AGENDA

VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, NOVEMBER 9, 2026
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) October 12, 2026 Transportation Commission Meeting Minutes

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

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

5) New Business

1. Clarence and Adams Traffic Calming Petition
2. Non-Petition Eligible Corridor Review: Randolph-Home
4. Establishing Overnight Parking on the 100 block of Humphrey
3. Future Meeting Scheduling (December and February)

6) Old Business
1. 2027 Workplan Discussion and Approval

7) Adjourn

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

Draft Minutes

Transportation Commission

Oak Park Village Hall

October 12, 2026

7:00 p.m.

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

ABSENT: Commissioner Nudelman, Commissioner Eskin

STAFF PRESENT: Assistant Village Engineer Chris Welch, Village Engineer Bill McKenna, Civil Engineer Abby Spentzouris

PUBLIC PRESENT: See public comment below

Roll Call: Chair Eskin called the meeting to order at 7:06 p.m.

Jack Eskin	Present
Jason Jenkins	Present
Erika Johnson	Absent
Julie Johnston-Ahlen	Present
Leah Barish	Present
Jason Nudelman	Absent

Agenda Approval -Motion made by Commissioner Nudelman, seconded by Commissioner Johnson and passed unanimously

Motion to approve Meeting minutes from August 10, 2026 meeting -Motion made by Commissioner Barish, seconded by Commissioner Nudelman and passed unanimously

Non-Agenda Public Comment-
No public comment

New Business- Home Avenue Bridge Presentation

Robert Tipton with Stantech, a consultant for the Village, presented the selected option for the home avenue bridge replacement project. Special focus was given to the intersections of the bridge with Harrison and Garfield at the north and south termini of the bridge. The commission asked questions and gave feedback regarding the bridge, the

detour necessary during construction and the safety improvements.

Public Comment- None

New Business- 2027 Commission Workplan

Chris Welch, Assistant Village Engineer, presented the progress to date on the 2026 Workplan and proposed the 2027 workplan and the commission discussed recommended items to include in the 2027 workplan including:

-Presentation of what traffic calming has been implemented and public outreach efforts and a review of the traffic calming toolbox.
-A presentation of what people over parking means for the Village and the impacts
-Meeting with the new public transportation organization NITA
-Report on the railroad merger occurring along the UP-N line and any changes that occur as a result

Public Comment- None

Old Business 5)

Adjourn 6) Motion to Adjourn to was made by Commissioner Nudelman and seconded by Commissioner Johnston-Ahlen. Motion passed unanimously.

Adjourned at 8:38p.m.

Submitted by,
Christopher Welch
Assistant Village Engineer

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: **Petition to Implement Traffic Calming Measures at the intersection of Clarence Avenue and Adams Street**

Review Date: November 9, 2026

Prepared By: Steven Pautsch, Civiltech Engineering, Inc.

Abstract:

On June 4, 2026, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of Clarence Avenue and Adams Street. The residents expressed concerns regarding crashes at the intersection and driver confusion caused by the lack of stop signs on the Adams Street approaches and requested the installation of all-way stop control. The residents also expressed concerns about vehicles speeding on Clarence Avenue, particularly during the morning commute to Fenwick High School, and about Clarence Avenue becoming a cut-through route to Madison Street once the new Pete's Fresh Market opens and requested speed bumps along Clarence Avenue. Signatures representing 59% of the street frontage were collected for the petition. The petition was certified as valid.

At tonight's meeting, Civiltech Engineering, Inc. will present the collected traffic data along with potential traffic calming treatments, and public testimony will be taken. The Transportation Commission may concur with Civiltech's recommendation or make a different recommendation.

Recommendation(s):

Civiltech and Staff make the following recommendation:

- Targeted speed enforcement on Clarence Avenue during 7:00 a.m. to 8:00 a.m. period
- Install High Visibility Crosswalk Markings along the east, west, and south legs of the intersection of Clarence Avenue and Adams Street

Supporting Documentation Is Attached

Letter of Explanation

Hello,

I am submitting a traffic calming petition for the intersection of Clarence and Adams. I submitted a stop sign petition 3 years ago, after witnessing 3 car accidents (almost on my front lawn), and it was denied. About one month later, there was yet another accident due to having no stop signs going East/West.

I have collected signatures a second time from residents that feel very strongly that we need a 4 way stop here. There is confusion every time I see cars coming from both directions – the ones without the stop sign assume that they should be slowing down, and the ones with the stop sign assume that the others have a stop sign. There have been way too many close calls, and my children have witnessed cars flipped completely upside down at this intersection. It is dangerous, and all of the residents are concerned that it has not gotten any better.

Additionally, we are worried that our street is going to be the new "cut through" to Madison once Pete's is up and running. With the street next to us now having a cul-de-sac, Clarence is going to be THE street that people use to avoid the business of OP Ave and Ridgeland. We are asking for some sort of slow down on Clarence – whether it be speed bumps, bump outs, etc. Cars (especially teenagers driving to Fenwick in the morning) are racing down Clarence above the speed limit. One bump in the road or one glance down and a child could be hit.

I appreciate your consideration for both (1) Stop signs East-West in the Adams/Clarence intersection, and (2) speed bumps/bump outs down Adams, both 500 and 600 blocks. We are all concerned for the safety of our children, and getting more anxious as traffic will begin to build with the new Pete's coming in soon.

Thank you!

Molly Monaco [redacted]

Petition Redacted

PETITION FOR TRAFFIC CALMING MEASURES

Date: 3/1/26

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 600 block of Clarence Ave or

at the intersection of Clarence and Adams

in the Village of Oak Park.

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

- Excessive vehicle crashes 1
- Excessive vehicle speeds 3
- Excessive vehicle volumes 2
- Pedestrian/Bicyclist safety issues 4
- Other ~~Se~~ Many Children

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

✸ = 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.	✸	[redacted]		
2.				
3.				
4.				
5.				
6.	Margaret Nikolas			
7.				
8.				
9.				
10.				
11.				
12.				

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

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

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

https://www.oak-park.us/Government/Citizen-Boards-and-Commissions/Transportation-Commission

ver 20240501

Signature

13. Kon Stea
14. [illegible]
15. Robin Hoon
16. Monica Rivas
17. [illegible]
18. William Frey
19. Ua Carman
20. SUZANNE NOW
21. CAROLINE GILLIS
22. Jamie Capp
23. Jeff Carp
24. Keecia James
25. Dennis Huda
26. CHETTHA SA
27. SAURISA APPLEBY-BHA
28. JULIE GONCLIN
29. Veronica F
30. Mary Bradfo
31.
32.

[redacted]

PETITION FOR TRAFFIC CALMING MEASURES

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

- Excessive vehicle crashes 1
- Excessive vehicle speeds 3
- Excessive vehicle volumes 2
- Pedestrian/Bicyclist safety issues 4
- Other _____

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

✱ = 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.	✱ Molly Monai	[redacted]		
2.	Will Rasmus			
3.				
4.	Heidi Waldner-Pe			
5.				
6.				
7.				
8.				
9.	B Dunlavey			
10.	M Dunlavey			
11.	B. Sanlas			
12.				

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https://www.oak-park.us/Government/Citizen-Boards-and-Commissions/Transportation-Commission

Public Testimony

Shrivastava, Anmol

From: Christine Bohlman [redacted]
Sent: Friday, October 30, 2026 3:14 PM
To: Transportation
Subject: Adams and Clarence traffic calming device

Caution! This message was sent from outside your organization.

New Sender Alert! You don't often receive emails from this sender.

To whom it may concern,

We are strongly in favor a a traffic calming device on the corner of Adams and Clarence.

My husband and I have lived at [redacted] Clarence for over 40 years. The traffic at the corner of Adams and Clarence has become much heavier. I have witnessed two serious accidents at the corner.

Please note there are more pre-school children groups (e.g., the Montessori school on Scoville and Adams) using Adams Street on their way to or from Fox Park. Clarence is also an access street for Ascension Church school students.

There is much more vehicle traffic on this corner because:

1. The new Pete's grocery store

2. For vehicles, Clarence is the only Madison-street access street between East Avenue and Oak Park Avenue.

3. Cars use Adams street to avoid the lights on Madison.

Please install traffic-calming devices.

Yours sincerely,

Philip and Christine Bohlman

Shrivastava, Anmol

From: Michelle Stuhlmacher [redacted]
Sent: Tuesday, November 3, 2026 9:09 PM
To: Transportation
Subject: Public comment for traffic calming device (Clarence/Adams)

Caution! This message was sent from outside your organization.

New Sender Alert! You don't often receive emails from this sender.

Hello Transportation Commission,

I am submitting a comment for the Transportation Commission's meeting on November 9th:

I am writing in support of a traffic calming device at the intersection of Clarence Avenue and Adams Street. There are several traffic concerns at this intersection that a calming device could help with. First, drivers on Clarence sometimes assume it is a four-way stop instead of a two-way and pull out in front of cars driving on Adams. This can be an annoyance (we hear honking nearly daily as this happens) or very dangerous if cars are driving fast down Adams. Second, it is fairly frequent that drivers on Adams go through this intersection above the speed limit. There are usually several cars that do so in the afternoon after the school day ends at Fenwick.

I support a 1) neckdown/bulbout or a 2) center island narrowing/pedestrian refuge island to encourage traffic to move more slowly through this intersection. Adams is frequently used by bicyclists and children making a permanent traffic calming device especially needed.

Thank you,
Michelle

Shrivastava, Anmol

From: Bijan Fakhri [redacted]
Sent: Tuesday, November 3, 2026 11:03 PM
To: Transportation
Subject: Traffic Calming Measures on Clarence/Adams (public comment)

Caution! This message was sent from outside your organization.

New Sender Alert! You don't often receive emails from this sender.

Dear Transportation Commission,

I am writing to communicate my preference for making the intersection a four-way stop or installing a neckdown/curb bulb-out or a center pedestrian refuge island.

These measures will reduce the frequency of Clarence drivers pulling into oncoming Adams traffic because they mistake the intersection for a four-way stop and slow down speeding drivers in general.

Sincerely,
Bijan Fakhri

[redacted] Clarence

Memorandum

Traffic Analysis

Civiltech Engineering, Inc.
www.civiltechinc.com

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

30 N LaSalle Street, Suite 2000
Chicago, IL 60602

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

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management
Landscape Architecture
Nature-based Solutions

Memorandum

Date: November 3, 2026

To: The Transportation Commission

From: Civiltech Engineering, Inc.

Re: Traffic Analysis for Traffic Calming Petition
Clarence Avenue and Adams Street

I. INTRODUCTION

On June 4, 2026, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of Clarence Avenue and Adams Street. The residents expressed concerns regarding crashes at the intersection and driver confusion caused by the lack of stop signs on the Adams Street approaches and requested the installation of all-way stop signs. The residents also expressed concerns about vehicles speeding on Clarence Avenue, particularly during the morning commute to Fenwick High School. Another concern anticipated Clarence Avenue becoming a cut-through route to Madison Street once the new Pete's Fresh Market opened. Speed bumps were requested along Clarence Avenue to mitigate this concern. Signatures representing 59% of the street frontage were collected for the petition. The petition was certified as valid.

This intersection was previously evaluated in response to a traffic calming petition received on July 29, 2020. That evaluation was based on traffic data collected in October 2022 and was presented in a technical memorandum dated June 9, 2023. The 2023 study concluded that the intersection did not warrant additional stop control and recommended relocating the existing "No Parking Here to Corner" signs to improve sight lines at the intersection, deploying temporary radar speed feedback signs on Adams Street, and targeted speed enforcement. For reference, the previous memorandum is attached as **Appendix C**.

At the Village of Oak Park's request, Civiltech Engineering, Inc. has completed an updated traffic evaluation at the intersection of Clarence Avenue and Adams Street to respond to the latest concerns. This study assesses new traffic data collected in October 2026, after Pete's Fresh Market opened, 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 Clarence Avenue and Adams Street is 40. This exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

III. EXISTING CONDITIONS

Clarence Avenue is a 28-foot-wide north-south local street with one lane in each direction. Adams Street is a 30-foot-wide east-west local street with one lane in each direction. The intersection of Clarence Avenue and Adams Street is under two-way stop control, with stop signs on the Clarence Avenue approaches. The north leg of Clarence Avenue has a high-visibility crosswalk, which is a designated school route crosswalk for Longfellow Elementary School, and the south leg has a standard crosswalk consisting of two parallel lines. The east and west legs across Adams Street have pedestrian crossings, but they are unmarked. On Adams Street, the nearest stop signs are located approximately 300 feet to the west at Wesley Avenue and 300 feet to the east at East Avenue. On Clarence Avenue, the nearest stop-controlled intersections are at Madison Street to the north and Jackson Boulevard to the south.

Both Clarence Avenue and Adams Street have a posted speed limit of 25 mph. St. Christopher's Episcopal Church is located approximately 150 feet east of the intersection on the north side of Adams Street. Land use within the study area consists primarily of single-family homes. On-street parking is permitted on both sides of all four legs of the intersection but 3-Hour Parking 8 AM–8 PM, Monday through Friday restrictions are posted on all legs. No Parking Here to Corner signs are present on each leg to restrict parking near the intersection.

A location map is attached as **Exhibit 2A** and an aerial image of the intersection is included as **Exhibit 2B**. The aerial exhibit also shows the Longfellow Elementary School walking routes along Clarence Avenue and Adams Street and the school route crosswalk across the north leg of the intersection. Nearby bike routes are also shown on this map.

IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

Intersection Data

In order to quantify vehicle, pedestrian, and bicycle volumes at the intersection of Clarence Avenue and Adams Street, turning movement counts were conducted on Wednesday, October 7, 2026 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 70 degrees and a low of 50 degrees. This weather was conducive to pedestrian and bicycle activity.

The traffic count data shows that the morning peak hour occurs between 7:45 a.m. to 8:45 a.m. and the evening traffic volume is highest between 4:15 p.m. to 5:15 p.m. Peak hour traffic volume diagrams at the intersection of Clarence Avenue and Adams Street showing the vehicular turning movement, pedestrian, and bicycle volumes are provided in **Exhibit 3A** and **Exhibit 3B**. The source traffic data is attached to this report in **Appendix A**. A total of 170 vehicles entered the intersection during the morning peak hour and 137 vehicles entered during the evening peak hour. Most of this traffic travels eastbound and westbound straight through on Adams Street, and turning volumes on all approaches are low.

Pedestrian activity is moderate, with 49 pedestrian crossings during the morning peak hour and 28 during the evening peak hour. Most pedestrians (37 of 49 in the morning peak hour) used the marked crosswalks on the north and south legs. Bicycle activity was low, with eight cyclists in the street during the morning peak hour and nine during the evening peak hour, mostly traveling along Adams Street.

Peak hour vehicular turning movement volumes and pedestrian crossing volumes in the 2026 count are similar to those counted in 2022.

Mid-Block Data

Forty-eight hours of traffic data was also collected mid-block along the four legs of the intersection of Clarence Avenue and Adams Street. The data was collected on Wednesday and Thursday, October 7 and 8, 2026.

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**. Averaged over the two-day period, the volume along Clarence Avenue is around 500 vehicles per day on the north leg and 400 vehicles per day on the south leg, while the volume on Adams Street is around 1,050 vehicles per day on both the east and west legs.

The data shows that more vehicles are traveling westbound than eastbound over the course of a day. Unbalanced volumes can sometimes mean that vehicles are taking alternative routes to avoid congestion, such as in this case, on westbound Madison. However, the higher westbound volumes occur throughout the day including at times when there is minimal traffic on Madison, so there may be another less apparent factor that contributes to this imbalance.

Table 1. Speed and Volume Data Summary

Intersection Leg	Direction	Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period*					% Above 25 mph	ADT	85th 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			
Clarence Avenue – North Leg	NB	187 (39%)	178 (38%)	90 (19.4%)	16 (3%)	3 (0.6%)	**23%**	**237**	**25**
	SB	249 (46%)	196 (36%)	83 (16%)	7 (1.4%)	3 (0.6%)	**17%**	**269**	**24**
Clarence Avenue – South Leg	NB	184 (47%)	135 (34%)	57 (14.5%)	17 (4%)	2 (0.5%)	**19%**	**198**	**25**
	SB	194 (49%)	125 (32%)	66 (16.2%)	8 (2%)	3 (0.8%)	**19%**	**198**	**26**
Adams Street – East Leg	EB	575 (67%)	255 (29.6%)	30 (3%)	3 (0.3%)	1 (0.1%)	**4%**	**432**	**21**
	WB	658 (54%)	466 (38%)	89 (7%)	8 (0.9%)	1 (0.1%)	**8%**	**611**	**23**
Adams Street – West Leg	EB	358 (47%)	306 (40%)	88 (11.7%)	10 (1%)	2 (0.3%)	**13%**	**382**	**24**
	WB	654 (49%)	548 (41%)	127 (9.7%)	3 (0.2%)	1 (0.1%)	**10%**	**666**	**23**

* Data was collected from Wednesday and Thursday, October 7 and 8, 2026.
** 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

The volumes along Clarence Avenue and Adams Street are highest between the 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. periods. The graphs showing volumes by the hour for Clarence Avenue and Adams Street are shown below in **Figure 1** and **Figure 2**, respectively.

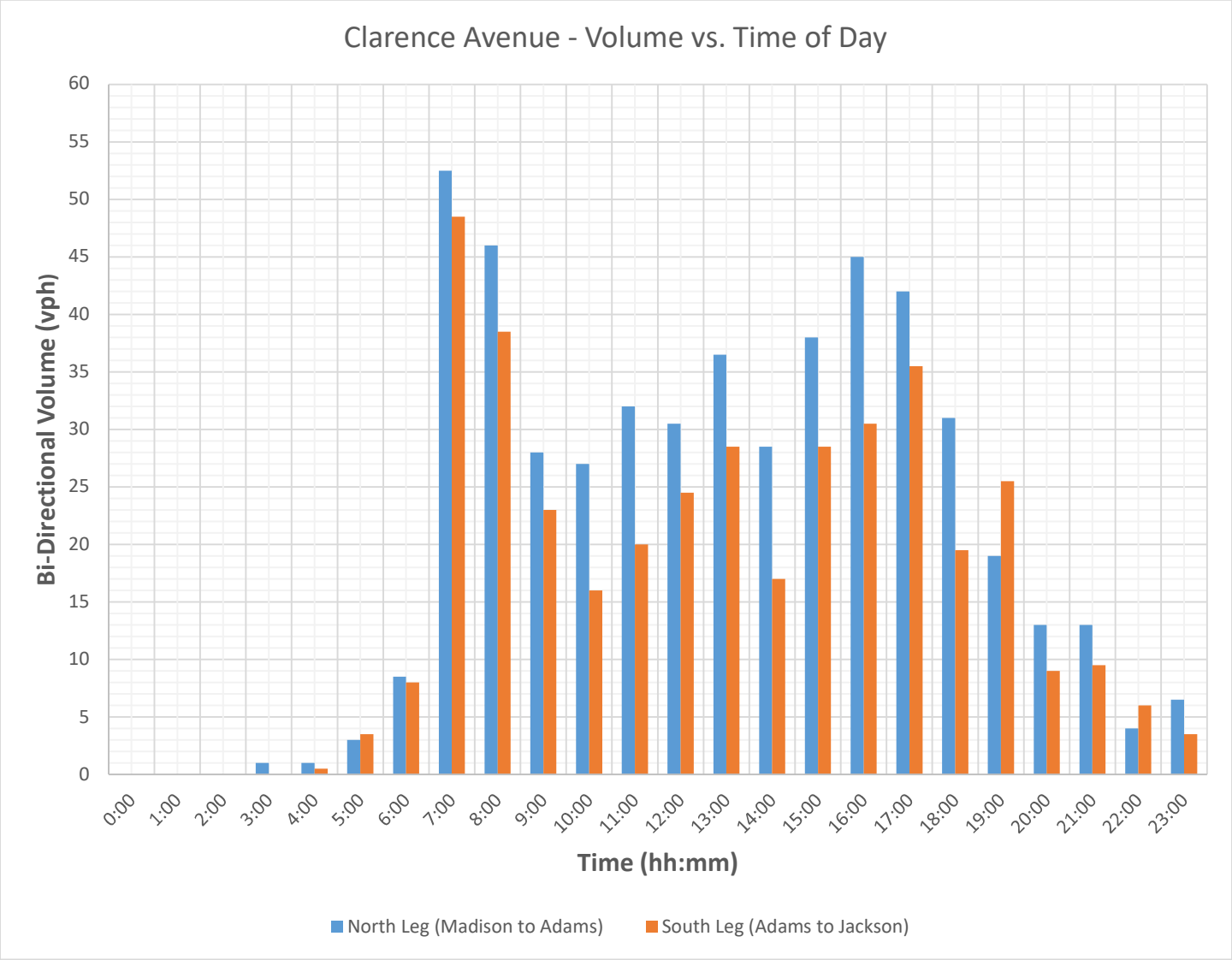


Figure 1. Volume vs Time of Day at Clarence Avenue

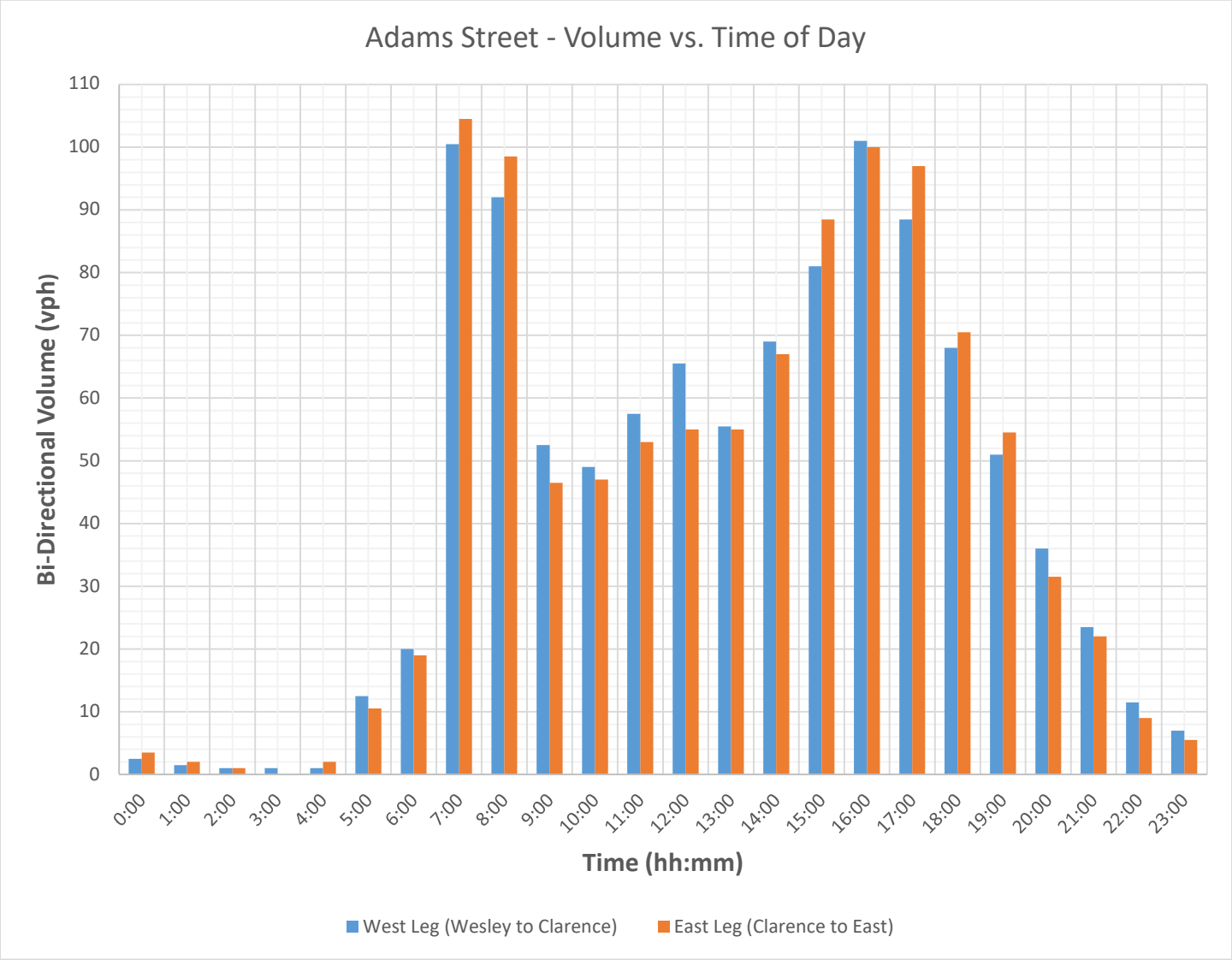


Figure 2. Volume vs Time of Day at Adams Street

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 85th percentile speed is the speed at or below which 85 percent of the drivers travel. In other words, 15 percent of the vehicles will be traveling faster than the 85th percentile speed. The 85th percentile speed is an influential indicator of what is a safe and reasonable speed since the recommendation for setting speed limits is within five mph of the 85th percentile speed. This implies that it is expected that 15 percent of the vehicles will travel over the speed limit if the speed limit is set within the 5 mph increment below the 85th percentile speed.

A review of the Clarence Avenue speed data shows around an 80% compliance rate with the 25-mph speed limit, with 17% to 23% of vehicles exceeding 25 mph. Approximately 95% or more of the vehicles are traveling less than 5 mph over the speed limit, and the 85th percentile speeds range from 24 to 26 mph. Speeds on Clarence Avenue are highest during the 7:00 a.m. hour, when the 85th percentile speed reaches approximately 30 mph on both the north and south legs. These higher morning speeds occur primarily in the northbound direction, which is consistent with the resident observations of drivers speeding on Clarence Avenue during the morning commute to Fenwick High School. Higher speeds were also observed during the early morning hours, however, volumes are very low during that period, and thus the data may not be statistically significant.

Adams Street speed data shows around a 90% compliance rate with the 25-mph speed limit, with 4% to 13% of vehicles exceeding 25 mph, and more than 98% of the vehicles traveling less than 5 mph over the speed limit. The 85th percentile speeds range from 21 to 24 mph and tend to be consistent throughout the day. Some higher speeds were observed during the overnight hours on the west leg of Adams Street when only one or two vehicles were recorded per hour, so one speeding vehicle could be skewing the data.

The overall recorded speeds on Adams Street are low due to the presence of on-street parking and the stop signs located 300 feet to the east and west of the intersection, which moderate speeds near Clarence Avenue. Speeds on Clarence Avenue are slightly higher, likely due to the longer distances to the nearest stop signs at Madison Street and Jackson Boulevard. Graphs showing speeds by the hour for Clarence Avenue and Adams Street are shown below in **Figure 3** and **Figure 4** respectively.

The data shows a few drivers blatantly disregard the law and drive faster than ten miles per hour over the speed limit. Over the two-day study period less than 1% of the vehicles were recorded.

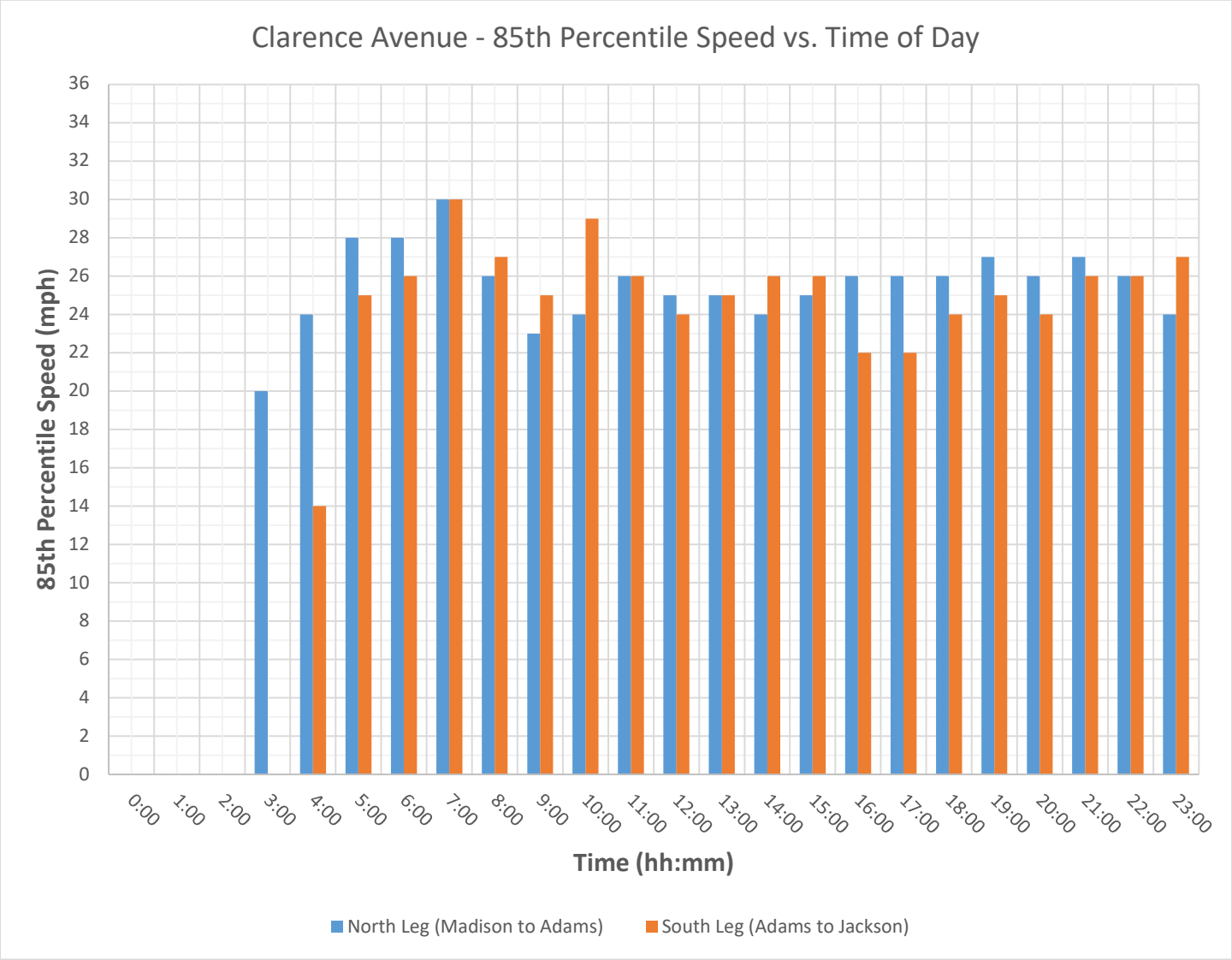


Figure 3. 85th Percentile Speed vs Time of Day at Clarence Avenue

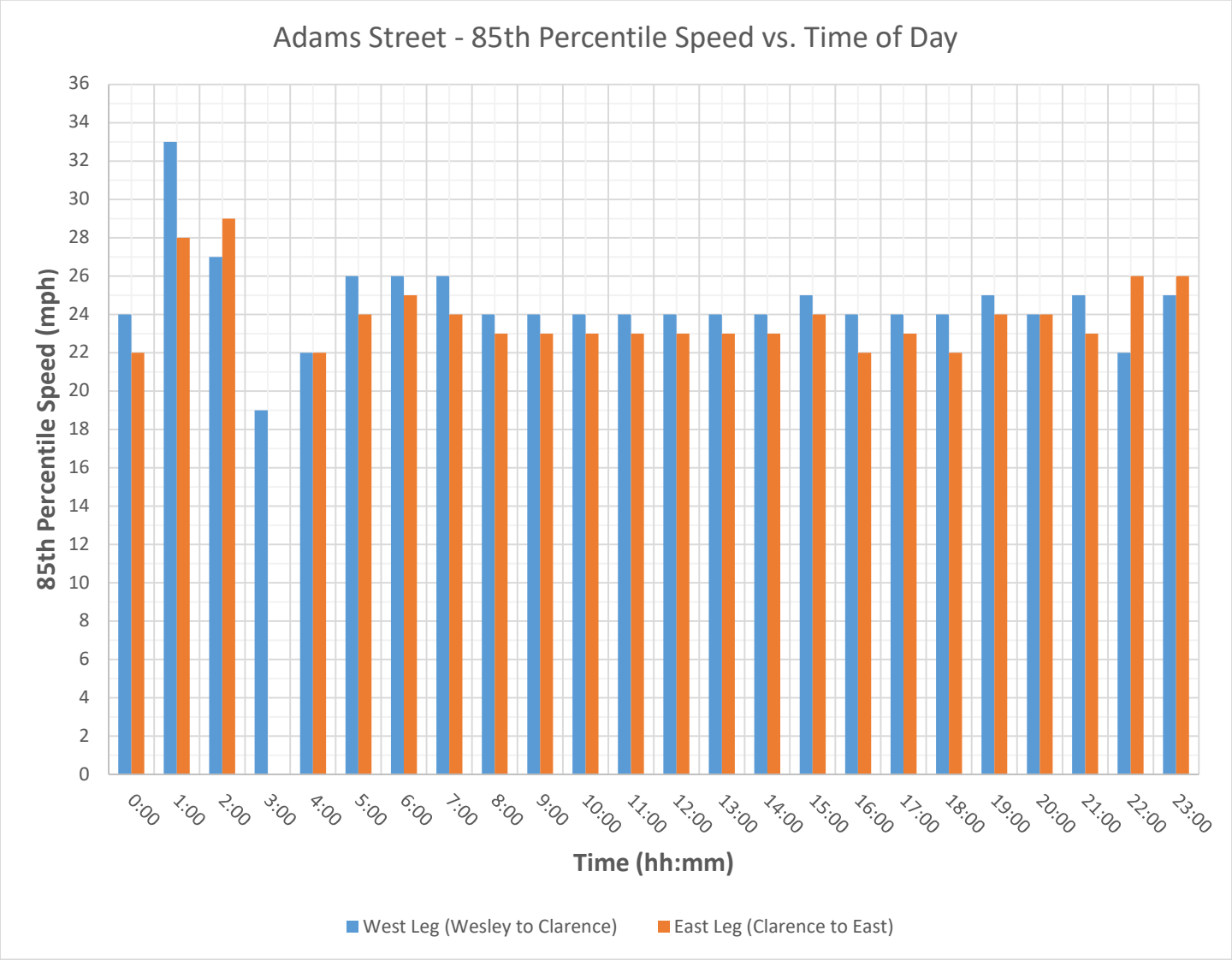


Figure 4. 85th Percentile Speed vs Time of Day at Adams Street

Comparison with 2022 Data

Traffic and speed data for the 2023 study was collected at the same four mid-block locations from Wednesday, October 19 through Thursday, October 20, 2022. **Table 2** compares the ADT, 85th percentile speeds, and percentage of vehicles exceeding 25 mph from the 2022 and 2026 counts.

Table 2. Comparison of October 2022 and October 2026 Speed and Volume Data

Intersection Leg	Direction	ADT (vehicles/day)		85th Percentile Speed (mph)		% Above 25 mph	
		Oct 2022	Oct 2026	Oct 2022	Oct 2026	Oct 2022	Oct 2026
Clarence Avenue – North Leg	NB	176	**237**	29	**25**	58%	**23%**
	SB	252	**269**	29	**24**	42%	**17%**
Clarence Avenue – South Leg	NB	156	**198**	27	**25**	24%	**19%**
	SB	188	**198**	29	**26**	46%	**19%**
Adams Street – East Leg	EB	467	**432**	19	**21**	3%	**4%**
	WB	363	**611**	29	**23**	38%	**8%**
Adams Street – West Leg	EB	289	**382**	28	**24**	30%	**13%**
	WB	409	**666**	28	**23**	37%	**10%**

* October 2022 data is taken from the June 9, 2023 technical memorandum (Appendix C). October 2026 data was collected on October 7 and 8, 2026.

Daily traffic volumes increased on all four legs of the intersection compared to 2022. Volumes on Adams Street increased from approximately 830 to 1,040 vehicles per day on the east leg and from approximately 700 to 1,050 vehicles per day on the west leg, with most of the increase occurring in the westbound direction. Most of the increase on Adams Street is westbound, which rose by approximately 250 vehicles per day on both legs while eastbound volumes changed slightly. Higher volumes may be due to traffic increases since COVID, as volumes in 2022 may have been lower due to more people working from home. Even with increases over the past few years, volumes on Adams Street remain within the typical range for Oak Park residential streets.

Despite the higher volumes, speeds have decreased since 2022. On Adams Street, the 85th percentile speeds decreased from 28 to 29 mph in 2022 to 23 to 24 mph in 2026. On Clarence Avenue, the 85th percentile speeds decreased from 27 to 29 mph in 2022 to 24 to 26 mph in 2026. The largest decrease occurred in the northbound direction on the north leg of Clarence Avenue, where the percentage of vehicles exceeding the speed limit decreased from 58% to 23%.

Data collected on the north leg of Clarence Avenue in 2018 as part of the Jackson, Washington and North-South Road evaluation showed an ADT of 413 vehicles per day and an 85th percentile speed of 27 mph. The 85th percentile speeds in 2026 on this leg (24 to 25 mph) are lower than both the 2018 and 2022 values.

V. CRASH ANALYSIS

In order to evaluate safety trends at the intersection of Clarence Avenue and Adams Street, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from September 2021 through August 2026, a five-year period. There were two crashes reported during this period, one of which was intersection-related. One crash resulted in an injury and the other resulted in property damage only. The police reports for both crashes were reviewed and are summarized below. A collision diagram can be found in **Exhibit 5**.

The more severe of the two crashes occurred at 5:21 p.m. on Tuesday, April 12, 2022, when a southbound driver on Clarence Avenue struck an unoccupied vehicle parked in front of 603 Clarence Avenue, just south of Adams Street, causing the driver's vehicle to roll over. The driver sustained a non-incapacitating ("B" level) injury. Because this was a single-vehicle collision with a parked car mid-block, it is not considered intersection-related, and it is not the type of crash that all-way stop control at Adams Street would correct. It was also included in the 2023 study.

The second crash was a right-angle crash at 5:54 p.m. on Thursday, September 21, 2023. A southbound driver on Clarence Avenue stopped at the stop sign and then proceeded into the intersection, where the vehicle was struck by a westbound vehicle on Adams Street. The southbound driver was cited for failure to yield at the intersection. No injuries were reported. This is the only reported crash during the five-year period that was intersection related.

For reference, the 2023 study reviewed reported crash data from January 2018 through December 2022. In addition to the April 12, 2022 crash described above, that period included one right-angle crash on February 27, 2019, in which a southbound driver on Clarence Avenue failed to yield to an eastbound vehicle on Adams Street, resulting in property damage only.

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 Clarence Avenue and Adams Street.

The petition specifically requested the installation of stop signs on Adams Street to create all-way stop control at the intersection. Stop signs are present 300 feet to the west at Wesley Avenue and 300 feet to the east at East Avenue. If stop signs were installed at Clarence Avenue, drivers on Adams Street could become frustrated with the succession of three stop signs in 600 feet, and stop compliance could decrease, compromising safety. The traffic data also shows that this intersection does not warrant additional stop controls based on guidance in the Manual on Uniform Traffic Control Devices (MUTCD). The total entering volume during the peak hours (170 vehicles in the morning and 137 vehicles in the evening) is well below the MUTCD minimum volume criteria for all-way stop control. With regards to crash history, the MUTCD requires five or more crashes in a 12-month period or six or more crashes in a 36-month period to warrant all-way stop signs. Only one crash susceptible to correction by all-way stop control (the September 21, 2023 right-angle crash) was reported during the five-year study period, so the crash criterion is not met. Finally, the MUTCD states that stop signs shall not be used for speed control. Therefore, installing all-way stop signs at the intersection of Clarence and Adams is not recommended.

The petition also requested speed bumps or bump outs along Clarence Avenue. Traffic count and speed data does not point to a problem that would require major traffic calming measures such as speed humps. Speeds have decreased on all four legs since 2022 and the 85th percentile speeds are now at or below the 25-mph posted speed limit on Adams Street and within one mph of the speed limit on Clarence Avenue. The traffic volume along Adams Street is around 1,050 vehicles per day, which is typical of Oak Park residential streets, and the volume along Clarence Avenue is around 400 to 500 vehicles per day. Finally, per village ordinance, speed humps and speed cushions cannot be installed on this block. These can only be installed on blocks that are on bicycle boulevards, directly adjacent to school and parks, south of Fillmore Street, or north of Le Moyne Parkway.

The residents also expressed concern that Clarence Avenue would become a cut-through route to Madison Street once Pete's Fresh Market opened. The October 2026 counts were collected after the store opened and show approximately 400 to 500 vehicles per day on Clarence Avenue. The data does not indicate that Clarence Avenue is being used as a cut-through route.

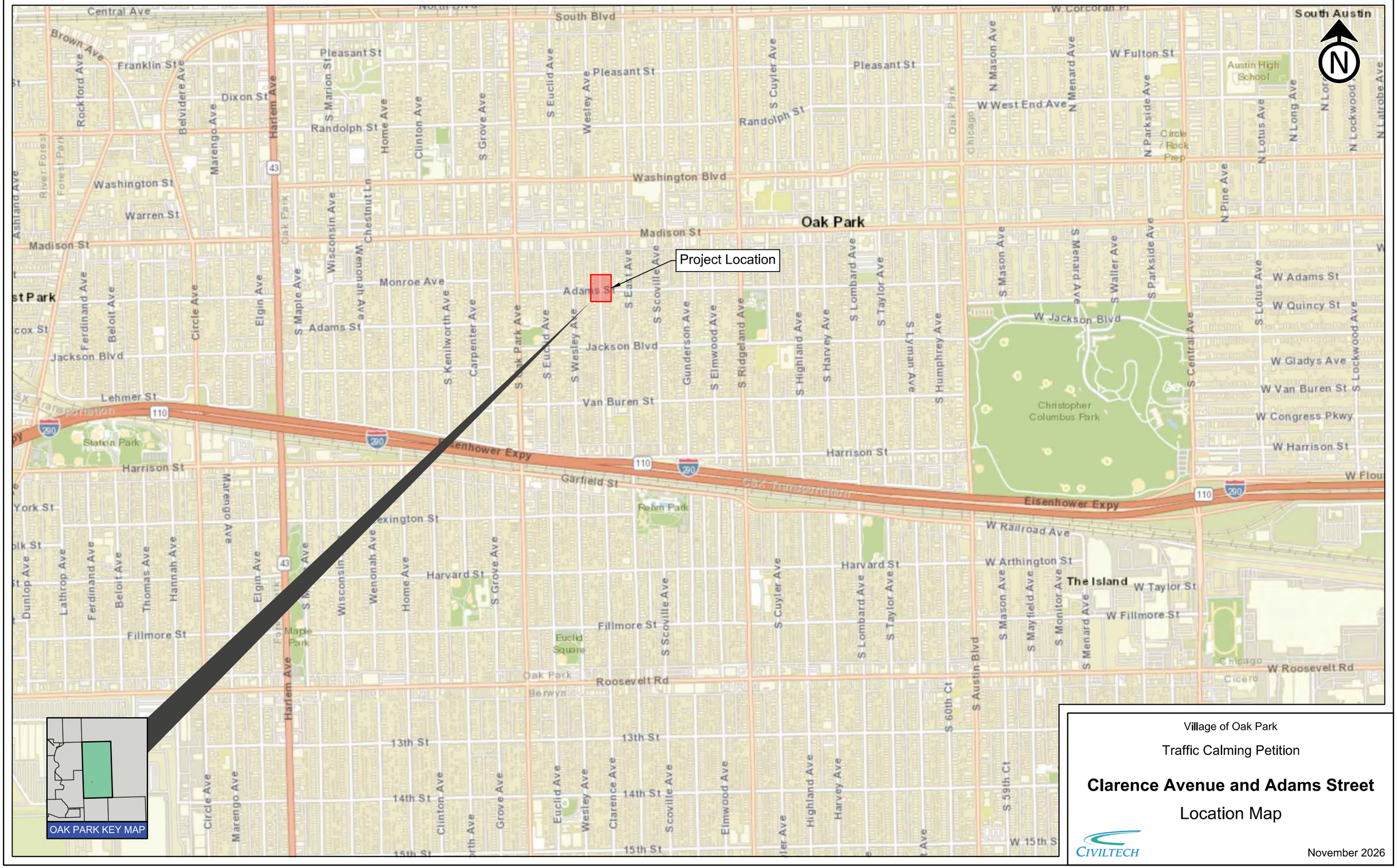
Although overall speeds on Clarence Avenue are close to the 25-mph posted speed limit, the 85th percentile speed on Clarence Avenue reaches approximately 30 mph during the 7:00 a.m. to 8:00 a.m. period, primarily in the northbound direction. This is consistent with the concerns about speeding during the morning commute. Therefore, targeted speed enforcement on Clarence Avenue during the 7:00 a.m. to 8:00 a.m. period is recommended. Targeted enforcement can improve driver compliance in the short term, but it is not likely to change driver behavior over the long term.

Pedestrian activity at the intersection is moderate, with 49 pedestrians crossing during the morning peak hour and 28 during the evening peak hour. The north leg is a designated school route crosswalk for Longfellow Elementary School. Currently, only the north leg has a high-visibility crosswalk. The south leg has an standard parallel line crosswalk, and the east and west legs across Adams Street are unmarked. Therefore, it is recommended that high-visibility crosswalk markings be provided on all four legs of the intersection. This includes refreshing the existing high-visibility crosswalk on the north leg, replacing the existing crosswalk on the south leg with high-visibility markings, and installing new high-visibility crosswalks across Adams Street on the east and west legs. High-visibility crosswalks make crossing locations more visible to drivers, particularly on the uncontrolled Adams Street approaches, and will provide a consistent treatment for pedestrians crossing all four legs.

<table>
<tr><th>Measure</th><th>Maximum Number of Points</th><th>Traffic Calming Criteria Scoring Detail as approved by the Village Board of Trustees on November 6, 2017</th><th>Minimum possible Score</th><th>Clarence Avenue and Adams Street</th></tr>
<tr><td>Crash History</td><td>20</td><td>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</td><td>0 pts.</td><td>5 pts.</td></tr>
<tr><td>Vehicle Speed</td><td>20</td><td>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</td><td>0 pts.</td><td>4 pts.</td></tr>
<tr><td>Vehicle Volume</td><td>20</td><td>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</td><td>0 pts.</td><td>10 pts.</td></tr>
<tr><td>Pedestrian Traffic Generators</td><td>15</td><td>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</td><td>0 pts.</td><td>8 pts.</td></tr>
<tr><td>Bike Routes / Non-Bike Routes</td><td>10</td><td>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</td><td>3 pts.</td><td>3 pts.</td></tr>
<tr><td>Community Interest</td><td>15</td><td>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><th colspan="5">51% petitions</th></tr>
<tr><td>51%</td><td>-</td><td>59%</td><td>=</td><td>10 points</td></tr>
<tr><td>60%</td><td>-</td><td>68%</td><td>=</td><td>11</td></tr>
<tr><td>69%</td><td>-</td><td>77%</td><td>=</td><td>12</td></tr>
<tr><td>78%</td><td>-</td><td>86%</td><td>=</td><td>13</td></tr>
<tr><td>87%</td><td>-</td><td>95%</td><td>=</td><td>14</td></tr>
<tr><td>96%</td><td>-</td><td>100%</td><td>=</td><td>15</td></tr>
</table>
<table>
<tr><th colspan="5">75% petitions</th></tr>
<tr><td>75%</td><td>-</td><td>78%</td><td>=</td><td>10 points</td></tr>
<tr><td>79%</td><td>-</td><td>82%</td><td>=</td><td>11</td></tr>
<tr><td>83%</td><td>-</td><td>86%</td><td>=</td><td>12</td></tr>
<tr><td>87%</td><td>-</td><td>90%</td><td>=</td><td>13</td></tr>
<tr><td>91%</td><td>-</td><td>94%</td><td>=</td><td>14</td></tr>
<tr><td>95%</td><td>-</td><td>100%</td><td>=</td><td>15</td></tr>
</table>
<table>
<tr><th colspan="2"></th><th>% of negative replies</th><th></th><th>Subtract</th></tr>
<tr><td colspan="2">Less than 10 or 16 replies</td><td></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% - 20%</td><td></td><td>=</td><td>- 1 point</td></tr>
<tr><td>21% - 40%</td><td></td><td>=</td><td>- 2</td></tr>
<tr><td>41% - 60%</td><td></td><td>=</td><td>- 3</td></tr>
<tr><td>61% - 80%</td><td></td><td>=</td><td>- 4</td></tr>
<tr><td>81% - 100%</td><td></td><td>=</td><td>- 5 points</td></tr>
</table></td><td>10 pts.

(5 pts. with minimum petition score + maximum external negative support)</td><td>10 pts.</td></tr>
<tr><td>Maximum Score</td><td>100</td><td>Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)</td><td>13 pts.</td><td>40 pts.</td></tr>
</table>

Exhibit 1



Village of Oak Park

Traffic Calming Petition

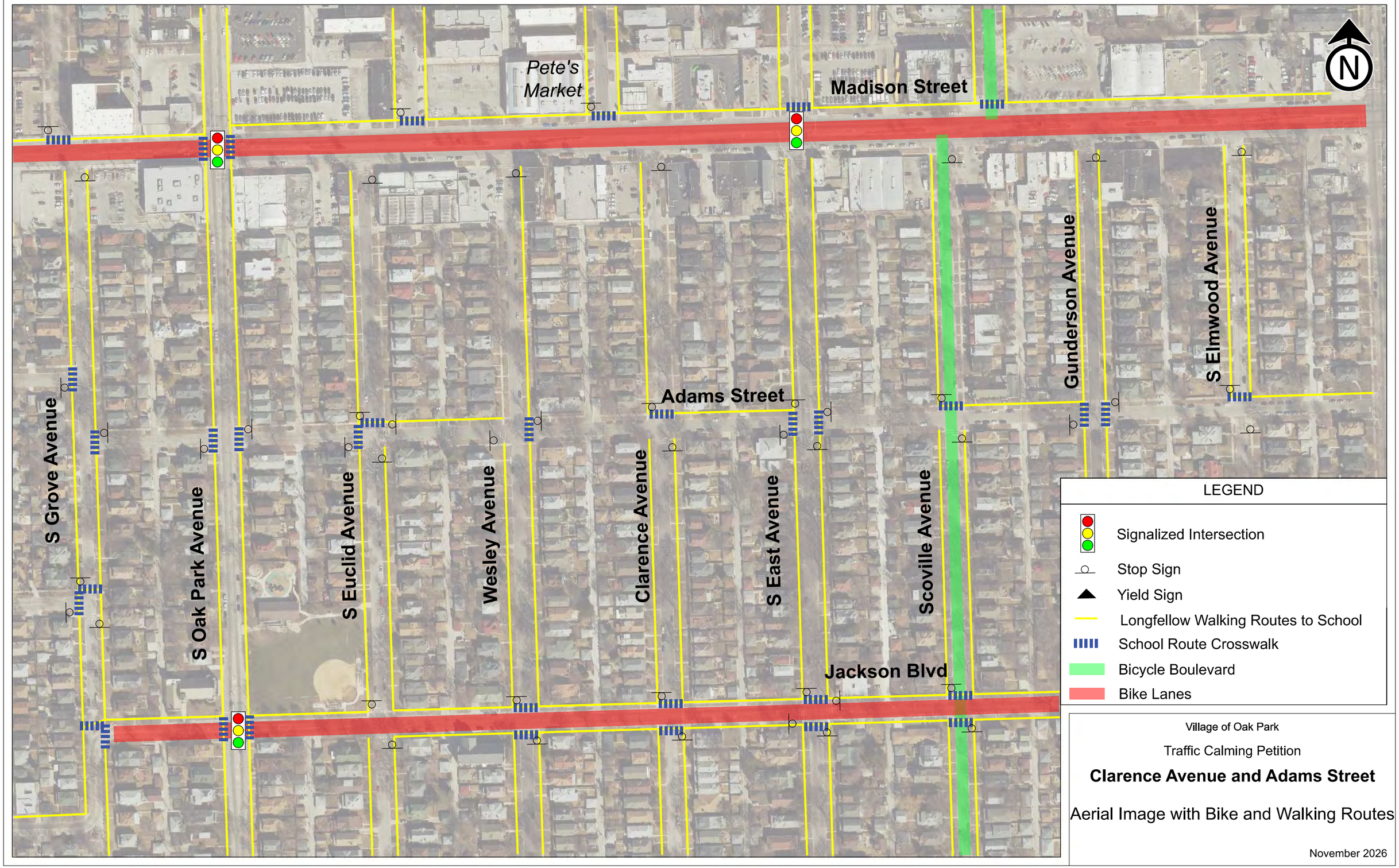
Clarence Avenue and Adams Street

Location Map

CIVILTECH

November 2026

Exhibit 2A



Village of Oak Park

Traffic Calming Petition

Clarence Avenue and Adams Street

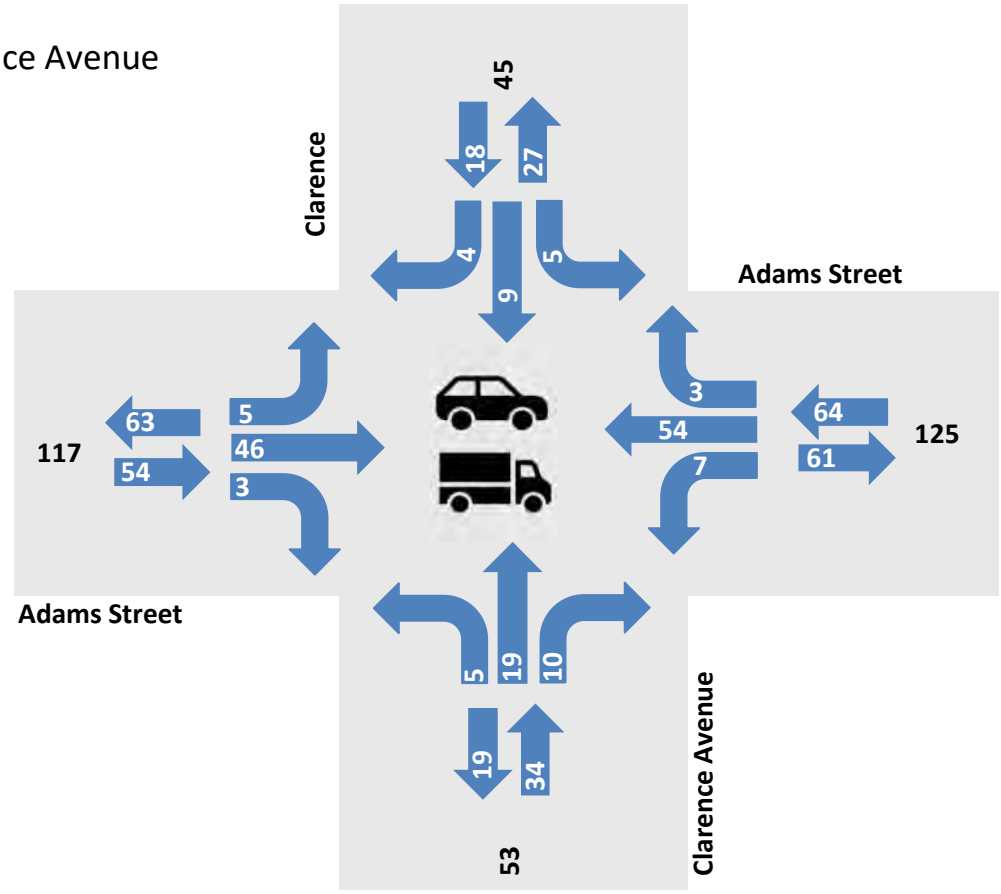
Aerial Image with Bike and Walking Routes

November 2026

Exhibit 2B

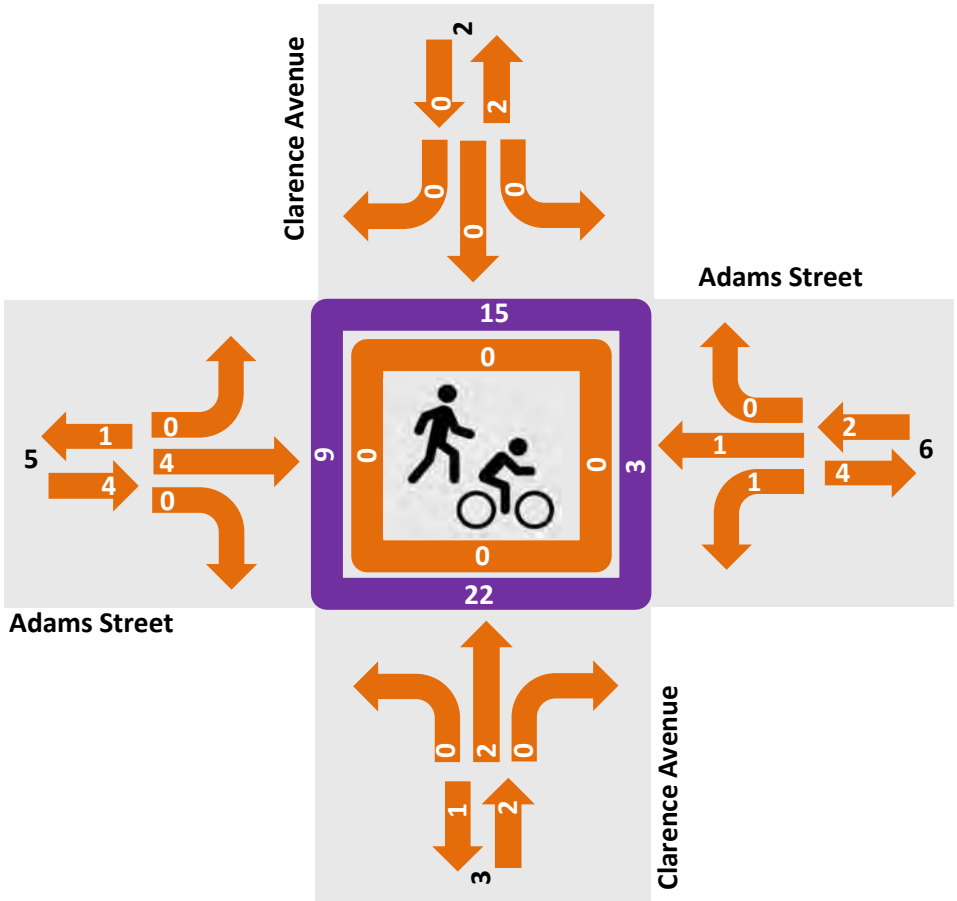
Clarence Avenue and Adams Street

Adams Street and Clarence Avenue
AM Peak Hour
7:45 AM to 8:45 AM
Wednesday 10/7/2026



Key

- ### Motor Vehicles
- ### Bicyclists in Street
- ### Bicyclists in Crosswalk
- ### Pedestrians in Crosswalk
- ### Total bidirectional count per leg

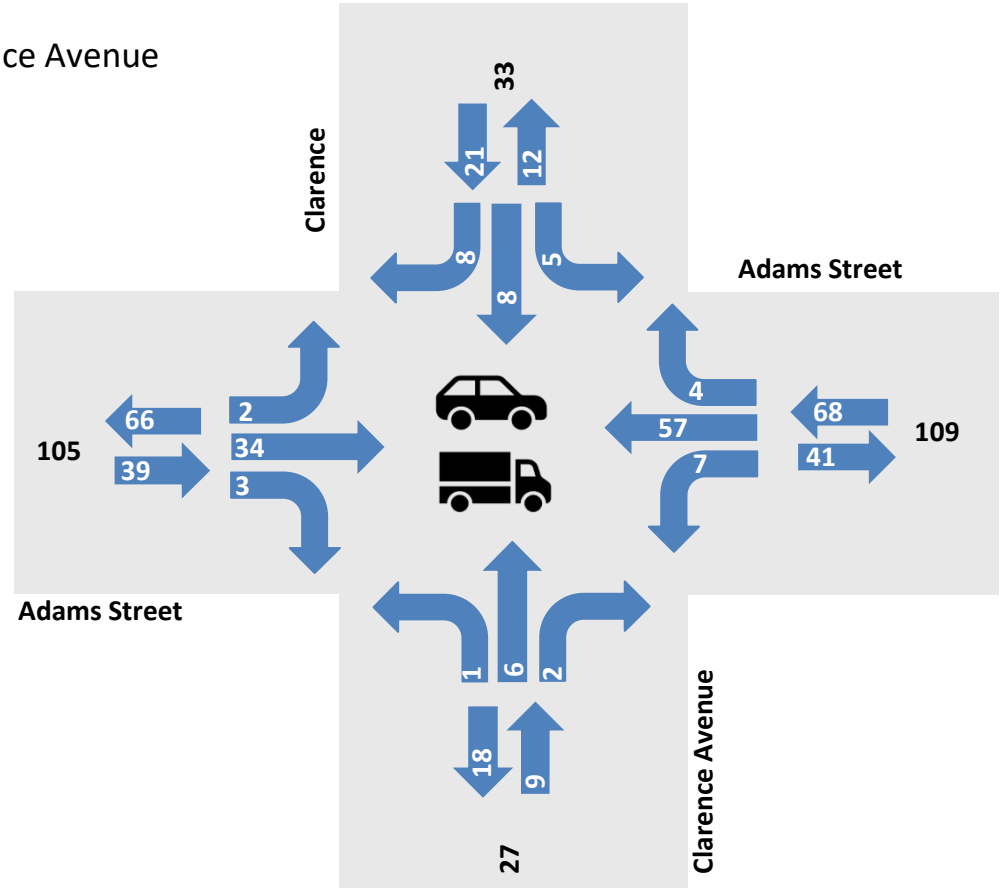


N

Exhibit 3A

Clarence Avenue and Adams Street

Adams Street and Clarence Avenue
PM Peak Hour
4:15 PM to 5:15 PM
Wednesday 10/7/2026



Key

- ### Motor Vehicles
- ### Bicyclists in Street
- ### Bicyclists in Crosswalk
- ### Pedestrians in Crosswalk
- ### Total bidirectional count per leg

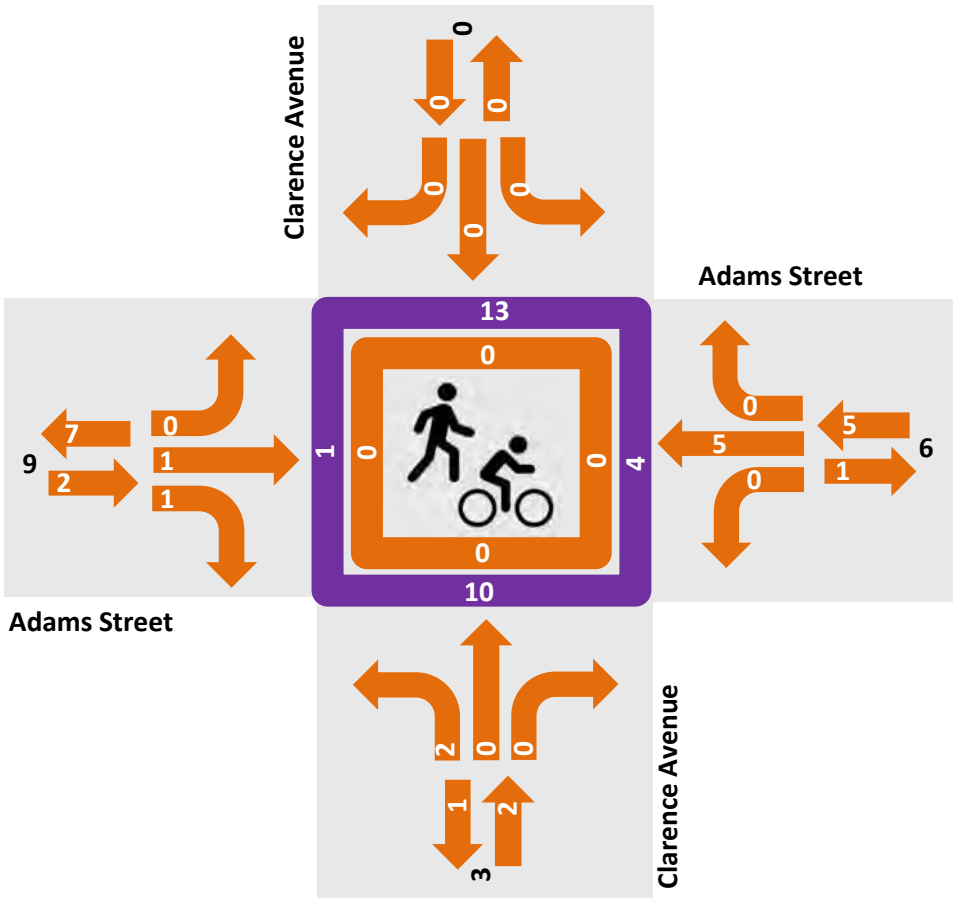
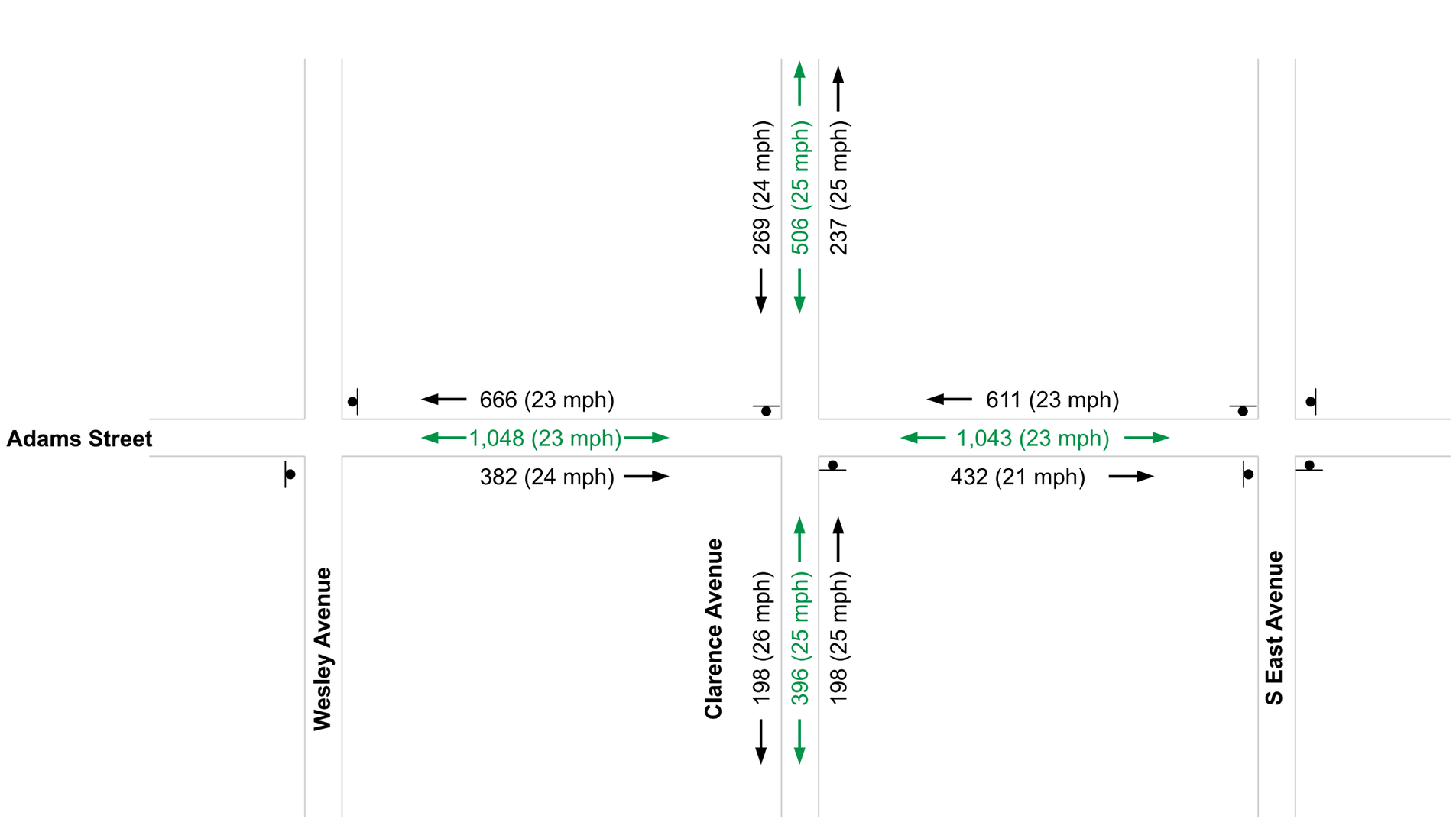


Exhibit 3B



LEGEND	
Count Date:	October 7 and 8, 2026 (Wednesday and 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

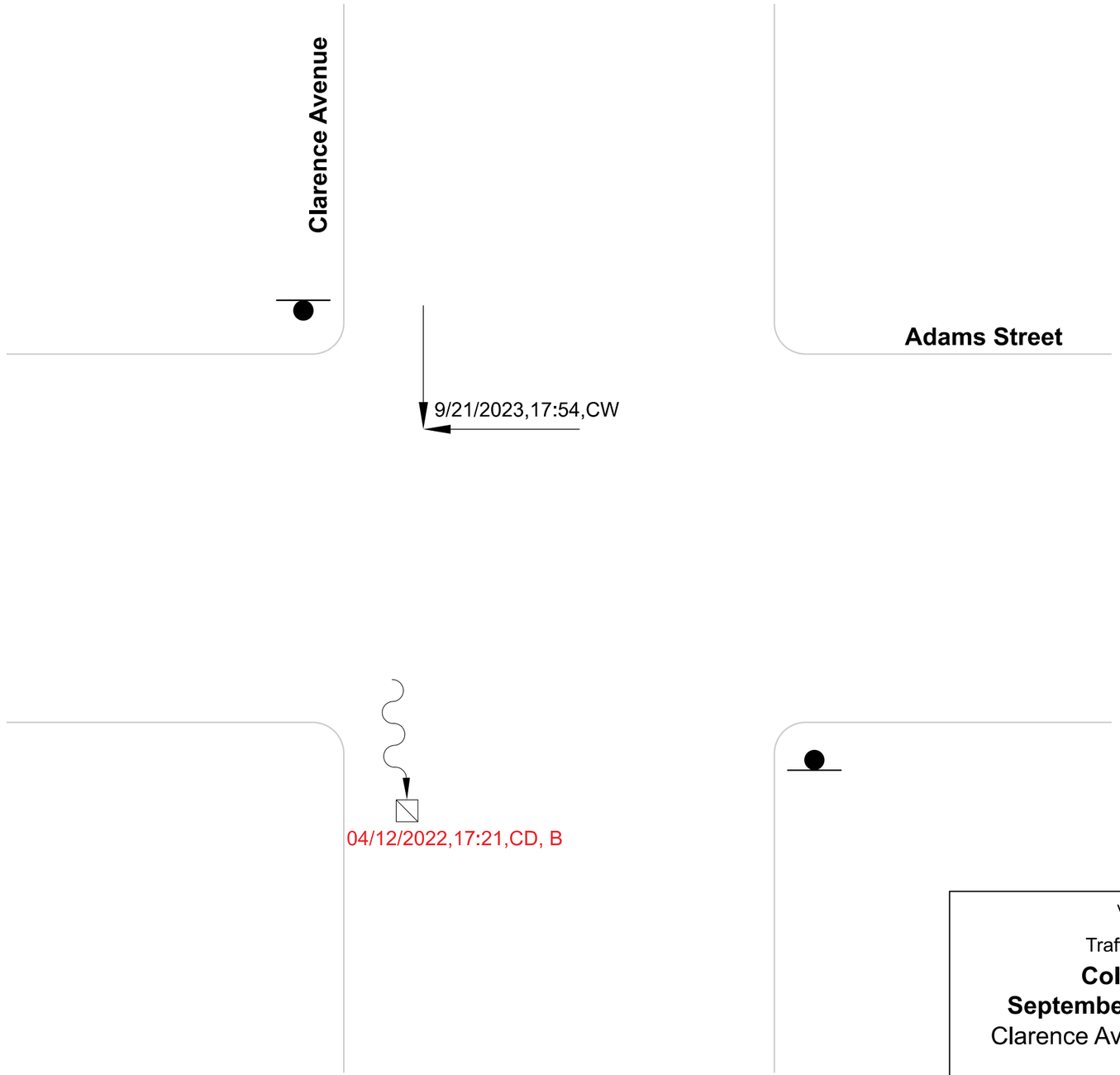
ADT and Speed Data

Clarence Avenue and Adams Street

CIVILTECH

November 2026
Not to Scale

Exhibit 4



KEY
(xx/xx/xx, hh:mm, YZ, A): Date, Time, Weather Pavement Condition, Injury
Red: Injury Crash Blue: Non-Intersection Crash

LEGEND

Right Angle Collision

Out of Control

Parked Vehicle

Stop Sign

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

Village of Oak Park

Traffic Calming Petition

Collision Diagram
September 2021 - August 2026

Clarence Avenue and Adams Street

CIVILTECH

November 2026

Exhibit 5

Clarence Avenue and Adams 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	

Exhibit 6

APPENDIX A

Traffic Data

Project Clarence Avenue and Adams Street

Count Date Wednesday 10/7/2026

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

	Clarence Avenue North Leg						Clarence Avenue South Leg							Adams Street East Leg							Adams Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals				Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
12:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	15
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**	39
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**	70
7:00 AM	1	2	0	3	1	**4**	0	1	0	1	2	**3**	**4**	0	4	0	4	7	**11**	0	7	0	7	5	**12**	**11**	**15**	139
7:15 AM	0	3	1	4	3	**7**	1	3	0	4	4	**8**	**8**	0	7	1	8	10	**18**	0	8	0	8	7	**15**	**16**	**24**	161
7:30 AM	0	1	1	2	7	**9**	2	6	0	8	5	**13**	**10**	1	7	3	11	12	**23**	1	9	0	10	7	**17**	**21**	**31**	167
7:45 AM	1	0	2	3	14	**17**	9	8	1	18	4	**22**	**21**	2	22	2	26	27	**53**	2	16	4	22	24	**46**	**48**	**69**	170
8:00 AM	1	5	0	6	5	**11**	1	5	1	7	8	**15**	**13**	0	9	2	11	13	**24**	1	12	0	13	11	**24**	**24**	**37**	135
8:15 AM	2	3	1	6	3	**9**	0	3	1	4	3	**7**	**10**	0	11	0	11	10	**21**	0	9	0	9	14	**23**	**20**	**30**	98
8:30 AM	0	1	2	3	5	**8**	0	3	2	5	4	**9**	**8**	1	12	3	16	11	**27**	0	9	1	10	14	**24**	**26**	**34**	68
8:45 AM	3	0	1	4	8	**12**	2	6	1	9	0	**9**	**13**	2	11	0	13	11	**24**	0	8	0	8	15	**23**	**21**	**34**	34
9:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	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**	**0**	**0**	0
1:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	20
1:30 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**	44
1:45 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**	57
2:00 PM	2	2	0	4	1	**5**	2	0	0	2	3	**5**	**6**	0	9	1	10	5	**15**	0	3	1	4	11	**15**	**14**	**20**	87
2:15 PM	3	2	1	6	2	**8**	0	2	0	2	3	**5**	**8**	0	7	1	8	9	**17**	0	8	0	8	10	**18**	**16**	**24**	97
2:30 PM	2	1	1	4	2	**6**	0	1	0	1	1	**2**	**5**	0	4	0	4	4	**8**	0	3	1	4	6	**10**	**8**	**13**	100
2:45 PM	1	0	1	2	1	**3**	0	0	0	0	1	**1**	**2**	1	15	1	17	12	**29**	0	11	0	11	16	**27**	**28**	**30**	103
3:00 PM	0	1	1	2	2	**4**	2	0	0	2	3	**5**	**4**	1	18	2	21	7	**28**	0	4	1	5	18	**23**	**26**	**30**	99
3:15 PM	0	5	2	7	2	**9**	0	2	1	3	7	**10**	**10**	0	11	1	12	6	**18**	1	4	0	5	12	**17**	**17**	**27**	98
3:30 PM	0	1	2	3	2	**5**	0	0	0	0	1	**1**	**3**	2	7	0	9	6	**15**	0	4	0	4	7	**11**	**13**	**16**	102
3:45 PM	2	3	2	7	2	**9**	1	2	0	3	5	**8**	**10**	0	8	2	10	9	**19**	0	6	0	6	10	**16**	**16**	**26**	120
4:00 PM	0	6	2	8	2	**10**	0	1	3	4	7	**11**	**12**	0	8	1	9	9	**18**	0	7	1	8	11	**19**	**17**	**29**	131
4:15 PM	1	4	0	5	3	**8**	1	2	0	3	6	**9**	**8**	1	14	0	15	7	**22**	2	6	0	8	15	**23**	**23**	**31**	137
4:30 PM	2	2	1	5	1	**6**	0	1	1	2	7	**9**	**7**	0	13	4	17	10	**27**	1	9	0	10	16	**26**	**27**	**34**	126
4:45 PM	3	1	3	7	5	**12**	0	2	0	2	2	**4**	**9**	1	14	1	16	13	**29**	0	10	2	12	17	**29**	**28**	**37**	117
5:00 PM	2	1	1	4	3	**7**	1	1	0	2	3	**5**	**6**	2	16	2	20	11	**31**	0	9	0	9	18	**27**	**29**	**35**	111
5:15 PM	0	5	4	9	0	**9**	0	0	1	1	5	**6**	**10**	0	7	0	7	7	**14**	0	3	0	3	8	**11**	**10**	**20**	76
5:30 PM	2	3	0	5	4	**9**	1	4	0	5	5	**10**	**10**	0	6	1	7	8	**15**	1	7	0	8	8	**16**	**15**	**25**	56
5:45 PM	1	2	4	7	6	**13**	0	4	2	6	2	**8**	**13**	1	12	0	13	8	**21**	0	4	1	5	15	**20**	**18**	**31**	31
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**	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**	0

Project: Clarence Avenue and Adams Street
Count Date: Wednesday 10/7/2026

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

	Clarence Avenue North Leg						Clarence Avenue South Leg							Adams Street East Leg						Adams Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
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**	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**	0
7:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	
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	**29**	**54**	**33**	**116**	**84**	**200**	**23**	**57**	**14**	**94**	**91**	**185**	**210**	**15**	**252**	**28**	**295**	**232**	**527**	**9**	**176**	**12**	**197**	**295**	**492**	**492**	**702**	**2808**

AM Peak Hour - All Vehicles

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
7:45 AM	4	9	5	18	27	**45**	10	19	5	34	19	**53**	**52**	3	54	7	64	61	**125**	3	46	5	54	63	**117**	**118**	**170**
Percent Trucks	0.0%	11.1%	0.0%	5.6%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	5.3%	1.9%	1.9%	0.0%	1.9%	0.0%	1.6%	3.3%	2.4%	0.0%	4.3%	0.0%	3.7%	1.6%	2.6%	2.5%	2.4%

Intersection Peak Hour Factor = 0.62

PM Peak Hour - All Vehicles

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
4:15 PM	8	8	5	21	12	**33**	2	6	1	9	18	**27**	**30**	4	57	7	68	41	**109**	3	34	2	39	66	**105**	**107**	**137**
Percent Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	3.7%	0.0%	0.0%	1.8%	14.3%	2.9%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	1.5%	1.0%	1.9%	1.5%

Intersection Peak Hour Factor = 0.93

Custom Analysis Hour - All Vehicles

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
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**
Percent Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Intersection Peak Hour Factor = #DIV/0!

All Data Collected - All Hours - All Vehicles

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
	29	54	33	116	84	**200**	23	57	14	94	91	**185**	**210**	15	252	28	295	232	**527**	9	176	12	197	295	**492**	**492**	**702**
Percent Trucks	3.4%	1.9%	0.0%	1.7%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	2.2%	1.1%	1.0%	0.0%	2.0%	3.6%	2.0%	1.3%	1.7%	0.0%	1.7%	0.0%	1.5%	2.0%	1.8%	1.8%	#DIV/0!

Project Clarence Avenue and Adams Street

Count Date Wednesday 10/7/2026

Trucks (15-minute intervals): SU and MU

	Clarence Avenue North Leg						Clarence Avenue South Leg							Adams Street East Leg							Adams Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals				Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
12:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	1
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**	1
7:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	2
7:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	1	**1**	0	1	0	1	0	**1**	**1**	**1**	2
7:30 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
7:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	1	**1**	0	1	0	1	0	**1**	**1**	**1**	4
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**	3
8:15 AM	0	1	0	1	0	**1**	0	0	0	0	1	**1**	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**1**	3
8:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	1	0	1	1	**2**	0	1	0	1	1	**2**	**2**	**2**	2
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**	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
9:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	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**	**0**	**0**	0
1:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	1
1:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	1
1:45 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**	1
2:00 PM	0	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**	2
2:15 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**	1
2:30 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**	2
2:45 PM	0	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**	2
3:00 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**	1
3:15 PM	0	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**	1
3:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:45 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**	1
4:00 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**	2
4:15 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**	2
4:30 PM	0	0	0	0	0	**0**	0	0	0	0	1	**1**	**0**	0	0	1	1	0	**1**	0	0	0	0	0	**0**	**1**	**1**	2
4:45 PM	0	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**	2
5:00 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**	1
5:15 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**	1
5:30 PM	1	0	0	1	0	**1**	0	0	0	0	0	**0**	**1**	0	0	0	0	0	**0**	0	0	0	0	1	**1**	**0**	**1**	1
5:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0

Project: Clarence Avenue and Adams Street
Count Date: Wednesday 10/7/2026

Trucks (15-minute intervals): SU and MU

	Clarence Avenue North Leg						Clarence Avenue South Leg							Adams Street East Leg						Adams Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
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**	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**	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**	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**	0
7:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	
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	**1**	**1**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**2**	**2**	**0**	**5**	**1**	**6**	**3**	**9**	**0**	**3**	**0**	**3**	**6**	**9**	**9**	**11**	**44**

AM Peak Hour - Trucks

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
7:45 AM	0	1	0	1	0	**1**	0	0	0	0	1	**1**	**1**	0	1	0	1	2	**3**	0	2	0	2	1	**3**	**3**	**4**

PM Peak Hour - Trucks

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
4:15 PM	0	0	0	0	0	**0**	0	0	0	0	1	**1**	**0**	0	1	1	2	0	**2**	0	0	0	0	1	**1**	**2**	**2**

Custom Analysis Hour - Trucks

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
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**

All Data Collected - All Hours - Trucks

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
	1	1	0	2	0	**2**	0	0	0	0	2	**2**	**2**	0	5	1	6	3	**9**	0	3	0	3	6	**9**	**9**	**11**

Project Clarence Avenue and Adams Street

Count Date Wednesday 10/7/2026

Bikes on Road (15-minute intervals)

	Clarence Avenue North Leg						Clarence Avenue South Leg							Adams Street East Leg							Adams Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals				Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
12:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	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**	**0**	3
7:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	3
7:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	2	0	2	0	**2**	0	0	0	0	2	**2**	**2**	**2**	5
7:30 AM	0	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
7:45 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**	8
8:00 AM	0	0	0	0	1	**1**	0	1	0	1	1	**2**	**1**	0	0	1	1	0	**1**	0	0	0	0	0	**0**	**1**	**2**	17
8:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	2	**2**	0	2	0	2	0	**2**	**2**	**2**	15
8:30 AM	0	0	0	0	1	**1**	0	1	0	1	0	**1**	**1**	0	1	0	1	2	**3**	0	2	0	2	1	**3**	**3**	**4**	13
8:45 AM	0	0	0	0	2	**2**	1	2	0	3	0	**3**	**3**	0	0	0	0	7	**7**	0	6	0	6	0	**6**	**6**	**9**	9
9:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	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**	**0**	**0**	0
1:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 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**	1
1:45 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**	1
2:00 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**	4
2:15 PM	0	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
2:30 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**	5
2:45 PM	0	0	0	0	1	**1**	0	0	0	0	0	**0**	**0**	0	2	0	2	0	**2**	0	0	1	1	2	**3**	**3**	**3**	8
3:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	1	**1**	0	1	0	1	0	**1**	**1**	**1**	7
3:15 PM	0	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**	7
3:30 PM	0	1	0	1	1	**2**	0	1	0	1	1	**2**	**2**	0	1	0	1	0	**1**	0	0	0	0	1	**1**	**1**	**3**	6
3:45 PM	0	0	0	0	1	**1**	0	0	0	0	0	**0**	**0**	1	1	0	2	0	**2**	0	0	0	0	1	**1**	**2**	**2**	3
4:00 PM	0	0	0	0	1	**1**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	1	1	0	**1**	**1**	**1**	5
4:15 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
4:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	9
4:45 PM	0	0	0	0	0	**0**	0	0	2	2	0	**2**	**2**	0	1	0	1	1	**2**	0	1	0	1	3	**4**	**2**	**4**	12
5:00 PM	0	0	0	0	0	**0**	0	0	0	0	1	**1**	**0**	0	4	0	4	0	**4**	1	0	0	1	4	**5**	**5**	**5**	9
5:15 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**	4
5:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	3	0	3	0	**3**	0	0	0	0	3	**3**	**3**	**3**	4
5:45 PM	0	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**	1

Project Clarence Avenue and Adams Street
Count Date Wednesday 10/7/2026

Bikes on Road (15-minute intervals)

	Clarence Avenue North Leg						Clarence Avenue South Leg							Adams Street East Leg						Adams Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
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**	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**	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**	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**	0
7:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	
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**	**1**	**0**	**1**	**8**	**9**	**1**	**5**	**2**	**8**	**3**	**11**	**9**	**1**	**19**	**1**	**21**	**13**	**34**	**1**	**12**	**2**	**15**	**21**	**36**	**36**	**45**	**180**

AM Peak Hour - Bikes on Road

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
7:45 AM	0	0	0	0	2	**2**	0	2	0	2	1	**3**	**2**	0	1	1	2	4	**6**	0	4	0	4	1	**5**	**6**	**8**

PM Peak Hour - Bikes on Road

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
4:15 PM	0	0	0	0	0	**0**	0	0	2	2	1	**3**	**2**	0	5	0	5	1	**6**	1	1	0	2	7	**9**	**7**	**9**

Custom Analysis Hour - Bikes on Road

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
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**

All Data Collected - Bikes on Road

	Clarence Avenue North Leg						Clarence Avenue South Leg						N-S Total	Adams Street East Leg						Adams 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**
	0	1	0	1	8	**9**	1	5	2	8	3	**11**	**9**	1	19	1	21	13	**34**	1	12	2	15	21	**36**	**36**	**45**

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Clarence and East

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: WB, Lane 1

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	1	0	0	0	0	0	0	0	0	2
5:00	1	1	4	1	2	0	0	0	0	0	0	0	9
6:00	1	1	1	1	4	1	1	1	0	0	0	0	11
7:00	15	0	11	10	9	5	0	0	0	0	0	0	50
8:00	6	8	14	12	10	3	0	0	0	0	0	0	53
9:00	3	7	10	9	2	1	0	0	0	0	0	0	32
10:00	2	5	10	3	4	1	0	0	0	0	0	0	25
11:00	9	7	8	6	3	1	0	0	0	0	0	0	34
12:00 PM	4	6	7	5	4	4	0	0	0	0	0	0	30
1:00	5	7	10	3	1	0	1	0	0	0	0	0	27
2:00	6	10	9	5	8	1	1	0	1	0	0	0	41
3:00	6	9	15	12	8	5	0	2	0	0	0	0	57
4:00	7	10	23	9	4	2	0	0	0	0	0	0	55
5:00	4	1	14	12	10	6	0	0	0	0	0	0	47
6:00	5	4	11	13	4	2	1	0	0	0	0	0	40
7:00	10	7	5	6	2	0	2	1	0	0	0	0	33
8:00	1	1	7	5	2	0	0	0	0	0	0	0	16
9:00	4	4	3	1	2	1	0	0	0	0	0	0	15
10:00	1	0	5	1	2	0	0	0	0	0	0	0	9
11:00	1	1	2	0	0	0	0	1	0	0	0	0	5
Total	91	90	169	117	82	33	6	5	1	0	0	0	594

Percentile	15th	50th	85th	95th
Speed	14	18	23	25

Mean Speed (Average)	19.5
10 MPH Pace Speed	16-25
Number in Pace	458
Percent in Pace	77.0%
Number > 25 MPH	45
Percent > 25 MPH	7.6%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Clarence and East

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: WB, Lane 1

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00	0	0	3	1	1	1	0	0	0	0	0	0	6
6:00	1	0	1	3	3	1	0	1	0	0	0	0	10
7:00	1	3	11	16	12	9	1	0	0	0	0	0	53
8:00	4	2	10	17	8	1	2	0	0	0	0	0	44
9:00	2	3	13	5	9	2	0	0	0	0	0	0	34
10:00	6	3	9	14	5	1	1	0	0	0	0	0	39
11:00	2	7	14	4	4	3	1	0	0	0	0	0	35
12:00 PM	3	3	11	5	2	1	0	1	0	0	0	0	26
1:00	4	4	11	9	6	2	0	0	0	0	0	0	36
2:00	6	4	7	10	5	1	0	0	0	0	0	0	33
3:00	10	5	19	6	11	6	2	0	0	0	0	0	59
4:00	7	10	20	15	13	1	0	0	0	0	0	0	66
5:00	8	10	18	25	8	2	0	0	0	0	0	0	71
6:00	3	3	11	18	3	0	0	0	0	0	0	0	38
7:00	2	3	12	8	9	3	1	0	0	0	0	0	38
8:00	2	0	7	1	4	2	2	0	0	0	0	0	18
9:00	0	0	5	3	1	1	0	1	0	0	0	0	11
10:00	0	0	1	1	0	0	2	0	0	0	0	0	4
11:00	0	2	0	0	1	0	0	0	0	0	0	0	3
Total	61	63	184	162	105	37	13	3	0	0	0	0	628
			Percentile	15th	50th	85th	95th						
			Speed	16	20	23	25						
		Mean Speed (Average)		20.4									
		10 MPH Pace Speed		17-26									
		Number in Pace		509									
		Percent in Pace		82.0%									
		Number > 25 MPH		53									
		Percent > 25 MPH		8.4%									
Grand Total	152	153	353	279	187	70	19	8	1	0	0	0	1222
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	19	23	25						
		Mean Speed (Average)		20.0									
		10 MPH Pace Speed		16-25									
		Number in Pace		969									
		Percent in Pace		79.0%									
		Number > 25 MPH		98									
		Percent > 25 MPH		8.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Clarence and East

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: EB, Lane 2

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	1	0	1	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	1	1	0	0	0	0	0	0	3
6:00	3	0	2	3	0	0	0	0	0	0	0	0	8
7:00	7	10	17	15	5	1	1	0	0	0	0	0	56
8:00	9	13	14	11	1	0	0	0	0	0	0	0	48
9:00	1	3	7	1	2	0	1	0	0	0	0	0	15
10:00	1	1	4	4	2	1	1	0	0	0	0	0	14
11:00	7	5	4	5	3	0	0	0	0	0	0	0	24
12:00 PM	6	3	7	3	2	0	1	0	0	0	0	0	22
1:00	2	8	8	4	5	1	0	0	0	0	0	0	28
2:00	6	6	7	4	2	1	0	1	0	0	0	0	27
3:00	5	8	8	4	4	1	0	0	0	0	0	0	30
4:00	6	8	8	12	1	0	0	0	0	0	0	0	35
5:00	4	10	15	4	0	0	0	0	0	0	0	0	33
6:00	2	7	7	4	1	1	0	0	0	0	0	0	22
7:00	9	6	5	0	0	0	0	0	0	0	0	0	20
8:00	4	2	2	3	0	0	0	0	0	0	0	0	11
9:00	3	0	1	1	1	0	0	0	0	0	0	0	6
10:00	0	1	0	1	0	1	0	0	0	0	0	0	3
11:00	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	75	92	118	79	31	8	5	1	0	0	0	0	409
			Percentile	15th	50th	85th	95th						
			Speed	13	18	21	24						
			Mean Speed (Average)	18.5									
			10 MPH Pace Speed	13-22									
			Number in Pace	331									
			Percent in Pace	81.0%									
			Number > 25 MPH	14									
			Percent > 25 MPH	3.4%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Clarence and East

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: EB, Lane 2

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	1	0	1	0	0	0	0	0	0	2
2:00	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	1	0	0	2	0	0	0	0	0	0	0	0	3
6:00	1	1	4	2	1	0	0	0	0	0	0	0	9
7:00	12	4	13	7	11	3	0	0	0	0	0	0	50
8:00	12	8	13	13	5	1	0	0	0	0	0	0	52
9:00	1	0	4	5	2	0	0	0	0	0	0	0	12
10:00	2	2	4	5	2	0	0	1	0	0	0	0	16
11:00	3	2	6	0	1	0	0	1	0	0	0	0	13
12:00 PM	7	7	7	8	3	0	0	0	0	0	0	0	32
1:00	4	3	6	2	3	0	1	0	0	0	0	0	19
2:00	11	4	9	4	3	1	0	0	1	0	0	0	33
3:00	6	5	10	4	6	0	0	0	0	0	0	0	31
4:00	6	10	11	9	5	3	0	0	0	0	0	0	44
5:00	8	6	11	12	5	1	0	0	0	0	0	0	43
6:00	3	10	17	5	3	2	1	0	0	0	0	0	41
7:00	0	5	7	2	3	1	0	0	0	0	0	0	18
8:00	2	6	4	3	2	0	1	0	0	0	0	0	18
9:00	0	2	6	3	1	0	0	0	0	0	0	0	12
10:00	0	1	1	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	80	76	134	88	57	14	3	2	1	0	0	0	455
			Percentile	15th	50th	85th	95th						
			Speed	13	18	22	24						
		Mean Speed (Average)		18.9									
		10 MPH Pace Speed		16-25									
		Number in Pace		353									
		Percent in Pace		78.0%									
		Number > 25 MPH		20									
		Percent > 25 MPH		4.4%									
Grand Total	155	168	252	167	88	22	8	3	1	0	0	0	864
Stats			Percentile	15th	50th	85th	95th						
			Speed	13	18	21	24						
		Mean Speed (Average)		18.7									
		10 MPH Pace Speed		16-25									
		Number in Pace		675									
		Percent in Pace		78.0%									
		Number > 25 MPH		34									
		Percent > 25 MPH		3.9%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Clarence and East

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: Combined

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	3
1:00	0	0	0	0	1	0	1	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	1	0	0	0	0	0	0	0	0	2
5:00	1	2	4	1	3	1	0	0	0	0	0	0	12
6:00	4	1	3	4	4	1	1	1	0	0	0	0	19
7:00	22	10	28	25	14	6	1	0	0	0	0	0	106
8:00	15	21	28	23	11	3	0	0	0	0	0	0	101
9:00	4	10	17	10	4	1	1	0	0	0	0	0	47
10:00	3	6	14	7	6	2	1	0	0	0	0	0	39
11:00	16	12	12	11	6	1	0	0	0	0	0	0	58
12:00 PM	10	9	14	8	6	4	1	0	0	0	0	0	52
1:00	7	15	18	7	6	1	1	0	0	0	0	0	55
2:00	12	16	16	9	10	2	1	1	1	0	0	0	68
3:00	11	17	23	16	12	6	0	2	0	0	0	0	87
4:00	13	18	31	21	5	2	0	0	0	0	0	0	90
5:00	8	11	29	16	10	6	0	0	0	0	0	0	80
6:00	7	11	18	17	5	3	1	0	0	0	0	0	62
7:00	19	13	10	6	2	0	2	1	0	0	0	0	53
8:00	5	3	9	8	2	0	0	0	0	0	0	0	27
9:00	7	4	4	2	3	1	0	0	0	0	0	0	21
10:00	1	1	5	2	2	1	0	0	0	0	0	0	12
11:00	1	1	4	0	0	0	0	1	0	0	0	0	7
Total	166	182	287	196	113	41	11	6	1	0	0	0	1003
			Percentile	15th	50th	85th	95th						
			Speed	14	18	22	24						
			Mean Speed (Average)	19.1									
			10 MPH Pace Speed	16-25									
			Number in Pace	778									
			Percent in Pace	78.0%									
			Number > 25 MPH	59									
			Percent > 25 MPH	5.9%									

Civiltech Engineering, Inc.
Village of Oak Park

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Latitude: 41.877998
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Direction: Combined

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	1	1	1	1	0	0	0	0	0	0	0	0	4
1:00	0	0	0	1	0	1	0	0	0	0	0	0	2
2:00	0	0	0	0	1	0	1	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	1	0	0	0	0	0	0	0	0	2
5:00	1	0	3	3	1	1	0	0	0	0	0	0	9
6:00	2	1	5	5	4	1	0	1	0	0	0	0	19
7:00	13	7	24	23	23	12	1	0	0	0	0	0	103
8:00	16	10	23	30	13	2	2	0	0	0	0	0	96
9:00	3	3	17	10	11	2	0	0	0	0	0	0	46
10:00	8	5	13	19	7	1	1	1	0	0	0	0	55
11:00	5	9	20	4	5	3	1	1	0	0	0	0	48
12:00 PM	10	10	18	13	5	1	0	1	0	0	0	0	58
1:00	8	7	17	11	9	2	1	0	0	0	0	0	55
2:00	17	8	16	14	8	2	0	0	1	0	0	0	66
3:00	16	10	29	10	17	6	2	0	0	0	0	0	90
4:00	13	20	31	24	18	4	0	0	0	0	0	0	110
5:00	16	16	29	37	13	3	0	0	0	0	0	0	114
6:00	6	13	28	23	6	2	1	0	0	0	0	0	79
7:00	2	8	19	10	12	4	1	0	0	0	0	0	56
8:00	4	6	11	4	6	2	3	0	0	0	0	0	36
9:00	0	2	11	6	2	1	0	1	0	0	0	0	23
10:00	0	1	2	1	0	0	2	0	0	0	0	0	6
11:00	0	2	0	0	1	1	0	0	0	0	0	0	4
Total	141	139	318	250	162	51	16	5	1	0	0	0	1083
			Percentile	15th	50th	85th	95th						
			Speed	15	19	23	24						
		Mean Speed (Average)		19.8									
		10 MPH Pace Speed		16-25									
		Number in Pace		862									
		Percent in Pace		80.0%									
		Number > 25 MPH		73									
		Percent > 25 MPH		6.7%									
Grand Total	307	321	605	446	275	92	27	11	2	0	0	0	2086
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	18	23	24						
		Mean Speed (Average)		19.4									
		10 MPH Pace Speed		16-25									
		Number in Pace		1644									
		Percent in Pace		79.0%									
		Number > 25 MPH		132									
		Percent > 25 MPH		6.3%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Wesley and Clarence

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: WB, Lane 1

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	3	1	1	0	1	0	0	0	0	0	0	7
6:00	1	1	2	0	2	3	1	1	0	0	0	0	11
7:00	7	5	7	12	12	4	1	0	0	0	0	0	48
8:00	4	5	18	18	6	3	0	0	0	0	0	0	54
9:00	3	5	8	10	10	3	1	0	0	0	0	0	40
10:00	2	5	10	7	4	1	0	0	0	0	0	0	29
11:00	10	3	13	10	5	1	1	0	0	0	0	0	43
12:00 PM	9	2	10	10	6	4	0	0	0	0	0	0	41
1:00	7	3	6	6	2	2	1	0	0	0	0	0	27
2:00	6	5	13	9	6	3	1	1	0	0	0	0	44
3:00	5	5	10	19	7	6	2	0	0	0	0	0	54
4:00	14	4	18	15	10	4	0	0	0	0	0	0	65
5:00	11	4	13	12	10	4	1	0	0	0	0	0	55
6:00	10	4	7	17	5	3	0	0	0	0	0	0	46
7:00	12	3	6	4	4	2	0	0	1	0	0	0	32
8:00	8	2	5	5	2	2	1	0	0	0	0	0	25
9:00	1	2	5	3	2	1	0	0	0	0	0	0	14
10:00	3	1	2	3	0	0	0	0	0	0	0	0	9
11:00	1	0	1	1	3	0	1	0	0	0	0	0	7
Total	115	62	155	163	98	47	11	2	1	0	0	0	654

	15th	50th	85th	95th
Percentile Speed	13	19	23	25

Mean Speed (Average)	19.7
10 MPH Pace Speed	17-26
Number in Pace	487
Percent in Pace	74.0%
Number > 25 MPH	61
Percent > 25 MPH	9.3%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Wesley and Clarence

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: WB, Lane 1

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	1	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	3	0	0	2	3	0	1	0	0	0	0	0	9
6:00	0	0	0	5	3	1	1	0	0	0	0	0	10
7:00	7	6	8	11	15	7	3	0	0	0	0	0	57
8:00	5	4	7	18	6	4	1	0	0	0	0	0	45
9:00	5	3	9	11	12	0	0	0	0	0	0	0	40
10:00	5	4	13	7	5	4	2	0	0	0	0	0	40
11:00	5	5	11	5	3	4	0	1	0	0	0	0	34
12:00 PM	5	2	8	8	6	0	2	0	0	0	0	0	31
1:00	8	4	12	6	8	0	1	0	0	0	0	0	39
2:00	7	5	10	8	6	6	0	0	0	0	0	0	42
3:00	9	8	15	13	16	5	2	0	0	0	0	0	68
4:00	7	7	14	16	19	5	0	0	0	0	0	0	68
5:00	10	9	16	16	14	3	0	0	0	0	0	0	68
6:00	7	1	11	9	8	2	0	0	0	0	0	0	38
7:00	5	8	4	7	4	7	2	0	0	0	0	0	37
8:00	5	4	6	3	5	0	2	0	0	0	0	0	25
9:00	4	2	4	3	1	1	0	0	0	0	0	0	15
10:00	0	2	1	3	0	0	2	0	0	0	0	0	8
11:00	0	0	2	0	1	0	0	0	0	0	0	0	3
Total	97	74	151	152	135	50	19	1	0	0	0	0	679
			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	26						
			Mean Speed (Average)	20.3									
			10 MPH Pace Speed	17-26									
			Number in Pace	507									
			Percent in Pace	76.0%									
			Number > 25 MPH	70									
			Percent > 25 MPH	10.3%									
Grand Total	212	136	306	315	233	97	30	3	1	0	0	0	1333
Stats			Percentile	15th	50th	85th	95th						
			Speed	14	20	23	25						
			Mean Speed (Average)	20.0									
			10 MPH Pace Speed	17-26									
			Number in Pace	999									
			Percent in Pace	75.0%									
			Number > 25 MPH	131									
			Percent > 25 MPH	9.8%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Wesley and Clarence

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: EB, Lane 2

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	1	0	3	0	0	0	0	0	0	4
6:00	4	0	1	1	3	0	0	0	0	0	0	0	9
7:00	5	3	6	11	10	6	3	1	1	0	0	0	46
8:00	9	7	6	10	10	2	1	0	0	0	0	0	45
9:00	4	1	6	1	0	1	0	1	0	0	0	0	14
10:00	1	1	0	4	2	1	1	2	0	0	0	0	12
11:00	3	3	5	4	6	1	2	1	0	0	0	0	25
12:00 PM	3	3	5	4	5	3	0	0	0	0	0	0	23
1:00	0	0	11	7	1	4	1	0	0	0	0	0	24
2:00	2	3	10	3	6	4	0	0	0	0	0	0	28
3:00	1	1	4	5	4	3	2	1	0	0	0	0	21
4:00	5	6	6	6	8	4	0	0	0	0	0	0	35
5:00	3	2	8	8	3	0	0	0	0	0	0	0	24
6:00	3	1	4	5	5	0	2	0	0	0	0	0	20
7:00	3	2	4	5	1	0	0	0	0	0	0	0	15
8:00	1	1	2	1	2	0	0	0	0	0	0	0	7
9:00	1	1	1	0	1	0	1	0	0	0	0	0	5
10:00	0	0	1	0	0	0	1	0	0	0	0	0	2
11:00	1	0	1	0	0	0	0	0	0	0	0	0	2
Total	50	36	81	77	67	32	14	6	1	0	0	0	364

Percentile	15th	50th	85th	95th
Speed	15	20	24	27

Mean Speed (Average)	20.8
10 MPH Pace Speed	17-26
Number in Pace	263
Percent in Pace	72.0%
Number > 25 MPH	53
Percent > 25 MPH	14.6%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Wesley and Clarence

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: EB, Lane 2

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
1:00	0	0	1	0	0	0	0	1	0	0	0	0	2
2:00	0	0	0	0	0	1	0	0	0	0	0	0	1
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	3	0	0	0	1	1	0	0	0	0	0	0	5
6:00	4	0	1	2	2	1	0	0	0	0	0	0	10
7:00	12	5	7	9	9	2	6	0	0	0	0	0	50
8:00	4	6	7	5	13	2	1	1	0	0	1	0	40
9:00	2	0	6	1	1	0	1	0	0	0	0	0	11
10:00	2	1	5	7	2	0	0	0	0	0	0	0	17
11:00	0	2	6	2	2	1	0	0	0	0	0	0	13
12:00 PM	8	1	12	5	7	1	2	0	0	0	0	0	36
1:00	8	1	3	5	2	1	1	0	0	0	0	0	21
2:00	7	2	4	6	5	0	0	0	0	0	0	0	24
3:00	3	3	3	5	4	1	0	0	0	0	0	0	19
4:00	3	3	7	7	7	6	0	1	0	0	0	0	34
5:00	3	5	6	7	7	2	0	0	0	0	0	0	30
6:00	3	1	8	9	5	3	3	0	0	0	0	0	32
7:00	2	0	5	4	4	2	1	0	0	0	0	0	18
8:00	1	0	5	6	3	0	0	0	0	0	0	0	15
9:00	0	0	5	2	3	2	1	0	0	0	0	0	13
10:00	0	1	2	1	0	0	0	0	0	0	0	0	4
11:00	0	0	0	1	0	0	0	1	0	0	0	0	2
Total	65	32	94	84	78	26	16	4	0	0	1	0	400
			Percentile	15th	50th	85th	95th						
			Speed	13	20	24	27						
			Mean Speed (Average)	20.4									
			10 MPH Pace Speed	17-26									
			Number in Pace	289									
			Percent in Pace	73.0%									
			Number > 25 MPH	47									
			Percent > 25 MPH	11.8%									
Grand Total	115	68	175	161	145	58	30	10	1	0	1	0	764
Stats			Percentile	15th	50th	85th	95th						
			Speed	14	20	24	27						
			Mean Speed (Average)	20.6									
			10 MPH Pace Speed	17-26									
			Number in Pace	556									
			Percent in Pace	73.0%									
			Number > 25 MPH	100									
			Percent > 25 MPH	13.1%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Wesley and Clarence

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: Combined

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	3
1:00	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	1	3	1	2	0	4	0	0	0	0	0	0	11
6:00	5	1	3	1	5	3	1	1	0	0	0	0	20
7:00	12	8	13	23	22	10	4	1	1	0	0	0	94
8:00	13	12	24	28	16	5	1	0	0	0	0	0	99
9:00	7	6	14	11	10	4	1	1	0	0	0	0	54
10:00	3	6	10	11	6	2	1	2	0	0	0	0	41
11:00	13	6	18	14	11	2	3	1	0	0	0	0	68
12:00 PM	12	5	15	14	11	7	0	0	0	0	0	0	64
1:00	7	3	17	13	3	6	2	0	0	0	0	0	51
2:00	8	8	23	12	12	7	1	1	0	0	0	0	72
3:00	6	6	14	24	11	9	4	1	0	0	0	0	75
4:00	19	10	24	21	18	8	0	0	0	0	0	0	100
5:00	14	6	21	20	13	4	1	0	0	0	0	0	79
6:00	13	5	11	22	10	3	2	0	0	0	0	0	66
7:00	15	5	10	9	5	2	0	0	1	0	0	0	47
8:00	9	3	7	6	4	2	1	0	0	0	0	0	32
9:00	2	3	6	3	3	1	1	0	0	0	0	0	19
10:00	3	1	3	3	0	0	1	0	0	0	0	0	11
11:00	2	0	2	1	3	0	1	0	0	0	0	0	9
Total	165	98	236	240	165	79	25	8	2	0	0	0	1018

Percentile	15th	50th	85th	95th
Speed	14	20	23	26

Mean Speed (Average)	20.1
10 MPH Pace Speed	17-26
Number in Pace	750
Percent in Pace	74.0%
Number > 25 MPH	114
Percent > 25 MPH	11.2%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Adams Street
Station ID: Between
Location: Wesley and Clarence

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.877998
Longitude: -87.790520
Direction: Combined

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
1:00	0	0	1	0	0	0	0	1	0	0	0	0	2
2:00	0	0	0	0	0	2	0	0	0	0	0	0	2
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	1	0	0	0	0	0	0	0	0	1
5:00	6	0	0	2	4	1	1	0	0	0	0	0	14
6:00	4	0	1	7	5	2	1	0	0	0	0	0	20
7:00	19	11	15	20	24	9	9	0	0	0	0	0	107
8:00	9	10	14	23	19	6	2	1	0	0	1	0	85
9:00	7	3	15	12	13	0	1	0	0	0	0	0	51
10:00	7	5	18	14	7	4	2	0	0	0	0	0	57
11:00	5	7	17	7	5	5	0	1	0	0	0	0	47
12:00 PM	13	3	20	13	13	1	4	0	0	0	0	0	67
1:00	16	5	15	11	10	1	2	0	0	0	0	0	60
2:00	14	7	14	14	11	6	0	0	0	0	0	0	66
3:00	12	11	18	18	20	6	2	0	0	0	0	0	87
4:00	10	10	21	23	26	11	0	1	0	0	0	0	102
5:00	13	14	22	23	21	5	0	0	0	0	0	0	98
6:00	10	2	19	18	13	5	3	0	0	0	0	0	70
7:00	7	8	9	11	8	9	3	0	0	0	0	0	55
8:00	6	4	11	9	8	0	2	0	0	0	0	0	40
9:00	4	2	9	5	4	3	1	0	0	0	0	0	28
10:00	0	3	3	4	0	0	2	0	0	0	0	0	12
11:00	0	0	2	1	1	0	0	1	0	0	0	0	5
Total	162	106	245	236	213	76	35	5	0	0	1	0	1079
			Percentile	15th	50th	85th	95th						
			Speed	14	20	24	26						
			Mean Speed (Average)	20.4									
			10 MPH Pace Speed	17-26									
			Number in Pace	796									
			Percent in Pace	75.0%									
			Number > 25 MPH	117									
			Percent > 25 MPH	10.8%									
Grand Total	327	204	481	476	378	155	60	13	2	0	1	0	2097
Stats			Percentile	15th	50th	85th	95th						
			Speed	14	20	23	26						
			Mean Speed (Average)	20.2									
			10 MPH Pace Speed	17-26									
			Number in Pace	1555									
			Percent in Pace	74.0%									
			Number > 25 MPH	231									
			Percent > 25 MPH	11.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.878822
Longitude: -87.790260
Direction: NB, Lane 1

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	0	1	0	1	0	0	0	0	0	0	0	2
5:00	0	0	0	0	0	2	1	0	0	0	0	0	3
6:00	0	0	1	0	1	0	0	0	0	0	0	0	2
7:00	0	1	2	4	8	8	6	4	0	1	0	0	34
8:00	4	4	0	4	6	8	1	0	1	0	0	0	28
9:00	6	1	2	3	2	0	0	0	0	0	0	0	14
10:00	2	1	2	2	2	2	0	0	0	0	0	0	11
11:00	4	4	2	1	0	0	0	0	0	0	0	0	11
12:00 PM	1	1	2	4	3	3	0	0	0	0	0	0	14
1:00	3	2	7	7	3	3	2	0	0	0	0	0	27
2:00	1	1	1	1	2	0	1	0	0	0	0	0	7
3:00	3	0	3	4	1	0	0	1	0	0	0	0	12
4:00	2	2	0	3	3	3	3	0	0	0	0	0	16
5:00	0	0	7	4	1	2	0	0	0	0	0	0	14
6:00	0	0	2	3	6	1	0	0	0	0	0	0	12
7:00	3	0	2	1	2	1	1	0	0	0	0	0	10
8:00	0	0	2	0	2	1	0	0	0	0	0	0	5
9:00	0	0	3	4	0	3	1	0	0	0	0	0	11
10:00	0	0	0	1	2	1	0	0	0	0	0	0	4
11:00	3	2	0	0	1	0	1	0	0	0	0	0	7
Total	32	19	40	46	46	38	17	5	1	1	0	0	245

Percentile	15th	50th	85th	95th
Speed	15	21	25	28

Mean Speed (Average)	21.9
10 MPH Pace Speed	18-27
Number in Pace	169
Percent in Pace	69.0%
Number > 25 MPH	62
Percent > 25 MPH	25.3%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.878822
Longitude: -87.790260
Direction: NB, Lane 1

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	1	0	0	0	0	0	0	0	0	1
6:00	0	0	1	1	0	1	2	0	0	0	0	0	5
7:00	4	0	4	8	7	5	6	8	1	0	0	0	43
8:00	3	2	3	2	11	1	0	0	0	0	0	0	22
9:00	4	1	2	1	2	2	1	0	0	0	0	0	13
10:00	2	3	3	3	0	1	0	0	0	0	0	0	12
11:00	2	2	1	1	3	4	0	1	0	0	0	0	14
12:00 PM	7	0	1	4	0	1	0	0	0	0	0	0	13
1:00	1	1	1	7	1	0	2	0	0	0	0	0	13
2:00	4	2	2	0	3	2	0	0	0	0	0	0	13
3:00	6	1	2	2	3	0	0	0	0	0	0	0	14
4:00	2	5	7	4	5	2	0	0	0	0	0	0	25
5:00	1	3	4	3	7	0	1	1	0	0	0	0	20
6:00	0	1	0	3	1	1	1	0	0	0	0	0	7
7:00	2	2	0	0	1	1	0	1	0	0	0	0	7
8:00	0	0	1	1	1	1	0	0	0	0	0	0	4
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	38	23	35	41	45	22	13	11	1	0	0	0	229
			Percentile	15th	50th	85th	95th						
			Speed	14	20	25	29						
			Mean Speed (Average)	21.3									
			10 MPH Pace Speed	17-26									
			Number in Pace	146									
			Percent in Pace	64.0%									
			Number > 25 MPH	47									
			Percent > 25 MPH	20.5%									
Grand Total	70	42	75	87	91	60	30	16	2	1	0	0	474
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	21	25	29						
			Mean Speed (Average)	21.6									
			10 MPH Pace Speed	18-27									
			Number in Pace	313									
			Percent in Pace	66.0%									
			Number > 25 MPH	109									
			Percent > 25 MPH	23.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.878822
Longitude: -87.790260
Direction: SB, Lane 2

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00	3	0	0	1	1	1	0	0	0	0	0	0	6
7:00	0	0	1	3	2	2	1	0	0	0	0	0	9
8:00	7	2	5	3	2	1	2	2	0	0	0	0	24
9:00	3	5	4	2	1	0	0	0	0	0	0	0	15
10:00	4	3	3	2	3	0	0	0	0	0	0	0	15
11:00	1	2	4	6	4	1	1	0	0	0	0	0	19
12:00 PM	1	1	2	5	2	3	1	1	0	0	0	0	16
1:00	3	3	3	4	5	0	2	0	0	0	0	0	20
2:00	1	1	5	7	3	1	0	0	0	0	0	0	18
3:00	2	3	6	2	3	2	1	0	0	0	0	0	19
4:00	4	3	5	3	0	1	5	0	0	0	0	0	21
5:00	4	4	4	3	4	3	3	0	0	0	0	0	25
6:00	2	3	3	3	6	2	2	1	0	0	0	0	22
7:00	0	2	0	5	3	1	1	0	0	0	0	0	12
8:00	2	0	3	0	2	2	1	0	0	0	0	0	10
9:00	0	0	0	2	3	3	1	0	0	0	0	0	9
10:00	0	0	1	0	1	1	0	0	0	0	0	0	3
11:00	1	0	1	0	2	0	0	0	0	0	0	0	4
Total	38	32	51	51	47	24	21	4	0	0	0	0	268

Percentile	15th	50th	85th	95th
Speed	15	20	25	28

Mean Speed (Average)	21.0
10 MPH Pace Speed	17-26
Number in Pace	183
Percent in Pace	68.0%
Number > 25 MPH	49
Percent > 25 MPH	18.3%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.878822
Longitude: -87.790260
Direction: SB, Lane 2

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00	2	0	1	0	0	0	1	0	0	0	0	0	4
7:00	3	0	3	5	2	3	0	2	1	0	0	0	19
8:00	3	3	3	3	2	3	1	0	0	0	0	0	18
9:00	2	2	5	2	2	0	0	0	1	0	0	0	14
10:00	3	4	2	3	3	0	0	0	1	0	0	0	16
11:00	3	1	5	6	1	2	2	0	0	0	0	0	20
12:00 PM	0	1	5	7	4	1	0	0	0	0	0	0	18
1:00	3	3	4	2	0	1	0	0	0	0	0	0	13
2:00	2	2	6	8	1	0	0	0	0	0	0	0	19
3:00	4	5	5	6	4	3	4	0	0	0	0	0	31
4:00	2	4	6	8	5	1	2	0	0	0	0	0	28
5:00	6	0	5	3	6	3	2	0	0	0	0	0	25
6:00	3	4	3	4	3	3	1	0	0	0	0	0	21
7:00	0	0	3	0	2	3	0	1	0	0	0	0	9
8:00	1	1	1	1	1	2	0	0	0	0	0	0	7
9:00	1	1	1	2	1	0	0	0	0	0	0	0	6
10:00	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	38	32	58	61	37	25	13	3	3	0	0	0	270
			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	28						
			Mean Speed (Average)	20.9									
			10 MPH Pace Speed	16-25									
			Number in Pace	187									
			Percent in Pace	70.0%									
			Number > 25 MPH	44									
			Percent > 25 MPH	16.3%									
Grand Total	76	64	109	112	84	49	34	7	3	0	0	0	538
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	20	24	28						
			Mean Speed (Average)	20.9									
			10 MPH Pace Speed	17-26									
			Number in Pace	369									
			Percent in Pace	69.0%									
			Number > 25 MPH	93									
			Percent > 25 MPH	17.3%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.878822
Longitude: -87.790260
Direction: Combined

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	0	1	0	1	0	0	0	0	0	0	0	2
5:00	0	0	1	0	0	2	1	0	0	0	0	0	4
6:00	3	0	1	1	2	1	0	0	0	0	0	0	8
7:00	0	1	3	7	10	10	7	4	0	1	0	0	43
8:00	11	6	5	7	8	9	3	2	1	0	0	0	52
9:00	9	6	6	5	3	0	0	0	0	0	0	0	29
10:00	6	4	5	4	5	2	0	0	0	0	0	0	26
11:00	5	6	6	7	4	1	1	0	0	0	0	0	30
12:00 PM	2	2	4	9	5	6	1	1	0	0	0	0	30
1:00	6	5	10	11	8	3	4	0	0	0	0	0	47
2:00	2	2	6	8	5	1	1	0	0	0	0	0	25
3:00	5	3	9	6	4	2	1	1	0	0	0	0	31
4:00	6	5	5	6	3	4	8	0	0	0	0	0	37
5:00	4	4	11	7	5	5	3	0	0	0	0	0	39
6:00	2	3	5	6	12	3	2	1	0	0	0	0	34
7:00	3	2	2	6	5	2	2	0	0	0	0	0	22
8:00	2	0	5	0	4	3	1	0	0	0	0	0	15
9:00	0	0	3	6	3	6	2	0	0	0	0	0	20
10:00	0	0	1	1	3	2	0	0	0	0	0	0	7
11:00	4	2	1	0	3	0	1	0	0	0	0	0	11
Total	70	51	91	97	93	62	38	9	1	1	0	0	513
			Percentile	15th	50th	85th	95th						
			Speed	15	20	25	28						
		Mean Speed (Average)		21.5									
		10 MPH Pace Speed		18-27									
		Number in Pace		348									
		Percent in Pace		68.0%									
		Number > 25 MPH		111									
		Percent > 25 MPH		21.6%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.878822
Longitude: -87.790260
Direction: Combined

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	1	0	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	1	0	0	0	0	0	0	0	0	2
6:00	2	0	2	1	0	1	3	0	0	0	0	0	9
7:00	7	0	7	13	9	8	6	10	2	0	0	0	62
8:00	6	5	6	5	13	4	1	0	0	0	0	0	40
9:00	6	3	7	3	4	2	1	0	1	0	0	0	27
10:00	5	7	5	6	3	1	0	0	1	0	0	0	28
11:00	5	3	6	7	4	6	2	1	0	0	0	0	34
12:00 PM	7	1	6	11	4	2	0	0	0	0	0	0	31
1:00	4	4	5	9	1	1	2	0	0	0	0	0	26
2:00	6	4	8	8	4	2	0	0	0	0	0	0	32
3:00	10	6	7	8	7	3	4	0	0	0	0	0	45
4:00	4	9	13	12	10	3	2	0	0	0	0	0	53
5:00	7	3	9	6	13	3	3	1	0	0	0	0	45
6:00	3	5	3	7	4	4	2	0	0	0	0	0	28
7:00	2	2	3	0	3	4	0	2	0	0	0	0	16
8:00	1	1	2	2	2	3	0	0	0	0	0	0	11
9:00	1	1	1	2	1	0	0	0	0	0	0	0	6
10:00	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	76	55	93	102	82	47	26	14	4	0	0	0	499
			Percentile	15th	50th	85th	95th						
			Speed	14	20	24	29						
		Mean Speed (Average)		21.1									
		10 MPH Pace Speed		17-26									
		Number in Pace		331									
		Percent in Pace		67.0%									
		Number > 25 MPH		91									
		Percent > 25 MPH		18.2%									
Grand Total	146	106	184	199	175	109	64	23	5	1	0	0	1012
Stats			Percentile	15th	50th	85th	95th						
			Speed	15	20	25	28						
		Mean Speed (Average)		21.3									
		10 MPH Pace Speed		18-27									
		Number in Pace		677									
		Percent in Pace		67.0%									
		Number > 25 MPH		202									
		Percent > 25 MPH		20.0%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.876930
Longitude: -87.790207
Direction: NB, Lane 1

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	1	0	0	5	5	11	3	9	0	0	0	0	34
8:00	10	0	2	3	6	4	2	1	1	0	0	0	29
9:00	3	1	2	5	3	1	0	0	0	0	0	0	15
10:00	2	1	2	0	1	0	0	1	0	0	0	0	7
11:00	3	0	3	1	0	0	0	0	0	0	0	0	7
12:00 PM	3	1	2	4	2	0	0	0	0	0	0	0	12
1:00	3	0	0	4	6	1	2	0	0	0	0	0	16
2:00	3	0	1	1	1	2	0	0	0	0	0	0	8
3:00	3	3	1	1	0	0	0	0	0	0	0	0	8
4:00	12	1	0	1	0	0	0	0	0	0	0	0	14
5:00	9	2	3	1	0	0	0	0	0	0	0	0	15
6:00	2	3	2	2	0	0	0	0	0	0	0	0	9
7:00	5	0	2	2	3	1	0	0	0	0	0	0	13
8:00	3	0	0	0	1	0	0	0	0	0	0	0	4
9:00	1	0	1	0	3	0	0	0	0	0	0	0	5
10:00	0	1	1	1	1	0	1	0	0	0	0	0	5
11:00	2	0	0	0	0	2	0	0	0	0	0	0	4
Total	66	13	22	31	32	22	8	11	1	0	0	0	206

Percentile	15th	50th	85th	95th
Speed	11	20	25	29

Mean Speed (Average)	19.9
10 MPH Pace Speed	18-27
Number in Pace	108
Percent in Pace	52.0%
Number > 25 MPH	42
Percent > 25 MPH	20.4%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.876930
Longitude: -87.790207
Direction: NB, Lane 1

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	1	0	0	1	0	0	0	0	2
6:00	0	1	0	1	1	0	1	0	0	0	0	0	4
7:00	2	1	2	3	7	6	5	1	0	0	0	0	27
8:00	1	0	0	4	7	2	0	1	0	0	0	0	15
9:00	3	1	2	2	6	0	0	0	0	0	0	0	14
10:00	3	0	2	0	1	0	0	1	0	0	0	0	7
11:00	1	0	1	3	0	1	2	0	1	0	0	0	9
12:00 PM	2	2	0	2	4	0	0	0	0	0	0	0	10
1:00	2	0	1	2	6	1	0	0	0	0	0	0	12
2:00	3	0	1	2	3	2	0	0	0	0	0	0	11
3:00	4	3	1	2	3	0	1	1	0	0	0	0	15
4:00	3	3	5	3	0	0	0	0	0	0	0	0	14
5:00	11	3	3	0	0	3	1	0	0	0	0	0	21
6:00	1	2	1	0	1	1	0	0	0	0	0	0	6
7:00	0	2	3	3	1	0	1	0	0	0	0	0	10
8:00	1	2	0	0	1	0	0	0	0	0	0	0	4
9:00	0	2	1	1	0	0	0	0	0	0	0	0	4
10:00	0	0	0	1	1	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	38	22	23	29	43	16	11	6	1	0	0	0	189
			Percentile	15th	50th	85th	95th						
			Speed	12	20	24	28						
			Mean Speed (Average)	20.8									
			10 MPH Pace Speed	16-25									
			Number in Pace	115									
			Percent in Pace	62.0%									
			Number > 25 MPH	34									
			Percent > 25 MPH	18.0%									
Grand Total	104	35	45	60	75	38	19	17	2	0	0	0	395
Stats			Percentile	15th	50th	85th	95th						
			Speed	11	20	25	29						
			Mean Speed (Average)	20.3									
			10 MPH Pace Speed	18-27									
			Number in Pace	221									
			Percent in Pace	56.0%									
			Number > 25 MPH	76									
			Percent > 25 MPH	19.2%									

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
Station ID: Between
Location: Madison and Adams

File Name: Speed Analysis
Date Printed: 10/9/2026
Start Date: 10/7/2026
End Date: 10/8/2026

Latitude: 41.876930
Longitude: -87.790207
Direction: SB, Lane 2

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	3	0	0	0	0	0	0	0	0	0	3
6:00	4	0	1	0	1	0	1	0	0	0	0	0	7
7:00	1	0	0	2	4	2	3	2	0	0	0	0	14
8:00	4	2	1	1	5	2	0	1	0	0	0	0	16
9:00	0	2	2	0	1	1	0	0	0	0	0	0	6
10:00	1	1	3	2	0	2	0	1	0	0	0	0	10
11:00	2	2	1	2	3	0	0	0	0	0	0	0	10
12:00 PM	0	2	2	0	3	2	1	0	0	0	0	0	10
1:00	6	1	3	1	4	1	0	1	0	0	0	0	17
2:00	2	0	1	1	1	2	0	0	1	0	0	0	8
3:00	1	2	0	3	3	1	0	0	0	0	0	0	10
4:00	9	5	2	3	0	0	0	0	0	0	0	0	19
5:00	9	3	1	3	2	1	0	0	0	0	0	0	19
6:00	3	0	4	5	1	2	0	0	0	0	0	0	15
7:00	7	2	4	2	2	1	1	0	0	0	0	0	19
8:00	0	0	1	1	0	0	0	0	0	0	0	0	2
9:00	1	1	0	0	1	3	1	0	0	0	0	0	7
10:00	0	0	0	0	1	1	0	0	0	0	0	0	2
11:00	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	50	23	29	27	33	21	7	5	1	0	0	0	196

Percentile	15th	50th	85th	95th
Speed	11	19	25	28

Mean Speed (Average)	19.9
10 MPH Pace Speed	17-26
Number in Pace	115
Percent in Pace	59.0%
Number > 25 MPH	34
Percent > 25 MPH	17.3%

Civiltech Engineering, Inc.
Village of Oak Park

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Latitude: 41.876930
Longitude: -87.790207
Direction: SB, Lane 2

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	1	0	0	0	0	0	0	0	0	0	1
6:00	2	0	1	0	1	1	0	0	0	0	0	0	5
7:00	2	0	2	4	6	2	5	1	0	0	0	0	22
8:00	5	1	3	1	3	2	2	0	0	0	0	0	17
9:00	1	1	1	3	2	2	0	0	1	0	0	0	11
10:00	0	0	2	1	1	0	3	0	1	0	0	0	8
11:00	3	1	2	3	1	3	1	0	0	0	0	0	14
12:00 PM	6	2	3	4	1	0	1	0	0	0	0	0	17
1:00	5	1	3	2	0	1	0	0	0	0	0	0	12
2:00	1	2	0	1	2	1	0	0	0	0	0	0	7
3:00	8	1	3	2	3	5	2	0	0	0	0	0	24
4:00	1	1	2	3	4	3	0	0	0	0	0	0	14
5:00	6	1	3	4	1	0	1	0	0	0	0	0	16
6:00	0	2	2	2	3	0	0	0	0	0	0	0	9
7:00	2	1	1	1	1	1	0	2	0	0	0	0	9
8:00	2	1	1	2	1	0	1	0	0	0	0	0	8
9:00	0	0	1	0	1	1	0	0	0	0	0	0	3
10:00	1	1	0	0	1	0	0	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	16	31	33	32	22	16	3	2	0	0	0	200
			Percentile	15th	50th	85th	95th						
			Speed	11	20	26	28						
			Mean Speed (Average)	20.8									
			10 MPH Pace Speed	18-27									
			Number in Pace	120									
			Percent in Pace	61.0%									
			Number > 25 MPH	43									
			Percent > 25 MPH	21.5%									
Grand Total	95	39	60	60	65	43	23	8	3	0	0	0	396
Stats			Percentile	15th	50th	85th	95th						
			Speed	11	20	26	28						
			Mean Speed (Average)	20.3									
			10 MPH Pace Speed	18-27									
			Number in Pace	234									
			Percent in Pace	59.0%									
			Number > 25 MPH	77									
			Percent > 25 MPH	19.4%									

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Village of Oak Park

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End Date: 10/8/2026

Latitude: 41.876930
Longitude: -87.790207
Direction: Combined

10/7/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	0	3	0	0	0	0	0	0	0	0	0	4
6:00	4	0	1	0	1	0	1	0	0	0	0	0	7
7:00	2	0	0	7	9	13	6	11	0	0	0	0	48
8:00	14	2	3	4	11	6	2	2	1	0	0	0	45
9:00	3	3	4	5	4	2	0	0	0	0	0	0	21
10:00	3	2	5	2	1	2	0	2	0	0	0	0	17
11:00	5	2	4	3	3	0	0	0	0	0	0	0	17
12:00 PM	3	3	4	4	5	2	1	0	0	0	0	0	22
1:00	9	1	3	5	10	2	2	1	0	0	0	0	33
2:00	5	0	2	2	2	4	0	0	1	0	0	0	16
3:00	4	5	1	4	3	1	0	0	0	0	0	0	18
4:00	21	6	2	4	0	0	0	0	0	0	0	0	33
5:00	18	5	4	4	2	1	0	0	0	0	0	0	34
6:00	5	3	6	7	1	2	0	0	0	0	0	0	24
7:00	12	2	6	4	5	2	1	0	0	0	0	0	32
8:00	3	0	1	1	1	0	0	0	0	0	0	0	6
9:00	2	1	1	0	4	3	1	0	0	0	0	0	12
10:00	0	1	1	1	2	1	1	0	0	0	0	0	7
11:00	2	0	0	1	1	2	0	0	0	0	0	0	6
Total	116	36	51	58	65	43	15	16	2	0	0	0	402

Percentile	15th	50th	85th	95th
Speed	11	19	25	29

Mean Speed (Average)	19.9
10 MPH Pace Speed	18-27
Number in Pace	221
Percent in Pace	55.0%
Number > 25 MPH	76
Percent > 25 MPH	18.9%

Civiltech Engineering, Inc.
Village of Oak Park

Site Code: Clarence Avenue
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Location: Madison and Adams

File Name: Speed Analysis
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Latitude: 41.876930
Longitude: -87.790207
Direction: Combined

10/8/2026 Time	0 - 15 MPH	> 15 - 17.5 MPH	> 17.5 - 20 MPH	> 20 - 22.5 MPH	> 22.5 - 25 MPH	> 25 - 27.5 MPH	> 27.5 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 MPH	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	1	0	1	0	0	1	0	0	0	0	3
6:00	2	1	1	1	2	1	1	0	0	0	0	0	9
7:00	4	1	4	7	13	8	10	2	0	0	0	0	49
8:00	6	1	3	5	10	4	2	1	0	0	0	0	32
9:00	4	2	3	5	8	2	0	0	1	0	0	0	25
10:00	3	0	4	1	2	0	3	1	1	0	0	0	15
11:00	4	1	3	6	1	4	3	0	1	0	0	0	23
12:00 PM	8	4	3	6	5	0	1	0	0	0	0	0	27
1:00	7	1	4	4	6	2	0	0	0	0	0	0	24
2:00	4	2	1	3	5	3	0	0	0	0	0	0	18
3:00	12	4	4	4	6	5	3	1	0	0	0	0	39
4:00	4	4	7	6	4	3	0	0	0	0	0	0	28
5:00	17	4	6	4	1	3	2	0	0	0	0	0	37
6:00	1	4	3	2	4	1	0	0	0	0	0	0	15
7:00	2	3	4	4	2	1	1	2	0	0	0	0	19
8:00	3	3	1	2	2	0	1	0	0	0	0	0	12
9:00	0	2	2	1	1	1	0	0	0	0	0	0	7
10:00	1	1	0	1	2	0	0	0	0	0	0	0	5
11:00	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	83	38	54	62	75	38	27	9	3	0	0	0	389
			Percentile	15th	50th	85th	95th						
			Speed	12	20	26	28						
			Mean Speed (Average)	20.8									
			10 MPH Pace Speed	18-27									
			Number in Pace	231									
			Percent in Pace	60.0%									
			Number > 25 MPH	77									
			Percent > 25 MPH	19.8%									
Grand Total	199	74	105	120	140	81	42	25	5	0	0	0	791
Stats			Percentile	15th	50th	85th	95th						
			Speed	11	20	25	28						
			Mean Speed (Average)	20.3									
			10 MPH Pace Speed	18-27									
			Number in Pace	455									
			Percent in Pace	58.0%									
			Number > 25 MPH	153									
			Percent > 25 MPH	19.3%									

APPENDIX C

June 2023 Petition

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: June 9, 2023

To: The Transportation Commission

From: Civiltech Engineering, Inc.

Re: Traffic Analysis for a Traffic Calming Petition at Clarence Avenue and Adams Street

I. INTRODUCTION

On July 29, 2020 the Village of Oak Park received a petition to implement a traffic calming measure at the intersection of Clarence Avenue and Adams Street. In response to an angle crash at this intersection in 2019, the residents expressed concern regarding speeds of traffic along Adams Street given that there are no stop controls on the Clarence Avenue approaches. In response to these concerns and at the Village of Oak Park's request, Civiltech Engineering, Inc. has completed a traffic evaluation of the intersection of Clarence Avenue and Adams Street. This study assesses intersection traffic data and recommends 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 in order to bring the petition before the Transportation Commission. The scoring criteria can be found in **Exhibit 1**. The total score for the Clarence Avenue and Adams Street intersection is 47. This exceeds the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

III. EXISTING CONDITIONS

Clarence Avenue is a 28-foot-wide north-south local street with one lane in each direction. Adams Street is an east-west local street with one lane in each direction that measures 30 feet from curb to curb. Clarence Avenue is under two-way stop control at Adams Street. Both streets have a posted speed limit of 25 mph.

St. Christopher's Episcopal Church is situated approximately 150 feet east of the intersection on the north side of Adams Street. There are marked crosswalks across the north and south legs of Clarence Avenue. The east and west legs have uncontrolled and unmarked crossing. On-street parking is permitted on both side on all four legs of the intersection. There is "No Parking 8 AM-10 AM Monday to

Friday" restrictions on all legs except the north side of the west leg which has an S4 permit parking restriction 8AM-4PM Monday-Friday. There are "No Parking Here to Corner" signs on each leg restricting parking near the intersection. A location map is attached as **Exhibit 2A** and an aerial image of the intersection is included as **Exhibit 2B**. Photographs of each intersection approach are provided in **Appendix A**.

IV. VEHICULAR, BICYCLE, AND PEDESTRIAN DATA

In order to quantify current traffic conditions in the vicinity of the site, 12-hour traffic counts were conducted on October 19th, 2022 (Wednesday) using a Miovision Scout video camera system. Bicycle and pedestrian data was gathered in addition to the vehicular turning movement volumes. The traffic data was collected on a weekday with typical traffic patterns and while school was in session.

The traffic count data shows that the morning peak hour occurs between 7:30 A.M. to 8:30 A.M. and the evening traffic volume is highest between 3:00 P.M. to 4:00 P.M. Overall results of the traffic count are presented below in **Table 1.** Peak hour traffic volume diagrams showing the vehicular and bicycle turning movement volumes are provided in **Exhibit 3A and Exhibit 3B**. The east and west approaches have higher volumes compared to the north and south intersection approaches. Turning volumes on all intersection legs are relatively low compared to the through volumes. The data also shows a relatively high volume of cyclists traveling eastbound on Adams. The 12-hour traffic data is attached to this report in **Appendix B**.

Table 1. Traffic Volume Data Summary

Intersection Leg	12-Hour Volume (veh/day)			
	Passenger Cars	Single-Unit Trucks	Bikes on Road	12 -Hour Total
South	143 (95%)	3 (2%)	4 (3%)	150
North	222 (96%)	4 (1%)	6 (3%)	232
West	259 (84%)	8 (2%)	40 (13%)	307
East	412 (93%)	5 (1%)	28 (6%)	445
Overall Intersection	1,036 (91%)	20 (1%)	78 (7%)	1,134

Additional traffic data was collected mid-block on four legs of the intersection over a 48-hour period using tube counters. One component of this data is Average Daily Traffic (ADT) as summarized in **Table 2**. Volumes on Clarence and Adams are somewhat less than those on typical Oak Park Street, which range between 800 and 1,200 vehicles per day. Speed data was another component of the mid-block data collection effort. **Exhibit 4** illustrates the ADT and speed data by direction on each leg**.** Raw speed and volume data for each of the four legs is attached to this report in **Appendix C**.

Metrics quantifying various aspects of this data are presented in **Table 2.**

Table 2. Speed and Volume Data Summary

Location	Intersection Leg	Direction	Percentage of Motorists Above or Below Posted Speed Limit in 5 mph Bins During Study Period*					% Above 25 mph	ADT	85th 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			
Clarence Avenue	North	NB	34 (10%)	108 (32%)	149 (44%)	40 (12%)	7 (2%)	**58%**	**176**	**29**
		SB	66 (13%)	220 (45%)	163 (33%)	38 (8%)	5 (1%)	**42%**	**252**	**29**
	South	NB	87 (29%)	144 (47%)	65 (21%)	9 (3%)	0 (0%)	**24%**	**156**	**27**
		SB	70 (19%)	125 (35%)	121 (33%)	36 (10%)	12 (3%)	**46%**	**188**	**29**
Adams Street	East	EB	850 (92%)	48 (5%)	4 (0.5%)	18 (2%)	2 (0.5%)	**3%**	**467**	**19**
		WB	172 (24%)	272 (38%)	195 (28%)	58 (8%)	13 (2%)	**38%**	**363**	**29**
	West	EB	186 (33%)	210 (37%)	131 (23%)	34 (6%)	6 (1%)	**30%**	**289**	**28**
		WB	172 (21%)	340 (42%)	228 (28%)	48 (6%)	21 (3%)	**37%**	**409**	**28**

* Data was collected from Wednesday, October 19th, 2022 through Thursday, October 20th, 2022.
** 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a road segment.

A review of the Adams Street speed data shows a greater than 60% compliance rate with the 25 mph speed limit and that more than 90% of the vehicles are traveling less than 5 mph over the speed limit. This suggests that majority of the vehicles on Adams are operating close to the speed limit. This is likely because the proximity of stop signs 300 feet to the east and west are moderating speeds near Clarence.

Speeds on Clarence are slightly higher with 58% and 42% vehicles exceeding the 25 mph limit on the north leg northbound and southbound respectively while 24% northbound and 46% southbound vehicles are exceeding the 25 mph limit on the south leg. This is likely due to the longer distance to the nearest stop signs to the south at Jackson and to the north at Madison.

Although the speed profiles on both Clarence and Adams are both fairly typical for residential streets and Oak Park, there appears to be a slight speeding issue on the north leg, the southbound movement of south leg and the westbound movement on the east leg of the intersection

Additionally, as is the case on almost all streets locally, regionally, and even nationally, there is a small percentage (1% to 2%) of drivers that blatantly disregard the law and drive faster than 10 miles per hour over the speed limit.

As part of the Jackson, Washington and North-South Road evaluation, traffic data and speed data were collected mid-block on the north leg of the intersection of Clarence Avenue and Adams Street over a 24-hour period in 2018. The results of the speed and volume data for the north leg are attached to this report in **Appendix D**. The 2022 ADT (428) matches closely to the 2018 ADT (413) at the north leg of the intersection. The 85th percentile speed was 27 mph in both directions in 2018 as compared to 29 mph in both directions in 2022. This implies that 85 percent of the drivers

were traveling at or below 27 mph in 2018 as compared to 85 percent of the drivers traveling at or below 29 mph in 2022.

V. CRASH ANALYSIS

In order to evaluate safety trends at the Clarence Avenue and Adams Street intersection, reported crash data was obtained from the IDOT Safety Portal and the Village of Oak Park from January 2018 through December 2022, a five-year period. This data shows that there was one intersection-related collision during the five-year period, which was an angle crash that occurred on February 27, 2019 and another mid-block crash that was reported on April 12, 2022. A collision diagram can be found in **Exhibit 5**.

The two reported crash circumstances are described as follows:

1) The 2019 angle crash resulted due to the motorist traveling southbound on Clarence not yielding to an eastbound Adams Street vehicle which resulted in a property damage only crash.
2) The 2022 crash resulted because a southbound motorist struck an unoccupied parked vehicle on Clarence Avenue south of Adams resulting in a rollover. This crash resulted in a B-level injury. Although this collision occurred close to the intersection, it is not considered to be an intersection-related crash.

Crash rates describe the number of crashes in a given period as compared to the traffic volume (or exposure) to crashes. Crash rates are calculated by dividing the total number of crashes at a given roadway section or intersection over a specified time period (typically three to five years) by a measure of exposure. Comparing the crash rate to the critical crash rate can help determine if the intersection or roadway section has a higher probability of crashes occurring. The number of reported crashes that occurred over a five year period at Clarence Avenue and Adams Street is two. The Average Daily Traffic (ADT) for the intersection of Clarence Avenue and Adams Street as determined by the Villages' 1997 area-wide traffic study was 1,367 vehicles. Using this data, the crash rate for the Clarence Avenue and Adams Street intersection is 0.802 accidents per million entering vehicles (Acc/MEV).

This crash rate is below the critical crash rate calculated for the south section of the Village (from South Boulevard to I-290 Expressway between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (1.029 Acc/MEV).

VI. PRELIMINARY ALL-WAY STOP CONTROL WARRANT ANALYSIS

The petition submitted to Oak Park specifically requested the installation of stop signs on Adams Street. Therefore, the need for all-way stop control was assessed to determine whether any of the four criteria in the 2009 MUTCD are satisfied. Based on a review of these warrants, it is concluded that traffic and pedestrian volumes at the intersection of Clarence Avenue and Adams 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 crash experience is not met either. Therefore, the intersection of Clarence Avenue and Adams Street does not satisfy any of the criteria to merit the consideration of multi-way stop control. Additionally, stop signs are present only 300 feet to the

east at East Avenue and 300 feet to the west at Wesley Avenue. If stop signs were installed at Adams, drivers could become frustrated with the succession of stop signs and stop compliance could decrease, compromising safety.

VII. DISCUSSION AND RECOMMENDATION

The Traffic Calming Toolbox (shown in **Exhibit 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 for the Clarence/Adams intersection.

Given a review of the comprehensive set of data, the intersection of Clarence and Adams seems to be operating safely and efficiently and does not warrant additional stop controls. However, during a field check of the intersection, it was noted that some of the existing No Parking Here to Corner Signs are too close to the intersection. It is recommended to relocate these signs to correspond with the Illinois Vehicle Code and local ordinance. This will ensure drivers don't park too close to the intersection and help enhance daylighting at the intersection, improving sight lines for drivers, cyclists, and pedestrians.

While the vast majority of drivers approaching Clarence and Adams are traveling close to the 25 mile per hour limit, there are a few outliers that are traveling significantly faster. In order to address this, temporary radar speed feedback signs are recommended for deployment on an interim basis on Adams Street to increase drivers' awareness of their speeds.

Additionally, based on the traffic results, targeted enforcement is also recommended as needed near this intersection in order to reduce speeding.

<table>
<tr><th>Measure</th><th>Maximum Number of Points</th><th>Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures
- as approved by the Village Board of Trustees on November 6, 2017 -</th><th>minimum possible score</th></tr>
<tr><td>Crash History</td><td>20</td><td>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</td><td>0 pts.</td></tr>
<tr><td>Vehicle Speed</td><td>20</td><td>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</td><td>0 pts.</td></tr>
<tr><td>Vehicle Volume</td><td>20</td><td>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</td><td>0 pts.</td></tr>
<tr><td>Pedestrian Traffic Generators</td><td>15</td><td>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</td><td>0 pts.</td></tr>
<tr><td>Bike Routes / Non-Bike Routes</td><td>10</td><td>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</td><td>3 pts.</td></tr>
<tr><td>Community Interest</td><td>15</td><td>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><th colspan="5">51% petitions</th></tr>
<tr><td>51%</td><td>-</td><td>59%</td><td>=</td><td>10 points</td></tr>
<tr><td>60%</td><td>-</td><td>68%</td><td>=</td><td>11</td></tr>
<tr><td>69%</td><td>-</td><td>77%</td><td>=</td><td>12</td></tr>
<tr><td>78%</td><td>-</td><td>86%</td><td>=</td><td>13</td></tr>
<tr><td>87%</td><td>-</td><td>95%</td><td>=</td><td>14</td></tr>
<tr><td>96%</td><td>-</td><td>100%</td><td>=</td><td>15</td></tr>
</table>
<table>
<tr><th colspan="5">75% petitions</th></tr>
<tr><td>75%</td><td>-</td><td>78%</td><td>=</td><td>10 points</td></tr>
<tr><td>79%</td><td>-</td><td>82%</td><td>=</td><td>11</td></tr>
<tr><td>83%</td><td>-</td><td>86%</td><td>=</td><td>12</td></tr>
<tr><td>87%</td><td>-</td><td>90%</td><td>=</td><td>13</td></tr>
<tr><td>91%</td><td>-</td><td>94%</td><td>=</td><td>14</td></tr>
<tr><td>95%</td><td>-</td><td>100%</td><td>=</td><td>15</td></tr>
</table>
<table>
<tr><th colspan="2">% of negative replies</th><th>Subtract</th></tr>
<tr><td colspan="2">Less than 10 or 16 replies</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% - 20%</td><td>= - 1 point</td></tr>
<tr><td>21% - 40%</td><td>= - 2</td></tr>
<tr><td>41% - 60%</td><td>= - 3</td></tr>
<tr><td>61% - 80%</td><td>= - 4</td></tr>
<tr><td>81% - 100%</td><td>= - 5 points</td></tr>
</table></td><td>10 pts.

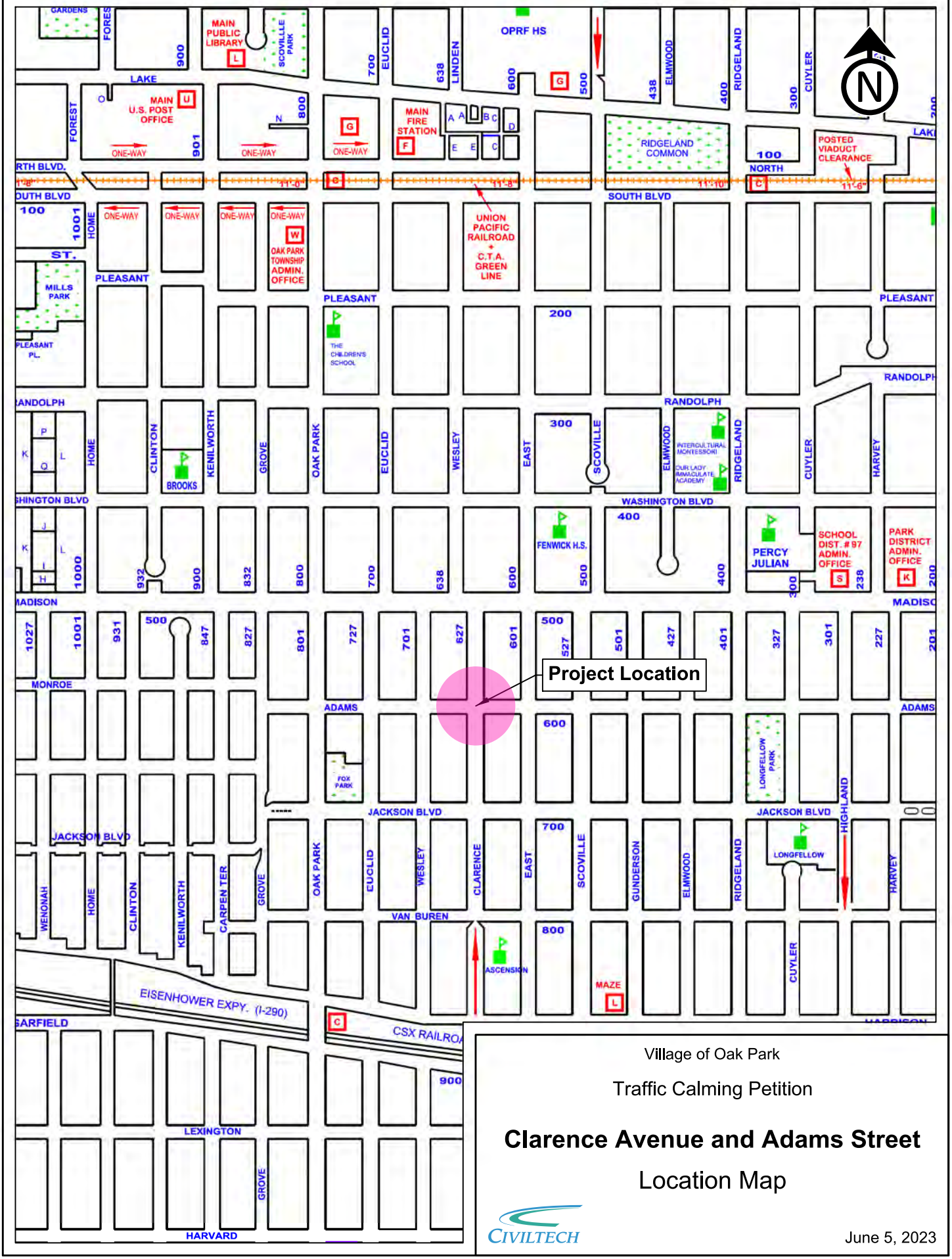
(5 pts. with minimum petition score + maximum external negative support)</td></tr>
<tr><td>Maximum Score</td><td>100</td><td>Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)</td><td>13 pts.</td></tr>
</table>

1

10

7

hibit 1



Village of Oak Park

Traffic Calming Petition

Clarence Avenue and Adams Street

Location Map

CIVILTECH

June 5, 2023

Exhibit 2A

Village of Oak Park

Traffic Calming Petition

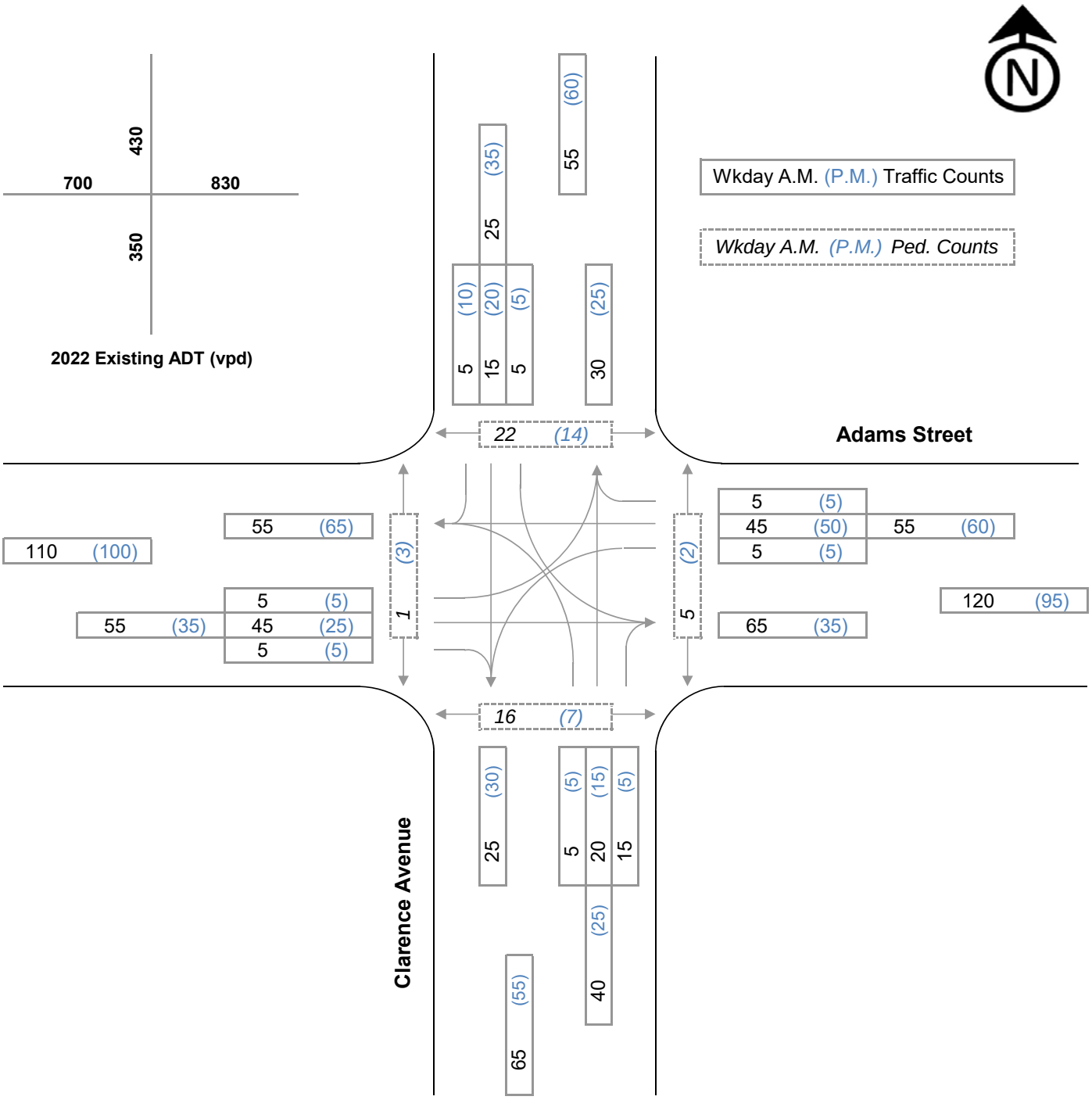
Clarence Avenue and Adams Street

Aerial Image

CIVILTECH

June 5, 2023

Exhibit 2B



Vehicle Traffic Peak Hours:

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

3:00 P.M. to 4:00 P.M.

Count Date(s):

Wednesday, October 19, 2022

Prepared: 6/5/2023

Village of Oak Park

Clarence and Adams Traffic Calming Petition

2022 Existing Peak Hour Traffic

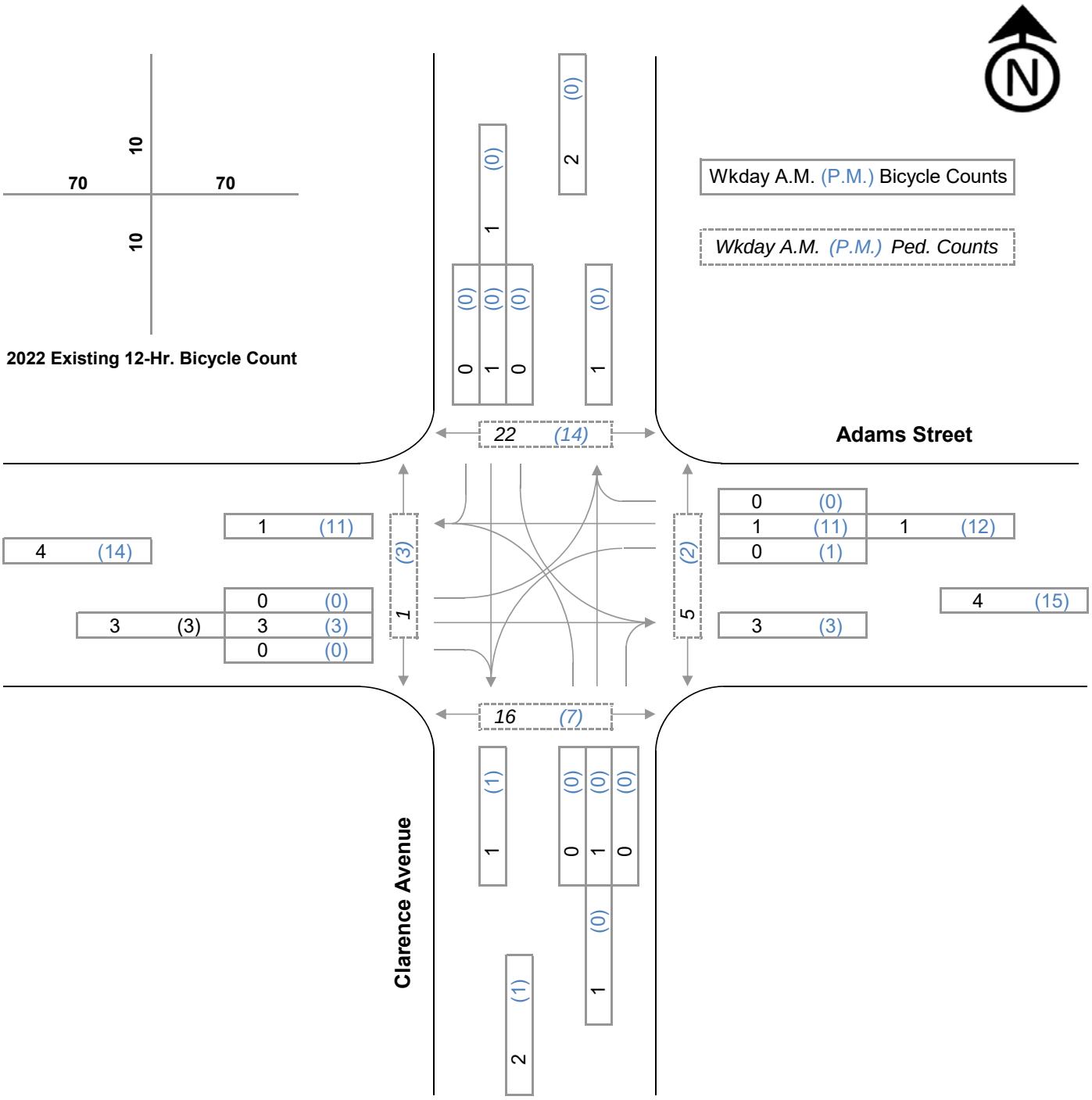
Clarence Avenue and Adams Street

Vehicle and Pedestrian Volume

CIVILTECH

File: Clarence_Adams_PHD.xlsx

Exhibit 3A



Vehicle Traffic Peak Hours:

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

3:00 P.M. to 4:00 P.M.

Count Date(s):

Wednesday, October 19, 2022

Prepared: 6/5/2023

Village of Oak Park

Clarence and Adams Traffic Calming Petition

2022 Existing Peak Hour Bicycle Traffic

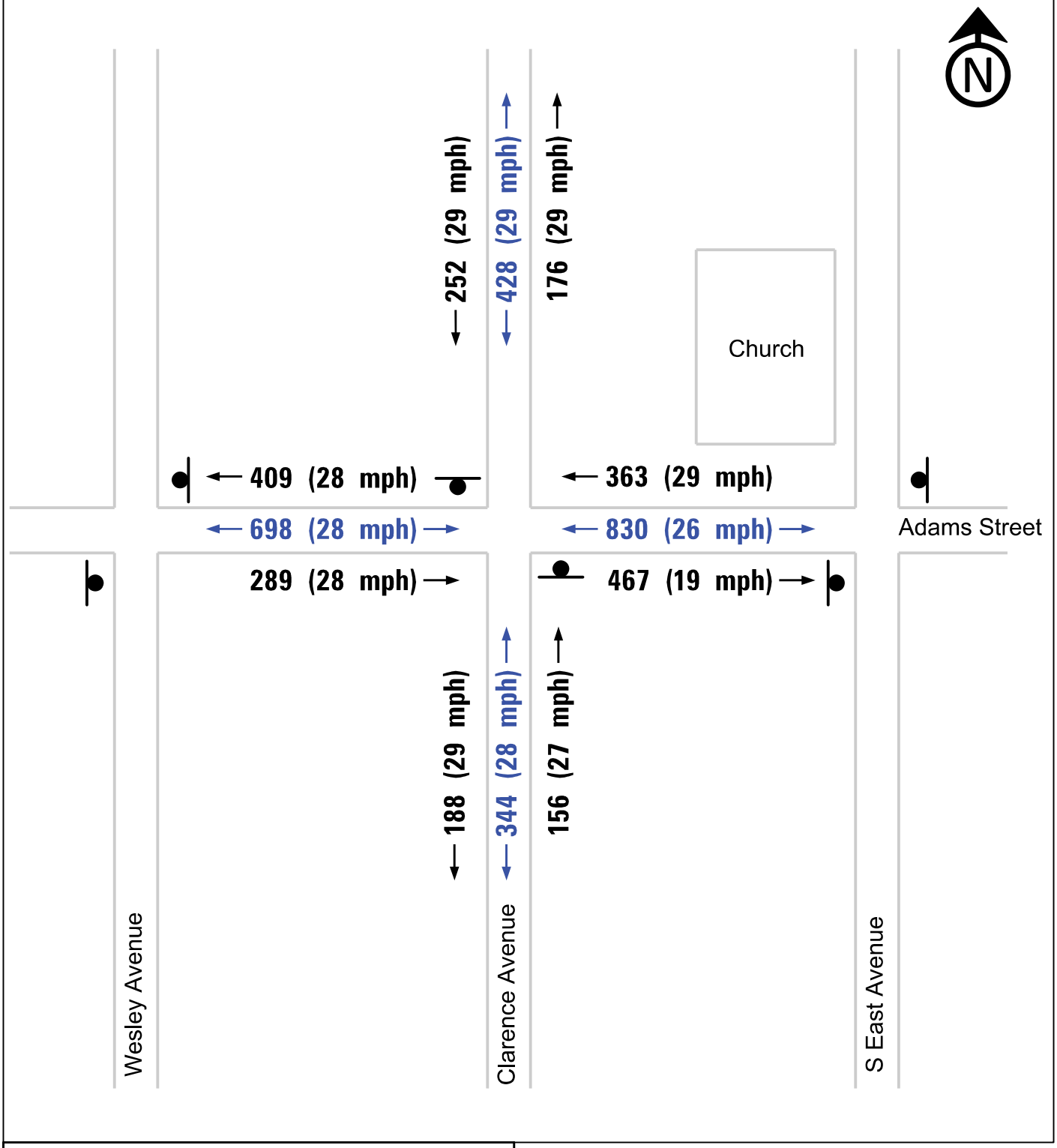
Clarence Avenue and Adams Street

Bicycle and Pedestrian Volume

CIVILTECH

File: Clarence_Adams_PHD.xlsx

Exhibit 3B



LEGEND	
Count Date:	Wednesday, 10/19/2022 Thursday, 10/20/2022
← 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

Clarence Avenue and Adams Street

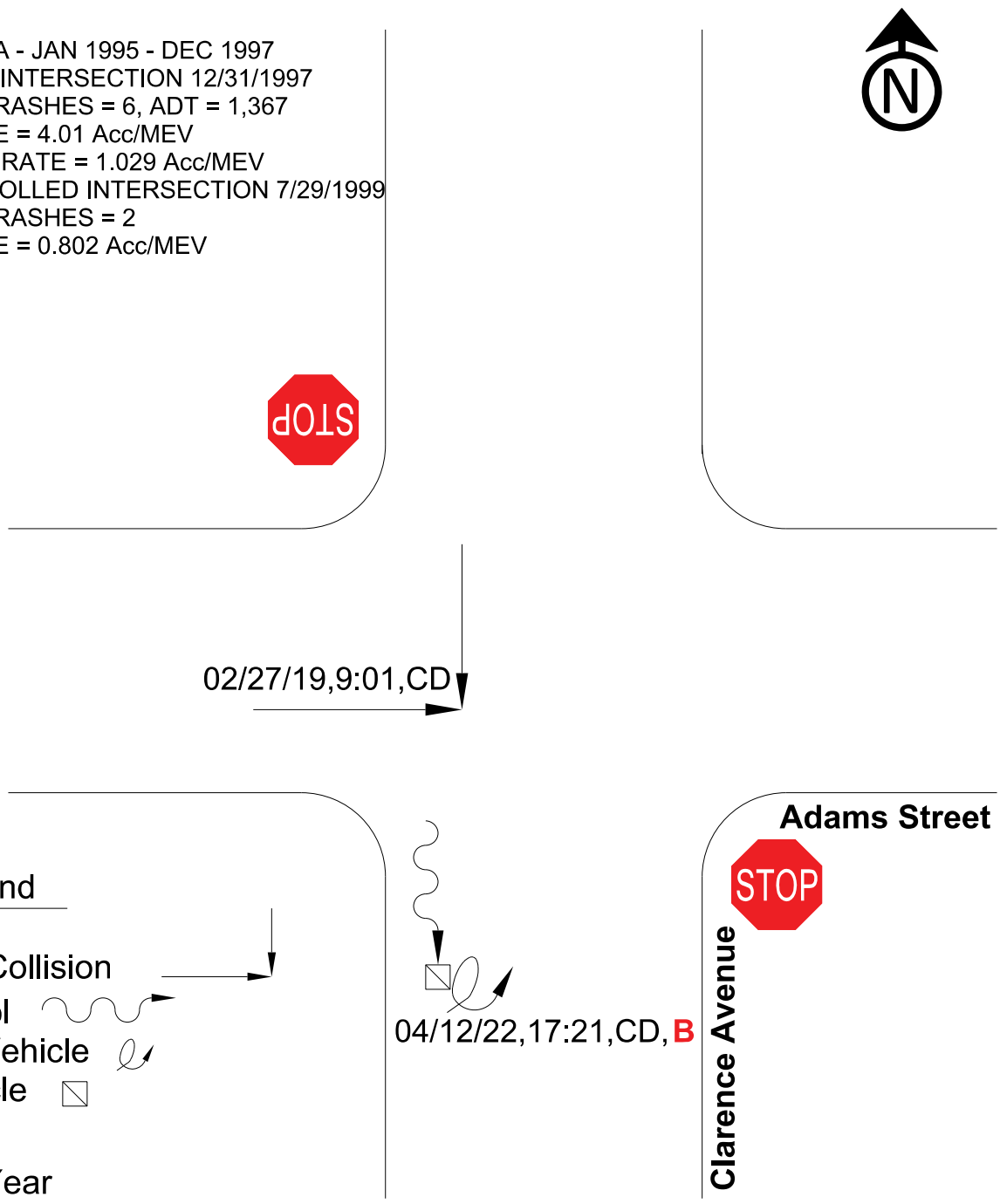
ADT and Speed Data

CIVILTECH

June 5, 2023

Exhibit 4

HISTORICAL DATA - JAN 1995 - DEC 1997
UNCONTROLLED INTERSECTION 12/31/1997
1995-1997 # OF CRASHES = 6, ADT = 1,367
1997 CRASH RATE = 4.01 Acc/MEV
CRITICAL CRASH RATE = 1.029 Acc/MEV
N/S STOP CONTROLLED INTERSECTION 7/29/1999
2018-2022 # OF CRASHES = 2
2022 CRASH RATE = 0.802 Acc/MEV



Legend

Right Angle Collision
Out of Control
Overturned Vehicle
Parked Vehicle

Date:
Month/Day/Year

Time:
00:00 (Military Time)

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

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

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

Village of Oak Park

Traffic Calming Petition

Collision Diagram (Jan 2018-Dec 2022)

Clarence Avenue and Adams Street

CIVILTECH

June 5, 2023
Not to Scale

Exhibit 5

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	

hibit

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: **Non-Petition Eligible Corridor Review: Randolph-Home**

Review Date: November 11, 2026

Prepared By: Kristen Hahn, Civiltech Engineering, Inc.

Abstract:
During development of the 2026 work plan, the Transportation Commission requested studies of streets that would not typically be included in the traffic calming petition process. The commission's top priority corridor, East Avenue, was put on hold pending an upcoming developer traffic study that will affect the corridor study. The Commission's second choice was Randolph Street from Harlem Avenue to Oak Park Avenue and Home Avenue from Randolph Street to South Boulevard, which is the topic of today's presentation.

At tonight's meeting, Civiltech Engineering, Inc. will present a preliminary draft of the traffic study and discuss how the data sources and the approach to recommendations in this corridor study differ from traffic calming petition studies.

Recommendation(s):

Staff requests feedback from the commission on the study's general approach and their preferred strategy for public outreach. This feedback will guide this study and future corridor or large area studies.

Preliminary study recommendations:

- As part of future CIP projects that require full reconstruction on Randolph, a feasibility analysis is recommended to determine whether widening Randolph is feasible or desirable.
- As part of future CIP projects that impact curb ramps at the intersection of Randolph and Home, include preliminary design and coordination necessary to provide accessible crosswalks at this uniquely challenging intersection.
- Upgrade unmarked or standard crosswalk markings to high visibility crosswalk markings throughout the study limits through future resurfacing or other CIP projects.
- Install "no parking here to corner" signs where not already posted throughout the study limits.

Supporting Documentation Is Attached

Civiltech Engineering, Inc.
www.civiltechinc.com

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

30 N LaSalle Street, Suite 2000
Chicago, IL 60602

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

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management
Landscape Architecture
Nature-based Solutions

Memorandum

Date: November 4, 2026

To: The Transportation Commission

From: Civiltech Engineering, Inc.

Re: Corridor Traffic and Safety Study
Randolph and Home

I. INTRODUCTION

In 2025, Oak Park's Transportation Commission asked staff to perform studies on multi-block corridors for streets that would not typically fall under the traffic calming petition process. Meanwhile, the Village began a subscription to StreetLight Data, a service that samples and aggregates data from connected vehicles and creates projected traffic measures such as volumes and speeds for all vehicles on each block in the Village. Staff have been working with this data over the past few months, and this study doubles as a pilot for using aggregated data sources instead of or in addition to more time-consuming data collection on site.

This study focuses on Randolph Street from Harlem Avenue to Oak Park Avenue and Home Avenue from Randolph Street to South Boulevard (**Exhibit 1**). Both streets carry higher traffic and pedestrian volumes than the single-family blocks that traffic calming petitions typically come from. They are in a residential neighborhood full of multi-family buildings, which makes them a priority in the Vision Zero plan for proactive staff-driven attention. Brooks Middle School, Mills Park, the Randolph Tot Lot, and the YMCA are all directly adjacent to Randolph and Home, and Downtown Oak Park, with both CTA Green Line and Metra stations, is just to the north. These destinations in a dense area of the Village generate significant pedestrian and cyclist volumes as well as motor vehicle traffic.

II. EXISTING CONDITIONS

Randolph Street

Randolph is an east-west street. Randolph's widest point is at the western boundary of the Village, at the Harlem intersection where separate through and left turn lanes lead to a traffic signal. It narrows east of Harlem, then maintains a 34-foot width from Maple to Marion/Wisconsin. It narrows again to a consistent 30-foot width between Marion/Wisconsin and Oak Park Avenue. Randolph forms an offset intersection at Oak Park Avenue, and

eastbound traffic from Randolph onto Oak Park Avenue is right-turn only. Harlem is the only signalized intersection on Randolph. Maple has two-way stop signs facing northbound and southbound, and the Randolph/Oak Park Avenue intersection has two-way stop signs facing Randolph. All other Randolph intersections are all-way stop controlled, and the spacing between stops along Randolph ranges from 360 feet to 660 feet. The Kenilworth neighborhood greenway crosses Randolph.

Home Avenue

Home Avenue is a 32-foot-wide north-south street with parking on both sides. All-way stop signs are posted at Home/Randolph and at Home/South Boulevard, spaced approximately 1,260 feet apart. Between these two intersections, Pleasant Street forms an offset intersection at Home with stop signs facing Pleasant. Pleasant Street is a neighborhood greenway, and green markings guide cyclists through the intersection at Home. The intersection of Pleasant and Home was identified as a priority crossing location in Oak Park's Vision Zero plan and a recommended location for all-way stop signs in the 2025 bike plan update. However, the offset intersection plus steps on the west side of Home leading to the historic Pleasant Home mansion make installing stop signs or bringing the crosswalks up to current ADA standards challenging.

Parking

Parking is consistently used throughout the study area. Both sides of Randolph and Home have overnight permit parking restrictions, and there are other designated daytime restrictions including bus loading on the north side of Randolph west of Marion for the YMCA property. Daytime parking on the south side of Randolph from Home Avenue to Grove Avenue is restricted to School District 97 permit holders. Tour bus and trolley bus parking is reserved along the west side of Home at the Pleasant Home mansion and Mills Park. Outside of these reserved areas, 3-hour parking restrictions are in effect from 8 a.m. to 8 p.m. throughout most of the corridor.

Traffic Calming

There are small concrete curb bump-outs at the Kenilworth/Randolph intersection. Larger bump-outs are in the north approach to the Marion/Randolph intersection and at the Home/South Boulevard intersection bumped out onto South Boulevard. Paint-and-post bump-outs are in progress at all four corners of Randolph and Clinton, and a new Rectangular Rapid Flashing Beacon (RRFB) will be installed through the ongoing Oak Park Avenue streetscape construction project to help pedestrians cross Oak Park Avenue at Randolph. New speed cushions were installed this fall at two locations. One is on Home Avenue between Pleasant and Randolph, and the other is on Randolph between Clinton and Kenilworth. Existing traffic calming is shown in **Exhibit 2**.

III. CRASH ANALYSIS

Crash records were reviewed for 2021 through 2025, the most recent years available from IDOT. Unsurprisingly, the highest crash intersection in the study area is Harlem and Randolph. Harlem is a major arterial under State jurisdiction that carries 34,000 vehicles per day. The vast majority of crashes involved northbound, southbound, or eastbound drivers outside the Village of Oak Park right-of-way and the scope of this study. No crashes involved westbound drivers approaching the intersection, and one crash involved a westbound cyclist on the south side of Randolph entering the intersection.

Excluding the Harlem and Randolph intersection, there were 61 crashes reported in the study area from 2021 through 2025. All non-Harlem intersections and mid-block segments experienced 8 or fewer total crashes and 2 or fewer pedestrian and cyclist crashes in five years. Notable crash categories are described below.

Parked vehicle crashes

Parked vehicle crashes represented 38 percent of all non-Harlem crashes (23 out of 61). Six of these were on the block of Randolph between Maple and Marion/Wisconsin.

Bus crashes

Seven crashes reported along Randolph involved buses.

Randolph from Marion/Wisconsin to Home

- A shuttle bus driver on southbound Marion turning left onto eastbound Randolph struck a parked car on the south side of the street.

Randolph and Clinton

- An eastbound high school bus driver found the street blocked by other buses and vehicles unwilling to move. The driver backed up and struck another vehicle.
- A bus struck a child on Clinton south of Randolph. Video showed the child running into the street from behind a parked bus into the path of the moving bus.

Randolph from Clinton to Kenilworth

- An eastbound school bus shifted too far to the right when approaching oncoming traffic and struck a parked vehicle's mirror.

Randolph and Kenilworth

- An eastbound school bus turning left onto Kenilworth struck the corner of a southbound vehicle.

Randolph and Grove

- An eastbound school bus sideswiped a parked vehicle.

Home and Pleasant

- An eastbound Pace bus driver stopped on the side of the road was struck by a passing driver.

Pedestrian crashes

Five crashes involved pedestrians. Three were in crosswalks and two were mid-block crashes occurring under unusual circumstances.

Randolph and Maple

- A pedestrian using a wheelchair in the west crosswalk was struck by a northbound driver turning left onto westbound Randolph.

Randolph and Marion/Wisconsin

- A pedestrian was crossing Wisconsin in the middle of the block between cars. A driver pulling out of a parking space and backing into another space backed into the pedestrian.

Randolph and Clinton

- A school bus struck a child who had run into the street, as noted in the section above.
- An eastbound driver struck a pedestrian in the west crosswalk.

Randolph and Kenilworth

- A southbound driver struck a pedestrian in the south crosswalk.

Cyclist crashes

Three crashes involved cyclists.

Randolph and Harlem

- A northbound driver on Harlem struck a westbound minor on a bike who was crossing the south crosswalk on green.

Randolph and Home

- A westbound driver struck a northbound cyclist who had failed to stop at the stop sign.
- A westbound driver failed to stop at the stop sign and struck a northbound cyclist.

A summary of crashes by intersection and street segment is in **Figures 1 and 2**. Detailed crash diagrams are in **Appendix A**.

Figure 1. Crashes by Injury Severity

Crash Summary by Injury Severity	A injury Crash (Incapacitating)	B injury Crash (Non-Incapacitating)	C injury Crash (Reported, not evident)	No injury	**Total**
Randolph and Harlem	2	7	7	42	**58**
Randolph and Wisconsin		1		6	**7**
Randolph from Wisconsin to Home				4	**4**
Randolph and Home			2	6	**8**
Randolph and Clinton		2		2	**4**
Randolph from Clinton to Kenilworth			1	1	**2**
Randolph and Kenilworth		1		3	**4**
Randolph and Grove				2	**2**
Randolph and Oak Park Ave			2	6	**8**
Home from Randolph to Pleasant				2	**2**
Home and Pleasant				4	**4**
Home from Pleasant to South Blvd				2	**2**
Home and South Blvd				1	**1**
Randolph and Maple		2		5	**7**
Randolph from Maple to Marion/Wisconsin				6	**6**

Figure 2. Crashes by Type (Harlem not included)

Location	Angle	Front to Front	Front to Rear	Other Object	Parked vehicle	Pedal-cyclist	Pede s-trian	Rear to Front	Side-swipe, same dir	Turning	Total
Randolph and Wisconsin	1		2	1	2		1				**7**
Randolph from Wisconsin to Home	1				2				1		**4**
Randolph and Home	3				1	2		1	1		**8**
Randolph and Clinton					2		2				**4**
Randolph from Clinton to Kenilworth					1					1	**2**
Randolph and Kenilworth	1				1		1			1	**4**
Randolph and Grove					2						**2**
Home from Randolph to Pleasant	1				1						**2**
Home and Pleasant	1				2					1	**4**
Home from Pleasant to South Blvd					2						**2**
Home and South Blvd										1	**1**
Randolph and Oak Park Ave	1	1	2						1	3	**8**
Randolph and Maple/Marion	2		1		1		1			2	**7**
Randolph from Maple/Marion to Wisconsin					6						6
Total	**11**	**1**	**5**	**1**	**23**	**2**	**5**	**1**	**3**	**9**	**61**

IV. AGGREGATED VS ON-SITE DATA COLLECTION

Oak Park has access to Village-wide multi-year traffic data through a subscription to StreetLight Data. This is a company that aggregates information from connected vehicles, in-vehicle navigation apps, and other sources. This data is not perfect, and it has both advantages and disadvantages compared to on-site data collection. StreetLight does not receive data for every vehicle on the road, so they apply their own proprietary algorithms to estimate the overall speed and volume profile for all vehicles on a given block. They also provide studies comparing their data to counts collected on site by various departments of transportation. As expected, they find their data is more accurate on higher volume roads where the sample size of vehicles they collect data from is larger. They also see increased accuracy on faster roads compared to slower ones. But data collected by sensors on site can also be misleading because of the short collection period. Traffic patterns on Oak Park's low volume streets can vary significantly from day to day or week to week without obvious cause. Collecting data for a day or two may not always be representative of typical conditions, and having sensors on site for longer periods is cost prohibitive for most neighborhood traffic studies. The aggregated data is a good way to learn in general terms which local streets experience higher or lower speeds and volumes relative to each other. It lets us compare typical conditions using the same parameters for all streets Village-wide. We also find value in the ability to show data trends over several months. StreetLight does not include information on pedestrian or cyclist movements. Oak Park designs with a focus on pedestrians and cyclists by default, but the details in an on-site traffic count can sometimes provide useful nuance to designers.

V. STREETLIGHT VOLUME AND SPEED DATA

85th percentile speeds and average daily traffic volumes were reviewed based on data from StreetLight for weekdays during school months in 2025 (January through May and September through November). **Exhibit 3** shows the average daily traffic on each block within the study area.

85th percentile speed is a standard metric used in transportation engineering. It represents the speed that 85% of drivers travel at or below. It does not capture the most extreme and rare outliers, as by definition 15% of drivers exceed this speed. Instead, it shows how the majority of drivers behave.

StreetLight shows 85th percentile speeds on Randolph are between 18 and 22 miles per hour.

Home Avenue has 85th percentile speeds of 22 to 24 miles per hour. The exception is the middle of the Pleasant / Home intersection which shows up at 27 mph. It is possible this is an error in StreetLight's algorithm, since the intersection itself is a very short segment and it seems unlikely that drivers speed up precisely there and immediately slow down again. However, even if it is accurate, it would not raise alarm. Any recorded or projected speeds within 2-3 mph of the 25 mph speed limit are within the margin of error for vehicles' speedometers and outside measuring devices. See **Exhibit 4** for a summary of 85th percentile speeds and **Appendix B** for detailed speed and volume trends on each block.

Average Daily Traffic volume (ADT) is the total number of vehicles per day driving through a specific location. StreetLight provides ADT for each block, which were assembled into the maps and charts available in **Exhibit 3** and **Appendix B**.

Randolph ranges from 5,800 to 2,300 vehicles per day over its length. The heaviest traffic is on the west end near Harlem, and volumes taper down steadily toward Oak Park Avenue. It consistently carries more traffic eastbound than westbound, possibly as a result of the one-way section of South Boulevard. South Boulevard is a one-way

westbound street between Home and Oak Park Avenue. Eastbound drivers may prefer South Boulevard for westbound trips and choose Randolph as an eastbound alternate.

Home carries 3,400 vehicles per day from Randolph to South Boulevard.

VI. ON-SITE TRAFFIC COUNT AND COMPARISON WITH STREETLIGHT

Detailed turning movement counts were collected on site for 6 hours in October 2023 at the intersection of Pleasant and Home (see **Appendix C**). They include vehicle, pedestrian, and cyclist counts by direction in 15-minute increments. Because this data is not a full 24-hour count, it cannot be compared directly to StreetLight's projected ADT numbers. However, the single peak hour typically accounts for 7-12% of a full 24 hours of traffic, depending on the area. For comparison, we reviewed a 2025 count taken by IDOT at the intersection of Washington and Ridgeland and found the peak hour accounted for 10-11% of the day's traffic on each approach. The peak hour in our Pleasant/Home turning movement count represented 10-11% of the StreetLight projected ADT. Based on this single measure, StreetLight data appears to be reasonably consistent with data collected on site for this intersection.

The turning movement count recorded

VII. DISCUSSION AND RECOMMENDATIONS

Randolph Bus and Parked Vehicle Crashes

Seven crashes along Randolph from 2021 through 2025 involved buses . Brooks Middle School's bus loading zone is on the east side of Clinton, so there are a lot of buses in this area. Not all of the bus crashes were D97 buses, but most of them were likely related to the limited space available on Randolph. Six were on Randolph itself, not on intersecting cross streets. All six of those bus crashes crashes involving parked vehicles, side swipe or passing maneuvers, or a bus striking another vehicle while completing a turn. All six were in the 30-foot-wide section of Randolph from Marion to Oak Park.

Parked vehicle crashes were also the most frequent crash type among all drivers. On a 30-foot wide street, drivers must proceed with caution and stay to the right as far as possible whenever there is oncoming traffic and vehicles are parked on both sides. Randolph carries 5,800 vehicles per day near Harlem, and it tapers to 2,300 vehicles per day near Oak Park Avenue. The 30-foot section which begins at Marion/Wisconsin carries 4,200 vehicles per day, more than triple the volume of a typical 30-foot residential street in the Village. This means there is oncoming traffic for significant portions of the peak hours, and bus drivers do not have as many opportunities to take over a full intersection as needed to complete a turn. The density of older multi-family buildings and the influx of Brooks Middle School staff each day mean parking is in high demand and often full on both sides of the street. These conditions contribute to parked vehicle crashes, but they also have some beneficial side effects. **Although it is stressful to drive on Randolph during peak hours, that difficulty forces drivers to slow down. When crashes do happen, they tend to be the least dangerous crash types** like low-speed sideswipes. 85th percentile speeds on Randolph are consistently below the 25 mile per hour speed limit. None of the crashes in the study area outside the Harlem intersection caused incapacitating injuries or fatalities, including the cyclist and pedestrian crashes.

Widening Randolph Street slightly could help alleviate some of the most difficult driving conditions, especially for bus drivers. However, roadway widening is a major project that requires advance planning and budgeting, design, and construction work. Trees, underground utilities and drainage structures, and street lights may be impacted. **Further study is needed to establish whether widening Randolph is feasible and worthwhile. The best opportunity for that investigation would be the next time the road is scheduled for full reconstruction through a major project such as water or sewer line replacement.**

Pleasant and Home

The intersection of Pleasant and Home was identified as a priority for crossing improvements based on community feedback for the Vision Zero plan. In separate conversations, staff have received complaints from residents that drivers speed on Home and that the road is too narrow, making it difficult to navigate. As discussed in the Randolph section above, these conditions are related. Widening the street or removing parking would make it easier to navigate, but it would also increase speeds which result in more dangerous crashes. StreetLight data shows speeds on Home within acceptable ranges overall, although the speeds are higher on Home than on Randolph. **This fall, a new speed cushion was installed midblock on Home between Randolph and Pleasant to help address speeding concerns**.

There were five parked vehicle crashes reported in five years along Home Avenue within the study area, none of which resulted in injuries.

Pleasant and Home also appeared in the 2025 bike plan update, which recommended all-way stop signs at Pleasant/Home and Pleasant/Kenilworth for the Pleasant Street neighborhood greenway. **A deeper follow-up study determined that all-way stop signs are not recommended.** The offset intersection creates significant downsides for any placement of the stop signs, and the crash history does not support adding them. More information on that recommendation is found in **Appendix D**. Green pavement markings were installed to guide cyclists through the offset and to draw drivers' attention to the cyclists crossing Home on the Pleasant Street neighborhood greenway.

Crosswalks at Pleasant and Home do not meet current ADA standards. The east approach (south half of the offset intersection) has two unmarked crosswalks with west-facing ramps on the east edge of Home aligning with steps on the west side of Home where receiving ramps would normally be. The steps lead to the historic Pleasant Home mansion in Mills Park, and they are incorporated into the design of the historic building and landscaping. Designated bus and trolley loading and parking zones are posted directly in front of and across the steps.

The west approach (north half of the offset intersection) has one crosswalk with ramps on both sides along the south side of Pleasant. The north side of Pleasant has an unmarked crosswalk with a ramp at the west edge of Home leading to a full height curb and parked cars across the street on the east edge of Home.

Reconfiguring and consolidating the ramps and crosswalks at the intersection of Pleasant and Home to provide fully accessible crosswalks is recommended. This should be investigated further when the next capital construction project impacts the ramps. This may require shifting crosswalks away from the stairs to build accessible ramps, and it will have impacts on parking and trolley / bus loading zones. Coordination between Village Engineering and Parking staff will be required.

Daylighting

State law prohibits parking within 30 feet on the approach to a stop sign or traffic signal, or within 20 feet of a crosswalk. Some intersections in the study area have signs posted to reinforce the law, while others do not. **Posting "no parking here to corner" signs at all appropriate locations** is recommended to maintain clear sight lines between drivers, cyclists, and pedestrians as they approach each intersection.

Crosswalk Markings

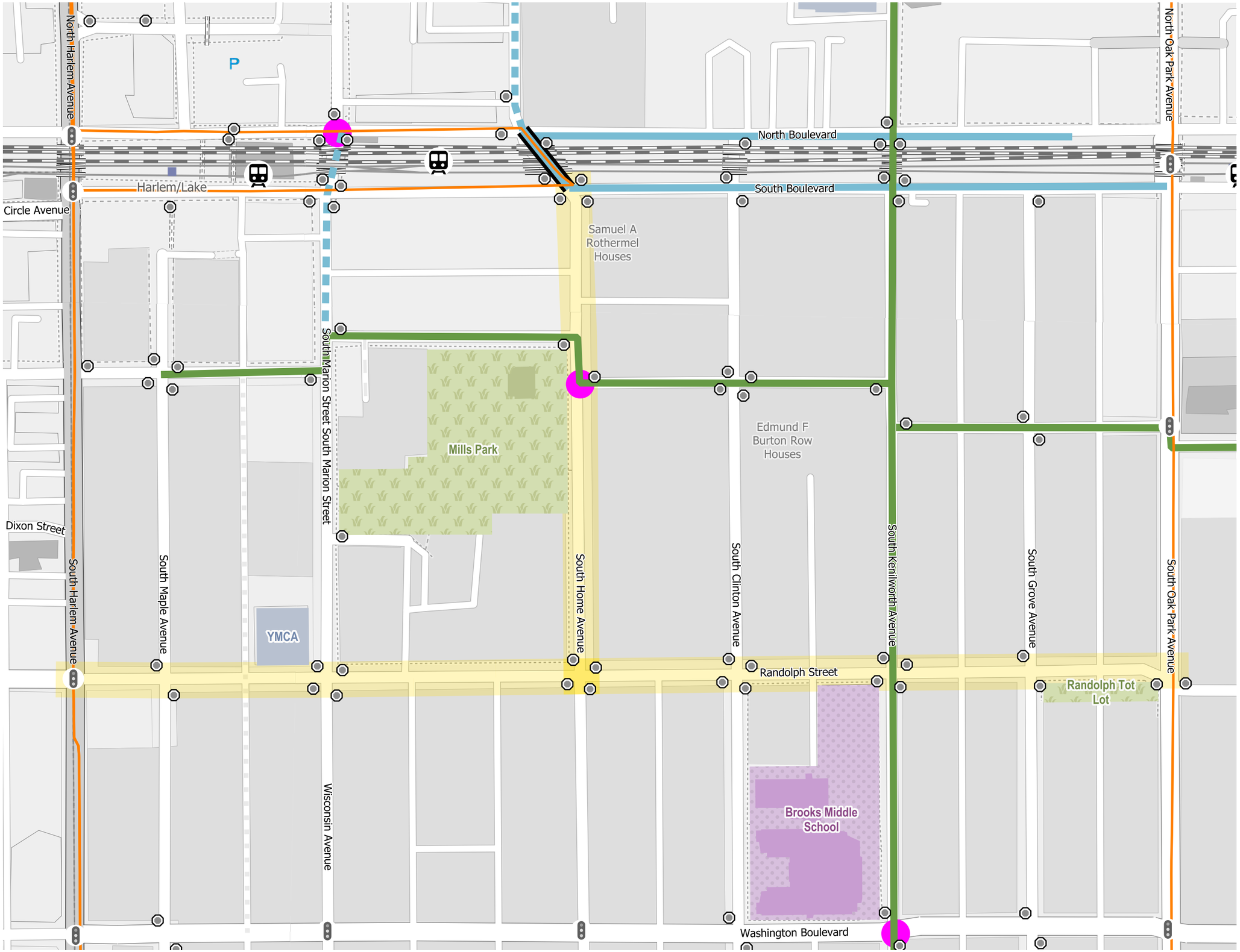
When a street is resurfaced or reconstructed, Oak Park installs high visibility "continental style" or "zebra" crosswalk markings on all crosswalks. This includes previously unmarked crosswalks and crosswalks that were marked with two narrow parallel lines. These markings are more visible to drivers, and they help send a message that pedestrians should be expected. **Upgrading the crosswalk markings along Randolph and Home as new projects come through** is recommended.

Exhibit 1

Overview Map

Randolph and Home

Overview Map



- Study Area
- Traffic Signal
- Stop sign
- Rail Station
- Bus Route
- Vision Zero Priority Crossing

Bike Plan - Short Term Recommendations

- Protected Bike Lane
- Striped Bike Lane
- Greenway
- Marked Shared Lane

Source: OpenStreetMap

Oak Park

N

Exhibit 2

Traffic Calming

Randolph and Home

Existing traffic calming features

North Harlem Avenue
Oak Park
North Boulevard
North Oak Park Avenue
Harlem/Lake
South Boulevard
Circle Avenue
Samuel A Rothermel Houses
South Marion Street
Mills Park
Edmund F Burton Row Houses
Dixon Street
South Harlem Avenue
South Maple Avenue
YMCA
South Home Avenue
South Clinton Avenue
South Kenilworth Avenue
South Grove Avenue
South Oak Park Avenue
Randolph Street
Randolph Tot Lot
Wisconsin Avenue
Brooks Middle School
Washington Boulevard

Source: OpenStreetMap

Study Area
Traffic Signal
Stop sign

Traffic Calming

bump-out - permanent
bump-out - paint & post
other delineators - paint & post
speed cushion
raised crosswalk or intersection
diverter
cul-de-sac
RRFB
radar sign - permanent

Bike Plan - Short Term Recommendations

Protected Bike Lane
Striped Bike Lane
Greenway
Marked Shared Lane

Oak Park

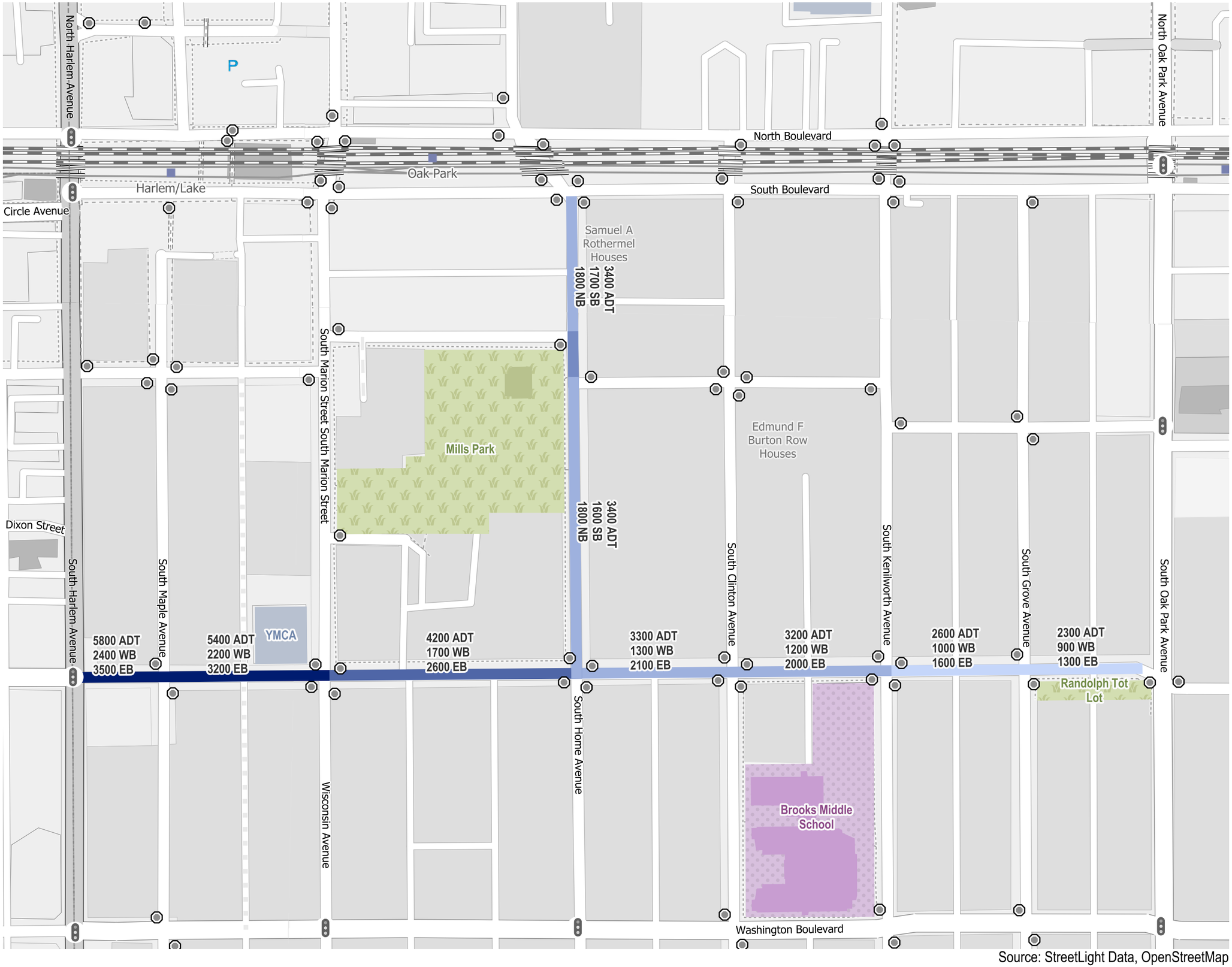
N

Exhibit 3

ADT Map

Randolph and Home

Average daily traffic (ADT), Weekdays during school months 2025



So

2025 school months, weekday ADT

- 2200 - 2800
- 2800 - 3400
- 3400 - 4000
- 4000 - 4600
- 4600 - 5200
- 5200 - 5800
- Traffic Signal
- Stop sign

Source: StreetLight Data, OpenStreetMap

Oak Park

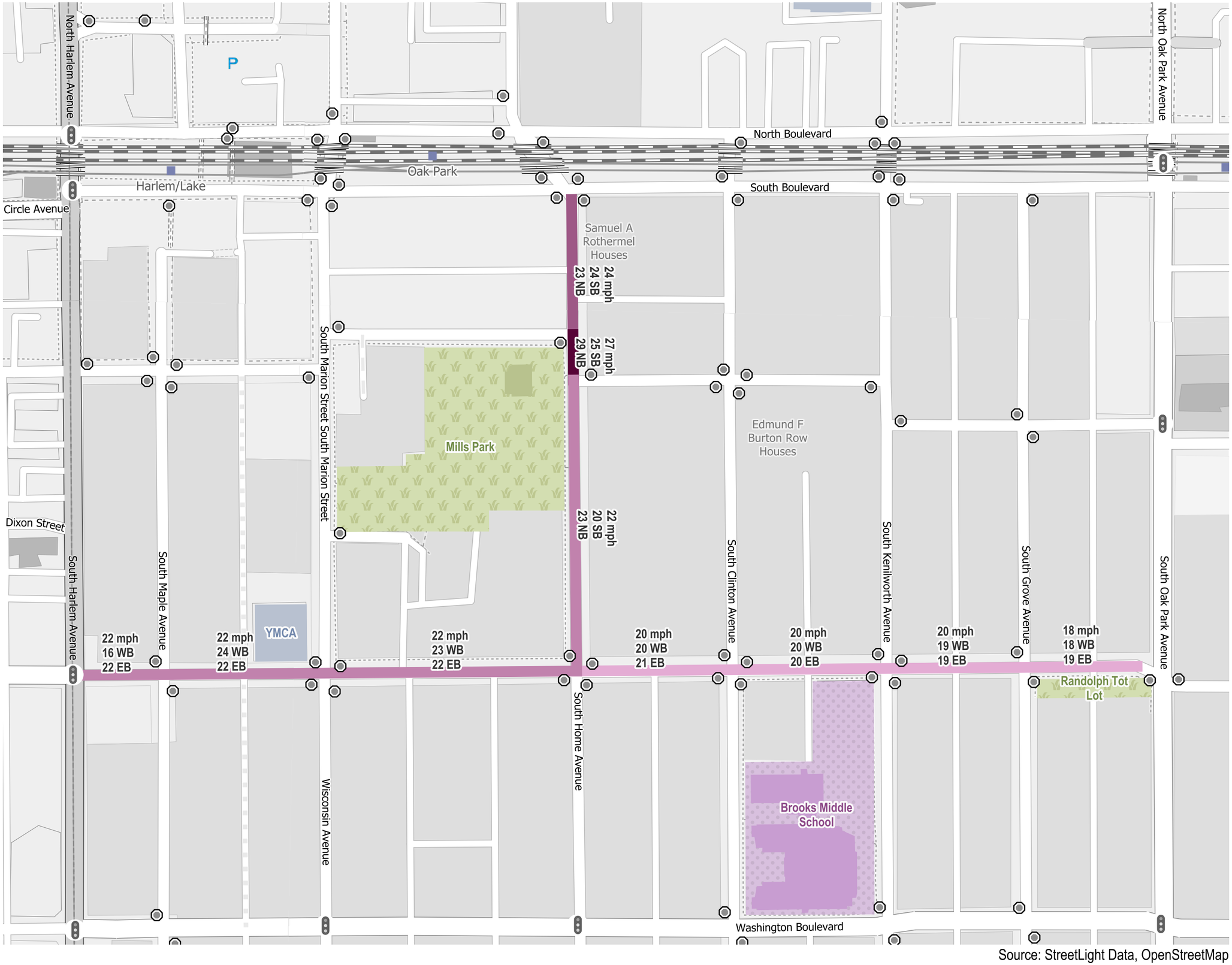
N

Exhibit 4

85th Percentile Speed Map

Randolph and Home

85th percentile speed, Weekdays during school months 2025



2025 school months, weekday 85th percentile speed

- 18 - 20
- 20 - 22
- 22 - 24
- 24 - 26
- 26 - 28
- Traffic Signal
- Stop sign

Source: StreetLight Data, OpenStreetMap

Oak Park

N

Appendix A

Crash Diagrams

Randolph and Harlem

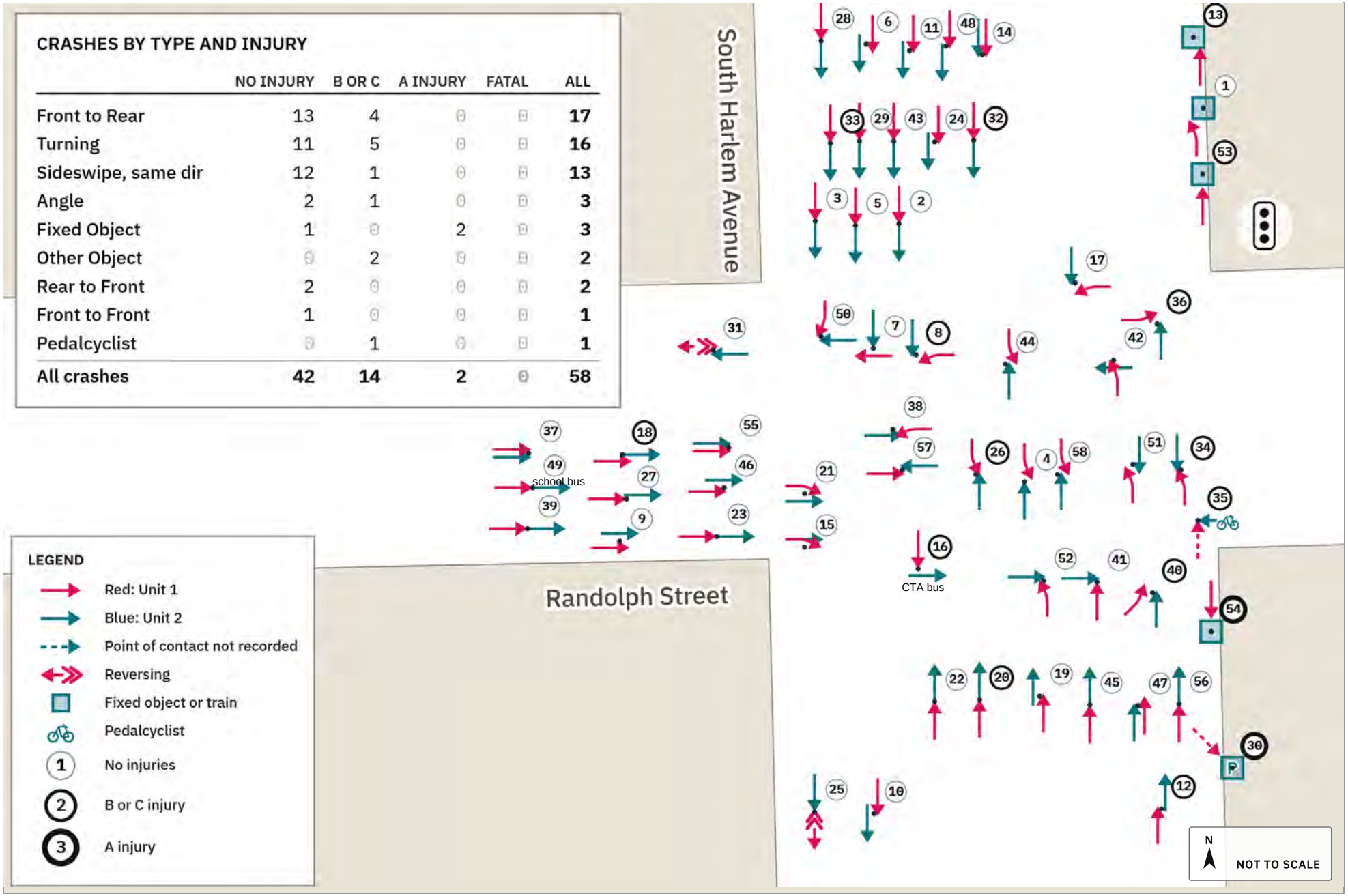
58 crashes, 2021 to 2025, 16 with injury

Crash Diagram

58 crashes

CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Front to Rear	13	4	0	0	**17**
Turning	11	5	0	0	**16**
Sideswipe, same dir	12	1	0	0	**13**
Angle	2	1	0	0	**3**
Fixed Object	1	0	2	0	**3**
Other Object	0	2	0	0	**2**
Rear to Front	2	0	0	0	**2**
Front to Front	1	0	0	0	**1**
Pedalcyclist	0	1	0	0	**1**
All crashes	**42**	**14**	**2**	**0**	**58**



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Randolph and Harlem

58 crashes, 2021 to 2025, 16 with injury

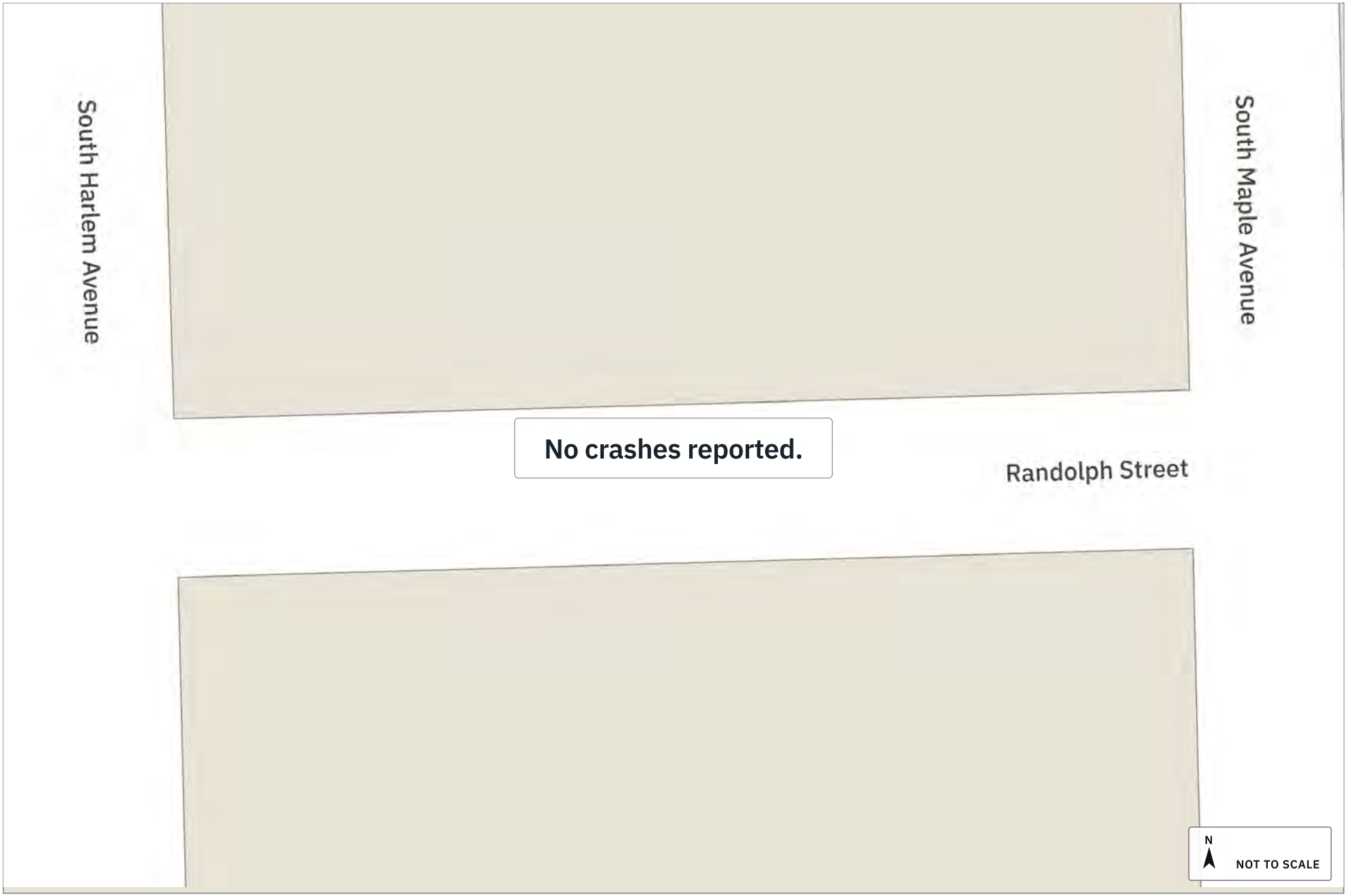
	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2021-01-24	1am	Fixed Object	No injury	Darkness, lit	Clear	Dry	N, Turning Left	Fixed Object
2	2021-02-13	7pm	Front to Rear	No injury	Daylight	Clear	Wet	S, Straight Ahead	S, Straight Ahead
3	2021-03-03	3pm	Front to Rear	No injury	Daylight	Clear	Dry	S, Straight Ahead	S, Slowing in traffic
4	2021-04-06	4pm	Turning	No injury	Daylight	Clear	Dry	S, Turning Left	N, Straight Ahead
5	2021-04-12	10am	Front to Rear	No injury	Daylight	Clear	Dry	S, Straight Ahead	S, Slowing in traffic
6	2021-04-27	10pm	Sideswipe, same dir	No injury	Darkness, lit	Clear	Dry	S, Overtaking	S, Slowing in traffic
7	2021-06-09	11pm	Angle	No injury	Darkness, lit	Clear	Dry	W, Straight Ahead	S, Straight Ahead
8	2021-07-01	4am	Turning	B injury	Darkness, lit	Clear	Dry	W, Turning Left	S, Straight Ahead
9	2021-07-14	10am	Sideswipe, same dir	No injury	Daylight	Clear	Dry	E, Slowing in traffic	E, Slowing in traffic
10	2021-08-06	7am	Sideswipe, same dir	No injury	Daylight	Clear	Dry	S, Changing Lanes	S, Straight Ahead
11	2021-08-10	10pm	Sideswipe, same dir	No injury	Darkness, lit	Rain	Wet	S, Straight Ahead	S, Straight Ahead
12	2021-08-30	2pm	Front to Rear	C injury	Daylight	Clear	Dry	N, Straight Ahead	N, Slowing in traffic
13	2021-09-24	10am	Other Object	C injury	Daylight	Clear	Dry	N, U-Turn	Other Object
14	2021-10-23	3pm	Sideswipe, same dir	No injury	Daylight	Clear	Dry	S, Overtaking	S, Straight Ahead
15	2021-11-30	10am	Turning	No injury	Daylight	Clear	Dry	E, Turning Right	E, Slowing in traffic
16	2022-01-20	11am	Angle	C injury	Daylight	Clear	Dry	S, Straight Ahead	E, Starting In Traffic
17	2022-02-09	7pm	Turning	No injury	Darkness, lit	Clear	Dry	W, Turning Left	S, Straight Ahead
18	2022-04-24	4pm	Front to Rear	B injury	Daylight	Clear	Dry	E, Straight Ahead	E, Straight Ahead
19	2022-06-02	10am	Sideswipe, same dir	No injury	Daylight	Clear	Dry	N, Changing Lanes	N, Straight Ahead
20	2022-06-11	12pm	Front to Rear	B injury	Daylight	Clear	Dry	N, Straight Ahead	N, Slowing in traffic
21	2022-06-13	12pm	Turning	No injury	Daylight	Clear	Dry	E, Turning Right	E, Straight Ahead
22	2022-08-16	8am	Front to Rear	No injury	Daylight	Clear	Dry	N, Straight Ahead	N, Slowing in traffic
23	2022-09-09	11am	Front to Rear	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Slowing in traffic
24	2022-09-28	4pm	Sideswipe, same dir	No injury	Daylight	Clear	Dry	S, Changing Lanes	S, Straight Ahead
25	2023-01-09	4pm	Rear to Front	No injury	Daylight	Clear	Dry	N, Backing	S, Straight Ahead
26	2023-01-22	10am	Turning	B injury	Daylight	Snow	Wet	S, Turning Left	N, Straight Ahead
27	2023-02-14	6am	Front to Rear	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Slowing in traffic

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
28	2023-03-20	4pm	Front to Rear	No injury	Daylight	Clear	Dry	S, Straight Ahead	S, Straight Ahead
29	2023-03-28	1pm	Front to Rear	No injury	Daylight	Clear	Dry	S, Straight Ahead	S, Straight Ahead
30	2023-05-22	7pm	Fixed Object	A injury	Daylight	Clear	Dry	SE, Changing Lanes	Fixed Object
31	2023-05-27	12pm	Rear to Front	No injury	Daylight	Clear	Dry	E, Backing	W, Slowing in traffic
32	2023-06-08	5pm	Front to Rear	B injury	Daylight	Clear	Dry	S, Straight Ahead	S, Straight Ahead
33	2023-06-19	1am	Sideswipe, same dir	C injury	Darkness, lit	Clear	Dry	S, Straight Ahead	S, Slowing in traffic
34	2023-08-24	2pm	Turning	B injury	Daylight	Clear	Dry	N, Turning Left	S, Straight Ahead
35	2023-09-07	6pm	Pedalcyclist	B injury	Dusk	Cloudy	Dry	N, Straight Ahead	Pedalcyclist
36	2023-09-09	11am	Turning	C injury	Daylight	Clear	Dry	E, Turning Left	N, Straight Ahead
37	2023-10-01	1pm	Sideswipe, same dir	No injury	Daylight	Clear	Dry	E, Changing Lanes	E, Straight Ahead
38	2023-10-11	2pm	Turning	No injury	Daylight	Clear	Dry	W, Turning Left	E, Straight Ahead
39	2023-11-13	6pm	Front to Rear	No injury	Darkness, lit	Clear	Dry	E, Straight Ahead	E, Slowing in traffic
40	2024-05-14	7am	Turning	C injury	Daylight	Rain	Wet	NE, Turning Left	N, Straight Ahead
41	2024-05-20	4pm	Angle	No injury	Daylight	Clear	Dry	N, From drive or alley	E, Straight Ahead
42	2024-05-22	12pm	Turning	No injury	Daylight	Clear	Dry	N, Turning Left	W, Straight Ahead
43	2024-05-27	8am	Front to Rear	No injury	Daylight	Cloudy	Dry	S, Slowing in traffic	S, Straight Ahead
44	2024-06-18	9am	Turning	No injury	Daylight	Clear	not recorded	S, Turning Left	N, Straight Ahead
45	2024-07-28	6pm	Front to Rear	No injury	Daylight	Clear	Dry	N, Changing Lanes	N, Straight Ahead
46	2024-08-24	4pm	Sideswipe, same dir	No injury	Daylight	Clear	Dry	E, Overtaking	E, Straight Ahead
47	2024-09-30	7pm	Sideswipe, same dir	No injury	Darkness, lit	Clear	Dry	N	N
48	2024-10-26	5pm	Sideswipe, same dir	No injury	Daylight	Clear	Dry	S, Changing Lanes	S, Straight Ahead
49	2025-01-22	8am	Front to Rear	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Slowing in traffic
50	2025-05-08	8am	Turning	No injury	Daylight	Cloudy	Dry	S, Turning Right	W, Straight Ahead
51	2025-05-16	12pm	Turning	No injury	Daylight	Clear	Dry	N, Turning Left	S, Straight Ahead
52	2025-06-25	7am	Turning	No injury	Daylight	Cloudy	Dry	N, Turning Left	E, Straight Ahead
53	2025-06-26	7pm	Other Object	C injury	Daylight	Clear	Dry	N, Skidding	Other Object

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
54	2025-08-03	4am	Fixed Object	A injury	Darkness	Clear	Dry	S, Straight Ahead	Fixed Object
55	2025-09-18	9am	Sideswipe, same dir	No injury	Daylight	Clear	Dry	E, Changing Lanes	E, Straight Ahead
56	2025-12-20	12am	Front to Rear	No injury	Darkness, lit	Clear	Dry	N, Straight Ahead	N, Slowing in traffic
57	2025-12-22	5pm	Front to Front	No injury	Daylight	Clear	Dry	E, Straight Ahead	W, Slowing in traffic
58	2025-12-22	5pm	Turning	No injury	Darkness, lit	Clear	Dry	S, Turning Left	N, Straight Ahead

Randolph from Harlem to Maple

Crash Diagram
`0 crashes`



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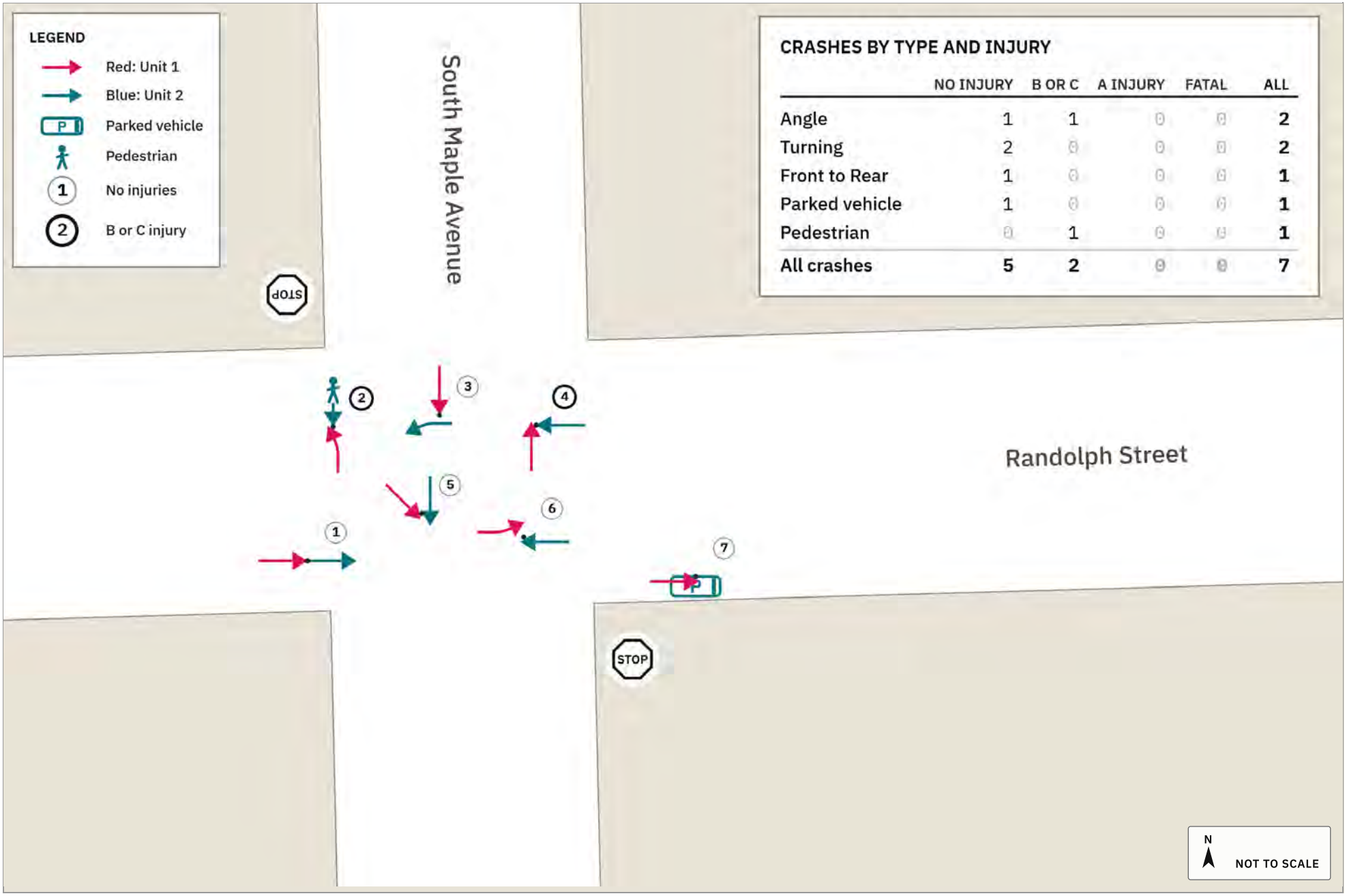
Randolph and Maple

7 crashes, 2021 to 2025, 2 with injury

Crash Diagram

7 crashes



CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Angle	1	1	0	0	**2**
Turning	2	0	0	0	**2**
Front to Rear	1	0	0	0	**1**
Parked vehicle	1	0	0	0	**1**
Pedestrian	0	1	0	0	**1**
All crashes	**5**	**2**	0	0	**7**

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Randolph and Maple

7 crashes, 2021 to 2025, 2 with injury

Crash Details
7 crashes

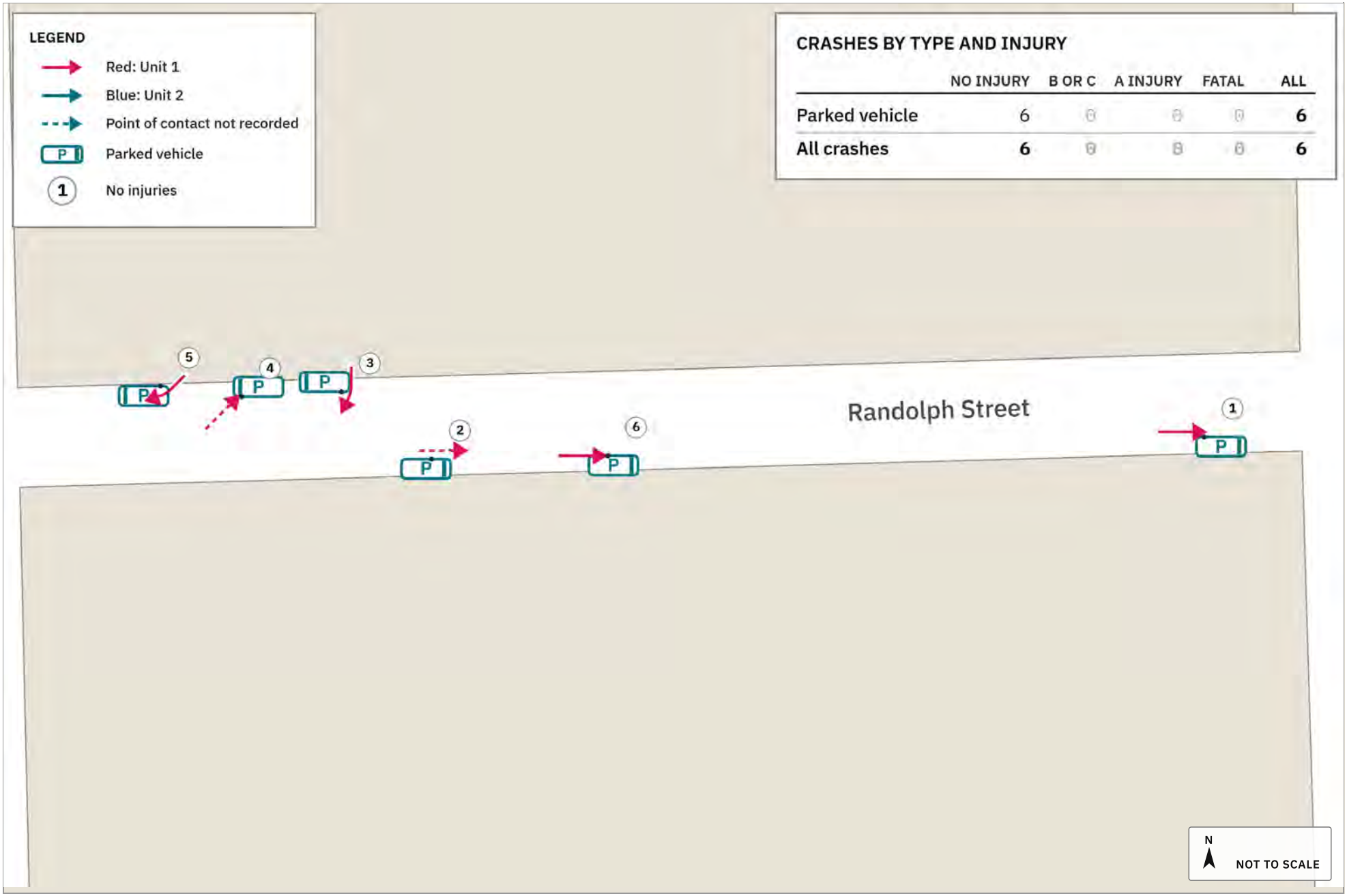
	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2021-01-31	1pm	Front to Rear	No injury	Daylight	Snow	Snow or slush	E, Straight Ahead	E, Straight Ahead
2	2021-07-01	2pm	Pedestrian	B injury	Daylight	Clear	Dry	N, Turning Left	Pedestrian
3	2023-01-13	7pm	Turning	No injury	Darkness, lit	Clear	Dry	S, Straight Ahead	W, Turning Left
4	2023-07-25	11am	Angle	B injury	Daylight	Clear	Dry	N, Starting In Traffic	W, Straight Ahead
5	2024-06-26	2pm	Angle	No injury	Daylight	Clear	Dry	SE, Entering from parking	S, Straight Ahead
6	2024-09-23	1pm	Turning	No injury	Daylight	Clear	Dry	E, Turning Left	W, Straight Ahead
7	2025-09-10	12pm	Parked vehicle	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Parked

Randolph from Maple to Wisconsin

6 crashes, 2021 to 2025

Crash Diagram

6 crashes



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Randolph from Maple to Wisconsin

6 crashes, 2021 to 2025

Crash Details
6 crashes

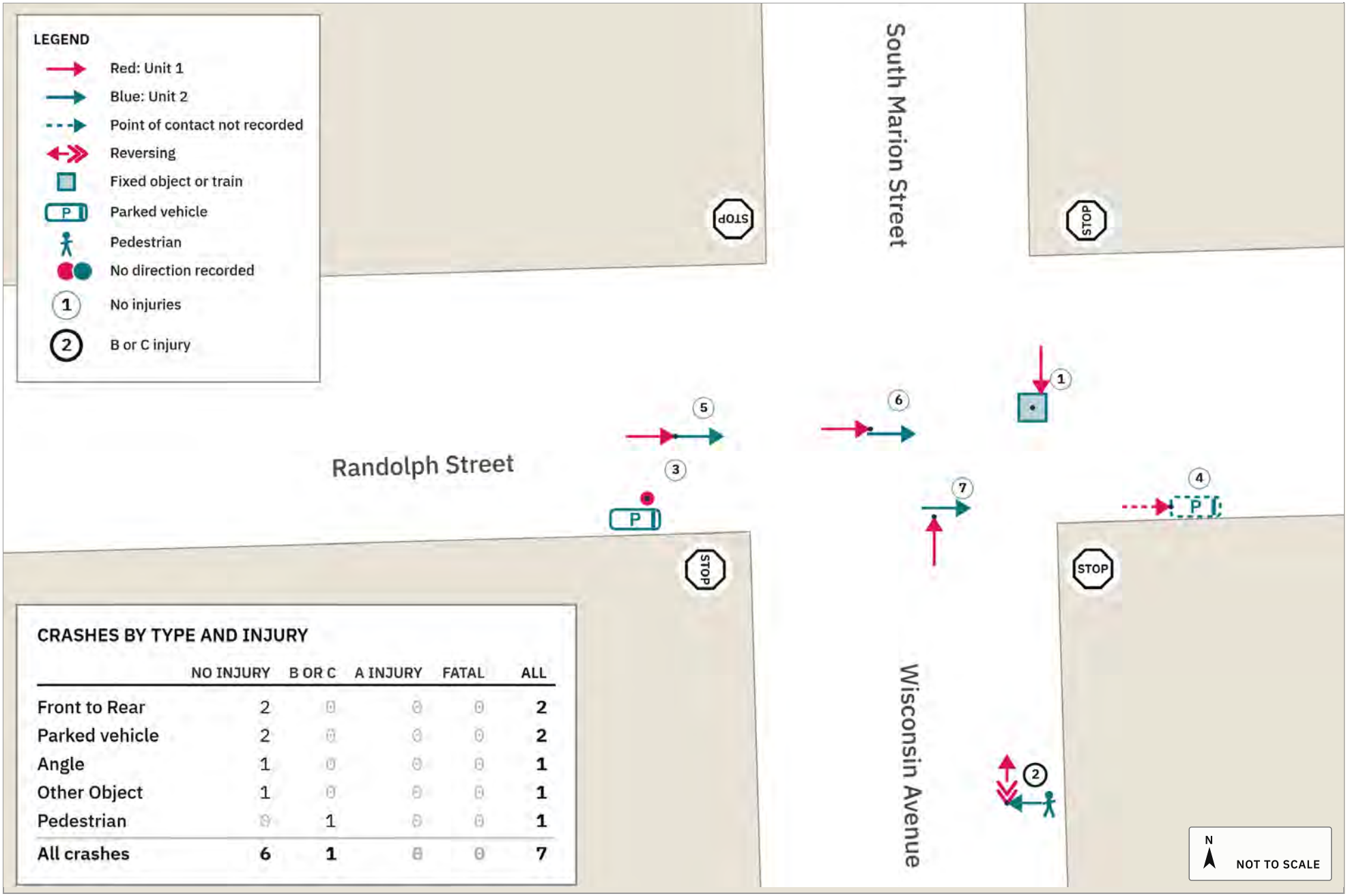
	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2021-07-12	2pm	Parked vehicle	No injury	Daylight	Cloudy	Dry	E, Straight Ahead	E, Parked
2	2023-05-01	11pm	Parked vehicle	No injury	Darkness, lit	Clear	not recorded	E, Straight Ahead	E, Parked
3	2023-11-13	2pm	Parked vehicle	No injury	Daylight	Clear	Dry	S, Turning Right	W, Parked
4	2024-02-24	4pm	Parked vehicle	No injury	not recorded	not recorded	not recorded	NE	W, Parked
5	2024-04-19	6pm	Parked vehicle	No injury	Daylight	Clear	Dry	SW, Turning Right	W, Parked
6	2025-01-21	4pm	Parked vehicle	No injury	Dusk	Clear	Dry	E, Straight Ahead	E, Parked in lane

Randolph and Wisconsin

7 crashes, 2021 to 2025, 1 with injury

Crash Diagram

7 crashes



CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Front to Rear	2	0	0	0	**2**
Parked vehicle	2	0	0	0	**2**
Angle	1	0	0	0	**1**
Other Object	1	0	0	0	**1**
Pedestrian	0	1	0	0	**1**
All crashes	**6**	**1**	0	0	**7**

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Randolph and Wisconsin

7 crashes, 2021 to 2025, 1 with injury

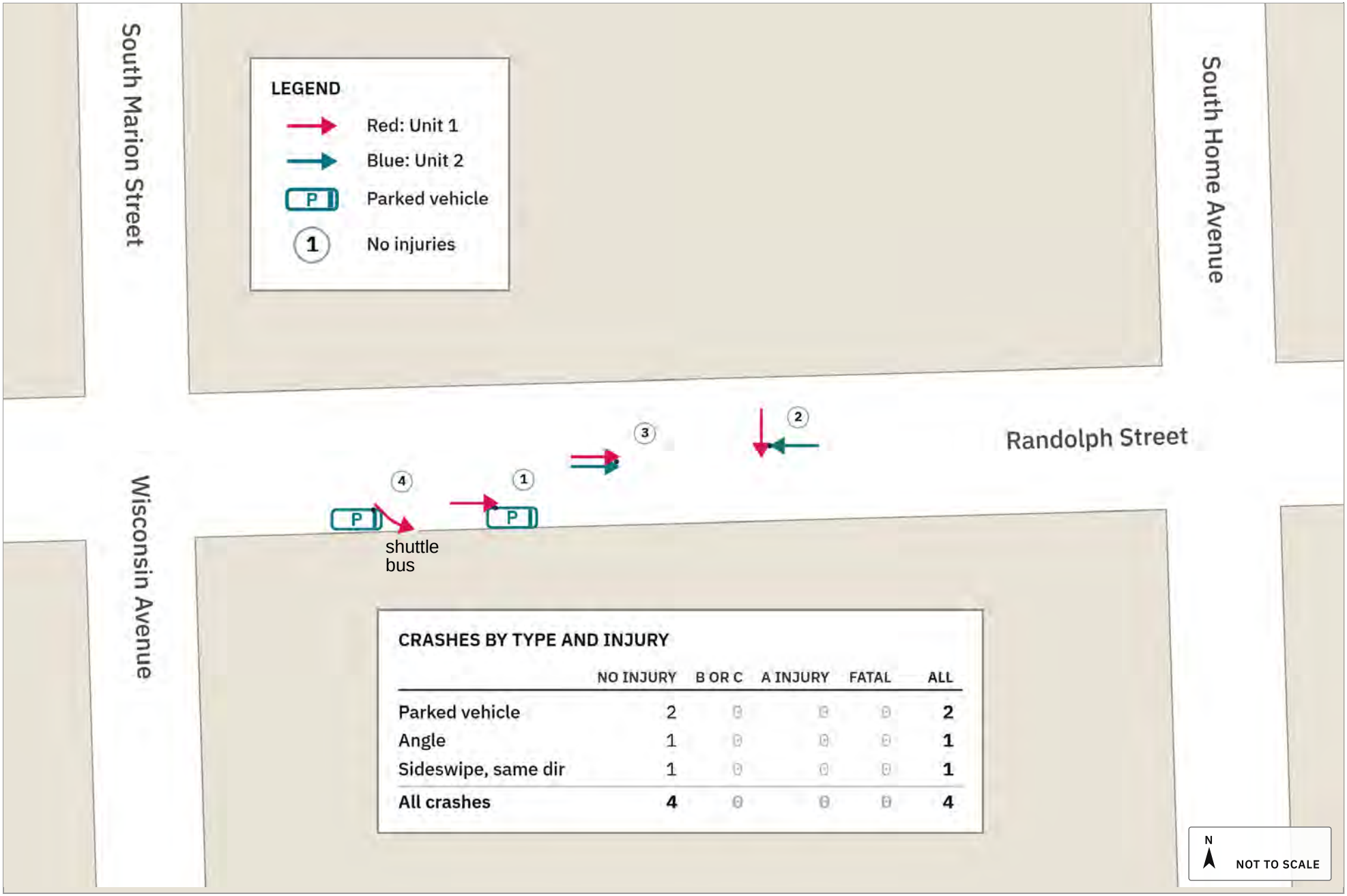
Crash Details
7 crashes

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2021-01-31	6pm	Other Object	No injury	Darkness, lit	Snow	Snow or slush	S, Overtaking	Other Object
2	2023-08-16	9am	Pedestrian	B injury	Daylight	Clear	Dry	S, Backing	Pedestrian
3	2024-02-06	6pm	Parked vehicle	No injury	Darkness, lit	Clear	Dry	not recorded	E, Parked
4	2024-08-28	4pm	Parked vehicle	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Parked
5	2024-10-23	3pm	Front to Rear	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Slowing in traffic
6	2025-01-09	2pm	Front to Rear	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Slowing in traffic
7	2025-09-15	4pm	Angle	No injury	Daylight	Clear	Dry	N, Straight Ahead	E, Straight Ahead

Randolph from Wisconsin to Home

4 crashes, 2021 to 2025

Crash Diagram
4 crashes



CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Parked vehicle	2	0	0	0	**2**
Angle	1	0	0	0	**1**
Sideswipe, same dir	1	0	0	0	**1**
All crashes	**4**	0	0	0	**4**

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Randolph from Wisconsin to Home

12 crashes, 2021 to 2025, 1 with injury

Crash Details

4 crashes

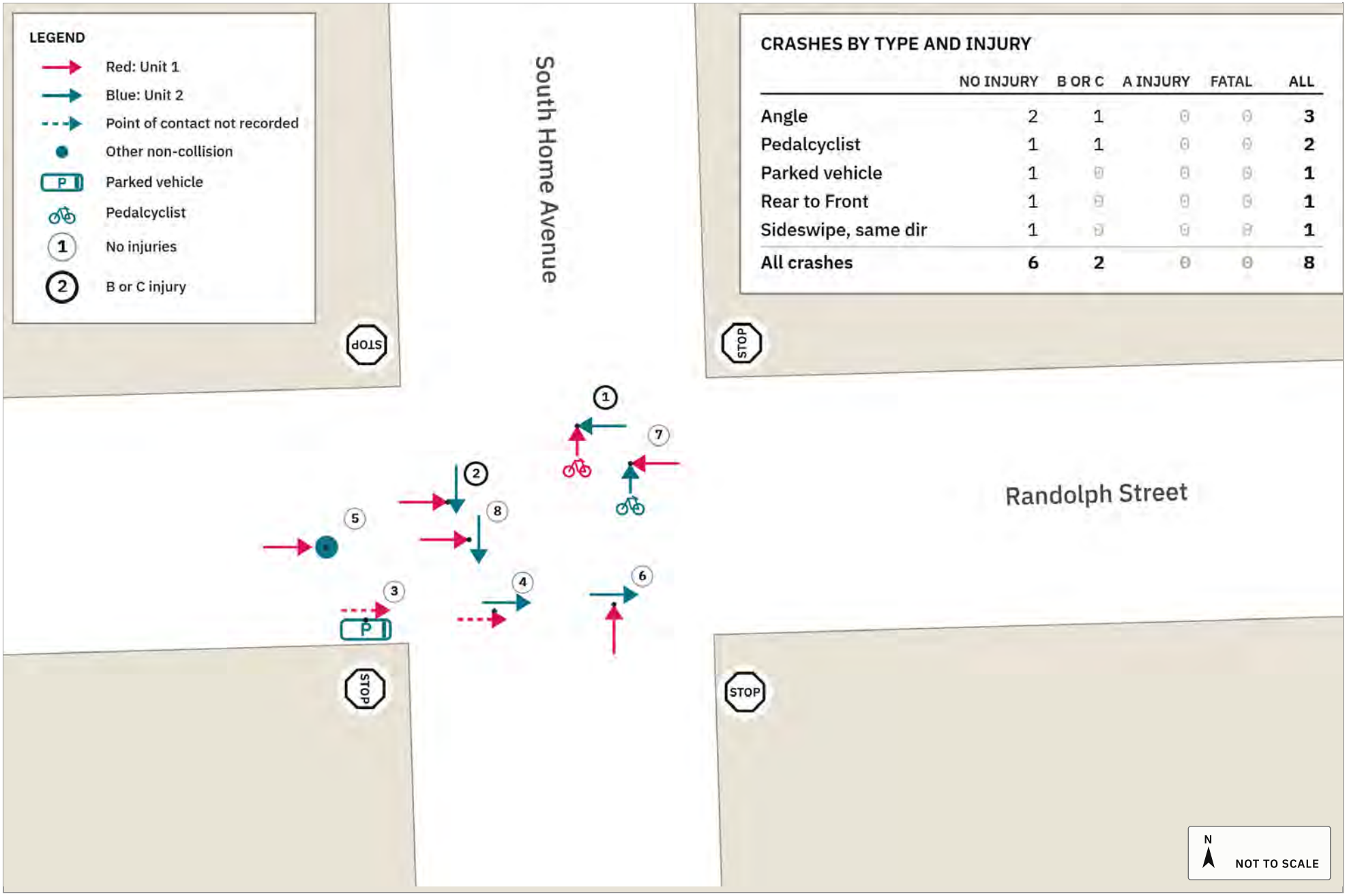
	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2021-05-14	3pm	Parked vehicle	No injury	Daylight	Clear	Dry	E, Entering from parking	E, Parked
2	2024-02-26	5pm	Angle	No injury	Darkness, lit	Clear	Dry	S, From drive or alley	W, Straight Ahead
3	2024-07-28	5pm	Sideswipe, same dir	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Slowing in traffic
4	2025-07-12	11am	Parked vehicle	No injury	Daylight	Cloudy	Dry	SE, Turning Left	E, Parked

Randolph and Home

8 crashes, 2021 to 2025, 2 with injury

Crash Diagram

8 crashes



CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Angle	2	1	0	0	**3**
Pedalcyclist	1	1	0	0	**2**
Parked vehicle	1	0	0	0	**1**
Rear to Front	1	0	0	0	**1**
Sideswipe, same dir	1	0	0	0	**1**
All crashes	**6**	**2**	0	0	**8**

© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Randolph and Home

8 crashes, 2021 to 2025, 2 with injury

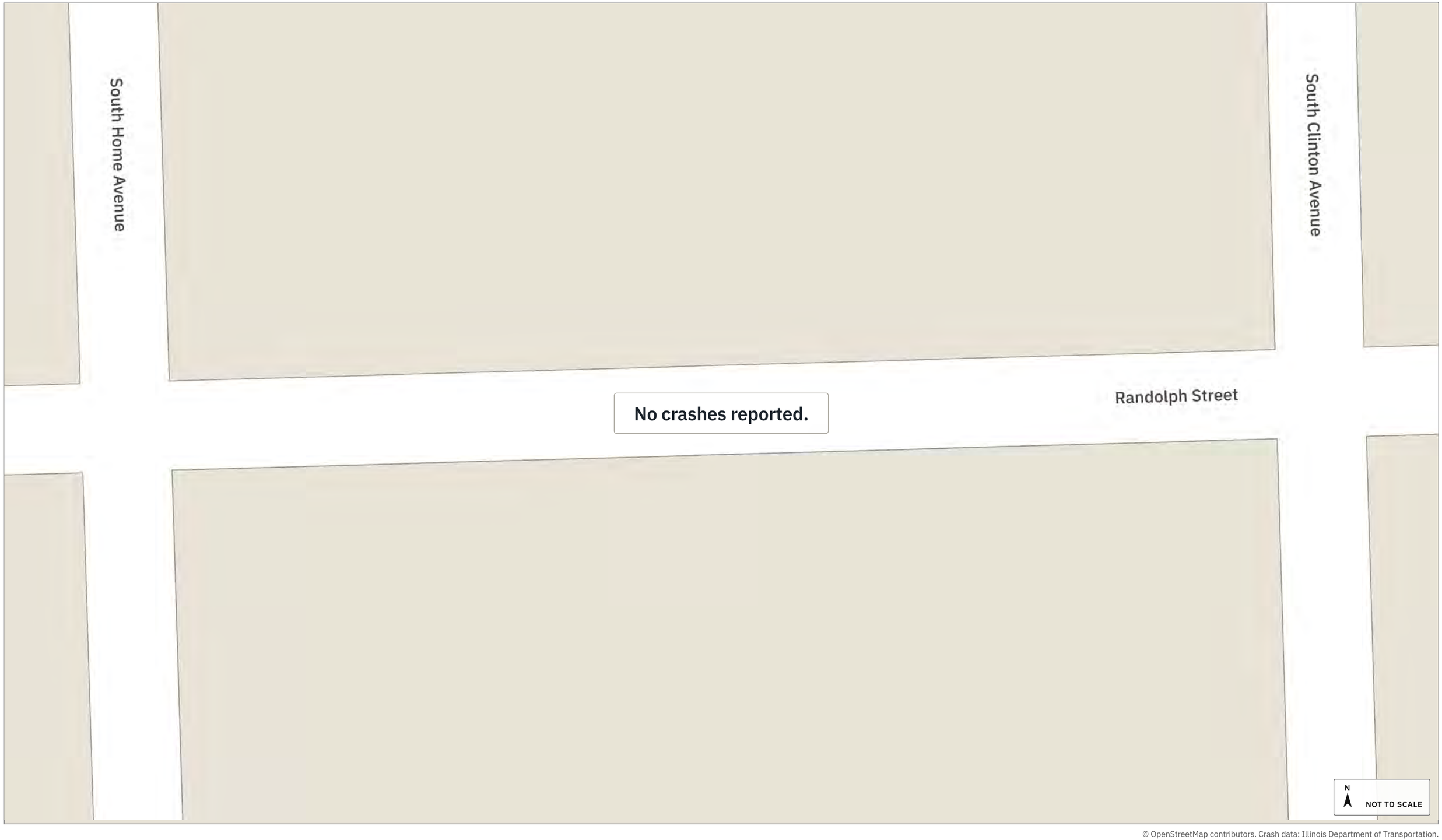
Crash Details
8 crashes

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2021-11-30	4pm	Pedalcyclist	C injury	Darkness, lit	Clear	Dry	Pedalcyclist, N, Other	W, Straight Ahead
2	2021-12-01	5pm	Angle	C injury	Darkness, lit	Clear	Dry	E, Straight Ahead	S, Straight Ahead
3	2022-03-11	2pm	Parked vehicle	No injury	not recorded	Clear	not recorded	E	E, Parked
4	2022-06-03	12pm	Sideswipe, same dir	No injury	Daylight	Clear	Dry	E	E, Straight Ahead
5	2023-01-26	7am	Rear to Front	No injury	Daylight	Snow	Ice	E, Straight Ahead	Rear to Front
6	2024-06-29	11am	Angle	No injury	Daylight	Clear	Dry	N, Straight Ahead	E, Straight Ahead
7	2025-12-13	5pm	Pedalcyclist	No injury	Darkness, lit	Clear	Dry	W, Straight Ahead	Pedalcyclist
8	2025-12-29	6pm	Angle	No injury	Darkness, lit	Other	Dry	E, Straight Ahead	S, Straight Ahead

Crash data: Illinois Department of Transportation.

Randolph from Home to Clinton

Crash Diagram
`0 crashes`



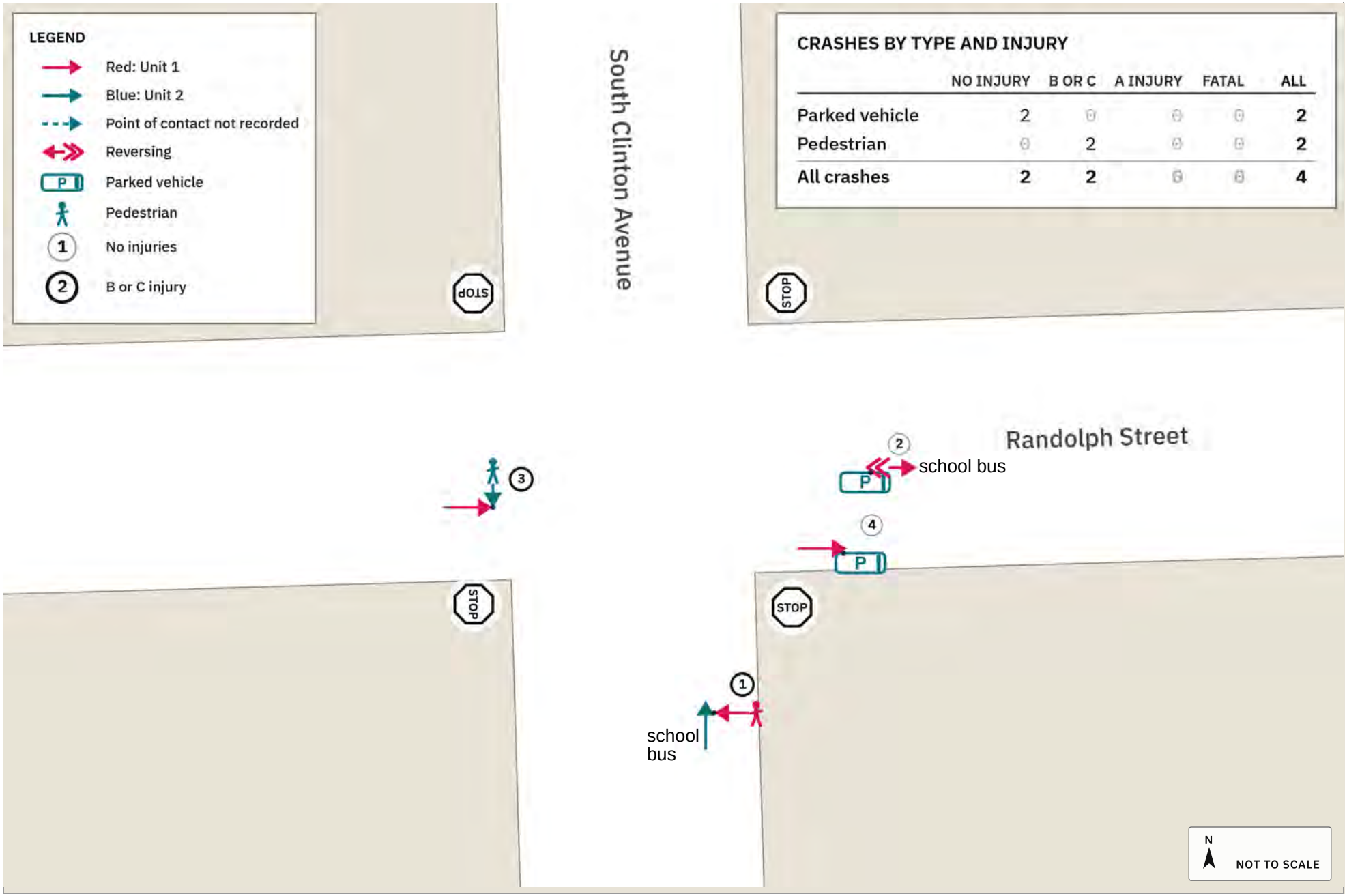
© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Randolph and Clinton

4 crashes, 2021 to 2025, 2 with injury

Crash Diagram

4 crashes



CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Parked vehicle	2	0	0	0	**2**
Pedestrian	0	2	0	0	**2**
All crashes	**2**	**2**	0	0	**4**

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Randolph and Clinton

4 crashes, 2021 to 2025, 2 with injury

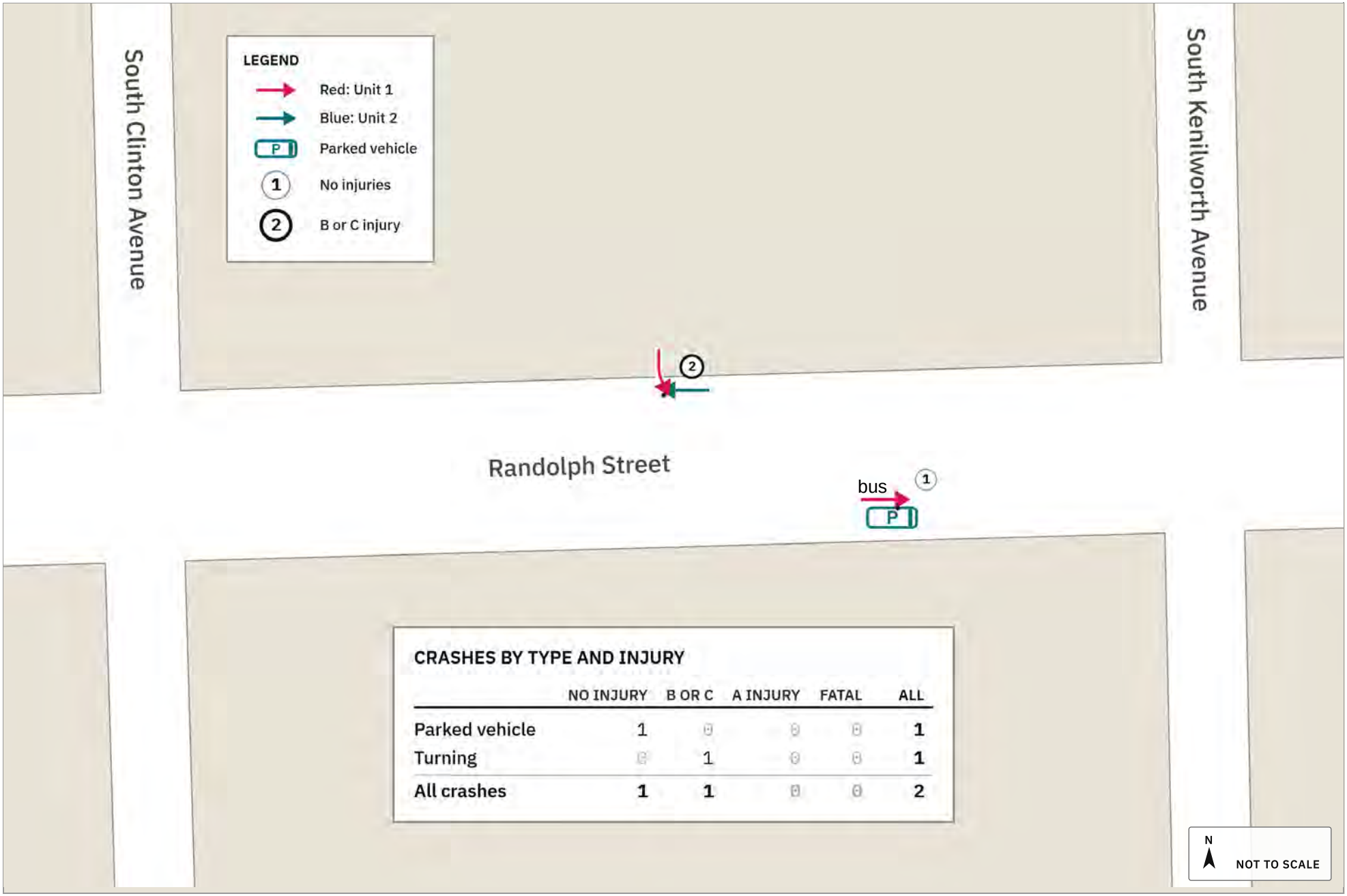
Crash Details
4 crashes

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2022-05-06	3pm	Pedestrian	B injury	Daylight	Rain	Wet	Pedestrian, W, Mid-block, no controls	N, Straight Ahead
2	2024-09-12	3pm	Parked vehicle	No injury	Daylight	Clear	Dry	W, Backing	E, Parked
3	2024-11-13	6pm	Pedestrian	B injury	Darkness	Rain	Wet	E, Straight Ahead	Pedestrian
4	2025-09-08	2pm	Parked vehicle	No injury	Daylight	Clear	Dry	E, Entering from parking	E, Parked

Randolph from Clinton to Kenilworth

2 crashes, 2021-2025, 1 with injury

Crash Diagram
2 crashes



CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Parked vehicle	1	0	0	0	**1**
Turning	0	1	0	0	**1**
All crashes	**1**	**1**	0	0	**2**

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Randolph from Clinton to Kenilworth

1 crash, 2021-2025

Crash Details
2 crashes

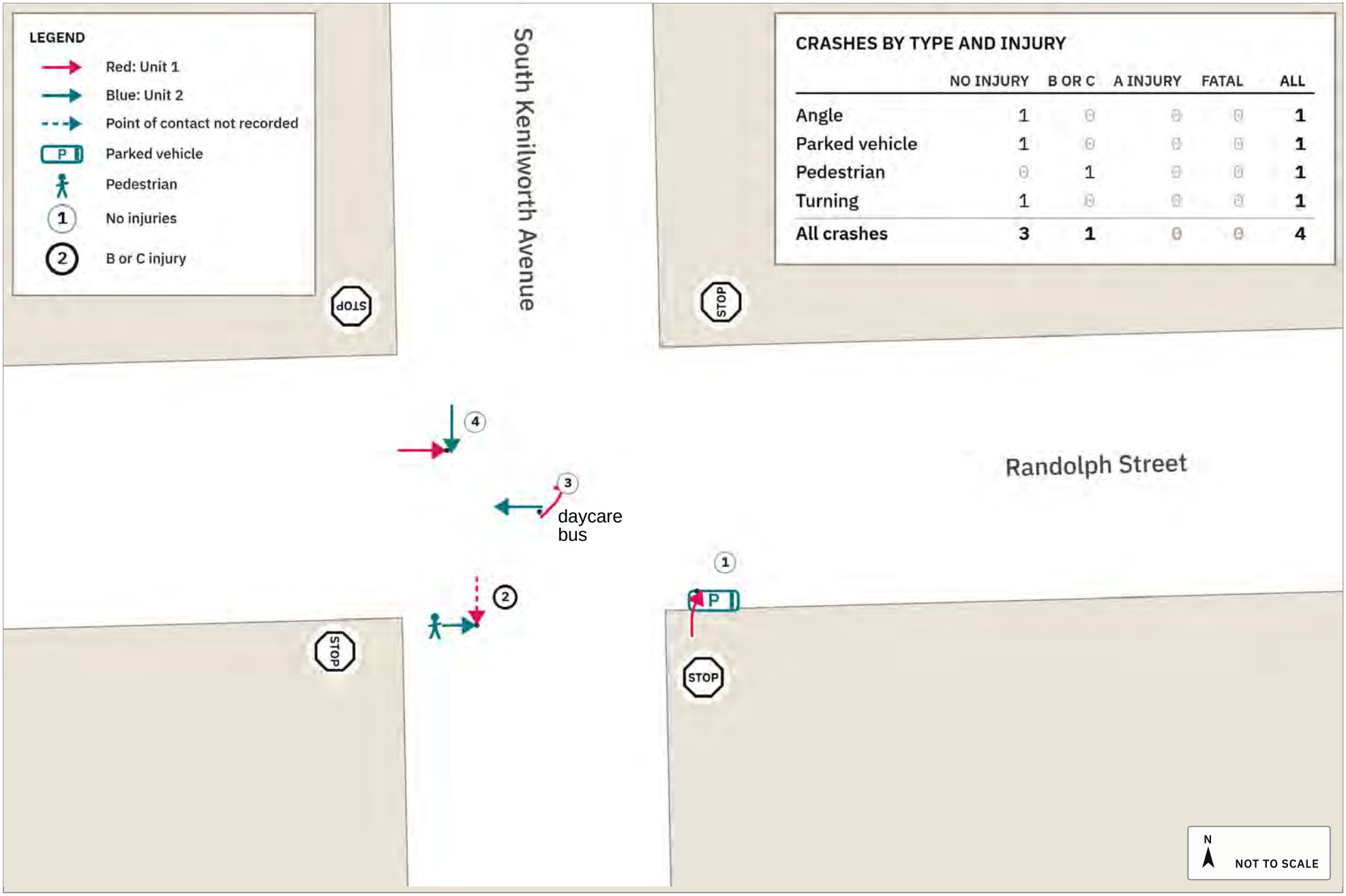
	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2024-12-17	3pm	Parked vehicle	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Parked
2	2025-03-09	2pm	Turning	C injury	Daylight	Clear	Dry	S, Turning Left	W, Straight Ahead

Randolph and Kenilworth

4 crashes, 2021 to 2025, 1 with injury

Crash Diagram

4 crashes



CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Angle	1	0	0	0	**1**
Parked vehicle	1	0	0	0	**1**
Pedestrian	0	1	0	0	**1**
Turning	1	0	0	0	**1**
All crashes	**3**	**1**	**0**	**0**	**4**

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Randolph and Kenilworth

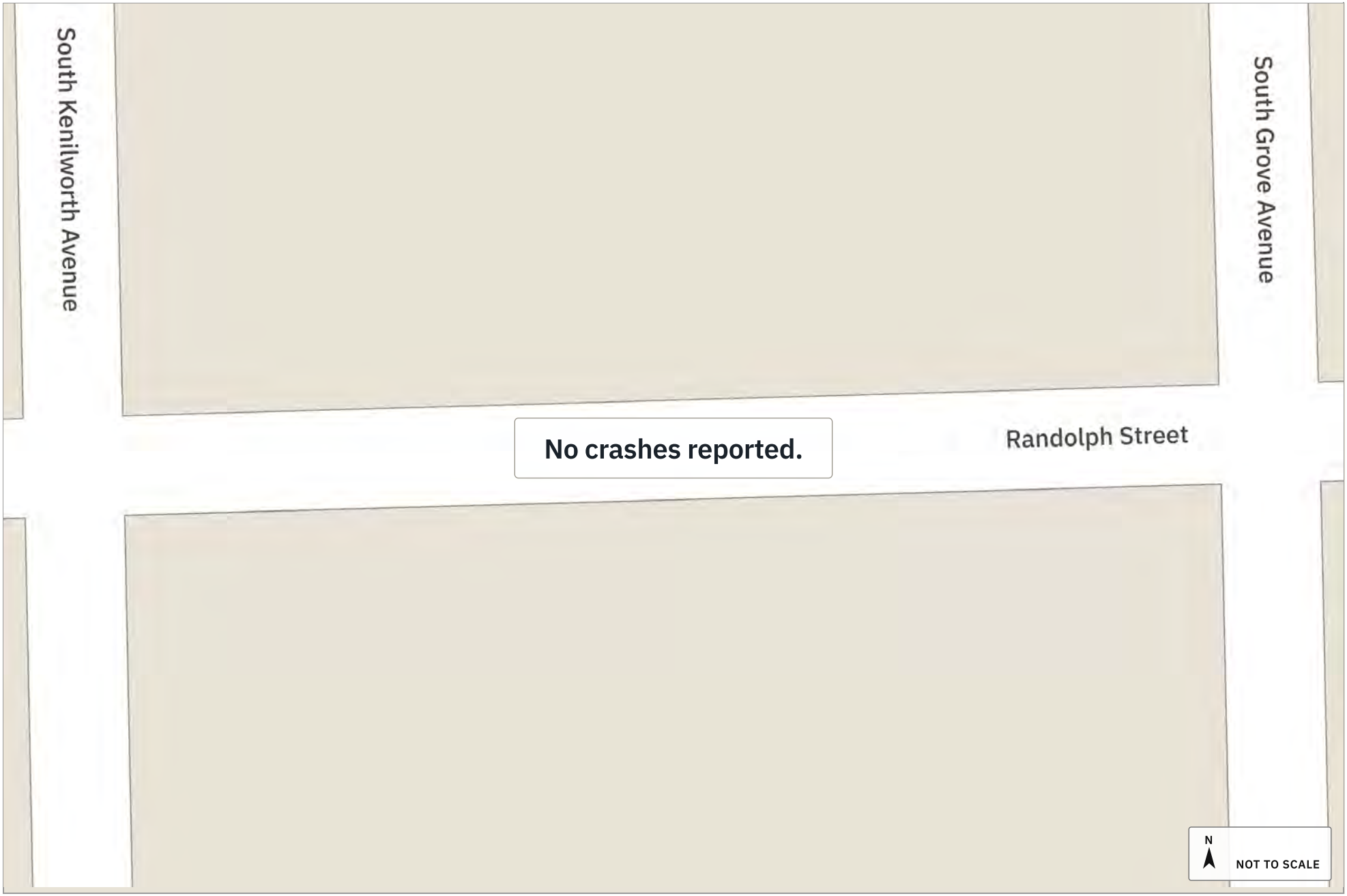
4 crashes, 2021 to 2025, 1 with injury

Crash Details
4 crashes

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2023-02-02	8pm	Parked vehicle	No injury	Darkness, lit	Clear	Dry	N, Turning Right	E, Parked
2	2023-09-23	2pm	Pedestrian	B injury	Daylight	Clear	Dry	S, Straight Ahead	Pedestrian
3	2024-12-09	3pm	Turning	No injury	Daylight	Clear	Dry	NE, Turning Left	W, Straight Ahead
4	2025-01-28	5pm	Angle	No injury	Darkness	Clear	Dry	E, Straight Ahead	S, Straight Ahead

Randolph from Kenilworth to Grove

Crash Diagram
`0 crashes`



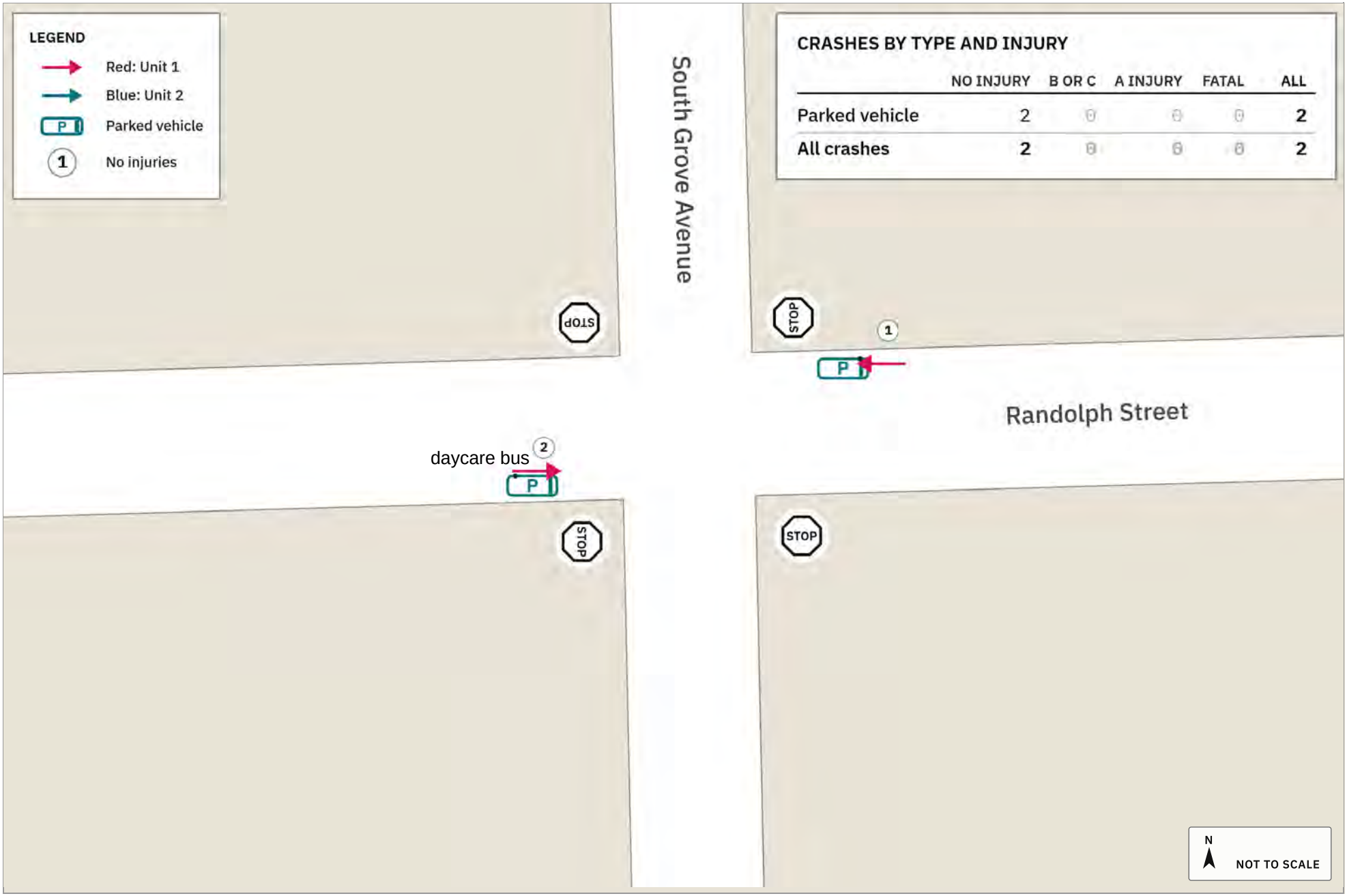
© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Randolph and Grove

2 crashes, 2021 to 2025

Crash Diagram

2 crashes



© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Randolph and Grove

2 crashes, 2021 to 2025

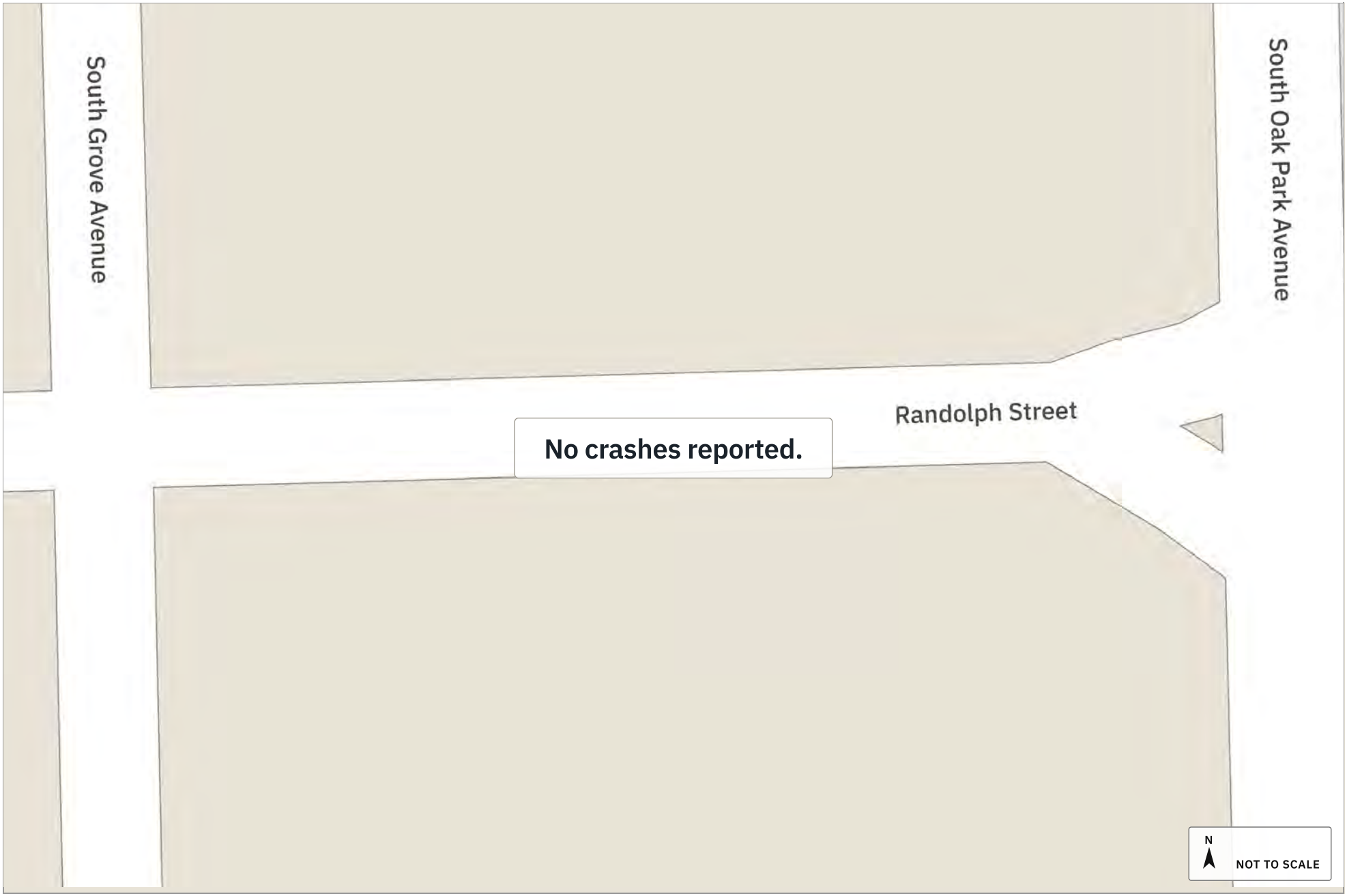
Crash Details

2 crashes

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2023-09-03	4am	Parked vehicle	No injury	Darkness, lit	Clear	Dry	W, Straight Ahead	E, Parked
2	2024-08-22	3pm	Parked vehicle	No injury	Daylight	Clear	Dry	E, Straight Ahead	E, Parked

Randolph from Grove to Oak Park Ave

Crash Diagram
`0 crashes`

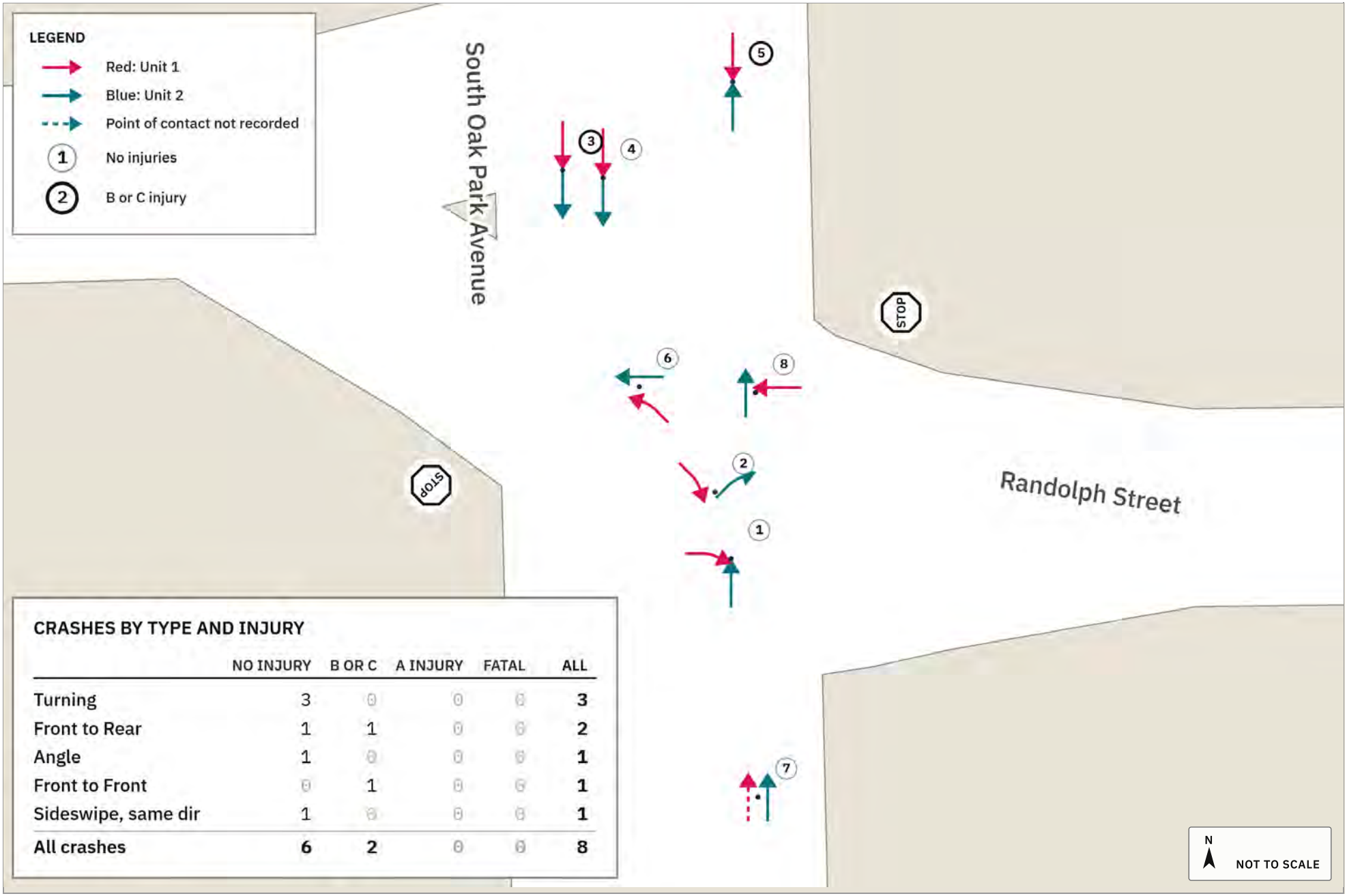


© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Randolph and Oak Park Ave

8 crashes, 2021 to 2025, 2 with injury

Crash Diagram
8 crashes



CRASHES BY TYPE AND INJURY

	NO INJURY	B OR C	A INJURY	FATAL	ALL
Turning	3	0	0	0	**3**
Front to Rear	1	1	0	0	**2**
Angle	1	0	0	0	**1**
Front to Front	0	1	0	0	**1**
Sideswipe, same dir	1	0	0	0	**1**
All crashes	**6**	**2**	0	0	**8**

© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Randolph and Oak Park Ave

8 crashes, 2021 to 2025, 2 with injury

Crash Details

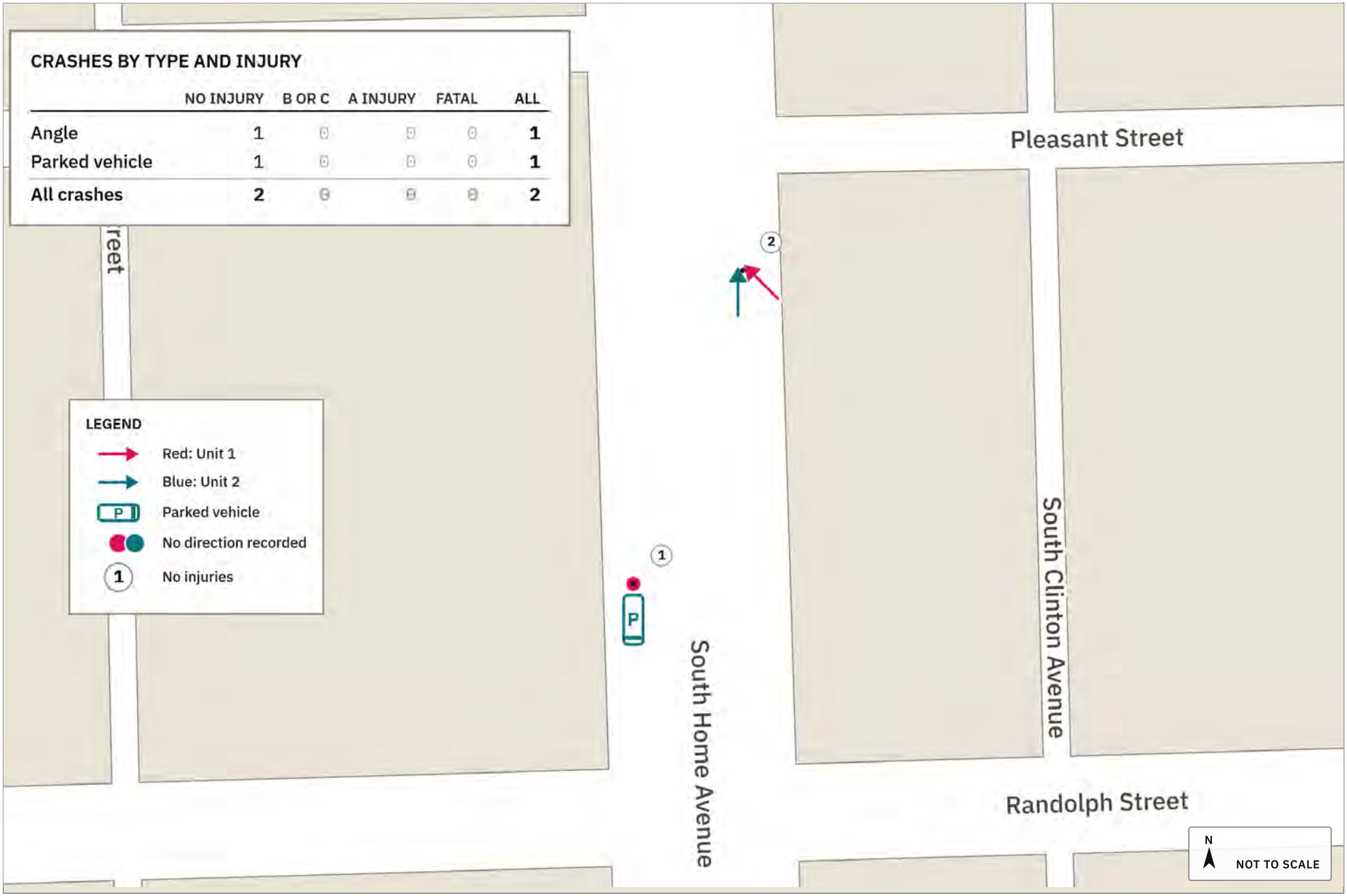
8 crashes

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2021-10-25	7am	Turning	No injury	Daylight	Rain	Wet	E, Turning Right	N, Straight Ahead
2	2022-07-29	11pm	Turning	No injury	Darkness, lit	Clear	Dry	SE, Turning Right	NE, Turning Right
3	2022-08-23	3pm	Front to Rear	C injury	Daylight	Clear	Dry	S, Straight Ahead	S, Slowing in traffic
4	2024-08-23	3pm	Front to Rear	No injury	Daylight	Clear	Dry	S, Straight Ahead	S, Straight Ahead
5	2024-10-19	5pm	Front to Front	C injury	Daylight	Clear	Dry	S, Straight Ahead	N, Straight Ahead
6	2025-01-08	1pm	Turning	No injury	Daylight	Cloudy	Dry	NW, Turning Left	W, Straight Ahead
7	2025-04-22	5am	Sideswipe, same dir	No injury	Darkness, lit	Clear	Dry	N	N, Slowing in traffic
8	2025-05-03	8am	Angle	No injury	Daylight	Clear	Dry	W, Straight Ahead	N, Straight Ahead

Home from Randolph to Pleasant

1 crashes, 2021-2025

Crash Diagram
2 crashes



© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Home from Randolph to Pleasant

1 crashes, 2021-2025

Crash Details
2 crashes

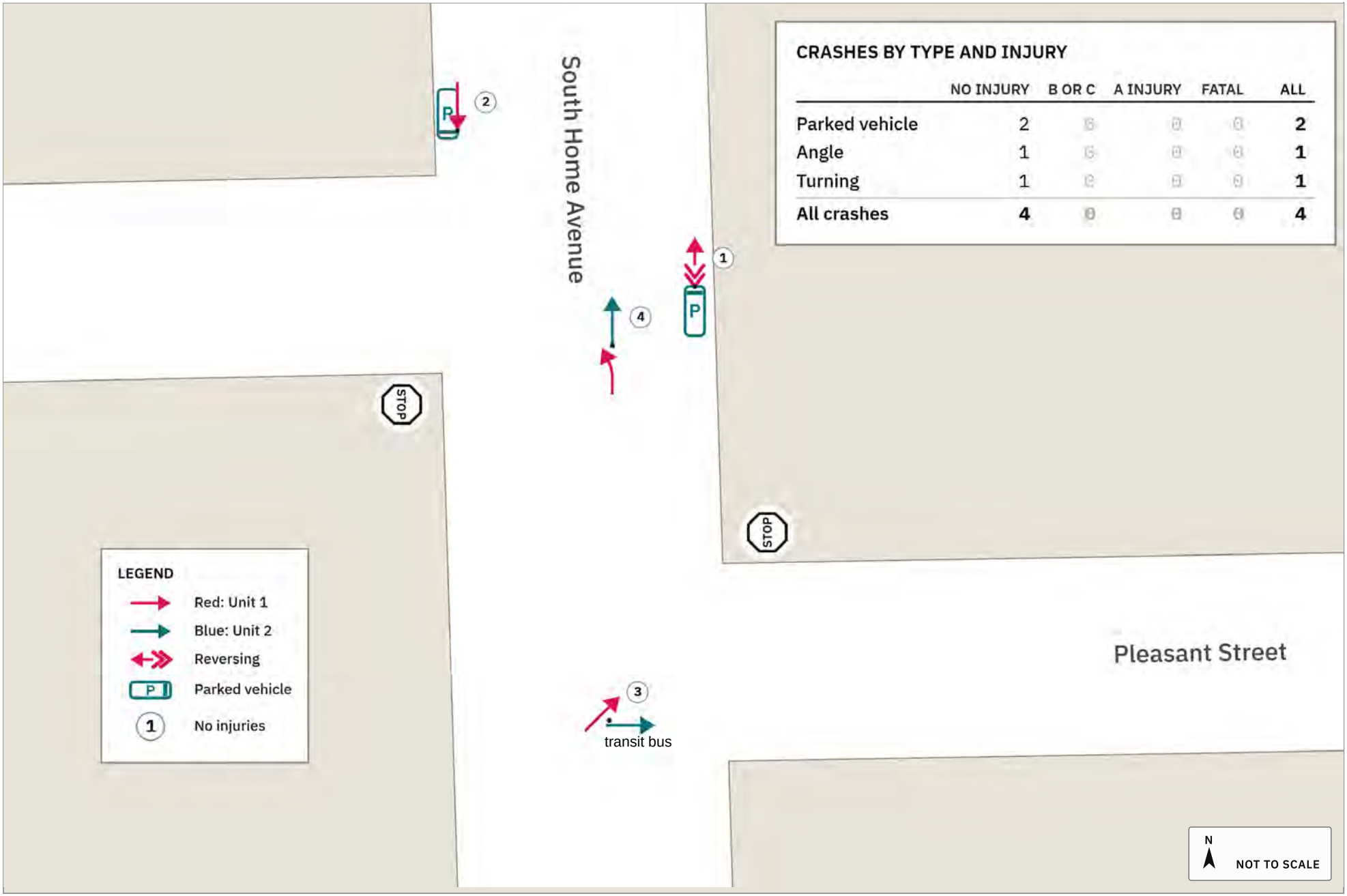
	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2022-07-03	5am	Parked vehicle	No injury	Daylight	Clear	Dry	not recorded	S, Parked
2	2024-10-09	3pm	Angle	No injury	Daylight	Clear	Dry	NW, Entering from parking	N, Straight Ahead

Home and Pleasant

4 crashes, 2021 to 2025

Crash Diagram

4 crashes



© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Home and Pleasant

4 crashes, 2021 to 2025

Crash Details
4 crashes

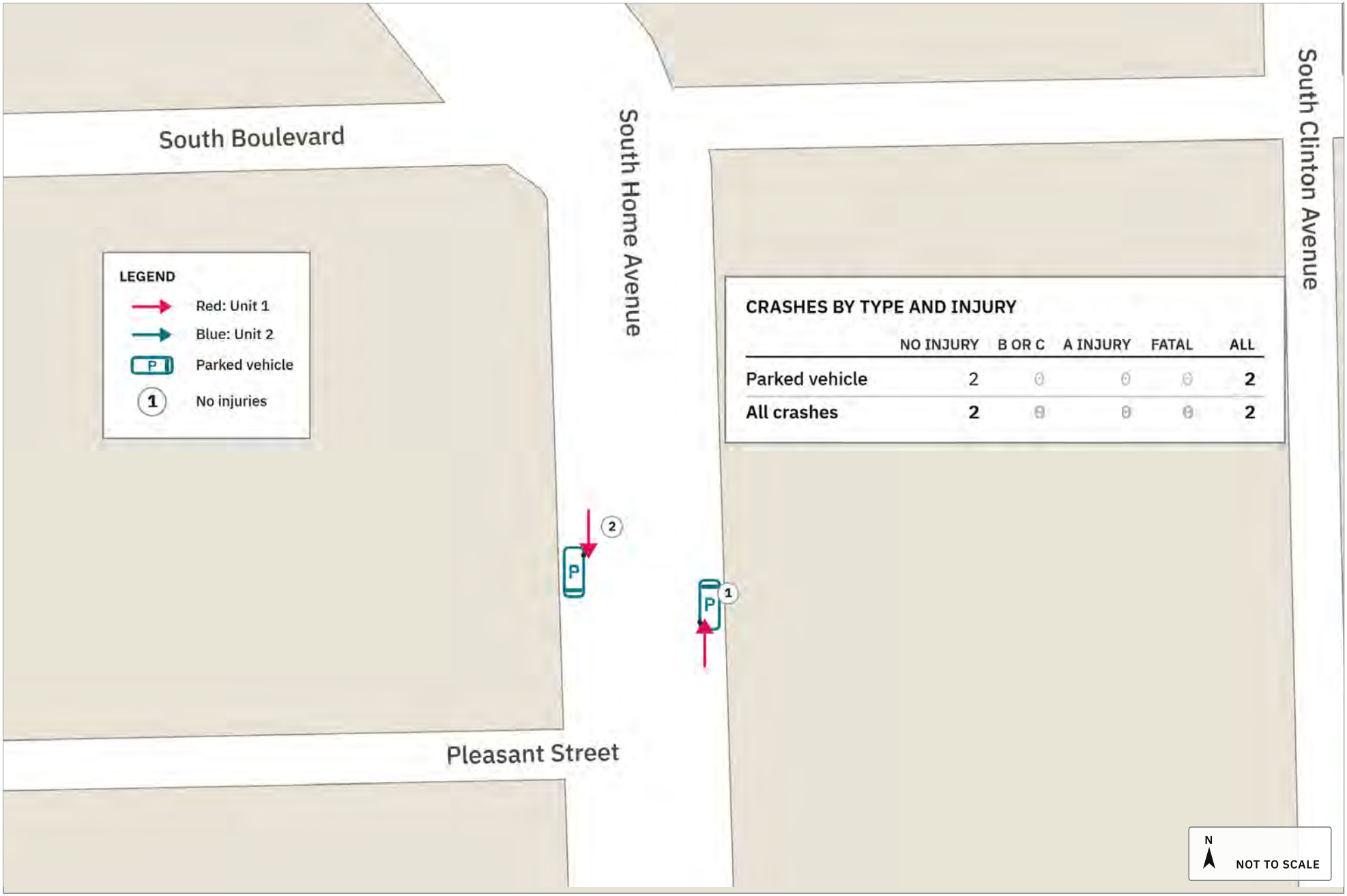
	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2022-10-12	10pm	Parked vehicle	No injury	Darkness, lit	Clear	Wet	S, Backing	N, Parked
2	2023-05-30	7pm	Parked vehicle	No injury	Daylight	Clear	Dry	S, Skidding	S, Parked
3	2025-08-08	7am	Angle	No injury	Daylight	Clear	not recorded	NE, Overtaking	E, Slowing in traffic
4	2025-12-19	4pm	Turning	No injury	Darkness	Clear	Dry	N, Turning Left	N, Straight Ahead

Home from Pleasant to South Blvd

2 crashes, 2021 to 2025

Crash Diagram

2 crashes



© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Home from Pleasant to South Blvd

2 crashes, 2021 to 2025

Crash Details

2 crashes

	DATE	HOUR	TYPE	INJURY SEVERITY	LIGHTING	WEATHER	SURFACE	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2021-01-14	4pm	Parked vehicle	No injury	Darkness	Rain	Wet	N, Straight Ahead	N, Parked
2	2022-11-16	10am	Parked vehicle	No injury	Daylight	Rain	Wet	S, Straight Ahead	S, Parked in lane

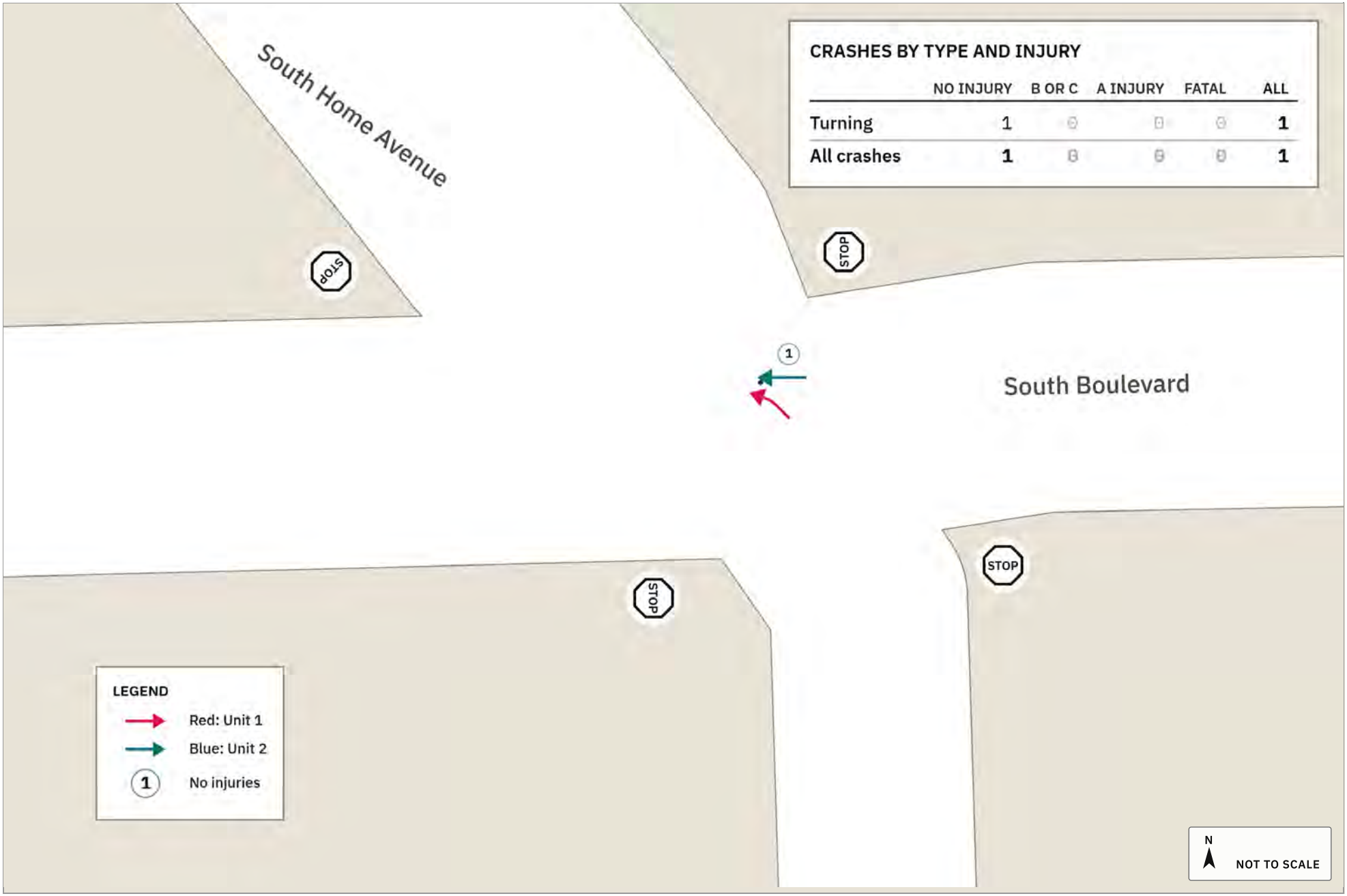
Crash data: Illinois Department of Transportation.

Home and South Blvd

1 crash, 2021-2025

Crash Diagram

1 crash



© OpenStreetMap contributors. Crash data: Illinois Department of Transportation.

Home and South Blvd

1 crash, 2021-2025

Crash Details

1 crash

	DATE	HOUR	TYPE	INJURY SEVERITY	SURFACE	LIGHTING	WEATHER	UNIT 1 BEFORE THE CRASH	UNIT 2 BEFORE THE CRASH
1	2023-10-24	3pm	Turning	No injury	Dry	Daylight	Clear	NW, Turning Left	W, Straight Ahead

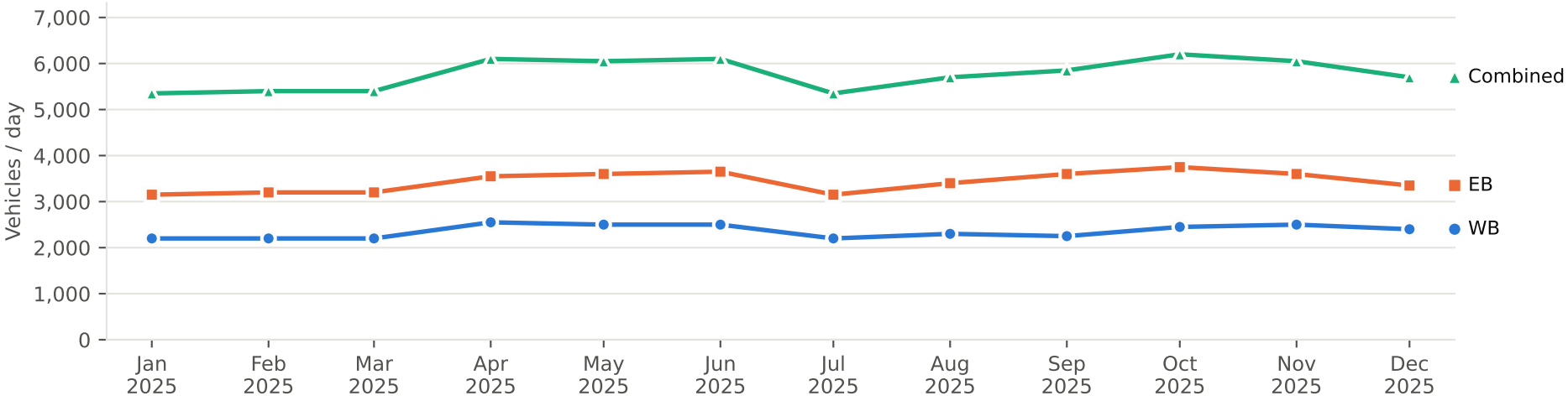
Appendix B

Volume and Speed Trends

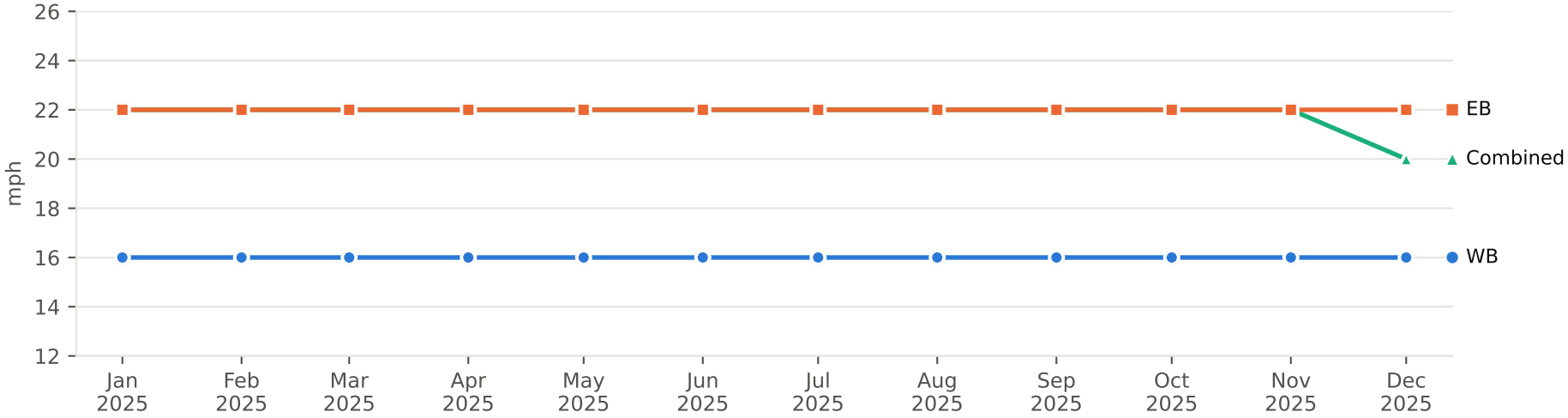
Randolph Street from Harlem to Maple

Zone 1661777670000007 | residential | 233 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

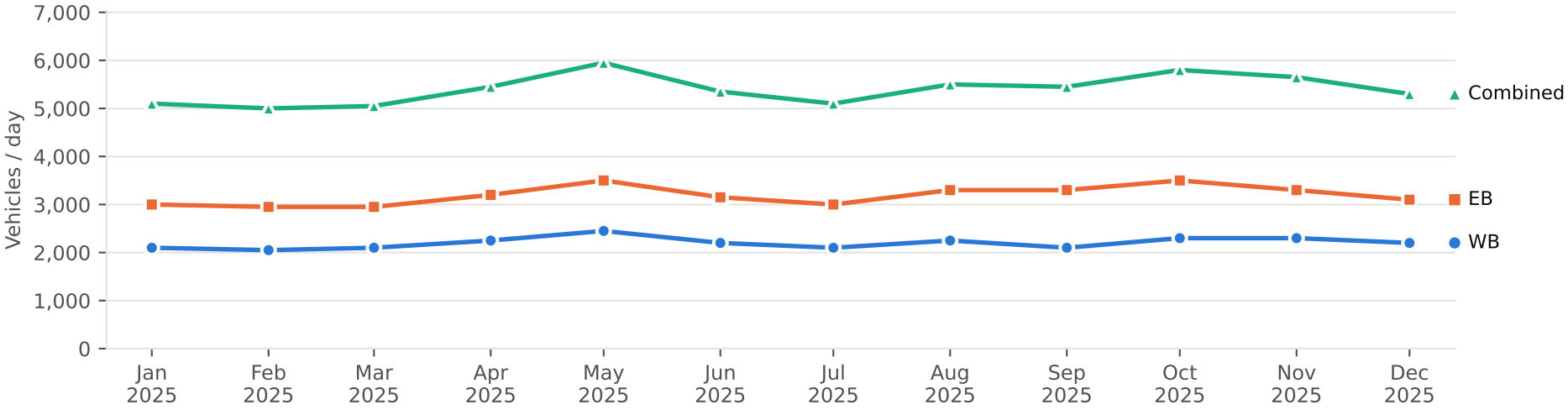


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume WB	2,200	2,200	2,200	2,550	2,500	2,500	2,200	2,300	2,250	2,450	2,500	2,400
Volume EB	3,150	3,200	3,200	3,550	3,600	3,650	3,150	3,400	3,600	3,750	3,600	3,350
Volume Combined	5,350	5,400	5,400	6,100	6,050	6,100	5,350	5,700	5,850	6,200	6,050	5,700
Speed (85th) WB	16	16	16	16	16	16	16	16	16	16	16	16
Speed (85th) EB	22	22	22	22	22	22	22	22	22	22	22	22
Speed (85th) Combined	22	22	22	22	22	22	22	22	22	22	22	20

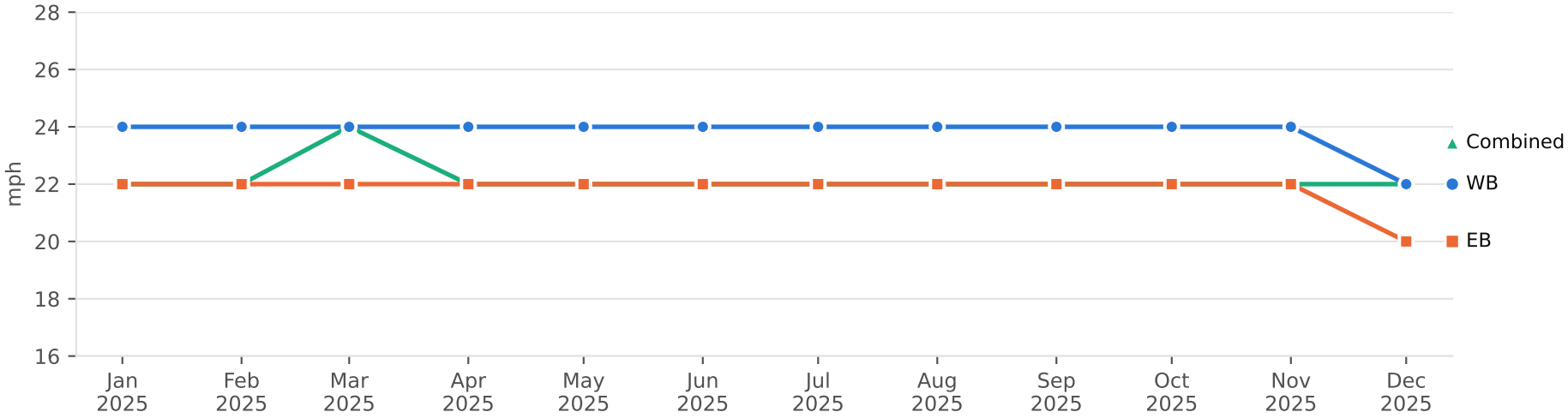
Randolph Street from Maple to Wisconsin

Zone 1661777670000006 | residential | 420 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

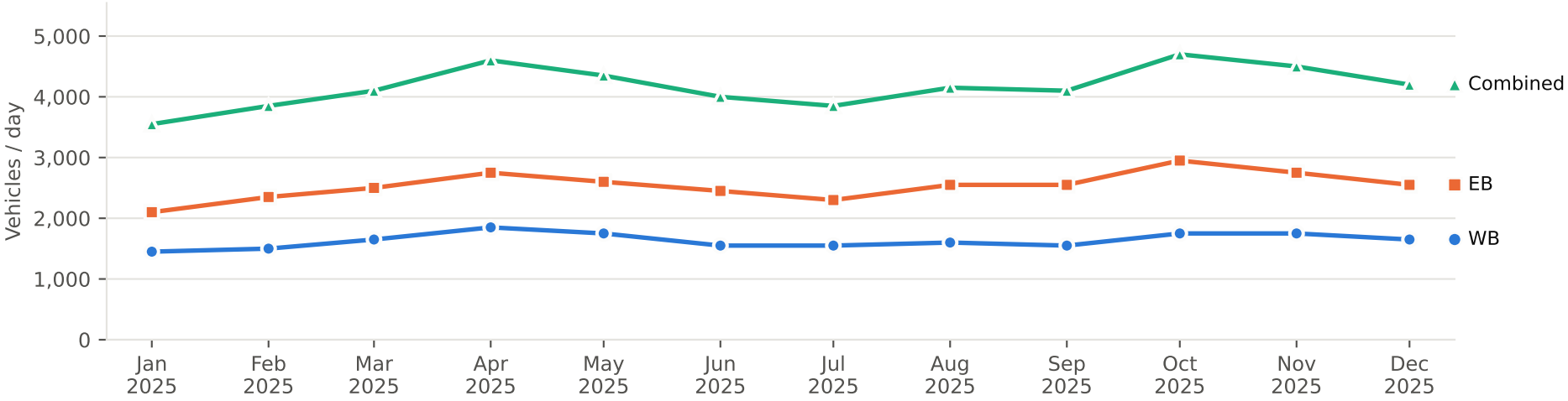


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume WB	2,100	2,050	2,100	2,250	2,450	2,200	2,100	2,250	2,100	2,300	2,300	2,200
Volume EB	3,000	2,950	2,950	3,200	3,500	3,150	3,000	3,300	3,300	3,500	3,300	3,100
Volume Combined	5,100	5,000	5,050	5,450	5,950	5,350	5,100	5,500	5,450	5,800	5,650	5,300
Speed (85th) WB	24	24	24	24	24	24	24	24	24	24	24	22
Speed (85th) EB	22	22	22	22	22	22	22	22	22	22	22	20
Speed (85th) Combined	22	22	24	22	22	22	22	22	22	22	22	22

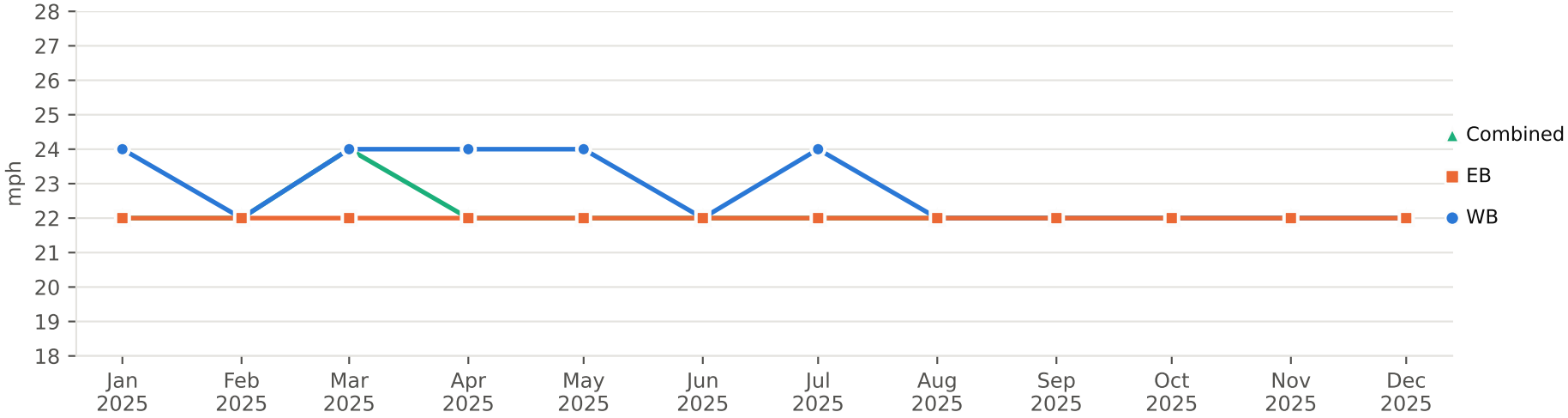
Randolph Street from Marion/Wisconsin to Home

Zone 1661777670000005 | residential | 659 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

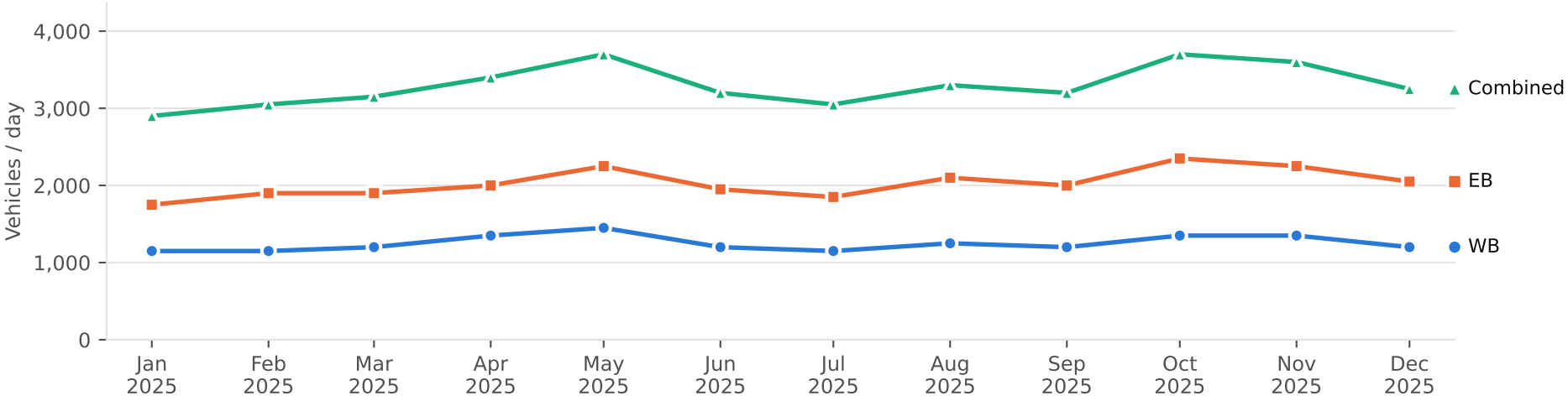


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume WB	1,450	1,500	1,650	1,850	1,750	1,550	1,550	1,600	1,550	1,750	1,750	1,650
Volume EB	2,100	2,350	2,500	2,750	2,600	2,450	2,300	2,550	2,550	2,950	2,750	2,550
Volume Combined	3,550	3,850	4,100	4,600	4,350	4,000	3,850	4,150	4,100	4,700	4,500	4,200
Speed (85th) WB	24	22	24	24	24	22	24	22	22	22	22	22
Speed (85th) EB	22	22	22	22	22	22	22	22	22	22	22	22
Speed (85th) Combined	22	22	24	22	22	22	22	22	22	22	22	22

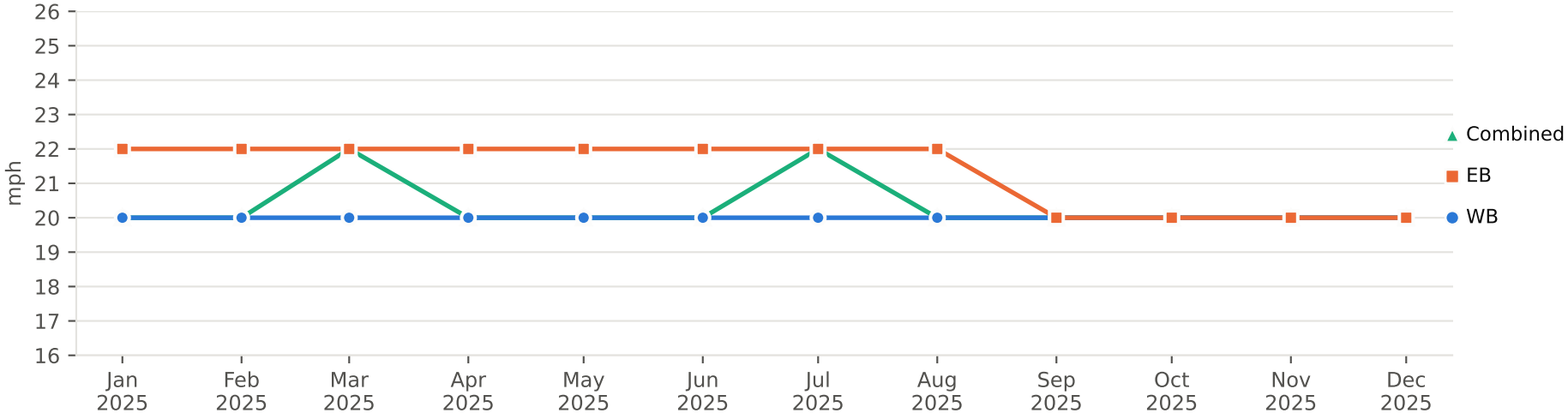
Randolph Street from Home to Clinton

Zone 1661777670000004 | residential | 404 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

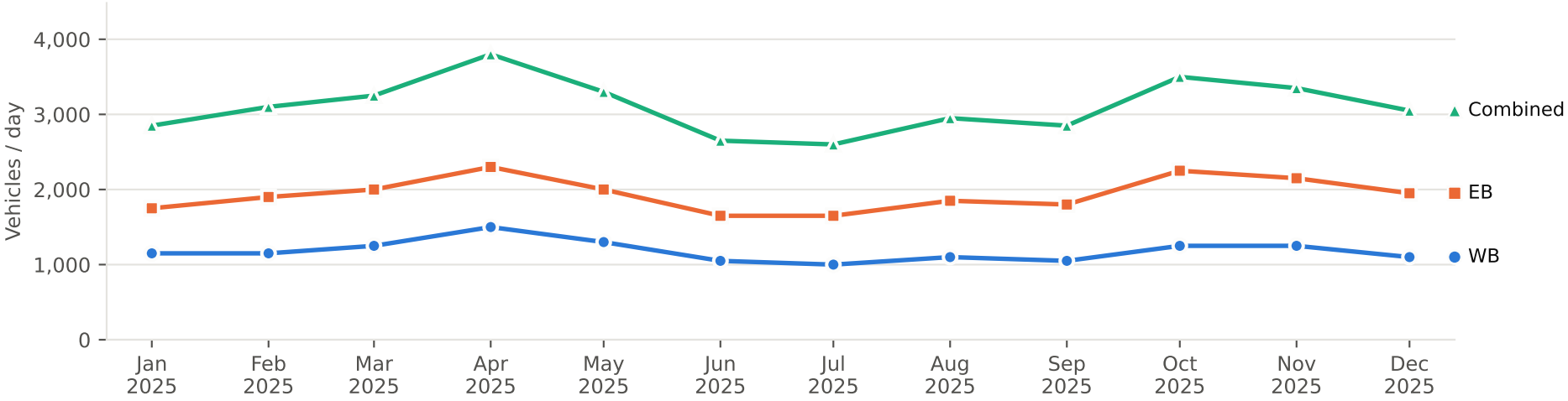


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume WB	1,150	1,150	1,200	1,350	1,450	1,200	1,150	1,250	1,200	1,350	1,350	1,200
Volume EB	1,750	1,900	1,900	2,000	2,250	1,950	1,850	2,100	2,000	2,350	2,250	2,050
Volume Combined	2,900	3,050	3,150	3,400	3,700	3,200	3,050	3,300	3,200	3,700	3,600	3,250
Speed (85th) WB	20	20	20	20	20	20	20	20	20	20	20	20
Speed (85th) EB	22	22	22	22	22	22	22	22	20	20	20	20
Speed (85th) Combined	20	20	22	20	20	20	22	20	20	20	20	20

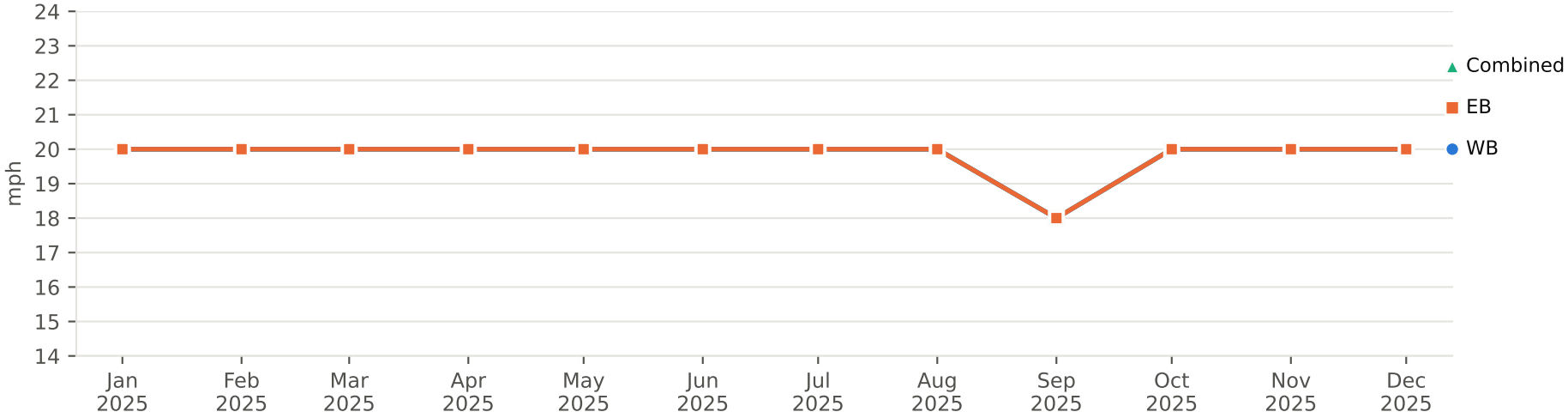
Randolph Street from Clintonn to Kenilworth

Zone 1661777670000003 | residential | 404 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

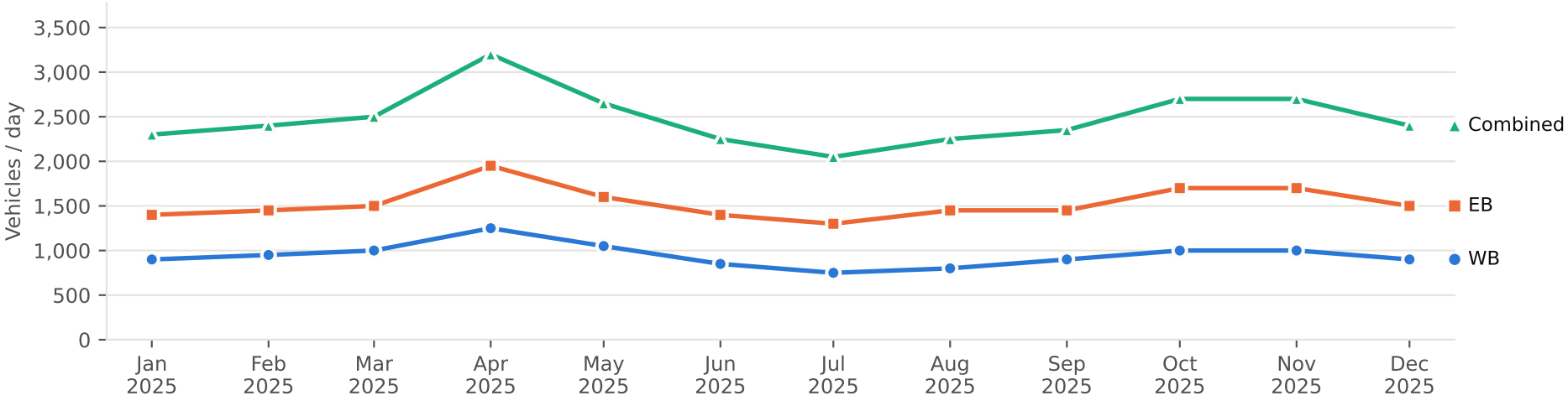


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume WB	1,150	1,150	1,250	1,500	1,300	1,050	1,000	1,100	1,050	1,250	1,250	1,100
Volume EB	1,750	1,900	2,000	2,300	2,000	1,650	1,650	1,850	1,800	2,250	2,150	1,950
Volume Combined	2,850	3,100	3,250	3,800	3,300	2,650	2,600	2,950	2,850	3,500	3,350	3,050
Speed (85th) WB	20	20	20	20	20	20	20	20	18	20	20	20
Speed (85th) EB	20	20	20	20	20	20	20	20	18	20	20	20
Speed (85th) Combined	20	20	20	20	20	20	20	20	18	20	20	20

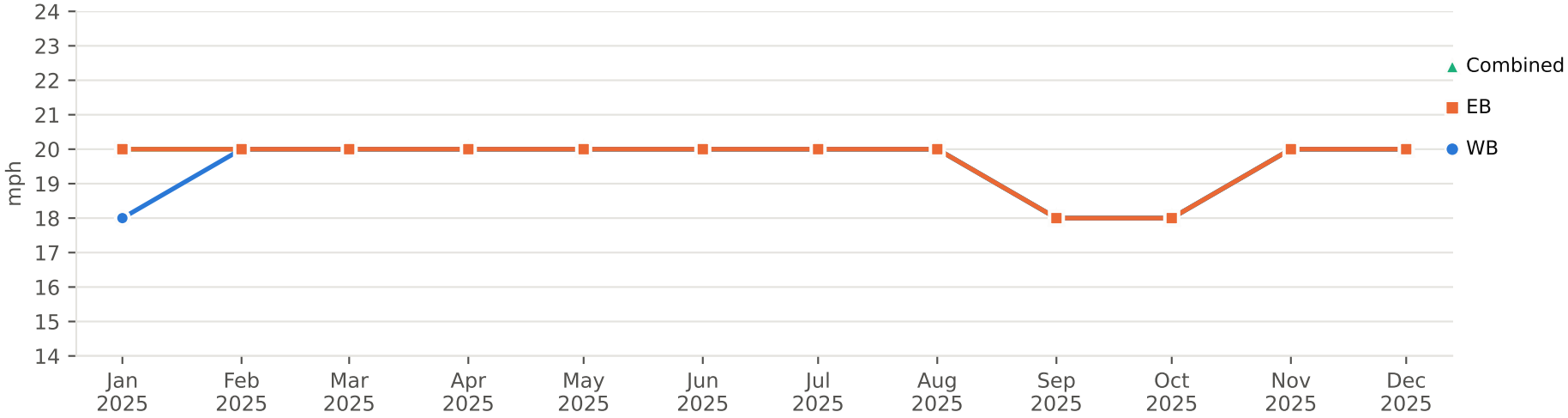
Randolph Street from Kenilworth to Grove

Zone 1661777670000002 | residential | 364 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

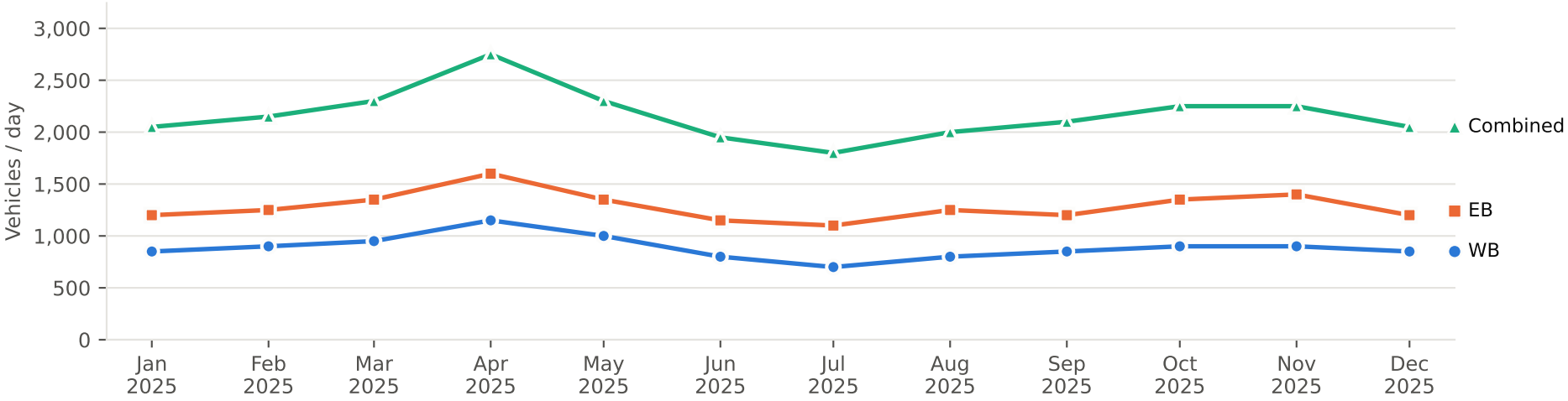


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume WB	900	950	1,000	1,250	1,050	850	750	800	900	1,000	1,000	900
Volume EB	1,400	1,450	1,500	1,950	1,600	1,400	1,300	1,450	1,450	1,700	1,700	1,500
Volume Combined	2,300	2,400	2,500	3,200	2,650	2,250	2,050	2,250	2,350	2,700	2,700	2,400
Speed (85th) WB	18	20	20	20	20	20	20	20	18	18	20	20
Speed (85th) EB	20	20	20	20	20	20	20	20	18	18	20	20
Speed (85th) Combined	20	20	20	20	20	20	20	20	18	18	20	20

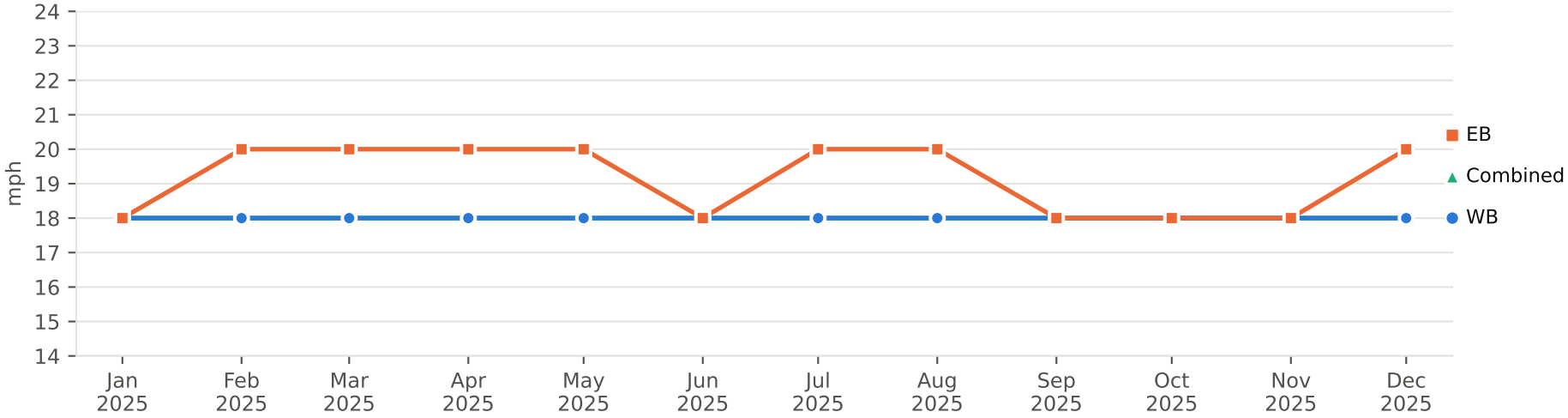
Randolph Street from Grove to Oak Park Ave

Zone 1661777670000001 | residential | 292 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

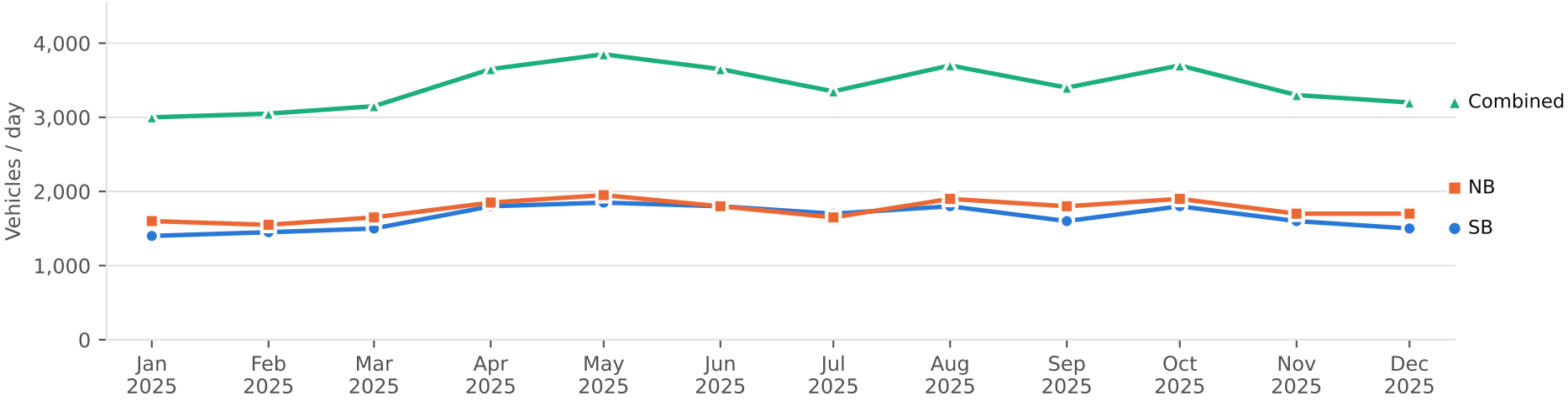


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume WB	850	900	950	1,150	1,000	800	700	800	850	900	900	850
Volume EB	1,200	1,250	1,350	1,600	1,350	1,150	1,100	1,250	1,200	1,350	1,400	1,200
Volume Combined	2,050	2,150	2,300	2,750	2,300	1,950	1,800	2,000	2,100	2,250	2,250	2,050
Speed (85th) WB	18	18	18	18	18	18	18	18	18	18	18	18
Speed (85th) EB	18	20	20	20	20	18	20	20	18	18	18	20
Speed (85th) Combined	18	18	18	18	18	18	18	18	18	18	18	18

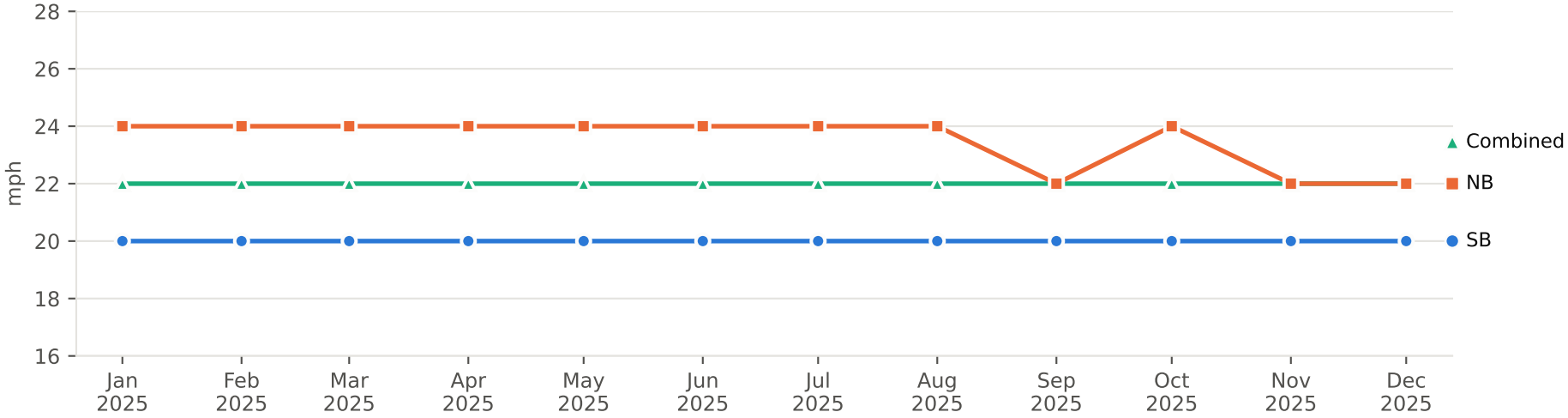
South Home Avenue from Pleasant to Randolph

Zone 591489040000003 | residential | 764 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

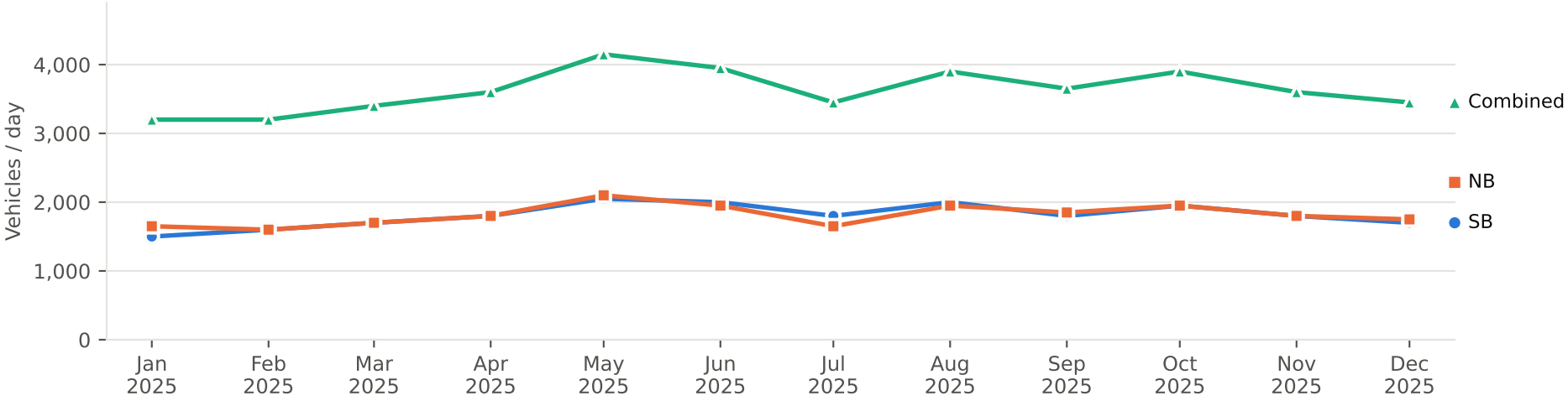


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume SB	1,400	1,450	1,500	1,800	1,850	1,800	1,700	1,800	1,600	1,800	1,600	1,500
Volume NB	1,600	1,550	1,650	1,850	1,950	1,800	1,650	1,900	1,800	1,900	1,700	1,700
Volume Combined	3,000	3,050	3,150	3,650	3,850	3,650	3,350	3,700	3,400	3,700	3,300	3,200
Speed (85th) SB	20	20	20	20	20	20	20	20	20	20	20	20
Speed (85th) NB	24	24	24	24	24	24	24	24	22	24	22	22
Speed (85th) Combined	22	22	22	22	22	22	22	22	22	22	22	22

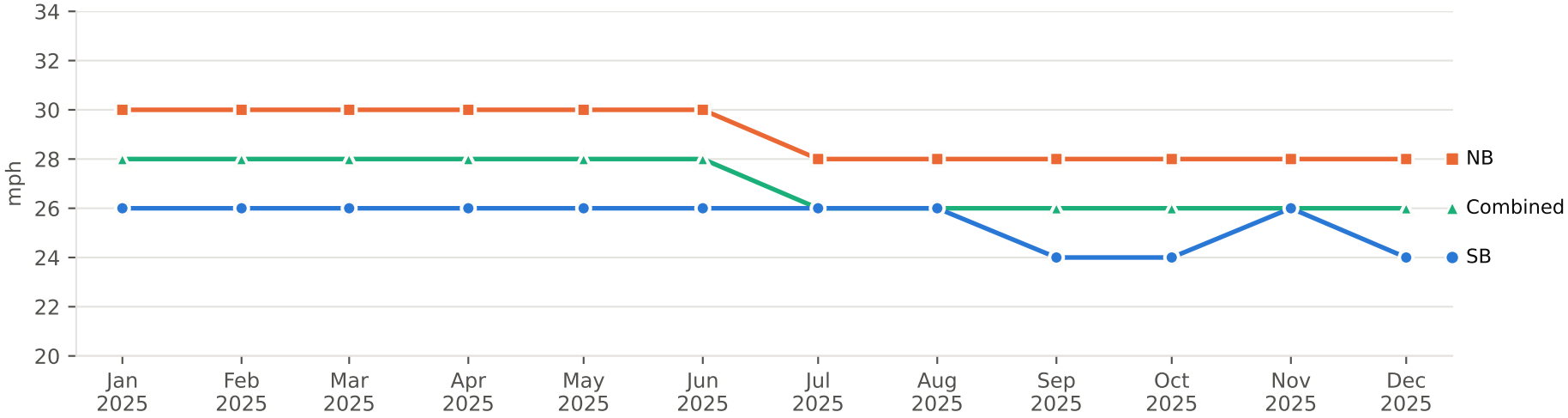
South Home Avenue from Pleasant to Pleasant

Zone 591489040000002 | residential | 121 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month

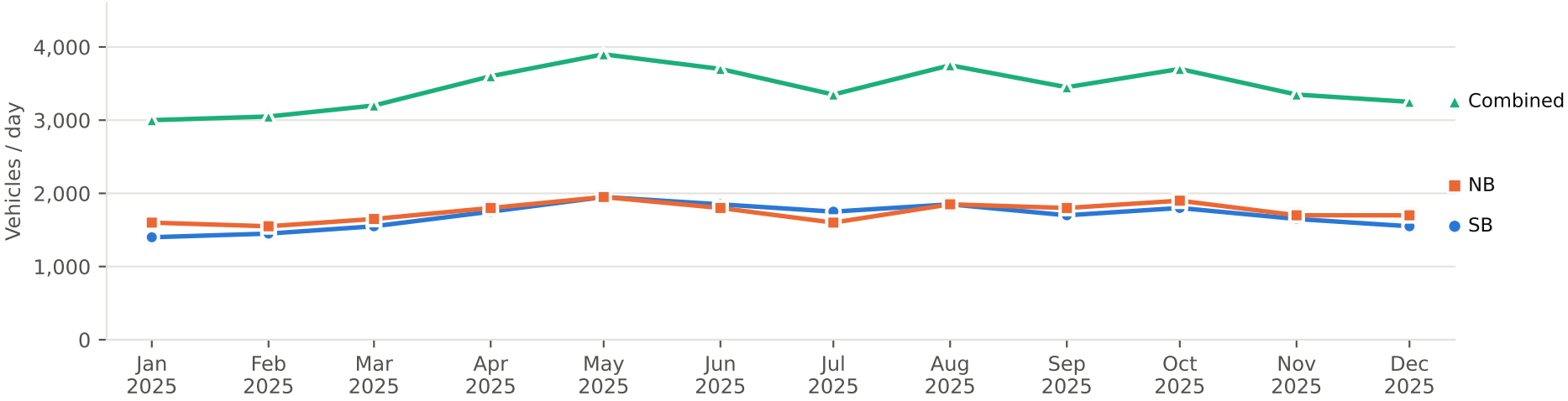


2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume SB	1,500	1,600	1,700	1,800	2,050	2,000	1,800	2,000	1,800	1,950	1,800	1,700
Volume NB	1,650	1,600	1,700	1,800	2,100	1,950	1,650	1,950	1,850	1,950	1,800	1,750
Volume Combined	3,200	3,200	3,400	3,600	4,150	3,950	3,450	3,900	3,650	3,900	3,600	3,450
Speed (85th) SB	26	26	26	26	26	26	26	26	24	24	26	24
Speed (85th) NB	30	30	30	30	30	30	28	28	28	28	28	28
Speed (85th) Combined	28	28	28	28	28	28	26	26	26	26	26	26

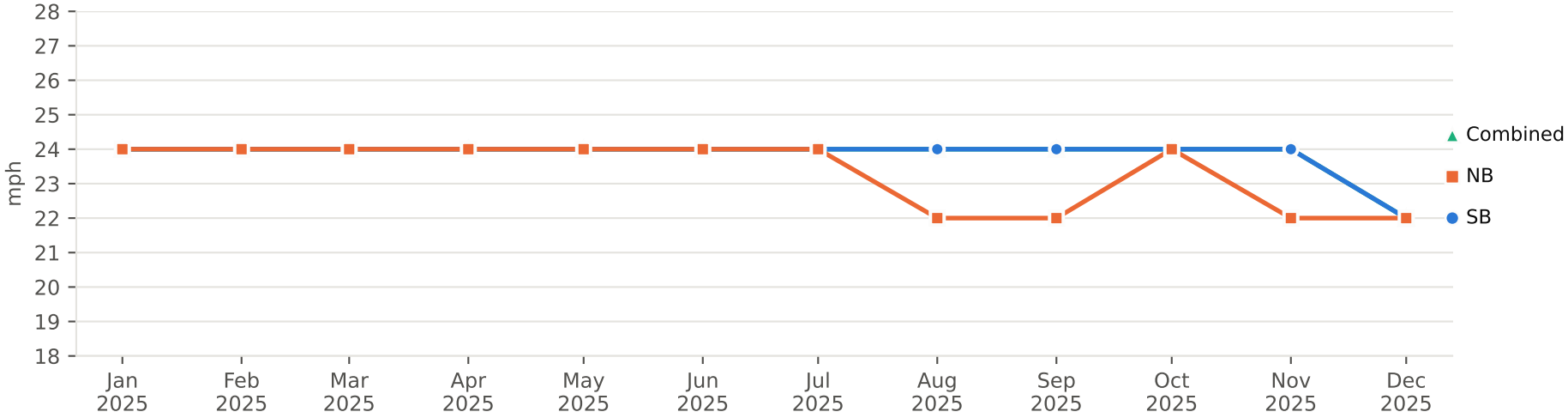
South Home Avenue from South Blvd to Pleasant

Zone 591489040000001 | residential | 354 ft | Weekday (M - F), All Day (12am - 12am), 2025 | StreetLight Street Scanner

Average daily volume by month



85th percentile speed by month



2025	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Volume SB	1,400	1,450	1,550	1,750	1,950	1,850	1,750	1,850	1,700	1,800	1,650	1,550
Volume NB	1,600	1,550	1,650	1,800	1,950	1,800	1,600	1,850	1,800	1,900	1,700	1,700
Volume Combined	3,000	3,050	3,200	3,600	3,900	3,700	3,350	3,750	3,450	3,700	3,350	3,250
Speed (85th) SB	24	24	24	24	24	24	24	24	24	24	24	22
Speed (85th) NB	24	24	24	24	24	24	24	22	22	24	22	22
Speed (85th) Combined	24	24	24	24	24	24	24	24	24	24	24	22

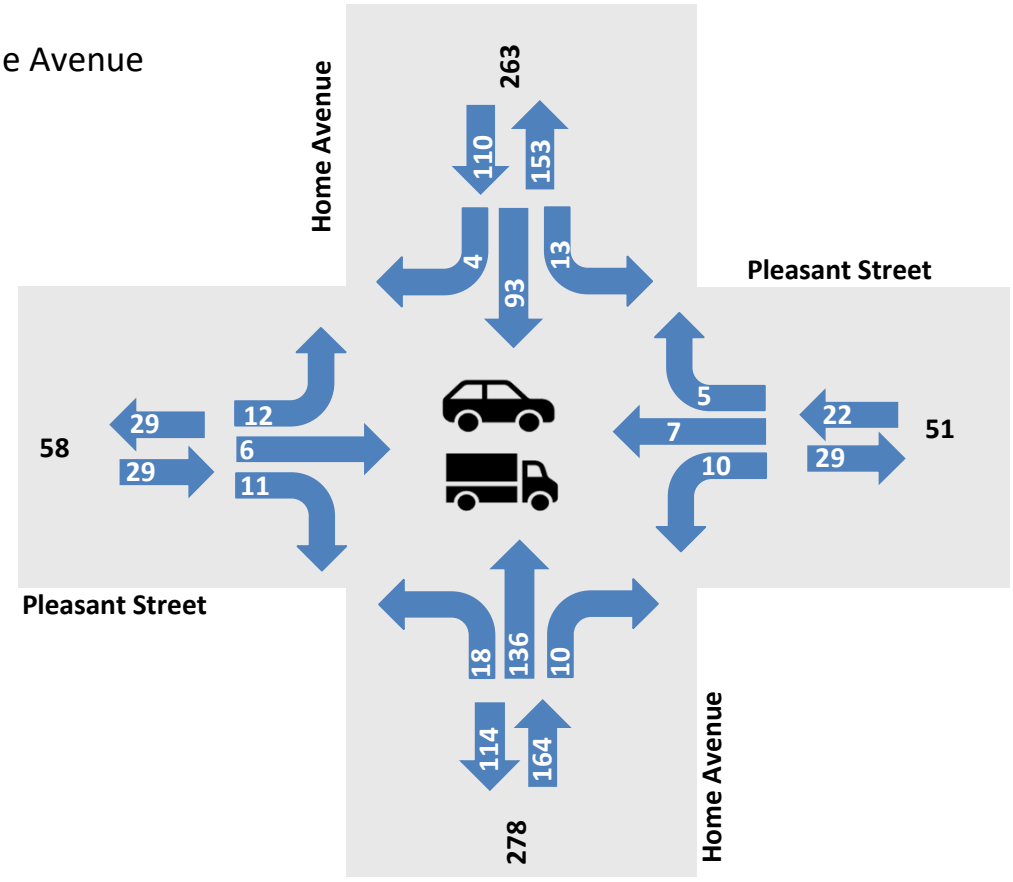
Appendix C

Turning Movement Count

Pleasant and Home

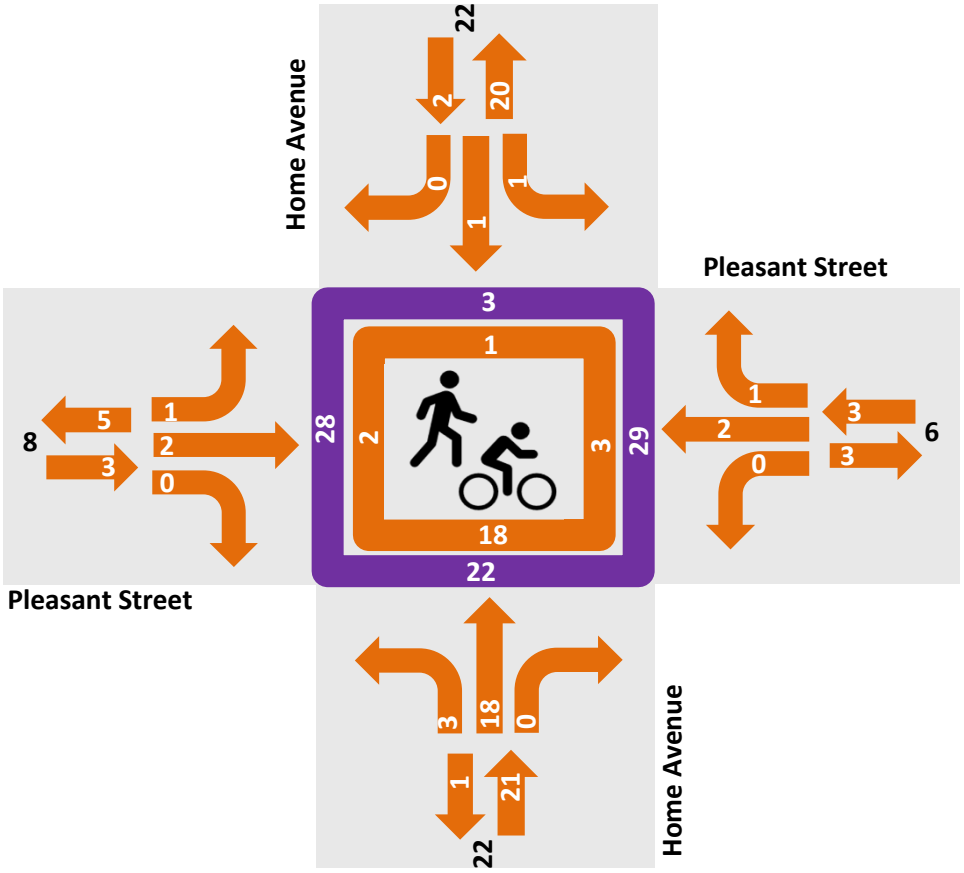
3758 Oak Park Traffic Calming

Pleasant Street and Home Avenue
AM Peak Hour
7:45 AM to 8:45 AM
Tuesday 10/3/2023



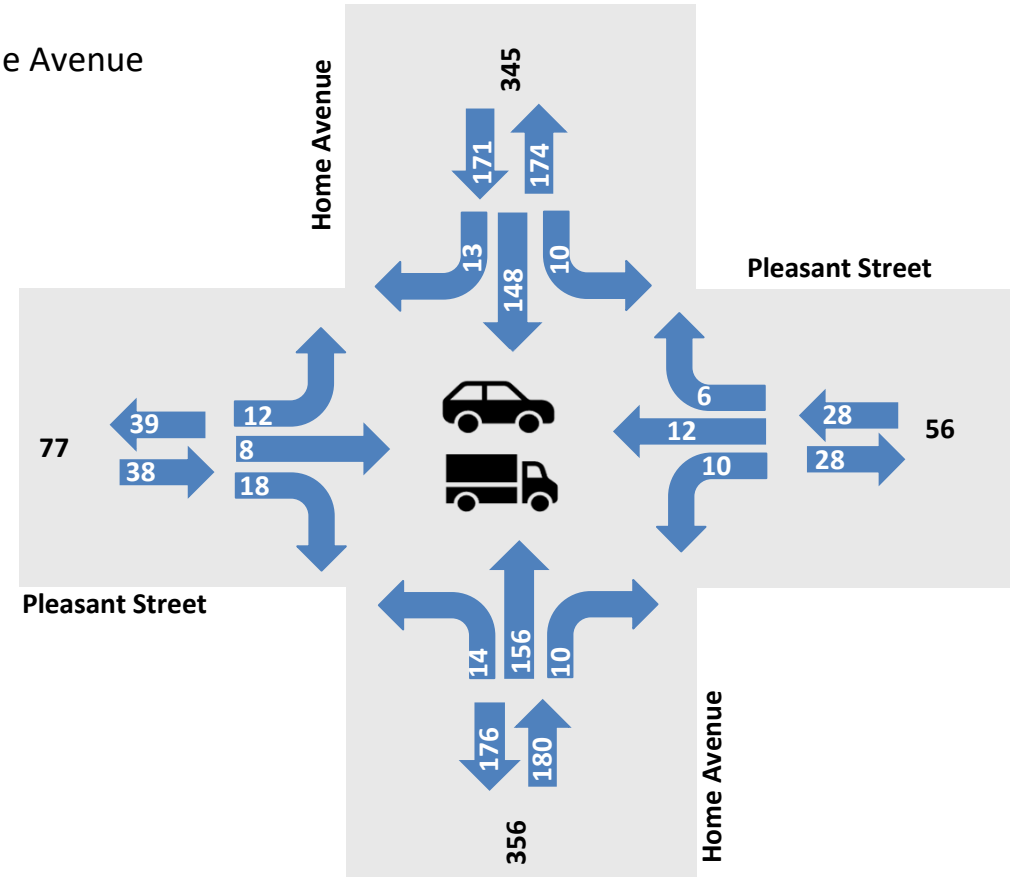
Key

- ### Motor Vehicles
- ### Bicyclists in Street
- ### Bicyclists in Crosswalk
- ### Pedestrians in Crosswalk
- ### Total bidirectional count per leg



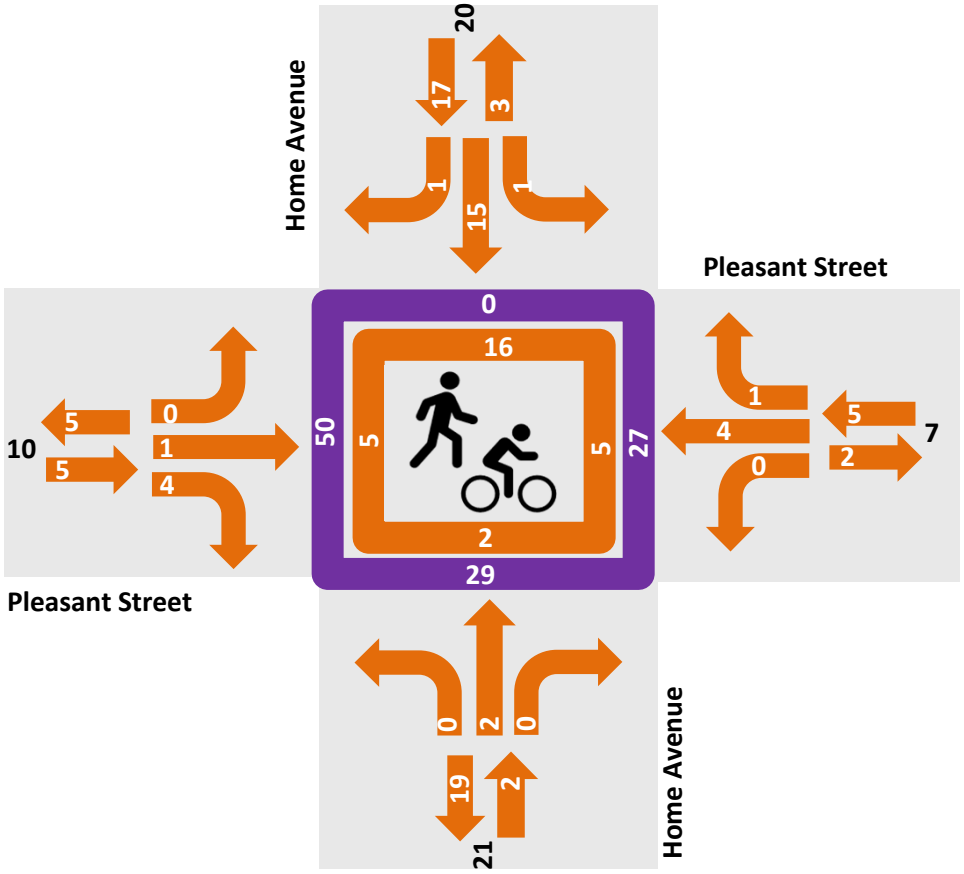
3758 Oak Park Traffic Calming

Pleasant Street and Home Avenue
PM Peak Hour
5:00 PM to 6:00 PM
Tuesday 10/3/2023



Key

- ### Motor Vehicles
- ### Bicyclists in Street
- ### Bicyclists in Crosswalk
- ### Pedestrians in Crosswalk
- ### Total bidirectional count per leg



Project 3758 Oak Park Traffic Calming
Count Date Tuesday 10/3/2023

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

	Home Avenue North Leg						Home Avenue South Leg							Pleasant Street East Leg						Pleasant Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
12:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
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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
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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
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4:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
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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**	37
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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**	141
7:00 AM	0	13	2	15	15	**30**	2	14	2	18	15	**33**	**33**	1	0	0	1	5	**6**	2	1	0	3	2	**5**	**4**	**37**	237
7:15 AM	0	11	3	14	20	**34**	2	16	0	18	17	**35**	**32**	3	0	3	6	5	**11**	3	0	1	4	0	**4**	**10**	**42**	274
7:30 AM	2	23	2	27	23	**50**	4	21	0	25	25	**50**	**52**	1	1	1	3	11	**14**	1	5	1	7	3	**10**	**10**	**62**	315
7:45 AM	1	34	2	37	39	**76**	6	32	3	41	41	**82**	**78**	3	3	5	11	9	**20**	2	1	4	7	7	**14**	**18**	**96**	325
8:00 AM	0	22	4	26	33	**59**	1	31	7	39	26	**65**	**65**	1	2	1	4	6	**10**	3	1	1	5	9	**14**	**9**	**74**	317
8:15 AM	0	23	4	27	37	**64**	0	32	8	40	29	**69**	**67**	1	2	3	6	7	**13**	3	3	4	10	10	**20**	**16**	**83**	243
8:30 AM	3	14	3	20	44	**64**	3	41	0	44	18	**62**	**64**	0	0	1	1	7	**8**	3	1	3	7	3	**10**	**8**	**72**	160
8:45 AM	0	16	5	21	48	**69**	5	42	3	50	24	**74**	**71**	3	0	4	7	13	**20**	4	3	3	10	3	**13**	**17**	**88**	88
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
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9:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
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11:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	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**	**0**	**0**	0
1:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 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**	70
2:00 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**	135
2:15 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**	201
2:30 PM	6	20	2	28	28	**56**	1	22	3	26	23	**49**	**54**	3	3	0	6	7	**13**	3	4	3	10	12	**22**	**16**	**70**	293
2:45 PM	1	25	1	27	25	**52**	3	23	0	26	30	**56**	**53**	1	3	2	6	6	**12**	3	2	1	6	4	**10**	**12**	**65**	331
3:00 PM	2	21	3	26	27	**53**	6	25	3	34	24	**58**	**60**	1	0	1	2	10	**12**	2	1	1	4	5	**9**	**6**	**66**	341
3:15 PM	3	34	2	39	32	**71**	2	27	1	30	41	**71**	**69**	4	6	2	12	9	**21**	5	5	1	11	10	**21**	**23**	**92**	357
3:30 PM	5	37	1	43	37	**80**	7	36	3	46	49	**95**	**89**	0	6	7	13	8	**21**	5	0	1	6	14	**20**	**19**	**108**	363
3:45 PM	2	28	2	32	31	**63**	1	26	2	29	33	**62**	**61**	3	4	2	9	3	**12**	3	0	2	5	8	**13**	**14**	**75**	356
4:00 PM	2	28	0	30	41	**71**	1	38	0	39	34	**73**	**69**	0	3	2	5	2	**7**	4	1	3	8	5	**13**	**13**	**82**	362
4:15 PM	1	43	1	45	41	**86**	1	36	2	39	48	**87**	**84**	2	2	2	6	4	**10**	3	2	3	8	5	**13**	**14**	**98**	378
4:30 PM	1	51	1	53	29	**82**	4	27	4	35	57	**92**	**88**	1	2	2	5	8	**13**	4	3	1	8	7	**15**	**13**	**101**	392
4:45 PM	1	29	3	33	36	**69**	2	34	3	39	32	**71**	**72**	2	0	1	3	9	**12**	2	4	0	6	4	**10**	**9**	**81**	400
5:00 PM	3	39	2	44	37	**81**	5	35	4	44	43	**87**	**88**	1	3	2	6	8	**14**	2	1	1	4	10	**14**	**10**	**98**	417
5:15 PM	4	48	2	54	43	**97**	1	37	2	40	53	**93**	**94**	2	4	3	9	6	**15**	2	3	4	9	10	**19**	**18**	**112**	319
5:30 PM	2	34	0	36	54	**90**	2	48	4	54	44	**98**	**90**	3	2	4	9	3	**12**	6	1	3	10	8	**18**	**19**	**109**	207
5:45 PM	4	27	6	37	40	**77**	2	36	4	42	36	**78**	**79**	0	3	1	4	11	**15**	8	3	4	15	11	**26**	**19**	**98**	98
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**	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**	0

Project 3758 Oak Park Traffic Calming
Count Date Tuesday 10/3/2023

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

	Home Avenue North Leg						Home Avenue South Leg							Pleasant Street East Leg						Pleasant Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals			Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
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**	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**	0
7:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	
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	**43**	**620**	**51**	**714**	**760**	**1474**	**61**	**679**	**58**	**798**	**742**	**1540**	**1512**	**36**	**49**	**49**	**134**	**157**	**291**	**73**	**45**	**45**	**163**	**150**	**313**	**297**	**1809**	**7236**

AM Peak Hour - All Vehicles

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
7:45 AM	4	93	13	110	153	**263**	10	136	18	164	114	**278**	**274**	5	7	10	22	29	**51**	11	6	12	29	29	**58**	**51**	**325**
Percent Trucks	50.0%	0.0%	0.0%	1.8%	3.3%	2.7%	0.0%	2.9%	5.6%	3.0%	0.0%	1.8%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	3.4%	10.3%	6.9%	2.0%	2.5%

Intersection Peak Hour Factor = 0.85

PM Peak Hour - All Vehicles

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
5:00 PM	13	148	10	171	174	**345**	10	156	14	180	176	**356**	**351**	6	12	10	28	28	**56**	18	8	12	38	39	**77**	**66**	**417**
Percent Trucks	7.7%	0.0%	0.0%	0.6%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	1.3%	0.0%	0.2%

Intersection Peak Hour Factor = 0.93

Custom Analysis Hour - All Vehicles

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
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**
Percent Trucks	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Intersection Peak Hour Factor = #DIV/0!

All Data Collected - All Hours - All Vehicles

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
	43	620	51	714	760	**1474**	61	679	58	798	742	**1540**	**1512**	36	49	49	134	157	**291**	73	45	45	163	150	**313**	**297**	**1809**
Percent Trucks	16.3%	0.5%	3.9%	1.7%	0.9%	1.3%	8.2%	0.7%	1.7%	1.4%	1.1%	1.2%	1.5%	2.8%	0.0%	8.2%	3.7%	5.7%	4.8%	1.4%	4.4%	2.2%	2.5%	5.3%	3.8%	3.0%	#DIV/0!

Project 3758 Oak Park Traffic Calming
Count Date Tuesday 10/3/2023

Trucks (15-minute intervals): SU and MU

	Home Avenue North Leg						Home Avenue South Leg							Pleasant Street East Leg							Pleasant Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals				Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
12:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	1
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**	4
7:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	7
7:15 AM	0	0	1	1	0	**1**	0	0	0	0	0	**0**	**1**	0	0	0	0	1	**1**	0	0	0	0	0	**0**	**0**	**1**	9
7:30 AM	1	0	0	1	0	**1**	1	0	0	1	0	**1**	**2**	0	0	0	0	0	**0**	0	1	0	1	1	**2**	**1**	**3**	9
7:45 AM	1	0	0	1	2	**3**	0	1	0	1	0	**1**	**2**	0	0	0	0	0	**0**	0	0	1	1	1	**2**	**1**	**3**	8
8:00 AM	0	0	0	0	1	**1**	0	1	1	2	0	**2**	**2**	0	0	0	0	0	**0**	0	0	0	0	1	**1**	**0**	**2**	7
8:15 AM	0	0	0	0	1	**1**	0	1	0	1	0	**1**	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**1**	5
8:30 AM	1	0	0	1	1	**2**	0	1	0	1	0	**1**	**2**	0	0	0	0	0	**0**	0	0	0	0	1	**1**	**0**	**2**	4
8:45 AM	0	0	0	0	1	**1**	0	1	0	1	1	**2**	**1**	0	0	1	1	0	**1**	0	0	0	0	0	**0**	**1**	**2**	2
9:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	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**	**0**	**0**	0
1:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 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**	1
2:00 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**	4
2:15 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**	5
2:30 PM	0	0	0	0	1	**1**	0	0	0	0	0	**0**	**0**	1	0	0	1	0	**1**	0	0	0	0	0	**0**	**1**	**1**	10
2:45 PM	0	1	0	1	0	**1**	1	0	0	1	2	**3**	**2**	0	0	0	0	1	**1**	1	0	0	1	0	**1**	**1**	**3**	13
3:00 PM	0	0	1	1	0	**1**	0	0	0	0	0	**0**	**1**	0	0	0	0	1	**1**	0	0	0	0	0	**0**	**0**	**1**	13
3:15 PM	2	1	0	3	0	**3**	1	0	0	1	1	**2**	**4**	0	0	0	0	2	**2**	0	1	0	1	2	**3**	**1**	**5**	12
3:30 PM	0	0	0	0	0	**0**	1	0	0	1	3	**4**	**1**	0	0	3	3	1	**4**	0	0	0	0	0	**0**	**3**	**4**	7
3:45 PM	1	1	0	2	0	**2**	1	0	0	1	1	**2**	**3**	0	0	0	0	1	**1**	0	0	0	0	1	**1**	**0**	**3**	3
4:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:15 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**	1
4:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	1
4:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	1
5:00 PM	1	0	0	1	0	**1**	0	0	0	0	0	**0**	**1**	0	0	0	0	0	**0**	0	0	0	0	1	**1**	**0**	**1**	1
5:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
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**	**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**	**0**	0

Project 3758 Oak Park Traffic Calming
Count Date Tuesday 10/3/2023

Trucks (15-minute intervals): SU and MU

	Home Avenue North Leg						Home Avenue South Leg							Pleasant Street East Leg							Pleasant Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals				Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
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**	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**	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**	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**	0
7:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	
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**	**3**	**2**	**12**	**7**	**19**	**5**	**5**	**1**	**11**	**8**	**19**	**23**	**1**	**0**	**4**	**5**	**9**	**14**	**1**	**2**	**1**	**4**	**8**	**12**	**9**	**32**	**128**

AM Peak Hour - Trucks

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
7:45 AM	2	0	0	2	5	**7**	0	4	1	5	0	**5**	**7**	0	0	0	0	0	**0**	0	0	1	1	3	**4**	**1**	**8**

PM Peak Hour - Trucks

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

Custom Analysis Hour - Trucks

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
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**

All Data Collected - All Hours - Trucks

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
	7	3	2	12	7	**19**	5	5	1	11	8	**19**	**23**	1	0	4	5	9	**14**	1	2	1	4	8	**12**	**9**	**32**

Project 3758 Oak Park Traffic Calming
Count Date Tuesday 10/3/2023

Bikes on Road (15-minute intervals)

	Home Avenue North Leg						Home Avenue South Leg							Pleasant Street East Leg							Pleasant Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals				Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
12:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
2:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
3:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
4:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
5:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
6:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	3
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**	10
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**	20
7:00 AM	0	1	0	1	2	**3**	0	2	0	2	1	**3**	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**3**	37
7:15 AM	0	0	0	0	6	**6**	0	6	0	6	0	**6**	**6**	0	1	0	1	0	**1**	0	0	0	0	1	**1**	**1**	**7**	40
7:30 AM	0	0	0	0	8	**8**	1	8	0	9	0	**9**	**9**	0	0	0	0	2	**2**	0	1	0	1	0	**1**	**1**	**10**	37
7:45 AM	0	1	0	1	12	**13**	0	11	1	12	1	**13**	**13**	1	1	0	2	2	**4**	0	2	0	2	2	**4**	**4**	**17**	29
8:00 AM	0	0	0	0	3	**3**	0	3	2	5	0	**5**	**5**	0	1	0	1	0	**1**	0	0	0	0	3	**3**	**1**	**6**	18
8:15 AM	0	0	0	0	4	**4**	0	3	0	3	0	**3**	**3**	0	0	0	0	0	**0**	0	0	1	1	0	**1**	**1**	**4**	12
8:30 AM	0	0	1	1	1	**2**	0	1	0	1	0	**1**	**2**	0	0	0	0	1	**1**	0	0	0	0	0	**0**	**0**	**2**	8
8:45 AM	0	0	0	0	6	**6**	0	6	0	6	0	**6**	**6**	0	0	0	0	0	**0**	0	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	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:30 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:45 AM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
12:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	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**	**0**	**0**	0
1:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
1:45 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**	3
2:00 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
2:15 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
2:30 PM	0	1	0	1	1	**2**	0	1	0	1	2	**3**	**2**	0	0	0	0	0	**0**	1	0	0	1	0	**1**	**1**	**3**	12
2:45 PM	0	0	2	2	1	**3**	0	1	0	1	0	**1**	**3**	0	0	0	0	2	**2**	0	0	0	0	0	**0**	**0**	**3**	17
3:00 PM	1	1	0	2	1	**3**	0	1	0	1	1	**2**	**3**	0	0	0	0	0	**0**	0	0	0	0	1	**1**	**0**	**3**	17
3:15 PM	0	2	0	2	0	**2**	0	0	0	0	2	**2**	**2**	0	1	0	1	0	**1**	0	0	0	0	1	**1**	**1**	**3**	16
3:30 PM	0	2	0	2	2	**4**	0	2	0	2	4	**6**	**4**	0	2	0	2	0	**2**	2	0	0	2	2	**4**	**4**	**8**	15
3:45 PM	0	1	0	1	1	**2**	0	1	0	1	1	**2**	**2**	0	1	0	1	0	**1**	0	0	0	0	1	**1**	**1**	**3**	16
4:00 PM	0	0	0	0	1	**1**	0	1	0	1	1	**2**	**1**	0	0	0	0	0	**0**	1	0	0	1	0	**1**	**1**	**2**	22
4:15 PM	0	1	0	1	1	**2**	0	1	0	1	1	**2**	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**2**	30
4:30 PM	0	3	0	3	4	**7**	0	4	1	5	3	**8**	**8**	0	0	0	0	1	**1**	0	1	0	1	1	**2**	**1**	**9**	30
4:45 PM	0	3	0	3	3	**6**	0	3	0	3	6	**9**	**6**	0	0	0	0	0	**0**	3	0	0	3	0	**3**	**3**	**9**	31
5:00 PM	1	4	1	6	1	**7**	0	1	0	1	4	**5**	**7**	0	2	0	2	2	**4**	0	1	0	1	3	**4**	**3**	**10**	29
5:15 PM	0	0	0	0	1	**1**	0	1	0	1	1	**2**	**1**	0	0	0	0	0	**0**	1	0	0	1	0	**1**	**1**	**2**	19
5:30 PM	0	7	0	7	1	**8**	0	0	0	0	7	**7**	**7**	1	2	0	3	0	**3**	0	0	0	0	2	**2**	**3**	**10**	17
5:45 PM	0	4	0	4	0	**4**	0	0	0	0	7	**7**	**4**	0	0	0	0	0	**0**	3	0	0	3	0	**3**	**3**	**7**	7

Project 3758 Oak Park Traffic Calming
Count Date Tuesday 10/3/2023

Bikes on Road (15-minute intervals)

	Home Avenue North Leg						Home Avenue South Leg							Pleasant Street East Leg							Pleasant Street West Leg								
	Southbound Movements			North Leg Totals			Northbound Movements			South Leg Totals				Westbound Movements			East Leg Totals				Eastbound Movements			West Leg Totals					
Start Time	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**	**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 Thru	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Intersection Total**	Hour Sums
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**	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**	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**	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**	0
7:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
7:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
8:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
9:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
10:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:00 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	0
11:15 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	
11:30 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	
11:45 PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	**0**	**0**	
TOTAL	**2**	**31**	**4**	**37**	**60**	**97**	**1**	**57**	**4**	**62**	**42**	**104**	**99**	**2**	**11**	**0**	**13**	**10**	**23**	**11**	**5**	**1**	**17**	**17**	**34**	**30**	**129**	**516**

AM Peak Hour - Bikes on Road

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
7:45 AM	0	1	1	2	20	**22**	0	18	3	21	1	**22**	**23**	1	2	0	3	3	**6**	0	2	1	3	5	**8**	**6**	**29**

PM Peak Hour - Bikes on Road

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
5:00 PM	1	15	1	17	3	**20**	0	2	0	2	19	**21**	**19**	1	4	0	5	2	**7**	4	1	0	5	5	**10**	**10**	**29**

Custom Analysis Hour - Bikes on Road

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
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**

All Data Collected - Bikes on Road

	Home Avenue North Leg						Home Avenue South Leg						N-S Total	Pleasant Street East Leg						Pleasant Street West Leg						E-W Total	Intersection Total
	SB Right	SB Thru	SB Left	SB Total Entering Intersection	NB Total Exiting Intersection	**North Leg Total, Both Directions**	NB Right	NB Thru	NB Left	NB Total Entering Intersection	SB Total Exiting Intersection	**South Leg Total, Both Directions**	**Total Exiting Intersection, NB and SB**	WB Right	WB Thru	WB Left	WB Total Entering Intersection	EB total Exiting Intersection	**East Leg Total, Both Directions**	EB Right	EB Through	EB Left	EB Total Entering Intersection	WB total Exiting Intersection	**West Leg Total, Both Directions**	**Total Exiting Intersection, EB and WB**	**Total**
	2	31	4	37	60	**97**	1	57	4	62	42	**104**	**99**	2	11	0	13	10	**23**	11	5	1	17	17	**34**	**30**	**129**

Project 3758 Oak Park Traffic Calming
Count Date Tuesday 10/3/2023

Bikes in Crosswalks(15-minute intervals):

Start Time	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	**N Leg Total**	S leg EB	S leg WB	**S leg Total**	E leg NB	E Leg SB	**E Leg Total**	W Leg NB	W Leg SB	**W Leg Total**		
12:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
12:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
12:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
12:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
1:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
1:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
1:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
1:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
2:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
2:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
2:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
2:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
3:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
3:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
3:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
3:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
4:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
4:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
4:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
4:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
5:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
5:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
5:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
5:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
6:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
6:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	3
6:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	10
6:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	20
7:00 AM	0	1	**1**	2	0	**2**	0	0	**0**	0	0	**0**	**3**	36
7:15 AM	0	0	**0**	6	0	**6**	1	0	**1**	0	0	**0**	**7**	37
7:30 AM	0	0	**0**	8	1	**9**	0	0	**0**	0	1	**1**	**10**	33
7:45 AM	0	1	**1**	11	0	**11**	1	1	**2**	0	2	**2**	**16**	24
8:00 AM	0	0	**0**	3	0	**3**	1	0	**1**	0	0	**0**	**4**	14
8:15 AM	0	0	**0**	3	0	**3**	0	0	**0**	0	0	**0**	**3**	10
8:30 AM	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**	7
8:45 AM	0	0	**0**	6	0	**6**	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
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**	3
2:00 PM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	4
2:15 PM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	7
2:30 PM	0	1	**1**	1	0	**1**	0	0	**0**	1	0	**1**	**3**	10
2:45 PM	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	**1**	15
3:00 PM	1	1	**2**	1	0	**1**	0	0	**0**	0	0	**0**	**3**	17
3:15 PM	0	2	**2**	0	0	**0**	1	0	**1**	0	0	**0**	**3**	16
3:30 PM	0	2	**2**	2	0	**2**	2	0	**2**	2	0	**2**	**8**	15
3:45 PM	0	1	**1**	1	0	**1**	1	0	**1**	0	0	**0**	**3**	15
4:00 PM	0	0	**0**	1	0	**1**	0	0	**0**	1	0	**1**	**2**	21
4:15 PM	0	1	**1**	1	0	**1**	0	0	**0**	0	0	**0**	**2**	28
4:30 PM	0	3	**3**	4	0	**4**	0	0	**0**	0	1	**1**	**8**	28
4:45 PM	0	3	**3**	3	0	**3**	0	0	**0**	3	0	**3**	**9**	30
5:00 PM	1	4	**5**	1	0	**1**	2	0	**2**	0	1	**1**	**9**	28
5:15 PM	0	0	**0**	1	0	**1**	0	0	**0**	1	0	**1**	**2**	19
5:30 PM	0	7	**7**	0	0	**0**	2	1	**3**	0	0	**0**	**10**	17
5:45 PM	0	4	**4**	0	0	**0**	0	0	**0**	3	0	**3**	**7**	7
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	**2**	**31**	**33**	**57**	**1**	**58**	**11**	**2**	**13**	**11**	**5**	**16**	**120**	**480**

AM Peak Hour - Bikes in Xwalk

	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
7:45 AM	0	1	1	18	0	18	2	1	3	0	2	2	**24**

PM Peak Hour - Bikes in Xwalk

	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
5:00 PM	1	15	16	2	0	2	4	1	5	4	1	5	**28**

Custom Analysis Hour - Bikes in Xwalk

	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**0**

All Data Collected - All Hours - Bikes in Xwalk

	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
	2	31	33	57	1	58	11	2	13	11	5	16	**120**

Project 3758 Oak Park Traffic Calming
Count Date Tuesday 10/3/2023

Pedestrians (15-minute intervals)

Start Time	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total	Hour Sums
	N Leg EB	N Leg WB	**N Leg Total**	S leg EB	S leg WB	**S leg Total**	E leg NB	E Leg SB	**E Leg Total**	W Leg NB	W Leg SB	**W Leg Total**		
12:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
12:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
12:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
12:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
1:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
1:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
1:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
1:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
2:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
2:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
2:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
2:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
3:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
3:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
3:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
3:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
4:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
4:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
4:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
4:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
5:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
5:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
5:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
5:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
6:00 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	0
6:15 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	25
6:30 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	34
6:45 AM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	59
7:00 AM	0	0	**0**	0	5	**5**	4	1	**5**	11	4	**15**	**25**	76
7:15 AM	0	0	**0**	2	0	**2**	2	1	**3**	4	0	**4**	**9**	69
7:30 AM	0	0	**0**	4	5	**9**	4	3	**7**	4	5	**9**	**25**	77
7:45 AM	2	0	**2**	1	4	**5**	4	0	**4**	6	0	**6**	**17**	82
8:00 AM	0	0	**0**	1	3	**4**	6	3	**9**	3	2	**5**	**18**	93
8:15 AM	1	0	**1**	3	1	**4**	2	1	**3**	7	2	**9**	**17**	75
8:30 AM	0	0	**0**	7	2	**9**	5	8	**13**	5	3	**8**	**30**	58
8:45 AM	0	1	**1**	5	4	**9**	2	3	**5**	8	5	**13**	**28**	28
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**	10
2:00 PM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	33
2:15 PM	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**	48
2:30 PM	1	0	**1**	3	1	**4**	1	1	**2**	1	2	**3**	**10**	68
2:45 PM	1	0	**1**	3	1	**4**	8	1	**9**	6	3	**9**	**23**	86
3:00 PM	0	0	**0**	4	0	**4**	0	3	**3**	6	2	**8**	**15**	86
3:15 PM	0	0	**0**	3	0	**3**	1	6	**7**	4	6	**10**	**20**	83
3:30 PM	0	0	**0**	3	8	**11**	3	2	**5**	8	4	**12**	**28**	89
3:45 PM	0	1	**1**	3	3	**6**	4	2	**6**	4	6	**10**	**23**	76
4:00 PM	0	0	**0**	1	1	**2**	0	4	**4**	1	5	**6**	**12**	69
4:15 PM	0	0	**0**	2	4	**6**	2	3	**5**	11	4	**15**	**26**	74
4:30 PM	0	0	**0**	3	3	**6**	1	0	**1**	1	7	**8**	**15**	68
4:45 PM	0	0	**0**	2	2	**4**	0	2	**2**	6	4	**10**	**16**	94
5:00 PM	0	0	**0**	3	1	**4**	0	2	**2**	5	6	**11**	**17**	106
5:15 PM	0	0	**0**	3	4	**7**	3	1	**4**	8	1	**9**	**20**	89
5:30 PM	0	0	**0**	7	6	**13**	8	4	**12**	6	10	**16**	**41**	69
5:45 PM	0	0	**0**	3	2	**5**	5	4	**9**	7	7	**14**	**28**	28
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	**5**	**2**	**7**	**66**	**60**	**126**	**65**	**55**	**120**	**122**	**88**	**210**	**463**	**1852**

AM Peak Hour - Peds in Xwalk

	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
7:45 AM	3	0	3	12	10	22	17	12	29	21	7	28	**82**

PM Peak Hour - Peds in Xwalk

	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
5:00 PM	0	0	0	16	13	29	16	11	27	26	24	50	**106**

Custom Analysis Hour - Peds in Xwalk

	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	**0**

All Data Collected - All Hours - Peds in Xwalk

	Home Avenue North Leg			Home Avenue South Leg			Pleasant Street East Leg			Pleasant Street West Leg			Intersection Total
	N Leg EB	N Leg WB	N Leg Total	S leg EB	S leg WB	S leg Total	E leg NB	E Leg SB	E Leg Total	W Leg NB	W Leg SB	W Leg Total	Intersection Total
	5	2	7	66	60	126	65	55	120	122	88	210	**463**

Appendix D

All-Way Stop Feasibility Study

Pleasant and Home

Pleasant and Kenilworth

Home & Pleasant/Home & Kenilworth All-Way Stop Control Considerations

1. Crash data shows minimal crash history at both locations. There are no existing ped/bike crashes or crashes involving two moving motor vehicles on either street.

2. Stop signs are not recommended to be installed on the southeast and northwest intersection corners of either intersection. These stop signs would be about 175 feet apart, which would lead to driver and cyclist confusion and a false sense of security as cyclists on Pleasant might be unaware that traffic from one direction would stop and traffic from the other direction would not.

3. All-way stop signs are not recommended to be installed at both offset T-intersections. This would result in a series of stop signs about 100 feet apart, which would lead to driver frustration and non-compliance.

4. All-way stop signs could be installed on either the east or west leg of the offset T-intersections along Home Avenue and Kenilworth Avenue. Considerations associated with this configuration are as follows:

    a. There is no clear traffic or bike-related reason to add stop controls to the east leg versus the west leg at either of the offset intersections.

    b. Stop signs on the north-south street might make it easier for bikes to turn right from Pleasant. However, this maneuver can be made with minimal delay in the existing condition. This configuration could increase the potential for a left-turn conflict. If a car stops at the new stop sign on Home or Kenilworth and a cyclist turns right onto Home, the car would almost immediately conflict with the cyclist as the person riding a bike moves to the left to turn onto Pleasant.

    c. Installing stop signs on the north-south street might decrease delays for cyclists turning from Home or Kenilworth when there is northbound or southbound traffic approaching. However, it would add delays for cyclists riding on Kenilworth Avenue or Home Avenue.

5. Installation of stop signs would impact on-street parking as follows:

    a. Home/East leg of Pleasant – Would require relocation of tour bus/trolley loading zone serving Pleasant Home (about 80’ long).

    b. Home/West leg of Pleasant – Would result in the loss of one general parking space on east side south of intersection and three or four spaces in residential permit zone Y2.

    c. Kenilworth/East leg of Pleasant – Would result in the loss of one general parking spaces.

    d. Kenilworth/West leg of Pleasant – No parking impacts

6. If stop signs are installed, consideration should be given to the following ADA improvements:

    a. Home Avenue/East leg of Pleasant – New crosswalks and ADA improvements should be considered across both legs of Home Avenue. However, this could be challenging given the potentially historically significant steps on the west side of Home Avenue.

    b. Home Avenue/West leg of Pleasant - ADA improvements and a new crosswalk should be considered on the north leg of the intersection.

    c. Kenilworth/East leg of Pleasant – ADA improvements and a new crosswalk should be considered on the north leg of the intersection.

    d. Kenilworth/West leg of Pleasant – A new crosswalk should be considered across the south leg of Kenilworth. ADA improvements should be considered across both legs.

Recommendation: Maintain the existing stop-control configurations on Home/Pleasant and Kenilworth/Pleasant. Installing stop signs on Home Avenue or Kenilworth Avenue would not improve safety or reduce delays for people riding bikes. Additionally, installing stop signs could result in the loss of on-street parking.

Village Of Oak Park

Transportation Commission Agenda Item

Item Title:	**Request To Establish Overnight Parking on a Section of the 100 Block of South Humphrey**
Review Date:	Monday, November 9th, 2026
Prepared By:	Marlin Jackson, Parking & Mobility Services Manager & Shandira Clark, Parking Restrictions Coordinator

Abstract: Village staff received a petition from residents on the 100 block of South Humphrey regarding restrictions with overnight parking in the area. The residents are requesting that the 100 block of South Humphrey be designated for overnight parking.

The requested section is not currently designated as an overnight parking zone but is in the Y8 night zone. The proposed change would allow overnight parking within that section to provide additional parking for nearby residents.

This item is being presented to the Transportation Commission for review and discussion at the resident's request for consideration of whether overnight parking can be established on the 100 block of South Humphrey.

Staff Recommendation(s): Staff is seeking the Transportation Commission's feedback

Supporting Documentation is Attached

100 South Humphrey Proposed Overnight Parking

- The overnight parking will be on both the west and east side of Humphrey Ave. from Pleasant St. to South Blvd.

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: Review 2027 Workplan
Review Date: 10/12/2026 Prepared By: Christopher Welch
Abstract (briefly describe the item being reviewed): Review the proposed 2027 workplan. The commission has previously been presented the 2027 workplan during the October meeting and provided feedback. The revised workplan includes the recommended changes. The commission will be asked to vote on its approval if it is acceptable.
Staff Recommendation(s): Approve workplan if it meets with commission approval

Draft 2027 Work Plan for Transportation Commission

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

2027 Initiatives and Ongoing Projects`

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: • Parking • Traffic • Transportation related items referred by the Board from other Commissions • School traffic safety plans	• Improved utilization and efficiency of on-street and off-street parking resources • Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way. • Improved level of safety for school children walking to and from school	Ongoing	from Transportation Commission fund = $3,400/year for mailing notifications + $1000/year for agenda printing costs + $5,000/year for traffic consultant studies + $600/year for staff webinar training
Recommendations	Review updated process for traffic calming petitions based on recommended strategies in the Vision Zero plan	• Recommend modifications to the traffic calming process to align with Vision Zero plan	Due by 2nd quarter of 2027	
Recommendations	Review draft Bike Improvement Designs	• Recommend final plans and treatments for propose bicycle improvements.	Due by 2nd quarter of 2027	
Recommendations	Review designs for safety improvement projects that may arise from Vision Zero concept plans	• Recommend final plans and treatments for any Vision Zero concept plans that may progress to the detailed design stage in 2027	Due by 4th quarter of 2027	
		-- continued on next page --		

Draft 2027 Work Plan for Transportation Commission

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

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Review School Safety plan: • As needed	• Recommend measures to improve safety for students around the school during arrival and dismissal times when requested by schools.	Due by 4th quarter of 2027	
Recommendations	Provide input on potential bike-sharing program proposals stemming from the updated Bike Plan	• Provide input on potential program proposals for bike-share.	Due by 4th quarter of 2027	
Recommendations	Evaluate the effectiveness of the 2023 parking pilot expansion to select overnight on-street parking zones	• Evaluate whether overnight parking access has improved for residents, particularly those in multi-family dwellings, and consider if additional parking access is possible within the operation of the overall parking system.	Due by 2nd quarter of 2027	
Recommendations	Review southwest corner of the village for opportunities to mitigate bypass traffic from Harlem Ave and Roosevelt from using residential blocks	• Recommend measures to address resident concerns regarding traffic in the southwest corner of the Village	Due by end of 2027	
Recommendations	Review a corridor that is not eligible for traffic calming petitions or on the high injury network for safety	• Recommend measures to address traffic concerns in the corridor	Due by end of 2027	
Public Engagement/Education	Participate in 'A Day in Our Village'. And	• Educate public on the functions of the Commission	Due by 3rd quarter of 2027	

	Civic Engagement Festival			
Public Engagement	Engage with Oak Park Police Dept on traffic enforcement operations	• Around schools and parks. • Neighborhood Greenways	2 Meetings in 2027	
Public Engagement	Engage with NITA	• Future plans in the Village and service levels	2027	
Recommendations	Review Data on Temporary installed diverters	• Recommend locations for permanent diverter installation	Due by 2nd quarter of 2026	
Recommendations	Review proposed diverter at Garfield and Austin	•	Due by end of 2027	
Recommendations	Review Chicago Ave Safety Improvements	• Review recommended safety improvements on Chicago Avenue • Review of the impacts from the recommendations	Due by 2nd quarter of 2027	
Recommendations	Presentation about the impacts of the 'People over Parking Act'	• Review the impacts of the act for public parking demand and transportation	Due by end of 2027	
Recommendations	Presentation by Village Staff about the calming installations to date	• Review traffic calming installations to date • Review traffic calming toolbox and recommend any changes	Due by end of 2027	
Recommendations	Presentation by Village staff about Railroad Merger	• Review any changes occurring due to the upcoming merger affecting the owner of the viaduct south of Lake Street	As needed	

Draft 2027 Work Plan for Transportation Commission

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

2026 Completed Initiatives as of December 2027

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: • Parking • Traffic • Transportation related items referred by the Board from other Commissions • Various school traffic safety plans	• Made recommendations to address resident concerns received through 6 traffic calming petitions
Recommendations	E-bike, E-moto, micro mobility devices	Engage with Legal department to understand existing laws and develop Village Policies