Pleasant Street and Randolph Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.883419  
Longitude: -87.795700  
Direction: SB, Lane 1

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	0	0	0	0	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	1	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	0	0	1	0	0	0	0	0	2
6:00	0	0	1	1	0	0	0	0	0	0	2
7:00	2	1	2	1	2	1	1	0	0	0	10
8:00	3	1	2	4	3	2	2	0	0	0	17
9:00	4	1	3	4	2	1	1	0	0	0	16
10:00	3	0	4	1	1	0	0	0	0	0	9
11:00	5	4	1	0	3	0	1	0	0	0	14
12:00 PM	6	1	1	3	2	3	1	0	0	0	17
1:00	3	1	3	5	2	0	0	1	1	0	16
2:00	6	4	1	3	4	1	2	0	0	0	21
3:00	3	3	5	3	3	2	3	0	0	0	22
4:00	5	2	3	7	0	5	1	2	0	0	25
5:00	3	4	2	7	2	5	2	1	0	0	26
6:00	2	2	3	3	3	0	0	0	0	0	13
7:00	3	0	3	2	2	2	1	0	0	0	13
8:00	2	1	4	3	1	0	0	0	0	0	11
9:00	1	0	1	2	2	1	0	0	0	0	7
10:00	2	0	0	0	1	1	0	0	0	0	4
11:00	0	0	1	0	0	1	1	0	0	0	3
Total	54	25	40	49	35	25	17	4	1	0	250
		Percentile		15th	50th	85th	95th				
		Speed		12	20	25	28				
		Mean Speed (Average)		20.5							
		10 MPH Pace Speed		13-22							
		Number in Pace		154							
		Percent in Pace		63.0%							
		Number > 25 MPH		47							
		Percent > 25 MPH		18.8%							
Grand Total	121	38	72	89	81	43	30	8	1	0	483
Stats		Percentile		15th	50th	85th	95th				
		Speed		10	20	24	28				
		Mean Speed (Average)		20.2							
		10 MPH Pace Speed		18-27							
		Number in Pace		293							
		Percent in Pace		61.0%							
		Number > 25 MPH		82							
		Percent > 25 MPH		17.0%							

Site Code: S Grove Avenue  
Station ID: Between  
Location: Pleasant Street and Randolph Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.883419  
Longitude: -87.795700  
Direction: NB, Lane 2

7/16/2025	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	MPH	25 MPH	MPH	30 MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00	1	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0
5:00	0	0	0	0	1	1	0	0	0	0	0	0	2
6:00	2	0	0	2	2	0	4	0	0	0	0	0	10
7:00	4	3	2	1	7	7	3	1	1	0	0	0	29
8:00	3	3	2	13	5	4	2	2	0	0	0	0	34
9:00	3	1	1	3	9	5	1	1	0	0	0	0	24
10:00	3	4	4	2	3	5	1	1	0	0	0	0	23
11:00	3	0	9	9	3	6	1	0	0	0	0	0	31
12:00 PM	4	3	4	9	6	2	2	1	0	0	0	0	31
1:00	3	4	2	7	4	6	0	0	0	0	0	0	26
2:00	8	2	5	6	6	4	3	0	0	0	0	0	34
3:00	3	2	6	3	7	6	1	0	0	0	0	0	28
4:00	5	0	3	12	12	2	1	0	0	0	0	0	35
5:00	3	1	3	6	10	8	3	2	0	0	0	0	36
6:00	1	0	5	5	9	6	0	0	0	0	0	0	26
7:00	2	0	5	3	9	3	2	2	0	0	0	0	26
8:00	1	0	1	4	4	0	1	0	0	0	0	0	11
9:00	0	2	4	0	0	1	2	0	0	0	0	0	9
10:00	2	0	0	2	0	0	0	1	0	0	0	0	5
11:00	0	0	0	1	1	1	1	1	0	0	0	0	5
Total	51	25	56	89	100	68	29	12	1	0	0	0	431
Percentile				15th	50th	85th	95th						
Speed				16	21	26	28						
Mean Speed (Average)				22.3									
10 MPH Pace Speed				19-28									
Number in Pace				312									
Percent in Pace				72.0%									
Number > 25 MPH				110									
Percent > 25 MPH				25.5%									

Site Code: S Grove Avenue  
Station ID: Between  
Location: Pleasant Street and Randolph Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.883419  
Longitude: -87.795700  
Direction: NB, Lane 2

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	0	0	1	0	0	0	0	0	0	0	1
1:00	1	0	0	0	0	0	1	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	2	0	0	1	0	0	0	0	3
5:00	0	1	0	0	1	0	0	0	0	0	2
6:00	2	0	1	2	0	2	1	0	0	0	8
7:00	0	0	1	5	3	4	6	0	1	0	20
8:00	0	0	3	7	7	12	3	2	1	0	35
9:00	1	2	4	8	7	3	3	2	0	0	30
10:00	3	2	4	6	9	5	0	0	0	0	29
11:00	4	4	9	2	3	2	2	0	0	0	26
12:00 PM	6	1	7	4	6	4	3	0	1	0	32
1:00	3	0	4	8	9	5	2	2	0	0	33
2:00	3	3	3	5	6	2	4	1	0	0	27
3:00	1	1	3	6	8	8	2	0	0	0	29
4:00	1	4	1	6	10	7	3	0	0	0	32
5:00	6	0	4	7	4	7	5	3	0	0	36
6:00	0	3	7	10	8	6	1	1	0	0	36
7:00	1	1	0	1	5	3	1	0	0	0	12
8:00	0	2	0	5	2	1	1	1	0	0	12
9:00	0	1	0	1	1	1	0	1	0	0	5
10:00	0	1	0	0	0	0	2	1	0	0	4
11:00	0	0	1	0	0	0	0	0	0	0	1
Total	32	26	55	83	89	73	40	14	3	0	415
		Percentile		15th	50th	85th	95th				
		Speed		17	22	26	28				
		Mean Speed (Average)		23.0							
		10 MPH Pace Speed		19-28							
		Number in Pace		300							
		Percent in Pace		73.0%							
		Number > 25 MPH		130							
		Percent > 25 MPH		31.3%							
Grand Total	83	51	111	172	189	141	69	26	4	0	846
Stats		Percentile		15th	50th	85th	95th				
		Speed		16	22	26	28				
		Mean Speed (Average)		22.6							
		10 MPH Pace Speed		19-28							
		Number in Pace		613							
		Percent in Pace		73.0%							
		Number > 25 MPH		240							
		Percent > 25 MPH		28.4%							

Site Code: S Grove Avenue  
Station ID: Between  
Location: Pleasant Street and Randolph Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.883419  
Longitude: -87.795700  
Direction: Combined

7/16/2025	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	0	0	0	1	2	1	1	0	0	0	0	0	5
1:00	0	0	0	0	0	0	1	0	0	0	0	0	1
2:00	2	0	0	1	0	0	0	0	0	0	0	0	3
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	0	0	0	0	0
5:00	0	0	0	0	1	2	1	0	0	0	0	0	4
6:00	3	0	1	3	3	0	4	0	0	0	0	0	14
7:00	6	3	5	2	9	7	3	1	1	0	0	0	37
8:00	7	3	4	15	8	6	2	2	0	0	0	0	47
9:00	5	2	2	3	12	7	2	2	0	0	0	0	35
10:00	4	4	7	4	7	5	2	2	0	0	0	0	35
11:00	8	2	9	10	4	6	1	1	0	0	0	0	41
12:00 PM	5	4	6	11	11	4	2	1	0	0	0	0	44
1:00	9	5	5	10	6	8	0	0	0	0	0	0	43
2:00	21	3	9	9	9	4	3	0	0	0	0	0	58
3:00	9	3	6	6	12	7	2	0	0	0	0	0	45
4:00	9	2	6	19	16	4	6	0	0	0	0	0	62
5:00	10	4	6	14	14	11	3	2	0	0	0	0	64
6:00	8	1	8	7	13	7	1	1	0	0	0	0	46
7:00	3	0	5	4	11	3	3	2	0	0	0	0	31
8:00	5	0	4	4	7	0	1	0	0	0	0	0	21
9:00	1	2	4	2	0	1	3	0	0	0	0	0	13
10:00	3	0	1	2	0	2	0	1	0	0	0	0	9
11:00	0	0	0	1	1	1	1	1	0	0	0	0	5
Total	118	38	88	129	146	86	42	16	1	0	0	0	664
		Percentile		15th	50th	85th	95th						
		Speed		13	21	26	28						
	Mean Speed (Average)			21.4									
	10 MPH Pace Speed			19-28									
	Number in Pace			444									
	Percent in Pace			67.0%									
	Number > 25 MPH			145									
	Percent > 25 MPH			21.8%									

Site Code: S Grove Avenue  
Station ID: Between  
Location: Pleasant Street and Randolph Street

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.883419  
Longitude: -87.795700  
Direction: Combined

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	0	0	1	0	1	0	0	0	0	0	2
1:00	1	0	0	0	0	0	2	0	0	0	3
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	2	0	0	1	0	0	0	0	3
5:00	1	1	0	0	2	0	0	0	0	0	4
6:00	2	0	2	3	0	2	1	0	0	0	10
7:00	2	1	3	6	5	5	7	0	1	0	30
8:00	3	1	5	11	10	14	5	2	1	0	52
9:00	5	3	7	12	9	4	4	2	0	0	46
10:00	6	2	8	7	10	5	0	0	0	0	38
11:00	9	8	10	2	6	2	3	0	0	0	40
12:00 PM	12	2	8	7	8	7	4	0	1	0	49
1:00	6	1	7	13	11	5	2	3	1	0	49
2:00	9	7	4	8	10	3	6	1	0	0	48
3:00	4	4	8	9	11	10	5	0	0	0	51
4:00	6	6	4	13	10	12	4	2	0	0	57
5:00	9	4	6	14	6	12	7	4	0	0	62
6:00	2	5	10	13	11	6	1	1	0	0	49
7:00	4	1	3	3	7	5	2	0	0	0	25
8:00	2	3	4	8	3	1	1	1	0	0	23
9:00	1	1	1	3	3	2	0	1	0	0	12
10:00	2	1	0	0	1	1	2	1	0	0	8
11:00	0	0	2	0	0	1	1	0	0	0	4
Total	86	51	95	132	124	98	57	18	4	0	665
		Percentile		15th	50th	85th	95th				
		Speed		15	21	26	28				
		Mean Speed (Average)		22.1							
		10 MPH Pace Speed		19-28							
		Number in Pace		441							
		Percent in Pace		68.0%							
		Number > 25 MPH		177							
		Percent > 25 MPH		26.6%							
Grand Total	204	89	183	261	270	184	99	34	5	0	1329
Stats		Percentile		15th	50th	85th	95th				
		Speed		14	21	26	28				
		Mean Speed (Average)		21.7							
		10 MPH Pace Speed		19-28							
		Number in Pace		888							
		Percent in Pace		67.0%							
		Number > 25 MPH		322							
		Percent > 25 MPH		24.2%							

Site Code: Pleasant Street  
Station ID: Between  
Location: S Grove Avenue and Kenilworth Avenue

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: WB, Lane 1

7/16/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	0	0	0	1	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	3	0	0	1	0	0	0	0	0	0	4
6:00	3	2	2	1	0	0	0	0	0	0	8
7:00	7	6	4	5	2	1	0	0	0	0	25
8:00	13	5	4	4	3	4	0	0	0	0	33
9:00	4	4	4	4	0	1	0	0	0	0	17
10:00	9	2	7	3	3	0	0	0	0	0	24
11:00	14	2	2	2	0	1	1	0	0	0	22
12:00 PM	11	4	5	7	2	1	0	0	0	0	30
1:00	8	8	4	8	6	1	0	0	0	0	35
2:00	10	6	5	8	3	2	0	1	0	0	35
3:00	12	6	8	0	4	1	2	1	0	0	34
4:00	7	8	9	10	5	1	1	0	0	0	41
5:00	10	9	12	7	1	0	0	0	0	0	39
6:00	6	9	5	7	4	1	0	0	0	0	32
7:00	5	9	5	3	2	0	0	0	0	0	24
8:00	2	5	4	0	1	0	0	0	0	0	12
9:00	2	0	2	1	0	0	1	0	0	0	6
10:00	2	0	1	3	2	0	0	0	0	0	8
11:00	0	1	0	0	0	0	0	0	0	0	1
Total	128	87	83	75	38	14	5	2	0	0	432
Percentile				15th	50th	85th	95th				
Speed				13	17	21	24				
Mean Speed (Average)				17.5							
10 MPH Pace Speed				13-22							
Number in Pace				296							
Percent in Pace				69.0%							
Number > 25 MPH				21							
Percent > 25 MPH				4.9%							

Site Code: Pleasant Street  
Station ID: Between  
Location: S Grove Avenue and Kenilworth Avenue

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: WB, Lane 1

7/17/2025	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	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	0	0	0	1
5:00	1	0	0	1	0	0	0	0	0	0	0	2
6:00	3	1	1	1	0	0	0	0	0	0	0	6
7:00	6	3	7	6	3	3	0	0	0	0	0	28
8:00	15	8	6	0	3	0	0	0	0	0	0	32
9:00	9	4	2	10	3	0	0	0	0	0	0	28
10:00	13	1	6	3	2	1	0	0	0	0	0	26
11:00	8	3	11	6	3	1	0	0	0	0	0	32
12:00 PM	8	3	11	5	5	1	0	0	0	0	0	33
1:00	4	6	3	3	4	5	0	0	0	0	0	25
2:00	6	4	10	11	2	1	0	1	0	0	0	35
3:00	4	3	6	3	3	7	0	0	0	0	0	26
4:00	10	7	6	10	3	1	1	0	0	0	0	38
5:00	13	6	9	5	4	2	0	0	0	0	0	39
6:00	8	4	9	7	1	2	1	1	0	0	0	33
7:00	8	12	10	3	1	0	0	0	0	0	0	34
8:00	6	5	5	1	2	0	0	0	0	0	0	19
9:00	4	2	7	4	1	1	1	0	0	0	0	20
10:00	1	0	2	3	2	0	0	0	0	0	0	8
11:00	0	0	2	0	0	0	0	0	0	0	0	2
Total	129	72	113	82	42	25	3	2	0	0	0	468
Percentile				15th	50th	85th	95th					
Speed				12	17	22	24					
Mean Speed (Average)				17.9								
10 MPH Pace Speed				13-22								
Number in Pace				311								
Percent in Pace				68.0%								
Number > 25 MPH				30								
Percent > 25 MPH				6.4%								
Grand Total	257	159	196	157	80	39	8	4	0	0	0	900
Stats	Percentile			15th	50th	85th	95th					
Speed				12	17	21	24					
Mean Speed (Average)				17.7								
10 MPH Pace Speed				13-22								
Number in Pace				613								
Percent in Pace				68.0%								
Number > 25 MPH				51								
Percent > 25 MPH				5.7%								

Site Code: Pleasant Street  
Station ID: Between  
Location: S Grove Avenue and Kenilworth Avenue

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: EB, Lane 2

7/16/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 27.5 -	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50	Total
Time	MPH	17.5	22.5	27.5	30 MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	0	0	0	0	0	0	0	1
1:00	0	0	0	0	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	1	0	0	0	0	2
6:00	1	0	1	1	1	0	0	0	0	0	4
7:00	3	4	4	4	10	1	1	0	0	0	27
8:00	12	4	8	7	5	1	1	0	0	0	38
9:00	4	3	4	2	1	3	0	0	0	0	17
10:00	9	7	10	4	5	0	0	0	0	0	35
11:00	8	6	4	7	8	1	0	0	0	0	34
12:00 PM	11	4	4	9	3	2	0	0	0	0	33
1:00	7	5	8	9	4	2	0	1	0	0	36
2:00	9	4	9	7	5	1	0	0	0	0	35
3:00	21	4	9	12	3	1	1	0	0	0	51
4:00	13	5	14	9	6	3	0	0	0	0	50
5:00	8	6	9	8	6	2	1	0	0	0	40
6:00	8	7	17	10	1	2	0	0	0	0	45
7:00	6	5	3	4	0	0	0	0	0	0	18
8:00	6	2	4	3	2	1	1	0	0	0	19
9:00	5	3	3	3	0	0	1	0	0	0	15
10:00	1	1	3	1	1	0	0	0	0	0	7
11:00	1	2	0	1	1	1	1	0	0	0	7
Total	133	73	115	101	63	22	7	1	0	0	515
Percentile				15th	50th	85th	95th				
Speed				11	18	22	24				
Mean Speed (Average)				18.2							
10 MPH Pace Speed				16-25							
Number in Pace				352							
Percent in Pace				68.0%							
Number > 25 MPH				30							
Percent > 25 MPH				5.8%							

Site Code: Pleasant Street  
Station ID: Between  
Location: S Grove Avenue and Kenilworth Avenue

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: EB, Lane 2

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	0	0	1	2	0	1	1	0	0	0	5
1:00	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	3	0	0	0	0	0	0	0	4
5:00	0	1	0	1	0	0	0	0	0	0	2
6:00	1	1	1	0	1	0	0	1	0	0	5
7:00	9	3	4	3	8	4	1	0	0	0	32
8:00	7	10	2	9	9	1	0	0	0	0	38
9:00	12	7	8	9	2	4	0	1	0	0	43
10:00	16	7	12	8	5	3	0	0	0	0	51
11:00	14	8	11	5	5	0	1	0	0	0	44
12:00 PM	5	6	7	10	7	0	0	0	0	0	35
1:00	7	8	11	5	9	1	0	1	0	0	42
2:00	6	4	8	12	5	0	0	0	0	0	35
3:00	14	10	6	7	7	2	1	0	0	0	47
4:00	8	11	17	6	4	4	0	1	0	0	51
5:00	17	15	10	10	9	3	0	0	0	0	64
6:00	11	3	11	5	7	3	0	0	0	0	40
7:00	9	7	10	3	2	1	0	0	0	0	32
8:00	8	2	4	2	2	0	0	0	0	0	18
9:00	4	2	2	3	1	0	0	0	0	0	12
10:00	4	1	1	1	0	1	0	0	0	0	8
11:00	2	1	2	0	0	0	0	0	0	0	5
Total	154	108	131	101	83	28	4	4	0	0	613
Percentile				15th	50th	85th	95th				
Speed				11	18	23	24				
Mean Speed (Average)				18.1							
10 MPH Pace Speed				16-25							
Number in Pace				417							
Percent in Pace				70.0%							
Number > 25 MPH				36							
Percent > 25 MPH				5.9%							
Grand Total	287	181	246	202	146	50	11	5	0	0	1128
Stats				Percentile	15th	50th	85th	95th			
Speed				11	18	23	24				
Mean Speed (Average)				18.2							
10 MPH Pace Speed				16-25							
Number in Pace				772							
Percent in Pace				69.0%							
Number > 25 MPH				66							
Percent > 25 MPH				5.9%							

Site Code: Pleasant Street  
Station ID: Between  
Location: S Grove Avenue and Kenilworth Avenue

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: Combined

7/16/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 27.5 -	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50	Total
Time	MPH	17.5	22.5	27.5	30 MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	1	0	0	0	0	0	0	2
1:00	0	0	0	0	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	3	1	0	1	0	1	0	0	0	0	6
6:00	4	2	3	2	1	0	0	0	0	0	12
7:00	10	10	8	9	12	2	1	0	0	0	52
8:00	25	9	12	11	8	5	1	0	0	0	71
9:00	8	7	8	6	1	4	0	0	0	0	34
10:00	18	9	17	7	8	0	0	0	0	0	59
11:00	22	8	6	9	8	2	1	0	0	0	56
12:00 PM	22	8	9	16	5	3	0	0	0	0	63
1:00	15	13	12	17	10	3	0	1	0	0	71
2:00	19	10	14	15	8	3	0	1	0	0	70
3:00	33	10	17	12	7	2	3	1	0	0	85
4:00	20	13	23	19	11	4	1	0	0	0	91
5:00	18	15	21	15	7	2	1	0	0	0	79
6:00	14	16	22	17	5	3	0	0	0	0	77
7:00	11	14	8	7	2	0	0	0	0	0	42
8:00	8	7	8	3	3	1	1	0	0	0	31
9:00	7	3	5	4	0	0	2	0	0	0	21
10:00	3	1	4	4	3	0	0	0	0	0	15
11:00	1	3	0	1	1	1	1	0	0	0	8
Total	261	160	198	176	101	36	12	3	0	0	947
Percentile				15th	50th	85th	95th				
Speed				12	18	22	24				
Mean Speed (Average)				17.9							
10 MPH Pace Speed				13-22							
Number in Pace				636							
Percent in Pace				67.0%							
Number > 25 MPH				51							
Percent > 25 MPH				5.4%							

Site Code: Pleasant Street  
Station ID: Between  
Location: S Grove Avenue and Kenilworth Avenue

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: Combined

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	1	0	1	2	0	1	1	0	0	0	6
1:00	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	1	1	3	0	0	0	0	0	0	0	5
5:00	1	1	0	2	0	0	0	0	0	0	4
6:00	4	2	2	1	1	0	0	1	0	0	11
7:00	15	6	11	9	11	7	1	0	0	0	60
8:00	22	18	8	9	12	1	0	0	0	0	70
9:00	21	11	10	19	5	4	0	1	0	0	71
10:00	29	8	18	11	7	4	0	0	0	0	77
11:00	22	11	22	11	8	1	1	0	0	0	76
12:00 PM	13	9	18	15	12	1	0	0	0	0	68
1:00	11	14	14	8	13	6	0	1	0	0	67
2:00	12	8	18	23	7	1	0	1	0	0	70
3:00	18	13	12	10	10	9	1	0	0	0	73
4:00	18	18	23	16	7	5	1	1	0	0	89
5:00	30	21	19	15	13	5	0	0	0	0	103
6:00	19	7	20	12	8	5	1	1	0	0	73
7:00	17	19	20	6	3	1	0	0	0	0	66
8:00	14	7	9	3	4	0	0	0	0	0	37
9:00	8	4	9	7	2	1	1	0	0	0	32
10:00	5	1	3	4	2	1	0	0	0	0	16
11:00	2	1	4	0	0	0	0	0	0	0	7
Total	283	180	244	183	125	53	7	6	0	0	1081
		Percentile		15th	50th	85th	95th				
		Speed		12	18	22	24				
		Mean Speed (Average)		18.0							
		10 MPH Pace Speed		16-25							
		Number in Pace		717							
		Percent in Pace		68.0%							
		Number > 25 MPH		66							
		Percent > 25 MPH		6.1%							
Grand Total	544	340	442	359	226	89	19	9	0	0	2028
Stats		Percentile		15th	50th	85th	95th				
		Speed		12	18	22	24				
		Mean Speed (Average)		18.0							
		10 MPH Pace Speed		16-25							
		Number in Pace		1362							
		Percent in Pace		67.0%							
		Number > 25 MPH		117							
		Percent > 25 MPH		5.8%							

Site Code: Pleasant Street  
Station ID: Between  
Location: Oak Park Avenue and S Grove Avenue

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: WB, Lane 1

7/16/2025	0 - 15	> 15 -	> 20 -	> 25 -	> 27.5 -	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50	Total
Time	MPH	17.5	22.5	27.5	30 MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	1	0	0	0	0	1
5:00	1	0	0	0	0	1	0	0	0	0	2
6:00	7	2	2	2	1	0	0	0	0	0	14
7:00	21	4	7	4	2	2	0	0	0	0	40
8:00	18	5	3	1	7	3	0	0	0	0	37
9:00	16	3	1	4	2	2	0	0	0	0	28
10:00	20	3	5	3	5	0	1	0	0	0	37
11:00	35	3	2	2	1	1	0	0	0	0	44
12:00 PM	19	5	8	3	4	1	0	0	0	0	40
1:00	21	6	4	7	6	1	0	0	0	0	45
2:00	17	8	4	7	3	0	2	1	0	0	42
3:00	28	6	7	4	5	1	1	0	0	0	52
4:00	24	6	4	13	5	1	1	0	0	0	54
5:00	21	11	8	7	1	2	2	0	0	0	52
6:00	24	4	7	7	3	2	0	1	0	0	48
7:00	19	7	5	4	1	0	0	0	0	0	36
8:00	10	4	4	4	1	0	0	0	0	0	23
9:00	12	1	0	1	0	1	0	0	0	0	15
10:00	2	2	2	2	2	0	0	0	0	0	10
11:00	1	1	0	0	0	0	0	0	0	0	2
Total	316	81	74	75	49	18	8	1	1	0	623
Percentile				15th	50th	85th	95th				
Speed				11	14	21	24				
Mean Speed (Average)				14.8							
10 MPH Pace Speed				13-22							
Number in Pace				321							
Percent in Pace				52.0%							
Number > 25 MPH				28							
Percent > 25 MPH				4.5%							

Site Code: Pleasant Street  
Station ID: Between  
Location: Oak Park Avenue and S Grove Avenue

File Name: Speed Analysis  
Date Printed: 7/23/2025  
Start Date: 7/16/2025  
End Date: 7/18/2025

Latitude: 41.885162  
Longitude: -87.795746  
Direction: WB, Lane 1

7/17/2025	0 - 15	> 15 -	> 20 -	> 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	
12:00 AM	1	0	0	0	0	0	0	0	0	0	1
1:00	1	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	5	0	0	0	0	1	0	0	0	0	6
6:00	7	1	2	1	2	0	1	0	0	0	14
7:00	26	6	6	3	7	1	1	0	0	0	50
8:00	18	3	8	3	2	2	0	0	0	0	36
9:00	28	5	3	10	2	1	0	0	0	0	49
10:00	24	6	5	4	2	1	1	0	0	0	43
11:00	21	2	7	3	5	1	1	0	0	0	40
12:00 PM	22	9	8	7	3	0	1	0	0	0	50
1:00	31	4	6	7	3	0	0	0	0	0	51
2:00	17	6	4	5	2	3	0	1	0	0	38
3:00	27	2	9	4	4	6	1	0	0	0	53
4:00	25	6	4	6	7	1	0	1	0	0	50
5:00	34	10	12	2	3	2	0	0	0	0	63
6:00	30	5	6	5	3	2	0	2	0	0	53
7:00	22	3	5	5	5	0	0	0	0	0	40
8:00	16	6	7	1	2	0	0	0	0	0	32
9:00	10	3	8	2	2	1	0	0	0	0	26
10:00	2	1	1	1	2	1	0	0	0	0	8
11:00	2	1	0	1	0	1	0	0	0	0	5
Total	369	79	102	70	56	24	6	4	0	0	710
		Percentile		15th	50th	85th	95th				
		Speed		10	14	21	24				
		Mean Speed (Average)		14.7							
		10 MPH Pace Speed		13-22							
		Number in Pace		342							
		Percent in Pace		49.0%							
		Number > 25 MPH		34							
		Percent > 25 MPH		4.8%							
Grand Total	685	160	176	145	105	42	14	5	1	0	1333
Stats		Percentile		15th	50th	85th	95th				
		Speed		11	14	21	24				
		Mean Speed (Average)		14.7							
		10 MPH Pace Speed		13-22							
		Number in Pace		668							
		Percent in Pace		50.0%							
		Number > 25 MPH		62							
		Percent > 25 MPH		4.7%							

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

<b>Item Title: 2026 Transportation Commission Work Plan</b>
Review Date: <u>August 11, 2025</u>
Prepared By: <u>Christopher Welch, Assistant Village Engineer</u>
<b>Abstract:</b> Every year, the Village's Boards, Commissions, and Committees develop work plans for the coming year. The work plan outlines projects and activities for the Commission to perform pursuant to its mission as well as the Village Board's adopted goals for 2025-2026. Draft work plans will be submitted to the Village Manager's Office later this year for eventual review and approval by the Village Board.  Included with this agenda item is a copy of the approved 2025 Transportation Commission work plan and a template for the draft 2026 work plan.
<b>Recommendation(s):</b> This is the first meeting to discuss the draft 2026 work plan. The Commission is asked to provide feedback on the draft work plan so staff can prepare a final version of the work plan for review at the October 2025 Commission meeting.
Supporting Documentation Is Attached

# Draft 2026 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on ###/###/####

## 2026 Initiatives and Ongoing Projects`

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> <li>• Parking</li> <li>• Traffic</li> <li>• Transportation related items referred by the Board from other Commissions</li> <li>• School traffic safety plans</li> </ul>	<ul style="list-style-type: none"> <li>• Improved utilization and efficiency of on-street and off-street parking resources</li> <li>• Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way.</li> <li>• Improved level of safety for school children walking to and from school</li> </ul>	These are recurring annual projects	from Transportation Commission fund = \$3,400/year for mailing notifications + \$1000/year for agenda printing costs + \$5,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	Review updated process for traffic calming petitions based on recommended strategies in the Vision Zero plan	<ul style="list-style-type: none"> <li>• Recommend modifications to the traffic calming process to align with Vision Zero plan</li> </ul>	Due by 2nd quarter of 2026	
Recommendations	Review draft Bike Improvement Designs	<ul style="list-style-type: none"> <li>• Recommend final plans and treatments for propose bicycle improvements.</li> </ul>	Due by 2 <sup>nd</sup> quarter of 2026	
Recommendations	Review designs for safety improvement projects that may arise from Vision Zero concept plans	<ul style="list-style-type: none"> <li>• Recommend final plans and treatments for any Vision Zero concept plans that may progress to the detailed design stage in 2025</li> </ul>	Due by 4 <sup>th</sup> quarter of 2025	
		– continued on next page –		

## Draft 2026 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on ###/###/####

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Review School Safety plan: <ul style="list-style-type: none"> <li>• A school</li> <li>• potentially one additional school if needed</li> </ul>	<ul style="list-style-type: none"> <li>• Recommend measures to improve safety for students around the school during arrival and dismissal times</li> </ul>	Due by 4 <sup>th</sup> quarter of 2025	
Recommendations	Provide input on potential bike-sharing program proposals stemming from the updated Bike Plan	<ul style="list-style-type: none"> <li>• Pending the completion and Village Board adoption of the update to the Oak Park Bike Plan, provide input on potential program proposals for bike-share.</li> </ul>	Due by 4 <sup>th</sup> quarter of 2025	
Recommendations	Evaluate the effectiveness of the 2023 parking pilot expansion to select overnight on-street parking zones	<ul style="list-style-type: none"> <li>• Evaluate whether overnight parking access has improved for residents, particularly those in multi-family dwellings, and consider if additional parking access is possible within the operation of the overall parking system.</li> </ul>	Due by 2 <sup>nd</sup> quarter of 2025	
Public Engagement/Education	Assist in coordinating the Village's second annual celebration of <i>Park(ing) Day</i> .	<ul style="list-style-type: none"> <li>• Pending the evaluation of the inaugural Park(ing) Day celebration being held in 2024, partner with Village staff and other community partners to execute the Village's second annual celebration of Park(ing) Day.</li> </ul>	Due by 3 <sup>rd</sup> quarter of 2025	

## Draft 2026 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on ###/###/####

### 2025 Completed Initiatives as of December 2025 **JULY 2025**

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"><li>• Parking</li><li>• Traffic</li><li>• Transportation related items referred by the Board from other Commissions</li><li>• Various school traffic safety plans</li></ul>	<ul style="list-style-type: none"><li>• Made recommendations to address resident concerns received through <b>(4 as of July)</b> traffic calming petitions</li></ul>
Recommendations	Review remaining backlog of traffic calming petitions	<ul style="list-style-type: none"><li>• Backlog of traffic calming petitions cleared</li></ul>
Recommendations	Review Oak Park Bicycle Plan and Neighborhood Greenways System Study to evaluate and identify priority for implementation and opportunities for bike lanes	<ul style="list-style-type: none"><li>• Made a final recommendation for an update to the Bike Plan and Neighborhood Greenways documents for consideration by the Village Board of Trustees. Board adopted plan at July 22 meeting.</li></ul>
Recommendations	Review Northwest Section of the Village for opportunities to mitigate bypass traffic from Harlem Ave and North Ave from using residential blocks (carried over from the 2024 work plan)	<ul style="list-style-type: none"><li>• Made recommendations to address resident concerns regarding traffic in the northwest section of the Village to improve safety.</li></ul>

*TRANSPORTATION COMMISSION*

## Draft 2026 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on ###/###/####


### Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2025 Initiatives & On-Going Projects

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

**Column 2:** List your 2025 Initiatives/projects you propose to the Village Board.

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

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

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

Chart Two: 2024 Accomplishments

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

**Column 2:** List your 2024 Accomplishments

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