



# AGENDA

## VILLAGE OF OAK PARK TRANSPORTATION COMMISSION MEETING MONDAY, SEPTEMBER 8, 2025 – 7:00PM COUNCIL CHAMBERS – VILLAGE HALL

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- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of Transportation Commission Meeting Minutes
  - 3.1) August 11, 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) Clinton and Lexington Traffic Calming Petition
- 6) Old Business
- 7) Adjourn

**Draft Minutes**  
**Transportation Commission**  
**Oak Park Village Hall**  
**August 11, 2025**  
**7:00 p.m.**

**PRESENT:** Chair Holzberg, Commissioners Jenkins, Johnson, Johnston-Ahlen,

**ABSENT:** NONE

**STAFF PRESENT:** Assistant Village Engineer Chris Welch, CivilTech Consultant Steve Pautsch, Village Engineer Bill Mckenna

**Roll Call:** Chair Holzberg called the meeting to order at 7:05 p.m.

Jenna Holzberg	Present
Jack Eskin	Absent
Jason Jenkins	Present
Erika Johnson	Present
Julie Johnston-Ahlen	Present
Jason Nudelman	Absent
VACANCY	N/A

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

Approval of Transportation Commission Meeting Minutes: Commissioner Jenkins made a motion and commissioner Johnston-Ahlen seconded it. – Vote passed unanimously

Non-Agenda Public Comment: None

New Business

a) Pleasant and Grove Traffic Calming Petitions

CivilTech Consultant Steven Pautsch gave a summary of peak hour traffic and pedestrian data collected at and around the intersection. Traffic data did not show a noticeable speeding problem and the accident history of the intersection did not show any correctable trends. The recommended actions are paint and post bump outs at all 4 corners extending into Grove only. Additionally, replace

the '2-WAY' placards beneath the stop signs with 'CROSS TRAFFIC DOESN NOT STOP' plaque signs that provide clearer guidance.

#### Public Comment:

Michael Carter from the 200 block of S Grove spoke in support of the proposed changes

Talia Treeze from the 200 block of S Kenilworth spoke in support of the proposed changes

Camille Yu from the 200 block of S Grove spoke in support of the proposed changes

Anuj Girdhar from the 100 block of S Grove spoke in support of the proposed changes

Nelson and Luke Blahnik from the 100 block of S Grove spoke in support of the proposed changes

Kevin Buckley from the 200 block of S Kenilworth spoke in support of the proposed changes

David Marshall of the 200 block of S Grove spoke in support of the proposed changes

The Commission discussed additional steps that could be taken at the intersection and expressed interest in replacing the existing crosswalks with high-visibility crosswalks

Commissioner Jenkins gave a Motion to approve the proposed plan with the addition of high visibility crosswalks at the intersection. The Motion was seconded by Commissioner Johnson and passed unanimously.

#### 2026 Work plan

The commission discussed items for the 2026 workplan. The commission is seeking to do safety studies on collector street segments that fall outside of the petition process and below the high injury network. Staff will analyze the network for candidates that have higher accident and traffic for future consideration for addition into the work plan. Brooks middle school was discussed as a candidate for review by the commission. Coordination with other commissions was also discussed as a goal. The commission also requested interaction with the police dept on the enforcement aspects of Vision zero.

#### Old Business

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

Adjourn 8:59 pm

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

<b>Item Title: Petition to Implement Traffic Calming Measures at the intersection of Clinton Avenue and Lexington Street</b>
Review Date: <u>September 8, 2025</u>
Prepared By: <u>Steven Pautsch, Civiltech Engineering, Inc.</u>
<p><b>Abstract:</b></p> <p>On December 28, 2024, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of Clinton Avenue and Lexington Street. The residents expressed concerns regarding pedestrian safety and driver confusion regarding the lack of stop signs on the Clinton Avenue 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 Clinton Avenue and Lexington Street intersection, extending onto Lexington Street only</li><li>- Install high-visibility crosswalk pavement markings on the north and south legs of Clinton Avenue.</li></ul>
Supporting Documentation Is Attached

# **Letter of Explanation**

LYNN M. LEINARTAS  
[REDACTED] S. CLINTON  
OAK PARK, ILLINOIS 60304

[REDACTED]

TO: The Transportation Commission; Attn: Steve Pautsch; VOP Public Works Center  
201 S. Boulevard O.P. 60304

From: Edward C. Leinartas [REDACTED] Clinton Avenue 60304

RE: Petition for traffic control/calming measures at Clinton and Lexington Avenues

NOTE: What follows is the submission of a petition to examine the necessity of making changes to the intersection of Clinton/Lexington in order to preclude further pedestrian harm.

BACKGROUND: This is concerning the 900 block of Clinton/Lexington. There is an explicit danger to pedestrians from drivers heading south on Clinton and then driving east on Lexington Avenue. This danger is exacerbated during rush hour when drivers are avoiding traffic slowdowns from the Ike and surrounding areas. It is also notable that the Clinton resident who struck my wife in a crosswalk, was extremely familiar with the immediate area as he lives one house away from this dangerous intersection. At this juncture there are no stop signs slowing down Clinton Avenue traffic. East/west on Lexington, there are stop signs.

The situation, unless remedied, can only result in more unnecessary traffic/pedestrian conflicts -to include children, who are walking distance to the Lincoln elementary school. Thus then, doing nothing to upgrade safety is unacceptable. The petition underscores this point. Sadly, my wife did not survive this accident.

Please act on the good faith of doing the right thing to protect our community and give residents the safety they deserve in Oak Park.

Contact: [REDACTED]

**Petition Redacted**

## PETITION FOR TRAFFIC CALMING MEASURES

Date: 12.28.20

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

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

at the intersection of Clinton and Lexington  
in the Village of Oak Park.

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

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

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

Only one signature per property is required.

Signature

Address

Phone number

Email

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

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

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

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

[www.oak-park.us/your-government/citizen-commissions/transportation-commission](http://www.oak-park.us/your-government/citizen-commissions/transportation-commission)



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1. \*
2. [Signature]
3. [Signature]
4. [Signature]
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8. [Signature]
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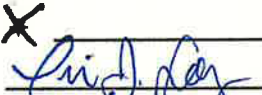
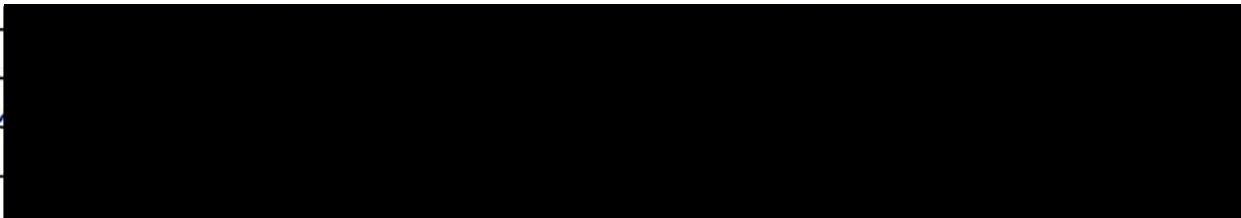
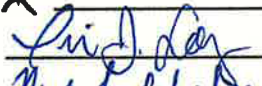


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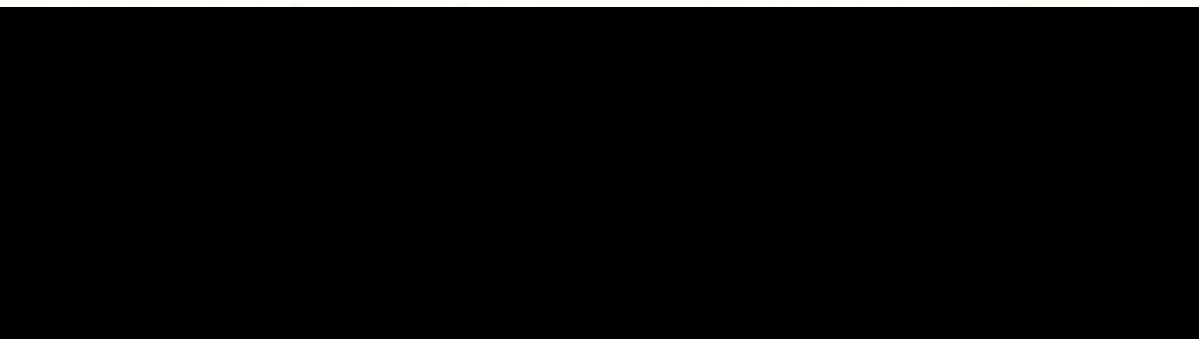
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Signature	Address
1. * <u>Holly E</u>	
2. <u>Alma Hlein</u>	
3. <u>Susan Fox</u>	
4. <u>Nathan Maddala</u>	
5. <u>SCHE NA</u>	
6. _____	
7. _____	
8. _____	
9. _____	
10. _____	
11. _____	
12. _____	

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Signature |

1. X [Signature]
2. Maria Baker
3. Mimi Walker
4. [Signature]
5. J. [Signature]
6. Kimberly Fields
7. Sam Spaid
8. [Signature]
9. Hilda [Signature]
10. Kan [Signature]
11. [Signature]
12. Henry Spillane

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# **Public Testimony**

## Shrivastava, Anmol

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**From:** Daniel Fox [REDACTED]  
**Sent:** Monday, August 25, 2025 7:54 PM  
**To:** Transportation  
**Subject:** Support for Traffic calming at LEXINGTON and CLINTON

Caution! This message was sent from outside your organization.

I will be unable to attend the public meeting to voice my support of the petition before the transportation committee to add traffic calming solutions at the corner of Lexington Ave and Clinton Ave. In our 10+ years at this address, we have witnessed numerous close calls, as drivers speed along Lexington in an attempt to circumvent the traffic on I-290. The alternating N/S, E/W stop signs allow drivers to build up excessive speed, cause confusion to drivers and encourage reckless behavior. The intersections of Clinton, Kenilworth and Grove are high traffic areas with school buses, parent drop off and many pedestrians crossing to get to Lincoln Elementary. The confluence of pedestrian traffic, school commuters and those folks who are in a rush to get past the backup on the Eisenhower is extremely dangerous and has resulted in one fatality last year, and a pedestrian child getting hit this year.

My family has had two major accidents occur at our intersection of Kenilworth and Lexington. One that resulted in a car careening up onto our front lawn, and another that collided with a large tree on the parkway in front of our house. Thankfully no pedestrians were present at either time.

I believe the proximity to Lincoln School should require that the intersections at Clinton, Kenilworth and Grove have four-way stop signs and school crossing signs to reinforce to drivers that they should exercise caution while driving through our neighborhood.

Daniel Fox  
[REDACTED] S. Kenilworth Avenue  
Oak Park, IL 60304

[REDACTED]

## Shrivastava, Anmol

---

**From:** Jim Bernardin [REDACTED]  
**Sent:** Monday, September 1, 2025 8:51 PM  
**To:** Transportation  
**Subject:** Request for Traffic Safety Measures at Clinton & Lexington

Caution! This message was sent from outside your organization.

Dear Transportation Commission,

I am writing as a homeowner on the 1000 block of Clinton to express my deep concern about the dangerous conditions at the intersection of Clinton Ave. and Lexington St. I urge the village to take immediate action to improve traffic safety at this location before another tragedy occurs.

This intersection has already claimed victims. A pedestrian was struck and killed here, and more recently, a 12-year-old girl riding her bike was hit by a car. These are not isolated incidents, they reflect an ongoing pattern of risk.

Clinton and Lexington is a place where many children play, yet cars continue to speed through, using Lexington as a cut-through to avoid busier streets. Every day, families, neighbors, and children are forced to navigate unsafe conditions.

For me, this issue is especially personal. As a legally blind resident of Oak Park, I must cross this intersection daily. Each time, I worry I could be the next victim. No one in our community should have to live with that fear.

I respectfully ask that the Transportation Commission prioritize installing stronger traffic safety measures at this intersection, whether through signage, or other protections. My neighbors and I simply want a safer street to live on, walk on, and cross without fear.

Thank you for your attention to this urgent matter. I am hopeful you will act quickly to protect the families who call this community home.

Sincerely,  
Jim Bernardin

[REDACTED] Clinton Ave.

# 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:** September 2, 2025

**To:** The Transportation Commission

**From:** Civiltech Engineering, Inc.

**Re:** Traffic Analysis for Traffic Calming Petition  
Clinton Avenue and Lexington Street

## I. INTRODUCTION

On December 28, 2024, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of Clinton Avenue and Lexington Street. The residents expressed concerns regarding pedestrian safety and driver confusion regarding the lack of stop signs on the Clinton Avenue 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 Clinton Avenue and Lexington 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 Clinton Avenue and Lexington Street is 40. This exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

## III. EXISTING CONDITIONS

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



Both Clinton Avenue and Lexington Street have a posted speed limit of 25 mph. Abraham Lincoln Elementary School is located one block south and east of the intersection. Harvard Family United Church and Carroll Center Park are also located one block south of the intersection. 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 Clinton Avenue with permit parking between Garfield Street and Lexington Street from 8 AM – 10 AM Monday through Friday. Lexington Street has a 3-hour limit between 8 AM and 8 PM Monday through Friday. On-street parking is permitted on both sides of Lexington Street. Home Avenue, which is one block west of Clinton 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 Abraham Lincoln Elementary School.

## IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

### Intersection Data

In order to quantify vehicle, pedestrian, and bicycle volumes at the intersection of Clinton Avenue and Lexington Street, six-hour counts were conducted on Thursday, April 3, 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 65 degrees and a low of 45 degrees. This weather was conducive to pedestrian and bicycle activity.

The traffic count data shows that the morning peak hour occurs between 7:15 a.m. to 8:15 a.m. and the evening traffic volume is highest between 2:45 p.m. to 3:45 p.m. Peak hour traffic volume diagrams at the intersection of Clinton Avenue and Lexington 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 Lexington Street from Clinton Avenue to access Oak Park Avenue. 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 Clinton Avenue and Lexington Street. The data was collected on Thursday, April 3, 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 Clinton Avenue is around 400 vehicles per day while the volume on Lexington Street is around 1,700 vehicles per day. The volumes on Clinton Avenue are lower than those on typical Oak Park residential streets, while the volume on Lexington Street is higher, suggesting it might be acting as a collector between Harlem Avenue and S. East Avenue, providing access to Harlem Avenue and Oak Park Avenue.

**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			
900 Block of Clinton Avenue – North Leg	NB	54 (35%)	69 (45%)	27 (17.5%)	3 (2%)	1 (0.5%)	20%	154	25
	SB	46 (39%)	43 (36%)	23 (19%)	5 (4%)	2 (2%)	25%	119	26
1000 Block of Clinton Avenue - South Leg	NB	116 (43%)	110 (41%)	39 (14.5%)	3 (1%)	1 (0.5%)	16%	269	24
	SB	65 (40%)	76 (47%)	16 (10%)	5 (3%)	0 (0%)	13%	162	24
900 Block of Lexington Street – East leg	EB	356 (36%)	434 (43%)	178 (18%)	28 (2.5%)	3 (0.5%)	21%	999	25
	WB	336 (47%)	304 (42%)	73 (10%)	6 (0.75%)	2 (0.25%)	11%	721	23
930 Block of Lexington Street – West leg	EB	352 (34%)	507 (50%)	148 (14.5%)	14 (1.4%)	1 (0.1%)	16%	1,022	24
	WB	207 (27%)	374 (49%)	162 (21.5%)	16 (2%)	1 (0.5%)	24%	760	26

\* Data was collected from Wednesday and Thursday, April 3, 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 Clinton Avenue and Lexington 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 volumes at the south leg of Clinton Avenue are higher than the north leg because of the turning vehicles to/from Lexington Street. The graphs showing volumes by the hour for Clinton Avenue and Lexington Street are shown below in **Figure 1** and **Figure 2**, respectively.

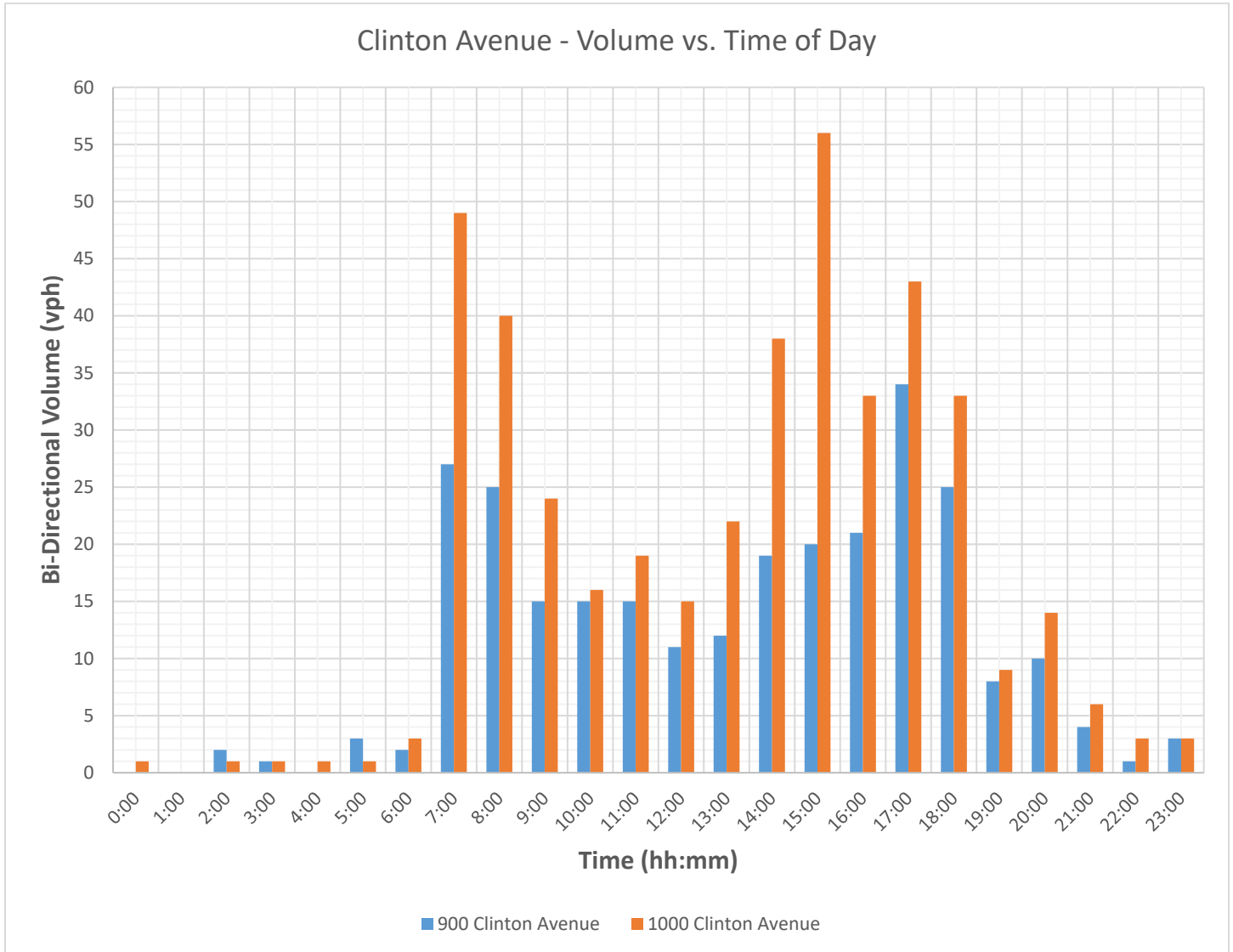
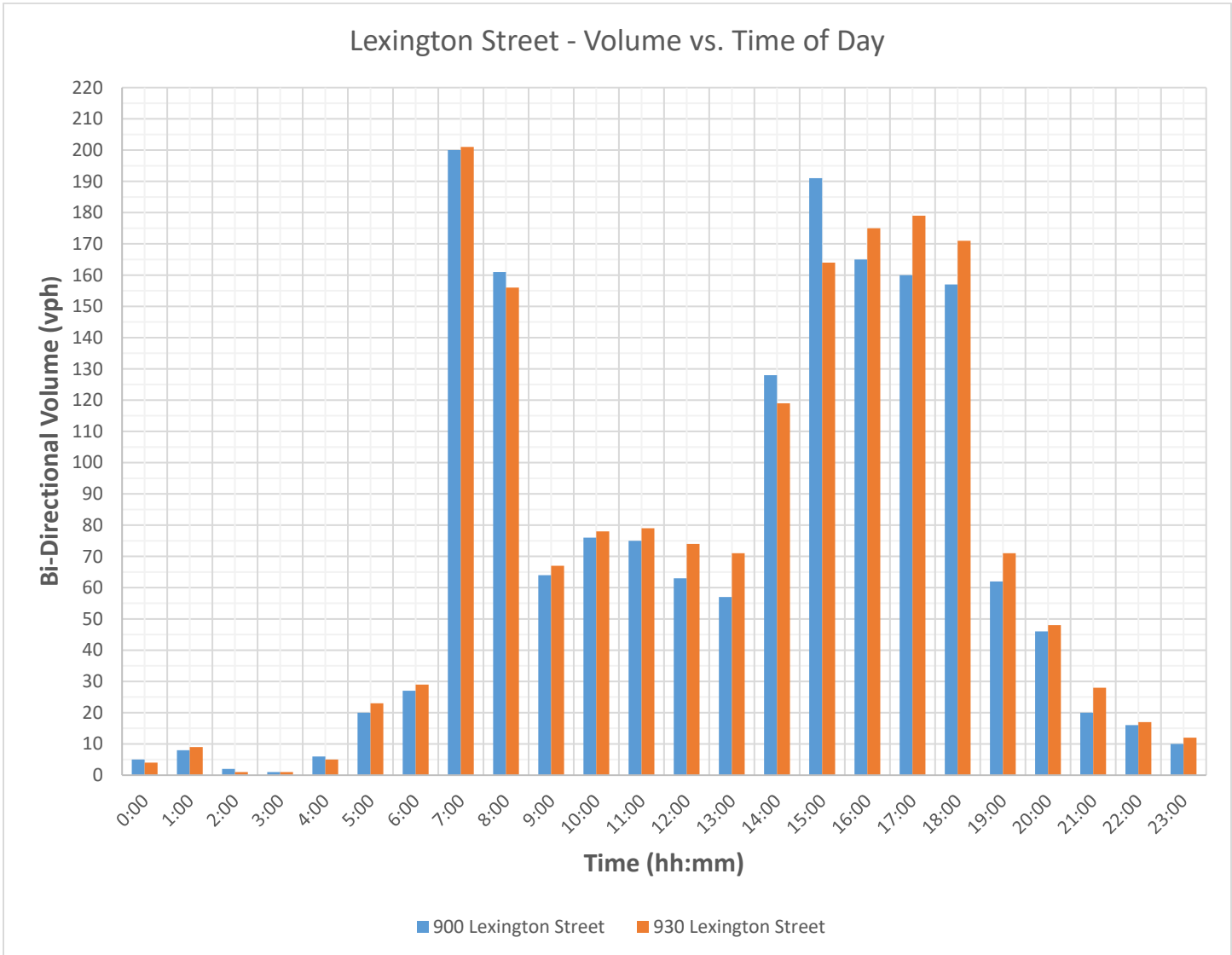


Figure 1. Volume vs Time of Day at Clinton Avenue



**Figure 2. Volume vs Time of Day at Lexington 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 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 Clinton 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 late night and early morning

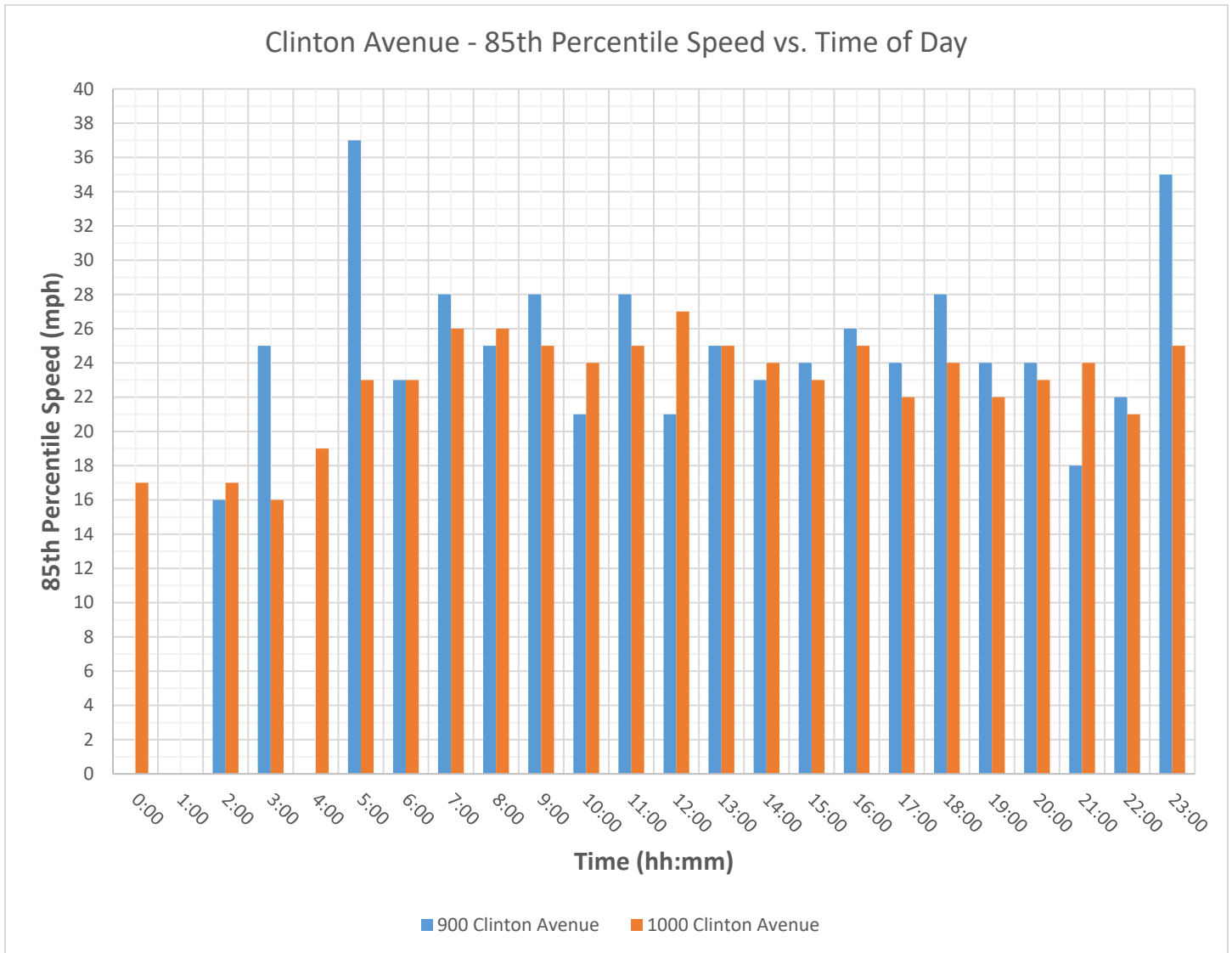


hours at the north leg of Clinton Avenue. The volume is very low during that hour, therefore, one speeding vehicle could be skewing the data.

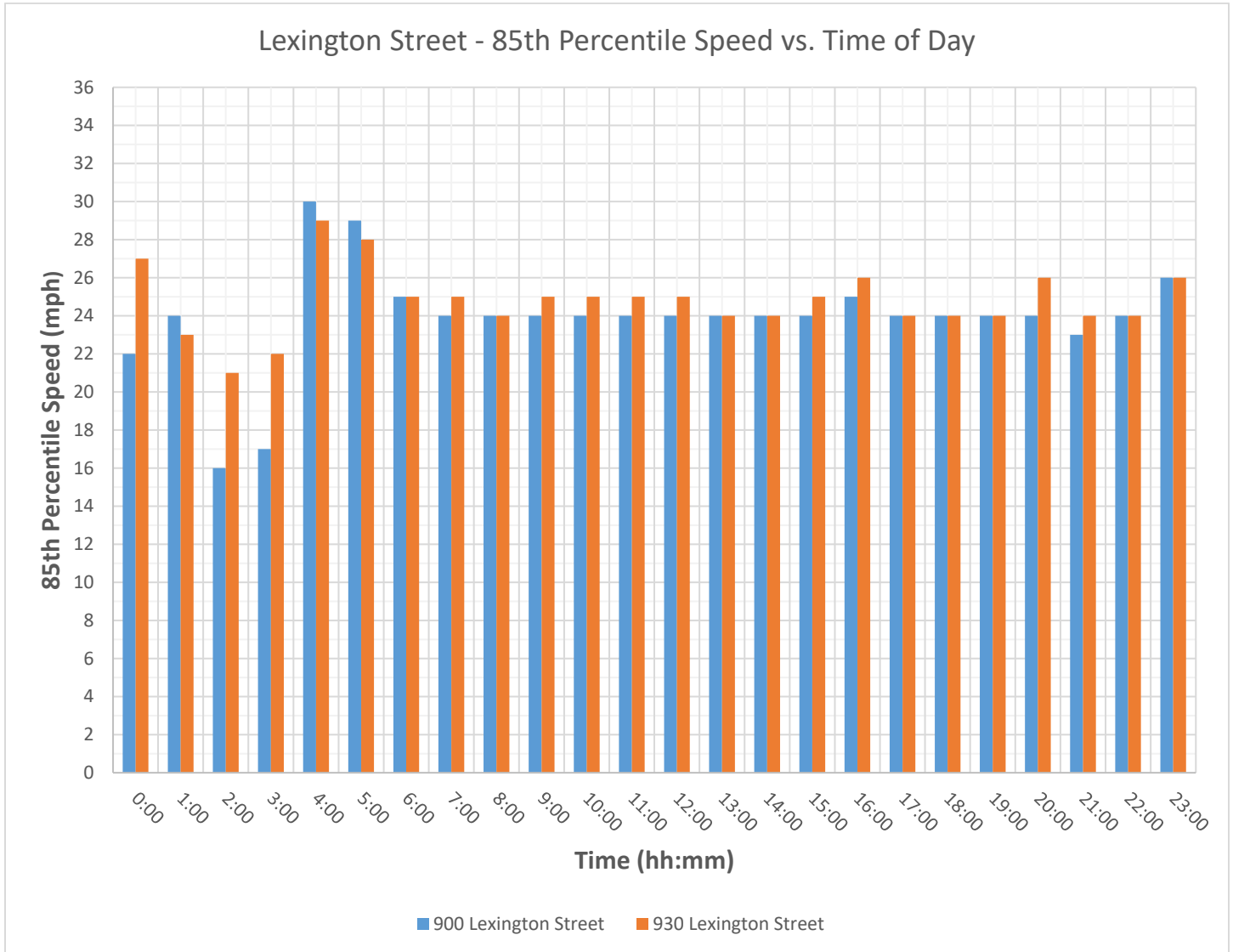
Lexington Street speed data shows around a 75% compliance rate with the 25-mph speed limit and more than 95% of the vehicles are traveling less than 5 mph over the speed limit. The 85<sup>th</sup> percentile speeds tend to be consistent during the entire day. Similar to Clinton Avenue, there are some higher speeds observed during the early morning hours.

The overall recorded speeds are low due to the narrow width of Clinton Avenue, along with utilization of on-street parking on both Clinton Avenue and Lexington Street. Graphs showing speeds by the hour for Clinton Avenue and Lexington 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 Clinton Avenue and Lexington Street.



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



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

## V. CRASH ANALYSIS

In order to evaluate safety trends at the intersection of Clinton Avenue and Lexington Street, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from June 2020 through June 2025, a five-year period. There were seven crashes reported during this period. One of these was a fatal, intersection-related pedestrian crash, in which a vehicle traveling southbound on Clinton Avenue turned left onto Lexington Street, failed to yield, and struck the pedestrian. Additionally, five crashes were identified as parked vehicle collisions, which can be attributed to the utilization of on-street parking.





While this five-year period included one fatal crash, a review of recent events suggests an emerging safety trend. A recent crash on August 15th, 2025, which falls outside the analyzed five-year period, was an intersection-related bicycle crash. In this B-level injury crash, a vehicle traveling northbound on Clinton Avenue struck a young bicyclist traveling eastbound. The occurrence of two vulnerable road user crashes—one fatal and one B-level injury—in a single year points to a pattern that warrants further safety evaluation and intervention. 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 Clinton Avenue and Lexington Street.

The petition submitted to Oak Park specifically requested the installation of stop signs on Clinton Avenue. The need for all-way stop control was assessed to determine whether any of the four criteria in the latest MUTCD 11<sup>th</sup> edition are satisfied. Based on a review of these warrants, it is concluded that traffic and pedestrian volumes at the intersection of Clinton Avenue and Lexington Street are too low to meet any of the all-way stop warrant criteria. Additionally, there are fewer than five reported crashes of types susceptible to correction by an all-way stop within a 12-month period, so the crash experience is not met either. Therefore, the intersection of Clinton Avenue and Lexington Street does not satisfy any of the criteria to merit the consideration of multi-way stop control. Additionally, stop signs are present to the north at Garfield Avenue and to the south at Harvard Street. If stop signs were installed at Clinton Avenue, drivers could become frustrated with the succession of stop signs/signals, and stop compliance could decrease, compromising safety. Furthermore, the 85<sup>th</sup> percentile speeds are close to the posted speed limit. Therefore, additional stop signs are not recommended.

The traffic volume along Clinton Avenue is around 400 vehicles per day, which is not particularly high compared to other streets in Oak Park. Lexington Street volume is around 1,700 vehicles per day, suggesting it acts as a collector. This intersection has had two recent crashes involving vulnerable road users, and the east and west legs of the intersection at Clinton Avenue and Lexington Street are marked school crosswalks. Therefore, it is recommended to install paint and post curb extensions on all four corners of the Clinton Avenue and Lexington Street intersection, extending onto Lexington Street only. These curb extensions will improve pedestrian safety by decreasing the crossing distance across the east and west 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**.

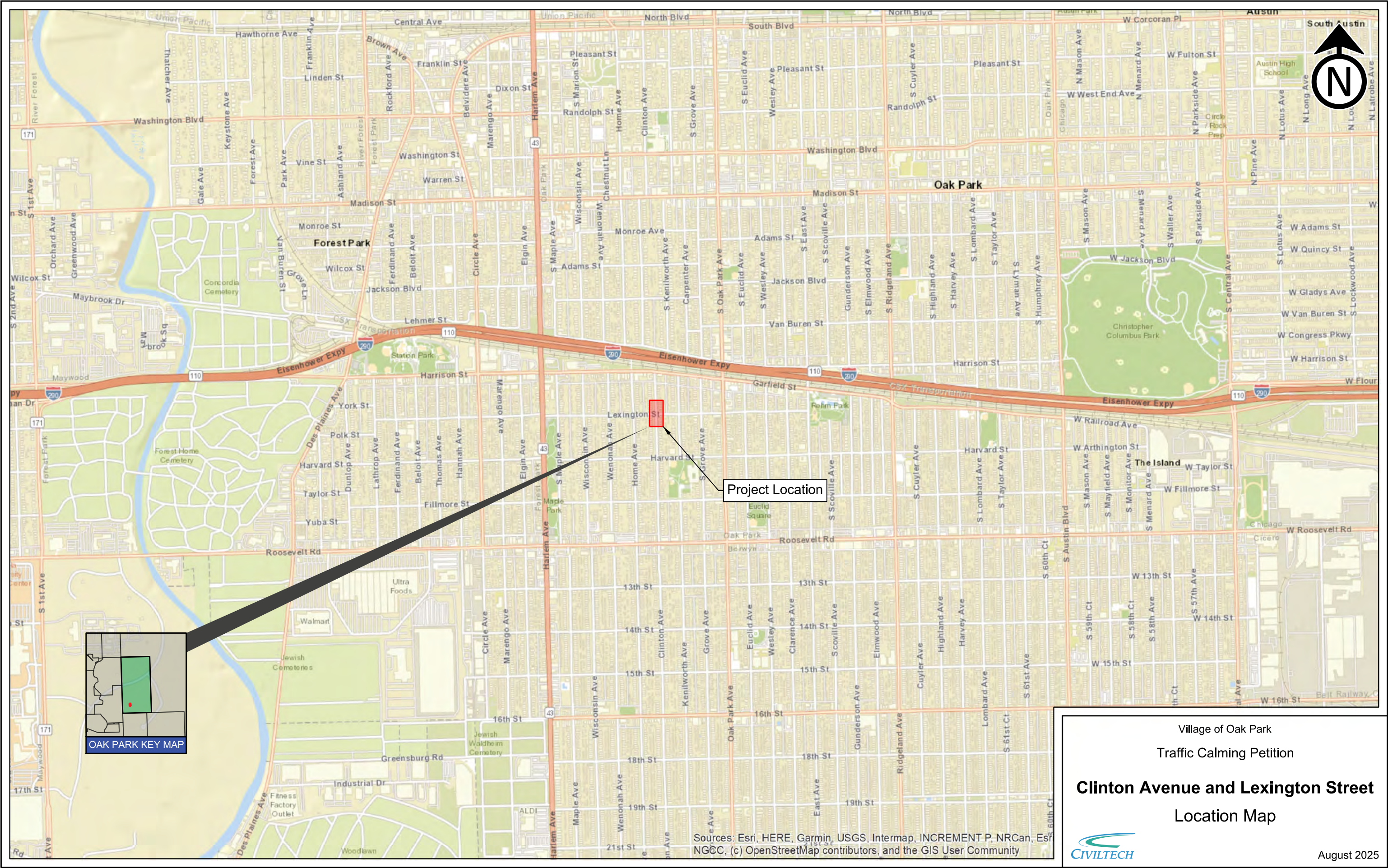
In addition to the curb extensions, it is recommended to install high-visibility crosswalk pavement markings on the north and south legs of Clinton Avenue. These markings will improve pedestrian safety by making the crosswalks more conspicuous to drivers, especially in low-light conditions or bad weather. This increased visibility will increase drivers' awareness of pedestrians crossing the street. These proposed recommendations are outlined 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	Clinton Avenue and Lexington 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.	4 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.	3 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="5">51% petitions</td><td colspan="5">75% petitions</td></tr><tr><td>51%</td><td>-</td><td>59%</td><td>=</td><td>10 points</td><td>75%</td><td>-</td><td>78%</td><td>=</td><td>10 points</td></tr><tr><td>60%</td><td>-</td><td>68%</td><td>=</td><td>11</td><td>79%</td><td>-</td><td>82%</td><td>=</td><td>11</td></tr><tr><td>69%</td><td>-</td><td>77%</td><td>=</td><td>12</td><td>83%</td><td>-</td><td>86%</td><td>=</td><td>12</td></tr><tr><td>78%</td><td>-</td><td>86%</td><td>=</td><td>13</td><td>87%</td><td>-</td><td>90%</td><td>=</td><td>13</td></tr><tr><td>87%</td><td>-</td><td>95%</td><td>=</td><td>14</td><td>91%</td><td>-</td><td>94%</td><td>=</td><td>14</td></tr><tr><td>96%</td><td>-</td><td>100%</td><td>=</td><td>15</td><td>95%</td><td>-</td><td>100%</td><td>=</td><td>15</td></tr></table> <table><tr><td colspan="4">% of negative replies</td><td colspan="2">Subtract</td></tr><tr><td colspan="4">Less than 10 or 16 replies</td><td>=</td><td>- 0 points</td></tr><tr><td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td><td>1%</td><td>-</td><td>20%</td><td>=</td><td>- 1 point</td></tr><tr><td>21%</td><td>-</td><td>40%</td><td>=</td><td>- 2</td></tr><tr><td>41%</td><td>-</td><td>60%</td><td>=</td><td>- 3</td></tr><tr><td>61%</td><td>-</td><td>80%</td><td>=</td><td>- 4</td></tr><tr><td>81%</td><td>-</td><td>100%</td><td>=</td><td>- 5 points</td></tr></table>	51% petitions					75% petitions					51%	-	59%	=	10 points	75%	-	78%	=	10 points	60%	-	68%	=	11	79%	-	82%	=	11	69%	-	77%	=	12	83%	-	86%	=	12	78%	-	86%	=	13	87%	-	90%	=	13	87%	-	95%	=	14	91%	-	94%	=	14	96%	-	100%	=	15	95%	-	100%	=	15	% of negative replies				Subtract		Less than 10 or 16 replies				=	- 0 points	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	-	20%	=	- 1 point	21%	-	40%	=	- 2	41%	-	60%	=	- 3	61%	-	80%	=	- 4	81%	-	100%	=	- 5 points	10 pts.  (5 pts. with minimum petition score + maximum external negative support)	10 pts.
51% petitions					75% petitions																																																																																																											
51%	-	59%	=	10 points	75%	-	78%	=	10 points																																																																																																							
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96%	-	100%	=	15	95%	-	100%	=	15																																																																																																							
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Less than 10 or 16 replies				=	- 0 points																																																																																																											
If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	-	20%	=	- 1 point																																																																																																											
	21%	-	40%	=	- 2																																																																																																											
	41%	-	60%	=	- 3																																																																																																											
	61%	-	80%	=	- 4																																																																																																											
	81%	-	100%	=	- 5 points																																																																																																											
Maximum Score	100	Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.	40 pts.																																																																																																												





Village of Oak Park

Traffic Calming Petition

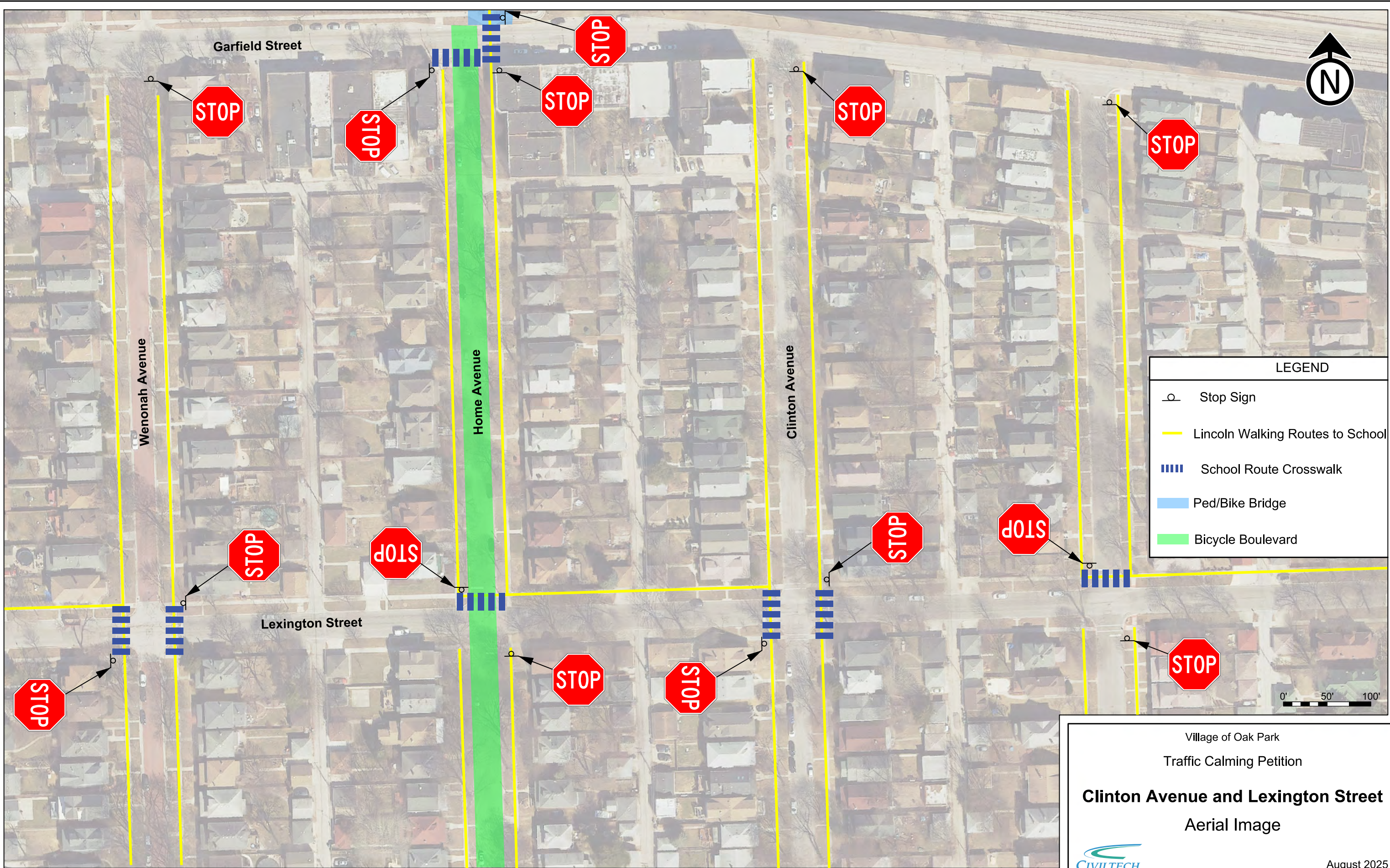
Clinton Avenue and Lexington Street  
Location Map



August 2025

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri, NGCC, (c) OpenStreetMap contributors, and the GIS User Community





Village of Oak Park  
 Traffic Calming Petition  
**Clinton Avenue and Lexington Street**  
 Aerial Image

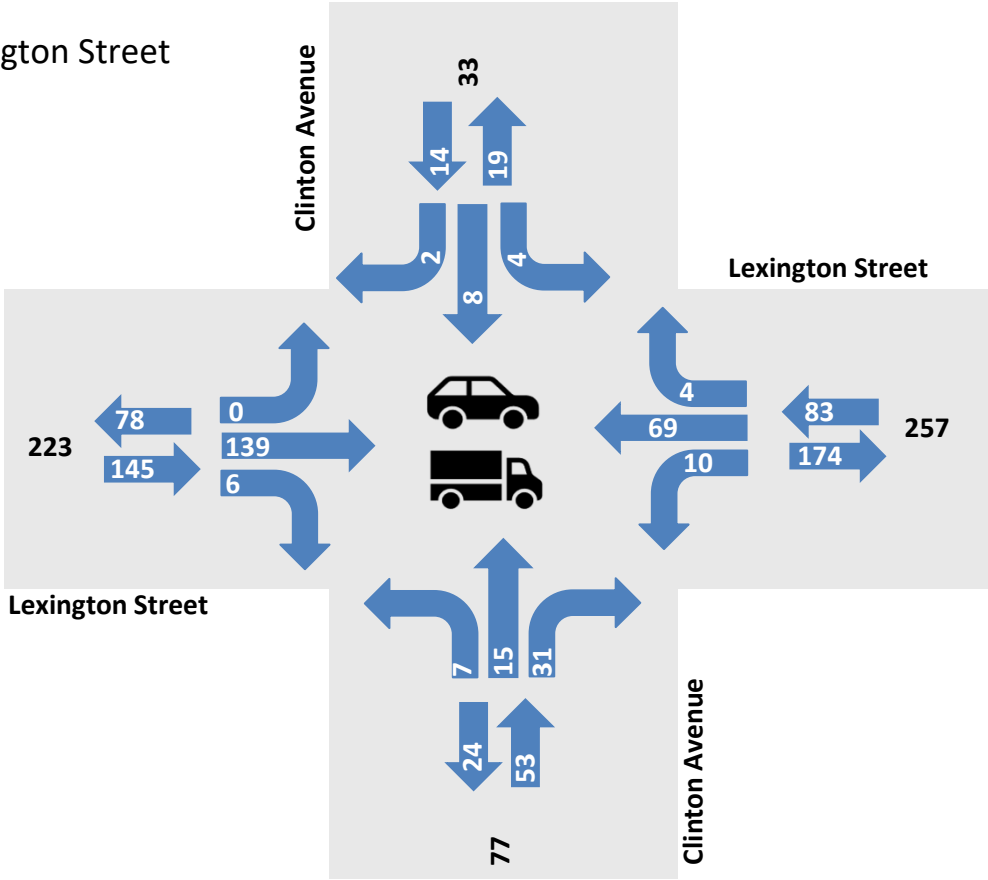
 CIVILTECH

August 2025



# Oak Park Traffic Signal Study

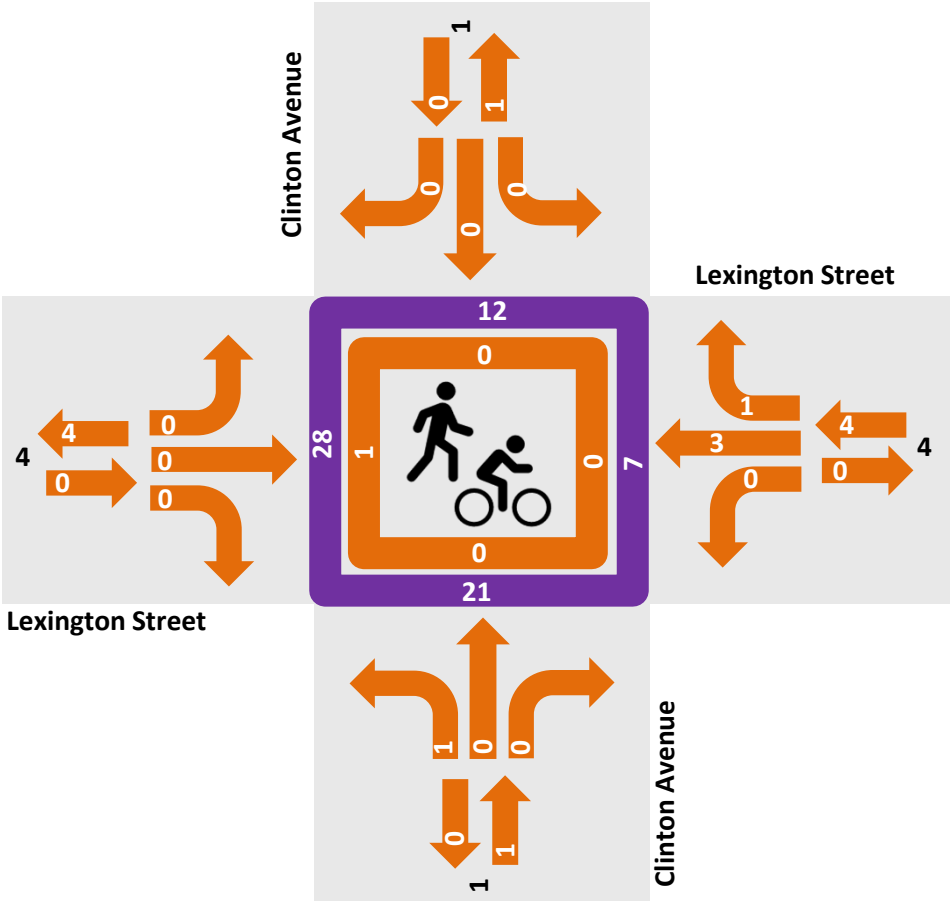
Clinton Avenue and Lexington Street  
AM Peak Hour  
7:15 AM to 8:15 AM  
Thursday 4/3/2025



## Key

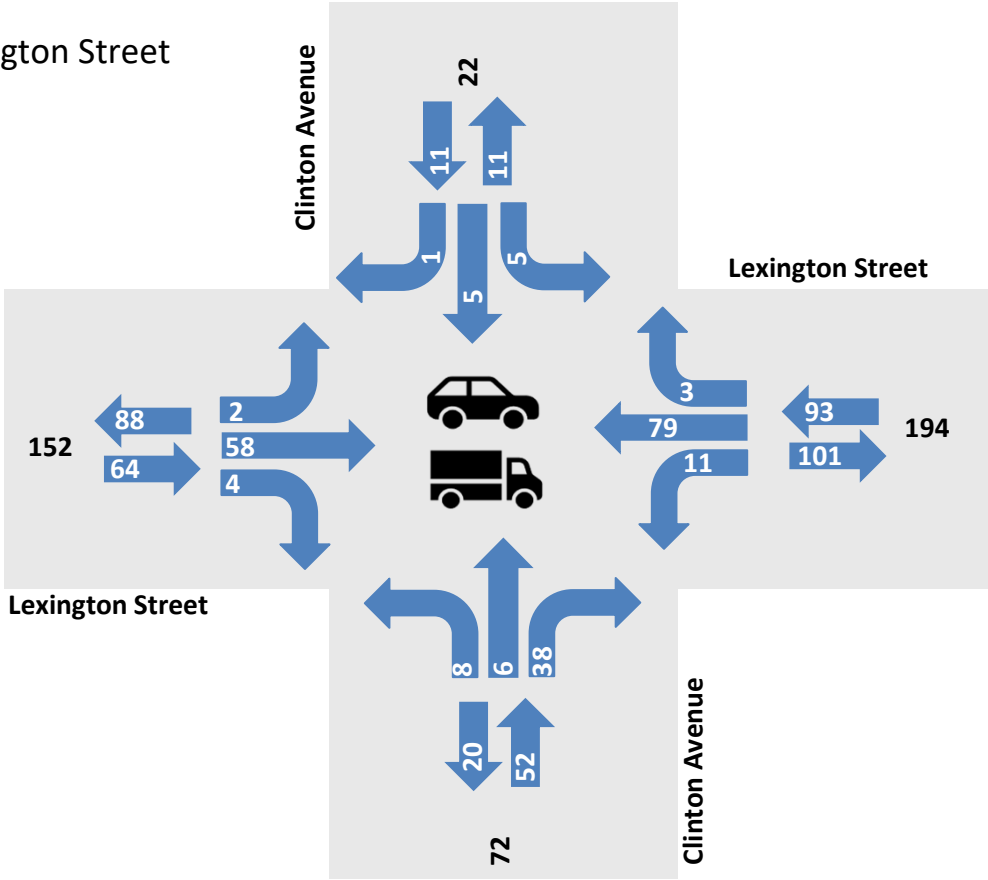
- Motor Vehicles
- Bicyclists in Street
- Bicyclists in Crosswalk
- Pedestrians in Crosswalk

### Total bidirectional count per leg



# Oak Park Traffic Signal Study

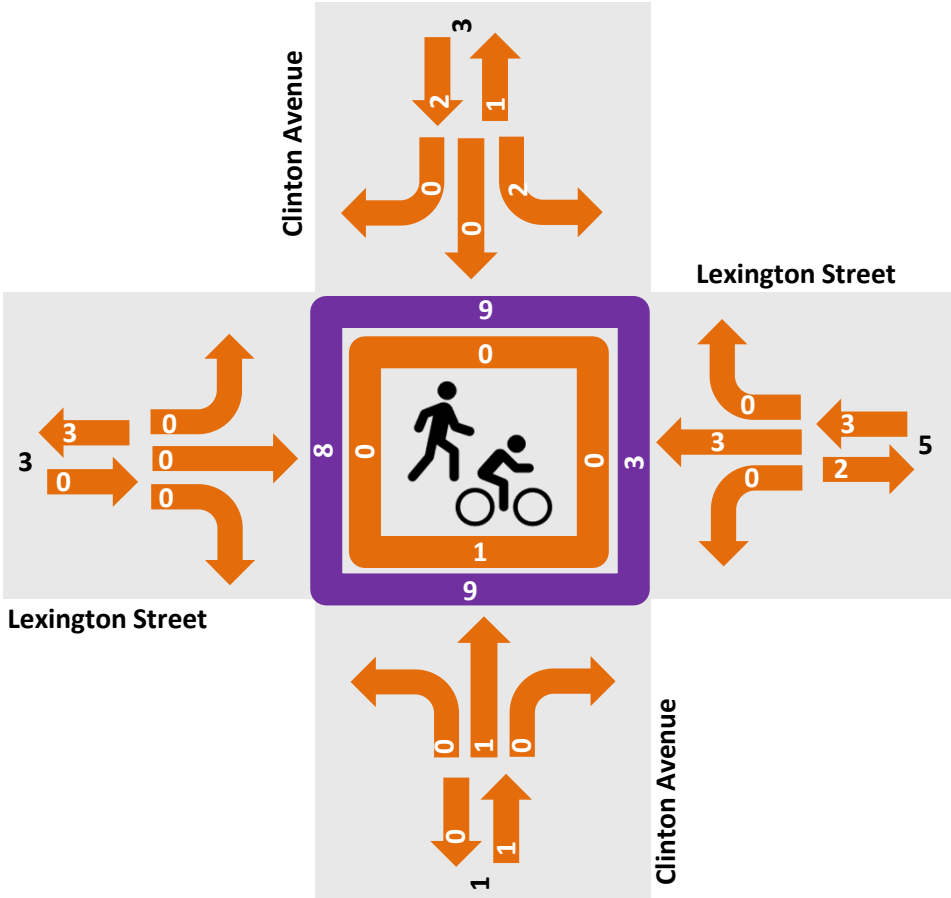
Clinton Avenue and Lexington Street  
PM Peak Hour  
2:45 PM to 3:45 PM  
Thursday 4/3/2025



## Key

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

### Total bidirectional count per leg





Lexington Street

Home Avenue

Clinton Avenue

S Kenilworth Avenue

← 760 (26 mph)  
← 1,782 (24 mph) →  
1,022 (24 mph) →

← 119 (26 mph)  
← 273 (26 mph) →  
154 (25 mph) →  
← 162 (24 mph)  
← 431 (24 mph) →  
269 (24 mph) →

← 721 (23 mph)  
← 1,720 (24 mph) →  
999 (25 mph) →

LEGEND

Count Date: April 3, 2025  
(Thursday)

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

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

● Stop Sign

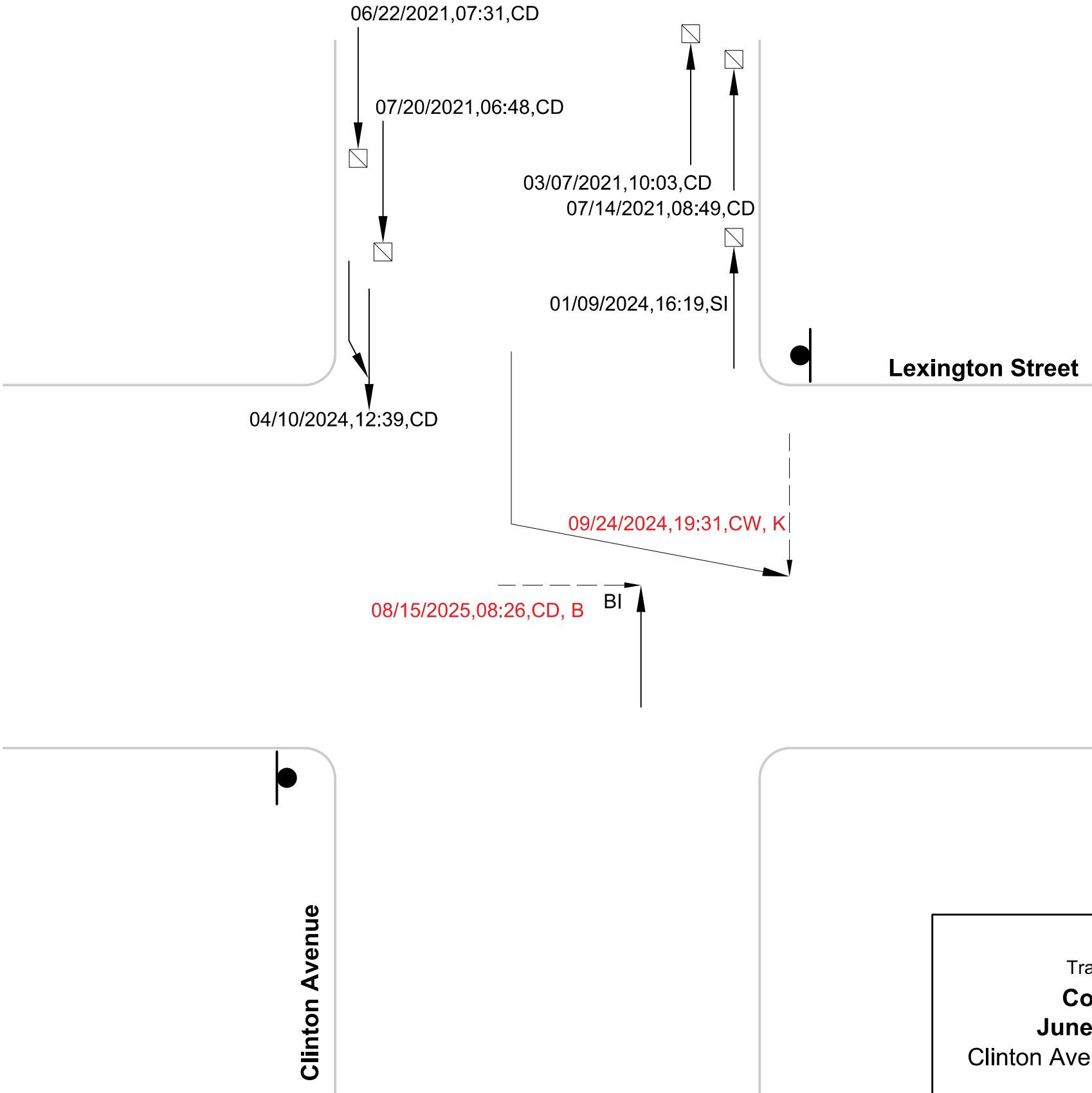
Village of Oak Park  
Traffic Calming Petition

**ADT and Speed Data**  
Clinton Avenue and Lexington Street



August 2025  
Not to Scale





KEY

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

Red: Injury Crash Blue: Non-Intersection Crash

LEGEND

Side-Swipe Collision

Pedestrian

Bike

Parked Vehicle

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

BI

Village of Oak Park

Traffic Calming Petition

Collision Diagram

June 2020 - June 2025

Clinton Avenue and Lexington Street

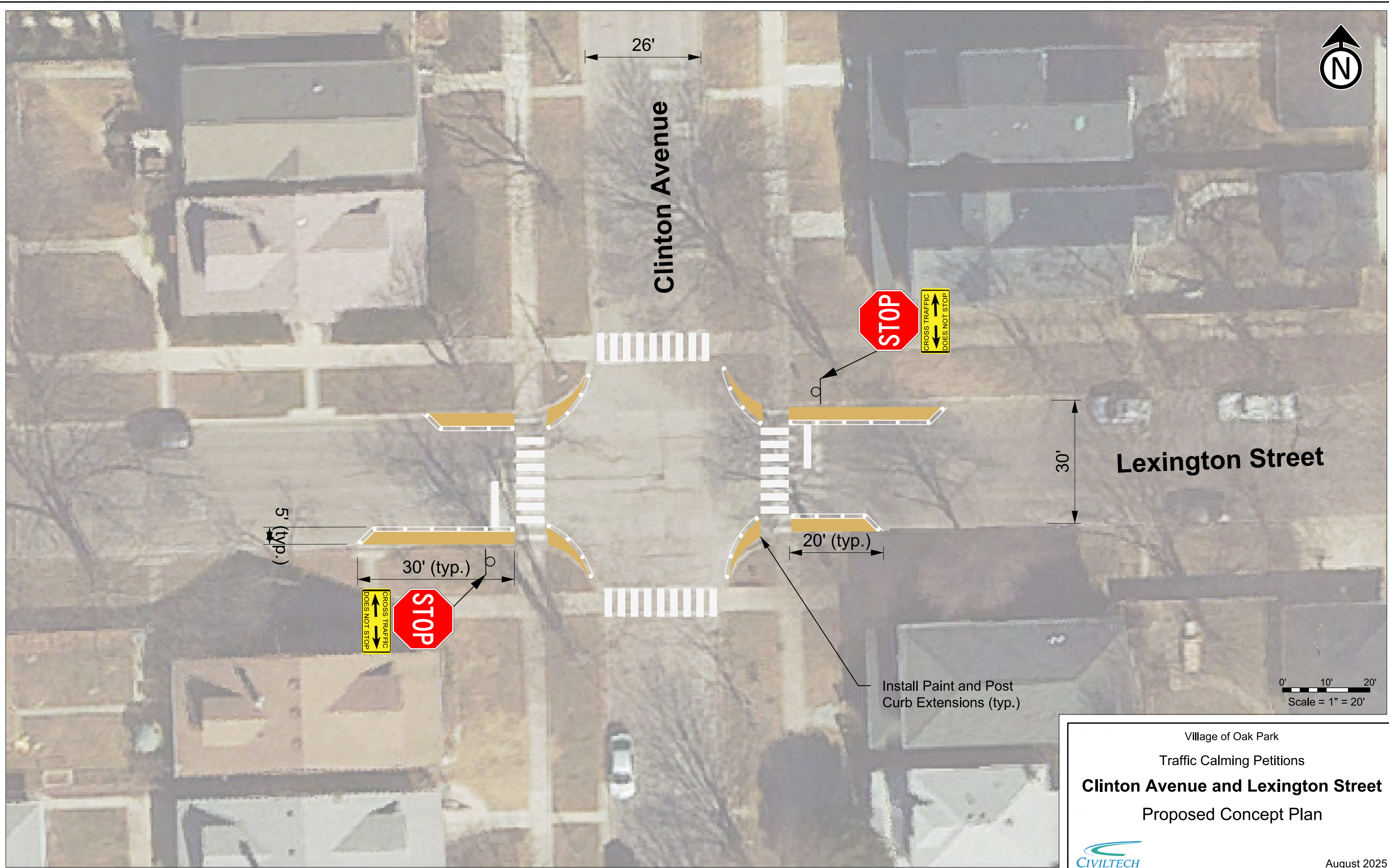
August 2025

Exhibit 5

Clinton Avenue and Lexington 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	





Village of Oak Park  
Traffic Calming Petitions  
**Clinton Avenue and Lexington Street**  
Proposed Concept Plan



August 2025

**Exhibit 7**

# APPENDIX A

24-hr Traffic Data



Start Time	Clinton Avenue North Leg						Clinton Avenue South Leg						Total Exiting Intersection, NB and SB	Lexington Street East Leg						Lexington 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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	
7:00 AM	0	0	0	0	2	2	0	0	0	0	1	1	0	6	0	6	10	16	1	10	2	13	6	19	19	19	19	19	19	0
7:15 AM	0	1	0	1	3	4	0	2	1	3	5	8	4	1	8	3	12	44	1	32	0	33	9	42	45	49	49	49	295	0
7:30 AM	2	2	2	6	4	10	3	4	1	8	4	12	14	0	14	2	16	48	64	0	43	0	43	17	60	59	73	282	0	
7:45 AM	0	4	2	6	5	11	13	4	3	20	12	32	26	1	31	4	36	47	83	4	32	0	36	34	70	72	98	238	0	
8:00 AM	0	1	0	1	7	8	15	5	2	22	3	25	23	2	16	1	19	47	66	1	32	0	33	18	51	52	75	174	0	
8:15 AM	0	0	1	1	5	6	0	3	0	3	3	6	4	1	4	2	7	24	31	1	23	1	25	4	29	32	36	99	0	
8:30 AM	0	0	2	2	1	3	1	1	0	2	2	4	4	0	9	1	10	17	27	1	14	0	15	9	24	25	29	63	0	
8:45 AM	0	0	0	0	6	6	1	3	0	4	1	5	4	1	11	1	13	16	29	0	15	2	17	11	28	30	34	34	0	
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	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	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	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			



Trucks (15-minute intervals): SU and MU

Start Time	Clinton Avenue North Leg						Clinton Avenue South Leg						Total Exiting Intersection, NB and SB	Lexington Street East Leg						Lexington 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			
6:00 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	0	0	0	11	11	0	3	0	3	3	6	3	0	6	2	8	1	9	1	8	0	9	6	15	17	20	80

AM Peak Hour - Trucks

	Clinton Avenue North Leg						Clinton Avenue South Leg						N-S Total	Lexington Street East Leg						Lexington 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
7:15 AM	0	0	0	0	7	7	0	1	0	1	0	1	1	0	0	0	0	0	0	0	6	0	6	0	6	6	7

PM Peak Hour - Trucks

	Clinton Avenue North Leg						Clinton Avenue South Leg						N-S Total	Lexington Street East Leg						Lexington 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
2:45 PM	0	0	0	0	1	1	0	0	0	0	2	2	0	0	1	1	2	1	3	1	1	0	2	1	3	4	4

Custom Analysis Hour - All Vehicles

	Clinton Avenue North Leg						Clinton Avenue South Leg							N-S Total	Lexington Street East Leg							Lexington 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	0	0	0	1	1	0	0	0	0	0	0	0	0	3	0	3	0	3	0	1	0	1	3	4	4	4			

Project Oak Park Traffic Signal Study  
Count Date Thursday 4/3/2025

Bikes on Road (15-minute intervals)

Start Time	Clinton Avenue North Leg						Clinton Avenue South Leg						Total Exiting Intersection, NB and SB	Lexington Street East Leg						Lexington 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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	1	
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	2	
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	3	
7:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	1	1	1	5	
7:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	1	4	
7:45 AM	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	2	0	2	0	0	0	0	3	3	2	3	3	
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	0	
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	0	
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	0	
8:45 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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
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	
12:30 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	
12:45 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			



Project Oak Park Traffic Signal Study  
Count Date Thursday 4/3/2025

Bikes in Crosswalks(15-minute intervals):

Start Time	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Start Time	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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	1	0	1	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
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	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Start Time	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
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	0	0	0	1	1	2	0	0	0	1	1	2	4	16

AM Peak Hour - Trucks

	Clinton Avenue North Leg	Clinton Avenue South Leg	Lexington Street East Leg	Lexington Street West Leg	Intersection Total
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Start Time	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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	
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	

PM Peak Hour - Trucks

	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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
2:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1

Custom Analysis Hour - All Vehicles

	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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	1	0	1	0	0	0	0	0	0	1

Project Oak Park Traffic Signal Study  
Count Date Thursday 4/3/2025

**Pedestrians (15-minute intervals)**

Start Time	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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	4
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
7:00 AM	1	1	2	1	0	1	1	0	1	0	0	0	4	57
7:15 AM	0	1	1	0	0	0	1	0	1	0	0	0	2	68
7:30 AM	0	0	0	3	3	6	0	2	2	2	1	3	11	83
7:45 AM	7	2	9	4	6	10	2	1	3	1	17	18	40	84
8:00 AM	1	1	2	2	3	5	1	0	1	7	0	7	15	50
8:15 AM	0	0	0	1	12	13	2	0	2	1	1	2	17	35
8:30 AM	1	2	3	2	2	4	2	0	2	2	1	3	12	18
8:45 AM	2	1	3	2	1	3	0	0	0	0	0	0	6	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
2:00 PM	0	0	0	2	0	2	0	1	1	0	0	0	3	14
2:15 PM	2	0	2	1	1	2	0	0	0	0	1	1	5	22
2:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	21
2:45 PM	1	1	2	0	0	0	0	0	0	0	2	2	4	29
3:00 PM	1	1	2	0	2	2	1	1	2	5	0	5	11	30
3:15 PM	0	0	0	1	2	3	1	0	1	0	0	0	4	31
3:30 PM	0	5	5	2	2	4	0	0	0	1	0	1	10	29
3:45 PM	0	0	0	1	1	2	0	0	0	2	1	3	5	22
4:00 PM	1	3	4	4	0	4	1	0	1	0	3	3	12	26
4:15 PM	0	1	1	0	0	0	0	1	1	0	0	0	2	21
4:30 PM	1	1	2	1	0	1	0	0	0	0	0	0	3	28
4:45 PM	0	0	0	2	4	6	0	0	0	3	0	3	9	33
5:00 PM	1	0	1	2	2	4	0	0	0	0	2	2	7	29
5:15 PM	1	2	3	2	1	3	0	0	0	0	3	3	9	22
5:30 PM	1	1	2	1	2	3	2	0	2	0	1	1	8	13
5:45 PM	0	3	3	0	2	2	0	0	0	0	0	0	5	5
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	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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>21</b>	<b>26</b>	<b>47</b>	<b>36</b>	<b>46</b>	<b>82</b>	<b>14</b>	<b>6</b>	<b>20</b>	<b>24</b>	<b>33</b>	<b>57</b>	<b>206</b>	<b>824</b>

AM Peak Hour - Trucks

	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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
7:15 AM	8	4	12	9	12	21	4	3	7	10	18	28	68

PM Peak Hour - Trucks

	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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
2:45 PM	2	7	9	3	6	9	2	1	3	6	2	8	29

Custom Analysis Hour - All Vehicles

	Clinton Avenue North Leg			Clinton Avenue South Leg			Lexington Street East Leg			Lexington 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	1	6	7	4	7	11	2	1	3	8	1	9	30

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

Start Time	Clinton Avenue North Leg						Clinton Avenue South Leg						Total Exiting Intersection, NB and SB	Lexington Street East Leg						Lexington 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			
6:30 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	7	21	22	50	93	143	88	56	37	181	89	270	231	20	321	42	383	606	989	26	496	17	539	365	904	922	1153	4612

AM Peak Hour - All Vehicles

	Clinton Avenue North Leg						Clinton Avenue South Leg						N-S Total	Lexington Street East Leg						Lexington 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
7:15 AM	2	8	4	14	19	33	31	15	7	53	24	77	67	4	69	10	83	174	257	6	139	0	145	78	223	228	295
Percent Trucks	0.0%	0.0%	0.0%	0.0%	36.8%	21.2%	0.0%	6.7%	0.0%	1.9%	0.0%	1.3%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	#DIV/0!	4.1%	0.0%	2.7%	2.6%	2.4%
Intersection Peak Hour Factor = 0.75																											

PM Peak Hour - All Vehicles

	Clinton Avenue North Leg						Clinton Avenue South Leg						N-S Total	Lexington Street East Leg						Lexington 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
2:45 PM	1	5	5	11	11	22	38	6	8	52	20	72	63	3	79	11	93	101	194	4	58	2	64	88	152	157	220
Percent Trucks	0.0%	0.0%	0.0%	0.0%	9.1%	4.5%	0.0%	0.0%	0.0%	0.0%	10.0%	2.8%	0.0%	0.0%	1.3%	9.1%	2.2%	1.0%	1.5%	25.0%	1.7%	0.0%	3.1%	1.1%	2.0%	2.5%	1.8%
Intersection Peak Hour Factor = 0.80																											

Custom Analysis Hour - All Vehicles

	Clinton Avenue North Leg						Clinton Avenue South Leg						N-S Total	Lexington Street East Leg						Lexington 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	2	5	8	14	22	32	6	6	44	12	56	52	6	82	5	93	97	190	5	60	2	67	89	156	160	212
Percent Trucks	0.0%	0.0%	0.0%	0.0%	7.1%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	3.2%	0.0%	1.6%	0.0%	1.7%	0.0%	1.5%	3.4%	2.6%	2.5%	1.9%



4:15 PM	0	0	0	0	1	1	0	1	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	5	
4:30 PM	0	0	0	0	2	2	0	0	1	1	0	1	1	1	0	0	0	0	0	0	2	0	2	1	3	2	8	
4:45 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	5		
5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	5		
5:15 PM	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	0	3	4	4		
5:30 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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
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		
TOTAL	0	0	5	5	11	16	0	2	2	4	0	4	9	2	6	0	8	5	13	0	7	0	7	8	15	15	24	96

AM Peak Hour - Trucks

	Clinton Avenue North Leg						Clinton Avenue South Leg						N-S Total	Lexington Street East Leg						Lexington 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
7:15 AM	0	0	0	0	1	1	0	0	1	1	0	1	1	1	3	0	4	0	4	0	0	0	0	4	4	4	5

PM Peak Hour - Trucks

	Clinton Avenue North Leg						Clinton Avenue South Leg						N-S Total	Lexington Street East Leg						Lexington 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
2:45 PM	0	0	2	2	1	3	0	1	0	1	0	1	3	0	3	0	3	2	5	0	0	0	0	3	3	3	6

Custom Analysis Hour - All Vehicles

	Clinton Avenue North Leg						Clinton Avenue South Leg						N-S Total	Lexington Street East Leg						Lexington 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	0	2	2	0	2	0	0	0	0	0	0	2	0	2	0	2	2	4	0	0	0	0	2	2	2	4

# APPENDIX B

Speed Data

Site Code: Clinton Avenue  
Station ID: Between  
Location: Lexington and Garfield

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: NB, Lane 1

4/3/2025	> 15 -			> 20 -		> 25 -		> 30 - 35		> 35 - 40		> 40 - 45		> 45 - 50		> 50		Total
Time	0 - 15 MPH	17.5 MPH	> 17.5 - 20 MPH	22.5 MPH	> 22.5 - 25 MPH	27.5 MPH	> 27.5 - 30 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
3:00	0	0	0	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	0	0	0		
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2		
7:00	2	0	4	2	4	1	2	0	0	0	0	0	0	0	0	15		
8:00	2	1	0	5	7	1	1	1	0	0	0	0	0	0	0	18		
9:00	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	6		
10:00	3	0	1	0	0	1	1	0	0	0	0	0	0	0	0	6		
11:00	0	0	0	1	2	2	0	0	0	1	0	0	0	0	0	6		
12:00 PM	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	5		
1:00	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	5		
2:00	2	0	2	5	2	0	1	0	0	0	0	0	0	0	0	12		
3:00	1	1	1	3	4	1	0	1	0	0	0	0	0	0	0	12		
4:00	1	0	3	2	4	1	1	0	0	0	0	0	0	0	0	12		
5:00	3	3	5	5	3	4	0	0	0	0	0	0	0	0	0	23		
6:00	0	2	2	4	5	1	3	1	0	0	0	0	0	0	0	18		
7:00	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	4		
8:00	0	2	0	2	1	2	0	0	0	0	0	0	0	0	0	7		
9:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	17	12	25	33	36	16	11	3	1	0	0	0	0	0	0	154		
Percentile				15th	50th	85th	95th											
Speed				16	21	25	28											
Mean Speed (Average)				21.9														
10 MPH Pace Speed				18-27														
Number in Pace				107														
Percent in Pace				70.0%														
Number > 25 MPH				31														
Percent > 25 MPH				20.1%														
Grand Total	17	12	25	33	36	16	11	3	1	0	0	0	0	0	0	154		
Stats				Percentile	15th	50th	85th	95th										
				Speed	16	21	25	28										
Mean Speed (Average)				21.9														
10 MPH Pace Speed				18-27														
Number in Pace				108														
Percent in Pace				70.0%														
Number > 25 MPH				31														
Percent > 25 MPH				20.1%														

Site Code: Clinton Avenue  
Station ID: Between  
Location: Lexington and Garfield

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: SB, Lane 2

4/3/2025	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	0	0	0	0	0	0
2:00	1	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	1	1	0	0	1	0	3
6:00	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	2	4	2	4	0	0	0	12
8:00	0	1	1	2	1	0	2	0	0	0	7
9:00	0	0	1	3	0	2	2	1	0	0	9
10:00	3	0	4	1	0	1	0	0	0	0	9
11:00	1	0	1	0	3	2	1	0	1	0	9
12:00 PM	3	0	1	1	0	1	0	0	0	0	6
1:00	1	1	1	1	3	0	0	0	0	0	7
2:00	1	1	1	0	2	1	0	1	0	0	7
3:00	2	1	0	1	4	0	0	0	0	0	8
4:00	3	1	1	2	0	1	0	1	0	0	9
5:00	0	0	3	2	3	2	1	0	0	0	11
6:00	2	0	2	0	2	0	0	1	0	0	7
7:00	1	0	1	0	2	0	0	0	0	0	4
8:00	1	2	0	0	0	0	0	0	0	0	3
9:00	1	0	1	0	1	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0
11:00	1	0	0	0	1	0	0	1	0	0	3
Total	21	7	18	15	28	13	10	5	2	0	119
Percentile											
Speed											
Mean Speed (Average)											
10 MPH Pace Speed											
Number in Pace											
Percent in Pace											
Number > 25 MPH											
Percent > 25 MPH											
Grand Total	21	7	18	15	28	13	10	5	2	0	119
Stats											
Percentile											
Speed											
Mean Speed (Average)											
10 MPH Pace Speed											
Number in Pace											
Percent in Pace											
Number > 25 MPH											
Percent > 25 MPH											

Site Code: Clinton Avenue  
Station ID: Between  
Location: Lexington and Garfield

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: Combined

4/3/2025	> 15 -		> 20 -		> 25 -		> 30 - 35		> 35 - 40		> 40 - 45		> 45 - 50		> 50		Total
Time	0 - 15 MPH	17.5 MPH	> 17.5 - 20 MPH	22.5 MPH	> 22.5 - 25 MPH	27.5 MPH	> 27.5 - 30 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3	
6:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
7:00	2	0	4	4	8	3	6	0	0	0	0	0	0	0	0	27	
8:00	2	2	1	7	8	1	3	1	0	0	0	0	0	0	0	25	
9:00	0	0	4	4	1	3	2	1	0	0	0	0	0	0	0	15	
10:00	6	0	5	1	0	2	1	0	0	0	0	0	0	0	0	15	
11:00	1	0	1	1	5	4	1	0	2	0	0	0	0	0	0	15	
12:00 PM	5	0	3	1	1	1	0	0	0	0	0	0	0	0	0	11	
1:00	2	1	2	2	3	0	2	0	0	0	0	0	0	0	0	12	
2:00	3	1	3	5	4	1	1	1	0	0	0	0	0	0	0	19	
3:00	3	2	1	4	8	1	0	1	0	0	0	0	0	0	0	20	
4:00	4	1	4	4	4	2	1	1	0	0	0	0	0	0	0	21	
5:00	3	3	8	7	6	6	1	0	0	0	0	0	0	0	0	34	
6:00	2	2	4	4	7	1	3	2	0	0	0	0	0	0	0	25	
7:00	1	1	2	0	3	1	0	0	0	0	0	0	0	0	0	8	
8:00	1	4	0	2	1	2	0	0	0	0	0	0	0	0	0	10	
9:00	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	4	
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
11:00	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	
Total	38	19	43	48	64	29	21	8	3	0	0	0	0	0	0	273	
Percentile				15th	50th	85th	95th										
Speed				15	21	26	28										
Mean Speed (Average)				21.9													
10 MPH Pace Speed				18-27													
Number in Pace				179													
Percent in Pace				67.0%													
Number > 25 MPH				61													
Percent > 25 MPH				22.3%													
Grand Total	38	19	43	48	64	29	21	8	3	0	0	0	0	0	0	273	
Stats	Percentile			15th	50th	85th	95th										
Speed				15	21	26	28										
Mean Speed (Average)				21.9													
10 MPH Pace Speed				18-27													
Number in Pace				180													
Percent in Pace				67.0%													
Number > 25 MPH				61													
Percent > 25 MPH				22.3%													

Site Code: Clinton Avenue  
Station ID: Between  
Location: Lexington and Harvard

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: SB, Lane 1

4/3/2025	> 15 -			> 20 -		> 25 -		> 30 - 35		> 35 - 40		> 40 - 45		> 45 - 50		> 50		Total
Time	0 - 15 MPH	17.5 MPH	> 17.5 - 20 MPH	22.5 MPH	> 22.5 - 25 MPH	27.5 MPH	> 27.5 - 30 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	1	0	0	0	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	0	0	0	0		
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
7:00	1	0	4	4	5	2	1	1	1	0	0	0	0	0	0	18		
8:00	0	2	3	1	1	1	0	2	0	0	0	0	0	0	0	10		
9:00	4	2	2	4	0	2	1	0	0	0	0	0	0	0	0	15		
10:00	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	5		
11:00	0	0	4	3	2	1	0	0	0	0	0	0	0	0	0	10		
12:00 PM	2	0	0	3	2	1	0	0	0	0	0	0	0	0	0	8		
1:00	1	0	0	5	3	2	0	0	0	0	0	0	0	0	0	11		
2:00	0	2	4	3	5	1	0	1	0	0	0	0	0	0	0	16		
3:00	4	3	0	5	1	0	0	0	0	0	0	0	0	0	0	13		
4:00	0	2	0	2	3	1	0	1	0	0	0	0	0	0	0	9		
5:00	2	1	2	5	3	0	0	0	0	0	0	0	0	0	0	13		
6:00	0	2	1	3	3	1	0	0	0	0	0	0	0	0	0	10		
7:00	1	1	2	1	0	1	0	0	0	0	0	0	0	0	0	6		
8:00	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6		
9:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3		
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
11:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
Total	17	19	29	44	32	14	2	5	0	0	0	0	0	0	0	162		
Percentile				15th	50th	85th	95th											
Speed				16	20	24	26											
Mean Speed (Average)				21.0														
10 MPH Pace Speed				17-26														
Number in Pace				125														
Percent in Pace				79.0%														
Number > 25 MPH				21														
Percent > 25 MPH				13.0%														
Grand Total	17	19	29	44	32	14	2	5	0	0	0	0	0	0	0	162		
Stats				Percentile	15th	50th	85th	95th										
				Speed	16	20	24	26										
Mean Speed (Average)				21.0														
10 MPH Pace Speed				17-26														
Number in Pace				126														
Percent in Pace				79.0%														
Number > 25 MPH				21														
Percent > 25 MPH				13.0%														

Site Code: Clinton Avenue  
Station ID: Between  
Location: Lexington and Harvard

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: NB, Lane 2

4/3/2025	> 15 -		> 20 -		> 25 -		> 30 - 35		> 35 - 40		> 40 - 45		> 45 - 50		> 50		Total
Time	0 - 15 MPH	17.5 MPH	> 17.5 - 20 MPH	22.5 MPH	> 22.5 - 25 MPH	27.5 MPH	> 27.5 - 30 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	0	0	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	0	0	0	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
7:00	1	2	7	5	7	4	3	2	0	0	0	0	0	0	0	31	
8:00	0	4	5	5	8	6	2	0	0	0	0	0	0	0	0	30	
9:00	1	1	2	1	2	2	0	0	0	0	0	0	0	0	0	9	
10:00	3	3	2	1	1	1	0	0	0	0	0	0	0	0	0	11	
11:00	1	0	0	2	3	3	0	0	0	0	0	0	0	0	0	9	
12:00 PM	1	1	0	1	1	1	2	0	0	0	0	0	0	0	0	7	
1:00	1	1	0	2	4	2	1	0	0	0	0	0	0	0	0	11	
2:00	5	1	2	7	6	0	0	1	0	0	0	0	0	0	0	22	
3:00	1	5	19	8	7	2	0	0	1	0	0	0	0	0	0	43	
4:00	5	4	3	4	5	2	1	0	0	0	0	0	0	0	0	24	
5:00	2	0	10	8	9	1	0	0	0	0	0	0	0	0	0	30	
6:00	3	3	7	3	3	4	0	0	0	0	0	0	0	0	0	23	
7:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
8:00	0	0	5	0	1	1	1	0	0	0	0	0	0	0	0	8	
9:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
10:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	26	27	63	50	60	29	10	3	1	0	0	0	0	0	0	269	
Percentile				15th	50th	85th	95th										
Speed				16	20	24	27										
Mean Speed (Average)				21.3													
10 MPH Pace Speed				18-27													
Number in Pace				203													
Percent in Pace				76.0%													
Number > 25 MPH				43													
Percent > 25 MPH				16.0%													
Grand Total	26	27	63	50	60	29	10	3	1	0	0	0	0	0	0	269	
Stats	Percentile			15th	50th	85th	95th										
Speed				16	20	24	27										
Mean Speed (Average)				21.3													
10 MPH Pace Speed				18-27													
Number in Pace				205													
Percent in Pace				76.0%													
Number > 25 MPH				43													
Percent > 25 MPH				16.0%													

Site Code: Clinton Avenue  
Station ID: Between  
Location: Lexington and Harvard

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: Combined

4/3/2025	> 15 -			> 20 -		> 25 -		> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50	Total
Time	0 - 15 MPH	17.5 MPH	> 17.5 - 20 MPH	22.5 MPH	> 22.5 - 25 MPH	27.5 MPH	> 27.5 - 30 MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	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	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	1	0	0	0	0	0	0	0	1
6:00	1	0	0	1	1	0	0	0	0	0	0	0	3
7:00	2	2	11	9	12	6	4	3	0	0	0	0	49
8:00	0	6	8	6	9	7	2	2	0	0	0	0	40
9:00	5	3	4	5	2	4	1	0	0	0	0	0	24
10:00	4	3	3	2	3	1	0	0	0	0	0	0	16
11:00	1	0	4	5	5	4	0	0	0	0	0	0	19
12:00 PM	3	1	0	4	3	2	2	0	0	0	0	0	15
1:00	2	1	0	7	7	4	1	0	0	0	0	0	22
2:00	5	3	6	10	11	1	0	2	0	0	0	0	38
3:00	5	8	19	13	8	2	0	0	1	0	0	0	56
4:00	5	6	3	6	8	3	1	1	0	0	0	0	33
5:00	4	1	12	13	12	1	0	0	0	0	0	0	43
6:00	3	5	8	6	6	5	0	0	0	0	0	0	33
7:00	1	3	2	2	0	1	0	0	0	0	0	0	9
8:00	0	1	8	2	1	1	1	0	0	0	0	0	14
9:00	2	0	1	0	2	1	0	0	0	0	0	0	6
10:00	0	0	2	1	0	0	0	0	0	0	0	0	3
11:00	0	0	0	2	1	0	0	0	0	0	0	0	3
Total	43	46	92	94	92	43	12	8	1	0	0	0	431
Percentile				15th	50th	85th	95th						
Speed				16	20	24	27						
Mean Speed (Average)				21.2									
10 MPH Pace Speed				17-26									
Number in Pace				327									
Percent in Pace				77.0%									
Number > 25 MPH				64									
Percent > 25 MPH				14.8%									
Grand Total	43	46	92	94	92	43	12	8	1	0	0	0	431
Stats	Percentile			15th	50th	85th	95th						
Speed				16	20	24	27						
Mean Speed (Average)				21.2									
10 MPH Pace Speed				17-26									
Number in Pace				330									
Percent in Pace				77.0%									
Number > 25 MPH				64									
Percent > 25 MPH				14.8%									



Site Code: Lexington Street  
Station ID: Between  
Location: Clinton and Kenilworth

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: WB, Lane 1

4/3/2025	> 15 -		> 20 -		> 25 -		> 30 - 35		> 35 - 40		> 40 - 45		> 45 - 50		> 50		Total
Time	0 - 15 MPH	17.5 MPH	> 17.5 - 20 MPH	22.5 MPH	> 22.5 - 25 MPH	27.5 MPH	> 27.5 - 30 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4		
1:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3		
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
4:00	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4		
5:00	0	1	2	4	1	0	0	0	1	0	0	0	0	0	9		
6:00	0	3	2	0	1	1	0	2	0	0	0	0	0	0	9		
7:00	6	5	16	20	8	5	1	0	0	0	0	0	0	0	61		
8:00	3	8	17	15	4	5	1	0	0	0	0	0	0	0	53		
9:00	5	1	6	6	10	3	0	0	0	0	0	0	0	0	31		
10:00	3	3	12	10	2	2	1	0	0	0	0	0	0	0	33		
11:00	4	3	8	10	5	1	0	2	0	0	0	0	0	0	33		
12:00 PM	1	5	8	9	10	2	0	0	0	0	0	0	0	0	35		
1:00	2	6	4	7	5	3	1	0	0	0	0	0	0	0	28		
2:00	4	7	14	14	9	2	0	0	0	0	0	0	0	0	50		
3:00	7	12	28	21	15	10	0	1	1	0	0	0	0	0	95		
4:00	5	12	11	12	9	11	1	1	0	0	0	0	0	0	62		
5:00	7	10	14	19	3	8	0	0	0	0	0	0	0	0	61		
6:00	7	8	17	18	13	6	0	0	0	0	0	0	0	0	69		
7:00	4	2	8	10	7	0	2	0	0	0	0	0	0	0	33		
8:00	1	1	3	12	2	2	1	0	0	0	0	0	0	0	22		
9:00	0	4	2	3	3	0	0	0	0	0	0	0	0	0	12		
10:00	3	3	1	1	1	0	0	0	0	0	0	0	0	0	9		
11:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3		
Total	62	97	177	194	110	64	9	6	2	0	0	0	0	0	721		
Percentile				15th	50th	85th	95th										
Speed				16	20	23	26										
Mean Speed (Average)				20.7													
10 MPH Pace Speed				16-25													
Number in Pace				570													
Percent in Pace				80.0%													
Number > 25 MPH				81													
Percent > 25 MPH				11.2%													
Grand Total	62	97	177	194	110	64	9	6	2	0	0	0	0	0	721		
Stats	Percentile			15th	50th	85th	95th										
Speed				16	20	23	26										
Mean Speed (Average)				20.7													
10 MPH Pace Speed				16-25													
Number in Pace				576													
Percent in Pace				80.0%													
Number > 25 MPH				81													
Percent > 25 MPH				11.2%													

Site Code: Lexington Street  
Station ID: Between  
Location: Clinton and Kenilworth

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: EB, Lane 2

4/3/2025	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	1	2	1	1	0	0	0	0	5
2:00	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	1	0	0	1	0	0	2
5:00	0	0	2	2	3	0	2	1	1	0	11
6:00	1	1	3	6	5	1	1	0	0	0	18
7:00	21	11	22	19	32	29	4	1	0	0	139
8:00	6	7	23	23	23	17	7	2	0	0	108
9:00	4	6	3	5	9	4	1	1	0	0	33
10:00	6	5	10	3	11	4	2	2	0	0	43
11:00	4	3	12	12	5	5	1	0	0	0	42
12:00 PM	2	5	3	4	8	2	2	2	0	0	28
1:00	2	2	3	5	13	3	0	1	0	0	29
2:00	11	8	15	18	14	9	2	1	0	0	78
3:00	7	8	23	19	20	13	2	3	0	0	96
4:00	9	9	18	19	21	14	6	6	1	0	103
5:00	9	7	14	23	27	11	4	4	0	0	99
6:00	7	7	14	16	28	11	3	2	0	0	88
7:00	1	2	1	5	12	8	0	0	0	0	29
8:00	0	3	4	2	11	4	0	0	0	0	24
9:00	0	1	4	0	1	1	1	0	0	0	8
10:00	0	0	4	0	1	1	1	0	0	0	7
11:00	0	0	1	1	3	1	0	1	0	0	7
Total	90	86	180	185	249	139	39	28	2	0	999
		Percentile		15th	50th	85th	95th				
		Speed		16	21	25	28				
		Mean Speed (Average)		21.9							
		10 MPH Pace Speed		18-27							
		Number in Pace		735							
		Percent in Pace		75.0%							
		Number > 25 MPH		209							
		Percent > 25 MPH		20.9%							
Grand Total	90	86	180	185	249	139	39	28	2	0	999
Stats		Percentile		15th	50th	85th	95th				
		Speed		16	21	25	28				
		Mean Speed (Average)		21.9							
		10 MPH Pace Speed		18-27							
		Number in Pace		741							
		Percent in Pace		75.0%							
		Number > 25 MPH		209							
		Percent > 25 MPH		20.9%							

Site Code: Lexington Street  
Station ID: Between  
Location: Clinton and Kenilworth

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: Combined

4/3/2025	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	2	1	2	0	0	0	0	0	5
1:00	0	1	2	3	1	1	0	0	0	0	8
2:00	0	2	0	0	0	0	0	0	0	0	2
3:00	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	0	1	1	2	1	1	0	0	6
5:00	0	1	4	6	4	0	2	1	2	0	20
6:00	1	4	5	6	6	2	1	2	0	0	27
7:00	27	16	38	39	40	34	5	1	0	0	200
8:00	9	15	40	38	27	22	8	2	0	0	161
9:00	9	7	9	11	19	7	1	1	0	0	64
10:00	9	8	22	13	13	6	3	2	0	0	76
11:00	8	6	20	22	10	6	1	2	0	0	75
12:00 PM	3	10	11	13	18	4	2	2	0	0	63
1:00	4	8	7	12	18	6	1	1	0	0	57
2:00	15	15	29	32	23	11	2	1	0	0	128
3:00	14	20	51	40	35	23	2	4	1	0	191
4:00	14	21	29	31	30	25	7	7	1	0	165
5:00	16	17	28	42	30	19	4	4	0	0	160
6:00	14	15	31	34	41	17	3	2	0	0	157
7:00	5	4	9	15	19	8	2	0	0	0	62
8:00	1	4	7	14	13	6	1	0	0	0	46
9:00	0	5	6	3	4	1	1	0	0	0	20
10:00	3	3	5	1	2	1	1	0	0	0	16
11:00	0	0	2	2	3	2	0	1	0	0	10
Total	152	183	357	379	359	203	48	34	4	0	1720
				Percentile	15th	50th	85th	95th			
				Speed	16	20	24	27			
				Mean Speed (Average)	21.4						
				10 MPH Pace Speed	18-27						
				Number in Pace	1295						
				Percent in Pace	76.0%						
				Number > 25 MPH	290						
				Percent > 25 MPH	16.9%						
Grand Total	152	183	357	379	359	203	48	34	4	0	1720
Stats				Percentile	15th	50th	85th	95th			
				Speed	16	20	24	27			
				Mean Speed (Average)	21.4						
				10 MPH Pace Speed	18-27						
				Number in Pace	1305						
				Percent in Pace	76.0%						
				Number > 25 MPH	290						
				Percent > 25 MPH	16.9%						

Site Code: Lexington Street  
Station ID: Between  
Location: Clinton and Home

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: WB, Lane 1

4/3/2025	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	2	1	0	0	0	3
1:00	0	0	0	1	1	1	0	0	0	0	3
2:00	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	1	0	0	0	0	0	0	1
4:00	0	0	0	0	1	0	1	1	0	0	3
5:00	0	0	0	1	3	4	2	0	1	0	11
6:00	3	0	1	2	3	1	1	2	0	0	13
7:00	14	2	4	15	16	14	0	1	0	0	66
8:00	8	0	6	21	11	5	5	0	0	0	56
9:00	4	1	4	7	9	7	2	1	0	0	35
10:00	3	0	7	5	20	0	3	0	0	0	38
11:00	0	2	3	11	7	5	1	2	0	0	31
12:00 PM	4	0	8	10	10	6	4	1	0	0	43
1:00	7	2	5	9	7	3	1	1	0	0	35
2:00	6	4	1	10	13	7	1	0	0	0	42
3:00	5	3	19	21	24	13	11	1	0	0	97
4:00	4	4	6	14	23	12	5	2	0	0	70
5:00	7	3	6	18	18	8	5	1	0	0	66
6:00	4	5	18	14	16	12	3	0	0	0	72
7:00	4	1	6	8	8	4	1	1	0	0	33
8:00	2	0	1	4	4	5	2	1	0	0	19
9:00	3	2	2	2	2	2	0	0	0	0	13
10:00	1	0	1	2	1	0	0	1	0	0	6
11:00	0	1	0	1	0	2	0	0	0	0	4
Total	79	30	98	177	197	113	49	16	1	0	760
		Percentile		15th	50th	85th	95th				
		Speed		17	21	26	28				
		Mean Speed (Average)		22.3							
		10 MPH Pace Speed		19-28							
		Number in Pace		570							
		Percent in Pace		76.0%							
		Number > 25 MPH		179							
		Percent > 25 MPH		23.6%							
Grand Total	79	30	98	177	197	113	49	16	1	0	760
Stats		Percentile		15th	50th	85th	95th				
		Speed		17	21	26	28				
		Mean Speed (Average)		22.3							
		10 MPH Pace Speed		19-28							
		Number in Pace		574							
		Percent in Pace		76.0%							
		Number > 25 MPH		179							
		Percent > 25 MPH		23.6%							

Site Code: Lexington Street  
Station ID: Between  
Location: Clinton and Home

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: EB, Lane 2

4/3/2025	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	4	2	0	0	0	0	0	0	6
2:00	0	0	0	1	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	1	1	0	0	0	0	2
5:00	0	2	2	2	3	1	1	1	0	0	12
6:00	0	1	6	4	5	0	0	0	0	0	16
7:00	7	9	22	32	31	20	12	2	0	0	135
8:00	7	2	34	27	22	6	1	1	0	0	100
9:00	6	2	4	11	5	2	1	1	0	0	32
10:00	1	2	7	13	6	8	1	2	0	0	40
11:00	2	1	19	14	7	4	1	0	0	0	48
12:00 PM	2	3	6	7	9	0	4	0	0	0	31
1:00	3	2	4	13	8	5	0	1	0	0	36
2:00	6	3	19	18	18	9	3	1	0	0	77
3:00	6	5	9	20	14	9	2	1	0	0	67
4:00	3	9	16	31	27	13	4	2	0	0	105
5:00	9	9	29	22	24	17	2	1	0	0	113
6:00	6	2	18	38	23	9	3	0	0	0	99
7:00	2	5	10	7	12	2	0	0	0	0	38
8:00	4	3	4	6	6	4	1	1	0	0	29
9:00	2	2	5	4	2	0	0	0	0	0	15
10:00	0	2	0	4	5	0	0	0	0	0	11
11:00	0	0	4	1	1	0	2	0	0	0	8
Total	66	64	222	277	230	110	38	14	0	0	1022
		Percentile		15th	50th	85th	95th				
		Speed		17	21	24	27				
	Mean Speed (Average)			21.8							
	10 MPH Pace Speed			18-27							
	Number in Pace			817							
	Percent in Pace			81.0%							
	Number > 25 MPH			163							
	Percent > 25 MPH			15.9%							
Grand Total	66	64	222	277	230	110	38	14	0	0	1022
Stats		Percentile		15th	50th	85th	95th				
		Speed		17	21	24	27				
	Mean Speed (Average)			21.8							
	10 MPH Pace Speed			18-27							
	Number in Pace			826							
	Percent in Pace			81.0%							
	Number > 25 MPH			163							
	Percent > 25 MPH			15.9%							

Site Code: Lexington Street  
Station ID: Between  
Location: Clinton and Home

File Name: Speed Analysis  
Date Printed: 8/26/2025  
Start Date: 4/3/2025  
End Date: 4/4/2025

Latitude: 41.870567  
Longitude: -87.797859  
Direction: Combined

4/3/2025	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	2	1	0	0	0	4
1:00	0	0	4	3	1	1	0	0	0	0	9
2:00	0	0	0	1	0	0	0	0	0	0	1
3:00	0	0	0	1	0	0	0	0	0	0	1
4:00	0	0	0	0	2	1	1	1	0	0	5
5:00	0	2	2	3	6	5	3	1	1	0	23
6:00	3	1	7	6	8	1	1	2	0	0	29
7:00	21	11	26	47	47	34	12	3	0	0	201
8:00	15	2	40	48	33	11	6	1	0	0	156
9:00	10	3	8	18	14	9	3	2	0	0	67
10:00	4	2	14	18	26	8	4	2	0	0	78
11:00	2	3	22	25	14	9	2	2	0	0	79
12:00 PM	6	3	14	17	19	6	8	1	0	0	74
1:00	10	4	9	22	15	8	1	2	0	0	71
2:00	12	7	20	28	31	16	4	1	0	0	119
3:00	11	8	28	41	38	22	13	2	0	0	164
4:00	7	13	22	45	50	25	9	4	0	0	175
5:00	16	12	35	40	42	25	7	2	0	0	179
6:00	10	7	36	52	39	21	6	0	0	0	171
7:00	6	6	16	15	20	6	1	1	0	0	71
8:00	6	3	5	10	10	9	3	2	0	0	48
9:00	5	4	7	6	4	2	0	0	0	0	28
10:00	1	2	1	6	6	0	0	1	0	0	17
11:00	0	1	4	2	1	2	2	0	0	0	12
Total	145	94	320	454	427	223	87	30	1	0	1782
		Percentile		15th	50th	85th	95th				
		Speed		17	21	24	28				
	Mean Speed (Average)			22.0							
	10 MPH Pace Speed			18-27							
	Number in Pace			1377							
	Percent in Pace			79.0%							
	Number > 25 MPH			342							
	Percent > 25 MPH			19.2%							
Grand Total	145	94	320	454	427	223	87	30	1	0	1782
Stats		Percentile		15th	50th	85th	95th				
		Speed		17	21	24	28				
	Mean Speed (Average)			22.0							
	10 MPH Pace Speed			18-27							
	Number in Pace			1390							
	Percent in Pace			79.0%							
	Number > 25 MPH			342							
	Percent > 25 MPH			19.2%							