



Request for Qualifications (RFQ)

for

Transportation & Traffic Engineering Services

for

Transportation Committee Traffic Calming Petitions & School Safety Plans

RFQ Issued: December 5, 2022

Response Due: 4:00 PM on December 22, 2022

The Village of Oak Park, Illinois (the Village) is issuing a Request for Qualifications (RFQ) to solicit qualifications from interested engineering firms to provide Transportation and Traffic Engineering Services.

To have your qualifications considered, the documents must be submitted via email with a subject of:

**Transportation & Traffic Engineering Services
for
Transportation Committee Traffic Calming Petitions & School Safety Plans**

Qualification emails must be received by the Village, no later than 4:00 PM on December 22, 2022. Qualifications received after the closing time and date will not be considered.

Project Information

Notice to Firms

The Village of Oak Park, Illinois (the Village) is issuing a Request for Qualifications (RFQ) to solicit qualifications from interested engineering firms to provide Transportation & Traffic Engineering Services for Transportation Commission Traffic Calming Petitions & School Safety Plans. These services will be procured in accordance with the applicable sections of the Village's Purchasing Policy related to Qualifications Based Selection (QBS).

Project Objective

The first task of this project is to administer resident-based [traffic calming petitions](#) thru the Village's [Transportation Commission](#) and [Village Board](#). A step-by-step explanation of the process is included in the Appendix. The second task of this project is to revise existing and/or develop new school drop-off/pick-up safety plans on an as-needed basis.

In general, the work involves collecting traffic data; developing and generating collision diagrams and various traffic studies or reports; making recommendations for any traffic calming or other transportation related improvements; preparing and presenting reports to the Transportation Commission and Village Board; and communicating with petition organizers, residents, and stakeholders. The Village currently has approximately 20 traffic calming petitions in-hand to be worked on by the selected consultant, as well as any petitions received during the term of the agreement. Work on school safety plans is on an as-needed basis and generally follows the same procedures with additional stakeholder and public meetings.

Budget and Term

The Village has budgeted \$250,000 for engineering services for the initial three-year term of the agreement.

Scope of Services

This project is being managed by the Village utilizing local funds for all costs. A Professional Services Agreement will be executed with the Village for the project. The Village anticipates a three-year initial term of an agreement with the ability to extend the term annually for up to two additional years.

Firms responding to this RFQ must be prequalified by IDOT for the following categories:

- Special Studies – Safety
- Special Studies – Traffic Studies

Firms responding to this RFQ must have experience presenting to local boards or commissions. The preliminary scope of work for each task is provided below.

Firms responding to this RFQ must have an Illinois or Chicagoland office.

Task 1 – Transportation Commission Traffic Calming Petitions

1. Data collection
2. Review accident reports and generate collision diagrams
3. Prepare write-ups, exhibits, make recommendations, Transportation Commission agenda items
4. Coordinate with, and make presentations to, the Transportation Commission
5. Prepare write-ups, exhibits for the Village Board
6. Act as point of contact for residents
7. Work with Village Communications Staff as necessary and to update website for current information on status of petitions
8. Steward petitions thru the process
 - a. Approximately 20 existing petitions via old process

- b. New petitions via the new process – develop updated forms for any process changes as needed

Task 2 – School Safety Plans

1. Review existing drop-off/pick-up safety plans
2. Coordinate stakeholder meetings
3. Recommend revisions to safety plans
4. Prepare revised safety plans
5. Prepare exhibits and coordinate stakeholder and neighborhood meetings to present recommended revisions to safety plans
6. Prepare write-up, exhibits, Transportation Commission agenda item
7. Coordinate with, and make presentation to, the Transportation Commission
8. Prepare write-up, exhibits for the Village Board

The detailed scope of services and schedule will be negotiated at the time of contract development.

The Village anticipates administering approximately 10-15 petitions annually through the Transportation Commission and Village Board depending on other work plan items for the Commission or Board. Individual traffic calming petitions can be combined for geographically adjacent petitions when possible.

Traffic data collection should generally be done in the same year as the traffic calming item is intended on being presented to the commission. The scope of data collection will be agreed upon with the Village and should be based on the unique conditions of the site, issues of concern, and influences from nearby traffic generators such as schools, parks, business districts, etc. Data collection can be done individually for a given petition or aggregated for multiple petitions for efficiencies. Data collection is typically done when school is in session ideally during the months of April, May, September, and October, unless traffic concerns for a given site dictate otherwise. Speed and volume data for local streets will typically require the use of tubes. Costs for data collection will generally be a direct reimbursable based on the negotiated rates or fees in the agreement.

General Requirements

General

The following general information is provided and will be carefully followed by all Consultants to ensure the qualifications are properly prepared.

1. All submitting Consultants must furnish all information required by this RFQ.
2. The Consultant shall notify the Village via an email to eotto@oak-park.us that they have received the RFQ so that any addendums or communications can be sent electronically to the contact person identified in the email.
3. The Village reserves the right to conduct discussions with qualified Consultants in any manner necessary to serve the best interest of the Village and consistent with the Village's Purchasing Policy.

Proprietary Information

1. Except as provided herein or as otherwise set forth in the Village's Purchasing Policy, all proceedings, records, contracts, and other public records relating to procurement transactions will be open to inspection in accordance with the Illinois Freedom of Information Act (5 ILCS 140/).
2. Each Consultant has the right to identify data or other materials submitted in connection with this procurement as trade secrets or proprietary information, which will not be subject to inspection pursuant to the Illinois Freedom of Information Act, by stating such in respect to the relevant portions at the time of submission of its proposal.

Questions and Communication

1. All contact between prospective Consultants and the Village with respect to this RFQ will be formally held at scheduled meetings or in writing through the issuing representative. Questions and comments regarding meaning or interpretation of any aspect of this RFQ must be submitted in writing to the Village via email at eotto@oak-park.us, and must be received before 4:00 PM on December 15, 2022. Only written questions will be accepted. Questions and/or comments which are submitted after the deadline set forth within this RFQ will not be answered.
2. The Village will respond to all questions and comments that are submitted hereunder and are deemed to address a matter that is relevant and substantive in nature within a reasonable period of time, in the form of a written Addendum that will be transmitted via email to all prospective Consultants that have received the RFQ and posted on the Village's website. Oral communications between the Village and Consultant regarding the interpretation or meaning of any aspect of this RFQ are not authorized and may not be relied upon for any purpose.

Addenda to the RFQ

1. The Village reserves the right to amend this RFQ at any time prior to the deadline for submitting qualifications. If it becomes necessary to revise any part of this RFQ, notice of the revision will be given in the form of an Addendum that will be provided to all prospective Consultants who are on record with the Village as having received this RFQ and posted on the Village's website. If, in the opinion of the Village, the deadline for the submission of proposals does not provide sufficient time for consideration of any Addendum, then such deadline may be extended at the discretion of the Village.
2. It will be the responsibility of each Consultant to contact the procurement contact identified in the RFQ prior to submission of a proposal hereunder in order to determine whether any addenda have been issued in connection with this proposal. Notwithstanding any provisions to the contrary, the failure of any Consultant to receive any Addenda will neither constitute grounds for withdrawal of its proposal nor relieve such Consultant from any responsibility for incorporating the provisions of any Addenda in its proposal. Upon issuance by the Village, Addenda will be deemed to have become a part of this RFQ to the same extent as if set forth fully herein.

Arrearage, Debarment, and Suspension

By submitting qualifications in response to this RFQ, the Consultant will be deemed to represent that it is not in arrears in the payment of any obligation due and owing the Village, the State of Illinois, or any public body in Illinois. This representation will be deemed to include the payment of taxes and employee benefits. The Consultant further agrees that, in the event it is awarded a contract hereunder, it will not become in arrears to any such public body during the term of the contract. The Consultant agrees that that no officer or employee thereof has been debarred or suspended or otherwise excluded from or ineligible for participation in, any public procurement activity of a nature similar to this RFQ. The Consultant will not knowingly engage any subcontractor who has been debarred or suspended or who is otherwise excluded from or ineligible for participation in public procurement activity and will include in each of its subcontractors and subcontractor agreements certifications on the part of its subcontractors that satisfy the requirements of this provision.

Submitting Qualifications

1. The deadline for submitting qualifications has been provided herein. Submittals will be opened in accordance with the provisions of the Village's Purchasing Policy. There will be no public opening. The list of prospective Consultants will be available for public inspection only after Contract award or upon cancellation of the RFQ.
2. Except as set forth below, the required transmittal or cover letter must accompany the proposal. The purpose of the transmittal or cover letter is to formally submit the qualifications to the Village and to bind the Consultant to the terms, conditions and specifications contained in the RFQ. The transmittal or cover letter must be signed by an individual who is authorized to bind the Consultant to all matters set forth in the qualifications.

Late Qualifications

Qualifications or unsolicited amendments to qualifications arriving after the deadline will not be considered.

Rejection of Qualifications

The Village reserves the right to: (a) reject any or all qualifications received; (b) cancel the RFQ at any time prior to award; and/or (c) waive informalities in the event the Village determines such action is in its best interest. Qualifications must meet or exceed the mandatory requirements of this RFQ. If a Consultant does not meet a mandatory requirement, it will be rejected.

Presentations

The Village may elect to conduct interviews with prospective consultants. Consultants selected for an interview will be notified by January 6, 2023. The Village anticipates that any interviews will be conducted during the week of January 16, 2023.

Negotiation

The Village requires a minimum three-person team to negotiate with firms. The team will consist of the Village Engineer and two Civil Engineers. The team may delegate this responsibility to other staff members.

In the event that the Village determines in writing and in its sole discretion that only one Consultant is fully qualified, or that one Consultant is clearly more highly qualified and suitable than the others under consideration, a contract may be negotiated and awarded to that Consultant. The Village reserves the right to negotiate any aspect of the proposal or the Contract in any manner that best services the needs of the Village and is within the scope of this RFQ. The Village is under no obligation to award, but may do so based upon an analysis of submitted qualifications and subsequent negotiations.

Cost

The Village will not be liable in any way for any costs incurred by respondents in replying to this RFQ.

Submittal Organization and Format

Proposals will address the following general topics and also emphasize the Consultant's qualifications to perform the services. Proposals will be evaluated on the basis of the information presented by the Consultant and the evaluation criteria set forth in this RFQ. This selection is a QBS process and no firm shall submit estimates of cost with its proposal.

Consultants will follow the proposal format outlined in this section. Failure to adhere to the prescribed format may result in rejection of the Consultant's proposal. All proposal elements shall be included and shall include at a minimum the following:

Transmittal or cover letter

A transmittal letter or cover letter must be prepared on the Consultant's letterhead, must accompany the proposal, and must be signed by a duly authorized representative of the Consultant. The transmittal or cover letter must include an affirmative statement that binds the firm to the terms, conditions; specifications contained in the RFQ. At minimum, the letter must include all of the following information:

1. Consultant's full legal name
2. Type of entity and state of organization or incorporation
3. Consultant's principal address
4. Consultant's mailing address (if different)
5. Name and title of contact for the purposes of this RFQ
6. Telephone number and email address of principal contact

Background

This section will include a brief history of the firm and its organization, including name and contact information of the principal or officer who will serve as the primary point of contact for the Consultant and who will have authority to negotiate on behalf of the Consultant. This section will also include a general description of the Consultant's experience in providing the services described in this RFQ, including any special qualifications, experience, awards, etc. At the election of the Consultant, the Background may be included in the Consultant's transmittal or cover letter.

Project Approach

The purpose of this section is to present the Consultant's understanding of the project requirements. This section shall include a preliminary proposed management plan based on the scope of services outlined in this RFQ, including coordination of multiple concurrent tasks and how they will be accomplished to meet schedule and budget constraints. Include in this section a discussion of any joint ventures and subcontractors to be used. Any specific challenges or critical project elements shall also be identified in this section. A discussion of the Consultant's approach to quality control/quality assurance will be included in this section. The responsibilities of each joint venture contractor or subcontractor will also be discussed. The Consultant should address how Village staff will be integrated into the services to be provided under this RFQ.

Project Personnel

This section will contain the names, background, and experience on similar types of projects of the key personnel proposed for these services. An organizational chart showing duties, responsibilities, and the lines of communication will be included in this section. Resumes that demonstrate experience on similar projects and specify the individual's duties on those projects will be included as an appendix to the proposal. Include in this section guarantees that, for so long as its members continue to be employed by the Consultant, the project team will remain as proposed and will be assigned to this project for its duration. Following award of a contract hereunder (if any), any substitution or other change in project team personnel must be approved in advance by the Village.

Experience and Qualifications

This section should discuss the experience and qualifications of the Consultant and the project team in the performance of projects of similar size and nature as that described herein. For joint ventures, the experience of all firms as it relates to this project must be discussed. In order for a Consultant to be deemed qualified to perform the services described in this RFQ, the experience listed in this section of the proposal must be in accordance with or contain the following:

1. Have been completed within the last five (5) years from the issuance date of the RFQ
2. Be of a scope similar to that outlined in this RFQ
3. Brief description of the project
4. Scope of services provided by the Consultant
5. Identify the project manager and other key team members
6. Provide contact information for references

Financial Responsibility

The Consultant will provide evidence of financial responsibility including a copy of recent Illinois Department of Transportation Pre-Qualification Certification. Unless such information is otherwise included in the Background section, the Consultant will additionally provide a statement indicating the length of time the firm has been in business, the number and location(s) of its office(s), the current number of full-time employees.

Format

The proposal in its entirety shall be a PDF file using 8.5"x11" pages, tabbed by section and be a maximum of 20 single-sided pages. If a submitting firm is confident that their qualifications for the work can be exhibited in fewer pages than the maximum they are encouraged to do so.

Selection Criteria

All submittals will be evaluated based up on the following criteria and respective weights:

1. Technical Approach (20%)
2. Firm Experience (25%)
3. Specialized Expertise (20%)
4. Staff Capabilities (25%)
5. Past Performance (10%)

Appendix

Existing Process for Traffic Calming Petitions

- I. Receipt of Traffic Calming Petition & Letter of Explanation.
 - A. Determine if Village received hard copy of traffic calming petition with original signatures and letter of explanation. If so, go to Petition Signature Verification.
 - B. If not, request letter of explanation and/or original hard copy of the petition.
 1. Notify organizer that staff can start verifying signatures on the petition but will need both items (original hard copy of petition and letter of explanation) before item can be submitted for presentation to the Transportation Commission.
- II. Petition Signature Verification
 - A. Verify signatures on the petition via the Village's database system.
 - B. If can't verify signature via database, verify via telephone call to phone number listed on petition.
 1. Telephone call: if no answer leave message for resident who signed petition to call back.
 2. Must make two attempts at trying to talk with resident who signed petition, allowing 3 business days between calls.
 - C. Calculate percentage of street frontage represented by resident signatures divided by total street frontage. Use excel spreadsheet to calculate percentage(s).
 - D. Is percentage at least 51.0%? (No rounding up of percentage is allowed. That is, 50.87% is not 51.00%) If so, go to Traffic Study Data Collection.
 - E. If percentage is less than 51.0%, then generate and send an email to the organizer of the petition. The email is to include the following:
 1. Text stating petition does not have sufficient signatures for valid petition and additional signatures are needed (see Exhibit A pages 1 - 2). Include information on:
 - a. total street frontage for this petition,
 - b. street frontage necessary for 51.0% of total street frontage, and
 - c. signatures representing what amount of street frontage necessary for valid petition.
 - d. tailor the email to the specific issues of this petition
 2. PDF attachments:
 - a. street frontage spreadsheet – geographic format (see Exhibit A page 3)
 - b. street frontage spreadsheet – tabular format (see Exhibit A page 4)
 - c. scanned copy of submitted petition – to be able to compare to spreadsheets (not all organizers keep a copy of their petition)
 - d. clean copy of traffic calming petition – for potential use by organizer
 - F. Place petition on hold awaiting submission of petition with additional signature(s) from the organizer.

Existing Process for Traffic Calming Petitions

- G. When petition with additional signatures is received, go back to top of Petition Signature Verification and repeat.

III. Traffic Study Data Collection

- A. This step can be done concurrently with the Traffic Crash History step
- B. Determine if data can be collected in the near future. Some reasons that may delay data collection include: nearby construction or utility work, school not in session, holidays including Thanksgiving and Christmas, holiday shopping season, Park District leagues not in session, special events including sporting events.
- C. If data collection is to be delayed, check on a regular basis to find out the status of issue that is delaying data collection so data collection can start as soon as possible after issue is resolved and traffic has returned to a steady state.
- D. Review letter of explanation for complaints/issues noted. If necessary, call organizer to get clarification on issues noted or if letter provides minimal reasons for petition.
- E. Determine what types of traffic data collection, locations and time periods are necessary for the petition.
- F. Notify data collection contractor for the need to conduct traffic data collection.
 - 1. Have contractor provide proposed dates/times to deploy and remove data collection equipment.
 - 2. Proposed dates/times for data collection must be provided at least 4 business days prior to deployment of equipment so as to coordinate the study with Public Works' operations.
- G. Verify time period specified will provide unaffected data results.
- H. Contact Public Works divisions including: Forestry, Streets, Water & Sewer and Engineering to confirm data collection will not occur during maintenance operations which might affect results. If there is a conflict, try to work out a solution that satisfies all. Otherwise ask data collection firm to provide another set of dates/times to deploy and remove data collection equipment. Repeat steps F through H until acceptable time period to conduct data collection is finalized.
- I. Once acceptable dates/times have been determined, send out notification email (see Exhibit B) to representatives of the following departments/divisions: Police Department, Engineering Division, Forestry Division, Streets Division, Water & Sewer Division and data collection firm. Email addresses will be provided by Village staff.
- J. Review results of data collection to confirm the data is valid and complete. Issues to look for include: very low volumes or periods with no vehicles counted but are expected to be, exceedingly high individual vehicle speeds or 85th percentile speed is high. Notify Village staff of the issue. If data is faulty, contact consultant/contractor to have data collected again. Extent of data collection to be repeated will be determined on a case by case basis.
- K. At this point, go to Scoring Table and complete the Vehicle Speed and Vehicle Volume sections of the document for this petition. If Crash History, Vehicle Speed and Vehicle Volume sections are completed, then complete entire Scoring Table to see if item goes on to full analysis or implementation of identified low level calming measure(s) to address traffic issues noted.

Existing Process for Traffic Calming Petitions

IV. Traffic Crash History

- A. This step can be done concurrently with the Traffic Study Data Collection step.
- B. Assemble 36 months' worth of crash reports for relevant locations (intersections and/or blocks).
- C. Is this petition a result of a particular crash? If so, make sure time period of gathered crash reports include the crash of interest.
- D. At this point, go to Scoring Table and complete the Crash History section of the document for this petition. If Crash History, Vehicle Speed and Vehicle Volume sections are completed, then complete entire Scoring Table to see if item goes on to full analysis or implementation of identified low level calming measure(s) to address traffic issues noted.
- E. End date of crash history studied must be at least within 60 days of the Transportation Commission meeting, preferably 30 days of the Transportation Commission meeting.
- F. Generate collision diagram, calculate crash rate, compare specific crash rate to the area critical crash rate from Village-wide traffic study.
- G. If actual crash rate is above the critical crash rate or five correctible crashes occurred within a 12 month time period, then:
 1. Review collision diagram for trends or patterns that may or may not be corrected by traffic control measures.
 2. Notify Village staff of the location, provide the collision diagram and any supplemental information to assist in making a decision on the item.
 3. With consultant input, Village staff may pull this location or petition from the petition process and address the issue(s) administratively based on crash history and MUTCD, IDOT and/or local resources.
 4. If item not pulled, place copy of collision diagram in project folders (electronic and hard copy) for future use.

V. Scoring Table

- A. Complete a scoring table (see Exhibit C page 18) for the petition.
 1. **Crash History** measure is based on the crash information assembled in the Traffic Crash History section.
 2. **Vehicle Speed** measure is determined from the Traffic Data Collection results for this petition.
 3. **Vehicle Volume** measure is based on Traffic Data Collection results for this petition.
 4. **Pedestrian Traffic Generator** measure is determined by use of Google maps, or similar, and the measuring tools
 5. **Bike Routes / Non-Bike Routes** measure is ascertained from the [2008 Village Bike Plan](#) and the [Village's 2014 Bicycle Plan Addendum](#).

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6. **Community Interest** measure is determined by the percentage of street frontage represented by resident signatures divided by total street frontage.
 - B. If total score is 25 or more points, go to Placement of Item on Commission Calendar and Notification Letter
 - C. If total score is less than 25 points, this item will not be submitted to the Transportation Commission for review and recommendation. Instead identify what low level options from [the traffic calming measure matrix table](#) could be implemented to address the traffic issues mentioned or detected. Submit recommendation to Village staff.
- VI. Placement of Item on Commission Calendar and Notification Letter
- A. This step can be done concurrently with the Transportation Commission Full Analysis, Item Preparation & Presentation step.
 - B. Talk with Village staff (Parking Service Division and Engineering Division) regarding status of items scheduled for upcoming Transportation Commission meetings.
 - C. Determine a date with staff when the item will tentatively be going to the Commission for review and recommendation.
 - D. Generate notification letter to be sent to residents that submitted the traffic calming petition and neighboring area. Have staff review draft letter. See Exhibit C page 55 for a typical example of a notification letter.
 - E. Using Village database, generate mailing labels for the notification letter. Notification letter must be sent out at least two weeks prior to the date of the Transportation Commission meeting.
 - F. Have letter stuffed into Village of Oak Park Engineering Division envelopes and mailing labels attached. Provide assembled letters to Finance Department representative to have postage affixed to letters and mailed.
 - G. If letters need to be mailed the same day, assembled letters must be provided to Finance Department by 12:00noon.
- VII. Transportation Commission Full Analysis, Item Preparation & Presentation
- A. This step can be done concurrently with the Placement of Item on Commission Calendar and Notification Letter step.
 - B. Check to make sure all necessary items for analysis and submission to the Transportation Commission are in the folder. They include, but are not limited to, the following:
 1. Original hard copy of the petition and related letter of explanation
 2. Source traffic study data
 3. Source crash reports and generated collision diagram(s) if already done
 4. Scoring table
 5. Any written public testimony received on the item

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6. Other exhibits as necessary, such as: nearby school's Safe Walking Routes to School map, intersection condition diagram, aerial view of petitioning block or intersection and neighboring area, sketch of traffic controls in the area, relevant digital photographs
- C. Scan original petition and letter of explanation to make PDFs. Redact any personal information including email address, home address, telephone number that may be in the testimony. Place originals in project folder.
- D. Produce summary of traffic study data. See Exhibit C pages 20, 21, 40 and 41 for examples. Make a PDF of the summary and source traffic data.
- E. Create collision diagram(s) from accumulated crash report data, if not already done. See Exhibit C pages 50 – 53 for examples. Make a PDF of the collision diagram(s).
- F. PDF any written public testimony received. Redact any personal information including email address, home address, telephone number that may be in the testimony.
- G. PDF any other exhibits or source data.
- H. Place all PDFs in Transportation Commission draft directory allocated for this item.
- I. Generate Transportation Commission Agenda Item Commentary (AIC) and background memo documents. See Exhibit C pages 1 – 6 as an example.
- J. Information included in the background memo must include but is not limited to: information on history of the item, reasons for the petition, analysis of traffic data, and crash history as well as staff recommendation for the item. Include any information that is relevant for the item and will help the Transportation Commission in determining their recommendation(s).
- K. Place the Transportation Commission AIC and background memo documents in Transportation Commission draft directory for this item.
- L. Submit documents and exhibits to Village staff for review and comments two weeks prior to the date of the Transportation Commission meeting.
- M. Revise documents and exhibits based on staff comments, if necessary. Have staff review the item again, if necessary. Otherwise PDF both AIC and background in the draft folder.
- N. Place a copy of all PDFs (AIC, background memo and exhibits) in the final folder for this item.
- O. All final documents to be included in the Transportation Commission agenda must be finalized and in the proper folder at least by 4:00pm on the Wednesday prior to the Transportation Commission meeting.
- P. Village staff will assemble and integrate the item into the Commission's meeting agenda. Staff will upload the agenda onto the Village's website.
- Q. Notify the petition organizer via email the item is going to be reviewed by the Transportation Commission. Provide date and time of the meeting. Ask if he/she or someone else from the block will be attending the meeting. Attendance at the Commission meeting from at least one person from the petitioning block is strongly encouraged as the Commission may have questions for the residents.
- R. Create a presentation (PowerPoint or PDF) for the item based on item exhibits.

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- S. Give presentation to the Transportation Commission. Answer questions from the Commissioners on the item. Here is a [link to a video](#) of a previous Transportation Commission meeting with a traffic calming petition presentation.
 - T. The Transportation Commission will make a recommendation on the item. If there is any qualifying language in the Commission's recommendation or if the item is being tabled, confirm exactly what is being requested of staff on the item.
- VIII. Village Board of Trustees Meeting – Agenda Item Commentary and Exhibits
- A. Complete an agenda item commentary using the Village Board's AIC template. Village Board AICs for these items tend to be summaries of the Transportation Commission's AIC and background memo combined. This is a [link](#) to an example of Village Board agenda item commentary for a traffic calming petition. This page also displays attachments related to this item.
 - B. Complete a Transportation Commission and staff comparison matrix for the item. This is a [link](#) to an example of the matrix.
 - C. Make a PDF of the relevant pages from the Transportation Commission's meeting minutes for this item.
 - D. Modify Transportation Commission exhibits for Village Board attachments in the item. Source data and copy of the actual petition are NOT to be included as attachments.
 - E. Place a copy of all PDFs (AIC, background memo and exhibits) in the proper folder in the Board Agenda Items, subdirectory for the assigned Village Board meeting date.
 - F. Notify Village staff items are in directory for review. Staff will review and make comment, if necessary. Revise items based on staff comment, if necessary.
 - G. Staff will upload finalized item into Village Board agenda item system.

On September 19, 2022, the Village Board approved a motion to modify the existing traffic calming petition process including a prescreening tool. Here are links to the [agenda item commentary and attachments](#) and [video of the Village Board meeting](#) for additional information on the changes to the existing petition process.

Juliano, Jill

From: Juliano, Jill
Sent: Thursday, November 30, 2017 10:17 AM
To: [REDACTED]
Subject: [REDACTED] Ave & [REDACTED] St STOP Sign Petition
Attachments: [REDACTED] Ave & [REDACTED] St Petition Spreadsheet Geographically.pdf; [REDACTED] Ave & [REDACTED] St Petition Spreadsheet Tabular Format.pdf; Petition to Upgrade to All-Way STOP Signs on [REDACTED] Ave at [REDACTED] St.pdf; Petition For Traffic Regulations.pdf

Hi [REDACTED] -

The Village of Oak Park has reviewed your petition to install all-way STOP signs at the intersection of [REDACTED] Avenue and [REDACTED] Street. A valid petition should be signed by residents representing at least 51 percent of the street frontage on the blocks adjacent to where the STOP signs are being requested.

According to our records, the four blocks adjacent to the [REDACTED] Avenue and [REDACTED] Street intersection has a total of 3,676 feet of street frontage. (See the attached spreadsheet for the street frontage of the relevant blocks.) Fifty-one percent of 3,676 feet equals 1,874.76 feet. Therefore, your petition should be signed by residents representing at least 1,874.76 feet of street frontage. A review of your petition shows that there are valid signatures representing 936 feet, or 25.46%, of the street frontage. This is less than the required minimum values of 1,874.76 feet and 51%. Signatures from residents representing an additional 938.76 feet of street frontage is necessary.

The Village verifies signatures from a number of internal sources. If a resident's signature cannot be verified from these sources, the Village will call the resident to attempt to obtain alternate verification. There are two signatures on the petition where the signatory could not be confirmed via internal sources and the telephone number was not supplied [REDACTED]. As a result, those signatures could not be verified. Please remind residents signing the petition to include their telephone number. There is one signature on the petition that the Village is waiting a return call from the resident, [REDACTED].

Also note, the [REDACTED] Ave property is a multi-unit property. If there is an apartment or condominium building, you must obtain signatures from at least 51% of the tenants/owners OR the signature of the apartment building owner, or management company, or condo association president.

For businesses, the business owner or manager must sign the petition. Or if there are multiple businesses within one building, signatures from at least 51% of the businesses within the building OR the building owner must sign the petition.

Also attached is an electronic copy of the submitted petition as well as a blank petition. Please collect additional signatures on the enclosed petition so that the 51 percent requirement is met or exceeded. Then return the petition with the additional signatures to me for further processing.

The next step after verifying signatures and certifying the petition is to conduct a traffic study at the intersection. A request for data collection at the intersection of [REDACTED] Ave and [REDACTED] St has been placed in the queue to be completed. However data collection cannot take place until the petition has been certified as valid.

Please do not hesitate to contact me if you have any questions regarding the information provided in this email.

- Jill

Jill Juliano, P.E.
Transportation Engineer
Village of Oak Park
201 South Blvd
Oak Park, IL 60302
708.358.5732
jjuliano@oak-park.us

Signed Petition	Address	Total Street Frontage	Signed Street Frontage
	504-512	90	
	511	40	
Y	515	40	40
	516	50	
Y	518	50	50
Y	519	35	35
	524	50	
	525	50	
	528	50	
	529	40	
	532	50	
Y	533	96	96
	537	50	
Y	538	50	50
	540	50	
	541	50	
	542	40	
	546	207	
	547	221	
	601	140	
	603	28	
Y	605	28	28
	607	28	
Y	608	50	50
Y	611	35	35
Y	615	50	50
	616	50	
	618	45	
Y	619	50	50
Y	622	45	45
Y	623	38	38
Y	625	40	40
Y	628	76	76
Y	631	40	40
Y	632	38	38
	633	40	
	635	40	
	636	34	
Y	638	34	34
	639	50	
	641	33	
	645	33	
Y	647	34	34
	255	100	
	262-264	56	
	300	50	
	240	32	
	242	33	
	243	171	
	244	33	
	246	33	
	250	50	
	254	40	
	256	41	
	258	35	
Y	260	35	35
	264	155	
Y	314	72	72
	316	40	
	546	171	
	600	141	

Total Street Frontage = 3,676

Signatures on the Petition Representing Street Frontage = 936

This petition should be signed by residents representing at least 51% of the street frontage where the traffic regulations are being requested. In this case 3,676 feet times 51% equals 1,874.76 feet, or **1,875 feet**.

Street frontage necessary for a valid stop sign petition = 1,875 feet
Street frontage represented on submitted petition = (936) feet

Additional street frontage needed for valid petition = 939 feet

Signatures representing at least an additional **939 feet** of street frontage is necessary for a valid stop sign petition.

Properties that have signed the petition are in black type.
Properties not yet signed the petition are in red type.
Properties where signatures have not been verified.

Juliano, Jill

From: Juliano, Jill
Sent: Monday, May 9, 2022 5:24 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Location of Road Tube Counters - 400, 500 & 600 Blocks of N Taylor Ave & N Lombard Ave [1829]

Everyone:

Please note that road tube traffic counters will be deployed at the following locations from **Monday, May 23, 2022 at 9:00am thru Friday, May 27, 2022 3:00pm** inclusive:

- 400 block of N Taylor Ave
- 400 block of N Lombard Ave
- 500 block of N Taylor Ave
- 500 block of N Lombard Ave
- 600 block of N Taylor Ave
- 600 block of N Lombard Ave

FYI - there will also be video cameras set up at the following intersections & driveways capturing pedestrian, bicycle and vehicle data on all legs of the intersections.

- Intersection of Chicago Ave & Taylor Ave
- Intersection of Chicago Ave & Lombard Ave
- BP gas station driveways (2 on Chicago Ave, 1 on Taylor Ave)

Please notify street maintenance crews and forestry crews about the locations of the road tubes so that the tubes are not damaged.

Also, the Police speed radar wagon should not be deployed or targeted enforcement in this area during the time period indicated.

Please contact me if you have any questions.

Thanks,
Jill

Jill Juliano, P.E.
Transportation Engineer
Village of Oak Park
201 South Blvd
Oak Park, IL 60302
708.358.5732
jjuliano@oak-park.us

Village Of Oak Park
Transportation Commission Agenda Item

Item Title:	Petition for the Implementation of Traffic Calming Devices on the 800 blocks of North Cuyler and North Harvey Avenues
Review Date:	<u>January 7, 2021</u>
Prepared By:	<u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed):	
<p>On October 1, 2018, the Village of Oak Park received a petition to install a traffic calming device on the 800 block of North Cuyler Avenue. Resident concerns include: vehicular traffic using the block to bypass waiting at the signalized intersection of Division Street and Ridgeland Avenue, speeds with which these vehicles travel on the block and possibly endangering the safety of the residents, bystanders and parked vehicles.</p> <p>On June 29, 2019, the Village of Oak Park received a petition to install a traffic calming device on the 800 block of North Harvey Avenue. Resident concerns include: vehicle speed and volumes, vehicles use the block as a bypass to the Division Street and Ridgeland Avenue signalized intersection.</p> <p>At tonight's meeting, staff will present the collected traffic data, and public testimony will be taken. The Transportation Commission may concur with staff's recommendation or make a different recommendation.</p>	
Staff Recommendation(s):	
Staff is recommending to implement portable speed radar signs or speed wagons on an intermittent basis to maintain vehicle speeds at or near the posted speed limit.	
Supporting Documentation Is Attached	

Memorandum

0121-1

5.1

2/6

Date: January 7, 2021

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petitions for the Implementation of a Traffic Calming Device on the 800 blocks of North Cuyler and Harvey Avenues

Petition Submittal for the 800 Block of North Cuyler Avenue

On October 1, 2018, the Village of Oak Park received a petition to install a traffic calming device on the 800 block of North Cuyler Avenue. Residents representing 48.32% of the street frontage on the petitioning block signed the petition. The Village notified the organizer of the need for additional signatures. Additional signatures were obtained on the petition and resubmitted to the Village on March 16, 2019. Residents representing 70.81% of the street frontage on the petitioning block signed the petition. The petition was certified as a valid petition.

Reasons provided for the petition include: concern about vehicular traffic using the block to bypass waiting at the signalized intersection of Division Street and Ridgeland Avenue, the speeds these vehicles travel on their block, and possibly endangering the safety of the residents, bystanders and the cars parked on the block. See Exhibit 5.2, pages 1-3 for a copy of this petition and accompanying letters of explanation. The petition was placed in the queue awaiting traffic data collection.

Petition Submittal for the 800 Block of North Harvey Avenue

On June 29, 2019, the Village of Oak Park received a petition to install a traffic calming device on the 800 block of North Harvey Avenue. Residents representing 36.19% of the street frontage on the petitioning block signed the petition. The Village notified the organizer of the need for additional signatures. Additional signatures were obtained on the petition and resubmitted to the Village on September 8, 2019. Residents representing 53.02% of the street frontage on the petitioning block signed the petition. The petition was certified as a valid petition.

Reasons provided for the petition include: vehicle speed and volumes, vehicles use the block as a bypass to the Division Street and Ridgeland Avenue signalized intersection. See Exhibit 5.2, pages 4-6 for a copy of this petition and accompanying letter of explanation. The petition was placed in the queue awaiting traffic data collection.

See Exhibit 5.3 for written public testimony received by the Village of Oak Park regarding these petitions. There are 3 emails in support of a traffic calming measure on the 800 block of North Cuyler Avenue.

A directional forty-eight hour traffic volume and speed study was conducted on February 19 and 20, 2020 for the 800 blocks of North Cuyler, North Harvey and Mapleton Avenues. See

Memorandum

0121-1

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Exhibit 5.6 pages 1-2 for a summary of the results. The source data is included in Exhibit 5.6 pages 3-20. Peak hour turning movement counts (TMC) were also collected on Wednesday, February 19, 2020 for the following intersections: Cuyler Avenue & Division Street, Cuyler Avenue & Thomas Street, Harvey Avenue & Division Street, and Harvey Avenue & Thomas Street. See Exhibit 5.7 pages 1-2 for a summary of the TMC results. The source data is included in Exhibit 5.7 pages 3-10. Additional supplemental traffic data for the two petitioning blocks was collected on March 10 and 11, 2020.

Collision diagrams for the intersections of Cuyler Avenue & Division Street, Cuyler Avenue & Thomas Street, Harvey Avenue & Division Street, and Harvey Avenue & Thomas Street were generated. See Exhibit 5.8 for the four collision diagrams.

Next, staff completed a scoring table for both traffic calming petitions. See Exhibit 5.4 for the scoring tables. A numerical score is calculated for six measures that are the typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 points is required to bring a petition before the Transportation Commission.

The total score for the 800 block of North Cuyler Avenue petition is 46 points. The total score for the 800 block of North Harvey Avenue petition is 45 points. Scores for both petitions exceed the minimum score necessary to submit the petition to the Transportation Commission for review and recommendation.

Exhibit 5.5 is a digital aerial image of the petitioning blocks and the surrounding area. Identified in the exhibit are the following: Taylor Park, Whittier Elementary School, the Division Street and Ridgeland Avenue signalized/offset intersection and the 800 blocks of North Cuyler, North Harvey and Mapleton Avenues.

Reviewing the 24-hour volumes for all three blocks studied (Exhibit 5.6), the two-way average daily traffic (ADT) ranged from a low of 182 vehicles on 800 block of Mapleton Avenue on February 20, 2020 to a high of 391 vehicles on 800 block of North Cuyler Avenue on February 19, 2020. The volumes for all blocks studied fall below the 800 to 1,200 vehicle range for typical daily volume on residential blocks within the Village of Oak Park.

Village staff looked through its historical data and found in September 2003 ADT volume and speed data was collected for the 800 block of N Cuyler Avenue. For the 24 hour time period of September 18, 2003, there were 133 northbound vehicles, and 337 southbound vehicles; for a total of 470 cars traveling on the block. For September 19, 2003, there were 144 northbound vehicles and 344 southbound vehicles; or a total of 488 vehicles traveling on the block. This helps to confirm the traffic data collected in 2020.

Based on the collected traffic data, it does not appear there is an excessive volume of vehicles traveling on the petitioning blocks.

Memorandum

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Regarding vehicular speeds, it is an accepted traffic engineering practice to set the speed limit to the 5 mile per hour (mph) increment above or below the 85th percentile speed. Village Staff holds the opinion that the majority of drivers will drive at or near the posted speed limit. In addition, it is an accepted fact that the speed indicated on speedometers can vary up to 2 percent above or below the actual speed of the vehicle.

By definition, the 85th percentile speed is the speed at which 85 percent of the vehicles are traveling at or less than. Conversely, 15 percent of the vehicles will be traveling faster than the 85th percentile speed. It has already been stated that speed limits are typically set to the 5 mph increment above or below the 85th percentile speed. This implies that it is expected that approximately 15 percent of vehicles will be traveling faster than the speed limit, if the speed limit is in the 5 mph increment below the 85th percentile speed.

Next is the review of the vehicle speed data from the February 2020 traffic studies results for the 800 blocks of North Cuyler, North Harvey and Mapleton Avenues. The 85th percentile speeds for all blocks ranged between 28 mph and 30 mph. This is slightly elevated when compared to the 25 mph speed limit. From the September 2003 traffic study on the 800 block of North Cuyler Ave, the 85th percentile speeds ranged between 29 and 30 mph which helps to reinforce the 2020 results.

As previously mentioned, it's expected that the majority of motorists will drive at or close to the speed limit and that speeds indicated on speedometers can vary above or below the actual speed of the vehicle. Consequently, the 85th percentile speeds calculated in this 2020 traffic study for the petitioning blocks is what staff would consider slightly elevated when compared to the 25 mph speed limit.

Based on the traffic studies conducted in 2020, there appears to be a slight speeding issue on the 800 blocks of North Cuyler and North Harvey Avenues.

Turning movement data was collected on February 19, 2020 for the peak hours (see Exhibit 5.7). Reviewing the data, approximately 50 vehicles traveled on the 800 block of North Harvey Avenue during the AM peak hour while approximately 40 vehicles traveled on the 800 block of North Cuyler Avenue during both peak hours and on the 800 block of North Harvey Avenue during the PM peak hour. The additional cars on the 800 block of North Harvey Avenue during the AM peak hour may be a result of parents dropping off their children at school.

In March, staff collected movement data of vehicles traveling on the 800 blocks of North Cuyler and North Harvey Avenues during the peak hours. Specifically, staff watched each vehicle that traveled on the block to see what movement was made (left turn, thru or right turn) to access the block and what movement was made to exit the block. [An exhibit with the results will be provided at the Commission meeting.] Staff reviewed the results to see how many vehicles made the maneuvers that may imply the motorist was trying bypass the Division Street and Ridgeland Avenue signalized intersection compared to all vehicles that traveled on the block during a particular time period.

Memorandum

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For the 800 block of North Cuyler Avenue, 10 of the total 13 vehicles that traveled northbound on the block during the AM peak period made maneuvers that suggest the motorist may be trying to avoid the Division Street and Ridgeland Avenue intersection. Of the 23 vehicles traveling southbound on the block during the AM peak period, 9 vehicles traveled a route that may imply the motorist is trying to evade the signalized intersection.

For the PM peak period, 8 of the 12 vehicles that traveled northbound on the 800 block of North Cuyler Avenue traveled a route that would suggest the motorist is trying to avoid the signalized intersection. Five of the 23 vehicles traveling southbound on the block took a path that suggests avoiding the Division Street and Ridgeland Avenue intersection.

For the 800 block of North Harvey Avenue, during the AM peak period, 4 out of 16 northbound vehicles and 4 out of 24 southbound vehicles made movements that would suggest the motorist may be trying to avoid the signalized intersection. Staff noted that 8 northbound vehicles and 14 southbound vehicles that were traveling on the block during the AM peak period were dropping off Whittier School students.

For the PM peak period, 7 of the 15 northbound vehicles and 8 of the 15 southbound vehicles on the 800 block of North Harvey Avenue were traveling a route that may imply the motorist is trying to bypass the Division Street and Ridgeland Avenue intersection.

Next, thirty-six months of vehicle crash reports covering the period of July 1, 2017 through June 30, 2020 were reviewed for the 800 blocks of North Cuyler and North Harvey Avenues. Please see Exhibit 5.8 for the four collision diagrams.

The number of reported crashes that occurred at the Cuyler Avenue and Division Street intersection for the thirty-six months ended June 30, 2020 totaled one. It was a rear end collision in 2017 occurring on Division Street. The average daily traffic (ADT) for the intersection as determined as part of the Village's 1997 area-wide traffic study was 8,955 vehicles. From this data, the 2020 crash rate for the Cuyler Avenue and Division Street intersection is calculated to be 0.102 accidents per million entering vehicles (Acc/MEV).

This crash rate is below the critical crash rate calculated for the north section of the Village (from Augusta Street to North Avenue between Harlem Avenue and Austin Boulevard) as determined in the area-wide traffic study of 1997 (0.686 Acc/MEV). If an actual crash rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance.

The number of reported crashes that occurred at the intersection of Cuyler Avenue and Thomas Street for the same time period totaled one crash, an opposing side swipe on the 700 block of North Cuyler Avenue. The ADT for the Cuyler Avenue and Thomas Street intersection as determined as part of the 1997 traffic study was 1,000 vehicles. The 2020 crash rate for this intersection is calculated to be 0.913 Acc/MEV which is higher than the critical crash rate of 0.686 Acc/MEV. However, this high crash rate is due to the very low ADT rather than the probability of the crash was caused by factors other than chance.

Memorandum

0121-1

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6/6

The number of reported crashes that occurred at the Harvey Avenue and Division Street intersection for the thirty-six months ended June 30, 2020 totaled two. Both crashes were right angle collisions. The ADT for the intersection as determined as part of the Village's 1997 area-wide traffic study was 9,006 vehicles. From this data, the 2020 crash rate for the Harvey Avenue and Division Street intersection is calculated to be 0,203 Acc/MEV which is again lower than the critical crash rate for the area.

The number of reported crashes that occurred at the intersection of Harvey Avenue and Thomas Street for the same time period totaled four crashes. The ADT for the Harvey Avenue and Thomas Street intersection as determined as part of the 1997 traffic study was 1,250 vehicles. The 2020 crash rate for this intersection is calculated to be 2.922 Acc/MEV which is higher than the critical crash rate of 0.686 Acc/MEV.

Three of the four crashes at the Harvey Avenue and Thomas Street intersection are vehicles hitting parked cars. One of these crashes was a car backing out of the alley striking a parked vehicle. The other two accidents were sideswipes; one on the 800 block of North Harvey Avenue and the other on the 700 block of North Harvey Avenue. The fourth crash is a single car crash which involved the car hitting a light pole. The driver of the car was charged with driving under the influence. So while this intersection's crash rate (2.922 Acc/MEV) is higher than the critical crash rate (0.686 Acc/MEV) it was due to the low ADT and crashes that would not be correctible with modifications to the intersection.

In conclusion, there does not seem to be a problem with vehicle crashes on the 800 blocks of North Cuyler and North Harvey Avenues.

Based on the traffic studies conducted and the crash history for the 800 blocks of North Cuyler Avenue and North Harvey Avenue, it appears there is a minor speeding issue on the petitioning blocks. Looking at the Traffic Calming Toolbox matrix table (see Exhibit 5.9), staff recommends to implement portable speed radar signs or speed wagons on an intermittent basis only to maintain vehicle speeds at or near the posted speed limit.

RECEIVED
10/21/2018 9:00

PETITION FOR TRAFFIC CALMING MEASURES

Date: 9/11 0121-1
5.2
1/6

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 800 block of N. Cuyler Ave. or _____
at the intersection of _____ and _____
in the Village of Oak Park.

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

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

* = This petition is being circulated by: (list name, address, and telephone number)

Name	Address	Phone number	Email
1. * Tracy Trumbell			
2. Rebecca Ho			
3. Kris Gallagher			
4. Jason Pope			
5. NK JENSEN			
6. Robert Bessett			
7. Zool Friesen			
8. TRACIE Tannantuni			
9. Susan Shields			
10. David Langel			
11. Shauboshi Fitchie			
12. Jennifer Gleason			
13. Patty Gungah			
14. Rebekah Schroedel			
15. Cynthia Chuala			

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: Jill Juliano, 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 fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:
www.oak-park.us/your-government/citizen-commissions/transportation-commission

PETITION FOR TRAFFIC CALMING MEASURES

Date 10/16

0121-1
5.2
2/6

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 800 block of N. Cuyler Ave. or
at the intersection of _____ and _____
in the Village of Oak Park.

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

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

* = This petition is being circulated by: (list name, address, and telephone number)

Name	Address	Phone number	Email
------	---------	--------------	-------

<u>Patricia Heenan</u>			
<u>John M. King</u>			
<u>John Rando</u>			
<u>Robert Martin</u>			
<u>Laura Plummer</u>			
<u>Trish Vogel</u>			
<u>Ann Woodward</u>			
<u>Kathleen Mullane</u>			
<u>Karl Vaz</u>			
<u>Sarah Sanchez</u>			
<u>Tamarah Johnson</u>			
<u>Carol Bril</u>			



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

Return to: The Transportation Commission, Attention: Jill Juliano, 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 fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:

www.oak-park.us/your-government/citizen-commissions/transportation-commission

ver 20180803

September 29, 2018

The Transportation Commission
Attn: Jill Juliano
The Village of Oak Park
Public Works Center
201 South Boulevard
Oak Park, IL 60302

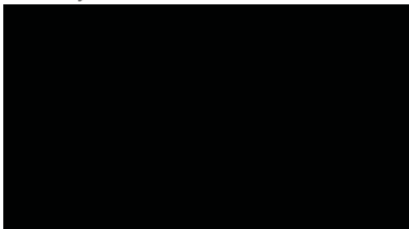
Dear Ms. Juliano and Members of the Transportation Commission,

This petition is being submitted on behalf of the 800 block of North Cuyler Avenue. The families have become increasingly concerned regarding the vehicular traffic using this block of North Cuyler Avenue to bypass waiting at the intersection of Division St. and Ridgeland Avenue. In addition to this concern, the families are also troubled by the speeds at which these "bypassing" vehicles travel down the block. With an increasing number of families of young children moving to the 800 block of North Cuyler Avenue, as well as longstanding families who enter and exit their cars parked on the street, it is unacceptable for vehicles to race by, endangering families, bystanders, as well as parked cars. Last year our beat officer, Anthony Coleman, suggested that we request a speed trailer to be placed at the corner of North Cuyler Avenue and Thomas St. (The families were informed that the speed trailer was not collecting any data.) While it may have been a deterrent during its time in place, the bypassing and speeding resumed once it was removed. The families of the 800 block of North Cuyler Avenue desire a permanent solution in order to keep the children and families safe.

Thank you for your time and consideration,



Tracy Trumbell



RECEIVED
6/29/2019

PETITION FOR TRAFFIC CALMING MEASURES

Date: 9/2
0121-1
5.2
4/6

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 800 block of North Harvey Avenue or
at the intersection of Harvey and Thomas
in the Village of Oak Park.

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

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

* = This petition is being circulated by: (list name, address, and telephone number)

Name	Address	Phone number	Email
1. * Nathan Hedrick			
2. Latha Chelcu			
3. Nadine Roth			
4. Lin Wmynst			
5. Tammy Adkins			
6. Michelle Alan			
7. Megan Mitchell			
8. Julia Fryce			
9. Amy Unsell			
10. Pat O'Dea			
11. JEREMIAH ZELASKIEWICZ			
12. Luis AGUILAR - J Ob			
13. Olivia Schreiner			
14. ROBERT CHAMBERS			
15. Cheryl L. Benson			

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: Jill Juliano, 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 fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:
www.oak-park.us/your-government/citizen-commissions/transportation-commission

PETITION FOR TRAFFIC REGULATIONS

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Park Board of Trustees that traffic regulations be established in the 800 block of NORTH HARVEY AVENUE in the Village of Oak Park, Illinois.

0121-1
5.2
5/6

We further petition the Commission to regulate traffic in this manner: - SEE ORIGINAL PETITION -

* = This petition is being circulated by: (list name, address and telephone number)

Name

Address and Phone No.

1. * OLIVIA SCHREINER
2. Laura Hartorn
3. Kevin West
4. ~~Tekla Schreiner~~
5. Tehra Niolski
6. Wayne Burghardt
7. FRED C. BURGHARDT
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
15. _____



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

Return to: The Transportation Commission, Attention: Jill Juliano, 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 fourth 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.

To: Jill Juliano
Village of Oak Park
Public Works Center
201 South Boulevard
Oak Park, IL 60302

Re: Traffic Calming Measures

Dear Mrs. Juliano and Members of the Transportation Commission,

We the residents of the 800 block of North Harvey are submitting a petition for Traffic Calming Measures for four reasons:

1. **Speed of traffic.** Located just south of Division and 2 blocks west of Ridgeland, cars regularly use our block and Thomas street as a bypass to avoid the Division and Ridgeland intersection. This happens for both North and Southbound traffic. These cars regularly accelerate down the street at speeds approaching 50 mph. These vehicles also regularly ignore the stop signs at the intersection of Harvey and Thomas. It is only a matter of time before a serious accident results from this traffic.
2. **Excessive vehicle volume.** Not only to the loudly accelerating vehicles create excessive noise but the proximity of our block to Division Ave makes it a popular spot for non-block residents to park late at night while playing loud music in their cars.
3. **Pedestrian and bicycle safety.** As mentioned in the first point vehicles using the block as a bypass regularly ignore stop signs even when children are present. We also have several elderly and young cyclists who use the street.
4. **Safety.** This past May, 2019 there was an incident where two vehicles were traveling down Division AVE between 8 and 9 am firing guns at each other. This back and forth of gunfire continued until Harvey Ave where one vehicle looking to avoid the busy Ridgeland intersection flew down the 800 hundred block of Harvey. The incident highlights the reality of living close to a major thoroughfare that comes directly from some of the more underserved areas of Chicago. This shooting and reckless driving occurred shortly after school began at Whittier elementary which is at the end of our block. Had it happened just an hour early there could have been unbelievable tragedy. As shocking as it was this shooting was not the first issue, as our block is regularly used as an easily accessible location for drug drops and exchanges, often during weekdays.

We are requesting traffic calming measures for all of these reasons, but most importantly because we want to avoid any future tragedy or harm that will result from a failure to address this situation.

Sincerely, The residents of 800 North Harvey.

To: Jill Juliano, P.E. Transportation Engineer, Village of Oak Park

From: Jennifer Herron, [REDACTED]

Re: 1/12/2021 meeting of the Transportation Commission

Subj: Traffic Calming devise for the 800 block of North Cuyler

The intersection of Ridgeland/Narraganset and Division to our north is the intersection of two major commuter streets and a CTA bus route. Because Ridgeland takes an eastern jog as it continues north, the Village Traffic Engineers have had to create a fairly complex system of lights to ensure pedestrian safety.

Consequently, impatient commuters have discovered a way to cut around the long lights at this complex intersection. They frequently, and recklessly, zip through this “short cut,” racing down our block as they “beat the system.”

In consideration of “*Traffic Calming Measures Matrix*” ...

Please be aware that the north end of the 800 block of Cuyler is:

- across the street from Taylor Park
- and a CTA stop
- one block away from Hatch Elementary
- two blocks from a church;
- there has been at least on crash if not more at the intersection of Cuyler and Division and several at Ridgeland and Division

...AND that the south end of the block at Thomas is:

- one block away from Whittier Elementary, with a field also used for after school sports,
- one block away from a public library
- and that Thomas is considered a bike/pedestrian friendly street

...and we have cause for concern.

Also, the neighborhood has petitioned for traffic solutions to this dangerous issue.

Two speed bumps on the 800 block of Cuyler, one just south of Division and another turning from Thomas to Cuyler, would most certainly slow cut-through drivers and protect pedestrians and children playing in the area. Speed bumps might possibly deter some of the cut-through traffic as well. This seems like reliable solution.

Please provide this safety measure for our block and to the pedestrians and bikers passing through.

Juliano, Jill

0121-1
5.3
2/4

From: Patrick Herron [REDACTED]
Sent: Monday, January 4, 2021 6:38 PM
To: Transportation
Subject: Petition for Traffic Calming Device for 800 block of North Cuyler

January 4, 2021

From - Patrick Herron of [REDACTED], Oak Park

To - Jill Juliano, P.E. Transportation Engineer, Village of Oak Park

I am writing to you regarding the petition to install 'traffic calming device' on the 800 N. block of North Cuyler Avenue. Per the notification you mailed to my home, the Transportation Commission will be reviewing this petition at its upcoming meeting on January, 12, 2021.

I live [REDACTED] south of the intersection of North Cuyler and Division, which is very near the intersection of Ridgeland and Division. Because of the way Ridgeland jogs around the corner of Taylor Park, North Cuyler nearly lines up with Ridgeland north of Division. **The root of the problem is drivers seeking to save a few seconds by avoiding the traffic light at Ridgeland and Division.**

Every morning during rush hour, dozens of cars headed northbound on Ridgeland cut east on Thomas and then speed north on North Cuyler to avoid the traffic light at Ridgeland and Division. These cars then make a dangerous left turn from North Cuyler onto westbound Division, and then immediately turn right onto northbound Ridgeland. This 'shortcut' shows up on Google Maps and Waze as the fastest way to proceed on northbound Ridgeland during rush hour.

A similar scenario plays out during evening rush hour. Cars headed west on Division seeking to turn south onto Ridgeland 'cut through' by turning onto North Cuyler, speeding south to Thomas, then west on Thomas to turn south onto Ridgeland. This way they avoid the light at Ridgeland and Division.

These speeding cars using our neighborhood street as a 'shortcut' are not just a nuisance, they are a danger to the people, especially kids, who live on North Cuyler.

I ask the Traffic Commission to grant us a 'traffic calming device' to solve these issues. Three ideas for your consideration:

A. Reconfigure the intersection of North Cuyler and Division to only allow a right turn from North Cuyler onto Division. And to prohibit turns from Division from either direction onto North Cuyler. This is my preferred solution.

B. Install a 'No Left Turn' sign on North Cuyler at Division to prohibit cars from cutting up North Cuyler to get to North Ridgeland while avoiding the light at North Ridgeland and

Division. And a 'No Left Turn' sign on Division just east of North Cuyler to prohibit cars on Division from cutting down North Coyer to get North Ridgeland while avoiding t at North Ridgeland and Division. If these specified from 7:00 am to 7:00 pm, or j am to 9:00 am and 4:00 pm to 7:00 pm; Monday to Friday; that would help. Not tha change behavior all that much.

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C. A couple of nice big speed bumps on the 800 block of North Cuyler. This is a cheap and effective solution that will repel repeat offenders from zooming up and down North Cuyler just to save a few seconds at the light at Ridgeland and Division.

Thank you for inviting comments from the people petitioning the Traffic Commission. Please do not hesitate to call me if I've not been clear or if you have any questions.

Sincerely,

Patrick Herron

[REDACTED]

Oak Park, IL 60302

[REDACTED]

Juliano, Jill

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4/4

From: Kris Gallagher [REDACTED]
Sent: Wednesday, January 6, 2021 7:24 PM
To: Transportation
Subject: Testimony on traffic calming measures for 800 block of N. Cuyler Ave.

Dear Transportation Commission Members,

I have lived at [REDACTED] since 1999. I am located [REDACTED] houses south of the three-way intersection at Division and Ridgeland. As long as I have lived here, I have seen drivers speeding up and down our street, attempting to avoid stopping at that intersection or to get ahead of other cars that stayed in the traffic flow controlled by the lights. And, as long as I have lived here, residents of this block have petitioned the village for traffic calming measures.

Cars frequently make high-speed left turns from westbound Division onto southbound Cuyler and then continued at high speed to Thomas, where they make a high-speed right-hand turn and then attempt to turn south on Ridgeland before cars that waited for the light (complete with roaring engines and squealing tires). A second problem group is cars that are northbound on Ridgeland that turn eastbound onto Thomas and then north on Cuyler with the intent of avoid the intersection and turning east on Division. The third group is cars that are southbound on Division before they reach the intersection at Ridgeland, which make a shallow left turn onto Division and then a hard right onto southbound Cuyler. These cars routinely drive 40 mph or more, far too fast to avoid a child or even maintain good visibility down this residential street.

I cannot count the number of times that I parked in front of my home and nearly lost my car door--and even my life--to speeding drivers that were not even on my street when I pulled to the curb. My dog was hit by one such car WHILE she was on a leash and walking with me through the crosswalk at Division and Cuyler. My sons, on bicycles, have been run off the street and onto the grass by speeding drivers. My neighbors have lost dogs. Only by the grace of God have we not lost a child.

The modest homes on our block are popular among families with small children. These children grow, as mine did, to become bike riders, to walk to school at Whittier Elementary School, to catch the bus to Gwendolyn Brooks Middle School, to visit Dole Library, or to go to Taylor Park. That is why we have petitioned so long for calming measures. Families may come and go, but there always will be small children on this block who are at risk. Temporary speed bumps and signs that measure drivers' speed make little difference.

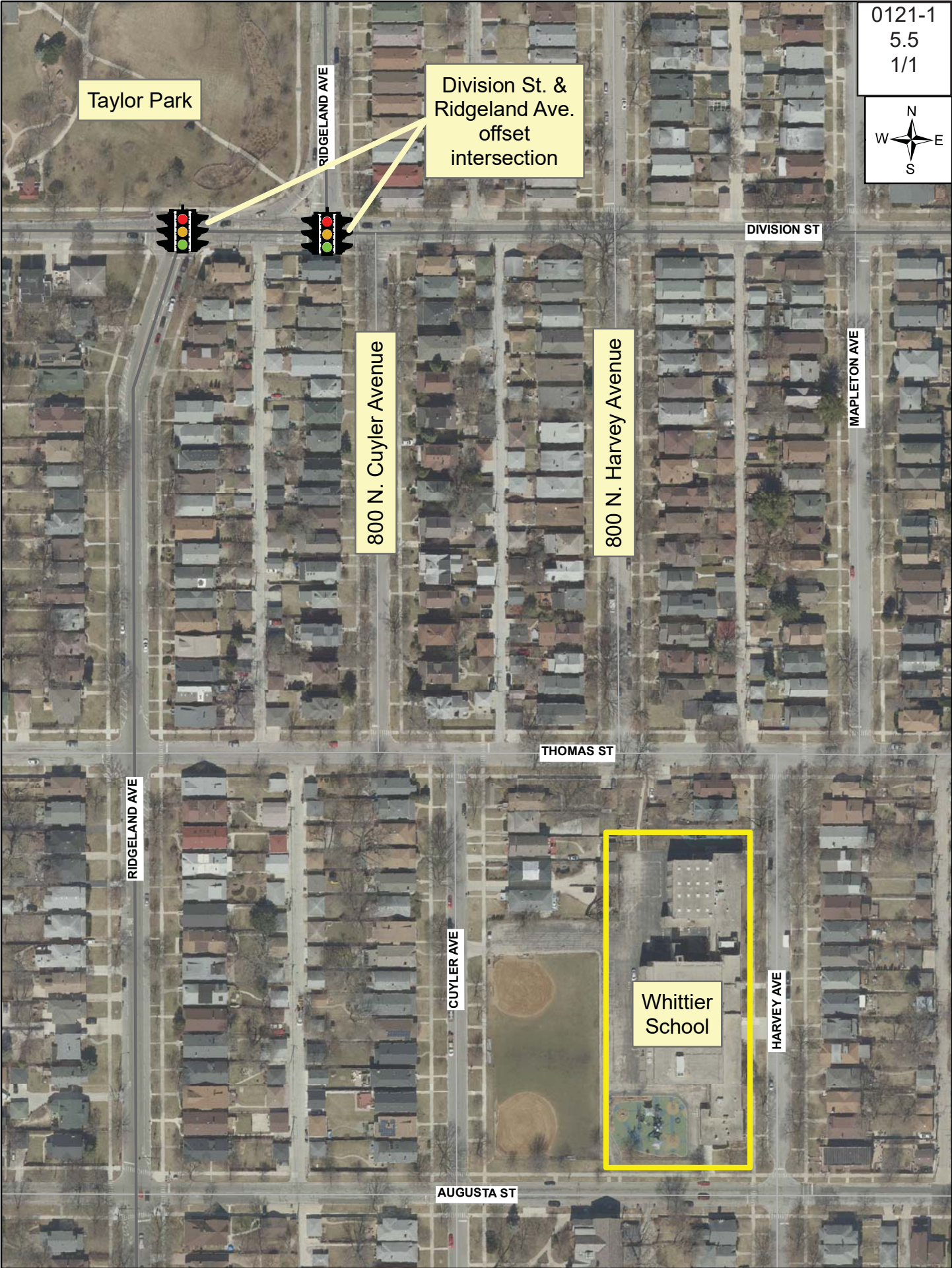
My preferred measure would be a partial closure of Cuyler that would only allow east-bound turns from Cuyler on to Division. This would thwart the speeding southbound drivers. I also suggest yet another stop sign, this time at Cuyler and Thomas, that would deter drivers who are northbound on Ridgeland from considering Thomas, Cuyler and Harvey as "short cuts."

Thank you for considering my testimony.

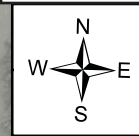
Kris Gallagher
[REDACTED]

Measure	Maximum Number of Points	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	minimum possible score	800 Block of North Cuyler Avenue																																																																																							
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	0																																																																																							
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0121-1
5.5
1/1



Taylor Park

RIDGELAND AVE

Division St. &
Ridgeland Ave.
offset
intersection

DIVISION ST

800 N. Cuyler Avenue

800 N. Harvey Avenue

MAPLETON AVE

THOMAS ST

RIDGELAND AVE

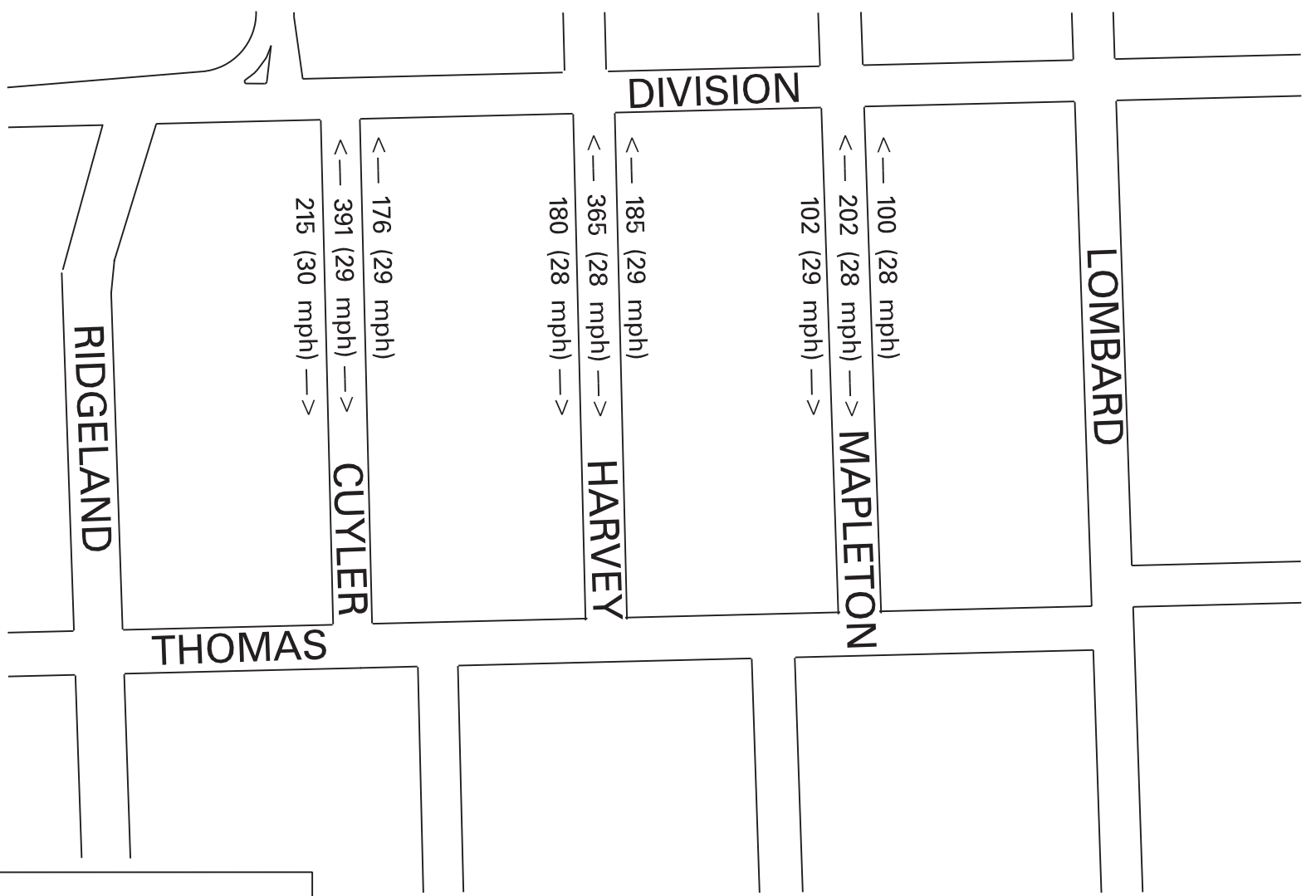


Whittier
School

CUYLER AVE

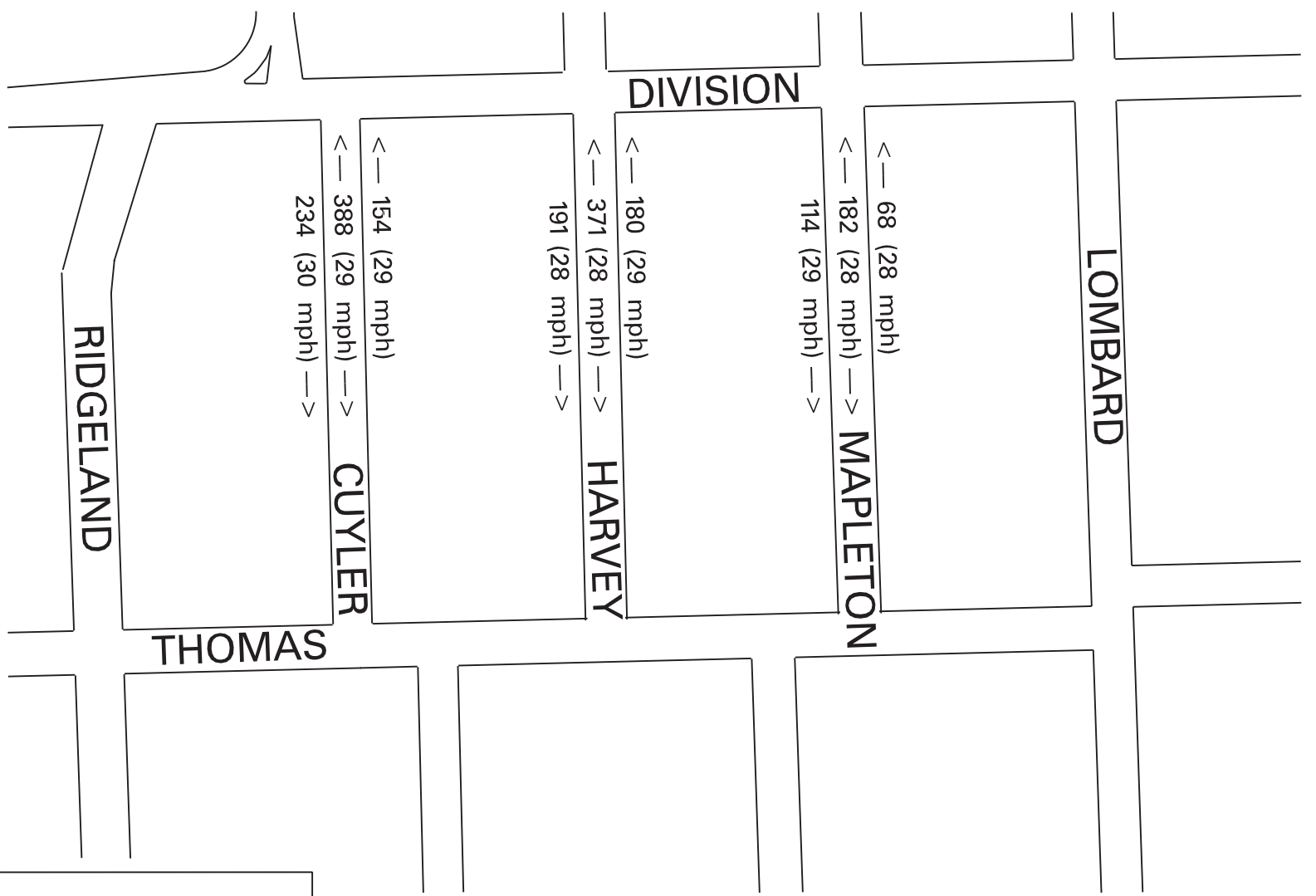
HARVEY AVE

AUGUSTA ST



LEGEND
 XXX (YY mph)–Volume (85th Percentile Speed)
 Sources: Wednesday, February 19, 2020 Traffic Study

Engineering Division	By: JAJ	24-Hour, Speed & Volume Data Collected on the 800 Blocks of North Cuyler Avenue North Harvey Avenue and Mapleton Avenue	0121-1 5.6 1/20
	Date: 01-05-21		
Filename:			



LEGEND
 XXX (YY mph)–Volume (85th Percentile Speed)
 Sources: Thursday, February 20, 2020 Traffic Study

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	Date: 01-05-21		
Filename:			

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Cuyler Ave btwn Thomas St & Division St

Site Code: 15164905
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	0	0	5	2	2	3	1	0	0	0	0	0	0	0	0	0	13
08:00	0	0	0	3	7	2	1	0	0	0	0	0	0	0	0	0	0	13
09:00	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	8
10:00	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	0	0	1	2	6	2	0	0	0	0	0	0	0	0	0	0	11
12 PM	0	1	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	6
13:00	0	0	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	5
14:00	0	0	0	2	6	3	2	0	0	0	0	0	0	0	0	0	0	13
15:00	0	0	0	2	5	8	4	0	0	0	0	0	0	0	0	0	0	19
16:00	0	1	0	2	8	4	0	0	0	0	0	0	0	0	0	0	0	15
17:00	0	0	0	6	5	5	1	0	0	0	0	0	0	0	0	0	0	17
18:00	0	0	1	3	7	2	2	0	0	0	0	0	0	0	0	0	0	15
19:00	0	0	0	1	6	4	0	0	0	0	0	0	0	0	0	0	0	11
20:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	2	38	62	52	18	2	0	0	0	0	0	0	0	0	0	176

0121-1
5.6
3/20

Quality Counts
 7409 SW Tech Center Dr Suite 150
 Tigard, OR 97223
N Cuyler Ave btwn Thomas St & Division St

Site Code: 15164905
 Date Start: 19-Feb-20
 Date End: 20-Feb-20

NB	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
02/20/20	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	7
07:00	0	0	0	3	2	3	2	0	0	0	0	0	0	0	0	0	10
08:00	0	0	1	2	4	4	1	0	0	0	0	0	0	0	0	0	12
09:00	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
10:00	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	1	0	2	4	1	0	0	0	0	0	0	0	0	0	0	8
12 PM	0	0	1	1	1	4	0	0	0	0	0	0	0	0	0	0	7
13:00	0	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	7
14:00	0	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	6
15:00	0	0	0	2	2	8	5	0	0	0	0	0	0	0	0	0	17
16:00	0	0	1	1	3	3	3	0	0	0	0	0	0	0	0	0	11
17:00	0	0	0	3	10	1	0	0	0	0	0	0	0	0	0	0	14
18:00	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	12
19:00	0	0	1	5	8	2	0	0	0	0	0	0	0	0	0	0	16
20:00	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	7
21:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	5	27	57	47	16	0	0	0	0	0	0	0	0	0	154
Grand Total	0	4	7	65	119	99	34	2	0	0	0	0	0	0	0	0	330

Stats
 15th Percentile : 17 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

 Mean Speed(Average) : 24 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 218
 Percent in Pace : 66.1%
 Number of Vehicles > 25 MPH : 135
 Percent of Vehicles > 25 MPH : 40.9%

0121-1
 5.6
 4/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Cuyler Ave btwn Thomas St & Division St

Site Code: 15164905
Date Start: 19-Feb-20
Date End: 20-Feb-20

SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	0	1	0	2	2	3	0	0	0	0	0	0	0	0	0	0	8
07:00	0	0	0	1	6	4	3	0	0	0	0	0	0	0	0	0	0	14
08:00	0	0	0	0	3	4	5	0	0	0	0	0	0	0	0	0	0	12
09:00	0	0	1	1	5	5	4	1	0	0	0	0	0	0	0	0	0	17
10:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	2	2	3	4	3	0	0	0	0	0	0	0	0	0	0	15
12 PM	0	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	9
13:00	0	0	2	0	6	3	6	0	0	0	0	0	0	0	0	0	0	17
14:00	0	0	0	2	1	7	2	0	0	0	0	0	0	0	0	0	0	12
15:00	0	0	2	2	6	5	1	0	0	0	0	0	0	0	0	0	0	16
16:00	0	0	0	4	6	3	1	0	0	0	0	0	0	0	0	0	0	14
17:00	0	0	2	4	6	5	0	0	0	0	0	0	0	0	0	0	0	17
18:00	0	0	1	2	12	5	1	0	0	0	0	0	0	0	0	0	0	21
19:00	0	0	0	2	4	6	1	0	0	0	0	0	0	0	0	0	0	13
20:00	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6
21:00	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	1	13	24	70	69	36	2	0	0	0	0	0	0	0	0	0	215

0121-1
5.6
5/20

Quality Counts
 7409 SW Tech Center Dr Suite 150
 Tigard, OR 97223
N Cuyler Ave btwn Thomas St & Division St

Site Code: 15164905
 Date Start: 19-Feb-20
 Date End: 20-Feb-20

SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
02/20/20	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
06:00	0	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	7
07:00	0	0	0	1	6	8	3	0	0	0	0	0	0	0	0	0	18
08:00	0	0	0	0	5	2	4	0	0	0	0	0	0	0	0	0	11
09:00	0	0	0	1	6	8	2	0	0	0	0	0	0	0	0	0	17
10:00	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	11
11:00	0	0	0	3	4	4	1	0	0	0	0	0	0	0	0	0	12
12 PM	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	9
13:00	0	0	0	2	3	3	0	1	0	0	0	0	0	0	0	0	9
14:00	0	0	3	1	4	6	3	1	0	0	0	0	0	0	0	0	18
15:00	0	0	0	3	2	4	1	0	0	0	0	0	0	0	0	0	10
16:00	0	0	1	5	10	5	1	0	0	0	0	0	0	0	0	0	22
17:00	0	0	1	1	11	5	1	1	0	0	0	0	0	0	0	0	20
18:00	0	0	0	2	4	4	0	1	0	0	0	0	0	0	0	0	11
19:00	0	0	0	2	7	9	2	0	0	0	0	0	0	0	0	0	20
20:00	0	0	0	4	3	4	3	0	0	0	0	0	0	0	0	0	14
21:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
22:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	5	27	84	84	29	5	0	0	0	0	0	0	0	0	234
Grand Total	0	1	18	51	154	153	65	7	0	0	0	0	0	0	0	0	449

Stats
 15th Percentile : 19 MPH
 50th Percentile : 25 MPH
 85th Percentile : 30 MPH
 95th Percentile : 33 MPH

 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 307
 Percent in Pace : 68.4%
 Number of Vehicles > 25 MPH : 225
 Percent of Vehicles > 25 MPH : 50.1%

0121-1
 5.6
 6/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Cuyler Ave btwn Thomas St & Division St

Site Code: 15164905
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB, SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	0	1	1	4	3	3	0	0	0	0	0	0	0	0	0	0	12
07:00	0	0	0	6	8	6	6	1	0	0	0	0	0	0	0	0	0	27
08:00	0	0	0	3	10	6	6	0	0	0	0	0	0	0	0	0	0	25
09:00	0	0	1	4	7	7	5	1	0	0	0	0	0	0	0	0	0	25
10:00	0	0	0	4	2	3	0	0	0	0	0	0	0	0	0	0	0	9
11:00	0	1	2	3	5	10	5	0	0	0	0	0	0	0	0	0	0	26
12 PM	0	1	1	4	4	4	0	1	0	0	0	0	0	0	0	0	0	15
13:00	0	0	3	0	6	6	7	0	0	0	0	0	0	0	0	0	0	22
14:00	0	0	0	4	7	10	4	0	0	0	0	0	0	0	0	0	0	25
15:00	0	0	2	4	11	13	5	0	0	0	0	0	0	0	0	0	0	35
16:00	0	1	0	6	14	7	1	0	0	0	0	0	0	0	0	0	0	29
17:00	0	0	2	10	11	10	1	0	0	0	0	0	0	0	0	0	0	34
18:00	0	0	2	5	19	7	3	0	0	0	0	0	0	0	0	0	0	36
19:00	0	0	0	3	10	10	1	0	0	0	0	0	0	0	0	0	0	24
20:00	0	0	0	1	1	7	2	0	0	0	0	0	0	0	0	0	0	11
21:00	0	0	1	2	3	3	3	0	0	0	0	0	0	0	0	0	0	12
22:00	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	3	15	62	132	121	54	4	0	0	0	0	0	0	0	0	0	391

0121-1
5.6
7/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Cuyler Ave btwn Thomas St & Division St

Site Code: 15164905
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB, SB	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Start Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
02/20/20	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
06:00	0	0	0	0	7	2	5	0	0	0	0	0	0	0	0	0	14
07:00	0	0	0	4	8	11	5	0	0	0	0	0	0	0	0	0	28
08:00	0	0	1	2	9	6	5	0	0	0	0	0	0	0	0	0	23
09:00	0	0	0	1	7	13	2	0	0	0	0	0	0	0	0	0	23
10:00	0	0	0	2	7	5	2	0	0	0	0	0	0	0	0	0	16
11:00	0	1	0	5	8	5	1	0	0	0	0	0	0	0	0	0	20
12 PM	0	0	1	1	5	7	1	1	0	0	0	0	0	0	0	0	16
13:00	0	0	1	2	5	6	1	1	0	0	0	0	0	0	0	0	16
14:00	0	1	3	2	5	7	5	1	0	0	0	0	0	0	0	0	24
15:00	0	0	0	5	4	12	6	0	0	0	0	0	0	0	0	0	27
16:00	0	0	2	6	13	8	4	0	0	0	0	0	0	0	0	0	33
17:00	0	0	1	4	21	6	1	1	0	0	0	0	0	0	0	0	34
18:00	0	0	0	4	9	9	0	1	0	0	0	0	0	0	0	0	23
19:00	0	0	1	7	15	11	2	0	0	0	0	0	0	0	0	0	36
20:00	0	0	0	7	6	5	3	0	0	0	0	0	0	0	0	0	21
21:00	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	10
22:00	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	7
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	10	54	141	131	45	5	0	0	0	0	0	0	0	0	388
Grand Total	0	5	25	116	273	252	99	9	0	0	0	0	0	0	0	0	779

Stats
 15th Percentile : 18 MPH
 50th Percentile : 24 MPH
 85th Percentile : 29 MPH
 95th Percentile : 33 MPH

 Mean Speed(Average) : 25 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 525
 Percent in Pace : 67.4%
 Number of Vehicles > 25 MPH : 360
 Percent of Vehicles > 25 MPH : 46.2%

0121-1
5.6
8/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Harvey Ave btwn Thomas St & Division St

Site Code: 15164906
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8
08:00	0	0	1	1	5	4	0	0	0	0	0	0	0	0	0	0	0	11
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	6
11:00	0	0	1	1	5	9	1	0	0	0	0	0	0	0	0	0	0	17
12 PM	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
13:00	0	0	1	1	3	1	3	0	0	0	0	0	0	0	0	0	0	9
14:00	0	2	0	4	5	8	2	0	0	0	0	0	0	0	0	0	0	21
15:00	0	0	1	4	5	2	1	0	0	0	0	0	0	0	0	0	0	13
16:00	0	2	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	17
17:00	0	3	1	4	5	4	1	0	0	0	0	0	0	0	0	0	0	18
18:00	0	0	1	1	9	4	1	0	0	0	0	0	0	0	0	0	0	16
19:00	0	0	0	1	4	4	3	0	0	0	0	0	0	0	0	0	0	12
20:00	0	0	0	2	3	4	0	0	0	0	0	0	0	0	0	0	0	9
21:00	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
22:00	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	11	29	67	49	19	1	0	0	0	0	0	0	0	0	0	185

0121-1
5.6
9/20

Quality Counts
 7409 SW Tech Center Dr Suite 150
 Tigard, OR 97223
N Harvey Ave btwn Thomas St & Division St

Site Code: 15164906
 Date Start: 19-Feb-20
 Date End: 20-Feb-20

NB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
02/20/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	2	0	2	1	0	0	0	0	0	0	0	0	0	6
07:00	0	1	0	4	3	2	1	1	0	0	0	0	0	0	0	0	12
08:00	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	9
09:00	0	1	1	1	3	5	0	0	0	0	0	0	0	0	0	0	11
10:00	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4
11:00	0	1	1	1	6	0	1	0	0	0	0	0	0	0	0	0	10
12 PM	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	9
13:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	7
14:00	0	0	0	1	8	3	0	1	0	0	0	0	0	0	0	0	13
15:00	1	0	2	3	8	6	0	0	0	0	0	0	0	0	0	0	20
16:00	0	3	1	2	7	5	2	0	0	0	0	0	0	0	0	0	20
17:00	0	0	0	2	9	4	2	0	0	0	0	0	0	0	0	0	17
18:00	0	1	0	2	7	7	1	0	0	0	0	0	0	0	0	0	18
19:00	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6
20:00	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	7
21:00	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	7	8	25	73	49	15	2	0	0	0	0	0	0	0	0	180
Grand Total	1	16	19	54	140	98	34	3	0	0	0	0	0	0	0	0	365

Stats
 15th Percentile : 16 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 32 MPH

 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 238
 Percent in Pace : 65.2%
 Number of Vehicles > 25 MPH : 135
 Percent of Vehicles > 25 MPH : 37.0%

0121-1
 5.6
 10/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Harvey Ave btwn Thomas St & Division St

Site Code: 15164906
Date Start: 19-Feb-20
Date End: 20-Feb-20

SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	9
07:00	0	1	4	9	12	8	2	0	0	0	0	0	0	0	0	0	0	36
08:00	0	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	9
09:00	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5
10:00	0	0	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	8
11:00	0	0	1	2	3	3	0	0	0	0	0	0	0	0	0	0	0	9
12 PM	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	7
13:00	0	1	1	1	1	2	3	1	0	0	0	0	0	0	0	0	0	10
14:00	0	1	1	4	1	4	0	0	0	0	0	0	0	0	0	0	0	11
15:00	0	2	0	5	2	1	0	0	0	0	0	0	0	0	0	0	0	10
16:00	0	2	2	5	10	4	1	0	0	0	0	0	0	0	0	0	0	24
17:00	0	0	2	1	2	3	1	0	0	0	0	0	0	0	0	0	0	9
18:00	0	0	0	1	7	5	2	0	0	0	0	0	0	0	0	0	0	15
19:00	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	15	36	58	46	17	1	0	0	0	0	0	0	0	0	0	180

0121-1
5.6
1/1/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Harvey Ave btwn Thomas St & Division St

Site Code: 15164906
Date Start: 19-Feb-20
Date End: 20-Feb-20

SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
02/20/20	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	2	1	4	3	0	0	0	0	0	0	0	0	0	0	0	10
07:00	0	0	3	10	4	10	3	1	0	0	0	0	0	0	0	0	0	31
08:00	0	0	0	2	4	5	3	0	0	0	0	0	0	0	0	0	0	14
09:00	0	0	0	3	4	2	2	0	0	0	0	0	0	0	0	0	0	11
10:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	7
12 PM	0	0	1	3	3	3	0	0	0	0	0	0	0	0	0	0	0	10
13:00	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	6
14:00	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	9
15:00	0	1	1	2	4	5	0	0	0	0	0	0	0	0	0	0	0	13
16:00	0	0	2	6	4	8	0	0	0	0	0	0	0	0	0	0	0	20
17:00	0	0	1	1	9	1	0	0	0	0	0	0	0	0	0	0	0	12
18:00	0	0	1	4	4	6	2	0	0	0	0	0	0	0	0	0	0	17
19:00	0	0	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	8
21:00	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	4
22:00	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	16	40	62	58	11	2	1	0	0	0	0	0	0	0	0	191
Grand Total	0	8	31	76	120	104	28	3	1	0	0	0	0	0	0	0	0	371

Stats

- 15th Percentile : 16 MPH
- 50th Percentile : 22 MPH
- 85th Percentile : 28 MPH
- 95th Percentile : 32 MPH

- Mean Speed(Average) : 23 MPH
- 10 MPH Pace Speed : 21-30 MPH
- Number in Pace : 224
- Percent in Pace : 60.4%
- Number of Vehicles > 25 MPH : 136
- Percent of Vehicles > 25 MPH : 36.7%

0121-1
5.6
12/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Harvey Ave btwn Thomas St & Division St

Site Code: 15164906
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB, SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	1	3	7	2	0	0	0	0	0	0	0	0	0	0	13
07:00	0	1	4	12	17	8	2	0	0	0	0	0	0	0	0	0	0	44
08:00	0	0	1	2	7	8	2	0	0	0	0	0	0	0	0	0	0	20
09:00	0	0	1	1	0	3	1	0	0	0	0	0	0	0	0	0	0	6
10:00	0	0	2	2	5	4	1	0	0	0	0	0	0	0	0	0	0	14
11:00	0	0	2	3	8	12	1	0	0	0	0	0	0	0	0	0	0	26
12 PM	0	0	1	2	6	0	3	0	0	0	0	0	0	0	0	0	0	12
13:00	0	1	2	2	4	3	6	1	0	0	0	0	0	0	0	0	0	19
14:00	0	3	1	8	6	12	2	0	0	0	0	0	0	0	0	0	0	32
15:00	0	2	1	9	7	3	1	0	0	0	0	0	0	0	0	0	0	23
16:00	0	4	4	10	17	5	1	0	0	0	0	0	0	0	0	0	0	41
17:00	0	3	3	5	7	7	2	0	0	0	0	0	0	0	0	0	0	27
18:00	0	0	1	2	16	9	3	0	0	0	0	0	0	0	0	0	0	31
19:00	0	0	1	2	6	5	4	0	0	0	0	0	0	0	0	0	0	18
20:00	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	0	0	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
22:00	0	1	0	1	2	2	3	0	0	0	0	0	0	0	0	0	0	9
23:00	0	1	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	16	26	65	125	95	36	2	0	0	0	0	0	0	0	0	0	365

0121-1
5.6
13/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

N Harvey Ave btwn Thomas St & Division St

Site Code: 15164906
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB, SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
02/20/20	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	3	3	4	5	1	0	0	0	0	0	0	0	0	0	0	16
07:00	0	1	3	14	7	12	4	2	0	0	0	0	0	0	0	0	0	43
08:00	0	0	0	6	8	6	3	0	0	0	0	0	0	0	0	0	0	23
09:00	0	1	1	4	7	7	2	0	0	0	0	0	0	0	0	0	0	22
10:00	0	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	0	9
11:00	0	1	2	2	9	2	1	0	0	0	0	0	0	0	0	0	0	17
12 PM	0	0	1	4	7	7	0	0	0	0	0	0	0	0	0	0	0	19
13:00	0	0	1	2	4	4	2	0	0	0	0	0	0	0	0	0	0	13
14:00	0	0	1	4	11	5	0	1	0	0	0	0	0	0	0	0	0	22
15:00	1	1	3	5	12	11	0	0	0	0	0	0	0	0	0	0	0	33
16:00	0	3	3	8	11	13	2	0	0	0	0	0	0	0	0	0	0	40
17:00	0	0	1	3	18	5	2	0	0	0	0	0	0	0	0	0	0	29
18:00	0	1	1	6	11	13	3	0	0	0	0	0	0	0	0	0	0	35
19:00	0	0	1	1	7	1	3	0	0	0	0	0	0	0	0	0	0	13
20:00	0	0	0	1	5	7	2	0	0	0	0	0	0	0	0	0	0	15
21:00	0	0	0	0	5	4	0	0	1	0	0	0	0	0	0	0	0	10
22:00	0	0	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	8	24	65	135	107	26	4	1	0	0	0	0	0	0	0	0	371
Grand Total	1	24	50	130	260	202	62	6	1	0	0	0	0	0	0	0	0	736

Stats
 15th Percentile : 16 MPH
 50th Percentile : 23 MPH
 85th Percentile : 28 MPH
 95th Percentile : 32 MPH

 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 462
 Percent in Pace : 62.8%
 Number of Vehicles > 25 MPH : 271
 Percent of Vehicles > 25 MPH : 36.8%

0121-1
5.6
14/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

Mapleton Ave btwn Thomas St & Division St

Site Code: 15164907
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	4
10:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
12 PM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
14:00	1	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	8
15:00	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9
16:00	0	2	2	3	4	0	1	0	0	0	0	0	0	0	0	0	0	12
17:00	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	6
18:00	0	1	2	4	3	3	0	0	0	0	0	0	0	0	0	0	0	13
19:00	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	7
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	9	21	40	22	4	0	0	0	0	0	0	0	0	0	0	100

0121-1
5.6
15/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

Mapleton Ave btwn Thomas St & Division St

Site Code: 15164907
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
02/20/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	1	2	0	0	2	0	0	0	0	0	0	0	0	0	5
09:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
10:00	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5
11:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12 PM	0	0	1	0	1	2	1	0	0	0	0	0	0	0	0	0	5
13:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4
14:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	1	2	5	0	1	0	0	0	0	0	0	0	0	10
16:00	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	10
17:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
18:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	10	9	20	22	5	1	0	0	0	0	0	0	0	0	68
Grand Total	1	4	19	30	60	44	9	1	0	0	0	0	0	0	0	0	168

Stats
 15th Percentile : 15 MPH
 50th Percentile : 22 MPH
 85th Percentile : 28 MPH
 95th Percentile : 30 MPH

 Mean Speed(Average) : 22 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 104
 Percent in Pace : 61.9%
 Number of Vehicles > 25 MPH : 54
 Percent of Vehicles > 25 MPH : 32.1%

0121-1
5.6
16/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

Mapleton Ave btwn Thomas St & Division St

Site Code: 15164907
Date Start: 19-Feb-20
Date End: 20-Feb-20

SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	0	0	3	6	1	1	0	0	0	0	0	0	0	0	0	0	11
08:00	0	0	0	3	4	1	1	0	1	0	0	0	0	0	0	0	0	10
09:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	1	2	2	3	0	0	0	0	0	0	0	0	0	0	0	8
11:00	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	6
12 PM	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
13:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
14:00	0	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	8
15:00	0	2	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	8
16:00	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	0	0	0	1	8	1	1	0	0	0	0	0	0	0	0	0	0	11
18:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	4	21	41	25	8	0	1	0	0	0	0	0	0	0	0	102

0121-1
5.6
17/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

Mapleton Ave btwn Thomas St & Division St

Site Code: 15164907
Date Start: 19-Feb-20
Date End: 20-Feb-20

SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/20/20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5
07:00	0	0	1	1	0	6	1	0	0	0	0	0	0	0	0	0	0	9
08:00	0	0	0	2	3	1	2	0	0	0	0	0	0	0	0	0	0	8
09:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
12 PM	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	0	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	7
14:00	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6
15:00	0	0	2	2	5	3	0	1	0	0	0	0	0	0	0	0	0	13
16:00	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	0	0	2	4	5	2	1	0	0	1	0	0	0	0	0	0	0	15
18:00	0	1	1	1	3	3	1	0	0	0	0	0	0	0	0	0	0	10
19:00	0	0	0	3	2	2	1	0	0	0	0	0	0	0	0	0	0	8
20:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	12	21	35	33	8	2	0	1	1	0	0	0	0	0	0	114
Grand Total	0	3	16	42	76	58	16	2	1	1	1	0	0	0	0	0	0	216

Stats
 15th Percentile : 16 MPH
 50th Percentile : 23 MPH
 85th Percentile : 29 MPH
 95th Percentile : 33 MPH

 Mean Speed(Average) : 24 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 134
 Percent in Pace : 62.0%
 Number of Vehicles > 25 MPH : 79
 Percent of Vehicles > 25 MPH : 36.6%

0121-1
5.6
18/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

Mapleton Ave btwn Thomas St & Division St

Site Code: 15164907
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB, SB

Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	9999	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75			
02/19/20	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	7
07:00	0	0	0	5	8	2	1	0	0	0	0	0	0	0	0	0	0	16
08:00	0	0	0	3	4	1	3	0	1	0	0	0	0	0	0	0	0	12
09:00	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0	0	6
10:00	0	0	1	3	3	4	0	0	0	0	0	0	0	0	0	0	0	11
11:00	0	0	1	1	5	3	1	0	0	0	0	0	0	0	0	0	0	11
12 PM	0	0	1	1	4	3	0	0	0	0	0	0	0	0	0	0	0	9
13:00	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
14:00	1	0	1	2	4	6	2	0	0	0	0	0	0	0	0	0	0	16
15:00	0	2	0	3	10	2	0	0	0	0	0	0	0	0	0	0	0	17
16:00	0	2	2	6	8	0	1	0	0	0	0	0	0	0	0	0	0	19
17:00	0	0	1	3	10	2	1	0	0	0	0	0	0	0	0	0	0	17
18:00	0	1	2	4	6	5	0	0	0	0	0	0	0	0	0	0	0	18
19:00	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	0	0	2	3	6	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	5	13	42	81	47	12	0	1	0	0	0	0	0	0	0	0	202

0121-1
5.6
19/20

Quality Counts

7409 SW Tech Center Dr Suite 150
Tigard, OR 97223

Mapleton Ave btwn Thomas St & Division St

Site Code: 15164907
Date Start: 19-Feb-20
Date End: 20-Feb-20

NB, SB

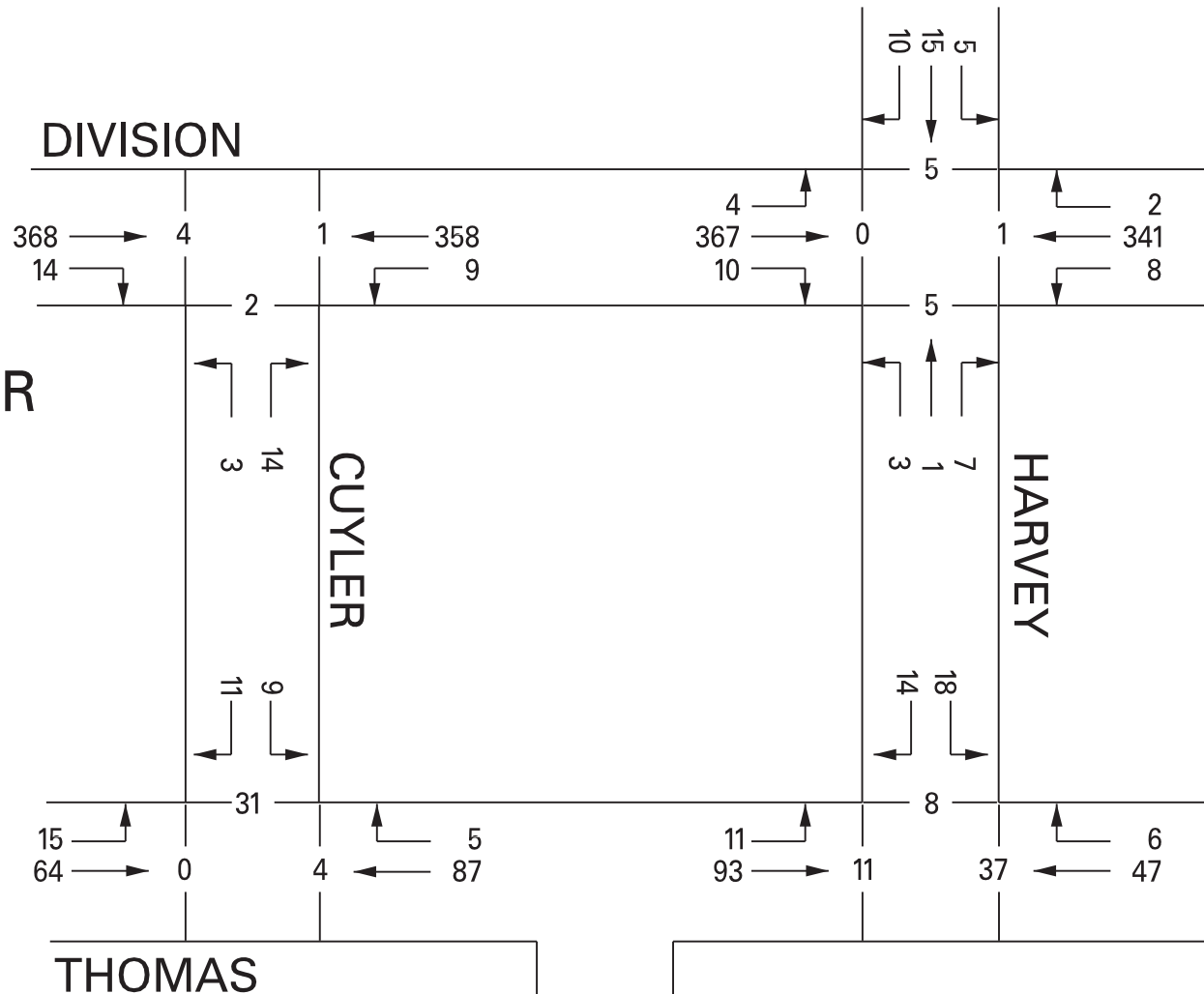
Start Time	1	6	11	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	9999	
02/20/20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
07:00	0	0	2	1	0	7	1	0	0	0	0	0	0	0	0	0	11
08:00	0	0	1	4	3	1	4	0	0	0	0	0	0	0	0	0	13
09:00	0	0	1	1	4	2	1	0	0	0	0	0	0	0	0	0	9
10:00	0	0	1	0	4	3	0	0	0	0	0	0	0	0	0	0	8
11:00	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	7
12 PM	0	0	1	2	4	5	1	0	0	0	0	0	0	0	0	0	13
13:00	0	0	2	1	4	2	2	0	0	0	0	0	0	0	0	0	11
14:00	0	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	7
15:00	0	1	2	3	7	8	0	2	0	0	0	0	0	0	0	0	23
16:00	0	0	4	5	5	3	0	0	0	0	0	0	0	0	0	0	17
17:00	0	0	3	6	6	3	1	0	0	1	0	0	0	0	0	0	20
18:00	0	1	1	1	4	4	1	0	0	0	0	0	0	0	0	0	12
19:00	0	0	1	4	2	2	1	0	0	0	0	0	0	0	0	0	10
20:00	0	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	5
21:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	22	30	55	55	13	3	0	1	1	0	0	0	0	0	182
Grand Total	1	7	35	72	136	102	25	3	1	1	1	0	0	0	0	0	384

Stats
 15th Percentile : 16 MPH
 50th Percentile : 22 MPH
 85th Percentile : 28 MPH
 95th Percentile : 32 MPH

 Mean Speed(Average) : 23 MPH
 10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 238
 Percent in Pace : 62.0%
 Number of Vehicles > 25 MPH : 133
 Percent of Vehicles > 25 MPH : 34.6%

0121-1
5.6
20/20

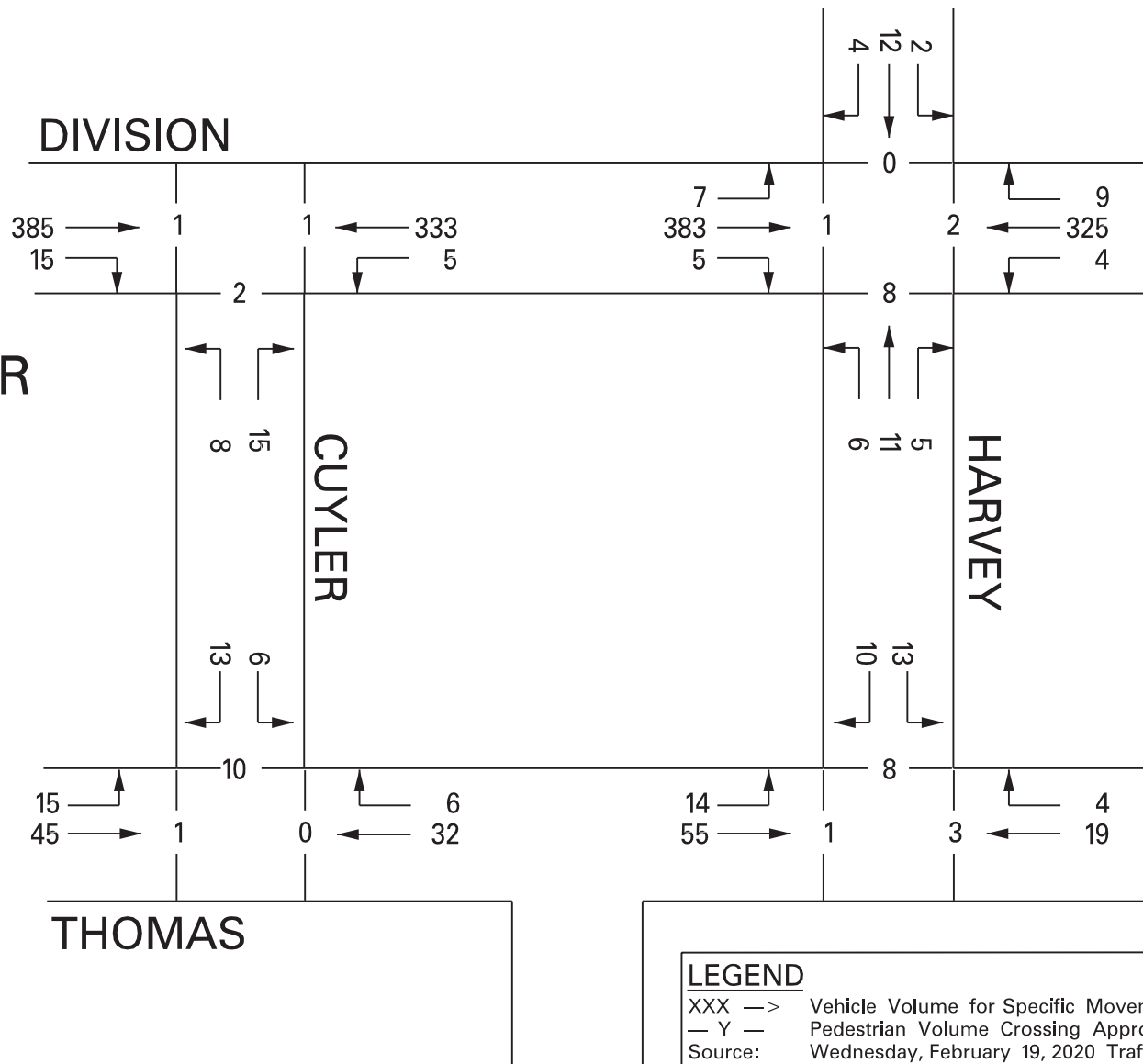
AM PEAK HOUR
07:15 – 08:15
02-19-2020



LEGEND
 XXX —> Vehicle Volume for Specific Movement
 —Y— Pedestrian Volume Crossing Approach
 Source: Wednesday, February 19, 2020 Traffic Study

Engineering Division	By: JAJ	Turning Movement Counts for the Division St/Cuyler Ave Division St/Harvey Ave, Thomas St/Cuyler Ave & Thomas St/Harvey Ave Intersection	0121-1 5.7 1/10
	Date: 01-07-21		
Filename:			

PM PEAK HOUR
16:15 – 17:15
02-19-2020



Engineering
Division

By: JAJ
Date: 01-07-21

Turning Movement Counts for the Division St/Cuyler Ave
Division St/Harvey Ave, Thomas St/Cuyler Ave
& Thomas St/Harvey Ave Intersection

Filename:

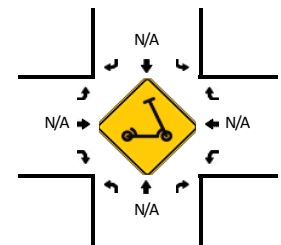
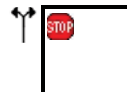
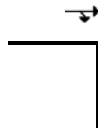
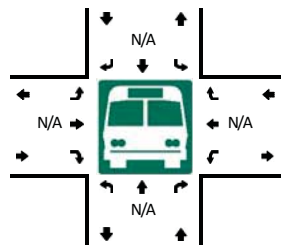
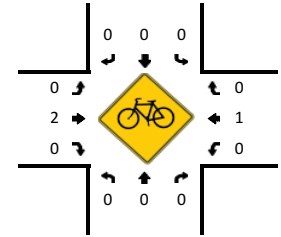
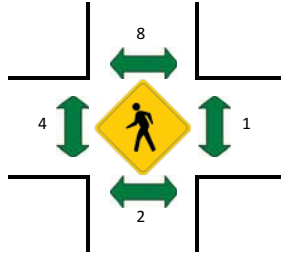
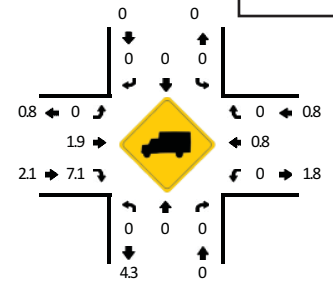
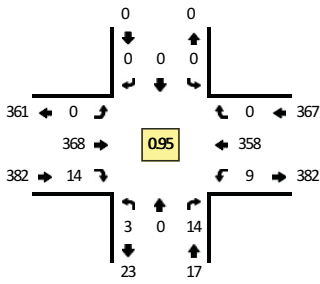
0121-1
5.7
2/10

0121-1
5.7
3/10

LOCATION: N Cuyler Ave -- Division St
CITY/STATE: Oak Park, IL

QC JOB #
DATE: Wed, Feb 19, 2020

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 8:00 AM -- 8:15 AM
Wed, Feb 19, 2020



15-Min Count Period Beginning At	N Cuyler Ave (Northbound)				N Cuyler Ave (Southbound)				Division St (Eastbound)				Division St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	2	0	0	0	0	0	0	69	0	0	1	49	0	0	121	
7:15 AM	1	0	1	0	0	0	0	0	0	79	3	0	2	80	0	0	166	
7:30 AM	1	0	2	0	0	0	0	0	0	86	4	0	3	103	0	0	199	
7:45 AM	0	0	5	0	0	0	0	0	0	98	7	0	0	89	0	0	199	685
8:00 AM	1	0	6	0	0	0	0	0	0	105	0	0	4	86	0	0	202	766
8:15 AM	2	0	2	0	0	0	0	0	0	83	2	0	1	57	0	0	147	747
8:30 AM	0	0	0	0	0	0	0	0	0	58	3	0	0	67	0	0	128	676
8:45 AM	0	0	2	0	0	0	0	0	0	64	1	0	3	61	0	0	131	608

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	24	0	0	0	0	0	0	420	0	0	16	344	0	0	808
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	4	0		16
Buses																	
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

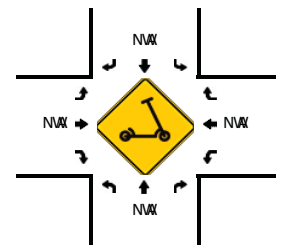
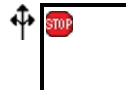
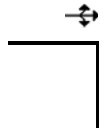
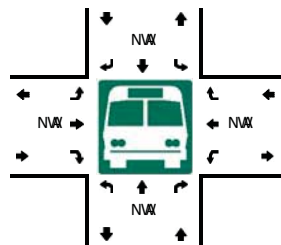
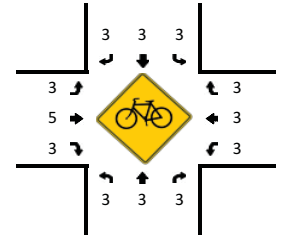
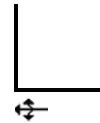
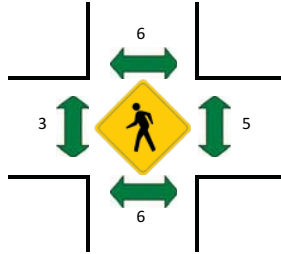
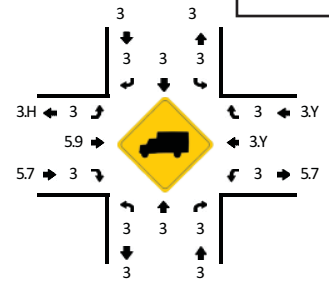
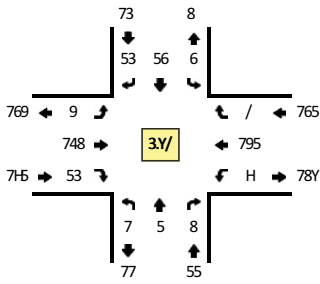
0121-1
5.7
4/10

LOCATION: vi-ision Dt SSN Qar-ey A-e
CIT, STATE: Oak ParkFIL

J C B# 1
vATE: 2 edF

Peak Hour: 8:56 AM SH:56 AM
Peak 56Min: H:33 AM SH:56 AM

Wed, Feb 19, 2020



56Min Count Period #beginning At	vi-ision Dt (Northbound)				vi-ision Dt (Douthbound)				N Qar-ey A-e (Eastbound)				N Qar-ey A-e (2 estbound)				Total	Qourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:33 AM	3	3	5	3	5	/	3	3	5	8/	5	3	5	66	5	3	576	
8:56 AM	5	3	5	3	5	/	3	3	3	8H	5	3	/	8H	3	3	549	
8:73 AM	3	3	3	3	3	8	5	3	7	8Y	9	3	/	53H	3	3	5Y	
8:96 AM	3	5	3	3	/	4	6	3	5	YH	9	3	7	8H	/	3	/33	4YH
H:33 AM	/	3	4	3	/	3	9	3	3	55/	5	3	5	H/	3	3	/53	887
H:56 AM	3	3	/	3	5	3	3	3	5	H6	5	3	/	47	5	3	564	846
H:73 AM	3	3	3	3	3	/	5	3	5	64	3	3	5	44	/	3	5/Y	4Y6
H:96 AM	3	3	/	3	5	7	5	3	3	46	3	3	3	66	5	3	5/H	4/7

Peak 56Min Flowrates	Northbound				Douthbound				Eastbound				2 estbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	H	3	/9	3	H	3	54	3	3	99H	9	3	9	7/H	3	3	H93	
Qea-y Trucks #uses	3	3	3		3	3	3		3	5/	3		3	9	3		54	
Pedestrians #cycles		9				9				3				3			H	
Dcooters	3	3	3		3	3	3		3	3	3		3	3	3		3	

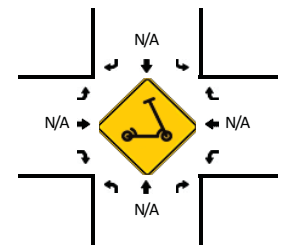
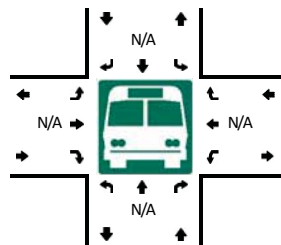
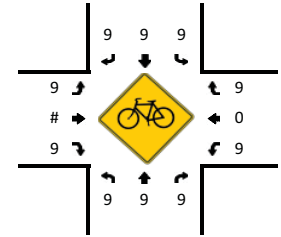
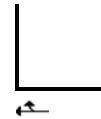
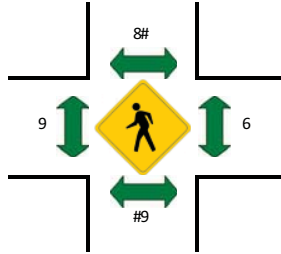
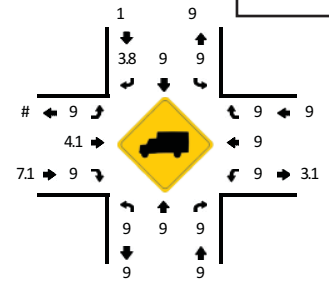
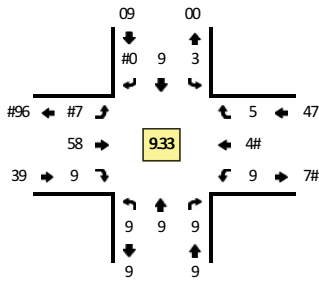
Comments:

LOCATION: N Cuyler Ave -- Thomas Dt
 CITY/STATE: Oak Park, IL

SCQJ B
 WATE: F ed, 2

0121-1
 5.7
 5/10

Peak-Hour: 7:89 AM -- 3:89 AM
 Peak #1-Min: 7:61 AM -- 3:99 AM
 Wed, Feb 19, 2020



#1-Min Count Period Beginning At	N Cuyler Ave (Northbound)				N Cuyler Ave (Douthbound)				Thomas Dt (Eastbound)				Thomas Dt (F estbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:99 AM	9	9	9	9	9	9	#	9	#	5	9	9	9	6	#	9	#8	
7:#1 AM	9	9	9	9	8	9	#	9	#	#0	9	9	9	#0	#	9	89	
7:89 AM	9	9	9	9	8	9	1	9	0	09	9	9	9	09	#	9	1#	
7:61 AM	9	9	9	9	8	9	#	9	6	09	9	9	9	07	#	9	15	#19
3:99 AM	9	9	9	9	9	9	6	9	3	#0	9	#	9	03	0	9	11	#40
3:#1 AM	9	9	9	9	0	9	0	9	0	##	9	9	9	#5	0	9	81	#47
3:89 AM	9	9	9	9	0	9	9	9	9	#9	9	9	9	#8	9	9	01	#7#
3:61 AM	9	9	9	9	#	9	0	9	0	#9	9	9	9	#9	9	9	01	#69

Peak #1-Min 2lowrates	Northbound				Douthbound				Eastbound				F estbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	9	9	9	9	#0	9	6	9	#5	39	9	9	9	#93	6	9	006
Heavy Trucks	9	9	9		9	9	9		9	9	9		9	9	9		9
J uses																	
Pedestrians		#0				33				9				#5			##5
J cycles	9	9	9		9	9	9		9	9	9		9	9	9		9
Dcooters																	

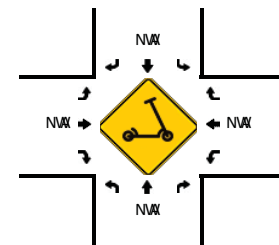
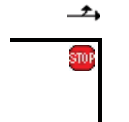
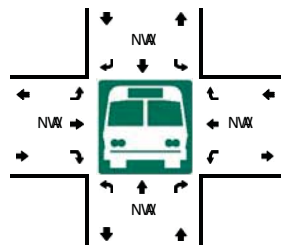
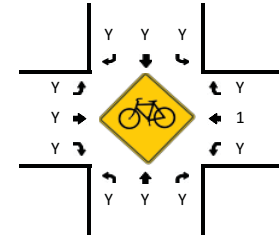
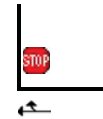
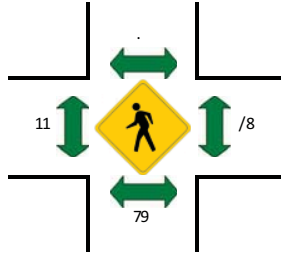
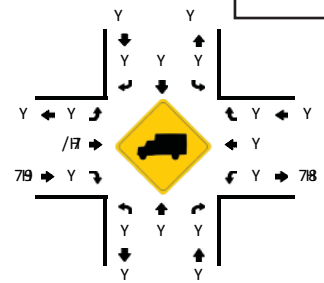
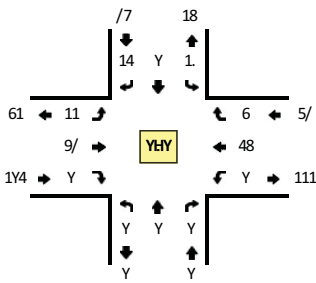
Comments:

0121-1
5.7
6/10

LOCATION: N var-ey A-e @ Thomas St
CITY, STATE: Oak Park, IL

QC JOB #
DATE: 0 edF3

Peak Hour: 8:15 AM DD :15 AM
Peak 15Min: 8:45 AM DD :YY AM
Wed, Feb 19, 2020



15Min Count Period Beginning At	N var-ey A-e (Northbound)				N var-ey A-e (Southbound)				Thomas St (Eastbound)				Thomas St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:YY AM	Y	Y	Y	Y	7	Y	7	Y	1	5	Y	Y	Y	/	Y	Y	1/	
8:15 AM	Y	Y	Y	Y	/	Y	7	Y	7	15	Y	Y	Y	6	7	Y	/Y	
8:YY AM	Y	Y	Y	Y	6	Y	6	Y	Y	76	Y	Y	Y	16	Y	Y	54	
8:45 AM	Y	Y	Y	Y	8	Y	6	Y	5	75	Y	Y	Y	1/	/	Y	59	156
:YY AM	Y	Y	Y	Y	7	Y	Y	Y	4	78	Y	Y	Y	17	1	Y	46	1.9
:15 AM	Y	Y	Y	Y	1	Y	7	Y	7	14	Y	Y	Y	9	Y	Y	7.	1.8
:YY AM	Y	Y	Y	Y	Y	Y	/	Y	Y	14	Y	Y	Y	9	Y	Y	76	159
:45 AM	Y	Y	Y	Y	1	Y	/	Y	7	9	Y	Y	Y	5	1	Y	71	171
Peak 15Min Slowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	Y	Y	Y	Y	7.	Y	74	Y	7Y	1YY	Y	Y	Y	57	17	Y	7/6	
Heavy Trucks	Y	Y	Y		Y	Y	Y		Y	Y	Y		Y	Y	Y		Y	
Buses																		
Pedestrians						17				/7				97			774	
Bicycles	Y	Y	Y		Y	Y	Y		Y	Y	Y		Y	Y	Y		Y	
Scooters																		

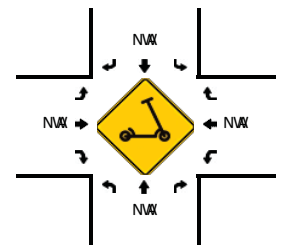
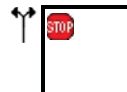
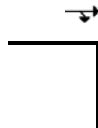
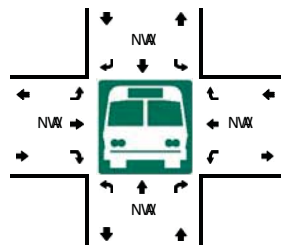
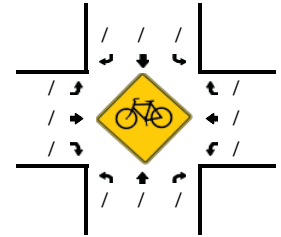
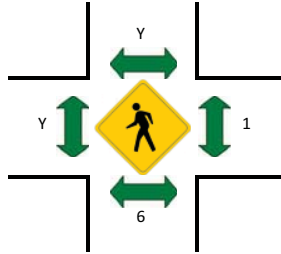
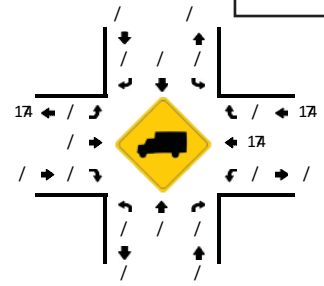
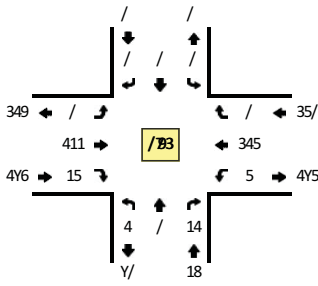
Comments:

0121-1
5.7
7/10

LOCATION: N Cuyler Ave -- Division St
CITY, STATE: Oak Park, IL

QC JOB #
DATE: 2 edF

Peak Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM
Wed, Feb 19, 2020



15-Min Count Period Beginning At	N Cuyler Ave Northbound				N Cuyler Ave Southbound				Division St Eastbound				Division St Westbound				Total	Hourly Totals	
	Left	Thru	Right	R	Left	Thru	Right	R	Left	Thru	Right	R	Left	Thru	Right	R			
Y:// PM	1	/	/	/	/	/	/	/	/	35	/	/	/	/	69	/	/	1/5	
Y:15 PM	Y	/	/	/	/	/	/	/	/	46	3	/	/	1	51	/	/	1/3	
Y:30 PM	/	/	3	/	/	/	/	/	/	61	Y	/	/	Y	64	/	/	13Y	
Y:45 PM	1	/	5	/	/	/	/	/	/	48	1	/	/	Y	UY	/	/	1Y9	469
3:// PM	1	/	Y	/	/	/	/	/	/	65	4	/	/	1	UY	/	/	145	5/9
3:15 PM	1	/	6	/	/	/	/	/	/	8Y	5	/	/	/	U/	/	/	164	5U/
3:30 PM	1	/	4	/	/	/	/	/	/	U4	1	/	/	1	UY	/	/	153	591
3:45 PM	/	/	3	/	/	/	/	/	/	9U	4	/	/	1	1/1	/	/	Y/6	668
4:// PM	1	/	1	/	/	/	/	/	/	8/	Y	/	/	/	65	/	/	149	6UY
4:15 PM	3	/	5	/	/	/	/	/	/	88	5	/	/	1	81	/	/	183	691
4:30 PM	1	/	Y	/	/	/	/	/	/	8U	4	/	/	/	89	/	/	183	UY1
4:45 PM	/	/	3	/	/	/	/	/	/	11/	Y	/	/	Y	91	/	/	Y/8	UY3
5:// PM	4	/	5	/	/	/	/	/	/	1//	4	/	/	Y	UY	/	/	18U	U61
5:15 PM	/	/	Y	/	/	/	/	/	/	1/U	U	/	/	/	98	/	/	Y14	UY9
5:30 PM	/	/	4	/	/	/	/	/	/	94	Y	/	/	1	84	/	/	185	UY4
5:45 PM	1	/	4	/	/	/	/	/	/	1/Y	4	/	/	Y	83	/	/	196	UY8
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	R	Left	Thru	Right	R	Left	Thru	Right	R	Left	Thru	Right	R			
All Vehicles	/	/	8	/	/	/	/	/	/	4Y8	Y8	/	/	/	39Y	/	/	856	
Heavy Trucks	/	/	/	/	/	/	/	/	/	/	/	/	/	/	8	/	/	8	
Buses																			
Pedestrians		1Y				/				4				/				16	
Bicycles	/	/	/		/	/	/		/	/	/		/	/	/			/	
Scoters																			

Comments:

Report generated on YW6W/Y/ 1Y:16 PM

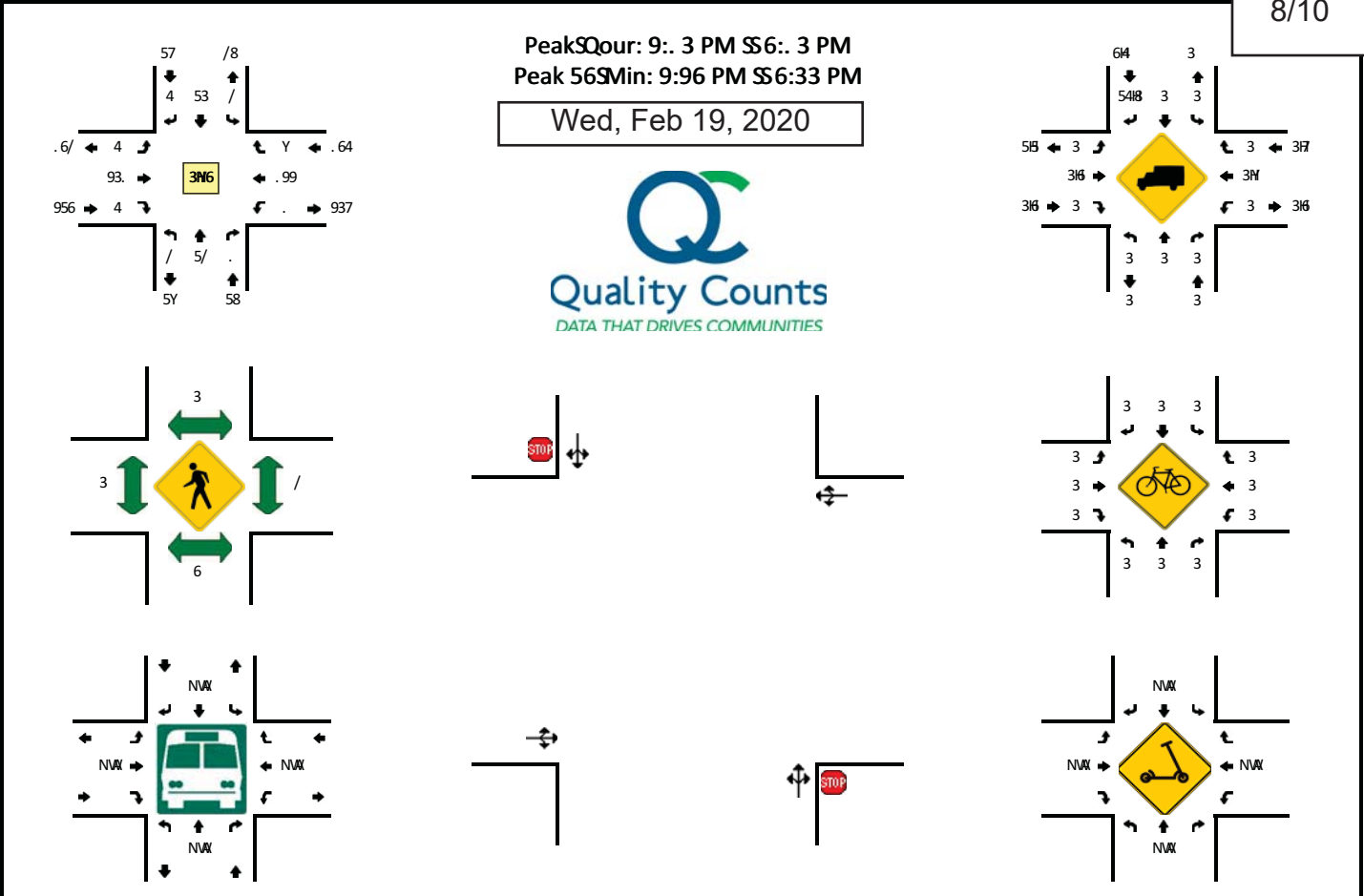
SOR) CE: Quality Counts LLC http://www.qualitycounts.net (1-800-58/-YY1Y

0121-1
5.7
8/10

LOCATION: vi-ision Dt SSN Qar-ey A-e
CIT, STATE: Oak ParkFIL

J C B# 1
vATE: 2 edF

Peak Hour: 9: 3 PM SS6: 3 PM
Peak 565Min: 9:96 PM SS6:33 PM
Wed, Feb 19, 2020

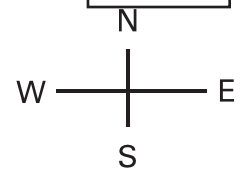


565Min Count Period #beginning At	vi-ision Dt (Northbound)				vi-ision Dt (Douthbound)				N Qar-ey A-e (Eastbound)				N Qar-ey A-e (2 estbound)				Total	Qourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
/:33 PM	3	3	5	3	3	5	3	3	3	.9	3	3	5	47	5	3	534	
/:56 PM	3	9	/	3	3	5	3	3	3	96	5	3	3	63	9	3	538	
/: 3 PM	.	5	6	3	5	.	3	3	3	4.	/	3	3	47	/	3	597	
/:96 PM	3	/	/	3	/	/	5	3	/	97	3	3	3	47	3	3	578	977
.:33 PM	3	5	3	3	3	3	/	3	3	4Y	3	3	5	8/	3	3	596	6/8
.:56 PM	/	9	5	3	5	3	/	3	/	76	5	3	3	83	5	3	54Y	67Y
.: 3 PM	5	5	5	3	3	3	5	3	.	86	/	3	3	84	3	3	543	435
.:96 PM	5	/	3	3	5	.	3	3	.	Y5	5	3	3	Y/	5	3	5Y6	44Y
9:33 PM	3	/	5	3	3	.	5	3	3	8Y	9	3	3	85	.	3	549	477
9:56 PM	9	5	/	3	3	/	5	3	/	76	5	3	.	8/	/	3	586	4Y9
9: 3 PM	3	9	5	3	5	5	/	3	5	Y5	/	3	5	Y5	5	3	5Y4	8.3
9:96 PM	5	/	3	3	3	6	5	3	/	537	/	3	3	Y5	5	3	/5.	897
6:33 PM	5	9	/	3	5	9	3	3	/	YY	3	3	3	85	6	3	57Y	88.
6:56 PM	3	/	3	3	3	3	.	3	5	536	/	3	/	Y5	/	3	/37	734
6: 3 PM	3	5	/	3	5	3	5	3	5	Y8	3	3	5	7/	/	3	577	8Y7
6:96 PM	5	/	.	3	3	3	/	3	.	Y7	3	3	3	7/	/	3	5Y.	887
Peak 565Min Flowrates	Northbound				Douthbound				Eastbound				2 estbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	9	7	3	3	3	/3	9	3	7	9./	7	3	3	.49	9	3	76/	
Qea-y Trucks #uses	3	3	3		3	3	9		3	3	3		3	9	3		7	
Pedestrians #cycles		7				3				3				3			7	
Dcooters	3	3	3		3	3	3		3	3	3		3	3	3		3	

Comments:

VILLAGE OF OAK PARK COLLISION DIAGRAM

0121-1
 5.8
 1/4



HISTORICAL DATA - JAN 1995-DEC 1997
 NB ONLY STOP INSTALLED 12/31/94
 1995-1997 # OF CRASHES=0, ADT=8955
 1997 CRASH RATE=0.000 Acc/MEV
 1997 CRITICAL CRASH RATE=0.686 Acc/MEV
 2017-2020 # OF CRASHES=1
 2020 CRASH RATE=0.102 Acc/MEV

Division Street

09/25/17 07:44
Clear - Dry

Cuyler Avenue

2017 = 1
 2018 = 0
 2019 = 0
 2020 = 0

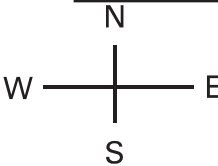


SYMBOLS	TYPES OF COLLISIONS	
<ul style="list-style-type: none"> MOVING VEHICLE BACKING VEHICLE PEDESTRIAN PARKED VEHICLE FIXED OBJECT FATAL ACCIDENT INJURY ACCIDENT 	<ul style="list-style-type: none"> REAR END HEAD ON SIDE SWIPE OUT OF CONTROL LEFT TURN 	<p>RIGHT ANGLE</p> <ol style="list-style-type: none"> 1. Date and Time 2. Weather and Road Surface Conditions

INTERSECTION of Division Street and Cuyler Avenue
 PERIOD: 36 Months FROM: July 1, 2017 TO: June 30, 2020
 BY: CSK/jj DATE: January 7, 2021 **NO SCALE**

VILLAGE OF OAK PARK COLLISION DIAGRAM

0121-1
5.8
2/4



HISTORICAL DATA - JAN 1995-DEC 1997
 UNCONTROLLED INTERSECTION 12/31/97
 1995-1997 # OF CRASHES=3, ADT=1000
 1997 CRASH RATE=2.740 Acc/MEV
 1997 CRITICAL CRASH RATE=0.686 Acc/MEV
 NS STOP CONTROL INSTALLED 9/22/98
 EW STOP CONTROL INSTALLED 8/29/07
 2017-2020 # OF CRASHES=1
 2020 CRASH RATE=0.913 Acc/MEV

Cuyler Avenue

Thomas Street

2017 = 0
 2018 = 0
 2019 = 1
 2020 = 0

06/14/19 18:08
 Clear - Dry



Cuyler Avenue

SYMBOLS

- ← MOVING VEHICLE
- ←←←←← BACKING VEHICLE
- - - - - PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

TYPES OF COLLISIONS

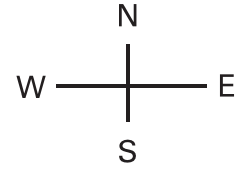
- ←←←←← REAR END
- ←→→→→ HEAD ON
- ←↘↗ SIDE SWIPE
- ←~~~~~ OUT OF CONTROL
- ←↘↗ LEFT TURN

RIGHT ANGLE
 1. Date and Time
 2. Weather and Road Surface Conditions

INTERSECTION of Thomas Street and Cuyler Avenue
 PERIOD: 36 Months FROM: July 1, 2017 TO: June 30, 2020
 BY: CSK/jj DATE: January 8, 2021 **NO SCALE**

VILLAGE OF OAK PARK COLLISION DIAGRAM

0121-1
5.8
3/4



HISTORICAL DATA - JAN 1995-DEC 1997
 N-S STOP INSTALLED 12/31/94
 1995-1997 # OF CRASHES=4, ADT=9006
 1997 CRASH RATE=0.406 Acc/MEV
 1997 CRITICAL CRASH RATE=0.686 Acc/MEV
 2017-2020 # OF CRASHES=2
 2020 CRASH RATE=0.203 Acc/MEV

10/21/18 13:23
 Clear - Dry

Division St

09/11/17 07:40
 Clear - Dry

Harvey Ave

2017 = 1
 2018 = 1
 2019 = 0
 2020 = 0



SYMBOLS

- ← MOVING VEHICLE
- ←←←←← BACKING VEHICLE
- - - - - PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

TYPES OF COLLISIONS

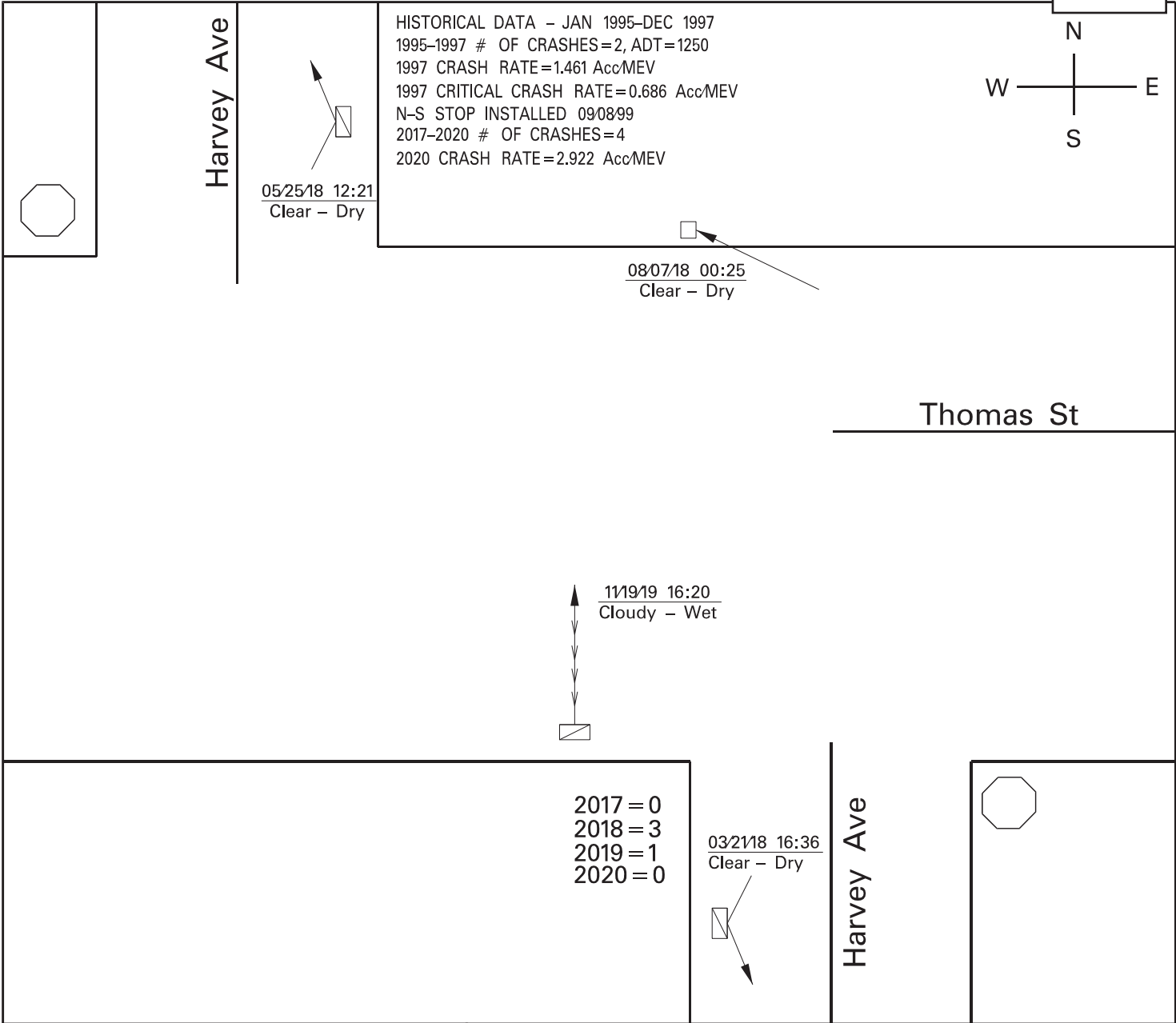
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- ←→→→→ HEAD ON
- ←→→→→ SIDE SWIPE
- ←→→→→ OUT OF CONTROL
- ←→→→→ LEFT TURN

RIGHT ANGLE
 1. Date and Time
 2. Weather and Road Surface Conditions

INTERSECTION of N Harvey Ave and Division St
 PERIOD: 36 Months FROM: July 1, 2017 TO: June 30, 2020
 BY: CSK/jj DATE: January 8, 2021 **NO SCALE**

VILLAGE OF OAK PARK COLLISION DIAGRAM

0121-1
5.8
4/4



SYMBOLS	TYPES OF COLLISIONS	
<ul style="list-style-type: none"> MOVING VEHICLE BACKING VEHICLE PEDESTRIAN PARKED VEHICLE FIXED OBJECT FATAL ACCIDENT INJURY ACCIDENT 	<ul style="list-style-type: none"> REAR END HEAD ON SIDE SWIPE OUT OF CONTROL LEFT TURN 	<p>RIGHT ANGLE</p> <ol style="list-style-type: none"> 1. Date and Time 2. Weather and Road Surface Conditions

INTERSECTION of Thomas St and Harvey Ave
 PERIOD: 36 Months FROM: July 1, 2017 TO: June 30, 2020
 BY: CSK/jj DATE: January 8, 2021 NO SCALE

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	



0121-1
5.10
1/1

The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272

708.383.6400
Fax 708.383.9584
TTY 708.383.0048
village@vil.oak-park.il.us

December 29, 2020

TO: RESIDENTS OF THE 700 & 800 BLOCKS OF N. CUYLER AVE., N. HARVEY AVE., AND 800 BLOCK OF MAPLETON AVE.

RE: PETITIONS TO INSTALL TRAFFIC CALMING DEVICES ON THE 800 BLOCKS OF NORTH CUYLER AVENUE AND NORTH HARVEY AVENUE

Dear Resident:

The Village of Oak Park received a petition to install a traffic calming device on the 800 block of North Cuyler Avenue. Subsequently, the Village of Oak Park received another petition to install traffic calming device on the 800 block of North Harvey Avenue. Due to their proximity, the submitted and certified petitions for traffic calming devices will be reviewed together by the Transportation Commission at its upcoming January 12th meeting.

The Transportation Commission review will be considering traffic calming measures from the Village's Traffic Calming Toolbox that do not restrict access. Below is the URL address to the Village's webpage showing a matrix of the 32 traffic calming measures in the Toolbox:

https://www.oak-park.us/sites/default/files/public-works/matrix_table.pdf

Transportation Commission is scheduled to review this petition remotely at 7:00 PM on Tuesday, January 12, 2021. The meeting will be streamed live and archived online for on-demand viewing at www.oak-park.us/commissiontv as well as cablecast on VOP-TV, which is available to Comcast subscribers on channel 6 and ATT Uverse subscribers on channel 99.

The Transportation Commission welcomes your public testimony at this meeting. You may wish to submit your comments in writing or verbally during the remote meeting. Please note: a resident from the petitioning block, typically the petition organizer, will join the remote meeting to provide public testimony.

To provide **public testimony in writing** please send it to the undersigned by U.S. mail, by fax to (708) 358-5711 or by email at transportation@oak-park.us. All comments must be received by Thursday, January 7, 2021 at 12:00 noon for inclusion in the Commission's agenda. Any comments received after this date will be read into the record at the Transportation Commission meeting.

To provide **public testimony during the remote meeting**, please send an email to transportation@oak-park.us requesting instructions how to give public testimony during the remote meeting. Type "Request for Instructions – Public Testimony at Remote Meeting" in the subject line of your email. An email with the instructions will be sent to you the day of the remote meeting.

A copy of the Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) for public review and inspection. Look for the agenda on the website after 5:00 PM on Friday, January 8th.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

Village of Oak Park
Public Works Center
201 South Boulevard
Oak Park, IL 60302