

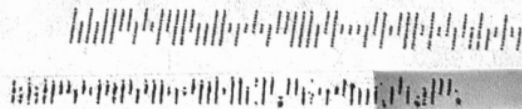
Attachment A
Letter of Explanation

Michael BAIRD

██████ N LOMBARD AVE
OAK PARK, IL 60302



THE TRANSPORTATION Commission
ATTN: STEVE PAUTSCH
THE VILLAGE OF OAK PARK
PUBLIC WORKS CENTER
201 SOUTH BLVD
OAK PARK, IL 60302



Request for Traffic Study on 100 Block of North Lombard Avenue

Dear Transportation Commission,

I am writing as a resident of the 100 block of North Lombard Avenue to respectfully request a traffic study for our street. Our block has become a heavily used cut-through route for drivers avoiding congestion on Austin and Ridgeland, and this pattern is creating serious safety concerns for pedestrians, cyclists, and families in our community.

Lombard Avenue serves as a pedestrian path for many Beye and Julian students crossing Lake Street to get to school. During rush hours, traffic backs up as multiple cars queue to exit Lombard onto Lake. Outside of those peak times, drivers often speed well beyond the 25 mph limit - particularly northbound - using Lombard as a bypass.

This behavior has led to close calls for children crossing at Lake and Ontario and, most alarmingly, a recent accident where an SUV was forced into a parked car and tipped onto its side. Had that parked car not been there, the SUV could have jumped the curb and struck pedestrians or even entered a home (see attached image)

In addition to commuter traffic, emergency vehicles also use Lombard as a high-speed route, with and without sirens, adding to the hazard. Our neighbors are united in wanting to address this issue. We are open to solutions such as speed tables, curb extensions, signage, or other traffic-calming measures the Village recommends. The goal is simple: reduce speed and volume to make Lombard safer for everyone.

We believe a traffic study is the first step toward understanding the scope of the problem and identifying effective solutions. Thank you for considering this request and for your commitment to keeping Oak Park's streets safe.

Sincerely,



Michael Baird

█ N Lombard Ave

Cell: █ Email: █



September 26, 2025

Dear Village of Oak Park,

I live at the corner of the 100 block of North Lombard and Ontario. From my office window, I see what has become a dangerous and unacceptable pattern: cars routinely treating the four-way stop at Lombard and Ontario as optional. Many roll through without pausing; others speed down Lombard or Ontario, swerving into oncoming traffic to pass slower cars—only to ignore the stop sign they were racing toward.

This happens multiple times a day. It is only a matter of time before there is a serious accident. Children walk this block daily—students from Beye, Julian, and OPRF, and the daycare at the end of the street regularly takes groups of young kids past this intersection. Families bike here, too. For all of them, crossing or using this street has become increasingly unsafe.

What's more, the problem is new and worsening. Our block has become a cut-through for drivers looking to avoid congestion, and the lack of enforcement has emboldened reckless behavior.

The Village must act now. We need traffic calming measures—such as speed bumps—on this block to protect pedestrians, cyclists, and residents. Without intervention, the safety of our community remains at risk.

Sincerely,

Joanna and Duncan MacKenzie

█ N Lombard Ave

October 14, 2025

Dear Village of Oak Park Transportation and Traffic Commission,

I am writing as a resident of the 100 block of North Lombard Avenue to respectfully request a formal traffic study to address ongoing safety concerns in our neighborhood. Over time, it has become increasingly clear that our street is being used as a pass-through route by drivers seeking to avoid congestion on Austin and Ridgeland Avenues. As a result, many vehicles travel well above the posted speed limit—often exceeding 40 miles per hour—and fail to come to a complete stop at the intersection of Ontario and Lombard.

This pattern of behavior has created serious safety risks for our community. North Lombard serves as a key walking route for children attending Beye Elementary School, as well as for the children and staff of the daycare at Lake and Lombard, who walk daily to use the Beye playground. I have personally witnessed multiple near-misses involving drivers rolling through the stop sign at Ontario, coming dangerously close to children crossing the street. The danger is not hypothetical—last summer, a rollover accident occurred on our block when a driver sped through that same stop sign. Incidents like these make it clear that current traffic conditions pose an unacceptable risk to pedestrians, cyclists, and residents alike.

While speeding occurs throughout the day, it is particularly severe during morning and evening rush hours, when drivers cut through the area to bypass traffic on adjacent main streets. Several neighbors and I have tracked vehicle speeds and shared our observations, confirming that this is not just a matter of perception but of measurable, ongoing risk.

Our goal is not to inconvenience drivers but to ensure the safety of everyone who lives, walks, and plays here. We believe a traffic study is an essential first step toward identifying effective solutions—specifically, the installation of speed tables along the 100 block of North Lombard and curb extensions at Ontario and Lombard. These measures would help reduce speeding, improve visibility, and create a safer environment for children, pedestrians, and cyclists alike.

We appreciate your attention to this matter and your continued commitment to making Oak Park a safe and walkable community. Thank you for considering our request.

Sincerely,

Elizabeth Kannenberg
Resident, [REDACTED] N. Lombard Avenue
Oak Park, IL

September 3, 2025

Dear Oak Park traffic commissioners—

My husband and I are the homeowners of [REDACTED] N Lombard in Oak Park. We bought the home 7 years ago because we wanted a safe community to raise our child. I am writing to you as a concerned taxpayer and community member after the traffic accident that hit children walking to the local elementary school Beye recently. Please consider more permanent measures for pedestrian safety such as a speed bump on the 100 N Lombard block and more clearly marked cross walks.

I have noticed speeding on our street of Lombard Ave, drivers who do not stop and go right through stop sign at Lombard and Ontario intersection and near misses more than I would like to admit. I am aware a car flipped over on our street in 2024- assumedly from driving too fast and reckless. All of these are already listed in the Traffic Calming study as causes of deadly crashes: "failure to yield, disobeying traffic signs/ signals, and failure to reduce speed", which is something we must work to prevent.

As laid out in the "Traffic Calming Study" our neighborhood and specifically the 100 N Lombard block intersection at Ontario is **ALREADY** deemed a high priority and risk area. A speed bump to reduce speed and better markings of pedestrian cross walks around the elementary school(s) school seem like easy fixes to reduce speed and chances of a deadly accident. As homeowners of the 100 N Lombard block, we fully support these traffic calming/slowing measures. Please consider more permanent measures for pedestrian safety!

Thank you for reading and considering the safety of our residents at crosswalks in Oak Park.



Elisabeth Carlson & Osman Galvez

[REDACTED] N Lombard Oak Park IL 60302

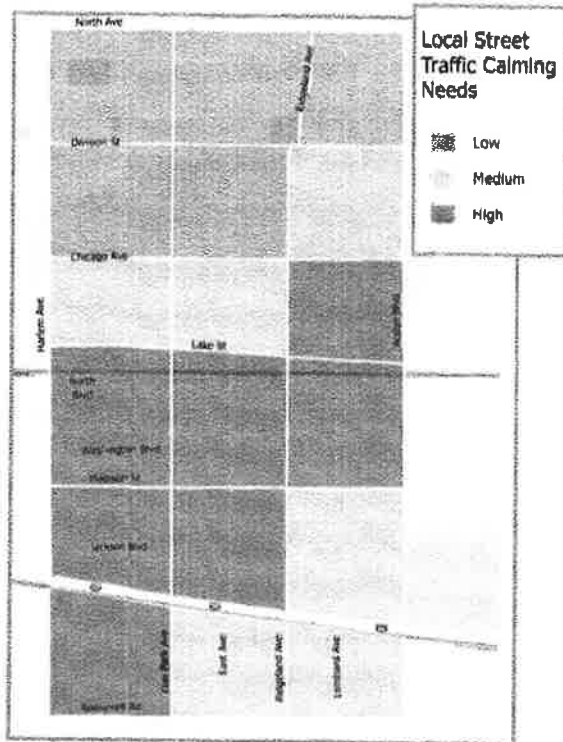
Strategy 2

Expand on the Residential Traffic Calming Program to create a proactive approach to safety improvements on local streets

While the greatest risk of severe crashes is concentrated on major streets with greater volumes of cars traveling at higher speeds, residents shared numerous concerns regarding safety on their local streets—particularly around speeding, distracted driving, and failure to yield to people crossing the street at locations with high levels of pedestrian activity and vulnerable road users like parks and schools. Oak Park's Residential Traffic Calming Program responds to resident-initiated requests for traffic calming on local streets, and the Village has implemented dozens of traffic calming projects in response to these requests in recent years.

LOCAL STREETS TRAFFIC CALMING PRIORITIZATION ANALYZED

- Volume of crashes resulting in an injury, involving someone under 18, or involving a person walking or biking;
- Proximity of parks, schools, libraries, and transit;
- Whether the intersection falls within a census tract with higher relative levels of economic hardship, and
- Volume of geographically specific public comments received throughout the planning process.



Building on the Residential Traffic Calming Program's success, the Vision Zero Plan aims to enhance the program, align with Safe System principles, and update the Village's toolbox to continue making local streets safer for all users. As part of this planning process, the Village analyzed data and feedback from community members to prioritize areas for potential safety improvements on the local street network. Because of the relatively low number of injury crashes that have occurred on the local street network, this analysis incorporated a number of

planning factors related to crash risks. Factors analyzed (and listed in order of the weighting assigned to each factor) included crashes resulting in any injury; crashes involving someone under the age of 18; crashes involving a person walking or biking; proximity of parks, schools, libraries, and transit stations; the relative level of economic hardship for the surrounding census tract; and the volume of geographically specific public comments received throughout the planning process.

RECOMMENDED ACTIONS

LEADING ACTORS SUPPORTING ACTORS

TIMELINE

Enhance the Village's Residential Traffic Calming Program by:

- Prioritizing interventions in key locations while maintaining responsiveness to resident requests
- Reducing data collection requirements for proven traffic calming treatments that have a record of success in Oak Park
- Refining the Traffic Calming toolbox to emphasize high priority safety tools that address key issues on the local street network
- Enable the use of vertical deflection tools (i.e., speed tables and speed cushions) on local streets on blocks adjacent to schools, parks, transit stations, senior living facilities, and the HIN or when more than 15% of the people driving on the block are doing so at a speed of 5 mph or more above the speed limit. Vertical deflection tools will not be used on streets identified by the Oak Park Fire Department (see map in Appendix 4) as part of their high use network and these tools will be administered by Village staff (and not included in the set of tools Transportation Commission uses in response to resident traffic calming petitions).

- Engineering
- Transportation Commission

Near-term
(0 - 2 years)

Move to a "traffic calming by policy" model to deploy a standard toolbox of traffic calming measures on local streets when they are resurfaced.

- Engineering
- Public Works
- Village Manager

Near-term
(0 - 2 years)

Consider traffic calming improvements proactively when implementing large scale streetscape projects to mitigate cut-through traffic and dangerous driving behaviors.

- Engineering
- Development Services

Near-term
(0 - 2 years)

Attachment B
Public Testimony

Shrivastava, Anmol

From: Patrick Markey [REDACTED]
Sent: Tuesday, April 28, 2026 3:33 PM
To: Transportation
Subject: Traffic Calming 100 Block of North Lombard

Caution! This message was sent from outside your organization.

Dear Transportation Commission,

I have resided at [REDACTED] N Lombard for 8 years. For the past 6 years I've used my attic as an office and my window gives me a bird eye view of Lombard Ave. I also spend a lot of time on my front porch in the summer. The speed at which cars drive down Lombard is alarming. Many on the block theorize that it is quickest route to get to Pete's grocery store. A lot of drivers are trying to avoid Austin Blvd and Ridgeland Ave. Harvey and Cuyler currently received calming measures which means that more cars will choose Lombard. Many children take Ontario get to Beye School in the morning. Many high school students also walk and bike down Ontario crossing Lombard.

Here are some of the things that I see **routinely** happen:

1. Cars driving in excess of 60 miles per hour down Lombard
2. Cars not even slowing down for the stop sign at Lombard and Ontario.

The southern side of the 100 block is also very dangerous. There is no stop sign or light at Lake and Lombard. Cars are allowed to park overnight on the south side of the Alley exit and cars are routinely parked there and block visibility. Cars exit on both sides of the alley. The amount of space is tight. I was involved in accident last summer with a car turning on to Lombard.

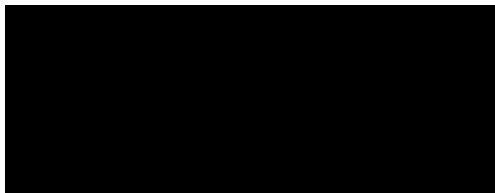
What I would like to see happen:

- Level 2 or 3 mitigations on 100 block of Lombard
- A 4-way stop sign at Lake and Lombard (in the alternative, flashing pedestrian lights for Lake/Lombard).

I would also like the commission to know I am writing this email from the point of view of someone who routinely bikes from Oak Park to downtown and lived in Chicago for over 20 years where I have biked all over the city of Chicago. Many people say it is dangerous to bike around Chicago on busy streets. The intersection of Lake and Lombard along with the intersection of Taylor and Lombard is one of the most dangerous intersections that I know. Anyone who exits the alley onto Lombard knows that visibility is very difficult and there is likely a speeding car to be coming down the street.

Thank you for your attention to this matter.

Patrick Markey



Shrivastava, Anmol

From: Lizz Kannenberg [REDACTED]
Sent: Wednesday, May 6, 2026 4:02 PM
To: Transportation
Subject: Written statement about our request for traffic calmin measures on the 100 N. Lombard block

Caution! This message was sent from outside your organization.

Dear Village of Oak Park Transportation and Traffic Commission,

I am writing as a resident of the 100 block of North Lombard Avenue to respectfully request that the village address ongoing safety concerns in our neighborhood. Over time, it has become increasingly clear that drivers use our street as a pass-through route to avoid congestion on Austin and Ridgeland Avenues. As a result, many vehicles travel well above the posted speed limit—often exceeding 40 miles per hour—and fail to come to a complete stop at the intersection of Ontario and Lombard.

This pattern of behavior creates serious safety risks for our community. North Lombard serves as a key walking route for children attending Beye Elementary School, as well as for the children and staff of the daycare at Lake and Lombard, who walk daily to use the Beye playground. I have personally witnessed multiple near-misses involving drivers rolling through the stop sign at Ontario, coming dangerously close to children crossing the street. The danger is not hypothetical—last summer, a rollover accident occurred on our block when a driver sped through that same stop sign. Incidents like these make it clear that current traffic conditions pose an unacceptable risk to pedestrians, cyclists, and residents alike.

While speeding occurs throughout the day, it is particularly severe during morning and evening rush hours, when drivers cut through the area to bypass traffic on adjacent main streets. Several neighbors and I have tracked vehicle speeds and shared our observations, confirming that this is not just a matter of perception but of measurable, ongoing risk.

Our goal is not to inconvenience drivers but to ensure the safety of everyone who lives, walks, and plays here. We believe a traffic study is an essential first step toward identifying effective solutions—specifically, the installation of speed tables along the 100 block of North Lombard and curb extensions at Ontario and Lombard. These measures would help reduce speeding, improve visibility, and create a safer environment for children, pedestrians, and cyclists alike.

We appreciate your attention to this matter and your continued commitment to making Oak Park a safe and walkable community. Thank you for considering our request.

Sincerely,
Lizz Kannenberg
Resident, 100 Block of North Lombard Avenue
Oak Park, IL

Shrivastava, Anmol

From: Lauren Seegers [REDACTED]
Sent: Wednesday, May 6, 2026 4:05 PM
To: Transportation
Subject: Traffic Calming Measures 100 Block of N Lombard

Caution! This message was sent from outside your organization.

To Whom It May Concern:

Thank you for considering our petition to implement traffic calming measures on the 100 block of North Lombard Avenue in Oak Park. Since moving to the block five years ago, I have been incredibly concerned about the volume of traffic on our street, the speed at which cars travel, and the frequency with which I see drivers run the stop signs at Ontario/Lombard. I work from home and am frequently out walking our dog, and I watch drivers go straight through the Ontario/Lombard stop sign quite literally on a daily basis. Lombard is clearly a street people have chosen as an alternative to Ridgeland or Austin, and, as a result, we see quite a high volume of traffic, especially during rush hour. Additionally, cars are frequently traveling well above the speed limit, as we are the first street north of Lake Street, and drivers turning off of Lake are already traveling at a high speed.

As the mother of a young child who will be walking to school in a few months, I worry every day about my child's safety and the safety of others on the block. Just over a year ago, we had a car overturned on our block that had gone through the stop sign. There are at least a dozen young children on the block who walk to school, and our street is half a block from Beye Elementary, so there are a large number of children walking on our street every day.

Please approve our request for traffic calming measures on our block before we see a tragedy unfold.

Thank you,
Lauren Langgut

Shrivastava, Anmol

From: Joanna Topor MacKenzie [REDACTED]
Sent: Wednesday, May 6, 2026 5:09 PM
To: Transportation
Subject: 100 N Lombard Traffic Calming Measures

Caution! This message was sent from outside your organization.

Dear Village of Oak Park,

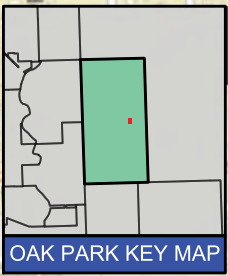
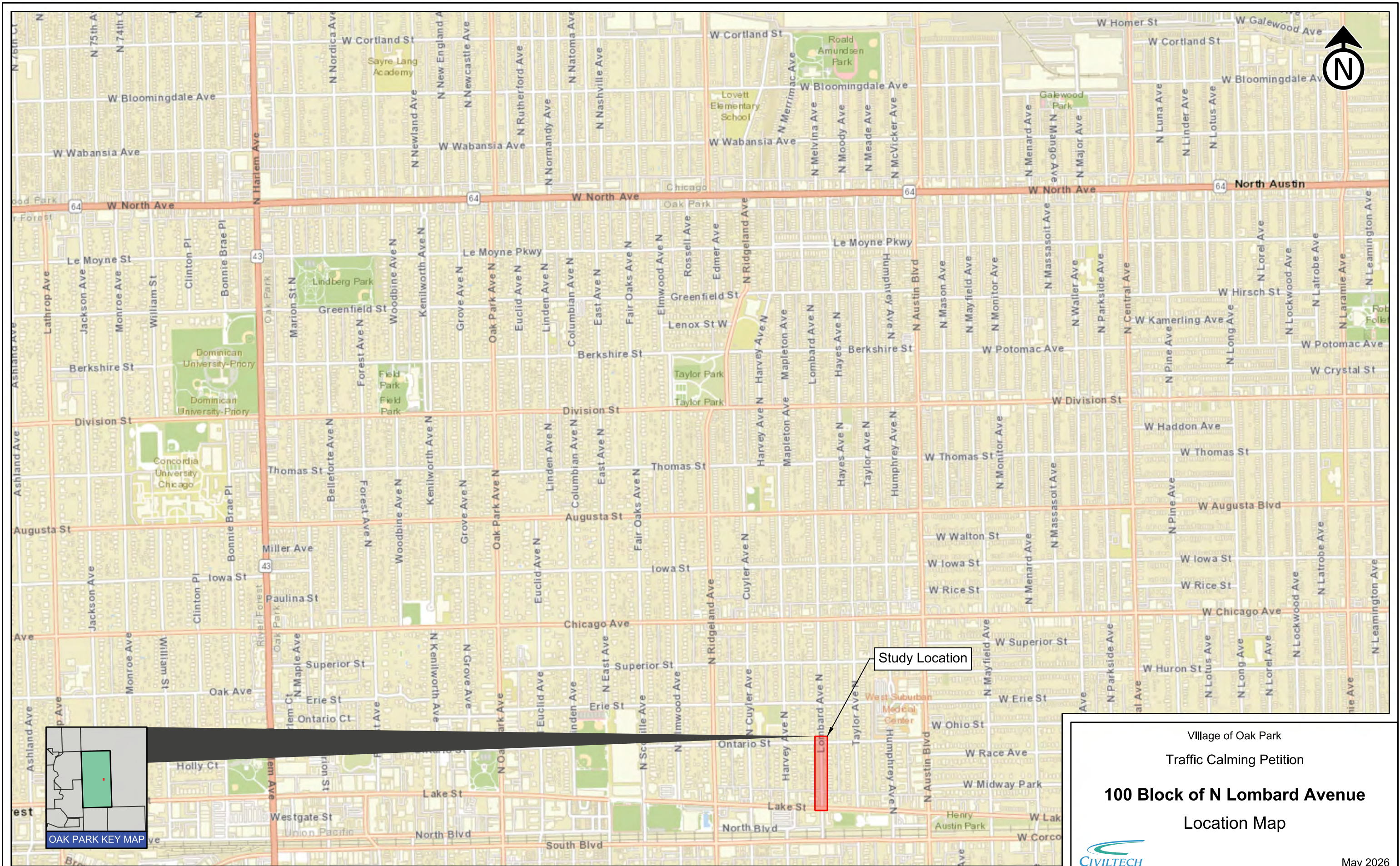
I live at the corner of the 100 block of North Lombard and Ontario. From my office window, I see what has become a dangerous and unacceptable pattern: cars routinely treating the four-way stop at Lombard and Ontario as optional. Many roll through without pausing; others speed down Lombard or Ontario, swerving into oncoming traffic to pass slower cars—only to ignore the stop sign they were racing toward.

This happens multiple times a day. It is only a matter of time before there is a serious accident. Children walk this block daily—students from Beye, Julian, and OPRF, and the daycare at the end of the street regularly takes groups of young kids past this intersection. Families bike here, too. For all of them, crossing or using this street has become increasingly unsafe. What's more, the problem is worsening. Our block has become a cut-through for drivers looking to avoid congestion, and the lack of enforcement has emboldened reckless behavior. The Village must act now. We need traffic calming measures—such as speed bumps—on this block to protect pedestrians, cyclists, and residents. Without intervention, the safety of our community remains at risk.


Sincerely,
Joanna and Duncan MacKenzie
[REDACTED] N Lombard Ave

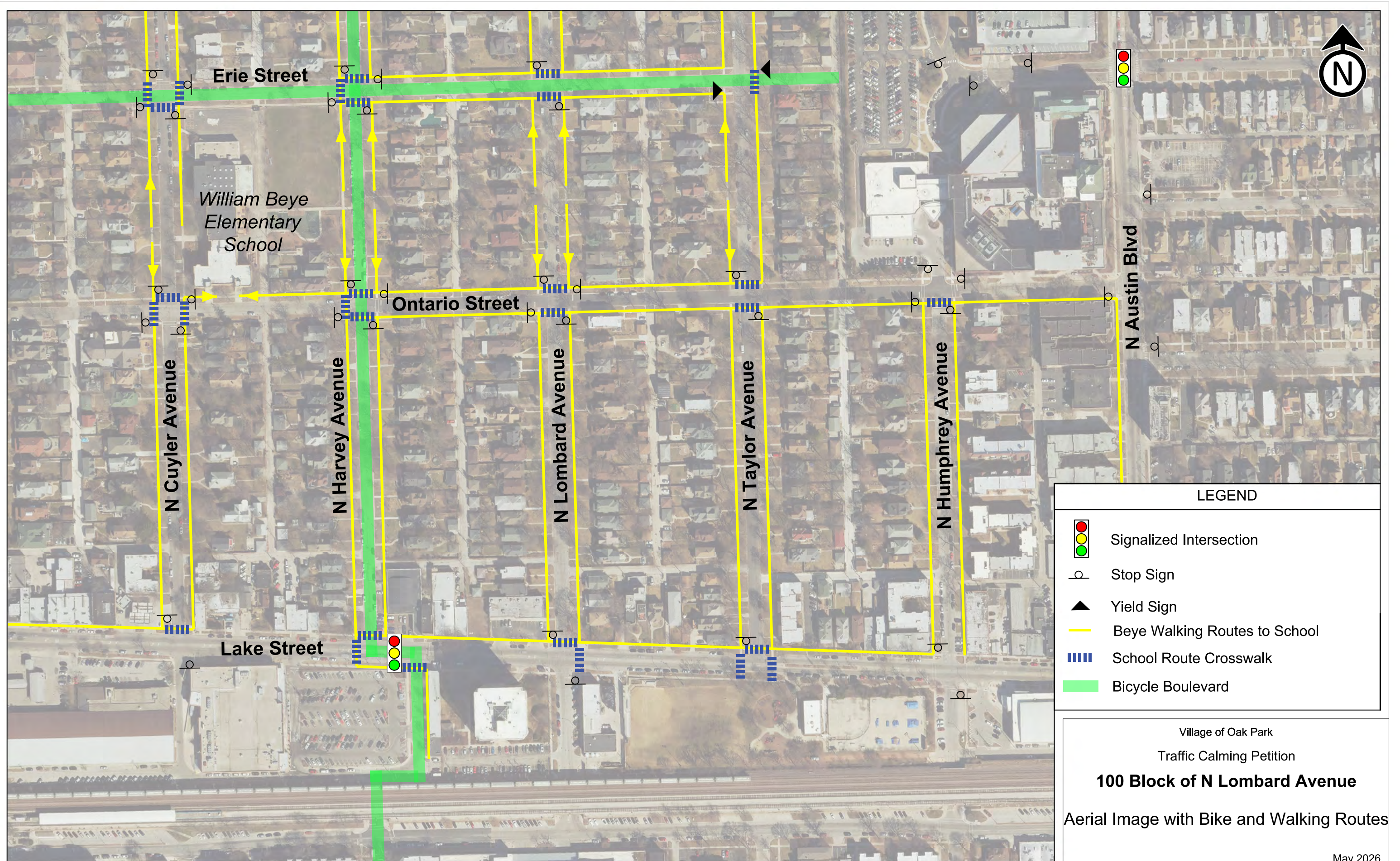
Attachment C

Aerial Images









Village of Oak Park
 Traffic Calming Petition
100 Block of N Lombard Avenue
 Location Map





LEGEND

-  Signalized Intersection
-  Stop Sign
-  Yield Sign
-  Beye Walking Routes to School
-  School Route Crosswalk
-  Bicycle Boulevard

Village of Oak Park
 Traffic Calming Petition
100 Block of N Lombard Avenue
 Aerial Image with Bike and Walking Routes

Attachment D
Speed and
Volume Data



Ontario Street

N Harvey Avenue

N Lombard Avenue

N Taylor Avenue

← 1,310 (28 mph)

← 2,318 (28 mph) →

1,008 (29 mph) →

Lake Street



LEGEND

Count Date: April 8 and 9, 2026
(Wednesday and Thursday)

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

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

⊣ Stop Sign 🚦 Traffic Signal

Village of Oak Park
Traffic Calming Petition

ADT and Speed Data
100 Block of N Lombard Avenue

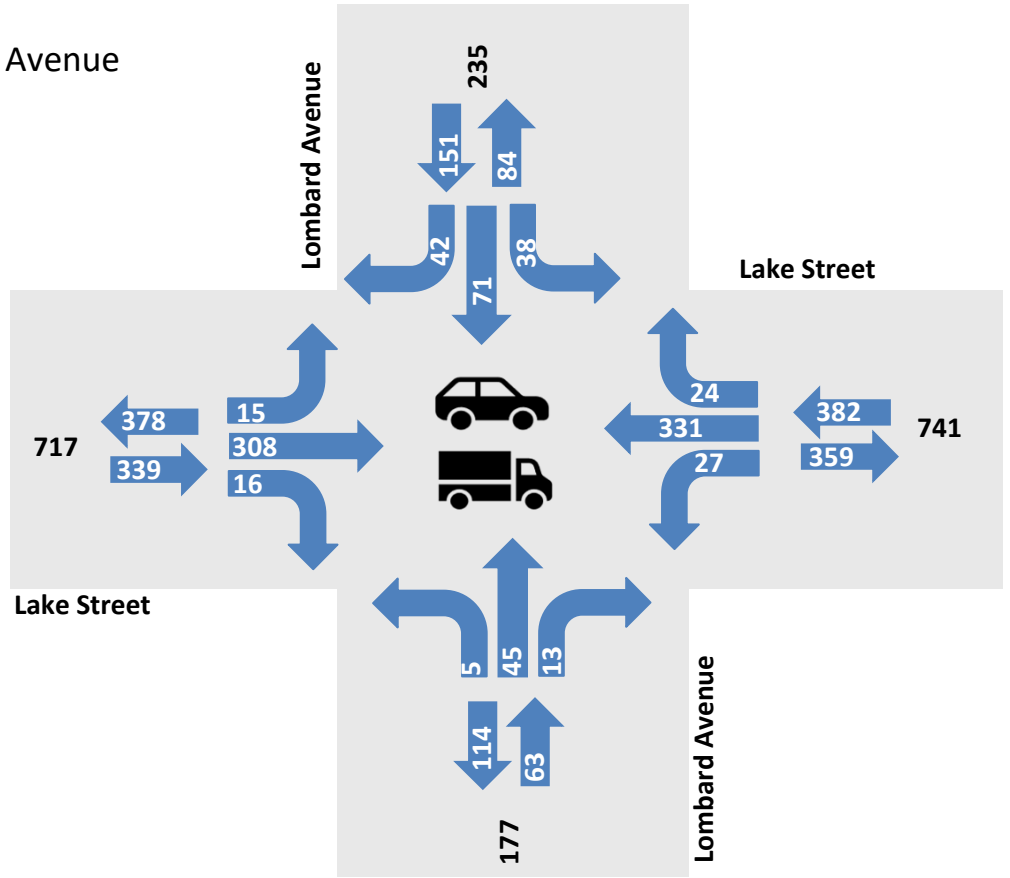


May 2026
Not to Scale

Attachment E
Turning Movement
Counts

2026 Oak Park

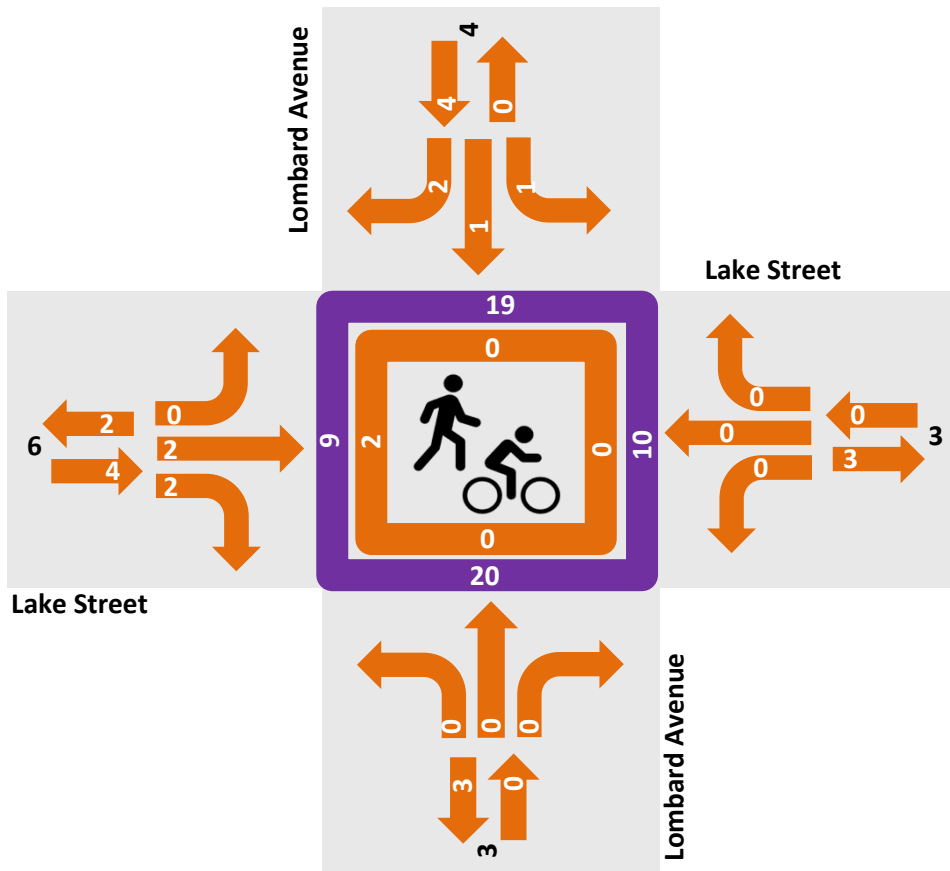
Lake Street and Lombard Avenue
 AM Peak Hour
 7:30 AM to 8:30 AM
 Wednesday 4/8/2026



Key

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

Total bidirectional count per leg



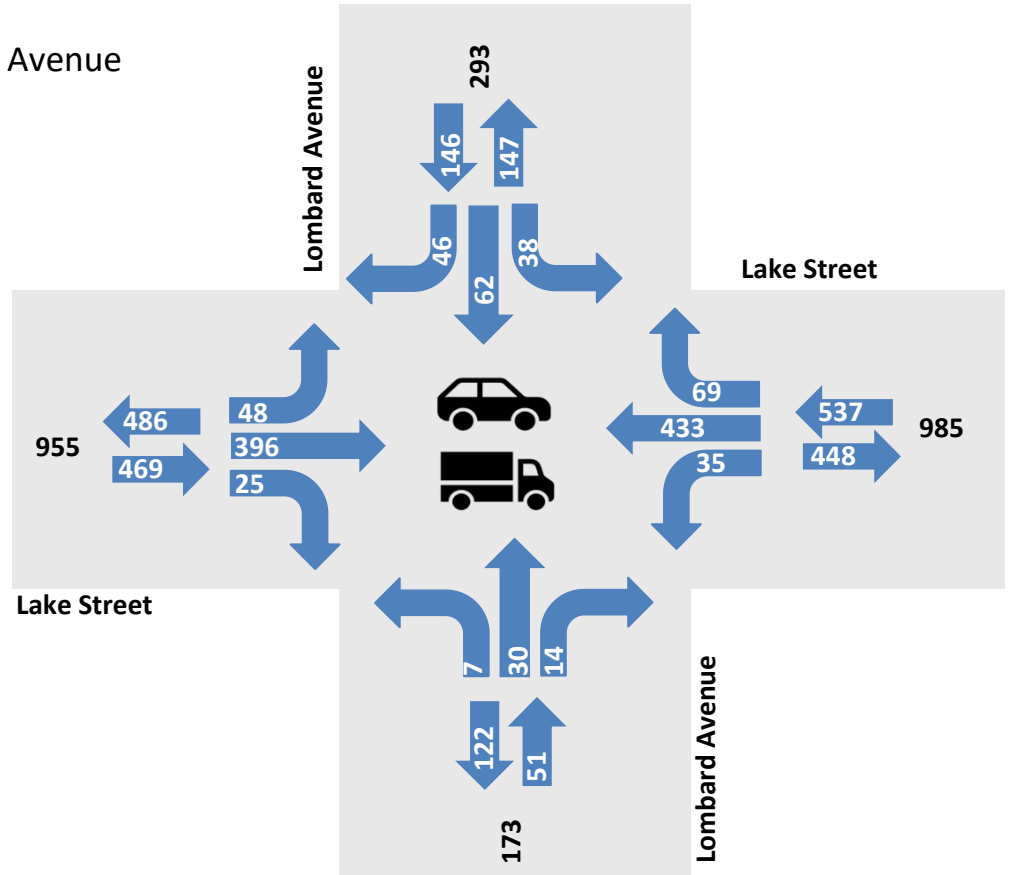
2026 Oak Park

Lake Street and Lombard Avenue

PM Peak Hour

4:45 PM to 5:45 PM

Wednesday 4/8/2026



Key

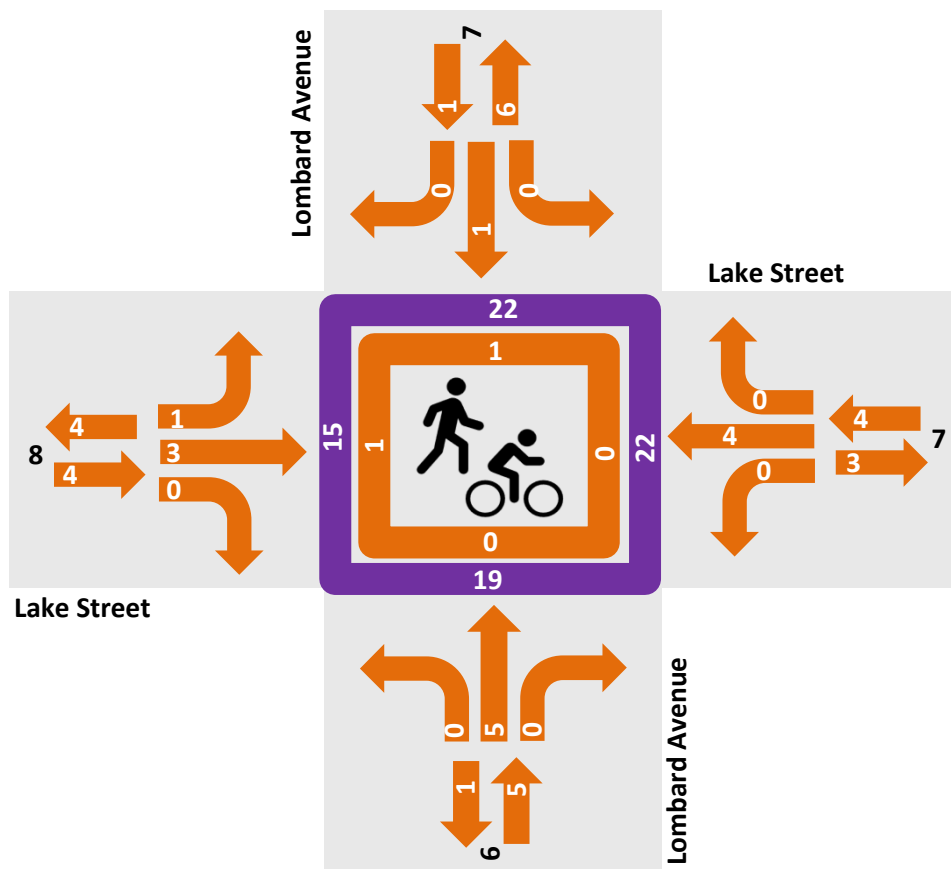
Motor Vehicles

Bicyclists in Street

Bicyclists in Crosswalk

Pedestrians in Crosswalk

Total bidirectional count per leg



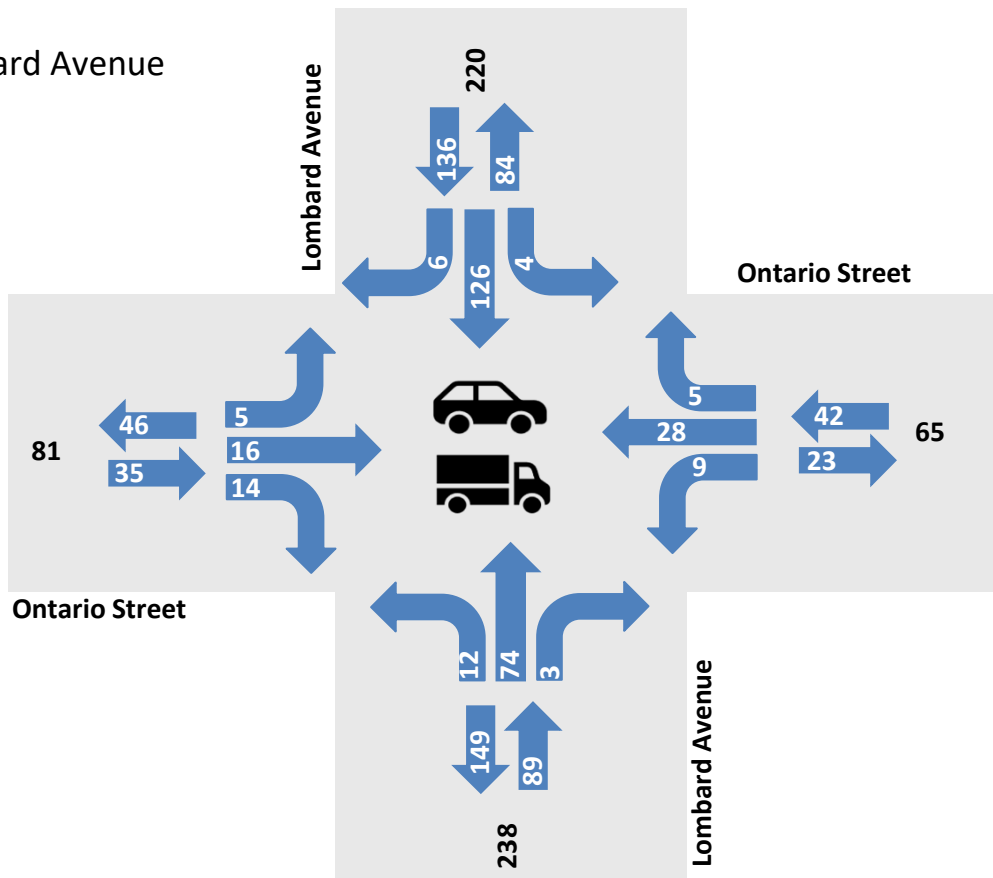
2026 Oak Park

Ontario Street and Lombard Avenue

AM Peak Hour

7:45 AM to 8:45 AM

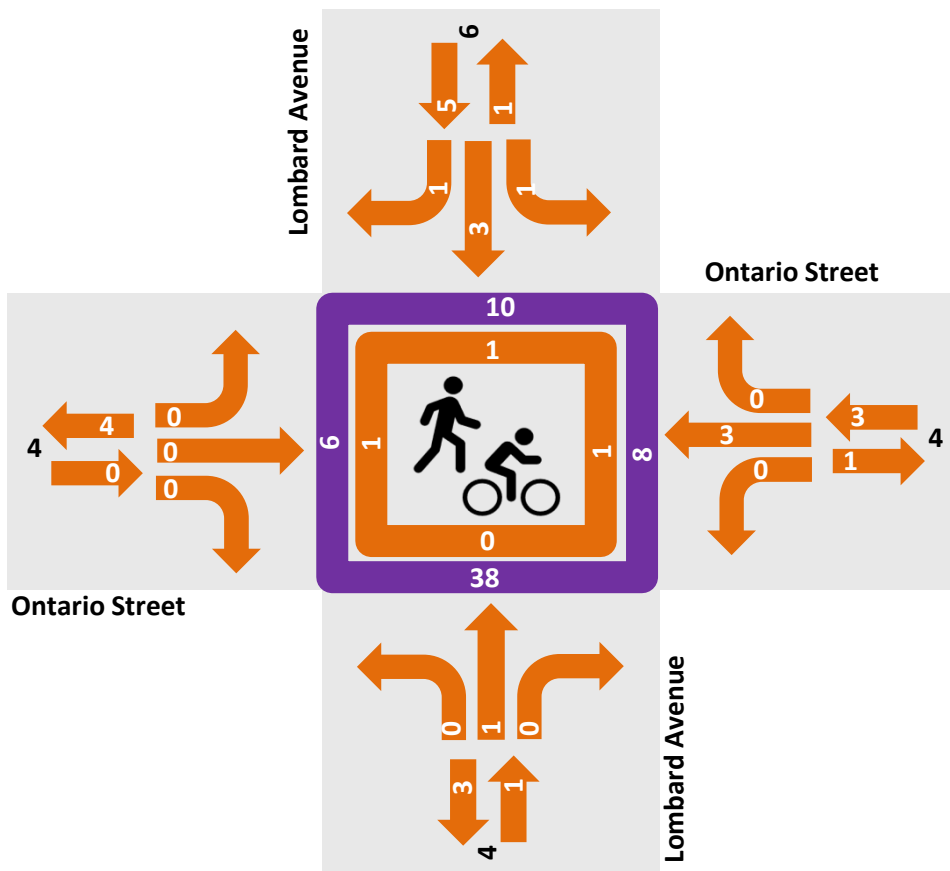
Wednesday 4/8/2026



Key

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

Total bidirectional count per leg



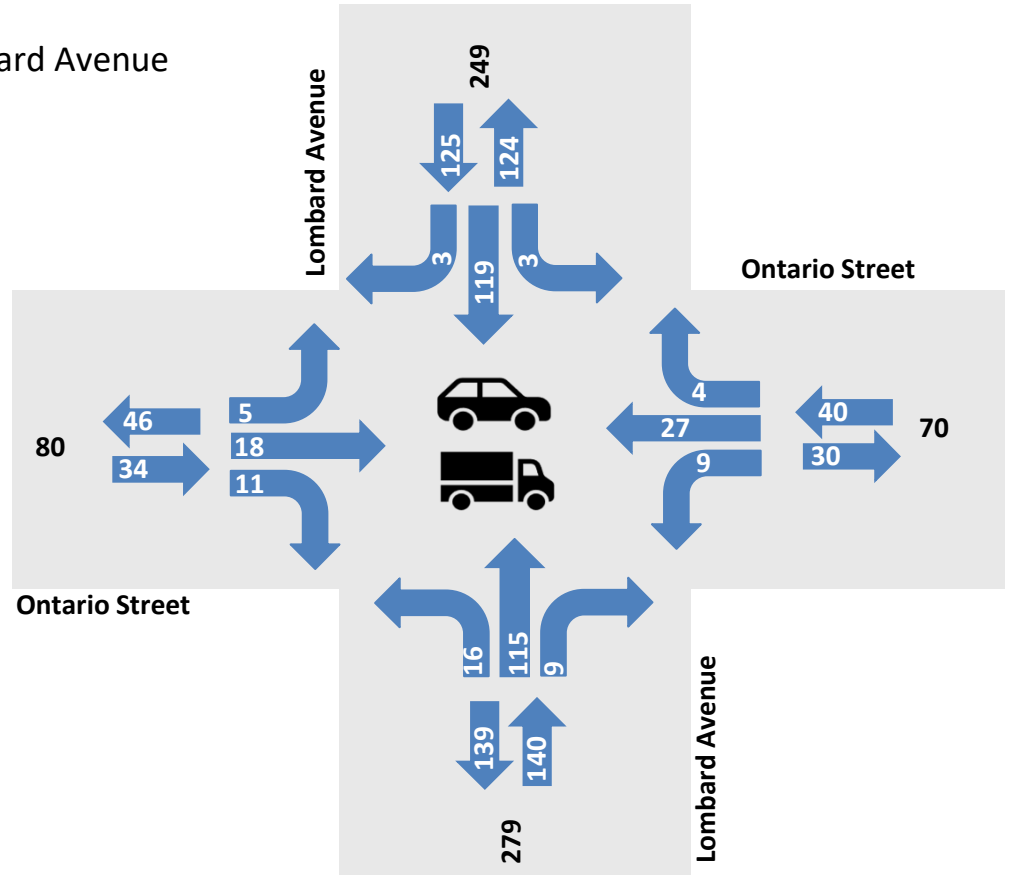
2026 Oak Park

Ontario Street and Lombard Avenue

PM Peak Hour

4:15 PM to 5:15 PM

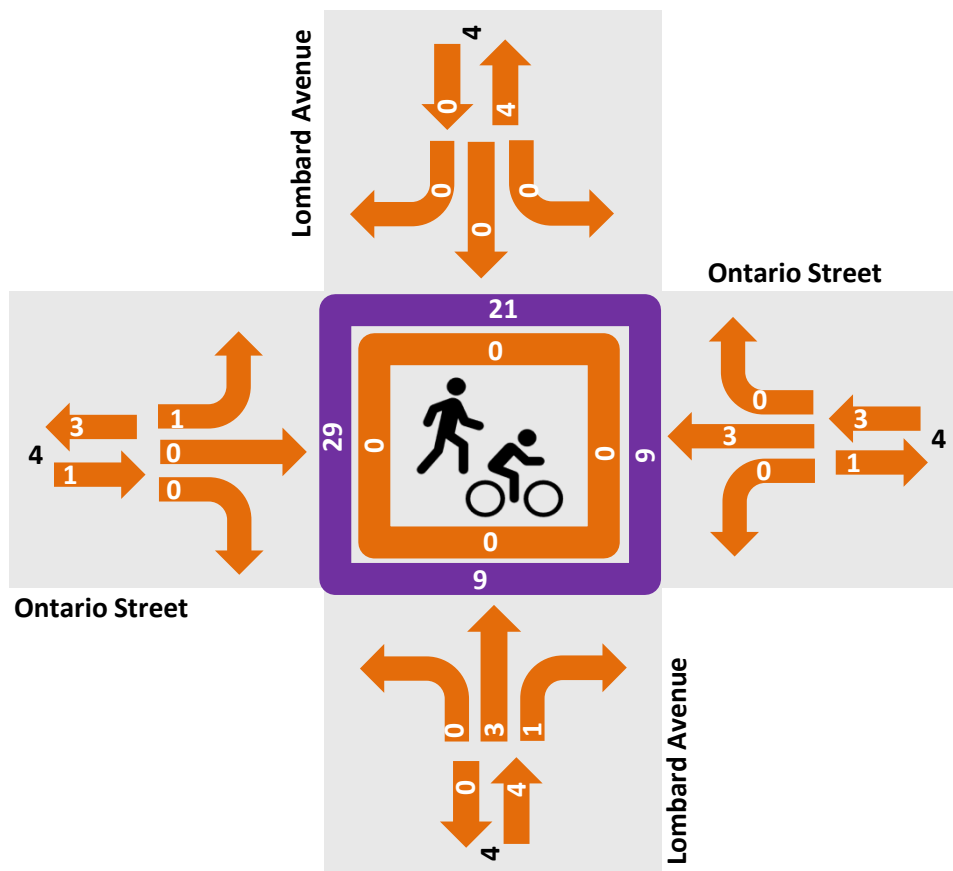
Wednesday 4/8/2026



Key

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

Total bidirectional count per leg



Attachment F Crash History



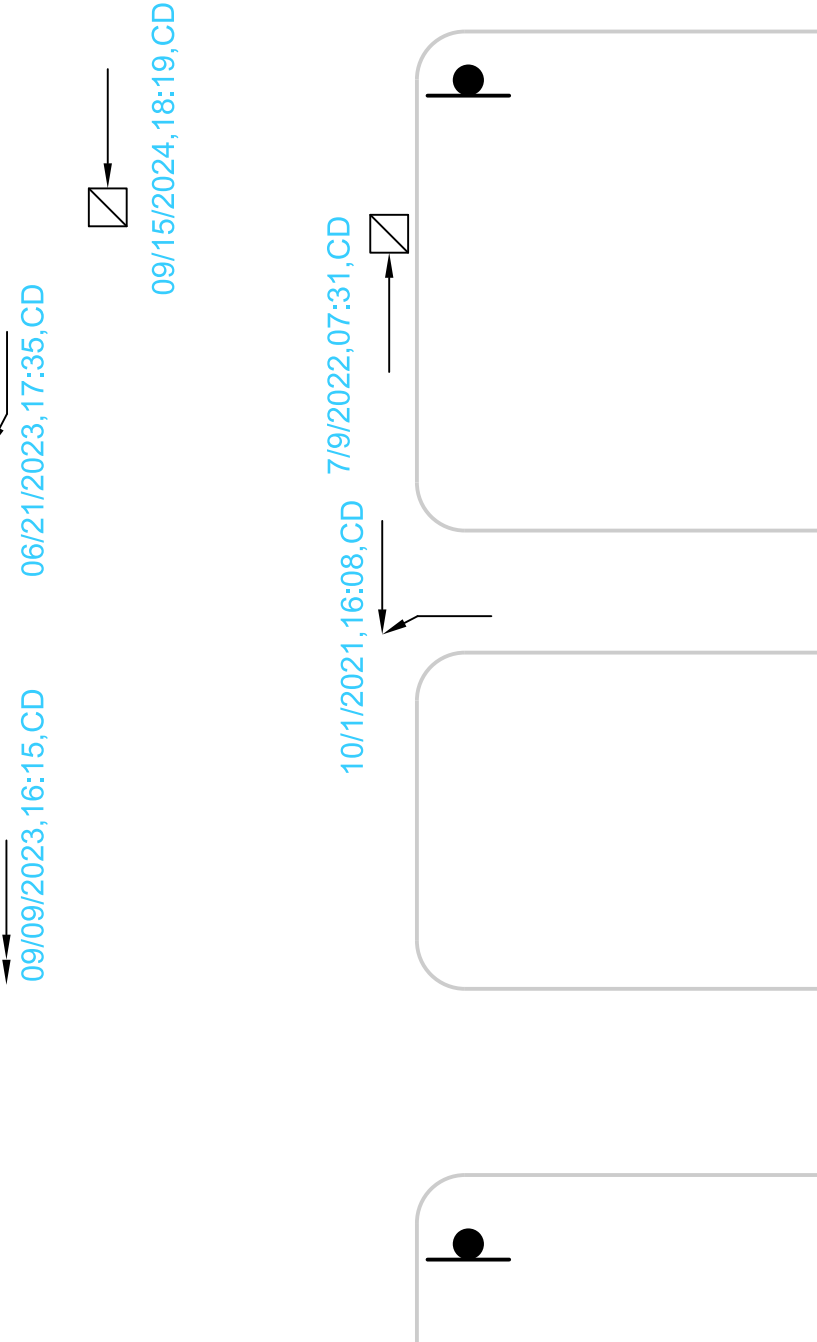
Ontario Street



N Lombard Avenue

Alley

Lake Street



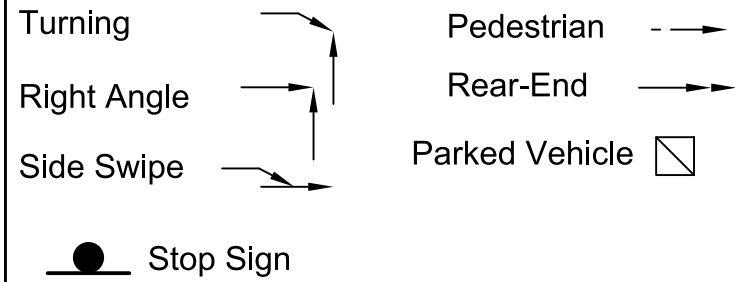
KEY

(xx/xx/xx, hh:mm, YZ, A):

Date, Time, Weather Pavement Condition, Injury

Red: Injury Crash Blue: Non-Intersection Crash

LEGEND



Date:
Month/Day/Year
Time:
00:00 (Military Time)

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

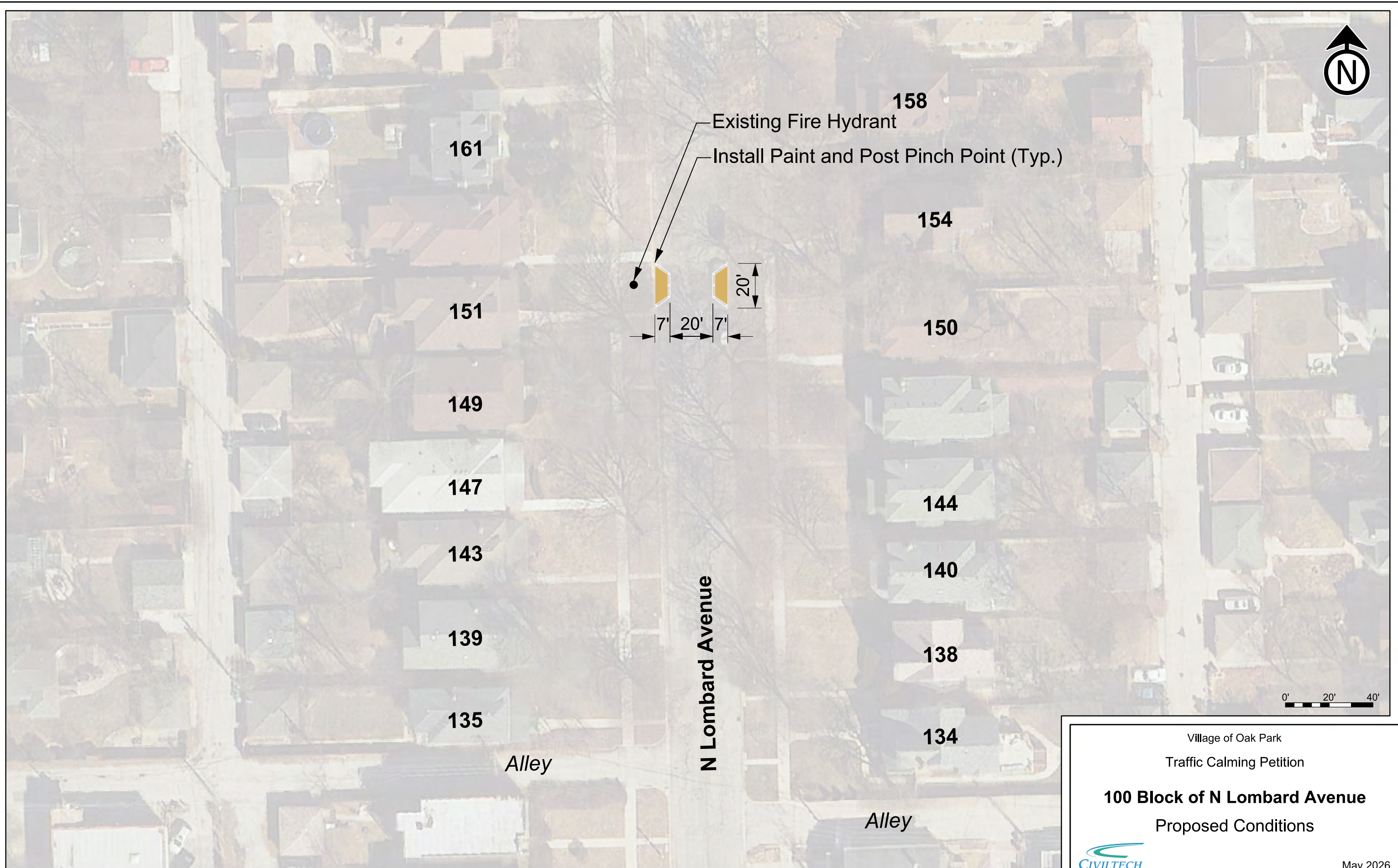
Injury:
K=Fatal,
A=Incapacitated,
B=Non-Incapacitating,
C=Not Evident

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

Village of Oak Park
Traffic Calming Petition
Collision Diagram
January 2021 - December 2025
100 Block of
N Lombard Avenue



Attachment G
Recommended Improvements



161

151

149

147

143

139

135

Alley

N Lombard Avenue

158

154

150

144

140

138

134


Alley

Existing Fire Hydrant

Install Paint and Post Pinch Point (Typ.)



Village of Oak Park
Traffic Calming Petition
100 Block of N Lombard Avenue
Proposed Conditions



May 2026

Attachment H
Meeting Minutes

Draft Minutes
Transportation Commission
Oak Park Village Hall
May 11, 2026
7:00 p.m.

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

ABSENT: Chair Holzberg

STAFF PRESENT: Assistant Village Engineer Chris Welch, Shandira Clark Parking Restrictions Coordinator, Delia Tamas Assistant Manager of Parking and Mobility Services

PUBLIC PRESENT: See public comment below

Roll Call: Commissioner Eskin called the meeting to order at 7:03 p.m.

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

Agenda Approval -Motion made by Commissioner Jenkins, seconded by Commissioner Johnston-Ahlen and passed unanimously

Motion to approve Meeting minutes from April 13, 2026 meeting -Motion made by Commissioner Jenkins, seconded by Commissioner Johnston-Ahlen and passed unanimously

Non-Agenda Public Comment-
None

New Business- Shandira Clark, parking restriction coordinator for the Village of Oak Park, presented a proposal to create a business permit parking zone for businesses on the south side of the 600 block of Madison. The zone would exist on the south side of the 600 block of Madison and on Clarence and Wesley from the alley to Madison and also on the north side of Adams from the Alley between Clarence and Wesley to Clarence.

Public Comment

- Paul Barry from a business in the area spoke in opposition to the proposal.
- Phil Barry from a business in the area spoke in opposition to the proposal
- 2 emails were read into the minutes

Motion to return to the commission with a more refined estimate of employee demand from the businesses on 600 Madison and an analysis of what the completion of the construction on the north side of Madison will do to available parking. Was made by commissioner Jenkins and seconded by Commissioner Nudelman. The motion passed unanimously.

b) Traffic Calming Petition on the 100 Block of North Lombard

Anmol Shrivastava, a traffic consultant with Civiltech hired by the Village, presented the traffic calming petition and collected data. The conclusion of the report was the proposal of the installation of a midblock pinch point to control speeding on the block.

Public Comment:

- Michael Baird of the 100 block of north Lombard spoke in support of the proposal
- Leo Markey of the 100 block of north Lombard spoke in support of the proposal
- Patrick Markey of the 100 block of north Lombard spoke in support of the proposal
- John Dames of the 100 block of north Lombard spoke in support of the proposal
- Osman Galvez of the 100 block of north Lombard spoke in support of the proposal

The commission discussed the issues at the Lake and Lombard intersections and the constraints of the bus routes and emergency access routes that use the intersection.

The width of the street and relative lack of parking utilization was discussed with a desire to look into these restrictions in the future.

A Motion was made to approve the proposed solution of a midblock pinch point as designed by Commissioner Nudelman and seconded by Commissioner Jenkins. The motion passed unanimously.

Old Business 5)

-Commissioner Johnston-Ahlen volunteered to serve on the stakeholder committee for the Bridging the Lake study,

-Next months agenda is scheduled to include a proposed e-bike/e-scooter/e-moto policy for the Village

-A day in our Village staffing was discussed

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

Adjourned at 8:43 p.m.

Submitted by,
Christopher Welch
Assistant Village Engineer