

VILLAGE-WIDE TRAFFIC STUDY

for
River Forest, IL
Cook County



Prepared by:



Prepared for:



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INTRODUCTION

The purpose of this Village-wide traffic study was to form a comprehensive outlook on traffic patterns and traffic safety within the Village and to identify areas for further study or recommendations based on engineering expertise. The study was centered around data acquired using volume & speed counts, crash analysis, survey feedback, and locations flagged by the Village (Two-Block Spans, Washington Blvd Corridor Study). In addition to this analysis, Thomas Engineering Group (TEG) developed a Traffic Calming Toolbox (Appendix A). A capacity analysis model was developed using Synchro traffic modeling software and is provided to the Village. All counted intersections are included within this model.

Locations selected for further individual review were identified through coordination with the Village and based on the results of initial data analysis. The selected locations were: Two-Block Spans, Washington Blvd Corridor Study, and Thatcher Ave Speed Study. Each analysis had different levels of review based on the data available and the proposed scope of the study. TEG performed a representative speed study at a two-block span location and made recommendations based off the findings within the single corridor reviewed. A similar level of analysis was utilized for the Thatcher Ave Speed Study where a small representative corridor was analyzed. The Washington Blvd Corridor had an in-depth corridor study including the creation of exhibits showing proposed improvements and alternatives. Due to the wide scope of this study, many locations reviewed were identified for review in smaller more focused studies.

COMMONLY USED TERMS

Throughout this report common terminology may be used without explanation. Definitions to these terms can be found within this section to help give context to the analysis.

General

Roadway Functional Classification: The way roads are categorized by the Illinois Department of Transportation (IDOT). TEG used road classifications throughout this document to discuss the general size and character of roads being studied. Please see Functional class exhibit within Appendix H.01: Functional Class Exhibit for a full breakdown of road classifications within the Village.

Interstate: Roads connected with long distance travel in mind. Interstates are designated by the Secretary of Transportation. (*none within study area*)

Freeway/Expressway: roads in this classification have directional travel lanes that are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations. these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them. (*none within study area*)

Other Principal Arterial: These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. (North Ave & Harlem Ave)

Minor Arterial: These roads provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes. (Lake St & Madison St)

Collector: Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.

Major Collector: Generally, longer in length with limited driveway connectivity compared to minor collectors. Could have more travel lanes. (All 'primary' Village roads such as Thatcher Ave, Division St, and Washington Blvd)

Minor Collector: Generally, only two lanes of traffic and smaller than major collectors. (none within study area)

Local Road or Street: Roads not intended for long-distance travel. Local roads tend to have direct access to the abutting land.

NE Quadrant: The area of the Village previously studied by others and excluded from this study. Defined as the area bounded by North Ave to the north, Lathrop Ave to the west, Harlem Ave to the east, and Greenfield St to the south.

Study Road Type: This study utilized a combination of IDOT Road Classification and road characteristics to categorize all roads within the Village into three types:

Arterial Road: Roads within the Village posted as 30 mph. North Ave and Harlem Ave

Primary Road: All roads within the Village that are classified as Collector or Minor Arterial. In addition, Augusta St is also included in this classification although it is classified as a Local Road.

Local Road: Roads within the Village classified by IDOT as Local Roads. These routes are generally low volume with minimal roadway features. Often no center striping and few businesses along the road.

Study Intersection Type: This study utilized traffic control type to categorize all intersections within the Village into three types:

Signalized Intersection: Any intersection controlled by a traffic signal.

All-Way Stop Intersection: Intersections where all legs of traffic are expected to stop and yield right-of-way to traffic arriving at the intersection first. All legs have a stop sign with no direction having priority.

Minor-Stop Intersection: An intersection where the minor-leg is stopped using a stop sign. At these intersections, the major route always has priority while the minor route must stop for oncoming traffic.

Signal Warrant: Criteria or guidelines used by traffic engineers and transportation authorities to determine whether the installation of a traffic signal at a particular intersection is justified or

warranted. Installing traffic signals at intersections without meeting specific warrants can lead to inefficient traffic flow, increased congestion, and potential safety hazards. There are nine signal warrants, and meeting one or more of these warrants is required before a traffic signal can be installed. Meeting a warrant does not necessitate the installation of a new signal.

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

All-Way Stop Warrant: Criteria or guidelines used by traffic engineers and transportation authorities to determine whether the installation of a multi-way stop sign at an intersection is justified or warranted. These warrants help ensure that stop signs are placed at intersections where they are truly necessary for safety and traffic control. The primary goal is to prevent unnecessary stops, reduce driver confusion, and improve traffic flow. Similar to signal warrants, meeting a warrant does not necessitate the installation of a new all-way stop control intersection.

Level of Traffic Stress (LTS): an approach that quantifies the amount of discomfort that people feel when they bicycle close to traffic.

LTS 1: Bike routes suitable for children

LTS 2: Bike routes suitable for most adults

LTS 3: Bike routes suitable for “enthusiastic and confident” cyclists

LTS 4: Bike routes suitable for “strong and fearless” cyclists

Sharrow: a road marking in the form of two inverted V-shapes above a bicycle, indicating which part of a road should be used by cyclists when the roadway is shared with motor vehicles.

Crash Terms

Injury Type: The highest level injury caused as a result of a crash.

K-injury: A fatal crash is a traffic crash involving a motor vehicle in which at least one person dies within 30 days of the crash.

A-injury: Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing

before the injury occurred. This includes severe lacerations, broken/distorted limbs, skull injuries, chest injuries, abdominal injuries

B-injury: Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. This includes lumps on the head, abrasions, bruises, minor lacerations.

C-injury: Any injury reported or claimed which is not listed above. This includes momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, hysteria.

Property Damage (PD): A crash with no physical injury to the involved parties but may result in vehicular damage or damage to nearby property.

Crash Type:

Rear End: Any collision involving two vehicles where the rear of one vehicle comes into the contact with the front of another vehicle. This type of crash is most common at stop and signalized locations.

Angle: Crash at an intersection (or driveway) involving two vehicles that were on separate perpendicular (or angled) routes, commonly referred to as a “T-Bone”. Either vehicle may be proceeding straight or left at the intersection.

Sideswipe Same Direction: Collisions involving two drivers heading in the same direction where one or both drivers leave their lane and impact the side of another vehicle with the side of their own vehicle. Often these crashes happen in similar situations to those that result in rear end crashes. In some cases, a driver avoids a rear end crash and in the process, causes a sideswipe same direction crash.

Sideswipe Opposite Direction: A crash between drivers heading in opposing directions. Sideswipe opposite direction crashes is a result of a lane departure and these crashes have the potential to result in a head on crash.

Turning Left: A type of crash resulting when two vehicles enter the intersection from opposite directions, with one of the vehicles turning left and the other proceeding straight.

Turning Right: Right turning crashes are a type of perpendicular crash where one driver is entering a roadway by turning right where they are struck from the side/rear prior to completing the turn.

Fixed Object: A single vehicle collision involving a road user and an immovable object. Parked cars are not considered fixed objects since they can be moved.

Overtuned: A single vehicle collision (often roadway departure) resulting in a driver’s vehicle to flip over.

Head On: A crash type resulting from one or both drivers leaving their lane and crashing into the front end of the other driver. Generally resulting in severe injuries due to the opposing directions and combined speeds of both drivers involved.

Pedestrian: Any crash involving a pedestrian and a vehicle. High potential for severe injuries due to the exposed nature of pedestrians using roadways.

Other Object: A collision involving a moveable object. Oftentimes these crashes are between road users and parked cars. Additionally, crashes can involve road debris or any other non-living object that may cause an obstruction in the road. For the purposes of this study unspecified other-objects will be considered parked cars.

Animal: Any collision between a vehicle and an animal.

Pedalcyclist: Crashes involving a cyclist and a vehicle. Similar to pedestrian crashes cyclists are exposed and unprotected when in the road leading to a high potential for severe crashes.

Other Non-Collision: Incidents along the road involving a vehicle and not resulting in a collision i.e. driving off-road and rolling a vehicle.

Correctable Crash: Any crash type that could be prevented by the installation of a stop sign or signal.

Capacity

Level of Service (LOS): The average amount of delay experienced by a driver as they navigate an intersection. Measured in seconds.

LOS A: Free flow traffic conditions - users are practically unaffected by the presence of other drivers. Signalized: Under 10 seconds of delay. Unsignalized: Under 10 seconds of delay.

LOS B: Steady traffic conditions - presence of other vehicles begins to effect driver behavior. Signalized: 10-20 seconds of delay. Unsignalized: 10-15 seconds of delay.

LOS C: Steady but limited traffic conditions - choice of speed is limited by traffic and maneuvering requires vigilance. Signalized: 15-25 seconds of delay. Unsignalized: 20-35 seconds of delay.

LOS D: Steady traffic at high density - reduced speeds and maneuverability. Drivers may wait through more than one signal cycle at signalized locations. Signalized: 35-55 seconds of delay. Unsignalized: 25-35 seconds of delay.

LOS E: Traffic at saturation - low but uniform speed and reduced maneuverability. Signalized: 55-80 seconds of delay. Unsignalized: 35-50 seconds of delay.

LOS F: Congestion - unstable speed with the formation of waiting lines at several points. Cycles of stop and departure with no apparent pattern. Signalized: More than 80 seconds of delay. Unsignalized: More than 50 seconds of delay.

Saturation Flow Rate: The maximum number of cars that can utilize a lane within one hour. Typically assumed to be 1,900 under ideal conditions.

Average Daily Traffic (ADT): A key metric used in transportation planning and traffic engineering to describe the average number of vehicles that pass a specific point on a road or highway over a 24-hour period. Defined as a standard weekdays traffic volume (Tuesday-Thursday).

Speed

85th Percentile Speed: The speed at which 85% of drivers use the road. Drivers traveling above the 85th percentile speed are considered to be exceeding the safe and reasonable speed for road and traffic conditions. Oftentimes speed limits are set based on 85th percentile. In speed studies, an 85th percentile speed significantly over the posted speed limit is indicative that there is a speed issue.

VILLAGE SURVEY ANALYSIS

To gain a better understanding of the priorities and preferences of Village residents, Thomas Engineering Group (TEG) created a survey with a broad range of questions related to Traffic and Safety in the Village. The goal of the survey was to better guide TEG's approach to Village improvements and to help identify locations where there is a perception of unsafe conditions that may not currently result in elevated crashes or poor level of service (LOS). The survey had a total of 31 questions and not all respondents were given all the questions. Not all questions/responses will be directly utilized in this study as some were included for potential future use or indirectly utilized to gain a better understanding of resident preferences.. The questions can be divided into several categories:

- General Respondent Information: Initial questions to locate respondents within the Village and gain an understanding of how respondents use the roads.
 - o Questions 1 & 2
- Local and Village-wide speed survey: Questions to gauge respondents' feelings about speeds on their local roads as well as primary roads in the Village.
 - o Questions 3 & 4
- Local stop survey: Questions about respondent impression of stop sign usage along their roads. Large numbers of drivers not obeying stop signs indicate potential operational concerns.
 - o Questions 5 & 6 (open ended)
- Cut-through traffic impressions: These questions were to gauge respondent impression of drivers using residential Village roads specifically to avoid traffic on larger non-residential streets. This was something noted as a concern by the Village prior to the start of the study.
 - o Questions 7 & 8 (open ended)
- Road features and operation survey: Questions asking respondent opinions on road improvements, signing in the Village, sight conditions, and lane configurations. These questions helped to gain a deeper insight into respondent preferences and impressions of areas TEG flagged as potential areas of concern.
 - o Questions 9-12, 25-27
- Washington Blvd survey: These questions were only answered by road users who answered that they regularly used Washington Blvd or lived on or near the street. All responses were incorporated into the Washington Blvd Corridor Study.
 - o Questions 13-21
- Bike survey: Questions about cyclists' impression of roadways in the Village. This gave TEG a better idea of if a resident would be comfortable starting to use a bike as a local mode of transportation or if it was seen as dangerous.
 - o Questions 22-24

- NE Quadrant opinions: Questions allowing respondents to give opinions on the NE Quadrant improvements previously performed by the Village including an open-ended response section. Response data was conveyed to the Village, but not analyzed within this study due to that area of the Village being excluded from this study.
 - o Questions 28-30
- Open response: An open-ended response for respondents to give opinions not addressed within the survey.
 - o Question 31

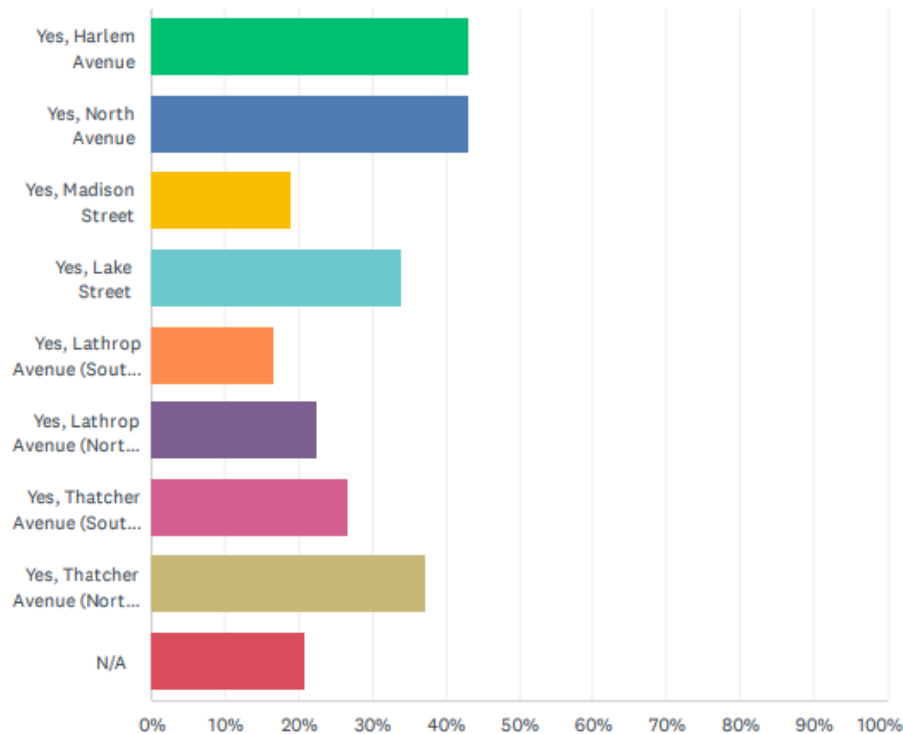
A total of 1,032 residents responded to the survey. This accounted for nearly 10% of the Village population and shows a high level of community investment from Village residents. This is encouraging for future education and outreach plans seeing that so many residents took the survey and often gave detailed open-ended responses when given the opportunity.

Below is a brief summary of several questions response data to highlight TEG's findings that may not be detailed elsewhere in the report. A complete summary of all response data can be found in Appendix B.01: Survey Response Graphs and Data.

SPEEDS ON MAJOR ROADWAYS

Q4 Do you feel speed is an issue on any of the major roadways within the Village? (Select all that apply)

Answered: 962 Skipped: 70



TEG wanted to see which major roads in the Village were most known for speeding. The two largest arterials in the Village, North Ave and Harlem Ave were expected to get a large number of responses due to their characteristics. Additionally, the northern half of Thatcher Ave and Lake St both had elevated response rates. This data along with individual responses helped TEG to select Thatcher Ave as a location for individual review.

TRAFFIC CALMING OPTIONS

Q9 What (if any) traffic calming measures would you like to see used more within the Village? Select all that apply.

Answered: 972 Skipped: 60

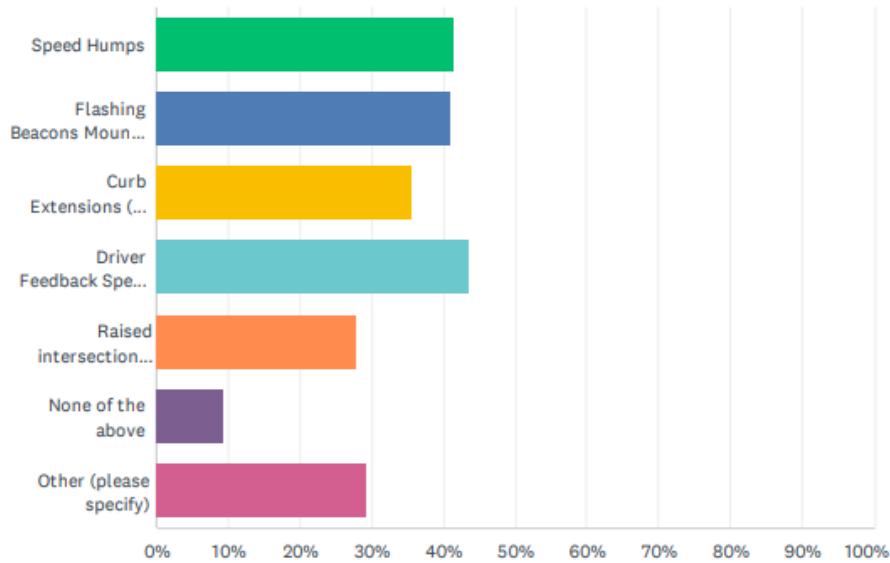


Figure 1. Responses: What if any traffic calming measures would you like to see used more within the Village?

TEG wanted to gauge the popularity of traffic calming implements that are being considered throughout the Village. It was reassuring that less than 10% of respondents selected “None of the above” and many respondents gave additional feedback in the open-ended response area. From the data, it is apparent that most respondents would like to see more forms of traffic calming used within the Village. TEG agrees and would recommend using a variety of traffic calming measures in order to achieve the best effect along the improved route.

It was noted that more residents wanted to see speed humps than raised intersections even though both countermeasures achieve a similar effect. TEG believes this could be due to a lack of knowledge about raised intersections are implemented that could be addressed using outreach programs. TEG found in many of the open responses, respondents would mention not wanting curb extensions because of the effect they have on cyclists. While this can be true, it is possible to design curb extensions with bike lane pass-throughs or other design variations that incorporate bike lanes. Knowing this is a concern TEG will consider bike facilities in any areas where curb extensions are being proposed.

TEMPORARY ONE-WAY LOCATIONS

Q10 Several Village roads near schools are marked as one-way roads during school hours. Do you feel there is confusion around when two-way traffic is allowed on these roads?

Answered: 976 Skipped: 56

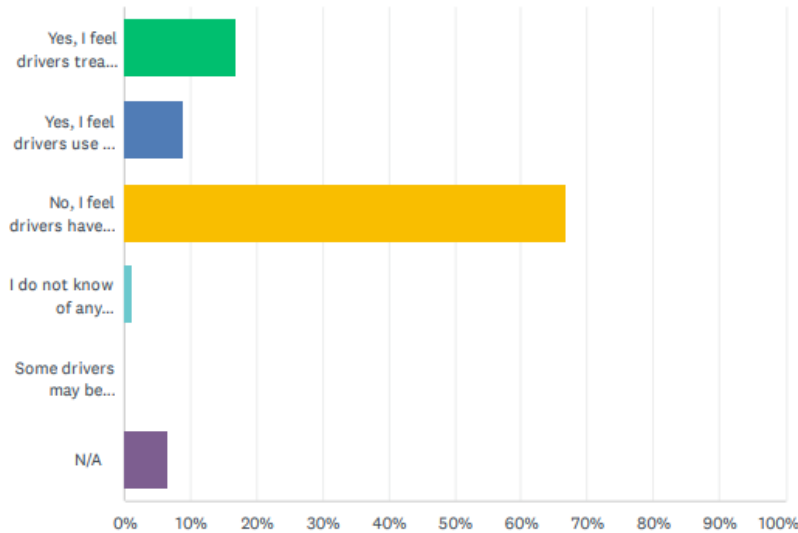


Figure 2. Responses: Do you feel there is confusion around when two-way traffic is allowed on these roads?

Q11 At temporary one-way locations do you feel signage could be improved to make it more clear when the roads are operating as one-ways?

Answered: 253 Skipped: 779

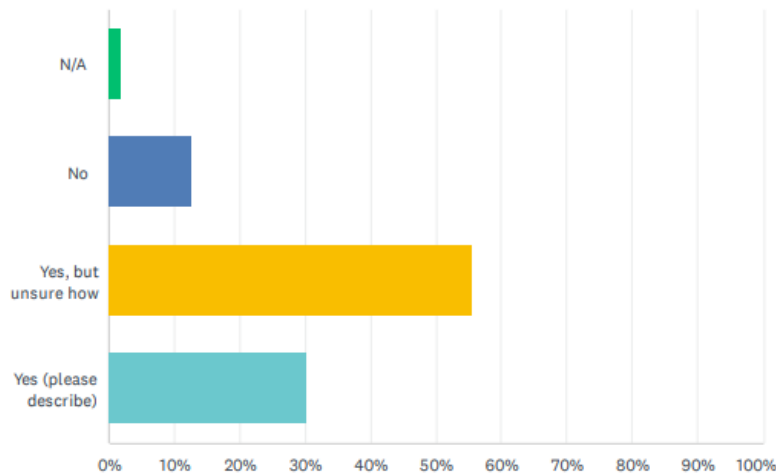


Figure 3. Responses: At temporary one-way locations do you feel signage could be improved to make it more clear when the roads are operating as one-ways?

TEG noted that overwhelmingly respondents in question 10 believed residents were accustomed to the temporary one-way locations. In the next question, residents who did feel the temporary one-ways were confusing were asked if signage could be improved. Most of these respondents said signage could be improved, and within the open response section many respondents suggested larger signs or blocking the roads. TEG agrees that signing could be improved at these locations, and suggests that the one-way restriction be changed from 'on school days' which is ambiguous for those not aware of school schedules to 'all weekdays'. This would remove ambiguity from the location and makes the locations safer for kids in summer programs who may be used to one-way traffic in the area.

THATCHER TURN OPINIONS

Q27 Thatcher Avenue north of Chicago Avenue has an imbalanced lane configuration with two southbound lanes and one northbound lane. Due to the unique lane configuration, the curving road, and speed issues reported in the past, the Village would like to get an idea of how safe drivers feel turning onto Thatcher Avenue from the side roads. Please rate your level of comfort turning onto Thatcher Avenue in the section between North Avenue and Chicago Avenue?

Answered: 960 Skipped: 72

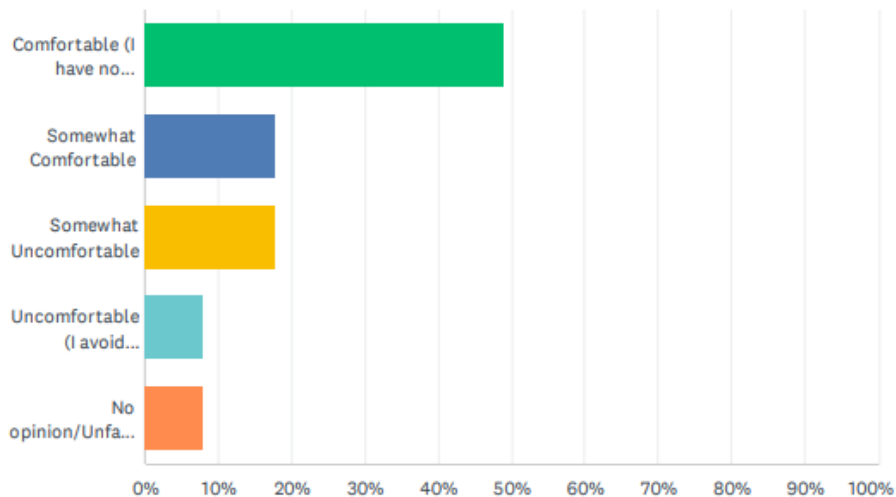


Figure 4. Responses: Please rate your level of comfort turning onto Thatcher Ave in the section between North Ave and Chicago Ave?

It was surprising that most drivers were comfortable turning onto Thatcher Ave. While studying the location for the individual study, TEG found significant speeding that we believed would result in driver discomfort entering Thatcher Ave from the side streets. Seeing this is not the case supports the hypothesis that drivers have gotten used to the speeding along Thatcher.

Despite drivers being comfortable turning onto Thatcher Ave, TEG found that there were elevated rates of injuries when crashes did occur. More study may be necessary to understand diver behaviors in this area.

RESULTS

TEG created multiple exhibits using survey data that will be seen elsewhere within this report. Survey responses were kept in mind prior to making recommendations. Open ended responses were reviewed and considered in final recommendations but due to the wide variety of answers and varying amounts of detail/information given TEG decided to not review those responses here. The volume of respondents was far exceeding the expected response rate for a community of this size. While this was beneficial to get as many opinions as possible it made concise analysis of open-ended responses impossible.

Capacity Analysis

Thomas Engineering Group (TEG) was tasked with creating a traffic model of the Village including all existing traffic counts and any traffic counts performed as part of the Village-wide Traffic Study. The traffic model allows the Village to simulate new lane configurations or intersection layouts prior to implementation in the Village to get an idea how changes will impact the system. The advantage of a complete Village-wide traffic model over individual intersection modeling is the ability to see how intersections interact with each other.

The model was created using Synchro 11 Traffic modeling software. The traffic model is set up as an overlay on an aerial of the Village showing all primary roads and any other roads with recent traffic counts. Currently there are 35 counted locations and an additional 24 uncounted intersections within the model. The system is set up in a way that the Village can continue to add to and maintain the model to eventually have a functional simulation of all roads within the Village and how they interact during peak hours. This helps the Village identify traffic issues and bottlenecks to implement more effective countermeasures. This also allows the Village to avoid making changes that will push traffic towards routes operating near capacity. TEG modeled a new signalized intersection within the Crash Analysis and modeled lane changes within the Washington Blvd Corridor Study and Thatcher Ave Speed Study. Results are discussed within those sections of this report.

The model allows TEG to assess the level of service (LOS) at all counted intersections to assure drivers are not waiting too long to pass through an intersection during peak hours. A failing LOS is any intersection with a LOS below D. All intersections with failing LOS within the study area are shown below:

AM Peak Hour:

- Lathrop Ave @ Division St: LOS E

PM Peak Hour:

- None

It was noted that all but one location with a failing LOS was in the NE Quadrant of the Village which is excluded from this Village-Wide Traffic Study. TEG modeled the area using traffic data collected as part of the Northeast Neighborhood Traffic Study (2022). These intersections that are not within TEG's study area are not included in this discussion due to changing conditions in the Northeast Quadrant.

The intersection between Lathrop Ave and Division St was identified within TEG's crash analysis as a top 10% crash location. TEG performed a signal warrant and Warrant Five and Seven were met. Meeting a signal warrant does not require that the Village install a new signalized intersection at this location, but TEG would strongly recommend the Village consider new signal installation based on crashes and surrounding land use with nearby school facilities. A more detailed review of this intersection and corresponding recommendations can be found in the Crash Analysis section of this report.

In the PM peak hour conditions, the intersection between Lathrop Ave and Division St has a LOS of D, which is nearly failing. TEG modeled the intersection using the existing lane configuration as a signalized intersection and found LOS improved to a B (See Appendix C.03: Alternate Volumes & Level of Service – AM and See Appendix C.04: Alternate Volumes & Level of Service - PM).

TEG concluded the analysis of the counted locations determining that most roads in the Village are operating smoothly at existing traffic volumes. There were several locations where individual movements were failing. Generally, failing individual movements were seen at minor leg stop locations or locations with high numbers of left turns, but in these cases the overall intersection was still operating properly.

A full breakdown of all analyzed intersections can be found in Appendix C.01: Volumes & Level of Service – AM and Appendix C.02: Volumes & Level of Service – PM.

CRASH ANALYSIS

Thomas Engineering Group (TEG) was tasked with compiling and analyzing the crash data for every segment and intersection within the Village of River Forest (excluding the NE quadrant where a study has already been conducted). Crash data was originally collected for the years 2016-2020 but as TEG was processing the initial data the 2021 crash year became available. Since the 2016 data was already processed, TEG decided to include the 2021 data and complete the crash analysis using six years as opposed to the standard five. The additional year should only improve the overall analysis, especially since 2020 crash year was skewed by the COVID-19 Pandemic. Crash data during this time is still applicable but crash patterns may be different from pre/post-pandemic crash patterns.

TEG used our proprietary in-house crash processing program to organize crashes based on segment/intersection. Crashes were then compiled and analyzed based on crash type, crash year, injury type, and any on-road conditions such as wet pavement or nighttime crashes. This allows us to observe crash patterns from year to year and cross reference Google Earth imagery to verify the years when changes were made. Sometimes, simple changes like a new sign will result in a high crash rate intersection having a significant reduction in total crashes after the improvement was placed. Spotting these changes is important to prevent recommending unnecessary further improvements to a road that has already implemented countermeasures to address a crash problem. At all intersections, TEG provided a crash diagram showing the direction and orientation of vehicles involved in crashes.

Crashes were analyzed based on raw crash data provided by IDOT. Individual crash reports were not analyzed due to lack of available reports from the state. When analyzing an intersection, TEG looked for recurring crashes or crash patterns. TEG takes any crashes that appear to have a common cause and uses factors like the time of day, driver direction, and drivers stated intention (going straight, turning left, etc.) to link the crashes together and find a common solution. Crash analysis is the first stage in taking locations that may have existing issues and finding the best path forward to identify and eventually address the cause of the recurring crashes.

After crashes were processed each location was given a weighted score based on the number of crashes and the severity of injuries. We utilized a common industry practice of assigning 1, 2, 5, 10 and 25 points, to Property Damage Only, C-injury, B-injury, A-injury and Fatal crashes, respectively. The top 10% of all intersections and segments received a full crash analysis, while the remaining locations only received the initial screening and crash score. This equated to nine segment locations and 12 intersection locations for a total of 21 locations. The threshold score for intersections was 27 and for segments was five. Crash summaries and crash diagrams (for intersections) for these top 10% locations are provided in Appendix D.01: Top 10% - Segment Crashes & Appendix D.02: Top 10% - Intersection Crashes.

Just because a location met the minimum threshold for detailed analysis does not indicate any changes will be needed or that there are any crash patterns that need addressing. Elevated crash rates or injury rates are required to meet the threshold for analysis, but they do not inherently indicate a persistent crash pattern.

SEGMENT CRASH ANALYSIS

Segments were divided into 3 peer groups: Local, Primary, and Arterial. Arterial roads consist of the segments on Harlem Ave and North Ave. These segments were not included in the analysis due to the routes being owned and maintained by the state which limits improvement options for the Village. Additionally, the speed limit of 30 mph on both roads gave them a different character and faster operating speed than any other road in the Village. Primary and Local roads were identified in the initial phases of the project. A more comprehensive explanation can be found in the Commonly Used Terms section. The peer groups were used to prevent any one segment type from becoming too prevalent in the top 10% locations. When reviewing, we wanted to look at the top 10% of both the Local and Primary segments to gain a better understanding of all Village roads. It can clearly be seen in the table below that Local segments had much lower crash scores compared to the Primary segments.

Route	From	To	# Crashes	PG	Score	PG Rank
Madison St	Forest	Park	9	Primary	29	1
Madison St	Franklin	Ashland	18	Primary	25	2
Thatcher Ave	Augusta	Division	6	Primary	20	3
Division St	Monroe	Bonnie Brae	3	Primary	15	4
Forest Ave	Madison	Vine	1	Local	10	1
Oak Ave	Forest	Park	2	Local	7	2
Edgewood Pl	Lake	Thatcher	1	Local	5	3
Clinton Pl	Quick	Oak	1	Local	5	3
Ashland Ave	Lake	Oak	1	Local	5	3

Table 1. Top 10% segment crash locations.

Individual segment analyses are listed below:

Madison St: Forest Ave to Park Ave: 9 Crashes 1 A-injury, 2 B-injuries, 3 C-injuries

4 Rear End: 2 C-injury

2 Turning Right: 1 C-injury

1 Fixed Object: 1 A-injury

1 Turning Left: 1 B-injury

1 Pedalcyclist: 1 B-injury

This segment of Madison St contains one lane per direction and a center two way left turn lane. Within the segment on the south side of Madison there is an entrance to Concordia Cemetery and Van Buren St intersection. East of the entrances and Van Buren St, there is an at grade train crossing with gates for cars but not pedestrians. Nearby land use is primarily multi-family housing north of Madison St and south of Madison is primarily businesses. On-street parking is not provided in the segment. The areas where parking would be provided currently have diagonal striping and act as an eight foot paved shoulder. The eastern terminus at Park Ave has existing curb extensions.

The segment has multiple points where a driver may stop either for a train or to turn into one of the southern driveways. It is likely the four rear end crashes were a result of drivers stopping to turn or to wait for a train and the driver behind them not reacting quickly enough resulting in a crash.

Two-thirds of all crashes involved an eastbound driver (five crashes exclusively involving eastbound drivers and two including northbound drivers). The remaining two crashes involved either only northbound drivers or northbound and southbound drivers. There were no crashes involving westbound drivers within the segment.

The high rate of injuries in this segment suggests drivers may be colliding at high speeds. Most crashes occurred at the railroad crossing or at Van Buren St (including the pedalcyclist crash). Based on TEG field visits, it was observed Van Buren St traffic has difficulty seeing eastbound traffic while stopped at the stop sign. It is possible that eastbound traffic is either moving too fast for drivers on Van Buren to safely find gaps on Madison St or high vehicle volume is causing drivers to attempt to fit into small gaps in traffic. Since there are only nine total crashes through the segment (one to two crashes per year), it is difficult to establish a definitive pattern. At this time TEG would not recommend taking any action in this segment.

Madison St: From Franklin St to Ashland Ave: 17 Crashes 1 B-injury, 2 C-injuries

5 Angle: 1 B-injury

4 Turning Right

3 Other Object

2 Turning left: 1 C-injury

2 Sideswipe Same Direction

1 Pedestrian: 1 C-injury

This segment of Madison St is along a business lined corridor and serves as a transition point from the more residential area to the west to a business district in the east. The road runs east and west with one lane per direction and a signalized intersection in the center of the segment. There are several parking lots with driveways entering the road, multiple auxiliary turn lanes, street parking, and curb extensions throughout the corridor. It is a high-volume segment with lots of opportunity for drivers to enter or exit Madison St. South of Madison St (outside the Village) Jackson Blvd is located in the center of the segment and is a signalized intersection. This segment had the most crashes in the Village but had the second highest score due to lower crash severity.

Despite the lack of severe injuries, the segment has seen high rates of angle crashes and crashes involving drivers turning right onto Madison St. It was noted that angle crashes were primarily between northbound and eastbound drivers where the northbound driver was turning left; four of the five angle crashes follow this pattern. These crashes may be occurring away from the signalized intersection involving drivers turning from commercial driveways. Due to the constrained conditions of the corridor with buildings set between 6-15' back from the road, sightlines for drivers sitting at driveways may be compromised. Increasing sightlines without major construction on the buildings may be difficult or impossible. High volumes along Madison St exacerbate the problem as drivers waiting to turn have fewer and shorter gaps between vehicles.

The large number of driveways coupled with poor sight conditions due to buildings being too close to the road is an existing condition the Village cannot easily change. Improving visibility of oncoming traffic at the driveways as much as is possible with the nearby buildings or restricting left turns onto Madison St may help to reduce the number of angle crashes within this segment. It seems that crashes peaked in 2018 with eight out of the total 17 crashes occurring in that year. TEG did not see evidence of roadway changes in historical imagery, but it is possible changes downstream impacted traffic along this segment. Since angle crashes primarily occurred between drivers on the south leg (outside the Village), there are limits to what can be done outside of informing Forest Park (responsible municipality) of the situation. At this time TEG recommends no further action along this segment.

Thatcher Ave: From Augusta St to Division St: 6 Crashes 1 A-injury, 1 B-injury, 1 C-injury,

3 Rear End: 1 B-injury

2 Fixed Object: 1 A-injury

1 Other Object: 1 C-injury

This segment of Thatcher Ave was analyzed on its own as part of a speed study in the area. An in depth analysis of this location and its bounding intersections' crashes can be found in the Thatcher Ave Speed Study section of this report.

Division St: From William St to Bonnie Brae: 3 Crashes 3 B-injuries

1 Rear End: 1 B-injury

1 Other Object: 1 B-injury

1 Sideswipe Same Direction: 1 B-injury

This segment of Division St is a two-way street with striped bike markings for shared lane usage (aka 'sharrow') and parking on both sides. The road has center striping and striped parking lanes. Concordia University and Fenwick High School have facilities south and north of Division St respectively. Grace Lutheran school is located at the east end of the segment on Bonnie Brae. Division St is a collector with an average daily traffic (ADT) of 6,500 and ends at Thatcher Ave to the west. Division St also provides access to Dominican University near the intersection with Thatcher Ave. The large number of schools and school facilities (especially high schools and universities where students may have personal vehicles they need to park) will result in high traffic volumes and high parking utilization during specific parts of the day.

Division St has seen three total crashes in the six years of crash data studied suggesting that there are no recurring crash patterns. All three crashes resulting in B-injuries were surprising, considering the speed limit is reasonably low at 25 mph and the types of crashes were not the more dangerous head on or perpendicular crash types (Angle). With the knowledge that this segment of Division St has a considerable number of facilities for kids/young adults who are of driving age, it is possible that more prevalent speeding through the corridor resulted in more severe crashes than would otherwise have occurred. Since crash frequency is relatively low, there is no reason to make any changes or commit to further study. If crash rates along any part of Division St begin to spike, TEG recommends a speed study as a first recourse to see if speed conditions are resulting in more severe crashes or higher crash rates in general.

Forest Ave: From Madison St to Vine St: 1 Crashes 1 A-injury

1 Turning left: 1 A-injury

This segment of Forest Ave is primarily residential with single-family housing on the west side of the road and multi-family units along the east side of the road. There is a business in the southwest portion of the segment and the public works building is in the northeast corner of the segment across from Vine St. The road accommodates one lane of traffic per direction. Parking is allowed on the west side of the road but is not striped. Based on existing conditions in the segment TEG did not spot any apparent deficiencies. The one A-injury crash appears to have happened near the public works building.

While the A-injury is considered serious, it was an isolated instance and does not warrant any changes to the segment.

Oak Ave: From Forest Ave to Park Ave: 2 Crashes 1 B-injury, 1 C-injury

2 Fixed Object: 1 B-injury, 1 C-injury

This section of Oak Ave is a residential road designated as a bike route. The segment is lined with residential driveways, trees, and utility poles in the easement. Only four residences line this segment, but driveways/alleyways appear to give additional access to garages for residents on Forest Ave and Park Ave without frontage on Oak Ave. Directly in the center of the segment there is a rail bridge crossing over the road with 12'-2" of clearance.

Both fixed object crashes occurred at night. It is impossible to determine what was hit due to so many trees and other objects lining the segment. The railroad bridge supports are too close to the traveled way, but it is unlikely that reconstruction of the supports would be economically feasible with the infrequency of crashes along the segment. Shielding the bridge supports with guardrail would result in a fixed object (guardrail end terminal) even closer to the road and extending beyond the bridge supports existing footprint. Additionally, installing a guardrail will need to extend into the traveled way to properly protect the bridge supports located directly behind the back of curb. Based on the two existing fixed object crashes TEG cannot verify what object was struck as mentioned above. Without this verification or more than two fixed object crashes in a 6 year period, TEG recommends no action is taken at this time.

Edgewood Pl: From Lake St to Thatcher Ave: 1 Crash 1 B-injury

1 Fixed Object: 1 B-injury

Clinton Pl: From Quick St to Oak Ave: 1 Crash 1 B-injury

1 Fixed Object: 1 B-injury

Ashland Ave: From Lake St to Oak Ave: 1 Crash 1 B-injury

1 Other Object: 1 B-injury

The final three 10% locations all had a single B-injury crash giving them a score of five. These locations will be discussed together due to similar crash and roadway characteristics between all three. It is impossible to establish a crash pattern with a single crash so no recommendations will be made. The fact that these three locations were within the top 10% of all local roads suggests that overall, the Village's local segments are not experiencing high crash rates.

The segments were located along two-way roads with no pavement markings and parking allowed on both sides. Land usage is primarily residential along Ashland Ave and Clinton Ave. Along Edgewood Pl the east side of the road is residential, and the west side is a forest preserve. There were trees and other various fixed objects along all three roads that could pose a hazard as a fixed object.

INTERSECTION CRASH ANALYSIS

The Village’s intersections had far more crashes to analyze than the segments. This was expected primarily due to intersections having a lot more conflict points between drivers who are either stopping, turning, or continuing straight at every intersection. Since intersections behave very differently depending on what traffic control is used, TEG broke intersections into four peer groups that were scored using the same severity weighted scoring but ranked separately just like the segment locations. The four peer groups were: All Way Stop (AWS), Minor Stop – 3 leg, Minor Stop – 4 leg, and Signalized. The reason minor leg stop had three leg intersections separated from four leg was because the four leg intersections had an additional stopped leg where drivers are attempting to turn onto the uncontrolled route. This meant a four-leg intersection would have more potential conflict points than the three-leg version. Other intersection types had uniformity of traffic control type on all legs, so the addition or lack of an intersection leg was not considered as important in the scoring. The table below shows the top 10% locations separated by peer group. While all-way stop and signalized intersections generally had higher scores there is more variability between peer groups than what was observed with the segment locations.

On residential roads it is common for local drivers to feel comfortable and not drive as defensively or as alert as they would normally be. As a result, unexpected events may surprise drivers – an intersection that normally has no waiting cross-traffic having a driver entering from the minor road or a road that cyclists don’t normally use suddenly having a cyclist taking the lane. These common occurrences may result in crashes simply due to drivers on the main road not expecting conditions different from what they see on most days.

Street 1	Street 2	# Crashes	PG	Score	PG Rank
Thatcher Ave	Washington Blvd	28	AWS	56	1
Ashland Ave	Lake St	26	Minor Stop - 4 Leg	54	1
Thatcher Ave	Chicago Ave	24	Signalized	50	1
Chicago Ave	William St	11	AWS	46	2
Lathrop Ave	Division St	19	AWS	40	3
Washington Blvd	Ashland Ave	21	Minor Stop - 4 Leg	38	2
Thatcher Ave	Greenfield St	8	Minor Stop - 3 Leg	34	1
Thatcher Ave	Division St	18	Minor Stop - 3 Leg	32	2
Hawthorne Ave	Keystone Ave	7	Minor Stop - 3 Leg	31	3
Washington Blvd	Gale Ave	14	Minor Stop - 4 Leg	29	3
Madison St	Lathrop Ave	20	Minor Stop - 3 Leg	29	4
Lake St	Keystone Ave	13	Minor Stop - 4 Leg	27	4
Chicago Ave	Jackson Ave	13	Minor Stop - 4 Leg	27	4

Table 2. Top 10% intersection crash locations.

Individual intersection analyses are listed below:

Thatcher Ave @ Washington Blvd: 28 Crashes 1 A-injury, 4 B-injuries, 3 C-injuries

17 Angle: 1 A-injury, 2 B-injuries, 1 C-injury

4 Sideswipe Same Direction

3 Rear End: 1 B-injury, 1 C-injury

2 Pedalcyclist: 1 B-injury, 1 C-injury

1 Fixed Object

1 Head On

The intersection between Washington Blvd and Thatcher Ave was analyzed as part of the Washington Blvd Corridor Study. For an in-depth analysis of all intersections and segments along Washington Blvd please refer to 'Crash Analysis' portion of the Washington Blvd Corridor Study section of this report.

Ashland Ave @ Lake St: 26 Crashes 1 A-injury, 4 B-injuries, 3 C-injuries

15 Angle: 1 A-injury, 3 B-injuries, 1 C-injury

6 Rear End: 2 C-injuries

3 Other Object: 1 B-injury

2 Sideswipe Same Direction

The intersection between Ashland Ave and Lake St is a minor stop intersection where north-south (Ashland Ave) traffic is stop controlled. The existing roadway has crosswalks on all four legs and centerline striping on Lake St. The east leg has an in-street pedestrian crossing sign telling drivers to stop for pedestrians in the crosswalk. Lake St has curb extensions on the east and west legs of the intersection. South of Lake St, the land usage is primarily mixed use with rental units on the upper floors. North of Lake St it is primarily residential usage with Saint Luke School on the northeast corner. Street parking is permitted on all legs but is restricted in front of the school and business entrances.

The north leg of the intersection is restricted to one-way traffic northbound on school days from 7:00AM-4:30PM. Since the leg is one-way to the north it does not impact any turning movements at the intersection other than eliminating southbound traffic from the north leg during those time periods.

The intersection has elevated angle crash rates (15) with four injury crashes in the six-year study period. This number of angle crashes along a low-speed residential road generally indicates an underlying issue at the intersection. Since there were no apparent geometric deficiencies, TEG started by analyzing whether the temporary one-way was impacting crashes in the area.

Based on field visits TEG was skeptical that drivers followed the one-way designation during the day. This was supported by feedback received in the Village-wide survey. To determine if this was the case TEG looked at all crashes involving southbound vehicles on the north leg and compared the time and date of the crashes to see if they occurred on a school day during the one-way restriction. It was found that in six out of eight instances with a southbound driver it was during the temporary one-way times. TEG felt that enforcing 'school days' (Monday through Friday from early-August to mid-June) was too ambiguous for

drivers without children in school and does not specify if summer programs count as school days. One of the six crashes occurred during temporary one-way times in mid-summer. TEG was uncertain if two-way traffic was allowed during these time periods but felt that the signs were too ambiguous for drivers not familiar with the Village. Even if residents are informed about the exact dates one-way enforcement is applicable it is still potentially confusing to an outsider trying to use Village roads.

Drivers using the north leg to go south during one-way operation times could be disorienting for traffic on Lake St who are not expecting a southbound car to pull out from the intersection. This is supported by the fact that five of the eight southbound crashes were angle crashes including one A-injury and two B-injuries. It seems that while some drivers are following the temporary one-way rules, there are other drivers who either disregard or are unaware that the road is meant to operate as a one-way during school hours. To improve conditions at this intersection TEG would recommend some physical barrier at the entrance to the segment (the intersection of Ashland Ave and Oak Ave) to make it obvious to southbound drivers that continuing straight during these time periods is not allowed. The sign or cones would not need to block northbound drivers from continuing forward but should adequately block the lane southbound drivers would normally use. This barrier should only be in place during school hours (7:00AM-4:30PM), so it is apparent when one-way traffic is in effect. In addition to these changes TEG would recommend changing the temporary one-way dates to be effective on weekdays year-round instead of only on school days. This prevents confusion from outsiders or residents without schoolchildren who are not aware of academic calendars or if one-way restrictions are implemented in the summer months for summer programs. TEG would also recommend enlarging sign panels that display the one-way hours per feedback received as part of the Village-wide survey.

While unexpected southbound drivers may explain some of the angle crashes at the intersection there were nine angle crashes remaining that were all involving drivers headed north from the south leg. Seeing that seven of the nine angle crashes were between drivers heading north being hit by a westbound driver it became clear that westbound traffic was behaving differently from eastbound traffic. Based on traffic volumes collected at the intersection to the east (Lathrop Ave at Lake St) it appears traffic volumes are evenly split both east and west with slightly more drivers headed eastbound during both peak hour time periods. It is possible westbound drivers are speeding more often coming from the more commercial area east of Lathrop Ave, but this is speculation. TEG field engineers noticed that during peak hours eastbound traffic waiting at the signal on Lathrop Ave would periodically back up to the intersection with Ashland Ave and in these cases northbound drivers would weave through standing traffic to go straight or complete their left turn. This greatly limits the visibility of oncoming traffic for the northbound vehicles which may result in angle crashes. It is unclear if these conditions persist throughout the day, but in review it was noted seven of the 15 total angle crashes were during rush hour times. Without more data or an apparent cause for the elevated number of angle crashes (especially between northbound and westbound drivers) TEG does not feel comfortable recommending countermeasures at this time. However, we believe speed data and volume data would give a fuller picture of how the intersection operates and help to enact more effective countermeasures.

Since this intersection is one of the highest scoring crash locations in the Village, TEG recommends further study is conducted to determine the appropriate countermeasures that can be recommended. Knowing driver speeds, as well as vehicle volumes at the intersection – including how many drivers illegally drive south on the north leg during school hours – is vital information since the existing intersection has no

apparent geometric deficiencies. Depending on the findings, either northbound or westbound traffic may need to be modified. For example, high northbound volumes trying to cross lake street during peak hour times for school pickup/drop-off may justify an all-way stop or reconsideration of how school pickup and drop-off operates. In contrast if drivers are excessively speeding westbound from the intersection with Lathrop Ave, then countermeasures may need to be focused towards traffic on Lake St.

The sideswipe same direction, rear end, and fixed object crashes are at low enough rates that TEG does not believe there are any recurring problems. These crashes occurred along Lake St and with only one to two non-angle crashes per year did not present as a pattern.

Thatcher Ave @ Chicago Ave: 24 Crashes 6 B-injuries, 2 C-injuries

10 Rear End: 2 B-injuries, 2 C-injuries

6 Angle: 2 B-injuries

4 Turning Left: 2 B-injuries

2 Fixed Object

1 Pedalcyclist

1 Animal

The intersection between Thatcher Ave and Chicago Ave is a signalized intersection with protected/permissive left turns on Thatcher and unprotected left turns on Chicago Ave. All four legs are striped with one lane per direction and a dedicated left turn lane. Sidewalks and ADA pads are provided on all corners except the northwest corner. The south and east legs have striped crosswalks and corresponding pedestrian signal heads and push buttons. The west leg of the intersection has two westbound receiving lanes even though there is only one westbound through lane east of the intersection. North of the intersection Thatcher Ave has two southbound lanes where the inner lane turns into a dedicated left turn lane at the intersection with minimal warning.

Truck traffic is not permitted to continue east along Chicago Ave and bicycle pavement markings (sharrow) are striped on the east leg in both directions. On-street parking is allowed on the east leg of the intersection only. Land-use is primarily residential and forest preserve. There is a trailside museum southwest of the intersection with a driveway opening onto Thatcher Ave.

Seeing the intersection had six angle crashes with two B-injuries suggested that drivers were running red lights. Since one direction of traffic should always be stopped; to cause an angle crash one of the drivers would have to continue forward while they had a red light. To determine if any one direction was more likely to run the light, TEG looked at the directions of drivers involved in angle crashes and found that five of the six crashes involved a southbound driver. It was noted that southbound traffic is almost 400 vehicles higher when looking at the combined southbound peak hour through movement compared to the combined northbound peak hour through movement. While this may not directly contribute to running red lights, the combination of having more southbound drivers trying to switch into or out of the inner southbound lane/left turn lane at the intersection may create small delays that incentivize drivers to cross the intersection during expiring yellow lights or the start of the red signal phase.

North of this intersection TEG conducted a speed study that found the 85th percentile speed of drivers on Thatcher Ave was 41 mph. Based on this TEG would recommend installing an intersection warning sign for both Thatcher Ave approaches and considering a raised intersection at this location. It would effectively calm southbound traffic on Thatcher Ave, while also addressing drivers who may be speeding eastbound into the Village on Chicago Ave. A raised intersection at this location would be more efficient than placement at a three-legged intersection.

Rear end crashes were the most prevalent crash type at the intersection which is expected at signalized intersections. Looking at the distribution of rear end crashes through the years, there were one to three rear end crashes per year which appeared to be isolated instances occurring in all directions with no apparent directional bias. There were four left turning crashes at the intersection with an even split between north-south and east-west vehicle directions. Since there is no directional bias and there have not been any more left turning crashes since 2018, TEG does not believe there is a recurring pattern of left turn crashes at the intersection.

The remaining crashes (fixed object, animal, and pedalcyclist) were in too few numbers to establish a pattern. The pedalcyclist crash occurred at night, but without further crash details the exact road conditions cannot be determined. Since there have not been any more cyclist crashes since 2017, TEG does not believe the intersection is hazardous for cyclists to navigate.

Chicago Ave @ William St: 11 Crashes 1 A-injury, 6 B-injuries, 2 C-injuries

3 Rear End: 1 B-injury, 1 C-injury

2 Pedalcyclist: 2 B-injury

2 Fixed Object: 2 B-injuries

2 Angle: 1 B-injury

1 Turning Left: 1 A-injury

1 Pedestrian: 1 C-injury

The intersection between Chicago Ave and William St is an all way stop intersection located within a residential section of River Forest. All stop signs are double sided for increased visibility. Chicago Ave is a major collector and William St is a local road. At the intersection there are crosswalks provided on all four legs and parking is permitted along both routes. Along Chicago Ave center striping is provided with additional parking striping and bicycle pavement markings (sharrow). Nearby land use at the intersection is exclusively residential. Based on a recent traffic count, it was observed that Chicago Ave had an ADT of nearly 9,000 and William St had an ADT of roughly 1,000 vehicles. This is a major volume differential between the two roads. Currently, all-way stop control is not warranted per IDOT criteria. Traffic on the minor leg is not sufficient to install a stop sign along Chicago Ave. Installing stop signs in areas where they are not warranted may result in drivers not respecting the traffic control and may cause higher crash rates than not having a stop sign.

No individual crash type occurred with enough frequency to indicate a pattern. The most common crash type, rear end crashes, occurred once every two years which is not frequent enough to establish a pattern. The primary issue at the intersection is that nine of the 11 total crashes resulted in an injury. Having a high severity across all crash types including rear end as well as three pedestrian or cyclist crashes suggests

drivers are driving at high speeds which increases the likelihood a crash will result in severe injury. All four legs coming to a stop should result in any crashes that do occur at the intersection being at lower speeds and less likely to result in an injury, but if it is always the case that there is never or very seldom cross traffic on William St drivers may begin to come to a rolling stop and then accelerate forward unsafely to get back up to speed. All crashes involved drivers along the east-west road with no obvious directional split. Only the two angle crashes included drivers from William St (1 SB vs EB and 1 NB vs WB in each case the far lane).

It is apparent there is a crash problem at the intersection, But the reason for the crash problem is not apparent. Based on the injuries and high number of pedestrian conflicts TEG would suggest gathering speed data on the east and west approaches to the intersection. As an interim (and potentially on-going) solution, TEG suggests providing targeted enforcement in the area. Since the majority of crashes exclusively involve drivers on Chicago Ave, it would suggest that the problem is with how traffic on Chicago Ave interact with the intersection (not obeying stop signs).. Once additional data is gathered TEG would recommend reevaluating the traffic control. From a traffic engineering standpoint, the Village may wish to consider removing the AWS control. However, the Village should consider potential safety and liability implications of “lessening” the traffic control. If traffic control is removed the Village should consider installing traffic calming measures per criteria found in the Traffic Calming Toolbox developed as part of this project.

Lathrop Ave @ Division St: 19 Crashes 5 B-injuries, 1 C-injury

16 Angle: 4 B-injuries, 1 C-injury

3 Rear End: 1 B-injuries

This intersection is currently an all-way stop between two major collector streets. Both roads have one lane per direction without auxiliary turn lanes. The current ADT is 6,500 vehicles for Division St and 4,800 vehicles on Lathrop Ave. The existing conditions include striped crosswalks on all four legs, striped centerlines, and double backed stop signs. The stop signs all currently have flashers installed on them to bring even more attention to the stop location. Both roads have painted bike markings (sharrow) and on-street parking permitted on all legs with parking restrictions on the north leg in front of the school. Adjacent land usage is primarily residential, along with Trinity High School on the northeast corner of the intersection. There are no apparent visibility issues on any of the legs of the intersection.

Based on the excessive number of angle crashes and high rate of injuries, the first step TEG took was to run a signal warrant and all-way stop warrant. These warrants are defined by the Manual on Uniform Traffic Control Devices (MUTCD) and at least one warrant must be met prior to installing new traffic control. Warrants being met does not necessarily require the installation of a signalized intersection, but it gives engineers the opportunity to recommend a new signal. At this intersection, Warrant Five and Seven were met. Warrant Five (School Crossing) was met based on the number of school children crossing in the area. Warrant Seven (Crash Experience) required five ‘correctable’ crashes in one year and minimum volumes being met for eight hours of the day. In the existing conditions, the minimum crash numbers were met based on the number of correctable crashes in 2017 and 2018, in which there were 5 correctable crashes in each year. The volume component of the warrant required a total of 8 hours where the major road had a volume over 400 vehicles and the minor road had a volume of 120 vehicles. This was met for seven of

the eight required hours. It was noted that two additional hours were within 10% of the required volumes. Based on our engineering judgement, we recommend that Warrant Seven be considered as met.

It was apparent that the intersection had a breakdown in operation seeing that 16 of the 19 total crashes were a single crash type – specifically one that should not be occurring at an AWS intersection. For an angle crash to occur at an all way stop one or both drivers need to disregard the stop sign or perform a ‘rolling stop’ A rolling stop is dangerous because slowing down makes it appear the driver is complying with the stop sign and immediately accelerating back up to speed does not give oncoming drivers on the cross-street time to react to the lack of a complete stop. Looking at the crash details there is no apparent directional split between intersection legs.

TEG recommends installing a traffic signal at this location – it is apparent the intersection has been identified in the past for crash issues since sometime in 2019 flashers were installed on all four signs. Since that time angle crashes appear to have dropped off (two angle crashes since 2019), but this was in 2020 and 2021 when the pandemic was significantly altering driver behaviors. In 2019 (the year flashing signs were installed) there were 6 angle crashes with 2 B-injuries. Based on this, TEG believes in future years the number of angle crashes will likely return to the numbers seen in 2019 as traffic patterns return to normal.

If the all-way stop is to remain, TEG would recommend targeted police enforcement to address the issue. TEG does not have speed data along Division St or Lathrop Ave, but it is likely drivers on one or both roads are speeding in the approach segments. TEG recommends conducting a speed analysis to determine if more traffic calming is applicable. If drivers are speeding in the segments, it is unlikely a single stop sign (or series of stops) will influence their speed through the corridor. There are three other all way stop locations along the corridor and in all three cases the minor route traffic volumes are substantially below Division St volumes. Drivers may be used to not seeing any cross traffic at other stop signs not realizing that Lathrop Ave and Division St have similar volumes resulting in a much higher chance that there will already be a driver waiting as another approaches. Traffic calming should be implemented throughout the corridors and not just at the intersection.

At this intersection TEG recommends installing a new traffic signal and performing a speed study to verify whether additional traffic calming is justified.

Washington Blvd @ Ashland Ave: 21 Crashes 4 B-injuries, 1 C-injury

13 Angle: 3 B-injuries, 1 C-injury

4 Rear End: 1 B-injury

2 Other Object

1 Fixed Object

1 Turning Left

The intersection between Washington Blvd and Ashland Ave was analyzed as part of the Washington Blvd Corridor Study. For an in-depth analysis of all intersections and segments along Washington Blvd please refer to ‘Crash Analysis’ portion of the Washington Blvd Corridor Study section of this report.

Thatcher Ave @ Greenfield St: 8 Crashes 1 Fatal, 2 C-injuries

4 Rear End: 2 C-injuries

2 Fixed Object: 1 Fatal

1 Turning Left

1 Angle

The intersection between Thatcher Ave and Greenfield St is a three-leg intersection with minor leg stop control for east-west traffic (Greenfield St). At the intersection, Thatcher Ave has two southbound lanes and one northbound lane. On-street parking is allowed along the east side of Thatcher Ave and there is restricted parking both sides of Greenfield St (no parking 8:00AM – 5:00PM Monday through Friday). There is a striped crosswalk on the east leg crossing Greenfield St and center striping provided along Thatcher Ave. Land use west of Thatcher Ave is Forest Preserve owned land and east of Thatcher Ave is primarily residential with Dominican University southeast of the intersection. Curvature along Thatcher Ave may make it difficult for a waiting driver on Greenfield St to see oncoming traffic.

The reason this location had a high score is due to the fixed object crash resulting in a fatal injury. It is unclear what was hit due to a variety of fixed objects being present in the area. As there was only one other fixed object crash in the study period, TEG does not believe there are any unprotected fixed objects in need of shielding causing a pattern of fixed object crashes.

All other crashes seem to be isolated events and do not present as a pattern that can be addressed. Therefore, TEG does not recommend any improvements at this time.

Thatcher Ave @ Division St: 18 Crashes 1 A-injury, 1 B-injury, 1 C-injury

4 Fixed Object

4 Turning Left

3 Rear End: 1 C-injury

3 Other Object

1 Head On: 1 A-injury

1 Angle: 1 B-injury

1 Turning Right

1 Other Non-Collision

The intersection between Thatcher Ave and Division St was analyzed on its own as part of a speed study in the area. An in-depth analysis of this location along with the segment and intersection to the south can be found in the Thatcher Ave Speed Study section of this report.

Hawthorne Ave @ Keystone Ave: 7 Crashes 1 Fatal

2 Fixed Object: 1 Fatal

2 Other Object

1 Rear End

1 Sideswipe Same Direction

1 Sideswipe Opposite Direction

The intersection between Hawthorne Ave and Keystone Ave is a complex offset intersection consisting of a minor stop along Keystone Ave south of Hawthorne Ave at the east intersection and a three-leg all way stop west intersection where Keystone Ave continues to the north. On-street parking is permitted on the south leg of Keystone Ave and the north side of Hawthorne Ave. Parking along Hawthorne Ave is striped and is paid parking for the Metra line. The north leg of Keystone Ave leads under a rail bridge with a Metra station located on top of the bridge to the west. Stop signs are placed on each side of the bridge and parking is restricted in the underpass. The east intersection has a crosswalk striped across the south leg. The western intersection has two crosswalks striped crossing Hawthorne Ave on the east and west legs.

Despite the complexity of the intersection there is a relatively low number of crashes. Out of the seven crashes, only three involve two vehicles with the rest being either fixed objects or other objects (parked cars). The singular fatal crash is the driving factor bringing this location into the top 10%. Upon reviewing news sources around the time of the crash TEG discovered the concrete bridge embankment is what was struck, and the driver was coming from a local bar at 2AM. Since there were only two fixed object crashes in the area TEG does not feel this constitutes a pattern. The concrete bridge structure is not realistic to move but the Village may want to consider shielding the structure if there are further fixed object injuries at the intersection in the future.

Washington Blvd @ Gale Ave: 14 Crashes 3 B-injuries, 3 C-injuries

11 Angle: 2 B-injuries, 2 C-injuries

1 Rear End: 1 B-injury

1 Pedalcyclist: 1 C-injury

1 Animal

The intersection between Washington Blvd and Gale Ave was analyzed as part of the Washington Blvd Corridor Study. For an in-depth analysis of all intersections and segments along Washington Blvd please refer to 'Crash Analysis' portion of the Washington Blvd Corridor Study section of this report.

Madison St @ Lathrop Ave: 20 Crashes 2 B-injuries, 1 C-injuries

7 Rear End

5 Sideswipe Same Direction

3 Other Object

2 Angle: 1 B-injury, 1 C-injury

2 Fixed Object: 1 B-injury

1 Turning Left

The intersection between Madison St and Lathrop Ave is a unique three-leg minor stop intersection where the north leg of Lathrop Ave is the stopped leg. One complicating factor is the presence of a signal-controlled intersection at Madison St and Des Plaines Ave, located approximately 100 feet to the east. This close distance can lead to visibility challenges for drivers on the minor leg. Additionally, it can make it difficult for drivers to find a safe gap in traffic. Cars turning westbound from Des Plaines Ave reach the Lathrop Ave intersection almost immediately, giving drivers at the stop sign limited time to accurately judge the gap and react to approaching vehicles.

On-street parking is allowed on the south side of Madison St. Near the intersection along Lathrop Ave parking is restricted, due to the nearby business entrances. The land use at the intersection is entirely commercial with residences further north. A crosswalk is provided on the north leg and bike facilities are striped on Lathrop Ave (sharrow). Along Madison St, centerline striping is provided. A dedicated left turn lane is striped along Madison St from Thatcher Ave to Des Plaines Ave.

Two intersections in such close proximity may have resulted in crashes at the intersection between Madison St and Des Plaines Ave being attributed to the studied intersection. This would help to explain the seven rear end crashes and five sideswipe same direction crashes (crashes commonplace at signalized intersections). Nine of the 12 total same-direction crashes involved drivers on Madison St heading eastbound and were likely associated with the signalized intersection. In five of those crashes the listed traffic control was the signalized intersection at Des Plaines Ave. Due to the way crashes are reported the remaining four crashes may be associated with intersection traffic but may not be listed as occurring at the traffic signal.

The three other object crashes at the intersection are unclear as to what was being hit. Seeing that there were no injuries associated with the crashes and since they occurred on average less than once per year TEG did not feel they presented a recurring problem at the intersection. In most cases an 'other object' is listed when a driver hits a parked car. Due to the close proximity of two parking lots on the east and west corner of Lathrop Ave to the studied intersection TEG theorizes crashes occurring within the lots were picked up within the crash data and attributed to the intersection. The crash data locations that we are able to review are based on how they are plotted in IDOT's GIS system, and there is a margin of error in how accurately the crashes plot. This would help explain the elevated other object collisions in the area compared to other similar intersections. The two angle crashes both resulted in injuries but seeing that there were only two over the course of the six years studied suggested the crashes were isolated occurrences. Due to a number of small, fixed objects near the traveled way TEG is uncertain what was struck in the fixed object crashes. The cramped nature of the corridor limits the ability to move fixed

objects away from the road, and since there were only two fixed object crashes over the six years studied, TEG does not recommend any countermeasures to address this crash type. The remaining left turning crash was an isolated incident and did not justify any countermeasures.

Lake St @ Keystone Ave: 13 Crashes 3 B-injuries, 2 C-injuries

6 Rear End: 1 B-injury, 2 C-injuries

4 Angle: 1 B-injury

1 Turning Left: 1 B-injury

1 Turning Right

1 Other Object

The intersection between Keystone Ave and Lake St is a minor stop-controlled intersection where Keystone Ave is the stopped route. The intersection has striped crosswalks on all four legs and centerline striping along Lake St. Lake St has curb extensions and pedestrian crossing signs equipped with rapid flashing rectangular beacons at the intersection. On-street parking is allowed on all legs but is restricted to three-hour parking on weekdays 6AM-2PM. Keystone Park is located on both the east and west side of the south leg of the intersection. North of the intersection, land use is primarily residential with the Mosaic Montessori Academy on the northwest corner of the intersection. Based on the land use around this intersection, it is expected that there is a large number of pedestrians using the intersection to get to or from the park.

The primary type of crash and injuries at the intersection are rear end crashes. TEG assumed most of these crashes would be on the stopped leg (north-south) but after looking at the directional breakdown it was seen that rear end crashes exclusively happened on Lake St (east-west). This was unexpected because generally rear end crashes are prevalent in areas where cars either stop or slow down. Based on the existing conditions it is likely that drivers get in rear end accidents while stopping for pedestrians in the crosswalks or when preparing to turn left/right from Lake St when the driver behind them is not expecting to stop. Since this crash happened infrequently, on average once per year, countermeasures are not appropriate at this time.

The four angle crashes do not appear to have any obvious directional split. Looking at the years and dates TEG noted that three angle crashes were in 2018 with one in 2019. The three 2018 angle crashes occurred within a three-month period. This may be a result of on-street conditions in that time period (possibly a result of construction that may not show up in historic imagery). It is uncertain if this is the case, but the lack of more recent angle crashes suggests that there is not currently an issue with angle crashes at the intersection. The remaining three crashes are all different types and do not show any recurring pattern in the area.

Chicago Ave @ Jackson Ave: 13 Crashes 3 B-injuries, 2 C-injuries

8 Angle: 2 B-injuries, 2 C-injuries

1 Pedestrian: 1 B-injury

1 Rear End

1 Other Object

1 Fixed Object

1 Turning Left

The intersection between Chicago Ave and Jackson Ave is a minor stop intersection where Jackson Ave is the stopped route. The intersection has continental striped crosswalks on all four legs and along Chicago Ave centerline striping, shared bike markings (sharrow), and striped parking lanes are provided. There is a pavement legend for westbound traffic west of the intersection that says "SCHOOL XING". Parking is permitted on all four legs, but the south leg has permit parking on the west side of the road that is in effect school days 7:30AM-4:00PM and parking on the east side is restricted to three-hour parking during school days near Roosevelt Middle School. Parking lanes on Chicago Ave have landscaped curb extensions provided on both legs. Adjacent land usage is primarily residential with Centennial Park on the southwest corner of the intersection. South of Centennial Park is Roosevelt Middle School. Both facilities serve as a major draw for pedestrians to the area.

The south leg of the intersection is a temporary one-way southbound street during school days from 7:30AM-4:00PM. This should not impact turn movements at the intersection other than removing northbound traffic from the intersection for most of the day. All other legs can continue to operate as they normally would. Knowing that the similar temporary one-way at Ashland Ave and Lake St had issues with drivers improperly using the temporary one-way resulting in large numbers of angle crashes TEG checked the time, day and directions of drivers involved in angle crashes. Upon review there was no directional bias between drivers heading north or south and getting into an angle crash (three drivers headed north, five drivers headed south). If anything, southbound drivers were more at risk of an angle crash than northbound drivers. Of the three northbound crashes two were during temporary one-way times. This suggests that while some drivers are not obeying the one-way times, they are not the primary cause of elevated angle crash rates at the intersection. Despite northbound drivers not being the primary cause of elevated angle crashes at this location the Village should consider the same improvements recommended along other temporary one-way locations to prevent further northbound drivers getting into crashes during the one-way restriction in the future.

Since angle crashes had no clear directional bias TEG began to consider operational characteristics that would impact drivers in all directions. It seems drivers on the minor legs may have compromised sightlines due to large trees in the parkway and on-street parking potentially blocking the view of oncoming traffic. While sight distance may have an effect, TEG feels it is likely that driver speed or high traffic volumes combined with limited sight distance along Chicago Ave result in driver difficulty finding large enough gaps to turn or cross the intersection. The elevated injury rate suggests that drivers are traveling at a high rate of speed at the intersection. TEG would suggest verifying speed issues before using the traffic calming toolbox to guide countermeasure selection. If drivers are speeding along Chicago Ave the intersection

becomes less safe for all drivers. Addressing potential speeding will help reduce the number and severity of injuries for all crash types. A gap study can also be conducted at the same time to establish whether speed or lack of gaps to turn into is the primary issue. If lack of gaps along Chicago Ave is the issue, TEG recommends restricting turn movements allowed from the minor legs.

The remaining crashes do not present as a recurring pattern and two of the five remaining crashes are between drivers and fixed objects/parked cars. The single pedestrian crash which resulted in an injury was between a driver heading westbound and a pedestrian. The lack of further pedestrian crashes suggests the area is generally safe for the pedestrians going to or from the school and park. TEG does suggest upgrading the crosswalk striping from the continental to a more appropriate high-visibility ladder style school crossing for the legs most used by students.

CONCLUSION

Below, two tables have been assembled with overall recommendations from TEG. In many cases additional study is the recommendation as is beyond the scope of this study. TEG views crash problems as a symptom of a dysfunctional intersection/segment. To make appropriate recommendations the dysfunctional aspect of the location needs to be identified through a combination of field observation and more data acquisition.

TEG hypothesized speed issues may be the primary factor resulting in crashes along streets that had high rates of injuries, or that sight distance issues might be the cause of elevated angle crash rates. While these hypotheses may be proven correct with more data it is important to verify the root cause of the issues before attempting to correct the problem. i.e. installing traffic calming will not help reduce crashes in an area where sight distance is the primary factor resulting in crashes.

Basing project locations off areas with existing crashes is a reactive approach to network improvements. After the Village addresses existing locations with crash problems, TEG recommends incorporating a proactive approach. The next step is identifying similar locations across the Village to perform system-wide improvements. Due to the semi-random nature of crashes some locations did not have enough crashes to be brought to TEG's attention. This does not mean there are no existing issues – crashes are just one symptom of a dysfunctional road, and a lack of crashes may be indicative of lower driver volumes rather than a safe and functional intersection.

Please refer to the tables on the following page as a comprehensive list of all recommendations made within this crash analysis.

Primary Route	From	To	Recommendation(s)
Madison St	Forest Ave	Park Ave	None
Madison St	Franklin Ave	Ashland Ave	None – most crashes are on the non-Village leg.
Thatcher Ave	Augusta St	Division St	Refer to Thatcher Ave Speed Study for recommendations.
Division St	Monroe Ave	Bonnie Brae	Speed Study
Forest Ave	Madison St	Vine St	None
Oak Ave	Forest Ave	Park Ave	None
Edgewood Pl	Lake St	Thatcher Ave	None
Clinton Pl	Quick Ave	Oak Ave	None
Ashland Ave	Lake St	Oak Ave	None

Table 3. Top 10% Segment Recommendations

Street 1	Street 2	Recommendation(s)
Thatcher Ave	Washington Blvd	Refer to Washington Blvd Corridor Study for recommendations.
Ashland Ave	Lake St	Speed & Volume Study
Thatcher Ave	Chicago Ave	Raised intersection – Recommendation is due to the results of the Thatcher Ave speed study.
Chicago Ave	William St	Speed Study
Lathrop Ave	Division St	Speed study – To verify speed issues Signalization – Recommendation is based on the intersection meeting a signal warrant.
Washington Blvd	Ashland Ave	Refer to Washington Blvd Corridor Study for recommendations.
Thatcher Ave	Greenfield St	None
Thatcher Ave	Division St	Refer to Thatcher Ave Speed Study for recommendations.
Hawthorne Ave	Keystone Ave	None
Washington Blvd	Gale Ave	Refer to Washington Blvd Corridor Study for recommendations.
Madison St	Lathrop Ave	None
Lake St	Keystone Ave	None
Chicago Ave	Jackson Ave	Speed Study Upgrade crosswalk striping for crossings associated with the school.

Table 4. Top 10% Intersection Recommendations

INDIVIDUAL STUDIES

As part of the Village-wide study conducted for River Forest, Thomas Engineering Group (TEG) performed more detailed studies for several smaller focus areas. These locations were determined based on problem areas identified by the Village and the results of TEG data acquisition and Village survey input. The overall study includes analysis of the top 10% of all crash locations, capacity analysis at all counted locations along with a working model of the AM and PM peak hour traffic conditions, and a breakdown of survey responses. These locations were along the Two-block uncontrolled spans, the Washington Blvd corridor, and the Thatcher Ave corridor.

Individual reports may reference the overall study or refer to the same data previously seen in other parts of the study.

TWO-BLOCK SPAN ANALYSIS

Introduction

TEG was tasked with determining if any of the uncontrolled stretches of road spanning two blocks were enabling drivers to speed along the routes due to the lack of traffic control. There were also complaints by residents that drivers were using these streets with less traffic control in an attempt to avoid heavy traffic on the main routes.

Traffic naturally begins to use smaller residential streets as backups occur on the mainline routes. As long as volumes are reasonable, and drivers are not engaging in unsafe behavior it is generally accepted that some percentage of drivers will change routes using residential roads. There is a limit to how many of these additional vehicles can be tolerated and at times changes may need to be made along the affected roads to make them less appealing to a driver looking to avoid traffic on the main route.

This report will analyze whether existing two-block spans are experiencing reduced safety, elevated volumes, or high speeds along corridors with uncontrolled two-block spans. The representative corridor used for analysis is Ashland Ave from Madison St to Washington Blvd. In the center of Madison St and Washington Blvd the minor stop intersection with Vine St results in the uncontrolled two-block span.

Selection

TEG began the selection process by identifying all uncontrolled two-block spans in the Village. An analysis of survey data was performed using address/block information that residents provided in their survey response to create a basic heatmap of where residents had the most perceived issues with driver speeding. The survey identified specific perceived issues where drivers use small residential roads to speed between Madison Ave and Washington Blvd. During the Washington Blvd Corridor Study, TEG identified several two-block spans south of Washington Blvd and decided to focus the study at these southern locations to make efficient use of the limited volume count locations available. The southern two-block span locations were at Vine St along Gale Ave, Forest Ave, Park Ave, and Ashland Ave (denoted in the table below). In all cases, the north-south movement was the uncontrolled direction. Since Washington Blvd has an ADT that is roughly half that of Madison St (5,700 vs. 12,200) it can be theorized that traffic backs up along Madison St at the signalized intersection at 1st Ave (for westbound traffic) or at Des Plaines Ave (for eastbound traffic) and, as a result, drivers turn northbound to get to Washington Blvd before continuing east/west to their destination.

Speed Complaints	Thatcher Avenue	Gale Avenue	Keystone Avenue	Forest Avenue	Park Avenue	Franklin Avenue	Ashland Avenue	Lathrop Avenue
North Avenue	1	0	0	0	1	0	0	0
Le Moyne Parkway	0	0	0	1	5	4	6	1
Greenfield Street	2	0	2	6	9	3	0	4
Berkshire Street	0	0	0	0	2	2	2	9
Division Street	0	0	0	1	0	1	9	2
Thomas Street	4	0	4	3	1	2	0	1
Augusta Street	8	0	4	4	6	7	1	3
Iowa Street	10	0	4	4	6	1	2	4
Chicago Avenue	1	0	7	6	3	2	5	1
Oak Avenue	1	0	4	2	2	3	8	2
Quick Avenue	9	0	1	5	3	4	4	3
Holly Court	0	0	0	0	0	0	0	0
Lake Street	12	0	4	3	3	6	4	7
Central Avenue	0	0	0	0	1	2	4	4
Hawthorne Avenue	0	0	0	0	0	0	0	0
Linden Street	3	6	5	5	1	9	5	4
Washington Boulevard	5	1	2	1	7	2	4	17
Vine Street	2	3	8	4	10	11	9	1
Madison Street	4	7	7	2	8	14	5	3

Table 1. Heat map showing speed complaints based on nearest intersection. Numbers represent the number of survey responses to question 3 of the survey: "Do you feel speed is an issue on the street you live on?"

Based on the number of speed complaints, the selection was narrowed down to two locations – Vine St at Park Ave and Vine St at Ashland Ave. Once we incorporated crash data and realized Keystone Ave had two crashes in the corridor, Park Ave had only one crash, and Ashland Ave had four crashes within the corridor. It became apparent that the uncontrolled section of Ashland Ave would be the best candidate for study. Out of all the segments initially considered, Ashland Ave had the highest crash rate.

Based on survey and crash data we determined that the study should be conducted along Ashland Ave between Madison Ave and Washington Blvd. As such, data collection (speed and volume) was planned at the uncontrolled intersection of Vine St at Ashland Ave.

Analysis

As long as, speed, safety, and level of service (LOS) were retained in the existing conditions, TEG did not feel any countermeasures were necessary. Some amount of cut-through traffic is expected under normal operating conditions and is not possible to quantify without following drivers through the Village to determine their destinations. Keeping this in mind TEG did not see volumes that would cause deficiencies along the corridor, and we assume cut-through drivers are not causing capacity-related issues.

Volume

TEG collected speed and volume information over a 24-hour period on all four legs of the intersection of Ashland Ave and Vine St. Volume information was compiled and used to run a multi-way stop warrant to determine if new traffic control was required based on volumes alone. The warrant was not met (See Appendix E.03: All-Way Stop Warrant), which means that a 4-way stop is not recommended. Average Daily Traffic (ADT) on Ashland Ave is 1,200 vehicles with an even directional split. Slightly more drivers were heading north than south (52%), but after breaking the volumes down by hour it was noted southbound traffic volumes were higher in 12 out of the 24 hours analyzed. The primary difference was that northbound traffic volumes were slightly higher around rush hour times. If cut through was an issue, it would likely be in the northbound direction resulting in a greater directional split in drivers diverting northbound from Madison St to Washington Blvd, the data collected does not support this hypothesis.

It was viewed as possible that drivers are cutting-through in the southbound direction as well, making the volumes more even in both directions, however, this was seen as unlikely and dismissed after repeated field visits around rush hour revealed that Madison St was heavily congested in both directions while delays along Washington Blvd were far more minimal.

TEG noted that the hourly volumes were well within the range of what a residential road is capable of handling without negative impacts to level of service (LOS).

Crash History

The next step was to analyze crash data in the area to determine if drivers were behaving recklessly or in any way that could compromise resident safety over the course of the 6 years of data reviewed (2016-2021). TEG found that there was one crash in the segment from Madison St to Vine St, four crashes at the intersection of Ashland Ave and Vine St, and no crashes between Vine St and Washington Blvd. The termini intersections had their crashes analyzed as well (21 at Ashland Ave/Washington Blvd and 8 at Ashland Ave/Madison St) but analysis was limited to focus primarily on crashes involving Ashland Ave.

Ashland Ave: From Madison St to Vine St: 1 Crash

1 Sideswipe, Same Direction Crash

This single crash along Ashland Ave does not indicate any unsafe conditions. The incident occurred in 2018 and did not result in any injuries. A sideswipe, same direction crash indicates that a driver was either passing a moving vehicle or going around a stopped vehicle prior to the collision. Currently, there is no reason to believe that this segment of the corridor is unsafe for residents or drivers.

There were four total crashes in the Ashland Ave corridor with one C-injury over the six years studied.

Ashland Ave @ Vine St: 4 Crashes 1 C-injury

3 Angle: 1 C-injury

1 Other Object

The primary crash type being angle is indicative that drivers on Ashland Ave may be approaching at a higher rate of speed than the waiting drivers are expecting. With only three total angle crashes over the 6 years studied, TEG believes that there is not a crash problem caused by chronic speeding. The crash frequency is low enough that modifications are not warranted as the majority of drivers will not experience this issue.

Ashland Ave @ Washington Blvd: 21 Crashes: 4 B-injuries, 1 C-injury

13 Angle: 3 B-injuries, 1 C-injury

4 Rear End: 1 B-injury

2 Other Object

1 Fixed Object

1 Turning Left

Out of 21 total crashes 10 of them involved cars on the south leg of the intersection. Of those 10 crashes nine of them are angle crashes with three B-injuries. The tenth crash on the south leg of the intersection was a rear end due to a driver backing up. Based on the high rate of angle crashes and injuries associated with them there appears to be an issue with drivers turning onto or crossing Washington Blvd from Ashland Ave. Additionally, the existing crashes seem to be more related to the intersection conditions than drivers speeding. As a result, this intersection is being addressed as part of the Washington Blvd Corridor Study and a more detailed review can be found in that section of this report.

Ashland Ave @ Madison St: 8 Crashes: 1 C-injury

2 Other Object

2 Rear End

1 Angle: 1 C-injury

1 Sideswipe Opposite Direction

1 Sideswipe Same Direction

1 Turning Right

Of the eight crashes only three involved drivers on Ashland Ave:

- A right turning crash where a driver was struck while turning right onto Madison St
- An angle crash which involved a driver who was struck turning left onto eastbound Madison St
- An other object crash that appears to have been a parked car based on review

These three crashes are isolated events and do not indicate recurring issues involving the intersection with Ashland Ave.

Speed

TEG gathered speed data in the northbound and southbound directions on Ashland Ave at Vine St. Data was analyzed in using multiple methods to fully understand the area; the first method is finding an overall 85th percentile for both directions, the second method is taking the 85th percentile speed for each hour and comparing those values to the speed limit, and the third method is looking at individual speeds to see if outliers are impacting the analysis. When conducting a speed study or traffic analysis, the 85th percentile speed is often used as a measure of central tendency for the speed distribution of vehicles on a particular road segment or highway. The 85th percentile speed represents the speed at or below which 85% of drivers are traveling. TEG found that the overall 85th percentile was 22 mph for northbound drivers and 25 mph for southbound drivers along Ashland Ave. This indicates that most drivers using Ashland Ave are traveling at or below the posted speed limit. Northbound drivers, who are assumed to include the cut-through movement on this route are traveling below the speed limit in most cases.

Speeds and volumes were taken in the east-west direction as well but are not analyzed here due to those drivers slowing/stopping at the intersection before continuing.

Starting hour	NB Ashland 85th	SB Ashland 85th
Wednesday, June 7, 2023 12:00AM	19	18
Wednesday, June 7, 2023 1:00AM	19	23
Wednesday, June 7, 2023 2:00AM	18	0
Wednesday, June 7, 2023 3:00AM	24	23
Wednesday, June 7, 2023 4:00AM	0	0
Wednesday, June 7, 2023 5:00AM	19	0
Wednesday, June 7, 2023 6:00AM	19	26
Wednesday, June 7, 2023 7:00AM	25	24
Wednesday, June 7, 2023 8:00AM	19	23
Wednesday, June 7, 2023 9:00AM	21	24
Wednesday, June 7, 2023 10:00AM	20	25
Wednesday, June 7, 2023 11:00AM	22	21
Tuesday, June 6, 2023 12:00PM	22	31
Tuesday, June 6, 2023 1:00PM	26	28
Tuesday, June 6, 2023 2:00PM	20	24
Tuesday, June 6, 2023 3:00PM	20	32
Tuesday, June 6, 2023 4:00PM	26	24
Tuesday, June 6, 2023 5:00PM	27	23
Tuesday, June 6, 2023 6:00PM	22	23
Tuesday, June 6, 2023 7:00PM	21	28
Tuesday, June 6, 2023 8:00PM	21	22
Tuesday, June 6, 2023 9:00PM	22	24
Tuesday, June 6, 2023 10:00PM	19	29
Tuesday, June 6, 2023 11:00PM	19	22

Table 2. Northbound and Southbound 85th percentile speeds from 6/6 to 6/7

Looking at an hourly breakdown of 85th percentile speeds for northbound drivers showed that speeds surpassed the posted speed limit in three of the 24 hours recorded. In each case, the 85th percentile was 1-2 mph over the posted speed limit. Vehicles headed southbound on Ashland Ave were found to be speeding more often and had a higher 85th percentile compared to the northbound vehicles during same time periods.

Six hours show 85th percentile speeds in the southbound direction greater than the speed limit and half of those hours had an 85th percentile speed at 4 mph or more over the speed limit. This was unexpected based on the hypothesis that cut-through traffic would primarily be coming from Madison St. It is possible that road conditions have caused more drivers to go south on Ashland to avoid traffic on other north-south routes. It is also possible that elevated speeds are coming primarily from residents within the Village instead of non-residents cutting-through.

Southbound traffic seems to have the highest 85th percentile values between the lunch rush hour and the evening rush hour. Traffic during rush hour may force drivers to drive more slowly on average during those time periods. Since southbound speeding seems to primarily occur during the off-peak hours, it is less likely that these drivers are cutting through on their way out of the Village, but rather locals completing trips in and around the Village. The highest 85th percentile speed was 32 mph at 3 PM; 7 mph over the posted limit.

The final part of TEG's speed review was determining how large of an impact outliers had on the 85th percentile speeds. Since most of the hourly 85th percentile speeds were only a few miles per hour over the posted speed limit, TEG decided to check the individual speeds recorded by the counters for any outliers. In

this case outliers were deemed to be any drivers going 40 mph or more (15 mph over the posted limit). For southbound traffic only 4% of all drivers, or 22 total, recorded speeds over 40 mph. Northbound traffic had 16 outliers or 2% of the total volume with recorded speeds over 40 mph. Outliers may cause the 85th percentile to jump up several mph for the hours in which they occurred, but will have minimal impact to the overall speed study. For both northbound and southbound drivers, outliers are infrequent and unlikely to have skewed the results of the overall 85th percentile in any significant manner.

Recommendations

TEG used the Traffic Calming Toolbox developed as part of this project to score the corridor on Ashland Ave between Madison Ave and Washington Blvd. Scoring was conducted as detailed in the Traffic Calming Toolbox explanation – in this case scoring utilized both segments north and south of Vine St including the intersections between Ashland Ave and Madison St and Washington Blvd. The segment had a total score of 34 points which was enough to put the location in level 1 of the improvement tiers. Please refer to Appendix E.04: Traffic Calming Toolbox Scoring Sheets. Based on the findings at the intersection, TEG believes that minimal action would be sufficient in addressing the minor speed problems present along the route.

Available Traffic Calming Measures	Primary Issue Addressed		
	Speed	Volume	Pedestrian Safety
Level 1 - No Traffic Flow Changes (25-40 points)			
Targeted Speed Enforcement	X		
Speed Radar Trailer	X		
Speed Feedback Sign	X		
Centerline/Edgeline Markings	X		
Updated Signage	X		X
Speed Limit Signage	✓		
Flashing Stop Signs			X
Pavement Legend	X		X
High Visibility Crosswalks			X
Education/Community Outreach	X		X

Table 3. Level 1 improvement types

Looking at the available improvement types gives guidance for the Village. TEG generally suggests making as few changes as possible to resolve the issue while impacting other road users as little as possible. In this location with moderate speeding during select time periods and low crash rates there is no apparent need to make changes to operation or geometry. For any future improvements, TEG recommends taking a stepped approach where incremental action is taken while the area continues to be monitored. The existing conditions do not appear to be dangerous to residents so a ‘wait and see approach’ is advisable to prevent causing new problems by installing overly restrictive countermeasures.

Pedestrian safety is always a top priority, however since there are no pedestrian crash issues through the corridor, TEG is recommending improvements to primarily target speeding issues. Beginning with targeted

speed enforcement and a speed radar trailer or Speed Feedback Sign is the first step to see if that resolves the existing outlier speeders. Since most speeding is focused around late afternoon to early rush hour, the Police Department can choose the best times for selective enforcement. If the speed issues persist, TEG would suggest installing updated signing and pavement markings. Looking at the speed breakdown of all drivers throughout the full day, 90% of northbound drivers are at or under the speed limit and 74% of southbound drivers are at or under the speed limit. Northbound drivers are more than 5 mph over the speed limit in 4% of the recorded speeds, and in southbound traffic 9% of drivers are more than 5 mph over the speed limit. While the outlier drivers who were speeding did not significantly change the 85th percentile eliminating these few high-speed drivers using selective enforcement will help improve safety through the corridor and will address the minor amount of speeding that is existing.

Since this location was analyzed as a representative intersection it can be assumed that other nearby two-block span locations will have similar conditions. Once again due to the relatively small number of drivers speeding, it seems that those outliers need to be curtailed to bring speeds along the road back in line.

TEG suggests beginning with targeted enforcement at nearby two-block span locations of either Keystone Ave or Gale Ave, to determine if those roads experience the same or different traffic patterns.

If these nearby two-block spans are found to have similar speed/traffic patterns, we recommend the Police Department and Village staff assess the state of the other roads with two-block spans and whether they follow a similar pattern to Ashland Ave.

The traffic calming toolbox should be used for any future changes along these routes to ensure the Village does not create an overly-restrictive road system that causes drivers not to respect roadway signs due to the overabundance. It is unlikely that an all-way stop warrant will be met on any of the other two-block span locations, but if it is seen that they have significantly higher volumes than Ashland Ave and Vine St, TEG would recommend running a stop sign warrant prior to any changes.

From a resident perspective, it is possible that the few drivers excessively speeding give the impression that all drivers are moderately speeding or that the road is unsafe because of the unpredictability. By addressing the drivers speeding along the corridor through enforcement, the overall feel of the road should hopefully return to what residents expect.

WASHINGTON BLVD CORRIDOR STUDY

Introduction

The Village has had many complaints of speeding along the corridor of Washington Blvd and considering a past study's findings that parking was severely underutilized throughout Washington Blvd the Village Traffic and Safety Commission wanted to consider either a road diet or installing other traffic calming measures to mitigate speeding.

Initially TEG assessed existing conditions throughout the corridor. TEG began by collecting traffic volumes on the road at Thatcher Ave, Franklin Ave, and Lathrop Ave to understand how the road operates at peak hour times. TEG then gathered all crash data along the intersections and segments and analyzed it to determine patterns throughout the corridor and to locate segments/intersections that pose a hazard to driver safety. Lastly resident survey data was incorporated into the decision-making process with more emphasis being placed on responses from those living along and/or near the road. These three components were combined to develop overall recommendations for the corridor along with specific recommendations for intersections as TEG deemed necessary.

Existing Conditions Assessment

Washington Blvd is a 2-lane bidirectional Major Collector in the Village of River Forest. The ADT as of 2022 is 5,700 vehicles and the speed limit is 25mph. Speed limit signs are posted for both directions periodically through the corridor including a driver feedback sign for eastbound drivers. There is striped on-street parking provided on both sides of the road throughout the corridor. Washington Blvd is designated as a bike path within the Village. Bike facilities along Washington Blvd include on-street pavement markings for shared lane usage but no dedicated bike lane. In total there are two signalized intersections, two all-way stop intersections, and four minor leg stop intersections where Washington Blvd is the non-stopping route.

The typical cross section of Washington Blvd is two 12' lanes with 8' of parking on either side. The total width of the road is 40'. The road narrows to 36' at a railroad overpass located between Park and Forest Ave with 12'-7" of overhead clearance. The speed along all crossroads is 25 mph.

Notable off-road features include lighting throughout the corridor and sidewalks along both sides of the road with periodic crosswalks at intersections. There are two parks (Washington Square Park and Washington Commons Park) near Forest Ave north and south of Washington Blvd. East of Park Ave there is a third park south of Washington Blvd (Washington Triangle Park). The corridor is primarily residential with no businesses in the area. The road is designated as a bike route per the Village's bike plan and painted bike symbols have been placed throughout the corridor to make drivers aware cyclists may be using the road.

Currently, the Washington Blvd bridge is about to be reconstructed with a two-lane cross section and dedicated bike lanes on either side. – Regardless of the bridge cross section Washington Blvd should have a standardized cross section that ties into the proposed bridge cross section cleanly and does not result in drivers/cyclists/pedestrians crossing into or out of the Village to find their lane/path abruptly ends with no recourse. Any lane addition or subtraction should be done using standard taper lengths and should be signed in advance. As noted above the existing condition at the bridge is a four-lane cross section with no transition to the two-lane cross section used along Washington Blvd in the Village. TEG summarized any notable features we discovered through analyzing each intersection in the corridor:

Washington Blvd @ Thatcher Ave

- All way stop intersection
- The west leg of the intersection is a 4-lane cross section with no transition to the 2-lane cross section on the east leg.
- Ladder style crosswalk on east leg

This is the second highest volume intersection along Washington Blvd and is the highest unsignalized volume. Recent traffic counts at the intersection show lower ADT volumes than what is listed on IDOT's IRoads System. Thatcher Ave was shown to have an ADT over 4,500 from TEG's recent traffic counts vs. an ADT of approximately 11,000 in 2022 IDOT counts. We believe the IRoads count was conducted closer to the intersection between Thatcher Ave and North Ave where volumes are much higher. Washington Blvd ADT matched what IDOT had in their system (5,300 in TEG count and 5,700 on IRoads). The intersection was analyzed with Thatcher Ave as the minor leg.

Washington Blvd @ Gale Ave

- Minor leg stop intersection (North/South legs stop)
- Both northbound and southbound traffic have compromised sightlines of the far lane of traffic due to trees and vegetation
- Ladder style crosswalks on north and south legs

This is a standard minor stop intersection with Washington Blvd as the non-stopping route. There are no apparent geometric issues with the intersection. It appears driver sightlines on the north and south leg may be compromised seeing traffic approaching from the right (far lane). Sidewalk with ADA compliant tiles are present on all four corners but there is no corresponding crosswalk leading across Washington Blvd on the east and west legs. Without any crosswalk drivers may not be expecting pedestrians crossing at this location.

Washington Blvd @ Keystone Ave

- All way stop intersection
- Stop sign warning sign on eastbound approach
- Keystone Ave may have slightly compromised visibility of oncoming traffic due to trees near the intersection
- Eastbound and westbound stop signs have spinning reflective markers
- Continental crosswalks on all four legs

Keystone Ave is a standard all way stop intersection. Any sightline issues should be mitigated by the stop warning sign or spinning reflective markers. TEG did not feel stop signs were difficult to see on any of the approaches and saw no reason for operational issues due to geometry or sightlines. All cars at the intersection should be coming to a complete stop and once at the intersection it is not difficult to see drivers on the other three legs regardless of approach direction.

Washington Blvd @ Forest Ave

- 3-leg minor stop intersection (South leg stop)
- Ladder style crosswalk on south and east leg with pedestrian crossing sign in each direction for east leg
- Parks are located north and south of the intersection

Forest Ave is a standard 3-leg minor leg stop intersection where drivers on the south leg stop. Due to the proximity of the parks the pedestrian crossing with additional warning signs will help keep drivers aware of pedestrians at this location. The south leg appears to have adequate sightlines in both directions. Trees in the eastbound parkway may block some visibility of oncoming traffic, but in use TEG felt visibility was adequate to safely complete a turn at posted speeds.

Washington Blvd @ Park Ave

- Minor stop intersection (North/South legs stop)
- Park located in the southeast corner of the intersection
- Continental crosswalks on all four legs

Park Ave is a standard minor leg stop intersection where north and south traffic stops. There is a small park in the southeast corner of the intersection. Within the past few years there was a radar speed sign installed behind the crosswalk for eastbound traffic. There is an existing pedestrian crossing warning sign just east of the intersection. This sign appears to apply to the crosswalk at Franklin Ave. TEG felt the sign was unclear as to which crosswalk was being referred to – TEG recommends the Village confirm with their signing and striping plan to relocate this sign as needed.

Washington Blvd @ Franklin Ave

- 5-leg Signalized intersection (Park Dr is fifth leg; One-way southwest)
- Continental crosswalks on all 5 legs

Franklin Ave is a 5-leg signalized intersection. The fifth leg heads southwest and is one-way away from the intersection. It is unclear if the signal was warranted due to traffic volumes, elevated crashes, or as a form of traffic calming. The signal has been in place since at least 2010 based on review of historic imagery. The sidewalk is set back over 40' from the road southeast of the intersection due to the layout of the fifth leg. The south leg of the intersection does not appear to have any sight distance issues, but cars are stopped over 40' away from the east-west route. The unique geometry of this intersection may result in a higher risk for crashes involving drivers on the south leg.

Washington Blvd @ Ashland Ave

- Minor Stop intersection (North/South legs stop)
- Ladder style crosswalks on south, east, and west leg with pedestrian crossing warning signs for west leg
- Drivers on Ashland Ave must wait further away from the intersection than is standard

Ashland Ave is a minor leg stop where north and south traffic stops. Due to sidewalks north and south of Washington Blvd being offset ~25' drivers on the north and south leg need to stop over 25' from the intersection. This coupled with trees in the area reducing the visibility of oncoming traffic on Washington

Blvd. The sidewalks being offset so far back also reduces the visibility of pedestrians for drivers on Washington Blvd. The intersection is located directly between two signalized intersections and drivers may not be expecting the minor intersection with Ashland Ave.

Washington Blvd @ Lathrop Ave

- Signalized intersection
- Lathrop's ADT is 5,800 (Compared to IDOT's counted 7,700)
- Shared bike line markings on north and south legs
- Ladder style crosswalk on the west leg and standard crosswalks on the other three legs.
- East leg is not under Village jurisdiction

Lathrop Ave is a signalized intersection and is the highest volume intersection in the corridor. The east leg of the intersection is not in Village jurisdiction so all improvements will be targeted at the Village legs. There are crosswalks on all four legs, TEG noted the crosswalks were not consistent; there was one ladder style on the west leg and standard transverse striping on the other three legs. There are no apparent sight distance issues at the intersection. The parking lane striping on the west leg of the intersection may appear to be a second lane to drivers unfamiliar with the area. This is supported by the "No Driving in Parking Lane" sign. Narrowing the west leg may help mitigate these issues.

Volume & Speed Study Assessment

Volumes were gathered for the peak hour times of three intersections throughout the corridor. The intersections were chosen to get a good representation of where drivers enter and exit the road. The three intersections chosen were the two primary intersections (Thatcher Ave and Lathrop Ave) and the third counted intersection was Franklin Ave at Washington Blvd which was chosen due to the signalization and five leg geometry. Please refer to Appendix C.01: Volumes & Level of Service for volume data – AM and Appendix C.02: Volumes & Level of Service for volume data – PM.

Based on an analysis of the Volumes during both AM and PM peak hour TEG came to several conclusions:

- Traffic volumes are highest at the corridor termini at Thatcher Ave and Lathrop Ave
- There is an imbalance between EB and WB traffic volumes with eastbound traffic being greater in both the AM and PM peak hours.
 - o Volumes are more balanced in the PM hour potentially from traffic coming from Des Plaines Ave/I-290 heading west into the Village to get home. Eastbound traffic is still the primary direction drivers are heading.
- For drivers traveling east or west there are a limited number of bridge crossings over the Des Plaines River making Washington Blvd appealing to drivers looking to avoid busier streets like North Ave or Madison Ave.
 - o backups on Madison Ave (as TEG field engineers observed during both peak hours) is likely causing traffic to spill over to Washington Blvd since it is the next closest road with a river crossing.

Speed data was taken at the midway point of the corridor near the railroad overpass. This location was deliberately analyzed away from stopping intersections to ensure that the speed of drivers in the corridor was not impacted by traffic stopping/slowing to turn onto intersections. In traffic engineering the 85th percentile is expected to be the speed limit of a road. Seeing 85th percentile speeds significantly above the

speed limit could indicate that road conditions do not reflect the posted speed limit. The average 85th percentile speed along Washington Blvd across all time periods was 38 mph. This was 13 mph above the posted speed limit. Based on these speeds TEG would recommend making changes to either geometry or operating conditions to force drivers to travel at safer speeds. At the AM and PM peak hour times the 85th percentile speed was 15 mph above the posted limit. This indicates that even during the peak periods traffic conditions do not slow drivers down. The high speeds coupled with higher volumes at the peak hour make the road much more dangerous for pedestrians, bicyclists and cross-street vehicular traffic. See Appendix F.01: Speed Data for a full breakdown of driver speeds.

85th percentile speeds 15 mph over the posted limit indicate a severe disparity between driver perception of the road and Village perception. We recommend taking steps to mitigate speeding along this route by installing some form of traffic calming.

Crash Analysis

Crashes through the corridor were analyzed over a six-year period from 2016-2021. Due to the higher speeds along the route, there is a higher chance of severe injury in the case a crash does happen. A lack of crashes does not necessarily signify a safe corridor and due to the parks located between Forest Ave and Park Ave (where speed data was gathered) there is a high likelihood for pedestrian interaction with a vehicle at a crosswalk or a mid-block crossing.

Segment Crashes

There was a single fixed object crash on Washington Blvd in the analysis period. It was a fixed object crash on the segment between Forest Ave and Park Ave and did not have any injuries. There were no reported crashes in any of the other segments.

Intersection Crashes

There were 101 total crashes at intersections along Washington Blvd including 1 A-injury, 19 B-injuries, and 10 C-injuries.

Intersections included in this analysis are as follows: Thatcher Ave, Gale Ave, Keystone Ave, Forest Ave, Park Ave, Franklin Ave, Ashland Ave, and Lathrop Ave

Overall Crash Breakdown (All Intersections):

56 Angle: 1 A-injury, 10 B-injuries, 4 C-injuries

20 Rear End: 6 B-injuries, 3 C-injuries

7 Other Object: 2 B-injuries

7 Sideswipe Same Direction

4 Fixed Object: 1 C-injury

3 Pedalcyclist: 1 B-injury, 2 C-injuries

2 Turning Left

1 Head On

1 Animal

Angle crashes are by far the most prominent crash type at the intersections and have a high rate of injury. This is typically seen in cases where drivers misjudge oncoming traffic speed or make risky decisions due to a lack of a gap in traffic.

The intersections between Washington Blvd and Forest Ave, Park Ave, and Franklin Ave had very low crash rates at 2, 3, and 7 crashes, respectively. At Forest Ave and Park Ave no conclusions or patterns could be gathered based on such small numbers of crashes. TEG noted that at both locations there was an injury crash (1 B-injury and 1 C-injury). At Franklin Ave there were 7 crashes including one C-injury and 3 B-injuries. Four of the seven crashes involved either rear end or sideswipe same direction crashes and accounted for two B-injuries and one C-injury. The remaining 3 crashes are all different types and not indicative of a pattern. It is unclear why these intersections have such low crash rates compared to other intersections in the corridor. Perhaps it is due to lower volumes using all three streets, but despite the lack of crashes in this area, it remains true that drivers are exceeding the appropriate speed limits in this corridor. In the event of any crashes occurring, there is a significantly greater chance of severe injuries. This is observed that 50% out of 12 total crashes at the three intersections resulted in an injury.

The remaining five intersections will be analyzed in greater detail due to their higher crash volumes to determine if there are any patterns. Crash patterns are indicative of an underlying problem, either geometric or operational, that can be addressed through new safety measures or changing how the intersection operates.

Thatcher Ave Total: 28 Crashes 1 A-injury, 4 B-injuries, 3 C-injuries

17 Angle: 1 A-injury, 2 B-injuries, 1 C-injury

3 Rear End: 1 B-injury, 1 C-injury

4 Sideswipe Same Direction

2 Pedalcyclist: 1 B-injury, 1 C-injuries

1 Fixed Object

1 Head On

Thatcher Ave at Washington Blvd had by far the most crashes at 28 as well as the most frequent and severe injuries. Due to high volumes and all-way stop control the intersection may have issues handling the daily traffic volumes at peak hours. Delays along the intersection may result in impatient drivers not properly stopping at the intersection. Similar intersections along Thatcher Ave at Lake St and Chicago Ave are both signalized rather than all-way stop.

The non-angle crashes align with typical intersection related crashes primarily consisting of sideswipe same direction and rear end crashes (7). The number of angle crashes is atypical for an all way stop intersection. For an angle crash to occur typically one driver needs to not obey the stop sign. There may be cases where two stopped vehicles both move forward at the same time, but drivers can typically avoid these collisions and the four injuries caused by angle crashes suggests drivers were colliding at a higher rate of speed.

The primary directions of vehicles involved in collisions was between southbound and eastbound drivers (6) and northbound and westbound drivers (8). The collisions appear to primarily be occurring due to

drivers heading eastbound and westbound not stopping or not being seen by drivers headed north and southbound. Based on the existing configuration with drivers on the west leg having two lanes per direction this can be confusing to eastbound approaching drivers not realizing the right lane ends past the intersection. Similarly having two westbound lanes on the west leg encourages drivers to use the parking lane to continue straight onto Washington. Maintaining a consistent cross section up to and past the intersection or providing updated pavement marking/signage would likely help reduce driver confusion and improve safety.

There are Stop Ahead Warning signs on all approaches and there were no sight distance issues observed at the intersection. Since 2019 there has been only one angle crash (*data in 2020 and 2021 were significantly skewed by traffic reductions on all roads during the COVID-19 pandemic*), but a lack of new angle crashes suggests the problem was somewhat resolved with the lower traffic volumes. With traffic returning to pre-pandemic levels, it is possible that there will be a resurgence of angle crashes at this intersection.

A signal warrant was performed for this intersection but not met due to traffic volumes falling below the minimum threshold. This number of angle crashes is uncommon at all way stop intersections and suggests safety measures should be taken. TEG would suggest installing flashers on the Stop Ahead Warning signs to draw further attention to the all-way stop condition. This location is being recommended for a raised intersection due to the number of angle crashes and speed issues in the area.

Gale Ave Total: 14 Crashes 3 B-injuries, 3 C-injuries

11 Angle: 2 B-injuries, 2 C-injuries

1 Rear End: 1 B-injury

1 Pedal cyclist: 1 C-injury

1 Animal

Gale Ave is a minor leg stop intersection where the north and south legs stop. The high rate of angle crashes indicates there is an underlying problem at the intersection. At minor leg stop intersections a high rate of angle crashes is typically caused by drivers moving at a higher rate of speed than the waiting driver expects, drivers feeling pressure to fit in smaller gaps due to high road volumes, and/or sight distance issues for waiting drivers.

Angle crashes accounted for almost 80% of the total crashes at the intersection, which is higher than expected. TEG looked at the directional breakdown of drivers and discovered that drivers from the south and north leg were being struck at similar rates. This indicated that issues at the intersection effected both minor legs equally.

Looking at the intersection from the perspective of a driver on the minor leg, TEG observed that southbound drivers had issues seeing eastbound traffic while sitting at the stop sign and northbound had similar sight distance issues with westbound traffic. Both directions have compromised sightlines due to vegetation blocking visibility. To resolve crash issues TEG recommends removing the vegetation and trees blocking visibility. Other improvements will be implemented at nearby intersections along Washington Blvd that will also improve conditions at this intersection.

Keystone Ave Total: 14 Crashes 2 B-injuries, 1 C-injury

11 Angle: 2 B-injuries

3 Rear End: 1 C-injury

Keystone Ave is an all way stop similar to Thatcher Ave, but with far lower north-south volumes (500 ADT along Keystone Ave per IDOTs 2022 data). The high rate of angle crashes at the intersection is unexpected since all drivers should be coming to a complete stop. The two B-injury angle crashes at this location suggest that drivers are colliding at high rates of speed. There is a Stop Ahead Warning sign placed in the eastbound direction with no matching sign for westbound.

The directional breakdown of angle crashes is the same as at both Thatcher Ave and Gale Ave. TEG has not identified any geometric reasons that would be causing elevated angle crashes. It is possible vehicles approaching from east-west may have difficulty seeing drivers waiting on Keystone, but the stop sign is clearly visible in all directions and is not easily overlooked by drivers. It seems likely that the high speeds in the corridor coincide with a large number of drivers 'rolling' stop signs or not obeying them at all.

Based on the low minor street volumes a signal would not be appropriate, but changes should be made to mitigate both the speed and the lack of driver awareness as they approach intersections. TEG would suggest installing a Stop Ahead Warning sign in both directions, possibly with flashers or flashing LED border. TEG also suggests installing a raised intersection to force drivers to slow down. Placement of multiple raised intersections through the corridor may help to avoid a situation where drivers speed after passing the raised intersection.

Ashland Ave Total: 21 Crashes 4 B-injuries, 1 C-injury

13 Angle: 3 B-injuries, 1 C-injury

4 Rear End: 1 B-injury

2 Other Object

1 Fixed Object

1 Turning Left

Ashland Ave is also seeing elevated rates of angle crashes with multiple injuries for a minor leg stop intersection. Northbound vs westbound is the primary direction impacted (8 of the 13 total angle crashes). The location of the intersection between two signalized intersections may surprise drivers on Washington Blvd who are not expecting drivers to be entering in front of them before they reach the signal at Franklin Ave. The combination of the two signalized intersections with a minor stop-controlled intersection in between is made even worse by the location of stop bars for drivers waiting to turn from Ashland Ave. Both stop bars are set 40' back from the edge of the traveled way due to the location of the sidewalk crossing. This forces drivers to cover more distance before executing their turn than is typical at standard minor stop locations. The large offset makes drivers on Ashland Ave less visible to drivers on Washington Blvd and vice versa.

To improve visibility at the intersection, TEG recommends realigning the sidewalk to bring it closer to the intersection. This will reduce the offset of the stop bar and allow drivers a better view of oncoming traffic. Similar to the rest of the intersections, reducing driver speeds along Washington Blvd would likely decrease

angle crashes by giving waiting drivers more time to react to oncoming traffic. This would also reduce the severity of crashes due to drivers moving at lower speeds at the time of collision.

Lathrop Ave Total: 12 Crashes 2 B-injuries

5 Rear End: 1 B-injury

2 Angle: 1 B-injury

2 Other Object

2 Sideswipe Same Direction

1 Turning Left

Lathrop Ave is a signalized intersection and is the end of the Village owned portion of Washington Blvd. Based on the crash breakdown There are no recurring crash patterns or unexpected crash types. The much lower rate of angle crashes is more in line with what a signalized intersection might experience under normal traffic conditions.

Over the six-year period there were an average of two crashes per year and two injuries in the entire analysis period. Although there is not an existing crash problem, TEG still recommends geometric and operational improvements at the intersection in line with other improvements in the corridor.

Crash Recommendations

It is clear that along with several potential geometric issues, the primary factor causing elevated rates of angle crashes throughout the corridor is the high vehicle speeds along Washington Blvd. Speeding increases the potential to have severe crashes even when both drivers are paying attention. The large number of angle crashes at both of the all-way stop intersections clearly indicates that either drivers are rolling stop signs or not stopping at all even though stop signs are extremely visible through the corridor.

Conditions along the road will need to change to reduce the average speed of drivers. TEG suggests implementing countermeasures from our Traffic Calming Toolbox throughout the corridor to address the high rates of speed. In areas lacking sight distance it may be appropriate for the Village to perform a full sight distance assessment and make modifications as needed.

Survey Response Analysis & Evaluation

As part of the Village-wide survey TEG asked specific questions to gauge residents' feelings about Washington Blvd. These questions have been analyzed along with answers to several other survey questions to create a profile of resident opinions based on their proximity and usage of the road. These responses will be considered in any future improvements. TEG recommendations will not solely be determined based on resident preferences, but all opinions will be given weight when deciding on the optimal solutions. To create a safer road, drastic change will need to be made to effectively alter driver behavior.

Introduction

TEG asked seven questions specifically targeted towards the Washington Blvd corridor. The first question was a screening question to determine how often respondents used the road or if they lived on the road. More weight was given to the responses of residents who lived on the road or used the road often. Any

respondent who said they did not use Washington Blvd in the first question was not presented the following six questions. The frequency of roadway use was also incorporated into analysis of the remaining six questions. Analysis begins at question 2 because usage of the roadway is only applicable when paired with the follow-up questions.

Question 2 Analysis

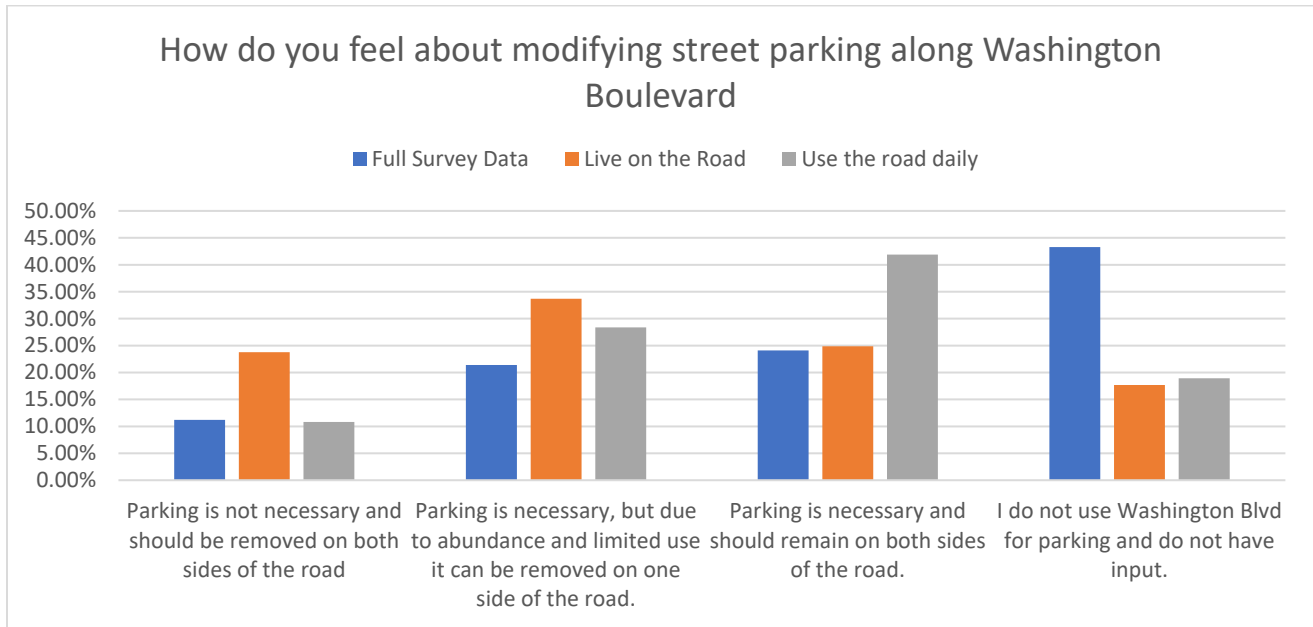


Figure 5. How do you feel about modifying street parking along Washington Boulevard to allow for traffic calming/bike accommodations to be implemented? (Percent Breakdown)

In analyzing data from the second Washington Blvd question, TEG noted that for the overall response data most respondents did not use parking on Washington Blvd and had no input (43%). Of the group who did have input on parking most of those people believe parking is required (45% combined responses that parking is necessary on one or both sides). Of the two groups who say parking is necessary, over half of them feel parking is required on both sides of the road.

The purpose of the question was to follow up from the 2019 parking study that found parking along Washington Blvd was less than 50% utilized from Thatcher Ave to Park Ave, and in some cases was used less than 15%. Unused parking lanes effectively become another lane for drivers trying to bypass traffic backups and creates more danger for cyclists who might want to ride in the open parking lane to avoid taking a full lane of traffic. The surrounding residential streets have less parking overall, but TEG believes the small number of drivers currently parking on Washington Blvd will be able to find nearby spots without issue. When the parking lane is completely empty drivers can illegally use the road as if each direction is a 20' lane which further promotes speeding and unsafe driving.

Looking at the bars representing responses from residents living on Washington Blvd or using it daily it becomes apparent that those residents most effected want to keep at least some parking on Washington Blvd. The figure shows that the percentage of drivers wanting to keep parking is much higher in both cases where drivers regularly use Washington Blvd, but residents who live on Washington Blvd are more open

to removing parking on one or both sides. Knowing this, TEG will try to maintain parking on one side in the recommended alternatives along Washington Blvd. It is likely some parking will be removed to avoid providing an overabundance of parking like in the existing conditions, and to make room for more effective traffic calming improvements.

Question 3 Analysis

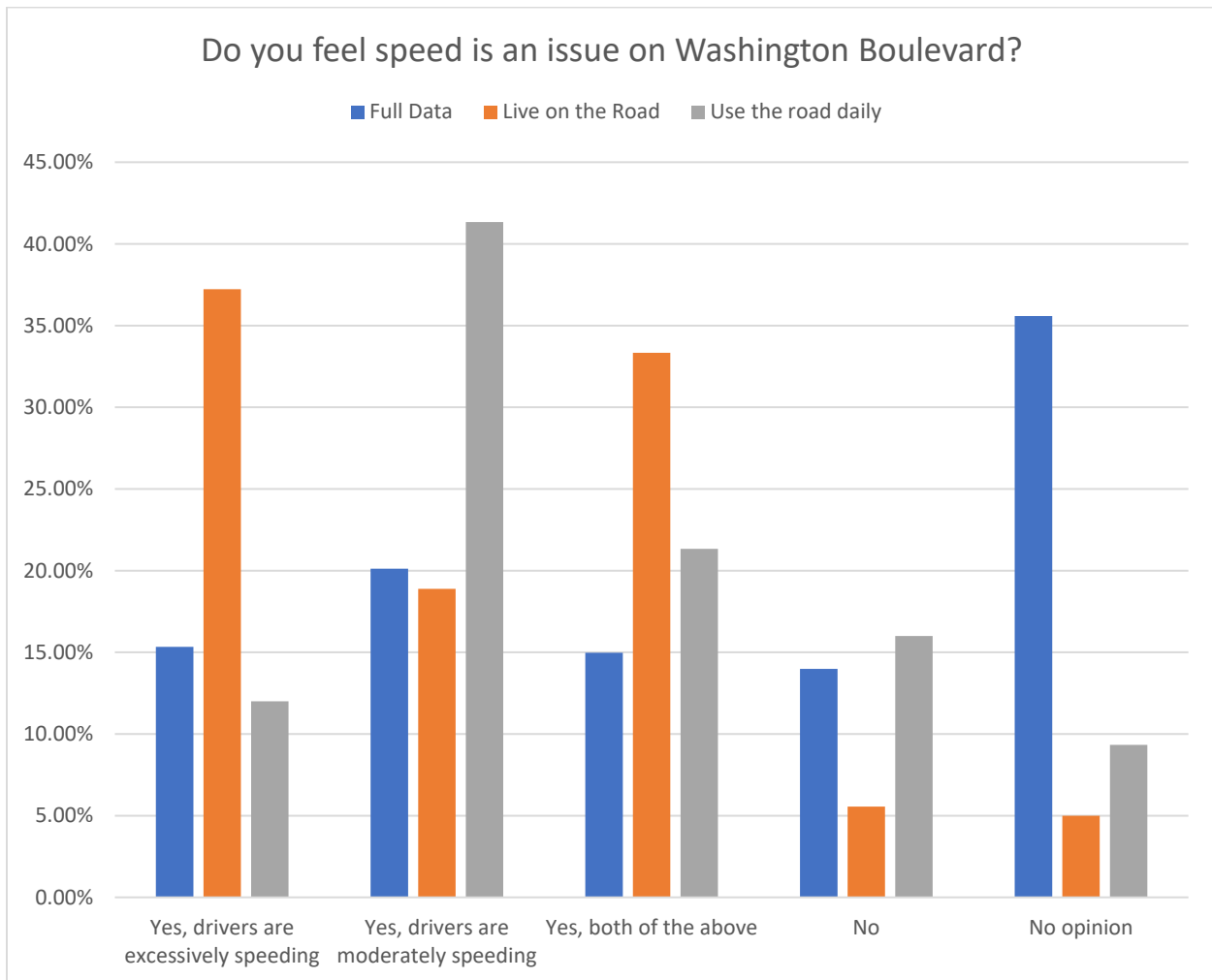


Figure 6. Do you feel speed is an issue on Washington Boulevard? (Percent Breakdown)

When answering this question 50% of respondents (or 75% of those who offered an opinion) felt speed was an issue (moderate and/or excessive) on Washington Blvd. The overwhelming majority of road users feel speeding is an issue or have no opinion on it.

Those residents with more experience with the road feel more strongly that speeding is a significant issue along Washington Blvd. In figure 6 it is apparent that residents using the road daily are more likely to believe drivers are either moderately or excessively speeding compared to the full data set. The residents who live on the road followed a similar trend with the exception that these respondents thought drivers were excessively speeding as opposed to moderately speeding. Residents who live along Washington Blvd

responded “No” or “No opinion” 10% of the time compared to the overall data set where 50% of respondents had no opinion on speeding issues.

It was seen that the 85th percentile speed during the peak hour time periods was 15 mph faster than the posted limit. The survey response data by those familiar with the roadway is supported by the speed data which shows that speeding is prevalent in the area.

Question 4 Analysis

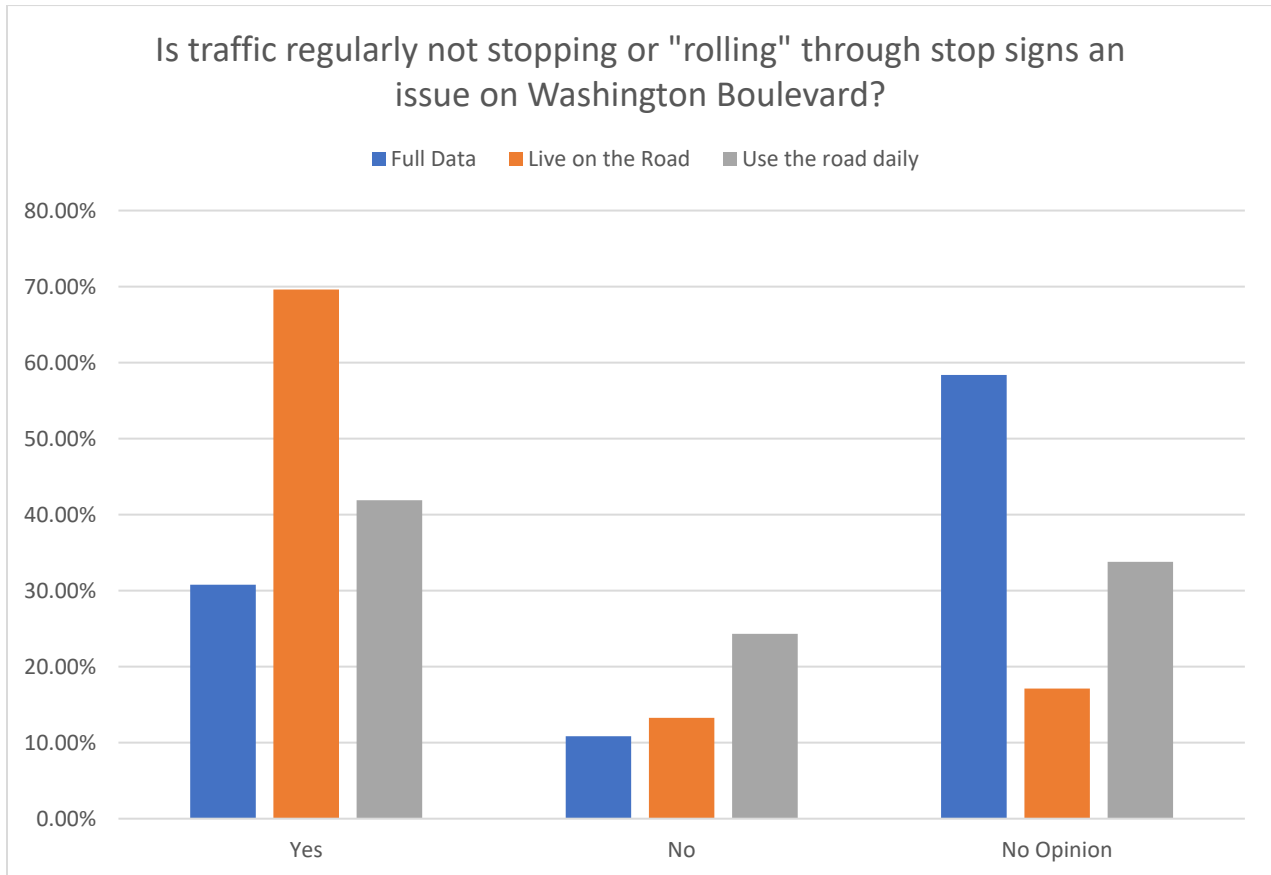


Figure 7. Is traffic regularly not stopping or "rolling" through stop signs an issue on Washington Boulevard? (Percent Breakdown)

When asked about stopping along Washington, 30% of all respondents felt drivers were either not stopping or rolling through stop signs. This is alarming because this perceived behavior might discourage pedestrians and cyclists from using the road or the nearby parks for safety reasons. 11% of respondents did not feel lack of stopping was an issue, with over 50% of respondents having no opinion. This is expected because drivers who don't often use the road have less of a chance to observe this driver behavior compared to drivers regularly using Washington Blvd.

Respondents who live on the road are the most likely to observe non-stopping behavior and make note of it, especially if they live in a household with kids. Based on ~70% of these respondents saying traffic is regularly not stopping, it is clear that there is a problem. TEG felt that the fact that daily road users notice non-stopping at a much lower rate than those who live on the road indicates that either daily road users are part of the problem or they simply have less time to observe improper behavior either due to only

briefly using Washington Blvd or using intersections along Washington Blvd where not stopping isn't as common. The high rate of angle crashes at all-way stop intersections on Washington Blvd caused TEG to believe there is a large number of drivers disregarding stop signs.

The open-ended response section allowed drivers to specify which intersections they believed cars didn't stop the most. TEG only included responses data for intersections along Washington Blvd.

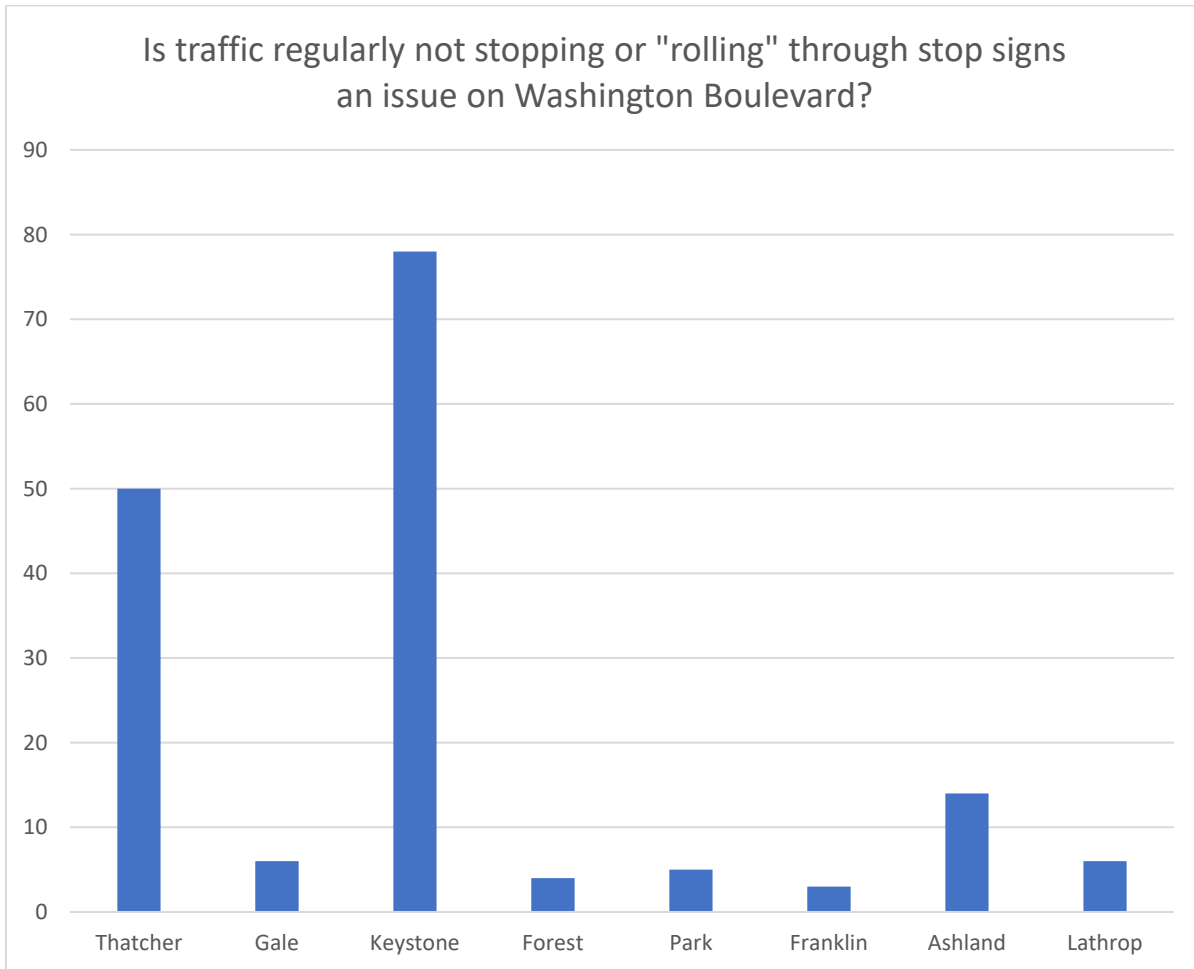


Figure 8. Open ended response data in response to the prior question.

The survey results clearly show that residents believe there are issues at both Thatcher Ave and Keystone Ave. Crash data supports this and indicates that more severe traffic calming may need to be considered at these two intersections.

The moderate spike in residents saying drivers were rolling the stop signs on Ashland Ave (14) may be an effect of the setback geometry of the minor legs. Drivers approaching Washington Blvd from Ashland may go past the stop bar while stopping to get a better view of oncoming traffic. Currently drivers are stopped over 40' away from Washington Blvd which is more than double the setback of intersections in the western half of the corridor. Geometric modifications would improve functionality and driver behavior without requiring further traffic calming.

Question 5, 6, 7 Analysis

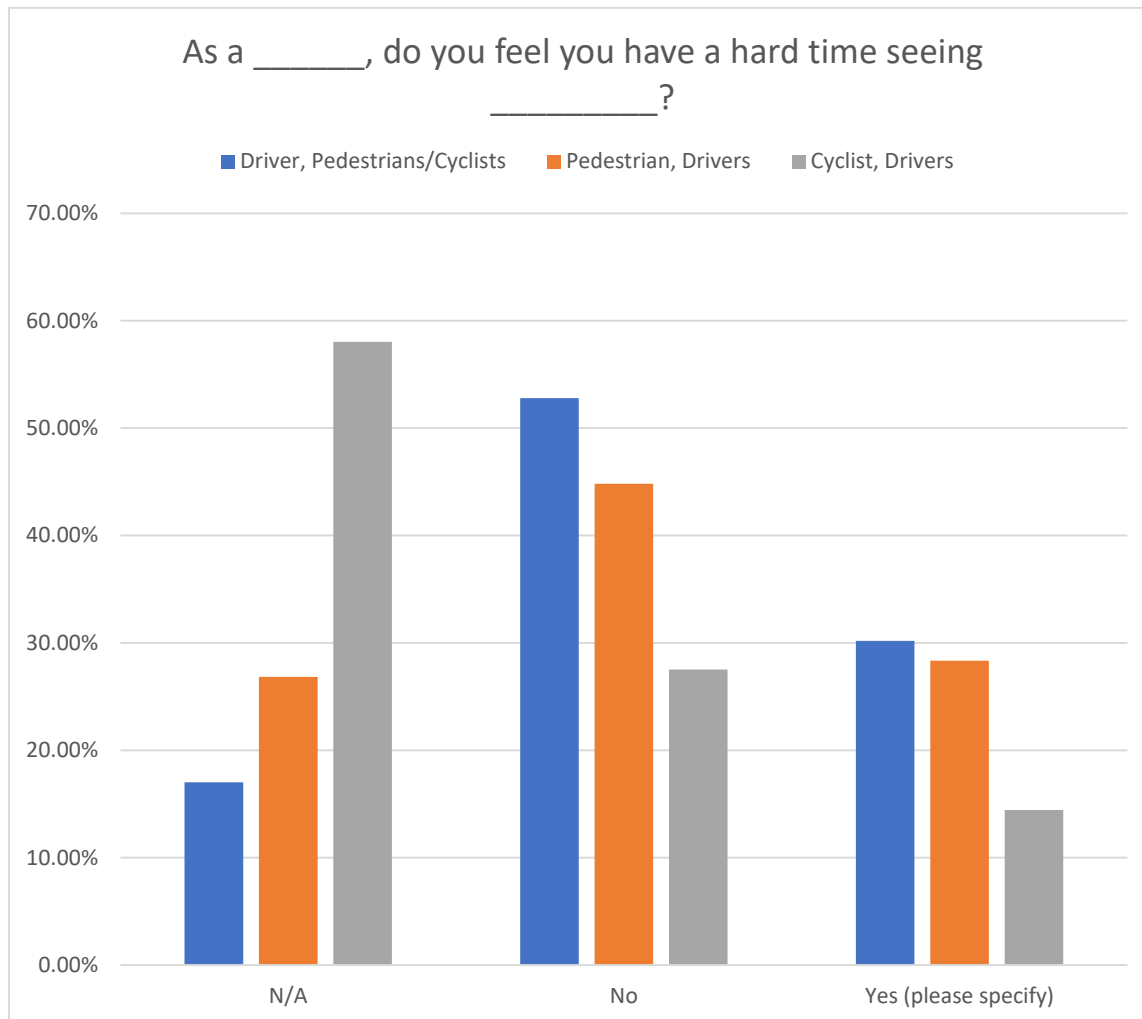


Figure 9. Drivers, Pedestrians, and Cyclists response regarding being seen along Washington Blvd.

The final three questions seek to understand the average experience using Washington Blvd from the perspective of a driver seeing pedestrians and cyclists, a pedestrian seeing oncoming vehicles, and a cyclist seeing oncoming vehicles. All three questions had an open response section to try and narrow down the specific intersections drivers and pedestrians feel most at risk.

In the case of pedestrians and drivers roughly 30% of both groups felt they had a hard time being seen or seeing the other. To get a better idea if pedestrians and drivers have issues on the same streets we looked at the open response data and compared the two questions. Cyclists were not used for this comparison due to the much smaller data set of open ended responses to work with.

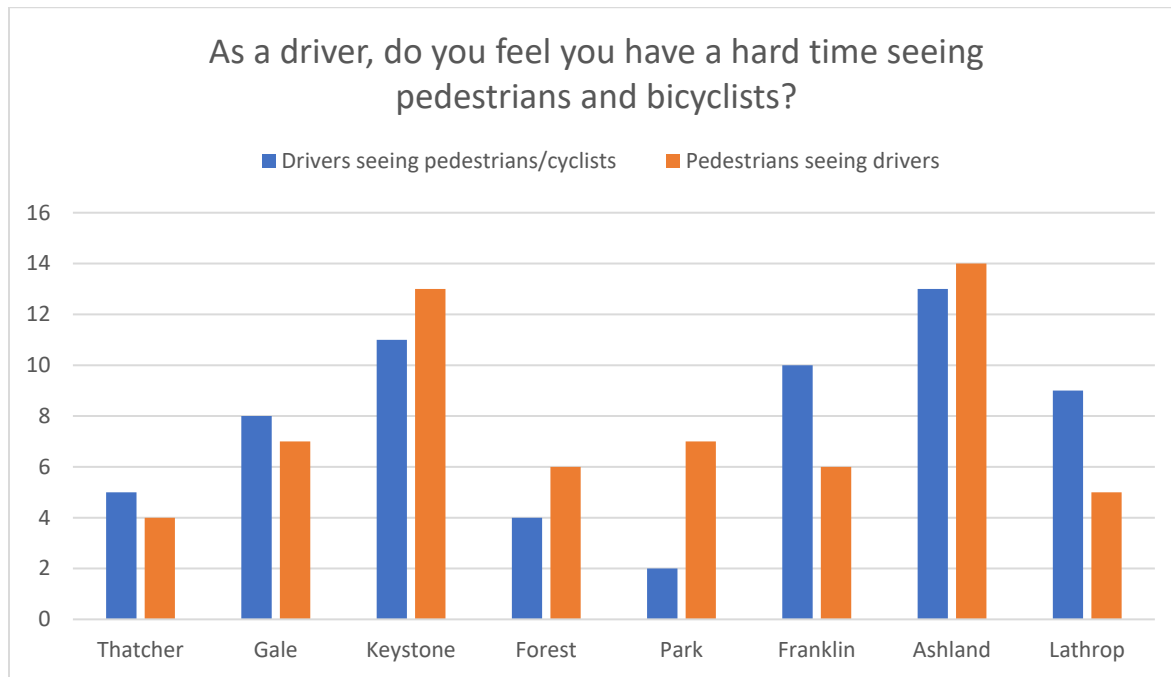


Figure 10. Open ended responses by Drivers and Pedestrians from the previous question.

Based on the side-by-side charts it is clear there is an overlap between pedestrian and driver perception of the areas where sightlines may be compromised. For both open-ended response sections 62 residents left feedback. While the overall distributions may be different the clear pattern is that Keystone and Ashland are perceived as intersections where sight distances are compromised.

At Ashland Ave, this was what we would expect to see based on the extreme setback of the sidewalk from the road. This pattern is more pronounced looking at the drivers responses where both Franklin Ave and Lathrop Ave also had elevated response rates. This was likely due to the odd sidewalk setback continuing at both nearby intersections. From the perspective of pedestrians, the two neighboring signalized intersections may provide a greater sense of safety as they can utilize a marked crosswalk during a pedestrian walk phase. Thus, those roads were not considered as dangerous by pedestrians responding.

The responses claiming Keystone has compromised sightlines were surprising for TEG. Knowing that drivers often roll through the stop at the intersection may explain some of the responses, but TEG did not feel the trees and landscaping around the intersection would impact drivers' ability to spot pedestrians approaching to that extent. This is especially true if a driver came to a complete stop and assessed their surroundings before continuing forward.

The remaining responses were spread across the corridor. The next most mentioned intersection was at Gale Ave with 15 respondents mentioning concerns on Gale between pedestrian and driver responses. This makes sense based on the density of trees and landscaping around the intersection. The fact that drivers on Washington Blvd do not need to stop makes it harder for them to register a pedestrian crossing or waiting to cross amongst the other visual clutter. Currently there is sidewalk crossing Washington Blvd on the east and west legs with no crosswalk to indicate to drivers that pedestrians may be crossing in the area.

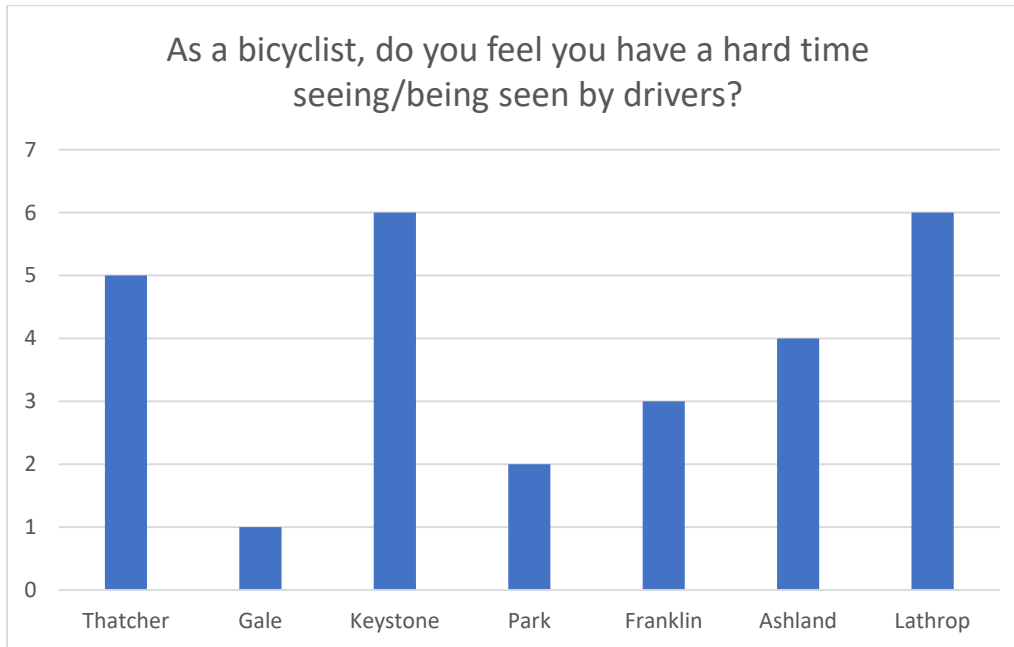


Figure 11. Open ended responses by Cyclists to the previous question.

Cyclists had a much smaller pool of open-ended responses (27) due to less residents regularly cycling on Washington Blvd. Their responses may be from the perspective of a rider entering Washington Blvd from a side street or a rider navigating Washington Blvd. Clearly, the two all-way stop intersections of Thatcher Ave and Keystone Ave are concerning to cyclists. This may correspond with the perception that drivers regularly do not stop at those two intersections. More cyclists felt they couldn't be seen as we head east through the intersections of Park Ave, Franklin Ave, Ashland Ave, and Lathrop Ave. TEG speculates that this is due to the unique geometry in that portion of the corridor and cyclists feeling less safe/seen at signalized intersections generally. Providing protected bike facilities would be the best way to give bicyclists a designated place on the road where drivers can expect cyclists.

In all situations, the majority of residents did not feel they had any issues being seen or seeing oncoming traffic. Breaking data down by how often each respondent uses the road creates a similar distribution as above with the primary difference being a higher percentage of residents feel they are having a hard time being seen the more often they use the road. Summary of data and individual tables can be seen in Appendix B.01: Survey Response Graphs & Data. The primary value in resident responses was to gather which intersections residents feel are most dangerous. This allows us to focus our efforts and suggest changes that will positively impact all road users.

Recommendations/Alternatives

Washington Blvd had all segments scored using the Traffic Calming Toolbox (TCT) designed for the Village as part of this project. Please refer to Appendix F.04: Traffic Calming Toolbox Scoring Sheets for individual scores. Every segment fell into the Level 3 category of improvements, meaning the roadway is eligible for improvements up to Level 3 of the improvement matrix (See below).

Available Traffic Calming Measures	Primary Issue Addressed		
	Speed	Volume	Pedestrian Safety
Level 1 - No Traffic Flow Changes (25-39 points)			
Targeted Speed Enforcement	X		
Speed Radar Trailer	X		
Speed Feedback Sign	X		
Centerline/Edgeline Markings	X		
Updated Signage (New/Larger/Refreshed)	X		X
Speed Limit Signage	X		
Flashing Signs	X		X
Pavement Legend	X		X
High Visibility Crosswalks			X
Educations/Community Outreach	X		X
Level 2 - Some Traffic Flow Changes (40-59 points)			
Sign Turn Restrictions/Turn Movement Restrictions		X	
On-street Parking Strategies	X		
Parking Lane Markings	X		
Textured Pavement	X		
Rumble Strip	X		
Rapid Rectangular Flashing Beacon			X
Left-turn Improvements			X
Level 3 - Significant Traffic Flow Changes (60-79 points)			
Curb Extensions	X		X
Mid-Block Chokers	X		X
Center Island Narrowing/Pedestrian Refuge			X
Stop Signage		X	
Traffic Circle	X	X	
Roundabout	X	X	
Realigned Intersection	X	X	
Speed Hump/Speed Cushion	X	X	
Speed Table/Raised intersections	X	X	

Table 5. Traffic Calming Toolbox Levels of Improvement.

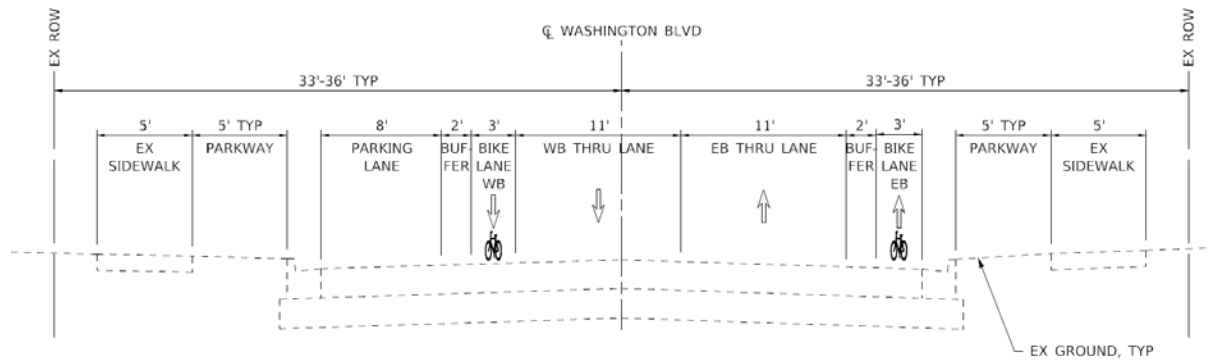
Since the corridor is a half mile there are multiple segments with changing characteristics and roadside conditions throughout. Analysis and scoring were done on the segments between each intersection to verify the tier of improvements available at each location. All segments within Washington Blvd had a score of between 65-75 which fell into the tier 3 improvement category.

A typical cross section of the road where parking is removed on one or both sides and protected bike lane(s) are installed would be the preferred option from TEG's perspective. This would allow more room for additional traffic calming features and would make the roadway much more accommodating for bicyclists who are at risk trying to share lanes with cars going 15 mph over the speed limit. At the Washington Blvd bridge there is a road diet project that is reducing the four-lane cross section down to two lanes with a protected bike path. If possible this cross section should be tied into any improvements along Washington Blvd.

Based on conversations with Village staff, as well as survey responses, TEG understands that removing parking will be unpopular with some residents in the area. TEG plans to focus on maintaining parking along one side of the road while eliminating parking on the opposite side to make room for an on-street bike lane. As mentioned previously, parking along the corridor was at 50% or less utilization in the parking and commuter study previously done by the Village. This indicates that while residents feel parking is necessary there is clearly an overabundance in the corridor that may be negatively impacting the roadway. By consolidating parking to one side of the road TEG would like to repurpose the existing southern parking lane for bike facilities while increasing the utilization of the remaining parking.

Alternative 1 (Preferred)

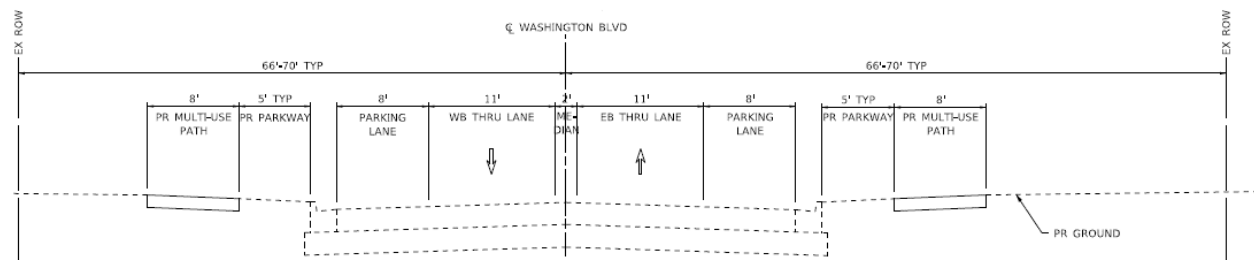
All recommendations discussed above have been compiled and drafted into a proposed exhibit for Washington Blvd and can be seen in Appendix F.05: Washinton Blvd Exhibits. Within the exhibits TEG used the preferred design and cross section as detailed above. TEG is proposing an alternative roadway cross section throughout the corridor. We have developed two new typical sections, one for the east half and one for the west half with the transition point at Park Ave. The western cross section maintains all parking along the north side of Washington Blvd, narrows the lanes to 11' in each direction, and provides a 3' bike lane with 2' buffer on the north and south side of the street (See figure 12 below). The eastern cross section will keep the current lane configuration from Park Ave to Lathrop Ave, but lanes will be reduced to 11' widths and a two-foot striped median will be installed (See figure 13 below). Throughout the eastern section, cyclists will be provided 8' multi-use paths north and south of Washington Blvd. TEG updated our capacity model to function without right-turn slip lanes at the intersections and found only minor changes in the overall capacity of the road (See Appendix C.03: Alternative Volumes & Level of Service – AM and Appendix C.04: Alternative Volumes & Level of Service – PM).



WESTERN ALTERNATIVE 1

THATCHER AVE - PARK AVE
(FACING EAST)

Figure 12. Proposed Western Typical Section Washington Blvd.



EASTERN ALTERNATIVE 1

PARK AVE - LATHROP AVE
(FACING EAST)

Figure 13. Proposed Eastern Typical Section Washington Blvd.

Speeding is considered an issue throughout the entire project; intersection or segment specific concerns and countermeasures are detailed below:

Thatcher Ave Intersection:

- Install Sign Mounted 8" Flashing Beacon on stop warning signs along Thatcher Ave.
- Install a raised intersection.
- Install curb extensions on the northeast corner.
- Provide dotted lines showing cyclists path from the west leg to the east leg to stay within bike lanes.
- Redesign Existing crosswalk to be a raised crosswalk.

The intersection with Thatcher Ave has an elevated angle crash rate unexpected at an all way stop intersection. Speed is likely a contributing factor increasing the severity of all crash types. Residents have stated that drivers often do not stop at the stop signs at this intersection. While TEG did not feel the stop signs on any approach were hard to see it is possible that speeding drivers don't notice the stop warning signs prior to the intersection and also miss the stop signs at the intersection. To combat this 8" flashing

beacons should be placed on the Stop Ahead Warning signs or the signs should be replaced with flashing LED bordered warning signs

TEG also proposes to install a raised intersection. This physical obstacle forces drivers to slow down and creates more awareness at the intersection. Since this intersection is a gateway to the rest of the Village and speeding appears to be common TEG felt aggressive countermeasures were necessary at this location.

The east leg of the intersection should be restriped using the new proposed cross section. This will provide facilities for cyclists that can tie into the new cross section west of Thatcher Ave.

Gale Ave:

- Install curb extensions along the north side of the road.
- Provide dotted lines showing cyclists path from the west leg to the east leg to stay within bike lanes.
- Provide striped crosswalks across Washington Blvd.

Gale Ave suffers from the same elevated angle crash rate as Thatcher Ave including one pedalcyclist crash. Since Washington Blvd is not stopping at this intersection TEG theorizes that sight distance issues and speeding are the primary causes of the angle crashes. Residents verified this in survey response data. To increase visibility while decreasing visual clutter at the intersection parking on the south side of the road should be removed in favor of bike lanes. Curb extensions should be provided along the north side of Washington Blvd to bring pedestrians closer to oncoming traffic. Parking is available on Gale Ave and the north side of Washington Blvd for residents who can no longer park on the south side.

Crosswalks are currently striped on the north and south legs at Gale Ave. To create more visibility for the intersection and to connect existing sidewalks, crosswalks should be striped on the east and west legs. Pedestrian warning signs should be installed with the crosswalks for consistency with other parts of the corridor.

Keystone Ave:

- Install a raised intersection.
- Install curb extensions along the north side of the road.
- Provide dotted lines showing cyclists' path from the west leg to the east leg to stay within bike lanes.
- Redesign Existing crosswalks to be raised crosswalks.

Keystone Ave saw the same elevated angle crash rate as both Thatcher Ave and Gale Ave. Since this location is an all way stop similar improvements were recommended to those at Thatcher Ave. Sight distance seems to be worse for all legs of the intersection than Thatcher Ave due to large trees and landscaping near the intersection. TEG recommend installing a raised intersection to provide multiple points of traffic calming as a driver moves along Washington Blvd.

TEG recommends removing street parking along the south side of the road to provide bike lanes. Curb extensions should be provided along the north side of Washington Blvd to bring pedestrians closer to oncoming traffic. Signs to not drive in the parking lane are a result of unused parking in the area and evidence that drivers attempt to improperly use the parking lane as a second lane. At the all way stop intersection this can be dangerous if drivers on the other legs are not expecting a second lane of traffic.

This behavior is even more dangerous at Keystone Ave due to the compromised sightlines. Removing parking and adding curb extensions will eliminate the possibility for drivers to incorrectly use the intersection.

Forest Ave:

- Install a curb bump out along the north side of the road.
- Provide dotted lines showing cyclists path from the west leg to the east leg to stay within bike lanes.
- Redesign Existing east crosswalk to be a raised crosswalk.

While this intersection has not seen many crashes, it is the crossing point between two parks. High speed traffic may discourage residents from using the area as it was intended. To slow drivers down while continuing to allow parking along the north side of Washington Blvd, TEG suggests installing a raised crosswalk on the east leg. This will provide greater safety for pedestrians and will force drivers to slow down even though there is no traffic control at this location. Since the parks may have residents visiting by car, parking will remain in the area with the exception that parking on the south side of Washington Blvd which will be removed to install a bike lane.

Due to the number of parks in the area TEG feels prioritizing pedestrian access in this area will benefit the corridor and community.

Park Ave:

- Transition on-street bike lanes to off-street multi-use paths.
- Provide restriped crosswalks using zebra striping to signify any bike crossing locations.
- Fix pedestrian crossing sign location.
 - o Move closer to the Franklin Ave crosswalk.
- Install curb extensions on all four corners.

Park Ave has a low crash rate similar to Forest Ave and in this case, TEG recommends transitioning away from the cross section starting at Thatcher Ave to a new cross section that matches the existing conditions with the addition of narrower 11' lanes and a 2' striped median. All four legs should have their crosswalk striping updated to zebra striping. Signing in the area includes a "Stop here for pedestrians" sign for the crosswalk on Franklin Ave. It is unclear that the sign is referring to the crosswalk on Franklin Ave based on how far it is placed from that intersection. TEG suggests relocating the sign consistent with other areas of the Village.

The park in the southeast corner along with the two parks at Forest Ave may attract more pedestrians than other portions of the corridor, so ensuring safe pathways in this area is a priority. Sightlines are adequate up to the intersection in all directions and the lack of crashes even with drivers speeding in the area supports this analysis. TEG suggests maintaining some form of cycling infrastructure through the intersection using a multi-use path along the north and south side of Washington Blvd. The path should be located closer to the existing roadway consistent with sidewalk offsets west of Park Ave.

Franklin Ave:

- Install a raised intersection.
- Remove existing sidewalk and install multi-use path closer to Washington Blvd.
 - o Restripe south crosswalk and move stop bar closer to Washington Blvd.
 - o Remove unnecessary sidewalk and existing crossings along north and south side of Washington Blvd.
- Install curb extensions on all four corners.
- Redesign Existing crosswalks to be raised crosswalks.
 - o Use zebra striping as applicable.

Franklin Ave is a relatively safe intersection with the main crash type being rear ends. Both drivers and cyclists complained about sight distance issues at Franklin Ave in the resident survey. This may be due to the unique 5-leg intersection geometry and the 40' set back of the sidewalk beginning in the southeast. TEG suggests replacing the sidewalk in the area with a multi-use path setback a maximum of 10' from Washington Blvd. This will ensure pedestrians don't feel disconnected from the street. When drivers can't see pedestrians, they can't make alterations to their driving patterns to account for the possibility a person on foot could come into the road from any angle.

Providing off-street bicycle accommodations will encourage more residents to cycle. It is important to provide facilities considered Level of Traffic Stress 1 (LTS1) by IDOT to allow beginners a safe place to avoid riding in traffic. LTS1 facilities are typically off-road and can comfortably be used by all residents including children, unlike some on-street facilities.

Ashland Ave:

- Remove existing sidewalk and install multi-use path closer to Washington Blvd.
 - o Restripe south crosswalk and move stop bar closer to Washington Blvd.
 - o Remove unnecessary sidewalk and existing crossings along north and south side of Washington Blvd.
- Install curb extensions on all four corners.
- Provide restriped crosswalks using zebra striping to signify any bike crossing locations.

Ashland Ave saw an extreme number of angle crashes over the analysis period. All groups surveyed agreed that visibility at Ashland Ave is lacking. TEG believes this is primarily due to the large offset of the sidewalks along the north and south side of Washington Blvd that push back the stop bars for drivers waiting to turn onto Washington Blvd.

To correct the problems at this intersection TEG suggests maintaining the on-street cross section and multi-use paths installed beginning at Park Ave. This will relocate the crosswalk closer to Washington Blvd and allow the Village to move the existing stop bar closer to the traveled way. Installing curb extensions on all four corners will make it apparent to drivers on Washington Blvd that there is an intersection at this location.

Lathrop Ave:

- TEG recommend as few changes as possible that will impact the eastern leg
- Install a raised intersection.
- Install curb extensions on the northwest and southwest corners.
- Redesign Existing crosswalks to be raised crosswalks.

The intersection is high volume, and all crash types correspond to what is standard for a signalized intersection. TEG would suggest installing curb extensions to make it clear the road is one-lane per direction as drivers enter the Village. Cyclist considerations should include the termination of the MUP into the existing sidewalk network.

TEG recommends installing a raised intersection at this location as well to slow drivers as they enter the Village. Additionally, multiple raised intersections throughout the corridor are more effective than a single placement. In this case raised intersections at Thatcher Ave and Lathrop Ave will address speeding as drivers enter the Village and the raised intersection at Keystone Ave will help to address speeding within the corridor.

Other Alternative Designs

TEG is proposing alternative cross sections in addition to the preferred alternative. These include both alternative cross-sections that may be implemented throughout the corridor. Below is a listing of these alternative options along with how they fit into the corridor wide improvement.

Western Alternative 2

The Western Alternative 2 proposes two 11' through lanes along the north side of the road, an 8' parking lane, 2' buffer, and an 8' bi-directional bike lane. At Park Ave the cross section would transition to an off-street multi-use path and lanes would shift back to the south. Curb extensions may not be compatible with this cross-section design.

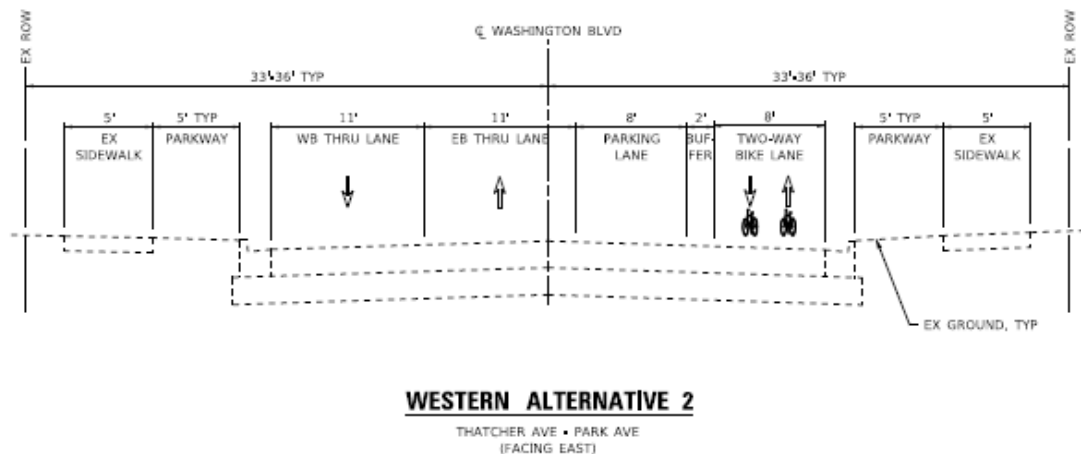


Figure 14. Western Typical Section Alternative 2 Washington Blvd.

Western Alternative 3

The Western Alternative 3 proposes an 8' parking lane along the north side of the road, two 11' through lanes, a 2' buffer, and an 8' bi-directional bike lane. At Park Ave the cross section would transition to an off-street multi-use path. Curb extensions can still be provided at the northern corners using this design.

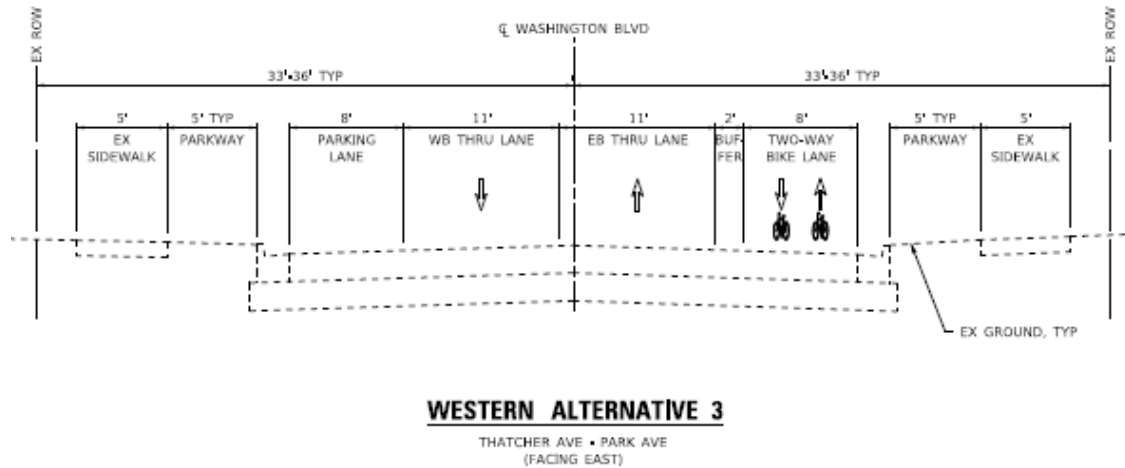


Figure 15. Western Typical Section Alternative 3 Washington Blvd.

Eastern Alternative 2

Eastern Alternative 2 is identical to West Alternative 1. Parking will remain in place along the north side of the road and will be removed from the south side of the road. The cross section provides 8' of parking along the north side of the road, a 2' buffer, a 3' westbound bike lane, two 11' through lanes, a 2' buffer, and 3' eastbound bike lane. Curb extensions will still be provided along the north side of the road and sidewalks will still be realigned at the intersections to be closer to Washington Blvd.

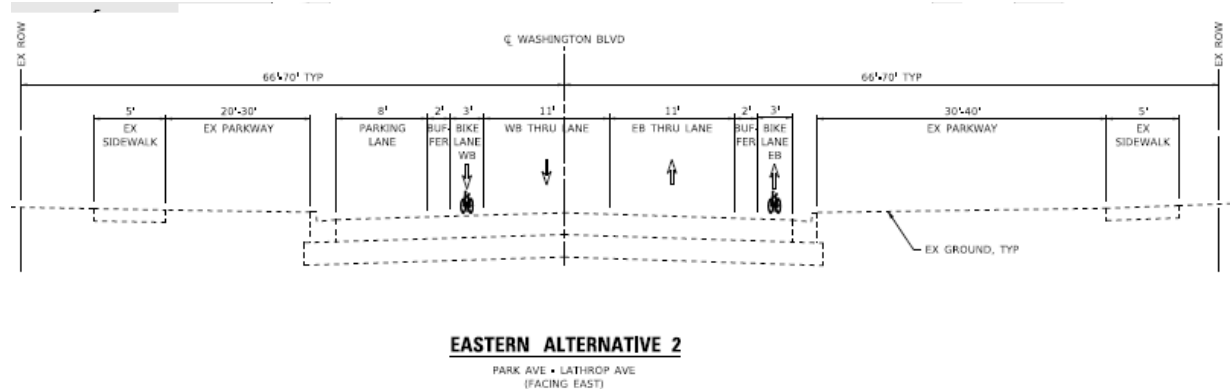


Figure 16. Eastern Typical Section Alternative 2 Washington Blvd.

The intention of providing multiple lane configurations is to allow the Village to select the design they feel is most appropriate in the area. Sample exhibits using alternative cross sections are provided and drafted at sample intersections (Washington Blvd and Gale Ave, Washington Blvd and Ashland Ave) and can be viewed in Appendix F.05: Washinton Blvd Exhibits.

THATCHER AVE SPEED STUDY

Introduction

Thatcher Ave was identified as an area of interest due to its imbalanced lane configuration and observed speeding during initial field assessments. The Village confirmed the location was known to have speed issues, and this was further supported upon reviewing the results of the Village-wide survey. In the corridor from Division St to Chicago Ave, 21 residents complained that drivers were speeding along Thatcher Ave.

TEG's analysis focuses on a single representative section of the corridor including one segment and its two bounding intersections. While it is likely speed conditions will apply to the areas south and north of the studied corridor, a more in-depth study of the full corridor will need to be completed at a different time or as an extension of the findings in this report. TEG is aware that the Village would like to provide bike infrastructure through the corridor in the future. TEG noted this portion of Thatcher Ave has already been identified to receive a bike lane within the Village's Comprehensive Plan approved in 2019. All recommendations will take future bike accommodations into account. Knowing this, TEG will use this study as a starting point to determine existing issues that need to be addressed in conjunction with new bike facilities that make cyclists feel safe on the road.

Existing Conditions Analysis

The existing road is designed with an imbalanced lane configuration with two southbound lanes and one northbound lane. Center striping is provided throughout the corridor with parking lanes striped along the east side of the road. The width of the road is approximately 41' with three 11' lanes and one 8' parking lane. A curb and gutter is provided along both sides of the road with lighting throughout the corridor. The east side of Thatcher is all residential and is lined with driveways, while the west side of the road is Cook County Forest Preserve. There is a railroad track running northwest to southeast crossing Thatcher Ave at the mid-point between Division St and Augusta St. The train crossing is fully equipped with flashing lights and gates for crossing vehicles. There are currently no gates for the sidewalk crossing.

The posted limit on Thatcher Ave is 25 mph and there are multiple speed limit signs posted for north and southbound traffic. This includes a driver feedback sign north and south of the study area for northbound traffic only. The speed limit of both side roads included in this analysis are also 25 mph.

At the termini intersections, Thatcher Ave maintains the same cross section with a break in the center striping to allow southbound traffic to turn left. The second southbound lane along Thatcher Ave allows drivers not turning left to go around the driver waiting to complete their left turn. TEG believes this was the intention of striping two southbound through lanes even though the directional split of traffic volumes along Thatcher Ave are close enough that an imbalanced lane configuration would not normally be considered. In this case TEG does not feel the imbalanced lanes are an issue unless they result in unsafe conditions along the segment or at either intersection.

The northern intersection with Division St is a minor stop-controlled tee-intersection with Thatcher Ave. The north leg of the intersection differs from the standard Thatcher Ave cross-section by restricting parking on the east side of the road using diagonal striping. North of the study terminus the road curves to the northeast. At the intersection, Division St has a two-lane cross section with a striped bike lane running along the outside of the travel lane north and south of the road. Parking is striped along the north side of

the road. Sidewalk is provided along the east side of Thatcher Ave from the south with a standard crosswalk striped across Division St. Sidewalk continues east along the north side of Division St, but does not continue along Thatcher Ave. There are two universities and a high school sports facility located along Division St and may serve as a trip destination for many drivers turning onto Division St.

There is potential for a high pedestrian demand in the corridor due to access for the Des Plaines River Trail requiring a theoretical cyclist to navigate the intersection between North Ave and Thatcher Ave before reaching the trail. Currently, there is no way for a cyclist to avoid this intersection without leaving River Forest and taking an indirect route to reach the trail. This indirect route is unnecessary assuming a cyclist could safely travel on Thatcher Ave. In the existing conditions with potential speeding along Thatcher Ave and no protected bike lane, most casual cyclists will feel unsafe sharing a lane with vehicles. This is the case along all roads with no striped/protected bike lanes, but especially when the route being entered is high volume (see next section) and along a curve where cyclists may be hard to see like Thatcher Ave. Making the corridor along Thatcher Ave from Chicago Ave to North Ave more cyclist friendly will promote multi-modality and address a lapse in the cycling network. TEG noted the potential for connectivity between the Des Plaines River Trail and the Illinois Prairie Path by installing bike lanes along Thatcher Ave and Madison Ave, but that goes beyond the scope of this study.

It is unclear if sight distances are acceptable for drivers waiting to turn from Division St. The curve north of the intersection does impair vision, but it appears minor. At a design speed of 25 mph the required intersection sight distance is 280'. It appears the existing sight distance on Division St is between 300'-400' looking north which is over the minimum. Speeding southbound drivers on Thatcher Ave may result in an insufficient sight distance based on the real-world speeds.

The southern intersection between Thatcher Ave and Augusta St is also a minor stop-controlled tee-intersection entering Thatcher Ave from the east side. Thatcher Ave maintains its standard cross-section north and south of the intersection. Augusta St is a two-lane two-way street with 12' lanes, center striping, and no on-street parking permitted. Sidewalk runs along the north and south side of Augusta St and along the east side of Thatcher Ave. There is a ladder-style crosswalk striped across Augusta St. Based on roadway features Augusta St appears to be lower volume than Division St (see next section), this may be due to the presence of multiple universities along Division St drawing traffic. Drivers on southbound Thatcher Ave cannot turn left onto Augusta St due to a sign restricting the movement.

The intersection between Thatcher Ave and Augusta St does not appear to have any geometric deficiencies in the existing condition. The left turn restriction at the intersection seemed unnecessary for capacity reasons, but it may have been implemented to improve safety. TEG sees no reason to restrict left turns at Augusta St in the existing condition. If a southbound driver was taking time to make a left turn the drivers behind them would have the option to go around using the outside southbound lane. From a safety standpoint there is clear vision of oncoming traffic for a driver waiting to turn left. It is unclear why the left turn restriction was initially put in place, but TEG recommends reconsidering how necessary this turn restriction is prior to implementing any countermeasures in the area.

Volume Analysis

Knowing the volumes along all studied routes and how they interact with each other is important to understanding the operation of the corridor and focusing on potential deficiencies. Based on traffic volume counts performed in December 2022, TEG found that average daily traffic (ADT) is roughly 10,000 vehicles

along Thatcher Ave, 5,200 vehicles along Division St, and 1,500 vehicles along Augusta St. Thatcher Ave has the highest north-south ADT in the Village other than Harlem Ave. Division St represents a moderately busy collector street and Augusta St functions as a residential road. This corridor gives a good sample of intersection volumes along Thatcher Ave to determine how the road interacts with small and large side-streets.

Along Thatcher Ave the primary concern is whether existing capacity during the peak hours is adequate to process the number of vehicles travelling through the corridor and entering from both intersections. Under free flow conditions approximately 1,900 vehicles can be processed per hour per lane. Based on peak hour volumes along Thatcher Ave, the roadway would be more than adequate for the existing peak hour volumes along Thatcher Ave of approximately 1,200 total vehicles including both directions of traffic. This is reflected in the Village-wide Synchro Traffic analysis in which Thatcher has an LOS of A or better at each intersection.

Based on these values the road should not experience traffic due to reaching capacity. Any traffic delays will be a result of drivers stopping at intersections to turn or to obey traffic control. Since the road is operating under capacity in both directions there is no reason to believe a secondary southbound lane would be required except. TEG's recommendation would be to install an auxiliary lane at the intersections instead of providing a second southbound lane for the extent of the corridor. In between the intersections, this center lane could either be a striped median or a two-way left turn lane to provide driveway access.

Currently the Level of Service (LOS) on Division St is an E which is failing, but both the northbound and southbound lanes on Thatcher Ave have a LOS of A. This means minimal delays for drivers turning off Thatcher Ave and long delays for drivers waiting to turn off Division St. This may encourage drivers on Division St to find other routes out of the Village that avoid the intersection between Division St and Thatcher Ave to avoid delays. More vehicles entered Division St than exited throughout the day and at both the AM and PM peak hour times. The imbalance is roughly 400 more vehicles per day entering than exiting and may be evidence of drivers attempting to avoid the delays while exiting using Division St.

The opposite pattern was observed at the intersection between Thatcher Ave and Augusta St where approximately 50% more drivers (300) exited Augusta St than drivers who turned from Thatcher Ave. The pattern is consistent throughout the day. TEG noted that most drivers at the intersection (~70%) turn right to go north on Thatcher Ave. Using the same roads the return trip would involve a left turn back onto Augusta St which is illegal at the intersection. This makes a return trip reversing the route originally taken impossible for 70% of drivers who are turning right off Augusta St. This may help to explain why so many drivers turned left at Division St. In a way this causes Division St and Augusta St to operate as a couplet where drivers turning right to leave Augusta St end up returning by turning left onto Division St to avoid the turn restriction at Augusta St. The result of this configuration is more traffic exiting Augusta St onto Thatcher Ave and more traffic reentering the Village by taking Thatcher Ave south and turning left onto Division St.

The LOS on Augusta St at the intersection is a C which is acceptable. Total traffic at the intersection is significantly less than at Division St and TEG expects that most drivers at Augusta St will wait in a short queue before turning onto Thatcher Ave. Knowing that traffic during the peak hour periods is roughly ~120 westbound vehicles it is unlikely that drivers experience pressure to turn quickly while waiting at the

intersection with Thatcher Ave. In most cases drivers waiting at the intersection will be in a queue of at most one to three vehicles.

Speed Analysis

TEG conducted a speed study along the segment of Thatcher Ave between Division St and Augusta St over a 24-hour period to determine the presence and extent of any existing speed issue in the area. When analyzing speed data, it is commonplace to look at the 85th percentile speeds as a representative sample of the speed that most drivers feel comfortable traveling at through the corridor. Typically, the speed limit and the 85th percentile speed are within a few miles per hour of each other. Along Thatcher Ave this is not the case. The 85th percentile speed was 41 mph – along a road posted with a speed limit of 25 mph. This is a significant speed differential that may result in drivers on Thatcher Ave feeling unsafe when attempting to follow the speed limit (other drivers honking or riding too closely).

Looking closer at the 85th percentile speeds broken down by lane TEG noticed that northbound drivers 85th percentile was 38 mph, the southbound inside lane 85th percentile was 42 mph, and the southbound outside lane 85th percentile was 44 mph. This could be indicative that the unbalanced lane configuration makes southbound drivers feel they can drive faster without feeling unsafe. This is expected because southbound drivers on the outside leg can speed without worrying about other drivers stopping to turn left. This explains the higher 85th percentile speed in the outside lane compared to the inside. Other factors for northbound traffic such as striped parking lanes making the lane appear narrower and multiple entering driveways likely work as a minor form of traffic calming reducing speeds for northbound traffic.

Compiling the 85th percentile for all lanes and breaking the data down by hour revealed that drivers were traveling anywhere between 9-21 mph over the speed limit in any given hour without exception. This is clearly a roadway with severe speed issues.

TEG noted that the Village does not currently have a road with a speed posted above 25 mph to cross the Village north-south other than Harlem Ave (30 mph). This may leave drivers looking for an efficient route to traverse north-south across the Village without going to the opposite end of the Village to use Harlem Ave. In its current state Thatcher Ave fills this niche operating as a perimeter road allowing drivers to use a route with minimal stops to get north-south efficiently. While filling its role as a perimeter road there are some design aspects of Thatcher Ave that may mislead drivers into thinking the road has a speed limit between 35-40 mph. These features include:

- Multiple southbound lanes
 - More than one lane per direction is not typical on low-speed roads.
- Road width
 - Similar to having multiple lanes per direction having a wide road-way signals to drivers it is a more major street and typically has higher speeds.
- Turning restrictions
 - Generally low-speed residential roads do not restrict turns onto other residential roads like at the intersection with Augusta St.
- Lack of pedestrian and cycling facilities
 - While there is a sidewalk along the east side of Thatcher Ave it is not continuous up to North Ave and there is no matching sidewalk along the west side of the road.
 - There are currently no bike facilities along Thatcher Ave.

- This might give drivers the impression that pedestrians/cyclists are not expected along the road.

These issues become worse if drivers are not paying attention to the posted limits or miss seeing a sign. Due to the severity of speeding, TEG feels that changes to the entire corridor may be warranted to correct the issue. These changes would include:

- reducing southbound traffic to one through-lane as a form of natural traffic calming
- Installing the bike lane along Thatcher Ave as described in the 2019 Comprehensive Plan
- Periodic raised intersections
 - This improvement would be most beneficial at entrances to the Village to address traffic along Thatcher Ave and drivers entering the Village from the west with the same improvement.

These improvements should effectively change the character of the road, which should in effect reduce driver speed. Due to the severity of the existing speed issue more countermeasures may be required in the future, but the current recommendations will change so much about the operation of the road that a reevaluation will be required before suggesting additional future countermeasures.

Crash Analysis

TEG analyzed crash data within the Village over a six-year period from 2016-2021 for Thatcher Ave from Division St to Augusta St

Higher speed crashes tend to result in more severe injuries, so addressing the speed will be key for improving safety in the corridor. Within the study area there has been two A-injuries and one cyclist crash. The studied segment has the highest crash rate along Thatcher Ave while the two studied intersection are the 4th and 6th highest scoring intersections along Thatcher Ave. TEG believes this is a good representative area for study including a segment, an all-way stop, and a minor leg stop.

Thatcher @ Division St: 18 Crashes 1 A-injury, 1 B-injury, 1 C-injury

4 Fixed Object

4 Turning Left: 1 B-injury

3 Rear End: 1 C-injury

3 Other Object

1 Head On: 1 A-injury

1 Angle

1 Turning Right

This intersection has seen several severe injuries and has had three crashes per year on average. No individual crash type stood out as a recurring crash pattern. Seeing a moderate crash rate coupled with a high injury rate where no one crash type stands out is more common at locations with existing speed issues. Since drivers are using the road at faster speeds than what was designed for, this has a significant impact on the curves, sight distances, and stopping distances. There is a higher likelihood of error or a driver losing control resulting in a variety of crash types with more injuries. This explanation makes sense

for the eight lane departure crashes (fixed object, other object, and head on) and accounts for the A-injury crash. Decreasing speeds along the road makes it less likely that drivers will lose control of their vehicle resulting in fewer lane departure crashes. The four crashes involving southbound left turning drivers and the two angle/turning right crashes are also less likely when oncoming traffic is slower. Slower oncoming vehicles gives waiting drivers more time to judge their turn. If a driver expects oncoming traffic to be moving at 25 mph this could also result in crashes when oncoming traffic is traveling over 60% faster than expected through the corridor.

Two of the three rear end crashes occurred between southbound drivers. In theory, if southbound traffic on Thatcher Ave was reduced to one lane of traffic the number of rear end crashes between drivers slowing down to turn right and drivers going straight would likely increase. TEG's goal at the intersection and through the corridor is safety. A reduction in perpendicular crashes and crash severity would provide significant safety improvements even if there was a moderate increase in the comparatively much less dangerous rear end crash type.

The lack of angle crashes suggests that sight distance is adequate at the intersection or drivers have adapted their driving to avoid turning southbound from Division St. This may explain why 70% of drivers on Division St turn right – it is unclear if the directional split is due to more drivers needing to go north to North Ave or if drivers who would want to turn southbound have changed their route to avoid turning left across Thatcher Ave.

Thatcher Ave @ Augusta St: 5 Crashes 2 B-injuries

2 Rear End

2 Angle: 1 B-injury

1 Pedalcyclist: 1 B-injury

While there is only about one crash per year at this intersection, there has been a high rate of injuries with 40% of the crashes that did occur resulting in B-injuries. Since this intersection has considerably lower volume than Division St it is expected that crash rates would also be lower. Despite this, seeing two angle crashes and a cyclist crash indicates the intersection may not be operating safely.

Due to only five total crashes occurring at the intersection, it is hard to establish a crash pattern. At this point, TEG feels that lower speeds in the corridor would have resulted in fewer injuries and may have resulted in several of the crashes not occurring at all. If traffic calming along the road is effective, TEG expects crash and injury rates to go down naturally at the intersection. The location should be reevaluated in the future to verify this is the case. Less than one crash per year would not generally warrant crash specific countermeasures. Unless one crash type becomes dominant, injuries remain common, or crash rates go up, TEG does not believe any crash specific countermeasures should be implemented at this intersection.

Thatcher Ave: From Division St to Augusta St: 6 Crash 1 A-injury, 1 B-injury, 1 C-injury

2 Fixed Object: 1 A-injury

3 Rear End: 1 B-injury

1 Other Object: 1 C-injury

The six crashes did not exhibit any patterns but did display a high rate of injuries, similar to the intersections. 50% of all crashes resulted in injuries with the most severe injury being an A-injury fixed object crash. Three of the six crashes involved a driver hitting a non-moving object due to lane departure. Generally, these types of crashes are exacerbated by higher speeds. The same can be said for the three northbound rear end crashes. TEG assumes these are vehicles stopping for a train or drivers turning into driveways since no other stop points are present. In these situations, both drivers going the speed limit would give the rear driver enough time to react to the lead driver braking.

Recommendations/Conclusion

There are severe speed issues throughout the study area; and it is likely these speed conditions extend beyond the studied location. Verification of these issues would need to be part of a more focused corridor study. The crash patterns in the area are also indicative of speeding. An 85th percentile speed of 41 mph on a 25 mph speed demonstrates a serious discrepancy between posted limit and the speed most drivers travel along the road at. To bring speeds in line with the existing speed limit, TEG believes changes would need to be made throughout the corridor not just the study area.

TEG noted that the road had the character of a higher speed road than the 25 mph posted speed. When this is the case and when the 85th percentile of drivers is significantly above the posted speed limit, it is important to consider if a speed limit adjustment is appropriate. Without studying the full corridor TEG would not make a specific recommendation for a new limit, but adjusting the limit up by even five miles per hour gives drivers the ability to go fast compared to other Village roads without going 40 mph in a residential area. Regardless of speed limit changes. TEG would recommend some traffic calming to bring speeds in line with what is safe for the roadway. TEG would strongly advise considering the Village's future goals for the Thatcher Ave corridor before making any changes. Since drivers have been driving 40 mph though the area for a while and are used to these speeds; reducing the speed in the corridor may have unintended consequences for the rest of the road network.

If the Village would like to follow through with traffic calming along the road TEG would advise using a variety of countermeasures and spacing countermeasures out through the corridor. Since this study found speed issues in the segment between Division St and Augusta St, these speed issues cannot necessarily be applied to the entire corridor without further study. These recommendations are given under the assumption that speed continues to be an issue south of the study area to Chicago Ave where the dual southbound lanes end. Similarly, TEG assumes speeds remain consistent to North Ave, since no major changes in roadway cross-section are present north of the Division St intersection. Past these intersections the road cross section changes and it is unclear if speeding would continue.

TEG recommends making the following changes to the corridor bounded by the signalized intersections of North Ave and Chicago Ave:

- Consider removing the second southbound lane or repurposing the lane for southbound left turns into driveways.
 - This lane is not needed for capacity reasons and if an auxiliary lane is necessary at an intersection it should not also be used as a through-lane (See Appendix C.03: Alternative Volumes & Level of Service – AM and Appendix C.04: Alternative Volumes & Level of Service – PM).
 - Having dual southbound lanes gives the impression the road is higher speed than what is posted.
 - If maintaining the secondary lane it should be changed from a through lane to a shared left turn lane for residents turning left into driveways along Thatcher Ave.
- Install bike facilities along the road
 - Following the 2019 Comprehensive Plan, TEG suggests providing bike facilities to promote connectivity to the Des Plaines River Trail to the north.
 - The existing condition with drivers traveling 40 mph is unsafe for a cyclist to try and share the lane.
- Install raised intersection(s) at the Chicago Ave (signalized) intersection and The Division St (minor-stop) intersection.
 - Since the road is posted 25 mph the slowdowns caused by raised intersections would be minimal (the raised intersection can be designed based on a desired speed).
 - Since it is a physical installation, drivers risk damaging their vehicle if they continue to speed at the current rates.
 - Evenly spacing the raised intersections helps to prevent drivers from immediately speeding up after passing the countermeasure.
 - Raised intersection planned at Division St benefits cyclists entering Thatcher Ave from the bike lane.
 - Raised intersection planned at Chicago Ave slows drivers on Thatcher Ave and drivers heading eastbound into the Village.

From a geometric and operational standpoint, the existing issues seem to be caused by the severe speeding in the corridor. TEG feels that resolving speed issues would mitigate the high rate of injury for crashes in the corridor. Slowing traffic down will have impacts to the road network and TEG believes a more in-depth corridor study would be beneficial to help ensure changes along the corridor do not result in unforeseen consequences for other nearby roads.

APPENDIX A: TRAFFIC CALMING TOOLBOX

01. Traffic Calming Toolbox Memo
02. Scoring Matrix
03. Matrix of Improvements
04. Cost Matrix
05. Summary of Improvements w/ Pictures

Traffic Calming Toolbox Memo

TRAFFIC CALMING TOOLBOX

“The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.”

- Federal Highway Administration definition of traffic calming

Introduction

Having a standardized roadway system is imperative to the safety of residents and drivers alike. Predictability on a road increases safety and decreases variability when traveling to different parts of the Village. The goal of this traffic calming toolbox and scoring sheet is to assist the Village in identifying locations for further study, choose from a list of appropriate countermeasures, and maintain consistency of traffic improvements throughout the Village.

The process will begin with either an internal initiation by the Traffic and Safety Commission identifying a location with potential traffic problems, or a resident petition being presented to the Traffic and Safety Commission. From there the scoring document will be used to evaluate the location and determine what improvement categories apply. The improvement type used will be left to the discretion of the Traffic and Safety Commission in conjunction with resident and Village Staff input. In addition to the “Improvement Matrix” which lists the improvement types that may be considered, this document also includes a “Cost Matrix” to further inform the reader of potential cost implications and to identify ideal locations for each improvement type.

The improvement types are taken from the Federal Highway Administration’s (FHWA) recommendations for traffic calming along with Thomas Engineering’s own experience completing traffic studies around the state. The scoring sheet and matrix are meant to serve as guidelines for the Village. All improvements should rely on site specific criteria to determine the optimal countermeasures at each location. The relevant application of each improvement will ultimately be up to the Traffic and Safety Commission and Village Board.

Scoring Criteria

The Scoring Matrix will be the first step after identifying a location for potential traffic calming. The location will be analyzed based on recent crash history, vehicle speed (using speed study), average daily traffic, and nearby pedestrian traffic generators (school, library, park, church, or public transit). Additional points will be awarded for locations identified as a bike route per the Village Bicycle Plan implemented in 2019 and/or if the interest in the location was created through a resident petition.

The maximum score a location can get will be 100 points with a minimum threshold of 25 points to proceed with review and potential improvements. Points from this section will be used to determine what level of improvements can be used in the Improvement Matrix.

Scoring Process

The scoring process will utilize two intersections and one connecting segment for each scoring category. This means, for example, the crash score will utilize the total crashes at both intersections and the joining segment. While there are some intersection-specific traffic calming measures TEG assumes most studies will be based along a specific road which will then have a suitable segment chosen for study.

For full corridor studies including multiple segments along a road each segment + its two termini intersection will be used to score all segments through a corridor. In the end each segment & intersection combo will have a final score and corresponding level of improvement. In testing scores through a corridor were generally similar, but in the case of segments falling into different improvement levels TEG recommends using engineering judgement to choose the level of improvement most appropriate for the corridor.

Improvement Matrix

After scoring a location the Traffic and Safety Commission should look at the Improvement Matrix to determine what “Level” of improvements should be considered. Using the score from the Scoring Matrix, the Levels are as follows:

Level 1 = 25-39 points – Locations that may have speed and safety concerns not apparent without further review; minimal impact to traffic.

Level 2 = 40-59 points – Locations with minor speed and safety problems; no new physical barriers or traffic control.

Level 3 = 60-79 points – Locations with moderate speed and safety problems; physical barriers or new traffic control may be justified.

Level 4 = 80-100 points – Locations with major speed and safety problems; roadway may be in need of substantial improvements to correct traffic conditions on the road.

Traffic improvements are categorized by how much of an impact each improvement has on drivers using the road. As the impacts to drivers become greater, the effectiveness of the improvement also increases. For this reason, the level 3 and 4 traffic calming measures should be used sparingly to correct areas with clear deficiencies. Some of the level 3 and 4 improvements have secondary criteria that must be met prior to considering the improvement, which are listed in the “Usage Notes” column. For example, in order to install a new all-way stop sign, the intersection must first fulfill an all-way stop warrant.

In general, when considering a location for traffic calming improvements, even if there are enough points to justify a level 3 or 4 intervention, it is recommended that the Village adopt a conservative approach. Starting with a level 1 or 2 improvement is recommended to assess whether or not the existing issues are effectively resolved without significantly impacting drivers' road usage. However, if level 1 or 2 improvements are already in place, it may be appropriate to proceed with a level 3 or 4 intervention.

The Improvement Matrix includes a table which shows the primary issues addressed by each improvement. While all suggested improvements will help calm traffic on the road, each improvement type will primarily impact one to two aspects of road safety. For ease-of-use, the table lists whether the improvements primarily impact speed on the roadway, volume of vehicles, or pedestrian safety. Level 1 and 2 improvements primarily target speed and pedestrian safety. As the impact to the roadway increases

in level 3 and 4, the improvements make the roadway less appealing to travel on due to physical barriers or new traffic control. Slowing down the speed to navigate a corridor will reduce traffic coming from major routes but will also inconvenience residents.

Cost Matrix

The Village can also use the Cost Matrix to consider the approximate cost for each improvement and review a brief description of how/where the improvement should be used in order to determine what changes should be made to the studied locations.

Survey Results

As part of the Village-Wide Traffic Study Survey, Village residents were asked about their preferences for traffic calming measures. This section is intended to provide insight into the current preferences of residents in order to be able to better anticipate potential responses to proposed traffic calming measures.

The following table shows the results of a survey question in which Village residents were asked to indicate which improvements they would like to see more of in the Village:

Improvement Type	% Respondents in favor of improvement
Speed Humps	39%
Mounted Flashing Beacons	39%
Curb Extensions	34%
Driver Feedback Speed Sign	41%
Raised Intersection	26%
None	9%
Other	27%

Table 1

As shown in Table 1, only 9% of respondents did not want to see any new traffic calming in the Village. The three most-supported improvement types were driver feedback speed signs (41%), mounted flashing beacons (39%), and speed humps (39%). Overall, there was generally an even distribution of support across all listed improvement types, with the exception of raised intersections. This, however, may be due to a lack of experience with raised intersections. Therefore, if the Village ever chooses to use this improvement type it may be helpful to provide an education campaign about the benefits and effectiveness of raised intersections.

A total of 27% (238) of respondents listed other forms of traffic calming they would like to see – many of these responses were reaffirming the boxes they checked or did not check in the first portion of the question. When looking into the open-ended responses further, the following trends were identified:

1. Many residents expressed dislike for speed humps due to potential damage to vehicle undercarriages
2. Residents expressed dislike of flashing beacons because the flashing lights could shine in windows of nearby homes

3. Bicyclists complained that curb extensions are dangerous because they force bicyclists into traffic lanes at intersections
4. Driver feedback signs are seen as ineffective
5. Raised intersections were mentioned in several responses as an improvement, but one that residents are uncertain as to how they would be used

The remaining 238 open-ended survey responses were reviewed and divided into six categories of improvement:

1. Additional stop signs (35 responses)
2. Roundabouts (13 responses)
3. Street closures (16 responses)
4. Crosswalk improvements (13 responses)
5. More police enforcement (58 responses)
6. Speed cameras (19 responses)

From these initial categories the categories were further divided into ‘new traffic control’ and ‘more enforcement’ groups. Within the ‘new traffic control’ group the categories of additional stop signs, roundabouts, and street closures were combined with 64 total respondents preferring new traffic control. New traffic control will not be suggested unless it is warranted by existing traffic conditions. Traffic control improvements are included within the traffic calming toolbox, but these are not to be used without proper justification which is why none were included within the survey. The ‘more enforcement’ group includes the categories of more police enforcement and speed cameras, which total 77 responses. More police enforcement or auto-ticketing speed cameras are at the discretion of the Village and beyond the scope of this study. The 13 people who suggested some form of crosswalk improvements focused mainly on roadway features to make crosswalks more visible and their suggestions were incorporated into the Traffic Control Toolbox.

Conclusion

Ultimately, many Village residents appear to be open to traffic calming improvements. There seems to be a preference for improvements that would have low driver impact and road treatments with which residents are already familiar. This would explain why speed humps were picked 13% more than raised intersections, even though they are similar treatment types. Only 9% of respondents indicated that they would not want to see any new traffic calming measures implemented. This suggests that there is a demand for well-planned traffic calming measures, even if there is indecision on which measures would be most effective. A Village led information campaign to inform residents of the potential advantages of each improvement type, as well as, outlining how the Village will handle the concerns residents have with things like the flashing beacons or speed humps (such as restricting locations where improvements can be implemented). As the Village’s road system continues to evolve with increased traffic volumes and multi-modal transportation options, residents will likely adapt and realize the benefits of introducing a wide range of traffic calming methods.

Scoring Matrix

Scoring Matrix

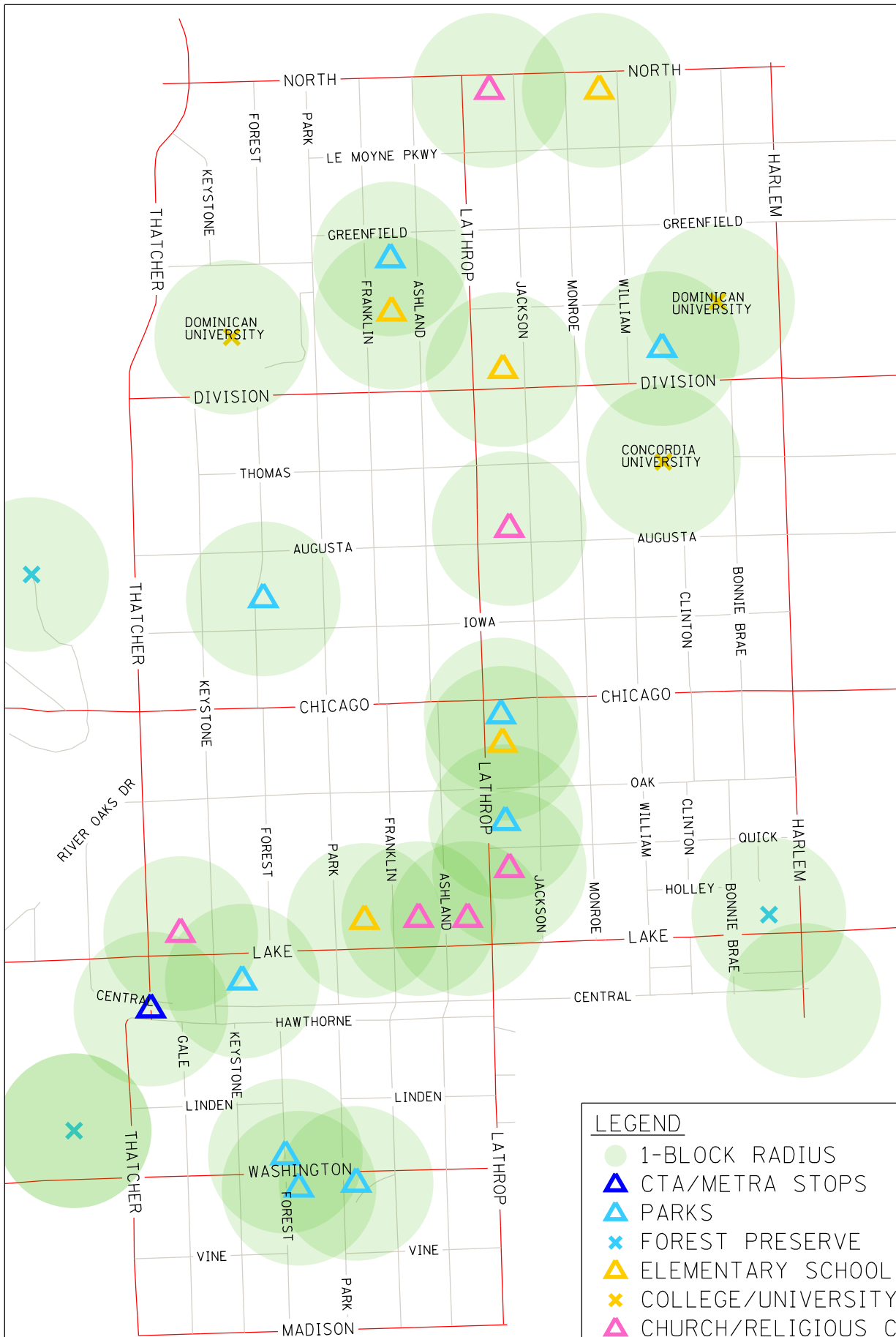


Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts.
		Score:
Vehicle Speed	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts.
		Score:
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts.
		Score:
Pedestrian Traffic Generators	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts.
		Score:
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts.
		Score:
Community Interest*	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts.
		Score:
Intersection 1: _____		Total:
Segment: _____		
Intersection 2: _____		

* Members of the Traffic & Safety Commission may assign community interest points as deemed applicable.



*NOT TO SCALE

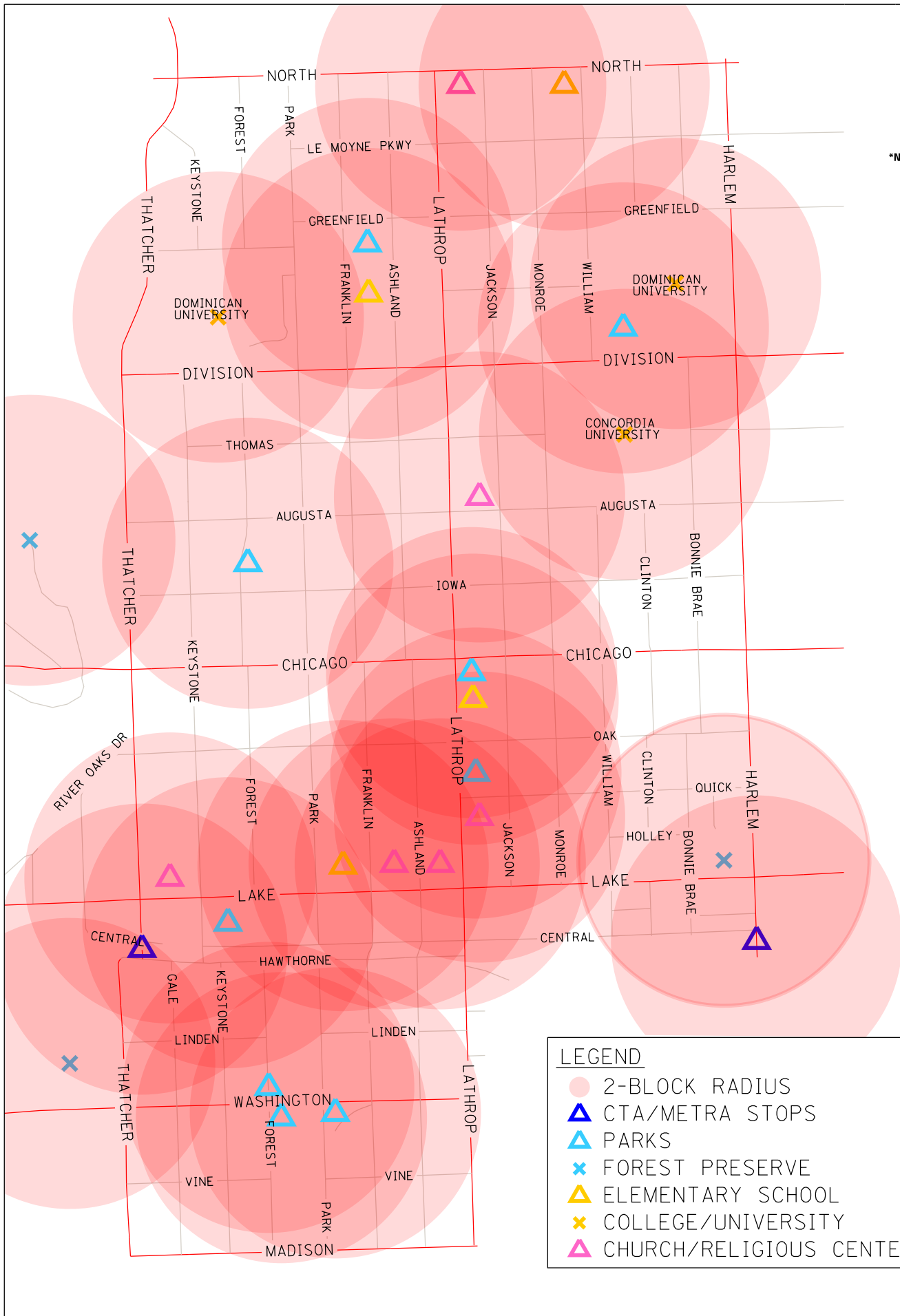


LEGEND

- 1-BLOCK RADIUS
- ▲ CTA/METRA STOPS
- ▲ PARKS
- × FOREST PRESERVE
- ▲ ELEMENTARY SCHOOL
- × COLLEGE/UNIVERSITY
- ▲ CHURCH/RELIGIOUS CENTER



*NOT TO SCALE



LEGEND

- 2-BLOCK RADIUS
- ▲ CTA/METRA STOPS
- ▲ PARKS
- × FOREST PRESERVE
- ▲ ELEMENTARY SCHOOL
- × COLLEGE/UNIVERSITY
- ▲ CHURCH/RELIGIOUS CENTER

Matrix of Improvements

Improvement Matrix



Available Traffic Calming Measures	Primary Issue Addressed			Usage Notes
	Speed	Volume	Pedestrian Safety	
Level 1 - No Traffic Flow Changes (25-39 points)				
Targeted Speed Enforcement	X			
Speed Radar Trailer	X			
Speed Feedback Sign	X			
Centerline/Edgeline Markings	X			
Updated Signage (New/Larger/Refreshed)	X		X	
Speed Limit Signage	X			If not already existing
Flashing Signs	X		X	
Pavement Legend	X		X	
High Visibility Crosswalks			X	
Education/Community Outreach	X		X	
Level 2 - Some Traffic Flow Changes (40-59 points)				
Sign Turn Restrictions/Turn Movement Restrictions		X		
On-street Parking Strategies	X			
Parking Lane Markings	X			
Textured Pavement	X			
Rumble Strip	X			
Rapid Rectangular Flashing Beacon			X	Motion Activated - Less intrusive
Left-turn Improvements			X	
Level 3 - Significant Traffic Flow Changes (60-79 points)				
Curb Extensions	X		X	Intersections
Mid-Block Chokers	X		X	Segments
Center Island Narrowing/Pedestrian Refuge			X	
Stop Signage		X		If stop sign warrant is met
Traffic Circle	X	X		
Roundabout	X	X		
Realigned Intersection	X	X		
Speed Hump/Speed Cushion	X	X		Segments
Speed Table/Raised intersections	X	X		Intersections
Level 4 - Street Closures (80-100 points)				
Median & Partial Medians	X			
Median Barrier		X		Cut-through traffic
Forced Turn Island		X		Cut-through traffic
One-Way to Two-Way Street Conversion		X		
Two-Way to One-Way Street Conversion		X		

* The list of traffic calming measures above is not exhaustive. While many of the most common traffic calming measures are listed it is possible the Village will want to use improvements not previously considered. In these cases the new improvement type should be reviewed by a Village engineer who will then classify the level of the improvement consistent with the table above. Scoring will then be conducted at the study location normally.

Cost Matrix

Cost Matrix

Available Traffic Calming Measures	Approximate Cost			Notes on Implementation
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
Level 1 - No Traffic Flow Changes (25-40 points)				
Targeted Speed Enforcement	X	X		This can involve 1-2 officers posted at select locations with high rates of speeding. Generally this is best if there are certain time frames where speeding is occurring.
Speed Radar Trailer	X			A temporary movable option for the Village to discourage speeding. The village can use the speed data collected by the trailer to determine the effectiveness of the measure.
Speed Feedback Sign	X			A more permanent version of the speed trailer. If success is seen with the usage of the speed trailer along a route then this may be justified. Can be set up to give tickets automatically combining the effectiveness of targeted speed enforcement and a speed radar trailer.
Centerline/Edgeline Markings	X			Centerline and edgeline markings can be used to clearly delineate where a vehicle should be driving. They can be used alongside on-street parking to visually narrow the lane a driver has access to. This is effective in areas where drivers consistently use parking lanes as through lanes.
Updated Signage (New/Larger/Refreshed)	X			In areas with old faded signs a simple signing upgrade may be enough to get drivers attention who may not have seen the older signs.
Speed Limit Signage	X			Used in cases where speeding is an issue and no speed limit sign is existing.
Flashing Signs	X			An improvement for locations with existing signs that are being ignored. Motion activated to cause as little disturbance for residents as possible.
Pavement Legend	X			Should be used sparingly to help combat inattentive blindness. Best used in locations where off-street signage is already present and being ignored. Using consistently at locations like schools will create a consistent roadway and make it clear to drivers to be cautious in those areas.
High Visibility Crosswalks	X			Any location with pedestrian accidents or high volumes of pedestrian crossings is a good candidate. Can be used with mid-block crossing to make it more visible to drivers not expecting to see a crosswalk away from an intersection.
Educations Community Involvement	X	X		Community education programs will passively improve the roadway by teaching drivers, bicyclists, and pedestrians how best to use the road together.

Cost Matrix

Available Traffic Calming Measures	Approximate Cost			Notes on Implementation
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
Level 2 - Some Traffic Flow Changes (41-60 points)				
Sign Turn Restrictions/Turn Movement Restrictions	X			Restricting who can turn onto or off of routes is an effective way of reducing traffic volumes. Whenever this improvement is implemented the Village should consider whether nearby roadways can handle the increase traffic volumes on neighboring roads. Restricting turns can be used strategically to funnel drivers away from pedestrian areas and towards larger roads capable of handling increased volumes.
On-street Parking Strategies	X	X		Adding parking along a residential route can create a visually narrower lane which forces drivers to slow down. One concern is that if parking is added along a route without any demand for street parking the lane may be left open for drivers to use it as a second through lane or use the road as if it was one wide lane.
Parking Lane Markings	X			This can be implemented along street parking to delineate the parking zone from the through lane. On routes with unused street parking this may be effective.
Textured Pavement	X	X		Textured pavement indicates to drivers to pay more attention to the roadway. Best used with pavement legends or near crosswalks. Helps combat inattentive blindness in drivers.
Rumble Strip	X			Used along rural routes as a physical indication a driver is leaving the travel lane.
Rapid Rectangular Flashing Beacon	X			Rapid flashing beacons activated by a push button to help pedestrians cross. This is best used at busy roadways with high rates of pedestrian crossings. Also applicable in locations with pedestrian related accidents or locations with mid-block crossings.
Left-turn Improvements	X	X		A newer traffic calming technique being used in Chicago at signalized intersections with high rates of left turners and pedestrians. Forces drivers to take a wider left turn giving all parties at the intersection more time to react to the turn.

Cost Matrix

Available Traffic Calming Measures	Approximate Cost			Notes on Implementation
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
Level 3 - Significant Traffic Flow Changes (61-80 points)				
Curb Extensions		X	X	Best used at locations with on-street parking where pedestrians have difficulty being seen at intersections. This improvement prevents cars from using the parking lane as a through lane.
Mid-Block Chokers		X	X	Similar to curb extensions, but used mid-block. Best for mid-block crossings to get pedestrians within drivers line of sight.
Center Island Narrowing/Pedestrian Refuge		X	X	Best suited to larger roads with high volumes. Gives pedestrians the opportunity to cross in two stages and puts a physical hazard near drivers through lanes causing slowdown.
Stop/Yield Signage	X			Should only be used when justified by a stop sign warrant. Creates an additional stopping point along a corridor and may make the road less appealing to traffic coming from primary routes. Can also increase pedestrian safety by making a safe crossing point along a route without any other stop locations.
Traffic Circle		X	X	Can be added to locations to help reduce the number of angle or turning collisions. Forces drivers to slow down without any other traffic control device. Due to the obstruction drivers are forced to take a longer left turn route to negotiate the intersection giving oncoming traffic more time to react.
Roundabout			X	Can be used in a variety of locations. Generally best when applied to high volume stop control locations or signalized intersections. The improvement requires a larger footprint than a normal intersection to accommodate the circular movement of vehicles.
Realigned Intersection		X		Best used on T-intersections on residential roads. By placing an obstruction in the path of vehicles that would be continuing straight drivers are forced to slow down to evaluate the area around them.
Speed Hump/Speed Cushion	X			Used on low volume segments to regulate speed. Spacing should follow FHWA criteria. Should only be used along residential roads experiencing high volumes of through traffic not associated with residents along the road.
Speed Table/Raised intersections		X	X	Best used at intersections with high pedestrian volumes or mid-block crossings. The longer the flat portion of the speed table the gentler the effect on a vehicle will be.

Cost Matrix

Available Traffic Calming Measures	Approximate Cost			Notes on Implementation
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
Level 4 - Street Closures (81-100 points)				
Median & Partial Medians		X	X	Can be used to narrow certain turn movements at intersections. Causes drivers to navigate the intersections at a slower rate. Best used in conjunction with pedestrian islands at locations with large numbers of pedestrian crossings.
Median Barrier		X	X	Used to prevent cars on the minor road from going straight through an intersection. Results in a forced right turn for the minor road and makes left turns from the major road. Used to prevent cut-through traffic.
Forced Turn Island		X		Physically blocks drivers from performing other turn movement (generally left turns). Should only be used in areas where drivers have disregarded signs. Can be more dangerous if the illegal turn movement is attempted.
One-Way to Two-Way Street Conversion		X	X	This can be implemented along wide one-way streets with speeding issues. Introducing a second direction of traffic and narrower lanes results in a speed reduction. The roadway may become more hazardous for pedestrians who are now looking for traffic in both directions.
Two-Way to One-Way Street Conversion		X	X	An extreme measure that creates a safer street for pedestrians reducing the number of directions cars can approach from, but drivers tend to drive faster on one-way streets. The potential to introduce new speed problems should be considered prior to conversion. Access for safety vehicles and convenient access for residents is another potential concern.

Summary of Improvements w/ Pictures

Level 1

Targeted Speed Enforcement

Overview

Targeted speed enforcement is best used in areas with persistent speed problems during certain parts of the day i.e. morning or evening rush hour, or in areas where speeding has already been identified as an issue as a first measure to see if targeted enforcement could mitigate the problem without more costly improvements. In areas where speeding is likely to be a recurring issue it is not recommended to use this traffic calming measure on its own.

Photo Example



Speed Radar Trailer

Overview

Speed monitoring trailers - sign boards on trailers that display the speed of passing vehicles - are used by police departments as educational tools that can enhance enforcement efforts directed at speed compliance. Speed radar trailers are best used in residential areas and may be used in conjunction with Neighborhood Speed Watch or other neighborhood safety education programs. They can help raise residents' awareness of how they themselves are often those speeding, not just "outsiders." Speed trailers are not substitutes for permanent actions such as traffic calming treatments to address neighborhood speeding issues.

Speed trailers can be used at several locations and should have occasional police monitoring and enforcement to maintain driver respect.

Photo Example



Speed Feedback Sign

Overview

Where a speed radar trailer is more suitable for temporary enforcement, data collection, and community engagement purposes, a speed feedback sign is more appropriate for addressing persistent speeding issues in specific areas and promoting ongoing speed limit compliance. The choice between the two depends on the specific goals and conditions of the location where they will be deployed. To maintain driver respect for the sign it is necessary to periodically place police enforcement in the area.

Photo Example



Centerline/Edgeline Markings

Overview

Centerline/Edgeline markings help to direct drivers to follow the path of the road. Striping the centerline of the road helps to reduce head on and sideswipe same direction collisions by keeping vehicles from drifting into oncoming traffic. Edgelines define the edge of the road and help to prevent run-off road crashes. Edgelines can also be used to visually narrow a road and affect driver behavior.

Photo Example



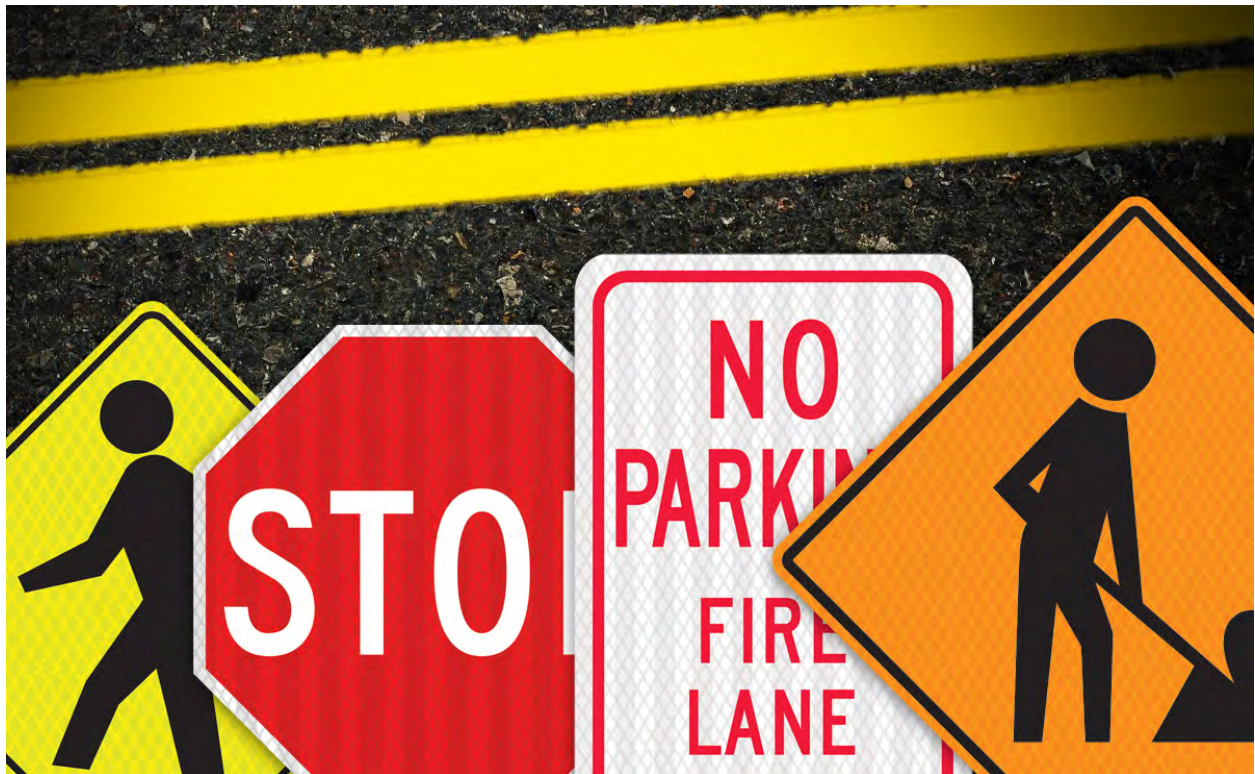
Updated Signage (New/Larger/Refreshed)

Overview

Locations where visibility of signs may be a concern or locations with existing faded signs should consider updating signs. Either replacing old, faded signs with new retro-reflective signs, installing larger signs, or installing new signs (when applicable) creates a safer roadway by being more visible to drivers.

Consistent use of signs throughout the Village creates a predictable roadway for drivers – all new sign installations should conform with MUTCD requirements.

Photo Example



Speed Limit Signage

Overview

The purpose of speed limit signs is to maintain compliance and make the speed limits enforceable. These signs should be located where there are noticeable changes in the roadside development.

In some cases placing a speed limit sign is enough to remind drivers the speed is reduced or lower than the road the driver may have come from. Adequate signing is the first step in making drivers more aware of the speed they are traveling.

Photo Example



Flashing Signs

Overview

This treatment can be applied on regulatory and warning signs. The improvement involves installing signs that contain flashing LED's around the outline of the sign. This helps to grab the attention of the driver and they can be seen from a greater distance.

Can be implemented at locations where sign visibility is a concern or where drivers are not obeying existing signs. All new signs should conform with MUTCD criteria.

Photo Example



Pavement Legend

Overview

A pavement legend refers to the various symbols, markings, and notations that are painted or applied onto the pavement or roadways to convey specific instructions, information, or warnings to drivers, pedestrians, and other road users.

A Pavement Legend is generally used in conjunction with other traffic calming measures and appropriate signage. In the provided example a speed limit legend is provided to reinforce the existing speed limit sign (not pictured). Drivers are more likely to follow the speed seeing it in a unique place, or slow down to assess the area and potential reasoning for the pavement marking.

Photo Example



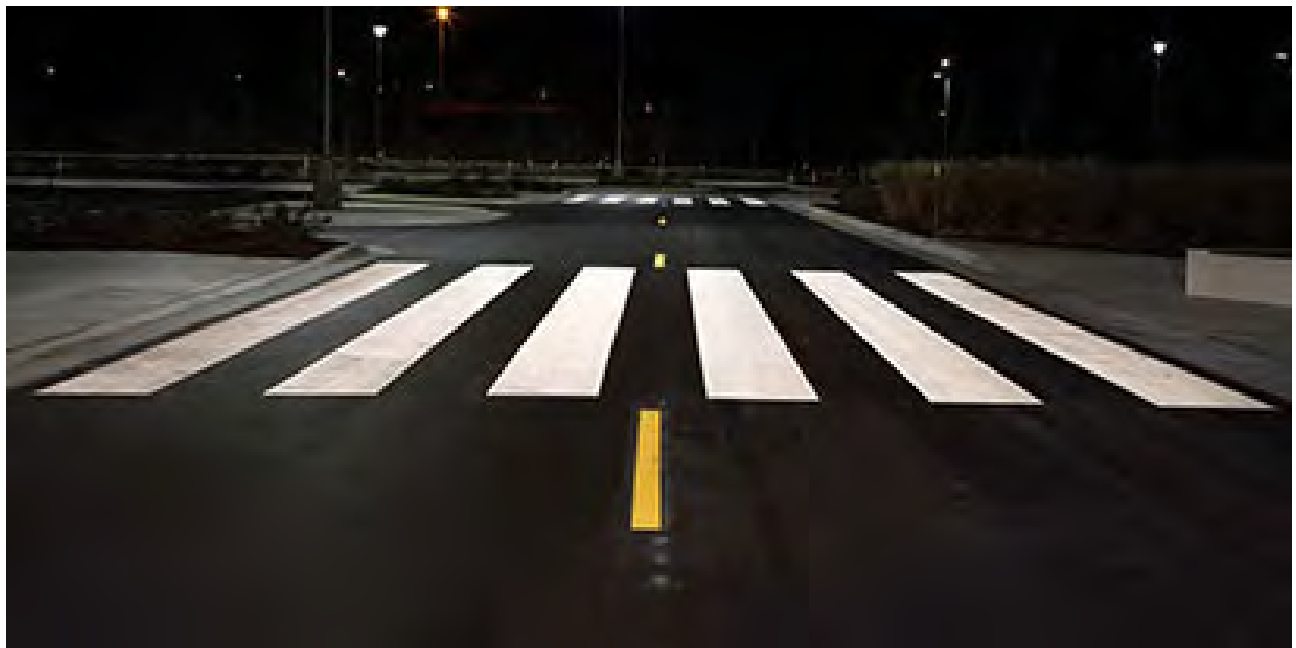
High Visibility Crosswalks

Overview

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. High pedestrian areas such as schools and parks should consider installing crosswalks at common mid-block crossing locations

High visibility crosswalks are best used with enhanced signing (“Stop here for pedestrians” signs 20’-50’ in advance of a marked crosswalk or pedestrian/school crossing signs at the crosswalk). Drivers will generally drive slower when there is the possibility of pedestrians crossing.

Photo Example



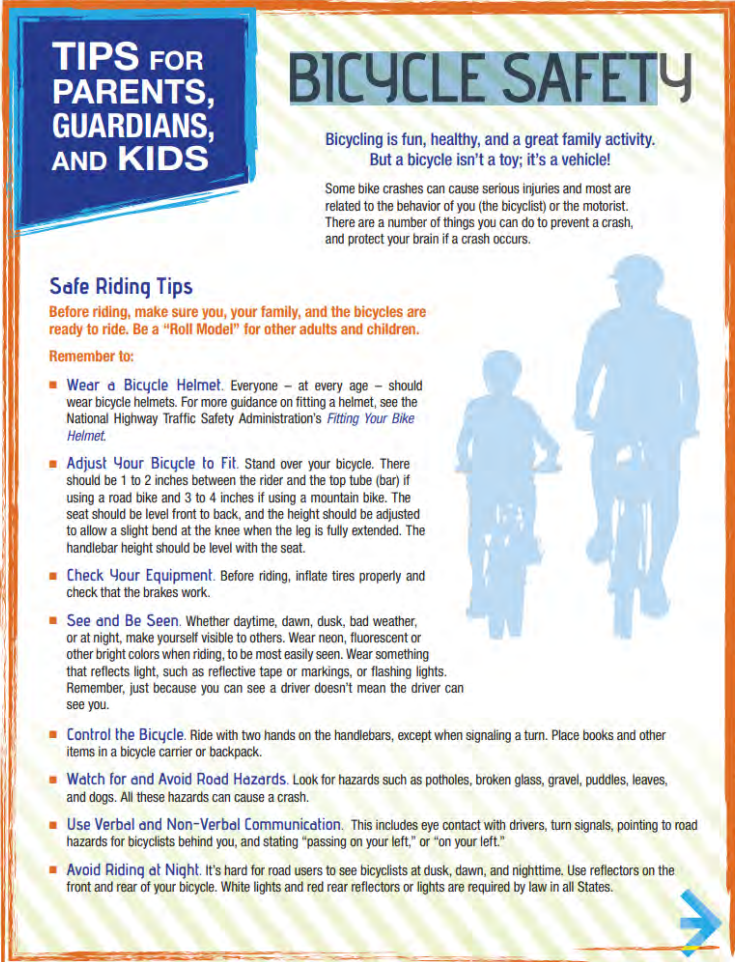
Education/Community Involvement

Overview

Increasing resident knowledge about plans for the road network and how traffic calming measures are meant to operate increases the chances of success. Oftentimes residents are unknowingly guilty of behaviors that amplify the roadway behaviors they don't want to see in the Village.

Teaching drivers, pedestrians, and cyclists how to best navigate multi-modal roads in the Village will create a safer road system for all users. Road features like traffic circles may be completely new to some drivers/residents and proactive education campaigns using flyers and Village information meetings can prevent drivers from being surprised and panicking when faced with a new road feature. This also applies to older drivers who may not know what rules of the road have changed since their driver's education class.

Photo Example



TIPS FOR PARENTS, GUARDIANS, AND KIDS

BICYCLE SAFETY

Bicycling is fun, healthy, and a great family activity. But a bicycle isn't a toy; it's a vehicle!



Some bike crashes can cause serious injuries and most are related to the behavior of you (the bicyclist) or the motorist. There are a number of things you can do to prevent a crash, and protect your brain if a crash occurs.

Safe Riding Tips

Before riding, make sure you, your family, and the bicycles are ready to ride. Be a "Roll Model" for other adults and children.

Remember to:

- **Wear a Bicycle Helmet.** Everyone – at every age – should wear bicycle helmets. For more guidance on fitting a helmet, see the National Highway Traffic Safety Administration's *Fitting Your Bike Helmet*.
- **Adjust Your Bicycle to Fit.** Stand over your bicycle. There should be 1 to 2 inches between the rider and the top tube (bar) if using a road bike and 3 to 4 inches if using a mountain bike. The seat should be level front to back, and the height should be adjusted to allow a slight bend at the knee when the leg is fully extended. The handlebar height should be level with the seat.
- **Check Your Equipment.** Before riding, inflate tires properly and check that the brakes work.
- **See and Be Seen.** Whether daytime, dawn, dusk, bad weather, or at night, make yourself visible to others. Wear neon, fluorescent or other bright colors when riding, to be most easily seen. Wear something that reflects light, such as reflective tape or markings, or flashing lights. Remember, just because you can see a driver doesn't mean the driver can see you.
- **Control the Bicycle.** Ride with two hands on the handlebars, except when signaling a turn. Place books and other items in a bicycle carrier or backpack.
- **Watch for and Avoid Road Hazards.** Look for hazards such as potholes, broken glass, gravel, puddles, leaves, and dogs. All these hazards can cause a crash.
- **Use Verbal and Non-Verbal Communication.** This includes eye contact with drivers, turn signals, pointing to road hazards for bicyclists behind you, and stating "passing on your left," or "on your left."
- **Avoid Riding at Night.** It's hard for road users to see bicyclists at dusk, dawn, and nighttime. Use reflectors on the front and rear of your bicycle. White lights and red rear reflectors or lights are required by law in all States.



Level 2

Sign Turn Restrictions/Turn Movement Restrictions

Overview

Turning movement restrictions serve as an access management strategy to enhance the safety of stop-controlled intersections and driveways. By restricting specific turn movements, the number of turning conflict points at intersections is reduced, which lowers the risk of crashes.

This improvement is specifically intended to reduce cut-through traffic or traffic from specific roads from entering smaller routes. Restricting a turning movement will impact the entire road system as drivers who weren't cutting- though find new paths to get to their destinations.

Photo Example



On-street Parking Strategies

Overview

On-street parking provides road users access to locations along a street, increases friction between vehicles parked along the street and drivers which aids in speed reductions, and provides a barrier between moving traffic and the sidewalk edge. This can create an increase in pedestrians using the roadway.

Parallel and angle are two types of on street parking that have different operational effects. On street parking can be on one or both sides of the road.

Photo Example



Parking Lane Markings

Overview

Parking lane markings on urban roads are designed to optimize parking efficiency and prevent encroachment on critical areas such as fire hydrant zones, bus stops, loading/unloading zones, and other parking locations that are undesirable.

This can be used in conjunction with on-street parking strategies to designate the locations drivers should use when parking.

Photo Example



Textured Pavement

Overview

A textured surface such as brick or pavers may be used to emphasize pedestrian crossing movement. Substituting this for the normal roadway surface material may also help to impress upon motorists that lower speeds are intended.

Photo Example



Rumble Strip

Overview

Rumble strips prove effective in reducing roadway departure crashes. Rumble strips create both noise and vibration, warning road users when they veer off the road. When they are coated with retroreflective material, they are called “rumble stripes,” which enhances the pavement edge’s visibility at night and during inclement weather conditions. To reduce head-on collisions and opposite direction sideswipe, center line rumble strips are often used. They warn vehicle users whose vehicles are crossing the center lines of roads.

Transverse rumble strips are placed in the travel lane perpendicular to the direction of travel. Transverse rumble strips are used to notify drivers to slow down, come to a stop, or anticipate other upcoming changes that might catch an inattentive driver off guard. Locations where they are most often used are on approaches to intersections, toll plazas, horizontal curves, and work zones.

Photo Example



Rapid Rectangular Flashing Beacon

Overview

Rapid Rectangular Flashing Beacons (RRFBs) are pedestrian-actuated enhancements designed to improve safety at uncontrolled, marked crosswalks. The device consists of two rectangular-shaped yellow indications, featuring LED-array-based light sources that flash with a high frequency when activated. When there is a high number of traffic lanes, this can create many challenges for pedestrians crossing at unsignalized locations. RRFBs prove to enhance visibility at a marked crosswalk.

Photo Example

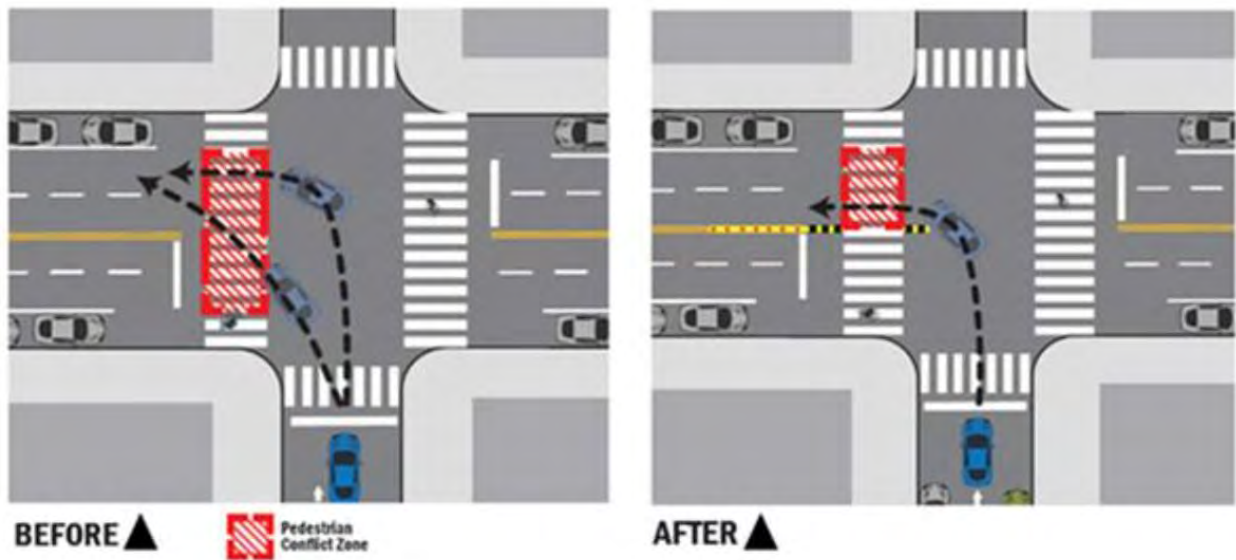


Left-turn Improvements

Overview

Left turn improvements are a more recent improvement type that had their pilot program in Chicago in 2019. To prevent drivers from taking a diagonal path across crosswalks rubber speed bumps, vertical posts, and hardened centerlines are installed along the centerline at intersections that encourage drivers to take turns at safer speeds. This is best used at locations with pedestrian crashes or areas where drivers speeding through turns is seen as a prominent issue.

Photo Example



Level 3

Curb Extensions

Overview

Curb extensions, also referred to as bulb-outs or neckdowns, involve extending the sidewalk or curb line into the parking lane, initially narrowing the street width. Curb extensions play a vital role in improving pedestrian crossings by reducing the distance pedestrians need to traverse, improving visibility, and minimizing the time pedestrians spend in the street. When placed at an intersection, curb extensions prove to prevent motorists from parking in or too close to a crosswalk or from blocking a curb ramp. Vehicles that are parked at corners are a threat to pedestrian safety since they block sight lines, hide pedestrian visibility, and can create a challenge for emergency vehicles when turning. Curb extensions prove to reduce turning speeds at intersections. Curb extensions are only suitable in areas where there is an on-street parking lane and it is essential that they do not extend into travel lanes, bicycle lanes, or shoulders.

This improvement is also suitable for areas where drivers may attempt to use the parking lane as a second through lane.

Photo Example



Mid-Block Chokers

Overview

Mid-Block chokers are curb extensions designed to narrow a street by expanding the sidewalks or planting strips, creating a pinch point along the roadway. This can be achieved by bringing in both curbs, or by widening one side, especially at midblock locations. Chokers can be used at intersections, creating a gateway effect when entering a street. They can also yield a striking impact as they transform a two-lane street into a single lane at the choker point, making motorists yield to each other.

Creating a visually and physically narrower roadway will cause drivers to slow down to assess the new cross section. Drivers will generally lower their speed when the travelled lane becomes narrower.

Photo Example



Center Island Narrowing/Pedestrian Refuge

Overview

A median island narrowing refers to a raised island positioned along the centerline of a street which allows the travel lanes to narrow at that specific point. The visual effect of these narrowed lanes encourages a motorist to slow down. This specific type of median separates opposing vehicle travel lanes, creates opportunities for landscaping or visual enhancements, and offers a safe place for pedestrians to cross a multi-lane street. These features that a median island possesses are designed to enhance and ensure a safer traffic flow.

Photo Example



Stop Signage

Overview

Stop signs are an effective form of traffic calming when used properly. Forcing vehicles to fully stop while navigating a corridor limits the maximum speed they can travel due to acceleration and deceleration times. Since stop signs are a form of traffic control they should not be used unless a stop sign warrant is met. Overuse of traffic control may result in drivers no longer respecting the signage and either ‘rolling’ stop signs or not stopping at all.

Modifier plaques should be placed below stop signs to give drivers additional information about the intersection such as “Cross Traffic does Not Stop” or “ALL-WAY”.

Photo Example



Traffic Circle

Overview

Traffic circles are used at unsignalized intersections, creating a circular movement within traffic. While they appear similar to roundabouts they are different in that they create a circular traffic movement at a much smaller scale and roundabouts utilize yield signs on all legs. The design allows road users to reduce speed when crossing an intersection. A traffic circle can either have stop signs or yield signs. The primary purpose of a traffic circle is a reduction of angle and turning collisions as well as reducing speeds at the intersection. The design of one can be a painted area but it is recommended for it to be a raised curb and landscaped.

Photo Example



Roundabout

Overview

The modern roundabout is a circular intersection designed to direct safe movement of traffic. Its features include channelized, curved approaches that slow down vehicles, entry yield control that grants right-of-way to circulating traffic, and counterclockwise flow around a central island, which minimizes conflict points. The design results in lower speeds and fewer conflicts, creating an environment where injuries or fatalities are significantly reduced.

Roundabouts stand out as a safer and more efficient type of intersection, maintaining traffic flow. They can also reduce delays and queues compared to other intersection options. The lower vehicle speeds and reduced potential for conflicts make roundabouts a more suitable environment for walking and bicycling.

Roundabouts can replace signals, two-way stop controls, and all-way stop controls. They are often used for managing speed and transitioning traffic from high speed to low-speed environments.

Photo Example

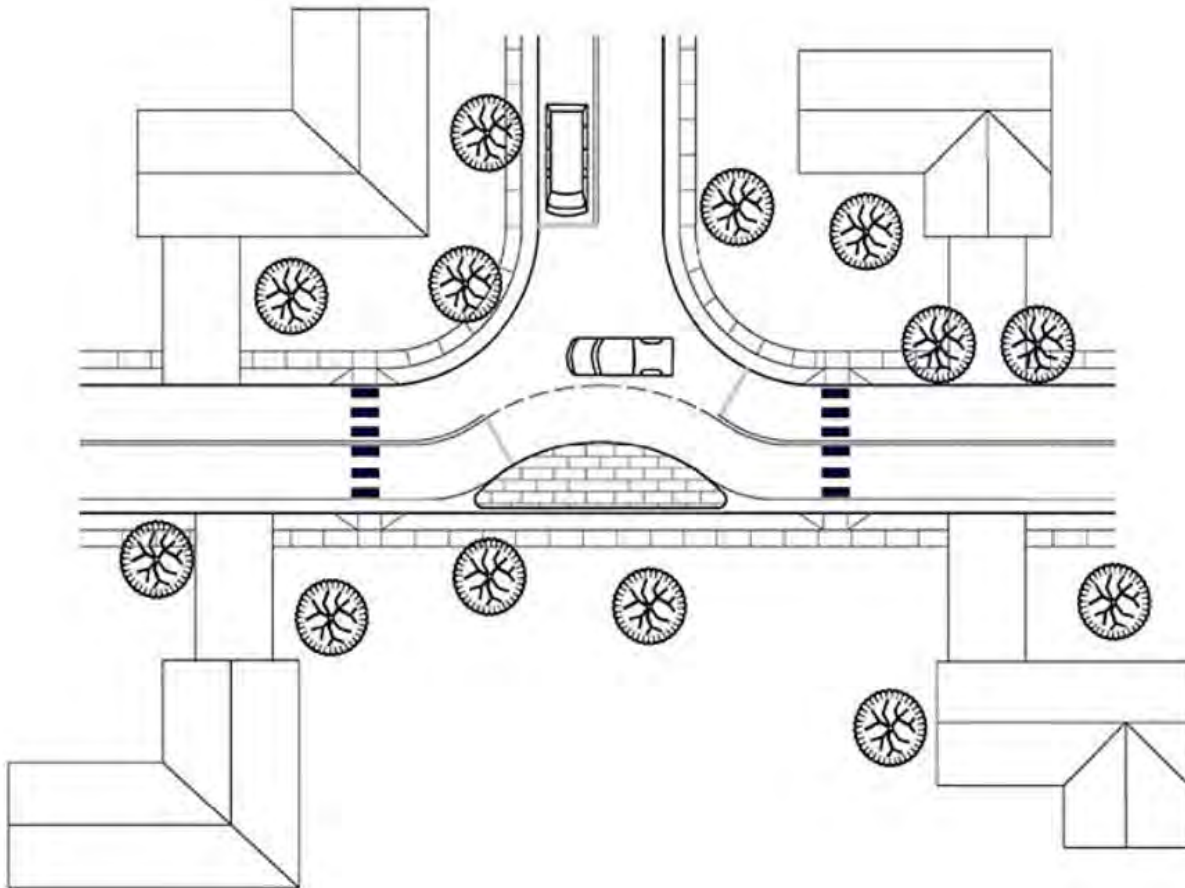


Realigned Intersection

Overview

A realigned intersection involves reconfiguring an intersection with perpendicular angles, transforming it into one with skewed approaches or travel paths. Realigned intersections help to deter or completely remove fast vehicle movements through the intersection by introducing new physical features. The typical approach is to convert a T-intersection with straight approaches into curving streets meeting at right angles. This removes all straight paths through the intersection, creating a slower traffic flow.

Photo Example



Speed Hump/Speed Cushion

Overview

A speed hump is a raised elongated mound on the pavement, positioned across the travel way at a right angle to the traffic flow. When road users drive over the speed limit in residential areas, a speed hump can help reduce speeds by creating discomfort for the user. Speed humps cause drivers to move at slower speeds both before and after passing over the speed hump. A speed cushion is two or more raised areas placed across a road. There are cutouts positioned that allow the driver to travel over a portion of the raised pavement.

Photo Example



Speed Table/Raised Intersections

Overview

A speed table is a raised area on top of a road to physically limit the speed of a vehicle. It can be installed away from intersections and consists of two ramps leading up to a raised section of road. Crosswalks may be installed on top of a speed table.

A raised intersection is a flat, elevated area that spans the entire intersection with ramps on all approaches. It functions as a speed table covering an entire intersection and crosswalks (if applicable). The objective of a raised intersection is to reduce vehicle speed and to enhance pedestrian safety. They are commonly installed at signal-controlled or all-way stop-controlled intersections with high numbers of street-crossing pedestrians.

Photo Example



Level 4

Median & Partial Medians

Overview

A center median prevents left turns while creating a narrower lane for drivers. A partial median serves the same purpose but may have gaps where drivers can turn left either from the through-lane or a dedicated turn lane. A median can help separate traffic to prevent head on collisions and depending on width can be used by drivers as a refuge from oncoming traffic while turning left.

Medians operate similar to a median island or pedestrian refuge listed above but tend to extend further along a corridor. Medians may be used as pedestrian refuges at crossings if width allows.

Photo Example

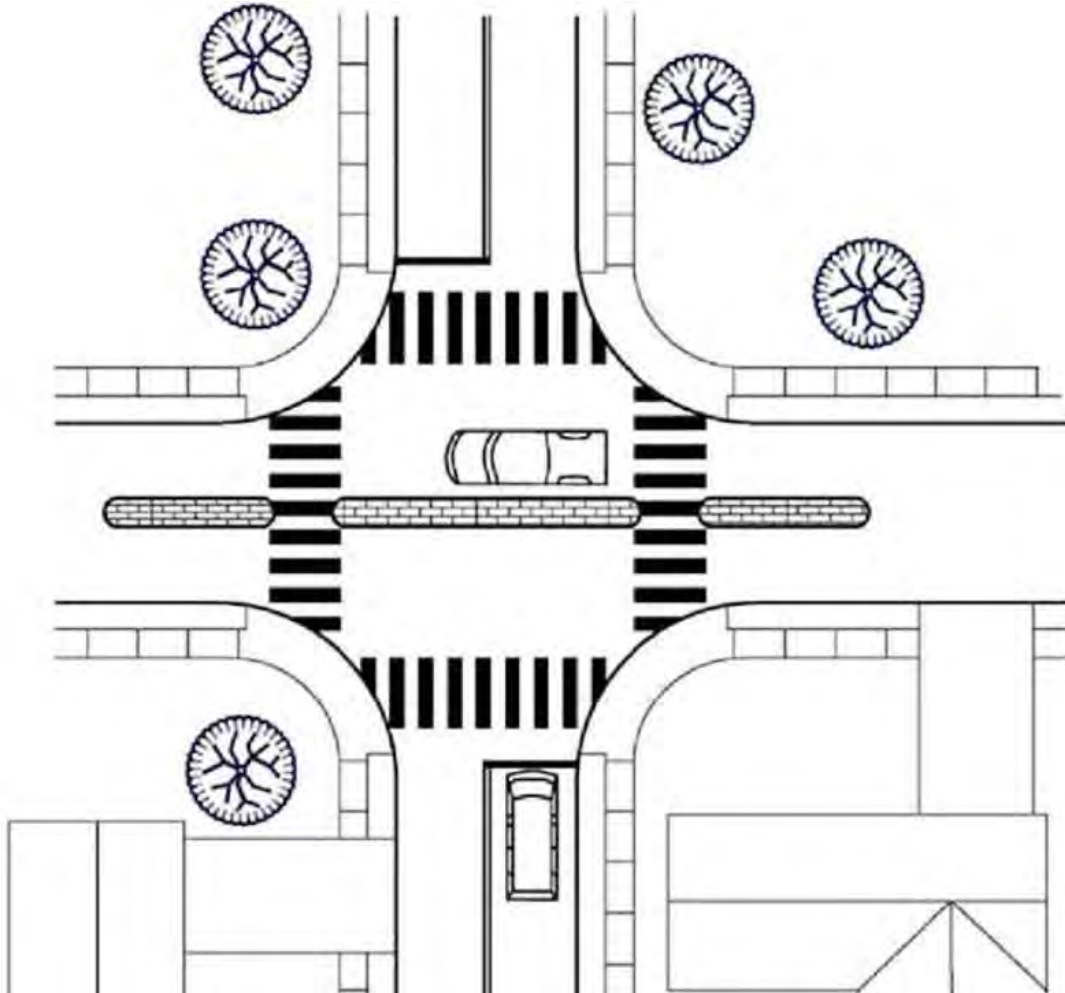


Median Barrier

Overview

A median barrier, a raised island, is placed throughout an intersection, near the centerline of a road which prevents road users from moving straight through the intersection on the side street. Median barriers prevent side street traffic from crossing the main roadway, prevent left turn movements, but allow right turns to and from the main street.

Photo Example

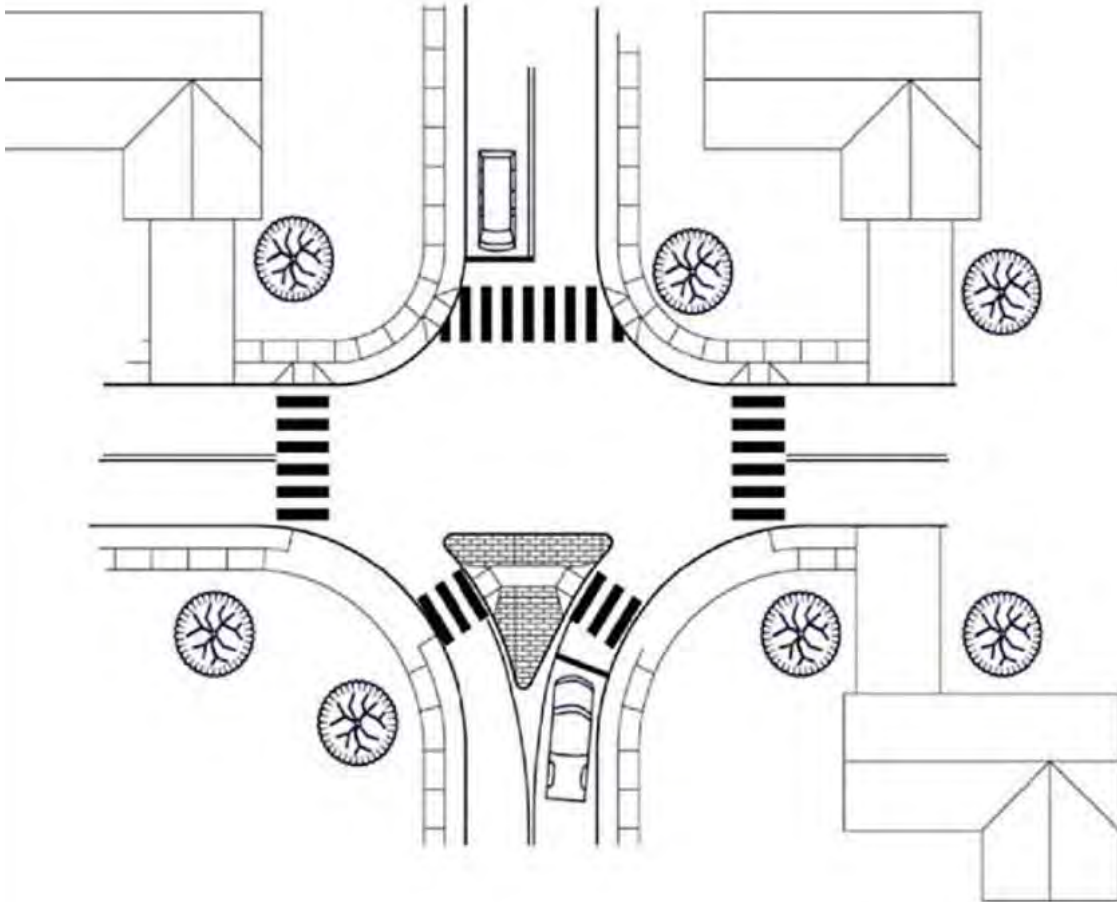


Forced Turn Island

Overview

A forced turn island is placed at the mouth of an intersection, usually seen triangular. It restricts specific movements on approaches to an intersection. It forces a road user to turn right from the side street and blocks any left turn/through movements.

Photo Example



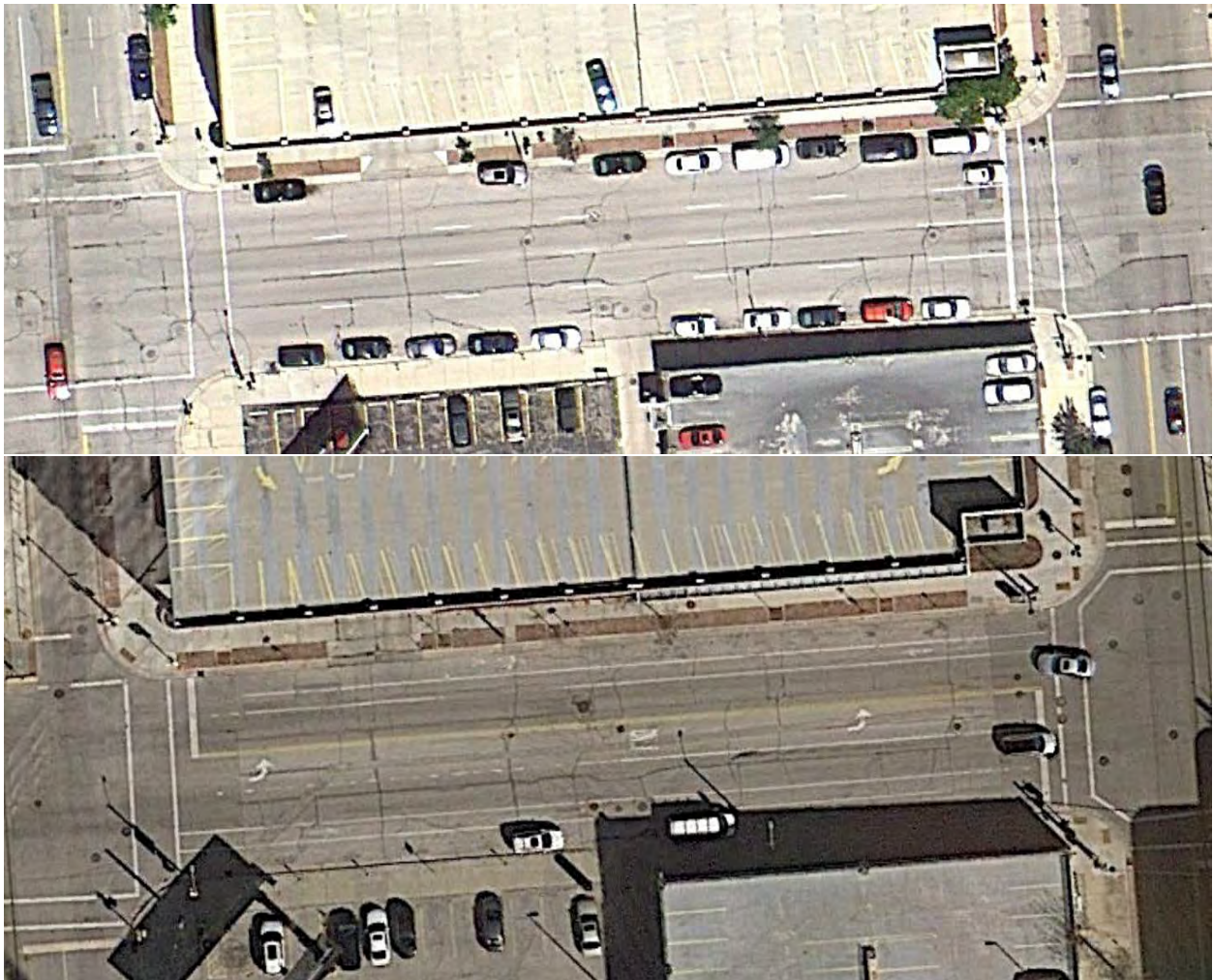
One-Way to Two-Way Street Conversion

Overview

Converting a one-way street back to two-way will allow better local access and slow traffic. Two-way streets tend to be slower due to driver "friction", especially on residential streets without a marked center line. This improvement is best for streets where speeding is a common issue and there are complaints from drivers about the distance to access certain properties or businesses.

This is also a good solution to roads that are far too wide for a single lane of traffic in one direction. A narrower lane controls driver speed and raises driver awareness while on the road. The example below shows how a 4-lane cross section with parking was converted into a 2-lane cross section with a left turn lane, bike facilities, and parking.

Photo Example



Two-Way to One-Way Street Conversion

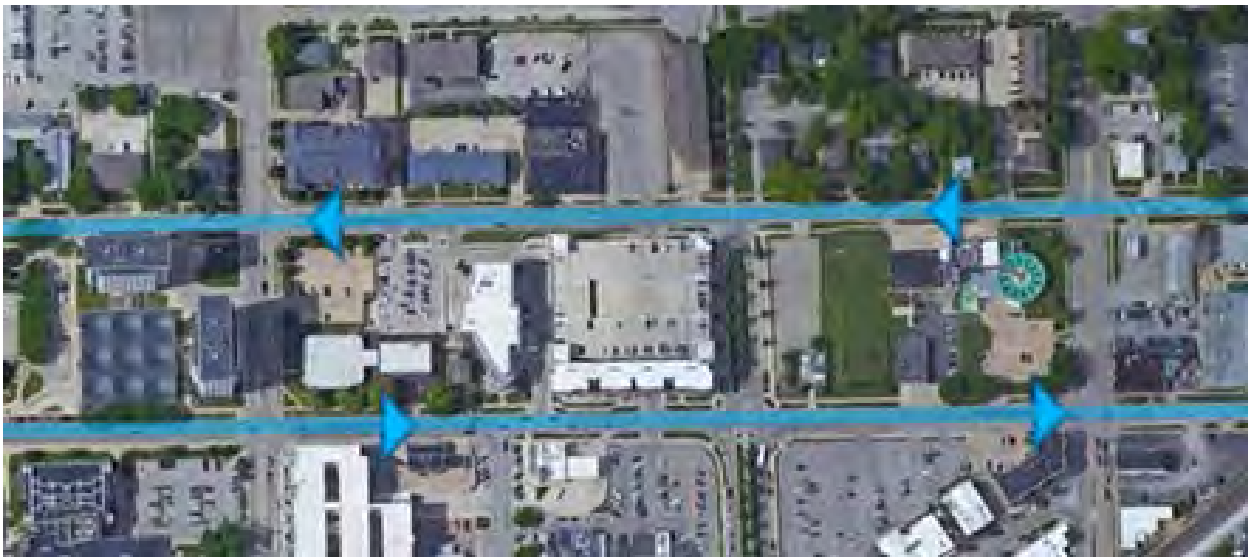
Overview

Converting a two-way road to a one-way streets has a number of benefits, but comes with a number of challenges to the road network that need to be considered prior to any action.

One-way streets can simplify crossings for pedestrians, who must look for traffic in only one direction. While studies have shown that conversion of two-way streets to one-way generally reduces pedestrian crashes, one-way streets tend to have higher speeds which creates new problems. If a street is converted to one-way, it should be evaluated to see if additional changes should be made, especially if the street or lanes are overly wide. Also, traffic circulation in the broader area must be carefully considered before conversion to one-way streets.

One-way streets can be implemented as a system where neighboring streets are both converted to one-ways in opposite directions. This is called a one-way couplet and helps to resolve some of the volume issues caused by removing a direction of traffic from one road. One-way couplets operate best in "pairs", separated by a block to no more than one-quarter mile.

Photo Example



APPENDIX B: VILLAGE-WIDE SURVEY

01. Survey Response Graphs and Data

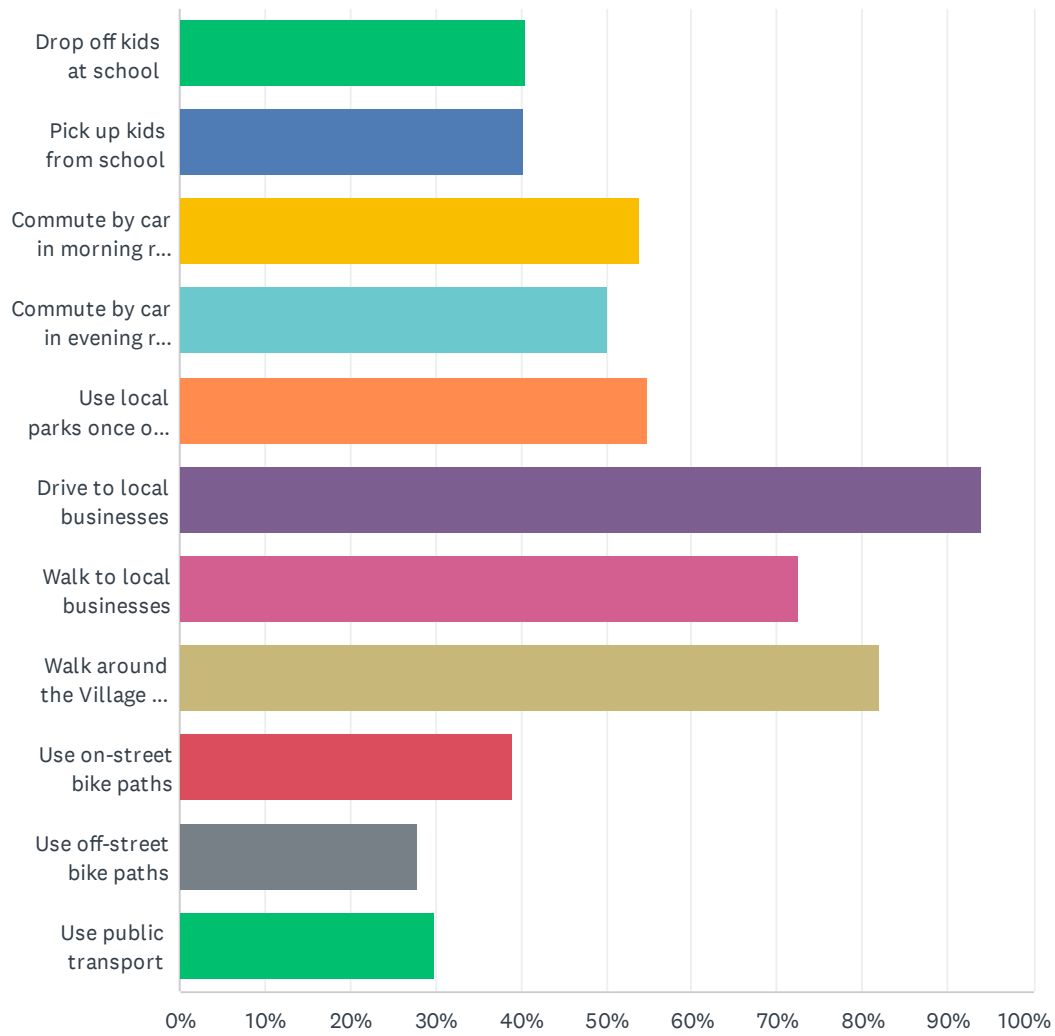
Survey Response Graphs and Data

Q1 Please type your home address or block number and street name. This will be used to accurately locate areas of concern for future study.

Answered: 1,032 Skipped: 0

Q2 Select all that apply to your household:

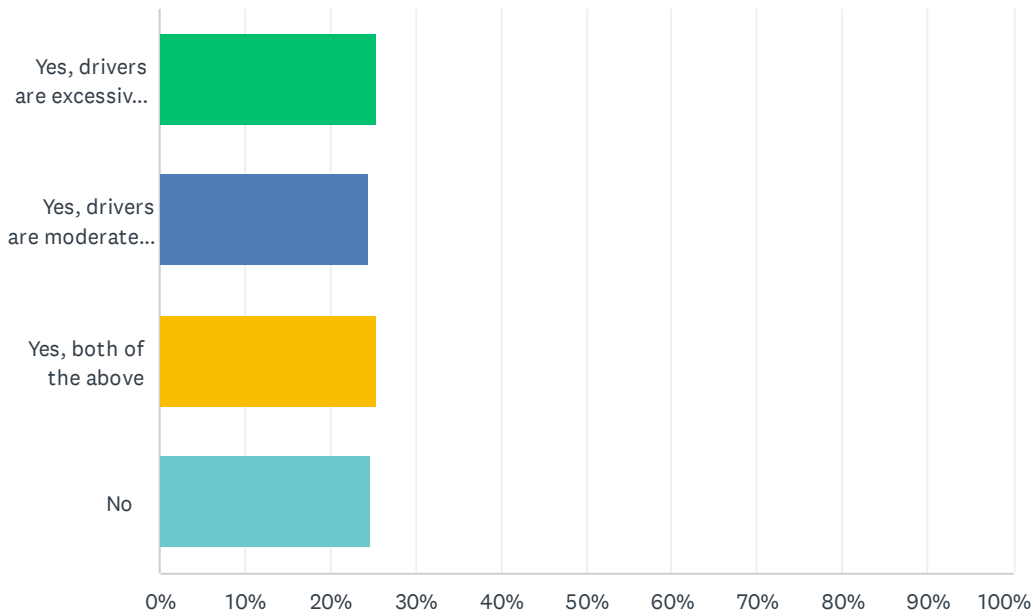
Answered: 1,020 Skipped: 12



ANSWER CHOICES	RESPONSES	
Drop off kids at school	40.49%	413
Pick up kids from school	40.29%	411
Commute by car in morning rush hour	53.92%	550
Commute by car in evening rush hour	50.10%	511
Use local parks once or more per week	54.90%	560
Drive to local businesses	94.02%	959
Walk to local businesses	72.55%	740
Walk around the Village for pleasure	82.06%	837
Use on-street bike paths	38.92%	397
Use off-street bike paths	27.94%	285
Use public transport	29.80%	304
Total Respondents: 1,020		

Q3 Do you feel speed is an issue on the street you live on?

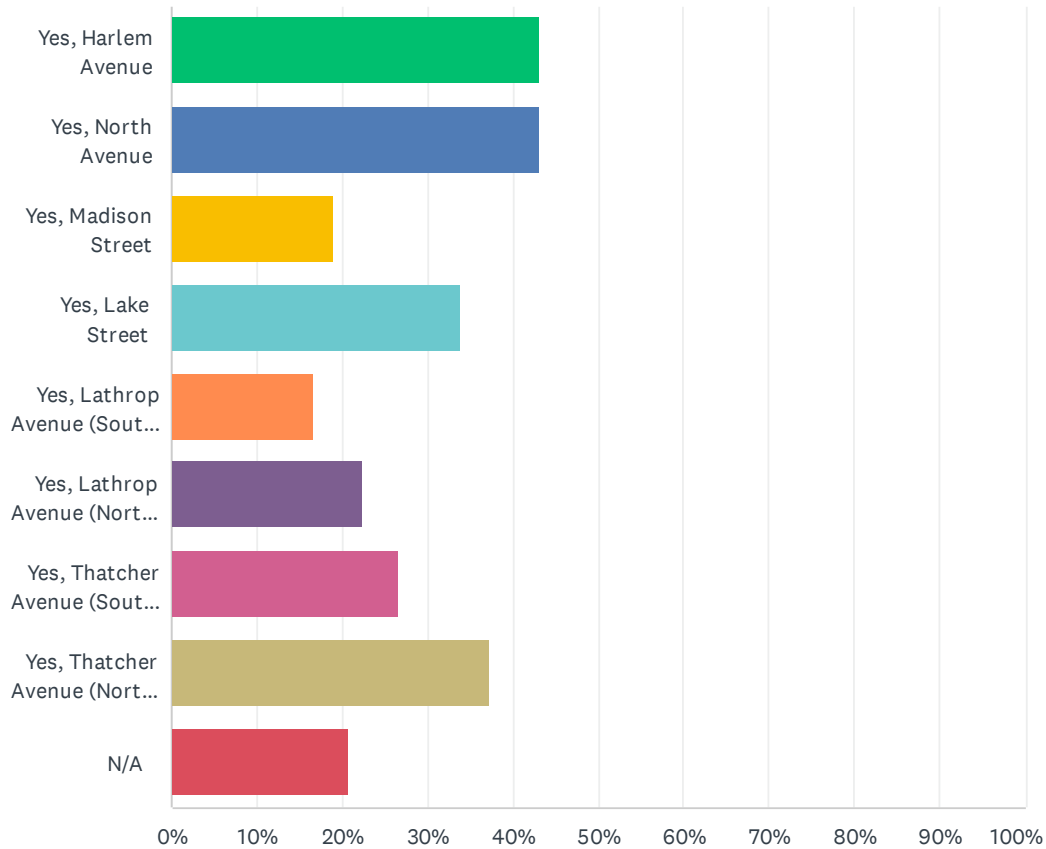
Answered: 1,011 Skipped: 21



ANSWER CHOICES	RESPONSES	
Yes, drivers are excessively speeding	25.32%	256
Yes, drivers are moderately speeding	24.53%	248
Yes, both of the above	25.32%	256
No	24.83%	251
TOTAL		1,011

Q4 Do you feel speed is an issue on any of the major roadways within the Village? (Select all that apply)

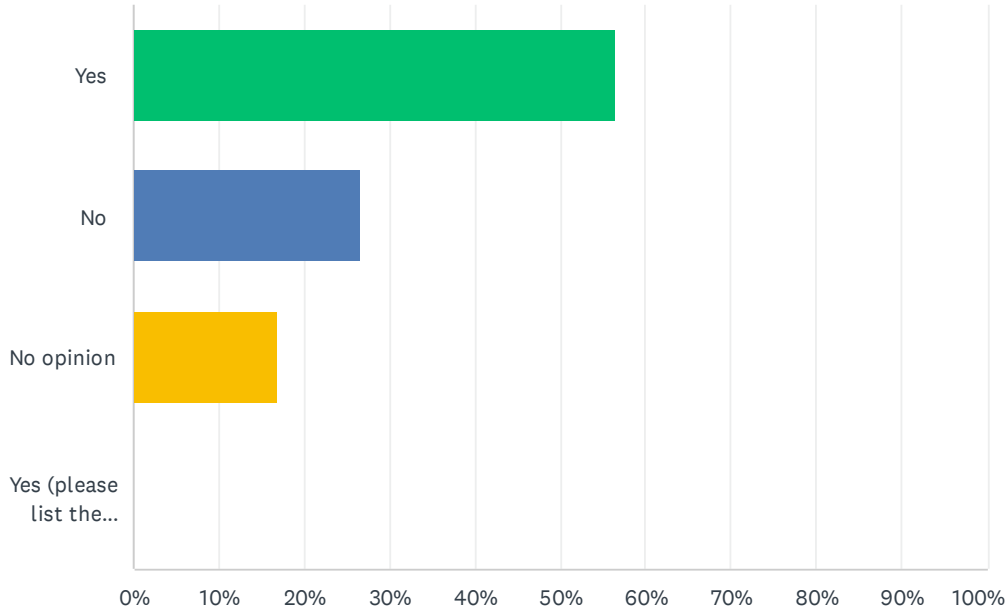
Answered: 962 Skipped: 70



ANSWER CHOICES	RESPONSES	
Yes, Harlem Avenue	43.04%	414
Yes, North Avenue	43.14%	415
Yes, Madison Street	19.02%	183
Yes, Lake Street	33.89%	326
Yes, Lathrop Avenue (South of the railroad tracks)	16.63%	160
Yes, Lathrop Avenue (North of the railroad tracks)	22.35%	215
Yes, Thatcher Avenue (South of the railroad tracks)	26.61%	256
Yes, Thatcher Avenue (North of the railroad tracks)	37.21%	358
N/A	20.69%	199
Total Respondents: 962		

Q5 On your street, is through traffic regularly not stopping or "rolling" through stop signs?

Answered: 986 Skipped: 46



ANSWER CHOICES	RESPONSES	
Yes	56.49%	557
No	26.67%	263
No opinion	16.84%	166
Yes (please list the observed driver behavior and intersection of occurrence)	0.00%	0
TOTAL		986

Q6 If applicable please list observed driver behavior and intersection of occurrence below.

Answered: 539 Skipped: 493

#	RESPONSES	DATE
1	Roll through on Oak Ave sometimes	3/31/2023 4:47 PM
2	I live on the corner of Gale and Washington. There have been countless accidents on this corner. Time and time again, I have seen cars "speed" accross Washington so as to not have to wait. We have had cars end up in our bushes!	3/31/2023 4:34 PM
3	Cars continue to turn right off of North Ave and turn left off North onto Franklin Ave which is prohibited.	3/31/2023 4:27 PM
4	Ashland & Central	3/31/2023 4:22 PM
5	William and Lemoyne. No stop at new stop sign	3/31/2023 4:12 PM
6	i live on the corner of lathrop and greefield. that stop sign is constantly rolled through. i've seen with my own eyes the stop sign being completely ignored.	3/31/2023 4:05 PM
7	People heading west on Augusta sometimes don't stop at the stop sign at Park and Augusta	3/31/2023 3:52 PM
8	Oak and Keystone	3/31/2023 3:46 PM
9	I have witnessed numerous cars go through the intersection at William St. and Chicago Avenue at anywhere from 2 to 20 mph. This happens at all times of the day and night.	3/31/2023 3:43 PM
10	Gale and Vine. Really shouldn't have bothered putting Stop sign there. Community Center are terrible neighbors. Cars speeding in and out and Buses park wherever they want. Dangerous to turn left onto Madison.	3/31/2023 3:18 PM
11	Speeding on Augusta all the time	3/31/2023 3:08 PM
12	Perpetual excessive speeding on North Ave between Thatcher and Lathrop in both directions but especially West to East, with no signs or electronic speed clocks	3/31/2023 3:05 PM
13	Constantly at Augusta and Keystone. Primarily traveling east to west and west to east on Augusta. Many cars don't even hit their brakes. Many do not have village stickers (out of towners/cutting through)	3/31/2023 3:01 PM
14	Cars speed excessively on greenfield btwn park and thatcher.	3/31/2023 2:56 PM
15	We recently moved. On Forest little stop sign rolling. On Augusta, Division, Lathrop, Chiacgo constant stop sign infractions	3/31/2023 2:42 PM
16	During rush hours drivers cut off through our alley from north to Harlem and they drive recklessly	3/31/2023 2:33 PM
17	When there is not a patrol car present, people have no problem rolling through the stop sign at Chicago/William	3/31/2023 2:30 PM
18	So far, I have seen courteous behavior from the car drivers.	3/31/2023 2:24 PM
19	Division st should be listed as one of the major roads through river forest. We constantly observe speeding on Division at all hours of the day	3/31/2023 2:19 PM
20	Bonnie Brae and Division, Bonnie Brae and Thomas, the student drivers from Concordia drive like they are race car drivers. Also I take my daughter to Legere Dance on North Ave and William. I park way down on the block of William as I fear for her safety at that corner as drivers speed off of North onto William. Also I have seen a lot of road rage on North and Monroe by the restaurants when trying to cross on foot from River Forest. I wish there was more police presence in that area.	3/31/2023 2:08 PM

21	Washington and Keystone	3/31/2023 2:07 PM
22	pretty much all of the stops on Linden Avenue	3/31/2023 11:15 AM
23	I have seen many people blow the stop signs at the train underpasses. It's gotten very dangerous seems like, since Covid.	3/29/2023 3:56 PM
24	Augusta between Harlem and keystone. Both east and westbound traffic roll through stop signs. Drivers frustrated with a vehicle obeying traffic rules will take the opportunity to disregard the stop sign and pass the car at in the intersection. This is dangerous to others at the intersection seeing that the front vehicle that stopped completely, it's now safe to enter the intersection. A potentially lethal decision.	3/28/2023 8:24 PM
25	Many drivers do not stop or slow down at all -- whether driving northbound or southbound on Keystone, particularly when approaching Keystone and Linden. I also see this on Hawthorne at all viaduct intersections, though the volume of traffic at Hawthorne and Lathrop forces drivers to slow down.	3/28/2023 2:29 PM
26	Failure to come to a full stop, Clinton and Iowa	3/28/2023 1:34 PM
27	Our garage/driveway access is on Oak Street and across from the stop sign for the east bound traffic on Oak Street. On a daily basis, I see at least one person drive through the stop sign without even slowing down, turn right onto Bonnie Brae heading south without stopping, or they roll through the stop sign and keep going. This makes for a potentially dangerous situation for people walking their dogs, kids riding bikes, etc. The staggered four-way stop at this intersection is already dangerous without having people "opt out" of stopping.	3/27/2023 9:06 PM
28	When drivers come east on Lake Street from Maywood, they don't always merge before they should by the time they get over the river.	3/27/2023 5:02 PM
29	Alley of the 300 block of Lathrop has speeding and cars driving to avoid stop sign at underpass.	3/27/2023 4:30 PM
30	Chicago and William, rolling through and/or ignoring sign	3/27/2023 4:00 PM
31	I often see cars not stopping to turn right from William to Lake St	3/27/2023 1:28 PM
32	Drivers are not stopping at stop signs as I drive throughout the village.	3/27/2023 1:08 PM
33	There isn't a stop sign so they barrel through	3/27/2023 12:06 PM
34	Park & Chicago Ave. Park & Oak	3/27/2023 8:29 AM
35	Speed on Madison— dangerous for cars entering Madison from Gale	3/27/2023 6:28 AM
36	Park/Chicago Park/Augusta Park/Division	3/27/2023 6:27 AM
37	From Lake to Quick, the drivers are very fast, and then many roll through or do not stop at Quick.	3/26/2023 10:03 AM
38	Ashland and Oak is a very busy intersection during school drop off and pick up times and there is no cross stop sign or crossing guard.	3/26/2023 6:58 AM
39	RF traffic survey comments 1. Thatcher at Augusta. Install camera facing East on existing light pole to issue tickets for illegal east turns from southbound Thatcher. This will free up police time. 2. Harlem at RF McDonalds. RESTRIPE Harlem northbound to add left (West) turn lane. No construction necessary. A new camera could issue tickets for those making illegal northbound turns from McD. 3. Harlem RR Trestle at Green Line. The City of Chicago recently installed new concrete super-structure for tracks with HUGE SPANS for their tracks at Bryn Mawr, and Catalpa on the Red Line. If this was built for OPRF, the center support could be eliminated. The roadway surface could be lowered (Cental, South, and Circle streets would be affected) as required for long haul 18 wheelers vertical clearance. 4. Madison, Washington, Lake, Chicago, Augusta and Division should ADD SPEED BUMPS between stop signs. 5. There are some RF residents avoiding the state and village VEHICLE REGISTRATION by using out of state plates, RFPD should ENFORCE our existing laws. An Example is 1145 Franklin with at least 3 vehicles. They live here more than ten months a year. Thank you,	3/25/2023 6:42 PM
40	Stop signs on Franklin and Hawthorne	3/25/2023 8:14 AM
41	We live on the corner of Iowa and Keystone and drivers will regularly zoom at top speed down Iowa St. It seems like it is drivers from Thatcher, trying to turn eastbound in order to avoid the	3/25/2023 5:25 AM

Chicago Ave light, or to try and get out of traffic on Thatcher during peak times. It is pretty scary though. They do not seem to realize that Iowa St does not go through, and then they do not really treat the stop sign at the intersection as though it is a stop sign. I have noticed the no L turn sign at Augusta and Thatcher. People will regularly zoom eastbound on Iowa St at speeds of 30+ mph. Maybe a sign indicating that Iowa does not go through (it dead ends into Forest where the train tracks are raised) would be appropriate. I've also noticed issues with the north/south stop signs on Park where it intersects with Thomas. Drivers seem to treat the intersection as a four way stop and pause and then proceed, despite the east/west traffic having no stop sign. It has happened a few times where there were near misses for me during school drop off or pick up. I appreciate there not being an east/west stop sign at that intersection, I only wish that cross traffic would consistently stop, not simply pause. Also, at the intersection at Thatcher just south of the Métra railroad tracks, where it curves west and then south, drivers do not seem to fully understand the yield protocol. I've seen drivers take some scary risks there. Additionally, the pedestrian crosswalks are frequently ignored by drivers on Lake and also Chicago. As a parent with younger kids, this can feel pretty scary. On Lathrop, during pick up and drop off, kids will cross the street without caution, especially at the intersections which don't identify a crosswalk, such as Iowa or Thomas. The intersection of Ashland and Division feels a little bit harrowing during school times. The crossing guard helps but I feel like rushed parents get a little bit reckless. I also know I'm not bringing up anything new here but the pick up and drop off procedures at Willard School are a nightmare. There is a protocol which Diane Wood communicates to the community repeatedly during the school year and yet drivers have continued to drive recklessly or to park in drop off lanes during peak times. I think that there needs to be designated traffic control guards on the east and west sides of the school. Parents have regularly brought it up to Ms. Wood, and the PTO even went so far as to line up parent volunteers (with approval from the school) but then the process was cancelled before it was due to start. I am amazed that no children have been hit and that there have not been any car accidents. I have witnessed a lot of parent frustration as well as not infrequent road rage during these times. What is being done currently is not consistently functional and it needs to be addressed. It does not seem like Principal Wood is willing to address it beyond continuing to send out reminders repeatedly during the school year. This has not seemed to ever be effective but no permanent and functional solution has been implemented. I propose that designated traffic control guards would be helpful and appropriate. It would function much the same as the traffic guards at the intersection of Oak and Lathrop. The male guard at that intersection is blessing and very good at his job, as are the guards at Division and Franklin and Division and Ashland.

42	Excessive speeding and aggressive tailgating on Thatcher Ave north of Lake St.	3/25/2023 12:10 AM
43	Lathrop & Greenfield	3/24/2023 10:24 PM
44	Chicago and William is better than it used to be, but through traffic on Chicago is still generally awful when it comes to stopping at the 4-way stop.	3/24/2023 9:19 PM
45	At Ashland and Oak, going north on Ashland, especially at school drop-off/pickup times	3/24/2023 8:39 PM
46	Rolling the moving on	3/24/2023 8:02 PM
47	Washington and Keystone. Drivers speed down Washington and often don't fully stop at stop signs. Drivers also often use excessive speed to pass cars on Washington.	3/24/2023 7:51 PM
48	Lake and Harlem: The most pedestrian and bike unfriendly intersection in the Village of River Forest	3/24/2023 7:09 PM
49	Finally put a four way which has eliminated car crashes, thank you. Problem is drivers flying down Franklin to catch the light on Washington.	3/24/2023 6:17 PM
50	Lathrop and Central Ave. Cars don't stop	3/24/2023 6:10 PM
51	Iowa and Ashland many people roll through stop sign or come fast from Lathrop on Iowa	3/24/2023 5:39 PM
52	During my morning dog walks (5:45am-6:45am), I regularly see some drivers fail to stop at Monroe/Augusta, and Lathrop/Augusta. Last year, a cyclist was hit by a speeding car at Lathrop/Augusta around 6:00am.	3/24/2023 5:38 PM
53	It is pervasive, but it is especially bad at intersections with the streets that run alongside the railroad tracks (Central and Hawthorne). I've had multiple close calls as a pedestrian near the Metra stop and at Franklin and Central/Hawthorne taking my kid to school at Lincoln.	3/24/2023 4:47 PM

54	Cars speeding to get off of Madison or Washington when there is traffic.	3/24/2023 4:41 PM
55	Clinton and LeMoyne	3/24/2023 4:27 PM
56	Drivers heading east on Central consistently roll through the stop sign at William & Central. During the off-hours, cars are driving much faster than the speed limit in that same area.	3/24/2023 4:22 PM
57	Intersections Iowa/Jackson and Chicago/Jackson	3/24/2023 4:20 PM
58	Excessive Speeding from 1st Ave going East and not merging into one lane which results in light poles, trees and houses being damaged/destroyed. Afraid to park in parking lanes	3/24/2023 4:08 PM
59	Thomas, Augusta and Chicago Av intersections with Keystone are dangerous for pedestrians. Through drivers are very difficult to deal with. I've have multiple "close calls" with traffic.	3/24/2023 4:07 PM
60	Keystone & Washington. You don't have Washington listed as one of the streets for speeders! I see people going 50-60 mph on Washington past Washington park before the keystone stop sign. Unreal.	3/24/2023 3:58 PM
61	Jackson & Iowa	3/24/2023 3:44 PM
62	Not in Keystone, but traffic on Lake Street often fails to stop for pedestrians crossing at Keystone.	3/24/2023 3:40 PM
63	Oak and Forest. People constantly roll through and oak has no stop sign.	3/24/2023 3:37 PM
64	Any Dominican student who uses Greenfield regularly speeds down Greenfield as well as Park and the roll through the stop sign at Park and Greenfield and turn right into the Dominican parking lot.	3/24/2023 3:37 PM
65	Periodically people would speed on Greenfield but the new stop sign has curtailed this.	3/23/2023 6:23 PM
66	Keystone and Oak	3/19/2023 11:25 AM
67	People seem to be using the intersections properly	3/18/2023 4:33 PM
68	1. William both sides of Lake, drivers roll through stop signs ignoring pedestrians. 2. Central, slow for stop sign at William, but don't full stop. 3. Lake St. drivers pass on right at William.	3/17/2023 5:18 PM
69	Augusta and Monroe	3/16/2023 4:01 PM
70	Keystone and Augusta Keystone and oak Park and Chicago Park and Division	3/15/2023 10:36 PM
71	augusta and lathrop, particularly e/w - rolling	3/15/2023 10:19 PM
72	Washington Ave and Keystone	3/15/2023 8:47 PM
73	Lots of accidents at Augusta and Jackson because there is no stop sign. Kids on way to school have almost been hit.	3/15/2023 6:33 PM
74	Blowing thru stop signs on Augusta. Extremely dangerous surrounding Concordia. From Harlem to Thatcher. Vehicles do not watch for bikers or walkers.	3/15/2023 4:34 PM
75	Many drive through stop signs (park/ chicago), and driving in parking lanes to go around traffic	3/15/2023 3:59 PM
76	Augusta/franklin - not stopping. Passing cars that do stop.	3/15/2023 3:16 PM
77	Augusta/William/Iowa	3/15/2023 2:46 PM
78	Franklin from Lake Street to Madison because it goes through	3/15/2023 2:06 PM
79	Keystone and washington	3/15/2023 10:31 AM
80	Augusta and Monroe it's a nearly constant occurrence. I've almost been hit numerous times despit it being a 4-way stop. I've had to yank my kids who appropriately stopped and waited for the drivers to slow down back as the drivers barely stop at all and barge through even with pedestrians present.	3/15/2023 10:08 AM
81	People roll through the stop sign all the time. Some cars even speed around cars that are stopped at the stop sign. It is dangerous for children crossing to get to the park or school.	3/15/2023 9:36 AM
82	Drivers Will Not Stop for pedestrians crossing Harlem!	3/15/2023 7:47 AM

83	Rolling through Franklin and Augusta. Rolling through and NOT stopping at division and Franklin. Almost hit twice!	3/15/2023 6:55 AM
84	We live on the corner of Clinton and Iowa, and frequently notice reckless driving down Iowa (usually going East) and on Clinton (usually going North). Speeding, screeching cars particularly at rush hour and at night.	3/14/2023 9:25 PM
85	I consistently see cars speeding on Hawthorne between the stop sign at Keystone all the way to Franklin stop sign.	3/14/2023 9:13 PM
86	Rolling through 4-way stop at Franklin and LeMoyne.	3/14/2023 9:12 PM
87	Greenfield and Lathrop, people won't even come to a stop	3/14/2023 8:00 PM
88	Ashland and Lemoyne	3/14/2023 7:58 PM
89	Gale and Linden, Gale and Vine	3/14/2023 6:17 PM
90	Yes, on Lemoyne	3/14/2023 6:02 PM
91	William and Chicago	3/14/2023 5:29 PM
92	Excessive speed, loud noise, cutting through the right side.	3/14/2023 3:23 PM
93	Many are speeding and roll the stop sign on Hawthorn at Keystone heading east.	3/14/2023 2:55 PM
94	Intersection of Division and Franklin. Division traffic is too fast and lax with the stop sign.	3/14/2023 2:47 PM
95	Park and LeMoyne Then along LeMoyne to Harlem Everywhere really	3/14/2023 2:39 PM
96	3-way stop at Greenfield and Park. Stop signs on Park were installed a few years ago. Drivers on Park habitually roll through those stop signs. And drivers travelling east on Greenfield often roll through their stop sign as well. well.	3/14/2023 12:44 PM
97	Washington Blvd and Ashland, traffic coming north down Ashland from Madison regularly does not stop before crossing Washington, causing many accidents and endangering traffic and property at the intersection	3/14/2023 12:33 PM
98	Ashland and Washington	3/14/2023 12:29 PM
99	On Washington, drivers speed between Franklin and Lathrop lights. Many accidents occur at Washington/Ashland. Drivers cut through on Ashland at a high rate of speed to get to Lake or Madison. There is constantly very high speed driving on Washington. Drivers pass in the parking lanes to go around traffic. High speed/unsafe driving funeral processions on Washington. Low visibility at Franklin underpass where many children walk to/from school. Drivers speed down Hawthorne.	3/14/2023 9:36 AM
100	Thomas & Keystone, most drivers roll thru. Keystone & Augusta, a substantial number of drivers on E/W on Augusta do not bother to stop at all. If it is not a RF sticker on the car, they are likely to not stop.	3/13/2023 1:20 PM
101	It happens time to time at many corners	3/12/2023 3:15 PM
102	Rolling stop signs division and park. And Lathrop and division	3/12/2023 12:26 PM
103	Nearly any stop sign - especially Oak westbound at Bonnie Brae	3/12/2023 10:43 AM
104	sadly have witnessed more vehicles with village window stickers in fault than outsiders Hope they yell when people speed or run stop signs in their home truf like i do when they speed down my steet	3/11/2023 4:41 PM
105	Keystone & Hawthorne (3 way intersection) have frequent rolling stops (especially at night)	3/11/2023 12:16 PM
106	Actually, I observed this once last week. I was driving on LeMoyne heading eastward toward my home in the evening so it was dark outside. A driver tailed me a few blocks back and then passed me at a high rate of speed and went through the stop sign at LeMoyne and Bonnie Brae. I had never experienced this before. It was a little scary.	3/11/2023 11:41 AM
107	Ashland and Chicago	3/11/2023 10:33 AM
108	Quick Avenue and William Street	3/11/2023 8:14 AM

109	I wanted to up date my previous survey submitted earlier this month. Since that time there have been two additional accidents on Augusta. Augusta & Monroe , Augusta and Jackson.	3/10/2023 7:41 PM
110	Yielding (if at all) vs stopping at each intersection of Franklin Ave, parallel and perpendicular to the bridge south of Lake. There are multiple occasions that pedestrians and bikers were almost stuck by non-attentive drivers rolling these stop signs. The east/west direction on the south side of the bridge seems most problematic.	3/10/2023 6:05 PM
111	Hawthorne & Thatcher - drivers fly through this intersection and roll the stop sign regularly. It is not a safe intersection	3/10/2023 4:23 PM
112	I believe many roll thru drivers are cutting in from Harlem or North Ave. I do not recognize their cars. Many roll through Greenfield & Lathrop quite regularly	3/10/2023 4:12 PM
113	Lake and Thatcher my son was hit by a car turning right from Lake to go north on Thatcher. We both were almost hit by a driver turning left from Lake St to go north on Thatcher. Several times (I have lost count how many) my family and I have been almost hit at this intersection. (Lake & Thatcher). Crossing Thatcher by the Depot/metra stop is also concerning as its almost a blind turn and crossing.	3/10/2023 4:10 PM
114	Lathrop and Augusta: northbound traffic on Lathrop runs stop sign once a week. Westbound Augusta traffic rolls through or runs Lathrop stop in early and late hours when there is little traffic (dog walkers see everything)	3/10/2023 3:49 PM
115	There are no stop signs for Thatcher traffic However, I routinely see people rolling (driving) through stop signs at Oak, Augusta and Division.	3/10/2023 3:06 PM
116	Drivers on Division when crossing Park regularly roll through or even flagrantly drive through.	3/10/2023 3:02 PM
117	Drivers speed through the 900 block of Monroe. A stop sign is needed at Iowa and Monroe for the safety of children, elderly, and other cars.	3/10/2023 2:55 PM
118	Greenfield and Franklin, blowing the stop sign.	3/10/2023 2:26 PM
119	Since a new stop sign was put in at Franklin Ave along Division, drivers do not expect another one at Park Ave. a short block later and often don't stop. There are too many stop signs now in the village.	3/10/2023 2:16 PM
120	Very fast by entrance to Priory Park where pedestrians - dog walkers, youth soccer/baseball/softball/football players are trying to cross	3/9/2023 5:54 PM
121	Corner of Monroe and Augusta, fast cars, rolling stops	3/9/2023 1:51 PM
122	At Monroe and Augusta: A large number of cars are rolling through the stop sign or not stopping at all going E/W on Augusta.	3/9/2023 8:51 AM
123	We have family who live by Washington (which wasn't mentioned above in survey or I would have check it) & spouse takes Thatcher & Washington for commute. People REGULARLY speed & completely ignore stop sign at Thatcher & Washington, and it's shocking how many skip that light on Washington . Kids are often crossing there with no crossing guard and cars just blow through it.	3/9/2023 6:37 AM
124	Rolling through stop signs on Washington between Thatcher and Lathrop	3/8/2023 11:34 PM
125	Division and all stop signs on Division	3/8/2023 11:13 PM
126	Roll through stop sign at Thatcher and Hawthorne	3/8/2023 7:40 PM
127	Madison & Thacher traffic does not stop as school buses are unloading at the community center	3/8/2023 3:15 PM
128	I notice drivers heading west on Augusta tend to drive with less caution and blow through the stop sign at Monroe frequently.	3/8/2023 12:16 PM
129	Monroe and Augusta	3/8/2023 10:03 AM
130	My street is pretty quiet.	3/8/2023 9:50 AM
131	We live on the corner of Augusta & Monroe, across the street from the parking lots of Concordia University. On a daily basis we witness automobiles speeding, passing on the left, honking and slamming on brakes, cars with stereos blaring and reeking of marijuana, and cars	3/7/2023 9:23 PM

running the four-way stop signs at Augusta and Monroe. We feel it is particularly dangerous because of children crossing at Monroe and William to attend Concordia's day care.

132	bonnie brae and le moyne. outright running the stop sign all day. especially east bound cut through traffic	3/7/2023 9:38 AM
133	Lemoyne and bonnie brae	3/7/2023 7:22 AM
134	Monroe and Augusta	3/7/2023 7:03 AM
135	William Street and Central	3/6/2023 4:24 PM
136	All stop signs on Division and Augusta	3/6/2023 2:22 PM
137	Greenfield and William	3/6/2023 1:44 PM
138	At the intersection of Chicago Ave and Bonnie Brae, drivers are constantly speeding. There has been several car accidents at this interchange. Recommend a speed camera!	3/6/2023 12:45 PM
139	There has been improvement since the police have been ticketing, but when they aren't there, there are still issues.	3/6/2023 9:42 AM
140	Rolling	3/6/2023 6:48 AM
141	More so on Greenfield than Clinton, but rolling through stop signs is common.	3/5/2023 10:03 PM
142	Gale and Madison Gale and vine	3/5/2023 12:34 PM
143	Our lot is behind us on Lathrop. It is a busy street and at times cars do not stop at signs. But then, how many cars actually come to a complete stop at any stop sign?	3/5/2023 10:30 AM
144	Drivers adequately stop and observe stop signs.	3/5/2023 9:03 AM
145	Drivers roll through are disregard all signage. Impatient drivers cut us off and/or honk and explicit words to myself and wife if we do not 'move out of their way' Police pull offenders over directly in front of our house frequently.	3/5/2023 3:43 AM
146	Observe it mainly at Monroe and Greenfield. People are speeding north on Monroe as a shortcut to north avenue	3/4/2023 5:51 PM
147	Most drivers slow down and roll through the stop sign.	3/4/2023 12:03 PM
148	Since Park stretches from Lake street, it can be a through street. Although most of the traffic comes off of Greenfield, people are cutting through. Dominican provides a lot of traffic too.	3/4/2023 6:56 AM
149	People tend to speed up getting to Madison going south	3/4/2023 6:42 AM
150	Lathrop & Division - rolling through going West, for sure, as we cannot cross Division because cars are only 2 car lengths apart when they get to Ashland because they did not stop at the stop sign.	3/3/2023 9:05 PM
151	Keystone & Augusta - there are frequent east-west cars that completely & purposefully disregard the stop sign, and they do this at speeds well in excess of 25mph. These are not instances of merely rolling through a stop sign.	3/3/2023 8:33 PM
152	People fly down Lake Street from Thatcher to 1st Ave.often time's blowing through the lights on Lake.	3/3/2023 6:47 PM
153	Monroe & Augusta roll through the stop sign at 10 to 20 miles an hour not nearly enough time to look both ways for so many school children that use the sidewalk during busy times	3/3/2023 6:24 PM
154	Chicago and William stop sign often has cars barely slowing down. Roughly 60% roll through or worse.	3/3/2023 5:27 PM
155	Drivers frequently roll through the stop signs on Division while traveling East and West at Monroe Ave even with pedestrians present in the cross walk. Enforcement is necessary.	3/3/2023 5:26 PM
156	Bonnie Brae & Iowa. Rolling stops going east and west down Iowa	3/3/2023 5:24 PM
157	They speed away from the stop sign at LeMoyne and William especially during rush hours.	3/3/2023 4:49 PM
158	We live a T at Thatcher and Hawthorn and over the last 2 to 3 years there have been at least 3 cars that have blown the light and hit the house/garage/yard of the house on the corner. A	3/3/2023 4:45 PM

	flashing light was installed and some rock but that is an anemic solution.	
159	Division and Bonnie Brae	3/2/2023 8:49 PM
160	Keystone and Augusta both eastbound and westbound. Rolling, rolling, rolling.	3/2/2023 5:27 PM
161	HS drivers during AM commute is quite careless, on phone, ignore child crossing signs, roll stops on several occasions.	3/2/2023 4:26 PM
162	The worst I feel is madison from Park to thatcher. Excessive speeding, speeding around other cars that are doing the speed limit. We walk to and from RFCC almost every day and I don't feel safe.	3/2/2023 11:37 AM
163	speeding on Thatcher every day	3/2/2023 9:57 AM
164	I'm upset at the language and seemingly predetermined assumptions in this questionnaire. I feel that you have created the problem that you purport to fix, and continue to exasperate it. I do see "rolling" stops, actually lots of "no stops at all". But the reason is compliance fatigue. The site distances in my area are more than adequate for much higher speeds and drivers know it. They have compliance fatigue from that, but especially all the stop signs. Do you know what Compliance fatigue is? Well, it's very real and very dangerous, and it gets worse in routes that people travel frequently. And here, in this questionnaire, it sounds like you are trying to justify MORE traffic control measures. The intersection that I can see, I believe, needs a stop sign removed (becoming a 2 way, instead of a 4 way stop). Because a pedestrian's expectation that traffic WILL stop is wrong. There are enough trees to obscure their visibility to drivers, and I think it's a real danger. The solution to the perceived danger of people driving 35 in 25 is neither lower speed limits or more stop signs. Please be very judicious in your use of "controls" and understand that impatient drivers are exasperated by these controls, and adding more, only increases the disparity between your efforts and reality.	3/2/2023 9:12 AM
165	Stop at Division/Jackson Ave: rolling stop	3/2/2023 4:03 AM
166	Bonnie Brae and Quick. Cars speed thru intersections without stopping. N, S cars supposed to stop. Many don't. Constant confrontations and close calls. Make it 4 way stop.	3/1/2023 9:29 PM
167	Drivers on Iowa have a stop sign that is not always observed	3/1/2023 8:16 PM
168	we are the only thru street nearest Harlem and the cut through traffic is very heavy. Also very heavy traffic from North Avenue and the Fresh Thyme store	3/1/2023 7:10 PM
169	Lake/Thatcher, people turning often gun it when the turn arrow turning off, and enter the intersection right as pedestrians do. At Lake/Oak, when the walking lights are on, people will either slam on breaks after someone starts walking OR miss the flashing lights.	3/1/2023 7:03 PM
170	Edgewood and thatcher, roll through stop	3/1/2023 5:40 PM
171	Today I was at a stop. A car two behind went into the left lane, into oncoming traffic, and passed thru the 4 way stop without stopping AND on the wrong side.	3/1/2023 5:20 PM
172	Drivers are rolling through stop signs throughout the village. At Thatcher and Augusta drivers regularly turn left at the no left turn Interection. Thatcher from Chicago to Division speed is out of control—especially during morning and evening rush hour.	3/1/2023 1:01 PM
173	Augusta and Keystone. Cars seldom come to full stop	3/1/2023 12:46 PM
174	I tend to notice some folks drive below the posted limits. Stops do seem to be better in town than other places I travel	3/1/2023 11:56 AM
175	Corner of Bonnie Brae PI and greenfield (going east on BB) cars going around me when I am making a left turn on to Bonnie brae. Same thing on clinton and Bonnie Brae.	3/1/2023 10:55 AM
176	Drivers driving like it's an expressway.	2/28/2023 8:09 PM
177	Augusta and Thatcher. Regular speeding through intersections.	2/28/2023 6:09 PM
178	Not on my street because there are no stop signs (problematic?) but one block over at August and Keystone drivers regularly blow through those stop signs I have nearly been hit walking my dogs multiple times.	2/28/2023 5:06 PM
179	The 500 and 600 block of Franklin being combined allows drivers to get to dangerous speeds. At Franklin and Oak, drivers regularly roll through the stop sign	2/28/2023 4:20 PM

180	Rolling stop east and west bound at Jackson and Thomas and always chaos at Monroe and Thomas with entrance to Concordia	2/28/2023 3:33 PM
181	Washington and Keystone -- drivers fail to stop at the 4-way stop. Hawthorne and Keystone -- drivers blow off the stop signs. We have been walking in town for 29 years and have witnessed many incidents.	2/28/2023 2:45 PM
182	Lathrop and Central Ave - running stop signs Oak and Franklin - running stop signs Franklin and Lake - running stop signs, disobeying 1-way signs, blocking fire hydrants and driveways during school drop-off and pick-up	2/28/2023 1:45 PM
183	Chicago Ave and Clinton Pl. Excessive speeding heading both east and west on Chicago Ave. Drivers passing in parking lane. No stop sign from Harlem to William and the reverse lead to the speeding.	2/28/2023 11:30 AM
184	Drivers FREQUENTLY roll thru stop sign at Augusta and Keystone, drivers speed across Augusta in general, and down Thatcher	2/28/2023 8:09 AM
185	There are times that drivers don't stop at the stop sign on E/W Chicago Avenue. I have almost been hit as a pedestrian there by distracted drivers.	2/27/2023 9:46 PM
186	east / west on Washington at Keystone. cars CONSTANTLY RUN THIS STOP SIGN. it is terrible. driving very fast with out even close to slowing down. Its terrible. many children at this corner many times of day. this is happening all of the time.	2/27/2023 9:34 PM
187	Stop sign on vine and park going west	2/27/2023 6:28 PM
188	Rolling at stop sign next to post office	2/27/2023 3:31 PM
189	The corners of Quick and Clinton should be a 4 way stop	2/27/2023 2:11 PM
190	There are not stop signs on Greenfield (at Clinton or Bonnie Brae). As a result, drivers accelerate well above 25 miles an hour from William to Greenfield.	2/27/2023 1:19 PM
191	Stop at Ashland and Vine. Ashland is used as a commuting thoroughfare shortcut from people trying to get off of Madison.	2/27/2023 12:58 PM
192	Ashland and Iowa. Seems drivers cut through to avoid light at Lathrop/Chicago intersection.	2/27/2023 11:40 AM
193	There is no stop nor light between North and Chicago so the traffic is speeding when going South towards Chicago, Lake and Madison	2/27/2023 10:28 AM
194	Greenfield and Bonnie Brae, alley south of Yolk and Cassidy (people use the alley to get off North Ave and cut over to Harlem - this alley has gotten more dangerous since the temporary blocks were put in place)	2/27/2023 8:36 AM
195	Monroe and LeMoyne is frequently an intersection where the stop signs are either ignored or not seen. Also, we have cars that speed along LeMoyne daily. I've called some into the RFPD in the past. Now, it seems like they are at least only headed east due to the barrier at Harlem, but it still occurs with regularity.	2/27/2023 7:07 AM
196	Speeding on Chicago Ave.	2/27/2023 6:54 AM
197	Drivers regularly fail to stop at the signs at William and Chicago. This occurs most for E/W traffic, drivers are careless and do not yield or follow right of way rules. There are frequent accidents.	2/27/2023 2:32 AM
198	It's not the speeding that's concerning, it's the failure to yield to pedestrians - especially at designated crossways.	2/26/2023 9:55 PM
199	Cars roll up to the stop signs and Ashland and Linden and the majority do not make a complete stop. A small percentage do not stop at all.	2/26/2023 8:28 PM
200	Continual left hand turns onto Augusta driving south on Thatcher. I was almost hit when a car made this turn.	2/26/2023 8:05 PM
201	People roll through the stop sign at Oak and Bonnie Brae all of the time. It's dangerous because there is not a stop sign for cars driving East on Oak. We have tried to advocate for a speed hump or other but have not been successful. We also have quite a few children on the block who spend a lot of time outside running around, riding scooters and bikes.	2/26/2023 7:35 PM

202	Oak and keystone often has cars rolling through the stop signs. We also get a ton of cars pushing the pedal to the metal between oak and Chicago, driving way too fast.	2/26/2023 7:27 PM
203	Monroe and Division Monroe and Augusta	2/26/2023 7:13 PM
204	The corner of Augusta and Keystone has drivers who roll through the stop signs on a regular basis.	2/26/2023 5:44 PM
205	Drivers will often cross from east side of Harlem on Greenfield and drive into River Forest on Greenfield although there is a one way sign and no entry sign	2/26/2023 5:44 PM
206	Keystone and Hawthorne, Gale & Hawthorne	2/26/2023 5:33 PM
207	Particularly at William and Oak	2/26/2023 3:56 PM
208	Thanks to the partial barrier at Harlem and Greenfield, though traffic and excession speed has been reduced. It happened often along Greenfield and Bonnie Brae, and was not safe for our children and neighbors, let alone being by a neayby park. With the temporary barrier at Greenfield and Harlem through traffic and excession speeds are greatly reduced. There is some occassional excession speed along Greenfield and Bonnie Brae, as there is no stop sign between Clinton and Harlem on Greenfield.	2/26/2023 3:43 PM
209	Bonnie Brae ans greenfeild	2/26/2023 3:42 PM
210	Horrible. We need the traffic barriers.	2/26/2023 3:39 PM
211	Observed speeding east /west on Iowa	2/26/2023 3:21 PM
212	Cars roll through the stop sign at Vine and Washington	2/26/2023 3:19 PM
213	Not a 4 way stop at Lemoyne and Monroe	2/26/2023 2:53 PM
214	Speed and rolling through stop signs has almost ceased to be an issue since the new barricades in NE RF	2/26/2023 2:50 PM
215	Constantly see people speeding and not stoping on STOP signs.	2/26/2023 2:47 PM
216	Corner of Lemoyne and clinton	2/26/2023 2:45 PM
217	Going too fast on chicago east of thatcher	2/26/2023 2:09 PM
218	People turn south off Lake on Ashland to avoid light at Lake and Lathrop. The roll through stop signs at Ashland and Linden.	2/26/2023 1:36 PM
219	Traffic moving north or south on Park ave over Washington seems to often be over a safe speed limit. Drivers often do not make full stops. My other street of concern for me is Hawthorn. Many drivers roll through stop signs and look at their phones while driving on this street.	2/26/2023 12:43 PM
220	Not stopping at crosswalks and flashing yellow lights for pedestrians - Thatcher/Lake, Thatcher/Edgewood, Lake/Edgewood, Thatcher/Central	2/26/2023 11:53 AM
221	I have been stopped at Thatcher and Washington and a car coming east on Washington plows through the stop sign.	2/26/2023 11:45 AM
222	Franklin and vine stop signed, often rolled by drivers.	2/26/2023 11:31 AM
223	Does not stop when pedestrian is tying to cross, does not respect speed limit	2/26/2023 11:11 AM
224	Lathrop/Lemoyne, Lathrop/Greenfield, Lathrop/Augusta	2/26/2023 10:59 AM
225	Greenfield cars go extremely fast!	2/26/2023 10:50 AM
226	Lake & Keystone intersection has pedestrians to/from the Metra and Keystone Park. There is no lighted crosswalk or stop sign and close calls happen frequently. My child was nearly hit by a car there. Waiting to cross at that intersection can take a long time. Drivers are in a rush and unwilling to stop. Lake Street is a freeway through the middle of our neighborhood.	2/26/2023 8:00 AM
227	Traffic rolls through the stop signs on Ashland, particularly at night.	2/25/2023 8:50 PM
228	Many drivers speed through our neighborhood, despite kids being out in the yards. And many cars barely stop at the stop sign. I've also been personally threatened twice by drivers of cars	2/25/2023 8:39 PM

	going too fast when kids are out after asking them to slow down.	
229	Drivers regularly speed along my block (100 block of Franklin) heading south from the light at Washington and Franklin. They often roll through the stop sign at Franklin and Vine.	2/25/2023 7:11 PM
230	Bonnie Brae and Oak Ave. Drivers frequently roll through the stop sign on Oak Ave.	2/25/2023 6:33 PM
231	Vine and Ashland, Washington and Ashland It was not offered as an option before but there is absolutely excessive speeding in Washington. And use or parking lanes to speed past cars if especially concerning.	2/25/2023 6:19 PM
232	we have 2 way stop at corner of bonnie brae and quick. people assume its 4 way which can be dangerous. other times they go through the stop sign without even slowing down	2/25/2023 6:08 PM
233	Harlem and Chicago I was almost hit by a car making a right turn from the left turn lane on southbound Harlem.	2/25/2023 5:30 PM
234	Clinton Place and LeMoyne Clinton Place and Greenfield	2/25/2023 4:06 PM
235	Please drive right thru the one way barricade just past the alleyway, in the wrong direction (heading south), all of the time!	2/25/2023 3:59 PM
236	Clinton and LeMoyne. Was recently changed to a two way from a four way stop	2/25/2023 3:39 PM
237	Madison Avenue--Thatcher East to the RR tracks	2/25/2023 3:19 PM
238	Speeders will either slow down or at most do a rolling stop.	2/25/2023 2:15 PM
239	Very often rolling "stops" and occasionally no stops.	2/25/2023 2:01 PM
240	Thanks to the Village for the 4-way stop at Ashland and Vine. Unfortunately, people moving fast on Ashland often blow through or roll through that stop sign typically going north on Ashland.	2/25/2023 1:55 PM
241	Cars speeding off north Ave towards lemoyne Ave. lemoyne and Monroe very dangerous. I was struck by speeding car at this intersection 5 years ago	2/25/2023 1:51 PM
242	Drivers do not stop at stop signs, at most, they do a rolling stop.	2/25/2023 1:38 PM
243	N bound Ashland @ Oak: speeding, tailgating, and rude driver behavior during school drop off and pick up times.	2/25/2023 1:22 PM
244	With Bonnie Brae and Clinton blocked off at north, those of us on william have paid the price. Nobody asked us if we were ok with all of the increased traffic. With the Montessori school on the corner, it's a risk to the children.	2/25/2023 10:52 AM
245	At Lathrop and Central, many motorists do not stop at the stop sign.	2/25/2023 10:39 AM
246	It was fine until recent changes make the area far more dangerous. Many near misses now. Too much traffic in alleys now. A random speed trap in the neighborhood would fix the problem of cut-thru drivers going too fast.	2/25/2023 9:41 AM
247	It hasn't been as much of an issue since the barricades went up.	2/25/2023 7:46 AM
248	On Division on Greenfield on Lemoyne.	2/25/2023 6:40 AM
249	Forest and Augusta. Forest traffic rolls. Augusta traffic is too fast	2/25/2023 12:24 AM
250	Before the road blocks were up, Greenfield was very dangerous. Non resident cars would speed pass Greenfield. With the roadblocks up, it's much safer for our kids to cross greenfield.	2/24/2023 10:50 PM
251	Throughout the village (I walk all thru it daily) even when kids are walking to and from school includes vehicles exiting business. Most drivers have no respect for pedestrians at, and in, cross walks either.	2/24/2023 9:52 PM
252	At the corner of oak and Bonnie Brae on a regular basis cars roll through the stop sign coming in from harlem heading west. Often heading east towards Harlem cars don't know whether to stop again or often get confused by the long intersection. It's sometimes scary to see cars speeding through that intersection. At Chicago and Bonnie Brae cars often don't stop for pedestrians.	2/24/2023 9:48 PM
253	Lathrop and Lake - speeding and loud cars	2/24/2023 9:22 PM

254	LaMoynne and Bonnie Brae. Has got worse since the blockades on Harlem and north traffic "help" went into place.	2/24/2023 9:20 PM
255	Not stopping at Monroe and Lemoyne, or vision being blocked by large bush on the corner, and cars pulling out in front of another car due to this.	2/24/2023 7:44 PM
256	With new barriers on Clinton, cars are now speeding through alleys.	2/24/2023 7:13 PM
257	All 2 way stop intersections along Iowa St	2/24/2023 6:34 PM
258	Between two stop signs Central to Lake many drivers hardly pause a Central, especially at night	2/24/2023 6:26 PM
259	clinton from north to greenfield but barrier has been successful	2/24/2023 6:14 PM
260	Drivers turn without stopping at intersection of Hawthorne and Forest	2/24/2023 5:38 PM
261	Rolling through stop signs on Lathrop north of Lake and on cross streets that intersect with Lathrop. Stop signs seem to be treated as a suggestion rather than a requirement.	2/24/2023 5:35 PM
262	Rolling stops at William and Chicago	2/24/2023 5:28 PM
263	Rolling stop..slows down but not a complete stop	2/24/2023 5:21 PM
264	Oak and Bonnie Brae - drivers (including River Forest residents) pretty routinely roll past the stop signs, particularly on Oak, more often than on Bonnie Brae	2/24/2023 5:12 PM
265	chicago and william people blow through that stop sign often	2/24/2023 4:57 PM
266	There needs to be stop signs on Thatcher between Chicago and north Ave. There are none. It currently sounds like a dragway at night, often keeping us awake. Thatcher and Division would be a great place to start. It's nearly impossible to make a left turn onto Thatcher, heading west on Division near Dominican. It's just not safe.	2/24/2023 4:45 PM
267	Le Moyne & William Le Moyne seems to be very busy and people really don't obey the stop signs	2/24/2023 4:34 PM
268	Most people roll through the 4 way stop at Gale and Vine.	2/24/2023 4:32 PM
269	Division and Lathrop very congested during Trinity Hours. Many rolling stops at all times.	2/24/2023 4:15 PM
270	Along oak street - everyone seems to roll through stop lights	2/24/2023 4:08 PM
271	Stop signs seem to be more of a "suggestion" than anything. We see a lot of people cutting through our neighborhood seemingly in a rush and roll through almost every intersection	2/24/2023 4:03 PM
272	Cars consistently go through Chicago Av. and William Street intersection without stopping....we need a solar panel flashing stop sign placed there.	2/24/2023 4:03 PM
273	Park and Augusta	2/24/2023 3:59 PM
274	The intersection of William and Chicago is very dangerous, especially at night. We've seen people speed on Chicago and go through the stop sign. That sign needs to have reflectors on it so that people don't miss it.	2/24/2023 3:57 PM
275	Rolling through stop, ignoring crosswalk- Oak and Thatcher	2/24/2023 3:55 PM
276	Altho Edgewood has a no left turn sign off of lake , it is not observed. Drivers use Edgewood as a cut through	2/24/2023 3:53 PM
277	AT MONROE AND LEMOYNE I SEE DRIVERS NOT STOPPING OR JUST BARELY SLOWING AT THE INTERSECTION	2/24/2023 3:52 PM
278	Washington and Keystone is a notoriously dangerous intersection.	2/24/2023 3:49 PM
279	Park and Monroe at Division	2/24/2023 3:39 PM
280	When Trinity is either starting the school day or ending it, there is a sharp increase in the number of cars using Berkshire to Monroe, and often times creeping thru the intersection or worse, taking a left or right turn and not stopping for the cross traffic on Monroe. During non-school drop off times, the cars stop at the Berkshire sign.	2/24/2023 3:38 PM
281	I do notice at the 4 way stop at keystone and Washington that ppl blow through that stop.	2/24/2023 3:35 PM

282	Keystone and Augusta, E-W on Augusta	2/24/2023 3:27 PM
283	The stop sign on Greenfield/Park is frequently not a full-stop stop sign, especially for those making a right-hand turn. This is something of a shared observation by many longtime neighbors.	2/24/2023 3:26 PM
284	Lathrop - all stop signs.	2/24/2023 3:24 PM
285	High speed on Iowa St between Lathrop and Jackson	2/24/2023 3:20 PM
286	Traffic through the village on Augusta roll through the stop signs from thatcher to Harlem	2/24/2023 3:18 PM
287	I've been hit by a car rolling through a stop sign. Almost got hit by a car driving into oncoming traffic to get around a crossing guard stopping traffic. All of this on Chicago Ave, which wasn't listed on previous page.	2/24/2023 3:16 PM
288	Many drivers do not come to a complete stop or hardly slow down	2/24/2023 3:09 PM
289	often cars slow then proceed without stopping	2/24/2023 3:08 PM
290	Augusta and Keystone- cars sometimes blow through 4-way stop	2/24/2023 3:08 PM
291	Thatcher and Lake. I know two children who have been hit by turning cars (right and left, north and south off lake onto thatcher) and many many near misses. It is our safe walk to school route and it is not safe. Automatic walk signs, better crosswalk markings and more signage may help. Lake is dangerous especially at night.	2/24/2023 3:07 PM
292	I have observed way too many RF Residents, doing the old "pump and roll". In fact, it is ridiculous. People race to a stop sign to beat you to the intersection, so they do not have to wait for you and they storm right thru intesection anyway.	2/24/2023 3:05 PM
293	Washington and Ashland- feels like there are 3 to 4 accidents here a year due to people not stopping and waiting, or thinking it is a four way stop. I hear one or two horn honks a day sometimes for near miss accidents.	2/24/2023 3:01 PM
294	not stopping at stop signs, not waiting for pedestrians to cross, excessive speed: Greenfield and Monroe, Division and Monroe	2/24/2023 3:00 PM
295	Ashland and Lemoyne	2/24/2023 3:00 PM
296	I want to clarify that my responses apply to traffic on Washington and Park Ave. I have been passed/overtaken on both streets while observing the speed limit. I routinely observe the speed tables on Washington clocking excessive speeds. I have observed the red light at Washington and Franklin used as a stop sign, if that. And I have observed traffic routinely driving the wrong way on Park Dr. While the curve on that street can mitigate speed at times, I am surprised there has not been a head on collision yet. Wrong way traffic also creates an unsafe condition for pedestrians and traffic at the Washington/Franklin intersection.	2/24/2023 2:55 PM
297	Augusta and Keystone Park and Augusta	2/24/2023 2:52 PM
298	Washington and Keystone - a MINIMUM of 3 times a day when I causally observe while in my garden or walking my dog, cars roll or drive through the stop sign.	2/24/2023 2:52 PM
299	Lathrop and Division	2/24/2023 2:50 PM
300	Lathrop & Central - viaduct traffic often does a rolling stop & goes without regard to traffic on Central.	2/24/2023 12:21 PM
301	Cars heading west on washington continue south on Park Dr. (a narrow curving road that borders triangle park) without slowing down.	2/24/2023 6:43 AM
302	Turning left from Forest Avenue onto Madison Street can be a challenge when vehicles are parked along Madison. They obscure the ability to see cars traveling eastward. At time the best way to navigate the turn is to move into the median and wait for the traffic to clear	2/23/2023 5:38 PM
303	roll thru stop sign at Linden and Franklin and at Hawthorne and Franklin. Have seen at other intersections in village	2/23/2023 4:52 PM
304	Park and Chicago	2/23/2023 2:32 PM
305	The intersection at Lake and William seems to have an accident every other month and	2/23/2023 2:22 PM

crossing as a pedestrian is completely dangerous. Cars have zero regard for anyone walking in any direction of this intersection. Desperately needs a 4 way stop sign.

306	Franklin/Augusta	2/23/2023 1:03 PM
307	Lots of honking and some confusion over lanes shifting and mall entrance. Not enough room for bus to park on Lake St near Harlem.	2/23/2023 12:25 PM
308	Oak and Bonnie Brae--many cars do not even stop at the stop signs--they barely slow down.	2/23/2023 12:14 PM
309	Very few drivers come to a complete stop. People also pull u-turns at the intersection as well. Perhaps a sign regarding illegal u-turns could be posted.	2/23/2023 11:47 AM
310	Intersection of William and Iowa (we are a corner house there). Lots of rolling or not stopping at the William stop sign - which is especially concerning because people fly (speed) down Iowa so they go through the intersection fast (no stop required).	2/23/2023 11:35 AM
311	Traffic does not yield or moves to quickly on Park Drive to Park Ave. Drivers use as a shortcut from Washington to Madison Ave.	2/23/2023 11:14 AM
312	Greenfield and Jackson. There are stop signs on Jackson but not Greenfield, people roll through the stop signs on Jackson and get hit by people going East/West on Greenfield who don't have to stop. We've witnessed multiple accidents and many near accidents.	2/23/2023 10:28 AM
313	Park and Thomas should have 2 stop signs. Because of previous no sign, then sign on Thomas only, then sign on Park only, everyone is confused. They assume Thomas has a sign even though Thomas has the right of way. Not HUGE problem, but some horn blowing with failure to yield.	2/23/2023 9:35 AM
314	Not stopping at signs on Monroe AND especially Division when there are no other cars present at intersection. When crossing I usually don't trust drivers will see me and fully stop	2/23/2023 9:11 AM
315	Division is an issue	2/23/2023 8:40 AM
316	No right turn from North into Park Ave but cars regularly turn right and then speed down the street. Also, there is a one way stop at La Moyne and Park (not all way stop) and cars do not realize so regularly come through stop sign	2/23/2023 8:21 AM
317	Chicago and Bonnie Brae; Bonnie Brae and Iowa;	2/23/2023 5:49 AM
318	Lathrop and division- early morning not stopping on Division Augusta and Lathrop- early morning not stopping on Augusta	2/22/2023 11:22 PM
319	I live on Thatcher and my neighbors and I have all experienced someone almost or actually hitting our car while trying to pull into our driveways. They tailgate excessively. While walking home, someone going south on Thatcher did a long honk to a student driver turning left on lake because he would not go. He was stopped for me, a pedestrian to cross. They did not care even after visually acknowledging me.	2/22/2023 11:18 PM
320	People rarely stop at the stop signs at Ashland & Washington, heading North & South (on Ashland). There have so many accidents here & even way more close calls. When they do cross, they floor it with the gas pedal. People also passing other cars on Washington using the the parking lanes, all the time.	2/22/2023 9:23 PM
321	Rollings at Forest and Washington stop sign.	2/22/2023 8:36 PM
322	Speeding and there's a school across the street from me. Put in speed bumps	2/22/2023 8:30 PM
323	Not stopping at Division and Monroe.	2/22/2023 7:09 PM
324	Vine and Franklin (north and southbound traffic), particularly during commuter hours cars will roll through stop signs. Bikers too... Speed bumps/roundabouts welcome	2/22/2023 5:43 PM
325	Franklin and Madison	2/22/2023 5:25 PM
326	Williams and Monroe...makes it so you can't get across at Monroe and Chicago. No space between cars.	2/22/2023 5:21 PM
327	We have a 4-way stop which isn't always observed by all. Many near accidents seen.	2/22/2023 4:08 PM
328	Majority of motorist either ignore or roll through Franklin/Vine. Not hyperbole.	2/22/2023 3:37 PM

329	Rolling through stop sign in the underpass	2/22/2023 3:10 PM
330	Lathrop and Thomas There has been more than 1 collision occurring as a result of drivers rolling the Thomas St stop signs, likely assuming it's a 4-way stop. One accident last summer even resulted in a vehicle going up onto the parkway.	2/22/2023 3:00 PM
331	Between Division and Greenfield and Greenfield to Lemoyne cars will roll thru stop signs and speed thru Monroe in either Northbound and Southbound directions	2/22/2023 2:46 PM
332	Lots of drivers zoom down Ashland to avoid the stop light at Lathrop. There are many children on the block.	2/22/2023 2:41 PM
333	All day everyday drivers roll through the lathrop and oak stop sign as well as accelerate heavy off the intersection	2/22/2023 2:11 PM
334	Roll Through Williams and quick Ave stop sign and Clinton place and quick Ave stop sign. Dangerous crossing at Williams street and Chicago due to people rolling through stop sign.	2/22/2023 2:08 PM
335	LeMoynes and Clinton - speeding, not full stops.	2/22/2023 2:01 PM
336	There is a No Left Turn signal at Augusta for southbound traffic that drivers frequently ignore. There are no stop signs on Thatcher, which is a problem, especially at Division. The two lane nature of Thatcher going south encourages drivers treating it as a throughway on which to speed. Drivers speed over the tracks. An accident happened in front of our neighbors as a driver sped over the tracks going northbound, hit a parked car at 1115 Thatcher and the driver lost control and her car flipped over.	2/22/2023 9:01 AM
337	I have observed drivers not stopping or "rolling" through stop signs when crossing traffic is either not near the intersection or no cross traffic exists.	2/22/2023 8:51 AM
338	Illegal left turn on Augusta from southbound Thatcher. Division and Thatcher crashes. Cars I'll if ally passing to speed	2/22/2023 8:30 AM
339	Now improved with the one way blockades! But previously our kids were not allowed to even be outside until we got a fence!	2/22/2023 7:22 AM
340	Park and vine Franklin and vine Ashland and vine	2/22/2023 4:29 AM
341	I have not seen anyone disobey a stop sign.	2/21/2023 10:37 PM
342	turned off north ave, drove fast & barely paused at the stop sign	2/21/2023 8:55 PM
343	Westbound drivers frequently roll through the stop sign at Augusta.	2/21/2023 4:54 PM
344	Chicago Avenue has excessive speeding, unsafe passing (both via the parking lane and sometimes into close oncoming traffic), and excessive car audio throughout the day. The intersections are unsafe for pedestrians to cross.	2/21/2023 4:22 PM
345	Division and Monroe	2/21/2023 4:04 PM
346	After the 4 stop signs were moved from Clinton Place to William drivers go too fast in Lemoyne going East or West	2/21/2023 3:08 PM
347	It does happen on an occasion. but I could not classify it as "regularly"	2/21/2023 12:50 PM
348	There isn't a worry of cars not stopping near us at Greenfield and Bonnie Brae, as there are usually athletic events, therefore car and people traffic at this intersection, so most cars are forced to slow down or even stop completely.	2/21/2023 9:52 AM
349	This was not listed in the previous questions but Augusta Avenue between keystone and thatcher has increased car traffic often and have noticed an uptick in rolling stop signs on the Augusta/Keystone intersection which often has heavy kid use on bikes, etc.	2/21/2023 9:23 AM
350	Usually at Franklin/Augusta and Park and Augusta rolling stop and speeding especially in the morning rush and evening rush	2/21/2023 7:34 AM
351	Chicago Ave and Park Ave. My kids cross this intersection multiple times a week - vehicles are constantly rolling through and often even running the stop sign on Chicago.	2/21/2023 4:43 AM
352	Our street has a lot more traffic then ever before because of the new cul de sacs added to north east river forest. They have caused new issues and more people driving down our road.	2/20/2023 6:44 PM

353	East west streets - especially Augusta- are a problem. Drivers going too fast	2/20/2023 3:16 PM
354	Drivers regularly roll through or ignore the stop signs.	2/20/2023 2:00 PM
355	Ashland and division	2/20/2023 11:58 AM
356	Many intersections in River Forest people seem to think stop signs are optional. Particularly noticeable on Division at Monroe, Franklin and Park	2/20/2023 10:53 AM
357	Intersection at Lemoyne and William	2/20/2023 10:17 AM
358	Many vehicles use the alley adjacent to North Ave to bypass traffic on North Ave to get to Harlem Ave South. That is why it is necessary to make Bonnie Brae one way North and Clinton One way North to curtail this activity . Plus putting in cement speed bumps and stop signs at alley entrances and ends would help this tremendously .	2/20/2023 9:55 AM
359	Traffic is regularly rolling (slow roll) through Keystone Avenue stop sign north and south. Because I live on the corner of Augusta and Keystone the Augusta traffic rarely stops at the stop signs and there is a lot of speeding down Augusta and passing around vehicles who do stop at the intersection going east/west on Augusta.	2/20/2023 9:52 AM
360	I see drivers not stopping at all, or rolling through stop signs onto Harlem, but also on the 2-way, cross traffic doesn't stop intersections. I have had to brake many times for drivers who didn't stop.	2/20/2023 9:38 AM
361	I live on an intersection with no stop signs (Clinton & Quick) and six children (two of my own) all under 10 years old are regularly crossing to play at each other's homes / yards. I have seen many drivers fly right through without slowing at all and it's terrifying. We regularly talk with our children about how drivers aren't paying attention and to always assume they do NOT see you and to stop, look listen, etc... but some cars just fly through and it's very scary. Especially going east on Quick.	2/20/2023 9:06 AM
362	I walk my dog and routinely see people speeding and rolling thru or not stopping at Lathrop and greenfield. I've almost been hit on several occasions. I yell at them to slow down.	2/19/2023 10:48 PM
363	Drivers on Thatcher going north by my block (200's) driving in the middle and even on the left side of the road.	2/19/2023 8:59 PM
364	forest and augusta	2/19/2023 7:14 PM
365	We need a stop sign for people on Greenfield right at Forest. Also even though it is a "do not enter street" Forest Ave still have people fly down it from North and race up. It needs to just be completely dead-ended. Soo many kids have almost been hit by cars that come out of nowhere trying to get off of North Ave. it's horrible.	2/19/2023 4:44 PM
366	Monroe and Division Monroe and Augusta	2/19/2023 4:14 PM
367	At both Washington and Park and Madison at Park, drivers roll through intersections if they do not observe traffic. At Washington and Park, I have had drivers turn left or right onto Washington when I have been in the crosswalk. Going west or east on Washington very few cars stop at the crosswalk to allow me to cross.	2/19/2023 2:39 PM
368	Division and Monroe	2/19/2023 2:22 PM
369	amazon delivery vehicle the most common offender of vehicles speeding down our street	2/19/2023 1:28 PM
370	Park Ave And Greenfield. All the time. Generally slightly speeding ../	2/19/2023 12:55 PM
371	Unmarked intersections cause some confusion especially if traffic coming from east or North and south	2/19/2023 12:53 PM
372	On a regular basis, I see people not even try to stop at the intersection of Monroe and Division. It also happens at Monroe and Greenfield. It's especially bad early in the morning, which I worry about because my daughter has to cross division in order to get to Roosevelt I've also been almost hit several times in the early morning (5:30-6am) when drivers blow through stop signs because they don't see other cars on the streets.	2/19/2023 12:51 PM
373	Corner of Hawthorn and Franklin Ave - cars very often do not stop, especially when going south on Franklin Ave.	2/19/2023 12:40 PM
374	Ashland and Greenfield; Franklin and Greenfield— mostly during school drop off and pick up	2/19/2023 10:42 AM

	times.	
375	Rolling stops at intersections of Greenfield and Franklin, Greenfield and Ashland, and Greenfield and Lathrop.	2/19/2023 10:23 AM
376	I have routinely seen this at Park and Augusta (mostly on Augusta). Also used to see it near our old house under the railroad tracks at Franklin and Hawthorne. Also of concern is why is there not a stop sign on Thomas at Park Ave. For some reason Park stops there and Thomas does not which doesn't make much sense since Thomas is not heavily used there	2/19/2023 9:21 AM
377	Washington & Keystone - the stop signs are treated as optional.	2/19/2023 9:15 AM
378	Quick and Monroe, Oak and Monroe, William and Oak	2/19/2023 8:50 AM
379	Sometimes drivers don't even slow down!	2/19/2023 7:59 AM
380	RF would be safer with crossing yellow light on Lake Street near Jewel store.	2/18/2023 8:14 PM
381	Not nearly as bad as people on Facebook would have you believe. Not at all. This village is one giant over-reaction machine when it comes to traffic.	2/18/2023 7:19 PM
382	People roll through stop signs at Washington/Keystone and Vine/Keystone.	2/18/2023 4:11 PM
383	Forest and Thomas, Forest and Augusta, Keystone and Augusta is a huge problem	2/18/2023 2:38 PM
384	Oak & Lake — rolling thru stop signs	2/18/2023 2:13 PM
385	Washington & Ashland....cars coming down Ashland think the Washington cars are going to stop. They don't! Tons of accidents.	2/18/2023 2:07 PM
386	Chicago Avenue and Park Avenue - all day long people mainly traveling East and West either roll through, barely stop, cut off the drivers who have the right of way, or fully run the stop sign. Also, Augusta and Park Ave. stop sign - same behavior going East and West at stop sign rolling through or running stop sign.	2/18/2023 1:41 PM
387	Lake Lathrop. SE corner. Two separate incidents on the same day at the same corner. 1. On Feb. 10, 2022 I witnessed the near miss of elderly pedestrian when a driver rolled through pedestrian crosswalk on Lathrop and started to turn east on Lake St. I notified and sent photos to Lisa Scheiner to illustrate the incident. Lisa forwarded the information to Chief O'Shea. Jeff Loster, Brian Murphy and Cathy Adduci were also informed. I was impressed with Chief O'Shea's quick response to my concerns. In response to my observation that build up of snow along the crosswalk curb made it difficult to safely cross the street, Mr. Loster arranged to have the snow at the SE crosswalk area cleared which was much appreciated by me, my neighbors, and my dog. 2. The same day near the same intersection I observed a distracted driver looking at her cell phone while stopped at the stoplight and sent the photo to Lisa Scheiner and Chief O'Shea. As Chief O'Shea suggested, I attended the March 16 Traffic and Safety Commission meeting. I was not the only person at the meeting to talk about my concerns. There were people from NE River Forest and North on Thatcher Ave. Near the RR crossing if I remember correctly. I have attended many Traffic and Safety Commission meetings in the past five or six years to express my concerns and can give you many examples of inconsiderate driving in the Lake Lathrop area. I am grateful that attention is being given to what seems to be a problem in many areas of RF.	2/18/2023 12:25 PM
388	Now that the police sit near my home at Greenfield and Bonnie Brae at the Fenwick Fields sign, they are catching speeders. Thank you.	2/18/2023 11:43 AM
389	Greenfield and Monroe	2/18/2023 11:42 AM
390	Keystone and Washington	2/18/2023 9:22 AM
391	Chicago/William	2/18/2023 9:06 AM
392	Division and Monroe is awful. Rolling stops and speeding all the time. Division feeds/touches 4 school areas...super dangerous	2/18/2023 9:00 AM
393	Under the viaduct on Lathrop...terrible intersection. Many times drivers who may not be familiar with the stop signs simply run right through them. We see this all the time. The Montessori school with a walkway, across Lathrop also adds to the confusion. As a resident, we like to access the alley on the south side at all times. The development on Lake and Lathrop has just added another layer of traffic nightmare.	2/18/2023 8:34 AM

394	There need to be more flashing stop signs and more four way stop signs	2/18/2023 8:28 AM
395	Lathrop and Central	2/18/2023 8:27 AM
396	The right turn from Division onto northbound Thatcher conflicts with the bike lane - often if not always, drivers cut into the bike lane, treating it like a right turn lane. There needs to be a physical separation that allows cars to use only the car lane to right or left.	2/18/2023 8:07 AM
397	Greenfield and Lathrop lemonyne and Lathrop	2/18/2023 8:05 AM
398	Most drivers make a full stop or at least look carefully. It is only the occasional driver who blows through the stop at Augusta/Park, which can cause the car to be airborne. Rarely do they ignore the stop at Augusta/Franklin, perhaps because you need to slow down to see around the bushes there.	2/18/2023 7:55 AM
399	Observed regularly at Lathrop and Augusta. Additionally at every stop sign between Lathrop and Chicago. This is a HUGE problem.	2/18/2023 7:54 AM
400	Thomas and Park Forest and Thomas	2/18/2023 7:46 AM
401	I observe no stopping and also rolling stops on my way to work EVERY DAY (I work at Lincoln School) at the intersections of Monroe and Division, Monroe and Augusta, Augusta and Lathrop, Augusta and Ashland, Oak and Franklin, Oak and Park, Park and Chicago, Park and Augusta. If I take a different route to work, I experience the same at all other intersections.	2/18/2023 7:36 AM
402	Not slowing down. Too narrow of a road for cars to be parked on both sides	2/18/2023 7:23 AM
403	Intersection of Oak and Keystone—roll through occurs at stop signs going in all directions.	2/18/2023 7:20 AM
404	Ignore stop at park and Thomas and Forest and Thomas	2/18/2023 7:06 AM
405	On our street, that is not the case. On Lake/Thatcher, Oak/Thatcher and Chicago/Thatcher, that happens regularly. My husband just reported that a Chicago PD car, without flashing lights, drove around the right side (i.e., in the parking lane) of a car stopped at the Oak/Thatcher crosswalk, and blew threw the crosswalk just as my husband began to step into the crosswalk. It is a common and regular occurrence.	2/18/2023 6:54 AM
406	Several times a week blowing stop signs along Division at nearly every controlled intersection. Franklin and Augusta as well (east and westbound traffic)	2/18/2023 5:24 AM
407	Division and Monroe and Augusta and Monroe - speeding, rolling through stop signs.	2/18/2023 4:06 AM
408	Concordia students drive extremely fast up & down Bonnie Brae, but I haven't noticed many blowing through the stop sign at Augusta.	2/18/2023 1:06 AM
409	Madison traffic is insane. If speed camera should be placed, it should be on Madison St. When I go to or come back from CTA Blue line Station on foot, I cannot cross Madison for a long time. We need a pedestrian crossing on Madison at Van Buren St. Pace bus often stuck waiting for left turn.	2/17/2023 11:31 PM
410	Roll through on Leymone & Bonnie Brae	2/17/2023 11:17 PM
411	We desperately need a stop sign at Bonnie Brae and Division	2/17/2023 10:49 PM
412	Blown stop sign at Harlem & Bonnie Brae.	2/17/2023 10:42 PM
413	Linden and ashland	2/17/2023 10:41 PM
414	The new stop signs at William and Greenfield/Le Moyne are where people are not stopping.	2/17/2023 10:12 PM
415	Issues of cars rushing at Bonnie bare Chicago intersection. Many accidents as well there.	2/17/2023 9:28 PM
416	Oak and Lathrop, roll through stop signs regularly	2/17/2023 9:24 PM
417	Park Drive to Park Ave	2/17/2023 9:22 PM
418	In front of my house driving 40 mph	2/17/2023 9:01 PM
419	Re: Washington Triangle Park Drivers often take the east side of the park (Park Drive) turning south from Washington/Franklin traffic light onto Park Drive. it provides a shortcut by avoiding the traffic light at the next intersection of Washington/Park Ave. At the south tip of the park triangle, Park Avenue joins Park Drive. Park Drive only services about 8 houses, as it is one	2/17/2023 8:33 PM

way south. Please put a stop sign at that tip on Park Drive. Drivers regularly drive through there too fast and do not slow down (because there is no stop sign) as they cross over the northbound cars on Park Avenue or yield to southbound cars coming from the Washington/Park Ave. intersection. Also at that tip is where the sidewalks meet and pedestrians cross to get to or from the park. However, there is no marked Crosswalk, on either side of that tip.

420	Thatcher and Washinton - stop sign violations	2/17/2023 8:31 PM
421	We constantly get the east/ west traffic cutting through on oak street from Harlem and vice versa from lake street trying to skip the Harlem & Lake intersection. Drivers constantly speed and do not stop at the oak & William intersection.	2/17/2023 8:30 PM
422	I live on a dead end street so traffic is not bad . The cross street Greenfield is terrible!	2/17/2023 7:44 PM
423	Greenfield and Jackson needs a four way stop.	2/17/2023 7:34 PM
424	Routinely on Lake and Thatcher and Augusta I will see cars speed, not give pedestrians right of way, not only not stop, but run or jump red lights, and about once a week I see someone pass another vehicle at high speed by going into opposing traffic lane. Since pandemic the driving in our village has become quite hazardous. Please make more stops and give more tickets.	2/17/2023 7:23 PM
425	Stop sign at Ashland and Oak - roll through stop signs - sometimes, not always	2/17/2023 7:12 PM
426	We're at Thatcher and Oak where the light-up crosswalk was installed. Cars routinely do not stop for kids waiting to cross Thatcher from the west to go to school in the morning. They blow by doing 40 mph from 7:45-8:15 am weekdays. I tell my sixth grader every morning as she goes out the door on foot: "Love you and don't get flattened like a pancake." Would love some added enforcement measures at "our" intersection.	2/17/2023 7:05 PM
427	Frequent collisions at Washington and Ashland	2/17/2023 6:55 PM
428	People are avoiding Harlem and cutting down Bonnie Brae to avoid lights and traffic.	2/17/2023 6:19 PM
429	Park and Chicago. But less since blinking stop sign installed.	2/17/2023 6:09 PM
430	On Hawthorne between Keystone and Gale.	2/17/2023 6:07 PM
431	Augusta and Keystone at rush hour - many passing through drivers barely stop at the four-way stop heading East and West.	2/17/2023 6:00 PM
432	Not much traffic on the block overall, I don't care if drivers roll the stop sign.	2/17/2023 5:55 PM
433	Lemoine/ William and Greenfield/ William and Greenfield/ Monroe. Most are a yield at best, and many are merely a tap of the brakes. There has Never been enforcement of these intersections.	2/17/2023 5:54 PM
434	Hawthorne & Park; Hawthorne & Franklin; Hawthorne & Ashland; Most stop sign along Central from thatcher to Lathrop.	2/17/2023 5:42 PM
435	rolling stops, speeding , passing in oncoming lane, cannabis use while driving, littering from vehicle; Division & Park	2/17/2023 5:40 PM
436	A lot of people drop their kids and pick up at St, Likes then speed down Ashland to Chicago	2/17/2023 5:28 PM
437	All over town	2/17/2023 5:20 PM
438	Augusta and Franklin heading west at rush hour people two brakes and go	2/17/2023 5:13 PM
439	William/Quick- people speed and roll the stop sign, even when I'm crossing with my kids :(2/17/2023 5:08 PM
440	Forest and Thomas nobody fully stops. Division and Park, same.	2/17/2023 5:01 PM
441	Monroe and Chicago ave	2/17/2023 4:46 PM
442	approx 24% of drives on Keystone are speeding. I know this as i measured it over 3 (1) hour periods. It is unsafe and we need police to write tickets/warnings or something	2/17/2023 4:39 PM
443	William & Central Drivers on phone, don't stop --they coast through	2/17/2023 4:21 PM
444	We live on the dead end Iowa at the railroad tracks off Park. Many people come down thinking	2/17/2023 4:18 PM

	it is a through street.	
445	Monroe and division	2/17/2023 4:18 PM
446	Rolling stops at Ashland and Oak	2/17/2023 4:07 PM
447	Frequently rolling through, sometimes totally ignoring stop signs in all 4 directions of Thatcher & Washington stop sign. Also still drag racing on Washington occasional nights	2/17/2023 3:59 PM
448	They were, especially at Greenfield/Lathrop; and Greenfield/Monroe. Have not yet observed this at the new stop signs at Greenfield/William.	2/17/2023 3:56 PM
449	Speeding on Augusta Ave is a a constant, from Thatcher to Harlem.	2/17/2023 3:53 PM
450	Lathrop and LeMoyn Lathrop and Greenfield	2/17/2023 3:52 PM
451	Lathrop and Division, speeding on division past ashland	2/17/2023 3:52 PM
452	Drivers head westbound through light at Harlem and race along Augusta until stop sign at Monroe. They also raced eastbound to get to light at Harlem	2/17/2023 3:49 PM
453	the intersection at Park & Greenfield is POORLY constructed. There MUST be areas near the stop signs that are designated "no parking" people park WAY too close to the stop signs, making it nearly impossible at times to navigate the T-intersection safely. This happened when the Village took out the sidewalks at various places in the parkway. Please, look into this situation. It's dangerous, especially during school drop off/pick up times	2/17/2023 3:48 PM
454	Rolling stops at washington amd ashland. Repeat near misses and accidents at this intersection.	2/17/2023 3:35 PM
455	ALL THE TIME. with a school RIGHT THERE.	2/17/2023 3:20 PM
456	quick and monroe	2/17/2023 3:19 PM
457	All intersections of Iowa and N/S side street intersections	2/17/2023 3:15 PM
458	Rolling through stop signs Speeding on Ashland and Washington Blvd	2/17/2023 3:14 PM
459	Many rolling stops but also regularly ignore families in crosswalks or waiting to cross streets. This behavior is egregious on Lake street. I have personally witnessed multiple near misses with speeding cars ignoring crosswalks and coming very close to hitting children.	2/17/2023 3:09 PM
460	Forest and Hawthorn Drivers don't realize Forest is a cul-du-sac going south so they turn back north on Forest, race to Hawthorn and thru the stop sign. Seem a tad pissy.	2/17/2023 3:09 PM
461	North Avenue and Franklin you're not able to turn right or left from North Avenue. Very few drivers follow the NO TURN signs and we are at risk of getting hit each time we get in or out of our cars near the corner where we live.	2/17/2023 3:07 PM
462	Trucks zooming by so trailera are bouncing on uneven pavement.....it has started to be very loud like before the bridge work.	2/17/2023 3:06 PM
463	Madison and Feankln	2/17/2023 3:04 PM
464	Ashland at Washington...terrible intersection, accidents all the time!	2/17/2023 2:59 PM
465	Park and Chicago Drivers roll through all the time because they are angry they cannot drive in the shoulder anymore. Augusta from Thatcher to Harlem is definitely a cut through during rush hours especially, and people rolling through the first stop sign at Keystone when heading East. It's hard for kids to cross the streets when cars are so aggressive, kids will wait for their turn and drivers won't let them cross. If i block traffic to allow a kid to cross cars will drive to drive around me or honk loudly. The offset crossing at Forest and Chicago is a NIGHTMARE when kids are going to and from school. SO dangerous. and nowhere for a car to swerve out of the way to avoid because of the stupid bump outs that make it practically impossible to turn west from my block.	2/17/2023 2:59 PM
466	Honestly it is rare to see a driver come to a complete stop at a stop sign. As I am teaching my youngest to drive, we are more sensitive to what other drivers are doing and it happens everytime we are out.	2/17/2023 2:58 PM
467	Northbound Lathrop to eastbound Lake. It's a blind corner due to the proximity of building to corner. Cars turn on red or green without stopping. Garage exit east of Lathrop presents an	2/17/2023 2:57 PM

	additional hazard. I pull out of the garage and the road to the west is clear. A second later there's a car on top of me that has turned east from northbound Lathrop.	
468	Stop sign on Lemoyne and Bonnie Brae is problematic but it has gotten much better after the temporary blockage	2/17/2023 2:56 PM
469	Park and Oak, failed to stop; Forest and Oak, failed to stop	2/17/2023 2:51 PM
470	Drivers often speed on Augusta west of Lathrop. Many drivers roll through the stop sign on Ashland at its intersection with Augusta.	2/17/2023 2:50 PM
471	Often cars roll through stop signs at Greenfield and William and Greenfield and Clinton	2/17/2023 2:46 PM
472	High speeds and often do not stop at stop signs	2/17/2023 2:45 PM
473	Right by Concordia on the corner. I believe Division and Monroe. Several times I have almost been hit by drivers who don't stop at the stop sign. It's so bad.	2/17/2023 2:33 PM
474	Rolling stops southbound on Ashland. Not stopping for pedestrians in crosswalk	2/17/2023 2:28 PM
475	Not on my block (as there are no stop signs) but frequently observed at Lathrop and Oak (flagrant abuse) and sometimes at other Oak Avenue intersections between Harlem and Thatcher.	2/17/2023 2:27 PM
476	People use Ashland Avenue as a traffic-free alternative route to Madison Ave and Washington Blvd, regularly speeding down residential streets to make up time. Also, frequent passing on the right (in the parking lane) along Washington Blvd.	2/17/2023 2:25 PM
477	William and Chicago William and Oak William and Quick Not stopping at stop sign or a rolling stop	2/17/2023 2:25 PM
478	I selected "no" for #5 because I live on Thatcher and rolling through stop signs is N/A. My closest intersection is Thatcher and Lake. My children and I cross that intersection frequently to walk to school, Keystone Park, and Frank's Deli. Vehicle turning behavior is unsafe. I've been a part of and witnesses many near misses at this intersection. The intersection is labeled "No Turn on Red. When pedestrians are present". Most cars turn right on red with impunity, even when there are pedestrians right there. Cars turning left are also frequently unaware of pedestrians crossing.	2/17/2023 2:25 PM
479	Especially going east west on Division and Monroe. At least a couple times per day someone will run the stop sign or roll through	2/17/2023 2:24 PM
480	At Washington and Lathrop we have a decent amount of people speeding but the most concerning is people passing in the parking lane constantly. They act like it's two lanes in both directions and constantly pass on the right, causing unsafe conditions. We really need curb bumpouts at the crosswalks at Washington/Lathrop and Washington/Ashland to cut down on this and the speeding.	2/17/2023 2:23 PM
481	Bonnie Brae and Oak	2/17/2023 2:17 PM
482	Tap on brakes only. Speed down William Street to cut through neighborhood.	2/17/2023 2:15 PM
483	Thatcher and Washington. Constantly. Sometimes people don't stop at all. Sometimes they drag race late at night. Lots of accidents. Terrible terrible intersection.	2/17/2023 2:14 PM
484	Failure for cars to stop at 4 way stop on Oak Street. Cyclists including children on way to and from school not only fail to stop, but blow through stops without stopping pre even slowing down or looking for crossing traffic. Young adults are worst offenders and blow through stop signs at high speed.	2/17/2023 2:14 PM
485	Monroe/Greenfield and Monroe/Lemoyne	2/17/2023 2:09 PM
486	Augusta and Chicago are notorious for not stopping at the stop signs and not letting pedestrians cross those streets. I observe that every day while I take my daughter to school.	2/17/2023 2:09 PM
487	At Washington and Thatcher, people roll past the stop sign, going east or west on Washington.	2/17/2023 2:01 PM
488	Jackson and Lemoyne Lathrop and Lemoyne	2/17/2023 2:00 PM
489	The 4-way stop at the intersection of Franklin & Vine Streets seems to be optional to many, many motorists. We've had near misses. A couple years ago, one driver did not stop, hit a car	2/17/2023 2:00 PM

and that car was pushed up over the curb, stopping at a tree in my front parkway. The car nearly missed the fire hydrant in front of my house. Cars speed up and down Franklin daily, with little regard to the 4-way stop. Some do not even slow down.

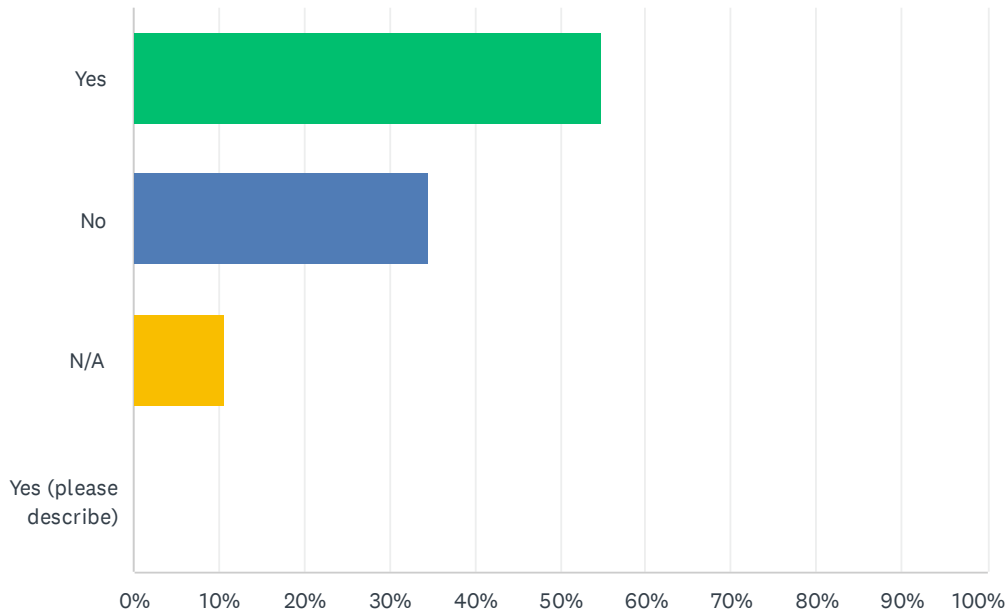
490	I like on the Ashland side of Willard - very congested during drop off and pick up. People park everywhere, blocking driveways and pull in and out of parking spots recklessly	2/17/2023 1:55 PM
491	Washington/Forest	2/17/2023 1:55 PM
492	at park and division and park and greenfield	2/17/2023 1:53 PM
493	The stop sign at Greenfield and Franklin is commonly ignored by drivers on Greenfield. They barely slow down.	2/17/2023 1:52 PM
494	We have a new stop sign and most people either ignore or roll through.	2/17/2023 1:50 PM
495	Cars are also passing other in parking lanes	2/17/2023 1:50 PM
496	Why is Washington Blvd not on the previous page. IT IS A SPEEDWAY. Washington/Keystone intersection gets sped through all the time. The parking lane is used as a passing lane. ALL OF WASHINGTON NEEDS BUMP OUTS. Drivers act like it is a two-lane 40 mph road.	2/17/2023 1:50 PM
497	Not stopping at stop signs seems to be an issue throughout the Village. It's probably actually a little better on our block because there is a four-way stop by Roosevelt (Oak and Jackson) where compliance is generally okay.	2/17/2023 1:48 PM
498	At Monroe & Division there is no regard for the 4 way stop. People often pass my house going 40-50 MPH in my opinion.	2/17/2023 1:48 PM
499	Daily excessive speeding, driving in parking lane, and dangerous passing on Chicago Ave at Ashland. Speeding on 700 block Ashland.	2/17/2023 1:47 PM
500	Intersection of gale and vine. Intersection of Washington and thatcher	2/17/2023 1:47 PM
501	Park and Chicago needs a crossing guard	2/17/2023 12:12 PM
502	Many go right through stop signs on Greenfield and LeMoyné now that Monroe is one of the streets that goes through off North and others are closed off.	2/17/2023 12:06 PM
503	If I watch 10 drivers at four way stop at corner, maybe one of them will actually stop. Also alarming is how many are looking at phones. Major accidents happen about once a year and recently road rage caused motorist to exit their car in front of my hose and grab a hand gun out of trunk before speeding off after the car that ran stop sign and almost hit him.	2/17/2023 11:07 AM
504	Drivers down Division Street are speeding and not mindful of children trying to cross the street. They roll through most of the stop signs along the way. Traffic at Trinity HS on Lathrop often causes problems bc their constituents drop off wherever they feel like stopping on Lathrop and Division street and then pull into traffic without being mindful of people already driving around them.	2/17/2023 10:56 AM
505	Monroe and Division - very frequently see drivers rolling through or completely running the stop sign. Occasionally see drivers going into wrong way traffic to speed around others who are stopped - which is especially frightening. Monroe and Augusta isn't as bad, but busy as well. This is a walking route for one of my kids to get to Roosevelt, and a biking route for another to get to OPRF, and a constant worry, particularly Monroe and Division.	2/17/2023 10:45 AM
506	all intersections	2/17/2023 10:23 AM
507	Consistently at Greenfield and Park. Seems like it's a cut through to and from thatcher. Less common but still happens at Lemoyne and Park	2/17/2023 10:17 AM
508	Lots of speeding and rolling/missed stops on Washington both around Gale and to the east.	2/17/2023 9:49 AM
509	Augusta and Park	2/17/2023 9:31 AM
510	LeMoyné & Franklin plus Greenfield & Franklin	2/17/2023 9:25 AM
511	4 way stop at Chicago/Park appears has a significant amount of quick rolling stops (typically from east/west).	2/17/2023 9:11 AM
512	William & Greenfield...not stopping Clinton & Greenfield..not stopping heading southbound	2/17/2023 9:01 AM

513	A car drove around me and pulled through an intersection when I stopped at a stop sign heading North on Park at Augusta. (Aka, I stopped at the stop sign and the other car didn't and passed in the opposite lane). Cars regularly roll stop signs on Division heading East and West when I am walking our daughter to school in the afternoon (no crossing guards for afternoon Dropoff), and on Chicago at Park when I am pulling up to go somewhere in the village. Cars regularly tail me and speed on Chicago both directions and on Park both directions.	2/17/2023 8:47 AM
514	New stops signs were installed last year and it seems there has been no issues	2/16/2023 11:37 PM
515	Constant under taking. Cars passing on the parking lane on Chicago. Nobody parks on Chicago ave, need to eliminate the parking lane. Widen sidewalks/ grass area to stop this. I see this several times an hour.	2/16/2023 10:41 PM
516	always speeding on thatcher, frequent left turns on Augusta (from southbound on Thatcher)	2/16/2023 9:46 PM
517	On my street people, often drive the wrong way (one way) and use it as a cut through at a high rate of speed. Where Park Drive and Park Ave meet. There is no stop sign.	2/16/2023 9:06 PM
518	I have seen multiple drivers blow through the stop signs on division at Lathrop and Franklin. I have seen drivers passing each other out on division and during school pick up/drop off times. And on a near daily basis, drivers going the wrong way along Ashland during the school day. The one way signs do nothing to stop drivers. I would say 80% of the time it is drivers in delivery vans or work vans.	2/16/2023 8:07 PM
519	People often do not fully stop at stop signs on Division	2/16/2023 7:31 PM
520	Thatcher and Augusa: rolling Thatcher and Iowa: speeding though for a short cut	2/16/2023 5:28 PM
521	Rolling stops	2/16/2023 5:25 PM
522	Cars do not stop in Washington Blvd at the stop signs or the light at Franklin	2/16/2023 4:57 PM
523	The intersection of Bonnie Brae and Chicago is very dangerous and has a lot of people avoiding traffic on Harlem with no awareness of speed limits and stop signs.	2/16/2023 4:56 PM
524	Cars rarely STOP at Park and Washington Blvd. Cars speed down Park heading north to Washington during rush hour and after school times. Drivers also speed down Park Drive to Park heading south. It is very dangerous as there is NO STOP or YIELD to Park from PARK drive. We have observed probably every 3rd car going the wrong way down Park Drive. Park has become a cut through when 290 is backed up and a way to avoid Madison	2/16/2023 4:39 PM
525	Chicago and William	2/16/2023 4:26 PM
526	At William and Chicago, people drive recklessly! I have seen someone almost struck by a car (because the car rolled thru the stop sign). I walk to work everyday (to Concordia) and I have witnessed crazy drivers exceed 40 MPH down Chicago - and blow through the stop sign. I tell my kiddos to stay away from Chicago. I am terrified someone is going to get hit and killed by a reckless driver.	2/16/2023 4:17 PM
527	People routinely run the stop signs at Thatcher and Washington (in all directions, but particularly eastbound)	2/16/2023 3:53 PM
528	oak and keystone - rolling stops E/W. not as often N/S	2/16/2023 3:13 PM
529	Washington and Thatcher - lots of roll throughs. General confusion at Thatcher and the railroad tracks	2/16/2023 3:00 PM
530	Iowa and Bonnie Brae	2/16/2023 2:59 PM
531	Roll thru stop signs Monroe and division	2/16/2023 2:52 PM
532	Rolling through stop signs at Ashland And Oak Avenues.	2/16/2023 2:45 PM
533	On the corner of Greenfield and William a new stop sign was put in an many drivers are ignoring it.	2/16/2023 2:34 PM
534	when there is no crossing guard at Oak/Lathrop most drivers roll through stop sign, even when students are present.	2/16/2023 2:17 PM
535	NE corner of Oak and Bonnie Brae. People seem to have a hard time with traffic coming east on Oak and not having to stop.	2/16/2023 2:16 PM

536	At least 3 to 4 accidents per year and 100's of near misses at Ashland and Washington!!	2/16/2023 2:08 PM
537	There is enough traffic on Lathrop and cross streets to make it difficult to roll stop signs.	2/16/2023 2:07 PM
538	I live between Monroe and Jackson. Speed is excessive between division and Augusta	2/16/2023 2:07 PM
539	Rolling through stop sign at Park and Central	2/16/2023 8:57 AM

Q7 Do you feel drivers on major roadways (Madison Street, Harlem Avenue, North Avenue, or Thatcher) frequently use your street to avoid traffic?

Answered: 983 Skipped: 49



ANSWER CHOICES	RESPONSES
Yes	54.83% 539
No	34.49% 339
N/A	10.68% 105
Yes (please describe)	0.00% 0
TOTAL	983

Q8 If you answered yes to the above please describe driver behavior.

Answered: 482 Skipped: 550

#	RESPONSES	DATE
1	Cars make illegal turns onto Franklin.	3/31/2023 4:28 PM
2	Very busy during rush hours. Little care taken with kids walking to school.	3/31/2023 4:23 PM
3	Come down William to avoid north Ave and Harlem corner	3/31/2023 4:12 PM
4	speeding drivers trying to avoid north and harlem intersection.	3/31/2023 4:06 PM
5	Driving north on William St. to avoid traffic and lights on Harlem	3/31/2023 3:55 PM
6	I have noticed that since the barriers have been put up traffic has increased on Thatcher (north and southbound) as well as speed	3/31/2023 3:53 PM
7	Lots of traffic on keystone from lake to division	3/31/2023 3:47 PM
8	Extremely aggressive and nearly oblivious to pedestrians	3/31/2023 3:43 PM
9	Speeding, running stop signs, and cell use while driving is a given. Illegal parking all of the time.	3/31/2023 3:20 PM
10	Rush hour	3/31/2023 3:08 PM
11	Drivers proceeding north on Forest to reach North Avenue	3/31/2023 3:06 PM
12	Don't even slow down at stop signs. Don't stop at crossings that have crosswalks without stop signs (Keystone and Lake, Keystone and Chicago)	3/31/2023 3:02 PM
13	Waze and other applications direct traffic off main roads to avoid traffic	3/31/2023 2:42 PM
14	From north ave they cut through our alley and then get back into Harlem Ave north or the same thing from Harlem they use alley as a short cut to get back into north ave west	3/31/2023 2:36 PM
15	I have been working / driving in River Forest for 7 years. I have never encountered reckless driving on the small streets of the Village. In fact, it is a pleasure to drive these streets because they are quiet and drivers are very courteous to the pedestrians.	3/31/2023 2:26 PM
16	Division is a major roadway through river forest.	3/31/2023 2:20 PM
17	Eastbound Madison backs up during rush hours. Drivers turn north on Keystone looking for alternate routes.	3/31/2023 2:09 PM
18	They actually come off of Harlem and drive through our private alley at 50 mph to cut through. Our alley is in between Division and Thomas. They are not residents they are just cutting through.	3/31/2023 2:09 PM
19	If there is any accident or blockage on Harlem, people move to Bonnie Brae. You are not including Chicago Ave. as a major roadway. That is a flaw in this survey. The intersection of Chicago and Bonnie Brae is where we see a lot of accidents on our block.	3/31/2023 2:04 PM
20	There is an aggressive behavior toward traffic moving at the speed limit and backing out of drive ways. It is not uncommon to have cars passing slower cars on south thatcher. Another aside is people throwing their garbage on the street or into the forest preserve.	3/31/2023 12:07 PM
21	Cut thru from Division to Augusta Lots of school traffic from Concordia and Grace.. Fast traffic especially in morning when school at Grace starts. Illegal parking or stopping during this time	3/30/2023 8:32 AM
22	Come off of Madison street and speed to Washington	3/29/2023 6:05 PM
23	JB Hunt, Old Dominion R&L Trucking, all 18 wheelers travel on Augusta. Can we have a "no over the road freight trucks allowed" sign? And enforcement?	3/28/2023 8:31 PM
24	Many, though not all drivers are rude. They can exhibit often very impatient driving, swerving	3/28/2023 2:50 PM

around "unacceptably slow" drivers. Or they are distracted drivers who can appear to ignore everyone walking, driving, or riding bicycles -- yikes! Some can be verbally abusive or appear very angry. In general, the irresponsible drivers speed and expect everyone else somehow to be able to see them, hear their vehicles, know when they're making a turn, and to stop for them.

25	First, Chicago Avenue is a "major" roadway through the Village. How is it not listed as one? Second, drivers traveling east on Chicago Avenue make left turns on Clinton Place to avoid traffic backups at Harlem Avenue, then speed to Augusta, often failing to make a full stop at Iowa.	3/28/2023 1:38 PM
26	We definitely see an increase in traffic during rush hour on Bonnie Brae and Oak Streets. This is when we most frequently observe people not stopping at the stop signs at the intersection.	3/27/2023 9:08 PM
27	Speeding cars cutting through our alley.	3/27/2023 4:31 PM
28	William is used as an alternative to Harlem or Lathrop as a N/S street; Chicago is used as an alternative to North Ave. or Lake St. as an E/W street	3/27/2023 4:03 PM
29	drivers use Bonnie Brae to avoid the Harlem/Lake intersection	3/27/2023 8:47 AM
30	Drivers use Madison eastbound in late afternoon and evening rush to avoid Eisenhower	3/27/2023 6:29 AM
31	Our block turns into a 'parking lot' when there is a freight train and people use Thatcher instead of First and Fifth Ave.	3/26/2023 3:24 PM
32	Drivers use Keystone because there is no stop sign at Linden. They routinely exceed the speed limit between Hawthorne and Washington, sometimes dangerously. Children are at risk.	3/26/2023 11:32 AM
33	I have a video of a Bellwood resident passing vehicles at a stop sign on Chicago. Then he ran the stop sign and laughed.	3/25/2023 6:44 PM
34	Driver's speed down Lake St, sometimes going over 50 MPH.	3/25/2023 3:45 PM
35	That's when majority of speeding occurs.	3/25/2023 3:05 PM
36	Drivers use Ashland to avoid traffic on Lathrop	3/25/2023 2:40 PM
37	To avoid left turn on to Division off of Thatcher they turn left and go east on Greenfield and speed	3/25/2023 12:42 PM
38	Speeding on Franklin, Hawthorne and Lathrop- drivers are confused. Should be a 3 way stop Central Ave, north of tracks- speeding	3/25/2023 8:19 AM
39	We live on the corner of Iowa and Keystone and drivers will regularly zoom at top speed down Iowa St. It seems like it is drivers from Thatcher, trying to turn eastbound in order to avoid the Chicago Ave light, or to try and get out of traffic on Thatcher during peak times. It is pretty scary though. They do not seem to realize that Iowa St does not go through, and then they do not really treat the stop sign at the intersection as though it is a stop sign. I have noticed the no L turn sign at Augusta and Thatcher. People will regularly zoom eastbound on Iowa St at speeds of 30+ mph. Maybe a sign indicating that Iowa does not go through (it dead ends into Forest where the train tracks are raised) would be appropriate.	3/25/2023 5:26 AM
40	Driving fast and not fully stopping when coming down Augusta at Park.	3/25/2023 2:48 AM
41	Drivers use Thatche Ave to avoid Harlem when driving between North Ave and Chicago Ave or Lake St.	3/25/2023 12:12 AM
42	People use Chicago and August a lot. Chicago is fine. Augusta gets annoying when people fly.	3/24/2023 9:25 PM
43	Cars drive very fast past my house. I've also had drivers too close behind me when I'm driving the speed limit.	3/24/2023 9:03 PM
44	Keystone is close to an underpass between Lake and Washington so drivers will use Keystone to travel north and south in the village.	3/24/2023 7:53 PM
45	I suspect based on speed and drivers closely following behind me, but do not know for sure.	3/24/2023 7:45 PM
46	People speed down Monroe routinely, as it is the only through Street between Lake and North Avenue besides Lathrop	3/24/2023 7:10 PM
47	Washington.	3/24/2023 6:17 PM

48	Lathrop and Lake has soooo much traffic now. Drivers barrel through	3/24/2023 6:11 PM
49	Yes, sometimes, but not so that it's much of a problem.	3/24/2023 5:10 PM
50	They go through at 40 mph at night.	3/24/2023 4:59 PM
51	Mostly speeding between stop signs after coming through the light at Franklin and Washington.	3/24/2023 4:49 PM
52	They did until the Cul de sac	3/24/2023 4:27 PM
53	This does not seem out of control to me, but it is fairly frequent.	3/24/2023 4:27 PM
54	Similar response to Q6, the cars seem always in a hurry to get to Harlem Ave. Cars are consistently rolling through the stop sign and going over the speed limit.	3/24/2023 4:24 PM
55	Speeding, rolling through stop signs, not watching for children walking to Roosevelt, not stopping for children walking to Roosevelt	3/24/2023 4:22 PM
56	During the evening commute, many drivers seem to use Thatcher as an alternate to 1st Avenue	3/24/2023 4:16 PM
57	Probably not frequently. It's more likely Chicago Av and Augusta.	3/24/2023 4:07 PM
58	Washington is used for people passing through as well!	3/24/2023 3:58 PM
59	More traffic than expected from people who don't live in the atreet	3/24/2023 3:50 PM
60	Rush hour hurry.	3/24/2023 3:44 PM
61	Cutting down Greenfield to Forest floor it down Forest and turn right and sometimes illegally left on North	3/24/2023 3:39 PM
62	Some tragic does utilize greenfield.	3/24/2023 1:54 PM
63	Avoid Thatcher	3/19/2023 11:26 AM
64	Much more now than in the past.	3/18/2023 4:33 PM
65	We now have far more cut thru traffic down our street since Clinton Place and Bonnie Brae were blocked off.	3/18/2023 4:20 PM
66	Ignore traffic signs, speed limits, pedestrians, cyclists.	3/17/2023 5:19 PM
67	I have no idea. Monroe goes all the way through to lake so I feel like it's residents using it.	3/16/2023 3:48 PM
68	No they do, following the closures on Bonnie Brae & Clinton	3/16/2023 12:48 PM
69	Now that Clinton and Bonnie Brae have been closed, the amount of traffic down our street is ridiculous.	3/16/2023 12:26 PM
70	Speeding down my street	3/15/2023 10:38 PM
71	high speed, rolling stop	3/15/2023 10:20 PM
72	Keystone avoids thatcher	3/15/2023 8:47 PM
73	Always trying to go through from north or harlem many times racing through	3/15/2023 5:27 PM
74	Not a Bonnie Brae- but Augusta, yes.	3/15/2023 4:35 PM
75	Only when trucks get stuck under bridge on chicago	3/15/2023 4:00 PM
76	Augusta is a majorly used during rush hour and people excessively speed	3/15/2023 3:17 PM
77	Cutting through to avoid traffic. Speed, not completely stopping with stop signs. Young children live on this block.	3/15/2023 2:48 PM
78	First avenue traffic caused by trains come around down Lake and Madison and under the viaduct to avoid waiting . This causes huge congestion as well as impatient angry drivers.	3/15/2023 1:23 PM
79	Speeding off of Madison	3/15/2023 10:31 AM
80	I think Augusta is often used for this, not Monroe. But I also like driving down Augusta so I can't blame them. Just please stop all the way! the area in front of Concordia can be a	3/15/2023 10:11 AM

nightmare at times with really long lines, and although everybody leaving those lots are usually really careful knowing there is a daycare right there, a lot of other drivers seem very angry and aggressive as a result which leads to blowing the stops at Augusta and Monroe.

81	Monroe is often the preferred cut through since the barricades have been put up since it runs North/South from Lake to North	3/15/2023 9:50 AM
82	Keystone connects Washington and Madison, so it's a convenient street for drivers to avoid traffic and allows them to accelerate since it's not as congested as the main streets.	3/15/2023 9:39 AM
83	Sudden turn offs down our street from north	3/15/2023 7:57 AM
84	Racing down 1000 and 1100 block because it's a two block section w/out stop signs	3/15/2023 6:56 AM
85	Lathrop is a minor thoroughfare, so it is used as an alternative to Harlem & Thatcher.	3/14/2023 10:21 PM
86	Cars race down Iowa often, and gain speed as they pass Clinton as there is no stop sign.	3/14/2023 9:27 PM
87	Chicago Ave is used as a cut through and therefore "busy." People in a hurry will cut down our street—especially if there's a tall truck stuck under the tracks (no accounting for stupid)	3/14/2023 9:24 PM
88	There are several families with children on this block . Frequently because they are not able to turn right on all the streets west of Ashland we have people turning to avoid the lathrop / north ave lights. Many children who live north of Willard use Ashland to walk to school . The Loyola urgent care center is an issue when the ambulance / fire engines are transporting patients .	3/14/2023 8:09 PM
89	Because there is high traffic at times. Also too many cars thefts flying down Harlem to get on 290	3/14/2023 5:44 PM
90	Terrible	3/14/2023 5:29 PM
91	When I-290 is blocked - the traffic volume on the Madison increases proportionally	3/14/2023 3:24 PM
92	Drivers going the wrong way in Willard school Zone are not local . Many don't see thr one way signage on Franklin	3/14/2023 2:48 PM
93	Park Avenue as a no turn street and cars turn every five minutes 10 minutes	3/14/2023 2:39 PM
94	I live in a cul de sac but when I drive on Keystone or Thatcher, drivers are often speeding to cut through to the major streets	3/14/2023 1:56 PM
95	Answered no, but further explanation: my street cannot be entered from North Avenue. Drivers cannot turn off of North Ave to enter Park. And it's difficult to turn onto North Avenue (going either east or west) from Park. So my family drives south on Park (1 block), east on Greenfield (2 blocks), and north on Thatcher (2 blocks) to get to North Avenue. It can be called an inconvenience, but we just build it into our day. We are used to it.	3/14/2023 12:47 PM
96	Heavy traffic travels off Madison, travels north on Ashland at well over speed limit. Also traffic on Washington is well over speed limit sometimes seems like a drag race to beat the traffic lights.	3/14/2023 12:35 PM
97	Skipping the light at Lathrop and Wasington	3/14/2023 12:30 PM
98	Drop by at 4:00 pm weekdays and view the line.	3/14/2023 10:53 AM
99	Drivers use Ashland to speed between Madison and Lake. Drivers use Washington in order to speed through River Forest between Thatcher and Lathrop.	3/14/2023 9:36 AM
100	Now that Lemoyne and Greenfield are closed off to Harlem, as well as Bonnie Brae and Clinton closed off to North Ave, drivers are coming down William. Before, I could cross my street or back out of my driveway with no issues. Now, there are more cars coming down so it takes more time to leave/come home.	3/13/2023 4:14 PM
101	In the morning, there is a lot of fast northbound cars on Keystone going to Division, then turn right to avoid North Avenue.	3/13/2023 1:22 PM
102	Keystone avoids thatcher	3/12/2023 11:53 PM
103	Cutting down William since other streets have been recently blocked off.	3/12/2023 3:15 PM
104	Speeding to work.	3/12/2023 12:26 PM

105	Cut down Bonnie to avoid Harlem	3/12/2023 10:43 AM
106	Well they were, until the Village put up the blockade at the end of my block near Yolk. Although I do see cars from my window pulling into Bonnie Brae and then having to use the alley when they see the blockade.	3/11/2023 11:43 AM
107	What I believe I see happening is traffic to and from Jewel Lake Street avoiding both Harlem and Lake Street traveling from the northsides of RF and OP. My sense is that residents on 600 Monroe and 600 Jackson have similar concerns.	3/11/2023 8:35 AM
108	The alley is often used also you don't often hear the cars coming up from behind you.	3/10/2023 7:37 PM
109	Franklin from Madison is often the first through stretch to the next main east/west roadway, Washington Ave. Drivers are often speeding.	3/10/2023 6:09 PM
110	Drivers heading SW turn left on Gale from Hawthorne to avoid waiting at the stop sign at Thatcher & Hawthorne	3/10/2023 4:25 PM
111	Many drive east or west on Greenfield above the speed limit and roll through all stop signs (except if a marked police car is present)	3/10/2023 4:14 PM
112	When there is train activity on North the amount of traffic coming through is significant and the aggressiveness increases.	3/10/2023 4:11 PM
113	As noted in the last question, there appears to be non-local cross traffic on Division.	3/10/2023 3:03 PM
114	See previous answers	3/10/2023 2:56 PM
115	The current barricades to traffic on our specific block have essentially eliminated this problem (thank you!) but previously we noted a lot of speeding down Greenfield and LeMoyné off Harlem.	3/10/2023 2:49 PM
116	Go down Ashland to avoid light at lake and lathrop	3/10/2023 2:36 PM
117	Cut through on William to avoid Harlem light at division	3/9/2023 5:55 PM
118	Lathrop gets so jammed around school sessions (and the crossing guard holds traffic waiting for kids a half block away), so people cut down Jackson and speed and dangerous at Jackson and Augusta	3/9/2023 1:53 PM
119	Many cars speed going N/S on my street	3/9/2023 8:52 AM
120	We're on Thatcher so it's an N/A for us but keystone and Gale get insane drivers speeding north and south as they weave through to avoid those other main streets	3/9/2023 6:39 AM
121	The traffic on Division at the rush hours and when Dominican work days end is heavy, often over the speed limit and too loud (mufflers.)	3/8/2023 11:15 PM
122	On Madison, drivers pass in parking lane or center lane when we're driving the speed limit. Aggressive driver on Lake. No respect for bikers or walkers.	3/8/2023 7:42 PM
123	Ashland Ave is frequently used to avoid lathe or traffic.	3/8/2023 6:38 PM
124	When traffic slows on Madison Ave cars/trucks will turn and speed trying to cut through the Village.	3/8/2023 3:19 PM
125	Drivers driving west on Augusta from Harlem towards Monroe frequently speed. said Drivers can be seen from time to time passing motorists whom are going the speed limit. An accident occurred on Jackson and Augusta just this weekend due to an eager motorist passing a speed limit abiding motorist.	3/8/2023 12:21 PM
126	People use park north of madison	3/8/2023 12:20 PM
127	Cars (eastbound) avoid the long light on North ave by driving south on Monroe.	3/8/2023 10:04 AM
128	Only on days of big events on Madison such as parades and large weekends when Madison is full of traffic	3/8/2023 9:51 AM
129	People will turn off thatcher and cut through on Greenfield	3/7/2023 10:16 PM
130	Drivers avoid Division and Chicago by using Augusta to speed through the village with far fewer stops.	3/7/2023 9:24 PM

131	Flying up Bonnie Brae	3/7/2023 10:59 AM
132	Ok	3/7/2023 10:32 AM
133	speeding, passing, running stop signs, littering	3/7/2023 9:39 AM
134	Cutting through on either clinton or bonniebrae to avoid harlem and north intersection. Barriers have improved the situation tremendously!	3/7/2023 7:23 AM
135	Use Augusta as a cut through from Harlem to Thatcher or Lathrup	3/7/2023 7:04 AM
136	Garden Street behind the RF post office and our building's parking lot are frequently used to avoid traffic on Lake Street	3/6/2023 4:26 PM
137	Heavy East/West traffic at all hours but worse during rush hour. Lots of speeding. The recent "turn right off of Greenfield" and No turning onto Greenfield from Harlem has been a huge improvement	3/6/2023 2:48 PM
138	The survey is not including Augusta and Division- which are also major streets. These streets are out of control with speeding, running stops and lawlessness- including littering.	3/6/2023 2:23 PM
139	Excessive speed, ignoring stop signs, tailgating	3/6/2023 1:51 PM
140	Speeding through stop signs; violating pedestrian walk signs; and lack of concern for pedestrians.	3/6/2023 12:51 PM
141	This also has been improved since the barricades have gone up. When there wasn't barricades and that is GREATLY appreciated	3/6/2023 10:25 AM
142	Again, more so Greenfield as to avoid traffic on North. This has been slowed by the temporary traffic structures in the NE corner of the village.	3/5/2023 10:05 PM
143	Monroe is one of the streets that goes all the way through from North Ave to Lake St, so it gets a lot of use.	3/5/2023 12:26 PM
144	Lathrop is busy, Lake is busy, Central is not. Now we have Lake and Lathrop condo going up (maybe) and their garage will be on Ashland. Traffic will increase between Central and Lake. Not good.	3/5/2023 10:35 AM
145	Drivers will use parking lanes to pass people on the right	3/5/2023 10:00 AM
146	Drivers do not want to wait at lights. Will turn onto our street, even if there are police and posted signs. Then they race past our house with disregard for people in intersections.	3/5/2023 3:44 AM
147	drivers cut through our neighborhood at excessive speeds, rolling stop signs, and unsafe driving.	3/4/2023 5:52 PM
148	Lathrop is used to avoid N/S traffic on 1st avenue	3/4/2023 1:43 PM
149	It seems if 290 is busy, there's a lot more traffic on Madison and Washington	3/4/2023 9:36 AM
150	cutting through to Park to avoid North ave and Thatcher	3/4/2023 6:57 AM
151	They cut through Forest Ave to get to Madison off of Washington	3/4/2023 6:43 AM
152	Very hurried travel along Augusta. Little regard for stop signs at Keystone, Park, Franklin, etc.	3/3/2023 8:34 PM
153	Yellow freight liner truck driving down Augusta. This is very common because there are no stop signs from Harlan to Monroe. It makes it an easy Cut-through.	3/3/2023 6:26 PM
154	Shortcut between Lake and Augusta. Rolling through all stop signs.	3/3/2023 5:29 PM
155	Monroe Ave. is a high traffic through street with speeds reaching 40 miles per hour. We need North and South bound stop signs on every intersection to control the speed.	3/3/2023 5:29 PM
156	LeMoyné has turned into a speedway because so many streets have blocked entry into River Forest from North Avenue and the drivers are upset.	3/3/2023 4:51 PM
157	at rush hour the traffic is so backed up you cant get around on thatcher.	3/3/2023 4:45 PM
158	Often see use on Augusta as an alternative to get through to Thatcher from Harlem	3/2/2023 5:29 PM
159	Sometimes they will speed down park to take Washington.	3/2/2023 11:38 AM

160	To avoid the left hand turn at Lathrop from Lake (going East), drivers will frequently turn at Ashland and use the 500 block to go north to either Oak or Chicago before turning back to Lathrop (at very high speed). Perhaps worse, to avoid the right hand turn onto Lake from Lathrop (when going south), drivers will frequently shift over and use the 500 block of Ashland and speed down the street to avoid the fact that they can not turn right on the red at Lake/Lathrop and traffic backs up quite frequently. This behavior often occurs during school hours as well when the street is clearly marked as one way between 7:30 am and 4:00 pm	3/2/2023 11:16 AM
161	Drivers use Thatcher as a lower traffic route, but this has increased traffic on Thatcher and increased speeding	3/2/2023 9:59 AM
162	But, a.) I believe it's their right, and b.) It's only a problem if they are impatient and frustrated by stop signs (the street I have in mind is about a mile and has 5 stop signs expecting people to stop every 1000 feet. That's kindling for the fire you're trying to put out.)	3/2/2023 9:24 AM
163	Heavier traffic on Bonnie Brae when Harlem busy.	3/1/2023 9:31 PM
164	Speeding between Madison and Washington	3/1/2023 8:47 PM
165	previously described	3/1/2023 7:10 PM
166	Feels like many of them come over from 1st Avenue during rush hours.	3/1/2023 7:04 PM
167	Speed, increase traffic during rush hours	3/1/2023 5:42 PM
168	Thatcher may as well be a super highway. EVEN POLICE OFFICERS regularly drive over 40mph. The speed sensors are meaningless bc they don't give TICKETS.	3/1/2023 5:21 PM
169	More Oak Ave - and people really speed on Oak - sometimes we get diverted traffic - not a big issue on Forest	3/1/2023 2:45 PM
170	Thatcher is used by non residents coming east to get from North to Augusta (illegal left turn east) or Chicago, Lake, up to Madison to head east.	3/1/2023 1:03 PM
171	Often, not just cars, trucks and other commercial traffic.	3/1/2023 12:54 PM
172	Before barriers were put up off of harlem cars would go fast down Bonnie Brae and Clinton.	3/1/2023 10:57 AM
173	Driving 60 mph and never stopping at local destinations. Flying through. Blasting music.	2/28/2023 6:10 PM
174	Excessive speed and many southbound drivers taking illegal left hand turns at Augusta. Almost none of it is residential traffic, you can see people on their devices while driving/speeding. In pulling into my driveway I have had drivers get extremely aggressive bearing down on me, flashing their brights and honking their horns. I have had the experience of trying to turn right into my driveway and a car 2 cars behind me (didn't see my turn signal) tried to pass in the parking lane as I was turning right. Near collision. Same thing happened to my daughter.	2/28/2023 5:08 PM
175	We don't seem to be a "cut through" street. But when we are, the drivers go way too fast	2/28/2023 4:20 PM
176	We have seen more traffic on Keystone over the years with drivers using it to access Lake and Washington.	2/28/2023 2:47 PM
177	I wouldn't know *why* someone drives on Franklin Ave, but I see them speed, run stop signs, and ignore 1-way directions.	2/28/2023 1:46 PM
178	I'm surprised that you did not include Chicago Avenue as a major roadway.	2/27/2023 9:47 PM
179	washington street and keystone are constantly used as cut throughs. not sure why washington is not listed as a major roadway on your questionnaire b/c it is very heavily trafficked.	2/27/2023 9:34 PM
180	Often cars in evening rush hour traffic on Madison will cut and speed down Park Avenue. Doesn't seem to be an issue in the morning.	2/27/2023 6:30 PM
181	Fast driving cars. Cars going in parking lane to pass up drivers who driving the speed limit	2/27/2023 5:31 PM
182	People use Ashland as a shortcut to 290 and to avoid Madison traffic. The commuter traffic tends to move very quickly	2/27/2023 1:01 PM
183	Majority of time, drivers do not stop at the signs or roll through the intersection.	2/27/2023 11:41 AM
184	Prior to temporary barricade placement, regular cut through traffic is seen avoiding intersection	2/27/2023 10:34 AM

	at North/Harlem.	
185	excessive speed, switching lanes without signaling, racing towards light and not always using turn lane for turn.	2/27/2023 10:29 AM
186	Yes, drivers use Franklin to cut from Lake to Madison St in a southbound direction. These drivers go fast through my block, which makes me nervous for my child who rides her bike around the streets.	2/27/2023 9:13 AM
187	I live on the 1500 block of Bonnie Brae and frequently see drivers using Bonnie Brae to avoid North/Harlem intersection. Since the temporary barriers have been in place, people aren't able to use the street to avoid traffic anymore so they use the alley instead. This has created a dangerous flow of traffic in an area that's supposed to be used for residents accessing their units and parking. For those that use Greenfield to go east to Harlem, drivers are consistently rolling through the stop signs. I have had many close calls while out walking my dog to the point where I don't feel safe crossing the street.	2/27/2023 8:40 AM
188	Cutting through from Washington Blvd (lots of speeding on Washington Blvd - I'm surprised it wasn't listed in the survey) to Madison Street.	2/27/2023 7:51 AM
189	I think they come down Monroe due to some of the barriers closer to Harlem as they head south, attempting to avoid Harlem. Also, if traffic is heavy on North, they drop a block south to LeMoyné to head east to Harlem. It's a bit better than before, but could still benefit from increased patrols during evening rush hour, or further traffic mitigation. Certainly, the barriers are helping to make the neighborhood safe. Being adjacent to North makes it much more of an active street for nonresidents but at least now it's mostly people headed east as they cut through the Village.	2/27/2023 7:10 AM
190	Use Iowa to use Keystone to avoid thatcher	2/26/2023 11:41 PM
191	Better since restrictions at Harlem and Greenfield	2/26/2023 11:32 PM
192	Cars going east on Lake will turn south on Ashland and then east on Linden to Lathrop to avoid the traffic light at Lake and Lathrop.	2/26/2023 8:29 PM
193	No one is supposed to turn on Franklin from North. This happened periodically before the recent road closures. It is quite frequent with the other road closures. It is never policed.	2/26/2023 8:25 PM
194	We now have many large trucks that seem inappropriate on Thatcher. At one time when the Railroad was repairing teach many years ago, it was amazing how the amount of traffic we didn't have for a while when the road was re opened. When I first moved here in 1974 traffic was much less.	2/26/2023 8:10 PM
195	Yes, cars come down Bonnie Brae to run parallel to Harlem	2/26/2023 7:36 PM
196	Accidents or traffic on North will divert traffic down Monroe and along LeMoyné.	2/26/2023 7:14 PM
197	They turn left on to Augusta from the southbound lane of Thatcher even though there is a no left turn sign.	2/26/2023 5:45 PM
198	Left turn on Greenfield to avoid left turn on North Ave	2/26/2023 5:45 PM
199	1000% yes before the parital barrier at Harlem and Greenfield. It was unsafe. Now the traffic flow from major streets has been greatly reduced, our streets are clearly safer and quieter with the partial barrier at Greenfield and Harlem. We have lived here from over 10 years and know and can tell the difference. The barrier on Greenfield and Harlem needs to become permanent.	2/26/2023 3:45 PM
200	They are abusing the local streets	2/26/2023 3:39 PM
201	Avoid chicago avenue	2/26/2023 3:21 PM
202	Ashland gets tons of southbound cut through traffic during rush hour. The stop sign at Vine and Ashland has made that intersection much safer	2/26/2023 3:20 PM
203	Monroe is a cut through. Lemoyne has had WAY LESS traffic since barricaded	2/26/2023 2:54 PM
204	They don't since the barricades went up but they will again if the barricades are removed.	2/26/2023 2:51 PM
205	People out of village cutting traffic through small streets.	2/26/2023 2:48 PM
206	Every morning people turn south on clinton to take a left on lemoyne to avoid the light at	2/26/2023 2:47 PM

Harlem and North Avenue. They speed, have no regard for stop signs and often times blow past the bus in the corner picking up a child in a wheel chair for school.

207	Drivers avoid traffic light at Lake and Lathrop by turning off onto Ashland or Linden. They rarely come to a full stop.	2/26/2023 1:37 PM
208	Drivers take Central and Edgewood, and our private driveway	2/26/2023 11:55 AM
209	Thatcher is used instead of 1st Avenue	2/26/2023 11:45 AM
210	If Washington is backed up going east , the drivers will fly down Franklin street or in our alley.	2/26/2023 11:32 AM
211	Blow horns when they feel like u drive slow , in fact you are just observing the limits	2/26/2023 11:12 AM
212	Sometimes	2/26/2023 11:02 AM
213	Right turn only on greenfield and Harlem has helped cut through traffic. Street should be blocked completely.	2/26/2023 10:51 AM
214	Speeding , not stopping at stop signs	2/26/2023 8:26 AM
215	Drivers avoid the intersection of Madison and Desplaines by cutting through Ashland. However, the new stops signs have helped to reduce the speed of these drivers (if not the volume).	2/25/2023 8:52 PM
216	I see lots of speeding and ignoring stop signs. In the warm months, it's frequent enough that I don't feel like it's safe to have my kids out playing on their own.	2/25/2023 8:40 PM
217	Because Lathrop has left turn restriction during rush hours, most people use Ashland Ave to turn left heading north on Madison. Or to avoid the traffic at Madison and Des Plaines, most turn onto Ashland Ave to head north.	2/25/2023 7:53 PM
218	Drivers often cut along Franklin from Madison, up to Central, to bypass traffic along Lake or Madison. This is the main walking path for school kids on the way to Lincoln Elementary.	2/25/2023 7:12 PM
219	People take Bonnie Brae to avoid Harlem and Lake intersection	2/25/2023 6:34 PM
220	We have people getting off of 290 and using Washington to go east/west. They sometimes get frustrated with traffic on Washington and cut down Ashland frustrated and speeding to get to madison	2/25/2023 6:20 PM
221	Getting off North Avenue to take side streets to Harlem or Thatcher and rolling through stop signs on the side streets	2/25/2023 6:19 PM
222	drivers from Harlem speed down our street, which is parallel	2/25/2023 6:08 PM
223	Driver use Franklin Ave to avoid driving on Madison	2/25/2023 3:33 PM
224	Since I usually drive and/or walk on these streets, I will see drivers who appear to be frustrated waiting in traffic, make a fast turn on my street to avoid traffic. I have also experienced an increase of traffic on my street.	2/25/2023 2:17 PM
225	Drivers use Franklin Avenue to access Madison St. If Ashland is ever cul d sac'd (Village consultant showed a proposal of this), Franklin will become overly congested.	2/25/2023 2:04 PM
226	This occurs more frequently at rush hour and when traffic on Lathrop going south cannot turn left onto Madison.	2/25/2023 1:56 PM
227	Cars constantly cut off north down Monroe during rush hour	2/25/2023 1:52 PM
228	Drivers usually speed through my street and this has increased since the temporary barricades were installed on the northeast quadrant of the Village.	2/25/2023 1:39 PM
229	Drivers cut through our block to avoid the stop light on Chicago at Lathrop.	2/25/2023 1:23 PM
230	See answer to question seven	2/25/2023 10:52 AM
231	But could be better handled by occasional patrolling and not barricades that resulted in different unsafe driving. By trying to solve a perceived Cutthrough problem, you have created a far more dangerous situation.	2/25/2023 9:43 AM
232	Driving fast headed south on Park Ave before 7:30 a.m.	2/25/2023 8:11 AM
233	Drivers are always in a rush and using the parking lane to cut people off. Speeding is a	2/24/2023 11:04 PM

	constant concern.	
234	Both Bonnie Brae and Greenfield were convenient cut throughs. Especially on Greenfield, drivers fly by. Also, before the road blocks came up, outside drivers used to gather at the Fenwick field parking lot in the evening. They would drive in, signal with flashing headlights, briefly interact, and drive off. With the roadblock, this has effectively disappeared.	2/24/2023 10:53 PM
235	Speeding, changing to then rolling thru stop signs.	2/24/2023 9:56 PM
236	Cutting from lake to Chicago on Bonnie Brae place and cutting from Harlem to somewhere on oak Ave.	2/24/2023 9:50 PM
237	Too fast	2/24/2023 9:29 PM
238	Lots of cars with loud radios going south to north.	2/24/2023 9:24 PM
239	Right turning vehicles are coming down Bonnie Brae to avoid the long red light with a red light camera. Because if the red light camera cars won't turn right slowing traffic. Also with the parking in Harlem you can't get into the turn lane. Never is there a problem with cars going northbound on Bonnie Brae to avoid traffic.	2/24/2023 9:23 PM
240	Now that the temporary barricades are up people use Monroe and Williams to cut over to Lemoyne and then fly down Lemoyne to make a right on Harlem. People also (illegally) are still pulling off Harlem onto Lemoyne constantly	2/24/2023 8:05 PM
241	Speeding down Lemoyne and Greenfield to get to/from Harlem	2/24/2023 7:45 PM
242	Impatient drivers behind me as I go slightly under SL or turn in driveway, occasionally veer around to North Ave. Or south.	2/24/2023 7:19 PM
243	See previous question	2/24/2023 7:14 PM
244	People use Iowa to avoid Chicago and Augusta and speed excessively when doing so	2/24/2023 6:34 PM
245	speed on 2 blocks south of north ave	2/24/2023 6:16 PM
246	A bit during rush hour, but not much, really.	2/24/2023 5:46 PM
247	Traffic on Chicago Avenue frequently backs up 1-2 blocks at the William and Chicago stop sign, especially at rush hour. Our driveway backs on to Chicago Avenue - sometimes it's 2-3 minutes before there's an opening, frequently we back out heading west even though our destination is east - faster to go around the block than wait for an opening.	2/24/2023 5:30 PM
248	Again, no stop signs on Thatcher allow for high speeds. We joke that we have private security because an officer is constantly parked in front of our house. Policing the streets might be a better use of time over sitting on Thatcher all day catching people speeding.	2/24/2023 4:48 PM
249	William Street has become very busy, mostly south bound	2/24/2023 4:35 PM
250	Use to avoid Harlem. Often drivers go around residents as they are pulling in and out of driveways.	2/24/2023 4:16 PM
251	use William Street as a cut-through during heavy traffic	2/24/2023 4:04 PM
252	While not as often as other streets I'm sure, we still see it quite a bit	2/24/2023 4:03 PM
253	South on Park to Lake From Division	2/24/2023 4:00 PM
254	Cars want to avoid light at Lake/Thatcher and take Oak/Edgewood. Sometime driving fast	2/24/2023 3:56 PM
255	Speeding	2/24/2023 3:54 PM
256	I see cut through traffic primarily heading south on Monroe from North Avenue	2/24/2023 3:53 PM
257	Washington is used regularly by commuters in a rush.	2/24/2023 3:50 PM
258	Again, during school drop off times, and not necessarily just for Trinity, but the general school opening and closing times, there is an increase in the amount of traffic and they have a tendency to speed and not pay close attention. It concerns me watching the kids who walk to school or ride their bikes trying to avoid that traffic.	2/24/2023 3:43 PM
259	Aggressive and careless	2/24/2023 3:21 PM

260	They cut through RF using Augusta, Chicago and Division Aves and speed	2/24/2023 3:09 PM
261	They will cut through on Edgewood south and in the alley behind our homes, they also speed and ignore pedestrians to get to thatcher.	2/24/2023 3:08 PM
262	We used to have this problem when the railroad was active and the gates were down at Madison.	2/24/2023 3:08 PM
263	Doing to avoid Harlem and North Avenue	2/24/2023 3:06 PM
264	People cut from Madison up to Washington or Lake frequently, but use streets such as Ashland rather than Franklin or Lathrop which have stoplights.	2/24/2023 3:02 PM
265	Excessive speed, running stop signs, not looking for pedestrians	2/24/2023 3:01 PM
266	Traffic can get quite backed up on Washington which leads to unsafe passing in the parking lane.	2/24/2023 2:57 PM
267	The traffic has increased significantly in the 3 years we have lived here. Washington is definitely used as an alternative route to Madison and Lake. The times between 5am and 9am and between 3:30pm and 8pm is heavy with not just traffic but loud music and loud cars.	2/24/2023 2:55 PM
268	Division is used often to bypass North Ave	2/24/2023 2:52 PM
269	Occasionally. I think it occurs when there are incidents on the major roads but not most of the time.	2/24/2023 2:52 PM
270	Traffic picks up during rush hour. Park Ave is a wide street with wide parkways so people tend to drive faster than they would on other residential streets.	2/24/2023 6:51 AM
271	Cars observed turning onto our street from Madison or going straight through towards Madison, sometimes moderately speeding, appearing to be just passing through.	2/23/2023 11:11 PM
272	How do people know where people are going ? Streets were made to be driven on.	2/23/2023 8:05 PM
273	This happens if parts of Madison is closed off as say during a festival.	2/23/2023 5:38 PM
274	Drivers often turn west on oak (which turns into Edgewood) from southbound Thatcher as a short cut to get to westbound Lake St	2/23/2023 5:24 PM
275	Franklin is one of the few streets that go from Madison thru to North Ave, so very busy thru street with traffic.	2/23/2023 4:53 PM
276	In the morning drivers use LeMoyne to avoid North Ave. and Harlem. Put in dpeed bumps and take down blockade.	2/23/2023 4:10 PM
277	Typically vehicles will turn off Lake (both Monroe and William heading north) and accelerate rapidly.	2/23/2023 2:23 PM
278	They do not want to get stopped either way, Madison Street or Washington. Hence the illegal u-turns and excessive speed trying to beat the light at Washington.	2/23/2023 11:48 AM
279	Drivers use Park Drive as a shortcut from Washington to Madison.	2/23/2023 11:16 AM
280	OMG! Yes!! Fast driving from North Ave all the way through to Augusta and Chicago w/o stopping at signs	2/23/2023 9:36 AM
281	The average speed is usually 30-40mph Given the amount of kids it's a huge concerns One child was hit 2 years ago	2/23/2023 9:28 AM
282	Monroe is a MAJOR cut thru from north avenue to lake street(first street west of Harlem that goes all the way thru) for drivers wanting to avoid Harlem. Drivers wanting to avoid north Ave use Monroe to get to lake street. SO much traffic at rush hour and during non-rush hour cars speeding down Monroe especially evenings and night time.	2/23/2023 9:15 AM
283	Not sure. It seems they turn into Park from North to avoid Lathrop	2/23/2023 8:21 AM
284	Speed northbound on Bonnie Brae to get to Dominican University campus east.	2/23/2023 5:50 AM
285	Driving fast and not stopping, concerned for pedestrians	2/22/2023 11:23 PM
286	They speed through the street to get to Chicago and then proceed to run stop signs. I have	2/22/2023 11:19 PM

	seen too many potential accidents	
287	Some do speed, but more use the side streets as an convenient way to make their way back home. The new system inconveniences us residents that uses the side streets to enter and exit from the main roads.	2/22/2023 10:27 PM
288	Same driving behaviors that I described in last question. I also hate driving on Thatcher North of Lake street because of ridiculous speeding that goes on.	2/22/2023 9:24 PM
289	I feel like drivers cut down our street to get from Madison to Washington.	2/22/2023 8:36 PM
290	Speeding on Division and Bonnie Brae PL	2/22/2023 8:31 PM
291	Drivers use Monroe Avenue to bypass Harlem Avenue.	2/22/2023 7:10 PM
292	They speed on Washington and pass other drivers in the parking lane often.	2/22/2023 6:58 PM
293	We observe Washington Blvd as a thoroughfare for many commuters traveling to and from Maywood/Bellwood area	2/22/2023 6:27 PM
294	Feels like an arterial road at certain times of day, instead of a local road	2/22/2023 5:44 PM
295	Franklin is used as a short cut to Madison or to avoid Madison.	2/22/2023 5:26 PM
296	off of North ave...they cut through. Monroe is the first through street.	2/22/2023 5:22 PM
297	Since the barricades were put up traffic has increased	2/22/2023 4:09 PM
298	Franklin is a MAJOR cut through street, even more so now that medians on Madison have slowed traffic speed to some degree. It's a cut through between Washington and Madison.	2/22/2023 3:38 PM
299	Speeding	2/22/2023 3:32 PM
300	It seems like Lathrop is used as much as a thoroughfare as Thatcher. Which is particularly stressful given the number of schools directly on Lathrop.	2/22/2023 3:01 PM
301	Drivers cut thru Chicago Augusta Division to avoid North Ave accessing side streets to get to these streets via Monroe, William, Jackson, etc to cut thru to these streets	2/22/2023 2:48 PM
302	Lots of drivers zoom down Ashland to avoid the stop light at Lathrop	2/22/2023 2:41 PM
303	Drivers still turn on Greenfield from Harlem even tho there is a street blockade	2/22/2023 2:25 PM
304	Drivers that do not have River Forest vehicle stickers are the most inclined to disregard the traffic laws	2/22/2023 2:12 PM
305	Traffic is so bad on Lathrop that I often cannot get out of my driveway	2/22/2023 2:09 PM
306	Quick Ave is used to avoid Chicago. People often speed from Williams street to Bonnie Brae or harlem.	2/22/2023 2:09 PM
307	I feel drivers use Thatcher to avoid First Avenue.	2/22/2023 9:01 AM
308	There has been increased traffic on Monroe Ave. since the barricades were placed on the North East quadrant/area of the Village.	2/22/2023 8:52 AM
309	Dangerous speed and passing on shoulder	2/22/2023 8:30 AM
310	Drivers always used our street to avoid north okaying loud music throwing garbage in our yard and we built a fence and it still happened Once a couple got out and had a physical altercation in front of our children who were in the yard Everyone who drives on the street now speeds but it has improved with the one way barriers	2/22/2023 7:23 AM
311	Not stopping at stop signs on any stop signs crossing vine Speeding on park circle onto park ave - southbound Not seeing park circle is one way southbound until entering it northbound	2/22/2023 4:34 AM
312	turned off north ave, drove fast & barely paused at the stop sign to turn left or keep going	2/21/2023 8:55 PM
313	Only when there are traffic backups on one of those street	2/21/2023 4:55 PM
314	Excessive speed, unsafe passing, and littering on parkways. Specifically on Chicago Avenue	2/21/2023 4:23 PM
315	Cut through traffic on Harlem and division	2/21/2023 4:10 PM

316	erratic and fast	2/21/2023 3:24 PM
317	On rush hours drivers avoid the Harlem-North traffic light and increased the traffic in Clinton and Lemoyne	2/21/2023 3:10 PM
318	Frequently is too strong a term. Occasionally is better	2/21/2023 12:51 PM
319	Whenever there is traffic on thatcher or other road issues, then yes. This relates to the prior description about rolling stop signs on keystone and Augusta.	2/21/2023 9:24 AM
320	usually coming from harlem to thatcher	2/21/2023 7:34 AM
321	Chicago Ave is clearly used as a thoroughfare to get through town	2/21/2023 4:44 AM
322	Before the new cul de sacs we had little to no traffic. Now more cars are driving down our road and has done the opposite of solving traffic issues	2/20/2023 6:45 PM
323	This problem has come up after Clinton and Bonnie Brae were closed by cul-de-sac	2/20/2023 3:53 PM
324	River Forest is being used as a short cut to avoid heavier traffic on these busier roadways.	2/20/2023 2:01 PM
325	You should also consider Division in this category.	2/20/2023 10:53 AM
326	I don't know	2/20/2023 10:51 AM
327	Now they do, due to the many new barriers on the NE section of RF	2/20/2023 10:46 AM
328	The village has put up barricades at North end of Bonnie Brae . So now no but prior yes they would use our street to avoid the Harlem North corner . Some would have excessive speeds .	2/20/2023 9:57 AM
329	Traffic comes from all directions south Keystone, North Keystone from east Augusta and from West Augusta off of Thatcher. Usually driving fast, not making a complete stop at the stop sign intersections	2/20/2023 9:54 AM
330	I answered no, but wanted to say that before the new traffic measures from North and Harlem there wasn't much "cut through" traffic. The alley has more, except now I can only access my house one way.	2/20/2023 9:39 AM
331	They are speeding down from Augusta to Chicago to avoid traffic and the light at Harlem and Chicago. There's no stop sign at Iowa so they have two blocks to drive fast. There's a lot of kids and residents who are out front at all times and this is dangerous to watch.	2/20/2023 8:14 AM
332	Driving fast to get thru the village. Many of these people are not residents of our village. We have a dog and special needs child that I am always watching out for	2/19/2023 10:49 PM
333	There was a period when First Avenue was blocked going north, I think because of work on some of the railroad tracks. Then many cars used Thatcher as an alternative route. I think many have continued to do so.	2/19/2023 9:02 PM
334	Speeding cars on Keystone between Lake and Augusta	2/19/2023 5:59 PM
335	People get frustrated with North Ave traffic and turn down Forest. Flying.....it curves but needs to just be a dead end.	2/19/2023 4:46 PM
336	Loud speeding cars on residential street with small children	2/19/2023 4:15 PM
337	I see an increase in cars on our street during morning and evening rush hours.	2/19/2023 2:40 PM
338	Monroe	2/19/2023 2:22 PM
339	Lots of extra cars exceeding speed limits on Park during evening rush due to backups on Madison	2/19/2023 1:44 PM
340	Lots of people speed down Monroe between Division and North Avenue. Division and Greenfield are also speed zones because of the lack of stop signs at several intersections.	2/19/2023 12:53 PM
341	North Ave to Monroe speeding south	2/19/2023 12:45 PM
342	River Forest is notorious for red light cameras and this drives traffic into the neighborhood streets.	2/19/2023 10:44 AM
343	Drivers use most side streets to avoid heavy traffic on main roadways, and to avoid red light cameras.	2/19/2023 10:25 AM

344	I think it happens more on Augusta than it does on Park.	2/19/2023 9:21 AM
345	Keystone is a cut-through to avoid Madison traffic	2/19/2023 9:15 AM
346	Madison street traffic is slow.	2/19/2023 7:59 AM
347	Acceleration between stop signs.	2/19/2023 12:34 AM
348	Sometimes (William St) but not as often as other streets that I've seen (e.g. Chicago)	2/18/2023 5:48 PM
349	People fly down keystone. Can we make it a dead end?!?!?!?	2/18/2023 4:11 PM
350	I said yes because we are a through street for Dominican traffic. People come zooming down the street	2/18/2023 2:40 PM
351	Using Washington to get across town quickly	2/18/2023 2:07 PM
352	Running or rolling through Chicago and Park Ave. stop sign. Same behavior at Augusta and Park Ave. East - West direction.	2/18/2023 1:41 PM
353	Drivers (especially delivery drivers) utilize our alley that runs parallel to Madison Street to avoid traffic and stops. Often driving at too fast a speed and continually honking horn.	2/18/2023 12:27 PM
354	The plastic barricades at Greenfield and Harlem are really working to mitigate cross through traffic and traffic overall. As are the barricades at North Clinton and Bonnie Brae.	2/18/2023 11:46 AM
355	Fast, noisy	2/18/2023 11:44 AM
356	Avoiding lathrop light	2/18/2023 11:02 AM
357	Speeding and not stopping at stop signs	2/18/2023 9:22 AM
358	ESP. Southbound on Monroe from north...blasting through to get to Lake	2/18/2023 9:00 AM
359	FAST, angry drivers who like using their horns!	2/18/2023 8:36 AM
360	If Barracades are up yes. Before Barracades everything was fine	2/18/2023 8:30 AM
361	Speeding and cutting down our alley	2/18/2023 8:28 AM
362	It's a major thoroughfare so I would expect more traffic but speeding especially at night and constantly seeing right turn on red at lathrop and north even tho clearly marked not turn on red	2/18/2023 8:06 AM
363	Augusta is used by non-residents. We are all more prone to speeding in places not our own, especially on the return commute.	2/18/2023 7:59 AM
364	Speeding, rolling stop signs, not stopping to let people cross at intersections without stop signs	2/18/2023 7:54 AM
365	Monroe street has become a thoroughfare to get from one end of the village to the other, especially since the streets on the north east end of the village have been blocked off at North Ave.	2/18/2023 7:40 AM
366	Madison is a mess so they cut down our street to avoid ot	2/18/2023 7:23 AM
367	Cars turning south onto Keystone, from travel both directions on Chicago, speed down our block to "stop" sign at Oak.	2/18/2023 7:22 AM
368	Before my street was blocked off people would cut through and speed down my street every day	2/18/2023 7:05 AM
369	Occasionally.	2/18/2023 6:54 AM
370	SPEEDING. All.of.the.time.	2/18/2023 4:06 AM
371	Seem to be in a rush. Traffic really picks up during rush hours	2/18/2023 1:21 AM
372	When I-290 is congested, Google Map often suggests Madison and Roosevelt as alternative. Please consider this - from Jackson-Madison traffic light to 1st Ave-Madison traffic light, there is absolutely no traffic light or stop sign!!! - no wonder people speed - 40 to 50 mph most of the time.	2/17/2023 11:35 PM
373	Cut through Edgewood both ways to get to Lake and Thatcher	2/17/2023 11:22 PM

374	Most drivers that use Park Ave to avoid traffic drive carefully'	2/17/2023 9:54 PM
375	Often these are the drivers rushing across Chicago/Bobbie Brae intersection. Speeding down our block.	2/17/2023 9:29 PM
376	This survey does not include Chicago Ave- that is the street I feel many people use to avoid major roads to go west	2/17/2023 9:26 PM
377	Quickly driving north or south to get to Washington or Madison	2/17/2023 9:23 PM
378	they might use washington instead of madison or lake	2/17/2023 9:21 PM
379	Drivers use Ashland to avoid lathrop at Washington and Madison.	2/17/2023 9:00 PM
380	See above comment for this being used as a shortcut and time saver.	2/17/2023 8:36 PM
381	Thatcher traffic increases to avoid train traffic on 1st Avenue. Difficult driveway egress	2/17/2023 8:35 PM
382	We get a lot of traffic from Harlem cutting through using oak and then turning south on William to get to lake street, to avoid the Harlem & Lake intersection. These drivers constantly speed and roll through the stop signs.	2/17/2023 8:32 PM
383	Drivers use Gale to avoid back up at the Thatcher and Washington stop sign.	2/17/2023 8:22 PM
384	Drivers are trying to beat the lights, especially from Division to Chicago	2/17/2023 8:02 PM
385	They use greenfield as the East-west cut through between thatcher and park. Lots of speeders!	2/17/2023 7:46 PM
386	Speeding between 30-45 mph on Greenfield, Keystone, and other side streets.	2/17/2023 7:24 PM
387	During rush hour Washington becomes a common detour	2/17/2023 7:08 PM
388	Vehicles excessively speeding in parking lane to pass others driving slower/stopped at lights, etc. Vehicles not stopping for pedestrians/children crossing Washington at Ashland	2/17/2023 7:00 PM
389	Concordia has students that drive on Bonnie Brae to get to class. Speeding is an issue	2/17/2023 6:25 PM
390	Use of Thatcher to get north and south through town.	2/17/2023 6:08 PM
391	Keystone is a Thatcher by-pass because the speed limit is 25. Sometimes there are cops on Thatcher looking for speeders but never on Keystone.	2/17/2023 6:00 PM
392	I wouldn't say they use it often, but the left turn on to Madison can sometimes be a problem.	2/17/2023 5:56 PM
393	William now takes everyone trying to avoid Harlem since the barriers were put up!	2/17/2023 5:55 PM
394	When 1st Avenue was closed several years ago when Union Pacific put in the 3rd rail, drivers figured out that taking Madison and Washington east bound and going North in Thatcher provided them a quick way to stay on Thatcher north or stay on Hawthorne east bound. There are no stop signs from Keystone to Franklin east bound and drivers take advantage of speed, sometimes rolling through the Ashland and Franklin stop signs. Because the train tracks are north of Hawthorne, it is difficult for drivers to see pedestrians and cars coming southbound. I'm a walker and driver mostly in this area.	2/17/2023 5:53 PM
395	speeding, rolling stops, driving in parking/cycle lane	2/17/2023 5:43 PM
396	People use our street to avoid Thatcher. They fly from Madison heading north to get to Washington or on their way to Lake St. And vice versa. There are frequent accidents at Washington and Gale because cars are speeding down Washington, not stopping at the stop sign at Keystone and doubling up at Thatcher and Washington and then speeding to get in front of each other after they both go through the intersection. Cars can't get across, and trying to do so is scary because the cross traffic is moving so fast. This is most common at commute times but cars speed and barely stop at keystone every day, any time of day, no matter the season. We have been here many years and this has been a constant. Yet never addressed. Cars start speeding at Lathrop and Washington and just speed and barely stop at the stop sign at Keystone as they fly west. I was almost hit crossing the street not long ago. Those people are passing through and don't have any regard for the residents or pedestrians here. And they get away with it because nobody seems to care at all. It will take someone getting hit and then it will be too late.	2/17/2023 5:31 PM

397	Drivers speed down Edgewood to avoid lake and thatcher	2/17/2023 5:21 PM
398	Augusta is a cut through to avoid Chicago or north Ave so people go fast during rush hour periods. It's ok outside if rush hour	2/17/2023 5:14 PM
399	Noted prev	2/17/2023 5:08 PM
400	Less with new restrictions	2/17/2023 5:08 PM
401	Likely given that its 2 blocks W of Harlem	2/17/2023 4:58 PM
402	Fast and tossing out trash!!!	2/17/2023 4:46 PM
403	Thatcher Avenue from Chicago to North may be the longest stretch of roadway in the Village without a stop sign or traffic light. I believe that many drivers use Thatcher because of that reason.	2/17/2023 4:46 PM
404	In order to avoid Madison traffic, cars will often go up Ashland to get to Washington or Lake Street.	2/17/2023 4:42 PM
405	way tooooooo faaaaasstttt	2/17/2023 4:39 PM
406	they don't follow speed limit, don't stop	2/17/2023 4:22 PM
407	Drivers wanting to go north on Lathrop use Ashland to avoid the traffic signal at Lathrop and Lake	2/17/2023 4:08 PM
408	They absolutely were before the new restrictions were put in place at Clinton/North (alley); Bonnie Brae/North (alley), and Harlem/Greenfield. Have not observed the restriction at Lamoine/Harlem.	2/17/2023 3:58 PM
409	Truck drivers use Forest to avoid the overpass on Lake occasionally. The bigger concern is Augusta cross town traffic and Lake cross town traffic.	2/17/2023 3:55 PM
410	See previous comments- despite crosswalk at Bonnie Brae and Augusta. Almost no one stops to let pedestrians cross bc they are moving too fast	2/17/2023 3:50 PM
411	people will cut off of North on Lathrop and zig zag through	2/17/2023 3:49 PM
412	Jackson is one of the streets you can turn left off of North (per Fresh Thyme and students need to get to Trinity) so it can be used to cut down a few blocks and over to Harlem or Chicago	2/17/2023 3:42 PM
413	Jackson is a major cut through to avoid Harlem and North at rush hour...	2/17/2023 3:21 PM
414	Drivers avoid Streets around me Avoid Madison. Avoid Thatcher	2/17/2023 3:15 PM
415	They speed down Forest when there is a backup on Washington or Thatcher. Then realize it's a cul-du-sac and speed again in the opposite direction. They seem pissy.	2/17/2023 3:11 PM
416	I've been passed on the left by speeding cars while trying to turn left from Keystone into my driveway.	2/17/2023 3:10 PM
417	Numerous cars turn illegally onto Franklin North Avenue on a daily basis.	2/17/2023 3:08 PM
418	Lathrop and Ashland and Madison red light causing turns	2/17/2023 3:05 PM
419	I find it entertaining you've left off Chicago Avenue when it's still used as a speedway where they can and constant rolling through stop signs and jumping the lights, the bump outs added only made drivers MORE aggressive. One cannot ride their bike safely on Chicago nor cross the street safely.	2/17/2023 3:01 PM
420	People FLY down Washington, and often drive in the parking lane.	2/17/2023 3:00 PM
421	They take shortcut through greenfield and Harlem going south AND. They turn into greenfield off Harlem going north....so the corridor of Greenfield and Harlem is excessively used by city drivers who take shortcuts going south and north	2/17/2023 2:59 PM
422	Erratic , speedy and dangerous	2/17/2023 2:56 PM
423	We are now a 'dead end' due to barriers, but didn't see this as a problem before.	2/17/2023 2:53 PM
424	Fast driving from keystone to park on oak, loud music in cars , stopping to look at phone	2/17/2023 2:52 PM

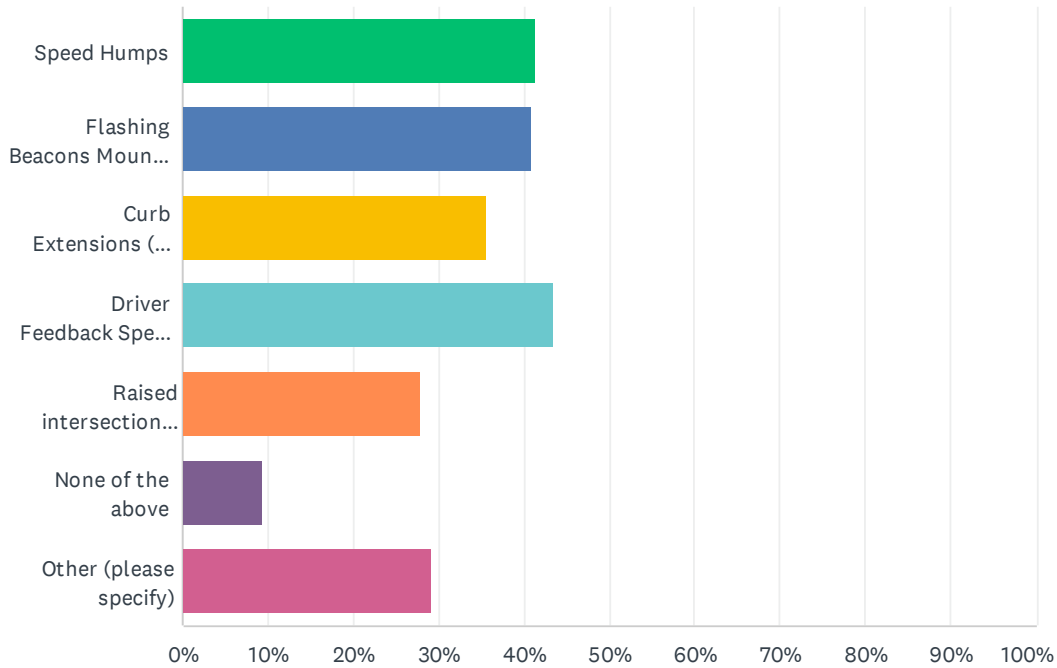
	outside our house on oak	
425	Cars speeding through on Augusta	2/17/2023 2:51 PM
426	Before the changes, people would cut Harlem at Lathrop or Greenfield and come north on Bonnie, or off North on Bonnie south to Greenfield or Lathrop to avoid Harlem and North.	2/17/2023 2:50 PM
427	Cars speeding through...not turning into local residences, appear to be cutting through	2/17/2023 2:47 PM
428	High speed	2/17/2023 2:33 PM
429	They frequently turn north on Ashland from Madison Street to avoid downtown Forest Park traffic, rolling through the new stop sign and gunning it through residential blocks to make up time.	2/17/2023 2:26 PM
430	Avoid traffic on Harlem to get to Lake street	2/17/2023 2:26 PM
431	Speeding north on Monroe to get to North Avenue	2/17/2023 2:25 PM
432	speeding and using parking spots as a passing lane.	2/17/2023 2:23 PM
433	Drive from river forest town center on Bonnie Brae	2/17/2023 2:19 PM
434	South Thatcher is a free-for-all. It's rarely patrolled. In any two minute periodThroughout the day there are people rolling or blowing the stop sign. Put up a camera for one day and you will see \$1 million worth of violations.	2/17/2023 2:15 PM
435	People use Thatcher when there is a train blocking First Avenue south of Lake Street	2/17/2023 2:02 PM
436	Yes, Lemoyne is one way (west bound) on school days, I have observed drivers routinely driving the wrong way.	2/17/2023 2:02 PM
437	Drivers in a hurry going south on Franklin Ave. to get to Madison Street. Not as much of an issue for drivers traveling north, it does not seem.	2/17/2023 2:01 PM
438	Drivers don't want to turn from Lake to Harlem, so they cut through on Bonnie Brae.	2/17/2023 1:57 PM
439	William is a through street to the Jewel	2/17/2023 1:56 PM
440	north south cut through	2/17/2023 1:55 PM
441	cut thru rf to avoid the major traffic streets esp division, chicago, augusta	2/17/2023 1:53 PM
442	Excess speed, ignoring peds in crosswalks	2/17/2023 1:52 PM
443	I live on William just South of North Ave. Now that both Clinton and Bonnie Brae are close we have become the through street avoiding North/Harlem. Cars are using the alleys as a way to get to william once they realize they cant get through.	2/17/2023 1:52 PM
444	Division and Greenfield are commonly used as "cut through" routes for drivers to avoid North Ave.	2/17/2023 1:51 PM
445	Stop using Madison as a major roadway. They cut it down to one lane each way and WASHINGTON is the major roadway now. Traffic has increased so much once Madison thinned out.	2/17/2023 1:51 PM
446	Being the first through street west of Harlem lots of traffic bypassing traffic lights	2/17/2023 1:49 PM
447	Hard to say since there is the community center. But what people do is park for community cw]enter facing north and consistently use my driveway and many times drive on the grass edge of driveway, as a turn around to go south to Madison.	2/17/2023 1:49 PM
448	Drivers using Chicago to avoid those main roads, excessive speeding, dangerous passing, driving in parking lane, not allowing passengers to cross, excessive noise (blaring music)	2/17/2023 1:48 PM
449	Cut through from Washington and/or Madison	2/17/2023 1:47 PM
450	Very aggressive. Some drivers try to pass	2/17/2023 12:36 PM
451	To avoid traffic build up around the North Ave restaurants people turn and/or use the block to park and then run across North to go to the restaurant which is so unsafe as there is no crosswalk	2/17/2023 12:07 PM






452	Speeding is extreme as is blowing stop signs at four way stop. Augusta is a major cut thru. RF could make thousands a day with a camera in front of my house.	2/17/2023 11:10 AM
453	People use Ashland Ave to avoid Lathrop and they speed down the street to cut thru town. My child's basketball was once run over by a speeding driver. When the ball burst, they sped away even faster.	2/17/2023 10:57 AM
454	I wouldn't say frequently, but on occasion when North Ave is backed up, people do cut through. We also have Fresh Thyme on Monroe and North, which likely creates some extra traffic as well.	2/17/2023 10:47 AM
455	Drivers cut through using Lathrop southbound past tracks, then turn left on Brown Avenue.	2/17/2023 10:37 AM
456	We see a lot of speeding along our block. I believe a stop sign at linden would help with the issue. We frequently walk to Washington park with our kids, and would feel safer with that added stop sign	2/17/2023 10:29 AM
457	Speeding north on Park to North Ave	2/17/2023 10:17 AM
458	People tend to use Chicago Ave to go fast between suburbs west of RF and the city.	2/17/2023 9:54 AM
459	They turn down forest to bypass going under the Train overpass.	2/17/2023 9:32 AM
460	Drivers sometimes get off of North Ave and use LeMoyné or Greenfield to travel east instead of North Ave	2/17/2023 9:26 AM
461	Typically speeding very quickly on what is a pretty narrow residential road.	2/17/2023 9:13 AM
462	Consistent cut through on Greenfield (Eastbound & Westbound), Bonnie Brae, and Clinton to avoid the North Ave and Harlem backups.	2/17/2023 9:02 AM
463	They did until the end of Bonnie Brae was blocked off.	2/17/2023 7:16 AM
464	Madison is definitely an alternative to 290 during rush hour. Thatcher is also busy during am and pm rush hour. VERY difficult to get out of our driveway during those times.	2/16/2023 9:48 PM
465	Usually hurrying to beat light at Lathrop and North	2/16/2023 9:35 PM
466	Park Ave is used to avoid backup due to train traffic (when trains were running across Madison). Also traffic from Madison will sometimes go the wrong way down Park Drive to cut over to Washington.	2/16/2023 9:08 PM
467	Division is so unsafe. Rush hour commuters frequently speeding. And right at Ashland and Division where so many students cross the street for school. Drivers frequently ignore the crossing guard.	2/16/2023 8:09 PM
468	Fast on greenfield street to rapidly get to Thatcher	2/16/2023 7:32 PM
469	Those using it as a cut through are often nonresidents and are not aware of how pedestrian and wildlife heavy this neighborhood is and it leads to an unsafe environment when people are whipping through the neighborhood. Also, I get harassed trying to turn in my driveway. People tailgate me, flash their lights and hit their horn when I am slowing down to turn.	2/16/2023 5:30 PM
470	William to Augusta/Chicago to avoid Harlem or Lathrop	2/16/2023 5:25 PM
471	Cars cut down Park Ave when Madison is slow moving	2/16/2023 4:57 PM
472	Yes, as statement, drivers use 0-100 block of Park as a passthru to avoid 290 and Madison	2/16/2023 4:39 PM
473	We see major traffic backups suddenly and at all times of day which appear to be cars avoiding train crossings on First Avenue. We also see significant traffic during evening rush hour of cars avoiding Madison and driving in the parking lanes on Washington now that there is only one lane of traffic each way on Madison	2/16/2023 3:55 PM
474	Yes to skip the light at Chicago and Thatcher.	2/16/2023 3:13 PM
475	You can tell when there is a train blocking 1st avenue by the volume of traffic on Thatcher.	2/16/2023 3:00 PM
476	Traffic backs up on Chicago and Harlem and traffic cuts through on Iowa.	2/16/2023 2:59 PM
477	During rush hour morning and evening there is a ton of backed up traffic on my block leading to the light	2/16/2023 2:48 PM

478	Drivers speed down the 700 block of Ashland to avoid the red light at Chicago and Lathrop.	2/16/2023 2:46 PM
479	Both Lake and Lathrop are in the middle of the town and thus are used to avoid the perimeter streets (not so much North).	2/16/2023 2:19 PM
480	Drivers going east on Chicago turn south onto Bonnie Brae and east onto Oak to avoid the light at Chicago and Harlem. I see the reverse also. Drivers will turn west onto Oak and north onto Bonnie Brae then west onto Chicago to avoid the light.	2/16/2023 2:17 PM
481	There is a grey oversized pick up that speeds down Jackson every day at approximately 6:30 am	2/16/2023 2:09 PM
482	South of the tracks drivers skip Lathrop and use Ashland to avoid the traffic light!!	2/16/2023 2:09 PM

Q9 What (if any) traffic calming measures would you like to see used more within the Village? Select all that apply.

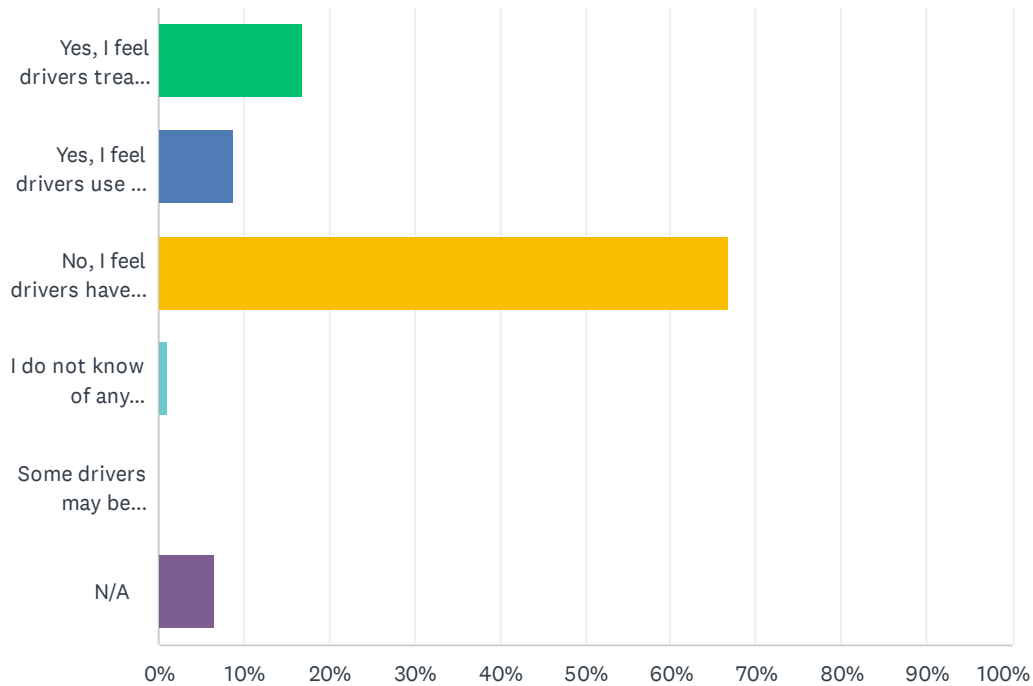
Answered: 972 Skipped: 60



ANSWER CHOICES	RESPONSES	
 Speed Humps	41.36%	402
 Flashing Beacons Mounted on Sign Posts	40.84%	397
 Curb Extensions (As shown here: Gateway Bumpouts)	35.70%	347
 Driver Feedback Speed Sign (Digital Speed Limit Sign)	43.42%	422
 Raised intersection (As shown here: Raised Intersection Sample)	27.88%	271
None of the above	9.47%	92
Other (please specify)	29.12%	283
Total Respondents: 972		

Q10 Several Village roads near schools are marked as one-way roads during school hours. Do you feel there is confusion around when two-way traffic is allowed on these roads?

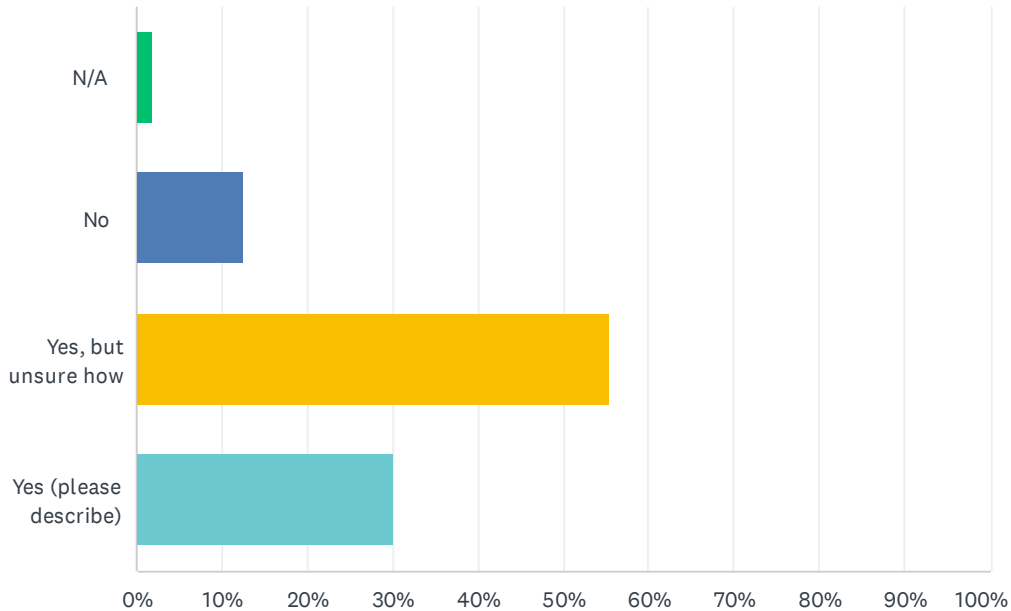
Answered: 976 Skipped: 56



ANSWER CHOICES	RESPONSES	
Yes, I feel drivers treat the temporary one-way locations as if they were permanent one-ways.	16.80%	164
Yes, I feel drivers use the temporary one-way locations as two-way streets at all times.	8.81%	86
No, I feel drivers have adapted to the temporary one-way locations and use them as intended.	66.70%	651
I do not know of any temporary one-way streets in the Village.	1.02%	10
Some drivers may be confused, but I have not encountered them and I use the temporary one-ways as posted.	0.00%	0
N/A	6.66%	65
TOTAL		976

Q11 At temporary one-way locations do you feel signage could be improved to make it more clear when the roads are operating as one-ways

Answered: 253 Skipped: 779



ANSWER CHOICES	RESPONSES
N/A	1.98% 5
No	12.65% 32
Yes, but unsure how	55.34% 140
Yes (please describe)	30.04% 76
TOTAL	253

#	YES (PLEASE DESCRIBE)	DATE
1	Actually, it would be helpful to know when school breaks are so that we could make use of the two way street access at those times. Otherwise, would just assume school is in session.	3/31/2023 3:59 PM
2	Put a moveable sign in the middle of the street at the intersection where folks are entering the one way street in the wrong direction	3/31/2023 3:35 PM
3	school days - except during summer and holidays	3/31/2023 10:29 AM
4	Make the Days/Time Sign larger and the print larger & darker, to make it easier to read	3/28/2023 3:02 PM
5	Temporary road blocks	3/27/2023 1:29 PM
6	There used to be a sign and chain put up on these temporary one way streets to prevent drivers from entering on school days	3/27/2023 1:12 PM
7	I've waited to pick up my children on Ashland & Oak for many years and every day multiple cars continue south on Ashland even though there is a sign showing it's one way at that hour	3/27/2023 12:08 PM
8	Drivers are NOT paying attention to signs.	3/27/2023 8:31 AM

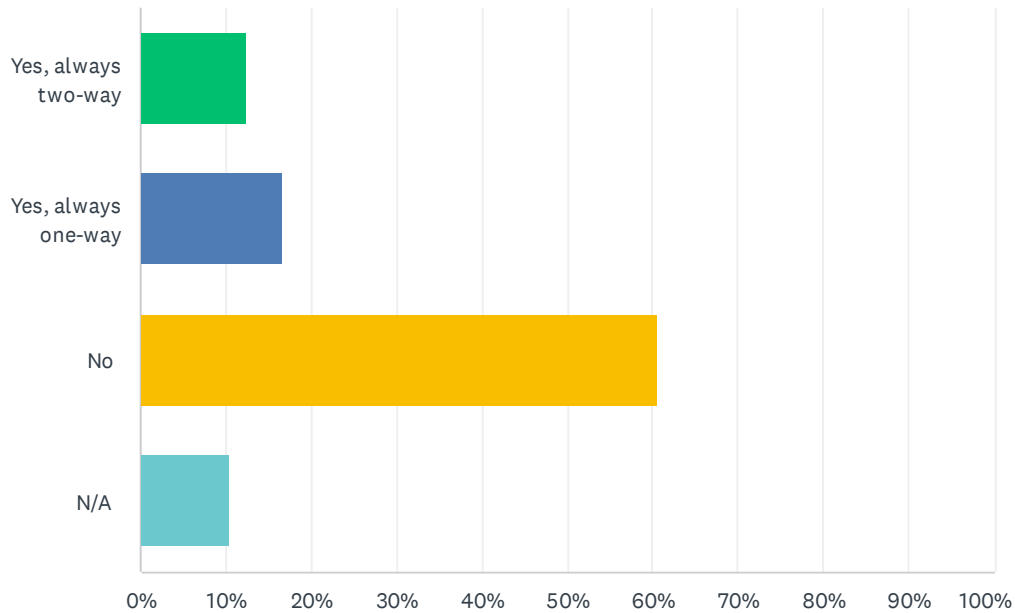
9	Digital signage that changes according to time of day	3/27/2023 7:07 AM
10	I have trouble myself as I don't drive regularly during this time of day on these streets.	3/26/2023 10:06 AM
11	List specific times and dates the street is one way	3/25/2023 8:21 AM
12	Perhaps a flashing light on the sign when one-way is in effect? Not sure if it will help though as I think many drivers are aware but just disregarding signage	3/25/2023 7:19 AM
13	Larger print for prohibited times	3/24/2023 5:00 PM
14	Specific hours	3/24/2023 4:28 PM
15	Use a barrier across 1/2 the road during One Way Only periods and remove the "No Not Enter" signage. Add one way signage to the temporary barriers.	3/24/2023 4:10 PM
16	The signage is too small and confusing	3/15/2023 3:18 PM
17	Larger signs	3/15/2023 7:58 AM
18	Small Blockage at the entrance	3/15/2023 6:57 AM
19	Electronic one-way indicator	3/14/2023 6:03 PM
20	make it permanent to avoid any confusion	3/14/2023 3:27 PM
21	Place a larger barrier it the north end on Franklin. Beye school in OP does this.	3/14/2023 2:50 PM
22	Schools need larger barriers and always put out sometimes they are not out there!	3/14/2023 2:41 PM
23	Use temporary road block tools during one way times	3/12/2023 2:53 PM
24	This is less an issue than the fact that it is. It encofrced. Case in point: Oak Street between Lathrop and Jackson is supposed to be one way west-bound after 7:30, but parents continue to enter eastbound to drop off kids, creating hazard and confusion.	3/10/2023 3:52 PM
25	An electronic sign that says "One Way" only when it is supposed to be that way.	3/10/2023 3:06 PM
26	Remove them.	3/9/2023 8:17 PM
27	Use a tollway bar that is down when one way is in effect. Cones do not work	3/8/2023 6:44 PM
28	We live on the 500 block of Ashland across from at Luke's and the signage for the one way is terrible. I have repeatedly asked at Luke's to put out cones like the D90 schools do to block streets and warn drivers but they don't.	3/8/2023 6:40 PM
29	Bigger signs	3/5/2023 12:28 PM
30	Maybe take them down after school	3/2/2023 11:40 AM
31	The facilities department at Lincoln places pylons at the end of Park and Oak to deter drivers from going the wrong way during school hours. I have suggested that St. Lukes do the same at Ashland and Oak but they have yet to do anything about it.	3/2/2023 11:27 AM
32	I was almost mowed down by a driver who thought the one way was permanent and wanted to teach me a lesson- I think additional signage would be helpful	3/1/2023 2:47 PM
33	Times designated as one way should be larger print	2/27/2023 6:32 PM
34	More signs prior to intersection	2/27/2023 3:34 PM
35	Bigger signage on both sides of street and street painting	2/26/2023 8:27 PM
36	These rodes should be permanent one way streets	2/26/2023 3:21 PM
37	I feel it is clear. I think people make a choice to go against the rule because they don't like to be inconvenienced. The school literally puts out cones and people go around them.	2/26/2023 12:46 PM
38	larger lettering	2/25/2023 6:02 PM
39	How about electronic signs that show the one way symbol only when it is in effect.	2/25/2023 5:36 PM
40	Bigger print. Cars sit at the signs for a while trying to understand	2/25/2023 6:54 AM

41	Digital signs	2/24/2023 6:36 PM
42	Larger Signage	2/24/2023 6:02 PM
43	Either a sign or light mark when it is one way	2/24/2023 3:13 PM
44	Put the actual hours of the school. Make it clear when school begins in fall and ends in spring.	2/24/2023 3:00 PM
45	Flashing signs. Or, consider making permanent one way	2/23/2023 8:24 AM
46	I think enforcement would help, especially at pickup and drop off time	2/22/2023 2:14 PM
47	Perhaps flashing lights when the one-way is appropriate. No one can know which days, hours schools are in session.	2/20/2023 10:56 AM
48	I notice the residents on those streets after school hours and on the weekends still park their cars in the wrong direction	2/20/2023 9:57 AM
49	Not exactly sure how - maybe "when light is flashing" because in the summer time - when is there summer school? I find these streets have a lot of confused drivers.	2/20/2023 9:08 AM
50	Note that signs apply to bikes as well .I think they should be permanently one direction not just school times	2/19/2023 12:57 PM
51	Stop it with all the signs and stuff	2/19/2023 4:46 AM
52	If something major isn't installed such as large flashing lights, large signs, something alarming, then these streets should be only one way. Safety of young children and parents who are placed in this area should be the ONLY thing that matters. Every single day people drive the wrong way down temp. one way streets but children and their parents are behaving as if it's a one way street and it's only luck if someone isn't hit by a car.	2/18/2023 1:47 PM
53	Make print on signs larger	2/18/2023 9:17 AM
54	I used to live on the 700 block of Jackson before I moved to where I am now & I felt then and still feel now that the sign that posts the hours of the temp one way need to be larger.	2/18/2023 1:06 AM
55	one way is one way that's it. Drop non-sense time restrictions.	2/17/2023 11:38 PM
56	Set cones to temporarily block 2-way	2/17/2023 8:31 PM
57	the intersection at Ashland and Oak needs more barriers during school hours. Also the public schools and the parochial schools are not on identical schedules so sometimes it's hard to know when school is or is not in session. I live directly across from St. Luke's school and when the traffic cones are not in place, parents are very discourteous and don't want to be inconvenienced to park down the block or keep circling.	2/17/2023 7:16 PM
58	Possibly illuminated signs that have "X's" during times of one way traffic	2/17/2023 7:11 PM
59	Make the text indicating the hours significantly larger.	2/17/2023 5:59 PM
60	Larger	2/17/2023 3:33 PM
61	Maybe flashing lights for when it is one way. But people NOT from RF are the biggest problem and delivery drivers just don't care.	2/17/2023 3:03 PM
62	Some of the schools put out the "do not enter" temporary signs in the middle of the street when the street is one way. I wish this were mandatory for all schools/cases.	2/17/2023 1:57 PM
63	During one-way periods, and flashers around the sign similar to the flashing lights on stop signs	2/17/2023 1:55 PM
64	Signs the only light up or alert drivers during the hours / days when they are applicable.	2/17/2023 1:54 PM
65	I work from home, and I watch traffic go back and forth all day; the signs are clearly not being observed. Not only are they confusing, but the whole premise of a street that's one way part of the time seems backwards -- and leads to cars frequently pulling into traffic from parking spots that on a two-way street would be facing the other way. I strongly urge you to do something different on this block, because the current system clearly is not working.	2/17/2023 1:51 PM
66	make Franklin + Ashland one way all the time. People "fudge" on 4 p.m. + go south on Franklin before that time during school year.	2/17/2023 1:48 PM

67	I work at school. All day long people go wrong way	2/17/2023 1:46 PM
68	It says when school is in session. Not always sure when that is	2/17/2023 1:46 PM
69	Flashing light	2/17/2023 12:09 PM
70	When school is in session, they put a sign in the middle of the cross walk at Ashland and Division and I think it really helps to prevent drivers from using Ashland as a two way street	2/17/2023 10:59 AM
71	Temporary one-ways are extremely confusing. Electronic signage that clearly displays the current rule would help, but it would be better to eliminate temporary rules altogether.	2/17/2023 10:41 AM
72	The cones and signs in the road when the one ways are active are critical.	2/17/2023 8:52 AM
73	Or roads be permanent one way. Our children's safety should be the priority over quick roads.	2/16/2023 8:12 PM
74	No limited to one way	2/16/2023 4:41 PM
75	You need to make park and lake a four-way for efficient school dropoff	2/16/2023 4:12 PM
76	Not with signage, but with traffic cones	2/16/2023 2:06 PM

Q12 Do you feel temporary one-ways should be updated to be permanent one-ways or always allow two directions of traffic to prevent driver confusion?

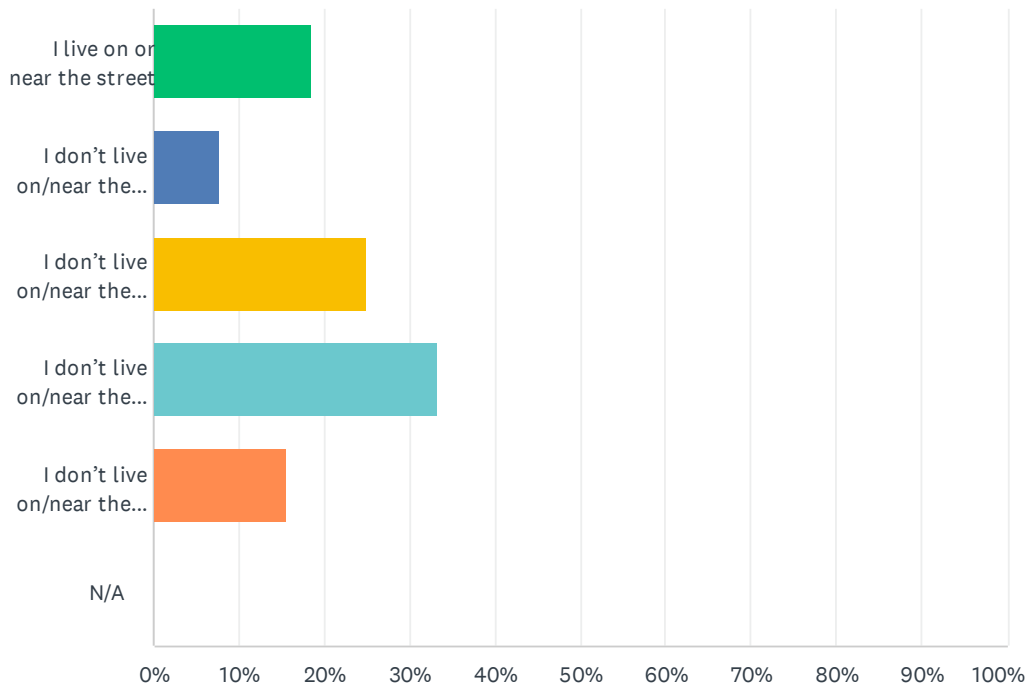
Answered: 973 Skipped: 59



ANSWER CHOICES	RESPONSES	
Yes, always two-way	12.44%	121
Yes, always one-way	16.55%	161
No	60.64%	590
N/A	10.38%	101
TOTAL		973

Q13 How regularly do you use Washington Boulevard?

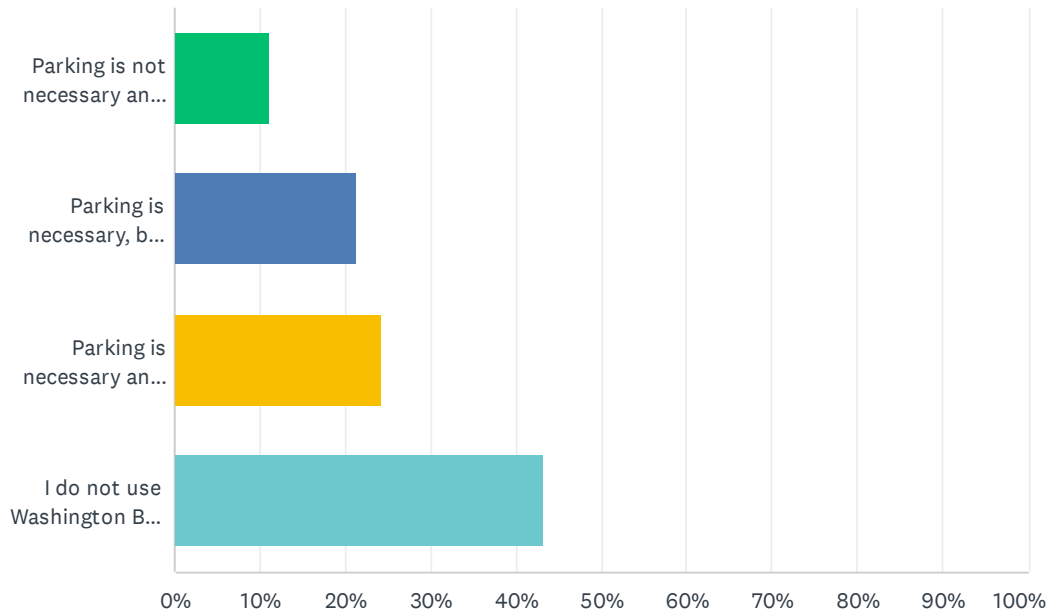
Answered: 975 Skipped: 57



ANSWER CHOICES	RESPONSES	
I live on or near the street	18.56%	181
I don't live on/near the road, but I use the road almost daily	7.69%	75
I don't live on/near the road, but I use the road 1-2 times per week	24.92%	243
I don't live on/near the road, but I use the road 1-2 times per month	33.23%	324
I don't live on/near the road, and I never use Washington Boulevard	15.59%	152
N/A	0.00%	0
TOTAL		975

Q14 How do you feel about modifying street parking along Washington Boulevard to allow for traffic calming/bike accommodations to be implemented.

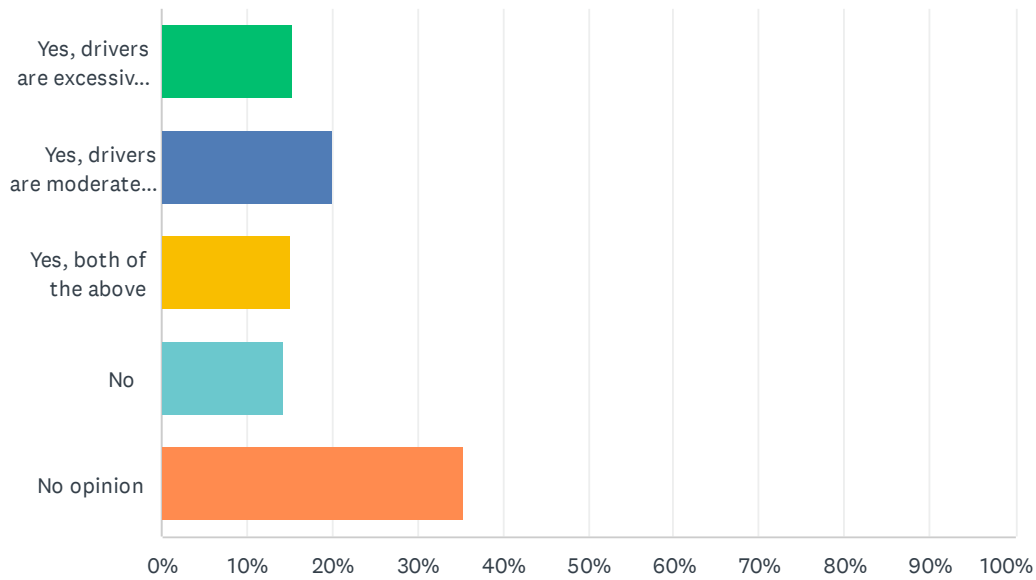
Answered: 816 Skipped: 216



ANSWER CHOICES	RESPONSES	
Parking is not necessary and should be removed on both sides of the road	11.15%	91
Parking is necessary, but due to abundance and limited use it can be removed on one side of the road.	21.32%	174
Parking is necessary and should remain on both sides of the road.	24.26%	198
I do not use Washington Blvd for parking and do not have input.	43.26%	353
TOTAL		816

Q15 Do you feel speed is an issue on Washington Boulevard?

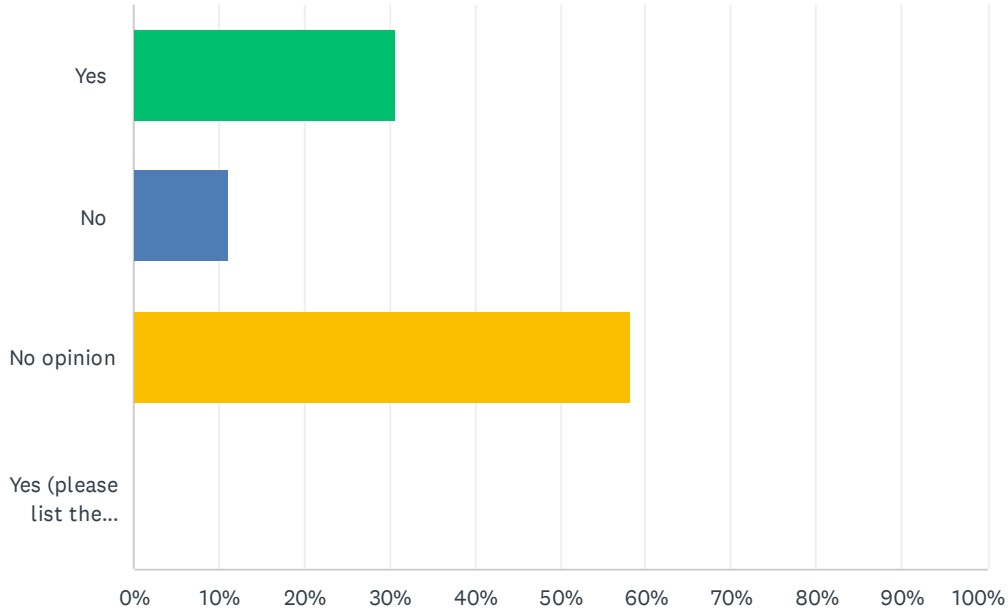
Answered: 818 Skipped: 214



ANSWER CHOICES	RESPONSES	
Yes, drivers are excessively speeding	15.28%	125
Yes, drivers are moderately speeding	20.05%	164
Yes, both of the above	15.04%	123
No	14.18%	116
No opinion	35.45%	290
TOTAL		818

Q16 Is traffic regularly not stopping or "rolling" through stop signs an issue on Washington Boulevard?

Answered: 815 Skipped: 217



ANSWER CHOICES	RESPONSES	
Yes	30.80%	251
No	11.04%	90
No opinion	58.16%	474
Yes (please list the observed driver behavior and intersection of occurrence)	0.00%	0
TOTAL		815

Q17 If you answered yes to the above please describe driver behavior and intersection of occurrence.

Answered: 204 Skipped: 828

#	RESPONSES	DATE
1	Witnessed a driver barely slowing for the Stop Sign at Park & Washington earlier this week.	3/31/2023 4:51 PM
2	cars are always crossing gale and have caused many accidents	3/31/2023 4:40 PM
3	Washington and Keystone	3/31/2023 3:48 PM
4	Going east on Washington at thatcher 2 cars always in west side of thatcher then try and out do each other. Impossible to cross at gale- parking compounds the problem.	3/31/2023 3:26 PM
5	At Thatcher	3/31/2023 2:36 PM
6	Washington and Keystone	3/31/2023 2:11 PM
7	aggressive me first attitude	3/31/2023 12:11 PM
8	from 1st to Harlem, frequent rolling through intersections from all directions	3/31/2023 11:18 AM
9	Frequent issues at Washington and Keystone where drivers don't make complete stops	3/31/2023 11:12 AM
10	Washington Blvd is a speedway and stop signs are often treated as suggestions. Drivers who travel the speed limit can expect to be tailgated.	3/30/2023 8:26 PM
11	Not slowing down until they have to, it seems.. OR, Hurrying to make up drive time from the genuinely awful Madison St slowdowns. Or genuinely acting as rude, thoughtless drivers. Frequently at Washington and Thatcher, Keystone, and often near Harlem.	3/28/2023 3:21 PM
12	Keystone and Washington— drivers blow through stop signs	3/27/2023 6:36 AM
13	Washington and Keystone	3/26/2023 3:28 PM
14	Rolling stops at Keystone/Washington	3/25/2023 7:45 AM
15	Both at Keystone and at Thatcher. I've also noticed drivers getting impatient with people driving the speed limit and so they either pull up on the right at the stop light and accelerate to pass the person in the lane or sometimes they will recklessly pass the driver by going over into the oncoming lane to pass on the left. I also want to mention the intersection of Lathrop and where it goes under the métra tracks at both Hawthorn and Central. I feel that the stop signs at these intersections are excessive and that they lead to backed up traffic flow at peak times. Especially with all of the schools in the area. I suggest that if need be, a crossing guard could be stationed at one of the two intersections and that the north/south stop signs could be removed at one if not both intersections. The intersection to the south of the metra tracks is also scary because of the drivers trying to avoid using Lake St or Washington and they use the east/west street as a through street. I don't know that cars going east and west should be encouraged to cross or turn left across traffic at that intersection. Maybe a stop light there would be helpful if used in conjunction with removing the stop signs to the north of the tracks. Or maybe simply putting in a flashing pedestrian crosswalk is the thing to do. How it is done currently does not feel safe. Also, my only concern with removing parking on Washington would be for the area of Washington Park when parents come to soccer or little league games. Maybe a more defined pedestrian crosswalk would help and then parents could park on the north south streets around there. I also would like to see the parking preferably removed altogether or limited to one side of the street on Oak just south of Roosevelt School. One of the major benefits of this would be that there would be much better visibility to protect students crossing the road or goofing off. Or there could be "no parking" times of day. It would also be nice if the parking on the west side of Lathrop were decreased as you approach Oak St, or if it were turned into a drop off lane. It would be wonderful in fact to have a clear drop off zone somewhere. I also would like to see Oak not blocked off during school days and maybe just turned into a one way street going eastbound in order to alleviate the backed up traffic that	3/25/2023 6:28 AM

	gets forced to bottleneck on Lathrop heading south. There needs to be better flow on Lathrop heading southbound, especially in the after school/early evening time.	
16	West of Washington park, especially as traffic either nears the forest preserve/river or exits that area traveling east.	3/24/2023 10:33 PM
17	Washington and Keystone. I can see intersection from my yard. Drivers often roll through/drive through stop sign and speed on that street.	3/24/2023 7:58 PM
18	Kind of black and white. Washington is a high speed cut through with rolling stops, tailgating/drafting and individuals passing in the parking lanes at a high rate of speed	3/24/2023 6:22 PM
19	Washington and Thatcher	3/24/2023 5:02 PM
20	The westernmost intersections have gotten better, but speeding, driving in parking lanes, and dangerous crossings are still an issue.	3/24/2023 4:59 PM
21	Drivers cut around and in front of school buses in the parking lane especially during rush hour times. I drive an OPRFHS bus for the Special Ed. Department daily.	3/24/2023 4:39 PM
22	When I walk my dog many drivers barely pause at the stop sign at Keystone.	3/24/2023 4:07 PM
23	I have seen drivers roll through stop signs at Park and Washington, and Washington and Ashland. And when stopped at Washington and Park, I have seen drivers eastbound or westbound refuse to stop for pedestrians trying to cross Washington. It is rare that a driver will stop for a pedestrian.	3/24/2023 3:56 PM
24	Drivers use stop signs to pass other cars on the right by rolling through stop signs. Washington and thatcher. And Washington and keystone. I have seen drivers go westbound through keystone stop sign at nearly 40 mph.	3/24/2023 3:55 PM
25	You name it.	3/24/2023 3:42 PM
26	Generally between Washington Park and Thatcher.	3/24/2023 3:39 PM
27	Washington and Keystone	3/15/2023 10:43 PM
28	Keystone and Washington	3/15/2023 8:49 PM
29	Lots of passing of cars of Washington blvd	3/15/2023 3:20 PM
30	Rolling the stop signs	3/15/2023 10:34 AM
31	Previously stated	3/15/2023 9:44 AM
32	I see it daily at Keystone and Washington. I've seen it driving and also come close to being hit several times while walking and cars rolling through stop sign.	3/14/2023 9:16 PM
33	Cars are flying down Washington. Not even stopping at stop signs	3/14/2023 5:46 PM
34	Speeding & passing on the parking lane. I stopped for a pedestrian in the evening and a car behind me attempted to pass on the parking lane and almost ran over the pedestrian.	3/14/2023 3:32 PM
35	Yes, they are often in a hurry to get through to the major streets like 1st Ave.	3/14/2023 1:59 PM
36	Answered in previous entry	3/14/2023 12:38 PM
37	Several accidents have occurred at Ashland and Washington every year	3/14/2023 12:33 PM
38	Ashland/Washington: Ashland drivers do not stop at stop signs. Many accidents at Washington/Ashland. Washington traffic is high rate of speed.	3/14/2023 9:37 AM
39	rolling thru has been issue for long time, do see police patrol the problem occasionally.	3/11/2023 4:46 PM
40	Washington & Keystone - much better with people not driving in the parking lane with the addition of the flexible late markers. But rolling through stop signs is still an issue during rush hour and evenings.	3/11/2023 12:20 PM
41	Keystone and Washington Blvd - rolling stop signs	3/10/2023 4:27 PM
42	i have had close calls several times while walking/ crossing Washington at Keystone with cars doing rolling stops and not providing me as a pedestrian the right of way	3/10/2023 3:23 PM

43	I cannot specify the intersection, but I have observed drivers rolling through stop signs at multiple locations.	3/10/2023 3:12 PM
44	Drivers speed through in the morning rush traffic when kids are biking to school. This is a stressful road to cross in the morning for kids.	3/10/2023 2:17 PM
45	It's awful. We have a new driver and have told them to assume the cars in Washington and Thatcher aren't stopping and to check before proceeding even when they have right of way/stopped first because people blowing right through is so common.	3/9/2023 6:47 AM
46	I see rolling through stops signs at several intersections, notably Washington and Keystone	3/8/2023 11:37 PM
47	Keystone & Washington + Keystone & Thatcher	3/8/2023 6:45 PM
48	I feel like out of all the stop sign behavior Washington (which I use at least twice a day from Ashland to thatcher) has the best stop sign behavior of our major roads.	3/8/2023 6:42 PM
49	Traffic is often speeding both east & west in front of Washington Commons Park & Washington Square when children are playing - even with the Digital Speed Limit Sign by the parks.	3/8/2023 3:27 PM
50	I see it all the time on my way too and from work. Blowing the stop sign or blasting up the curb lane past everyone at the stop sign.	3/8/2023 9:54 AM
51	people also drive in the parking lanes or go around stopped cars at the stop signs	3/7/2023 9:43 AM
52	Keystone Thatcher	3/5/2023 12:36 PM
53	It is a wide street and people go too fast. Deer pop out all the time. It is also in a sad state of repair.	3/5/2023 10:40 AM
54	Washington and Keystone Stop sign doesn't get adhered too. Cars constantly will speed and roll quickly through the stop sign.	3/4/2023 6:46 AM
55	Thatcher and Washington. Not a big deal. Hood driving as opposed to city driving. Never stop if you don't have to.	3/3/2023 6:11 PM
56	Keystone and Washington always has slow rolling through stop signs.	3/3/2023 4:48 PM
57	Years ago my car was hit by a car not stopping at Washington and Keystone.	3/2/2023 5:33 PM
58	In route to RFCCenter during pickup hours, cars speeding thru stop sign, passing via parking lane	3/2/2023 4:39 PM
59	Yes I've seen them fly through the stop sign at thatcher or tailgate the car in front of them through the stop sign. They very rarely stop for the crosswalk at park.	3/2/2023 11:42 AM
60	This should not be an observers opinion. It is something that is factual and quantifiable (again hoping you're just placating us...)	3/2/2023 10:00 AM
61	Washington and Keystone. Washington and Thatcher. Don't come to complete stop.	3/1/2023 8:52 PM
62	Two cars at same stop sign rolling through intersection, treating it like a 2 lane road.	3/1/2023 6:34 PM
63	Some intersections on Washington (Washington and Gale) have difficult visibility due to shrubbery- this may be a reason for drivers rolling past stop signs or creeping into intersections	3/1/2023 2:50 PM
64	Keystone and Washington is dangerous. Cars heading east regularly roll through the intersection	3/1/2023 1:06 PM
65	We regularly see drivers failing to stop at this intersection. It is very dangerous.	2/28/2023 2:50 PM
66	keystone and washington is a very dangerous intersection. no one slows down. super scary. needs very aggressive changes to become safe.	2/27/2023 9:38 PM
67	Cars role through the Thatcher and Keystone stop signs frequently.	2/27/2023 6:35 PM
68	streets west of Lathrop drivers are always rolling thru stops.	2/27/2023 10:32 AM
69	Drivers are using Washington Blvd to avoid other major streets while still driving like they are on the major streets. Drivers consistently roll through stop signs.	2/27/2023 8:42 AM

70	There is usually a bad accident at Ashland and Washington Blvd every 18 months or so. This is due to drivers pulling out in front of oncoming traffic usually. Drivers also frequently roll through the intersection when driving north or south on Ashland.	2/27/2023 7:54 AM
71	At Thatcher/Washington and Keystone/Washington, cars either make a 2nd lane to get ahead or roll stop sign to get ahead.	2/26/2023 8:33 PM
72	I've seen cars just roll through and ignore the stop sign	2/26/2023 5:49 PM
73	Speeding at Park Avenue	2/26/2023 3:25 PM
74	Cars roll through the stop signs all the time. I've almost been hit multiple times as a pedestrian when walking my dog in the evening	2/26/2023 3:22 PM
75	Thatcher and Washington	2/26/2023 1:50 PM
76	At Keystone and Washington and Thatcher and Washington. People trying to pass and also roll through stop signs.	2/26/2023 1:41 PM
77	I see drivers roll through stop signs and also not allowing pedestrians to cross at the intersection. They will slow down and then keep driving so they don't have to wait for the pedestrian.	2/26/2023 12:50 PM
78	washington and thatcher cars in the bicylec lane	2/26/2023 11:35 AM
79	rolling through stops signs happens often.	2/25/2023 8:01 PM
80	Washington is horrible as drivers try to avoid 290. Cars speed around other drivers to get ahead and frequently blow through stop signs	2/25/2023 6:23 PM
81	Speeding to beat the red light.	2/25/2023 3:35 PM
82	Speeders either just slow down but do not stop or do a rolling stop.	2/25/2023 2:22 PM
83	Drivers frequently speed going west on Washington and often pass in the parking lane, and blow/roll through the stop signs between the light at Lathrop and 1st Avenue. There have been several serious accidents at Ashland and Washington in the 9 years I have lived 1 block from the boulevard.	2/25/2023 2:00 PM
84	Not all drivers stop and, at most, do a rolling stop.	2/25/2023 1:43 PM
85	Charge to stop sign then roll thru.	2/24/2023 10:03 PM
86	Wash & Keystone - hard to cross on foot or bike	2/24/2023 9:33 PM
87	This happens very frequently in the morning at Keystone and Washington.	2/24/2023 5:40 PM
88	Drivers roll through at Keystone, but not often enough to warrant adding a traffic light.	2/24/2023 5:02 PM
89	Drivers running stop signs and I have seen off roaming vehicles using the street to get to the forest preserve.	2/24/2023 4:50 PM
90	I have almost been hit so many times walking our dog. Also cars will pull up on the side lanes and pass other cars. We try to avoid washingtong intersections	2/24/2023 4:06 PM
91	Keystone E-W on Washington	2/24/2023 4:04 PM
92	Washington/keystone	2/24/2023 4:01 PM
93	People regularly roll through the sign at Chicago and William	2/24/2023 3:59 PM
94	I've noticed that at the intersection of Washington and Thatcher, drivers have a tendency to be a hurry, perhaps because they're using Thatcher to avoid First Avenue, and tend to be a bit more aggressive getting thru the stop sign there.	2/24/2023 3:54 PM
95	Washington and Keystone	2/24/2023 3:52 PM
96	Keystone/Washington 4 way stop	2/24/2023 3:41 PM
97	Cars blow through 4-way stop at Washington and Keystone	2/24/2023 3:13 PM
98	I see drivers not stopping frequently at Washington and Keystone.	2/24/2023 3:11 PM

99	Have seen it at every stop sign between the Franklin light and thatcher. Also see drivers using the parking lane as a second lane and way to jump ahead of the stopped cars ahead of them.	2/24/2023 3:09 PM
100	Consistently observe cars traveling on Washington barely stopping at Keystone; same issue at Thatcher but it's traffic on both roads that doesn't stop	2/24/2023 3:01 PM
101	Rolling through stop at keystone and Washington as well as completely driving through often at high speed	2/24/2023 3:00 PM
102	At Thatcher	2/24/2023 2:56 PM
103	Keystone & Thatcher. Many roll throughs and speed to next stop sign. It's often hard to safely cross Washington at Gale during the evening Rush hour in a car, much less if on foot walking your dog.	2/24/2023 12:29 PM
104	If there are no other cars at intersection of Thatcher/Washington, drivers will not make complete stop during rush hour.	2/24/2023 9:48 AM
105	Particularly at the intersection of Keystone and Washington, drivers are frequently observed rolling through the stop signs and driving at excessively high speeds.	2/23/2023 11:24 PM
106	Keystone; Thatcher	2/23/2023 5:36 PM
107	Keystone and Washington roll thru.	2/23/2023 5:00 PM
108	Thatcher/Washington	2/23/2023 1:06 PM
109	Ashland and Park. Again with rolling through stop signs.	2/23/2023 11:52 AM
110	I've seen many drivers roll through stop signs at Keystone & Forest as they head east and then speed toward Franklin adjacent to Triangle Park.	2/23/2023 11:22 AM
111	Washington and Thatcher, rolling through stop sign	2/22/2023 11:26 PM
112	It is really bad at Ashland & Washington. So many accidents over the years & even way more close calls with cars honking & people needing to slam on their brakes.	2/22/2023 9:25 PM
113	Drivers are regularly rolling through or completely blowing off the stop sign at Washington and Keystone. I see this almost daily. Also, I turn on to Forest from Washington several times a day and frequently have cars passing me on the right even though there is a sign right there that says "no driving in parking lane". When I am driving 25 MPH down Washington, I frequently have impatient drivers behind me tailgating me and then pulling up to the light at Franklin/Washington on the right so they can speed ahead of me when the light changes. This is mostly happening in the morning and evening rush times.	2/22/2023 8:40 PM
114	There is no stop sign at Ashland and Washington and there are tons of accidents. People speed through this intersection and there is confusion on the Ashland side thinking there is a stop sign. People always pull up on the parking side next to the light at lathrop and Washington in order to speed pass drivers.	2/22/2023 7:01 PM
115	The same folks not stopping are the same folks who speed excessively and drive in the parking lane, etc. Need speed bumps 911!!!!	2/22/2023 6:32 PM
116	I have been passed on the right by speeding cars going eastbound on Washington several times over the years. Rolling stops at Thatcher/Washington.	2/22/2023 3:42 PM
117	I often see drivers rolling signs and driving in the parking lane. I suggest pedestrian islands for traffic calming	2/22/2023 2:30 PM
118	Washington (westbound and east bound drivers) at Keystone rolling or barely stopping.	2/22/2023 9:07 AM
119	Just west of the train tracks. Honestly I think the sign should have an amplifier or a beg button for pedestrians	2/21/2023 3:27 PM
120	This is the behavior at all stop sign intersections in River Forest. Please look at stop signs like they are optional	2/20/2023 10:58 AM
121	At Thatcher and Washington see a lot of speeding and cutting people (going around) in parking lanes so they do not have to wait in traffic	2/20/2023 10:01 AM
122	I walk down Park crossing Washington almost daily. I see cars daily rolling through stop signs and very few stop for me when I want to cross Washington - it is more unusual that a car does	2/19/2023 2:44 PM

	stop for me.	
123	Actually the light at lathrop and Washington seems Excessively long in the east / west directions for the amount of traffic I see.	2/19/2023 2:29 PM
124	It's really bad on Thatcher and Washington.	2/19/2023 1:54 PM
125	Washington and Keystone roll thru and sometimes don't even slow down at the stop sign	2/19/2023 1:49 PM
126	See people gun it through Lathrop and Washington regularly to make light	2/19/2023 1:31 PM
127	Coming into village from west see rolling stops	2/19/2023 1:01 PM
128	Simply that Washington is used as an artery to avoid Lake and Madison, largely by non-residents and without enforcement.	2/19/2023 10:51 AM
129	I'm mostly concerned around the parks at Washington Square Park	2/19/2023 9:24 AM
130	Washington/Keystone stop signs are regularly ignored.	2/19/2023 9:17 AM
131	Some drivers don't even slow down.	2/19/2023 8:03 AM
132	Rolling at stops at thatcher and Washington. Drivers use the side lane to pass drivers at stop sign.	2/19/2023 12:38 AM
133	Again. This survey is biased to assume there is speeding.	2/18/2023 7:22 PM
134	Sometimes people do not even slow down and sometimes they roll through the stop signs. I walk through this intersection multiple times a day (walking my dog) and consistently see this violation.	2/18/2023 4:14 PM
135	At Washington and Keystone	2/18/2023 2:44 PM
136	At Ashland	2/18/2023 2:08 PM
137	Most stop signs only result in a fast roll	2/18/2023 1:50 PM
138	Keystone and Washington all the time! Every member of my family has nearly been hit. I don't like my kids to even cross alone there	2/18/2023 9:25 AM
139	Intersection of Washington and Keystone. I often see drivers on Washington ignore the stop signs. Sometimes rolling, but also barely slowing down.	2/18/2023 9:02 AM
140	It depends on the season and time of the day...when the parks are full of activity, it is an obvious deterrent otherwise the 4 way stop on keystone.	2/18/2023 8:45 AM
141	Impatient	2/18/2023 8:30 AM
142	4-way stops at Washington/Keystone and Washington/Thatcher. Drivers roll through, or don't stop if no car stopped/closely approaching intersection from Keystone or Thatcher.	2/18/2023 7:26 AM
143	I think the craziest driving on Washington happens between Thatcher & 1st Ave. Once drivers heading east cross over Thatcher, they have to slow down.	2/18/2023 1:06 AM
144	There are way too many drivers passing on the parking lane - I stopped for school children to cross as the sign clearly says "stop for pedestrians. Guess what, a speeder passed me on my right (parking lane) - the kids could have been hit.	2/17/2023 11:47 PM
145	Keystone	2/17/2023 9:26 PM
146	there are many accidents at washington and ashland because folks cross on ashland and the washington drivers dont stop.	2/17/2023 9:25 PM
147	Thatcher & Washington - failure to stop	2/17/2023 8:41 PM
148	I frequently observe cars not stopping and trying to jump ahead of another car out of the stop at Washington and Thatcher. It would be good to close it off, so only one car from each direction can be at the intersection at a time.	2/17/2023 8:36 PM
149	Not stop signs but running yellow and red stop lights	2/17/2023 8:34 PM
150	Rolling stops frequently occur at Thatcher and Washington Blvd	2/17/2023 7:50 PM

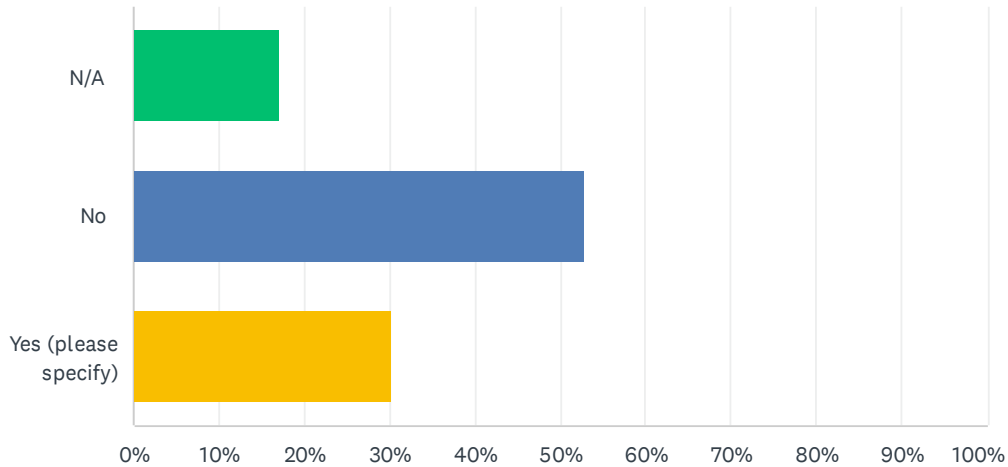
151	There are only two intersections with stop signs that I am aware of. Keystone and Thatcher. Keystone seems to be the problem intersection	2/17/2023 7:14 PM
152	The four-way at Washington and Keystone is hazardous. The cars on Washington are likely not to fully stop there.	2/17/2023 7:09 PM
153	I'm surprised that drivers at Washington and Thatcher actually stop and don't roll through.	2/17/2023 6:12 PM
154	At Washington and Keystone.	2/17/2023 6:11 PM
155	It's always an issue in the East/West direction for the stop signs and the roll-throughs.	2/17/2023 6:02 PM
156	At Thatcher and Keystone. Both intersections. They double up and barely stop at thatcher heading East. Then speed to get around each other, then roll through the stop sign at keystone. The stretch from Thatcher to Keystone is the worst. You can't get across at Gale because the cars are going so fast on Washington. Barely stopping at keystone going west and doubling up and coming through two at a time from Thatcher so the spacing is a mess.	2/17/2023 5:56 PM
157	No experience at this intersection, but this is an issue elsewhere	2/17/2023 5:45 PM
158	Washington and Thatcher	2/17/2023 5:04 PM
159	I traverse the intersection of Keystone and Washington frequently and see drivers regularly rolling through the stop signs on Washington.	2/17/2023 4:50 PM
160	as noted above	2/17/2023 4:42 PM
161	on phones, speeding, not stopping	2/17/2023 4:27 PM
162	Washington and Keystone, the traffic on Washington sometimes rolls, and sometimes stops short Washington at Forest - traffic goes fast and the constant makes it hard to turn onto Washington from Forest	2/17/2023 4:27 PM
163	Rolling through stop sign	2/17/2023 4:24 PM
164	Washington and Thatcher: Often rolling through in all 4 directions and occasionally just not stopping at all	2/17/2023 4:02 PM
165	Washington & Keystone	2/17/2023 4:02 PM
166	I've seen it many times at Keystone Ave	2/17/2023 3:53 PM
167	Washington is used to get to Fenwick High School for elementary sports and school	2/17/2023 3:45 PM
168	Ashland and Washington: rolling stops, multiple accidents and near misses at this intersection	2/17/2023 3:43 PM
169	Washington and Keystone is a common rolling stop at best. The issue is that when driving east on Washington at Thatcher - some drivers feel it is a four line road used to accelerate and pass	2/17/2023 3:38 PM
170	I have almost been hit on Washington and Keystone numerous time when driving my vehicle. East and westbound traffic rarely stop at Keystone. It's difficult sometimes to walk across Washington. Feel like a target. Rarely does anyone drive the speed limit on Washington. Love to watch the speed indicator when I walk the area. Drivers don't pay attention or seem to care.	2/17/2023 3:23 PM
171	Drivers are in a hurry and using Washington to avoid busy streets	2/17/2023 3:19 PM
172	I regularly observe drivers roll through stop at Keystone and Washington. However I think the crosswalk at Forest and Washington, even when blinking, is particularly dangerous. Have seen children almost hit more than once crossing there.	2/17/2023 3:14 PM
173	Washington and Keystone people on Washington roll through constantly and get annoyed when there is cross traffic at the stop sign and try to run you down. Forget being a klid and trying to cross the street.	2/17/2023 3:08 PM
174	Ashland...people must think the traffic on Washington will stop. They don't. So many accidents there and many kids in the area.	2/17/2023 3:02 PM
175	Stop is Regularly abused or ignored at Thatcher & Washington.	2/17/2023 3:02 PM
176	Cars not stopping at corner of Keystone and Washington can be a problem.	2/17/2023 2:55 PM

177	Speed is a factor	2/17/2023 2:52 PM
178	At the corner of Washington and Lathrop, where there is a light and walk signs, cars moving south on Washington turning East on what becomes Randolph almost never stop to let pedestrians cross Washington. The issue is not with parking, but with ignorance of pedestrian rights and walk signage.	2/17/2023 2:31 PM
179	The bigger issue is passing on the right, using the parking lanes.	2/17/2023 2:31 PM
180	Yes, drivers frequently roll through stop sign at Washington and Keystone. As a pedestrian, I always feel like I need to wait for vehicles to come to a complete stop and cross quickly before any oncoming traffic arrives.	2/17/2023 2:30 PM
181	Thatcher and Washington is terrible. Keystone and Washington is really bad as well. Really unfortunate that they remove the safety devices to make it easier to clean snow and leaves. Maybe someday we will prioritize human safety over the "ease of seasonal cleaning".	2/17/2023 2:18 PM
182	The amount of not stopping or rolling through stop sign I have observed is alarming.	2/17/2023 2:05 PM
183	Washington at Keystone Ave is sometimes seen as "optional" by some drivers.	2/17/2023 2:05 PM
184	At Thatcher Ave	2/17/2023 2:04 PM
185	washington/keystone	2/17/2023 1:57 PM
186	I live at Keystone/Washington. it is sped through constantly all day, and the parking lane is used as a passing lane at the intersection which is extremely dangerous.	2/17/2023 1:56 PM
187	Rolling stops at Washington and thatcher. Dangerous intersection. Washington and keystone is better but have seen rolling stops, even saw a person blow through without stopping	2/17/2023 1:56 PM
188	We used to live on the 100 block of Keystone and it was a huge issue at Keystone and Washington. I know there are new measures there and I hope they are working.	2/17/2023 1:52 PM
189	Rolling stops, if an east/west bound driver sees a north/south driver they usually gun to get through the intersection	2/17/2023 1:51 PM
190	frequently see this b/w Ashland and 1st Avenue on Washington, both directions. Speeding is the bigger issue though.	2/17/2023 1:50 PM
191	The Keystone stop sign is missed often by drivers. You need parking on Washington near soccer fields. Washington is a major cut through because Madison is too crowded.	2/17/2023 1:49 PM
192	Thatcher and Keystone. Through traffic is aggressive and in some cases outright dangerous. These are not locals.	2/17/2023 1:14 PM
193	Washington seems to be the route of choice for drivers going to or from Maywood in a hurry. Anything that would divert more of this traffic to Roosevelt, I-290, Chicago Ave, or North Ave would be welcome.	2/17/2023 10:44 AM
194	Yes, it's ridiculous	2/17/2023 10:27 AM
195	I see a lot of cars making quick rolling stops along the full length of Washington. I get the impression it is more of an issue with through traffic than residential traffic. Gale and Washington seems to be a trouble spots for accidents and near misses and would probably benefit from an additional stop sign.	2/17/2023 9:56 AM
196	Driver's roll through nearly every stop sign in the village in addition to Washington Blvd.	2/17/2023 9:06 AM
197	The intersection of Thatcher and Washington frequently has cars rolling through the stop sign and traffic gets out of hand there during rush hours.	2/17/2023 8:54 AM
198	All over the village	2/16/2023 8:13 PM
199	The cars do not stop. It gets worse in the evening when kids/ grandkids are riding home from after school activities. There is a gentleman who lives on the next block who often stands and acts as a crossing guard to slow traffic. There are two parks that kids come from and keystone during baseball and soccer season. It is very dangerous	2/16/2023 5:00 PM
200	There is also an issue at the Red light on Washington and Franklin. Drivers try to use two lanes and I've also seen drivers fail to stop.	2/16/2023 4:52 PM

201	Not only do cars "roll" through stop signs on Washington Blvd, they regularly DO NOT STOP AT THE STOP LIGHT	2/16/2023 4:42 PM
202	During the evening/night cars routinely run the stop signs. Motorcycle and car racing is common during the warm weather months (westward toward Maywood)	2/16/2023 4:00 PM
203	Intersection of Thatcher and Washington	2/16/2023 3:02 PM
204	Drivers speeding down Washington and rolling through stop sign at Washington and keystone.	2/16/2023 2:50 PM

Q18 As a driver, do you feel you have a hard time seeing pedestrians and bicyclists? (If yes specify the intersection/area you experienced issues.)

Answered: 808 Skipped: 224



ANSWER CHOICES	RESPONSES	
N/A	16.96%	137
No	52.85%	427
Yes (please specify)	30.20%	244
TOTAL		808

#	YES (PLEASE SPECIFY)	DATE
1	Sometimes cars are parked too close to our driveway.	3/31/2023 4:42 PM
2	At the RR bridge on Lathrop between Hawthorne and Central	3/31/2023 4:27 PM
3	Difficult to see pedestrians and their pets and bikers at night. All should be encouraged to practice defensive walking/biking and to dress in light colors or use reflective devices so they can more easily be seen	3/31/2023 4:03 PM
4	On Lake street and Ashland - hard to see around parked cars at times.	3/31/2023 3:37 PM
5	Bicyclists never follow the rules of the road	3/31/2023 2:46 PM
6	Oak St between Jackson and keystone	3/31/2023 2:37 PM
7	Yes I cannot place where but I have noted a few times through out the village on busier streets that someone needs to cross.	3/31/2023 2:19 PM
8	They scare me when they sneak up and then don't acknowledge car	3/31/2023 2:12 PM
9	Washington requires complete reconfiguration and should prioritize bicycles and pedestrians over cars. Dedicated bike lanes needed.	3/31/2023 11:13 AM
10	Washington at Keystone.	3/30/2023 8:26 PM
11	After dark, due to darkened streetlights; sometimes around sunset going west (this is unavoidable, though)	3/28/2023 3:47 PM

12	William and Lake---buses, parking on North side of Lake and east of William make it difficult to see traffic	3/27/2023 4:10 PM
13	Headed west on Washington the overhead train tracks make it harder to see pedestrians/bicyclists exiting from the part	3/27/2023 12:10 PM
14	Thatcher and Madison...hard time even seeing cars with the buses always parked on the street	3/27/2023 9:15 AM
15	ENFORCE the Helmet use as a requirement. Hold parents responsible. A simple discussion/explanation will do wonders.	3/25/2023 6:48 PM
16	Central and Franklin & Ashland.	3/25/2023 3:50 PM
17	Mainly around schools at departure time. They seem to take over the roads and it's difficult to navigate as the kids don't obey rules of the road.	3/25/2023 3:13 PM
18	Hawthorne and Lathrop is confusing for drivers and pedestrians. It should be a 3 way stop.	3/25/2023 8:27 AM
19	I don't think I have trouble, but other drivers have seemed not to notice my family when we are pedestrians at Keystone/Washington intersection	3/25/2023 7:46 AM
20	Monthly the pedestrians waiting to cross. I wish there were really obviously flashing crosswalks with lights in the road that light up and maybe a flashing pedestrian crossing sign that activates in the middle of the road.	3/25/2023 6:29 AM
21	At ASHland and Lake, southbound. The parked cars in front of St Luke impede line of sight looking east. You can't see whether cars are coming west on Lake toward Ashland if there is a car parked in the last/farthest west parking spot near Ashland. Eliminating a parking spot would make this intersection less dangerous.	3/24/2023 8:43 PM
22	Especially near the viaducts on Hawthorne and Central Avenues	3/24/2023 7:40 PM
23	I have a hard time seeing runners who are running towards oncoming traffic especially when I make a turn into the street they're running down	3/24/2023 7:07 PM
24	Anywhere along Augusta, especially when it's raining at night.	3/24/2023 5:43 PM
25	At night when they wear dark colors and no luminescent patches.	3/24/2023 5:03 PM
26	The Washington Park area has lots of crossings and, somewhat frequently, parked cars that can make it difficult to see.	3/24/2023 5:01 PM
27	Near Keystone for sure; other areas especially where people pop out between cars can be problematic.	3/24/2023 4:41 PM
28	Greenfield and Thatcher	3/24/2023 4:40 PM
29	I think a separate bike lane would help both drivers and bikers to stay safe.	3/24/2023 4:31 PM
30	All	3/24/2023 4:30 PM
31	On Thatcher Bicyclist who fail to wear colorful clothing and no lights on their bikes can make it difficult seeing them when it's dark and some cyclist fail to ride side by side instead of in single form allowing drivers to pass them safely	3/24/2023 4:18 PM
32	At night and dressed darkly, it is hard to see pedestrians sometimes.	3/24/2023 4:14 PM
33	under the train viaducts at Central and Hawthorne	3/24/2023 4:08 PM
34	Large trucks always on Lathrop working on new housing and I cannot see other cars or bikes when backing out of my driveway	3/24/2023 4:03 PM
35	On gale southbound at Washington and gale northbound at Hawthorne there are bushes that block pedestrians. You have to slowly roll past the sidewalk to see people and traffic	3/24/2023 3:56 PM
36	Lake and Keystone	3/24/2023 3:53 PM
37	Bicyclist often don't obey road rules and so you can't anticipate what they will do.	3/19/2023 11:29 AM
38	Washington and Gale	3/17/2023 9:19 AM
39	On lake around the cars parked at the intersection	3/15/2023 8:49 PM

40	Lake street /forest	3/15/2023 4:07 PM
41	Lake street from Monroe to thatcher	3/15/2023 3:20 PM
42	Lighting, lots of cars parked on street	3/15/2023 2:51 PM
43	A lot of bikes do not stop at and if you are going under the via ducts between Hawthorne and Central and a bike does not stop they come out of no where	3/15/2023 2:10 PM
44	On the NE corner there is a large tree	3/15/2023 10:34 AM
45	Frequently cannot see at intersections due to parked cars.	3/15/2023 10:20 AM
46	Bikers swerving around parked cars	3/14/2023 8:02 PM
47	The road is wide so cars have to pull farther into the intersection to see	3/14/2023 6:17 PM
48	More lighting is needed	3/14/2023 5:47 PM
49	Do not hesitate to put more traffic lights on Washington - can't see pedestrians well in the evening anyways.	3/14/2023 3:34 PM
50	At the underpasses, especially Franklin.	3/14/2023 9:37 AM
51	Lake you can't see around the parked cars when entering the street	3/12/2023 11:56 PM
52	Corner of Keystone and Madison is very difficult to see oncoming traffic from the east. Dangerous. I personally try to avoid this corner.	3/12/2023 2:56 PM
53	flashing lights help	3/12/2023 1:48 PM
54	Sometimes during the evening during the summer I see children/teens on their bikes in the street and they have no lights on their bikes. I think though that it's important to follow the speed limit of 25 in town and making an effort to look both ways when you stop at a stop sign (especially in the evening when it is dark). Maybe put up a sign for drivers telling them at night that it is harder to see so they need to make an effort to go 25 mph. I read signs. I hope others do too.	3/11/2023 11:57 AM
55	It's fashionable to wear all black.	3/10/2023 7:43 PM
56	On both Thatcher and Division. Particularly with bikes not having lights or reflectors; joggers and bikers wearing dark clothing without any highlights or reflective markings. This has occurred at multiple intersections on both streets.	3/10/2023 3:14 PM
57	Turning left on Madison St from Ashland Boulevard. Because of the street parking on the north side of Madison St, it is impossible to see if a car or a bicycle is coming from the left side (i.e. road going west). You have to pull quite a bit into the road to make sure it is clear. But in doing, you end up on the street and in the way of incoming traffic.	3/10/2023 2:20 PM
58	As a parent going to and from on Washington I look for kids at school times, but as Franklin it should be a much better crosswalk with flashing lights etc because so many Lincoln kids cross there. Same at Keystone. Washington should have bump outs to be ONE lane because cars speed in the parking lanes and kids are at risk as cars go at high speeds to cut around other cars. Empty parked police cars are not helping.	3/9/2023 6:50 AM
59	At Gale Ave hedges make it hard to see	3/8/2023 6:46 PM
60	At night pedestrians and cyclist are impossible to see. Our streets are dark and the cyclist and pedestrians wear dark clothing.	3/8/2023 6:43 PM
61	Hard to see sometimes	3/7/2023 11:01 AM
62	Wherever there are curb extensions	3/7/2023 10:38 AM
63	streets are dark at night	3/7/2023 9:43 AM
64	Usually no difficulty but nighttime lighting is poor in village	3/6/2023 5:23 PM
65	Lathrop Ave south of Central	3/6/2023 4:31 PM
66	Yes. Especially at night and if bicycle riders do not have lights or are not wearing reflective clothing	3/6/2023 2:52 PM

67	Franklin & Hawthorne Ashland & Hawthorne	3/5/2023 12:30 PM
68	Especially on the south side of the tracks at intersections. Not so much in other areas. Deer are an issue for certain.	3/5/2023 10:44 AM
69	Kids on bikes fly onto to streets with traffic. They don't stop, so you can't see them.	3/3/2023 6:51 PM
70	Always hard to see pedestrians and bicyclists. You just have to follow the speed limit and be careful.	3/3/2023 6:14 PM
71	People walk out into the street all over the village without checking traffic. We get a lot of traffic that does not originate or end here.	3/3/2023 5:31 PM
72	after dark when the bicyclists don't have lights or reflectors on their bikes.	3/3/2023 4:57 PM
73	only at Hawthorn and Lathrop by the underpass.	3/3/2023 4:50 PM
74	Thatcher and Lake - especially in twilight hours it can be difficult to see pedestrians when turning	3/2/2023 6:55 PM
75	I am concerned about groups of kids on bikes on multiple streets when school lets out. They seem oblivious to traffic and it seems dangerous	3/2/2023 5:35 PM
76	Washington and Gale	3/2/2023 4:42 PM
77	Again, too many traffic control measures make it seem like you're taking responsibility for the drivers. I've seen pedestrians assume traffic will stop where their are no controls and I've seen impatient drivers be "pushy"where there are controls	3/2/2023 10:04 AM
78	Only at dusk.	3/1/2023 8:53 PM
79	LeMoyne and Monroe is an obstructed intersection.	3/1/2023 7:12 PM
80	Near the parks it's easy to miss the kids coming after the bridge or around the parked cars.	3/1/2023 7:07 PM
81	RF is VERY dark at night.	3/1/2023 6:35 PM
82	At night it would be great if runnes, bikers, etc had some type of reflective gear on.	3/1/2023 1:20 PM
83	Many	3/1/2023 1:06 PM
84	Lake street	2/28/2023 6:14 PM
85	Please do NOT make bike lanes here like Oak Park did on Madison. As a driver, if I am turning right, a bike rider could be coming on my right. That is a terrible design	2/28/2023 4:24 PM
86	Division from Bonnie brae to Monroe is terribly dangerous for young pedestrians coming and out of Priory park	2/28/2023 3:36 PM
87	Franklin and Lake looking westbound and heading north, parked cars on Lake create bad sight lines.	2/28/2023 2:53 PM
88	Coming out from under any of the viaducts. The one-way street (I think Central Ave, behind Whole Foods) at Harlem is particularly difficult, as is Lathrop.	2/28/2023 1:50 PM
89	When there is not enough space for bike and car I feel like the bike ride down the center of the road.	2/28/2023 11:13 AM
90	at night if runners aren't wearing reflective clothing	2/28/2023 8:12 AM
91	for some reason it is very hard to see people at this intersection. lots of speeding and running the stop sign.	2/27/2023 9:39 PM
92	Keystone and Washington	2/27/2023 6:41 PM
93	Washington and Franklin Augusta and Bonnie brae	2/27/2023 2:42 PM
94	Especially on main roads (North, Harlem) where speed limits are not being enforced and trucks and traffic obscures pedestrians. There are no stop signs or lights at which pedestrians and cyclists may cross in the street west of Harlem or on Harlem at Greenfield (a main passage way for people trying to access parks).	2/27/2023 1:23 PM
95	As a biker and pedestrian, I stop at corners to view oncoming traffic. As a driver, it seems the	2/27/2023 11:50 AM

majority of runners run across streets with disregard for oncoming traffic and I often have to stop in the middle of the road. I'm a biker and don't care for the bike lanes in RF.

96	It is impossible to see to cross Lake St. during morning rush hour. You can't see when crossing from Franklin, Vine, and Park Aves. Mirrors could help alleviate this issue.	2/27/2023 9:15 AM
97	Honestly, bicyclists make me very nervous. Many drivers don't know how to drive/share the road with them. This isn't a bike-friendly European country and it seems like RF is trying to make it that way instead of changing the culture to embrace bicycling. Just because you put a bike lane in the middle of Lathrop Ave doesn't mean drivers and bicyclists will start co-existing in a safe way.	2/27/2023 7:56 AM
98	Joggers and cyclists coming onto Chicago Avenue especially in the dark.	2/26/2023 8:18 PM
99	They're hard to see	2/26/2023 3:42 PM
100	The intersection of Franklin and Washington is incredibly dangerous for pedestrians. Cars turning from west bound Washington to south bound Franklin are constantly turning into groups of children trying to cross the south side of Franklin.	2/26/2023 3:24 PM
101	Thatcher, Gale, Keystone, Franklin	2/26/2023 12:03 PM
102	Franklin intersections are all quite dark. in fact, the blocks themselves are not very well lit. pretty common on all the minor intersection north of Lake.	2/26/2023 11:52 AM
103	Thatcher and Hawthorne is a very tricky intersection	2/26/2023 11:49 AM
104	Impossible to turn east or west onto madison from franklin, or ashland. Cars are parked up to the cutouts making vision zero.	2/26/2023 11:37 AM
105	Anywhere there are those speed bump outs.	2/26/2023 11:25 AM
106	They drive too close	2/26/2023 8:28 AM
107	This isn't specific to Washington Boulevard, but it's hard to see pedestrians at Franklin and Central under the tracks.	2/25/2023 7:15 PM
108	I have a hard time seeing bicyclists when they don't obey the rules of the road, which happens frequently.	2/25/2023 6:37 PM
109	Viaducts are incredibly dangerous	2/25/2023 6:25 PM
110	I ride my bike quite a bit am VERY aware of bike and pedestrain traffic !	2/25/2023 3:43 PM
111	Franklin & Madison, Ashland & Madison Parked cars block view.	2/25/2023 2:08 PM
112	Washington and Gale	2/25/2023 1:27 PM
113	On Ashland approaching madison On Ashland approach underpass near south blvd	2/25/2023 1:02 PM
114	At night if the person is not wearing reflective clothing	2/25/2023 9:35 AM
115	Chicago Avenue, from Lathrop to Harlem	2/25/2023 8:22 AM
116	Most are on the sidewalk since the streets are not safe.	2/24/2023 10:05 PM
117	At night teens bike with out lights and it's hard to see them. I see them in oak heading towards McDonalds.	2/24/2023 9:54 PM
118	on lake street near the parks when many cars are parked along the street. Also, on some side streets intersections.	2/24/2023 9:27 PM
119	At dusk and night. No lights on bikes. Also bicycle riders do not stop at intersections and behave as if they have right of way to cars and pedestrians.	2/24/2023 6:33 PM
120	I only have trouble if they don't use lights at night.	2/24/2023 5:49 PM
121	It's a problem not just on Washington Blvd, but throughout River Forest at night. Street lighting is abysmal. And there are too many knucklehead bicyclists who don't use any lighting or even reflectors. Driving at night in River Forest is downright hazardous. We need brighter street lighting on streets and sidewalks without bleeding into homes — which is easily done.	2/24/2023 5:27 PM
122	chicago ave should have a better designated bike path	2/24/2023 5:00 PM

123	They never obey stop signs	2/24/2023 4:39 PM
124	I am pretty sure the intersection of Gale and Washington is the only intersection of any Village street (from Thatcher to Lathrop) and Washington that does not have one or more of the following: a crosswalk, a 4-way stop, or a traffic light. With the amount of pedestrian traffic because of the Metra station at the north end of Gale and the Community Center at Madison and Gale, I think having a crosswalk across Washington at both the east and west side of Gale would improve overall safety.	2/24/2023 4:35 PM
125	Can see them but concern about the gang of kids on bikes as they are not predictable.	2/24/2023 4:13 PM
126	Franklin ave	2/24/2023 4:12 PM
127	On Central at every underpass, especially heading east, especially with morning sun. It is difficult to see pedestrians, cyclists, and even other vehicles. Every one of those underpass intersections is very dangerous even with the stop signs. I have an often thought mirrors would be very helpful.	2/24/2023 4:07 PM
128	Evenings mostly. Or right after school is out and there are a lot of kids and bikes	2/24/2023 3:44 PM
129	At night, very poor lighting throughout town	2/24/2023 3:32 PM
130	By the metra train lines under the tunnels. E.g. Franklin and Central Ave. Both as a pedestrian and when I'm driving I must be extra cautious because there are severe blind spots for both cars and pedestrians. I have seen drivers not pay attention and "pause" at the stop sign and roll through and I have seen kids walk or run across without double checking there isn't a car beyond the train tunnel. This is a concern for little kids walking to and from Lincoln School who must cross Central Ave.	2/24/2023 3:31 PM
131	Monroe and LeMoyné. Corner landscaping prevents good visibility. Would recommend 4-way stop.	2/24/2023 3:21 PM
132	It's difficult to see bikers and pedestrians cruising streets due to poor lighting across the village- All over the village. Need more lighting!	2/24/2023 3:16 PM
133	Sometimes	2/24/2023 3:15 PM
134	At night it's not well lit on Washington and hard to see pedestrians. I drive cautiously but often get passed	2/24/2023 3:11 PM
135	At Washington and Forest when the two parks are in use for soccer, baseball etc...	2/24/2023 3:11 PM
136	There are many runners that use the streets to run on at dark or dusk it is very difficult to see them. It is a problem as I almost hit someone a month ago or so...it was about 6am.	2/24/2023 3:10 PM
137	Under the train tracks	2/24/2023 3:09 PM
138	Greenfield and lathrop	2/24/2023 3:05 PM
139	Lake and Keystone Madison and Franklin	2/24/2023 3:02 PM
140	Madison St just east of Thatcher. Due to large vehicles parked in front of community center, it's impossible to see any west bound traffic. Vehicular or pedestrian.	2/24/2023 2:58 PM
141	This is my pet peeve. I drive down Ashland Avenue at 6:30 a.m.. Pedestrians WALK in the street and are difficult to see. There is no reason for people to be walking in the street	2/23/2023 7:16 PM
142	Jackson and Lake (location of Jewel Osco) is an issue where teenagers and kids cross in the middle of the street. While vehicles probably drive too fast here, this seems to largely be a pedestrian problem.	2/23/2023 2:27 PM
143	Trying to turn onto Madison Street in either direction off of Ashland and Franklin is awful. Cars parked in the bumpouts obstruct the view of oncoming traffic. If bumpouts are placed any where else in the village, they must have a better depth as to not obstruct the view.	2/23/2023 11:55 AM
144	At night- RF lights are too dim AND crosswalks should be regularly painted to keep them bright . Don't wait for something bad to happen (I am not blaming)	2/23/2023 9:41 AM
145	At night many do not have lights or reflective clothing	2/23/2023 9:32 AM
146	If they do not have reflectors on when dark	2/22/2023 11:27 PM

147	The stop sign is set back a bit on SW corner of Ashland so cars heading North almost never stop at the actual stop sign but maybe will stop right at the edge of Washington. There is also a bush at SW corner that has blocked view in the past but is currently trimmed low.	2/22/2023 9:25 PM
148	I usually see pedestrians at the intersection of Ashland and Washington but then have to slow down quickly to stop so they can cross. Often times I am stopped, but the oncoming cars in the other lane don't stop and the pedestrian is left waiting to cross. Sometimes, I have had impatient drivers behind me try and pass me on the right through the parking lane while the pedestrian is trying to cross nearly hitting them. I feel this intersection could use a flashing light for pedestrians like Forest/Washington.	2/22/2023 8:40 PM
149	It's dark on Washington. And if it's raining. It's much worse	2/22/2023 8:33 PM
150	More so at night	2/22/2023 7:01 PM
151	Pedestrians and bicyclists crossing or using streets in near dark conditions without lighting. Mostly kids on bikes or dog walkers in dark clothes without lighting.	2/22/2023 6:04 PM
152	not pedestrian friendly	2/22/2023 5:47 PM
153	Street Lights are too bright and cause excessive glare. Please use dimmer street lighting	2/22/2023 3:53 PM
154	The sight lines at Madison and Franklin have been obstructed by street parking. Turning either right/left from Franklin onto Madison has become dangerous.	2/22/2023 3:43 PM
155	At night when they're wearing dark clothes	2/22/2023 3:37 PM
156	Keystone at train underpass	2/22/2023 3:15 PM
157	Lake St	2/22/2023 2:41 PM
158	Sometimes if they are wearing dark clothing or if it's dark	2/22/2023 12:19 PM
159	Bikes shouldn't be risen on sidewalks. Causes issues at intersections	2/22/2023 9:11 AM
160	Washington and Forest (by the park)	2/22/2023 9:08 AM
161	Some bicyclist take risk in heavy traffic along Lake street mostly on the Oak Park I have noticed, but not in River Forest for some reason?	2/21/2023 3:44 PM
162	see previous. Raised intersections work well elsewhere	2/21/2023 3:27 PM
163	North side of town is dimly lit. Cyclists on Chicago Ave are hard to see and the bump outs make them swerve into traffic	2/21/2023 4:47 AM
164	During the day is not an issue. At night, the street lighting is so dim, it is hard to see anyone.	2/20/2023 8:07 PM
165	cyclists especially	2/20/2023 2:23 PM
166	Bicyclists generally do not stop at the intersections.	2/20/2023 10:58 AM
167	I would love more major crosswalks to have the lights you put at Keystone Park to cross the road. Especially for the kids to use when they are out walking to school or parks.	2/20/2023 8:38 AM
168	There was one time as I was driving north by a park with a tennis court to the east when I was absolutely shocked at pedestrians launching out in the middle of the block without looking or pausing!	2/19/2023 9:10 PM
169	Washington and Keystone	2/19/2023 6:04 PM
170	I have difficulty seeing pedestrians and bicyclists at night that are wearing dark colored clothing and do not use lights. There are regular bicyclists that ride down Park that do not have a light on their bicycle.	2/19/2023 2:46 PM
171	In the 200 block of Lathrop, when exiting the alley towards Lathrop, bushes obstruct the view of pedestrians walking north of sidewalk - the house with problem bushes doesn't seem to have anyone living in it.	2/19/2023 1:34 PM
172	The full lane bicycle provisions are unsafe for drivers and bicyclists. And these provisions further slow traffic and force it to side streets. Dumb move!	2/19/2023 10:52 AM
173	I sometimes feel the lighting is not bright enough and fear I will hit someone. I do not have this	2/19/2023 9:25 AM

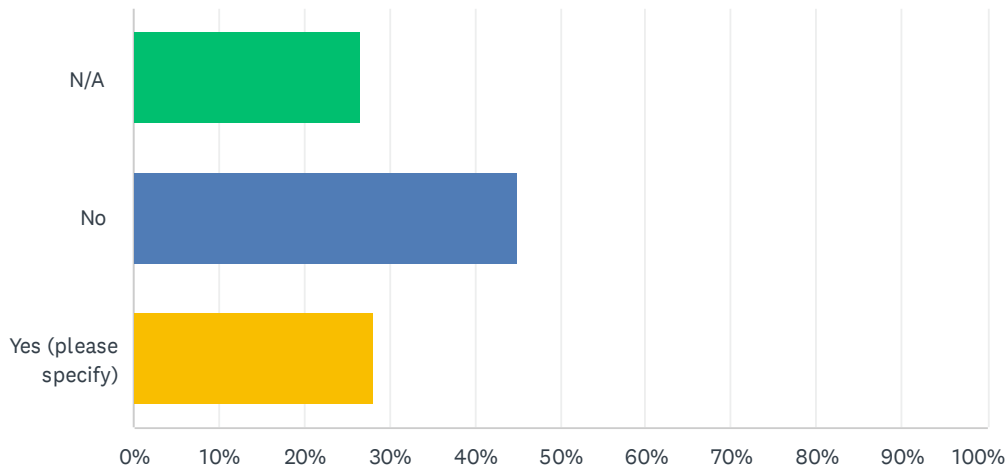
	problem in Chicago where the lighting is brighter.	
174	The Village should mandate that ALL bike riders have working lights and obey traffic rules.	2/18/2023 8:19 PM
175	No specific intersections. This is common in poor weather, nothing more	2/18/2023 7:23 PM
176	At times...	2/18/2023 2:08 PM
177	Chicago Ave. - especially the crossing at Franklin and Chicago Ave.	2/18/2023 1:49 PM
178	Only pedestrians in the road. I think they have the duty to watch out for and avoid cars if they're going to be in the road, but some people are dumb.	2/18/2023 11:33 AM
179	I feel the bike lanes are worthless.	2/18/2023 9:50 AM
180	Only at night when the cyclist does not have lights, and is wearing dark clothing. I am a cyclist myself, so I generally have a good awareness of other cyclists.	2/18/2023 9:04 AM
181	On lake street with the bump out curbs, especially at night. With an impatient driver on your tail, they try to speed you into your turn off Lake street...I have seen bicyclists completely disregarded. Those bump outs were a really bad idea for normal traffic flow	2/18/2023 8:48 AM
182	Bump outs are worse and have unintended consequences crosswalk striping on streets needs to be painted annually and brighter use more flashing crosswalk signs lighting at Night makes it difficult to see bikes and pedestrians and street signs should be brighter	2/18/2023 8:11 AM
183	At night River Forest is not well-illuminated. This is particularly problematic at intersections, especially on quieter streets.	2/18/2023 8:07 AM
184	On Lake.	2/18/2023 4:08 AM
185	I sincerely hope there will be no more bike lanes in RF.	2/18/2023 1:06 AM
186	Washington-Park & Washington-Ashland in the morning and the evening are the worst. The signs there are lame - it reads in a small letter "Stop for pedestrians here", if we let them cross, then put signals! I think the village has to put their act together - traffic signal or no traffic signal.	2/17/2023 11:47 PM
187	Hawthorne and Franklin	2/17/2023 10:45 PM
188	Chicago Avenue; Harlem Avenue; Lake Street	2/17/2023 10:44 PM
189	at night it is sometimes hard to see people because there are so few street lamps. not just on Washington.	2/17/2023 9:27 PM
190	I drive the speed limit. By following speed limit I see pedestrians	2/17/2023 9:04 PM
191	Lake and Forest	2/17/2023 9:03 PM
192	We have been here about 1.5 years. Bike lanes here are often confusing. Cyclists and pedestrians are often neglectful in making sure they are visible, or just do not pay attention.	2/17/2023 8:52 PM
193	Nighttime at intersections on Lathrop, Ashland, and Keystone	2/17/2023 8:42 PM
194	At the intersections around the elevated tracks.	2/17/2023 8:37 PM
195	Washington and Ashland	2/17/2023 7:21 PM
196	Washington and Ashland	2/17/2023 7:14 PM
197	Visibility is terrible at dusk because the street lighting is so dim. I've narrowly avoided joggers crossing Oak from Thatcher to Lathrop. I also gave a cyclist the scare of his life at Park and Division. I was eastbound on Division and he was northbound on Park and he blew through a stop sign. In all cases, these are adults I am dodging with my car.	2/17/2023 7:13 PM
198	Driving in Central and Hawthorne it is difficult to see cars and pedestrians coming from under the tracks.	2/17/2023 6:15 PM
199	If there are cars parked close to the intersection of Gale and Washington it's hard to see someone standing at the corner.	2/17/2023 6:00 PM
200	just in the evening	2/17/2023 5:01 PM

201	Thatcher to lathrop	2/17/2023 4:55 PM
202	all intersections, near schools	2/17/2023 4:28 PM
203	Shrubs and trees sometimes obscure village inters	2/17/2023 4:25 PM
204	Only when the pedestrians and bicyclists wear dark clothing at night or early morning. Should be some sort of education to wear yellow or orange reflective clothing instead of dressing like you have a death wish.	2/17/2023 4:07 PM
205	Not so much as "where" but the time of day - particularly at dusk. If I were to look at locations, I would say all along Lathrop from Lake Street to North Avenue.	2/17/2023 4:05 PM
206	Low lighting on side streets at dusk/dark when bicyclists have no lights/reflectors	2/17/2023 4:04 PM
207	When trees are full	2/17/2023 3:56 PM
208	At Park & Greenfield - cars should NOT be able to park so close to the stop signs. Why aren't there any markings on the curb indicating parking limitations? It's very dangerous	2/17/2023 3:54 PM
209	All along all streets	2/17/2023 3:45 PM
210	One blind spot is at the Metra station at Keystone. Even with a stop sign - there is a real blind spot.	2/17/2023 3:40 PM
211	Under railroad viaduct	2/17/2023 3:37 PM
212	Yes I have a hard time at night	2/17/2023 3:19 PM
213	During school commute it can be challenging to see young bikers sharing the road, and I am hyper alert as a parent of school aged kids.	2/17/2023 3:15 PM
214	YES! The angled crossing at our block is awful in the dark, Augusta and Keystone, Chicago and Jackson, Chicago and Park, Washington and Keystone.	2/17/2023 3:09 PM
215	Sometimes...how about a flashing light at crosswalks. Lots of kids crossing to go to school.	2/17/2023 3:03 PM
216	Pedestrians blocked by parked cars are difficult to see until they are in the roadway.	2/17/2023 3:03 PM
217	I rarely see bicyclists with lights on their helmets or bikes, that should be a must!	2/17/2023 3:02 PM
218	too many cyclists ride during evening/night with no lights	2/17/2023 2:56 PM
219	Not just on this street, but throughout the village	2/17/2023 2:55 PM
220	Ashland/Washington.	2/17/2023 2:31 PM
221	It can be hard to see pedestrians when Washington is parked up for athletic events. I have found it particularly hard to turn onto Washington off of Forest following soccer games, as there is limited visibility.	2/17/2023 2:31 PM
222	Runners on the street in the dark wearing dark colored clothes and no reflection material or lighting. On Lathrop Ave	2/17/2023 2:17 PM
223	Bicyclist need to use lights when riding at night. Pedestrians should expect that the driver doesn't see them and should use caution.	2/17/2023 2:07 PM
224	The biggest problem I have with cyclists is that so many do not use lights on their bikes (they should be on even during the day) and do not wear helmets and wear dark clothing. I do not think they have any idea that they are invisible at dusk or in certain light.	2/17/2023 2:06 PM
225	Around the Metra station at night	2/17/2023 2:05 PM
226	Park Ave, Ashland Ave	2/17/2023 1:59 PM
227	I think the bump outs on Chicago Ave impede its use for bicycles	2/17/2023 1:58 PM
228	Near Roosevelt Middle School	2/17/2023 1:58 PM
229	Often they do not follow rules of road. Do not stop at stop signs. Wear headphones and just expect people to stop	2/17/2023 1:47 PM
230	Even though I'm always looking out for pedestrians at the crosswalks on lake street, often I	2/17/2023 1:46 PM

	don't see them until the last minute and need to stop more suddenly than I would prefer.	
231	Many places. Your full lane bike use was truly stupid and uninformed.	2/17/2023 1:15 PM
232	Sometimes it's hard to see pedestrians and bicyclists in the dark	2/17/2023 11:02 AM
233	I think it is difficult to see pedestrians at night or early mornings before the sun comes up. As a daily walker/runner, I always assume cars at stop signs don't see me waiting to cross when it is dark out. I'd say that 50% of the time, this turns out to be true (thus, I wait till there are no cars!)	2/17/2023 10:51 AM
234	But they also need to follow rules of the road and not ride full speed through intersections and be prepared to stop.	2/17/2023 10:22 AM
235	Any street if they are dressed in dark colors at night.	2/17/2023 9:56 AM
236	Bicyclists are hard to see if they're going the wrong direction on the street and impossible to see coming from the right when a driver is paused at the yield under the tracks on Thatcher before turning right to continue to go on Thatcher.	2/17/2023 8:56 AM
237	Issue is more due to dim street lighting at night throughout the village sidestreets, not one intersection in particular.	2/16/2023 9:33 PM
238	When there are a lot of cars parked on Washington it is difficult to see pedestrians waiting to cross or at corners. Washington between Keystone and Lathrop.	2/16/2023 9:30 PM
239	Any location bikers use. They don't following rules, and they frequently wear dark clothing at night making it very difficult to see them. They also sometimes ride side by side in groups making it hard to follow them at such a slow pace. In short, they can cause danger for themselves when auto drivers have a hard time maneuvering around them.	2/16/2023 5:56 PM
240	sometimes	2/16/2023 5:02 PM
241	In nondaylight hours it's hard to see pedestrians crossing Washington	2/16/2023 4:01 PM
242	Many times they are wearing black and assume a driver sees them. People should not be allowed to run in the street after dark. I'm	2/16/2023 2:38 PM
243	The lack of bright overhead street lights at Oak and Lathrop is dangerous because it is such a high pedestrian corner and children (both students at surrounding school and patron of library). The minimal lighting make it very hard to see people at the corner in the dark and especially if there is precipitation.	2/16/2023 2:24 PM
244	Ashland/Washington	2/16/2023 2:13 PM

Q19 As a pedestrian, do you feel you have a hard time seeing/being seen by drivers? (If yes specify the intersection/area you experienced issues.)

Answered: 804 Skipped: 228



ANSWER CHOICES	RESPONSES	
N/A	26.74%	215
No	45.02%	362
Yes (please specify)	28.23%	227
TOTAL		804

#	YES (PLEASE SPECIFY)	DATE
1	Pretty much every intersection at night	3/31/2023 4:04 PM
2	Have no idea whether they can see me.	3/31/2023 3:27 PM
3	Anywhere near North Avenue	3/31/2023 3:09 PM
4	Drivers concentrated on road and not looking for pedestrians	3/31/2023 2:13 PM
5	Washington at Keystone. Drivers can see typically see pedestrians at Washington at Park but if they're through the traffic light at Franklin and heading west, they're speeding up and ignoring the state pedestrian right-of-way. Drivers heading east are racing to make the light and aren't always focused on pedestrians. Suggestion: make the 200 and 300 blocks of Park Ave. a southbound one-way street.	3/30/2023 8:31 PM
6	Sometimes, either because of lighting or speeding, but only occasionally.	3/28/2023 3:47 PM
7	Drivers on cell phones	3/27/2023 4:36 PM
8	See previous answer	3/27/2023 12:10 PM
9	Drivers do not pay attention. Everybody is in a hurry.	3/27/2023 8:33 AM
10	Keystone and Washington	3/27/2023 6:37 AM
11	At RR TRESTLES .	3/25/2023 6:49 PM
12	Drivers are speeding through so many areas.	3/25/2023 3:51 PM

13	Lathrop and Oak Oak and Keystone Lake and Keystone	3/25/2023 2:33 PM
14	Drivers have sometimes either not noticed or disregarded us as pedestrians at Washington/Keystone	3/25/2023 7:47 AM
15	Between Lathrop and Thatcher.	3/25/2023 6:29 AM
16	Augusta and Thatcher	3/25/2023 12:16 AM
17	Crossing by Washington park	3/24/2023 9:06 PM
18	By Lincoln School. Also crossing Thatcher on both sides of Lake. Also crossing Thatcher at Oak--there is a flashing light that drivers regularly just drive right through and someone is going to get hit.	3/24/2023 8:44 PM
19	Yes, we've almost been hit by drivers regularly in walking to or from school	3/24/2023 7:41 PM
20	Trying to cross North Avenue is taking your life in your hands	3/24/2023 7:13 PM
21	Drivers literally try to "beat" pedestrians. I have had drivers honk at me to move along or to draw attention to them cutting in front of me.	3/24/2023 6:16 PM
22	drivers are texting a lot	3/24/2023 5:42 PM
23	Crossing at Park Ave and around Washington Park are the worst spots.	3/24/2023 5:03 PM
24	Usually on heavier volume streets, especially Lake and Harlem. Chicago Ave can sometimes be challenging too.	3/24/2023 4:41 PM
25	This is less of a problem on Washington Blvd compared to Lake St or Lathrop.	3/24/2023 4:33 PM
26	Please add crosswalk pedestrian activated imbedded lights in the street. That would be helpful.	3/24/2023 4:26 PM
27	Basically where ever there is a stop you have to be sure that the driver sees you, drivers don't seem to want to stop for people.	3/24/2023 4:09 PM
28	When I try to cross a major street: Lake, Madison, Washington - the drivers do not obey the stop when pedestrians in cross walk signs.	3/24/2023 3:58 PM
29	Same intersections as last question. And really any intersections with tall bushes at the corner.	3/24/2023 3:57 PM
30	More that they see pedestrians but don't yield right of way at the east-west stop signs.	3/24/2023 3:40 PM
31	Or they just do t stop	3/19/2023 11:29 AM
32	Washington and Gale has no stop sign or crosswalk. Crosswalk for Washington commons often ignored by drivers	3/17/2023 9:20 AM
33	Chicago/ Forest Division/ Forest Lake / keystone	3/15/2023 4:08 PM
34	Lake and Franklin	3/15/2023 3:20 PM
35	At the NE corner of Washington and keystone	3/15/2023 10:35 AM
36	Sometimes parked cars will block the view	3/15/2023 10:20 AM
37	Drivers are too busy on their phone....	3/15/2023 7:51 AM
38	Crossing Forest Ave on Chicago- cars never seem to stop for pedestrians	3/15/2023 6:53 AM
39	They see pedestrians and ignore 50%; they don't look for /care about peds 50%	3/14/2023 9:28 PM
40	Why don't you try it yourself in the evening?	3/14/2023 3:34 PM
41	Many drivers do not stop for pedestrians	3/14/2023 12:38 PM
42	At the underpasses, especially Franklin.	3/14/2023 9:38 AM
43	I may be seen, but driver do not respect the rights of pedestrians. Driver will honk at you if you are in the walkway, or will not stop if step off the curb in a crosswalk.	3/13/2023 1:28 PM
44	Lake and Jackson cross walk is ignored by most drivers.	3/10/2023 7:45 PM

45	Lake and Franklin	3/10/2023 6:20 PM
46	I often cross Washington on my way to the Community Center at Gale and it can be difficult to cross as drivers are driving fast or there are a lot traffic. And if there are cars parked i have to kind of peek out to see and cross	3/10/2023 4:20 PM
47	Washington and Keystone	3/10/2023 3:24 PM
48	Drivers not paying attention at Thatcher and Lake. This is particularly true with drivers of turning vehicles appearing to not pay attention to pedestrians within the crosswalks.	3/10/2023 3:15 PM
49	Priory park entrance at Berkshire	3/9/2023 5:57 PM
50	Lake and Thatcher, Keystone & Forest are really bad. The lights at Forest kind of help, but drivers still don't yield to pedestrians	3/9/2023 6:52 AM
51	Keystone and Washington + Gale and Washington	3/8/2023 6:46 PM
52	Ashland and lake. The cross walk there is a joke and drivers never stop	3/8/2023 6:44 PM
53	We are easily seen although traffic does not stop when we enter the cross-walk (with flashing lights in some locations)	3/8/2023 3:29 PM
54	No one stops for pedestrians unless at red light	3/8/2023 12:21 PM
55	I have seen several pedestrians nearly run over at the intersection of Augusta & Monroe.	3/7/2023 9:28 PM
56	They don't stop	3/7/2023 11:01 AM
57	Sometimes	3/7/2023 10:38 AM
58	many do drivers do not stop at stop signs even when i'm in the intersection crossing. especially cut through traffic	3/7/2023 9:45 AM
59	difficult to see around cars at times	3/7/2023 7:27 AM
60	See above	3/6/2023 2:52 PM
61	Thomas and Park. My leashed dog was nearly killed by a driver who ignored the stop. It should probably be 4 way, not 2, with flashing lights.	3/6/2023 2:26 PM
62	Chicago Ave and Bonnie Brae	3/6/2023 12:55 PM
63	I am 5 feet tall. I feel like I am invisible at times. Parking lots are dangerous for me and no one can see me when there is any obstruction on a corner.	3/5/2023 10:45 AM
64	Drivers do not appear to slow down at intersections, so for my safety, I just wait until the car passes the intersection. I wait even when I see the car 1/2 way down the block. I find that drivers either may not see me or they don't care. I even think they don't slow down so as to scare me from crossing the intersection so I don't slow them down by crossing the intersection.	3/4/2023 9:34 PM
65	H	3/4/2023 7:13 AM
66	Many drivers in Illinois have no idea that cars need to stop at pedestrian walkways when there is a pedestrian waiting to cross. Unfortunately, since this law is rarely enforced, the latent ignorance among drivers is only amplified. At the same time, many pedestrians amplify the ignorance when well-meaning drivers stop, but the pedestrian is engrossed in their phone and does not acknowledge the courteous driver by actually crossing the street. These pedestrians should be ticketed too! :-)	3/3/2023 8:49 PM
67	On Lake street I've had drivers come within inches of me when I was in the cross walk.	3/3/2023 6:17 PM
68	only at Hawthorn and Lathrop by the underpass.	3/3/2023 4:50 PM
69	Thatcher and lake at twilight. I occasionally will be crossing and the driver will start turning without seeing me	3/2/2023 6:55 PM
70	When we are crossing streets along Madison, cars coming down the side streets rarely see us.	3/2/2023 11:43 AM
71	Thatcher and Hawthorne	3/2/2023 10:12 AM
72	Intersection between the Washington parks.	3/1/2023 7:08 PM

73	Or not sure if they don't care. I have run/biked and cars have come within touching distance as they sped past.	3/1/2023 1:22 PM
74	Many—drivers dont care about the pedestrians or r bikes.	3/1/2023 1:07 PM
75	Lake and Ashland south bound has terrible line of sight to the light due to parking on the north side of Lake. Just remove 1 or 2 spaces at the most to give peds and drivers a chance to see west bound Lake street traffic. This affects pedestrians and also drivers.	3/1/2023 10:32 AM
76	Can we ban people from walking in the streets? It is unsafe, and it is called a sideWALK for a reason. Or, if pedestrians can walk on the street, can I buy a moped and ride it on the sidewalk?	2/28/2023 4:25 PM
77	Everywhere	2/28/2023 1:50 PM
78	yes, people seem to see right through them.	2/27/2023 9:40 PM
79	At the Keystone and Washington intersection.	2/27/2023 6:42 PM
80	But only because they don't want to see me. Drivers in RF are irresponsible.	2/27/2023 2:13 PM
81	As a pedestrian and driver, it's often difficult to view traffic when crossing Lathrop and Iowa intersection due to cars/trucks parked along Lathrop.	2/27/2023 11:51 AM
82	I wear reflective gear and a headlamp to avoid this issue.	2/27/2023 9:16 AM
83	It's not that drivers don't see pedestrians. It's that they DON'T CARE if a pedestrian is trying to cross the street at a crosswalk. Drivers rarely stop and give pedestrians the right of way. We had a friend from Europe staying with us and they couldn't understand why we warned them not to step in front of cars while using the crosswalk because the cars wouldn't stop. They asked, "Then why do you have a crosswalk here?"	2/27/2023 7:58 AM
84	It's not that it's hard to see or be seen - it's that motorists don't care and yielding to pedestrians is not enforced.	2/26/2023 9:59 PM
85	At Ashland/Washington, Park/Washington and Forest/Washington. Cars fly down Washington.	2/26/2023 8:36 PM
86	I run on the streets regularly as they are more even than the sidewalks. I regularly dodge being hit due to cars driving too fast, being on the phone or rolling through stop signs.	2/26/2023 8:30 PM
87	At night - pretty much any intersection. As a driver, it's hard to see pedestrians at night in RF, and as a pedestrian, I am aware that drivers rarely see me in the dark	2/26/2023 7:54 PM
88	LKe and keystone. Why don't we have flashing pedestrian lights there given the train stop and the number of people that cross there daily?	2/26/2023 7:30 PM
89	But, drivers are rude and will literally rush you out of the road when you have the right of way	2/26/2023 5:50 PM
90	Harlem and Lake. Drivers not paying attention.	2/26/2023 4:00 PM
91	Drivers don't pay attention to pedestrians	2/26/2023 3:42 PM
92	When crossing Franklin on the south side of the intersection, I've had cars turn and have to hit the breaks a few feet in front of me. The left turn cars are only looking at car traffic not pedestrians	2/26/2023 3:25 PM
93	Our young kids walk to Lincoln and there is no crosswalk attendant there. Franklin and Washington could use the help for kids on the far south side.	2/26/2023 11:50 AM
94	Bonnie Brae and Division street	2/26/2023 11:16 AM
95	Lake & Keystone	2/26/2023 8:04 AM
96	At the corner of Ashland Ave and Washington Blvd, when my children and I cross Washington Blvd, cars will stop to let us cross (as per the traffic sign that states they must stop for pedestrians (but there is only a sign for traffic heading east but none for traffic heading west)) but then the cars behind will go around the stopped cars by using the parking lanes. This dangerous situation has occurred multiple times to us over the last few years.	2/25/2023 8:07 PM
97	I walk along Washington a lot, and feel like I can see cars just fine. They are often reluctant to stop, though.	2/25/2023 7:16 PM

98	I never assume a driver sees me. I stop and wait to make eye contact before I cross the street.	2/25/2023 6:38 PM
99	Viaducts	2/25/2023 6:25 PM
100	Occasionally...Drivers now days a re far too distracted by their phones.	2/25/2023 5:21 PM
101	Especially at the intersection of LeMoye and Lathrop, Greenfield and Lathrop	2/25/2023 3:45 PM
102	Intersections on Williams, Monroe, Jackson and Lathrop between Division and North Ave;	2/25/2023 2:25 PM
103	Washington and Ashland, but more due to people looking at phones or speeding than not actually seeing me.	2/25/2023 2:00 PM
104	Monroe and lemoyne needs a 4 way stop, it's 1 block away from a school!!	2/25/2023 1:55 PM
105	When I come to an intersection, I always stop and I am always concerned about approaching cars/drivers. They are approaching the intersection very fast and I feel uncomfortable stepping out on the intersection because of the drivers speed. If they don't see me or sometimes appear to challenge me by not slowing down to see that I don't cross the intersection so the driver can continue without stopping.	2/25/2023 1:46 PM
106	At night on all side streets with post top streetlights.	2/25/2023 1:29 PM
107	I take a 6 mile walk every day. Seems like everyone is on their phone and not paying attention. I would have been hit several times over the years had I not had my head on a swivel. Start ticketing people.	2/25/2023 9:37 AM
108	Lake St from Park to Lathrop. Drivers oftn ignore pedestrians trying to cross Lake, unless school crossing guards are on duty.	2/25/2023 8:24 AM
109	They often only look left when making a right hand turn; pretend to not see you to take the right-of-way at intersections and cross walks; stop covering the cross walks; busy with phone. Only by my being alert do I avoid getting hit by cars several times a week.	2/24/2023 10:12 PM
110	Mostly at stop signs	2/24/2023 7:49 PM
111	This is a hazardous problem throughout the village, not just on Washington. In fact it's even more serious on more minor streets throughout the village's residential neighborhoods.	2/24/2023 5:28 PM
112	Night time everyone should wear some form of lighting	2/24/2023 4:40 PM
113	I am pretty sure the intersection of Gale and Washington is the only intersection of any Village street (from Thatcher to Lathrop) and Washington that does not have one or more of the following: a crosswalk, a 4-way stop, or a traffic light. With the amount of pedestrian traffic because of the Metra station at the north end of Gale and the Community Center at Madison and Gale, I think having a crosswalk across Washington at both the east and west side of Gale would improve overall safety.	2/24/2023 4:35 PM
114	On Central at every underpass it is difficult to see vehicles and to know if they are stopped for you or haven't seen you and are about to go.	2/24/2023 4:09 PM
115	Its always a gamble to see if they intend on stopping. I try to make eye contact while walking the dog	2/24/2023 4:07 PM
116	Keystone crossing Lake	2/24/2023 4:06 PM
117	I have almost been hit multiple times while walking across Washington at Keystone. I'm fearful every time my kids need to cross at that intersection.	2/24/2023 3:53 PM
118	Poor lighting throughout town	2/24/2023 3:32 PM
119	Speeding cars, running stop signs.	2/24/2023 3:30 PM
120	Lake/Harlem and Harlem and Quick/Ontario are always of concern. Harlem and Lake should always have the walk signal on when lights change.	2/24/2023 3:22 PM
121	Poor lighting, need flashing stop signs and other better more modern alerting measures at stop signs	2/24/2023 3:17 PM
122	Crosswalks near the parks. Crosswalks at any non stop signed intersection, eg Ashland and Washington. Honestly most drivers probably see people but they just don't care about stopping	2/24/2023 3:11 PM

	for pedestrians.	
123	Kids were terrified walking to school and crossing under the train tracks on Franklin or Ashland. Whole family has pedestrian concerns about Central/Lathrop intersection	2/24/2023 3:04 PM
124	Crosswalk signs and flashing lights on Washington are ignored about 75% of the time - in fact some drivers become agitated when I'm crossing the street at the walks and they have to stop.	2/24/2023 3:02 PM
125	K	2/24/2023 3:00 PM
126	Gale & Washington	2/24/2023 12:29 PM
127	If trying to cross Washington at intersections without traffic controls (Gale, Forest, Park, Ashland), not always sure if drivers will see/slow down because of speeding issues.	2/23/2023 11:27 PM
128	Forest Ave and Lake St. even though there's flashing lights at both locations. Other location is Oak St. and Thatcher. There's flashing lights there too.	2/23/2023 8:48 PM
129	Mid-block crosswalks at Washington Blvd parks; Intersection of Lake and Edgewood	2/23/2023 6:11 PM
130	at some intersections where trees or shrubs are too high	2/23/2023 5:01 PM
131	Less a "being seen" issue and more a "do not care about pedestrians" issue at William and Lake.	2/23/2023 2:27 PM
132	I walk on the sidewalks most of the time. I was taught to look both ways when crossing a street.	2/23/2023 11:56 AM
133	Drivers do not stop for pedestrians crossings such as by Roosevelt It would help to issue more tickets	2/23/2023 9:32 AM
134	Monroe / Division	2/23/2023 9:21 AM
135	Near the park where the soccer games are held	2/22/2023 11:23 PM
136	At Ashland stop sign on south side of Washington. Cars don't stop at the actual stop sign so I always have to be extra cautious when crossing with my dogs especially when walking to the West. I think people are looking to the left for traffic when they come speeding up to the stop sign to see if they can automatically turn right without stopping at all. I have seen it so many times.	2/22/2023 9:25 PM
137	Keystone and Washington--even though it is a 4 way stop, drivers do not seem to be paying attention. I will often be crossing Keystone at Washington and have to wait because I am not sure an oncoming car on Washington is going to stop at the stop sign. The worst is trying to cross at Hawthorne and Thatcher. I feel this is a very dangerous intersection and it should be a three-way stop sign for all ways. Lake and Keystone. Lake and Franklin. Lake and Ashland.	2/22/2023 8:48 PM
138	Drivers are reluctant to stop for pedestrians even in the crosswalk	2/22/2023 8:34 PM
139	Absolutely at Washington and Ashland	2/22/2023 7:02 PM
140	Thatcher and Oak I routinely cross 4:00-5:00 pm and there is a flashing crosswalk sign on the southern sidewalk crossing to the west that is often ignored by motorists speeding.	2/22/2023 6:06 PM
141	poor lighting (excessively bright led street lamps), not enough flashing pedestrians lights	2/22/2023 5:48 PM
142	Street Lights are too bright	2/22/2023 3:54 PM
143	They don't stop	2/22/2023 3:20 PM
144	On lake street near Jewel. Pretty much all the way up to Harlem	2/22/2023 3:15 PM
145	Lake St	2/22/2023 2:41 PM
146	No one sees wheelchair users. No one stops in any of the crosswalks	2/22/2023 9:11 AM
147	Greenfield and Jackson	2/22/2023 9:09 AM
148	In general, cars can be moving pretty quickly and with our sometimes inclement weather (or even with sun, winter dirt windows), it seems like pedestrians have to be super cautious before crossing	2/22/2023 6:50 AM

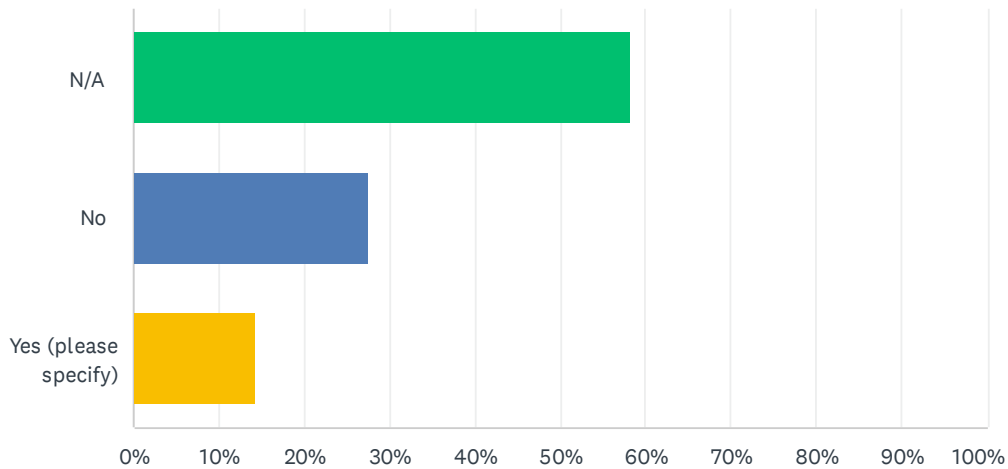
149	on lathrop/people on their phones	2/21/2023 8:58 PM
150	because they are speeding mostly	2/21/2023 3:28 PM
151	Park at Lake, Thatcher at Lake and at Oak	2/21/2023 4:48 AM
152	Same as previous response.	2/20/2023 8:07 PM
153	I have almost been hit many times crossing Harlem at Oak when using the walk signal. I no longer feel safe crossing at the southern ped crossing so I only use the north ped crossing there and of course wait for the walk signal. The cars turning left off Oak to go South on Harlem fly through and truly, I have almost been hit 3 times since I started commuting via walking to my new office in October. I find it very scary and it feels reckless. Also, not sure about being hard to be seen, but when I'm dropping my kids at Lincoln and crossing lake / franklin, even with a crossing guard, cars frequently ignore and speed through and that is very scary as well.	2/20/2023 9:13 AM
154	I have had this experience when walking and been shocked by it. It was on a north south street a few blocks south of the RF Library, I think Lathrop. I was walking north.	2/19/2023 9:15 PM
155	See above	2/19/2023 2:46 PM
156	Can't specify specific locations but generally think lighting could be better	2/19/2023 9:26 AM
157	Drivers get irritated with bikers in the street.	2/19/2023 9:18 AM
158	Lake Street needs more crossing alerts.	2/18/2023 8:20 PM
159	I don't think people pay attention, especially in the early morning when it is dark.	2/18/2023 4:14 PM
160	Sometimes...	2/18/2023 2:08 PM
161	Keystone and Washington	2/18/2023 9:25 AM
162	I walk to the jewel and the 4 way stop under the viaduct is an intersection I'm always extra cautious navigating. Traffic feeding off of circle adds to this confusing intersection. Everyone has the right of way!	2/18/2023 8:51 AM
163	Drivers not caring	2/18/2023 8:32 AM
164	We need flashing stop pedestrian signs at Park and Washington, and Ashland and Washington. Franklin is the only safe intersection to cross as a pedestrian, and at Forest and Washington. I see children run across the intersections at Washington that have no driver warning signs. As it is, there is a tiny, unreadable sign at Park and Washington that tells drivers to stop for pedestrians trying to cross. That sign is rarely observed and is mostly a half-hearted attempt to get drivers to stop for pedestrian crossing.	2/18/2023 8:30 AM
165	Only at night or if the driver is speeding. Bicyclists on the sidewalk are often a problem for pedestrians.	2/18/2023 8:10 AM
166	Past the railroad tracks	2/18/2023 5:10 AM
167	They see you. They just don't care.	2/18/2023 4:08 AM
168	This got by Washington Commons	2/18/2023 1:25 AM
169	At certain time of the day, yes. The real issue is the non- villager speeding in the morning and evening. Let's face it, we all know it - they see us but they don't stop!	2/17/2023 11:49 PM
170	Hawthorne and Franklin, ashland and lathrop	2/17/2023 10:45 PM
171	I experience this in the business district on Madison	2/17/2023 8:54 PM
172	At night, dark corners	2/17/2023 8:42 PM
173	As a cyclist around the elevated tracks, every where else, cars seem to think if they slow down but don't fully stop, they have fulfilled their obligation to street signs and blow through even if I am in the intersection trying to cross as a pedestrian or runner. This is pervasive throughout the village, motorists have forgotten part of the purpose of the stop sign is to stop and look for pedestrians who have right of way.	2/17/2023 8:39 PM
174	Washington and Ashland	2/17/2023 7:22 PM

175	Washington and Ashland	2/17/2023 7:14 PM
176	At Lake and Thatcher I always look three times before crossing on foot in any direction.	2/17/2023 7:14 PM
177	Not in Washington.	2/17/2023 6:16 PM
178	Crossing Jackson at Lake to get to Jewel. Even though there is a pedestrian sign - drivers do not stop 90% of the time. It doesn't help that the cross walk heading north is right by the bus stop. It may lead drivers to think someone (me) trying to cross is waiting for the bus.	2/17/2023 6:04 PM
179	Gale and Washington Forest and Washington	2/17/2023 6:02 PM
180	vehicles do not stop for crosswalks at Lake (Metra). Other intersections are dark (Augusta/Keystone as example)	2/17/2023 5:46 PM
181	just in the evening as street lights are dim....	2/17/2023 5:01 PM
182	Thatcher to lathrop	2/17/2023 4:56 PM
183	I take walks often in the neighborhood of Thatcher and Augusta and on many occasions had cars whiz by me as they try to turn from Augusta onto northbound Thatcher. There have also been multiple instances of drivers who are southbound on Thatcher ignore the No Left Turn sign at that intersection and come close to me.	2/17/2023 4:53 PM
184	often times on the phone, texting etc, often they need to slam on their brakes at the last minute to prevent a accident	2/17/2023 4:43 PM
185	drivers rarely stop when I'm crossing a street	2/17/2023 4:28 PM
186	Crossing lake	2/17/2023 4:25 PM
187	Not necessarily being seen as much as being ignored when attempting to cross at intersections,	2/17/2023 4:14 PM
188	My answer is No as I wear reflective clothing when outside as a pedestrian or bicyclist.	2/17/2023 4:09 PM
189	Drivers don't pay attention to crosswalks. Bonnie Brae and Chicago, Augusta and Dividion	2/17/2023 4:05 PM
190	By the Tennis Club/Oak	2/17/2023 3:46 PM
191	Yes. Drivers do not see me Better lighting needed at intersections of Washington and Ashland	2/17/2023 3:21 PM
192	I don't think I have a hard time being seen but definitely have a hard time with drivers stopping when they see me, even when clearly in crosswalk with a stroller. Most just speed through and ignore signage.	2/17/2023 3:16 PM
193	Near Keystone and Thatcher	2/17/2023 3:10 PM
194	Sometimes...	2/17/2023 3:03 PM
195	mostly because people dont pay attention - they are on their phones, etc	2/17/2023 3:02 PM
196	Throughout the village	2/17/2023 2:55 PM
197	Please see prior comment. Cars driving on Lathrop, Washington, and Lake ignore pedestrian rights and walk signage.	2/17/2023 2:32 PM
198	Yes. Crossing Washington at Forest is difficult, even with the new flashing lights. When there are events, this area is very parked up and hard to see oncoming traffic.	2/17/2023 2:32 PM
199	Ashland/Washington. Because of the street alignment, the sun is often right in the eyes of drivers who are headed east in the busy morning walk-to-school period.	2/17/2023 2:31 PM
200	Along North Avenue between Lathrop and Harlem	2/17/2023 2:12 PM
201	Yes, it is hard for the drivers to see me when they are driving and texting while on the streets of River Forest.	2/17/2023 2:08 PM
202	Crossing Washington at Thatcher	2/17/2023 2:06 PM
203	Park Ave, Ashland Ave	2/17/2023 1:59 PM
204	Crossing Chicago at any place without a Light or stop sign	2/17/2023 1:59 PM

205	I think drivers are so hurried through this street that they don't feel it is going through a neighborhood and are not looking out for people. Washington's width acts like a 40 mph thoroughfare. Neighboring drivers just speed through.	2/17/2023 1:59 PM
206	Monroe and Division I won't cross the street if I see approaching cars as I have had 2 close misses with drivers gunning the car around me	2/17/2023 1:53 PM
207	I frequently walk my dog by Chicago and Monroe, and have experienced numerous cases of where folks roll through the stop signs. I was crossing the street once and was nearly to the curb when someone rolled right through the intersection.	2/17/2023 1:50 PM
208	They see me but don't stop at any cross walks or yield to pedestrians	2/17/2023 1:48 PM
209	Yes, drivers in the village rarely stop to allow pedestrians in crosswalks to cross. It's better at the one by Keystone with the flashing lights. I cross at William and Lake daily and its very rare for a driver to stop.	2/17/2023 1:47 PM
210	Everywhere. Drivers passing through the village don't care.	2/17/2023 1:16 PM
211	Same as answer to previous question. But also, I have a middle schooler who is smaller than most of her peers, and I know that she feels that cars on Monroe and Division often don't see her or bother to look.	2/17/2023 10:53 AM
212	They don't take time to stop or look. Or they go around other cars that are actually stopped	2/17/2023 10:29 AM
213	They drive too fast	2/17/2023 7:57 AM
214	I cross to walk from the Metra to RFCC. Hard to cross Washington. Sometimes cars overtaking.	2/16/2023 10:45 PM
215	Crossing Washington at Park Ave because there are no stop signs and the drivers coming from the West can't see beyond the underpass.	2/16/2023 9:30 PM
216	Any area that is not well lit.	2/16/2023 5:56 PM
217	drivers not paying attention.	2/16/2023 5:02 PM
218	Only because they are not watching for pedestrians crossing. They are just trying to beat the light	2/16/2023 5:01 PM
219	Intersection of Bonnie Brae and Chicago	2/16/2023 4:58 PM
220	When crossing Washington, drivers fail to stop at the pedestrian walking signs.	2/16/2023 4:53 PM
221	Yes, Specifically along Central between Lathrop and Keyston and Hawthorne between Lathrop and Keystone. Specifically Ashland/ Franklin. It is hard to see due to large hedges. Cars typically do not stop and many kids walk/bike at these locations as it is a block from St. Lukes/Lincoln and the path with crossing guards to Roosevelt.	2/16/2023 4:44 PM
222	Thatcher/lake	2/16/2023 4:13 PM
223	Drivers do not watch for pedestrians at Washington and Thatcher	2/16/2023 4:02 PM
224	Lathrop and Oak	2/16/2023 2:51 PM
225	Lake street at every single intersection I have almost been hit or had to wait because nobody stops.	2/16/2023 2:50 PM
226	Already mentioned- Oak and Lathrop	2/16/2023 2:24 PM
227	Younger less experienced drivers mostly	2/16/2023 2:13 PM

Q20 As a bicyclist, do you feel you have a hard time seeing/being seen by drivers? (If yes specify the intersection/area you experienced issues.)

Answered: 806 Skipped: 226



ANSWER CHOICES	RESPONSES
N/A	58.19% 469
No	27.42% 221
Yes (please specify)	14.39% 116
TOTAL	806

#	YES (PLEASE SPECIFY)	DATE
1	I try to use off road bike paths. If I have to ride on the street I use side streets and assume drivers may not see me.	3/31/2023 2:13 PM
2	This question appears to equate being seen by drivers with being ignored by them. It's not the same. Drivers want to go and cyclists are often seen as a nuisance.	3/30/2023 8:34 PM
3	People on cell phones	3/27/2023 4:36 PM
4	See previous answer	3/27/2023 12:10 PM
5	Drivers are not paying attention. Limited courtesy.	3/27/2023 8:34 AM
6	Require front and rear lights on bikes at ALL TIMES.	3/25/2023 6:50 PM
7	Washington/Keystone	3/25/2023 7:47 AM
8	I understand the use of bump outs to try to curb reckless driver behavior but it ends up forcing cyclists into the driving lane when the open parking lane ends and a curb appears in the road.	3/25/2023 6:31 AM
9	Chicago and Park. Lot of traffic there all ways, so drivers are concentrating on their turn to go rather than on non-vehicle traffic.	3/24/2023 7:59 PM
10	Drivers are not well practiced on leaving room for bikers, especially if there is not a lane	3/24/2023 7:41 PM
11	Lathrop intersection and Lathrop in general	3/24/2023 7:14 PM
12	Ashland & Chicago	3/24/2023 5:42 PM

13	Cycling is dangerous all along Washington because traffic moves too fast and parked cars occasionally push you into fast-moving traffic.	3/24/2023 5:04 PM
14	Washington Blvd, the section from Thatcher to Lathrop.	3/24/2023 4:35 PM
15	I do, at night.	3/24/2023 4:26 PM
16	I don't own a bicycle	3/24/2023 4:20 PM
17	Lake and Thatcher and Lake and Lathrop	3/24/2023 4:10 PM
18	I think bike lanes on Washington would be a wonderful addition to village traffic	3/24/2023 4:09 PM
19	When bicycling I assume they cannot see me and have lights on day and evening	3/24/2023 1:59 PM
20	Always feel vulnerable while riding my bike when there is traffic.	3/15/2023 9:10 PM
21	Same as previous	3/15/2023 4:08 PM
22	Cars ignore bicyclists. And they will never use signals as intended...	3/15/2023 7:52 AM
23	same as above. try it yourself.	3/14/2023 3:35 PM
24	I answered yes, based on the phrasing of the question. My concern is more that in River Forest, drivers are not used to giving the bicyclists the road. Specifically, many drivers in RF do not know the meaning of the new bike markings. They need education about this.	3/14/2023 1:20 PM
25	At the underpasses, especially Franklin.	3/14/2023 9:38 AM
26	Crossing Washington - drivers don't seem to care	3/12/2023 10:49 AM
27	When drivers are driving in the parking lane, it is very dangerous for bikers	3/11/2023 12:20 PM
28	Turning left on Madison St from Ashland Boulevard. Because of the street parking on the north side of Madison St, it is impossible to see if a car or a bicycle is coming from the left side (i.e. road going west). You have to pull quite a bit into the road to make sure it is clear. But in doing, you end up on the street and in the way of incoming traffic. The two street parking spots on Madison that are closest to Ashland should be removed. It's a safety hazard.	3/10/2023 2:21 PM
29	Washington Ave Drivers are not looking for bikers- several are looking to get thru town as fast as possible	3/8/2023 6:48 PM
30	They don't slow	3/7/2023 11:01 AM
31	Oftentimes, especially when approaching a curb extension drivers don't anticipate the cyclist needing to merge into traffic lane!	3/7/2023 10:41 AM
32	speeding drivers in the parking lane are a real issue. have to be very wary of them from thatcher to lathrop	3/7/2023 9:50 AM
33	Especially during rush hours (east and west) when the sun is in the drivers' eyes.	3/6/2023 2:53 PM
34	Franklin	3/5/2023 12:37 PM
35	Again, hedges and offset corners are a problem. I ride on the sidewalk at times or my life would be at risk.	3/5/2023 10:46 AM
36	No one anywhere cares about cyclists. Many drivers are distracted on their phones.	3/3/2023 5:32 PM
37	Pedestrian and bike safety should always be a priority. Especially with so many active children.	3/2/2023 5:38 PM
38	Harlem is awful - but I try not to bike on Harlem	3/1/2023 2:51 PM
39	I bike for exercise through the village. Motorists do not stop. I try to make eye contact at all times before i proceed through intersections. At thatcher and division motorists use the right pane heading west to turn. I am always worried when traveling north on thatcher through that intersection on my bike. Lathrop and Oak is awful.	3/1/2023 1:11 PM
40	Everywhere	2/28/2023 1:50 PM
41	Drivers are too close to bike	2/28/2023 8:12 AM

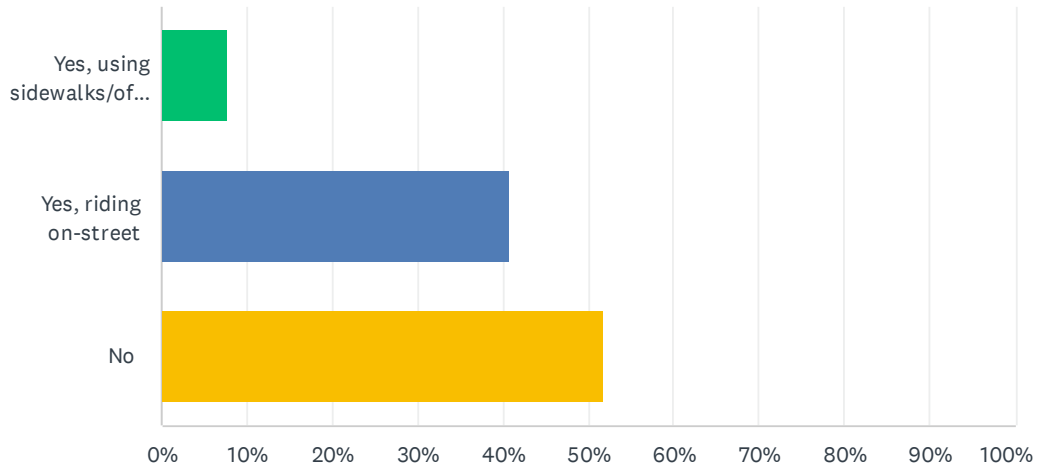
42	At the Keystone and Washington intersection	2/27/2023 6:43 PM
43	Scattered throughout RF.	2/27/2023 11:52 AM
44	I don't bike around RF because I don't feel safe, however, I've saw a guy on a bike get hit by a car at Washington Blvd and Park Ave because the driver didn't see him.	2/27/2023 8:00 AM
45	LeMoynne and Monroe or any of the corners up near North.	2/27/2023 7:14 AM
46	Any intersection without a traffic light/stop sign along Washington Street (and Lake St) is dangerous to both bicyclists and pedestrians. Many cars do not stop at crosswalks.	2/26/2023 8:37 PM
47	I rarely bike, because drivers are not paying attention to bikers.	2/26/2023 5:50 PM
48	Park ave and Washington (near underpass)	2/26/2023 5:37 PM
49	Drivers can be pre occupied with devices.	2/26/2023 3:50 PM
50	I never ride my bike on Washington, there are far too many cars that drive recklessly and swerve around slower moving cars. Washington needs a protected bike lane with barriers	2/26/2023 3:27 PM
51	Again, I take responsibility to verify being seen before rolling into an intersection. However it seems common to see for bicyclists in dark clothing at night and no lighting during the warmer months.	2/26/2023 11:57 AM
52	I worry about school routes the most.	2/26/2023 11:52 AM
53	Every where!!!! Especially around intersections.	2/26/2023 11:25 AM
54	The extended parkways or corners at Washington. The intersections by bridge.	2/25/2023 8:45 PM
55	Distracted drivers on their phones.	2/25/2023 5:22 PM
56	LeMoynne and Lathrop, Greenfield and Lathrop	2/25/2023 3:46 PM
57	Just about anywhere, drivers don't look for bicyclists very often.	2/25/2023 2:10 PM
58	Monroe and lemoyne I was struck by a car here by a speeding car!	2/25/2023 1:56 PM
59	At night on all side streets with post top street lights	2/25/2023 1:30 PM
60	Everywhere, not limited to one intersection	2/24/2023 10:15 PM
61	Won't ride in the area.	2/24/2023 10:13 PM
62	If any cyclist doesn't think drivers have a difficult time seeing them, especially from dusk to dawn, they are deceiving themselves. I suspect a lot of my fellow bicyclists are so self-absorbed they aren't aware of their recklessness.	2/24/2023 5:30 PM
63	chicago ave	2/24/2023 5:00 PM
64	I am pretty sure the intersection of Gale and Washington is the only intersection of any Village street (from Thatcher to Lathrop) and Washington that does not have one or more of the following: a crosswalk, a 4-way stop, or a traffic light. With the amount of pedestrian traffic because of the Metra station at the north end of Gale and the Community Center at Madison and Gale, I think having a crosswalk across Washington at both the east and west side of Gale would improve overall safety.	2/24/2023 4:36 PM
65	I have almost been hit multiple times while walking across Washington at Keystone. My kids regularly bike that direction and I'm fearful every time.	2/24/2023 3:54 PM
66	Poor lighting in village makes it difficult to see	2/24/2023 3:18 PM
67	If cars are parked on Washington, have to move into traffic lane and don't know if drivers are always paying attention to bicyclists.	2/23/2023 11:29 PM
68	Hawthorne and Thatcher. Lake and Franklin.	2/22/2023 8:49 PM
69	Lack of dedicated bike lanes with traffic separation	2/22/2023 3:54 PM
70	They don't stop	2/22/2023 3:20 PM
71	Everywhere	2/22/2023 2:41 PM

72	All over	2/22/2023 9:12 AM
73	Thatcher Avenue	2/22/2023 9:10 AM
74	but it is a concerning issue	2/21/2023 4:26 PM
75	again, speeding	2/21/2023 3:28 PM
76	Chicago Ave around the bump outs. Despite the bike lane, drivers go very fast and struggle to share the road, so it make sense to drive in the parking lane since there are seldom parked cars, but the bumpouts are dangerous	2/21/2023 4:49 AM
77	Same as previous response.	2/20/2023 8:08 PM
78	Street lights are dim so seeing kids/bikes can be difficult	2/20/2023 3:19 PM
79	I never feel safe cycling on Lake, Harlem and Lathrop so I take backroads always when possible.	2/20/2023 9:14 AM
80	Not biking any more.	2/19/2023 9:15 PM
81	Lighting could be better	2/19/2023 9:26 AM
82	I'm a regular biker, and cars are more interested in speeding than safety.	2/19/2023 9:18 AM
83	Throughout the Village during evening and twilight hours.	2/18/2023 8:21 PM
84	At Ashland	2/18/2023 2:09 PM
85	Keystone and Washington	2/18/2023 9:26 AM
86	On Lake street with the bump out curbs	2/18/2023 8:51 AM
87	Drivers not caring	2/18/2023 8:32 AM
88	Past the railroad tracks	2/18/2023 5:10 AM
89	Washington Commons	2/18/2023 1:26 AM
90	It is impossible to miss the bicyclists - they are everywhere, hogging the streets.	2/18/2023 1:06 AM
91	At elevated train track intersections	2/17/2023 8:40 PM
92	Park and division	2/17/2023 7:51 PM
93	I don't bicycle anymore!!	2/17/2023 6:16 PM
94	I don't bike on Washington and if I did or my kids do I tell them to get on the sidewalk. It's too dangerous.	2/17/2023 6:03 PM
95	Thatcher to lathrop	2/17/2023 4:56 PM
96	Most of the east west roads are of concern when on a bike	2/17/2023 4:50 PM
97	cars speed past you	2/17/2023 4:43 PM
98	I wear bright colored clothing when riding. Get rid of all the bike lane signs, people ride on all streets, whether a bike lane or not.	2/17/2023 4:30 PM
99	Don't feel comfortable biking along Washington	2/17/2023 4:08 PM
100	As stated earlier along Lathrop. I try to avoid Lathrop and use Jackson or Ashland when traveling north/south.	2/17/2023 4:07 PM
101	Traveling on Washington is impossible I'll go out of my way to avoid east west travel	2/17/2023 3:12 PM
102	It seems that drivers are not expecting bicyclists on the street	2/17/2023 2:53 PM
103	Along North Avenue	2/17/2023 2:12 PM
104	Note: I rarely ride my bike. I have family members who ride all the time. Many drivers do not seem to be aware that cyclists are, by law, to be given a certain amount of space - that vehicles are meant to give them a few feet leeway. The force of a car whizzing by can destabilize a cyclist.	2/17/2023 2:10 PM

105	I find the bump out on Chicago Ave push bicycles into the cars	2/17/2023 2:00 PM
106	Washington feels more dangerous than other streets to bike on in RF because the nature of the speed and lack of stopping from cars.	2/17/2023 2:00 PM
107	Park Ave, Ashland Ave	2/17/2023 1:59 PM
108	really no but better marked bike lanes would help. Different color?	2/17/2023 1:57 PM
109	I don't bike here anymore due to danger.	2/17/2023 1:17 PM
110	When there are a lot of cars parked on Washington Blvd between Keystone and Thatcher.	2/16/2023 9:30 PM
111	drivers not paying attention.	2/16/2023 5:02 PM
112	Speeding is the main issue.	2/16/2023 4:53 PM
113	Yes, Same areas as states in previous. Central/Hawthorne- Lathrop to Keystone	2/16/2023 4:45 PM
114	Thatcher/Hawthorne at the railroad tracks is very confusing and even more so when you factor in bicycles.	2/16/2023 3:02 PM
115	Lake and Ashland	2/16/2023 2:51 PM
116	Many drivers don't give bicyclists the right of way and try to ignore them.	2/16/2023 2:39 PM

Q21 Do you regularly bike on Village roads?

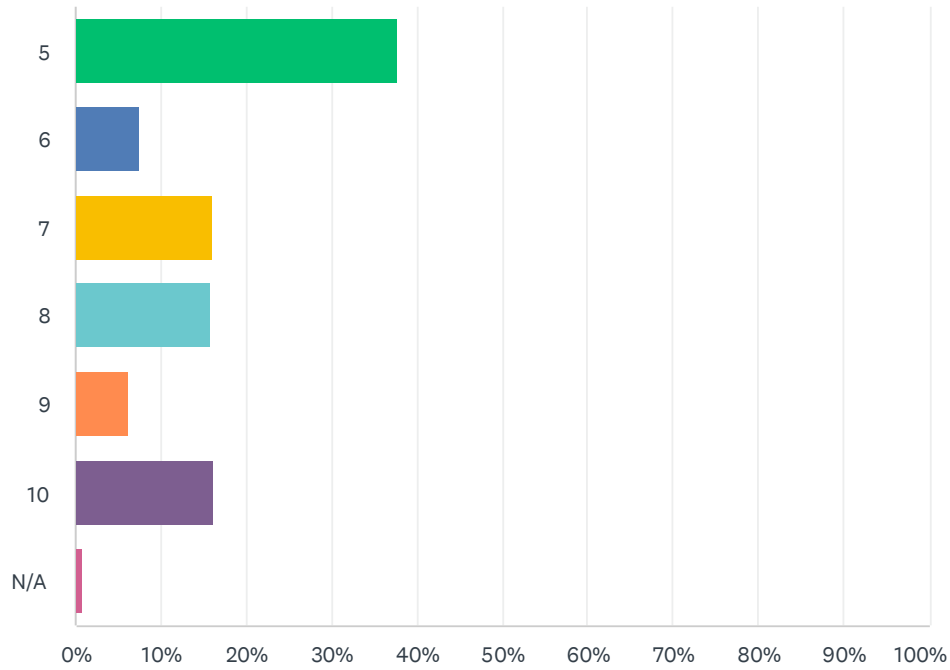
Answered: 964 Skipped: 68



ANSWER CHOICES	RESPONSES	
Yes, using sidewalks/off-street paths	7.57%	73
Yes, riding on-street	40.66%	392
No	51.76%	499
TOTAL		964

Q22 How comfortable do you feel using roads without marked bike facilities to get around the Village?

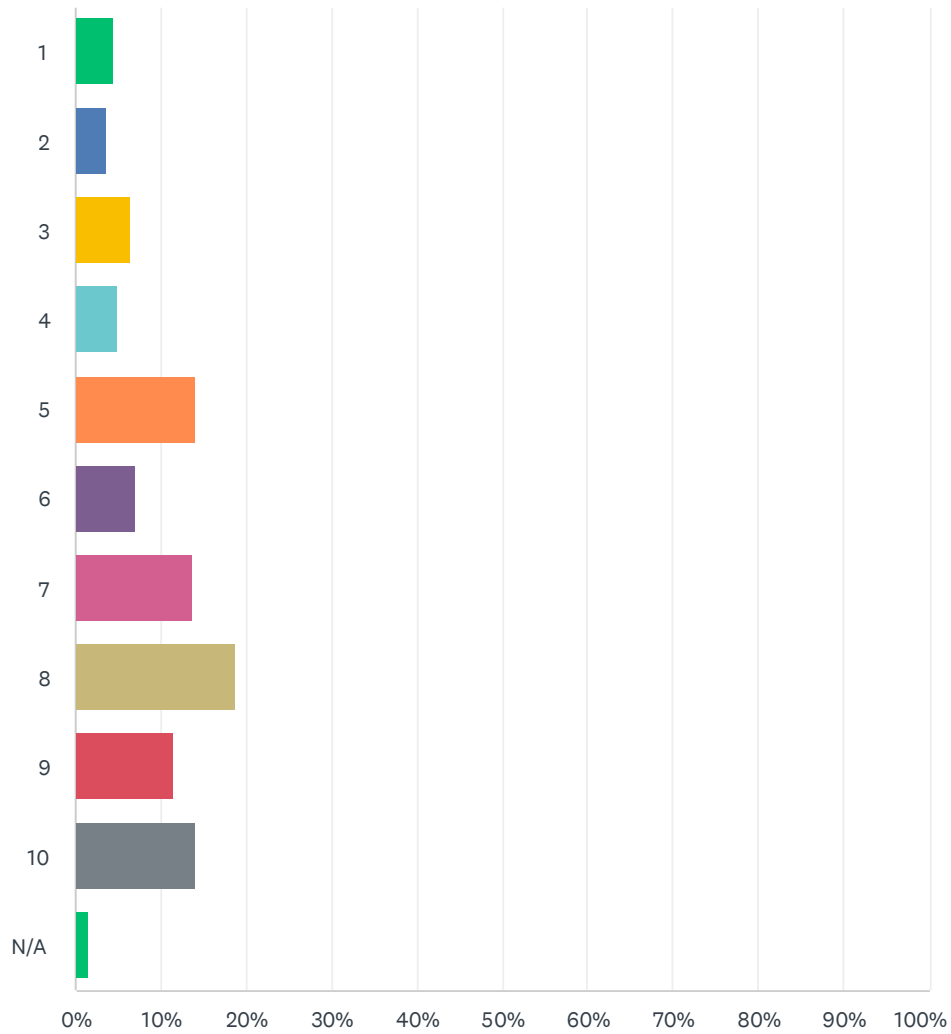
Answered: 457 Skipped: 575



ANSWER CHOICES	RESPONSES	
5	37.64%	172
6	7.44%	34
7	15.97%	73
8	15.75%	72
9	6.13%	28
10	16.19%	74
N/A	0.88%	4
TOTAL		457

Q23 How comfortable do you feel using roads with marked bike facilities to get around the Village? (See attached picture; streets with a striped shared bike lane count as marked.)

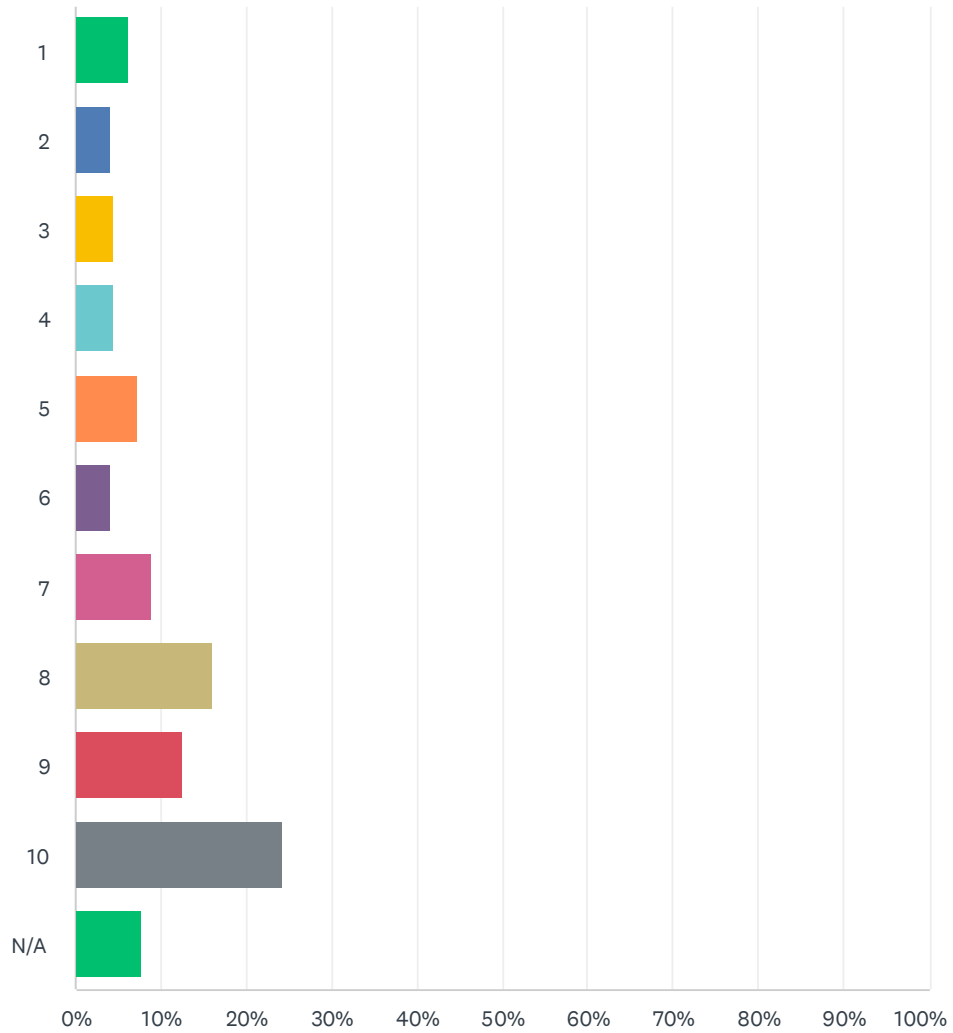
Answered: 451 Skipped: 581



ANSWER CHOICES	RESPONSES	
1	4.43%	20
2	3.55%	16
3	6.43%	29
4	4.88%	22
5	13.97%	63
6	7.10%	32
7	13.75%	62
8	18.85%	85
9	11.53%	52
10	13.97%	63
N/A	1.55%	7
TOTAL	451	

Q24 How comfortable do you feel using sidewalks/off-street paths to get around the Village?

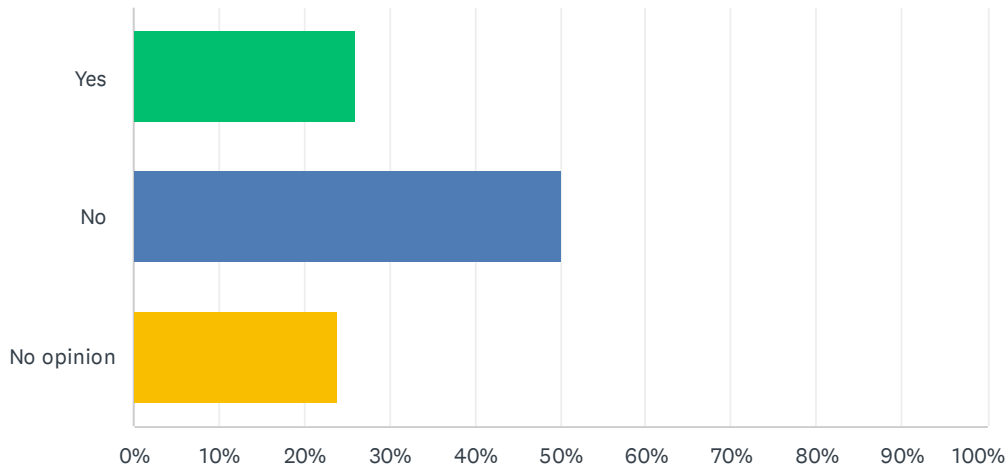
Answered: 450 Skipped: 582



ANSWER CHOICES	RESPONSES	
1	6.22%	28
2	4.00%	18
3	4.44%	20
4	4.44%	20
5	7.33%	33
6	4.00%	18
7	8.89%	40
8	16.00%	72
9	12.67%	57
10	24.22%	109
N/A	7.78%	35
TOTAL		450

Q25 Do you feel you have issues seeing oncoming traffic at any railroad underpasses? (Either when turning onto or off of the frontage roads on either side of the elevated railway)

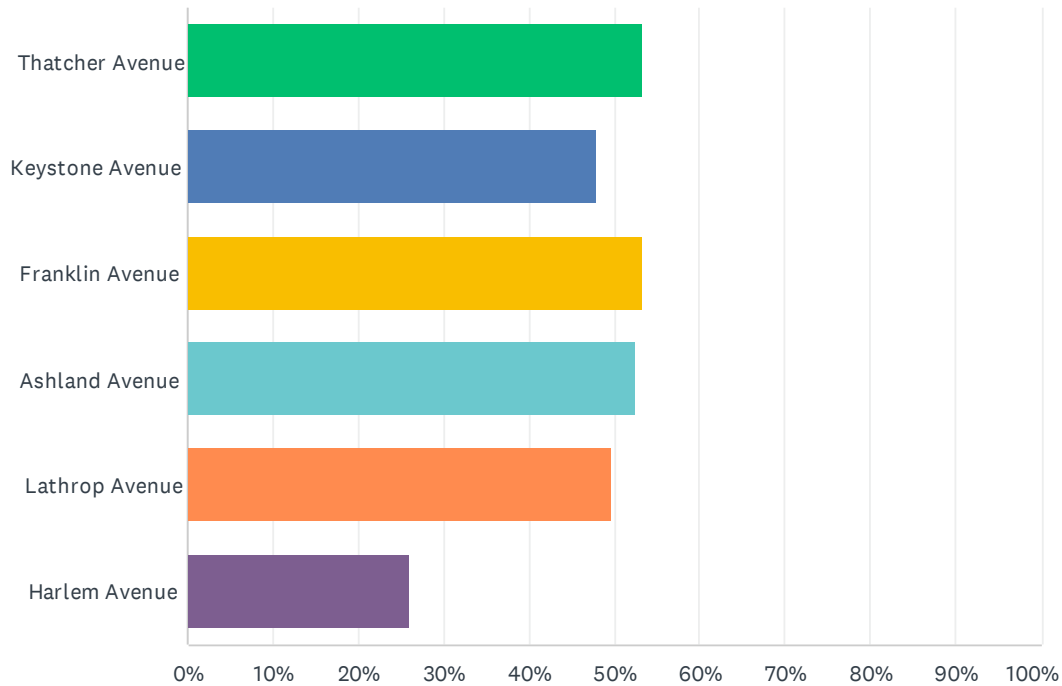
Answered: 960 Skipped: 72



ANSWER CHOICES	RESPONSES	
Yes	25.94%	249
No	50.10%	481
No opinion	23.96%	230
TOTAL		960

Q26 The north-south roads with tunnels underneath the rail road tracks are listed below. Please specify which intersection you experienced issues seeing oncoming traffic at.

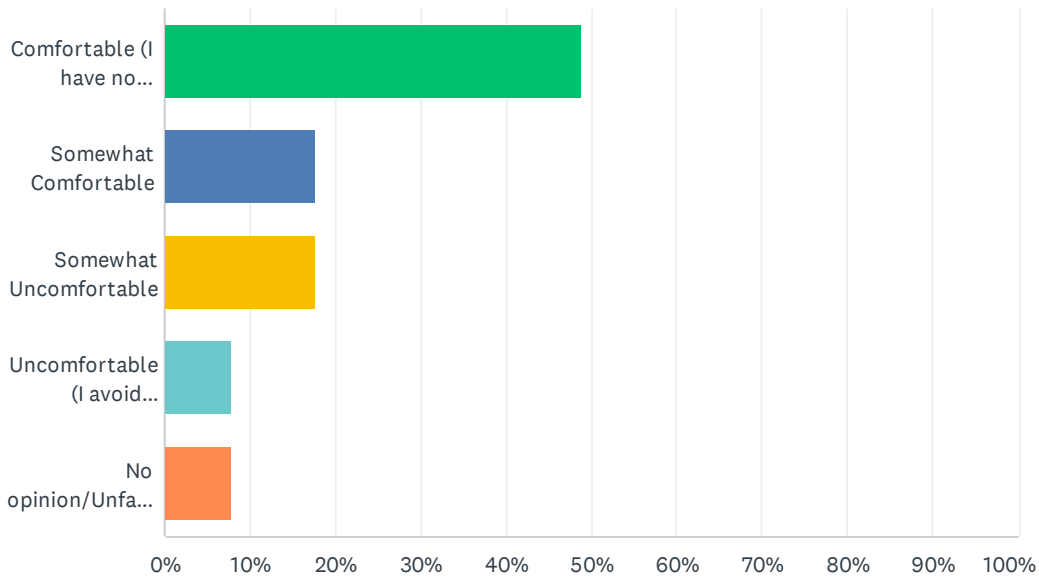
Answered: 250 Skipped: 782



ANSWER CHOICES	RESPONSES	
Thatcher Avenue	53.20%	133
Keystone Avenue	48.00%	120
Franklin Avenue	53.20%	133
Ashland Avenue	52.40%	131
Lathrop Avenue	49.60%	124
Harlem Avenue	26.00%	65
Total Respondents: 250		

Q27 Thatcher Avenue north of Chicago Avenue has an imbalanced lane configuration with two southbound lanes and one northbound lane. Due to the unique lane configuration, the curving road, and speed issues reported in the past, the Village would like to get an idea of how safe drivers feel turning onto Thatcher Avenue from the side roads. Please rate your level of comfort turning onto Thatcher Avenue in the section between North Avenue and Chicago Avenue?

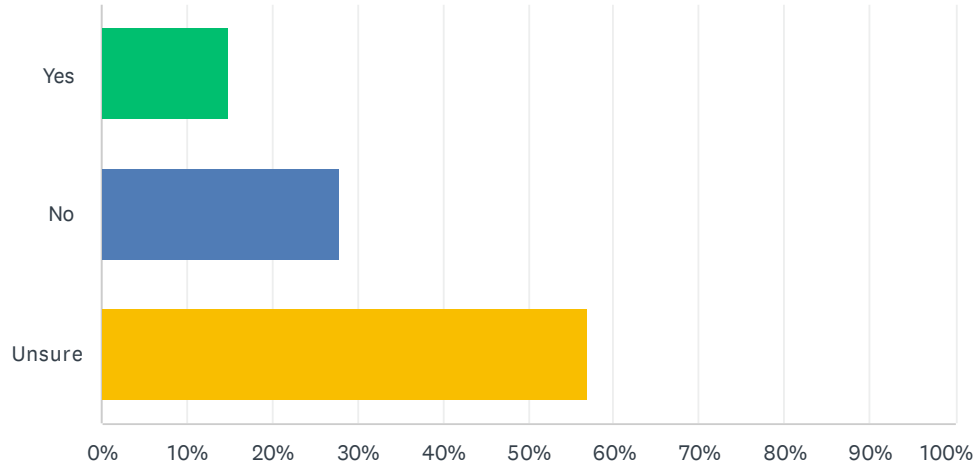
Answered: 960 Skipped: 72



ANSWER CHOICES	RESPONSES	
Comfortable (I have no problems turning onto Thatcher)	48.85%	469
Somewhat Comfortable	17.71%	170
Somewhat Uncomfortable	17.60%	169
Uncomfortable (I avoid turning onto Thatcher between Chicago Ave and North Ave)	7.92%	76
No opinion/Unfamiliar with the area	7.92%	76
TOTAL		960

Q28 Do you feel that the recent changes in the northeast corner of the Village have had a positive impact on traffic patterns in the area?

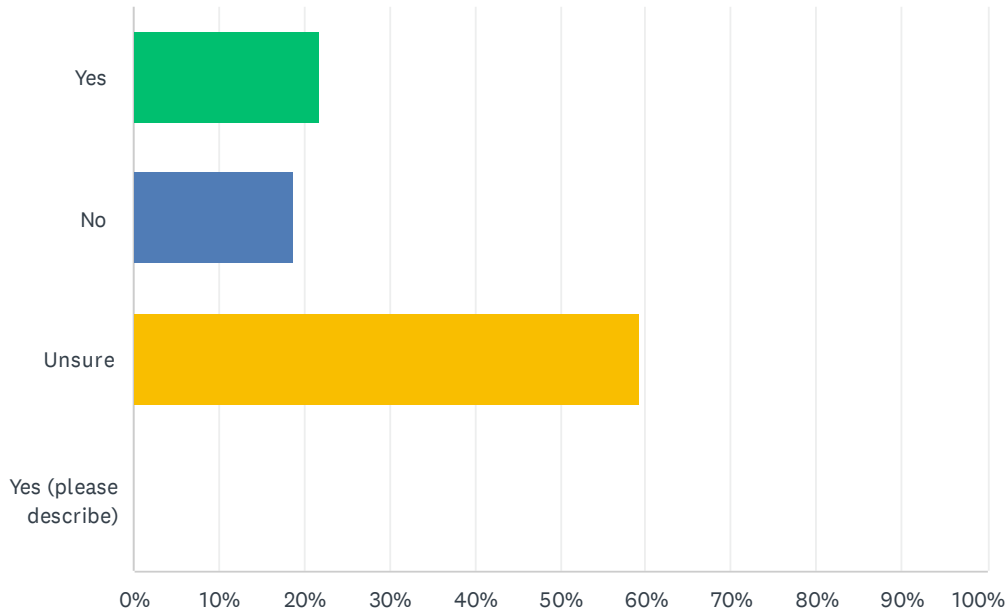
Answered: 953 Skipped: 79



ANSWER CHOICES	RESPONSES	
Yes	15.01%	143
No	28.02%	267
Unsure	56.98%	543
TOTAL		953

Q29 Do you feel that additional changes in the northeast corner of the Village are needed to address remaining issues?


Answered: 950 Skipped: 82



ANSWER CHOICES	RESPONSES	
Yes	21.79%	207
No	18.84%	179
Unsure	59.37%	564
Yes (please describe)	0.00%	0
TOTAL		950

Q30 If you answered yes above please describe how the changes have impacted you and any further changes you would like to see.

Answered: 290 Skipped: 742

#	RESPONSES	DATE
1	NO BARRICADES	3/31/2023 4:37 PM
2	William street sees the burden of other streets being closed off.	3/31/2023 4:18 PM
3	Changes made inconvenienced majority of active adults driving to their own properties and added traffic in other areas of the village and probably made many drivers to speed even more because they feel like they have to drive around village unnecessarily to access their own property. Changes made without proper consultations with people living in my areas make me angry and distrust even more the administration of the village.	3/31/2023 4:13 PM
4	I think the barriers that have been placed in northeast part of village have been detrimental to businesses on North Ave and residents on those immediate blocks. Maybe lessen the number of barriers or put in restrictions (one way) for certain hours and days during the week.	3/31/2023 4:13 PM
5	Make the changes permanent. We do not need cars cutting through our village especially when they do so aggravated with traffic.	3/31/2023 2:49 PM
6	Like I said below because the village made this changes for lathrop greenfield... etc now they are cutting through our alley... something needs to be done immediately	3/31/2023 2:42 PM
7	I fear for pedestrian safety at North and William and also Monroe and North. Drivers from North are racing and also not concerned for pedestrians. I was almost run down with my six year old by a driver on North and Monroe earlier this week heading across the street the car did not stop at Monroe intersection and North. It was frightening. I wish their were traffic cameras or a police presence.	3/31/2023 2:25 PM
8	Hard to get to businesses on North Avenue (Cassidy and York) from the Village without having to go on North Avenue. More dangerous.	3/31/2023 2:20 PM
9	You can no longer enter the village driving south on Harlem at certain side streets. You can only exit the village.	3/31/2023 2:09 PM
10	People are speeding thru the alleys. Very inconvenient and frustrating driving thru this area. Removing the barriers would alleviate all this issues.	3/30/2023 12:07 PM
11	Berkshire is still too fast and many drivers ignore  stop signs	3/30/2023 8:38 AM
12	I'm a customer/patient of 3 businesses in the quadrant and my access and their business have been negatively impacted by the barriers on North Ave. I've read the Traffic Study and listened to the 3 hour Traffic Commission Hearing on 3/15 with the following observations: 1). the Commission never should have ignored the findings of its own Consulting Firm, which focused on traffic volume, speed and safety, rather than Cut-Through Traffic, which is what I thought the resident complaint was. In the 3/15 Hearing, the Commission should have reviewed why the KLOA study wasn't acceptable; 2). there appears to be no real problem with Cut-Through Traffic, unless it's a quick right from North and left to Harlem on Greenfield or LeMoyne, which makes little sense. I thought Cut-Through meant cutting through from North to Chicago or Lake, but this isn't the case; 3). the so-called "temporary fixes" are band-aids for the real problem which is the intersection of North and Harlem Aves - shared by 4 municipalities. These entities should have come together to fix the problem at that intersection, rather than penalizing the residents and small businesses in our Villiage - 3 Suggestions: eliminate parking on North Ave; remove the median on North Ave approaching Harlem, that prohibits left turns into Elmwood Park and clogs traffic and; Right Turn Only for the Right Lane; 4). as some noted in the 3/15 Hearing, closing these streets from North Ave creates a "beggar thy neighbor" strategy, forcing more taffic onto other streets to the west in the Village, which is wrong; 5). in the 3/15 Hearing, both of my dentists - McMahan and Politis - noted the negative impact the barricades have had on their business. We don't have enough small businesses and if we	3/29/2023 1:54 AM

discourage those that are here, or newcomers, eventually we'll have fewer small businesses and higher property taxes. If that happens, the same residents complaining now will be back to complain about their property taxes; 6). barricades off North Ave allow residents in those couple of blocks an effective "gated community", or private access and egress to their houses. I live on Lake St and see more cars every day than any of them does in a year. When they bought their homes, they knew they were on a street with traffic. If they wanted no traffic, they should have moved to the country; 7). safety was the big issue in the 3/15 Hearing, but I've seen no stats on any children being hurt or killed in traffic accidents. This appears to be a phony issue. 8). if speed is an issue, let's use cameras and sensing equipment and ticket all those over 5 MPH above the speed limit. All the above to say that I want the barriers from North Ave south on Monroe, William, Clinton and Bonnie Brae removed. As a compromise, we could consider "right turn only" barricades, like we have at Quick and Harlem.

13	I believe that added additional traffic on Augusta.	3/28/2023 8:49 PM
14	As a resident, I have been somewhat frustrated trying to enter North Avenue from some of the streets with the barricades. I have had to drive on several different streets to find one with access to North Avenue.	3/27/2023 9:15 PM
15	Remove temporary barriers	3/27/2023 5:27 PM
16	Restrict businesses along North Ave	3/27/2023 4:40 PM
17	Please find an alternate solution to closing off all those streets off of North and Harlem. I shop the stores and eat at the restaurants on North in River Forest and find it a nuisance to have to drive all around the perimeter of our village to get back in.	3/27/2023 1:35 PM
18	I shop on the north end of River Forest and the street closures have made it difficult for me to return back into our village after stopping at store on North Ave. I do not like having to drive to Harlem and then all around to Division just to get back to Lathrop, it is ridiculous.	3/27/2023 1:20 PM
19	Remove barriers, it is very difficult for the residents.	3/27/2023 12:17 PM
20	Putting in barricades has made it difficult to get around within River Forest for residents. Our dentist is just south of North and I had a hard time getting there recently, and because of the barricades was forced to use alleys which isn't safe. Instead of barricades those streets exiting onto North Avenue should have speed bumps and perhaps more stop signs to slow traffic and prevent that area being used to avoid traffic on North/Harlem.	3/27/2023 12:14 PM
21	i find it difficult to go to the 144 block of Clinton. The temporary barricades will only add more traffic onto William and Monroe coming off of North Av. Also, must use Division to William to get to Clinton when driving north on Harlem Very inconvenient People don't speed any more in this area than in other areas of the village. The temporary barricades are ugly and I believe any permanent barricade will also be an eye sore. This is not a gated community!	3/25/2023 3:59 PM
22	I feel like there is something about how the streets are structured around the Concordia campus that feels unsafe or like drivers are reckless on them. I am not a fan of the southbound and eastbound streets just to the south of Priory park. As a driver, I end up not having an easy route to circle back toward the village. It is frustrating when I'm trying to navigate back into the village while trying not to add to the crowded busy chaos on Division.	3/25/2023 6:37 AM
23	It has cut down on traffic turning in to the village.	3/25/2023 2:54 AM
24	As a resident of NE corner of village the new configurations are terribly inconvenient to access my local area from North Ave and Harlem Ave North Ave	3/24/2023 10:32 PM
25	The blockades have been great as a means to limit bad driver through traffic on greenfield and Berkshire, which had gotten dangerous in my view.	3/24/2023 9:32 PM
26	No way to easily access my endodontist. The current adjustments have isolated the community bordered by Greenfield, North Avenue, Harlem and Monroe.	3/24/2023 7:50 PM
27	Make those currently temporary restrictions permanent.	3/24/2023 7:15 PM
28	Cars are still turning off of North Ave. onto William or Clinton and then going down the alleys to North Ave	3/24/2023 7:11 PM
29	North bound Thatcher needs a stop sign or light at the Greenfield intersection	3/24/2023 4:44 PM
30	Greenfield and Harlem barricade should be removed. Too difficult to get home!!	3/24/2023 4:35 PM

31	Forest should not be a through st.	3/24/2023 3:45 PM
32	I'd like the barriers to be removed	3/24/2023 2:03 PM
33	The changes are terrible and should be reversed. A small number of vocal people have significantly inconvenienced the majority of neighbors and businesses. There are less intrusive ways to deal with periodic speeders than cordoning off the entire neighborhood.	3/23/2023 6:28 PM
34	Prohibiting right-hand turns from south bound Harlem onto Greenfield makes it difficult to reach my home. The Village should allow right-hand turns from S-bound Harlem on to LeMoyne and Greenfield. The current prohibitions only inconvenience the residents and do little to deter speeding.	3/23/2023 6:00 PM
35	Cut thru traffic on our block has definitely increased since the barriers were put in place in Nov.ember/December. Please consider other solution and remove the barriers !	3/18/2023 4:26 PM
36	Challenge to navigate around the area to get to businesses on North Ave in River Forest. I believe street elevations rather than those orange horses could help - like on Lake St in front of the movie theater in Oak Park	3/17/2023 5:32 PM
37	The additional changes are that the barricades needs to be removed. The are dangerous, not helpful and causing problems. If you're worried about traffic from Harlem, try a speed bump. But this is hurting the residents that live in the northeast area of town.	3/16/2023 3:55 PM
38	Get rid of the blockages and install more stop signs and some speed bumps instead.	3/16/2023 12:51 PM
39	The barricades need to be removed...maybe speed bumps should be put in place.	3/16/2023 12:29 PM
40	The changes are ridiculous. How to peoples who live there get around.	3/15/2023 10:49 PM
41	Permanent cul de sacs on Clinton and Bonnie Brae and Lemoyne and greenfield	3/15/2023 5:38 PM
42	Greenfield st. Is safe now with it being a one way turn onto Harlem ave.	3/15/2023 4:28 PM
43	Unsure of changes- One thing that needs to be addressed is how blinding the street lights are...is there a better light that can be used? Feel they are very distracting while giving little light on the actual roadways!	3/15/2023 4:13 PM
44	We need speed bumps	3/15/2023 3:23 PM
45	I feel like many cars are taking alternative routes one which is Augusta which we live right off. We walk to school almost daily (Concordia and Willard). It has become very congested and much less safe for cars and pedestrians. I would like to see that addressed. Thank you.	3/15/2023 2:58 PM
46	For the previous question I'm thinking specifically about a left turn onto Thatcher from division. I think this needs to be banned during rush hour. Find another way if you can't do it without sticking out into oncoming traffic which is the constant norm as I'm trying to do the opposite and turn left from Thatcher onto Division in the evening.	3/15/2023 10:24 AM
47	I think the barricades don't help stop cut through traffic and only add confusion for Uber drivers. I also don't like being able to turn into Greenfield from Harlem at Non-Rush hour times.	3/15/2023 9:52 AM
48	I feel traffic is worse than ever. I will absolutely avoid North Avenue businesses now. Not only is the traffic awful, people are speeding and driving erratically. Yesterday, I witnessed road rage while taking my children to Mint Dental.	3/15/2023 9:51 AM
49	William st sees more speeding traffic. But I think stop signs have helped.	3/15/2023 8:00 AM
50	They also look stupid and low budget! Remove them.	3/15/2023 7:55 AM
51	Division Avenue needs to have traffic slowed down	3/15/2023 7:03 AM
52	I have noticed a decline in east to west traffic heading towards thatcher on greenfield and lemoyne	3/14/2023 8:23 PM
53	Difficult for residents in the immediate area	3/14/2023 7:48 PM
54	Remove the barricades and add Chicago style speed humps. The inconvenience greatly outweighs the benefit. The issue were speeds, not volume.	3/14/2023 6:06 PM
55	Pushed traffic to division and Augusta	3/14/2023 5:33 PM

56	Permanent barrier should be installed	3/14/2023 2:44 PM
57	Perhaps a permanent total block.	3/14/2023 11:00 AM
58	The right-turn only and one way stops have made it more difficult to get to my house. I can only enter from the stop light on Division and Harlem, which has increased my time to get home. Now that drivers have to enter through that intersection, I have to wait through 1-2 lights before I can turn. I regularly visit Dunkin Donuts, near North Ave and Harlem, and would be able to make the whole trip in about 5-10 minutes. Now, with the new restrictions in place, it takes double the time to get back to my house on William. I have lived on William for 25 years and have never seen a reason to make Greenfield or Lemoyne right turn only/one way streets to Harlem. If there was a change to be made, I think it would be reasonable to put a time limit on when left turns can be made from those streets onto Harlem (EX: No left turns between 4-6 PM).	3/13/2023 4:24 PM
59	The changes did slow down cut through traffic. William is still a wide open stretch for cut thru traffic. Maybe bump outs, raised intersections, etc. to slow traffic.	3/13/2023 1:34 PM
60	Left turn light needs to be longer from Harlem to North	3/12/2023 11:57 PM
61	Too difficult for residents to get to their residence with all of the extra driving.	3/12/2023 3:19 PM
62	I detest the way I can no longer get to a property that I own in the 1500 Block of Bonnie Brae without driving far out of my way. My tenants are very unhappy that they can not turn into Greenfield or Lemoyne from Harlem. They have to drive 1/2 mile out of their way if they are coming from the south. They have to turn left (west) on Division drive 4 blocks. Then right (north) on William, head and again a right (east) turn back for 3 blocks then head North. Some tenants are quite elderly and this is a lot of extra driving just to make a quick trip to River Forest Towns Plaza. Please, I insist the Village return at least one of these street back to 2 ways.	3/12/2023 12:25 PM
63	The temporary turn restriction infrastructure is kind of ugly	3/12/2023 10:52 AM
64	has been inconvenient but easily made adjustments on my need for getting to the locations I need to get to. was easier before restricted but can understand a major safety issue that they were placed. see residents avoid warning most often.	3/11/2023 4:51 PM
65	There seems to be more cars using the alley behind my condo building. I think this may be a result of the blockade put at the end of my block. Many people walk in the alley behind my building. I am very careful now when I put trash in the dumpster as it is located near the alley where cars turn into because of the blockade. Maybe the blockade is the best alternative. The other alternative is a speed bump. Or hidden cameras. I don't know. I'll rely on the experts' ideas in this area.	3/11/2023 12:06 PM
66	Very limited access to northeast area	3/11/2023 10:47 AM
67	I see fewer cut thru cars since the no turn off of Harlem has been instituted. Good idea to keep them in place.	3/10/2023 4:18 PM
68	I responded unsure because I have not been informed of the "issues" the traffic restrictions are intended to address except, of course, drivers using those residential streets to avoid the stop light at Harlem & North.	3/10/2023 3:18 PM
69	Not being able to turn south from North Ave onto William is inconvenient.	3/10/2023 3:12 PM
70	It is too cumbersome to get home from anywhere in that area with the blocked streets. There should be a way to get home from the NE side of the village without going all the way to Division.	3/10/2023 2:32 PM
71	My access to my home and where I go in the village has been restricted and impacted by the right turn only at Greenfield and Harlem. And Lemoyne Harlem.	3/9/2023 5:58 PM
72	Reduced volume of cars and some slowing of traffic. One concern--there continues to be many left turns and going straight on Greenfield east across Harlem. The left turn only sign is far back from stop sign and is either not seen or ignored. Better signage would be helpful and some monitoring.	3/9/2023 8:40 AM
73	I think it's just pushed the chronic high speeders to other side streets and made Harlem worse for aggressive drivers speeding to get to where they can turn.	3/9/2023 6:56 AM

74	I rarely drive in that area	3/8/2023 11:40 PM
75	intersections need to be policed more actively and tickets need to be given to offenders.	3/8/2023 10:10 AM
76	would like to see both lemoyne and greenfield completely shut at harlem. if not would like to see round about at lemoyne and williams, jackson and monroe. there is still cut through traffic pouring through northeast corner east bound and northbound	3/7/2023 10:02 AM
77	Traffic barriers have been great and we are seeing a lot less traffic and speeding in the area. I would like to see permanent barriers put in place to ensure that the positive impact that we have seen as a family are kept for the future, as our family continues to grow.	3/7/2023 7:30 AM
78	Since the street blocks and one way have been implemented on Greefield and Lemoyne there is greatly increased through traffic in "alley" between Bonnie Brae and Harlem. Back door of building opens directly onto alley. More safety issues now including the increased traffic, Vehicles do not observe alley speed limit, do not slow down at T intersection, usually do not even honk at intersection, "No Thru Traffic" signs ignored. Two speed bumps in this "alley", used as a street by many, would help eliminate these issues. Even one would be a help.	3/6/2023 5:32 PM
79	Drivers continue to make illegal turns onto Harlem from Greenfield. I have gotten use to re-routing to get to my house. Not a problem for my household. The changes made were long overdue. I am 100% supportive of making these changes permanent.	3/6/2023 2:56 PM
80	This area has been safer for pedestrians and bicyclists since the recent changes with fewer speeding vehicles.	3/5/2023 10:12 PM
81	We need to explore the impact of traffic on William West to Lathrop from these new traffic improvements. They have absolutely helped mitigate traffic coming from Harlem West down Le Moyne and Greenfield.	3/5/2023 12:43 PM
82	Modify current configuration to allow for access from southbound Harlem onto LeMoyne and Greenfield	3/5/2023 12:39 PM
83	What changes? All I see is a portable digital speed indicator.	3/5/2023 10:52 AM
84	Permanent barriers as people continue to turn on posted street. Police often make arrests etc for people disregarding signage in coming to the neighborhood. The addition of permanent bearers on at least Greenfield Clinton Lemoyne Bonnie Brae would not adversely affect us as neighbors	3/5/2023 5:23 AM
85	The barricades should be removed. They are just shifting the traffic to the other streets such as and including Monroe. I am in favor of the curb extensions and the raised intersections.	3/4/2023 9:36 PM
86	The recent changes have made it harder for me to get to local businesses such as Cassidy, Yolk, gas, etc.	3/4/2023 5:58 PM
87	Living further east in this area you now need to go out of your way onto busier streets to get home. It's crazy and I don't think it's stopped anything	3/4/2023 8:07 AM
88	The street's & directions do not make sense.	3/3/2023 6:54 PM
89	Open the road closures from Harlem entering the Village. Residents need access to our homes. The closures are shifting a tremendous amount of traffic to Division and then north on William and Monroe to get back to the 1400-1500 blocks of Bonnie Brea, Clinton Place, William, Monroe. Now drivers speed to make up the time they have lost by having to drive 4 or more extra blocks out of their way.	3/3/2023 5:46 PM
90	I don't live right there in that pocket but I like the idea of avoiding lots of shortcuts through the neighborhood	3/2/2023 10:16 AM
91	It has made things worse for me. It takes me longer to get to my home when running local errands, dropping kids off at local activities and guests such as my nanny and my mom to get to my home. It's ridiculous how many streets that people are not allowed to turn into.	3/2/2023 8:59 AM
92	I feel that the changes impeded villagers more than outside traffic since we only addressed streets that did not go through to other major arteries. The problem was simply moved west and south.	3/1/2023 7:16 PM
93	Thomas between Bonnie Brae and Harlem needs better location of one-way signage at Harlem and a large lettered one-way sign at exit from the parking lot on Thomas.	3/1/2023 3:28 PM

94	Better traffic flow by only allowing right turns onto Harlem. Less commercial traffic on streets making it safer also less people using side streets instead of North Ave and Harlem.	3/1/2023 1:25 PM
95	I would like to make the changes permanent. I have seen a reduction in traffic.	3/1/2023 11:03 AM
96	I'm open to ideas, but the changes (barricades) have made it difficult and time consuming to get to our house - we are new to the neighborhood so I haven't experienced the issue being addressed and speed/cut-through impact.	3/1/2023 9:20 AM
97	As a former resident north of division, greenfield was often used as a fast east west route. Not allowing traffic in from Harlem is providing residents in NE RF peace and safety.	2/28/2023 3:39 PM
98	What are the changes?	2/28/2023 2:56 PM
99	Greenfield and LeMoyne should change back to 2 way as they were before. This is a great disservice to those living in the Northeast corner of town.	2/27/2023 11:03 PM
100	No right turn off Harlem to Greenfield	2/27/2023 4:01 PM
101	These changes have had a negative impact on the area. Traffic in the alleys behind our properties has skyrocketed...these drivers must be upset because they are really speeding now. I really am worried that somebody is going to get hurt.	2/27/2023 3:03 PM
102	The traffic on greenfield before the right turn only was completely out of control with speeding. The temporary partial barrier has helped. There is still much too much cut through traffic for what should be a quiet residential street. Lemoyne and greenfield should be blocked completely.	2/27/2023 2:46 PM
103	There needs to be more signage about turning into West Suburban Temple Har Zion, please. As I drive south on Harlem to turn right into the parking lot, the cars behind me do not slow down despite my turn signals. Also, because there is a bus stop on the corner just north of the temple, cars fly around and don't use signals for lane change etc. Its so dangerous there and most of us driving into that space are either elderly or with children (preschool).	2/27/2023 2:18 PM
104	Add stop signs on Greenfield at Clinton and/or Bonnie Brae. Remove the blockades. It is dangerous trying to turn onto either street, where speed limits are not enforced; drivers are speeding; and there are no stop lights/signs. It is difficult to see around semi trucks and speeding traffic. It is dangerous, highly inconvenient, and a waste of resources, as I am now required to navigate the impediments (multiple times every day); dodge speeding traffic on North and Harlem; and drive a significant distance more than I did before the impediments. Also, the speeding on Greenfield continues. While police occasionally enforce the new impediments, police are not enforcing the speeding - much of which I observe between 630-800 am weekdays and through weekends - including east bound traffic heading toward Harlem. This is not how I want my tax dollars spent. It remains unclear what the objective of the impediments are, given the unrefuted evidence collected and reported by the study on which the Village spent resources that could have been more prudently spent on identifying a demonstrable (by evidence, not anecdote) of any problem, obtaining proposed solutions by experienced, objective individuals/entities, and implementing solutions to any such problem - rather than creating more serious problems for more Village tax payers and residents.	2/27/2023 1:34 PM
105	I think the the efforts here should be used elsewhere in RF. Specifically Ashland and Madison	2/27/2023 1:07 PM
106	If coming south on Harlem from North Avenue, unable to exit from Harlem and turn into village until Division then drive all around Priory.	2/27/2023 11:59 AM
107	My family and I believe that recent temporary traffic reduction installations should be made permanent.	2/27/2023 10:39 AM
108	Seems like traffic has gotten substantially worse, and mostly around Lathrop and Lake. The development on that corner will add to the issue.	2/27/2023 10:38 AM
109	Traffic flow thru our alleys is now a real mess.	2/27/2023 9:51 AM
110	You have gated off this portion of our Village !	2/27/2023 9:45 AM
111	More and more drivers are using the alleys now and making them unsafe for residents. Attention needs to be paid to the alleys and making them safe as a result of the barricades that were put in place. Speed bumps, stop signs, "no thru traffic" signs - anything. There is nothing right now and the alley just south of North ave is now a frequent route for drivers from William to Harlem.	2/27/2023 8:46 AM

112	See prior answers. Speeders have decreased going west, but still continue headed east and south (east on LeMoyne and south on Monroe)	2/27/2023 7:16 AM
113	I see numerous cars ignoring the right turn only at Harlem and Greenfield as well as cars turning left and right from Harlem. Need caneras	2/26/2023 11:49 PM
114	Undo the changes. They are self-serving for a small number of people. To minimize issues at LeMoyne, instead of making it inaccessible to most between Harlem and Bonnie Brae, ban parking between Harlem and the alleyway on both sides of the street or one side to increase space and visibility. Maintain Greenfield and LeMoyne as full two-way streets and add a traffic light on Harlem at Greenfield.	2/26/2023 8:34 PM
115	Drivers still run stop signs, esp on busier streets like Division and Augusta	2/26/2023 7:56 PM
116	I don't like the fact that I cannot go east on Greenfield from Harlem.	2/26/2023 5:51 PM
117	We have lived here for over ten years. Clearly, the parital closure of Harlem and Greenfield has reduced non-resident pass-through traffic and excessive speeding, making our neighborhood safer and quieter. Also, severe accidents from cars turning left off Harlem onto Bonnie Brae are eliminated. It is an easy sacrifice to have to drive a minute out of our way to enter the neighborhood and get to our houses to enhance safer and value of our neighborhood like those surrounding neighborhoods have. The temporary closure on Harlem and Bonnie Brae should be permanent and I would be interested in having discussion to close off both ways of traffic on Harlem and Bonnie Brae. Thank you to the village for taking these steps to improve safety and enhance our quality of life. It is greatly appreciated.	2/26/2023 3:57 PM
118	Increased traffic on division and parking for baseball	2/26/2023 3:45 PM
119	We need to keep the barriers and enforce them	2/26/2023 3:43 PM
120	Permanent concrete blockades	2/26/2023 3:11 PM
121	Barricades permanent. 4 ways stop at Monroe and leymoyn	2/26/2023 2:56 PM
122	Honestly I will be happy to block most of the streets from North avenue coming to River Forest.	2/26/2023 2:55 PM
123	It has been a great start and feel safer. In reference to Clinton specifically, people still drive around the 1/2 barrier. It is better than it was, but a full do not enter would be much safer.	2/26/2023 2:54 PM
124	not sure	2/26/2023 11:44 AM
125	too many barriers to get to my home.	2/26/2023 11:06 AM
126	The recent barrier installations have made it nearly impossible for neighborhood residents to come and go. Blockading off the neighborhood is not the answer.	2/26/2023 10:40 AM
127	Increased flow of traffic in the alleys. Very difficult getting around the barricades.New stop signs are confusing , no stop line on pavement.	2/25/2023 11:09 PM
128	Remove the barriers immediately...they are a pain.	2/25/2023 5:24 PM
129	Too much has been done. Issues can be alleviated by simply making right turn only from both eastbound Lemoyne and Greenfield on to southbound Harlem. Barricade at Clinton Place is absolutely unnecessary and overkill. Also, under current configuration people coming westbound on Greenfield from Oak Park have no signage deterring them from coming straight. People are going around barricade and coming westbound into oncoming traffic.	2/25/2023 4:38 PM
130	Absolutely Not...PLEASE get rid of the temporary barriers !!!	2/25/2023 4:09 PM
131	The recent changes have only resulted in an increase in traffic thru the alley, please rescind them and remove the barricades..	2/25/2023 4:03 PM
132	Access to the northeast region of the Village has been negatively impacted by the recently implemented changes	2/25/2023 3:49 PM
133	Yes - we need to remove the temporary barriers. Yolk and Cassidy Tire are much more difficult to visit, and return from. This is unfair to these local businesses, which we frequent. I am not sure who benefits from these traffic controls.	2/25/2023 2:46 PM
134	The barricades and negatively impacted me and my safety as a driver and pedestrian. They	2/25/2023 2:28 PM

	should be removed. I believe that the curb extensions/bump outs and the raised intersections will be more effective.	
135	Traffic has increased on Monroe	2/25/2023 1:57 PM
136	I believe that the barricades on the northeast quadrant of the village have negatively affected my safety as a driver and pedestrian. There has been an increase of traffic on my street and the streets around me within my neighboring 3 to 4 blocks outside of the northeast quadrant. All of the speeders that most likely went through the northeast quadrant now come on my street and nearby blocks. I have almost been hit a couple of times as I try to drive out of my driveway. Also, I am very cautious and sometime anxious trying to cross on the intersections near me because of the increased speeders.	2/25/2023 1:56 PM
137	See you answer to question seven	2/25/2023 10:56 AM
138	Traffic heading east on North Avenue is now turning down William during afternoon rush hour as it backs up to Monroe all the way from Harlem	2/25/2023 9:41 AM
139	Not sure what that remaining issues are but the new issues due to the road blocks... it is a pain to get back into the village when needing to drive in that area. Completely unnecessary what has been done with all the road blocks.	2/25/2023 7:00 AM
140	The current changes have been extremely effective. We are grateful for this change.	2/24/2023 10:57 PM
141	Excessive detours. Uber drivers won't drop off or pick up. Cars are still cutting through using Alleys. More cars are running stop signs. Speed has increased. Traffic is just getting pushed to other streets. This is NOT a the answer! More trials need to happen if this is going to be permanent! I need to be able to access my property. Maybe actually enforce the previous rush hour traffic no turns and add those no turns for rush hour traffic from north ave. maybe one way streets. Maybe new urban traffic ideas. Closing off streets is extremely dated and proven not effective. Or do what the traffic survey said. Which is DO NOTHING.	2/24/2023 9:34 PM
142	Cut through traffic has noticeably decreased but now we have people CONSTANTLY still turning on lemoyne and greenfield from Harlem. I've had two instances where I've almost had a head-to-head collision with someone trying to turn from Harlem onto lemoyne while I'm trying to make a right onto Harlem. I'd like Harlem and lemoyne to be a cul-de-sac and for an additional stop sign to be added at Williams and Berkshire to limit speeding by the priory.	2/24/2023 8:10 PM
143	Cars have been frequently ignoring the cones/signs and turning off of Harlem to come down Lemoyne anyway, causing a very dangerous situation to oncoming cars. If made permanent, the curb put in place should limit that ability so traffic can only move as allowed.	2/24/2023 7:53 PM
144	VERY Difficult for my patients to navigate parking when visiting my office. MANY PATIENT COMPLAINTS. Made my traveling through town VERY inconvenient. Made my alley unsafe with the increase in speeding cars. PLEASE ADD SPEED BUMPS. This would solve issues of speeding on Clinton and Bonnie Brae.	2/24/2023 7:31 PM
145	Monroe seems much busier as cars are now using it as a thoroughfare. Big negative in our opinion.	2/24/2023 7:28 PM
146	The "cul-de-sac" on Bonnie Brae that blocks access to Cassidy Tires from the south is unnecessary and a real pain for residents. The other blockages of right turns from southbound Harlem onto LeMoyne, etc are a pain for River Forest residents. I can't imagine anybody doing that as a short cut through River Forest.	2/24/2023 5:37 PM
147	no left turns after 4:00 into RF	2/24/2023 5:01 PM
148	William Street very busy	2/24/2023 4:42 PM
149	residents need to be able to access either lemons or greenfield when southbound on harlem	2/24/2023 4:08 PM
150	My major concern is that these CHANGES WILL FUNNEL more traffic through Monroe heading south and also through the alleys south of North Avenue	2/24/2023 3:56 PM
151	The right turn only signs are not honored. Not allowing left turns off Harlem onto Greenfield and LeMoyne shifts much more traffic into Division near the park where there is a lot of pedestrian traffic.	2/24/2023 3:34 PM
152	I would like to see more changes on both north and south bound traffic on the very busy 1500 block of Jackson Ave. Possibly speed bumps....etc?	2/24/2023 3:14 PM

153	I think closing off the streets from North Ave limits non-neighborhood traffic on residential streets and I think that is a good thing	2/24/2023 3:13 PM
154	Speed tables rather than the current lane configurations	2/24/2023 3:12 PM
155	Aside from inconvenience, we have observed an uptick of traffic on Monroe, especially in morning and afternoon rush hours.	2/24/2023 3:06 PM
156	The greenfield and Harlem one way is an unfair decision to any residents living on the Harlem side. You have completely limited these residents to not being able to get in and out of their town homes without being inconvenienced. The one way isn't stopping people from doing any of things they were doing before. It's just now stopping the resident from getting home easily.	2/23/2023 8:12 PM
157	I used to live in that area and I cannot imagine doing so now with the changes. I would understand the restrictions making sense during the rush hour. The permanent restrictions would have definitely posed a challenge when trying to turn onto say Greenfield from Harlem. I lived one block away from Harlem and it would require a lot more navigation to get home under the present configuration. Relaxed hours would be a great benefit.	2/23/2023 5:46 PM
158	Put in speed bumps. Take down the barricades	2/23/2023 4:34 PM
159	I don't feel that the changes have had a positive effect. For those of us that live on Bonnie Brae they have had a very negative effect. We have to go out of our way to go north on Harlem. Also getting to north avenue we have to go blocks west to go east. Seem like over kill with all the obstructions.	2/23/2023 3:33 PM
160	It is impossible to turn left from Harlem into that part of River Forest.	2/23/2023 12:29 PM
161	Get rid of the barriers.	2/23/2023 12:20 PM
162	Stop signs are needed on Greenfield at the Jackson intersection.	2/23/2023 10:31 AM
163	Remove the barricades. They are mostly inconveniencing residents from returning home and have forced more traffic into other streets of the village, Monroe was busy before now is worse! Speeding issues can be fixed in other ways, speed bumps, etc.	2/23/2023 9:25 AM
164	The traffic controls need to be better marked! The temporary barricades have no signage. Whenever a new STOP sign is installed, there are huge orange signs alerting motorists. No such extra signage was used for the new turning restrictions. It has turned into a trap for unfamiliar motorists. Route guiding apps haven't caught up w/ the new prohibitions. Police should be issuing WARNINGS for first-time violators, not tickets.	2/23/2023 7:44 AM
165	They need to return to what it was before. It is inconvenient to us residents that use the side streets to enter and exit from the main roads. As it stands now, if I wanted to get on Harlem, there's only one direction to go, South. There's no way for me to go North on Harlem unless I have to get on North Ave and turn onto Harlem at the intersection. Also, how come there is only two exits? Why no one enter and exit street?	2/22/2023 10:33 PM
166	It is really inconvenient that green field and Le moyne streets. It makes it hard to get to my house; I feel uncomfortable to make left turn from north avenue.	2/22/2023 9:37 PM
167	Do something on Division. It's dangerous	2/22/2023 8:37 PM
168	Less traffic and congestion, I feel more safe as a motorist since no car come speeding in from Harlem. Safer for the kids walking along greenfield. We like the changes.	2/22/2023 8:14 PM
169	I have seen cars on Harlem Avenue waiting to turn right into the blocked off exits. Obviously the barricades are not deterring some people.	2/22/2023 7:21 PM
170	Talked to residents in this area frequently. Driver actions including stopping to urinate on their lawn is horrific	2/22/2023 6:17 PM
171	This plan did not consider the residents on north Bonnie Brae and adjoining street for how they plan to exit the area when there are concrete walls blocking off the street from North Avenue. I do not see how it has improved anything but made it worse for residents.	2/22/2023 6:11 PM
172	I think it is ridiculous that you can not turn into River Forest off of Harlem. I live here and do want to come in the neighborhood that way. I think if there were stop signs or other deterrents that would be better. If I have an errand on the north side...dropping something off at a friends, I don't want to go all the way down to division and back up.	2/22/2023 5:29 PM

173	I feel some if the changes have impacted residents in their ability to get to their homes	2/22/2023 4:13 PM
174	The changes are not helping traffic flow	2/22/2023 3:56 PM
175	People still cross all lanes from RF to OP. Should not be allowed.	2/22/2023 3:39 PM
176	One lane. And turn lanes	2/22/2023 3:23 PM
177	Change it back	2/22/2023 3:07 PM
178	It's diverting traffic unto Monroe	2/22/2023 3:00 PM
179	Get rid of the barriers.	2/22/2023 2:57 PM
180	People are still turning onto the streets from harlem. Sometimes there is no police presence to capture them. There should be cameras to have these cars ticketed	2/22/2023 2:29 PM
181	Changes have made traffic on lathrop worse	2/22/2023 2:13 PM
182	The barricades on Harlem/Lemoyne/Greenfield have reduced speeding cars in the area. However, I would have liked Clinton and LeMoyne to remain a 4 way stop. The barricade on Clinton and North is negatively impacting businesses however. Perhaps that barricade should be removed and the barricades on Harlem should remain.	2/22/2023 2:12 PM
183	Do not block greenfield from Harlem. This is ridiculous. You can't enter the village from Harlem except on division. Division throws you too far south and you have to backtrack north. It's crazy. And you can get into RF from North Ave.	2/22/2023 12:23 PM
184	I feel that any of the more conservative options listed on a previous page of this survey would be better than these recent barricades. I have witnessed more "near-accidents" on these streets in the past few weeks than I ever have before. Drivers are now dangerously swerving into the alleyways after turning off North onto Clinton, and the same is happening on Harlem and Greenfield. It would certainly be better to consider speed bumps or even making these streets one way instead	2/22/2023 10:25 AM
185	Permanent blockades in Clinton greenfield and lemoyne and Bonnie Brae please because some still avoid the blockades and come through	2/22/2023 7:26 AM
186	Blocking driving in parking lane is a positive control action Would like to see this supplied to Washington, especially around the Washington commons, square and triangle parks	2/22/2023 4:47 AM
187	The barrier and no left turn or no entry signs on lemoyne and greenfield should be removed. Along with the barriers along the streets that intersect North avenue. These temporary changes have greatly unconvincing me and my neighbors. I have not seen any significant change to traffic in spite of these temporary barricades. What was installed goes way beyond what was recommended by a traffic study that the board ignored and the taxpayers paid for. I am also concerned about fire department and ambulance access at some of the temporary barricades. What was done was overkill. Put in speed bumps to slow traffic if required and no turn signs during rush hours. Also, I was never informed that these changes were to be implemented , nor were my neighbors.	2/21/2023 10:56 PM
188	Greenfield does not need to be right turn only on to Harlem. Closing off north ave has increased traffic on william & in the alleyways. Speed hump and/or curb bumpers need to be put in.	2/21/2023 9:02 PM
189	Get rid of the baricades!	2/21/2023 6:19 PM
190	the barriers are a terrible idea, they're bad for the environment, local business adnd do not improve safety speed bumps and/or curb extensions are a better solution.	2/21/2023 4:30 PM
191	Stops signs, maybe rolling speed bunps and allowing to enter in Lemoyne and Greenfield going southbound from Harlem	2/21/2023 4:16 PM
192	permanent curb extension:)	2/21/2023 3:30 PM
193	The new changes ae creating many difficulties for the drivers. Allowing left turns from Harlem to Greenfield and Lemoyne except on rush hours were good. Cancels the blocks in all streets, because are creating more problems.	2/21/2023 3:21 PM
194	We live in this neighborhood and come and go 15+ times per day, it has made getting to our home a hassle, having to driver nearly around the entire neighborhood to gain access to our	2/21/2023 9:58 AM

	home.	
195	It has seriously impacted me. I have to go several blocks out of my way to get to my home because of the changes on Greenfield and LeMoyné and other North Avenue street entrances. I am very unhappy with these changes and hope they do not remain. We have a right to get to and from major roads without going blocks out of our way.	2/21/2023 9:38 AM
196	I feel the temporary changes are more of a burden on residents of this area. I respect the Village's intentions, but as a 20+ year resident of Bonnie Brae, I never felt that we had a traffic problem that needed to be addressed. I support removal of the temporary barriers	2/21/2023 7:38 AM
197	Now more and faster traffic is on division/Augusta/chicago	2/21/2023 4:51 AM
198	Agree that we need less traffic in. That area	2/20/2023 3:21 PM
199	The recent barrier on Clinton PI has severely limited accessibility of my office for myself, my patients and my staff. Moreover, the barrier is causing an increase in traffic in the corridor it creates where my office is located - not allowing cars to turn around easily on Clinton PI and causing a jam in the corridor for cars turning onto Clinton PI as well as those needing to turn on to North Ave from Clinton PI. The alley does is not large enough to support 2 way traffic and there are jams caused by utility trucks often parked in the alley not allowing cars to pass through. Overall the recent barrier is creating a danger where one did not exist prior to the barrier being placed. The car jams and confusion created by the barrier is making it unsafe for pedestrians trying to walk to offices in this corridor. I am requesting the corridor be removed and through traffic on Clinton PI resumes as it did before the corridor was placed. It is not right that the decision was made based on the request of a few individuals and not by all. Their safety concerns were negated by the study that was done. There was no safety issues prior to the barrier being placed and therefore should be removed.	2/20/2023 3:05 PM
200	Traffic on Bonnie Brae is much improved and safer. But people drive through stop signs regularly in the surrounding road. Also, the only way to get south on harlem is to go all the way around, or go on North Ave and do a left, not great	2/20/2023 2:27 PM
201	Southbound traffic from north avenue is now more directed to Ashland, as it is now one of the only streets that you can turn right on. Drivers are often speeding. With Ashland having Willard traffic/drop off this seems unwise and unsafe. I think speed bumps could help.	2/20/2023 12:07 PM
202	In the past 32 years at my address, no one in my family has experienced problems with driving around our specific NE area, until the barriers were put up. We have lived here as young adults, raised 2 children, and now we all are living and driving here. We cannot get to our property without going through a maze, adding more traffic to busy streets, waiting unnecessarily at stop lights Lathrop & North and Division & Harlem. Not only are local residents impacted by this, getting to their houses, but we have many more drivers going down William in both directions in order to get through. I have payed close attention to all driving issues throughout the years, especially when my children were young. Was a traffic study ever done before putting up barriers? I have done my own private survey talking residents on my street and all notice what I describe. It would make sense to: allow right turns onto Lemoyne and Greenfield for cars traveling south on Harlem, and right turns respectively for drivers turning south onto Harlem from Lemoyne and Greenfield. Left turns and straight through driving could be restricted. Barriers on both Bonnie Brae and clinton cause many problems in every direction. No one can get through in either direction from North, in or out. Therefore turns onto William have greatly increase, as well as Lathrop, for those who choose to go to the light instead of waiting in traffic to make the turn (adds more traffic on North). Drivers are using alleys which must be disruptive to those residents. Perhaps the barrier at Bonnie Brae would make sense since it is very close to the busy Harlem/North intersection and there is no access from drivers traveling west on North anyway. There is more traffic, and more speeding with these barriers in place.	2/20/2023 11:22 AM
203	I think there should be speed bumps on Monroe at Berkshire .	2/20/2023 11:01 AM
204	These changes are detrimental to all the businesses on North Ave. The village has completely choked of access to them. These changes have created further traffic issues and more dangers that will be furthermore dangerous to business patrons and the public and residents.	2/20/2023 10:24 AM
205	I feel as an owner on Bonnie Brae this impacts my being able to easily get to my garage at the north end of the alley between Harlem and Bonnie Brae without having to cut through traffic on Harlem or having to go way out of my way to find a way to enter the alley and get to my garage, I don't feel the existing directives of barricades do justice for the homeowners and	2/20/2023 10:16 AM

renters of this area to get to their parking areas. I would like to see speed bumps and stop signs all over the alleys entrances and ends with flashing lights to make sure that drivers are paying attention to the area they are driving in. The alley is not a major street. It exists to help businesses and homeowners to access their garages and parking spaces as well as garbage and delivery personal. I have been almost tboned coming out of my garage because people drive down my alley going 40 miles and hour.

206	When walking or riding my bike I see less speeding cars going through those neighborhoods.	2/20/2023 10:04 AM
207	The changes have greatly impacted me. I have to go out of my way to go eastbound into the city or back home from the city (at least 1-2 times per week). I cut through getting home from work on a different street, putting pressure on them. I still see cars turning left or going straight on Harlem, and have almost witnessed a crash of someone trying to turn right from Harlem onto Greenfield. I think Greenfield will be terrible during the Fenwick Baseball season (it is always full, but now there is only one access point, and less parking). I agree with the extra stop signs, and the no left onto Harlem. But blocking right hand turns from Harlem is a nightmare. Also, blocking the access from North Ave is a pain as well. Having lived there 8 years, I never saw that as a problem. You also really put pressure on the other streets as now 5 of the 10 access points are closed. The other 5 will get more complaints and you cannot block all North Ave. access.	2/20/2023 9:49 AM
208	Never drive that section.	2/20/2023 8:43 AM
209	Less people are passing thru and speeding on greenfield. We still have issues on Lathrop with speeders. I was glad to see this survey as I was going to call the village to complain about the speeders.	2/19/2023 11:00 PM
210	Traffic has increased on Monroe Avenue southbound	2/19/2023 4:20 PM
211	Dry Leading again. This assumes I believe there are issues.	2/19/2023 2:34 PM
212	I feel as if there are fewer cars using the west/east roads	2/19/2023 1:06 PM
213	In my opinion, the recent changes have had a negative impact on traffic. Redirecting North Ave traffic through William (blocking Bonnie Brae and Clinton) seems more dangerous. The traffic at this section is very intense and even walking has become almost an impossible task. The recent changes made daily life harder and less safe.	2/19/2023 11:00 AM
214	The one way to prohibit turning left from Harlem into River Forest makes it safer and allows better traffic flow on Harlem ave	2/19/2023 12:20 AM
215	One comment is that we have increased (car and ped) traffic when the weather is warmer (especially on William St near priory) ... so I think this needs to continue to be studied as the weather improves and the sports seasons start	2/18/2023 5:52 PM
216	The barricades impact Yolk parking. If parking is full, driving is very difficult	2/18/2023 2:49 PM
217	The changes made in the northeast corner are horrible and should be removed, especially the ones at Greenfield/Harlem and Le Moyne/Harlem intersections. These changes force more traffic on Division, a street that already has lots of traffic and speeding.	2/18/2023 1:06 PM
218	Make them permanent	2/18/2023 11:52 AM
219	I answered no but your "improvements" have resulted in an increase of unpredictable, rule-breaking behavior.	2/18/2023 11:35 AM
220	Either Greenfield or LeMoyne need to allow for a left turn option onto Harlem and vice versa-- people on 1400 and 1500 blocks of Bonnie Brae are landlocked -- we need a way to access Harlem w/o having to go two blocks west -- also very concerned that emergency vehicles don't have quick access	2/18/2023 11:21 AM
221	I think its just a matter of getting used to the changes and appreciating the more controlled access to our residential neighborhoods.	2/18/2023 9:48 AM
222	Living just west of the northeast corner of the Village, I used to use LeMoyne or Greenfield to turn left onto Harlem, which is now impossible with the temporary bump outs. I feel it is unnecessary for both of these streets to receive bump outs, forcing drivers south to Division if they need to make a left onto Harlem.	2/18/2023 9:20 AM
223	consider dead ending more streets off Harlem and north.	2/18/2023 9:04 AM

224	Total confusion in trying to navigate the side streets off north avenue or Harlem, admittedly using the alley since the turn redirected me into a closed corridor....terrible signing....and this is someone who has lived here for 40 years.	2/18/2023 8:59 AM
225	Too much traffic now on division traffic has been diverted to other street and alleys are getting congested	2/18/2023 8:42 AM
226	Confusion, restriction to business's. Increased alley traffic	2/18/2023 8:36 AM
227	Ridiculous to prevent turning west on Harlem, can't sacrifice the whole village for 2-3 homes there	2/18/2023 8:16 AM
228	The traffic is now just being pushed to unregulated alleys and people are speeding down them not a great idea	2/18/2023 8:14 AM
229	The changes implemented have created more traffic on Monroe with drivers speeding (in spite of STOP signs) up and down the street. I do not want Monroe Ave. to become a thoroughfare for residents and non-residents because of other streets being blocked off. Monroe street residents should be treated equitably not have to pay the price for having other streets blocked off.	2/18/2023 8:03 AM
230	These changes have pushed MORE traffic to Division and Lathrop and made these streets more dangerous.	2/18/2023 7:58 AM
231	Blockades on Bonnie Brae to North Ave. are an annoyance when trying to get to Cassidy Tire.	2/18/2023 7:55 AM
232	As someone who lives in that part of town it would be nice to have easier access to my house when on Harlem or North Ave. if there was access to turn onto Greenfield from Harlem it would make things a lot easier for those of us who live over here and now have to go out of our way just to get home. And people do not pay attention to the barricades, they go around them all the time, I see it at least once per day	2/18/2023 7:15 AM
233	Difficult to access local businesses in this area	2/18/2023 7:12 AM
234	The changes have had a negative collateral impact on adjacent alleys and side streets. I found the closed streets from North Avenue difficult in a passenger vehicle and can't imagine the issues that trucks have had (and the noise impact on adjacent properties).	2/18/2023 7:04 AM
235	I feel that this change punishes not only those that use these roads to cut through the village to get to their non RF home faster, but RF villagers as well. I now totally avoid North Avenue - as I'm sure non villagers are doing also - causing far more congestion on Division & Augusta.	2/18/2023 1:07 AM
236	The village needs speed cameras, not red light cameras.	2/17/2023 11:57 PM
237	It is really annoying that you cannot turn left from Harlem Ave. now. Very inconvenient.	2/17/2023 11:33 PM
238	Recent changes have made 1500 block of Bonnie Brae a dead end. Residents have to go 3+ blocks to a enter or exit area cause further congestion on main arteries in the area. Please consider rolling back the dead end. There was never a big issue with traffic on this block.	2/17/2023 11:28 PM
239	4 Way stop sign on Bonnie Brae and Division. With Priority parking lot, Harlem Ave, and Grace Lutheran it is impossible to turn or for my son to feel safe walking to the park	2/17/2023 10:52 PM
240	Take down those stupid barricades. Leave it the way it was. It is annoying to have to drive a few blocks farther because of those things.	2/17/2023 9:02 PM
241	This should be expanded further to the south on Harlem including on Oak steer. There should only be right out from most streets onto Harlem except Chicago, Augusta and Division. This would cut down on a significant amount of the cut through traffic.	2/17/2023 8:41 PM
242	For me personally, they have been a bigger nuisance than help. I have not noticed a change in traffic on our street.	2/17/2023 7:39 PM
243	I live south of the train tracks and don't have an opinion.	2/17/2023 6:20 PM
244	As a resident it's very inconvenient to not be able to turn in off of Harlem at those barricades streets. You have to go all the way to Division then back track. It's silly.	2/17/2023 6:08 PM
245	NA	2/17/2023 6:05 PM
246	Significantly more transient traffic on William. Enforcement is necessary.	2/17/2023 6:05 PM

247	Not allowing left turns had reduced not local traffic.	2/17/2023 4:25 PM
248	Roads should never be restricted to one way, or to cul-de-sacs or have speed bumps at the expense of adjacent roads that don't have those restrictions. The village should not be in the practice of routing traffic to other streets because of restrictions on adjacent streets.	2/17/2023 4:20 PM
249	I think the measures implemented thus far are having a positive impact and recommend they be made permanent. I think the effectiveness needs to be studied through the change of seasons as some additional or alternative measures may be needed.	2/17/2023 4:13 PM
250	You have just caused more cut thru traffic on Division and Augusta	2/17/2023 4:11 PM
251	my mom lives in the 1500 block of Bonnie Brae. It is much safer there now. People are not able to cut through the village on Lemoyne as easily - that used to be a huge problem	2/17/2023 3:59 PM
252	I don't think both Greenfield AND Lemoyne coming off of Harlem need to be eastbound... Now I have to drive all the way to Division to come back westbound. or go down alleys.	2/17/2023 3:28 PM
253	Not being able to turn onto Greenfield from Harlem forces drivers to drive all the way to Division to get to streets west of Lathrop if they're not familiar with the area. One way going North or South would help drivers gain access to streets easier like Elmwood Park has it.	2/17/2023 3:19 PM
254	I no longer bring my car to Cassidy and don't visit any of the business along North in the affected area. I don't pick	2/17/2023 3:19 PM
255	The blockades are ridiculous.	2/17/2023 3:15 PM
256	I am negative impacted, greatly, by the recent changes and urge that they be reversed.	2/17/2023 3:08 PM
257	Complete barrier on Greenfield and Harlem. This is a SAFETY issue due to Greenfield being a direct path to school. In addition by placing a cul de sac greenfield will protect pedestrians, skateboarders, bicyclists and runners.	2/17/2023 3:07 PM
258	Much quieter and singing Antony less cut through traffic	2/17/2023 3:04 PM
259	We would like to advocate for the complete closure of Greenfield and Lemoyne at North Avenue	2/17/2023 2:59 PM
260	Outside people generally don't use my street anymore because it doesn't connect to anything. This has slowed and decreased traffic. Something (not sure what) needs to be done so that our driveways aren't the public turn-arounds for delivery drivers.	2/17/2023 2:57 PM
261	I can not get to my home. I have to drive 5 blocks out of my way just to get to my house! It is an unfair change that the village has created leaving home owners to have to drive west on Division to William, north on William then back East 3 block to get to Bonnie Brae. We need to be able to turn into River Forest after Division from Harlem. Many of the residents are very angry with this blockage of the entire NE corner. We pay taxes and should be able to drive to our homes without going 1/2 mile out of the way!!!	2/17/2023 2:55 PM
262	I appreciate the additional stop signs but some flashing lights would help. People still speed through them.	2/17/2023 2:38 PM
263	The changes make it more difficult for me to travel around the village and to frequent River Forest small businesses located on North Ave. It makes it much harder for me to get back home after going to North Ave. Whereas I used to go back on a local street to get home or to my children's schools, I now need to loop all the way around to Harlem, up to Division or Augusta. This adds several traffic lights that get backed up during rush hour. I've taken to parking on the local north-south streets so that I can do a u-turn and go back the way I came when I am done with my business on North Ave.	2/17/2023 2:37 PM
264	There should not be any cul-de-sac installed or used as so-called calming measures and streets should not be limited to one-way.	2/17/2023 2:34 PM
265	Remove the traffic barriers in the NE corner of the village. It just concentrates any issue to the next street until you end up like VOP with cul de sacs on almost every street.	2/17/2023 2:21 PM
266	There is much more traffic on William street now that the streets east of us are "pork chopped". People continue to speed east on LeMoyne and Greenfield from William and other streets further west to avoid the Harlem/North Ave intersection. People routinely ignore the right turn only sign on Greenfield in the morning.	2/17/2023 2:19 PM

267	Something for Monroe Ave.	2/17/2023 2:15 PM
268	Put at least one cross walk on North Avenue between Lathrop and Harlem, or more.	2/17/2023 2:14 PM
269	I do not live in the northeast section, but as a resident in another area of the village, the blockages off north avenue and the no right turns on Harlem make it more challenging to frequent some of the businesses there and a longer route for me to get home. I would leave it for the impacted residents of the area to decide if the changes are helpful or not. For me, they are a pain.	2/17/2023 2:14 PM
270	Note: I rarely drive the side streets in that section of town.	2/17/2023 2:12 PM
271	The one-way streets now in that corner are disappointing. They make our community even less accessible to now both residents and non-residents. I am concerned about speed on our street, but I do not want one way to be the solution on Oak.	2/17/2023 2:05 PM
272	As I said I live on William. We have alleviated the problem for Clinton and Bonnie Brae residents but made it worse for William. At least once a week I have a car go around me at excessive speed while pulling out of my driveway to take kids to school. They barely even slow down for the stop sign.	2/17/2023 1:59 PM
273	The new temp one way streets to prevent traffic from getting off Harlem has pushed those residents to use William and Monroe	2/17/2023 1:56 PM
274	The changes are not good. They need to be modified / removed. Closing both Harlem and North isolates and makes going north or coming from the north a real issue.	2/17/2023 1:52 PM
275	No signage. Unsafe and people turn even though they are not suppose to	2/17/2023 1:49 PM
276	You just moved the problem and now William and Monroe get the bad behavior that was happening on now blocked blocks. Also, Division is now chaotic and more speeders unsafe for school kids	2/17/2023 12:12 PM
277	Should be able to turn right going southbound on Harlem onto either LeMoyne or Greenfield	2/17/2023 10:33 AM
278	I'd like to see it extended further west on North ave	2/17/2023 10:23 AM
279	Need more speed regulation like speed bumps or raised intersections and more stop signs	2/17/2023 9:30 AM
280	I have noticed the reduction in the number of cars traveling along Greenfield St.	2/17/2023 9:09 AM
281	The closure of some roads made the access to and from our house difficult. More traffic in alleys .	2/16/2023 10:52 PM
282	They have had a negative impact	2/16/2023 9:41 PM
283	I think the temporary barriers and prohibition on turning into east River Forest while going southbound on Harlem should be removed. It is ridiculous and difficult for residents to navigate that corner of town.	2/16/2023 9:36 PM
284	It has pushed extra traffic onto division, which being a primary cross street for school children. My daughter is very nervous crossing division due to speeding cars. And I've seen cars ignore crossing guards way way too often.	2/16/2023 8:17 PM
285	Insure	2/16/2023 5:33 PM
286	Pork chop barriers should be set up so residents may turn in from Harlem	2/16/2023 5:30 PM
287	I think they need to be eliminated. You have boxed in 5 blocks of people and we all have to use a 1 lane Division avenue now to go to Harlem to go North. And people are now Zooming down my street William because of not being able to turn out on harlem.	2/16/2023 3:54 PM
288	This just messes with people living in the area and makes it hard to get home. I have not seen any change in the traffic since these were installed I would like to see it revert back to the old traffic patterns	2/16/2023 2:44 PM
289	It certainly makes it less convenient to access the businesses on North Ave from Within RF if driving because you can't easily park on North Avenue and if you have to find street parking you have to go all of the way back to division on Harlem to get through again	2/16/2023 2:17 PM
290	The barricades are totally insane. Since I purchased my home based on its location, and now I	2/16/2023 2:14 PM

am unable to drive my route from my home due to barricades, the village is costing me extra money and will likely cause property values to drop. NOBODY wants barricades. We must do better than that. (The police positioned to "watch" the barricades are not addressing the speeding on Harlem Avenue which truly makes zero sense). In addition, people are pulling onto Lemoyne and Greenfield frequently and going around the barricades. Since I do take frequent walks, this is more dangerous than what we had happening prior to the barricades. By the way, the speeding on Harlem has been just madness since Covid started and I rarely ever see anyone pulled over. Do you know this is a popular location for racing? Why aren't we addressing that? Lastly, being forced to route traffic through residential streets in River Forest that kids and walkers/bikers/runners frequent has created more of a safety hazard, not less of one.

Q31 Do you have any feedback regarding Village roads not reflected in this survey?

Answered: 555 Skipped: 477

#	RESPONSES	DATE
1	The traffic light at Lathrop and Lake is too long and should be timed in line with other lights. Also, the traffic light pedestrian timers should be uniform with those of neighboring villages like Forest Park.	3/31/2023 4:56 PM
2	NO BARRICADES	3/31/2023 4:38 PM
3	Not at this time. Thank you for sending out the survey and for the work that you are doing to keep the Village safe for the residents, pedestrians, bikers and etc.!	3/31/2023 4:17 PM
4	I think village should spend energy and money on other issues than roads that functioned very well for last 30 years. If speed or stop signs are not followed use police to enforce law and do not inconvenience people living in the village. It makes me very dissatisfied and wanting to move out from the area.	3/31/2023 4:14 PM
5	i truly appreciate the efforts here to make the streets safer for my 3 young children. just want to emphasize the speeding issue on lathrop just south of north ave.	3/31/2023 4:10 PM
6	Generally feel that signage is adequate and that there is less speeding since the additional stop signs went up a few years ago	3/31/2023 4:08 PM
7	Previously completed other survey questions in another survey. So just adding this comment —please readjust traffic patterns in northeast corner to be consistent with expert report received in sept 2022 and to restore access that residents and businesses in the area asked from r at recent meetings , taking into account necessary safety concerns.	3/31/2023 4:07 PM
8	Better crossing at Lake and Keystone	3/31/2023 3:50 PM
9	More police presence and enforcement at known areas where aggressive driving is occurring on a regular basis	3/31/2023 3:47 PM
10	I don't think we need to change much. Some folks drive pretty fast down Lake Street and it is tough to see them around parked cars when trying to enter from an north/south street. Also, there seems to be many accidents on the Ashland/Augusta intersection. It might be my imagination since I have seen a few and had a few near misses. Good luck trying to interpret everyone's opinions!!!	3/31/2023 3:41 PM
11	Repair All not some of roadways	3/31/2023 3:15 PM
12	I would love to be known as the village not to "cut through" because speed limit is low (true), there are many stop signs (true) and there are always police sitting at cut through intersections just waiting to give rolling stop drivers tickets. I can't tell you how many kids nearly get hit by the east/west cut through drivers on Augusta!	3/31/2023 3:13 PM
13	Ticket constantly - it will deter people from bad behavior	3/31/2023 2:51 PM
14	No	3/31/2023 2:43 PM
15	Due to traffic on Lake Street and parked cars between Harlem and William obscuring the view, it is almost impossible to make a left turn from William onto Lake Street from the north and south. A stop sign on Lake Street could resolve this problem.	3/31/2023 2:40 PM
16	Lakes street school zones speeding	3/31/2023 2:39 PM
17	I would like to ask the Village board to approve a road blocks REMOVAL from the streets. The blocks negatively impact the local businesses and their clients. As mentioned in your survey, there are other" calming traffic" measures that can be used.	3/31/2023 2:36 PM
18	Speed bumps, flashing stop signs and speed checks should be added to Division st as	3/31/2023 2:33 PM

	speeding is excessive common and there are many children who live on Division as well as schools.	
19	Since the pandemic drivers on the parameter of the Village are going faster and have lack of regard for pedestrians. I also have seen drivers drag racing last summer along Constitution Park. I really feel more of police presence and ticketing would give the message that drivers can not race through the Village.	3/31/2023 2:28 PM
20	Traffic on Chicago and Division, especially during rush hour, have speeding issues.	3/31/2023 2:21 PM
21	Why was Chicago Ave. not at all taken into account on this survey? It also acts as a main thoroughfair cutting through the village. We often have bottle-necked traffic at our intersection of Chicago and Bonnie Brae and we seem to have a fair amount of accidents at that intersection. I wonder if a raised crosswalk there would deter some of the issues. People will often speed on Chicago at night when there is no traffic. It seems an issue either way. Regarding bikes, studies show that protected bike lanes are the best option for bike-friendly roads. When you are just painting signs on the road for shared lanes, cars do not treat the roadways any differently. It's the same with bike lanes that are not protected. Cars will use the bike lane to double park on busier streets.	3/31/2023 2:15 PM
22	I would like to see a bump out on the Northwest corner of Thatcher at Oak. If someone is in the crosswalk and the lead car stops, then the people behind assume they are stopping to take a left and just go around that car on the right- this makes for an extremely dangerous situation at the crosswalk. Thanks!	3/31/2023 12:38 PM
23	Overall we need more dedicated bike lanes and an overall focus on pedestrians. Way too car centric. We have a small community and it should be entirely walkable. Reduce width of streets, add dedicated bike lanes, etc.	3/31/2023 11:16 AM
24	There is no advantage to having no access from Harlem to Greenfield or Le Moyne. This will just divert traffic to other areas causing traffic issues.	3/31/2023 10:35 AM
25	Thatcher Ave. north of Chicago is dangerous. From my experience, traveling the 25 mph speed limit routinely frustrates drivers behind me who want to go faster and decide to pass, despite the single travel lane. This is especially troublesome around the turn and the intersections around the university. I no longer go to CVS at North and Thatcher (the roadway and the 2020 looting, contributing). To shop in Melrose Park, I avoid north Thatcher by turning west on Chicago and make my way over to Winston Plaza through Maywood.	3/30/2023 8:50 PM
26	The temporary roadblocks cause confusion and make my home almost inaccessible. They were designed to fix a problem that was not there. We have never experienced extra cars using our street to avoid the traffic light at North Ave and Harlem.	3/30/2023 5:09 PM
27	1000&1100 Bonnie Brae	3/30/2023 8:39 AM
28	Some need repaving	3/29/2023 6:11 PM
29	It infuriates me that visitors can only park for 2 hours in front of my house. There were zero parking issues on Keystone before and now we have constant headaches, playing musical cars for no reason.	3/29/2023 4:03 PM
30	I would like there to be better signage at the intersection of Division St and Bonnie Brae as sometimes it is difficult to cross because many cars do not respect the lane and sometimes it makes it difficult for children to go to school	3/29/2023 12:17 PM
31	No...I'm most concerned about the barricades @ Bonnie Brae, Clinton, William and Monroe.	3/29/2023 1:55 AM
32	More enforcement of traffic rules. I add this stop sign camera idea for thought. See the link below https://novoaglobal.com/stop-sign-safe/	3/28/2023 8:53 PM
33	WE DO NOT WANT THE BARRICADES!	3/28/2023 6:00 PM
34	The sight-lines and lighting under the viaducts between Central and Hawthorne are very problematic for all ages (kids especially) and drivers -- and for walking home after dark alone (I noticed especially because I usually walked home from the el; the last years before retirement I used a cane). Also, I would like to repeat the repeated problems with speeding and ask for either a 4-way stop or stop signs on Keystone with yield signs Linden. Finally, Thank you for this survey! I look forward to reading about your thoughts and responses, and the results!	3/28/2023 3:56 PM
35	Chicago Avenue is a major traffic bottleneck west of Harlem Avenue. Drivers block	3/28/2023 1:51 PM

intersections, roll through stop signs (especially traveling west), and speed on side streets to avoid traffic backups. I can only hope that Chicago Avenue receives the the same level of attention in future planning that is being given to all of the other major roadways included in this survey.

36	Given the number of people that drive through the stop signs at Oak and Bonnie Brae, I am wondering why we don't place a police car there to ticket drivers who don't stop at the stop signs. I think it would be a great way to bring in some revenue and to show drivers that the intersection is being monitored.	3/27/2023 9:18 PM
37	The barriers are a problem for the people who live in the area.	3/27/2023 5:27 PM
38	I like that the light flashes when school speedlimits need to be enforced. It is helpful to know when school is in session.	3/27/2023 5:09 PM
39	The alley on the 300 block of Lathrop needs some speed limit signs and speeding enforcement, especially in the morning and afternoon working arrival and departing hours.	3/27/2023 4:44 PM
40	Yes - The speed limit on Thatcher is too slow. There are no elementary schools there and the sidewalks are far away from the streets. an additional 10 MPH would be appropriate.	3/27/2023 4:38 PM
41	I think that shutting down all the street on North and Harlem has created a safety issue on Monroe street and on Lathrop! There is more traffic there now and many more cars that aren't stopping at stop signs and speeding!	3/27/2023 1:37 PM
42	Just that I am vehemently opposed to the closures off of North Ave. as well as the closures off of Harlem!	3/27/2023 1:21 PM
43	The barriers cause a number of problems for local businesses and residents. Please remove them.	3/27/2023 12:17 PM
44	Speeding on Chicago Ave.	3/27/2023 11:03 AM
45	I think increased non-resident thru traffic presents a potential uptick in crime. Safety is my biggest concern - more so than traffic per say.	3/27/2023 8:58 AM
46	I don't believe bikes should hog the road and the bike marks on the streets are unnecessary. It's unfortunate cars and bikes sometimes cannot share and be courteous. Some biker need to learn the Rules of the Road.	3/27/2023 8:38 AM
47	The bump outs are a mixed blessing and sometimes come up without warning. they probably should be yellow striped with some type of paint that "glows" at night.	3/26/2023 11:42 AM
48	Harlem and Lake is a major intersection. In order to get a walk sign, you need to be at the intersection for a time to press the "walk" button. It would be nice if during commuter hours the "walk" would automatically appear. I have been threatened at this intersection because of this - even though I had the right of way as a pedestrian, but it did not change to "walk". Cars turning right also do not care if pedestrians are there. I have written to the village about this, but have never received an answer. It is dangerous for people going to the Metra or CTA.	3/26/2023 10:10 AM
49	Some surfaces need maintenance beyond the annual scheduled improvements.	3/25/2023 6:56 PM
50	The bike lanes on Division just east of Thatcher are very confusing. I often drive on Division and have seen oncoming traffic driving in the wrong lane at least 10 times. Very dangerous. Why to we need painted bike lanes on Division and not all streets? You see bikers on all streets and they seem to navigate just fine without the painted bike lanes. What a waste of Village resources to paint bike lanes.	3/25/2023 4:04 PM
51	Yes I do the carve outs or whatever you call them on Lake Street and in Chicago have made traffic much worse and more dangerous as drivers tend to speed more out of frustration. I see no need for speed bumps in our village. I do think the additional stop signs have been most helpful but we probably have enough now. Also some of the new bike lanes are a joke as they have been carved out of a street that has no extra space . Oak Park is worse then RF in this respect. I also think the speed signs have been helpful in slowing people down. North Avenue is a mess but not sure what can be done since we can't control.	3/25/2023 2:42 PM
52	Turning off of Thatcher on to Madison. Parking on the north side of Madison is allowed too close to the intersection and visibility of traffic coming from the east is blocked. Quite difficult to safely pull out on to Madison.	3/25/2023 12:47 PM

53	My biggest issues are thatcher and Hawthorne and central Ave	3/25/2023 8:42 AM
54	I have heard discussion of a possible traffic light at Thatcher/Madison intersection. This is not necessary. All that is required to solve congestion issues is a turn lane for southbound Thatcher traffic to access Madison. (Split southbound lane into two turn lanes at the intersection)	3/25/2023 7:53 AM
55	I would like it if we could emphasize pedestrian safety more and in particular safety measures for our kids. We have the frustrating reality of being a small community that is a drive through community for commuters during various points in the day. I feel like we raise our kids to be able to explore and navigate through the town either with walking or while riding bikes. I do not feel like drivers are consistently careful or that they respect speed limits or look for children crossing. It is frustrating to me to have so many of the streets have crazy drivers speeding down them. I would like to see a greater focus placed on safe bike lanes and clearly designated routes for bikers. I would like to see our town model itself after some of the European towns and cities where bike culture is much more prevalent. I do not feel that signage alone accomplishes this. I do feel that we have the option to reduce parking on one side of many of the busy streets in order to allow for designated biking lanes. It would be nice if these biking lanes had a barrier between the biker and the cars passing. I also would like to see more defined and intrusive pedestrian crosswalk options. I would also like to see roads in the village where the speed limit would be allowed to be higher, but with better safety measures in place to protect children and pedestrians from possible dangerous accidents. I believe if we could increase flow on some of the through streets and make them more pleasant to drive, drivers would automatically choose to use them vs trying to zip through on side streets. I feel that the way to accomplish this would be to reduce parking to one side of the street on designated streets to allow for higher volume of vehicles and put more structure in place in the form of stop lights or signs or even possibly roundabouts if it were functional. I also thing that either Hawthorn or Central should be designated as an east west "through street" and parking should be reduced or eliminated on on or both sides of the street. I also feel that it would be helpful to identify approved parking for Metra users. I also have wondered about making Iowa St and Thatcher an area where people cannot turn onto Iowa from Thatcher. It could be nice to turn it into a cul-de-sac of sorts or to do something to discourage eastbound speeding, especially since it dead-ends a block later at Forest. It would be nice to feel like my kids could play near the street without me having to worry so much about the reckless drivers.	3/25/2023 6:53 AM
56	Bike lanes on Chicago are dangerous - especially in AM (rush hour). I bike to work and am constantly passed. I ride a pedal assist and travel between 18 and 22 mph and cars pull out inot oncoming traffic and honk as if I am in the wrong. It is dangerous and I wish they were ticketed. It happens weekly in warm weather (I drive in the cold!).	3/24/2023 10:36 PM
57	No	3/24/2023 10:32 PM
58	The "new" pedestrian curbs on Harlem and August and Harlem and Chicago are terrible. They are tiny and dangerous and too close to traffic, especially given how fast people drive on Harlem. I feel unsafe crossing Harlem and Chicago with my kids. Don't understand how they are brand new and people thought the size was okay. They are one-third the size of a normal curb/sidewalk at every other intersection in RF.	3/24/2023 9:34 PM
59	PLEASE install more stop signs along Thatcher. It's not an expressway but cars are going 50. It's dangerous at Division, and it's dangerous at Oak, because there is too long a stretch without needing to slow down and cars treat it like a four-lane highway. Nobody who lives in the Village will complain--we all want cars to SLOW DOWN.	3/24/2023 8:48 PM
60	One way and the new blocked streets are not favorable to drivers. It only moves traffic to different roads without any real benefit. When going east on Augusta, the corner of Harlem and Augusta is difficult because of shrubs blocking the view of drivers.	3/24/2023 8:14 PM
61	Bike lane markings in the middle of the road provide no level of safety for bike riders. Cars do not respect bikers riding in the middle of the road just because there is a picture of a bike on the pavement. Those markings were a waste of money.	3/24/2023 8:06 PM
62	Greenfield St off Thatcher is a cut-thru street, with many speeding cars. There are many children out playing here and that concerns me.	3/24/2023 7:54 PM
63	There's no reason to have so many streets going in and out of River Forest. They should be blocked, cul-de-sacked or otherwise made unable to traverse.	3/24/2023 7:17 PM
64	More ticketing of the high speed drivers rolling through stop signs and passing in the parking	3/24/2023 6:24 PM

	lanes please.	
65	Parking on Chicago Avenue around Dominican University should be looked at. Sometimes I have seen dangerous situations where a driver going west on Chicago has come very close to a card for opening. I have had no problem personally, but I have seen this occur a number of times -- fortunately, I have not seen anyone hurt.	3/24/2023 6:01 PM
66	Is there a way to use technology to ticket drivers who do not stop at Lathrop/Augusta, since we can't station an officer there all the time.	3/24/2023 5:47 PM
67	Thanks for offering this survey	3/24/2023 5:46 PM
68	Things seem good the way they are for the most part. I would love to see thing much safe for bicyclists. I would caution against too many rules and too many signs as I think they can become less effective the more there is. North Avenue is difficult to turn onto making a left turn and is really difficult for pedestrians.	3/24/2023 5:18 PM
69	I would love better bike infrastructure; road markings do not do it. Protected bike lanes that kids can feel safe using, especially on streets that allow access to schools, would be ideal. I support virtually any traffic calming measures the Village would like to implement to reduce and/or slow down car traffic.	3/24/2023 5:10 PM
70	I believe River Forest could greatly enhance pedestrian and bicycle safety with just two simple and affordable changes. 1. River Forest should upgrade and enhance ALL its pedestrian crosswalk markings, including installing above-ground crosswalk signage. Other suburbs (Forest Park, Oak Park, and more throughout Chicagoland) are doing a MUCH BETTER job of making crosswalks bold, significant and visible to drivers, including above-ground signage, raising crosswalks and using bold colors and patterns, not just white stripes. These bolder markings signify to drivers that pedestrian safety is important and taken seriously in that particular suburb. Driver violation fees should be posted. 2. Police should be regularly assigned and asked to enforce driver crosswalk violations, not just at school crossings, but also at other crossings where drivers routinely and daily blow through crosswalks as pedestrians and bikers are waiting. Drivers do not take crosswalks seriously in River Forest because the Village does not routinely, if ever, enforce crosswalk regulations. (If I'm wrong and tickets are issued regularly, I'll stand corrected. But I don't think so. I see it every day. I've seen it at every crossing, including those with marked police cars nearby.) River Forest is a pass-through suburb for thousands of commuters each day. There currently are no consequences to drivers for ignoring pedestrians in crosswalks. There should be. And once the reputation is established, drivers will remember. Finally, I believe real estate values could be enhanced if River Forest were to brand itself as an eco-friendly, pedestrian-friendly, bicycle-friendly community, with well-marked crosswalks, enforced traffic laws, and good (and safe) bike racks and air/repair stations scattered in the Village ... parks, stores, schools ... wherever. We already have quality access to Blue Line, Green Line, Metra and senior services transportation. Crosswalk enhancement, traffic enforcement and bicycle services are necessary to make the statement fully true. Thanks for listening.	3/24/2023 5:08 PM
71	I hear drag racing on Lake Street late at night in the summer. I am also very concerned about Madison Street from the woods to Harlem. It should be coded at 20 mph - school zone with all of the children at RFCC and buses. I would love to talk to someone about this. I can be reached at 708-502-5926. Thanks!	3/24/2023 4:48 PM
72	Please expand/designate more bicycle lanes in our village. I see more kids riding their bikes to school. This is good for the kids and greatly reduces traffic.	3/24/2023 4:44 PM
73	No	3/24/2023 4:42 PM
74	Please do not add speed bumps. I would like to try to limit through traffic (non village traffic) on Chicago as well as Division and Lake. Use of micro imbedded lights activated by pedestrians in crosswalks would be helpful and add a level of safety. The extra drainage and curbs on Chicago Ave are excellent and represent our Village very well!	3/24/2023 4:37 PM
75	No	3/24/2023 4:35 PM
76	Unsure if this is relevant to this survey. The intersection of Central and Harlem Avenue at the viaduct is dangerous. Many people take left turns onto Harlem from the Oak Park side where there is no left turn. There are 2-3 cars lined up every time I go through the intersection, which can be multiple times/day.	3/24/2023 4:19 PM

77	Madison eastbound: I regularly see cars speeding, as well as playing very loud music east on Madison. This is disruptive to businesses along Madison.	3/24/2023 4:02 PM
78	I see people throw trash out of their cars mostly in Washington. Fast food bags. Need signage and heavy fines.	3/24/2023 4:01 PM
79	Should raise speed limit on Thatcher	3/24/2023 3:54 PM
80	Curbs turning from under the underpass to the right onto the parallel roads are too high. The turn is too tight and rear wheels ride up. There should be no left turn permitted from Hawthorne onto Lathrop at the underpass. Poor visibility and southbound cars are too fast off the stop. Vehicles can cross under at Ashland, turn right and the turn left onto Lathrop. Southbound on Lathrop, there should be markings for two lanes: a left turn lane before the underpass and a straight/right lane.	3/24/2023 3:49 PM
81	Way too much cut through traffic on side streets.	3/24/2023 3:47 PM
82	Thanks for the survey. I'd like to see everyone slow down and drive the posted speed limits. I'd like to see people walk on the sidewalks instead of the street.	3/24/2023 2:05 PM
83	These changes are terrible and are hurting the businesses. I also find it an huge waste of resources that the police have set up a trap and are sitting there all day writing extremely expensive tickets. It's crazy that these extreme changes have been instituted and cops are sitting out there all day because a handful of small number residents got noisy. I don't know anyone that's happy about the changes. PLEASE reconsider these changes. I didn't move into a gated community but now I appear to live in one.	3/23/2023 6:36 PM
84	When changes are made, they need to be way more visible and have way more community education. Setting up police traps to catch the drivers that are unaware of or confused by new, temporary-looking and poorly marked controls is a HORRIBLE idea.	3/23/2023 6:03 PM
85	Adding a bike lane on thatcher off onto the forest preserve 'parkway' would be a huge improvement.	3/20/2023 3:57 PM
86	Take the barriers down they have made things worse	3/20/2023 8:44 AM
87	Next time you plan to make drastic changes that impact all of us on a daily basis, you should do a much better job of letting us know. Lots of my neighbors feel the same as us.	3/18/2023 4:37 PM
88	You might wish to consider putting back the stop signs that were removed. We prefer 4-way to 2-way stops.	3/18/2023 4:28 PM
89	not at the moment	3/17/2023 5:44 PM
90	No. Primary concern because of where I live is the Northeast part of town and it's ridiculous that greenfield and lemoyne are both blocked.	3/16/2023 3:57 PM
91	Please put back the 4 Way stop at Clinton and LeMoyne, its really dangerous now and think about putting one at Berkshire and Williams.	3/16/2023 12:52 PM
92	The recently constructed barriers need to be taken down. They are not working. Traffic thru the alleys is now a real problem for us.	3/16/2023 12:37 PM
93	PLEASE Get Rid of the Barricades.	3/16/2023 12:29 PM
94	Chicago Avenue is a speeder's paradise. Especially eastbound in the morning coming from Thatcher. Why doesn't the village speed trap or rolling stop sign offenders more areas on a regular basis.	3/15/2023 10:51 PM
95	Please add Augusta to the list of concerning streets. Since it is right between Willard and Roosevelt, there are a ton of children and bicyclists crossing. Areas need to be better marked and patrolled.	3/15/2023 4:41 PM
96	Chicago Ave needs to be more heavily monitored. Lots of speeding, illegal passing and running of stop signs. I do call the police but by the time I talk to someone the vehicle is gone	3/15/2023 3:24 PM
97	Priorize things like speed bumps to slow people down. Make cross sections safer especially for children. There are very few crossing guards.	3/15/2023 2:59 PM
98	In regards to all the questions about Washington. I feel the spacing of stop signs and stop lights works really well to help with speeding. It is one of my favorite streets in River Forest.	3/15/2023 2:15 PM

Also, the questions about making the current temporary one ways permanent is really not necessary. That would make Lathrop even busier.

99	Yes there is excessive speeding going south on Thatcher and at the lake and Thatcher intersection. I would like to see a bump out at that intersection . There are always lots of pedestrians going to the park especially in warmer months. A bump out would prevent speeding around lanes when drivers get impatient. Speed bumps before the railroad tracks might also prevent a fourth crash into the garage located at that dead end .	3/15/2023 1:29 PM
100	1.) Many of the streets marked do not turn off North Ave. are still used to turn into RF, especially Park. 2.) The new configuration on Harlem and LeMoyne has drivers still turning into RF off Harlem. I've had face offs turning right off LeMoyne as someone is trying squeeze through off Harlem. 3.) Madison St. is awful. Fast cars and motorcyclists with blasting beats. It is like a drag strip, especially at night. I do not feel safe driving, crossing the streets or eating there anymore. It is so unfortunate to watch areas slowly go down hill.	3/15/2023 10:42 AM
101	None	3/15/2023 10:24 AM
102	Division Avenue needs to be addressed! Cars not stopping and racing down it.	3/15/2023 7:04 AM
103	There's a lot of local chatter about the NE changes/barriers. I don't live there, but haven't noticed to even know what they're talking about. I will say it is annoying that you can't make a right turn into the village between Thatcher and Lathrop. It's slightly inconvenient, however, I see the benefit to residents in that area; I imagine people would cut through those streets.	3/14/2023 9:33 PM
104	Another 4 way stop sign on Ashland at Lemoyne	3/14/2023 8:25 PM
105	I think the barricades make using local businesses next to impossible. I also think they make RF seem unwelcoming and ugly. If we want to slow down traffic, barricading streets just means the flow becomes problematic elsewhere (alleys or other roads). Add speed bumps, more 4 way stop signs, but make RF a welcoming village for our neighbors, villagers and especially the businesses we need tax dollars from.	3/14/2023 6:37 PM
106	I live on Harlem, and I realize it is a state highway, but most people do not follow the RF and OP speeds and the speeding is not enforced. It makes me nervous how quickly people drive down the street and I wish there was a good way to enforce the rules and get drivers to slow down and realize that people and FAMILIES live on this street.	3/14/2023 6:20 PM
107	Should address Chicago Ave between Harlem and Lathrop	3/14/2023 5:34 PM
108	DO SOMETHING ABOUT THE SPEEDING ON MADISON ST. I FEEL THAT VILLAGE DOES NOT CARE ABOUT ANYTHING SOUTH OF LAKE ST! WE PAY TAX TOO!	3/14/2023 3:37 PM
109	You asked if we feel comfortable using the sidewalk to bike, but it isn't legal for adults to ride bikes on the sidewalk. We need better education for cyclists and drivers .	3/14/2023 2:54 PM
110	Bicyclists should have to follow driving rules. Stop at stop signs, etc... they endanger drivers and themselves by not following rules.	3/14/2023 2:54 PM
111	Yes Park Avenue should be closed. Off to southbound traffic from North Avenue.	3/14/2023 2:44 PM
112	There is a major issue on Lake/Thatcher and Lake/Keystone. We often go to the parks there or school pickup/drop off in the morning and drivers are speeding constantly to beat the light. When crossing the street with my child, drivers often do not stop for us to cross. I witnessed a car almost get rear ended because they slammed the brake at Lake/Keystone when they noticed a pedestrian at the last minute. Yesterday, a car was speeding and passed my car illegally at the same intersection while I was making a right turn from Lake to Keystone.	3/14/2023 2:03 PM
113	I think we need better traffic control (stop signs?) at the intersection of Thatcher and Hawthorne.	3/14/2023 1:27 PM
114	Bikes need to adhere to stop signs and lights, many time they ride right thru a stop sign, I personally have come close to hitting someone when they are traveling so fast and not stopping.	3/14/2023 12:41 PM
115	Augusta was not mentioned but is a prominent detour.	3/14/2023 11:01 AM
116	Almost all Village roads are used as cut thru routes. The cut thru traffic speeds, does not stop at signs, and has a general disregard for traffic laws and pedestrians. The Village need to	3/13/2023 1:38 PM

figure a way to reduce this traffic and make using River Forest as a cut thru difficult and slow for drivers.

117	Lake, North and Chicago with parking g on both sides inhibit the ability to see when turning into or driving through those streets from intersections streets.	3/12/2023 11:58 PM
118	Question closure of Oak at Middle School. Try one way? Creates lots of backups on Ashland and Jackson. Walk signs should come on automatically. Button pushing is inconsistent and creates people unsure of when they can walk and then rushing across	3/12/2023 2:49 PM
119	1, I think there should be more of the flashing stop signage around the village. busiest intersection 2.would be great with better signage at RR underpasses over many years have seen to many damaged trucks especially at night since painted bridges black. maybe flashing warning signage best. 3. speeding on Hawthorn between Keystone and Franklin 4. The big concern is School zone speeding on Lake Street Crossing guards need help with Weekly police enforcement. Call me with the worst Police response I have gotten from office complaint 708-359-8932 5. Amazed pedestrians just cross street expecting cars to stop. Education to look before you cross, and make sure cars stop fro you. 6 Speed bumps have to be placed around the village and don't be nice about it, rip off their axles type of bumps. 7. Public Safety number one concern of police department.	3/11/2023 4:59 PM
120	Thatcher & Keystone is very dangerous, especially when pedestrians exit the metra station. Drivers don't easily understand the intersection and who is supposed to stop and not. It should either be 1) a 3 way full stop sign or 2) reconfigure the intersection to allow for right turn only going west on Hawthorn and block all traffic going east on Hawthorne.	3/11/2023 12:29 PM
121	Village roads are very well maintained. Thanks for doing a great job!	3/10/2023 7:50 PM
122	No	3/10/2023 6:26 PM
123	Overall, I feel very safe driving in River Forest. The only street where people sometimes go well over the limit is Thatcher.	3/10/2023 5:31 PM
124	Chicago Ave is a major thoroughfare that was not mentioned in the survey. Speeding and unauthorized passing are a big problem.	3/10/2023 4:47 PM
125	To clarify my response regarding being somewhat uncomfortable turning onto Thatcher before Chicago, I especially have trepidation turning at Division left onto Thatcher to head south. If it is daylight I avoid it because I can't see oncoming cars as easily as I can at night with headlights.	3/10/2023 4:25 PM
126	1) I suggest that the 30mph speed limit on Lake Street between Harlem and 1st Avenue be reconsidered and lowered to 25mph, consistent with the limit through most of Oak Park. Vehicles turning onto Lake or attempting to cross are consistently tempted to quick, risky maneuvers in order to get across the street. Pedestrians are at risk, especially students and workers who use Pace to get to Jewel and must cross four lanes without any traffic calming signage (contrast to downtown Oak Park). Considering the volume of vehicular and pedestrian traffic entering the commercial districts between Harlem and Lathrop, I do not understand why the speed limit is higher there than in the rest of River Forest and Oak Park. 2) Please consider more bump-outs on Chicago, especially approaching Roosevelt Middle School. Just this afternoon a vehicle attempted to pass to my right and nearly ran through the Jackson Street crosswalk as students were leaving school. "DonNot Drive In Parking Lane" signs are ineffective with truly impatient drivers. 3) Vehicle should not be allowed to park on the westbound lane of Lake, east of Lathrop. This produces a pinch point and hazard for Pace buses and vehicles turning right at Lathrop. 4) Bicycle Infrastructure: Most kids ride their bike on the sidewalk in River Forest, which is a nuisance to pedestrians, but also a signal to traffic planners that cyclists in general do not feel comfortable sharing the through streets with motorists. On a street like Division or Thatcher, or even Lake and Washington, where there is little use of plentiful available parking, dedicated bike lanes with physical separation would make sense. 5) Temporary one-ways near schools are not enforced and are therefore more hazardous than if they remained normal two-ways. Parents routinely enter the streets going the wrong way at Willard and Roosevelt after the 7:30AM switch, creating a situation where late parents are running in both directions with kids crossing the streets. Please enforce properly or remove restriction.	3/10/2023 4:16 PM
127	The married bike lanes to be shared by drivers and cyclists can be a hazard where the cyclist rides down the middle of the lane thus blocking vehicle traffic. This has happened on division Street even where there are no parked cars in the vicinity.	3/10/2023 3:20 PM

128	There are now way too many stop signs in the village, especially at side street intersections. Yield signs would be more effective in allowing traffic to flow safely without wasting gas to unnecessarily stop at ever other intersection. Just driving into/out of the village has become a chore due to excessive stop signs. Also, the flashing "SLOW DOWN" sign on northbound Lathrop by Roosevelt Middle School should be programmed to only operate during school hours not 24 hours a day, 7 days a week.	3/10/2023 2:27 PM
129	Turning left from Ashland Blvd onto Madison St is extremely challenging if there is a car parked on the corner of Madison and Ashland. Because of the street parking on the north side of Madison St, it is impossible to see if a car or a bicycle is coming from the left side (i.e. going west). You have to pull quite a bit into the road to make sure it is clear. But in doing, you end up on the street and in the way of incoming traffic. The two street parking spots on Madison that are closest to Ashland should be removed. It's a safety hazard. If there is a truck or a van parked in that spot then its definitely impossible to see the traffic and you just have to cross the road quickly and hope that there is no car coming from your left.	3/10/2023 2:25 PM
130	Those barriers need to go. It doesn't look like speeding is the issue, but rather you're trying to keep out undesirables. People can still get and speed and will do so. Use speed bumps. Its the most civilized way of doing this.	3/9/2023 8:21 PM
131	Again, traffic on Lathrop between middle school and St. Lukes is a continual mess, causing dangerous "cut throughs" on lesser used streets with uncontrolled intersections.	3/9/2023 1:59 PM
132	There is an abundance of traffic and stopped cars on Augusta trying to get into Concordia's drop off and pick up lane at the preschool.(Augusta going west becomes a lane!) Could the village please work with Concordia to develop a better system. Those cars impede the flow of traffic, cause other cars to speed around them in the oncoming lanes, honk horns, get frustrated, sit in traffic and creates a long period of air pollution due to emissions from standing cars.	3/9/2023 9:03 AM
133	Please fix this. I'm a lifelong resident and it's never been this bad on our streets. People regularly are cutting in front of cars to make left or right hand turns, speeding at rates that a pedestrian would be killed if struck. My parents are in the 70s and were driving at 5:00pm to their friends who live near Keystone and Division. They were heading north on Harlem and were just getting in left turn lane when a car that was speeding heading south got in their lane trying to use it to pass another car at high speed. My mom said they really thought they were going to die. Because there wasn't a car next to my parents it skidded into that lane, but it came within inches of their car and if there had been a car to the right of my parents it would have been an awful accident. I really hope technology investment is made to track & stop speeders (& criminals) before they do harm in our village. More electronic eyes above can alert patrols to where the worst of the worst offenders are.	3/9/2023 7:05 AM
134	Division and Forest as well as Division and Thatcher are difficult intersections that I use on a daily basis. The stop sign on Forest helps slow cross traffic: perhaps another one on the exit of the Dominican campus would also improve safety. I also think stop signs on Division at the intersection of Forest could improve safety. Most cars do not stop at this intersection to allow people to cross or bicyclists to cross. I remember last summer seeing a Dad and five kids on bicycles cross Division. They could hardly see the traffic on Division because of a huge bus waiting for Dominican sports/athletes to board. They moved to cross Division, but it took a while for the last kid to cross -- very scary. Dominican busses for any and all events should not be allowed to park on Division because they block vision for safe car turning and pedestrian crossing, and we should ticket if they do park there. Dominican has other options for bus parking and they should take this seriously and plan for it. We should have signs that say cars must stop when pedestrians are present and ticket if they don't. I would like to cross this street safely, every day.	3/8/2023 11:57 PM
135	The no left turn from Madison to Keystone seems ridiculous since it just makes you turn onto other residential streets. It causes more congestion and doesn't really help anything	3/8/2023 11:41 PM
136	I would love to see Oak Street closed to thru traffic permanently. Also would love if Soo Line RR could be come a walking patch / bike path	3/8/2023 7:01 PM
137	Vehicles cut through river forest and go way to fast speed humps would curb speeding. More light up cross walks on any of the major through fares would be very helpful	3/8/2023 6:47 PM
138	I do feel since COVID, traffic is exceeding posted speed limits more often.	3/8/2023 3:36 PM

139	On Lake street between Monroe and the entrance to Jewl's parking lot, a middle lane creates confusion for East and westbound drivers looking to make left hand turns. Many times I have seen people almost collide here.	3/8/2023 12:30 PM
140	Crossing from Augusta to Concordia from William St can be challenging during high traffic times and this is a crossing that is popular for families that utilize Concordia daycare.	3/8/2023 10:56 AM
141	The behavior of scofflaws at Augusta and Monroe is ridiculous. A more consistent police presence would help make the streets more safe.	3/8/2023 10:12 AM
142	While I can not speak for many other portions of the town, I do think there are some issues on Washington Ave, particularly the Keystone Intersection. When walking to work at 8am I have seen people speeding around 40 mph or blowing by people in the parking lane. I have seen people blowing the stop signs while children are there/been a child(grew up in town) and had people blow by stop signs there . I do not know what else the Village could do at that intersection... Maybe a raised intersection, or bump outs? It seems like a difficult intersection to fix and I would be interested to hear what the a professional traffic engineer would have to say about the intersection.	3/8/2023 10:01 AM
143	I just want to emphasize that Augusta is much narrower than Division or Chicago, with many fewer stops. As such, it has become a fast way for commuters to speed through the village. The aggressive commuter traffic combined with congestion during drop off and pick up times at Concordia University's day care is a disaster waiting to happen. I have witnessed parents with small children and strollers nearly being run over by the commuter traffic. The intersections of Augusta with William and Clinton should both have stop signs at the intersections.	3/7/2023 9:36 PM
144	No	3/7/2023 11:03 AM
145	Remove curb extensions due to highly dangerous conditions that most don't realize!	3/7/2023 10:44 AM
146	many of our streets are too wide. they invite speeding and are overly sufficient for parking. would like to see complete street concepts with protected bike lanes. furthermore would like the bike decals taken off lathrop and division. these roads are not safe for bikes and drivers care less about the decals	3/7/2023 10:05 AM
147	Speeding is an issue on Augusta. I have been passed twice on Augusta in the past 2 months. More stop signs would encourage people to slow down. There are no stop signs from Monroe to Harlem. There was an accident this weekend at Augusta and Jackson.	3/7/2023 7:16 AM
148	Just poor lighting at night	3/6/2023 5:33 PM
149	Yes. I would guess that less than 30% of drivers stop at the stop sign on Central and William sts. A lighted sign like the one on Lathrop and Central is needed. Also, some type of traffic control is needed at Lake and William streets. This is a heavily used pedestrian crossing point with no traffic control and speeding cars are a regular occurrence	3/6/2023 4:37 PM
150	See comment above	3/6/2023 2:56 PM
151	Division, Thatcher, Thomas	3/6/2023 2:28 PM
152	I think we need to enforce the current laws better.	3/6/2023 1:57 PM
153	Please address the speeding issues at the intersection of Chicago Ave and Bonnie Brae Place.	3/6/2023 1:03 PM
154	There are a lot of children and walkers in the northeast quadrant of RF. The new restrictions are helping to keep the cars moving more slowly making our children more safe.	3/6/2023 10:31 AM
155	n/a	3/5/2023 6:51 PM
156	Need additional police presence on Madison west of DesPlines.	3/5/2023 2:21 PM
157	The Lathrop Ave & Central Blvd intersection - northbound traffic rolls really far to a stop and it often seems like they are not stopping.	3/5/2023 12:35 PM
158	Central and Harlem. I see people traveling west making a left turn onto Harlem and it is hard to go straight in sync with the green light when someone is turning right onto Harlem going east. Not sure RF is on the south side but the CTA station curve going west is an issue as well. That may be Forest Park.	3/5/2023 10:55 AM

159	I would like the parking restrictions on Chicago Ave in front of my house lifted so that friends and contractors can park there. I understood these were put up for construction on the senior living center at Harlem and Chicago, but they're not needed anymore and they spook away people who should be able to park there.	3/5/2023 10:06 AM
160	Please remove the roadblocks installed for the few that don't really drive frequently. Do not believe our community should be blocked for some few people who may not like seeing cars access our streets.	3/5/2023 9:09 AM
161	No. I think the increased police presence has helped at Monroe and Division. Nice job by the police - they do a GREAT job.	3/4/2023 5:59 PM
162	Some are in need of resurfacing.	3/4/2023 1:51 PM
163	Turning right (west) onto Lake St. from William is extremely difficult due to traffic turning left (south) onto south William to access the post office and medical offices on Lake Street. The problem is exacerbated with cars parked on both sides of William and remodeling construction taking place on William. Don't know how to resolve the issue without putting a stop sign on Lake street at William.	3/4/2023 12:22 PM
164	I think the underpass at the Metra Station needs better traffic management. Especially Northbound Thatcher	3/4/2023 9:44 AM
165	All streets off of North Avenue should be slightly blocked like Forest Ave to prevent turning.	3/4/2023 7:01 AM
166	Hawthorne Ave, just south of tracks, has many speeders which worries me with kids walking under the tracks onto Hawthorne off Thatcher, Keystone, Franklin, and Ashland.	3/4/2023 6:51 AM
167	We deal with the Willard traffic every day. We appreciate that parents are leaving us a lane to get to our house when we accidentally arrive home during pick up times. However, parents park across our driveway, or so close to or driveway it is difficult to turn into or get out of our driveway. Maybe yellow paint would help? Also, I still do not know from which lane we should turn east onto division when we are facing south at the corner of Lathrop and Division during school hours. Signage on the back of the movable "Do Not Enter" sign would solve that problem.	3/3/2023 9:34 PM
168	Please reduce the number of redundant and unnecessary traffic signs. We added 75+ stop signs to the village a few years ago...have they had any impact on safety? We have no parking signs, we have speed limit signs, we have blinking stop signs, we have mobile speed signs, we have fixed speed signs. No parking signs, school zone signs. To what effect are all of these signs being implemented?!	3/3/2023 8:55 PM
169	Somehow Lake street from Thatcher to 1st are not in your study - I would be very interested why it's not.	3/3/2023 6:56 PM
170	I am impressed with the efficiency in clearing the snow and leaves from the street.	3/3/2023 6:34 PM
171	Chicago avenue has a lot of reckless driving going on. I'm not sure what can be done about it.	3/3/2023 6:27 PM
172	Drivers on Thatcher between North Ave and Chicago are frequently speeding, local residents have great difficulty using their driveways. Add traffic calming measures of reducing the Southbound lanes to one, add Stop signs in both directions on Thatcher at every intersection, add more deer crossings signs, use moveable text sign to Thatcher during fall rut and spring foaling to remind drivers that deer are present and the speed limit is 25 mph.	3/3/2023 5:55 PM
173	Children in the village should be able to safely walk/ride their bikes to school in the village. Sadly, some of the worse behaviors come from parents zooming around with their kids.	3/3/2023 5:37 PM
174	Thanks for keeping them in good repair.	3/3/2023 5:34 PM
175	I feel that the recent changes in this area only make it difficult for the residents there to get back and forth from their homes.	3/3/2023 5:03 PM
176	I feel unsafe having my kids cross Thatcher at Thatcher and lake to get to school.	3/2/2023 6:59 PM
177	No	3/2/2023 4:48 PM
178	I think fewer controls work with enforcement. You can't be out there ticketing these thousands of micro offenses, but we all want reduce extreme offenses. Please be judicious.	3/2/2023 11:07 AM
179	Maybe a speed camera would help stop speeding on Thatcher between North Ave and Chicago	3/2/2023 10:29 AM

Ave. I know that police do issue speeding tickets on Thatcher, and I approve of this, and I wish they would issue more, and they could issue more tickets for drivers turning left illegally onto Augusta from south-bound Thatcher. There could be more signage on Thatcher just south of North Avenue for south-bound traffic so that drivers are encouraged not to speed. The intersection at Thatcher and Hawthorne has had many issues, and I feel sorry for the resident living on that corner. I do approve that the village has made improvements, but I think there can be more improvements in signage. That is a very rare style of intersection where the south-bound lane is not required to stop when turning right from Thatcher to Hawthorne but is required to yield when turning left from Thatcher to Hawthorne. The sign for south-bound drivers should be more specific; it probably should say "yield when turning left" or "stop before turning left." Or there should be a stop sign for north-bound drivers on Thatcher so that they must stop before entering the intersection at Thatcher and Hawthorne. It's a very difficult corner to engineer, we understand this. We appreciate the improvements already made and any further improvements.

180	We should removed the block ways that don't allow people to turn onto Greenfield from Harlem and various points from North Ave. It now takes me longer and run errands daily and especially on the weekends.	3/2/2023 9:01 AM
181	I honestly can't believe how fast people go near Lincoln as well. I mean in general it feels like people are above 25 which just boggles my mind on residential streets especially near schools. I wish the police would enforce it more. Also, have we considered traffic crossing lights near Lincoln across lake? There's a lot of confusion with the crossing guards.	3/1/2023 7:11 PM
182	People speed in this village unlike anything I've seen. Including residents. If you police Thatcher they just move to Keystone. We need AUTO TICKETING. People will get it and finally stop. Also flashing lights for crossing major streets has zero impact. Cars could not care less and ignore pedestrians.	3/1/2023 5:28 PM
183	Chicago Avenue has "crazy" funeral processions sometimes which are intimidating to pedestrians. The bump out curbs on Chicago are unexpected and difficult to see when turning onto a side street	3/1/2023 3:31 PM
184	I have been in communication with and have met with Chief O'Shea, other police department personnel as well as Public Works and Cathy Aducci. Thatcher traffic and speed continues to be an issue. Thatcher needs speed monitors at division and Thatcher on west side prompting south bound motorists of the speed limit.	3/1/2023 1:18 PM
185	please keep an eye out for potholes / sinkholes	3/1/2023 1:11 PM
186	No	3/1/2023 11:03 AM
187	Just to repeat, my biggest concern is south bound traffic on Ashland at Lake. Visibility of westbound Lake street traffic is dangerously impeded by the parked cars on the north side of Lake. Just block out 1 or at most 2 parking spaces to provide MUCH NEEDED safety margin for Ashland southbound traffic.	3/1/2023 10:39 AM
188	One thing I'm wondering is why there were so many questions specifically about Washington when this is supposed to be a "Village-wide" survey. Also, one of the situations not asked about in the early questions was dog walking. I walk my dogs regularly multiple times a day and do not feel safe crossing Augusta at Thatcher given the amount of people making illegal southbound lefthand turns, and I am also extremely cautious at Augusta and Keystone as there is so much speeding cut-through traffic (or delivery drivers) rolling through the stop signs or even blowing them off entirely.	2/28/2023 5:15 PM
189	Central and Keystone -- just north of the viaduct -- drivers do not always stop heading west before turning onto Keystone. Dangerous for kids walking and biking to school, and others heading to the park, etc.	2/28/2023 2:59 PM
190	Street parking spots are too close to intersections, making it difficult to see oncoming traffic. Please consider traffic calming/pedestrian safety measures at each intersection surrounding Lincoln school. Drivers speed excessively on Franklin, especially heading south between Chicago and Lake. I think this might go beyond "Village roads," but certainly affects driver and pedestrian safety. The Village street lights are bad. They do not illuminate the streets and it's incredibly difficult to see cyclists/walkers/runners at night.	2/28/2023 2:11 PM
191	Would like to see something done on Chicago ave between Harlem and William. Ideally a stop sign at Clinton, but understand that a stop sign at Clinton and William consecutively is not	2/28/2023 11:38 AM

	ideal. Heading west on Chicago from Harlem with no stop sign for three blocks lends to speeding.	
192	No	2/27/2023 11:03 PM
193	As previously stated, this survey did not address issues on Chicago Avenue, a major East-West thoroughfare. My garage is located on Chicago Avenue and backing into the street is a major challenge during a.m. and p.m. rush hours. East bound traffic is often backed up from Harlem to Monroe in the afternoons. Westbound, near Roosevelt School, at the end of the school day is very congested. The frequency of loud firetrucks and ambulances since the opening of 'The Sheridan' at Chicago and Harlem is noticeably increased.	2/27/2023 9:59 PM
194	we need changes on washington st. especially at Keystone. thanks!	2/27/2023 9:42 PM
195	I on Thur Feb 23 at 6:30 pm hit the east abutment at Bonnie Brae going east because it is unmarked and not seen at night. I rapidly lost tire inflation- it ripped my tire & we (2 of us) could not make it Goodman subscription play that night nor avail prepaid parking downtown. Hope others do not hit that large abutment. I filed Police report & let Jeff at Public Works know.	2/27/2023 7:08 PM
196	The intersection at Hawthorne and Thatcher really needs to be looked at. I've never been involved in an accident there but always feel very uncomfortable driving through that intersection. One way has a yield sign on way a stop sign and nothing the other direction. Not confusing for me because I know what to expect but other drivers seem very confused there.	2/27/2023 6:54 PM
197	Please consider other methods to decrease traffic in our area...these blockages are causing other problems and have not been the answer.	2/27/2023 3:05 PM
198	Jackson and Chicago avenue intersection should have a four way stop. Especially, since near the school this would deter cars from speeding.	2/27/2023 2:48 PM
199	Overall, I feel very safe living and getting around River Forest. I do wish Quick Ave. and Oak Ave. had more speed traps. Commuters drive way too quickly through these roads. Also, I wish we had more four way stops for people to cross Chicago Ave going north or south. THANK YOU.	2/27/2023 2:20 PM
200	Traffic visibility at the intersection of Berkshire and Jackson is often blocked by Trinity school buses parked on Jackson which makes it hard considering incoming traffic doesn't have to stop.	2/27/2023 2:14 PM
201	We received no advance notice of the traffic flow mitigation measures that were implemented. It wasn't until they were in place, and blocked access to this part of the Village, that we had any idea what was being done by the Board. Shame...Shame.	2/27/2023 1:33 PM
202	Thank you to the Village Board and Traffic Commission for responding to resident concerns regarding cut-through and speeding traffic on the streets where we walk, bike and drive with our families and friends. We appreciate the installation of temporary traffic infrastructure and hope to see it installed as a permanent feature.	2/27/2023 10:42 AM
203	I think you pushed thru these changes with out consulting or considering the opinions of the very residents you were trying to protect.	2/27/2023 9:53 AM
204	No real notice was provide that the traffic flow barriers were to be erected...Not a transparent process !	2/27/2023 9:46 AM
205	the corner of forest and augusta is very unsafe. People drive east on Augusta over the railroad tracks like it's a jumping off ramp and speed. I have witnessed MANY near accidents. There are tons of kids that cross here from Roosevelt and Willard. It is very unsafe and should have a stop sign or a speed bump.	2/27/2023 8:55 AM
206	I appreciate the changes the village is making to help with the reckless driving that has been happening more frequently. Attention needs to be paid to the other thruways (alleys in particular) as new barricades and traffic patterns are put in place.	2/27/2023 8:48 AM
207	See my earlier comment about bicyclists/bicycle lanes in RF under the Washington Blvd. section.	2/27/2023 8:02 AM
208	We need more stops/impediments on Chicago Ave but should not add more traffic lights.	2/27/2023 6:58 AM
209	I live on Chicago Avenue and witness myself or see evidence at LEAST once a week of	2/27/2023 2:56 AM

accidents. TODAY there is a street lamp lying flat on the parkway one block east of me. Earlier this week there were two police cars stopping a driver two blocks away from me. A driver went through my fence several years ago, and there have been at least three other accidents ON our property over the last several years, resulting in our parkway trees being damaged or knocked down. Yet Chicago Avenue is not even mentioned as a "busy" village street in this survey. I think drivers use Chicago Ave. to avoid traffic on Lake and other E/W streets and they drive excessively fast, ignore stop signs and endanger our village's school children both morning and afternoon. My daughter was almost run down by a driver at Lathrop and Chicago while a crossing guard was on duty, resulting in the guard hitting the car repeatedly with his sign to make the driver stop! I would like to see more stop signs on Chicago Avenue to force a slowdown of traffic and to enable local residents to safely cross Chicago Avenue at more locations. This would decrease the excess traffic channeled onto William and Park where drivers currently converge to safely cross Chicago. Also, though I believe the electronic speed indicators are helpful alerts for people who don't intend to speed, or whose speed has accidentally crept higher, they do nothing to slow down the many drivers who don't care how their actions endanger others. I truly appreciate when I see a RF police car monitoring that intersection and wish they could be there every day to mitigate the accidents and slow down the drivers.

210	Traffic backups on thatcher at Madison by drivers turning left. What about creating a right turn lane. Also vehicles parked on Madison by the community center limit ability to see westbound traffic causing difficulty to safely turn right	2/26/2023 11:52 PM
211	If the controls are the N/E end are permanent will the current barricades be changed to look better?	2/26/2023 11:51 PM
212	The crosswalk with flashing signs at Thatcher and oak doesn't work. Drivers often don't stop for pedestrians. A child walking to school could be hit at this location. The crosswalk needs better marking and/or lights	2/26/2023 10:14 PM
213	Major concerns over pedestrians rights and safety not being addressed. Everything has been focused on traffic and speeding, but negligence to pedestrians crossing roads needs to be acknowledged and addressed.	2/26/2023 10:01 PM
214	bike riding on sidewalks should be eliminated. It is shifting the danger from the biker to the pedestrian. If a biker doesn't feel comfortable on the roads they should use alternate transportation instead of shifting their perceived risk to pedestrians. The amount of speeding and unsafe driving is increasing in the village. Strategies to reduce the volume of traffic using RF for a cut through should be considered	2/26/2023 9:24 PM
215	We have a concern about the increase of traffic down Ashland and Linden, especially during construction at Lake and Lathrop and afterward when people continue to avoid the traffic and traffic light.	2/26/2023 8:40 PM
216	Yes. Spend more time making the streets safe for our children instead of focusing on keeping non-residents off the streets.	2/26/2023 8:35 PM
217	Yes - intersections that are difficult, especially as a pedestrian are Division and Monroe, Division and Lathrop, Division and Thatcher (very few people look for pedestrians crossing at Division and Thatcher). Things seem to be worse during rush hour/school drop off and pick up times. Augusta and Monroe and Augusta and Lathrop intersections are dicey as well. I fear for my middle schooler walking to Roosevelt and my high schooler biking to OPRF. A huge help would be a bus service (not Pace) from RF to OPRFHS - would decrease cars heading East on Augusta and Chicago. Would be great to see more kids walking to schools in RF, also leading to a reduction in local traffic. But I wonder if it's commuters cutting through RF who are not aware of kids in the area that pose safety issues as well. Maybe coordinating w Dominican and Concordia to promote traffic safety would be helpful too?	2/26/2023 8:05 PM
218	I think the intersection on Quick and Monroe could use a stop sign (heading West on Quick). Lots of kids walk and bike to school there.	2/26/2023 7:42 PM
219	The people (living on particular streets or in a particular neighborhood) most affected by future changes should be notified and have a chance to give their input before they are put into effect.	2/26/2023 5:53 PM
220	I find the biggest issue is people not abiding the stop signs.	2/26/2023 4:03 PM
221	Not at this time. Thank you.	2/26/2023 3:57 PM

222	The bike lanes in the village are a joke, we need dedicated protected lanes. Especially on school routes for children who want to bike to Roosevelt or the highschool. I don't bike anywhere with my children in the village because I feel it's unsafe.	2/26/2023 3:29 PM
223	No	2/26/2023 2:56 PM
224	Yes, William south from North Avenue now receives a lot more traffic, should also close that off.	2/26/2023 2:55 PM
225	Vehicles frequently speed down Lathrop, especially at night. With multiple schools on the street, it would be nice to implement speed bumps or more stops signs.	2/26/2023 2:19 PM
226	Concerned about traffic patterns after building at Lake and Lathrop is complete	2/26/2023 2:14 PM
227	Quick and Bonnie Brae Place intersection should be a four-way stop.	2/26/2023 1:16 PM
228	the double block of 5-600 Franklin gets frequent speeders during the warmer months, or maybe we notice them more being outside. Could a speed bump of some type at the midpoint slow them down?	2/26/2023 12:03 PM
229	School routes are worrisome for students. There are many busy streets to cross and no help on the south side of the village. How can we encourage walking or biking to school?	2/26/2023 11:57 AM
230	Cars going east on Washington from Thatcher ride in the bicycle lane often.	2/26/2023 11:45 AM
231	No	2/26/2023 11:18 AM
232	Thank you	2/26/2023 11:14 AM
233	The changes in the Northeast corner of the village are too much. Much of this should be reconsidered as it has caused many residents problems getting to their homes.	2/26/2023 11:07 AM
234	Put good signage at two way stops. Drivers get used to four way and get less cautious at two way.	2/26/2023 8:50 AM
235	Na	2/26/2023 8:30 AM
236	Lake street should be a large focus of the study, with kids being hit by cars, close calls, dangerous rushing drivers unwilling to stop daily.	2/26/2023 8:07 AM
237	I referenced this in an earlier comment, but I've been threatened twice in a few months during the day by drivers driving aggressively and erratically. One threatened to beat me and my family and another pointed a gun (or his hands in the shape of one).	2/25/2023 8:48 PM
238	Given the speeding issues along Franklin and Washington, especially with my school age children walking to Lincoln every day, I'm apprehensive about the suggested cul de sac at Ashland and Madison, along with additional housing congestion in that area. I welcome the planned developments, but want to be sure there is a plan to keep pedestrians- especially children- safe.	2/25/2023 7:19 PM
239	no	2/25/2023 6:40 PM
240	Division St between Thatcher and Park is VERY confusing and not similar to the rest of the village.	2/25/2023 6:12 PM
241	I think a pattern to stop sign usage on secondary streets would make more sense. Now they exist where people have complained, but it is confusing since no other logic to it.	2/25/2023 6:11 PM
242	I'm a senior who regularly crosses Harlem and Chicago in all directions. I use the crosswalk and cross with the light but drivers making turns aren't paying attention to pedestrians. Also, the crossing signs don't always work.	2/25/2023 5:45 PM
243	The Northeast plan needs to be re-evaluated. Too many restrictions have been put into place which has complicated the situation more than solved any problems.	2/25/2023 4:40 PM
244	Please consider other mitigation solutions to cut-through traffic in the northeast region of the Village !	2/25/2023 3:50 PM
245	The underpasses are really unsafe for school kids. It's really difficult for drivers to see what is happening.	2/25/2023 3:39 PM
246	No	2/25/2023 3:38 PM

247	I feel badly for the businesses (and residences) in the northeast part of town. Those barriers are a real problem. In general, our village now has too much traffic control. Our internal thoroughfares (Division, Augusta, Chicago, and Lathrop are the ones near us) no longer convey traffic adequately, which force traffic onto the non-thoroughfare streets. We would not be wrestling with these current day "traffic problems" if those internal thoroughfares were left open as they were 15 years ago before all the additional stop signs. We are now in a tough spot, as navigation apps will continue to find the shortest route (time wise) through our town. Unfortunately, we can either 1) slow traffic down even more on the side streets, or 2) open the thoroughfares. I'd vote for #2.	2/25/2023 2:58 PM
248	20 years ago we were told RF didn't want to become a town of stop signs. It has become a town of stop signs and people ignore a number of them.	2/25/2023 2:15 PM
249	The benefits of living here are that it is a walkable, public transit-friendly community and we should work to keep it safe for everyone.	2/25/2023 2:08 PM
250	Please remove the barricades on the northeast quadrant of the village. Although they may protect the residents in that corner of the village, those barricades have increased danger to the rest of the village particularly by me. I like the idea of the curb outs and the intersection increased "humps" (sorry, I forgot what they were called but I am not referring to the speed bumps on the streets).	2/25/2023 2:00 PM
251	Need to address lack of 4 way stop on Monroe and Lemoyne and increased traffic southbound of north via Monroe	2/25/2023 1:58 PM
252	The underpass at Lathrop is also very dicey with cars trying to turn onto circle and the parking on Lathrop.	2/25/2023 1:06 PM
253	I am very unhappy with the changes on Greenfield, Clinton Place and Bonnie Brae. I urge the Village to remove the temporary measures and not make the temporary measures permanent. It is causing more confusion and danger and a majority of the residents on our block were not consulted. I am going to attend the Village meetings and write a detailed letter regarding my concerns. Catherine Byrne	2/25/2023 11:37 AM
254	Change at Lemoyne and Clinton made it much worse for speed. No stop sign so people go full speed ahead thru the intersection now.	2/25/2023 9:56 AM
255	No	2/25/2023 9:41 AM
256	Probably the biggest issue with all car vs human accidents is cell phones. You can put up any number of warnings, but if people aren't paying attention they won't help. PLEASE no speed bumps. I'm not even a fan of the extended sidewalks at the corners. They just block traffic flow in my opinion. Maybe repeat offenders [rolling through stop signs etc.] should be required to take a Rules of the Road test. Maybe they'd learn something.	2/25/2023 8:39 AM
257	The left turn arrow from Harlem to Lake, northbound, are two short. Sometimes have to wait through three light cycles to make the left turn. Also, the section of Lake around the lights at the Walgreens/ Panera shopping area is very congested. Could street parking be eliminated on the block of Lake that is west of those lights?	2/25/2023 8:35 AM
258	As a resident of the 700 block of Jackson, there should be no parking from 4 pm to 7 pm on one side of the street. Impossible to use the street when sporting events are happening.	2/25/2023 7:02 AM
259	I would like to see more being done with speeding on Lake Street especially west of Thatcher. Also the speeding around Keystone Park, there are a lot of children present and people just fly past.	2/24/2023 11:11 PM
260	Just want to reemphasize how great the interventions were on the northeast corner.	2/24/2023 10:57 PM
261	We need dedicated bike lanes. Sharrows are worse than a lack of markings. https://www.bloomberg.com/news/articles/2016-02-05/study-sharrows-might-be-more-dangerous-to-cyclists-than-having-no-bike-infrastructure	2/24/2023 10:18 PM
262	No	2/24/2023 10:16 PM
263	The bike questions only pertained to adult cyclists. It would be nice to have safer bike paths for children learning to bike or biking to school. If they're biking in sidewalks which often seems safer than the street it's most dangerous at driveways and alleys and there doesn't seem to be much we can do about that. Maybe alleys need speed jumps by the sidewalks.	2/24/2023 10:02 PM

Dedicated protected bike lanes would be awesome. The Bonnie Brae oak Ave intersection is awkward and confusing and could use an island, circle of traffic hump to slow down drivers.

264	Remember there is a Montessori school on north Ave you need to keep traffic away from. There are too many inconsistencies with stop signs. Either have them at every street or every other. Not every 3rd, 4th, or 5th all mixed up.	2/24/2023 9:36 PM
265	speed limit on Thatcher should be raised to 30. There are no pedestrians and few bicycles.	2/24/2023 9:34 PM
266	A center turning lane on North Avenue would help congestion	2/24/2023 8:27 PM
267	No	2/24/2023 7:57 PM
268	The large bush on Monroe and Lemoyne is a very dangerous block of vision and we have witnessed many near accidents since the stop sign was removed.	2/24/2023 7:54 PM
269	Please repair cracking curbs in front of my office.	2/24/2023 7:32 PM
270	Don't like NE config, turning left on Monroe is more challenging as North Ave is extremely busy and the restaurant pedestrian traffic can be chaotic.	2/24/2023 7:30 PM
271	Re: temporary one way streets around schools - one way when school is in session is unquestionably safer for the children as parents drop off before school and pick up afterwards. It also helps with traffic flow around the schools. Most confusion seems to be around when school is in session. The schools are not all on the same calendar. Some host summer school and some do not. Does summer school count as a time when school is in session? Can you drive on the street both directions immediately after a pick up window? If so, what is that pick up window? Maybe it would help to make all of them one way always Monday-Friday 7:30am-4pm August 20-June 10 (dates and times for example purposes only)? As a driver I realize this would be a pain when school is clearly not in session (for example, thanksgiving and winter holidays), and it might be harder to enforce at those times. But the consistency might reduce confusion. Note that given the reduced number of students involved I do not see the one way streets as necessary during summer school.	2/24/2023 6:37 PM
272	no	2/24/2023 6:27 PM
273	Bike lanes. I think both River Forest and Oak Park are at least 30 years behind on bike lanes. Our village is just right for biking to stores, public transit and schools. If only we had real bike lanes, especially along Lake Street, and places to lock up the bikes..	2/24/2023 5:55 PM
274	1 - Allowing a left turn from northbound Lathrop immediately south of the viaduct is a traffic hazard - so many close calls. 2 - Left turns out of McDonalds on Harlem (and drivers crossing Harlem) leads to many close calls every week - I hear the screech of brakes weekly. Need to force right turns either through curb cuts or install camera to ticket violators of "right turn only" 3- Far too many streets allow parking too close to the cross street on both sides of the street. Poster child for this is on William immediately north of Lake. Parking on both sides blocks one of the lanes on this two-way street (and it needs to be two-way). Village should prohibit parking on both sides of William for 30 feet north of Lake Street. There are other intersections with the same hazardous problem. 4 - Need a left turn only lane on west-bound Madison at William 5 - Street lighting throughout River Forest is simply so dim as to be dangerous. Drivers can't see pedestrians or cyclists, especially at intersections. STRONG SUGGESTION: Test out improvements the village is considering and systematically gather driver and pedestrian reaction — BEFORE committing to doing something on a village-wide basis.	2/24/2023 5:45 PM
275	No	2/24/2023 5:42 PM
276	Northeast road blocks are an immense hassle and have made getting home 5x harder	2/24/2023 5:37 PM
277	Chicago Avenue traffic has increased dramatically in the 39 years we've lived in the Village. Drivers do speed and sometimes drive in the parking lane/pass on the right.	2/24/2023 5:36 PM
278	I suggest having more one way streets which could deter drivers from using side streets as a main thoroughfare. For example if Keystone was one way from Division to Lake (south direction), it would cut down on traffic. It seems vast majority of traffic on Keystone is in north direction.	2/24/2023 5:28 PM
279	I think all the recent additions of stop signs was excessive. They should alternate at most.	2/24/2023 5:23 PM
280	To best use survey info to address village needs, your surveys should be confidential and random.	2/24/2023 5:07 PM

281	get rid of red light cameras	2/24/2023 5:02 PM
282	no	2/24/2023 4:42 PM
283	I am pretty sure the intersection of Gale and Washington is the only intersection of any Village street (from Thatcher to Lathrop) and Washington that does not have one or more of the following: a crosswalk, a 4-way stop, or a traffic light. With the amount of pedestrian traffic because of the Metra station at the north end of Gale and the Community Center at Madison and Gale, I think having a crosswalk across Washington at both the east and west side of Gale would improve overall safety.	2/24/2023 4:37 PM
284	Thatcher Ave at underpass three way intersection with 1 yield, 1 stop, and 1 through is confusing. Also, Central Ave right turn only lanes need better markings.	2/24/2023 4:15 PM
285	The sidewalks on our block are at the street (no parkway). This is a safety issue for children, dog walkers, bicycles, etc AND makes snow removal a problem. There are only a few streets like this, and they probably need to be corrected, even though that won't be simple. thank you	2/24/2023 4:12 PM
286	the current configurations in northeast or untenable requiring residents and their guests to drive several minutes out of their way when headed south on harlem or west in north avenue	2/24/2023 4:09 PM
287	Tickets	2/24/2023 4:08 PM
288	Law street has become a speedway between 1st Ave and thatcher. Not only are cars speeding, they are revving engines and menacing other cars	2/24/2023 4:00 PM
289	I regularly see many drivers rolling, hardly even pausing, through stop signs. We need to increase enforcement efforts.	2/24/2023 3:58 PM
290	I find a number of the marked lines to stop to be way too far from the intersection to see. The one I use most is going west on Oak at Thatcher. Thank you for asking for feedback.	2/24/2023 3:47 PM
291	Current changes have not positively changed traffic flow	2/24/2023 3:44 PM
292	Increase the speed limit on Thatcher to 30	2/24/2023 3:38 PM
293	The roadway becomes quite narrow on Park Avenue (between Greenfield and Division) when students park their cars on Park Avenue during school hours at Dominican University. The road is just not wide enough for service vehicles, two-way traffic and parked cars. The primary issue at hand is the parked cars from Dominican University spill-over. With a parking garage, a parking lot, an additional parking lot and marked spaces on Division, how does Dominican University plan to cap the amount of seemingly growing parked cars on Park Ave. during the school day?	2/24/2023 3:34 PM
294	The electronic tickets at intersections should be removed. They were put in for the corrupt purpose of enriching the contractor and for the nearly corrupt purpose of providing revenue for the Village. They in fact INCREASE accident rate.	2/24/2023 3:32 PM
295	Chicago Ave needs help, see previous comments.	2/24/2023 3:32 PM
296	I'm amazed how often drivers use Augusta to travel through the village. It's esp noticeable at rush hour in both directions.	2/24/2023 3:27 PM
297	Parking lanes without curb bump outs allow for terrible driver behavior on Washington. In addition to seeing cars regularly approach 50 mph, I also frequently see cars passing cars on the right using the parking lanes. Sometimes cars attempt to stop for pedestrians, and unfortunately the day will come where someone gets impatient, passes on the right, and hits a crossing pedestrian.	2/24/2023 3:26 PM
298	We need better lighting (street lights); it's very difficult to see pedestrians and bikers and we have a lot of both. We need better signage on bump outs! We need more flashing lights on pedestrian cross walks. Flashing lights on stop signs.	2/24/2023 3:22 PM
299	Yes -on Oak Street there should be 4 way stops at all corners. There is too much traffic going to fast. This would at least slow it down and make it safer for children. Many drivers are oblivious to kids crossing the streets.	2/24/2023 3:14 PM
300	Jackson and Lake is dangerous and a child was gravely injured in a crosswalk-Lake and the bus stop is hard to get to across from jewel	2/24/2023 3:14 PM

301	Stop sign at Lathrop and Central is frequently chaotic.	2/24/2023 3:14 PM
302	Drivers blow through stop at Central and Bonnie Brae	2/24/2023 3:12 PM
303	1. The bike lanes on Division between Thatcher and Park are GREAT. This idea should be extended eastward. 2. Bike lanes on busy streets are much better than shared bike/car lanes (even when marked like on Chicago Ave.) because cars drive faster than bikes. 3. It would be nice to have bike lanes that go through the village so you could safely bike around (for shopping or errands) instead of driving. I generally ride my bike on non-busy streets. 4. This survey mentions off-road bicycle paths. Where are they?? I think it's unsafe to have bicycles on sidewalks that are meant for pedestrians, so I never use sidewalks except by my house.	2/24/2023 3:10 PM
304	During rush hour I frequently see people treating Division as a two lane road or using the parking areas as passing lanes. I would like to see the curb extensions similar to what is on Chicago Ave added to Division.	2/24/2023 2:58 PM
305	Hard to see oncoming traffic when turning onto Madison from Gale if cars, vans, & buses are parked less than a block from the intersection, especially if they are traveling 30+mph.	2/24/2023 12:36 PM
306	Remove those bump outs on Chicago Avenue, they are a traffic hazard and serve no real purpose A very bad idea!	2/24/2023 11:00 AM
307	If traffic 'calming' measures are taken on Washington Blvd, rush hour traffic will move onto residential blocks and my street will be significantly impacted.	2/24/2023 10:02 AM
308	Uncomfortable biking on Washington (speeding cars) and Thatcher (speeding and lack of lane/shoulder for bikes). Curb extensions on Washington would improve safety - consider other options too to reduce speeding on Washington -- additional traffic controls, maybe raised intersections but need to see how that would be implemented. Given existing speeding and on street parking issues on Franklin and nearby north/south streets (Ashland, Park, Keystone), the village should not consider any concepts that involve putting a cul de sac on Ashland as is being discussed by the Economic Development Commission. This would exacerbate traffic, speeding and parking issues on adjacent streets.	2/24/2023 12:00 AM
309	North avenue traffic speed is dangerous	2/23/2023 11:16 PM
310	Harlem is now a no entry. Forcing the alley to be extra congested and unsafe maneuvering for all residents who live on Harlem. Kids are already avoiding harlem because it's a busy street and now you're forcing the alley to be more distressed and dangerous because people are now going thru the alley to get in and out of Harlem.	2/23/2023 8:14 PM
311	Just my concern about pedestrians walking in the street, instead of the sidewalk.	2/23/2023 7:18 PM
312	More adherence to crosswalks is necessary. Flashing yellow lights at crosswalks through village could be helpful (like those at keystone park)	2/23/2023 6:13 PM
313	The enforcement of 25 mph on Thatcher north of Chicago feels oppressive and could be increased to at least 30 mph. There are times when it is hard to sustain that slow speed.	2/23/2023 5:47 PM
314	No	2/23/2023 4:35 PM
315	Bikers seem to have nearly as much disregard for pedestrians as vehicle drivers do. Bikes are on sidewalks constantly, especially teenagers, and they do not acknowledge any kind of rules around pedestrian right-of-way on sidewalks.	2/23/2023 2:30 PM
316	I would like to see the no left hand turn removed from Franklin (going South) and turning on to Lake St. in the morning during school hours. I feel like this pushes traffic to Central Ave where kids are on bikes and crossing without a crossing guard at the intersection of Franklin/Central.	2/23/2023 1:12 PM
317	Yes. Please ticket speeders in the morning near Lincoln School. Please do not use bumps or humps.	2/23/2023 12:30 PM
318	If the street lighting were better, it would be easier to drive at night and definitely easier to walk.	2/23/2023 12:23 PM
319	Drivers need to slow down and people in general need to be nicer!	2/23/2023 12:00 PM
320	none	2/23/2023 11:26 AM
321	No	2/23/2023 10:31 AM

322	more police presence patrolling/ watching for a few weeks at beginning of school day. Middle schoolers are riding bikes 5-6 wide down park in the mornings. Additionally, maybe do a bike safety at middle school re: headphones and being on your phone while biking. Kids are running into cars and having other accidents due to distracted driving. Thanks for listening.	2/23/2023 9:48 AM
323	Speed bumps are the solution All people speeding are not from our block and risk the lives of our children	2/23/2023 9:35 AM
324	remove the barricades from northeast corner!!!! It shelters those residents, but shifts the burden of traffic on to the next closest streets/ neighbors. We already had our fair share of traffic before the barricades. I moved into my house understanding the traffic issues I was "buying into". Not fair that someone doesn't like their situation and now wants to change the rules to make their life quieter, and screw over their neighbors.	2/23/2023 9:29 AM
325	No	2/23/2023 9:17 AM
326	The use of roundabouts at four way stops would enhance traffic flow and safety.	2/23/2023 8:28 AM
327	More cameras and better signage for new traffic controls please. Focus more on safety around the schools, as opposed to stationing a police car to catch an illegal turn that occurs due to inadequate signage.	2/23/2023 7:48 AM
328	In my opinion, people from outside of the community are racing through RF most specifically east and west bound. They blow through stop signs without slowing down. I have seen a person on bicycle get hit early morning from this. I am concerned for my children to cross these streets especially next year when they will be going to Roosevelt.	2/22/2023 11:32 PM
329	No, however Thatcher continues to be an issue. Walking my kids to school has been problematic and I do not feel comfortable letting them go to school without parental guidance because of the traffic on Division . They almost hit kids even with a crossing guard further down. Most of them use it as a through street.	2/22/2023 11:27 PM
330	The changes onto Harlem and Greenfield is VER inconvenient to the residents of the area. It makes our travel more longer and wastes more gas. There's no way for us to travel North on Harlem. Also, what happened to the pedestrian crossings on Harlem to get to the other side of Harlem? It makes it dangerous to cross the street to catch the bus North.	2/22/2023 10:39 PM
331	I Would like to be able turn into Le Moyne and Greenfield streets from Harlem Avenue; it is really inconvenient to get to my house.	2/22/2023 9:39 PM
332	Hawthorne is another street that cars fly down & barely stop at stop signs	2/22/2023 9:28 PM
333	There are frequently cars parked on the east side of Forest Avenue when there is a sport practicing at Washington Square park even though there is no parking on that side of the road. It creates a dangerous driving situation. There are lots of signs that say no parking but people are intentionally disregarding the signs.	2/22/2023 8:58 PM
334	No. Good job mostly. Give us speed bumps on Bonnie Brae by Grace Lutheran	2/22/2023 8:37 PM
335	Please allow more days per household for street parking.	2/22/2023 8:16 PM
336	The bike lane markings in the middle of some of the streets are just plain stupid. Why would I want to jeopardize my life riding in the middle of the street with 2 to 3 ton cars speeding along. On the other hand, I also see bicyclists, ignoring the rules of the road, such as not stopping at stop signs or stoplights. bicyclists need to be made aware that they are also obligated to follow the rules of the road, and if they do not, they should be ticketed.	2/22/2023 7:25 PM
337	Please update the street lighting. Our lamps create a lot of light pollution - sky glow, glare, and light trespass - making it less safe, particularly to be a pedestrian walking. It does not help with visibility and can be improved.	2/22/2023 5:52 PM
338	Many adult and children over 12 ride bikes on the sidewalk near willard school. Not safe for elderly or pedestrians. People say they don't know about the rules. Maybe we need a bike lane on Ashland/Franklin.	2/22/2023 5:31 PM
339	The digital speed limit sign on Lathrop next to Roosevelt School is problematic. The lower speed limit only applies during school hours, yet the sign tries to regulate speed at this lower limit at all times. I shouldn't be flashed if I'm going 21mph at 9pm.	2/22/2023 4:25 PM
340	Street lights are too bright and cause glare. Need more dedicated bike lanes. Need more curb	2/22/2023 3:58 PM

bump outs. Need traffic calming on Franklin ave from Madison to Washington. I love the idea of a road diet on Washington. Less Parking Less lane width. More separated bike lane. Shorter Pedestrian crossing distances. Especially on School walking routes and around the parks.

341	While North Ave is a major roadway, the traffic along Madison is actually worse considering the limited lane capacity. Moreover, our friends from the neighboring towns east and west often travel here for the restaurants and bars. We like the business, but the traffic density has become almost stunning. Parking up Franklin, Ashland and Lathrop by folks coming to eat/drink is quite a nuisance, particularly in the summertime. And let's not forget all the accidents at Jackson/Madison, and the recent rollover crash at Franklin/Madison. We've got too much traffic down here - dangerous and often drunken traffic.	2/22/2023 3:49 PM
342	No left turn from North Ave onto Monroe and surrounding streets should be allowed, especially during heavy traffic hours as these left hand turns cause long back-ups on North Ave.	2/22/2023 3:42 PM
343	No	2/22/2023 3:23 PM
344	Please implement a 4-way stop at Lathrop and Thomas. I work from home and my office window faces this intersection. I see the OPRF or Fenwick boys track team run down Thomas and across Lathrop every single day, and without fail there is always a traffic miscommunication (ex. northbound traffic stopping so they can cross but southbound traffic does not) lead to near misses -- I am terrified and won't be the least bit surprised when this intersection results in an accident and injury of a child. Not to mention Lathrop being a busy walking route for kids attending Willard and Roosevelt schools. A 4-way stop AND/OR speed humps/tables on Lathrop will make the village and our children safer.	2/22/2023 3:16 PM
345	I believe we do not need any more stop signs. I believe they are overused solution to a problem it really doesn't exist.	2/22/2023 3:12 PM
346	No	2/22/2023 3:00 PM
347	Protect the kids on the 1500 block of Ashland.	2/22/2023 2:49 PM
348	I feel traffic calming is important as well as enforcement. I do not think speed bumps or speed tables are effective	2/22/2023 2:37 PM
349	Lake Ave and Franklin Ave at Lincoln elementary NEEDS a stop sign or stop light. School traffic is hard to navigate and the crossing guard has a hard job helping kids and managing morning commuters and parents dropping off kids. The turns are confusing and limiting to directions and the constant cross traffic at Lake street makes it nearly impossible to drive straight to get south of lakes	2/22/2023 2:15 PM
350	I notice several speeding cars turning onto Augusta from Thatcher and rolling through stop signs on Augusta/keystone. I think a barricade should be put up on Augusta and Thatcher to help reduce traffic and speeding, making this area safer.	2/22/2023 2:15 PM
351	Don't mess with greenfield. Please.	2/22/2023 12:23 PM
352	More bike safety & walking routes please Encourage less driving. This town is so small. Drop off at Lincoln is Chaos- parents have their kids exit into street, routinely block driveways around the school, gets blocked up at lake street and lake drivers go too fast. It's chaos there.	2/22/2023 9:16 AM
353	Turning north or south onto Thatcher at Division is very dangerous, both to speed of cars accelerating at the tracks or the curved road north of Division and the high rate of speed of cars going south on Thatcher from North Avenue.	2/22/2023 9:14 AM
354	I believe that the northeast (of the village) barricades have increased more traffic on the nearby streets such as Division, Williams, and Monroe. I also have observed more traffic on the alleys just south of North Ave. I almost got hit by a vehicle moving too fast in the alley. I left Yolk on North Ave. and used the alley when this car was speeding through the alley (since they turned into the alley due to the barricades).	2/22/2023 9:08 AM
355	No thank you Just very grateful that I can actually walk outside with my kids at Clinton and lemoyne We actually considered moving because traffic was so unsafe	2/22/2023 7:26 AM
356	No. Just do a better job either temporary changes in the northeast section.	2/21/2023 10:59 PM
357	No	2/21/2023 5:14 PM
358	Chicago Avenue should be considered, I am surprised it is not mentioned. The road has	2/21/2023 4:29 PM

excessive speeding, unsafe passing, and excessive noise. I would consider pedestrian crossing to be unsafe, especially for families and children (who cross for school) due to the above mentioned driving behaviors.

359	Increased traffic, speeding at night as per some serious accidents in River Forest and Elmwood Park. Glad to see recent more police cars, warning stops or tickets if appropriate.	2/21/2023 3:57 PM
360	There clearly has been an over correction in the Northeast part of our village with all of the barriers that were installed. It has made it very hard to get to our homes in many instances. It is ridiculous how far out of my way I have to go to get to my house when coming Southbound into River Forest on Harlem Ave.	2/21/2023 1:07 PM
361	The new cul de sacs have caused new issues and bad traffic flow	2/21/2023 12:40 PM
362	If folks feel there is a speed or cut-through issue in the northeast section of River Forest, speed bumps would deter speeding, and perhaps re-route cars trying to cut-through because the speed bumps would irritate them. Speed bumps would be a great thing for all, including the residents in the NE part of town because there are many, many young families with children playing outside on sidewalks and riding bikes.	2/21/2023 10:00 AM
363	Chicago Ave has a ton of speeding, especially in mornings and evenings. People run the stop sign all the time without regard for pedestrians and cyclists. Lake st is very hard to cross near Lincoln (park and Franklin)	2/21/2023 4:53 AM
364	It is difficult and dangerous to get to North Ave from my house. I wish that the blockades on Clinton were removed. The traffic in the alleys is noisy and dangerous The blockades have made traffic worse in my street and it is less safe to drive. I ask that you please remove them.	2/20/2023 4:33 PM
365	The changes in the northeast part of the Village are a very bad idea. Friends and Uber drivers have a hard time getting into this maze. I do not know why it was necessary. The traffic on William is much worse now than before and my kids are afraid to cross the street. I cannot walk my dog, cars zooming up and down. Shame on whoever decided to do this mess. Please please please, let's go back at how it was before. From a scale of 1 (worse) to 10 (good), I give a minus 20 to these changes. What a terrible idea.	2/20/2023 4:00 PM
366	The main issue I see are people speeding on streets like Chicago and Augusta. And also Jackson for some reason drivers seem to really hit the gas pedal	2/20/2023 3:22 PM
367	It has become more time consuming for me when traveling south on Harlem Avenue and not being able to turn onto Le Moyne or Greenfield. I now need to go out of my way to get home.	2/20/2023 2:09 PM
368	My feedback is all on question 28.	2/20/2023 11:22 AM
369	No mention in your survey about Division. This really needs to be looked at. Too many people speeding and rolling through the stop signs. Plus people pass in the parking lanes.	2/20/2023 11:02 AM
370	Please remove the barricades and figure this out better . Use speed bumps on Bonnie Brae and make it a one way street going North. Put speed bumps all along alley from Clinton to Harlem. And place stop signs with flashing red lights as well. I have seen too many close call almost collisions at the alley of Bonnie Brae and the alley. Put a speed camera on my garage and watch them run down the alley and blow the street right through.	2/20/2023 10:21 AM
371	Need more flashing stop sign lights everywhere.	2/20/2023 10:05 AM
372	The issue I see most now is the limited access from North and Harlem really hurts the people that live in that corner. You have made it so access to parking is literally only from one direction. Also, the intersection of Lake and Lathrop is a mess in the mornings. Perhaps the School at the Church can drop off on another street because it really backs traffic up in the mornings.	2/20/2023 9:53 AM
373	Just that I would love to see a stop sign or some sort of safety measure taken at the intersection our neighborhood kids use daily (and adults!) at Quick & Clinton. Thank you!	2/20/2023 9:18 AM
374	We used to be a village without signage and now we have a ton of signage. We need a comprehensive plan and reduce signage instead of putting more up. The whole village plan should be looked at and figure out ways to reduce visual clutter and make signs for when people enter the village that they know. Chicago Avenue looks ridiculous with all the signage from Harlem to Thatcher. We have a beautiful village, incorporate signage that is purposeful and beautiful.	2/20/2023 8:47 AM

375	I think that the barricades at Clinton/North and Bonnie Brae/North are un-necessary. It severely affects my ability to get to my home from Harlem or North Ave.	2/20/2023 8:24 AM
376	Thank you for asking!	2/19/2023 11:01 PM
377	I have recently experienced very uneven sidewalks that struck me as shockingly hazardous for elderly people — and I am one of them. Also unpredictable curb height differences where people cross a street at a corner.	2/19/2023 9:21 PM
378	Speeding is a concern on Augusta, especially between Park and Keystone.	2/19/2023 7:19 PM
379	No	2/19/2023 6:07 PM
380	We need to stop the people using the apps (Waze etc) from using our streets as a race course! They avoid North, Division etc but endanger our residents because they aren't familiar with the level of kids playing outside etc.	2/19/2023 4:53 PM
381	No	2/19/2023 4:21 PM
382	1. To put a finer point on the temporary one-ways, crossing Ashland at Oak while it is one-way is dangerous as a pedestrian because drivers often treat it as two one-way lanes, making it hard cross for kids walking to school. That street either needs to be two-way all the time, or you need a crossing guard. 2. The configuration at oak and Bonnie Brae continues to be confusing. I'm surprised there are not accidents.	2/19/2023 3:19 PM
383	My major concern is the amount and speed of traffic on Madison. Vehicles regularly do not follow speed limits.	2/19/2023 2:49 PM
384	Open access to Streets allows better options and dispersal. If there are issues at the intersections there could be limited changes but not closing three or four primary access points into the northeast area. This merely funnels more traffic to the next immediate streets.	2/19/2023 2:37 PM
385	Where is the question about whether we feel the "recent changes" have had a negative impact on the residents in the northeast part of the village? The village has gone too far with the temporary barriers recently put up and made it very difficult to travel to our homes. These barriers are overkill.	2/19/2023 2:35 PM
386	Cars fly on Madison street. They also don't stop for all the buses at the community center. Rfcc has lots of bus action throughout the day. Whether it's with their programs, opportunity knocks programs or OPRF HS programs. The bus puts the stop signs out and cars, all day long, blow passed it (on both sides of Madison). There are kids off all ages and all abilities (including young adults in wheelchairs) getting on and off the buses from 8-3:40 M-F Police observation would be great for that area.. it's an easy way for RF to gain revenue passing out tickets as cars pass the bus stop sign and probably speeding too.	2/19/2023 2:07 PM
387	The excessive traffic and resulting backups make using Madison impossible during the evening rush hours (approximately 4 to 6:30).Making a left turn onto Madison is dangerous at any time due to cars parking on the north side of Madison very close to Park Avenue	2/19/2023 2:01 PM
388	I am uncertain why the intersections in northeast village were blocked. Please provide why villagers wanted these and if since they have been implemented they have corrected the presumed issues.	2/19/2023 1:08 PM
389	Don't love the one way off Harlem onto Greenfield but mostly because it's inconvenient when I forget about it... lol.	2/19/2023 12:58 PM
390	I believe that traffic in the Northeast part of the village should go back to the way it was before the recent changes were made.	2/19/2023 11:00 AM
391	The Village should implement restrictions regarding construction and commercial vehicle parking, including workers' personnel vehicles, limiting this to only one side of any street. Between construction and landscaping service vehicles, some streets become impassable, and I have witnessed emergency vehicles even having to bypass these obstacles.	2/19/2023 10:59 AM
392	The full-lane use by bicycle riders on Lathrop is a dangerous practice, particularly during rush hours, but at all times. It is a hazard for both cyclists and drivers. It is insane that this is allowed.	2/19/2023 10:36 AM
393	I mentioned this previously but the intersection at Park and Thomas needs a stop sign on Thomas. Also, the intersection where Lathrop and Hawthorne meet is very dangerous and it is	2/19/2023 9:29 AM

	almost impossible to turn left from Hawthorne onto Northbound Lathrop	
394	Since Covid drivers everywhere are driving crazy. Speeding, driving in the wrong lane, driving on shoulders. Avoiding all traffic signs.	2/19/2023 8:07 AM
395	Stop all the signs telling residents how to drive add a police officer w the money and arrest the bad drivers you just want to spend more money on crap to tell people how to behave how about education programs etc no more crappy rules and signs everywhere	2/19/2023 4:59 AM
396	Again, more pedestrian crossing lights on Lake Street. Also, mandated bike lights.	2/18/2023 8:25 PM
397	People need to relax. I drive these streets every day and the roads are nowhere near as bad as you might think. Governance based on FB group's opinion is generally a bad idea and this survey is a perfect example. Poorly worded and very assumptive that traffic is a problem.	2/18/2023 7:27 PM
398	See previous comment.	2/18/2023 5:53 PM
399	Chicago Avenue morning and evening traffic is so heavy that I wonder if it is being used to avoid Lake Street and North Avenue. Not a huge problem for me.	2/18/2023 3:50 PM
400	The measures implemented in the Northeast quadrant are not an improvement. Instead, they have worsened the traffic situation for residents of Clinton Pl and William St. The cut-through traffic was the main reason for these changes. But after these measures, the cut-through traffic has simply been diverted to William street. Because of the half cul-de-sac on Clinton, it is now difficult and dangerous to reach safely North Ave from the 1400 block of Clinton where I live. Going West on North Ave from the intersection with southbound Harlem, if we want to get home we have to turn left at William St. This is dangerous because there is not an island in the middle of North (as at the North/Clinton junction) to protect drivers from the always high opposite traffic. On William St, the traffic is considerably increased especially near the Montessori school because in addition to the diverted cut-through traffic, cars from Clinton and Bonnie Brae now are forced to take William St to get home. Therefore, parents who drop kids at the school, pedestrians, and drivers are less safe. It takes much longer to commute to northbound Harlem from the Eisenhower because the new signs on Harlem at LeMoyné or Greenfield do not allow left turn from northbound Harlem. I am completely against the traffic measures implemented in the eastern quadrant of the village because they reduce the safety of drivers and pedestrians. I ask that they be revoked.	2/18/2023 3:42 PM
401	We live near the corner of Ashland and Chicago. We feel that cars drive too fast east-west down Chicago Ave, especially during rush hours. We would like to see more traffic control measures implemented on this street between Thatcher and Lathrop.	2/18/2023 3:27 PM
402	Major changes needed on Washington!!	2/18/2023 2:10 PM
403	The village employees who collect leaves with dump trucks and heavy equipment only seem to be on the streets where schools are during morning drop off - approx. 8am. I have watched this and experienced this behavior for 12 years. I have called the village and there is never anyone who will take this call or care to take responsibility and change this behavior. It is incredibly dangerous. This used to also be the same problem with Roy Storm on garbage days. They routinely did pick up on the school blocks during morning drop off. It makes their job more difficult so I assume that's why it has changed over the years because as evidenced by the RF Dept. of Streets there's no way the village has moved to change this on behalf of the residents.	2/18/2023 2:00 PM
404	I would love help for crossing guard, esp on Lake Street. They need flashing lights like the ones at Keystone Park. It's a nightmare before and after school. Also crack down on stop sign roll through.	2/18/2023 1:55 PM
405	A few years ago, while looking for ideas for dealing with distracted driving I came across the "Distracted Driving Project" at Harvard. It is sponsored by the Center for Health Communication at the Harvard T.H. Chan School of Public Health. According to the website, "We wanted to find out why all efforts to date to tackle distracted driving have utterly failed." Jay Winsten to the Associated Press. The Distracted Driving website refers to a thought provoking article about trying to educate distracted drivers by Matt Richtel. It is in the April 28, 2016 edition of The New York Times. Not sure how up to date info is, but may be worth a look.	2/18/2023 12:59 PM
406	I live on the NE corner of Bonnie Brae and Greenfield. I'd like to see less traffic and restrictions as far as access to Greenfield off Harlem.	2/18/2023 11:54 AM
407	People drive 50 mph on the stretch of Lake St between Thatcher and the river, and I have	2/18/2023 11:36 AM

	never once seen a ticket being issued	
408	no	2/18/2023 11:21 AM
409	Yes, Chicago Avenue is not included as a major arterial road. I have been passed in the parking lane on Chicago. There needs to be some type of speed device or stop sign on the corner of Chicago and Bonnie Brae as many cars speed to make the light on Harlem.	2/18/2023 10:05 AM
410	Yes, the parking restrictions on the 300 block of Ashland Ave. are ridiculous. We are told that it was for the emergency vehicles to get through safely. That's a lie. If that was the real reason the parking restrictions would be in effect 24 hours a day not just 6am to 2pm. We have lived on this block 46 years and have never seen a fire truck not being able to get past cars parked on both sides. I have even measured some of the other streets in my area and find they are they same width as Ashland, why don't those streets have parking restrictions. Someone is full of crap at village hall. Just have the village officials not lie to the residents.	2/18/2023 9:58 AM
411	Speed enforcement is a joke. I'd guess 80pct of the most aggressive speeders are NOT from the village. They are passing through. Get speed cameras!!! RF residents will adapt and learn quickly, reckless passersby will pay the fines.	2/18/2023 9:06 AM
412	Our alley in particular which parallels Lathrop, is a thru street for backedup traffic on Lathrop, especially with the project on Lake and Lathrop....don't get me going....we have a number of children on this block. With the added businesses on the north end of the block, added traffic to the local garage access, is a mess. We have witnessed cars driving down the alley as though they were on Lathrop...speeding. We need to cut this traffic off limits.	2/18/2023 9:04 AM
413	Recently resurfaced alley on the 300 block of Lathrop ave. Has increased traffic and no Warning signs in the alley.	2/18/2023 8:40 AM
414	Yes! We need safe crossing signs for pedestrians at the intersections of Washington and Park, and Washington and Ashland!!	2/18/2023 8:32 AM
415	Through-traffic using Chicago Avenue needs to be better policed. North Avenue is frankly incredibly dangerous and i cannot believe that i have not seen an accident on it since i moved to the area in 2020.	2/18/2023 8:23 AM
416	I commented in Washington park section but it applies in general street striping and crosswalk markings need to be refreshed annually and brighter especially around school zones. No torn on red going east in north Ave from Lathrop always ignored and not enforced traffic calming suggestions and barricades in the northeast corner of village are inconvenient for residents flow if traffic now going down unregulated alleys at high speed traffic now being just pushed to other streets going west there should be a no left turn on north Ave going west at Ashland it blocks north Ave traffic flow the no left turn out of McDonald's parking lot on Harlem going north is never observed	2/18/2023 8:18 AM
417	It is sad to see that our senior citizens cannot walk safely outdoors given the high use of our sidewalks by bicyclists.	2/18/2023 8:18 AM
418	Our bicycle lanes are not true bicycle lanes. I would like to see protected bicycle lanes, not ones that run in the middle of the road. Bicyclists also need to abide by the rules of the road.	2/18/2023 8:06 AM
419	Speeding westbound on Augusta from Harlem. Running stop signs at Bonnie Brae and Augusta	2/18/2023 7:57 AM
420	Chicago Ave, despite stop signs still is unsafe, especially west of Lathrop. Have almost been hit multiples times by people rolling through stops signs. Many kids are crossing Chicago (north and south) to get to Roosevelt	2/18/2023 7:32 AM
421	Better lighting would be great! The roads are very dark at night and people insist on being in them to do everything so it would be nice to have better lighting	2/18/2023 7:16 AM
422	Many people ignore stop sign at Bonnie Brad and Augusta	2/18/2023 7:13 AM
423	For some reason, Chicago Avenue was not addressed in the survey and it is a source of excessive speeding and personal risk to pedestrians and drivers alike.	2/18/2023 7:06 AM
424	Speeding, rolling stop signs and not stopping for kids in crosswalks are huge issues that need to be addressed.	2/18/2023 4:11 AM
425	How about speed humps on the streets where every school & university are. This could	2/18/2023 1:08 AM

	potentially keep school children safer and keep the university students from speeding as they go to/from campus.	
426	Madison is always "forgotten" as it is shared with Forest Park but no traffic signals between Jackson to 1st Avenue simply attracts many speeders. Work with Forest Park to place a traffic light on Van Buren and near the community center (Gale or Thatcher) to discourage people to speed. Van Buren traffic signal will also help Pace buses to turn.	2/18/2023 12:00 AM
427	I think a four way stop should be added at Monroe and Oak. This is right in the middle of Roosevelt and Lincoln foot traffic and there needs to be space for kids to cross, plus I have seen several near misses by drivers who assume it's a four way stop.	2/17/2023 11:57 PM
428	Need left turn arrow at Chgo Ave and Thatcher when turning onto Thatcher from either side.	2/17/2023 11:34 PM
429	Yes. We desperately need a 4 Way stop sign on Bonnie Brae and Division. With Priority parking lot, Harlem Ave, and Grace Lutheran it is impossible to turn or for my son to feel safe walking to the park	2/17/2023 10:53 PM
430	Would like to see a speed bump west of Hawthorne and Franklin	2/17/2023 10:48 PM
431	No. I think the T&S Commission is working to make our village safe for all.	2/17/2023 10:46 PM
432	I am very unhappy with the new configurations on Greenfield and Le Moyne. It is very frustrating to not be able to get to my home anymore, but have to drive all the way to Division. The less time I can spend on Harlem, the better. Please change at least one back to be able to turn west from Harlem.	2/17/2023 10:16 PM
433	No.	2/17/2023 10:01 PM
434	I think Chicago Ave. should be considered in this survey. I walk in that area and can't tell you the number of time I have seen drivers blow through stop signs completely. (Chicago and Augusta, specifically)	2/17/2023 9:30 PM
435	The school zone heading east on lake ends too early. The eastbound school zone ends directly in front of St. Lukes. St. Luke's students should be in the school zone. We should continue to educate and emphasize the importance of yielding for pedestrians at cross walks. I have read that closing side streets off of major roads is a way to keep different cultures out of a community. This does concern me. I want River Forest to feel like a welcoming community and I'm concerned that blocking entrances to our Village is sending the wrong message. I have read in the literary magazine Yes! that this is an institutionalized way of keeping "the wrong people " out of a village.	2/17/2023 9:13 PM
436	Ashland and Madison is a blind intersection due to westbound parking on Madison st. Turning eastbound or westbound is a big hazard I face everyday - and would vote for a culdesac to eliminate this risk altogether.	2/17/2023 9:08 PM
437	Park Avenue/Park Drive at the tip of Washington Triangle Park. We need a stop sign and marked crosswalks.	2/17/2023 9:04 PM
438	Remove the new barricades.	2/17/2023 9:03 PM
439	Buses parked on both Madison & Thatcher (Community Center) block visibility when turning east onto Madison. Very dangerous	2/17/2023 8:50 PM
440	We need to have police more aggressively policing violating motorists. Violations have never been more egregious than the last two years, in my 40 years of running in the village. I would be enthusiastic to see more well trained officers policing the streets. The only solution is more stops and more tickets handed out by our great village police force.	2/17/2023 8:49 PM
441	Again, I would consider a similar intervention to most of the smaller streets along Harlem, implement a right out only from these streets since there is no turn lanes into these smaller streets (which make it very dangerous when people make a northbound left turn from Harlem to these smaller streets. Also this will stop the significant cut through traffic from southbound Harlem.	2/17/2023 8:45 PM
442	Village roads are excellent! Stop signs are observed and respected.	2/17/2023 8:21 PM
443	Vehicles driving in parking lanes on Washington Blvd needs to addressed. Bump outs may be a good solution, as well as helping with crosswalks.	2/17/2023 7:58 PM

444	Please note that Greenfield between thatcher and park has a lot of fast drivers (many college kids)	2/17/2023 7:54 PM
445	Thanks!	2/17/2023 7:41 PM
446	Although I understand the reason for bump outs - I hate them. A different method of traffic calming would be better. At night, it's almost impossible to see them so if you don't know they're there, they become hazardous.	2/17/2023 7:22 PM
447	As you know, over the last few years, there have been several single car accidents where several garages and a house has been hit by drivers going much too fast. Large stones and a flashing light are placed on the south side of Thatcher to warn seducers that Thatcher is to right and then to the left. I'm but sure if giving more signage and flashing lights before the train underpass will warn drivers of this unexpected road issue.	2/17/2023 6:31 PM
448	Stop sign at Lathrup and North Boulevard needs more policing. Too many people try to bolt through the stop sign. The parking on North Boulevard between the police station and Lathrup makes the street too tight for two-way traffic. Consider making North Boulevard a one-way heading West.	2/17/2023 6:07 PM
449	I firmly believe some of the recent changes made in our neighboring communities to pacify cyclists have accomplished nothing other than to create more traffic. I strongly believe the village should keep the current road layouts.	2/17/2023 6:06 PM
450	Speeding is a serious issue. I do not feel safe allowing my child to walk to/from school. I state this as the owner of several high performance automobiles/motorcycles.	2/17/2023 5:50 PM
451	There should be a stop sign at Ashland and oak as Roosevelt, st line and Lincoln kids cross everyday as cars also try to get to train etc. I've seen people drive way too fast at that intersection and it's an accident waiting to happen.	2/17/2023 5:23 PM
452	A stop sign at Clinton/Greenfield instead of Williams/Greenfield makes better sense. Cars pickup speed from there to Harlem.	2/17/2023 5:19 PM
453	The presence of buses and oversized vehicles parked in front of the community center on Madison make it extremely difficult to see westbound traffic when turning either direction from Thatcher	2/17/2023 5:09 PM
454	In the summer when the tennis club is open and cars are parked on both sides of Oak between Jackson and Lathrop it is a challenge to get through going E or W if another vehicle is trying to get through the opposite way. Could the members use the Church parking lot?	2/17/2023 5:05 PM
455	Please consider the use of roundabouts through the village... we have become a way to cut through for many nonresidents who do not care about our beautiful peaceful village!!!	2/17/2023 4:54 PM
456	Yes, please do something about the speeders driving thru our village. i feel as though we have lost control of traffic. i live on a straight with many kids, it is unsafe and that is unacceptable	2/17/2023 4:45 PM
457	The intersection of Central and William is dangerous. Because of the one way restriction east bound on Central after this intersection, the east bound stop signs should only be on the south side of Central going east bound. When I make a right turn off of south bound William and headed west on Central, cars going east bound on Central think that this intersection is one way going east bound with two lanes before this intersection, due to stop signs on both the north and south side of Central. The stop sign of on the north side of Central should be removed. I have had several near miss head on collisions at this intersection due to the north side stop sign. On another note, there should be no restrictive parking on Iowa between Harlem and Bonnie Brea. The houses on Harlem have no way for multiple guests to park near their Harlem homes. The lady (Suzanne Morrison) that was the only proponent of permitted parking here is no longer living in the area. We were also not contacted to discuss this issue. We now have two new neighbors on the NW and SW corner of Harlem and Iowa that have no idea why this area is permitted parking only. Thanks Patrick Nevins	2/17/2023 4:39 PM
458	if making more bump outs, first repair the existing black fencing that surround the ones on Chicago Ave and Lake street before installing more, they cause traffic problems and accidents, more work for staff to maintain and fix.	2/17/2023 4:36 PM
459	Thatcher North of the tracks. Speed Limit is almost never observed for both North and South Bound. I suggest moving the Speed Limit to 30 mph and I strongly suggest the policy enforce it constantly until they have sent a message to the drivers going through daily. Dominican	2/17/2023 4:31 PM

	Employees and Students regularly speed out of the facility, many times without regard for oncoming traffic.	
460	My concern is about the railroad cars idling and stored along the train tracks most weekends. Do they have more appropriate controls that what we recently saw in Ohio?	2/17/2023 4:30 PM
461	More crosswalk buttons and lights. More lighted stop signs	2/17/2023 4:27 PM
462	No	2/17/2023 4:22 PM
463	No	2/17/2023 4:17 PM
464	With regard to the NE corridor, I had recommended that the additional stop sign on Greenfield be placed at Clinton (3-way), which is halfway between Lathrop and Harlem, rather than at William. There is still a 3-block stretch where drivers can easily exceed the speed limit. It would be good to study this further.	2/17/2023 4:17 PM
465	Augusta! Cars are passing other cars on the road and speeding is crazy!	2/17/2023 4:13 PM
466	I believe the red-light cameras are making zero contribution to safety or traffic calming, and are just an extra form of taxation.	2/17/2023 4:05 PM
467	Speed control is imperative. Kids on bikes are a concern. Often no helmets, looking at phones. Street Lighting needs improvement.	2/17/2023 4:01 PM
468	I live on Keystone so this point does impact me but the distance between stop signs from Washington and Hawthorne is too long. There is sometimes confusion from drivers in that they think they should stop at Linden which causes aggressive driving by others trying to pass. I really think there should be a four way stop sign at Linden and Keystone.	2/17/2023 3:45 PM
469	I think people drive too fast in our alley. There are many small kids along this alley. (My kids are grown and not living in the area)	2/17/2023 3:31 PM
470	Drivers seem to be in a hurry and seem to ignore pedestrians and bikers. Stop signs seem to be a waste of money because they are ignored by drivers and bikers. I like to walk and also ride my bike but it's crazy out there! I wish I could give out "stupid" tickets to drivers passing through River Forest.	2/17/2023 3:31 PM
471	The main issue I perceive is safety of children crossing the major village streets, particularly after the child was hit on Lake recently. It is the reason we do not bike in this community. Crosswalks should be very clear and there should be ticketing for those that do not follow pedestrian rights of way. If this cannot be accomplished the village should strongly consider buses to safely transport children to and from school.	2/17/2023 3:25 PM
472	Let's zero in on the Washington and Ashland Intersection Too much speeding and too many accidents	2/17/2023 3:24 PM
473	The bump outs on Chicago have really made rush hour traffic unbelievably aggressive. Add snow in winter and the street is almost impossible to have both east and west bound vehicles at the same time. They made the roadway WAY TOO NARROW, and made it impossible for bikes to use and kids to cross the streets. Every traffic calming measure you've tried has only made people behave worse.	2/17/2023 3:22 PM
474	Parking lots! Need to be checked MORE OFTEN for PERMITS, abandoned/stolen cars and zooming through.	2/17/2023 3:14 PM
475	Please remove the barriers that have been imposed on Bonnie Brae just south of North Avenue. They serve NO benefit.	2/17/2023 3:10 PM
476	Get the bike lanes off the busy roads and put them on parallel roads. They are an accident waiting to happen.	2/17/2023 3:08 PM
477	Not at this time. Thank for place the temporary barriers on Greenfield; but we need a full barrier systems	2/17/2023 3:08 PM
478	I'm glad Washington is being studied. Something needs to change! It is so unsafe...people speeding, driving in parking lane. It makes me nervous to have my son play in the front yard.	2/17/2023 3:06 PM
479	Without any doubt, the most dangerous drivers in the village are the police officers. When NOT on duty, they don't stop at stop signs, neither at pedestrians crossings when pedestrians are	2/17/2023 3:03 PM

	crossing. The irresponsible way police officers drive is the most concerning traffic issue in River Forest	
480	We're quite concerned with the one ways East on Lemoyne and Greenfield!	2/17/2023 3:01 PM
481	No. Thank you for closing off the northwest corner RF...much improved	2/17/2023 3:00 PM
482	We need more 4 way stops, especially around school routes. Our intersection at oak and Forest needs one. Oak is filled with bikers, runners, and walkers. It should be made more pedestrian friendly. We also need more/brighter lights throughout the village. It is really hard to see people at intersections if they are wearing dark clothing and there are dark spots where crime seems more likely to occur.	2/17/2023 2:58 PM
483	The streets, Greenfield or Lemoyne need to be able to take a turn in to River Forest from Harlem. Look at a map as to what you have block for the residents. It's terrible for us to not be able to get home or try to explain to friends and family coming to visit us how to even get to the house!!!	2/17/2023 2:58 PM
484	I would like the village roads to be safer for children walking to school and riding their bikes. Too many drivers are speeding and rolling through stop signs.	2/17/2023 2:55 PM
485	I would like to see speed limit on Monroe Ave, south of Division .	2/17/2023 2:42 PM
486	Other problematic areas: Turning onto Thatcher was briefly mentioned in the survey. Specifically, I find it difficult to turn left onto Thatcher from Chicago Ave in either direction. The visibility is very poor. Cars in the opposite left turn lane block the view of oncoming traffic, and I often feel like I am holding my breath when I make a turn. A left turn signal would really help from Chicago onto Thatcher. Traffic patterns on Lake St. by the Jewel are also an issue. There parking lot entrance on the east side of Jewel often has conflicts between people trying to exit and enter, particularly for left turns. I also feel like this is a dangerous section for pedestrians to cross, as bushes limit visibility and cars are more focused on openings in traffic to turn.	2/17/2023 2:41 PM
487	Make sure any and all holes are marked when construction is happening. Several times large ditches have been unmarked. Street cleanup needs to happen more. Soooo many screws on the ground-construction companies need to be help liable for this.	2/17/2023 2:39 PM
488	Walk signs at major intersections don't always work. Suggest walk always come on with green light. Also, drivers have little regard for pedestrians. Dangerous walking in the village.	2/17/2023 2:38 PM
489	Thank you for conducting this survey! As a Thatcher Avenue resident, every day I see motorists whizzing by (and activating the traffic sensor posted on the southbound lane). Most seem to ignore the warning to slow down. I'd like to see cops ticketing such motorists regularly. The village can make good use of the "revenue."	2/17/2023 2:36 PM
490	Ashland Ave between Madison and Vine should allow parking only on one side of the street. Ashland Ave is used as a speed-cut through and is very narrow when there is parking on both sides of the street. Cars parked on Ashland close to Madison are often sideswiped.	2/17/2023 2:35 PM
491	Thank you for taking this seriously. River Forest is special for many reasons, but especially because it's a safe place for kids to bike and walk. You've identified many of the problem areas in this survey, and I'm very happy to see the Village considering all possibilities to ensure kids' safety.	2/17/2023 2:35 PM
492	Too many trucks on lake street that travel too fast.	2/17/2023 2:24 PM
493	Pedestrians often walk and run in the streets rather than use the sidewalks as required by the Illinois Vehicle code. Use of sidewalks should be enforced. Cyclists should be cited for violating stop signs, right on red violations and particularly one way street violations. This could be adjudicated by the same magistrate that handles red light camera violations.	2/17/2023 2:23 PM
494	More police presence is needed to ticket speeders and people who do not stop for stop signs.	2/17/2023 2:20 PM
495	It's like the wild west. People drive past police cars at 50 miles an hour in Madison Street rarely is there someone in the car. Which is obvious to the people driving by. Even buses go past the community center at 45 miles an hour. Someone's going to die. But that's usually what it takes for people to get upset. Unfortunate.	2/17/2023 2:20 PM
496	My only issues involve North ave between Harlem and Lathrop. I feel there should be a pedestrian walkway at Monroe Ave for those using public transportation or even patronizing the	2/17/2023 2:20 PM

restaurants on the elmwood park side of the street. It is very nerve wracking when trying to cross that street when getting off of the bus or visiting restaurants.

497	I would love to see speed bumps on Ashland where we live. Some drivers use Ashland between Division and Chicago as a race track; this street is very well liked by pedestrians and children; I very often fear for their safety.	2/17/2023 2:20 PM
498	The alleyway one block south of North Avenue between Bonnie Brae and Clinton Place is now subject to heavy car traffic due to inability to enter these streets from North Avenue	2/17/2023 2:15 PM
499	I would like to see blinking lights at the 4-way intersections of Franklin & Vine and at Washington & Keystone.	2/17/2023 2:14 PM
500	We need a bus option to RMS and OPRF	2/17/2023 2:12 PM
501	The intersection of Madison and Thatcher is dangerous. Cars sometimes go 40 MPH plus on Madison, and it is hard to see east at the intersection due to parked cars on the north side of Madison.	2/17/2023 2:09 PM
502	On our street, we have issues with people parking too close to the intersections of Oak/Bonnie Brae and Chicago/Bonnie Brae. Recommend "no parking here to corner" signs.	2/17/2023 2:06 PM
503	Need to try to reduce the amount of cut through traffic in River Forest. This may be accomplished by not making our roads a quicker or more efficient option for them. Also, if we enforce the speed and stop sign laws they will think twice about cutting through (especially the "regular" cut through drivers). I grew up in St. Charles and the town of Wayne is along Army Trail Road - which has less traffic than other routes such as North Ave. However, it is (or was) well known that if you cut through the town of Wayne on Army Trail Rd. you better slow down or you will get a ticket. Therefore, often times drivers just don't cut through Wayne	2/17/2023 2:05 PM
504	PLEASE HELP WASHINGTON FROM THATCHER TO LATHROP BECOME SAFER FOR THE NEIGHBORHOOD.	2/17/2023 2:05 PM
505	School busses going and. Owing from community center many times speed down gale (at least it appears that way)	2/17/2023 2:00 PM
506	I think the village needs to seriously consider a very limited exit/entrance plan for the village.	2/17/2023 1:59 PM
507	Lake St and Chicago Ave got bump out and no traffic slowing measures on Division, it encourages drivers to use Division as they can zip along	2/17/2023 1:57 PM
508	Whatever you do, no more bumpouts! These make cycling and running EXTREMELY dangerous. They are a terrible, terrible idea. In fact, the existing ones on Chicago should be removed ASAP.	2/17/2023 1:56 PM
509	My main feedback is about the 600 block of Jackson (where I live), which was captured earlier. Also, I would note that the left turn onto northbound Lathrop off of Vine can be tricky due to visibility issues.	2/17/2023 1:56 PM
510	All reflected but most important points to me: - Address speeding on Washington - Close Ashland at Madison (cul-de-sac) to prevent cars cutting through	2/17/2023 1:55 PM
511	Lights, signs, and speed displays aren't enough of deterrents. Speed bumps and speed ticket cameras should be used to deter the reckless driving through our neighborhood. I don't care about convenience for passerbys, I care about the safety of our community and right now it's jeopardized by reckless drivers. I'm surprised Chicago Ave isn't referenced in here because it is a mess all throughout the day and night.	2/17/2023 1:55 PM
512	I think the inconsistency of the pedestrian signs in river Forest is confusing. Oak park has the flashing ones, as does Lake and Forest. I think drivers unfamiliar with our signs expect flashing once they have seen flashing in some locations. Especially the one on lake and Jackson. If I am driving east and lake and just stopped to let someone cross at forest who used the flashing light to cross, I would expect flashing light at the same sign only a few blocks later. It then flashes to cross at lake and target in oak park. It is very dangerous and has been mentioned to be by visitors to the neighborhood.	2/17/2023 1:55 PM
513	Talk to Trinity students about their speeding, esp after school	2/17/2023 1:54 PM
514	Not a huge fan of the bump-outs on Lake St. and Chicago, but understand the need for trying something to slow speeders. Thank you!	2/17/2023 1:53 PM

515	On Franklin, people park in front of driveways + in front of fire hydrant when waiting to pick up children. Then, people drive fast down Franklin with cars parked on both sides. It's a disaster waiting to happen. I'm surprised children haven't been hurt already as they and parents dash into street without looking at on coming traffic.	2/17/2023 1:53 PM
516	Thatcher Ave is really dangerous. I typically don't exceed 30-32 mph because of deer (and speed limit!) and I am constantly tailgated between Div and North. I feel that it's inevitable that I will stop suddenly for a deer and get rear ended in a serious way. Speed bumps or humps or something is greatly needed. Or kill all the deer...	2/17/2023 1:52 PM
517	Would like to see more pedestrian cross-walk signage on Chicago Ave (at Bonnie Brae). Hard to cross during rush hours.	2/17/2023 1:52 PM
518	Ticketing speed cameras on thatcher ave	2/17/2023 1:46 PM
519	Madison, Washington, Lake(less so), Chicago, Augusta, Division are all conduit streets from West side Chicago to Maywood and beyond. Offenders are numerous daily. Regular traffic enforcement officers catching and ticketing will slow this to a trickle. Once folks know, they'll slow down or avoid. The revenue would more than offset the costs associated with keeping a permanent traffic force.	2/17/2023 1:23 PM
520	Bikers (adults especially) need to be held accountable for obeying stop signs and street lights.	2/17/2023 12:43 PM
521	On Park Ave between Madison & Washington the street needs major resurfacing.	2/17/2023 12:35 PM
522	N/a	2/17/2023 12:12 PM
523	RF is terrifying. Our neighborhood is a pass thru. If you look at vehicle stickers, maybe ten percent of cars are actual residents. Speeding, guns drawn due to road rage, accidents, children being hit, it's a disaster. I would love to shut down all access and turn it into one big gated community it's gotten so bad. I am actually grateful when my kids start driving because they are no longer walking or on bikes. And at least I know that WHEN not IF they get hit, they will be in a car and not on foot or on a bike. I personally drive my daughter to school now, it's too scary with mugging and traffic for her to walk anymore. I've been hit by cars in RF at stop signs and have more near misses than I can count.	2/17/2023 11:17 AM
524	As someone who walks/runs in RF 4-8 miles every day and at various times throughout the day, I would love to see improved traffic safety. I cover areas from Monroe/LeMoyne to Thatcher/Lake, to Bonnie Brae and back. The biggest problem area on my routes are on Division: Division/Thatcher (very few cars watch for pedestrians here), Division/Lathrop (everyone's in a rush), Division/Monroe (often blatant disregard for stop sign/safety). We have lived here for over 10 years and the issues seem to be getting worse in the last few. I think that there are many parents who are afraid to have their children walk/bike to school due to traffic safety issues, and I don't blame them. But this then leads to more traffic, more impatience at stop signs, etc. I would love to be able to have my kids walk/bike to school, safely, without constantly worrying that they are going to get hit. And I would love for other families to do the same. What would be amazing would be a bus from RF to OPRF - the pace bus is not a viable/convenient option for many in RF (would have to drive to Lake St or, take 2 different busses). There is so much traffic on Augusta in the mornings w families heading to OPRF that could be reduced.	2/17/2023 11:17 AM
525	The traffic cutting through town on Lake Street is really bad. People are so rushed and often disregard the crossing guards. It is very nerve-wracking to cross that street as a pedestrian.	2/17/2023 11:06 AM
526	Left turns from Lathrop, Ashland, and other side streets onto Madison should be prohibited at all hours. They are dangerous and cause traffic backups.	2/17/2023 10:48 AM
527	Speed and not stopping at stop signs is a major issue and it is getting worse. Especially on E/W streets!!!	2/17/2023 10:35 AM
528	No	2/17/2023 9:58 AM
529	As a resident, the inability to enter the village on many roads from Harlem and North is very annoying. I live toward the end of Park near North and have to go way out of my way to get home because I can't turn onto my own street from North.	2/17/2023 9:48 AM
530	Bike lane configuration is confusing in division-often see drivers turning off of thatcher into the wrong lane	2/17/2023 9:39 AM

531	Add 4-way stop signs to every intersection but especially at busy roads like division, chicago ave, augusta	2/17/2023 9:30 AM
532	More needs to be done to prevent our streets from being used as thru-streets by non residents who travel at a high rate of speed.	2/17/2023 8:58 AM
533	The added barriers on the north east end of town are not needed. Ig anything they are making traffic worse by having drivers turn S/B Bonnie Brae from North ave and then reversing back into traffic. I have seen 3 cases this had happened and almost ended in a wreck. Also the barriers on both Lemoyne and Greenfield are just plain silly, it is laughable on how many people still go down it the wrong direction. Both streets should have just stayed open. Also I've heard I is quite difficult for the public works employees to navigate these areas to clean up the snow falls. They have to back up entire blocks in their very large trucks which is most likely very dangerous for the drivers and residents both. In my opinion, I do not think the barriers are needed there, or anywhere more in town. I have lived here 28 years and the only issues I have had are people flying east bound on Madison on the forest park side	2/16/2023 11:49 PM
534	I do not like the blocked roads near Cassidy Tire. Makes it very difficult to get to Cassidy. Only can access from Harlem heading east. Please open up Bonnie Brae.	2/16/2023 9:53 PM
535	I find the worst speeding to be on Chicago Ave. Despite the pedestrian bump outs near Roosevelt school, I have been passed by speeding cars by either going into the parking lane or using the oncoming traffic lane! Much heavier police presence and speed radar with reminders re: school zone needed.	2/16/2023 9:38 PM
536	The frequent cleaning and snowplowing of Village roads is appreciated. Where Park Ave meets Vine Street, the setback sidewalk makes it confusing for drivers on where to stop. Reflective crosswalks could improve drivers being able to see where the crosswalk is.	2/16/2023 9:30 PM
537	Please have more help on the safe school routes. With no school buses the Village has a major obligation to make sure our children are safe getting to school. The Village has been failing our children for far too long.	2/16/2023 8:18 PM
538	I am happy to see RF is looking into this. I think I would like more cameras around the village, as well.	2/16/2023 5:34 PM
539	Streets need speed bumps to slow the cars down. The speed sign is not effective and drivers now expect police cars parked to be empty as they often are.	2/16/2023 5:02 PM
540	Bonnie Brae and Chicago routinely has serious accidents that continue to be a serious hazard that has not been addressed.	2/16/2023 5:02 PM
541	I would ask the village to consider the 0-100 block of Park. It is a double block with an extreme amount of passthru traffic. Cars regularly speed both north and south down this street always rolling through stop signs. Park Drive is extremely dangerous and car regularly speed with no yield to Park heading south.	2/16/2023 4:50 PM
542	On Division at Monroe and Lathrop 4 Way Stop signs I have observed vehicles that either don't stop completely or roll through the stop sign. Also drivers don't always observe the rules even if they do stop and don't wait for others to take their turn before proceeding through the intersection.	2/16/2023 4:27 PM
543	Please do something about William and Chicago. I wish the drivers would just slow down and stop at the stop sign.	2/16/2023 4:22 PM
544	Make the roads by the school drop off 4 ways. It is beyond dangerous trying to safely leave with how it is set up. Specifically the Lincoln school	2/16/2023 4:16 PM
545	You didn't mention Division Street. I think people use it to avoid traffic on North Ave and often speed.	2/16/2023 4:13 PM
546	Please get rid of the temporary one way barricades on east-west streets off Harlem ave (LeMoyne and Greenfield)	2/16/2023 4:13 PM
547	Since Madison has been reduced to one lane of traffic (each way) the rush hour traffic pattern has shifted to Washington or Thatcher. There are many days when I cannot make a left turn out of my driveway on to Thatcher between 3 and 6 pm	2/16/2023 4:05 PM
548	crossing guards in the mornings are doing a great job. adding them after the last traffic study was a good idea.	2/16/2023 3:19 PM

549	Drop off at Willard needs supervision for traffic control, parking and youth safety.	2/16/2023 3:15 PM
550	Yes get rid of the barriers in North East River Forest	2/16/2023 2:44 PM
551	The street lighting in RF is substandard and honestly I don't always feel safe as a pedestrian. There are not enough lights on each block to safely light the pathways, sometimes if properties have no outdoor lights on and the streetlight is on the other side of the street, it is hard to safely see the sidewalk. Also the design of the street lights is such that the light goes outward to the sides, thus light glares into homes (I've heard this from residents that have the lights in the front of their home. A better design would be to have the light "capped" so the light is reflected down towards the ground creating pools of lights.	2/16/2023 2:30 PM
552	* Speeding on our block is seasonal - it's frequent in the summer, and since it's a double block, there's more room to build up speed. Having just one speed bump halfway down the block would improve safety enormously. * There's a difference between not knowing about one-way times and choosing to ignore them. I think most residents are good about it; contractors aren't always as diligent.	2/16/2023 2:19 PM
553	Monroe Ave between division and Augusta is a speedway and has more traffic than ever.	2/16/2023 2:18 PM
554	Speed is an issue with every town, police should start enforcing speeding and stopping at stop signs.	2/16/2023 2:18 PM
555	The need for cyclists to adhere to the rules of the road (stop signs specifically) is not addressed in this survey.	2/16/2023 2:11 PM

APPENDIX C: CAPACITY ANALYSIS

01. Volumes & Level of Service – AM
02. Volumes & Level of Service – PM
03. Alternative Volumes & Level of Service – AM
04. Alternative Volumes & Level of Service – PM

Volumes & Level of Service – AM

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕	↕		↕			↕	
Traffic Vol, veh/h	91	268	21	10	196	23	20	219	11	12	184	85
Future Vol, veh/h	91	268	21	10	196	23	20	219	11	12	184	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	285	22	11	209	24	21	233	12	13	196	90
Number of Lanes	0	2	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	14.9	15.1	16.1	16.7
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	40%	0%	5%	0%	4%
Vol Thru, %	88%	60%	86%	95%	0%	65%
Vol Right, %	4%	0%	14%	0%	100%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	225	155	206	23	281
LT Vol	20	91	0	10	0	12
Through Vol	219	134	134	196	0	184
RT Vol	11	0	21	0	23	85
Lane Flow Rate	266	239	165	219	24	299
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.493	0.477	0.315	0.443	0.044	0.535
Departure Headway (Hd)	6.672	7.174	6.869	7.273	6.528	6.439
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	540	500	523	493	547	559
Service Time	4.733	4.934	4.629	5.036	4.29	4.498
HCM Lane V/C Ratio	0.493	0.478	0.315	0.444	0.044	0.535
HCM Control Delay	16.1	16.4	12.8	15.7	9.6	16.7
HCM Lane LOS	C	C	B	C	A	C
HCM 95th-tile Q	2.7	2.5	1.3	2.2	0.1	3.1

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	165	12	35	217	31	11	276	42	20	233	4
Future Vol, veh/h	0	165	12	35	217	31	11	276	42	20	233	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	181	13	38	238	34	12	303	46	22	256	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.6	17.2	18.9	15.9
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	12%	8%
Vol Thru, %	84%	93%	77%	91%
Vol Right, %	13%	7%	11%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	177	283	257
LT Vol	11	0	35	20
Through Vol	276	165	217	233
RT Vol	42	12	31	4
Lane Flow Rate	362	195	311	282
Geometry Grp	1	1	1	1
Degree of Util (X)	0.62	0.362	0.553	0.503
Departure Headway (Hd)	6.174	6.702	6.401	6.414
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	582	535	563	559
Service Time	4.235	4.776	4.466	4.479
HCM Lane V/C Ratio	0.622	0.364	0.552	0.504
HCM Control Delay	18.9	13.6	17.2	15.9
HCM Lane LOS	C	B	C	C
HCM 95th-tile Q	4.2	1.6	3.4	2.8

Intersection	
Intersection Delay, s/veh	37.3
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕			↕	
Traffic Vol, veh/h	24	248	33	67	244	82	21	236	50	22	157	14
Future Vol, veh/h	24	248	33	67	244	82	21	236	50	22	157	14
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	306	41	83	301	101	26	291	62	27	194	17
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	34.9	43.3	41.2	22.9
HCM LOS	D	E	E	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	9%	0%	22%	0%	11%
Vol Thru, %	77%	91%	0%	78%	0%	81%
Vol Right, %	16%	0%	100%	0%	100%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	307	272	33	311	82	193
LT Vol	21	24	0	67	0	22
Through Vol	236	248	0	244	0	157
RT Vol	50	0	33	0	82	14
Lane Flow Rate	379	336	41	384	101	238
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.842	0.799	0.088	0.9	0.214	0.574
Departure Headway (Hd)	7.999	8.569	7.794	8.44	7.6	8.679
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	423	459	430	472	415
Service Time	6.056	6.327	5.551	6.197	5.357	6.75
HCM Lane V/C Ratio	0.84	0.794	0.089	0.893	0.214	0.573
HCM Control Delay	41.2	37.8	11.3	51.5	12.4	22.9
HCM Lane LOS	E	E	B	F	B	C
HCM 95th-tile Q	8.3	7.1	0.3	9.6	0.8	3.5

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	48	4	5	25	3	3	4	3	27	18	5
Future Vol, veh/h	5	48	4	5	25	3	3	4	3	27	18	5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	59	5	6	30	4	4	5	4	33	22	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.3	7.2	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	9%	15%	54%
Vol Thru, %	40%	84%	76%	36%
Vol Right, %	30%	7%	9%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	57	33	50
LT Vol	3	5	5	27
Through Vol	4	48	25	18
RT Vol	3	4	3	5
Lane Flow Rate	12	70	40	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.079	0.046	0.071
Departure Headway (Hd)	4.052	4.067	4.09	4.182
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	876	869	851
Service Time	2.119	2.115	2.144	2.237
HCM Lane V/C Ratio	0.014	0.08	0.046	0.072
HCM Control Delay	7.2	7.5	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.1	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	70	6	4	27	5	1	6	4	5	8	5
Future Vol, veh/h	2	70	6	4	27	5	1	6	4	5	8	5
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	89	8	5	34	6	1	8	5	6	10	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.3	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	3%	11%	28%
Vol Thru, %	55%	90%	75%	44%
Vol Right, %	36%	8%	14%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	78	36	18
LT Vol	1	2	4	5
Through Vol	6	70	27	8
RT Vol	4	6	5	5
Lane Flow Rate	14	99	46	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.015	0.109	0.051	0.026
Departure Headway (Hd)	4.002	3.99	4.01	4.084
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	897	890	869
Service Time	2.067	2.016	2.046	2.146
HCM Lane V/C Ratio	0.016	0.11	0.052	0.026
HCM Control Delay	7.1	7.5	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.4	0.2	0.1

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	135	426	437	115	31	184
Future Vol, veh/h	135	426	437	115	31	184
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	142	448	460	121	33	194

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	591	0	-	0	1273 541
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	742 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	985	-	-	-	185 541
Stage 1	-	-	-	-	590 -
Stage 2	-	-	-	-	471 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	976	-	-	-	155 531
Mov Cap-2 Maneuver	-	-	-	-	291 -
Stage 1	-	-	-	-	499 -
Stage 2	-	-	-	-	466 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	976	-	-	-	475
HCM Lane V/C Ratio	0.146	-	-	-	0.476
HCM Control Delay (s)	9.3	-	-	-	19.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	2.5

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	425	475	180	90	77
Future Vol, veh/h	32	425	475	180	90	77
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	35	462	516	196	98	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	722	0	-	0	1166 634
Stage 1	-	-	-	-	624 -
Stage 2	-	-	-	-	542 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	880	-	-	-	214 479
Stage 1	-	-	-	-	534 -
Stage 2	-	-	-	-	583 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	872	-	-	-	201 470
Mov Cap-2 Maneuver	-	-	-	-	201 -
Stage 1	-	-	-	-	507 -
Stage 2	-	-	-	-	577 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	40.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	872	-	-	-	273
HCM Lane V/C Ratio	0.04	-	-	-	0.665
HCM Control Delay (s)	9.3	-	-	-	40.9
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	4.3

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	71	351	52	10	500
Future Vol, veh/h	65	71	351	52	10	500
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	84	413	61	12	588

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	782	464	0	0	484
Stage 1	454	-	-	-	-
Stage 2	328	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	347	597	-	-	1077
Stage 1	639	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	334	586	-	-	1067
Mov Cap-2 Maneuver	334	-	-	-	-
Stage 1	633	-	-	-	-
Stage 2	685	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	431	1067
HCM Lane V/C Ratio	-	-	0.371	0.011
HCM Control Delay (s)	-	-	18.2	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.7	0

Intersection						
Int Delay, s/veh	7.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	115	316	106	175	450
Future Vol, veh/h	60	115	316	106	175	450
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	134	367	123	203	523

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1117	449	0	0	500
Stage 1	439	-	-	-	-
Stage 2	678	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	215	609	-	-	1062
Stage 1	649	-	-	-	-
Stage 2	467	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	154	597	-	-	1052
Mov Cap-2 Maneuver	154	-	-	-	-
Stage 1	643	-	-	-	-
Stage 2	337	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.7	0	3.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	301	1052
HCM Lane V/C Ratio	-	-	0.676	0.193
HCM Control Delay (s)	-	-	38.7	9.2
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	4.6	0.7

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	8	107	62	2	10	17
Future Vol, veh/h	8	107	62	2	10	17
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	127	74	2	12	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	86	0	-	0	242 95
Stage 1	-	-	-	-	85 -
Stage 2	-	-	-	-	157 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1510	-	-	-	746 962
Stage 1	-	-	-	-	938 -
Stage 2	-	-	-	-	871 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1496	-	-	-	726 944
Mov Cap-2 Maneuver	-	-	-	-	726 -
Stage 1	-	-	-	-	922 -
Stage 2	-	-	-	-	862 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1496	-	-	-	850
HCM Lane V/C Ratio	0.006	-	-	-	0.038
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	101	7	0	57	1	0	1	0	5	6	7
Future Vol, veh/h	9	101	7	0	57	1	0	1	0	5	6	7
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	110	8	0	62	1	0	1	0	5	7	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	128	0	0	224	217	134	218	221	83
Stage 1	-	-	-	-	-	-	144	144	-	73	73	-
Stage 2	-	-	-	-	-	-	80	73	-	145	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1527	-	-	1458	-	-	732	681	915	738	678	976
Stage 1	-	-	-	-	-	-	859	778	-	937	834	-
Stage 2	-	-	-	-	-	-	929	834	-	858	775	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1512	-	-	1444	-	-	703	663	898	720	660	957
Mov Cap-2 Maneuver	-	-	-	-	-	-	703	663	-	720	660	-
Stage 1	-	-	-	-	-	-	845	765	-	922	826	-
Stage 2	-	-	-	-	-	-	906	826	-	843	762	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	10.4	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	1512	-	-	1444	-	-	771
HCM Lane V/C Ratio	0.002	0.006	-	-	-	-	-	0.025
HCM Control Delay (s)	10.4	7.4	0	-	0	-	-	9.8
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	9.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	25	78	6	29	24	5	897	14	14	1111	24
Future Vol, veh/h	3	25	78	6	29	24	5	897	14	14	1111	24
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	3	25	79	6	29	24	5	906	14	14	1122	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1660	2112	593	1545	2117	480	1156	0	0	930	0	0
Stage 1	1172	1172	-	933	933	-	-	-	-	-	-	-
Stage 2	488	940	-	612	1184	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	64	50	449	78	50	532	600	-	-	731	-	-
Stage 1	204	264	-	286	343	-	-	-	-	-	-	-
Stage 2	530	340	-	447	261	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	28	46	440	34	46	522	594	-	-	724	-	-
Mov Cap-2 Maneuver	28	46	-	34	46	-	-	-	-	-	-	-
Stage 1	199	247	-	279	334	-	-	-	-	-	-	-
Stage 2	449	331	-	309	245	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	105.6		172.2		0.2		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	594	-	-	128	69	724	-	-
HCM Lane V/C Ratio	0.009	-	-	0.836	0.864	0.02	-	-
HCM Control Delay (s)	11.1	0.1	-	105.6	172.2	10.1	0.3	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	5.2	4.2	0.1	-	-

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	13	63	13	17	18	4	905	15	13	1073	15
Future Vol, veh/h	3	13	63	13	17	18	4	905	15	13	1073	15
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	3	13	64	13	17	18	4	914	15	13	1084	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1612	2075	570	1525	2075	485	1109	0	0	939	0	0
Stage 1	1128	1128	-	940	940	-	-	-	-	-	-	-
Stage 2	484	947	-	585	1135	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	69	53	465	81	53	528	625	-	-	726	-	-
Stage 1	218	278	-	283	340	-	-	-	-	-	-	-
Stage 2	533	338	-	464	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	46	49	456	52	49	518	619	-	-	719	-	-
Mov Cap-2 Maneuver	46	49	-	52	49	-	-	-	-	-	-	-
Stage 1	213	262	-	277	332	-	-	-	-	-	-	-
Stage 2	477	330	-	358	259	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s	44		113.2		0.1		0.3		
HCM LOS	E		F						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	619	-	-	169	76	719	-	-
HCM Lane V/C Ratio	0.007	-	-	0.472	0.638	0.018	-	-
HCM Control Delay (s)	10.9	0.1	-	44	113.2	10.1	0.2	-
HCM Lane LOS	B	A	-	E	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.2	2.9	0.1	-	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1500	100	48	1608	8	26
Future Vol, veh/h	1500	100	48	1608	8	26
Conflicting Peds, #/hr	0	10	10	0	26	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	1613	108	52	1729	9	28

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1731	0	2672
Stage 1	-	-	-	-	1677
Stage 2	-	-	-	-	995
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	360	-	18
Stage 1	-	-	-	-	137
Stage 2	-	-	-	-	318
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	357	-	0
Mov Cap-2 Maneuver	-	-	-	-	0
Stage 1	-	-	-	-	136
Stage 2	-	-	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0	8.2	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	285	-	-	357	-
HCM Lane V/C Ratio	0.128	-	-	0.145	-
HCM Control Delay (s)	19.5	-	-	16.8	7.9
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	0.5	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1501	25	55	1648	8	18
Future Vol, veh/h	1501	25	55	1648	8	18
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	1580	26	58	1735	8	19

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1616	0	2597
Stage 1	-	-	-	-	1603
Stage 2	-	-	-	-	994
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	399	-	20
Stage 1	-	-	-	-	150
Stage 2	-	-	-	-	319
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	395	-	0
Mov Cap-2 Maneuver	-	-	-	-	0
Stage 1	-	-	-	-	149
Stage 2	-	-	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0	7.6	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	-	-	395	-
HCM Lane V/C Ratio	0.088	-	-	0.147	-
HCM Control Delay (s)	17.7	-	-	15.7	7.3
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.3	-	-	0.5	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	9	1500	10	31	1668	13	10	10	23	7	0	25
Future Vol, veh/h	9	1500	10	31	1668	13	10	10	23	7	0	25
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	9	1546	10	32	1720	13	10	10	24	7	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1743	0	0	1566	0	0	2513	3386	798	2607	3385	887
Stage 1	-	-	-	-	-	-	1579	1579	-	1801	1801	-
Stage 2	-	-	-	-	-	-	934	1807	-	806	1584	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	357	-	-	418	-	-	14	~ 7	329	12	7	287
Stage 1	-	-	-	-	-	-	114	168	-	83	130	-
Stage 2	-	-	-	-	-	-	286	129	-	342	167	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	354	-	-	414	-	-	-	0	323	-	0	282
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	91	135	-	67	0	-
Stage 2	-	-	-	-	-	-	-	0	-	235	134	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			7.1								
HCM LOS							-			-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	354	-	-	414	-	-	-
HCM Lane V/C Ratio	-	0.026	-	-	0.077	-	-	-
HCM Control Delay (s)	-	15.4	1.4	-	14.4	7	-	-
HCM Lane LOS	-	C	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	0.2	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑	↑	
Traffic Vol, veh/h	1518	12	38	1707	5	7
Future Vol, veh/h	1518	12	38	1707	5	7
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	1632	13	41	1835	5	8

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1655	0	2475
Stage 1	-	-	-	-	1649
Stage 2	-	-	-	-	826
Critical Hdwy	-	-	4.14	-	6.29
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	2.22	-	3.67
Pot Cap-1 Maneuver	-	-	386	-	36
Stage 1	-	-	-	-	140
Stage 2	-	-	-	-	363
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	382	-	35
Mov Cap-2 Maneuver	-	-	-	-	35
Stage 1	-	-	-	-	139
Stage 2	-	-	-	-	359

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	65.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	72	-	-	382	-
HCM Lane V/C Ratio	0.179	-	-	0.107	-
HCM Control Delay (s)	65.6	-	-	15.6	0
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	0.6	-	-	0.4	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1507	18	0	1745	0	13
Future Vol, veh/h	1507	18	0	1745	0	13
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	1554	19	0	1799	0	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	807
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	324
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	318
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	318	-	-	-
HCM Lane V/C Ratio	0.042	-	-	-
HCM Control Delay (s)	16.8	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↕			↕			↕	
Traffic Vol, veh/h	12	461	20	50	420	20	8	11	28	7	26	38
Future Vol, veh/h	12	461	20	50	420	20	8	11	28	7	26	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	501	22	54	457	22	9	12	30	8	28	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	479	0	0	523	0	0	1149	1125	512	1135	1125	468
Stage 1	-	-	-	-	-	-	538	538	-	576	576	-
Stage 2	-	-	-	-	-	-	611	587	-	559	549	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1083	-	-	1043	-	-	176	205	562	179	205	595
Stage 1	-	-	-	-	-	-	527	522	-	503	502	-
Stage 2	-	-	-	-	-	-	481	497	-	513	516	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1083	-	-	1043	-	-	136	188	562	151	188	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	188	-	151	188	-
Stage 1	-	-	-	-	-	-	521	516	-	497	466	-
Stage 2	-	-	-	-	-	-	391	462	-	468	510	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.9			20.6			22.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	281	1083	-	-	1043	-	-	286
HCM Lane V/C Ratio	0.182	0.012	-	-	0.052	-	-	0.27
HCM Control Delay (s)	20.6	8.4	-	-	8.6	0	-	22.2
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.2	-	-	1.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	24	296	358	72	26	25
Future Vol, veh/h	24	296	358	72	26	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	322	389	78	28	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	467	0	-	0	802 428
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	374 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1094	-	-	-	353 627
Stage 1	-	-	-	-	657 -
Stage 2	-	-	-	-	696 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1094	-	-	-	343 627
Mov Cap-2 Maneuver	-	-	-	-	343 -
Stage 1	-	-	-	-	638 -
Stage 2	-	-	-	-	696 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1094	-	-	-	441
HCM Lane V/C Ratio	0.024	-	-	-	0.126
HCM Control Delay (s)	8.4	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	25	14	11	39	5	8	20	6	17	51	12
Future Vol, veh/h	1	25	14	11	39	5	8	20	6	17	51	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	27	15	12	42	5	9	22	7	18	55	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	47	0	0	42	0	0	140	108	35	120	113	45
Stage 1	-	-	-	-	-	-	37	37	-	69	69	-
Stage 2	-	-	-	-	-	-	103	71	-	51	44	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1560	-	-	1567	-	-	830	782	1038	855	777	1025
Stage 1	-	-	-	-	-	-	978	864	-	941	837	-
Stage 2	-	-	-	-	-	-	903	836	-	962	858	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1567	-	-	769	775	1038	826	770	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	769	775	-	826	770	-
Stage 1	-	-	-	-	-	-	977	863	-	940	830	-
Stage 2	-	-	-	-	-	-	825	829	-	931	857	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.5			9.7			10		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	810	1560	-	-	1567	-	-	812
HCM Lane V/C Ratio	0.046	0.001	-	-	0.008	-	-	0.107
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	10
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	18	1	28	4	6	34	7	25	44	21
Future Vol, veh/h	5	25	18	1	28	4	6	34	7	25	44	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	20	1	30	4	7	37	8	27	48	23

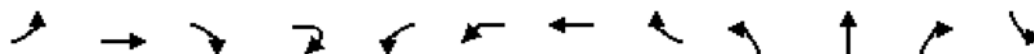
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	47	0	0	117	83	37	104	91	32
Stage 1	-	-	-	-	-	-	47	47	-	34	34	-
Stage 2	-	-	-	-	-	-	70	36	-	70	57	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1578	-	-	1560	-	-	859	807	1035	876	799	1042
Stage 1	-	-	-	-	-	-	967	856	-	982	867	-
Stage 2	-	-	-	-	-	-	940	865	-	940	847	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1578	-	-	1560	-	-	799	804	1035	837	796	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	799	804	-	837	796	-
Stage 1	-	-	-	-	-	-	964	853	-	979	866	-
Stage 2	-	-	-	-	-	-	868	864	-	890	844	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.2			9.6			9.8		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	831	1578	-	-	1560	-	-	855
HCM Lane V/C Ratio	0.061	0.003	-	-	0.001	-	-	0.114
HCM Control Delay (s)	9.6	7.3	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.4

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

09/12/2023



Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↕					↕			↕		
Traffic Volume (vph)	7	316	5	1	12	3	216	17	3	28	13	15
Future Volume (vph)	7	316	5	1	12	3	216	17	3	28	13	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00					1.00			0.99		
Frt		0.998					0.991			0.960		
Flt Protected		0.999					0.997			0.997		
Satd. Flow (prot)	0	1856	0	0	0	0	1837	0	0	1766	0	0
Flt Permitted		0.989					0.964			0.988		
Satd. Flow (perm)	0	1837	0	0	0	0	1774	0	0	1749	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)							12			14		
Link Speed (mph)		25					25			25		
Link Distance (ft)		458					415			336		
Travel Time (s)		12.5					11.3			9.2		
Confl. Peds. (#/hr)	10		10	10	10	10		10	10		10	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	343	5	1	13	3	235	18	3	30	14	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	0	0	0	0	269	0	0	47	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)		0					0			0		
Link Offset(ft)		0					0			0		
Crosswalk Width(ft)		16					16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15	15		9	15		9	15
Number of Detectors	1	2			1	1	2		1	2		1
Detector Template	Left	Thru			Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	100			20	20	100		20	100		20
Trailing Detector (ft)	0	0			0	0	0		0	0		0
Detector 1 Position(ft)	0	0			0	0	0		0	0		0
Detector 1 Size(ft)	20	6			20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94					94			94		
Detector 2 Size(ft)		6					6			6		
Detector 2 Type		Cl+Ex					Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0					0.0			0.0		
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA		Perm
Protected Phases		4					8			2		
Permitted Phases	4				8	8			2			6
Detector Phase	4	4			8	8	8		2	2		6

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

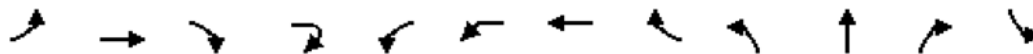
09/12/2023



Lane Group	SBT	SBR	SBR2
Lane Configurations	↕		
Traffic Volume (vph)	21	1	10
Future Volume (vph)	21	1	10
Ideal Flow (vphpl)	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00
Ped Bike Factor	0.99		
Frt	0.968		
Flt Protected	0.985		
Satd. Flow (prot)	1759	0	0
Flt Permitted	0.927		
Satd. Flow (perm)	1650	0	0
Right Turn on Red			Yes
Satd. Flow (RTOR)	11		
Link Speed (mph)	25		
Link Distance (ft)	350		
Travel Time (s)	9.5		
Confl. Peds. (#/hr)		10	10
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	23	1	11
Shared Lane Traffic (%)			
Lane Group Flow (vph)	51	0	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Right	Right
Median Width(ft)	0		
Link Offset(ft)	0		
Crosswalk Width(ft)	16		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)		9	9
Number of Detectors	2		
Detector Template	Thru		
Leading Detector (ft)	100		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	6		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)	94		
Detector 2 Size(ft)	6		
Detector 2 Type	Cl+Ex		
Detector 2 Channel			
Detector 2 Extend (s)	0.0		
Turn Type	NA		
Protected Phases	6		
Permitted Phases			
Detector Phase	6		

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

09/12/2023

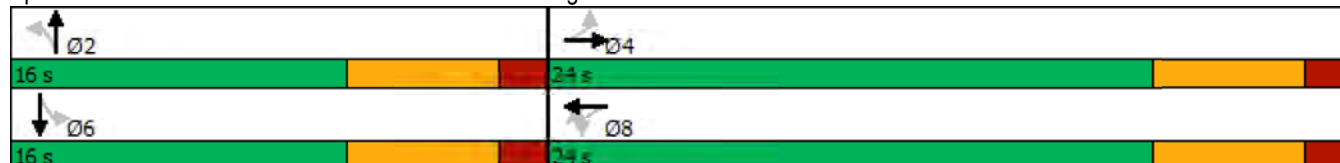


Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	14.0	14.0			14.0	14.0	14.0		14.0	14.0		14.0
Total Split (s)	24.0	24.0			24.0	24.0	24.0		16.0	16.0		16.0
Total Split (%)	60.0%	60.0%			60.0%	60.0%	60.0%		40.0%	40.0%		40.0%
Maximum Green (s)	18.0	18.0			18.0	18.0	18.0		10.0	10.0		10.0
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5	4.5		4.5
All-Red Time (s)	1.5	1.5			1.5	1.5	1.5		1.5	1.5		1.5
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		6.0					6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None			None	None	None		Max	Max		None
Walk Time (s)	7.0	7.0			7.0	7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0			0	0	0		0	0		0
Act Effct Green (s)		13.2					13.2			18.1		
Actuated g/C Ratio		0.30					0.30			0.42		
v/c Ratio		0.64					0.49			0.06		
Control Delay		18.6					14.8			7.6		
Queue Delay		0.0					0.0			0.0		
Total Delay		18.6					14.8			7.6		
LOS		B					B			A		
Approach Delay		18.6					14.8			7.6		
Approach LOS		B					B			A		

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 43.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 54.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 7: Park Dr & Franklin Ave & Washington Blvd



Lanes, Volumes, Timings
 7: Park Dr & Franklin Ave & Washington Blvd

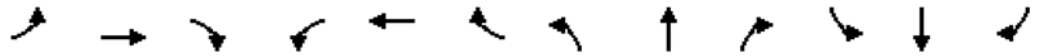
09/12/2023



Lane Group	SBT	SBR	SBR2
Switch Phase			
Minimum Initial (s)	5.0		
Minimum Split (s)	14.0		
Total Split (s)	16.0		
Total Split (%)	40.0%		
Maximum Green (s)	10.0		
Yellow Time (s)	4.5		
All-Red Time (s)	1.5		
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.0		
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		
Recall Mode	None		
Walk Time (s)	7.0		
Flash Dont Walk (s)	11.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)	18.1		
Actuated g/C Ratio	0.42		
v/c Ratio	0.07		
Control Delay	8.1		
Queue Delay	0.0		
Total Delay	8.1		
LOS	A		
Approach Delay	8.1		
Approach LOS	A		
Intersection Summary			

Lanes, Volumes, Timings
 8: Lathrop Ave & Washington Blvd

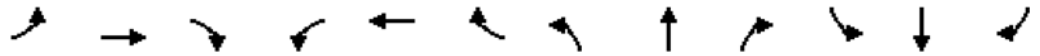
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗
Traffic Volume (vph)	53	256	12	5	169	90	7	190	15	20	150	78
Future Volume (vph)	53	256	12	5	169	90	7	190	15	20	150	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	0		75	0		75
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	0.97		1.00	0.97		1.00	0.96		1.00	0.97
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.992			0.999			0.998			0.994	
Satd. Flow (prot)	0	1848	1583	0	1861	1583	0	1859	1583	0	1852	1583
Fl _t Permitted		0.903			0.986			0.988			0.949	
Satd. Flow (perm)	0	1679	1528	0	1836	1528	0	1840	1521	0	1765	1528
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			99			61			86
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		450			2667			1328			1233	
Travel Time (s)		12.3			72.7			36.2			33.6	
Confl. Peds. (#/hr)	10		10	10		10	10		13	13		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	58	281	13	5	186	99	8	209	16	22	165	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	339	13	0	191	99	0	217	16	0	187	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm

Lanes, Volumes, Timings
8: Lathrop Ave & Washington Blvd

09/12/2023

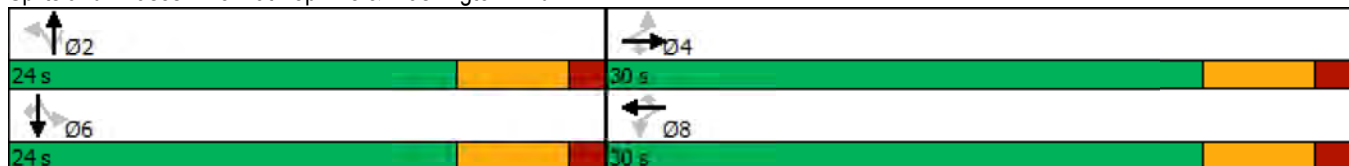


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0	1.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%	44.4%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		14.0	14.0		14.0	14.0		18.2	18.2		18.2	18.2
Actuated g/C Ratio		0.32	0.32		0.32	0.32		0.41	0.41		0.41	0.41
v/c Ratio		0.64	0.02		0.33	0.18		0.29	0.02		0.26	0.13
Control Delay		18.6	0.1		12.7	3.7		11.5	0.1		11.3	3.9
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		18.6	0.1		12.7	3.7		11.5	0.1		11.3	3.9
LOS		B	A		B	A		B	A		B	A
Approach Delay		18.0			9.6			10.7			9.0	
Approach LOS		B			A			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	54
Actuated Cycle Length:	44.3
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	12.2
Intersection LOS:	B
Intersection Capacity Utilization:	66.9%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 8: Lathrop Ave & Washington Blvd



Lanes, Volumes, Timings
13: Thatcher Ave & Lake St

09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	388	56	56	342	80	68	276	42	93	315	60
Future Volume (vph)	28	388	56	56	342	80	68	276	42	93	315	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	85		0	85		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	115			115			100			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	0.99		0.98	0.99	
Frt		0.981			0.972			0.980				0.976
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1787	0	1770	1769	0	1770	1813	0	1770	1807	0
Flt Permitted	0.337			0.262			0.355			0.367		
Satd. Flow (perm)	623	1787	0	484	1769	0	656	1813	0	672	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			17			11			14	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		824			2952			527			2095	
Travel Time (s)		18.7			67.1			14.4			57.1	
Confl. Peds. (#/hr)	10		11	11		10	10		16	16		10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	29	408	59	59	360	84	72	291	44	98	332	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	467	0	59	444	0	72	335	0	98	395	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
13: Thatcher Ave & Lake St

09/12/2023

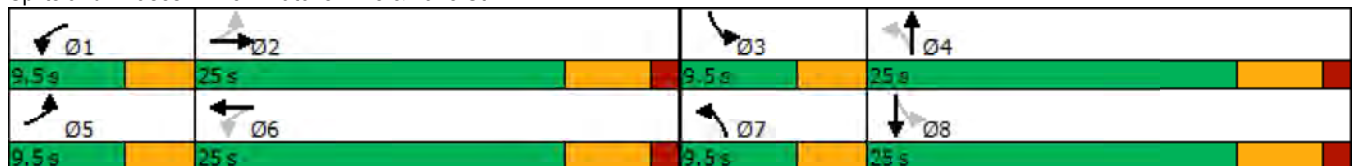


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	11.0		9.5	11.0		9.5	11.0		9.5	11.0	
Total Split (s)	9.5	25.0		9.5	25.0		9.5	25.0		9.5	25.0	
Total Split (%)	13.8%	36.2%		13.8%	36.2%		13.8%	36.2%		13.8%	36.2%	
Maximum Green (s)	6.0	19.0		6.0	19.0		6.0	19.0		6.0	19.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.6	19.8		26.2	21.5		23.0	15.8		23.8	18.0	
Actuated g/C Ratio	0.42	0.33		0.43	0.36		0.38	0.26		0.39	0.30	
v/c Ratio	0.08	0.79		0.17	0.69		0.20	0.69		0.26	0.72	
Control Delay	11.2	34.4		12.1	27.6		12.2	29.1		12.8	29.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.2	34.4		12.1	27.6		12.2	29.1		12.8	29.6	
LOS	B	C		B	C		B	C		B	C	
Approach Delay		33.0			25.8			26.1			26.3	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	69
Actuated Cycle Length:	60.3
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	27.9
Intersection LOS:	C
Intersection Capacity Utilization:	69.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 13: Thatcher Ave & Lake St



Lanes, Volumes, Timings
14: Lathrop Ave & Lake St

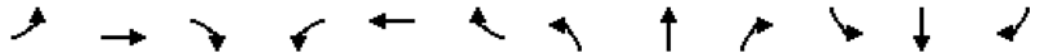
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	408	75	120	317	29	100	227	31	54	216	61
Future Volume (vph)	40	408	75	120	317	29	100	227	31	54	216	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		120	75		120	75		0	75		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	105			105			60			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.92	0.98		0.95	0.98	1.00		0.99	0.99	
Fr _t			0.850			0.850		0.982			0.967	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1827	1583	1770	1827	1583	1770	1823	0	1770	1782	0
Fl _t Permitted	0.555			0.311			0.421			0.558		
Satd. Flow (perm)	1020	1827	1458	568	1827	1507	771	1823	0	1029	1782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			116		9			19	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		2952			1318			470			1333	
Travel Time (s)		67.1			30.0			12.8			36.4	
Confl. Peds. (#/hr)	11		23	23		11	11		10	10		11
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	40	412	76	121	320	29	101	229	31	55	218	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	412	76	121	320	29	101	260	0	55	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
14: Lathrop Ave & Lake St

09/12/2023

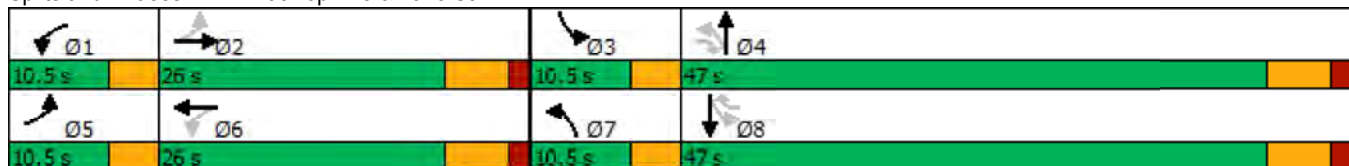


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		4	6		8	4			8		
Detector Phase	5	2	4	1	6	8	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Minimum Split (s)	10.0	14.0	14.0	10.0	14.0	14.0	10.0	14.0		10.0	14.0	
Total Split (s)	10.5	26.0	47.0	10.5	26.0	47.0	10.5	47.0		10.5	47.0	
Total Split (%)	11.2%	27.7%	50.0%	11.2%	27.7%	50.0%	11.2%	50.0%		11.2%	50.0%	
Maximum Green (s)	7.0	20.0	41.0	7.0	20.0	41.0	7.0	41.0		7.0	41.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	None	None	Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	28.3	21.0	17.2	30.1	25.0	15.1	23.6	17.2		22.7	15.1	
Actuated g/C Ratio	0.44	0.33	0.27	0.47	0.39	0.24	0.37	0.27		0.35	0.24	
v/c Ratio	0.08	0.69	0.16	0.30	0.45	0.07	0.26	0.52		0.12	0.65	
Control Delay	11.4	30.7	2.6	13.4	21.1	0.3	13.9	25.1		12.4	29.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.4	30.7	2.6	13.4	21.1	0.3	13.9	25.1		12.4	29.2	
LOS	B	C	A	B	C	A	B	C		B	C	
Approach Delay		25.2			17.8			22.0			26.5	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	94
Actuated Cycle Length:	64.1
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	22.7
Intersection LOS:	C
Intersection Capacity Utilization:	65.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 14: Lathrop Ave & Lake St



Lanes, Volumes, Timings
16: Harlem Ave & Lake St

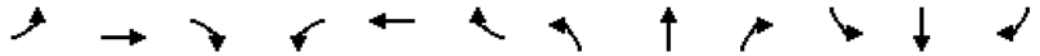
09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	230	149	82	192	50	183	1050	68	40	1170	115
Future Volume (vph)	100	230	149	82	192	50	183	1050	68	40	1170	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		195	140		0	230		0	220		600
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	110			60			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	0.97		0.93	0.97	0.98			1.00				0.86
Frt			0.850		0.969			0.991				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1827	1583	1770	1749	0	1736	3397	0	1736	3438	1553
Flt Permitted	0.289			0.320			0.134			0.184		
Satd. Flow (perm)	521	1827	1477	579	1749	0	245	3397	0	336	3438	1339
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		9			7				121
Link Speed (mph)		30			30			30				30
Link Distance (ft)		562			578			877				703
Travel Time (s)		12.8			13.1			19.9				16.0
Confl. Peds. (#/hr)	30		25	25		30	32		10	10		32
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	4%	5%	4%	4%	5%	4%
Adj. Flow (vph)	105	242	157	86	202	53	193	1105	72	42	1232	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	242	157	86	255	0	193	1177	0	42	1232	121
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lanes, Volumes, Timings
16: Harlem Ave & Lake St

09/12/2023

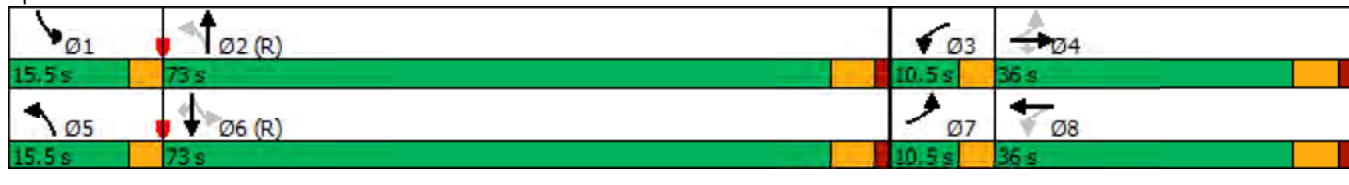


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	14.0	14.0	10.0	14.0		10.0	14.0		10.0	14.0	14.0
Total Split (s)	10.5	36.0	36.0	10.5	36.0		15.5	73.0		15.5	73.0	73.0
Total Split (%)	7.8%	26.7%	26.7%	7.8%	26.7%		11.5%	54.1%		11.5%	54.1%	54.1%
Maximum Green (s)	7.0	30.0	30.0	7.0	30.0		12.0	67.0		12.0	67.0	67.0
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	33.3	23.8	23.8	33.3	23.8		91.2	80.4		83.3	74.1	74.1
Actuated g/C Ratio	0.25	0.18	0.18	0.25	0.18		0.68	0.60		0.62	0.55	0.55
v/c Ratio	0.54	0.75	0.40	0.42	0.81		0.67	0.58		0.15	0.65	0.15
Control Delay	48.3	67.1	9.6	42.8	70.5		22.9	19.7		10.1	24.6	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.8	0.0
Total Delay	48.3	67.1	9.6	42.8	70.5		22.9	19.7		10.1	25.4	3.5
LOS	D	E	A	D	E		C	B		B	C	A
Approach Delay		45.3			63.5			20.1			23.0	
Approach LOS		D			E			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 59 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 28.8
 Intersection LOS: C
 Intersection Capacity Utilization 79.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 16: Harlem Ave & Lake St



Lanes, Volumes, Timings
 19: Thatcher Ave & Chicago Ave

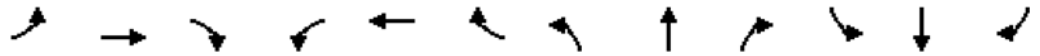
09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	280	52	34	250	35	80	250	54	88	382	95
Future Volume (vph)	118	280	52	34	250	35	80	250	54	88	382	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	75		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	180			50			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	0.99		0.99	0.99	
Frt		0.977			0.982			0.974				0.970
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1809	0	1770	1820	0	1770	1801	0	1770	1793	0
Flt Permitted	0.438			0.350			0.300			0.499		
Satd. Flow (perm)	807	1809	0	646	1820	0	555	1801	0	919	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			9			16			18	
Link Speed (mph)		35			25			25			25	
Link Distance (ft)		923			1595			2095			1328	
Travel Time (s)		18.0			43.5			57.1			36.2	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	130	308	57	37	275	38	88	275	59	97	420	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	365	0	37	313	0	88	334	0	97	524	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
19: Thatcher Ave & Chicago Ave

09/12/2023

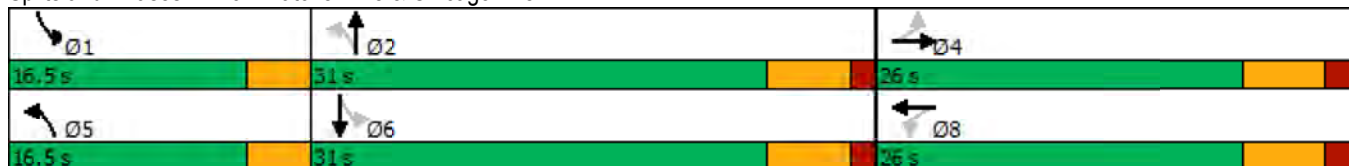


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	14.0		11.0	14.0	
Total Split (s)	26.0	26.0		26.0	26.0		16.5	31.0		16.5	31.0	
Total Split (%)	35.4%	35.4%		35.4%	35.4%		22.4%	42.2%		22.4%	42.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0		13.0	25.0		13.0	25.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	16.5	16.5		16.5	16.5		33.6	25.5		33.9	25.6	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.54	0.41		0.54	0.41	
v/c Ratio	0.61	0.75		0.22	0.64		0.20	0.45		0.16	0.70	
Control Delay	34.9	31.9		22.4	27.2		7.7	17.3		7.2	23.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	34.9	31.9		22.4	27.2		7.7	17.3		7.2	23.8	
LOS	C	C		C	C		A	B		A	C	
Approach Delay		32.7			26.7			15.3			21.2	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type:	Other
Cycle Length:	73.5
Actuated Cycle Length:	62.6
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	23.9
Intersection LOS:	C
Intersection Capacity Utilization:	71.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 19: Thatcher Ave & Chicago Ave



Lanes, Volumes, Timings
21: Lathrop Ave & Chicago Ave

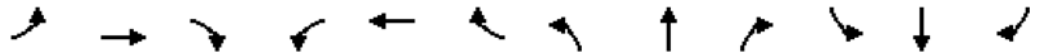
09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	333	68	37	300	34	45	223	57	39	226	15
Future Volume (vph)	72	333	68	37	300	34	45	223	57	39	226	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	90		0	75		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			100			115			115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	0.99		0.98	1.00	
Fr _t		0.975			0.985			0.969			0.991	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1805	0	1770	1828	0	1770	1784	0	1770	1842	0
Fl _t Permitted	0.453			0.356			0.601			0.578		
Satd. Flow (perm)	835	1805	0	658	1828	0	1106	1784	0	1051	1842	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			11			24			6	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1322			1339			747			1341	
Travel Time (s)		36.1			36.5			20.4			36.6	
Confl. Peds. (#/hr)	10		10	10		10	10		21	21		10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	77	354	72	39	319	36	48	237	61	41	240	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	426	0	39	355	0	48	298	0	41	256	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings
21: Lathrop Ave & Chicago Ave

09/12/2023

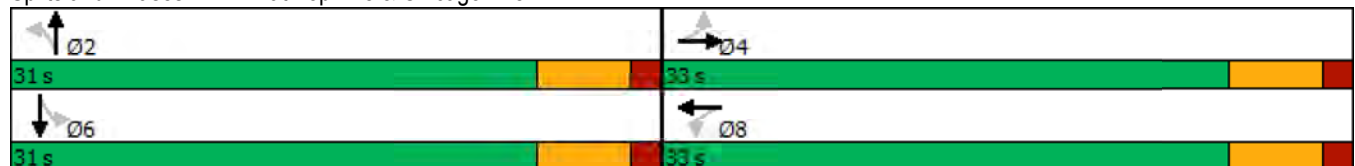


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Total Split (s)	33.0	33.0		33.0	33.0		31.0	31.0		31.0	31.0	
Total Split (%)	51.6%	51.6%		51.6%	51.6%		48.4%	48.4%		48.4%	48.4%	
Maximum Green (s)	27.0	27.0		27.0	27.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	18.1	18.1		18.1	18.1		25.3	25.3		25.3	25.3	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.46	0.46		0.46	0.46	
v/c Ratio	0.28	0.71		0.18	0.59		0.10	0.36		0.09	0.30	
Control Delay	16.0	22.2		14.7	18.9		11.5	12.1		11.5	12.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.0	22.2		14.7	18.9		11.5	12.1		11.5	12.2	
LOS	B	C		B	B		B	B		B	B	
Approach Delay		21.3			18.5			12.0			12.1	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	64
Actuated Cycle Length:	55.5
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	16.7
Intersection LOS:	B
Intersection Capacity Utilization:	65.8%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 21: Lathrop Ave & Chicago Ave



Lanes, Volumes, Timings
23: Harlem Ave & Chicago Ave

09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	303	77	138	275	90	67	1017	71	88	1110	24
Future Volume (vph)	50	303	77	138	275	90	67	1017	71	88	1110	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		115	95		60	195		0	115		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	120			85			95			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99		0.97	0.99		0.97		1.00			1.00	
Frt			0.850			0.850		0.990			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3429	0	1770	3458	0
Flt Permitted	0.367			0.200			0.149			0.149		
Satd. Flow (perm)	677	1863	1532	370	1863	1532	278	3429	0	278	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			87		8			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1317			461			1347			1346	
Travel Time (s)		35.9			12.6			30.6			30.6	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	52	316	80	144	286	94	70	1059	74	92	1156	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	316	80	144	286	94	70	1133	0	92	1181	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
30: Harlem Ave & Augusta St

09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↗		↗	↕↗	
Traffic Volume (vph)	18	184	34	54	173	48	79	996	82	99	1134	31
Future Volume (vph)	18	184	34	54	173	48	79	996	82	99	1134	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			75			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.980			0.976			0.989			0.996	
Flt Protected		0.996			0.990		0.950			0.950		
Satd. Flow (prot)	0	1810	0	0	1789	0	1770	3424	0	1770	3454	0
Flt Permitted		0.943			0.745		0.156			0.171		
Satd. Flow (perm)	0	1712	0	0	1343	0	291	3424	0	319	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			8			11				3
Link Speed (mph)		25			25			30				30
Link Distance (ft)		1777			369			1346				1322
Travel Time (s)		48.5			10.1			30.6				30.0
Confl. Peds. (#/hr)	12		10	10		12	10		10	10		10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	19	198	37	58	186	52	85	1071	88	106	1219	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	254	0	0	296	0	85	1159	0	106	1252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			-15			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
30: Harlem Ave & Augusta St

09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	14.0		11.0	14.0	
Total Split (s)	36.0	36.0		36.0	36.0		12.5	73.0		12.5	73.0	
Total Split (%)	29.6%	29.6%		29.6%	29.6%		10.3%	60.1%		10.3%	60.1%	
Maximum Green (s)	30.0	30.0		30.0	30.0		9.0	67.0		9.0	67.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		27.8			27.8		80.3	70.4		81.7	72.6	
Actuated g/C Ratio		0.23			0.23		0.66	0.58		0.67	0.60	
v/c Ratio		0.64			0.95		0.30	0.58		0.35	0.61	
Control Delay		48.7			83.3		9.4	18.1		9.8	18.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		48.7			83.3		9.4	18.1		9.8	18.1	
LOS		D			F		A	B		A	B	
Approach Delay		48.7			83.3			17.5			17.5	
Approach LOS		D			F			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 121.5
 Actuated Cycle Length: 121.5
 Offset: 45 (37%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 26.2
 Intersection LOS: C
 Intersection Capacity Utilization 78.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 30: Harlem Ave & Augusta St



Lanes, Volumes, Timings
36: Harlem Ave & Division St

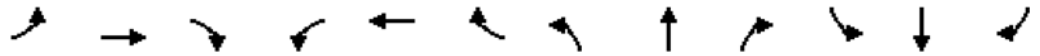
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	182	80	128	230	18	130	838	94	69	1056	70
Future Volume (vph)	60	182	80	128	230	18	130	838	94	69	1056	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	90		0	180		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			115			95			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99		0.99	1.00			0.99			1.00	
Frt		0.954			0.989			0.985			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1760	0	1770	1838	0	1770	3408	0	1770	3433	0
Flt Permitted	0.335			0.222			0.120			0.211		
Satd. Flow (perm)	618	1760	0	410	1838	0	224	3408	0	393	3433	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			3			15			8	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1311			467			1322			1352	
Travel Time (s)		35.8			12.7			30.0			30.7	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	66	200	88	141	253	20	143	921	103	76	1160	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	288	0	141	273	0	143	1024	0	76	1237	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			-15			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
36: Harlem Ave & Division St

09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	14.0		11.0	14.0		11.0	14.0		11.0	14.0	
Total Split (s)	11.5	26.0		11.5	26.0		13.5	63.0		13.5	63.0	
Total Split (%)	10.1%	22.8%		10.1%	22.8%		11.8%	55.3%		11.8%	55.3%	
Maximum Green (s)	8.0	20.0		8.0	20.0		10.0	57.0		10.0	57.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	29.4	19.5		30.8	21.9		72.0	62.1		68.6	58.8	
Actuated g/C Ratio	0.26	0.17		0.27	0.19		0.63	0.54		0.60	0.52	
v/c Ratio	0.28	0.92		0.68	0.77		0.55	0.55		0.23	0.70	
Control Delay	32.7	77.9		49.8	59.7		17.2	18.8		9.6	23.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.7	77.9		49.8	59.7		17.2	18.8		9.6	23.7	
LOS	C	E		D	E		B	B		A	C	
Approach Delay		69.4			56.3			18.6			22.9	
Approach LOS		E			E			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 114
 Actuated Cycle Length: 114
 Offset: 72 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 30.7
 Intersection LOS: C
 Intersection Capacity Utilization 77.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 36: Harlem Ave & Division St



Lanes, Volumes, Timings
47: Thatcher Ave & North Ave

09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1310	300	125	1591	58	244	121	66	180	200	72
Future Volume (vph)	58	1310	300	125	1591	58	244	121	66	180	200	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	115		0	200		0	165		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			125			85			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.98	1.00	1.00		0.99	0.99		0.99	0.99	
Frt			0.850		0.995			0.947				0.960
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3471	1583	1770	4962	0	1770	3328	0	1770	3380	0
Flt Permitted	0.222			0.222			0.578			0.629		
Satd. Flow (perm)	413	3471	1552	413	4962	0	1071	3328	0	1165	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			313		13			7				2
Link Speed (mph)		30			30			25				25
Link Distance (ft)		1334			336			347				340
Travel Time (s)		30.3			7.6			9.5				9.3
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	130%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	79	1365	313	130	1657	60	254	126	69	188	208	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	1365	313	130	1717	0	254	195	0	188	283	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
47: Thatcher Ave & North Ave

09/12/2023

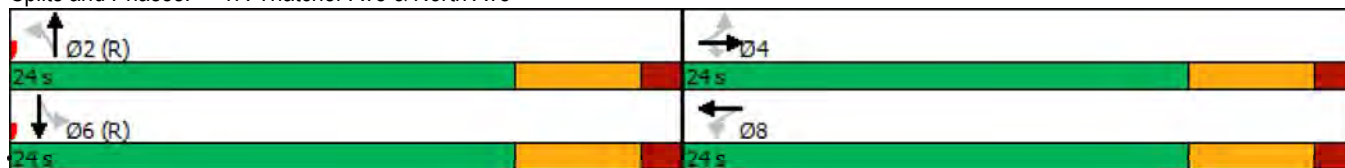


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0		14.0	14.0		14.0	14.0	
Total Split (s)	24.0	24.0	24.0	24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)	18.0	18.0	18.0	18.0	18.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38		0.38	0.38		0.38	0.38	
v/c Ratio	0.51	1.05	0.40	0.84	0.92		0.63	0.16		0.43	0.22	
Control Delay	27.6	57.6	3.5	63.6	24.7		21.7	10.0		15.1	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.6	57.6	3.5	63.6	24.7		21.7	10.0		15.1	10.8	
LOS	C	E	A	E	C		C	B		B	B	
Approach Delay		46.6			27.5			16.6			12.5	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 48
 Actuated Cycle Length: 48
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 32.3
 Intersection LOS: C
 Intersection Capacity Utilization 91.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 47: Thatcher Ave & North Ave



AM (Balanced) 8:36 am 01/11/2023 Baseline

Lanes, Volumes, Timings
48: Lathrop Ave & North Ave

09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1505	26	18	1528	70	142	86	55	40	106	104
Future Volume (vph)	25	1505	26	18	1528	70	142	86	55	40	106	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	80		0	60		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	170			115			110			55		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.99	0.99		0.99	0.99	
Frt		0.997			0.993			0.942				0.926
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3459	0	1770	3443	0	1770	1737	0	1770	1702	0
Flt Permitted	0.077			0.077			0.333			0.659		
Satd. Flow (perm)	143	3459	0	143	3443	0	615	1737	0	1213	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			7			29			45	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		860			438			660			264	
Travel Time (s)		19.5			10.0			18.0			7.2	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	27	1654	29	20	1679	77	156	95	60	44	116	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1683	0	20	1756	0	156	155	0	44	230	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lanes, Volumes, Timings
48: Lathrop Ave & North Ave

09/12/2023

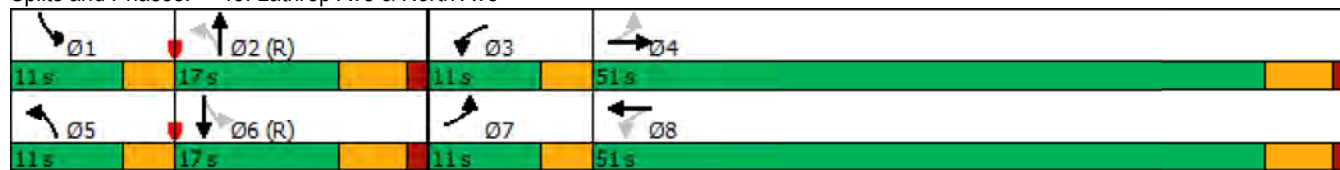


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	14.0		11.0	14.0		11.0	14.0		11.0	14.0	
Total Split (s)	11.0	51.0		11.0	51.0		11.0	17.0		11.0	17.0	
Total Split (%)	12.2%	56.7%		12.2%	56.7%		12.2%	18.9%		12.2%	18.9%	
Maximum Green (s)	7.5	45.0		7.5	45.0		7.5	11.0		7.5	11.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	57.2	52.1		57.0	52.0		22.5	15.5		20.3	11.0	
Actuated g/C Ratio	0.64	0.58		0.63	0.58		0.25	0.17		0.23	0.12	
v/c Ratio	0.14	0.84		0.10	0.88		0.63	0.48		0.14	0.93	
Control Delay	7.2	22.0		6.8	24.6		39.4	35.2		25.8	75.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.2	22.0		6.8	24.6		39.4	35.2		25.8	75.7	
LOS	A	C		A	C		D	D		C	E	
Approach Delay		21.8			24.4			37.3			67.7	
Approach LOS		C			C			D			E	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	27.2
Intersection LOS:	C
Intersection Capacity Utilization:	80.7%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 48: Lathrop Ave & North Ave



Lanes, Volumes, Timings
54: Harlem Ave & North Ave

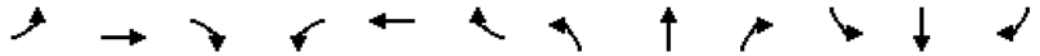
09/12/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1131	300	164	1457	47	188	540	198	100	637	100
Future Volume (vph)	89	1131	300	164	1457	47	188	540	198	100	637	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		0	165		0	145		145	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	135			180			135			160		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	0.99		1.00	1.00		1.00		0.98	0.99	1.00	
Frt		0.969			0.995				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4828	0	1770	4962	0	1770	3471	1583	1770	3399	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1767	4828	0	1767	4962	0	1762	3471	1545	1759	3399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92			6				202			22
Link Speed (mph)		30			30			30				30
Link Distance (ft)		425			797			667				513
Travel Time (s)		9.7			18.1			15.2				11.7
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	4%	2%	2%	4%	2%	2%	4%	2%	2%	4%	2%
Adj. Flow (vph)	91	1154	306	167	1487	48	192	551	202	102	650	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	1460	0	167	1535	0	192	551	202	102	752	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	20	100		20	100		20	100	20	20		100
Trailing Detector (ft)	0	0		0	0		0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lanes, Volumes, Timings
54: Harlem Ave & North Ave

09/12/2023

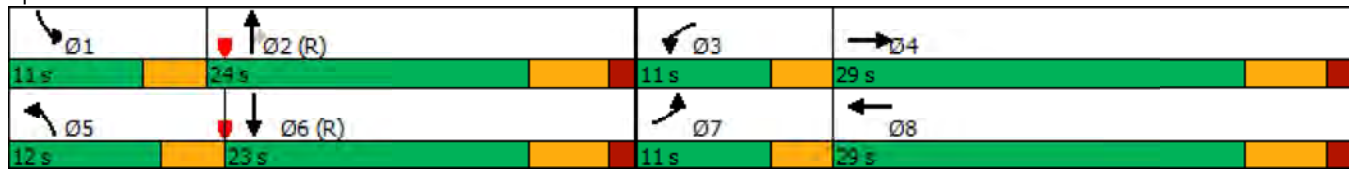


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	14.0		11.0	14.0		11.0	14.0	14.0	11.0	14.0	
Total Split (s)	11.0	29.0		11.0	29.0		12.0	24.0	24.0	11.0	23.0	
Total Split (%)	14.7%	38.7%		14.7%	38.7%		16.0%	32.0%	32.0%	14.7%	30.7%	
Maximum Green (s)	7.5	23.0		7.5	23.0		8.5	18.0	18.0	7.5	17.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5	1.5	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	6.0	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	7.1	23.0		7.5	25.2		8.5	20.2	20.2	7.2	17.0	
Actuated g/C Ratio	0.09	0.31		0.10	0.34		0.11	0.27	0.27	0.10	0.23	
v/c Ratio	0.54	0.95		0.94	0.92		0.96	0.59	0.36	0.60	0.96	
Control Delay	44.7	38.1		92.1	35.9		91.2	27.8	5.9	48.3	52.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	44.7	38.1		92.1	35.9		91.2	27.8	5.9	48.3	52.6	
LOS	D	D		F	D		F	C	A	D	D	
Approach Delay		38.5			41.4			36.0			52.1	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	41.3
Intersection LOS:	D
Intersection Capacity Utilization:	85.9%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 54: Harlem Ave & North Ave



Volumes & Level of Service – PM

HCM 6th AWSC
4: Thatcher Ave & Washington Blvd

09/11/2023

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔	↔		↔			↔	
Traffic Vol, veh/h	114	241	19	10	243	23	11	155	31	13	148	89
Future Vol, veh/h	114	241	19	10	243	23	11	155	31	13	148	89
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	265	21	11	267	25	12	170	34	14	163	98
Number of Lanes	0	2	0	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	15.1	17.1	14.3	15.7
HCM LOS	C	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	6%	49%	0%	4%	0%	5%
Vol Thru, %	79%	51%	86%	96%	0%	59%
Vol Right, %	16%	0%	14%	0%	100%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	235	140	253	23	250
LT Vol	11	114	0	10	0	13
Through Vol	155	121	121	243	0	148
RT Vol	31	0	19	0	23	89
Lane Flow Rate	216	258	153	278	25	275
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.405	0.507	0.287	0.541	0.044	0.493
Departure Headway (Hd)	6.737	7.078	6.731	7.011	6.272	6.465
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	508	533	514	569	555
Service Time	4.795	4.831	4.484	4.766	4.027	4.52
HCM Lane V/C Ratio	0.405	0.508	0.287	0.541	0.044	0.495
HCM Control Delay	14.3	16.9	12.2	17.8	9.3	15.7
HCM Lane LOS	B	C	B	C	A	C
HCM 95th-tile Q	1.9	2.8	1.2	3.2	0.1	2.7

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	135	11	45	171	29	7	268	23	20	184	7
Future Vol, veh/h	3	135	11	45	171	29	7	268	23	20	184	7
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	153	13	51	194	33	8	305	26	23	209	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	13.9	15.2	12.9
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	2%	18%	9%
Vol Thru, %	90%	91%	70%	87%
Vol Right, %	8%	7%	12%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	298	149	245	211
LT Vol	7	3	45	20
Through Vol	268	135	171	184
RT Vol	23	11	29	7
Lane Flow Rate	339	169	278	240
Geometry Grp	1	1	1	1
Degree of Util (X)	0.534	0.293	0.456	0.399
Departure Headway (Hd)	5.782	6.222	6.004	5.997
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	581	604	604
Service Time	3.782	4.234	4.004	3.997
HCM Lane V/C Ratio	0.542	0.291	0.46	0.397
HCM Control Delay	15.2	11.8	13.9	12.9
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.2	1.2	2.4	1.9

Intersection	
Intersection Delay, s/veh	26.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕			↕	
Traffic Vol, veh/h	22	342	24	44	215	54	25	229	46	28	143	22
Future Vol, veh/h	22	342	24	44	215	54	25	229	46	28	143	22
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	380	27	49	239	60	28	254	51	31	159	24
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	38	20.9	24.6	17.5
HCM LOS	E	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	8%	6%	0%	17%	0%	15%
Vol Thru, %	76%	94%	0%	83%	0%	74%
Vol Right, %	15%	0%	100%	0%	100%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	300	364	24	259	54	193
LT Vol	25	22	0	44	0	28
Through Vol	229	342	0	215	0	143
RT Vol	46	0	24	0	54	22
Lane Flow Rate	333	404	27	288	60	214
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.678	0.848	0.05	0.628	0.117	0.464
Departure Headway (Hd)	7.326	7.545	6.792	7.85	7.038	7.796
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	493	481	526	460	508	461
Service Time	5.39	5.301	4.548	5.613	4.801	5.873
HCM Lane V/C Ratio	0.675	0.84	0.051	0.626	0.118	0.464
HCM Control Delay	24.6	39.9	9.9	23	10.7	17.5
HCM Lane LOS	C	E	A	C	B	C
HCM 95th-tile Q	5	8.6	0.2	4.2	0.4	2.4

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	86	0	1	34	5	2	10	2	15	20	15
Future Vol, veh/h	2	86	0	1	34	5	2	10	2	15	20	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	93	0	1	37	5	2	11	2	16	22	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	2%	3%	30%
Vol Thru, %	71%	98%	85%	40%
Vol Right, %	14%	0%	12%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	88	40	50
LT Vol	2	2	1	15
Through Vol	10	86	34	20
RT Vol	2	0	5	15
Lane Flow Rate	15	96	43	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.109	0.049	0.061
Departure Headway (Hd)	4.16	4.093	4.058	4.067
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	872	876	871
Service Time	2.238	2.135	2.113	2.136
HCM Lane V/C Ratio	0.018	0.11	0.049	0.062
HCM Control Delay	7.3	7.6	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.2

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	94	4	4	29	1	4	4	4	6	5	7
Future Vol, veh/h	5	94	4	4	29	1	4	4	4	6	5	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	102	4	4	32	1	4	4	4	7	5	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.2	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	5%	12%	33%
Vol Thru, %	33%	91%	85%	28%
Vol Right, %	33%	4%	3%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	103	34	18
LT Vol	4	5	4	6
Through Vol	4	94	29	5
RT Vol	4	4	1	7
Lane Flow Rate	13	112	37	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.015	0.125	0.042	0.022
Departure Headway (Hd)	4.074	4.005	4.081	4.036
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	869	896	875	877
Service Time	2.144	2.028	2.118	2.104
HCM Lane V/C Ratio	0.015	0.125	0.042	0.023
HCM Control Delay	7.2	7.6	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.4	0.1	0.1

HCM 6th TWSC
1: Madison St & Thatcher Ave

09/12/2023

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	125	500	402	72	65	112
Future Vol, veh/h	125	500	402	72	65	112
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	2	2	2
Mvmt Flow	137	549	442	79	71	123

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	531	0	-	0	1325 502
Stage 1	-	-	-	-	492 -
Stage 2	-	-	-	-	833 -
Critical Hdwy	4.13	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.227	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1031	-	-	-	172 569
Stage 1	-	-	-	-	615 -
Stage 2	-	-	-	-	427 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1021	-	-	-	146 558
Mov Cap-2 Maneuver	-	-	-	-	280 -
Stage 1	-	-	-	-	527 -
Stage 2	-	-	-	-	423 -

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1021	-	-	-	409
HCM Lane V/C Ratio	0.135	-	-	-	0.476
HCM Control Delay (s)	9.1	-	-	-	21.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	2.5

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	545	394	185	13	80
Future Vol, veh/h	20	545	394	185	13	80
Conflicting Peds, #/hr	14	0	0	14	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	65	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	586	424	199	14	86

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	637	0	-	0	1178 548
Stage 1	-	-	-	-	538 -
Stage 2	-	-	-	-	640 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	947	-	-	-	211 536
Stage 1	-	-	-	-	585 -
Stage 2	-	-	-	-	525 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	934	-	-	-	201 524
Mov Cap-2 Maneuver	-	-	-	-	201 -
Stage 1	-	-	-	-	563 -
Stage 2	-	-	-	-	518 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	934	-	-	-	428
HCM Lane V/C Ratio	0.023	-	-	-	0.234
HCM Control Delay (s)	8.9	-	-	-	16
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	130	452	56	20	564
Future Vol, veh/h	44	130	452	56	20	564
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	141	491	61	22	613

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	893	542	0	0	562	0
Stage 1	532	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219	-
Pot Cap-1 Maneuver	296	539	-	-	1007	-
Stage 1	588	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	281	529	-	-	997	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	582	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	432	997
HCM Lane V/C Ratio	-	-	0.438	0.022
HCM Control Delay (s)	-	-	19.7	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.2	0.1

Intersection						
Int Delay, s/veh	24					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	183	488	94	240	516
Future Vol, veh/h	68	183	488	94	240	516
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	191	508	98	250	538

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1346	577	0	0	616
Stage 1	567	-	-	-	-
Stage 2	779	-	-	-	-
Critical Hdwy	6.63	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	-	-	2.219
Pot Cap-1 Maneuver	154	515	-	-	962
Stage 1	567	-	-	-	-
Stage 2	414	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	95	505	-	-	953
Mov Cap-2 Maneuver	95	-	-	-	-
Stage 1	561	-	-	-	-
Stage 2	257	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	140.4	0	3.9
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	233	953
HCM Lane V/C Ratio	-	-	1.122	0.262
HCM Control Delay (s)	-	-	140.4	10.1
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	11.8	1.1

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	12	65	27	2	10	11
Future Vol, veh/h	12	65	27	2	10	11
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	71	29	2	11	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	41	0	-	0	147 50
Stage 1	-	-	-	-	40 -
Stage 2	-	-	-	-	107 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1568	-	-	-	845 1018
Stage 1	-	-	-	-	982 -
Stage 2	-	-	-	-	917 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1553	-	-	-	820 999
Mov Cap-2 Maneuver	-	-	-	-	820 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	908 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1553	-	-	-	905
HCM Lane V/C Ratio	0.008	-	-	-	0.025
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	62	3	2	24	2	1	0	1	9	0	4
Future Vol, veh/h	10	62	3	2	24	2	1	0	1	9	0	4
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	67	3	2	26	2	1	0	1	10	0	4

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	38	0	0	80	0	0	144	143	89	142	143	47
Stage 1	-	-	-	-	-	-	101	101	-	41	41	-
Stage 2	-	-	-	-	-	-	43	42	-	101	102	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1572	-	-	1518	-	-	825	748	969	828	748	1022
Stage 1	-	-	-	-	-	-	905	811	-	974	861	-
Stage 2	-	-	-	-	-	-	971	860	-	905	811	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1557	-	-	1504	-	-	801	727	951	806	727	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	801	727	-	806	727	-
Stage 1	-	-	-	-	-	-	891	797	-	958	852	-
Stage 2	-	-	-	-	-	-	957	851	-	889	797	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1		0.5		9.1		9.3	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	870	1557	-	-	1504	-	-	858
HCM Lane V/C Ratio	0.002	0.007	-	-	0.001	-	-	0.016
HCM Control Delay (s)	9.1	7.3	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	18											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	23	45	6	13	34	8	1089	16	22	1010	7
Future Vol, veh/h	4	23	45	6	13	34	8	1089	16	22	1010	7
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	25	49	7	14	37	9	1184	17	24	1098	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1787	2389	573	1841	2385	621	1116	0	0	1211	0	0
Stage 1	1160	1160	-	1221	1221	-	-	-	-	-	-	-
Stage 2	627	1229	-	620	1164	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	51	33	463	47	34	430	622	-	-	572	-	-
Stage 1	208	268	-	191	251	-	-	-	-	-	-	-
Stage 2	438	248	-	442	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	25	28	454	9	28	422	616	-	-	567	-	-
Mov Cap-2 Maneuver	25	28	-	9	28	-	-	-	-	-	-	-
Stage 1	197	236	-	181	237	-	-	-	-	-	-	-
Stage 2	356	235	-	311	235	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	268.8		\$ 386.7		0.3		0.8	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	616	-	-	67	44	567	-	-
HCM Lane V/C Ratio	0.014	-	-	1.168	1.309	0.042	-	-
HCM Control Delay (s)	10.9	0.2	-	268.8	\$ 386.7	11.6	0.6	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	6.2	5.6	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	26.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	44	54	20	10	40	6	1096	25	20	965	18
Future Vol, veh/h	6	44	54	20	10	40	6	1096	25	20	965	18
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	48	59	22	11	43	7	1191	27	22	1049	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1738	2355	555	1832	2352	629	1079	0	0	1228	0	0
Stage 1	1113	1113	-	1229	1229	-	-	-	-	-	-	-
Stage 2	625	1242	-	603	1123	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	56	~ 35	475	47	35	425	642	-	-	563	-	-
Stage 1	222	282	-	188	248	-	-	-	-	-	-	-
Stage 2	439	245	-	453	279	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	32	~ 30	466	-	30	417	636	-	-	558	-	-
Mov Cap-2 Maneuver	32	~ 30	-	-	30	-	-	-	-	-	-	-
Stage 1	212	252	-	180	237	-	-	-	-	-	-	-
Stage 2	359	234	-	287	249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 580.5		0.3	0.8
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	636	-	-	59	-	558	-	-
HCM Lane V/C Ratio	0.01	-	-	1.916	-	0.039	-	-
HCM Control Delay (s)	10.7	0.2	-	\$ 580.5	-	11.7	0.6	-
HCM Lane LOS	B	A	-	F	-	B	A	-
HCM 95th %tile Q(veh)	0	-	-	10.7	-	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	1530	55	40	1517	1	27
Future Vol, veh/h	1530	55	40	1517	1	27
Conflicting Peds, #/hr	0	10	10	0	26	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1663	60	43	1649	1	29

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1733	0	2640
Stage 1	-	-	-	-	1703
Stage 2	-	-	-	-	937
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	360	-	19
Stage 1	-	-	-	-	133
Stage 2	-	-	-	-	342
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	357	-	0
Mov Cap-2 Maneuver	-	-	-	-	0
Stage 1	-	-	-	-	132
Stage 2	-	-	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0	8	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	284	-	-	357	-
HCM Lane V/C Ratio	0.107	-	-	0.122	-
HCM Control Delay (s)	19.2	-	-	16.5	7.8
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	0.4	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	1530	27	35	1543	14	29
Future Vol, veh/h	1530	27	35	1543	14	29
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1663	29	38	1677	15	32

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1702	0	2613
Stage 1	-	-	-	-	1688
Stage 2	-	-	-	-	925
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	370	-	20
Stage 1	-	-	-	-	135
Stage 2	-	-	-	-	347
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	366	-	0
Mov Cap-2 Maneuver	-	-	-	-	0
Stage 1	-	-	-	-	134
Stage 2	-	-	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0	7.8	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	291	-	-	366	-
HCM Lane V/C Ratio	0.161	-	-	0.104	-
HCM Control Delay (s)	19.7	-	-	16	7.6
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	49	1480	30	10	1515	12	4	25	14	19	1	59
Future Vol, veh/h	49	1480	30	10	1515	12	4	25	14	19	1	59
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	1609	33	11	1647	13	4	27	15	21	1	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1670	0	0	1652	0	0	2598	3434	841	2620	3444	850
Stage 1	-	-	-	-	-	-	1742	1742	-	1686	1686	-
Stage 2	-	-	-	-	-	-	856	1692	-	934	1758	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	381	-	-	387	-	-	12	~7	308	~12	7	304
Stage 1	-	-	-	-	-	-	90	139	-	98	149	-
Stage 2	-	-	-	-	-	-	319	147	-	286	137	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	377	-	-	383	-	-	-	0	302	-	0	298
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	90	0	-	98	92	-
Stage 2	-	-	-	-	-	-	153	91	-	-	0	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	7.7			2.8								
HCM LOS												

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	377	-	-	383	-	-	-
HCM Lane V/C Ratio	-	0.141	-	-	0.028	-	-	-
HCM Control Delay (s)	-	16.1	7.6	-	14.7	2.7	-	-
HCM Lane LOS	-	C	A	-	B	A	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-	0.1	-	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	10.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑	↑	
Traffic Vol, veh/h	1488	25	25	1535	2	15
Future Vol, veh/h	1488	25	25	1535	2	15
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1617	27	27	1668	2	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1654	0	2372 842
Stage 1	-	-	-	-	1641 -
Stage 2	-	-	-	-	731 -
Critical Hdwy	-	-	4.14	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	2.22	-	3.67 3.32
Pot Cap-1 Maneuver	-	-	386	-	41 308
Stage 1	-	-	-	-	141 -
Stage 2	-	-	-	-	408 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	382	-	~ 1 302
Mov Cap-2 Maneuver	-	-	-	-	~ 1 -
Stage 1	-	-	-	-	140 -
Stage 2	-	-	-	-	13 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	\$ 1494.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	8	-	-	382	-
HCM Lane V/C Ratio	2.31	-	-	0.071	-
HCM Control Delay (s)	\$ 1494.4	-	-	15.1	4.7
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	3.4	-	-	0.2	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	1485	18	0	1560	0	10
Future Vol, veh/h	1485	18	0	1560	0	10
Conflicting Peds, #/hr	0	10	10	0	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1614	20	0	1696	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	837
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	310
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	304	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Control Delay (s)	17.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷			↕			↕			↕	
Traffic Vol, veh/h	33	525	31	21	521	14	6	12	26	6	18	31
Future Vol, veh/h	33	525	31	21	521	14	6	12	26	6	18	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	571	34	23	566	15	7	13	28	7	20	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	581	0	0	605	0	0	1307	1287	588	1301	1297	574
Stage 1	-	-	-	-	-	-	660	660	-	620	620	-
Stage 2	-	-	-	-	-	-	647	627	-	681	677	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	993	-	-	973	-	-	137	164	509	138	162	518
Stage 1	-	-	-	-	-	-	452	460	-	476	480	-
Stage 2	-	-	-	-	-	-	460	476	-	440	452	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	993	-	-	973	-	-	109	153	509	115	151	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	109	153	-	115	151	-
Stage 1	-	-	-	-	-	-	436	443	-	459	463	-
Stage 2	-	-	-	-	-	-	397	459	-	389	436	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.3			23.9			25.1		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	238	993	-	-	973	-	-	238
HCM Lane V/C Ratio	0.201	0.036	-	-	0.023	-	-	0.251
HCM Control Delay (s)	23.9	8.8	-	-	8.8	0	-	25.1
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	14	426	297	35	35	18
Future Vol, veh/h	14	426	297	35	35	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	463	323	38	38	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	361	0	-	0	835 342
Stage 1	-	-	-	-	342 -
Stage 2	-	-	-	-	493 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1198	-	-	-	338 701
Stage 1	-	-	-	-	719 -
Stage 2	-	-	-	-	614 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1198	-	-	-	332 701
Mov Cap-2 Maneuver	-	-	-	-	332 -
Stage 1	-	-	-	-	707 -
Stage 2	-	-	-	-	614 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1198	-	-	-	404
HCM Lane V/C Ratio	0.013	-	-	-	0.143
HCM Control Delay (s)	8	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	47	5	5	47	9	7	32	11	27	20	15
Future Vol, veh/h	2	47	5	5	47	9	7	32	11	27	20	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	51	5	5	51	10	8	35	12	29	22	16

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	61	0	0	56	0	0	143	129	54	147	126	56
Stage 1	-	-	-	-	-	-	58	58	-	66	66	-
Stage 2	-	-	-	-	-	-	85	71	-	81	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1542	-	-	1549	-	-	826	762	1013	821	764	1011
Stage 1	-	-	-	-	-	-	954	847	-	945	840	-
Stage 2	-	-	-	-	-	-	923	836	-	927	845	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	1549	-	-	792	759	1013	781	761	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	759	-	781	761	-
Stage 1	-	-	-	-	-	-	953	846	-	944	837	-
Stage 2	-	-	-	-	-	-	882	833	-	878	844	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.3		0.6		9.8		9.8	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	808	1542	-	-	1549	-	-	819
HCM Lane V/C Ratio	0.067	0.001	-	-	0.004	-	-	0.082
HCM Control Delay (s)	9.8	7.3	0	-	7.3	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	70	8	10	36	5	10	31	6	12	14	15
Future Vol, veh/h	7	70	8	10	36	5	10	31	6	12	14	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	76	9	11	39	5	11	34	7	13	15	16

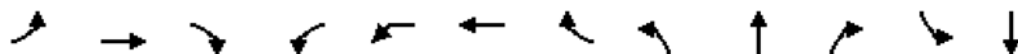
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	44	0	0	85	0	0	176	163	81	181	165	42
Stage 1	-	-	-	-	-	-	97	97	-	64	64	-
Stage 2	-	-	-	-	-	-	79	66	-	117	101	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1564	-	-	1512	-	-	786	729	979	781	728	1029
Stage 1	-	-	-	-	-	-	910	815	-	947	842	-
Stage 2	-	-	-	-	-	-	930	840	-	888	811	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1564	-	-	1512	-	-	754	720	979	741	719	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	754	720	-	741	719	-
Stage 1	-	-	-	-	-	-	905	811	-	942	836	-
Stage 2	-	-	-	-	-	-	892	834	-	841	807	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			1.5			10.1			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	753	1564	-	-	1512	-	-	816
HCM Lane V/C Ratio	0.068	0.005	-	-	0.007	-	-	0.055
HCM Control Delay (s)	10.1	7.3	0	-	7.4	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

09/11/2023



Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Volume (vph)	10	330	5	5	15	224	13	5	29	33	10	35
Future Volume (vph)	10	330	5	5	15	224	13	5	29	33	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				1.00			0.98			0.98
Frt		0.998				0.993			0.933			0.949
Flt Protected		0.999				0.996			0.997			0.993
Satd. Flow (prot)	0	1856	0	0	0	1839	0	0	1706	0	0	1728
Flt Permitted		0.989				0.961			0.967			0.937
Satd. Flow (perm)	0	1837	0	0	0	1773	0	0	1654	0	0	1628
Right Turn on Red							Yes			Yes		
Satd. Flow (RTOR)						8			36			22
Link Speed (mph)		25				25			25			25
Link Distance (ft)		458				415			336			350
Travel Time (s)		12.5				11.3			9.2			9.5
Confl. Peds. (#/hr)	10		10	10	10		10	10		10	10	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	359	5	5	16	243	14	5	32	36	11	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	0	0	0	278	0	0	73	0	0	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		0				0			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Perm	NA		Perm	Perm	NA		Perm	NA		Perm	NA
Protected Phases		4				8			2			6
Permitted Phases	4			8	8			2			6	
Detector Phase	4	4		8	8	8		2	2		6	6

Lanes, Volumes, Timings
 7: Park Dr & Franklin Ave & Washington Blvd

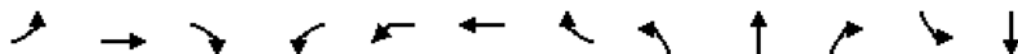
09/11/2023



Lane Group	SBR	SBR2
Lane Configurations		
Traffic Volume (vph)	7	20
Future Volume (vph)	7	20
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	0
Flt Permitted		
Satd. Flow (perm)	0	0
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	10	10
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	8	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Enter Blocked Intersection	No	No
Lane Alignment	Right	Right
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)	9	9
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases		
Permitted Phases		
Detector Phase		

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

09/11/2023

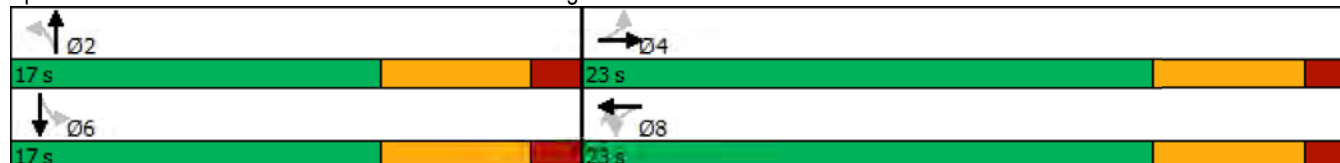


Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	14.0	14.0		14.0	14.0	14.0		14.0	14.0		14.0	14.0
Total Split (s)	23.0	23.0		23.0	23.0	23.0		17.0	17.0		17.0	17.0
Total Split (%)	57.5%	57.5%		57.5%	57.5%	57.5%		42.5%	42.5%		42.5%	42.5%
Maximum Green (s)	17.0	17.0		17.0	17.0	17.0		11.0	11.0		11.0	11.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		0.0				0.0			0.0			0.0
Total Lost Time (s)		6.0				6.0			6.0			6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	Max	Max		Max	Max	Max		None	None		None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	0
Act Effct Green (s)		26.4				26.4			6.9			6.9
Actuated g/C Ratio		0.69				0.69			0.18			0.18
v/c Ratio		0.30				0.23			0.22			0.25
Control Delay		6.3				5.8			9.8			12.2
Queue Delay		0.0				0.0			0.0			0.0
Total Delay		6.3				5.8			9.8			12.2
LOS		A				A			A			B
Approach Delay		6.3				5.8			9.8			12.2
Approach LOS		A				A			A			B

Intersection Summary

Area Type:	Other
Cycle Length:	40
Actuated Cycle Length:	38.4
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.30
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization:	50.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 7: Park Dr & Franklin Ave & Washington Blvd



Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

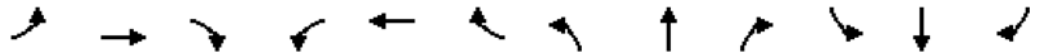
09/11/2023



Lane Group	SBR	SBR2
Switch Phase		
Minimum Initial (s)		
Minimum Split (s)		
Total Split (s)		
Total Split (%)		
Maximum Green (s)		
Yellow Time (s)		
All-Red Time (s)		
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		
Recall Mode		
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
8: Lathrop Ave & Washington Blvd

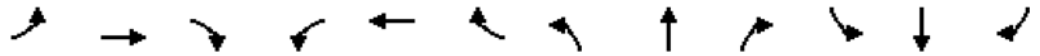
09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗		↖	↗		↖	↗
Traffic Volume (vph)	68	276	5	4	189	81	5	184	16	136	84	69
Future Volume (vph)	68	276	5	4	189	81	5	184	16	136	84	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	0		75	0		75
Storage Lanes	0		1	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00	0.97		1.00	0.97		1.00	0.97		0.99	0.97
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected		0.990			0.999			0.999			0.970	
Satd. Flow (prot)	0	1844	1583	0	1861	1583	0	1861	1583	0	1807	1583
Fl _t Permitted		0.890			0.990			0.986			0.697	
Satd. Flow (perm)	0	1654	1528	0	1844	1528	0	1836	1528	0	1289	1528
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			61			86			61			73
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		450			2667			1328			1233	
Travel Time (s)		12.3			72.7			36.2			33.6	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	72	294	5	4	201	86	5	196	17	145	89	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	366	5	0	205	86	0	201	17	0	234	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm

Lanes, Volumes, Timings
8: Lathrop Ave & Washington Blvd

09/11/2023

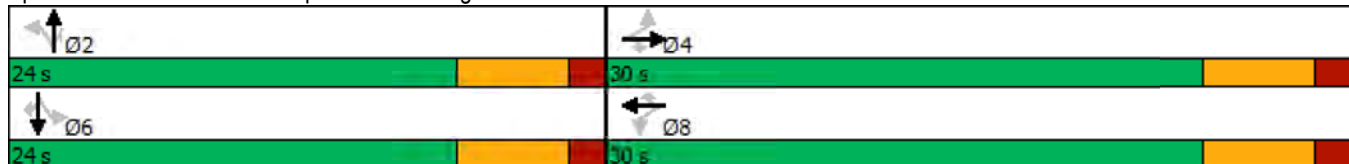


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%	44.4%
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0	24.0	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)		15.3	15.3		15.3	15.3		12.5	12.5		12.9	12.9
Actuated g/C Ratio		0.42	0.42		0.42	0.42		0.34	0.34		0.35	0.35
v/c Ratio		0.53	0.01		0.27	0.13		0.32	0.03		0.52	0.12
Control Delay		13.2	0.0		10.0	3.2		13.1	0.1		17.2	4.5
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		13.2	0.0		10.0	3.2		13.1	0.1		17.2	4.5
LOS		B	A		A	A		B	A		B	A
Approach Delay		13.0			8.0			12.1			14.2	
Approach LOS		B			A			B			B	

Intersection Summary






















Area Type:	Other
Cycle Length:	54
Actuated Cycle Length:	36.7
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	11.9
Intersection LOS:	B
Intersection Capacity Utilization:	74.0%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 8: Lathrop Ave & Washington Blvd



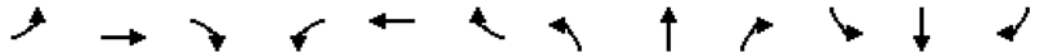
Lanes, Volumes, Timings
13: Thatcher Ave & Lake St

09/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	402	34	39	429	56	46	291	49	146	284	50
Future Volume (vph)	25	402	34	39	429	56	46	291	49	146	284	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	85		0	85		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	115			115			100			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99	1.00		0.99	0.99		0.99	0.99	
Frt		0.988			0.983			0.978				0.978
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1835	0	1770	1823	0	1770	1811	0	1770	1811	0
Flt Permitted	0.286			0.301			0.431			0.343		
Satd. Flow (perm)	529	1835	0	556	1823	0	794	1811	0	632	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			12			12	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		824			2952			527			2095	
Travel Time (s)		18.7			67.1			14.4			57.1	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	26	410	35	40	438	57	47	297	50	149	290	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	445	0	40	495	0	47	347	0	149	341	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
13: Thatcher Ave & Lake St

09/11/2023

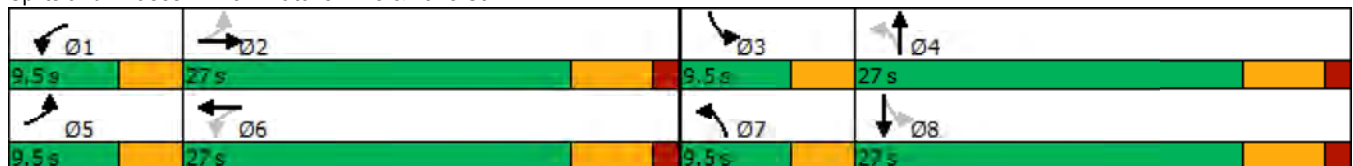


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.0	14.0		9.0	14.0		9.0	14.0		9.0	14.0	
Total Split (s)	9.5	27.0		9.5	27.0		9.5	27.0		9.5	27.0	
Total Split (%)	13.0%	37.0%		13.0%	37.0%		13.0%	37.0%		13.0%	37.0%	
Maximum Green (s)	6.0	21.0		6.0	21.0		6.0	21.0		6.0	21.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	27.7	21.9		28.3	23.6		23.5	16.4		24.3	18.6	
Actuated g/C Ratio	0.44	0.35		0.45	0.37		0.37	0.26		0.39	0.30	
v/c Ratio	0.07	0.69		0.11	0.72		0.12	0.72		0.42	0.63	
Control Delay	11.5	28.8		11.7	28.8		12.1	31.1		15.9	26.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.5	28.8		11.7	28.8		12.1	31.1		15.9	26.3	
LOS	B	C		B	C		B	C		B	C	
Approach Delay		27.8			27.6			28.8			23.1	
Approach LOS		C			C			C			C	

Intersection Summary

























Area Type:	Other
Cycle Length:	73
Actuated Cycle Length:	63
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	26.7
Intersection LOS:	C
Intersection Capacity Utilization:	72.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 13: Thatcher Ave & Lake St



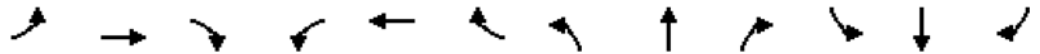
Lanes, Volumes, Timings
14: Lathrop Ave & Lake St

09/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	467	97	115	393	50	127	281	55	67	240	4
Future Volume (vph)	33	467	97	115	393	50	127	281	55	67	240	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		120	75		120	75		0	75		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	105			105			60			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98		0.95	0.99		0.94	0.98	1.00		0.99	1.00	
Frt			0.850			0.850		0.975			0.998	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1808	0	1770	1858	0
Flt Permitted	0.443			0.313			0.353			0.226		
Satd. Flow (perm)	811	1863	1507	578	1863	1481	647	1808	0	418	1858	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			106			106		9			1	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		2952			1318			470			1333	
Travel Time (s)		67.1			30.0			12.8			36.4	
Confl. Peds. (#/hr)	16		10	10		16	10		10	10		10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	35	502	104	124	423	54	137	302	59	72	258	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	502	104	124	423	54	137	361	0	72	262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
14: Lathrop Ave & Lake St

09/11/2023

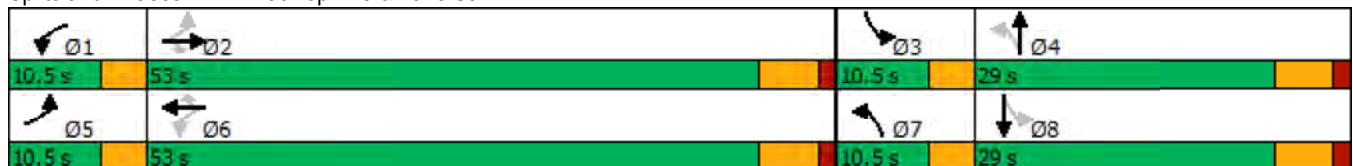


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		
Detector Phase	5	2	2	1	6	6	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Minimum Split (s)	10.0	14.0	14.0	10.0	14.0	14.0	10.0	14.0		10.0	14.0	
Total Split (s)	10.5	53.0	53.0	10.5	53.0	53.0	10.5	29.0		10.5	29.0	
Total Split (%)	10.2%	51.5%	51.5%	10.2%	51.5%	51.5%	10.2%	28.2%		10.2%	28.2%	
Maximum Green (s)	7.0	47.0	47.0	7.0	47.0	47.0	7.0	23.0		7.0	23.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	55.9	47.1	47.1	58.1	51.5	51.5	30.9	22.9		29.9	20.6	
Actuated g/C Ratio	0.56	0.47	0.47	0.58	0.51	0.51	0.31	0.23		0.30	0.20	
v/c Ratio	0.07	0.58	0.14	0.30	0.44	0.07	0.49	0.86		0.34	0.69	
Control Delay	9.6	23.5	3.6	11.5	19.2	0.4	31.1	58.5		27.4	46.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	9.6	23.5	3.6	11.5	19.2	0.4	31.1	58.5		27.4	46.8	
LOS	A	C	A	B	B	A	C	E		C	D	
Approach Delay		19.5			15.9			51.0			42.6	
Approach LOS		B			B			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	103
Actuated Cycle Length:	100.6
Natural Cycle:	70
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	29.7
Intersection LOS:	C
Intersection Capacity Utilization:	69.6%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 14: Lathrop Ave & Lake St



Lanes, Volumes, Timings
16: Harlem Ave & Lake St

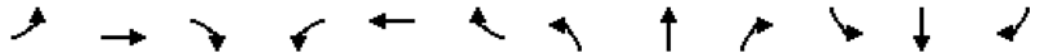
09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	229	142	93	200	52	200	1031	67	60	1026	190
Future Volume (vph)	196	229	142	93	200	52	200	1031	67	60	1026	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		195	140		0	230		0	220		600
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	110			60			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	0.95		0.81	0.90	0.98			0.99				0.79
Fr _t			0.850		0.969			0.991				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1762	0	1770	3443	0	1770	3505	1583
Fl _t Permitted	0.290			0.356			0.178			0.196		
Satd. Flow (perm)	512	1863	1283	597	1762	0	332	3443	0	365	3505	1253
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145		9			6				194
Link Speed (mph)		30			30			30				30
Link Distance (ft)		562			578			877				703
Travel Time (s)		12.8			13.1			19.9				16.0
Confl. Peds. (#/hr)	47		80	80		47	51		36	36		51
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	3%	2%
Adj. Flow (vph)	200	234	145	95	204	53	204	1052	68	61	1047	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	234	145	95	257	0	204	1120	0	61	1047	194
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0

Lanes, Volumes, Timings
16: Harlem Ave & Lake St

09/11/2023

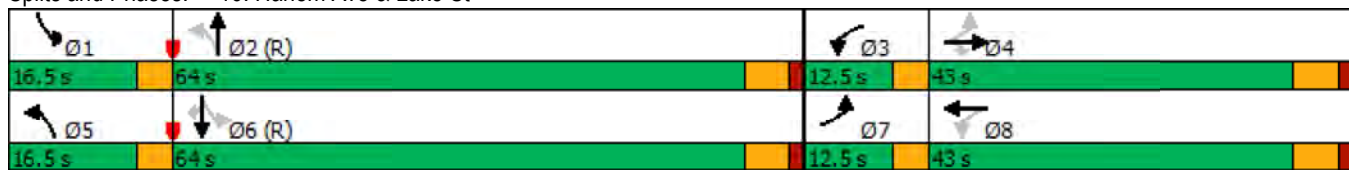


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Detector Phase	7	4	4	3	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	14.0	14.0	11.0	14.0		11.0	14.0		11.0	14.0	14.0
Total Split (s)	12.5	43.0	43.0	12.5	43.0		16.5	64.0		16.5	64.0	64.0
Total Split (%)	9.2%	31.6%	31.6%	9.2%	31.6%		12.1%	47.1%		12.1%	47.1%	47.1%
Maximum Green (s)	9.0	37.0	37.0	9.0	37.0		13.0	58.0		13.0	58.0	58.0
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)		0	0		0			0			0	0
Act Effct Green (s)	36.4	24.9	24.9	35.7	24.6		89.4	78.0		80.9	71.2	71.2
Actuated g/C Ratio	0.27	0.18	0.18	0.26	0.18		0.66	0.57		0.59	0.52	0.52
v/c Ratio	0.91	0.69	0.41	0.41	0.79		0.59	0.57		0.21	0.57	0.26
Control Delay	82.6	62.0	10.1	40.1	68.1		17.1	21.3		11.8	25.2	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.4	0.0
Total Delay	82.6	62.0	10.1	40.1	68.1		17.1	21.3		11.8	25.6	3.9
LOS	F	E	B	D	E		B	C		B	C	A
Approach Delay		56.1			60.5			20.6			21.7	
Approach LOS		E			E			C			C	

Intersection Summary

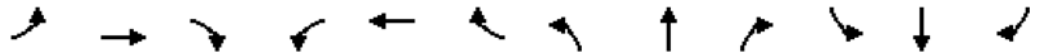
Area Type: Other
 Cycle Length: 136
 Actuated Cycle Length: 136
 Offset: 59 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 30.7
 Intersection LOS: C
 Intersection Capacity Utilization 81.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 16: Harlem Ave & Lake St



Lanes, Volumes, Timings
19: Thatcher Ave & Chicago Ave

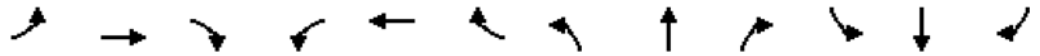
09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	328	55	45	249	60	44	308	20	122	380	106
Future Volume (vph)	140	328	55	45	249	60	44	308	20	122	380	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	75		0	100		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	180			50			125			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	1.00		0.99	0.99	
Frt		0.979			0.971			0.991			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1813	0	1770	1795	0	1770	1842	0	1770	1786	0
Flt Permitted	0.457			0.336			0.368			0.443		
Satd. Flow (perm)	842	1813	0	620	1795	0	681	1842	0	817	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			17			5			21	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		923			1595			2095			1328	
Travel Time (s)		25.2			43.5			57.1			36.2	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	335	56	46	254	61	45	314	20	124	388	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	391	0	46	315	0	45	334	0	124	496	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
19: Thatcher Ave & Chicago Ave

09/11/2023

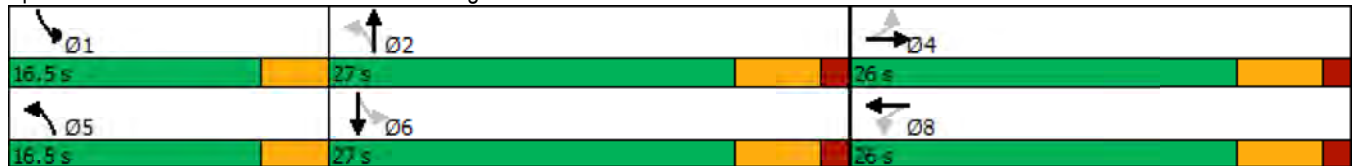


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	14.0		11.0	14.0	
Total Split (s)	26.0	26.0		26.0	26.0		16.5	27.0		16.5	27.0	
Total Split (%)	37.4%	37.4%		37.4%	37.4%		23.7%	38.8%		23.7%	38.8%	
Maximum Green (s)	20.0	20.0		20.0	20.0		13.0	21.0		13.0	21.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	16.8	16.8		16.8	16.8		28.9	21.5		31.9	24.6	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.49	0.36		0.54	0.41	
v/c Ratio	0.60	0.75		0.26	0.61		0.10	0.50		0.22	0.66	
Control Delay	31.5	29.8		21.9	23.6		7.5	20.0		8.0	21.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.5	29.8		21.9	23.6		7.5	20.0		8.0	21.5	
LOS	C	C		C	C		A	C		A	C	
Approach Delay		30.2			23.4			18.5			18.8	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	69.5
Actuated Cycle Length:	59.3
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	22.9
Intersection LOS:	C
Intersection Capacity Utilization:	74.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 19: Thatcher Ave & Chicago Ave



Lanes, Volumes, Timings
21: Lathrop Ave & Chicago Ave

09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	450	42	45	330	25	42	256	54	20	205	15
Future Volume (vph)	17	450	42	45	330	25	42	256	54	20	205	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90		0	90		0	75		0	75		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	90			100			115			115		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		0.99	1.00		0.99	0.98		0.94	1.00	
Frt		0.987			0.989			0.974			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1831	0	1770	1837	0	1770	1777	0	1770	1839	0
Flt Permitted	0.390			0.206			0.613			0.530		
Satd. Flow (perm)	719	1831	0	381	1837	0	1125	1777	0	929	1839	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			6			19			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1322			1339			747			1341	
Travel Time (s)		36.1			36.5			20.4			36.6	
Confl. Peds. (#/hr)	10		13	13		10	10		49	49		10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	18	479	45	48	351	27	45	272	57	21	218	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	524	0	48	378	0	45	329	0	21	234	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings
21: Lathrop Ave & Chicago Ave

09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Total Split (s)	33.0	33.0		33.0	33.0		41.0	41.0		41.0	41.0	
Total Split (%)	44.6%	44.6%		44.6%	44.6%		55.4%	55.4%		55.4%	55.4%	
Maximum Green (s)	27.0	27.0		27.0	27.0		35.0	35.0		35.0	35.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	23.8	23.8		23.8	23.8		35.1	35.1		35.1	35.1	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.49	0.49		0.49	0.49	
v/c Ratio	0.07	0.85		0.38	0.61		0.08	0.37		0.05	0.26	
Control Delay	16.5	35.9		27.4	23.9		11.2	12.7		10.9	11.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	35.9		27.4	23.9		11.2	12.7		10.9	11.8	
LOS	B	D		C	C		B	B		B	B	
Approach Delay		35.3			24.3			12.5			11.7	
Approach LOS		D			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	74
Actuated Cycle Length:	71
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	23.3
Intersection LOS:	C
Intersection Capacity Utilization:	72.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 21: Lathrop Ave & Chicago Ave



Lanes, Volumes, Timings
23: Harlem Ave & Chicago Ave

09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	391	99	147	317	130	80	1005	149	90	1030	19
Future Volume (vph)	56	391	99	147	317	130	80	1005	149	90	1030	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		115	95		60	195		0	115		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	120			85			95			170		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99		0.96			0.97		0.99			1.00	
Flt			0.850			0.850		0.981			0.997	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3448	0	1770	3525	0
Flt Permitted	0.358			0.162			0.122			0.085		
Satd. Flow (perm)	662	1863	1525	302	1863	1531	227	3448	0	158	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86			86		15			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1317			461			1347			1346	
Travel Time (s)		35.9			12.6			30.6			30.6	
Confl. Peds. (#/hr)	10		12	12		10	10		10	10		10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	60	420	106	158	341	140	86	1081	160	97	1108	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	420	106	158	341	140	86	1241	0	97	1128	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
23: Harlem Ave & Chicago Ave

09/11/2023

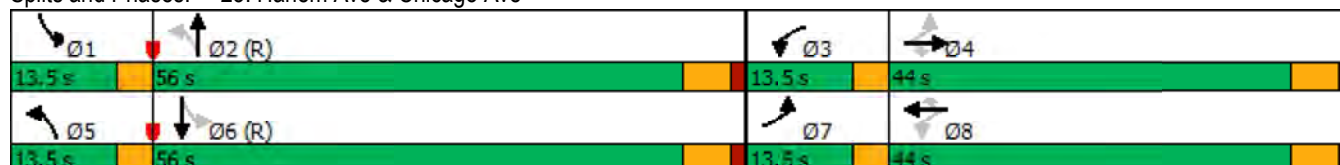


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	14.0	14.0	11.0	14.0	14.0	11.0	14.0		11.0	14.0	
Total Split (s)	13.5	44.0	44.0	13.5	44.0	44.0	13.5	56.0		13.5	56.0	
Total Split (%)	10.6%	34.6%	34.6%	10.6%	34.6%	34.6%	10.6%	44.1%		10.6%	44.1%	
Maximum Green (s)	10.0	38.0	38.0	10.0	38.0	38.0	10.0	50.0		10.0	50.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0	6.0	3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0	0		0			0	
Act Effct Green (s)	43.7	33.2	33.2	47.4	36.9	36.9	67.2	56.4		67.7	56.6	
Actuated g/C Ratio	0.34	0.26	0.26	0.37	0.29	0.29	0.53	0.44		0.53	0.45	
v/c Ratio	0.20	0.86	0.23	0.70	0.63	0.28	0.39	0.81		0.51	0.72	
Control Delay	24.8	62.4	11.1	42.7	45.0	15.6	19.7	36.5		25.4	33.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	24.8	62.4	11.1	42.7	45.0	15.6	19.7	36.5		25.4	33.1	
LOS	C	E	B	D	D	B	B	D		C	C	
Approach Delay		49.2			38.0			35.4			32.5	
Approach LOS		D			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 127
 Actuated Cycle Length: 127
 Offset: 59 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 37.0
 Intersection LOS: D
 Intersection Capacity Utilization 83.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 23: Harlem Ave & Chicago Ave



Lanes, Volumes, Timings
30: Harlem Ave & Augusta St

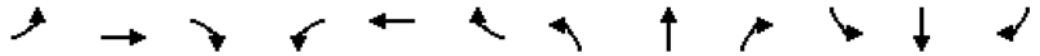
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	15	153	36	58	174	40	43	1070	78	60	1045	16
Future Volume (vph)	15	153	36	58	174	40	43	1070	78	60	1045	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			75			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.976			0.980			0.990			0.998	
Flt Protected		0.996			0.989		0.950			0.950		
Satd. Flow (prot)	0	1800	0	0	1796	0	1770	3491	0	1770	3529	0
Flt Permitted		0.952			0.761		0.210			0.181		
Satd. Flow (perm)	0	1720	0	0	1379	0	391	3491	0	337	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			7			10			2	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1777			369			1346			1322	
Travel Time (s)		48.5			10.1			30.6			30.0	
Confl. Peds. (#/hr)	11		10	10		11	10		10	10		10
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	15	156	37	59	178	41	44	1092	80	61	1066	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	278	0	44	1172	0	61	1082	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			-15			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
30: Harlem Ave & Augusta St

09/11/2023

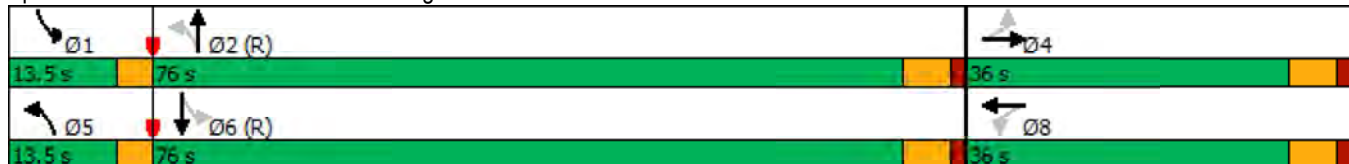


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		11.0	14.0		11.0	14.0	
Total Split (s)	36.0	36.0		36.0	36.0		13.5	76.0		13.5	76.0	
Total Split (%)	28.7%	28.7%		28.7%	28.7%		10.8%	60.6%		10.8%	60.6%	
Maximum Green (s)	30.0	30.0		30.0	30.0		10.0	70.0		10.0	70.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)		26.9			26.9		85.9	78.0		86.6	78.4	
Actuated g/C Ratio		0.21			0.21		0.68	0.62		0.69	0.62	
v/c Ratio		0.55			0.92		0.13	0.54		0.20	0.49	
Control Delay		47.6			82.5		7.1	15.6		7.7	14.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		47.6			82.5		7.1	15.6		7.7	14.7	
LOS		D			F		A	B		A	B	
Approach Delay		47.6			82.5			15.3			14.3	
Approach LOS		D			F			B			B	

Intersection Summary























Area Type: Other
 Cycle Length: 125.5
 Actuated Cycle Length: 125.5
 Offset: 45 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 23.9
 Intersection LOS: C
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 30: Harlem Ave & Augusta St



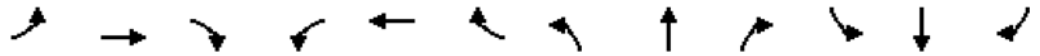
Lanes, Volumes, Timings
36: Harlem Ave & Division St

09/11/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	322	72	119	215	90	79	956	90	93	930	38
Future Volume (vph)	67	322	72	119	215	90	79	956	90	93	930	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	90		0	180		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75			115			95			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	0.99			0.99			1.00			1.00	
Frt		0.973			0.956			0.987			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1802	0	1770	1763	0	1770	3477	0	1770	3510	0
Flt Permitted	0.368			0.157			0.188			0.144		
Satd. Flow (perm)	680	1802	0	292	1763	0	350	3477	0	268	3510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			16			10			4	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		1311			467			1322			1352	
Travel Time (s)		35.8			12.7			30.0			30.7	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	69	332	74	123	222	93	81	986	93	96	959	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	406	0	123	315	0	81	1079	0	96	998	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			-15			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
36: Harlem Ave & Division St

09/11/2023

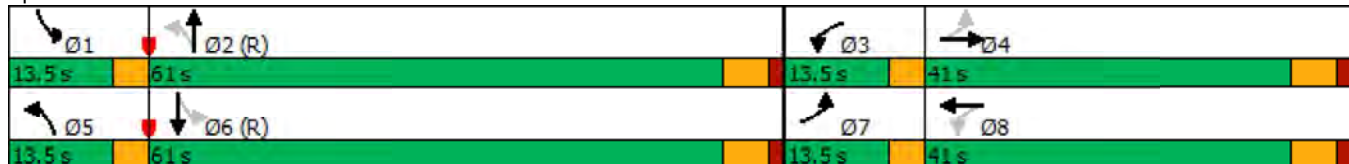


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	14.0		11.0	14.0		11.0	14.0		11.0	14.0	
Total Split (s)	13.5	41.0		13.5	41.0		13.5	61.0		13.5	61.0	
Total Split (%)	10.5%	31.8%		10.5%	31.8%		10.5%	47.3%		10.5%	47.3%	
Maximum Green (s)	10.0	35.0		10.0	35.0		10.0	55.0		10.0	55.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	42.9	31.9		45.5	35.0		70.6	60.0		72.0	62.3	
Actuated g/C Ratio	0.33	0.25		0.35	0.27		0.55	0.47		0.56	0.48	
v/c Ratio	0.23	0.90		0.58	0.64		0.29	0.67		0.39	0.59	
Control Delay	27.5	68.9		37.9	46.3		15.9	30.0		17.9	27.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.5	68.9		37.9	46.3		15.9	30.0		17.9	27.4	
LOS	C	E		D	D		B	C		B	C	
Approach Delay		62.9			43.9			29.0			26.5	
Approach LOS		E			D			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 129
 Actuated Cycle Length: 129
 Offset: 71 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 35.3
 Intersection LOS: D
 Intersection Capacity Utilization 79.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 36: Harlem Ave & Division St



Lanes, Volumes, Timings
47: Thatcher Ave & North Ave

09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	1408	450	79	1417	82	285	190	196	114	227	80
Future Volume (vph)	196	1408	450	79	1417	82	285	190	196	114	227	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	115		0	200		0	165		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	180			125			85			70		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor			0.96		1.00		0.99	0.98		0.99	0.99	
Frt			0.850		0.992			0.924			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	5034	0	1770	3198	0	1770	3367	0
Flt Permitted	0.071			0.054			0.339			0.509		
Satd. Flow (perm)	132	3539	1523	101	5034	0	623	3198	0	937	3367	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			286		8			135			25	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		1334			336			347			340	
Travel Time (s)		30.3			7.6			9.5			9.3	
Confl. Peds. (#/hr)	10		10	10		10	10		12	12		10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	211	1514	484	85	1524	88	306	204	211	123	244	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	1514	484	85	1612	0	306	415	0	123	330	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
47: Thatcher Ave & North Ave

09/11/2023

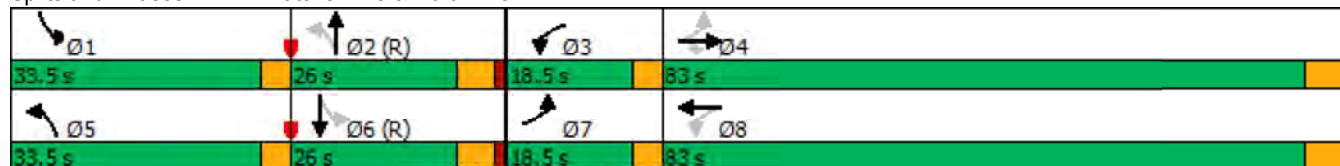


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phase	7	4	4	3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.0	14.0	14.0	11.0	14.0		11.0	14.0		11.0	14.0	
Total Split (s)	18.5	83.0	83.0	18.5	83.0		33.5	26.0		33.5	26.0	
Total Split (%)	11.5%	51.6%	51.6%	11.5%	51.6%		20.8%	16.1%		20.8%	16.1%	
Maximum Green (s)	15.0	77.0	77.0	15.0	77.0		30.0	20.0		30.0	20.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		11.0	11.0		11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	94.8	79.7	79.7	86.6	74.5		58.8	39.5		42.9	27.1	
Actuated g/C Ratio	0.59	0.50	0.50	0.54	0.46		0.37	0.25		0.27	0.17	
v/c Ratio	0.93	0.86	0.54	0.56	0.69		0.75	0.47		0.39	0.56	
Control Delay	81.2	42.2	12.7	37.3	35.6		52.4	37.5		40.8	62.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.2	42.2	12.7	37.3	35.6		52.4	37.5		40.8	62.8	
LOS	F	D	B	D	D		D	D		D	E	
Approach Delay		39.5			35.7			43.8			56.8	
Approach LOS		D			D			D			E	

Intersection Summary

Area Type: Other
 Cycle Length: 161
 Actuated Cycle Length: 161
 Offset: 59 (37%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 40.4
 Intersection LOS: D
 Intersection Capacity Utilization 90.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 47: Thatcher Ave & North Ave



Lanes, Volumes, Timings
48: Lathrop Ave & North Ave

09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1523	70	60	1391	67	167	118	26	36	56	20
Future Volume (vph)	125	1523	70	60	1391	67	167	118	26	36	56	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	80		0	60		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	170			115			110			55		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00		0.99	1.00		0.99	0.99	
Frt		0.993			0.993			0.973				0.960
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3508	0	1770	3507	0	1770	1804	0	1770	1776	0
Flt Permitted	0.079			0.082			0.457			0.658		
Satd. Flow (perm)	147	3508	0	153	3507	0	840	1804	0	1212	1776	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			8			10				16
Link Speed (mph)		30			30			25				25
Link Distance (ft)		860			438			660				264
Travel Time (s)		19.5			10.0			18.0				7.2
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	1655	76	65	1512	73	182	128	28	39	61	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	1731	0	65	1585	0	182	156	0	39	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	

Lanes, Volumes, Timings
54: Harlem Ave & North Ave

09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	1107	210	189	1138	127	320	667	155	90	604	102
Future Volume (vph)	178	1107	210	189	1138	127	320	667	155	90	604	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245		0	165		0	145		145	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	135			180			135			160		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		0.99		0.97	0.99	1.00	
Frt		0.976			0.985				0.850		0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4942	0	1770	4996	0	1770	3539	1583	1770	3448	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1766	4942	0	1766	4996	0	1760	3539	1541	1760	3448	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			21				168			19
Link Speed (mph)		30			30			30				30
Link Distance (ft)		425			797			667				513
Travel Time (s)		9.7			18.1			15.2				11.7
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	1203	228	205	1237	138	348	725	168	98	657	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	1431	0	205	1375	0	348	725	168	98	768	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1		2
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		Thru
Leading Detector (ft)	20	100		20	100		20	100	20	20		100
Trailing Detector (ft)	0	0		0	0		0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot		NA

Lanes, Volumes, Timings
54: Harlem Ave & North Ave

09/11/2023

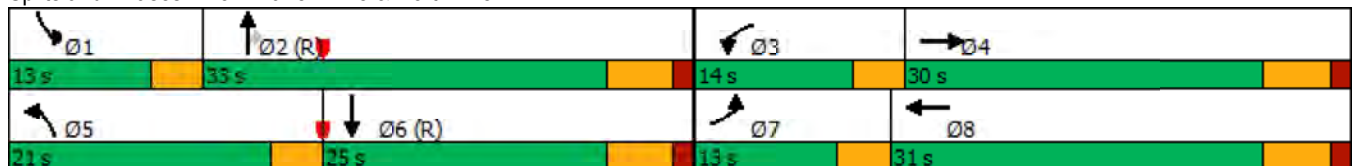


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	11.0	14.0		11.0	14.0		11.0	14.0	14.0	11.0	14.0	
Total Split (s)	13.0	30.0		14.0	31.0		21.0	33.0	33.0	13.0	25.0	
Total Split (%)	14.4%	33.3%		15.6%	34.4%		23.3%	36.7%	36.7%	14.4%	27.8%	
Maximum Green (s)	9.5	24.0		10.5	25.0		17.5	27.0	27.0	9.5	19.0	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5	1.5	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0	6.0	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	9.5	24.0		10.5	25.0		17.5	29.8	29.8	8.7	19.0	
Actuated g/C Ratio	0.11	0.27		0.12	0.28		0.19	0.33	0.33	0.10	0.21	
v/c Ratio	1.04	1.06		1.00	0.98		1.01	0.62	0.27	0.58	1.04	
Control Delay	103.2	80.8		104.0	52.6		89.7	29.1	5.2	52.5	77.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	103.2	80.8		104.0	52.6		89.7	29.1	5.2	52.5	77.8	
LOS	F	F		F	D		F	C	A	D	E	
Approach Delay		83.5			59.3			42.9			74.9	
Approach LOS		F			E			D			E	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 65.4
 Intersection LOS: E
 Intersection Capacity Utilization 91.2%
 ICU Level of Service F
 Analysis Period (min) 15

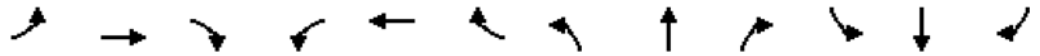
Splits and Phases: 54: Harlem Ave & North Ave



Alternative Volumes & Level of Service – AM

Lanes, Volumes, Timings
34: Lathrop Ave & Division St

09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	24	248	33	67	244	82	21	236	50	22	157	14
Future Volume (vph)	24	248	33	67	244	82	21	236	50	22	157	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		40	0		200	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.99			1.00	
Frt		0.985			0.972			0.978			0.990	
Flt Protected		0.996			0.992			0.997			0.994	
Satd. Flow (prot)	0	1821	0	0	1784	0	0	1805	0	0	1828	0
Flt Permitted		0.938			0.878			0.961			0.931	
Satd. Flow (perm)	0	1714	0	0	1577	0	0	1738	0	0	1710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			32			22			9	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			879			670			677	
Travel Time (s)		24.3			24.0			18.3			18.5	
Confl. Peds. (#/hr)	10		10	10		10	15		14	14		15
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	30	306	41	83	301	101	26	291	62	27	194	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	377	0	0	485	0	0	379	0	0	238	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings
34: Lathrop Ave & Division St

09/11/2023

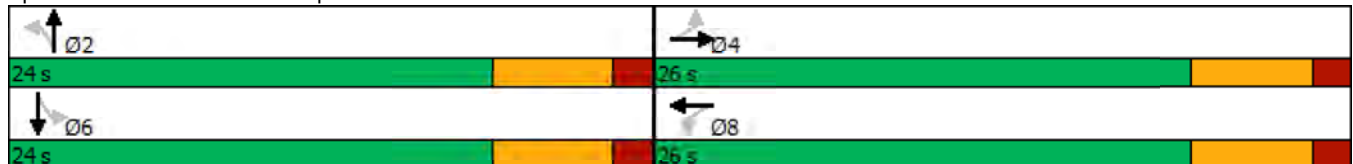


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	52.0%	52.0%		52.0%	52.0%		48.0%	48.0%		48.0%	48.0%	
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		16.4			16.4			13.6			13.6	
Actuated g/C Ratio		0.39			0.39			0.32			0.32	
v/c Ratio		0.56			0.77			0.66			0.43	
Control Delay		14.2			21.9			18.6			14.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.2			21.9			18.6			14.2	
LOS		B			C			B			B	
Approach Delay		14.2			21.9			18.6			14.2	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	42.5
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	17.8
Intersection LOS:	B
Intersection Capacity Utilization:	67.6%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 34: Lathrop Ave & Division St



HCM 6th TWSC
24: Thatcher Ave & Augusta St

09/11/2023

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	65	71	351	52	10	500
Future Vol, veh/h	65	71	351	52	10	500
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	84	413	61	12	588

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1076	464	0	0	484
Stage 1	454	-	-	-	-
Stage 2	622	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	243	598	-	-	1079
Stage 1	640	-	-	-	-
Stage 2	535	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	234	587	-	-	1069
Mov Cap-2 Maneuver	234	-	-	-	-
Stage 1	634	-	-	-	-
Stage 2	521	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	341	1069
HCM Lane V/C Ratio	-	-	0.469	0.011
HCM Control Delay (s)	-	-	24.6	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.4	0

Intersection						
Int Delay, s/veh	10.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	115	316	106	175	450
Future Vol, veh/h	60	115	316	106	175	450
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	134	367	123	203	523

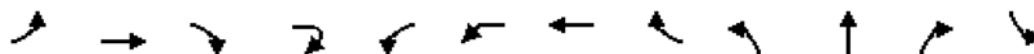
Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1378	449	0	0	500
Stage 1	439	-	-	-	-
Stage 2	939	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	160	610	-	-	1064
Stage 1	650	-	-	-	-
Stage 2	380	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	114	598	-	-	1054
Mov Cap-2 Maneuver	114	-	-	-	-
Stage 1	644	-	-	-	-
Stage 2	274	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	65.7	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	244	1054
HCM Lane V/C Ratio	-	-	0.834	0.193
HCM Control Delay (s)	-	-	65.7	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	6.6	0.7

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

09/11/2023



Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↕					↕			↕		
Traffic Volume (vph)	7	316	5	1	12	3	216	17	3	28	13	15
Future Volume (vph)	7	316	5	1	12	3	216	17	3	28	13	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00					0.99			0.98		
Frt		0.998					0.991			0.960		
Flt Protected		0.999					0.997			0.997		
Satd. Flow (prot)	0	1855	0	0	0	0	1834	0	0	1757	0	0
Flt Permitted		0.990					0.969			0.991		
Satd. Flow (perm)	0	1837	0	0	0	0	1780	0	0	1743	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)							6			14		
Link Speed (mph)		25					25			25		
Link Distance (ft)		458					415			336		
Travel Time (s)		12.5					11.3			9.2		
Confl. Peds. (#/hr)	10		10	10	10	10		10	10		10	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	343	5	1	13	3	235	18	3	30	14	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	357	0	0	0	0	269	0	0	47	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)		0					0			0		
Link Offset(ft)		0					0			0		
Crosswalk Width(ft)		16					16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15	15		9	15		9	15
Number of Detectors	1	2			1	1	2		1	2		1
Detector Template	Left	Thru			Left	Left	Thru		Left	Thru		Left
Leading Detector (ft)	20	100			20	20	100		20	100		20
Trailing Detector (ft)	0	0			0	0	0		0	0		0
Detector 1 Position(ft)	0	0			0	0	0		0	0		0
Detector 1 Size(ft)	20	6			20	20	6		20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0		0.0
Detector 2 Position(ft)		94					94			94		
Detector 2 Size(ft)		6					6			6		
Detector 2 Type		Cl+Ex					Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0					0.0			0.0		
Turn Type	Perm	NA			Perm	Perm	NA		Perm	NA		Perm
Protected Phases		4					8			2		
Permitted Phases	4				8	8			2			6
Detector Phase	4	4			8	8	8		2	2		6

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

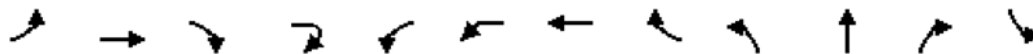
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Lane Group	SBT	SBR	SBR2
Lane Configurations	↕		
Traffic Volume (vph)	21	1	10
Future Volume (vph)	21	1	10
Ideal Flow (vphpl)	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00
Ped Bike Factor	0.97		
Frt	0.968		
Flt Protected	0.985		
Satd. Flow (prot)	1744	0	0
Flt Permitted	0.938		
Satd. Flow (perm)	1646	0	0
Right Turn on Red			Yes
Satd. Flow (RTOR)	11		
Link Speed (mph)	25		
Link Distance (ft)	350		
Travel Time (s)	9.5		
Confl. Peds. (#/hr)		10	10
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	23	1	11
Shared Lane Traffic (%)			
Lane Group Flow (vph)	51	0	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Right	Right
Median Width(ft)	0		
Link Offset(ft)	0		
Crosswalk Width(ft)	16		
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)		9	9
Number of Detectors	2		
Detector Template	Thru		
Leading Detector (ft)	100		
Trailing Detector (ft)	0		
Detector 1 Position(ft)	0		
Detector 1 Size(ft)	6		
Detector 1 Type	Cl+Ex		
Detector 1 Channel			
Detector 1 Extend (s)	0.0		
Detector 1 Queue (s)	0.0		
Detector 1 Delay (s)	0.0		
Detector 2 Position(ft)	94		
Detector 2 Size(ft)	6		
Detector 2 Type	Cl+Ex		
Detector 2 Channel			
Detector 2 Extend (s)	0.0		
Turn Type	NA		
Protected Phases	6		
Permitted Phases			
Detector Phase	6		

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

09/11/2023

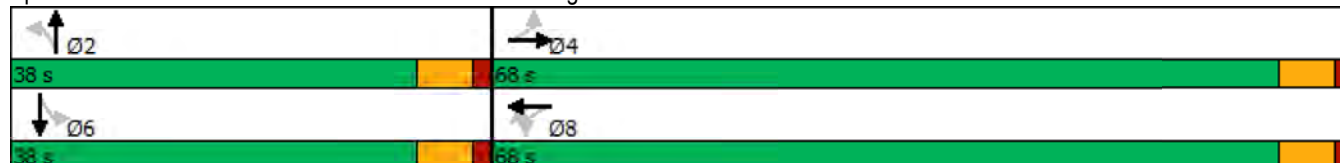


Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	14.0	14.0			14.0	14.0	14.0		14.0	14.0		14.0
Total Split (s)	68.0	68.0			68.0	68.0	68.0		38.0	38.0		38.0
Total Split (%)	64.2%	64.2%			64.2%	64.2%	64.2%		35.8%	35.8%		35.8%
Maximum Green (s)	62.0	62.0			62.0	62.0	62.0		32.0	32.0		32.0
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5	4.5		4.5
All-Red Time (s)	1.5	1.5			1.5	1.5	1.5		1.5	1.5		1.5
Lost Time Adjust (s)		0.0					0.0			0.0		
Total Lost Time (s)		6.0					6.0			6.0		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None			None	None	None		Max	Max		None
Walk Time (s)	7.0	7.0			7.0	7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0			0	0	0		0	0		0
Act Effct Green (s)		16.9					16.9			32.2		
Actuated g/C Ratio		0.28					0.28			0.53		
v/c Ratio		0.70					0.54			0.05		
Control Delay		27.8					22.5			6.9		
Queue Delay		0.0					0.0			0.0		
Total Delay		27.8					22.5			6.9		
LOS		C					C			A		
Approach Delay		27.8					22.5			6.9		
Approach LOS		C					C			A		

Intersection Summary

Area Type: Other
 Cycle Length: 106
 Actuated Cycle Length: 61.1
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 23.0
 Intersection Capacity Utilization 54.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 7: Park Dr & Franklin Ave & Washington Blvd



Lanes, Volumes, Timings
 7: Park Dr & Franklin Ave & Washington Blvd

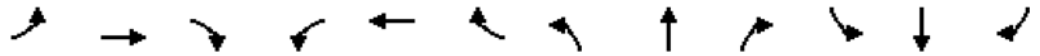
09/11/2023



Lane Group	SBT	SBR	SBR2
Switch Phase			
Minimum Initial (s)	5.0		
Minimum Split (s)	14.0		
Total Split (s)	38.0		
Total Split (%)	35.8%		
Maximum Green (s)	32.0		
Yellow Time (s)	4.5		
All-Red Time (s)	1.5		
Lost Time Adjust (s)	0.0		
Total Lost Time (s)	6.0		
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0		
Recall Mode	None		
Walk Time (s)	7.0		
Flash Dont Walk (s)	11.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)	32.2		
Actuated g/C Ratio	0.53		
v/c Ratio	0.06		
Control Delay	7.4		
Queue Delay	0.0		
Total Delay	7.4		
LOS	A		
Approach Delay	7.4		
Approach LOS	A		
Intersection Summary			

Lanes, Volumes, Timings
8: Lathrop Ave & Washington Blvd

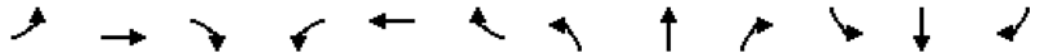
09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕		↕	↕
Traffic Volume (vph)	53	256	12	5	169	90	7	190	15	20	150	78
Future Volume (vph)	53	256	12	5	169	90	7	190	15	20	150	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	0		75	0		75
Storage Lanes	0		0	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00	0.97		1.00	0.96		1.00	0.97
Frt		0.995				0.850			0.850			0.850
Flt Protected		0.992			0.999			0.998			0.994	
Satd. Flow (prot)	0	1836	0	0	1861	1583	0	1859	1583	0	1852	1583
Flt Permitted		0.906			0.986			0.988			0.949	
Satd. Flow (perm)	0	1674	0	0	1836	1528	0	1840	1521	0	1765	1528
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				99			61			86
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		450			2667			1328			1233	
Travel Time (s)		12.3			72.7			36.2			33.6	
Confl. Peds. (#/hr)	10		10	10		10	10		13	13		10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	58	281	13	5	186	99	8	209	16	22	165	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	352	0	0	191	99	0	217	16	0	187	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm

Lanes, Volumes, Timings
 8: Lathrop Ave & Washington Blvd

09/11/2023

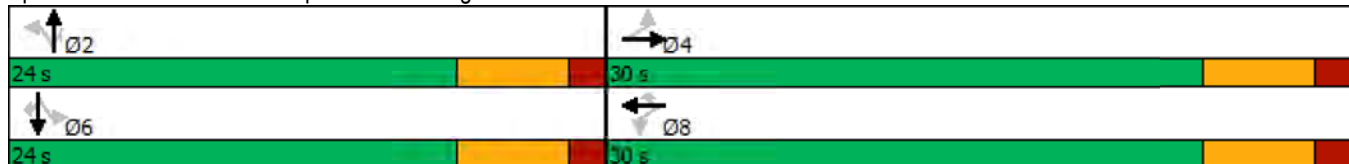


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	1.0	1.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	30.0	30.0		30.0	30.0	30.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%		55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%	44.4%
Maximum Green (s)	24.0	24.0		24.0	24.0	24.0	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	0
Act Effct Green (s)		14.1			14.1	14.1		18.2	18.2		18.2	18.2
Actuated g/C Ratio		0.32			0.32	0.32		0.41	0.41		0.41	0.41
v/c Ratio		0.66			0.33	0.18		0.29	0.02		0.26	0.13
Control Delay		19.0			12.6	3.6		11.6	0.1		11.4	3.9
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		19.0			12.6	3.6		11.6	0.1		11.4	3.9
LOS		B			B	A		B	A		B	A
Approach Delay		19.0			9.5			10.8			9.0	
Approach LOS		B			A			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	54
Actuated Cycle Length:	44.4
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	12.6
Intersection LOS:	B
Intersection Capacity Utilization:	67.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 8: Lathrop Ave & Washington Blvd



HCM 6th AWSC
4: Thatcher Ave & Washington Blvd

09/11/2023

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Vol, veh/h	91	268	21	10	196	23	20	219	11	12	184	85
Future Vol, veh/h	91	268	21	10	196	23	20	219	11	12	184	85
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	285	22	11	209	24	21	233	12	13	196	90
Number of Lanes	0	2	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	14.8	15.4	16	16.6
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	8%	40%	0%	4%	4%
Vol Thru, %	88%	60%	86%	86%	65%
Vol Right, %	4%	0%	14%	10%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	225	155	229	281
LT Vol	20	91	0	10	12
Through Vol	219	134	134	196	184
RT Vol	11	0	21	23	85
Lane Flow Rate	266	239	165	244	299
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.491	0.474	0.313	0.456	0.533
Departure Headway (Hd)	6.646	7.127	6.823	6.734	6.415
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	540	505	526	534	559
Service Time	4.711	4.887	4.583	4.801	4.477
HCM Lane V/C Ratio	0.493	0.473	0.314	0.457	0.535
HCM Control Delay	16	16.2	12.7	15.4	16.6
HCM Lane LOS	C	C	B	C	C
HCM 95th-tile Q	2.7	2.5	1.3	2.4	3.1

Alternative Volumes & Level of Service – PM

Lanes, Volumes, Timings
34: Lathrop Ave & Division St

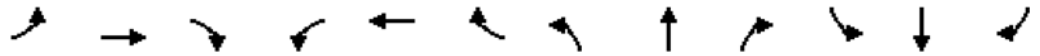
09/11/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	22	342	24	44	215	54	25	229	46	28	143	22
Future Volume (vph)	22	342	24	44	215	54	25	229	46	28	143	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		40	0		200	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.99			1.00	
Frt		0.992			0.977			0.979			0.985	
Flt Protected		0.997			0.993			0.996			0.993	
Satd. Flow (prot)	0	1838	0	0	1797	0	0	1807	0	0	1815	0
Flt Permitted		0.962			0.899			0.953			0.909	
Satd. Flow (perm)	0	1773	0	0	1625	0	0	1728	0	0	1660	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			24			21			15	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		890			879			670			677	
Travel Time (s)		24.3			24.0			18.3			18.5	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	24	380	27	49	239	60	28	254	51	31	159	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	431	0	0	348	0	0	333	0	0	214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	

Lanes, Volumes, Timings
 34: Lathrop Ave & Division St

09/11/2023

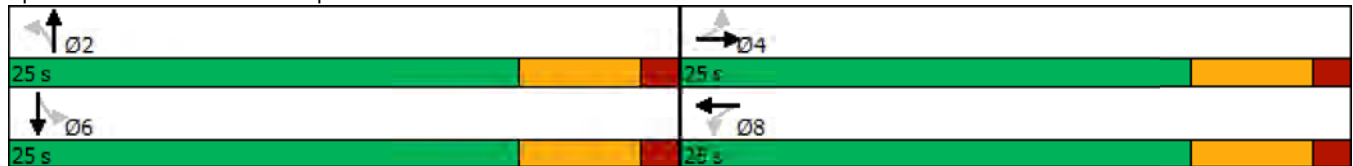


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	19.0	19.0		19.0	19.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		13.9			13.9			12.4			12.4	
Actuated g/C Ratio		0.36			0.36			0.32			0.32	
v/c Ratio		0.67			0.58			0.59			0.40	
Control Delay		17.0			14.5			15.8			12.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.0			14.5			15.8			12.6	
LOS		B			B			B			B	
Approach Delay		17.0			14.5			15.8			12.6	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	38.9
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	15.3
Intersection LOS:	B
Intersection Capacity Utilization:	59.4%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 34: Lathrop Ave & Division St



HCM 6th TWSC
24: Thatcher Ave & Augusta St

09/11/2023

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	130	452	56	20	564
Future Vol, veh/h	44	130	452	56	20	564
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	141	491	61	22	613

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1199	542	0	0	562
Stage 1	532	-	-	-	-
Stage 2	667	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	205	540	-	-	1009
Stage 1	589	-	-	-	-
Stage 2	510	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	194	530	-	-	999
Mov Cap-2 Maneuver	194	-	-	-	-
Stage 1	583	-	-	-	-
Stage 2	489	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.6	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	369	999
HCM Lane V/C Ratio	-	-	0.513	0.022
HCM Control Delay (s)	-	-	24.6	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.8	0.1

Intersection

Int Delay, s/veh 41.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	183	488	94	240	516
Future Vol, veh/h	68	183	488	94	240	516
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	191	508	98	250	538

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1615	577	0	0	616	0
Stage 1	567	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	114	516	-	-	964	-
Stage 1	568	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 70	506	-	-	955	-
Mov Cap-2 Maneuver	~ 70	-	-	-	-	-
Stage 1	562	-	-	-	-	-
Stage 2	210	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	252.5	0	3.2
HCM LOS	F		

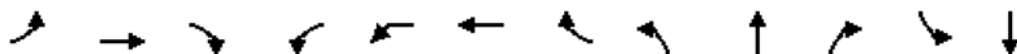
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	188	955
HCM Lane V/C Ratio	-	-	1.391	0.262
HCM Control Delay (s)	-	-	252.5	10.1
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	15.5	1.1

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

09/11/2023



Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↕				↕			↕			↕
Traffic Volume (vph)	10	330	5	5	15	224	13	5	29	33	10	35
Future Volume (vph)	10	330	5	5	15	224	13	5	29	33	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				1.00			0.97			0.97
Frt		0.998				0.993			0.933			0.949
Flt Protected		0.999				0.996			0.997			0.993
Satd. Flow (prot)	0	1856	0	0	0	1838	0	0	1691	0	0	1704
Flt Permitted		0.990				0.963			0.977			0.954
Satd. Flow (perm)	0	1838	0	0	0	1773	0	0	1654	0	0	1631
Right Turn on Red							Yes			Yes		
Satd. Flow (RTOR)						4			36			19
Link Speed (mph)		25				25			25			25
Link Distance (ft)		458				415			336			350
Travel Time (s)		12.5				11.3			9.2			9.5
Confl. Peds. (#/hr)	10		10	10	10		10	10		10	10	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	359	5	5	16	243	14	5	32	36	11	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	0	0	0	278	0	0	73	0	0	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		0				0			0			0
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Perm	NA		Perm	Perm	NA		Perm	NA		Perm	NA
Protected Phases		4				8			2			6
Permitted Phases	4			8	8			2			6	
Detector Phase	4	4		8	8	8		2	2		6	6

Lanes, Volumes, Timings
 7: Park Dr & Franklin Ave & Washington Blvd

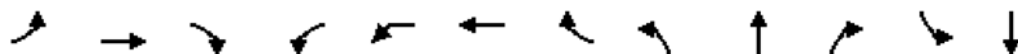
09/11/2023



Lane Group	SBR	SBR2
Lane Configurations		
Traffic Volume (vph)	7	20
Future Volume (vph)	7	20
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	0
Flt Permitted		
Satd. Flow (perm)	0	0
Right Turn on Red		Yes
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)	10	10
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	8	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Enter Blocked Intersection	No	No
Lane Alignment	Right	Right
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)	9	9
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases		
Permitted Phases		
Detector Phase		

Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

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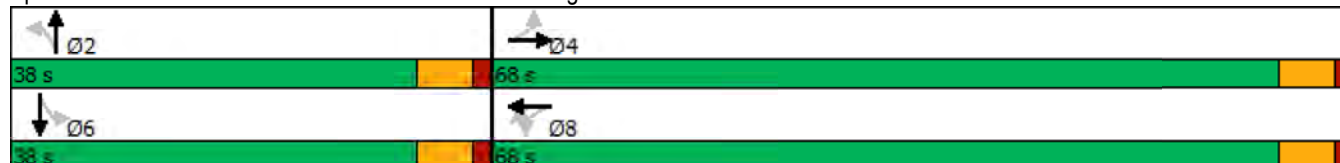


Lane Group	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0		5.0	5.0		5.0	5.0
Minimum Split (s)	14.0	14.0		14.0	14.0	14.0		14.0	14.0		14.0	14.0
Total Split (s)	68.0	68.0		68.0	68.0	68.0		38.0	38.0		38.0	38.0
Total Split (%)	64.2%	64.2%		64.2%	64.2%	64.2%		35.8%	35.8%		35.8%	35.8%
Maximum Green (s)	62.0	62.0		62.0	62.0	62.0		32.0	32.0		32.0	32.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5		4.5	4.5		4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		0.0				0.0			0.0			0.0
Total Lost Time (s)		6.0				6.0			6.0			6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	Max	Max		Max	Max	Max		None	None		None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	0
Act Effct Green (s)		68.2				68.2			8.6			8.6
Actuated g/C Ratio		0.80				0.80			0.10			0.10
v/c Ratio		0.25				0.20			0.37			0.44
Control Delay		3.7				3.4			25.9			35.6
Queue Delay		0.0				0.0			0.0			0.0
Total Delay		3.7				3.4			25.9			35.6
LOS		A				A			C			D
Approach Delay		3.7				3.4			25.9			35.6
Approach LOS		A				A			C			D

Intersection Summary

Area Type:	Other
Cycle Length:	106
Actuated Cycle Length:	85.2
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	8.7
Intersection LOS:	A
Intersection Capacity Utilization:	50.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 7: Park Dr & Franklin Ave & Washington Blvd



Lanes, Volumes, Timings
7: Park Dr & Franklin Ave & Washington Blvd

09/11/2023



Lane Group	SBR	SBR2
Switch Phase		
Minimum Initial (s)		
Minimum Split (s)		
Total Split (s)		
Total Split (%)		
Maximum Green (s)		
Yellow Time (s)		
All-Red Time (s)		
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		
Recall Mode		
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
8: Lathrop Ave & Washington Blvd

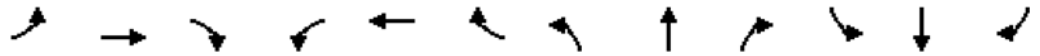
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕	↗		↕	↗
Traffic Volume (vph)	68	276	5	4	189	81	5	184	16	136	84	69
Future Volume (vph)	68	276	5	4	189	81	5	184	16	136	84	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		75	0		75	0		75
Storage Lanes	0		0	0		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00	0.97		1.00	0.97		0.99	0.97
Frt		0.998				0.850			0.850			0.850
Flt Protected		0.990			0.999			0.999			0.970	
Satd. Flow (prot)	0	1840	0	0	1861	1583	0	1861	1583	0	1807	1583
Flt Permitted		0.891			0.990			0.986			0.697	
Satd. Flow (perm)	0	1652	0	0	1844	1528	0	1836	1528	0	1289	1528
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				86			61			73
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		450			2667			1328			1233	
Travel Time (s)		12.3			72.7			36.2			33.6	
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	72	294	5	4	201	86	5	196	17	145	89	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	371	0	0	205	86	0	201	17	0	234	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm

Lanes, Volumes, Timings
8: Lathrop Ave & Washington Blvd

09/11/2023

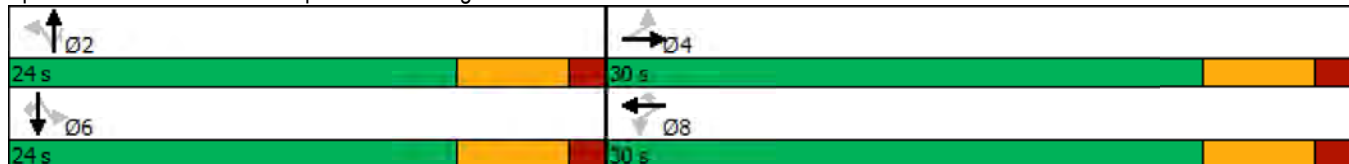


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.0	14.0		14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	30.0	30.0		30.0	30.0	30.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	55.6%	55.6%		55.6%	55.6%	55.6%	44.4%	44.4%	44.4%	44.4%	44.4%	44.4%
Maximum Green (s)	24.0	24.0		24.0	24.0	24.0	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0	0	0	0	0
Act Effct Green (s)		15.3			15.3	15.3		12.6	12.6		13.0	13.0
Actuated g/C Ratio		0.42			0.42	0.42		0.34	0.34		0.35	0.35
v/c Ratio		0.54			0.27	0.13		0.32	0.03		0.51	0.12
Control Delay		13.3			10.0	3.2		13.0	0.1		17.0	4.5
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		13.3			10.0	3.2		13.0	0.1		17.0	4.5
LOS		B			B	A		B	A		B	A
Approach Delay		13.3			8.0			12.0			14.0	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	54
Actuated Cycle Length:	36.7
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	12.0
Intersection LOS:	B
Intersection Capacity Utilization:	74.3%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 8: Lathrop Ave & Washington Blvd



Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Vol, veh/h	114	241	19	10	243	23	11	155	31	13	148	89
Future Vol, veh/h	114	241	19	10	243	23	11	155	31	13	148	89
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	265	21	11	267	25	12	170	34	14	163	98
Number of Lanes	0	2	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	15	17.1	14.2	15.6
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	6%	49%	0%	4%	5%
Vol Thru, %	79%	51%	86%	88%	59%
Vol Right, %	16%	0%	14%	8%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	235	140	276	250
LT Vol	11	114	0	10	13
Through Vol	155	121	121	243	148
RT Vol	31	0	19	23	89
Lane Flow Rate	216	258	153	303	275
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.403	0.503	0.284	0.545	0.491
Departure Headway (Hd)	6.7	7.022	6.677	6.471	6.433
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	535	513	537	555	558
Service Time	4.761	4.778	4.432	4.53	4.489
HCM Lane V/C Ratio	0.404	0.503	0.285	0.546	0.493
HCM Control Delay	14.2	16.7	12.1	17.1	15.6
HCM Lane LOS	B	C	B	C	C
HCM 95th-tile Q	1.9	2.8	1.2	3.3	2.7

APPENDIX D: CRASH ANALYSIS

01. Top 10% - Segment Crashes
02. Top 10% - Intersection Crashes
03. Warrants

Top 10%- Segment Crashes

Segment - 10% Crash Locations

Segment_ID	Primary Route	From	To	# Crashes	PG	Exclude?	Overall (2016-2020)									
							Fatal	A-injury	B-injury	C-injury	PD	Score	PG Rank (hard)	PG % Tier (hard)		
U1419_E	Madison St	Forest	Park	9	Primary		0	1	2	3	3	29	1	10%		
U1419_G	Madison St	Franklin	Ashland	18	Primary		0	0	1	3	14	25	2	10%		
U2753_J	Thatcher Ave	Augusta	Division	6	Primary		0	1	1	1	3	20	3	10%		
U1394_I	Division St	Monroe	Bonnie Brae	3	Primary		0	0	3	0	0	15	4	10%		
M2003_A	Forest Ave	Madison	Vine	1	Local		0	1	0	0	0	10	1	10%		
M4000_C	Oak Ave	Forest	Park	2	Local		0	0	1	1	0	7	2	10%		
M2006_B	Edgewood Pl	Lake	Thatcher	1	Local		0	0	1	0	0	5	3	10%		
M1003_B	Clinton Pl	Quick	Oak	1	Local		0	0	1	0	0	5	3	10%		
M2000_F	Ashland Ave	Lake	Oak	1	Local		0	0	1	0	0	5	3	10%		

ID Name: U1419_E
 LOCATION INFO: Madison St. Forest - Park
 PG, FC & ADT: Primary
 County: Cook County

Main ID: U1419_E
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016																																							0				
2017													1	1-B	1-BI																								3	1-AI 1-BI 2-CI			
2018	2															1																							3				
2019	1																																						2	1-BI 1-CI			
2020	1																																						1	1-CI			
2021																																							0				
TOTAL	4		0			0			0			1	1-B	1-BI	2	1-C	2-CI	1	1-A	1-AI	0			0			0			0							1	1-B	1-BI	0	9	1-AI 2-BI 4-CI	
%	44.4%		0.0%			0.0%			0.0%			11.1%			22.2%			11.1%			0.0%			0.0%			0.0%			0.0%													

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					0	0	-	0	-	0	-	0
2017		1	1	1	0	0	0%	0	0%	1	33%	3
2018					3	0	0%	0	0%	0	0%	3
2019			1	1	0	0	0%	0	0%	0	0%	2
2020				1	0	0	0%	0	0%	0	0%	1
2021					0	0	-	0	-	0	-	0
TOTAL	0	1	2	3	3	0	0.0%	0	0.0%	1	11.1%	9

ID Name: **U1419_G**
 LOCATION INFO: **Madison St. Franklin - Ashland**
 PG, FC & ADT: **Primary**
 County: **Cook County**

Main ID: U1419_G
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left		Turning Right		Fixed Object			Overturned		Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL						
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count				
2016												1																													1				
2017																																										1			
2018				2	1-B	2-BI				2					2																											8	2-BI 1-CI		
2019																																											0		
2020				2											1																												3		
2021				1										1																													4	2-CI	
TOTAL	0			5	1-B	2-BI	0			2			2					0		0																						17	2-BI 3-CI		
%				0.0%		29.4%				0.0%			11.8%					0.0%		0.0%																									

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					1	0	0%	0	0%	0	0%	1
2017					1	0	0%	0	0%	0	0%	1
2018			1	1	6	1	13%	1	13%	1	13%	8
2019					0	0	-	0	-	0	-	0
2020					3	0	0%	0	0%	0	0%	3
2021				1	3	0	0%	0	0%	1	25%	4
TOTAL	0	0	1	2	14	1	5.9%	1	5.9%	2	11.8%	17

ID Name: U2753_J
 LOCATION INFO: Thalhiser Ave. Augusta - Division
 PG, FC & ADT: Primary
 County: Cook County

Main ID: U2753_J
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overtured			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016																					1																			1				
2017	1																																								1			
2018	1	1-B	1-BI																																						1	1-BI		
2019	1																																								1			
2020																																									0			
2021																					1	1-A	1-AI																		2	1-AI		
TOTAL	3	1-B	1-BI	0			0		0		0		0		0		0		2	1-A	1-AI	0																		6	1-AI 1-BI 1-CI			
%		50.0%			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		33.3%		0.0%																							

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					1	0	0%	1	100%	0	0%	1
2017					1	0	0%	0	0%	0	0%	1
2018			1		0	1	100%	0	0%	0	0%	1
2019					1	0	0%	0	0%	0	0%	1
2020					0	0	-	0	-	0	-	0
2021		1		1	0	1	50%	0	0%	1	50%	2
TOTAL	0	1	1	1	3	2	33.3%	1	16.7%	1	16.7%	6

ID Name: U1394_J
 LOCATION INFO: Division St. Monroe - Bonne Brae
 PG, FC & ADT: Primary
 County: Cook County

Main ID: U1394_J
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL		
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count		
2016																																									0		
2017									1	1-B	1-BI																															2	2-BI
2018																																										0	
2019																																										0	
2020	1	1-B	1-BI																																							1	1-BI
2021																																										0	
TOTAL	1	1-B	1-BI	0					1	1-B	1-BI	0			0			0			0																					3	3-BI
%		33.3%			0.0%				33.3%				0.0%					0.0%			0.0%																						

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					0	0	-	0	-	0	-	0
2017			2		0	0	0%	0	0%	1	50%	2
2018					0	0	-	0	-	0	-	0
2019					0	0	-	0	-	0	-	0
2020			1		0	0	0%	0	0%	0	0%	1
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	3	0	0	0	0.0%	0	0.0%	1	33.3%	3

ID Name: M2003_A
 LOCATION INFO: Forest Ave. Madison - Vine
 PG, FC & ADT: Local
 County: Cook County

Main ID: M2003_A
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL		
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count		
2016																																									0		
2017																																										0	
2018																																										0	
2019																																										0	
2020																																										0	
2021												1	1 - A	2 - AI																											1	2 - AI	
TOTAL	0			0					0			1	1 - A	2 - AI	0			0			0			0			0			0						0				1	2 - AI		
%		0.0%			0.0%				0.0%			100.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%													

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL	
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %		
2016					0	0	0	-	0	-	0	-	0
2017					0	0	0	-	0	-	0	-	0
2018					0	0	0	-	0	-	0	-	0
2019					0	0	0	-	0	-	0	-	0
2020					0	0	0	-	0	-	0	-	0
2021		1			0	0	0	0%	0	0%	1	100%	1
TOTAL	0	1	0	0	0	0	0.0%	0	0.0%	1	100.0%	1	

ID Name: M4000_C
 LOCATION INFO: Oak Ave: Forest - Park
 PG, FC & ADT: Local
 County: Cook County

Main ID: M4000_C
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021

Analysis Period: 6 years

YEAR	Rear End		Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count		
2016																																									0		
2017																																										0	
2018																																										1	2 - BI
2019																																										0	
2020																																										1	2 - CI
2021																																										0	
TOTAL	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		2	2 - BI 2 - CI	
%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%			

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					0	0	-	0	-	0	-	0
2017					0	0	-	0	-	0	-	0
2018			1		0	0	0%	0	0%	1	100%	1
2019					0	0	-	0	-	0	-	0
2020				1	0	0	0%	0	0%	1	100%	1
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	1	1	0	0	0.0%	0	0.0%	2	100.0%	2

ID Name: M2006_B
 LOCATION INFO: Edgewood Pl. Lake - Thatcher
 PG, FC & ADT: Local
 County: Cook County

Main ID: M2006_B
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL		
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count		
2016																																									0		
2017																																										0	
2018																																										0	
2019																																										1	1-BI
2020																																										0	
2021																																										0	
TOTAL	0			0					0						0							1	1-B	1-BI	0																	1	1-BI
%		0.0%			0.0%					0.0%						100.0%						0.0%				0.0%																	

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					0	0	-	0	-	0	-	0
2017					0	0	-	0	-	0	-	0
2018					0	0	-	0	-	0	-	0
2019			1		0	1	100%	0	0%	1	100%	1
2020					0	0	-	0	-	0	-	0
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	1	0	0	1	100.0%	0	0.0%	1	100.0%	1

ID Name: M1003_B
 LOCATION INFO: Clinton Pk. Quick - Oak
 PG, FC & ADT: Local
 County: Cook County

Main ID: M1003_B
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL				
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count				
2016																																									0				
2017																																										0			
2018																																										1	1 - BI		
2019																																										0			
2020																																										0			
2021																																										0			
TOTAL	0			0					0						0																												1	1 - BI	
%		0.0%			0.0%				0.0%						0.0%																														

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL	
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %		
2016					0	0	0	-	0	-	0	-	0
2017					0	0	0	-	0	-	0	-	0
2018			1		0	0	0	0%	0	0%	0	0%	1
2019					0	0	0	-	0	-	0	-	0
2020					0	0	0	-	0	-	0	-	0
2021					0	0	0	-	0	-	0	-	0
TOTAL	0	0	1	0	0	0	0.0%	0	0.0%	0	0.0%	1	

ID Name: M2000_F
 LOCATION INFO: Ashland Ave: Lake - Oak
 PG, FC & ADT: Local
 County: Cook County

Main ID: M2000_F
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count	
2016																																								0		
2017																																									0	
2018																																									0	
2019																																									0	
2020																																									0	
2021																																									1	1 - BI
TOTAL	0			0					0						0																										1	1 - BI
%		0.0%			0.0%				0.0%						0.0%																											

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					0	0	-	0	-	0	-	0
2017					0	0	-	0	-	0	-	0
2018					0	0	-	0	-	0	-	0
2019					0	0	-	0	-	0	-	0
2020					0	0	-	0	-	0	-	0
2021			1		0	0	0%	0	0%	0	0%	1
TOTAL	0	0	1	0	0	0	0.0%	0	0.0%	0	0.0%	1

Top 10%- Intersection Crashes

Intersection - 10% Crash Locations

Intersection ID	Street 1	Street 2	# Crashes	TC	# Legs	Classification	PG	Exclude?	Overall (2016-2021)						PG Rank (hard)	PG % Tier (hard)
									Fatal	A-injury	B-injury	C-injury	PD	Score		
U2753-U1411	Thatcher Ave	Washington Blvd	28	AWS	4	AWS - 4	AWS		0	1	4	3	20	56	1	10%
M2000-U3637	Ashland Ave	Lake St	26	Minor leg stop control (N/S)	4	Minor leg stop control (N/S) - 4	Minor Stop - 4 Leg		0	1	4	3	18	54	1	10%
U2753-U1398	Thatcher Ave	Chicago Ave	24	Signalized	4	Signalized - 4	Signalized		0	0	6	2	16	50	1	10%
U1398-U1396	Chicago Ave	William St	11	AWS	4	AWS - 4	AWS		0	1	6	2	2	46	2	10%
U2765-U1394	Lathrop Ave	Division St	19	AWS	4	AWS - 4	AWS		0	0	5	1	13	40	3	10%
U1411-M2000	Washington Blvd	Ashland Ave	21	Minor leg stop control (N/S)	4	Minor leg stop control (N/S) - 4	Minor Stop - 4 Leg		0	0	4	1	16	38	2	10%
U2753-M3001	Thatcher Ave	Greenfield St	8	Minor leg stop control (E/W)	3	Minor leg stop control (E/W) - 3	Minor Stop - 3 Leg		1	0	0	2	5	34	1	10%
U2753-U1394	Thatcher Ave	Division St	18	Minor leg stop control (E/W)	3	Minor leg stop control (E/W) - 3	Minor Stop - 3 Leg		0	1	1	1	15	32	2	10%
M4005-M2004	Hawthorne Ave	Keystone Ave	7	Minor leg stop control (N/S)	Offset-4	Minor leg stop control (N/S) - Offset-4	Minor Stop - 3 Leg		1	0	0	0	6	31	3	10%
U1411-M2005	Washington Blvd	Gale Ave	14	Minor leg stop control (N/S)	4	Minor leg stop control (N/S) - 4	Minor Stop - 4 Leg		0	0	3	3	8	29	3	10%
U1419-U2765	Madison St	Lathrop Ave	20	Minor leg stop control (N/S)	3	Minor leg stop control (N/S) - 3	Minor Stop - 3 Leg		0	0	2	1	17	29	4	10%
U3537-M2004	Lake St	Keystone Ave	13	Minor leg stop control (N/S)	4	Minor leg stop control (N/S) - 4	Minor Stop - 4 Leg		0	0	3	2	8	27	4	10%
U1398-M1000	Chicago Ave	Jackson Ave	13	Minor leg stop control (N/S)	4	Minor leg stop control (N/S) - 4	Minor Stop - 4 Leg		0	0	3	2	8	27	4	10%

ID Name: U2753-U1411
 LOCATION INFO: Thatcher Ave At Washington Blvd
 PG, FC & ADT: AWS
 County: Cook County

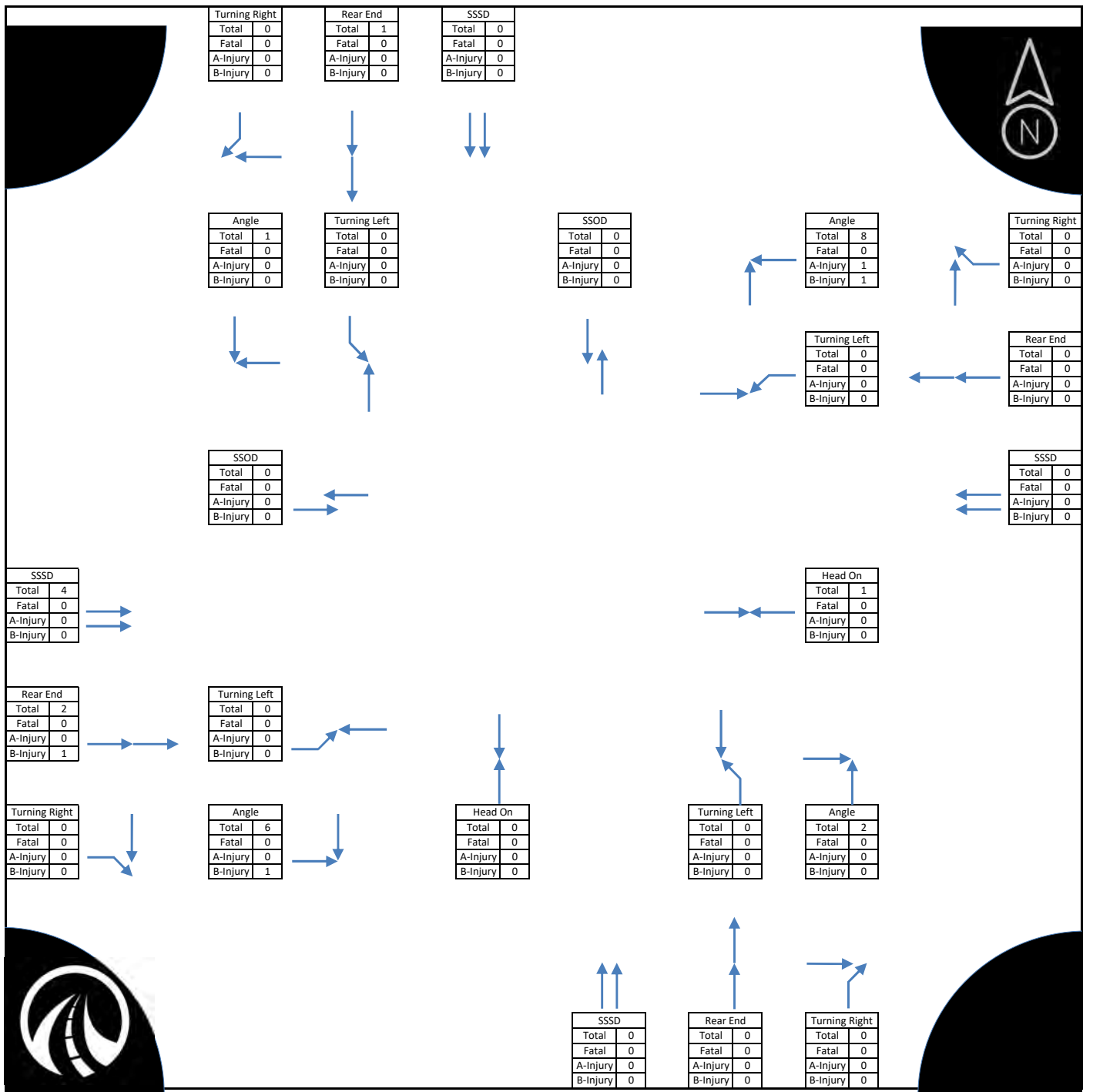
Main ID: U2753-U1411
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021

Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count	
2016	1			3	1-A	1-AI			1																													7	1-AI 1-BI			
2017	2	1-B 1-C	1-BI 1-CI	5					1							1																							9	1-BI 1-CI		
2018				5	1-B 1-C	3-BI 4-CI			1																													6	3-BI 4-CI			
2019				3																																			3			
2020				1	1-B	1-BI																																1	1-BI			
2021									1																														2	1-CI		
TOTAL	3	1-B 1-C	1-BI 1-CI	17	1-A 2-B 1-C	1-AI 4-BI 4-CI	0		4		0		0		1		0				1																	28	1-AI 6-BI 6-CI			
%		10.7%		60.7%		0.0%		14.3%		0.0%		0.0%		3.6%		0.0%		3.6%		0.0%		0.0%		0.0%		7.1%		0.0%														

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016		1	1		5	2	29%	0	0%	2	29%	7
2017			1	1	7	2	22%	1	11%	1	11%	9
2018			1	1	4	2	33%	0	0%	2	33%	6
2019					3	1	33%	1	33%	1	33%	3
2020			1		0	0	0%	0	0%	1	100%	1
2021				1	1	0	0%	0	0%	0	0%	2
TOTAL	0	1	4	3	20	7	25.0%	2	7.1%	7	25.0%	28

Cook County	Thatcher Ave At Washington Blvd
2016 to 2021 Crash Data	Intersection ID: U2753-U1411
28 Total Crashes	PG: AWS



The following crashes could not be plotted on the diagram

	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	1	0	0	2	0	0	0	3
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	0	0	0	1	0	0	0	1

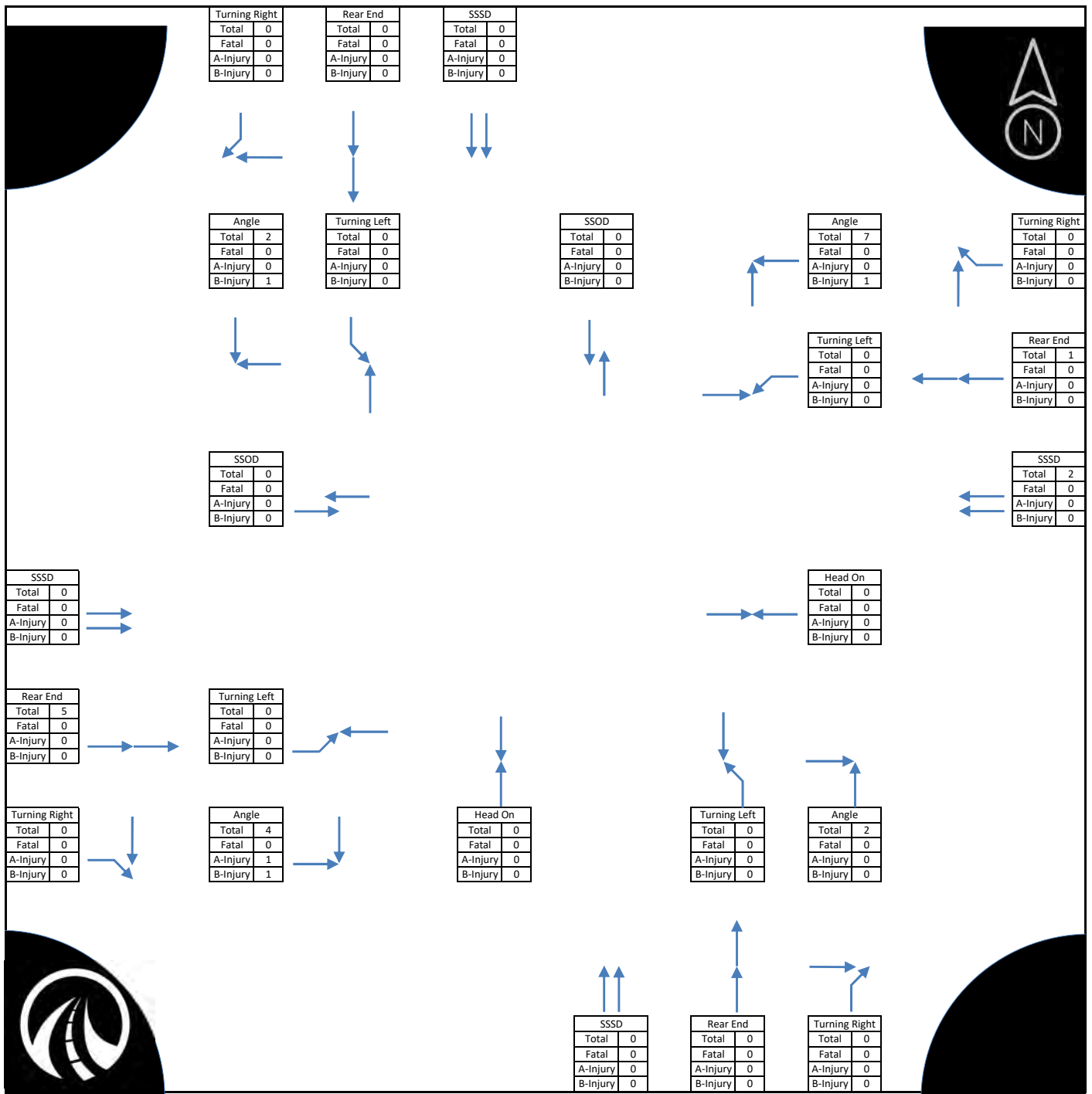
ID Name: M2000-U3537
 LOCATION INFO: Ashland Ave At Lake St
 PG, FC & ADT: Minor Stop - 4 Leg
 County: Cook County

Main ID: M2000-U3537
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count				
2016	3			4	1-A	1-AI																														9	1-AI					
2017	1	1-C	1-CI	1					1																												3	1-CI				
2018	1	1-C	1-CI	5	2-B	4-BI			1																												8	6-BI 1-CI				
2019				2																																		2				
2020	1			1	1-C	1-CI																																2	1-CI			
2021				2	1-B	1-BI																																2	1-BI			
TOTAL	6	2-C	2-CI	15	1-A 3-B 1-C	1-AI 5-BI 1-CI	0		2		0		0		0		0		0		0		0		0		0		0		0		0		0		26	1-AI 7-BI 3-CI				
%		23.1%		57.7%			0.0%		7.7%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%							

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016		1			8	0	0%	1	11%	1	11%	9
2017				1	2	1	33%	0	0%	1	33%	3
2018			3	1	4	4	50%	0	0%	2	25%	8
2019					2	0	0%	0	0%	0	0%	2
2020				1	1	1	50%	0	0%	0	0%	2
2021			1		1	0	0%	0	0%	0	0%	2
TOTAL	0	1	4	3	18	6	23.1%	1	3.8%	4	15.4%	26

Cook County	Ashland Ave At Lake St
2016 to 2021 Crash Data	Intersection ID: M2000-U3537
26 Total Crashes	PG: Minor Stop - 4 Leg



The following crashes could not be plotted on the diagram

	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	0	0	0	0	3	0	0	3
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	0	0	0	0	1	0	0	1

ID Name: U2753-U1398
 LOCATION INFO: Thakker Ave At Chicago Ave
 PG, FC & ADT: Signalized
 County: Cook County

Main ID: U2753-U1398
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021

Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count	
2016	1	1-C	1	2	1-B	1-BI						1																										4	1-BI 1-CI			
2017	3	1-C	1-CI									2	1-B	2-BI																									6	2-BI 1-CI		
2018	2	1-B	1-BI									1	1-B	1-BI																									4	2-BI		
2019	2																																						2			
2020	1			3	1-B	1-BI											1																						5	1-BI		
2021	1	1-B	1-BI	1													1																						3	1-BI		
TOTAL	10	2-B 2-C 2-CI	2-BI 2-CI	6	2-B	2-BI	0		0			4	2-B	3-BI	0		2		0		0																	24	7-BI 2-CI			
%		41.7%		25.0%		0.0%		0.0%			16.7%		0.0%			8.3%		0.0%		0.0%																						

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1	1	2	0	0%	0	0%	0	0%	4
2017			1	1	4	1	17%	0	0%	1	17%	6
2018			2		2	0	0%	0	0%	2	50%	4
2019					2	0	0%	1	50%	1	50%	2
2020			1		4	1	20%	0	0%	0	0%	5
2021			1		2	0	0%	0	0%	1	33%	3
TOTAL	0	0	6	2	16	2	8.3%	1	4.2%	5	20.8%	24

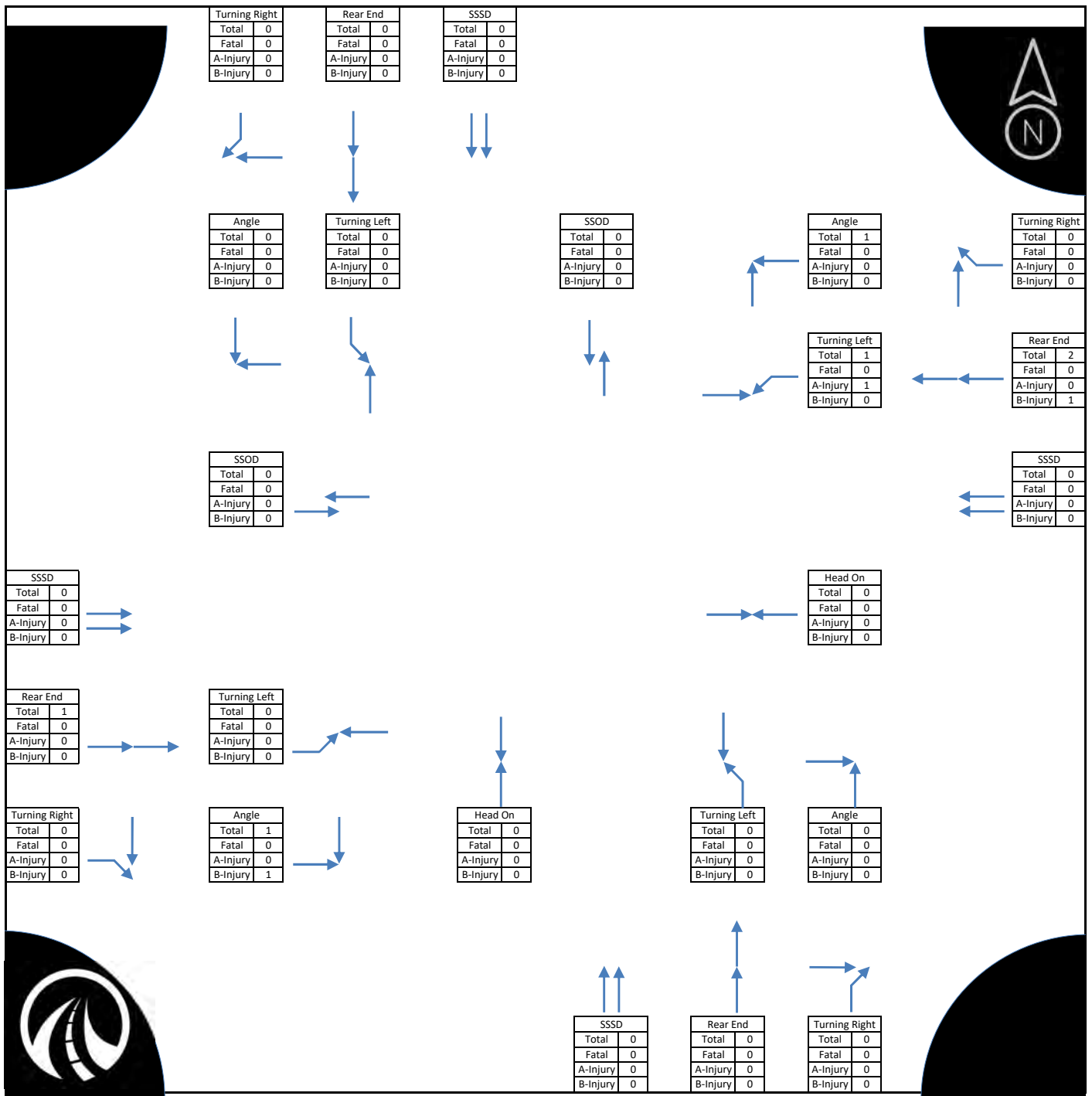
ID Name: U1398-U1396
 LOCATION INFO: Chicago Ave At William St
 PG, FC & ADT: AWS
 County: Cook County

Main ID: U1398-U1396
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count	
2016			1									1	1-A	1-AI																								3	1-AI 1-BI			
2017	1		1	1-B	1-BI																																		3	2-BI		
2018																																								0		
2019	2	1-B 1-C	1-BI 2-CI												1	1-B	1-BI																							3	2-BI 2-CI	
2020																																									0	
2021															1	1-B	1-BI								1	1-C	1-CI														2	1-BI 1-CI
TOTAL	3	1-B 1-C	1-BI 2-CI	2	1-B	1-BI	0		0			1	1-A	1-AI	0			2	2-B	2-BI	0			0		1	1-C	1-CI	0			0						11	1-AI 6-BI 3-CI			
%		27.3%			18.2%		0.0%		0.0%			9.1%			0.0%			18.2%			0.0%			0.0%			9.1%		0.0%													

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016		1	1		1	2	67%	0	0%	1	33%	3
2017			2		1	0	0%	0	0%	0	0%	3
2018					0	0	-	0	-	0	-	0
2019			2	1	0	2	67%	0	0%	2	67%	3
2020					0	0	-	0	-	0	-	0
2021			1	1	0	1	50%	0	0%	1	50%	2
TOTAL	0	1	6	2	2	5	45.5%	0	0.0%	4	36.4%	11

Cook County	Chicago Ave At William St
2016 to 2021 Crash Data	Intersection ID: U1398-U1396
11 Total Crashes	PG: AWS



The following crashes could not be plotted on the diagram

	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	2	0	1	2	0	0	0	5
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	2	0	0	2	0	0	0	4

ID Name: U2765-U1394
 LOCATION INFO: Lathrop Ave At Division St
 PG, FC & ADT: AWS
 County: Cook County

Main ID: U2765-U1394
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016				2																																						2		
2017	2	1-B	1-BI	5	2-B	3-BI	1-C	1-CI																																7	4-BI	1-CI		
2018				1																																				1				
2019				6	2-B	6-BI																																		6	6-BI			
2020	1																																							1				
2021				2																																				2				
TOTAL	3	1-B	1-BI	16	4-B	9-BI	1-C	1-CI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	10-BI	1-CI				
%	15.8%			84.2%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%										

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					2	0	0%	0	0%	0	0%	2
2017			3	1	3	1	14%	0	0%	2	29%	7
2018					1	0	0%	0	0%	0	0%	1
2019			2		4	1	17%	0	0%	3	50%	6
2020					1	0	0%	0	0%	0	0%	1
2021					2	0	0%	1	50%	1	50%	2
TOTAL	0	0	5	1	13	2	10.5%	1	5.3%	6	31.6%	19

Cook County

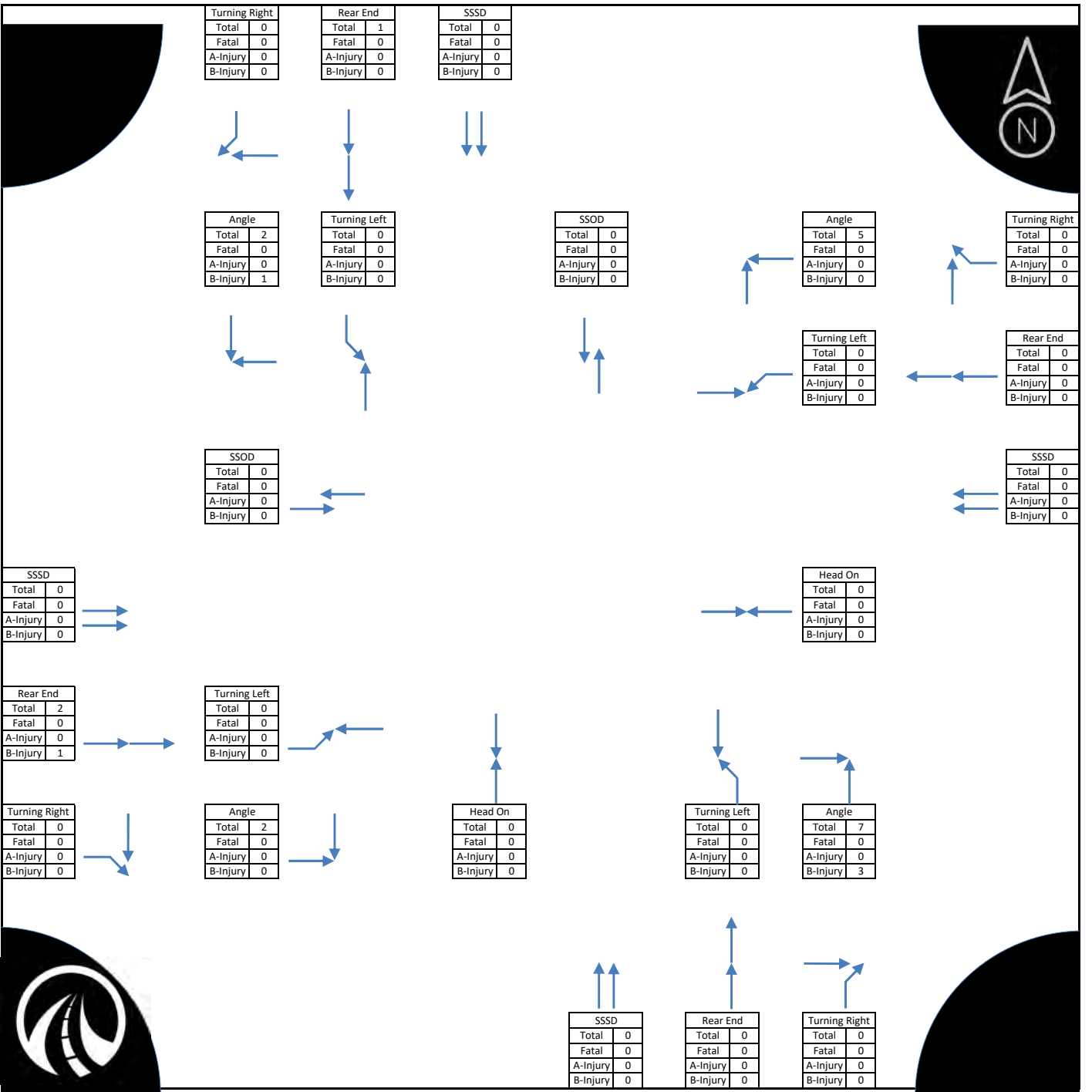
Lathrop Ave At Division St

2016 to 2021 Crash Data

Intersection ID: U2765-U1394

19 Total Crashes

PG: AWS



ID Name: **U1411-M2000**
 LOCATION INFO: **Washington Blvd At Ashland Ave**
 PG, FC & ADT: **Minor Stop - 4 Leg**
 County: **Cook County**

Main ID: U1411-M2000
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016			2	1 - B	2 - BI																																			2	2 - BI			
2017			5	2 - B	4 - BI							1						1												1										8	4 - BI			
2018	3	1 - B	2 - BI	2	1 - C	1 - CI																								1							6	2 - BI 1 - CI						
2019			1																																					1				
2020	1		3																																					4				
2021																																								0				
TOTAL	4	1 - B	2 - BI	13	3 - B	6 - BI 1 - C	0			0			1			0			1			0			0			0			2			0			0			21	8 - BI 1 - CI			
%		19.0%		61.9%		0.0%		0.0%		4.8%		0.0%		4.8%		0.0%		0.0%		0.0%		0.0%		9.5%		0.0%		0.0%		0.0%		0.0%												

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1		1	0	0%	1	50%	2	100%	2
2017			2		6	0	0%	0	0%	1	13%	8
2018			1	1	4	1	17%	2	33%	1	17%	6
2019					1	1	100%	0	0%	0	0%	1
2020					4	1	25%	0	0%	0	0%	4
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	4	1	16	3	14.3%	3	14.3%	4	19.0%	21

ID Name: U2753-M3001
 LOCATION INFO: Thacker Ave At Greenfield St
 PG, FC & ADT: Minor Stop - 3 Leg
 County: Cook County

Main ID: U2753-M3001
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count
2016																																								1				
2017	1	1-C	1-CI	1																																					2	1-CI		
2018	1	1-C	1-CI											1																										2	1-CI 1-KI			
2019																					1	-K	1-KI																	1	1-KI			
2020																																									0			
2021	2																																								2			
TOTAL	4	2-C	2-CI	1			0		0			1		0			2	1-K	1-KI	0		0		0		0		0		0		0		0		0		8	1-KI 2-CI					
%		50.0%			12.5%		0.0%		0.0%			12.5%		0.0%			25.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%									

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					1	0	0%	0	0%	0	0%	1
2017				1	1	1	50%	0	0%	0	0%	2
2018				1	1	0	0%	1	50%	0	0%	2
2019	1				0	0	0%	0	0%	0	0%	1
2020					0	0	-	0	-	0	-	0
2021					2	0	0%	0	0%	0	0%	2
TOTAL	1	0	0	2	5	1	12.5%	1	12.5%	0	0.0%	8

ID Name: U2753-U1394
 LOCATION INFO: Thatcher Ave At Division St
 PG, FC & ADT: Minor Stop - 3 Leg
 County: Cook County

Main ID: U2753-U1394
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021

Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016															1	1-B	2-BI				2																		4	2-AI 2-BI				
2017															1																									1		3		
2018	2	1-C	2-CI	1											1						1																				6	2-CI		
2019	1																																								2			
2020																						1																			1			
2021															1																										2			
TOTAL	3	1-C	2-CI	1			0		0			4	1-B	2-BI	1			4		0				1	1-A	2-AI	0		3		0		0		1					18	2-AI 2-BI 2-CI			
%	16.7%			5.6%			0.0%		0.0%		22.2%			5.6%			22.2%		0.0%		5.6%		0.0%		16.7%		0.0%		0.0%		5.6%													

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016		1	1		2	3	75%	0	0%	1	25%	4
2017					3	1	33%	0	0%	2	67%	3
2018				1	5	1	17%	0	0%	3	50%	6
2019					2	1	50%	0	0%	0	0%	2
2020					1	0	0%	0	0%	0	0%	1
2021					2	1	50%	0	0%	0	0%	2
TOTAL	0	1	1	1	15	7	38.9%	0	0.0%	6	33.3%	18

ID Name: **M4005-M2004**
 LOCATION INFO: **Hawthorne Ave At Keystone Ave**
 PG, FC & ADT: **Minor Stop - 3 Leg**
 County: **Cook County**

Main ID: **M4005-M2004**
 Sub ID: **ALL**
 Study Period Begin Year: **2016** to **2021**
 Analysis Period: **6 years**

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count	
2016																		1	-K	1-KI																			2	1-KI		
2017							1																																	2		
2018	1																	1																						2		
2019																																								0		
2020																																								0		
2021																																								1		
TOTAL	1		0			1			1			0			0			2	1-K	1-KI	0			0			0			2		0			0			0		7	1-KI	
%	14.3%		0.0%			14.3%			14.3%			0.0%			0.0%			28.6%			0.0%			0.0%			0.0%			28.6%		0.0%			0.0%			0.0%				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016	1				1	0	0%	0	0%	1	50%	2
2017					2	1	50%	0	0%	1	50%	2
2018					2	1	50%	1	50%	0	0%	2
2019					0	0	-	0	-	0	-	0
2020					0	0	-	0	-	0	-	0
2021					1	0	0%	0	0%	1	100%	1
TOTAL	1	0	0	0	6	2	28.6%	1	14.3%	3	42.9%	7

ID Name: **U1411-M2005**
 LOCATION INFO: **Washington Blvd At Gale Ave**
 PG, FC & ADT: **Minor Stop - 4 Leg**
 County: **Cook County**

Main ID: U1411-M2005
 Sub ID: **ALL**
 Study Period Begin Year: **2016** to **2021**
 Analysis Period: **6 years**

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL								
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count				
2016			2		1-B 1-C	1-BI 2-CI																																						3	1-BI 3-CI				
2017			2																																											2			
2018	1	1-B	1-BI	3	1-B 1-C	1-BI 1-CI																																								5	2-BI 1-CI		
2019			1																																												1		
2020			1																																													1	
2021			2																																													2	
TOTAL	1	1-B	1-BI	11	2-B 2-C	2-BI 3-CI	0		0		0		0		0		0		0		0		0		0		0		1		1		1-C 1-CI	0											14	3-BI 4-CI			
%		7.1%		78.6%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		7.1%		7.1%		0.0%																	

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1	2	0	1	33%	0	0%	1	33%	3
2017					2	0	0%	0	0%	0	0%	2
2018			2	1	2	1	20%	0	0%	1	20%	5
2019					1	1	100%	0	0%	0	0%	1
2020					1	0	0%	0	0%	0	0%	1
2021					2	0	0%	0	0%	0	0%	2
TOTAL	0	0	3	3	8	3	21.4%	0	0.0%	2	14.3%	14

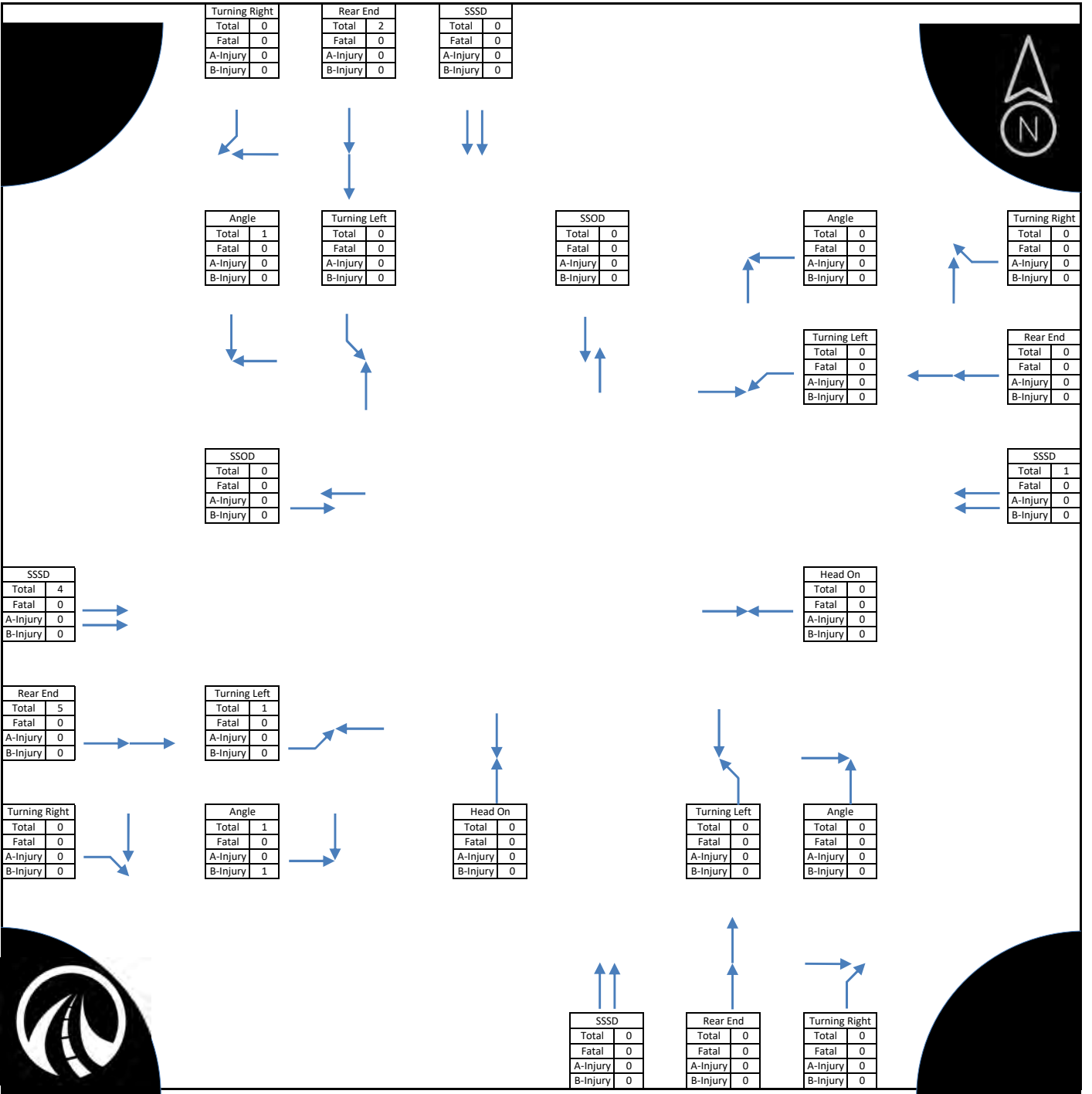
ID Name: U1419-U2765
 LOCATION INFO: Madison St At Lathrop Ave
 PG, FC & ADT: Minor Stop - 3 Leg
 County: Cook County

Main ID: U1419-U2765
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016			1	1-B	1-BI				2																														4	1-BI				
2017	1																																						1					
2018	2								1						2	1-B	1-BI																						5	1-BI				
2019	3								1																														4					
2020																												1												1				
2021	1		1	1-C	1-CI				1			1																											5	1-CI				
TOTAL	7		2	1-B	1-BI	1-C	1-CI	0	5		1			0	2	1-B	1-BI		0		0								3		0		0					20	2-BI	1-CI				
%	35.0%			10.0%				0.0%	25.0%		5.0%			0.0%	10.0%				0.0%		0.0%								15.0%		0.0%													

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1		3	0	0%	0	0%	1	25%	4
2017					1	0	0%	0	0%	0	0%	1
2018			1		4	0	0%	1	20%	2	40%	5
2019					4	1	25%	0	0%	2	50%	4
2020					1	0	0%	0	0%	0	0%	1
2021				1	4	2	40%	0	0%	2	40%	5
TOTAL	0	0	2	1	17	3	15.0%	1	5.0%	7	35.0%	20

Cook County	Madison St At Lathrop Ave
2016 to 2021 Crash Data	Intersection ID: U1419-U2765
20 Total Crashes	PG: Minor Stop - 3 Leg



The following crashes could not be plotted on the diagram

	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	2	0	0	0	3	0	0	5
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	1	0	0	0	0	0	0	1

ID Name: **L3537-M2004**
 LOCATION INFO: **Lake St At Keystone Ave**
 PG, FC & ADT: **Minor Stop - 4 Leg**
 County: **Cook County**

Main ID: **L3537-M2004**
 Sub ID: **ALL**
 Study Period Begin Year: **2016** to **2021**
 Analysis Period: **6 years**

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016	1													1	1-B	2-BI																							2	2-BI				
2017																																								1				
2018				3	1-B	1-BI																																		3	1-BI			
2019	2			1																																					3	2-CI		
2020	2	1-B	2-BI																																						2	2-BI 1-CI		
2021	1														1																										2			
TOTAL	6	1-B 2-C 2-BI 3-CI	2-BI	4	1-B	1-BI	0		0				1	1-B	2-BI	1		0		0			0																	13	5-BI 3-CI			
%		46.2%			30.8%			0.0%		0.0%			7.7%		7.7%		0.0%		0.0%			0.0%																						

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1		1	1	50%	0	0%	0	0%	2
2017					1	0	0%	0	0%	1	100%	1
2018			1		2	1	33%	1	33%	2	67%	3
2019				1	2	0	0%	1	33%	2	67%	3
2020			1	1	0	0	0%	0	0%	0	0%	2
2021					2	0	0%	0	0%	1	50%	2
TOTAL	0	0	3	2	8	2	15.4%	2	15.4%	6	46.2%	13

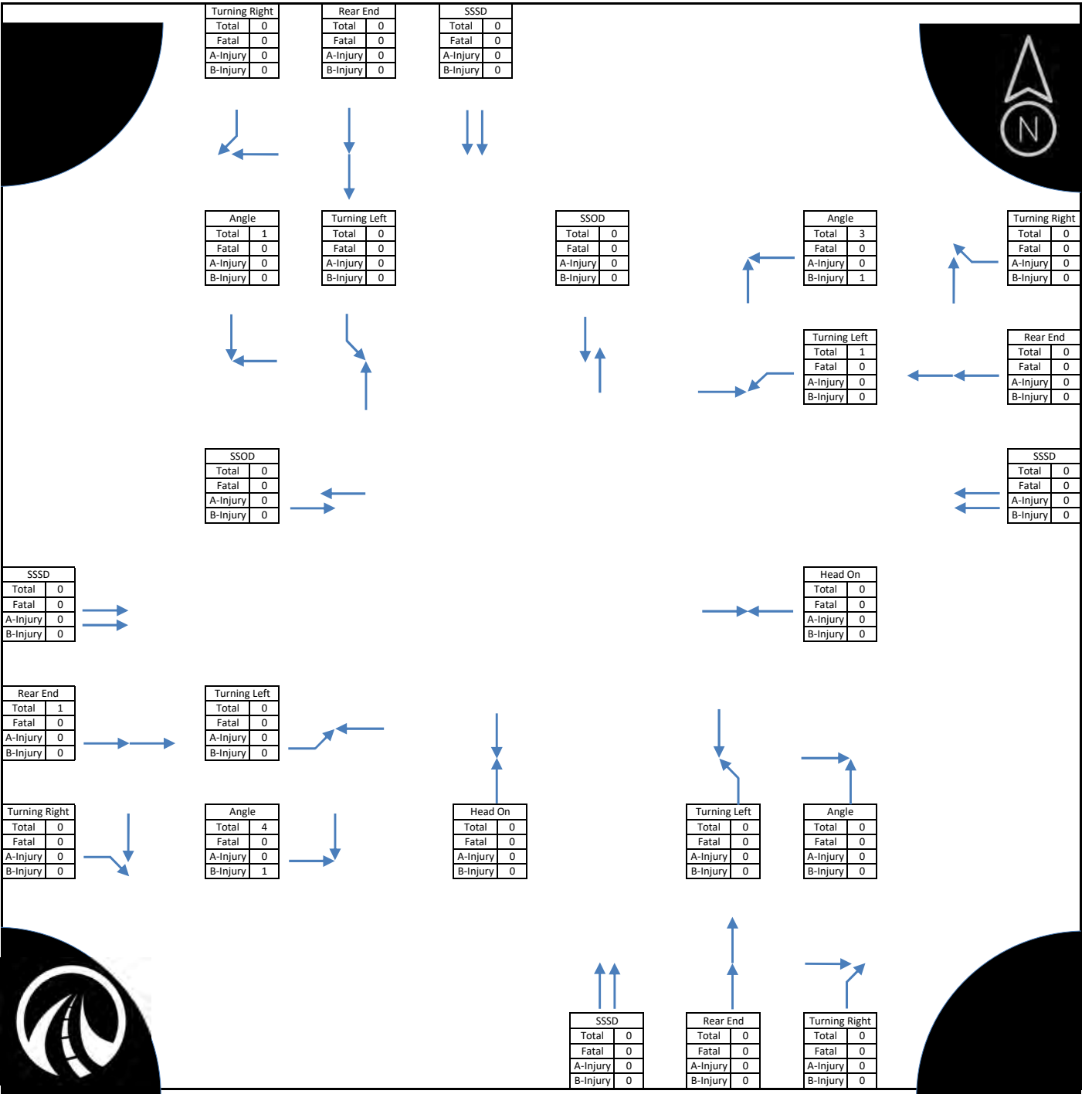
ID Name: **U1398-M1000**
 LOCATION INFO: **Chicago Ave At Jackson Ave**
 PG, FC & ADT: **Minor Stop - 4 Leg**
 County: **Cook County**

Main ID: U1398-M1000
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL		
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count		
2016																																								0			
2017	1			2	1-C	1-CI																																		3	1-CI		
2018			1																																						1		
2019				3	2-B	2-BI									1																										4	2-BI	
2020				1																						1	1-B	1-BI														2	1-BI
2021				1	1-C	1-CI								1															1													3	1-CI
TOTAL	1			8	2-B	2-BI	2-C	2-CI	0		0		1		0		1		0		0		0		1	1-B	1-BI	1		0		0		0		0		0		13	3-BI	2-CI	
%		7.7%		61.5%				0.0%		0.0%		7.7%		0.0%		7.7%		0.0%		0.0%		0.0%		7.7%		7.7%		0.0%		0.0%		0.0%		0.0%									

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL	
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %		
2016					0	0	0	-	0	-	0	-	0
2017				1	2	0	0%	0	0%	1	33%	3	
2018					1	0	0%	0	0%	1	100%	1	
2019			2		2	1	25%	2	50%	0	0%	4	
2020			1		1	0	0%	0	0%	0	0%	2	
2021				1	2	2	67%	0	0%	2	67%	3	
TOTAL	0	0	3	2	8	3	23.1%	2	15.4%	4	30.8%	13	

Cook County	Chicago Ave At Jackson Ave
2016 to 2021 Crash Data	Intersection ID: U1398-M1000
13 Total Crashes	PG: Minor Stop - 4 Leg



The following crashes could not be plotted on the diagram

	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	1	0	1	0	1	0	0	3
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	0	0	1	0	0	0	0	1

Warrants

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT #1

SRA : _____
 YES / **NO**

INTERSECTION : William St & Chicago Ave

MUNICIPALITY / TOWNSHIP: River Forest

COUNTY : Cook

SPEED LIMIT OF MAJOR ROUTE : 25 mph

NUMBER OF LANES ON MAJOR APPROACH : 1

PROPOSED 3-WAY OR 4-WAY: 4-WAY

NUMBER OF LANES ON MINOR APPROACH : 1

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:	
HOUR BEGIN	MAJOR STREET VEHICLES ENTERING (BOTH APPROACHES)	MINOR STREET VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET	COMBINATION OF WARRANTS
			N/C = NOT COUNTED	100%	80%
6:00			N/C		
7:00	718	67	N/C		
8:00	750	97	N/C		
9:00	546	78	N/C		
10:00	558	70	N/C		
11:00	555	72	N/C		
12:00	650	75	N/C		
13:00	677	66	N/C		
14:00	755	75	N/C		
15:00	907	111	N/C		
16:00	908	116	N/C		
17:00	991	111	N/C		
18:00	843	73	N/C		
19:00			N/C		
20:00			N/C		
21:00			N/C		

ACCIDENT DATA

ACCIDENT EXPERIENCE	2016	2017	2018	2019	2020
TOTAL NUMBER OF ACCIDENTS	7	9	6	3	3
NUMBER CORRECTABLE ACCIDENTS	3	5	5	3	1

(INCLUDING LEFT- AND RIGHT-TURN AS WELL AS RIGHT-ANGLE COLLISIONS)

ACCIDENT WARRANT

5 Correctable Accidents Within A 12-month Period?
 (No Volume Requirement) YES **NO**

VOLUME WARRANT

Are Volume Requirements Met For 8 Hours?
 YES 0 hours **NO**

COMBINATION OF WARRANTS

(REDUCED TO 80%)

4 Correctable Accidents Within A 12-month Period?
 YES **NO**

Are Volume Requirements Met For 8 Hours?
 YES 0 hours **NO**

ARE BOTH CRITERIA MET?
 YES **NO**

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Hours Met: 0 hours 0 hours

MAJOR ENTERING: 300 240

MINOR ENTERING: 200 160

INCLUDING ANY PEDS

VOLUME REQUIREMENTS:

Review Information

Counts Used : IDOT

Count Date(s) : 05/31/23 (AM) + 05/31/23 (PM)

Date Reviewed : August 1, 2023

Reviewed By : KRS

Comments

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA : _____

Yes No

Intersection: Lathrop Ave & Division St

County: Cook

Municipality: River Forest

Speed Limit of Major Route 25 mph

Isolated Community with Population < 10,000 N

Number of Lanes on Major approach 1

Number of Lanes on Minor approach 1

HOUR BEGIN	Major Street Volume (both approaches)	Adj. Minor Street Volume (higher volume approach)	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A 100%	B 100%	WARRANT 1 A/B: 8hrs of BOTH:		
				80% of A	80% of B	80% of Warr #4	
6:00	154	53					
7:00	368	188					
8:00	592	220	X		X		
9:00	403	133			X		
10:00	262	118					
11:00	368	150					
12:00	368	173					
13:00	332	164					
14:00	458	191			X		
15:00	653	253	X		X	X	
16:00	679	265	X		X	X	
17:00	666	242	X		X	X	
18:00	439	184			X		
19:00	215	113					
20:00	187	85					
21:00	138	49					

WARRANT 1 Yes No

Warrant 1 is met if any of the following Conditions are met:

• Condition A 4 hours Yes No
MINIMUM VEHICULAR VOLUME

• Condition B 0 hours Yes No
INTERRUPTION OF CONTINUOUS TRAFFIC

• Condition A/B 3 hours Yes No
COMBINATION OF WARRANTS

WARRANT 2 Yes 3 hours No
FOUR-HOUR VOLUME

WARRANT 3 Yes 0 hours No
PEAK-HOUR VOLUME

WARRANT 4 Yes 0 hours No
PEDESTRIAN VOLUME

WARRANT 5 Yes No
SCHOOL CROSSING

WARRANT 6 Yes No
COORDINATED SIGNAL SYSTEM

WARRANT 7 Yes 7 hours No
ACCIDENT EXPERIENCE

Hours Met : 4 hours 0 hours 7 hours 3 hours 0 hours

Volume Requirements:	MAJOR:	500	750	400	600	
	MINOR:	150	75	120	60	

Review Information

Counts Used : IDOT
 Count Date(s) : 12/06/22 (AM) + 12/06/22 (PM)
 Date Reviewed : August 1, 2023
 Reviewed By : KRS

	2016	2017	2018	2019	2020
TOTAL NUMBER OF ACCIDENTS:	7	9	6	3	3
NUMBER CORRECTABLE ACCIDENTS:	3	5	5	3	2
TRIED LESS RESTRICTIVE METHODS?	_____				
ARE VOLUME REQUIREMENTS MET?	_____				

Traffic Signal Approved: _____

WARRANT 8 Yes No
ROADWAY NETWORK

WARRANT 9 Yes No
Intersection Near a Grade Crossing

Comments

STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) = _____

#	%	Adj. Factor
RAIL TRAFFIC PER DAY =	-	1.00
HIGH OCCUPANCY BUSES PER HOUR =	0%	1.00
TRUCKS PER HOUR =	0.0%	0.50
OVERALL ADJUSTMENT FACTOR =	0.50	

APPENDIX E: TWO-BLOCK SPAN STUDY

01. Speed Data
02. Two-Block Crash Data
03. All-Way Stop Warrant
04. Traffic Calming Toolbox Scoring Sheets

Speed Data

Sequential 85th Percentile Report

Device ID: 405193
 Street: Ashland Ave
 State: IL
 City: River Forest
 County: United States

Begin: 06/06/2023 11:00 AM
 Lane: Misc see chat
 Operator: SD
 Speed Limit: 25
 AADT Factor: 1

End: 06/07/2023 11:00 AM
 Hours: 24.00
 Period (min): 15
 Raw Count: 699
 AADT Count: 699

Date / Hour	NB Ashland 85th	SB Ashland 85th	Avg Spd	Max Spd	NB 85th	SB 85th
Tuesday, June 6, 2023 12:00PM	22	31	26.50	31.00	22.2	24.5
Tuesday, June 6, 2023 1:00PM	26	28	27.00	28.00		
Tuesday, June 6, 2023 2:00PM	20	24	22.00	24.00		
Tuesday, June 6, 2023 3:00PM	20	32	26.00	32.00		
Tuesday, June 6, 2023 4:00PM	26	24	25.00	26.00		
Tuesday, June 6, 2023 5:00PM	27	23	25.00	27.00		
Tuesday, June 6, 2023 6:00PM	22	23	22.50	23.00		
Tuesday, June 6, 2023 7:00PM	21	28	24.50	28.00		
Tuesday, June 6, 2023 8:00PM	21	22	21.50	22.00		
Tuesday, June 6, 2023 9:00PM	22	24	23.00	24.00		
Tuesday, June 6, 2023 10:00PM	19	29	24.00	29.00		
Tuesday, June 6, 2023 11:00PM	19	22	20.50	22.00		
Wednesday, June 7, 2023 12:00AM	19	18	18.50	19.00		
Wednesday, June 7, 2023 1:00AM	19	23	21.00	23.00		
Wednesday, June 7, 2023 2:00AM	18	0	9.00	18.00		
Wednesday, June 7, 2023 3:00AM	24	23	23.50	24.00		
Wednesday, June 7, 2023 4:00AM	0	0	0.00	0.00		
Wednesday, June 7, 2023 5:00AM	19	0	9.50	19.00		
Wednesday, June 7, 2023 6:00AM	19	26	22.50	26.00		
Wednesday, June 7, 2023 7:00AM	25	24	24.50	25.00		
Wednesday, June 7, 2023 8:00AM	19	23	21.00	23.00		
Wednesday, June 7, 2023 9:00AM	21	24	22.50	24.00		
Wednesday, June 7, 2023 10:00AM	20	25	22.50	25.00		
Wednesday, June 7, 2023 11:00AM	22	21	21.50	22.00		

Two-Block Crash Data

ID Name: M2000_A
 LOCATION INFO: Ashland Ave. Madison - Vine
 PG, FC & ADT: Local
 County: Cook County

Main ID: M2000_A
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL		
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count	
2016																																										0			
2017																																											0		
2018											1																																1		
2019																																											0		
2020																																											0		
2021																																											0		
TOTAL	0			0							1				0						0																						1		
%		0.0%			0.0%						100.0%				0.0%						0.0%																								

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					0	0	-	0	-	0	-	0
2017					0	0	-	0	-	0	-	0
2018					1	0	0%	0	0%	0	0%	1
2019					0	0	-	0	-	0	-	0
2020					0	0	-	0	-	0	-	0
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	0	0	1	0	0.0%	0	0.0%	0	0.0%	1

ID Name: U1419-M2000
 LOCATION INFO: Madison St At Ashland Ave
 PG, FC & ADT: Minor Stop - 3 Leg
 County: Cook County

Main ID: U1419-M2000
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count	
2016						1																																		2		
2017	1																																								1	
2018																																									1	
2019																																									2	1-CI
2020																																									1	
2021	1																																								1	
TOTAL	2																																								8	1-CI
%	25.0%		12.5%		12.5%			12.5%			0.0%			12.5%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%							

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					2	0	0%	0	0%	1	50%	2
2017					1	0	0%	0	0%	0	0%	1
2018					1	0	0%	0	0%	0	0%	1
2019				1	1	1	50%	0	0%	1	50%	2
2020					1	0	0%	0	0%	0	0%	1
2021					1	0	0%	0	0%	1	100%	1
TOTAL	0	0	0	1	7	1	12.5%	0	0.0%	3	37.5%	8

ID Name: M2000-M4007

LOCATION INFO: Ashland Ave At Vine St

PG, FC & ADT: Minor Stop - 4 Leg

County: Cook County

Main ID: M2000-M4007
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021

Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count				
2016			1																																	1	1-CI					
2017			1																																	1						
2018																																				0						
2019																											1									1						
2020																																				0						
2021			1																																	1						
TOTAL	0		3				0		0		0		0		0		0		0		0		0		0		1		0		0		0		0	4	1-CI					
%		0.0%		75.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		25.0%		0.0%		0.0%		0.0%										

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016				1	0	0	0%	0	0%	1	100%	1
2017					1	0	0%	0	0%	0	0%	1
2018					0	0	-	0	-	0	-	0
2019					1	0	0%	0	0%	1	100%	1
2020					0	0	-	0	-	0	-	0
2021					1	0	0%	1	100%	0	0%	1
TOTAL	0	0	0	1	3	0	0.0%	1	25.0%	2	50.0%	4

ID Name: U1411-M2000
 LOCATION INFO: Washington Blvd At Ashland Ave
 PG, FC & ADT: Minor Stop - 4 Leg
 County: Cook County

Main ID: U1411-M2000
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016			2	1 - B	2 - BI																																	2	2 - BI					
2017			5	2 - B	4 - BI						1				1																							8	4 - BI					
2018	3	1 - B	2 - BI	2	1 - C	1 - CI																																6	2 - BI 1 - CI					
2019			1																																				1					
2020	1		3																																				4					
2021																																								0				
TOTAL	4	1 - B	2 - BI	13	3 - B	6 - BI	0		0		1		0		1		0		0		0		0		0		2		0		0		0		0		21	8 - BI 1 - CI						
%		19.0%		61.9%		0.0%		0.0%		4.8%		0.0%		4.8%		0.0%		0.0%		0.0%		0.0%		0.0%		9.5%		0.0%		0.0%		0.0%												

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1		1	0	0%	1	50%	2	100%	2
2017			2		6	0	0%	0	0%	1	13%	8
2018			1	1	4	1	17%	2	33%	1	17%	6
2019					1	1	100%	0	0%	0	0%	1
2020					4	1	25%	0	0%	0	0%	4
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	4	1	16	3	14.3%	3	14.3%	4	19.0%	21

All-Way Stop Warrant

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT #1

SRA : _____
 YES / NO

INTERSECTION : Ashland Ave & Vine St
 MUNICIPALITY / TOWNSHIP: River Forest

COUNTY : Cook

SPEED LIMIT OF MAJOR ROUTE : 25 mph
 NUMBER OF LANES ON MAJOR APPROACH : 1

PROPOSED 3-WAY OR 4-WAY: 4-WAY
 NUMBER OF LANES ON MINOR APPROACH : 1

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:	
HOUR BEGIN	MAJOR STREET VEHICLES ENTERING (BOTH APPROACHES)	MINOR STREET VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET	COMBINATION OF WARRANTS
			<i>N/C = NOT COUNTED</i>	100%	80%
6:00	33	11	N/C		
7:00	58	8	N/C		
8:00	78	26	N/C		
9:00	67	20	N/C		
10:00	89	35	N/C		
11:00	94	28	N/C		
12:00	48	17	N/C		
13:00	112	19	N/C		
14:00	89	20	N/C		
15:00	109	15	N/C		
16:00	134	21	N/C		
17:00	124	31	N/C		
18:00	123	31	N/C		
19:00	83	17	N/C		
20:00	51	14	N/C		
21:00	29	13	N/C		

ACCIDENT DATA

ACCIDENT EXPERIENCE	2016	2017	2018	2019	2020
TOTAL NUMBER OF ACCIDENTS	1	1	0	1	1
NUMBER CORRECTABLE ACCIDENTS	1	1	0	0	1

(INCLUDING LEFT- AND RIGHT-TURN AS WELL AS RIGHT-ANGLE COLLISIONS)

ACCIDENT WARRANT

5 Correctable Accidents Within A 12-month Period?
 (No Volume Requirement) YES **NO**

VOLUME WARRANT

Are Volume Requirements Met For 8 Hours?
 YES **NO**

COMBINATION OF WARRANTS

(REDUCED TO 80%)
4 Correctable Accidents Within A 12-month Period?
 YES **NO**
Are Volume Requirements Met For 8 Hours?
 YES **NO**
ARE BOTH CRITERIA MET?
 YES **NO**

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Hours Met: 0 hours 0 hours

MAJOR ENTERING: 300 240
 MINOR ENTERING: 200 160
 INCLUDING ANY PEDS

VOLUME REQUIREMENTS:

Review Information

Counts Used : IDOT
 Count Date(s) : 06/07/23 (AM) + 06/07/23 (PM)
 Date Reviewed : July 13, 2023
 Reviewed By : KRS

Comments

Traffic Calming Toolbox Scoring Sheets

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts.
		Score: 15
Vehicle Speed	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts.
		Score: 9
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts.
		Score: 5
Pedestrian Traffic Generators	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts.
		Score: 5
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts.
		Score: 0
Community Interest	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts.
		Score: 0
Intersection 1: <u>Madison St</u> Segment: <u>Ashland Ave</u> Intersection 2: <u>Vine St</u>		Total: 34

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = <u>15 points</u> any crash involving a pedestrian/cyclist = +5 points	0-20 pts. Score: <u>15</u>
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = <u>6 points</u> 85th percentile speed is 6 mph over the speed limit = <u>9 points</u> 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. Score: <u>9</u>
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = <u>5 points</u> ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. Score: <u>5</u>
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = <u>5</u> points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score: <u>5</u>
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = <u>0 points</u> Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score: <u>0</u>
	No Petition = <u>0 points</u> Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score: <u>0</u>
Intersection 1: <u>Vine St</u> Segment: <u>Ashland Ave</u> Intersection 2: <u>Washington Blvd</u>		Total: <u>34</u>

APPENDIX F: WASHINGTON BLVD CORRIDOR STUDY

01. Speed Data
02. Washington Blvd Crash Data
03. Signal Warrant
04. Traffic Calming Toolbox Scoring Sheet
05. Washington Blvd Exhibits

Speed Data

Sequential 85th Percentile Report

Device ID: 405195 Begin: 06/07/2023 02:00 PM End: 06/08/2023 02:00 PM
 Street: Washington Blvd Lane: Misc see chat Hours: 24.00
 State: IL Operator: SD Period (min): 15
 City: River Forest Speed Limit: 25 Raw Count: 3,327
 County: United States AADT Factor: 1 AADT Count: 3,327

Date / Hour	85th Percentile EB	85th Percentile WB	Avg Spd	Max Spd	EB 85th	WB 85th
Wednesday, June 7, 2023 3:00PM	40	40	40	40	39	39
Wednesday, June 7, 2023 4:00PM	39	39	39	39		
Wednesday, June 7, 2023 5:00PM	39	40	39.5	40		
Wednesday, June 7, 2023 6:00PM	39	38	38.5	39		
Wednesday, June 7, 2023 7:00PM	36	41	38.5	41		
Wednesday, June 7, 2023 8:00PM	38	40	39	40		
Wednesday, June 7, 2023 9:00PM	37	38	37.5	38		
Wednesday, June 7, 2023 10:00PM	37	36	36.5	37		
Wednesday, June 7, 2023 11:00PM	40	37	38.5	40		
Thursday, June 8, 2023 12:00AM	41	41	41	41		
Thursday, June 8, 2023 1:00AM	44	38	41	44		
Thursday, June 8, 2023 2:00AM	34	37	35.5	37		
Thursday, June 8, 2023 3:00AM	29	22	25.5	29		
Thursday, June 8, 2023 4:00AM	36	37	36.5	37		
Thursday, June 8, 2023 5:00AM	36	35	35.5	36		
Thursday, June 8, 2023 6:00AM	42	39	40.5	42		
Thursday, June 8, 2023 7:00AM	41	40	40.5	41		
Thursday, June 8, 2023 8:00AM	41	39	40	41		
Thursday, June 8, 2023 9:00AM	40	39	39.5	40		
Thursday, June 8, 2023 10:00AM	39	40	39.5	40		
Thursday, June 8, 2023 11:00AM	37	40	38.5	40		
Thursday, June 8, 2023 12:00PM	37	36	36.5	37		
Thursday, June 8, 2023 1:00PM	40	36	38	40		
Thursday, June 8, 2023 2:00PM	38	38	38	38		

Washington Blvd Crash Data

ID Name: U1411_E
 LOCATION INFO: Washington Blvd. Forest - Park
 PG, FC & ADT: Primary
 County: Cook County

Main ID: U1411_E
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count				
2016																																						0				
2017																																							0			
2018																																							0			
2019																	1																						1			
2020																																							0			
2021																																							0			
TOTAL	0			0					0						0				1			0																1				
%		0.0%			0.0%				0.0%						0.0%				100.0%			0.0%																				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					0	0	-	0	-	0	-	0
2017					0	0	-	0	-	0	-	0
2018					0	0	-	0	-	0	-	0
2019					1	1	100%	0	0%	1	100%	1
2020					0	0	-	0	-	0	-	0
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	0	0	1	1	100.0%	0	0.0%	1	100.0%	1

ID Name: U2753-U1411
 LOCATION INFO: Thatcher Ave At Washington Blvd
 PG, FC & ADT: AWS
 County: Cook County

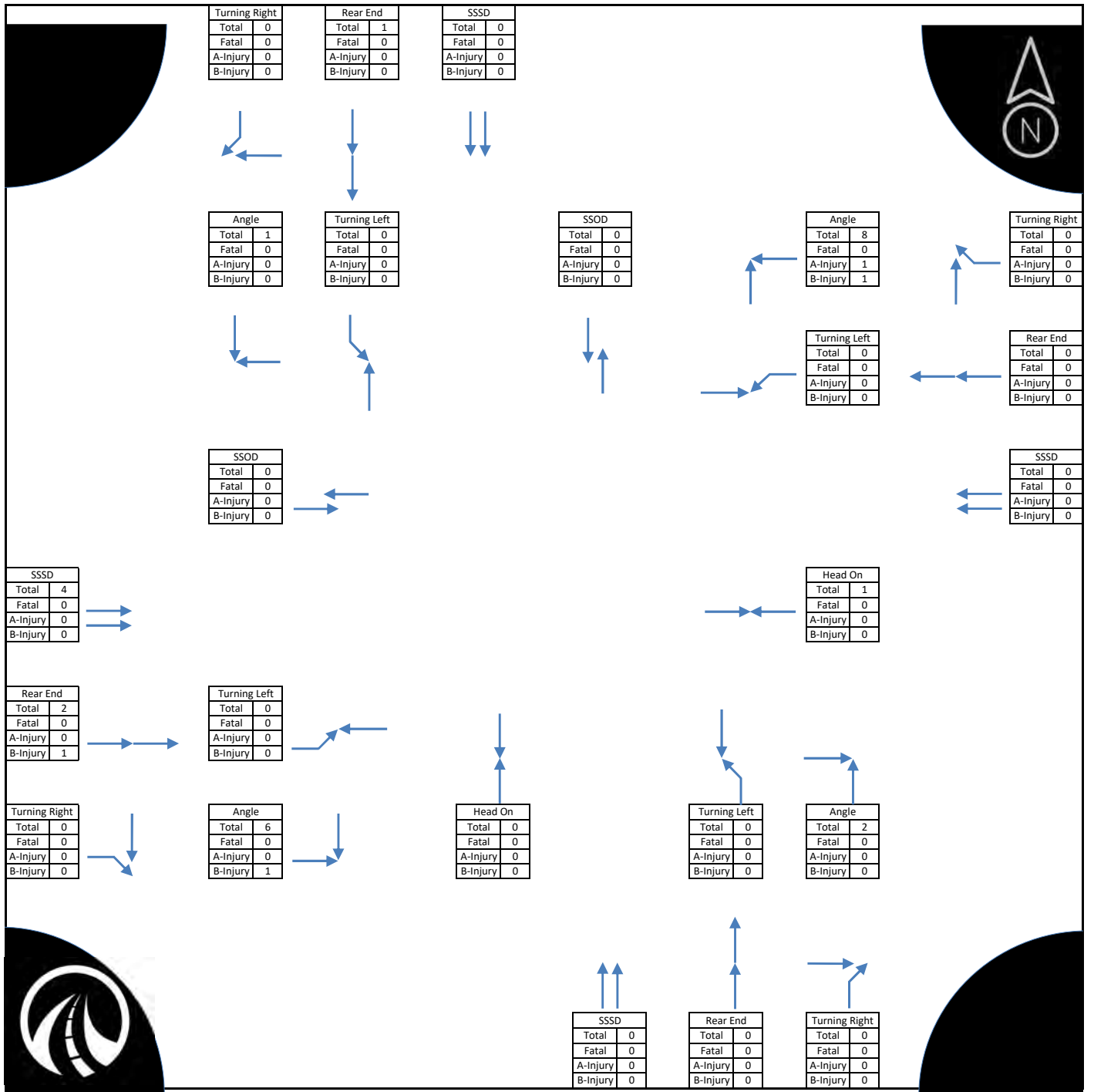
Main ID: U2753-U1411
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021

Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count				
2016	1			3	1-A	1-AI			1																											7	1-AI 1-BI					
2017	2	1-B 1-C	1-BI 1-CI	5					1							1																				9	1-BI 1-CI					
2018				5	1-B 1-C	3-BI 4-CI			1																										6	3-BI 4-CI						
2019				3																																3						
2020				1	1-B	1-BI																													1	1-BI						
2021									1																										2	1-CI						
TOTAL	3	1-B 1-C	1-BI 1-CI	17	1-A 2-B 1-C	1-AI 4-BI 4-CI	0		4		0		0		1		0				1		0		0		0		2	1-C 1-CI				28	1-AI 6-BI 6-CI							
%		10.7%		60.7%		0.0%		14.3%		0.0%		0.0%		3.6%		0.0%		3.6%		0.0%		0.0%		0.0%		7.1%		0.0%														

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016		1	1		5	2	29%	0	0%	2	29%	7
2017			1	1	7	2	22%	1	11%	1	11%	9
2018			1	1	4	2	33%	0	0%	2	33%	6
2019					3	1	33%	1	33%	1	33%	3
2020			1		0	0	0%	0	0%	1	100%	1
2021				1	1	0	0%	0	0%	0	0%	2
TOTAL	0	1	4	3	20	7	25.0%	2	7.1%	7	25.0%	28

Cook County	Thatcher Ave At Washington Blvd
2016 to 2021 Crash Data	Intersection ID: U2753-U1411
28 Total Crashes	PG: AWS



	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	1	0	0	2	0	0	0	3
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	0	0	0	1	0	0	0	1

ID Name: **U1411-M2005**
 LOCATION INFO: **Washington Blvd At Gale Ave**
 PG, FC & ADT: **Minor Stop - 4 Leg**
 County: **Cook County**

Main ID: U1411-M2005
 Sub ID: **ALL**
 Study Period Begin Year: **2016** to **2021**
 Analysis Period: **6 years**

YEAR	Rear End			Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL		
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count		
2016			2	1-B 1-C	1-BI 2-CI																																			3	1-BI 3-CI			
2017			2																																							2		
2018	1	1-B	1-BI	3	1-B 1-C	1-BI 1-CI																																				5	2-BI 1-CI	
2019			1																																								1	
2020			1																																								1	
2021			2																																								2	
TOTAL	1	1-B	1-BI	11	2-B 2-C 2-BI 3-CI	2-BI 1-CI	0		0		0		0		0		0		0		0		0		0		0		1		1	1-C 1-CI	0								14	3-BI 4-CI		
%		7.1%		78.6%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		7.1%		7.1%		0.0%												

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1	2	0	1	33%	0	0%	1	33%	3
2017					2	0	0%	0	0%	0	0%	2
2018			2	1	2	1	20%	0	0%	1	20%	5
2019					1	1	100%	0	0%	0	0%	1
2020					1	0	0%	0	0%	0	0%	1
2021					2	0	0%	0	0%	0	0%	2
TOTAL	0	0	3	3	8	3	21.4%	0	0.0%	2	14.3%	14

ID Name: U1411-M2004
 LOCATION INFO: Washington Blvd At Keystone Ave
 PG, FC & ADT: AWS
 County: Cook County

Main ID: U1411-M2004
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021

Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count	
2016	1	1-C	1-CI	3	1-B	1-BI																																4	1-BI 1-CI			
2017	1			3																																			4			
2018				1																																			1			
2019				4	1-B	1-BI																																	4	1-BI		
2020																																							0			
2021	1																																						1			
TOTAL	3	1-C 1-CI	11	2-B 2-BI	0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		14	2-BI 1-CI		
%		21.4%		78.6%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%								

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1	1	2	0	0%	1	25%	0	0%	4
2017					4	0	0%	0	0%	3	75%	4
2018					1	0	0%	0	0%	0	0%	1
2019			1		3	1	25%	0	0%	1	25%	4
2020					0	0	-	0	-	0	-	0
2021					1	0	0%	0	0%	0	0%	1
TOTAL	0	0	2	1	11	1	7.1%	1	7.1%	4	28.6%	14

Cook County

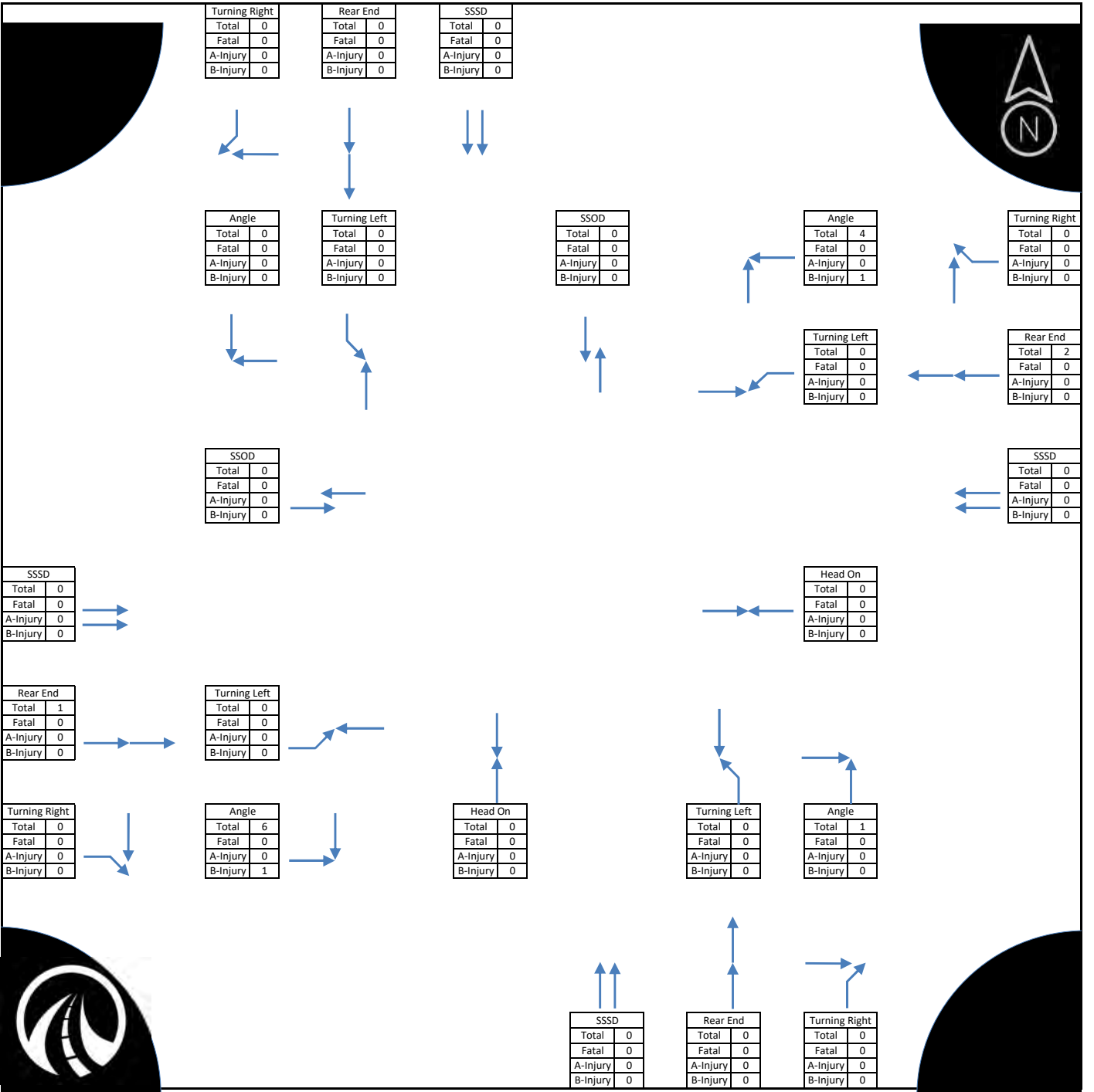
Washington Blvd At Keystone Ave

2016 to 2021 Crash Data

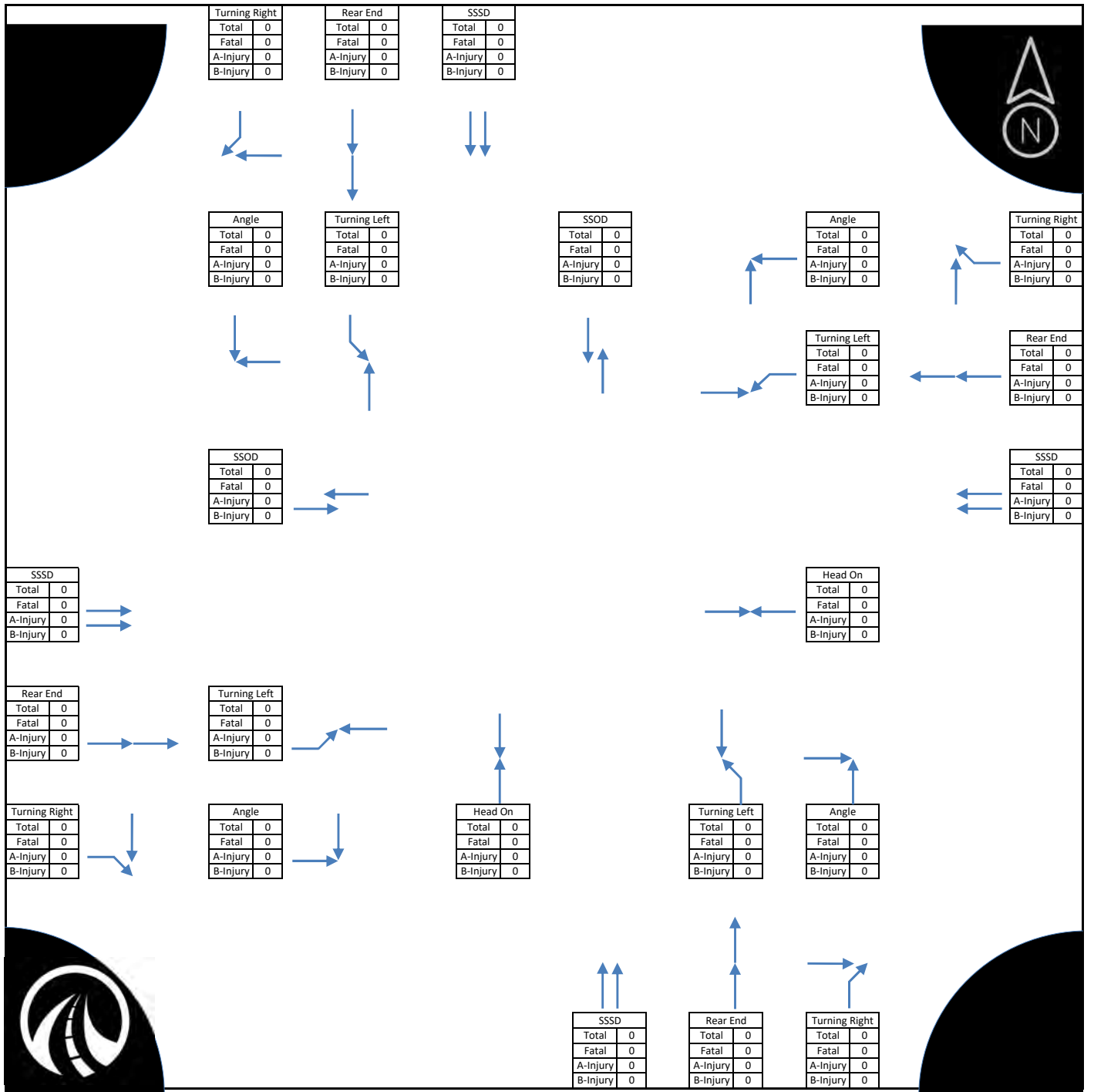
Intersection ID: U1411-M2004

14 Total Crashes

PG: AWS



Cook County	Washington Blvd At Forest Ave
2016 to 2021 Crash Data	Intersection ID: U1411-M2003
2 Total Crashes	PG: Minor Stop - 3 Leg



The following crashes could not be plotted on the diagram

	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	0	0	0	0	2	0	0	2
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	0	0	0	0	1	0	0	1

ID Name: **U1411-M0024**
 LOCATION INFO: **Washington Blvd At Park Ave**
 PG, FC & ADT: **AWS**
 County: **Cook County**

Main ID: U1411-M0024
 Sub ID: **ALL**
 Study Period Begin Year: **2016** to **2021**
 Analysis Period: **6 years**

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL					
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count				
2016			1																		1																								2		1-CI	
2017	1																																												1			
2018																																													0			
2019																																													0			
2020																																													0			
2021																																													0			
TOTAL	1			1			0			0			0			0			0			1			0			0			0			0			0			0			0			3		1-CI
%		33.3%			33.3%			0.0%			0.0%			0.0%			0.0%			0.0%			33.3%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%							

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016				1	1	0	0%	0	0%	1	50%	2
2017					1	0	0%	0	0%	0	0%	1
2018					0	0	-	0	-	0	-	0
2019					0	0	-	0	-	0	-	0
2020					0	0	-	0	-	0	-	0
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	0	1	2	0	0.0%	0	0.0%	1	33.3%	3

ID Name: **U1411-M0002**
 LOCATION INFO: **Washington Blvd At Franklin Ave**
 PG, FC & ADT: **Signalized**
 County: **Cook County**

Main ID: U1411-M0002
 Sub ID: **ALL**
 Study Period Begin Year: **2016** to **2021**
 Analysis Period: **6 years**

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count				
2016	1	1-B 2-BI													1																					2	2-BI					
2017	1	1-B 2-BI																																		1	2-BI					
2018																																				0						
2019	1	1-C 1-CI						1																		1	1-B 1-BI									3	1-BI 1-CI					
2020																																				0						
2021			1																																	1						
TOTAL	3	2-B 4-BI 1-C 1-CI	1		0		1		0		0		0		1		0		0		0		0		0		1	1-B 1-BI	0		0		0		7	5-BI 1-CI						
%		42.9%		14.3%		0.0%		14.3%		0.0%		0.0%		14.3%		0.0%		0.0%		0.0%		0.0%		0.0%		14.3%		0.0%		0.0%		0.0%										

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1		1	0	0%	1	50%	1	50%	2
2017			1		0	0	0%	0	0%	0	0%	1
2018					0	0	-	0	-	0	-	0
2019			1	1	1	0	0%	0	0%	1	33%	3
2020					0	0	-	0	-	0	-	0
2021					1	0	0%	0	0%	0	0%	1
TOTAL	0	0	3	1	3	0	0.0%	1	14.3%	2	28.6%	7

Cook County

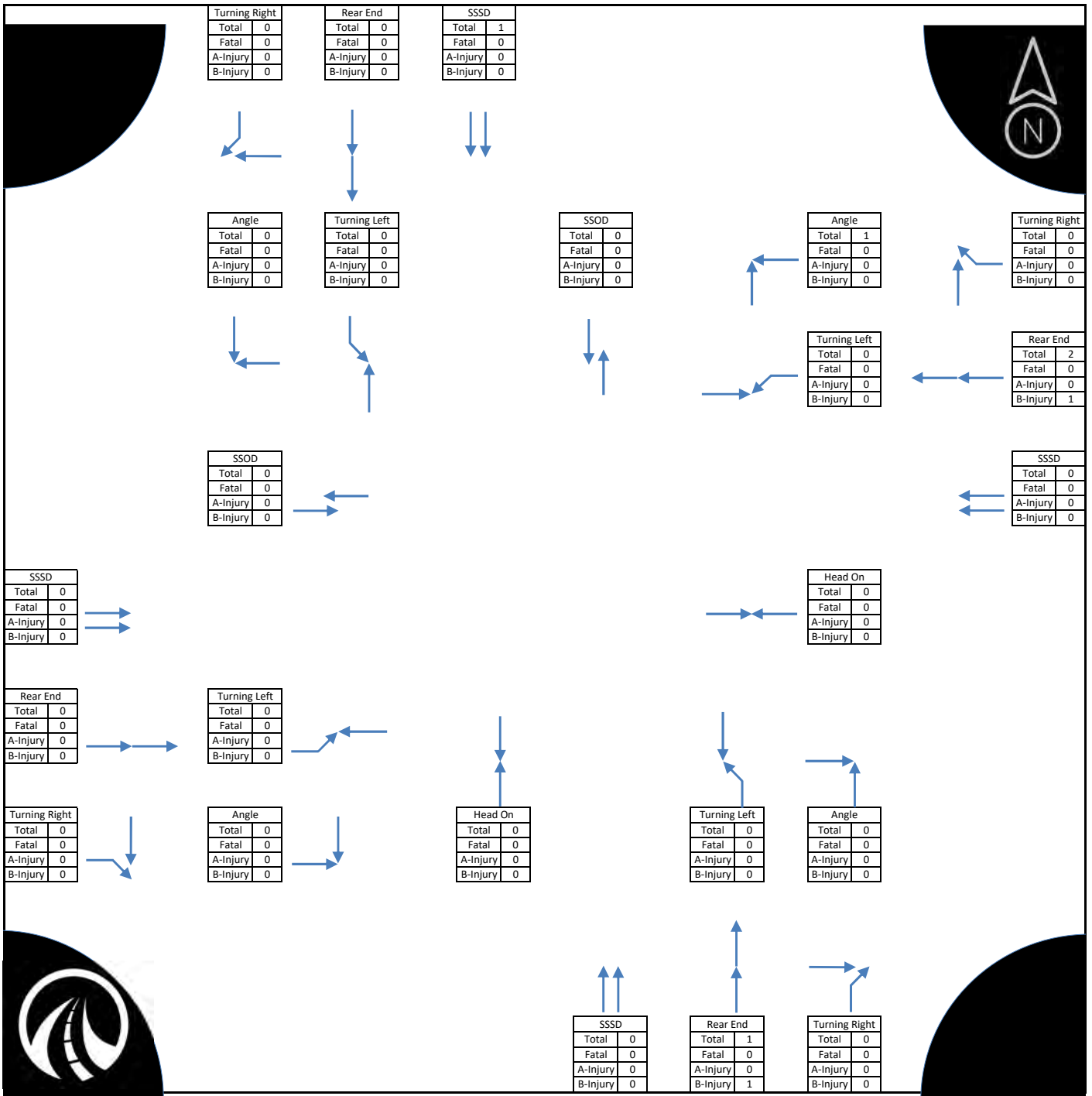
Washington Blvd At Franklin Ave

2016 to 2021 Crash Data

Intersection ID: U1411-M0002

7 Total Crashes

PG: Signalized



The following crashes could not be plotted on the diagram

	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	1	0	0	0	1	0	0	2
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	0	0	0	0	1	0	0	1

ID Name: U1411-M2000
 LOCATION INFO: Washington Blvd At Ashland Ave
 PG, FC & ADT: Minor Stop - 4 Leg
 County: Cook County

Main ID: U1411-M2000
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016				2	1 - B	2 - BI																																		2	2 - BI			
2017				5	2 - B	4 - BI							1						1									1												8	4 - BI			
2018	3	1 - B	2 - BI	2	1 - C	1 - CI																						1												6	2 - BI 1 - CI			
2019				1																																				1				
2020	1			3																																				4				
2021																																								0				
TOTAL	4	1 - B	2 - BI	13	3 - B	6 - BI 1 - C	0			0			1			0			1			0			0			0			2			0			0			0			21	8 - BI 1 - CI
%		19.0%			61.9%			0.0%			0.0%			4.8%			0.0%			4.8%			0.0%			0.0%			0.0%			9.5%			0.0%			0.0%						

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016			1		1	0	0%	1	50%	2	100%	2
2017			2		6	0	0%	0	0%	1	13%	8
2018			1	1	4	1	17%	2	33%	1	17%	6
2019					1	1	100%	0	0%	0	0%	1
2020					4	1	25%	0	0%	0	0%	4
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	4	1	16	3	14.3%	3	14.3%	4	19.0%	21

ID Name: U1411-U2765
 LOCATION INFO: Washington Blvd At Lathrop Ave
 PG, FC & ADT: Signalized
 County: Cook County

Main ID: U1411-U2765
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016									2																																	3		
2017	1			1	1-B	1-BI							1																													4	1-BI	
2018																																										0		
2019	3	1-B	1-BI																																							3	1-BI	
2020																																										0		
2021	1			1																																						2		
TOTAL	5	1-B	1-BI	2	1-B	1-BI	0			2			1			0			0			0			0			0			2			0			0			0			12	2-BI
%	41.7%			16.7%			0.0%			16.7%			8.3%			0.0%			0.0%			0.0%			0.0%			0.0%			16.7%			0.0%			0.0%			0.0%				

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					3	0	0%	0	0%	1	33%	3
2017			1		3	1	25%	0	0%	1	25%	4
2018					0	0	-	0	-	0	-	0
2019			1		2	2	67%	0	0%	0	0%	3
2020					0	0	-	0	-	0	-	0
2021					2	0	0%	0	0%	0	0%	2
TOTAL	0	0	2	0	10	3	25.0%	0	0.0%	2	16.7%	12

Signal Warrant

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT #1, BUREAU OF TRAFFIC OPERATIONS

SUMMARY OF TRAFFIC SURVEY

INTERSECTION: **Thatcher Avenue & Washington Blvd**
MUNICIPALITY: **River Forest**
COUNTY: **Cook**

START HOUR	TRAFFIC FROM NORTH ROUTE : Thatcher Avenue <input type="checkbox"/> SRA				TRAFFIC FROM SOUTH Thatcher Avenue <input type="checkbox"/> SRA				TOTAL NORTH AND SOUTH	TRAFFIC FROM EAST Washington Blvd <input type="checkbox"/> SRA				TRAFFIC FROM WEST Washington Blvd <input type="checkbox"/> SRA				TOTAL EAST AND WEST	GRAND TOTAL
	N. OF : Washington Blvd				S. OF : Washington Blvd					E. OF : Thatcher Avenue				W. OF : Thatcher Avenue					
	GOING				GOING					GOING				GOING					
	EAST ↳	SOUTH ↓	WEST ↶	TOTAL	WEST ↶	NORTH ↑	EAST ↳	TOTAL		SOUTH ↶	WEST ←	NORTH ↑	TOTAL	NORTH ↑	EAST →	SOUTH ↶	TOTAL		
6:00	6	116	40	162	4	47	3	54	216	2	49	2	53	63	89	4	156	209	425
7:00	7	134	56	197	13	163	13	189	386	6	125	23	154	82	299	12	393	547	933
8:00	12	172	78	262	9	188	15	212	474	7	149	17	173	80	217	13	310	483	957
9:00	8	74	36	118	6	107	9	122	240	5	60	13	78	44	85	8	137	215	455
10:00	6	72	34	112	3	79	5	87	199	2	67	9	78	37	75	5	117	195	394
11:00	6	80	32	118	3	69	9	81	199	5	77	15	97	29	65	3	97	194	393
12:00	4	91	32	127	3	103	5	111	238	8	95	11	114	37	74	1	112	226	464
13:00	12	101	40	153	2	81	5	88	241	5	105	17	127	20	94	2	116	243	484
14:00	12	99	48	159	5	126	9	140	299	4	111	14	129	46	140	12	198	327	626
15:00	10	130	91	231	11	167	18	196	427	14	209	15	238	100	212	17	329	567	994
16:00	11	167	93	271	8	166	16	190	461	6	204	23	233	104	260	17	381	614	1075
17:00	11	115	71	197	8	142	21	171	368	2	173	20	195	100	309	8	417	612	980
18:00	7	89	52	148	5	84	10	99	247	6	95	6	107	69	166	8	243	350	597
19:00	1	55	24	80	2	52	1	55	135	2	42	10	54	35	60	3	98	152	287
20:00	0	26	9	35	1	41	3	45	80	2	34	3	39	11	40	2	53	92	172
21:00	0	31	13	44	2	23	1	26	70	0	26	2	28	17	17	0	34	62	132

REVIEW INFORMATION

COUNTS USED: IDOT
COUNT DATE(S): 12/06/22 - AM 12/06/22 - PM
DATE REVIEWED: 07/13/23
REVIEWED BY: KRS

RIGHT TURN FACTORIZATION SHEET

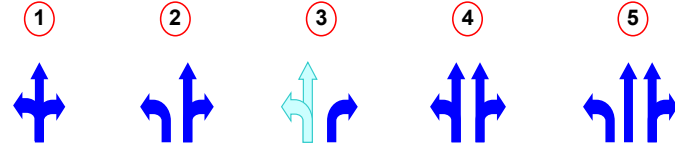
INTERSECTION: **Thatcher Avenue & Washington Blvd**

MUNICIPALITY: **River Forest**

COUNTY: **Cook**

DIR	HOUR BEGIN	MINOR STREET				CRITICAL MAINLINE APPROACH VOLUME PER LANE	BASE RIGHT TURN REDUCTION %	MAINLINE CONGESTION FACTOR %	ADJUSTED RIGHT TURN REDUCTION %	ADJUSTED RIGHT TURNS	ADJUSTED MINOR STREET VOLUMES
		STREET NAME: Thatcher Avenue									
		L	T	R	A						
		LEFT	THROUGH	RIGHT	TOTAL						
S.B.	6:00	6	116	40	162	27	20	0	20	32	154
N.B.	7:00	13	163	13	189	162	20	0	20	10	186
S.B.	8:00	12	172	78	262	92	20	0	20	62	246
N.B.	9:00	6	107	9	122	51	20	0	20	7	120
S.B.	10:00	6	72	34	112	43	20	0	20	27	105
S.B.	11:00	6	80	32	118	54	20	0	20	26	112
S.B.	12:00	4	91	32	127	59	20	0	20	26	121
S.B.	13:00	12	101	40	153	70	20	0	20	32	145
S.B.	14:00	12	99	48	159	70	20	0	20	38	149
S.B.	15:00	10	130	91	231	120	40	0	40	55	195
S.B.	16:00	11	167	93	271	125	20	0	20	74	252
S.B.	17:00	11	115	71	197	107	40	0	40	43	169
S.B.	18:00	7	89	52	148	54	40	0	40	31	127
S.B.	19:00	1	55	24	80	31	20	0	20	19	75
N.B.	20:00	1	41	3	45	22	20	0	20	2	44
S.B.	21:00	0	31	13	44	15	20	0	20	10	41

Lane Configurations



LEFT	THROUGH	RIGHT	TOTAL (A)	.7A	.35A	3T	T/3	(T+L)	(T+R)	3R	3L	T/2	T/4	BASE REDUCTION
6	116	40	162	113	56.7	348	38.7	122	156	120	18	58	29	20
13	163	13	189	132	66.2	489	54.3	176	176	39	39	81.5	40.8	20
12	172	78	262	183	91.7	516	57.3	184	250	234	36	86	43	20
6	107	9	122	85.4	42.7	321	35.7	113	116	27	18	53.5	26.8	20
6	72	34	112	78.4	39.2	216	24	78	106	102	18	36	18	20
6	80	32	118	82.6	41.3	240	26.7	86	112	96	18	40	20	20
4	91	32	127	88.9	44.5	273	30.3	95	123	96	12	45.5	22.8	20
12	101	40	153	107	53.6	303	33.7	113	141	120	36	50.5	25.3	20
12	99	48	159	111	55.7	297	33	111	147	144	36	49.5	24.8	20
10	130	91	231	162	80.9	390	43.3	140	221	273	30	65	32.5	40
11	167	93	271	190	94.9	501	55.7	178	260	279	33	83.5	41.8	20
11	115	71	197	138	69	345	38.3	126	186	213	33	57.5	28.8	40
7	89	52	148	104	51.8	267	29.7	96	141	156	21	44.5	22.3	40
1	55	24	80	56	28	165	18.3	56	79	72	3	27.5	13.8	20
1	41	3	45	31.5	15.8	123	13.7	42	44	9	3	20.5	10.3	20
	31	13	44	30.8	15.4	93	10.3	31	44	39	0	15.5	7.75	20

REVIEW INFORMATION

MAINLINE CONGESTION FACTORS	
VOLUMES	FACTOR (%)
0-399	0
400-499	5
500-599	10
600-699	15
700-799	20
800-899	25
900-999	30
1000-1099	35
1100-1199	40
1200-1299	45
1300-1399	50
1400-1499	55

COUNTS USED: **IDOT**

COUNT DATE(S): **12/06/22 (AM) + 12/06/22 (PM)**

DATE REVIEWED: **July 13, 2023**

REVIEWED BY: **KRS**

SIGNAL WARRANT REVIEW SHEET

DISTRICT #1

ILLINOIS DEPARTMENT OF TRANSPORTATION

SRA : _____

Intersection: Thatcher Avenue & Washington Blvd
 Municipality: River Forest

County: Cook

Yes No

Speed Limit of Major Route 25 mph
 Number of Lanes on Major approach 1

Isolated Community with Population < 10,000 N
 Number of Lanes on Minor approach 1

HOUR BEGIN	Major Street Volume (both approaches)	Adj. Minor Street Volume (higher volume approach)	CHECK ANY HOURS WHICH MEET THE FOLLOWING WARRANTS				
			WARRANT 1		WARRANT 7: 8 hrs of one of the Following:		
			A 100%	B 100%	WARRANT 1 A/B: 8hrs of BOTH: 80% of A 80% of B 80% of Warr #4		
6:00	209	154					
7:00	547	186	X		X		
8:00	483	246			X		
9:00	215	120					
10:00	195	105					
11:00	194	112					
12:00	226	121					
13:00	243	145					
14:00	327	149					
15:00	567	195	X		X		
16:00	614	252	X		X	X	
17:00	612	169	X		X	X	
18:00	350	127					
19:00	152	75					
20:00	92	44					
21:00	62	41					

WARRANT 1 Yes No

Warrant 1 is met if any of the following Conditions are met:

- Condition A **4 hours** Yes No
MINIMUM VEHICULAR VOLUME
- Condition B **0 hours** Yes No
INTERRUPTION OF CONTINUOUS TRAFFIC
- Condition A/B **2 hours** Yes No
COMBINATION OF WARRANTS

WARRANT 2 Yes **1 hours** No
FOUR-HOUR VOLUME

WARRANT 3 Yes **0 hours** No
PEAK-HOUR VOLUME

WARRANT 4 Yes **0 hours** No
PEDESTRIAN VOLUME

WARRANT 5 Yes No
SCHOOL CROSSING

WARRANT 6 Yes No
COORDINATED SIGNAL SYSTEM

WARRANT 7 Yes **5 hours** No
ACCIDENT EXPERIENCE

Hours Met : 4 hours 0 hours 5 hours 2 hours 0 hours

Volume Requirements: MAJOR: 500 750 400 600 _____
 MINOR: 150 75 120 60 _____

	2016	2017	2018	2019	2020
TOTAL NUMBER OF ACCIDENTS:	7	9	6	3	3
NUMBER CORRECTABLE ACCIDENTS:	3	5	5	3	1
TRIED LESS RESTRICTIVE METHODS?	_____				
ARE VOLUME REQUIREMENTS MET?	_____				

Review Information

Counts Used : IDOT
 Count Date(s) : 12/06/22 (AM) + 12/06/22 (PM)
 Date Reviewed : July 13, 2023
 Reviewed By : KRS

Traffic Signal Approved: _____

WARRANT 8 Yes No
ROADWAY NETWORK

WARRANT 9 Yes No
Intersection Near a Grade Crossing

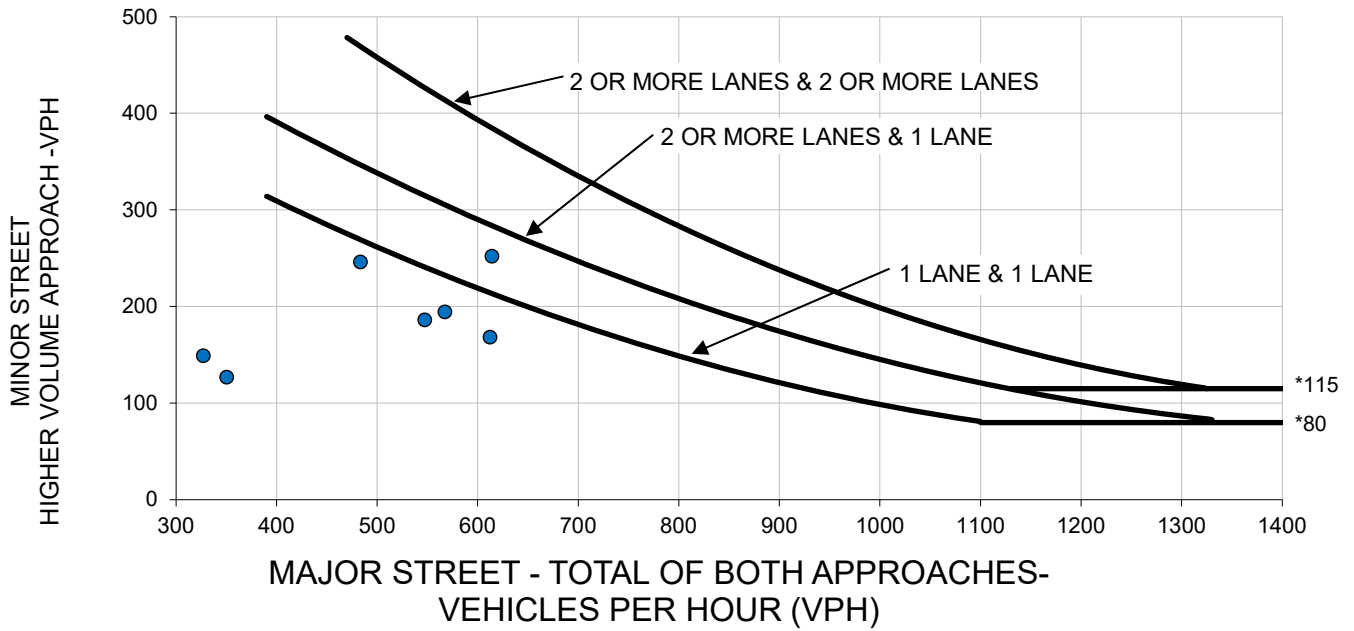
STOP OR YIELD CONTROLLED LEG WITH GRADE CROSSING: NORTH

D (clear storage distance) = _____

#	%	Adj. Factor
RAIL TRAFFIC PER DAY =	-	1.00
HIGH OCCUPANCY BUSES PER HOUR =	0%	1.00
TRUCKS PER HOUR =	0.0%	0.50
OVERALL ADJUSTMENT FACTOR =	0.50	

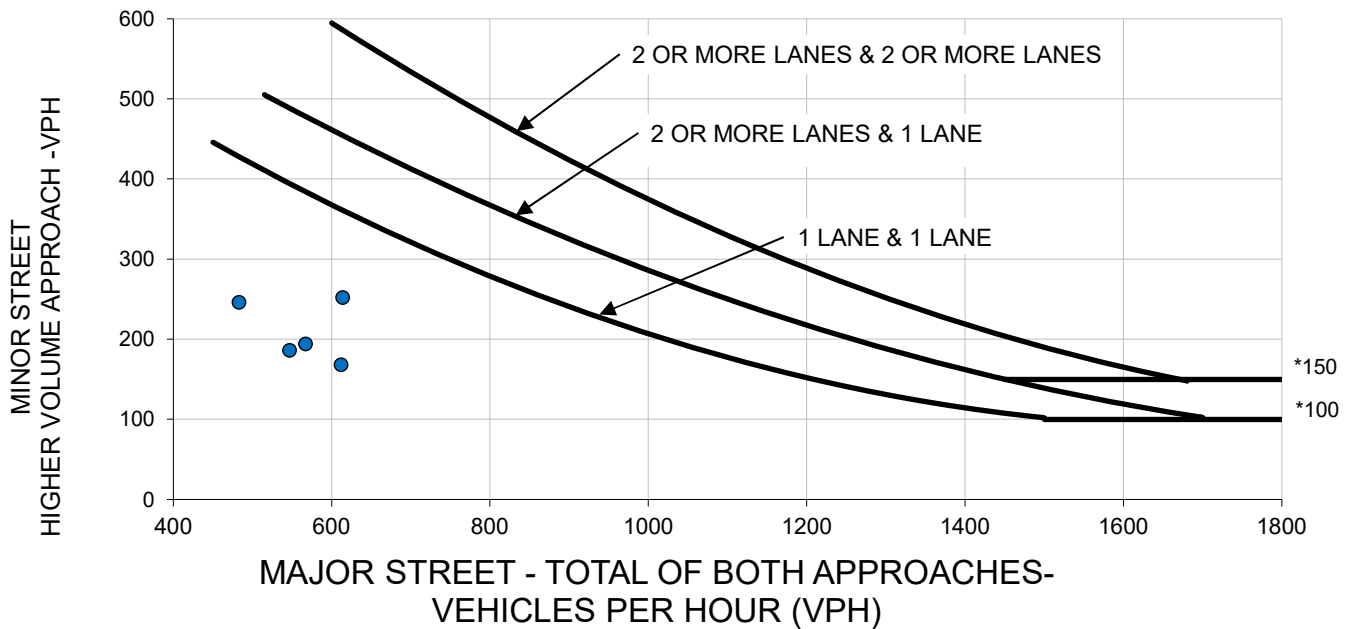
Comments

Figure 4C-1. Warrant 2, Four Hour Vehicular Volume



* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3 Warrant 3, Peak Hour



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

MULTI-WAY STOP WARRANT

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT #1

SRA : _____
 YES / **NO**

INTERSECTION : **Thatcher Avenue & Washington Blvd**

MUNICIPALITY / TOWNSHIP: **River Forest**

COUNTY : **Cook**

SPEED LIMIT OF MAJOR ROUTE : **25 mph**

PROPOSED 3-WAY OR 4-WAY: **4-WAY**

NUMBER OF LANES ON MAJOR APPROACH : **1**

NUMBER OF LANES ON MINOR APPROACH : **1**

TRAFFIC VOLUMES				CHECK ANY HOURS WHICH MEET THE FOLLOWING REQUIREMENTS:	
HOUR BEGIN	MAJOR STREET VEHICLES ENTERING (BOTH APPROACHES)	MINOR STREET VEHICLES ENTERING (BOTH APPROACHES)	PEDS OR BIKES (BOTH APPROACHES)	HOURS MET	COMBINATION OF WARRANTS
			N/C = NOT COUNTED	100%	80%
6:00	209	216	N/C		
7:00	547	386	N/C	X	X
8:00	483	474	N/C	X	X
9:00	215	240	N/C		
10:00	195	199	N/C		
11:00	194	199	N/C		
12:00	226	238	N/C		
13:00	243	241	N/C		X
14:00	327	299	N/C	X	X
15:00	567	427	N/C	X	X
16:00	614	461	N/C	X	X
17:00	612	368	N/C	X	X
18:00	350	247	N/C	X	X
19:00	152	135	N/C		
20:00	92	80	N/C		
21:00	62	70	N/C		

ACCIDENT DATA

ACCIDENT EXPERIENCE	2016	2017	2018	2019	2020
TOTAL NUMBER OF ACCIDENTS	7	9	6	3	3
NUMBER CORRECTABLE ACCIDENTS	3	5	5	3	1

(INCLUDING LEFT- AND RIGHT-TURN AS WELL AS RIGHT-ANGLE COLLISIONS)

ACCIDENT WARRANT

5 Correctable Accidents Within A 12-month Period?
 (No Volume Requirement) **YES** NO

VOLUME WARRANT

Are Volume Requirements Met For 8 Hours?
 YES **7 hours** **NO**

COMBINATION OF WARRANTS

(REDUCED TO 80%)

4 Correctable Accidents Within A 12-month Period?
YES NO

Are Volume Requirements Met For 8 Hours?
YES **8 hours** NO

ARE BOTH CRITERIA MET?
YES NO

Hours Met: 7 hours 8 hours

MAJOR ENTERING: **300** **240**

MINOR ENTERING: **200** **160**

INCLUDING ANY PEDS

VOLUME REQUIREMENTS:

Review Information

Counts Used : **IDOT**

Count Date(s) : **12/06/22 (AM) + 12/06/22 (PM)**

Date Reviewed : **July 13, 2023**

Reviewed By : **KRS**

Comments

IS A MULTI-WAY STOP WARRANTED?

YES **NO**

Traffic Calming Toolbox Scoring Sheets

Scoring Matrix



RIVER FOREST
Proud Heritage • Bright Future

Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = <u>15 points</u> any crash involving a pedestrian/cyclist = <u>+5 points</u>	0-20 pts. Score: <u>20</u>
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = <u>15 points</u> Outlier Speed 20+ mph above posted speed limit = <u>+5 points</u>	0-20 pts. Score: <u>20</u>
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = <u>20 points</u>	0-20 pts. Score: <u>20</u>
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = <u>5</u> points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score: <u>5</u>
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = <u>5 points</u> Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score: <u>5</u>
	No Petition = <u>0 points</u> Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score: <u>0</u>
Intersection 1: <u>Thatcher Ave</u> Segment: <u>Washington Blvd</u> Intersection 2: <u>Gale Ave</u>		Total: <u>70</u>

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. Score: 20
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. Score: 20
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. Score: 20
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score: 10
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score: 5
	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score: 0
Intersection 1: <u>Gale Ave</u> Segment: <u>Washington Blvd</u> Intersection 2: <u>Keystone Ave</u>		Total: 75

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts.
		Score: 15
Vehicle Speed	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts.
		Score: 20
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts.
		Score: 20
Pedestrian Traffic Generators	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts.
		Score: 15
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts.
		Score: 5
Community Interest	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts.
		Score: 0
Intersection 1: <u>Keystone Ave</u> Segment: <u>Washington Blvd</u> Intersection 2: <u>Forest Ave</u>		Total: 75

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. Score: 10
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. Score: 20
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. Score: 20
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score: 20
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score: 5
	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score: 0
Intersection 1: <u>Forest Ave</u> Segment: <u>Washington Blvd</u> Intersection 2: <u>Park Ave</u>		Total: 75

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. Score: 10
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. Score: 20
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. Score: 20
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score: 20
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score: 5
	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score: 0
Intersection 1: <u>Park Ave</u> Segment: <u>Washington Blvd</u> Intersection 2: <u>Franklin Ave</u>		Total: 75

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. Score: 15
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. Score: 20
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. Score: 20
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score: 15
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score: 5
	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score: 0
Intersection 1: <u>Franklin Ave</u> Segment: <u>Washington Blvd</u> Intersection 2: <u>Ashtland Ave</u>		Total: 75

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. Score: 15
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. Score: 20
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. Score: 20
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score: 5
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score: 5
	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score: 0
Intersection 1: Ashland Ave Segment: Washington Blvd Intersection 2: Lathrop Ave		Total: 65

Washington Blvd Exhibits

* LABELS ARE PROVIDED AT LOCATIONS WITH SIGNIFIGANT CHANGES TO PARKING OR PEDESTRIAN FACILITIES

** APPROXIMATELY 35 EASTBOUND PARKING SPOTS ARE BEING REMOVED FROM THE ROAD OR 45% OF ALL EASTBOUND PARKING. IT IS ASSUMED THE REMAINING PARKING SPACES, AS WELL AS, SIDE STREET PARKING WILL ACCOMODATE DRIVERS LOOKING TO PARK IN THE AREA



WASHINGTON BLVD EXISTING

PROPOSED IMPROVEMENTS WEST SECTION:

1. RAISED INTERSECTIONS: THATCHER AVE & KEYSTONE AVE
2. A NEW CROSS SECTION BETWEEN THATCHER AVE AND PARK AVE THAT INCLUDES REMOVING PARKING ALONG THE SOUTH SIDE OF WASHINGTON BLVD AND ADDING ON-STREET BIKE LANES.
3. CURB EXTENSIONS WILL BE PROVIDED ON THE NORTH SIDE OF ALL INTERSECTIONS FROM THATCHER AVE TO FOREST AVE.
4. FOREST AVE WILL HAVE A RAISED CROSSWALK INSTALLED ALONG ITS EAST LEG.

PROPOSED IMPROVEMENTS EAST SECTION:

1. RAISED INTERSECTIONS: FRANKLIN AVE & LATHROP AVE
2. FROM PARK AVE TO LATHROP AVE THE CROSS SECTION WILL REMAIN THE SAME WITH THE ADDITION OF A 2' STRIPED CENTER MEDIAN ALONG WITH CURB EXTENSIONS AT ALL INTERSECTIONS.
3. STARTING AT PARK AVE TO THE EAST THE ON-STREET BIKE LANES WILL BE MOVED TO AN OFF-STREET MULTI-USE PATH. TEG CURRENTLY SHOWS THE PATH ON BOTH SIDES OF THE ROAD.
4. THE EXISTING SIDEWALK STARTING AT PARK AVE TO THE EAST WILL BE REMOVED IN FAVOR OF THE PR MULTI-USE PATH PLACED 5' FROM THE BACK CURB. STRIPING WILL BE REPLACED WITH NEW ZEBRA STRIPING.



WASHINGTON BLVD PROPOSED

DRAWN BY **KRS** DATE **8/25/23**
 CHECKED BY **JMY** SCALE **1' = 120'**

REVISIONS		
NO.	DATE	DESCRIPTION

thomas
 engineering group
 service at the highest grade.

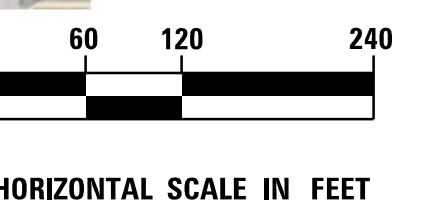
thomas engineering group, llc
 2625 butterfield road
 suite 209w
 oak brook, il 60523
 phone: 855-533-1700

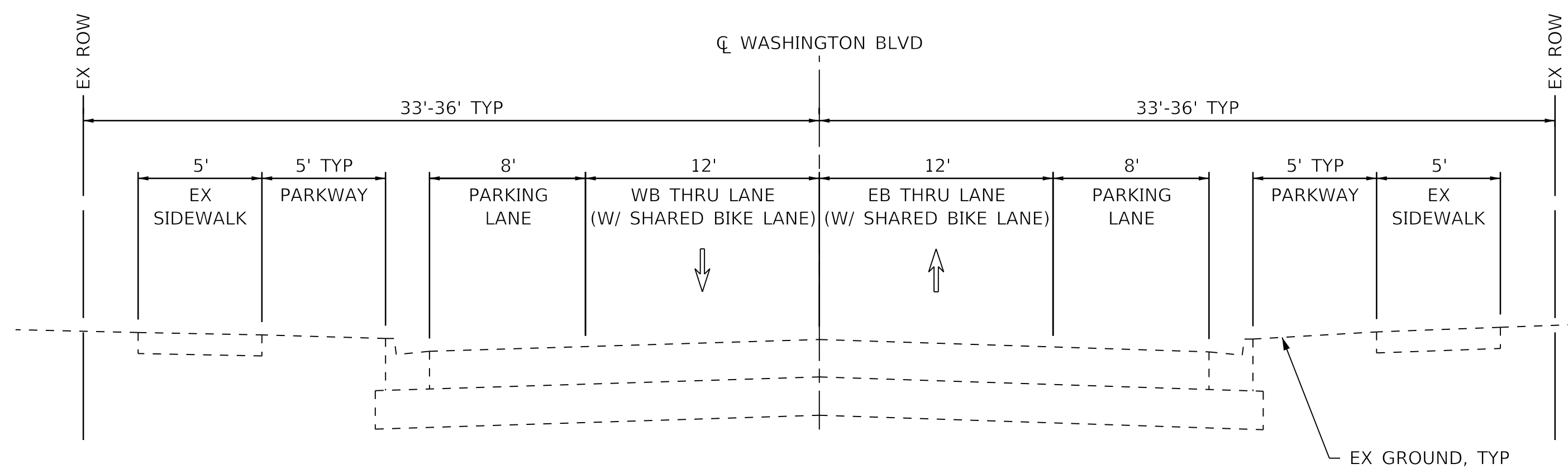
RIVER FOREST
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WASHINGTON BLVD OVERVIEW

DRAWING NO.

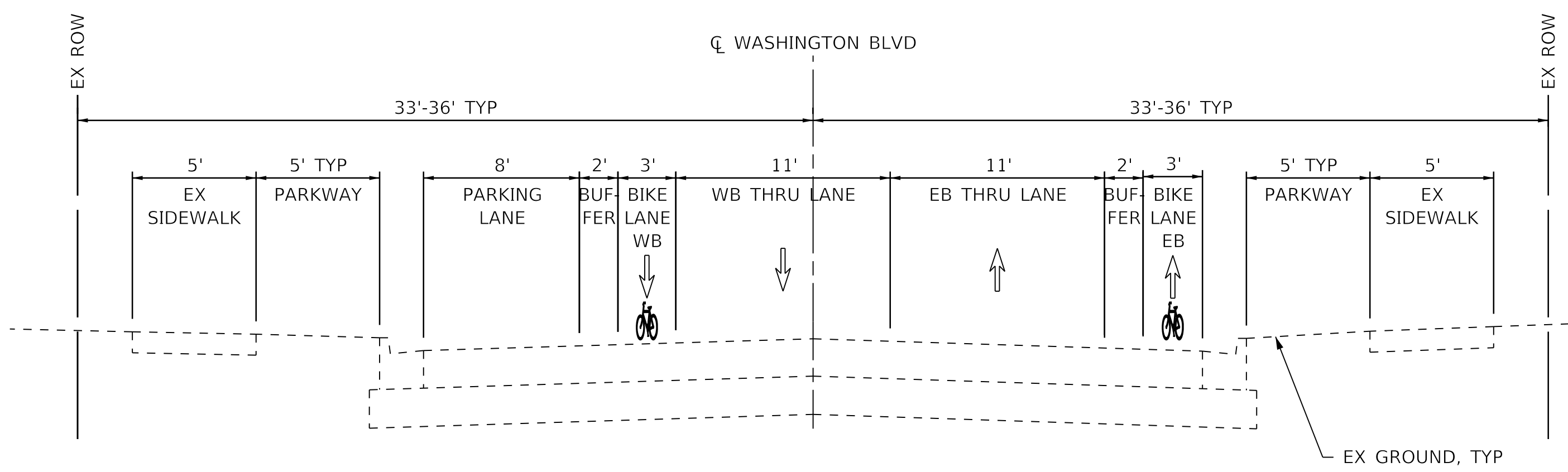
1 OF 14





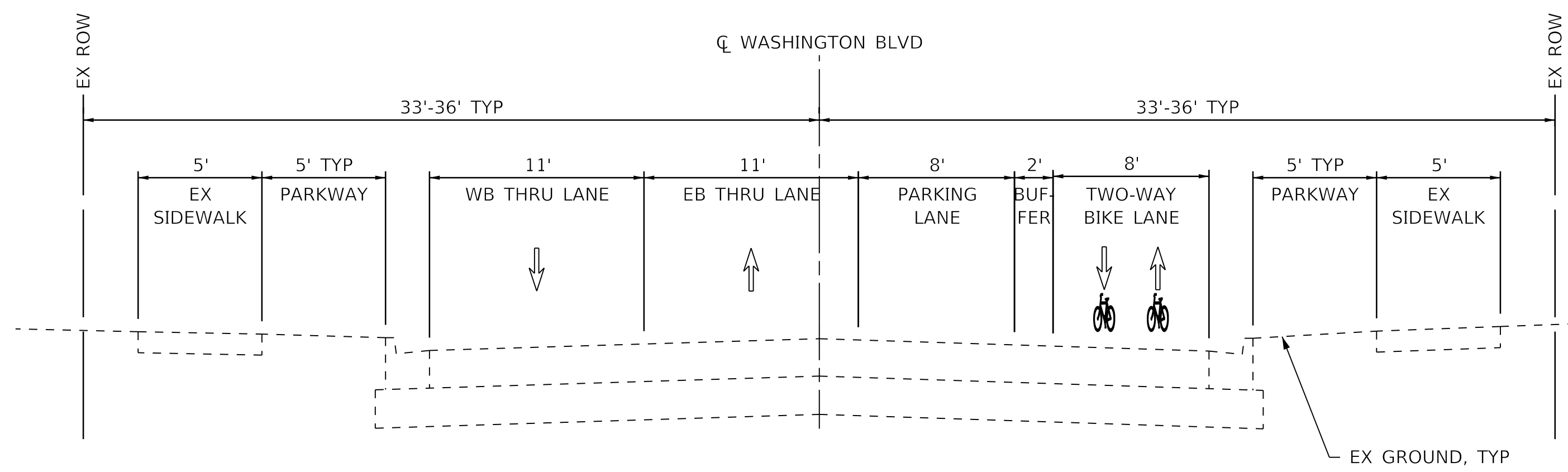
EXISTING WESTERN TYPICAL SECTION

THATCHER AVE - PARK AVE
(FACING EAST)



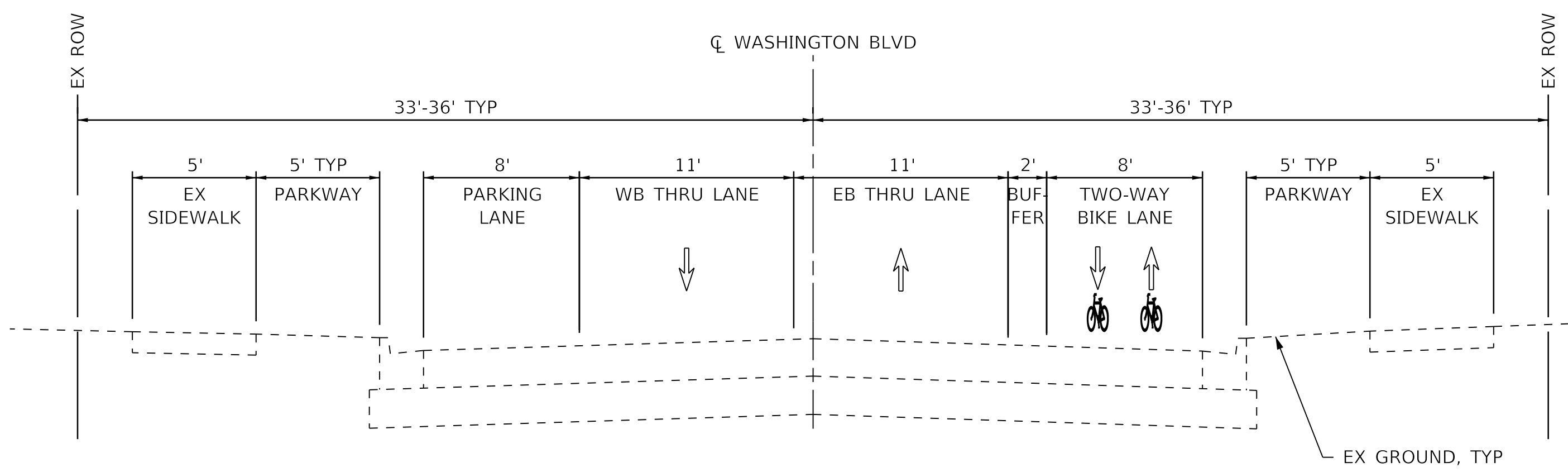
WESTERN ALTERNATIVE 1

THATCHER AVE - PARK AVE
(FACING EAST)



WESTERN ALTERNATIVE 2

THATCHER AVE - PARK AVE
(FACING EAST)



WESTERN ALTERNATIVE 3

THATCHER AVE - PARK AVE
(FACING EAST)

NOTES

1. PROPOSED ALTERNATIVES WILL MOVE THE CENTERLINE FROM THE CROWN OF THE ROAD
2. PARKING AND BIKE LANES ARE SHOWN IN TEG'S PREFERRED ORIENTATION, BUT WE CAN ACCOMMODATE PARKING AND BIKE ON EITHER SIDE PER VILLAGE PREFERENCE.
3. PARKING IS INTERMITTENT AND BREAKS FOR DRIVEWAY AND INTERSECTIONS. TEG IS NOT PROPOSING ANY NEW PARKING SPACES BEYOND WHAT IS STRIPED IN THE EXISTING CONDITIONS.
4. STARTING AT PARK AVE TO THE EAST THE ON-STREET BIKE LANES WILL BE MOVED TO AN OFF-STREET MULTI-USE PATH IF THE OFF-STREET ALTERNATIVE IS CHOSEN.

DRAWN BY **KRS** DATE **8/25/23**
CHECKED BY **JMY** SCALE **N.T.S.**

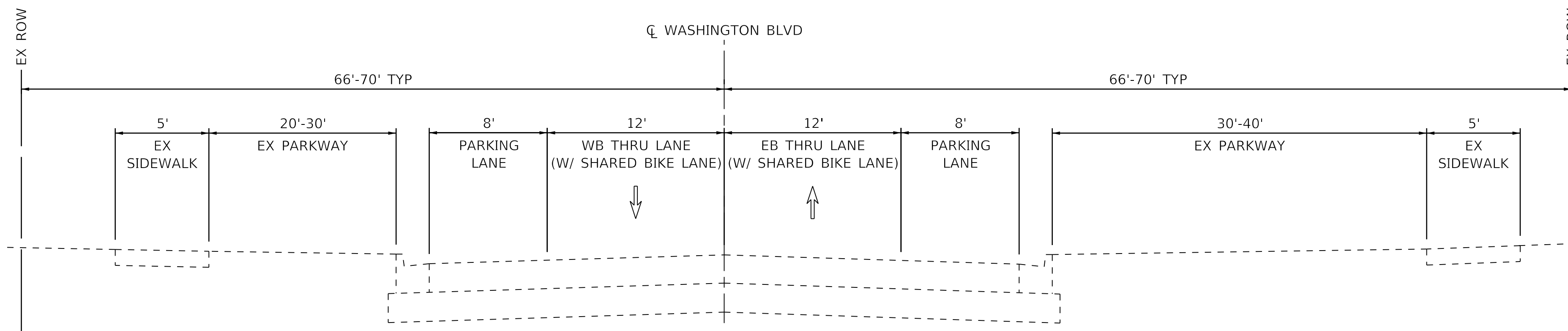
REVISIONS		
NO.	DATE	DESCRIPTION



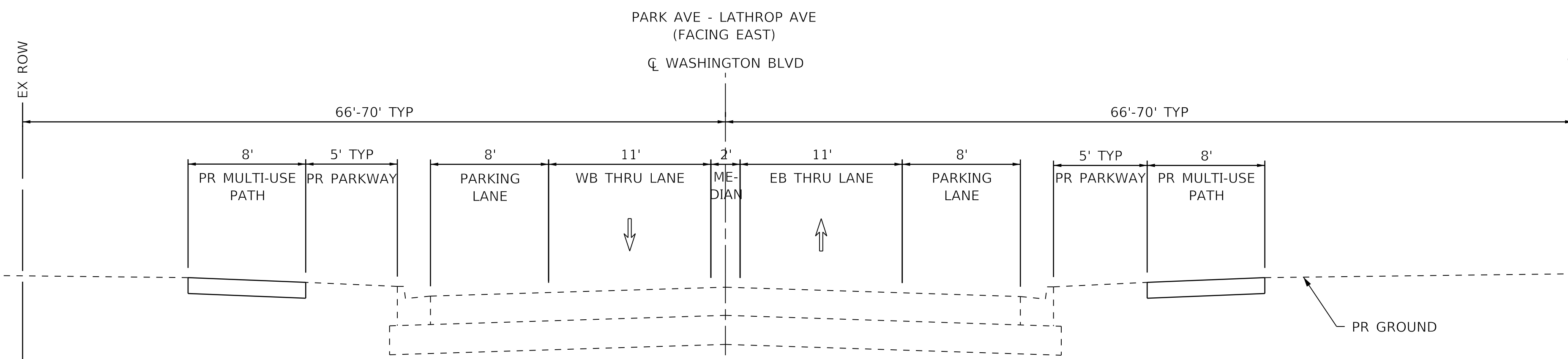
thomas engineering group, llc
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oak brook, il 60523
phone: 855-533-1700



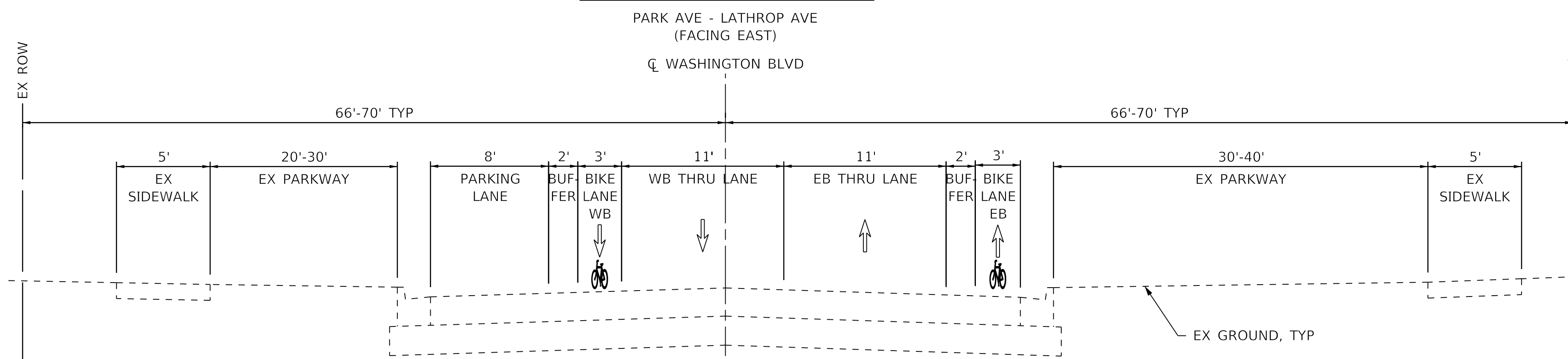
**WASHINGTON BLVD WESTERN
TYPICAL SECTIONS**



EXISTING EASTERN TYPICAL SECTION



EASTERN ALTERNATIVE 1



EASTERN ALTERNATIVE 2

NOTES

1. PROPOSED ALTERNATIVES WILL MOVE THE CENTERLINE FROM THE CROWN OF THE ROAD
2. PARKING AND BIKE LANES ARE SHOWN IN TEG'S PREFERRED ORIENTATION, BUT WE CAN ACCOMMODATE PARKING AND BIKE ON EITHER SIDE PER VILLAGE PREFERENCE.
3. PARKING IS INTERMITTENT AND BREAKS FOR DRIVEWAY AND INTERSECTIONS. TEG IS NOT PROPOSING ANY NEW PARKING SPACES BEYOND WHAT IS STRIPED IN THE EXISTING CONDITIONS.
4. STARTING AT PARK AVE TO THE EAST THE ON-STREET BIKE LANES WILL BE MOVED TO AN OFF-STREET MULTI-USE PATH IF THE OFF-STREET ALTERNATIVE IS CHOSEN.

DRAWN BY **KRS** DATE **8/25/23**

CHECKED BY **JMY** SCALE **N.T.S.**

REVISIONS		
NO.	DATE	DESCRIPTION



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**WASHINGTON BLVD EASTERN
TYPICAL SECTIONS**

DRAWING NO.

3 OF **14**



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1" = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

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**WASHINGTON AT THATCHER
 ALTERNATIVE 1**

DRAWING NO.
 4 OF 14



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1" = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

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RIVER FOREST
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WASHINGTON AT GALE
ALTERNATIVE 1

DRAWING NO.
 5 OF 14



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1' = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

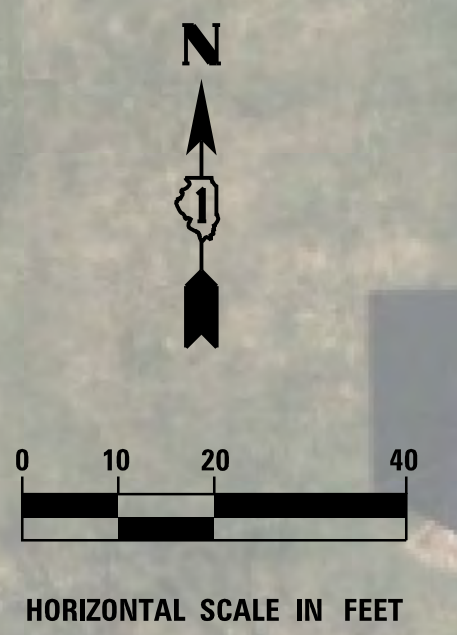
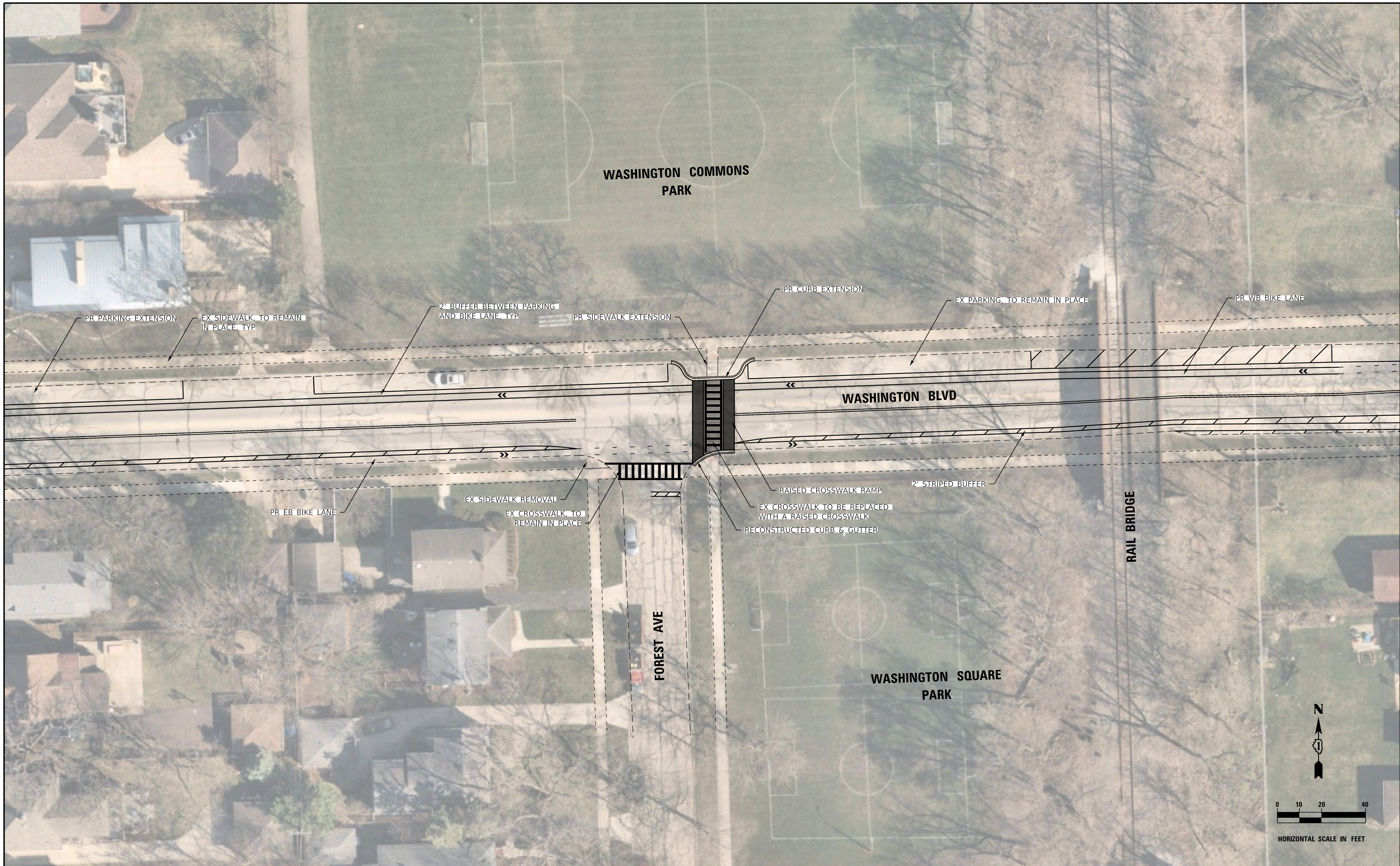
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**WASHINGTON AT KEYSTONE
 ALTERNATIVE 1**

DRAWING NO.
 6 OF 14



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1" = 20'

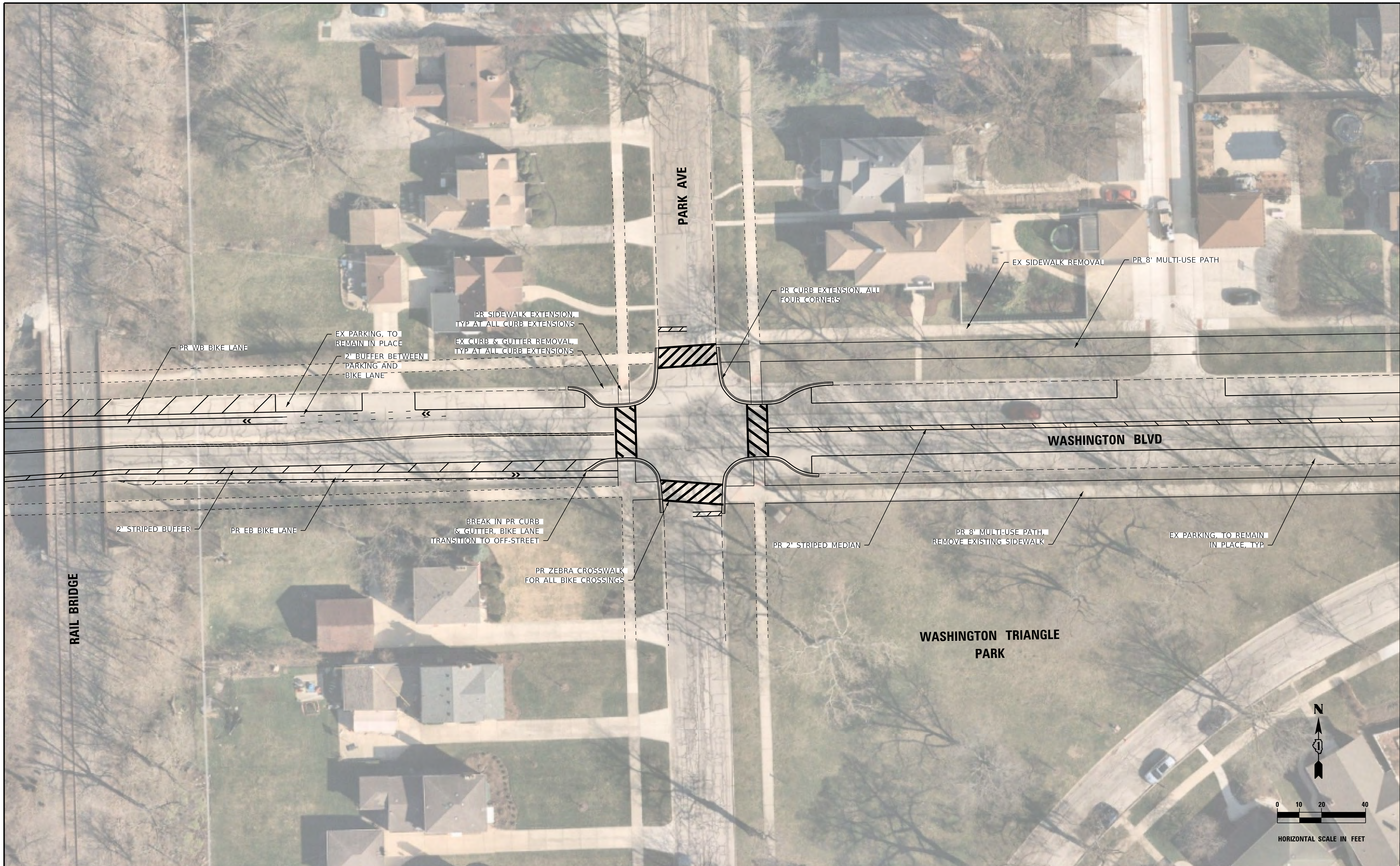
REVISIONS		
NO.	DATE	DESCRIPTION

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**WASHINGTON AT FOREST
 ALTERNATIVE 1**

DRAWING NO.
 7 OF 14



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1" = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

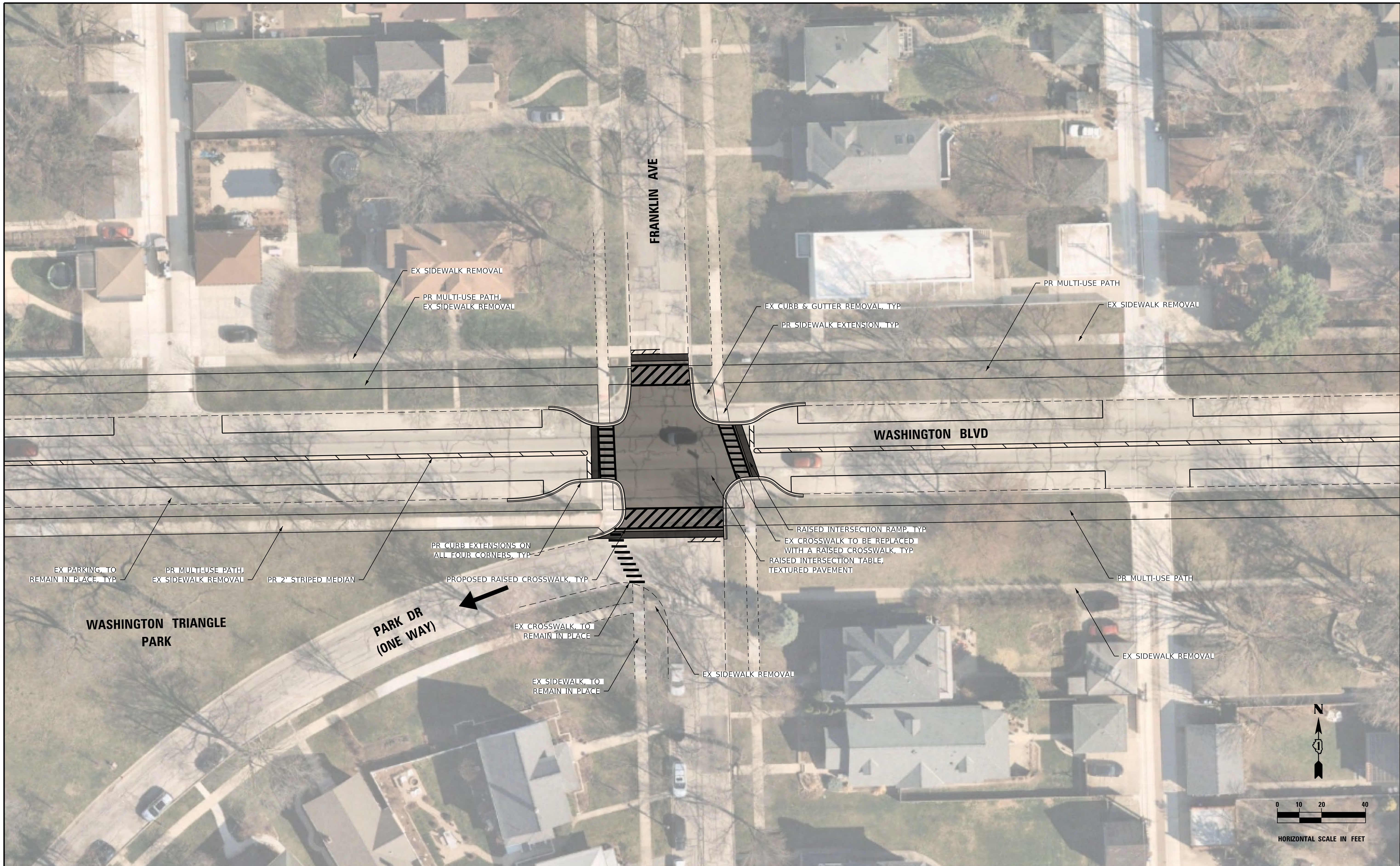
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**WASHINGTON AT PARK
 ALTERNATIVE 1**

DRAWING NO.
 8 OF 14



DRAWN BY KRS **DATE** 8/25/23

CHECKED BY JMY **SCALE** 1' = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

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**WASHINGTON AT FRANKLIN
ALTERNATIVE 1**

DRAWING NO.
9 OF 14



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1" = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

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**WASHINGTON AT ASHLAND
 ALTERNATIVE 1**

DRAWING NO.
 10 OF 14



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1' = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

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**WASHINGTON AT LATHROP
 ALTERNATIVE 1**

DRAWING NO.
 11 OF 14



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1' = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

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**WESTERN TYPICAL SECTION
 ALTERNATIVE 2**

DRAWING NO.
 12 OF 14



DRAWN BY **KRS** DATE **8/25/23**
 CHECKED BY **JMY** SCALE **1' = 20'**

REVISIONS		
NO.	DATE	DESCRIPTION

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**WESTERN TYPICAL SECTION
 ALTERNATIVE 3**

DRAWING NO.
13 OF 14



DRAWN BY KRS **DATE** 8/25/23
CHECKED BY JMY **SCALE** 1" = 20'

REVISIONS		
NO.	DATE	DESCRIPTION

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**EASTERN TYPICAL SECTION
 ALTERNATIVE 2**

DRAWING NO.
 14 OF 14

APPENDIX G: THATCHER AVE SPEED STUDY

01. Speed Data
02. Thatcher Crash Data
03. Traffic Calming Toolbox Scoring Sheet

Speed Data

Sequential 85th Percentile Report

Device ID: 405193 Begin: 05/31/2023 02:00 PM End: 06/01/2023 02:00 PM
 Street: Thatcher Ave Lane: Misc see chat Hours: 24.00
 State: IL Operator: SD Period (min): 15
 City: River Forest Speed Limit: 25 Raw Count: 2,844
 County: United States AADT Factor: 1 ADT Count: 2,844

Date / Hour	NB Thatcher 85th	SB Thatcher Inside	SB Thatcher Outside	Avg Speed	Max Speed	NB 85th	Overall
Wednesday, May 31, 2023 3:00PM	39	41	45	31.25	45	38	41
Wednesday, May 31, 2023 4:00PM	37	42	45	31.00	45	SB Inside 85th	
Wednesday, May 31, 2023 5:00PM	38	42	43	30.75	43	42	
Wednesday, May 31, 2023 6:00PM	35	41	44	30.00	44	SB Outside 85th	
Wednesday, May 31, 2023 7:00PM	38	42	45	31.25	45	44	
Wednesday, May 31, 2023 8:00PM	37	40	43	30.00	43		
Wednesday, May 31, 2023 9:00PM	38	39	41	29.50	41		
Wednesday, May 31, 2023 10:00PM	39	42	41	30.50	42		
Wednesday, May 31, 2023 11:00PM	39	42	45	31.50	45		
Thursday, June 1, 2023 12:00AM	40	41	36	29.25	41		
Thursday, June 1, 2023 1:00AM	32	39	0	17.75	39		
Thursday, June 1, 2023 2:00AM	42	39	24	26.25	42		
Thursday, June 1, 2023 3:00AM	32	36	24	23.00	36		
Thursday, June 1, 2023 4:00AM	34	33	33	25.00	34		
Thursday, June 1, 2023 5:00AM	40	39	29	27.00	40		
Thursday, June 1, 2023 6:00AM	41	43	46	32.50	46		
Thursday, June 1, 2023 7:00AM	42	44	45	32.75	45		
Thursday, June 1, 2023 8:00AM	39	45	45	32.25	45		
Thursday, June 1, 2023 9:00AM	38	43	43	31.00	43		
Thursday, June 1, 2023 10:00AM	39	43	44	31.50	44		
Thursday, June 1, 2023 11:00AM	39	39	43	30.25	43		
Thursday, June 1, 2023 12:00PM	38	41	43	30.50	43		
Thursday, June 1, 2023 1:00PM	38	43	43	31.00	43		
Thursday, June 1, 2023 2:00PM	39	43	44	31.50	44		

Thatcher Crash Data

ID Name: U2753_J
 LOCATION INFO: Thalhiser Ave. Augusta - Division
 PG, FC & ADT: Primary
 County: Cook County

Main ID: U2753_J
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count
2016																				1																			1					
2017	1																																						1					
2018	1	1-B	1-BI																																				1	1-BI				
2019	1																																						1					
2020																																							0					
2021																				1	1-A	1-AI																	2	1-AI				
TOTAL	3	1-B	1-BI	0			0		0		0		0		0		0		2	1-A	1-AI	0						1	1-C	1-CI								6	1-AI 1-BI 1-CI					
%		50.0%			0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		0.0%		33.3%		16.7%		0.0%		0.0%		0.0%		16.7%		0.0%		0.0%		0.0%									

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					1	0	0%	1	100%	0	0%	1
2017					1	0	0%	0	0%	0	0%	1
2018			1		0	1	100%	0	0%	0	0%	1
2019					1	0	0%	0	0%	0	0%	1
2020					0	0	-	0	-	0	-	0
2021		1		1	0	1	50%	0	0%	1	50%	2
TOTAL	0	1	1	1	3	2	33.3%	1	16.7%	1	16.7%	6

ID Name: U2753-U1394
 LOCATION INFO: Thakker Ave At Division St
 PG, FC & ADT: Minor Stop - 3 Leg
 County: Cook County

Main ID: U2753-U1394
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021

Analysis Period: 6 years

YEAR	Rear End			Angle			Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016												1	1-B	2-BI				2						1	1-A	2-AI												4	2-AI 2-BI					
2017												1																											1		3			
2018	2											1						1																						6	2-CI			
2019	1																																							2				
2020																		1																						1				
2021												1																												2				
TOTAL	3			1			0		0			4	1-B	2-BI	1			4		0				1	1-A	2-AI	0		3		0		0		1			18	2-AI 2-BI 2-CI					
%	16.7%			5.6%			0.0%		0.0%			22.2%			5.6%			22.2%		0.0%				5.6%			0.0%		16.7%		0.0%		0.0%			5.6%								

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016		1	1		2	3	75%	0	0%	1	25%	4
2017					3	1	33%	0	0%	2	67%	3
2018				1	5	1	17%	0	0%	3	50%	6
2019					2	1	50%	0	0%	0	0%	2
2020					1	0	0%	0	0%	0	0%	1
2021					2	1	50%	0	0%	0	0%	2
TOTAL	0	1	1	1	15	7	38.9%	0	0.0%	6	33.3%	18

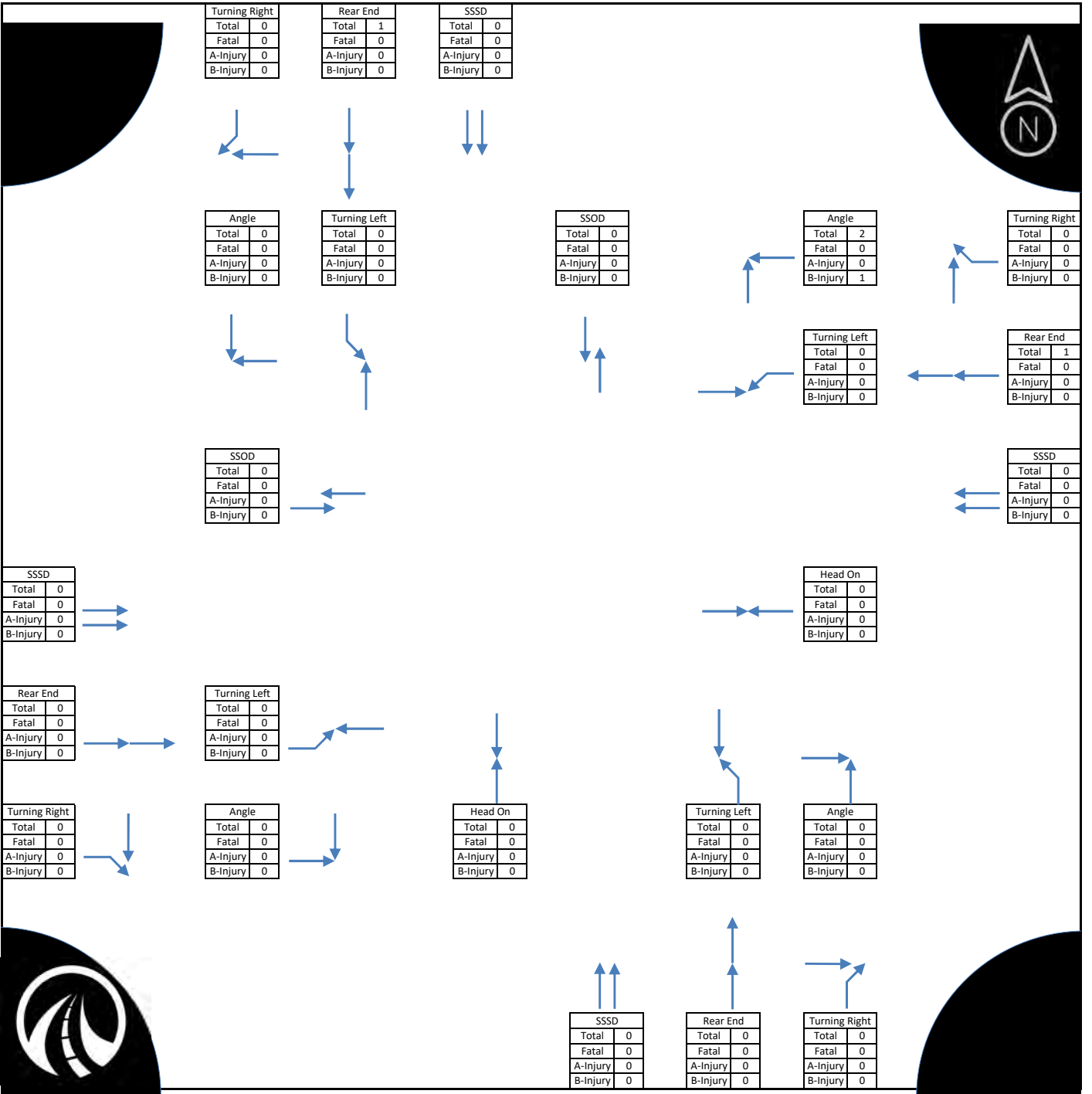
ID Name: U2753-M3004
 LOCATION INFO: Thalhfer Ave At Augusta St
 PG, FC & ADT: Minor Stop - 3 Leg
 County: Cook County

Main ID: U2753-M3004
 Sub ID: ALL
 Study Period Begin Year: 2016 to 2021
 Analysis Period: 6 years

YEAR	Rear End		Angle		Sideswipe Opposite Direction			Sideswipe Same Direction			Turning Left			Turning Right			Fixed Object			Overturned			Head On			Pedestrian			Other Object			Animal			Pedalcyclist			Other Non-Collision			TOTAL			
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2016																																									0			
2017				1	1 - B	2 - BI																																			2	5 - BI		
2018	1			1																																						2		
2019																																										0		
2020	1																																										1	
2021																																											0	
TOTAL	2			2	1 - B	2 - BI	0		0		0		0		0		0		0		0		0		0		0		0		1	1 - B	3 - BI	0							5	5 - BI		
%	40.0%		40.0%		0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			20.0%			0.0%						

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2016					0	0	-	0	-	0	-	0
2017			2		0	0	0%	0	0%	0	0%	2
2018					2	0	0%	1	50%	1	50%	2
2019					0	0	-	0	-	0	-	0
2020					1	0	0%	0	0%	0	0%	1
2021					0	0	-	0	-	0	-	0
TOTAL	0	0	2	0	3	0	0.0%	1	20.0%	1	20.0%	5

Cook County	Thatcher Ave At Augusta St
2016 to 2021 Crash Data	Intersection ID: U2753-M3004
5 Total Crashes	PG: Minor Stop - 3 Leg



The following crashes could not be plotted on the diagram

	FO	OT	PD	PDC	OO	Animal	ONC	TOTAL
Total	0	0	0	1	0	0	0	1
Fatal	0	0	0	0	0	0	0	0
A-Injury	0	0	0	0	0	0	0	0
B-Injury	0	0	0	1	0	0	0	1

Traffic Calming Toolbox Scoring Sheets

Scoring Matrix



Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. Score: 20
	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. Score: 20
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. Score: 20
	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. Score: 5
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. Score: 10
	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. Score: 0
Intersection 1: Thatcher Ave @ Division St Segment: Thatcher Ave Intersection 2: Thatcher Ave @ Augusta St		Total: 75

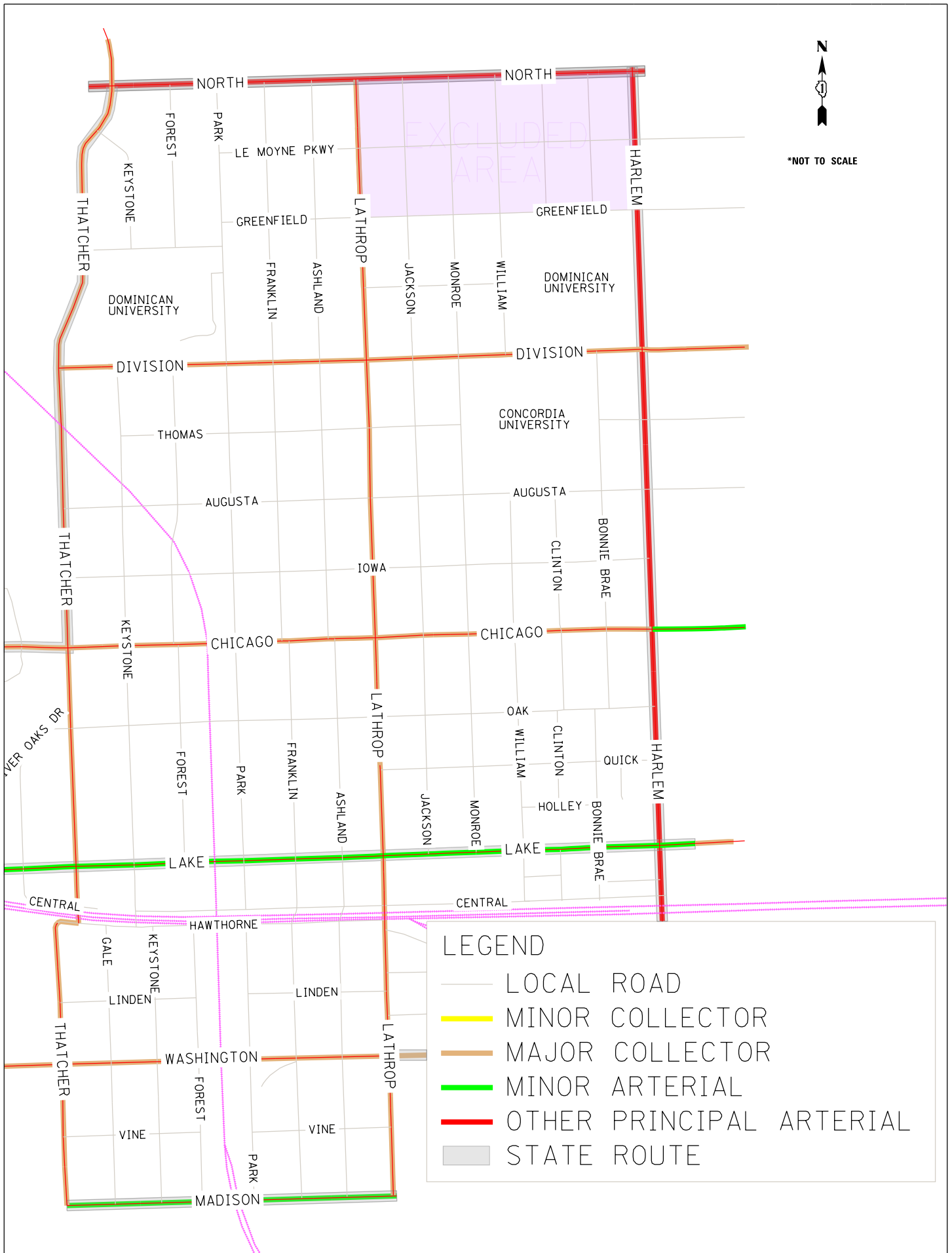
APPENDIX H: GENERAL EXHIBITS

01. Functional Class Map
02. Study Locations & Data Collection Exhibit
03. 24 Hour Traffic Counts
04. 12 Hour Traffic Counts
05. Rail Crossing Inventory
06. NE Quadrant Traffic Counts

Functional Class Exhibit



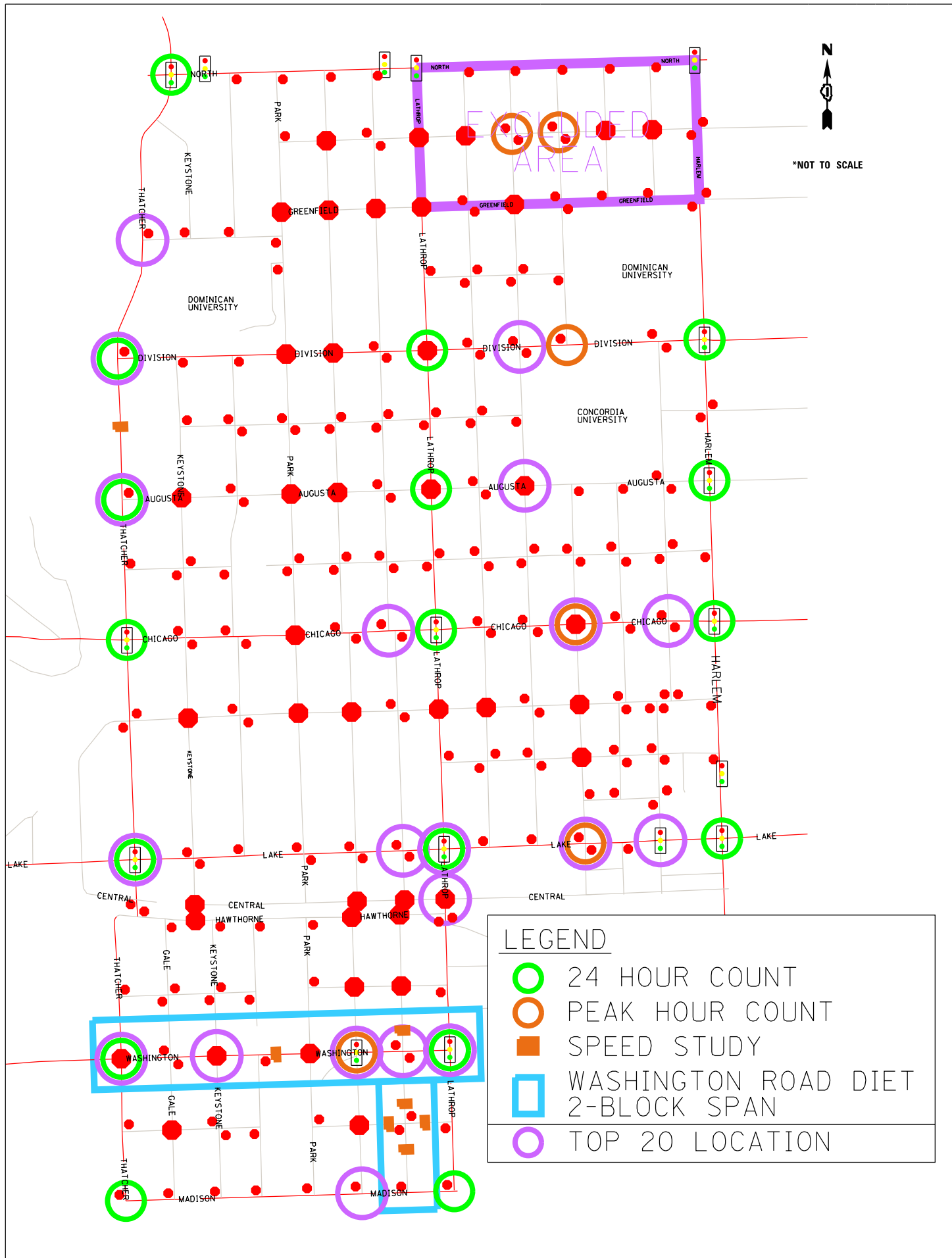
*NOT TO SCALE



LEGEND

- LOCAL ROAD
- MINOR COLLECTOR
- MAJOR COLLECTOR
- MINOR ARTERIAL
- OTHER PRINCIPAL ARTERIAL
- STATE ROUTE

Study Locations & Data Collection Exhibit



LEGEND

- 24 HOUR COUNT
- PEAK HOUR COUNT
- SPEED STUDY
- WASHINGTON ROAD DIET 2-BLOCK SPAN
- TOP 20 LOCATION

24 Hour Traffic Counts

Study Name Madison Street & Thatcher Avenue
 Start Date 12/06/2022
 Start Time 12:00 AM

Start Time	Thatcher Avenue Southbound			Madison Street Westbound			Madison Street Eastbound			0			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	0	0	0					
12:00 AM	4	0	2	0	17	2	3	17	0	0	0	0	45	93.3%	6.7%		
12:15 AM	4	0	2	0	17	2	3	18	0	0	0	0	46	95.7%	4.3%		
12:30 AM	1	0	0	0	11	2	1	20	0	0	0	0	35	97.1%	2.9%		
12:45 AM	1	0	0	0	12	2	1	22	0	0	0	0	38	97.4%	2.6%		
1:00 AM	0	0	0	0	13	2	1	25	0	0	0	0	41	100.0%	0.0%		
1:15 AM	0	0	1	0	12	2	1	21	0	0	0	0	37	100.0%	0.0%		
1:30 AM	1	0	1	0	17	2	1	21	0	0	0	0	43	100.0%	0.0%		
1:45 AM	2	0	4	0	13	2	0	17	0	0	0	0	38	100.0%	0.0%		
2:00 AM	2	0	6	0	9	1	0	11	0	0	0	0	29	100.0%	0.0%		
2:15 AM	2	0	6	0	7	0	0	10	0	0	0	0	25	100.0%	0.0%		
2:30 AM	1	0	6	0	5	0	1	9	0	0	0	0	22	95.5%	4.5%		
2:45 AM	0	0	4	0	5	0	2	9	0	0	0	0	20	95.0%	5.0%		
3:00 AM	0	0	5	0	6	1	3	14	0	0	0	0	29	96.6%	3.4%		
3:15 AM	0	0	7	0	9	3	4	18	0	0	0	0	41	95.1%	4.9%		
3:30 AM	0	0	9	0	10	3	4	19	0	0	0	0	45	95.6%	4.4%		
3:45 AM	0	0	11	0	18	4	3	24	0	0	0	0	60	95.0%	5.0%		
4:00 AM	0	0	11	0	20	4	3	26	0	0	0	0	64	89.1%	10.9%		
4:15 AM	0	0	10	0	23	4	2	27	0	0	0	0	66	89.4%	10.6%		
4:30 AM	2	0	13	0	29	7	1	29	0	0	0	0	81	84.0%	16.0%		
4:45 AM	2	0	16	0	52	10	2	38	0	0	0	0	120	87.5%	12.5%		
5:00 AM	5	0	19	0	73	16	2	44	0	0	0	0	159	91.2%	8.8%		
5:15 AM	9	0	27	0	87	16	5	81	0	0	0	0	225	88.9%	11.1%		
5:30 AM	10	0	43	0	112	16	18	115	0	0	0	0	314	92.4%	7.6%		
5:45 AM	17	0	80	0	118	19	24	170	0	0	0	0	428	92.5%	7.5%		
6:00 AM	26	0	97	0	142	22	32	264	0	0	0	0	583	93.8%	6.2%		
6:15 AM	29	0	106	0	170	34	41	355	0	0	0	0	735	93.9%	6.1%		
6:30 AM	33	0	111	0	216	45	59	431	0	0	0	0	895	93.4%	6.6%		
6:45 AM	30	0	99	0	296	64	83	493	0	0	0	0	1065	93.7%	6.3%		
7:00 AM	24	0	125	0	346	83	102	518	0	0	0	0	1198	93.5%	6.5%		
7:15 AM	33	0	152	0	409	101	127	510	0	0	0	0	1332	94.4%	5.6%		
7:30 AM	31	0	181	0	467	115	135	475	0	0	0	0	1404	95.2%	4.8%	0.95	AM Peak
7:45 AM	32	0	182	0	442	109	123	436	0	0	0	0	1324	95.2%	4.8%		
8:00 AM	30	0	157	0	439	98	112	407	0	0	0	0	1243	94.4%	5.6%		
8:15 AM	19	0	125	0	393	93	91	347	0	0	0	0	1068	93.9%	6.1%		
8:30 AM	15	0	91	0	322	89	63	340	0	0	0	0	920	92.9%	7.1%		
8:45 AM	15	0	75	0	284	77	54	306	0	0	0	0	811	93.0%	7.0%		
9:00 AM	16	0	68	0	228	72	44	266	0	0	0	0	694	93.5%	6.5%		
9:15 AM	17	0	71	0	215	51	38	252	0	0	0	0	644	93.9%	6.1%		

9:30 AM	20	0	61	0	185	41	34	237	0	0	0	0	578	93.3%	6.7%		
9:45 AM	25	0	59	0	186	44	40	233	0	0	0	0	587	92.7%	7.3%		
10:00 AM	27	0	57	0	202	38	45	239	0	0	0	0	608	94.2%	5.8%		
10:15 AM	25	0	57	0	202	47	40	235	0	0	0	0	606	93.7%	6.3%		
10:30 AM	30	0	60	0	216	42	45	228	0	0	0	0	621	93.9%	6.1%		
10:45 AM	26	0	59	0	212	41	40	245	0	0	0	0	623	94.4%	5.6%		
11:00 AM	25	0	55	0	219	46	35	224	0	0	0	0	604	93.4%	6.6%		
11:15 AM	28	0	59	0	228	46	41	224	0	0	0	0	626	94.1%	5.9%		
11:30 AM	22	0	63	0	235	52	41	241	0	0	0	0	654	95.1%	4.9%		
11:45 AM	22	0	70	0	238	62	42	233	0	0	0	0	667	95.4%	4.6%		
12:00 PM	29	0	74	0	236	66	43	248	0	0	0	0	696	95.7%	4.3%		
12:15 PM	28	0	69	0	235	61	38	269	0	0	0	0	700	93.4%	6.6%		
12:30 PM	33	0	75	0	238	53	34	258	0	0	0	0	691	93.8%	6.2%		
12:45 PM	33	0	75	0	262	46	32	265	0	0	0	0	713	93.4%	6.6%		
1:00 PM	29	0	77	0	284	44	41	280	0	0	0	0	755	93.2%	6.8%		
1:15 PM	31	0	80	0	317	41	57	298	0	0	0	0	824	95.3%	4.7%		
1:30 PM	29	0	72	0	333	52	66	298	0	0	0	0	850	93.9%	6.1%		
1:45 PM	28	0	78	0	339	56	77	310	0	0	0	0	888	92.9%	7.1%		
2:00 PM	24	0	83	0	332	59	88	328	0	0	0	0	914	92.2%	7.8%		
2:15 PM	20	0	90	0	352	63	92	333	0	0	0	0	950	91.9%	8.1%		
2:30 PM	23	0	102	0	376	68	111	385	0	0	0	0	1065	93.7%	6.3%		
2:45 PM	38	0	103	0	379	67	119	428	0	0	0	0	1134	94.7%	5.3%		
3:00 PM	53	0	99	0	420	69	120	450	0	0	0	0	1211	96.0%	4.0%		
3:15 PM	62	0	104	0	421	77	126	500	0	0	0	0	1290	96.8%	3.2%		
3:30 PM	71	0	101	0	417	70	112	547	0	0	0	0	1318	96.3%	3.7%		
3:45 PM	67	0	101	0	434	70	115	569	0	0	0	0	1356	96.5%	3.5%		
4:00 PM	65	0	112	0	442	72	125	612	0	0	0	0	1428	96.9%	3.1%	0.91	PM Peak
4:15 PM	60	0	92	0	440	69	124	614	0	0	0	0	1399	97.1%	2.9%		
4:30 PM	59	0	93	0	469	70	135	585	0	0	0	0	1411	97.7%	2.3%		
4:45 PM	52	0	84	0	480	75	123	549	0	0	0	0	1363	98.5%	1.5%		
5:00 PM	47	0	74	0	460	66	101	512	0	0	0	0	1260	97.9%	2.1%		
5:15 PM	49	0	78	0	434	60	89	471	0	0	0	0	1181	97.9%	2.1%		
5:30 PM	42	0	67	0	377	55	69	436	0	0	0	0	1046	97.7%	2.3%		
5:45 PM	42	0	64	0	327	39	63	395	0	0	0	0	930	97.3%	2.7%		
6:00 PM	35	0	63	0	274	36	62	340	0	0	0	0	810	97.4%	2.6%		
6:15 PM	30	0	58	0	234	32	50	272	0	0	0	0	676	97.3%	2.7%		
6:30 PM	24	0	52	0	206	26	56	223	0	0	0	0	587	97.3%	2.7%		
6:45 PM	23	0	45	0	177	23	47	183	0	0	0	0	498	97.2%	2.8%		
7:00 PM	20	0	37	0	165	18	38	150	0	0	0	0	428	97.7%	2.3%		
7:15 PM	18	0	32	0	145	16	34	144	0	0	0	0	389	97.7%	2.3%		
7:30 PM	21	0	25	0	126	14	24	120	0	0	0	0	330	97.6%	2.4%		
7:45 PM	17	0	22	0	122	18	24	114	0	0	0	0	317	97.8%	2.2%		
8:00 PM	15	0	18	0	109	16	26	112	0	0	0	0	296	97.6%	2.4%		
8:15 PM	17	0	16	0	103	18	29	106	0	0	0	0	289	97.6%	2.4%		
8:30 PM	14	0	20	0	96	17	25	100	0	0	0	0	272	98.5%	1.5%		
8:45 PM	15	0	20	0	84	12	22	102	0	0	0	0	255	97.6%	2.4%		

9:00 PM	14	0	17	0	78	12	15	87	0	0	0	0	223	97.3%	2.7%
9:15 PM	9	0	17	0	80	7	13	87	0	0	0	0	213	97.2%	2.8%
9:30 PM	6	0	14	0	81	4	10	91	0	0	0	0	206	95.6%	4.4%
9:45 PM	3	0	11	0	74	3	12	79	0	0	0	0	182	95.1%	4.9%
10:00 PM	3	0	8	0	66	2	12	76	0	0	0	0	167	95.2%	4.8%
10:15 PM	4	0	5	0	52	2	10	60	0	0	0	0	133	95.5%	4.5%
10:30 PM	5	0	10	0	43	4	11	50	0	0	0	0	123	96.7%	3.3%
10:45 PM	3	0	9	0	34	5	7	45	0	0	0	0	103	98.1%	1.9%
11:00 PM	3	0	11	0	35	5	5	38	0	0	0	0	97	97.9%	2.1%
11:15 PM	2	0	11	0	26	4	3	31	0	0	0	0			
11:30 PM	0	0	3	0	18	2	0	21	0	0	0	0			
11:45 PM	0	0	2	0	14	1	0	10	0	0	0	0			
Movement Total	496	0	1275	0	4615	850	1058	5288	0	0	0	0			
PC %	98.2%		97.1%		94.3%	95.8%	96.5%	94.9%							
Heavy Veh %	1.8%		2.9%		5.7%	4.2%	3.5%	5.1%							

Study Name
Start Date
Start Time

Madison Street & Lathrop Avenue
12/06/2022
12:00 AM

Start Time	Lathrop Avenue Southbound			Madison Street Westbound			Madison Street Eastbound			0			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	0	0	0					
12:00 AM	4	0	3	0	16	3	2	25	0	0	0	0	53	96.2%	3.8%		
12:15 AM	3	0	2	0	15	2	1	23	0	0	0	0	46	97.8%	2.2%		
12:30 AM	2	0	3	0	14	2	1	21	0	0	0	0	43	100.0%	0.0%		
12:45 AM	2	0	3	0	13	3	1	24	0	0	0	0	46	97.8%	2.2%		
1:00 AM	2	0	2	0	14	6	1	20	0	0	0	0	45	93.3%	6.7%		
1:15 AM	2	0	2	0	13	6	1	17	0	0	0	0	41	90.2%	9.8%		
1:30 AM	2	0	1	0	16	6	2	18	0	0	0	0	45	91.1%	8.9%		
1:45 AM	2	0	0	0	14	7	2	14	0	0	0	0	39	92.3%	7.7%		
2:00 AM	1	0	0	0	11	4	1	11	0	0	0	0	28	96.4%	3.6%		
2:15 AM	2	0	0	0	9	3	1	10	0	0	0	0	25	100.0%	0.0%		
2:30 AM	3	0	0	0	6	2	0	9	0	0	0	0	20	100.0%	0.0%		
2:45 AM	4	0	1	0	6	0	0	8	0	0	0	0	19	94.7%	5.3%		
3:00 AM	4	0	1	0	8	1	0	11	0	0	0	0	25	92.0%	8.0%		
3:15 AM	3	0	1	0	11	2	0	11	0	0	0	0	28	89.3%	10.7%		
3:30 AM	2	0	1	0	14	2	0	10	0	0	0	0	29	79.3%	20.7%		
3:45 AM	3	0	1	0	19	2	0	17	0	0	0	0	42	83.3%	16.7%		
4:00 AM	7	0	2	0	21	9	0	18	0	0	0	0	57	84.2%	15.8%		
4:15 AM	11	0	3	0	22	8	0	24	0	0	0	0	68	86.8%	13.2%		
4:30 AM	15	0	4	0	28	14	0	25	0	0	0	0	86	93.0%	7.0%		
4:45 AM	18	0	4	0	48	19	1	31	0	0	0	0	121	94.2%	5.8%		
5:00 AM	23	0	3	0	66	22	1	39	0	0	0	0	154	96.8%	3.2%		
5:15 AM	28	0	6	0	78	32	1	68	0	0	0	0	213	93.0%	7.0%		
5:30 AM	32	0	11	0	96	37	5	100	0	0	0	0	281	94.3%	5.7%		
5:45 AM	35	0	15	0	103	54	7	152	0	0	0	0	366	93.2%	6.8%		
6:00 AM	35	0	20	0	124	59	9	226	0	0	0	0	473	94.5%	5.5%		
6:15 AM	32	0	22	0	166	77	14	278	0	0	0	0	589	95.4%	4.6%		
6:30 AM	29	0	20	0	203	89	15	345	0	0	0	0	701	94.7%	5.3%		
6:45 AM	25	0	29	0	258	103	14	363	0	0	0	0	792	95.3%	4.7%		
7:00 AM	17	0	34	0	316	132	19	380	0	0	0	0	898	94.8%	5.2%		
7:15 AM	16	0	47	0	363	154	23	399	0	0	0	0	1002	95.3%	4.7%		
7:30 AM	17	0	55	0	413	172	27	399	0	0	0	0	1083	95.9%	4.1%		
7:45 AM	20	0	55	0	411	175	32	395	0	0	0	0	1088	96.0%	4.0%	0.92	AM Peak
8:00 AM	22	0	58	0	409	176	32	363	0	0	0	0	1060	95.2%	4.8%		
8:15 AM	21	0	48	0	381	171	33	342	0	0	0	0	996	94.7%	5.3%		
8:30 AM	30	0	42	0	330	157	28	290	0	0	0	0	877	94.2%	5.8%		
8:45 AM	27	0	40	0	294	144	27	262	0	0	0	0	794	94.2%	5.8%		
9:00 AM	39	0	39	0	242	135	24	263	0	0	0	0	742	95.7%	4.3%		
9:15 AM	38	0	40	0	227	116	16	243	0	0	0	0	680	96.6%	3.4%		

9:30 AM	35	0	46	0	216	113	21	248	0	0	0	0	679	96.2%	3.8%		
9:45 AM	39	0	47	0	226	109	19	265	0	0	0	0	705	96.3%	3.7%		
10:00 AM	34	0	40	0	240	107	24	260	0	0	0	0	705	96.7%	3.3%		
10:15 AM	38	0	36	0	242	120	29	251	0	0	0	0	716	96.6%	3.4%		
10:30 AM	33	0	38	0	245	130	26	250	0	0	0	0	722	96.8%	3.2%		
10:45 AM	32	0	36	0	245	145	31	257	0	0	0	0	746	97.2%	2.8%		
11:00 AM	34	0	39	0	254	153	27	250	0	0	0	0	757	95.9%	4.1%		
11:15 AM	42	0	40	0	253	146	23	259	0	0	0	0	763	95.8%	4.2%		
11:30 AM	47	0	35	0	277	155	21	267	0	0	0	0	802	96.3%	3.7%		
11:45 AM	48	0	35	0	276	165	17	258	0	0	0	0	799	96.1%	3.9%		
12:00 PM	50	0	40	0	283	154	14	265	0	0	0	0	806	96.5%	3.5%		
12:15 PM	52	0	42	0	275	161	18	270	0	0	0	0	818	95.8%	4.2%		
12:30 PM	53	0	41	0	256	157	19	268	0	0	0	0	794	95.7%	4.3%		
12:45 PM	57	0	41	0	284	132	20	260	0	0	0	0	794	95.8%	4.2%		
1:00 PM	49	0	39	0	288	136	26	255	0	0	0	0	793	95.8%	4.2%		
1:15 PM	44	0	44	0	296	132	25	258	0	0	0	0	799	96.9%	3.1%		
1:30 PM	39	0	41	0	324	123	29	257	0	0	0	0	813	96.3%	3.7%		
1:45 PM	36	0	46	0	319	145	30	269	0	0	0	0	845	95.4%	4.6%		
2:00 PM	39	0	50	0	325	157	29	283	0	0	0	0	883	95.4%	4.6%		
2:15 PM	37	0	46	0	360	162	28	289	0	0	0	0	922	95.3%	4.7%		
2:30 PM	34	0	55	0	358	165	28	319	0	0	0	0	959	95.9%	4.1%		
2:45 PM	36	0	65	0	354	166	28	347	0	0	0	0	996	96.5%	3.5%		
3:00 PM	36	0	75	0	368	164	28	361	0	0	0	0	1032	97.3%	2.7%		
3:15 PM	36	0	80	0	372	159	28	375	0	0	0	0	1050	97.6%	2.4%		
3:30 PM	33	0	83	0	365	157	29	372	0	0	0	0	1039	97.4%	2.6%		
3:45 PM	22	0	76	0	386	156	30	366	0	0	0	0	1036	97.3%	2.7%		
4:00 PM	14	0	66	0	372	147	26	367	0	0	0	0	992	97.4%	2.6%		
4:15 PM	9	0	74	0	367	153	27	388	0	0	0	0	1018	97.6%	2.4%		
4:30 PM	8	0	80	0	383	165	25	384	0	0	0	0	1045	98.2%	1.8%		
4:45 PM	12	0	79	0	394	173	20	393	0	0	0	0	1071	99.0%	1.0%	0.93	PM Peak
5:00 PM	17	0	87	0	390	172	22	380	0	0	0	0	1068	98.9%	1.1%		
5:15 PM	20	0	75	0	369	162	23	362	0	0	0	0	1011	98.7%	1.3%		
5:30 PM	27	0	63	0	344	150	18	354	0	0	0	0	956	99.0%	1.0%		
5:45 PM	30	0	58	0	304	139	18	321	0	0	0	0	870	99.1%	0.9%		
6:00 PM	36	0	42	0	278	123	19	315	0	0	0	0	813	99.0%	1.0%		
6:15 PM	37	0	40	0	248	117	14	265	0	0	0	0	721	98.9%	1.1%		
6:30 PM	36	0	35	0	226	116	16	231	0	0	0	0	660	98.8%	1.2%		
6:45 PM	42	0	28	0	196	106	18	204	0	0	0	0	594	98.7%	1.3%		
7:00 PM	42	0	29	0	177	102	19	160	0	0	0	0	529	99.1%	0.9%		
7:15 PM	42	0	26	0	160	99	19	142	0	0	0	0	488	99.6%	0.4%		
7:30 PM	41	0	24	0	141	90	15	130	0	0	0	0	441	99.5%	0.5%		
7:45 PM	36	0	19	0	139	78	11	117	0	0	0	0	400	99.8%	0.2%		
8:00 PM	33	0	12	0	136	87	8	121	0	0	0	0	397	99.7%	0.3%		
8:15 PM	34	0	10	0	137	76	7	121	0	0	0	0	385	99.7%	0.3%		
8:30 PM	36	0	9	0	125	76	9	109	0	0	0	0	364	99.7%	0.3%		
8:45 PM	33	0	12	0	106	69	9	101	0	0	0	0	330	99.7%	0.3%		

9:00 PM	27	0	14	0	87	55	10	84	0	0	0	0	277	99.6%	0.4%
9:15 PM	23	0	13	0	81	58	12	84	0	0	0	0	271	99.3%	0.7%
9:30 PM	17	0	12	0	79	49	11	86	0	0	0	0	254	98.8%	1.2%
9:45 PM	16	0	8	0	71	44	10	79	0	0	0	0	228	98.7%	1.3%
10:00 PM	17	0	7	0	72	37	6	77	0	0	0	0	216	98.1%	1.9%
10:15 PM	13	0	5	0	61	28	3	61	0	0	0	0	171	98.2%	1.8%
10:30 PM	11	0	4	0	54	18	3	55	0	0	0	0	145	99.3%	0.7%
10:45 PM	9	0	4	0	56	14	4	52	0	0	0	0	139	99.3%	0.7%
11:00 PM	8	0	2	0	46	13	4	49	0	0	0	0	122	99.2%	0.8%
11:15 PM	6	0	1	0	32	8	4	36	0	0	0	0			
11:30 PM	5	0	0	0	22	6	2	22	0	0	0	0			
11:45 PM	3	0	0	0	9	3	1	11	0	0	0	0			
Movement Total	590	0	704	0	4543	2154	351	4583	0	0	0	0			
PC %	98.8%		98.0%		96.1%	98.4%	96.6%	96.2%							
Heavy Veh %	1.2%		2.0%		3.9%	1.6%	3.4%	3.8%							

Study Name
Start Date
Start Time

Washington Blvd. & Thatcher Ave
12/06/2022
12:00 AM

Start Time	Thatcher Avenue Southbound			Washington Blvd. Westbound			Thatcher Avenue Northbound			Washington Blvd. Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	1	6	2	0	6	0	0	6	0	2	11	1	35	100.0%	0.0%		
12:15 AM	1	6	1	0	4	0	0	5	0	1	11	1	30	100.0%	0.0%		
12:30 AM	1	1	1	0	5	0	0	3	0	2	9	0	22	100.0%	0.0%		
12:45 AM	1	1	1	0	4	1	0	3	0	2	7	0	20	100.0%	0.0%		
1:00 AM	1	0	1	0	3	1	0	2	1	1	5	0	15	100.0%	0.0%		
1:15 AM	1	1	3	0	4	1	1	1	1	2	2	0	17	100.0%	0.0%		
1:30 AM	1	2	2	0	3	1	1	1	1	1	1	0	14	100.0%	0.0%		
1:45 AM	1	6	8	0	3	0	1	0	1	3	1	0	24	100.0%	0.0%		
2:00 AM	0	8	8	0	3	0	1	0	0	3	2	0	25	100.0%	0.0%		
2:15 AM	0	8	6	0	3	0	0	0	0	2	2	0	21	100.0%	0.0%		
2:30 AM	0	7	6	0	3	0	0	1	0	3	4	0	24	95.8%	4.2%		
2:45 AM	0	4	1	0	2	0	0	2	0	2	4	0	15	93.3%	6.7%		
3:00 AM	0	5	2	0	1	0	0	4	0	6	4	0	22	95.5%	4.5%		
3:15 AM	1	8	2	0	0	0	0	7	0	7	4	0	29	96.6%	3.4%		
3:30 AM	1	9	3	0	3	0	0	7	0	6	2	0	31	100.0%	0.0%		
3:45 AM	1	11	2	0	6	0	0	7	0	5	5	0	37	100.0%	0.0%		
4:00 AM	1	11	1	0	6	0	0	7	0	1	5	0	32	100.0%	0.0%		
4:15 AM	0	9	2	0	8	0	1	5	0	0	9	0	34	100.0%	0.0%		
4:30 AM	0	14	5	1	14	0	1	7	0	5	14	0	61	96.7%	3.3%		
4:45 AM	1	18	7	1	13	1	1	11	0	8	13	0	74	95.9%	4.1%		
5:00 AM	1	23	11	2	20	1	1	16	0	14	17	0	106	97.2%	2.8%		
5:15 AM	1	35	20	3	29	1	0	20	1	20	18	0	148	98.0%	2.0%		
5:30 AM	1	55	19	2	30	1	1	32	1	23	28	0	193	99.0%	1.0%		
5:45 AM	2	92	37	3	46	1	1	40	1	52	44	2	321	98.8%	1.2%		
6:00 AM	6	116	40	2	49	2	4	47	3	63	89	4	425	98.6%	1.4%		
6:15 AM	7	128	44	1	56	6	4	65	5	74	155	5	550	97.8%	2.2%		
6:30 AM	9	131	49	3	74	12	4	87	11	91	220	7	698	97.6%	2.4%		
6:45 AM	10	112	46	6	90	15	10	127	14	82	280	9	801	97.5%	2.5%		
7:00 AM	7	134	56	6	125	23	13	163	13	82	299	12	933	97.4%	2.6%		
7:15 AM	10	156	67	10	155	25	19	200	12	88	291	20	1053	97.6%	2.4%		
7:30 AM	12	184	85	10	166	23	20	225	11	91	268	21	1116	97.6%	2.4%	0.94	AM Peak
7:45 AM	12	199	89	7	160	23	14	208	10	84	242	17	1065	97.4%	2.6%		
8:00 AM	12	172	78	7	149	17	9	188	15	80	217	13	957	96.8%	3.2%		
8:15 AM	11	142	64	3	117	17	6	164	16	70	181	6	797	96.4%	3.6%		
8:30 AM	7	103	47	3	89	16	6	132	15	50	139	5	612	95.8%	4.2%		
8:45 AM	6	79	34	4	74	13	7	115	14	44	106	7	503	95.6%	4.4%		
9:00 AM	8	74	36	5	60	13	6	107	9	44	85	8	455	96.5%	3.5%		
9:15 AM	5	79	35	6	57	11	4	86	6	40	81	6	416	97.4%	2.6%		

9:30 AM	9	71	35	5	61	8	3	78	4	41	78	6	399	96.5%	3.5%		
9:45 AM	9	75	38	3	73	9	3	86	4	43	81	6	430	96.5%	3.5%		
10:00 AM	6	72	34	2	67	9	3	79	5	37	75	5	394	96.4%	3.6%		
10:15 AM	6	69	36	4	70	6	4	80	7	36	72	5	395	95.2%	4.8%		
10:30 AM	4	83	37	5	71	10	3	78	8	32	77	4	412	95.6%	4.4%		
10:45 AM	4	77	30	5	65	14	2	67	10	26	68	3	371	96.2%	3.8%		
11:00 AM	6	80	32	5	77	15	3	69	9	29	65	3	393	96.4%	3.6%		
11:15 AM	7	79	24	4	81	15	1	77	9	30	62	3	392	96.7%	3.3%		
11:30 AM	6	77	20	4	88	11	2	83	7	32	61	2	393	96.9%	3.1%		
11:45 AM	4	87	31	7	102	9	4	97	5	40	68	1	455	96.7%	3.3%		
12:00 PM	4	91	32	8	95	11	3	103	5	37	74	1	464	96.3%	3.7%		
12:15 PM	6	94	41	7	96	14	3	95	3	35	79	1	474	96.4%	3.6%		
12:30 PM	7	102	49	7	108	16	4	85	2	32	87	3	502	97.0%	3.0%		
12:45 PM	10	102	42	5	102	18	2	75	5	23	90	3	477	95.6%	4.4%		
1:00 PM	12	101	40	5	105	17	2	81	5	20	94	2	484	95.5%	4.5%		
1:15 PM	11	105	37	4	116	14	4	87	8	17	106	4	513	94.5%	5.5%		
1:30 PM	15	96	35	4	105	15	5	96	13	25	113	5	527	94.3%	5.7%		
1:45 PM	14	102	41	4	106	17	5	110	10	36	125	7	577	94.6%	5.4%		
2:00 PM	12	99	48	4	111	14	5	126	9	46	140	12	626	94.6%	5.4%		
2:15 PM	11	106	56	6	118	16	4	142	11	55	146	14	685	95.8%	4.2%		
2:30 PM	9	110	69	9	136	15	4	164	12	68	163	17	776	96.4%	3.6%		
2:45 PM	11	119	86	11	170	14	6	172	13	90	189	21	902	97.3%	2.7%		
3:00 PM	10	130	91	14	209	15	11	167	18	100	212	17	994	97.6%	2.4%		
3:15 PM	15	138	95	14	231	19	13	166	18	113	221	20	1063	97.0%	3.0%		
3:30 PM	13	148	93	10	243	23	11	155	19	114	241	19	1089	96.7%	3.3%	0.91	PM Peak
3:45 PM	12	156	88	8	231	19	11	155	21	99	247	14	1061	96.7%	3.3%		
4:00 PM	11	167	93	6	204	23	8	166	16	104	260	17	1075	97.3%	2.7%		
4:15 PM	6	148	92	4	181	18	8	167	18	103	284	10	1039	98.3%	1.7%		
4:30 PM	6	150	90	4	174	19	8	175	15	104	301	9	1055	98.8%	1.2%		
4:45 PM	9	127	81	4	169	19	9	170	17	109	314	10	1038	99.0%	1.0%		
5:00 PM	11	115	71	2	173	20	8	142	21	100	309	8	980	98.8%	1.2%		
5:15 PM	12	114	71	5	166	20	6	130	20	98	279	9	930	98.7%	1.3%		
5:30 PM	12	100	61	4	144	15	7	109	18	87	234	7	798	98.9%	1.1%		
5:45 PM	8	98	55	6	117	13	5	89	12	70	203	8	684	99.0%	1.0%		
6:00 PM	7	89	52	6	95	6	5	84	10	69	166	8	597	99.3%	0.7%		
6:15 PM	5	83	38	3	84	7	4	71	4	59	137	7	502	99.6%	0.4%		
6:30 PM	4	73	35	3	69	11	3	67	3	50	110	7	435	99.8%	0.2%		
6:45 PM	2	66	29	1	56	10	2	60	3	45	78	5	357	99.7%	0.3%		
7:00 PM	1	55	24	2	42	10	2	52	1	35	60	3	287	100.0%	0.0%		
7:15 PM	1	45	18	2	31	9	3	47	2	26	58	3	245	99.6%	0.4%		
7:30 PM	0	41	12	2	30	4	2	40	3	22	52	2	210	99.5%	0.5%		
7:45 PM	0	31	9	3	37	4	2	40	3	20	43	2	194	99.5%	0.5%		
8:00 PM	0	26	9	2	34	3	1	41	3	11	40	2	172	99.4%	0.6%		
8:15 PM	0	29	12	2	36	1	1	43	2	8	33	2	169	100.0%	0.0%		
8:30 PM	0	30	14	2	32	1	2	38	0	12	30	1	162	100.0%	0.0%		
8:45 PM	0	35	15	0	25	1	2	31	0	15	26	0	150	100.0%	0.0%		

9:00 PM	0	31	13	0	26	2	2	23	1	17	17	0	132	100.0%	0.0%
9:15 PM	0	25	12	1	24	2	1	18	1	25	20	0	129	100.0%	0.0%
9:30 PM	0	18	11	2	21	1	0	13	1	18	20	0	105	100.0%	0.0%
9:45 PM	1	12	11	2	19	1	0	13	2	16	19	0	96	100.0%	0.0%
10:00 PM	1	9	9	2	18	0	0	12	1	18	21	0	91	100.0%	0.0%
10:15 PM	1	8	6	1	10	1	0	10	1	13	17	0	68	100.0%	0.0%
10:30 PM	1	14	4	0	13	1	1	13	1	18	22	0	88	100.0%	0.0%
10:45 PM	0	11	1	0	12	2	1	11	0	13	22	0	73	100.0%	0.0%
11:00 PM	0	13	1	0	8	2	1	9	0	10	18	0	62	100.0%	0.0%
11:15 PM	0	12	1	0	7	1	1	6	0	6	14	0			
11:30 PM	0	3	0	0	2	1	0	1	0	1	5	0			
11:45 PM	0	2	0	0	0	0	0	0	0	1	1	0			
Movement Total	118	1627	784	80	1686	204	88	1694	145	929	2285	116		Movement Total	
PC %	97.5%	97.3%	95.3%	97.5%	97.9%	97.1%	97.7%	96.8%	91.0%	98.8%	98.6%	87.9%		PC %	
Heavy Veh %	2.5%	2.7%	4.7%	2.5%	2.1%	2.9%	2.3%	3.2%	9.0%	1.2%	1.4%	12.1%		Heavy Veh %	

Study Name
Start Date
Start Time

Washington Blvd. & Lathrop Avenue
12/06/2022
12:00 AM

Start Time	Lathrop Avenue Southbound			Washington Blvd. Westbound			Lathrop Avenue Northbound			Washington Blvd. Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	4	5	0	1	7	3	0	6	1	0	13	1	41	100.0%	0.0%		
12:15 AM	2	4	0	0	5	3	0	4	0	0	13	1	32	100.0%	0.0%		
12:30 AM	1	3	0	1	6	4	0	3	0	0	10	1	29	100.0%	0.0%		
12:45 AM	0	3	0	1	5	4	0	4	0	0	8	1	26	100.0%	0.0%		
1:00 AM	2	3	0	1	4	3	0	4	1	1	5	0	24	100.0%	0.0%		
1:15 AM	2	3	0	1	5	3	1	3	2	1	2	0	23	100.0%	0.0%		
1:30 AM	2	3	0	0	4	0	1	3	3	1	1	0	18	100.0%	0.0%		
1:45 AM	3	2	0	0	3	0	1	4	3	1	1	0	18	100.0%	0.0%		
2:00 AM	2	1	0	0	3	0	1	3	2	0	2	0	14	100.0%	0.0%		
2:15 AM	3	2	0	1	3	0	0	3	1	0	2	0	15	100.0%	0.0%		
2:30 AM	3	4	0	1	3	1	0	2	0	0	2	0	16	100.0%	0.0%		
2:45 AM	2	6	0	1	2	2	0	0	0	0	3	0	16	100.0%	0.0%		
3:00 AM	2	6	1	1	2	2	0	1	0	0	3	0	18	100.0%	0.0%		
3:15 AM	1	5	1	0	3	2	0	2	0	0	3	0	17	100.0%	0.0%		
3:30 AM	1	2	2	0	4	1	0	2	0	0	3	0	15	100.0%	0.0%		
3:45 AM	1	2	2	0	5	0	0	2	1	0	4	0	17	100.0%	0.0%		
4:00 AM	0	5	1	1	4	3	0	10	1	0	7	0	32	96.9%	3.1%		
4:15 AM	3	8	2	2	4	5	0	9	1	0	12	0	46	95.7%	4.3%		
4:30 AM	3	13	3	2	8	9	0	15	1	2	16	0	72	97.2%	2.8%		
4:45 AM	6	16	3	2	11	12	1	20	1	3	16	0	91	95.6%	4.4%		
5:00 AM	9	19	6	1	17	12	1	24	3	3	17	0	112	95.5%	4.5%		
5:15 AM	10	25	8	0	27	16	1	34	3	6	20	0	150	96.7%	3.3%		
5:30 AM	17	31	9	1	31	16	1	42	3	7	30	0	188	96.8%	3.2%		
5:45 AM	21	37	16	2	44	19	0	63	3	11	49	0	265	97.7%	2.3%		
6:00 AM	28	41	16	2	48	29	0	65	3	19	96	0	347	98.3%	1.7%		
6:15 AM	36	38	19	4	51	34	1	85	9	19	163	0	459	98.3%	1.7%		
6:30 AM	49	36	26	3	74	42	1	99	12	31	242	0	615	97.9%	2.1%		
6:45 AM	61	38	26	2	96	54	3	120	13	38	320	2	773	97.9%	2.1%		
7:00 AM	72	40	49	3	137	59	7	150	17	39	345	3	921	98.0%	2.0%		
7:15 AM	88	54	64	2	166	67	8	187	16	55	338	4	1049	98.1%	1.9%		
7:30 AM	105	60	73	2	169	66	8	204	17	53	316	4	1077	98.5%	1.5%	0.91	AM Peak
7:45 AM	105	67	78	3	166	67	9	205	17	50	274	4	1045	98.5%	1.5%		
8:00 AM	107	75	67	4	148	61	8	206	17	51	250	3	997	97.5%	2.5%		
8:15 AM	109	65	59	3	127	55	6	191	15	43	214	2	889	97.2%	2.8%		
8:30 AM	86	65	43	3	108	51	7	179	12	35	170	3	762	96.6%	3.4%		
8:45 AM	82	61	37	4	85	47	5	164	16	31	140	2	674	96.6%	3.4%		
9:00 AM	81	61	29	4	69	46	2	155	11	31	110	3	602	98.0%	2.0%		
9:15 AM	68	59	23	5	59	45	3	127	12	26	108	6	541	98.2%	1.8%		

9:30 AM	68	64	45	8	58	48	2	128	13	29	113	5	581	98.5%	1.5%		
9:45 AM	66	64	45	7	57	47	1	121	8	29	113	6	564	98.4%	1.6%		
10:00 AM	63	58	45	5	54	50	1	120	11	30	118	5	560	98.0%	2.0%		
10:15 AM	67	60	49	4	56	59	2	138	8	31	113	3	590	97.6%	2.4%		
10:30 AM	69	60	35	4	64	64	4	142	6	26	109	5	588	96.9%	3.1%		
10:45 AM	77	58	42	4	74	65	5	157	6	27	104	4	623	97.3%	2.7%		
11:00 AM	82	62	46	6	86	65	5	166	8	22	94	7	649	97.4%	2.6%		
11:15 AM	77	69	53	7	84	54	3	156	11	26	89	7	636	97.5%	2.5%		
11:30 AM	80	70	46	4	98	56	5	163	15	35	85	6	663	97.9%	2.1%		
11:45 AM	83	73	44	3	102	51	5	171	17	38	86	5	678	97.8%	2.2%		
12:00 PM	75	74	41	3	105	50	5	167	15	42	92	4	673	97.5%	2.5%		
12:15 PM	85	79	31	6	120	54	5	172	14	36	105	3	710	97.7%	2.3%		
12:30 PM	91	78	38	6	122	53	1	171	15	30	114	2	721	98.1%	1.9%		
12:45 PM	91	85	36	7	117	61	3	148	17	26	125	3	719	98.1%	1.9%		
1:00 PM	103	83	37	7	116	64	8	149	18	23	135	1	744	98.1%	1.9%		
1:15 PM	101	82	40	5	120	62	9	152	16	23	137	2	749	98.1%	1.9%		
1:30 PM	93	74	37	6	107	59	10	141	15	23	145	4	714	97.6%	2.4%		
1:45 PM	94	73	42	6	123	54	7	162	12	27	161	3	764	97.4%	2.6%		
2:00 PM	93	77	39	5	130	50	2	169	11	28	176	4	784	97.6%	2.4%		
2:15 PM	104	76	43	6	138	49	1	175	17	37	190	7	843	98.0%	2.0%		
2:30 PM	122	84	60	6	158	52	1	183	21	38	202	6	933	98.4%	1.6%		
2:45 PM	137	96	68	5	183	57	3	176	22	41	219	9	1016	98.8%	1.2%		
3:00 PM	136	104	80	5	216	59	6	174	26	50	251	9	1116	98.8%	1.2%		
3:15 PM	135	108	79	5	235	59	6	163	21	53	260	6	1130	98.4%	1.6%		
3:30 PM	135	106	68	6	247	57	6	155	23	62	272	6	1143	98.5%	1.5%		
3:45 PM	139	82	61	8	244	55	5	159	21	64	290	4	1132	98.4%	1.6%		
4:00 PM	148	73	57	9	225	63	4	147	16	65	280	4	1091	98.5%	1.5%		
4:15 PM	152	74	60	6	209	73	5	168	21	65	317	5	1155	99.2%	0.8%		
4:30 PM	154	76	63	6	202	80	5	174	14	68	339	6	1187	99.2%	0.8%		
4:45 PM	145	86	65	6	186	78	4	186	18	70	349	7	1200	99.3%	0.7%		
5:00 PM	136	100	69	6	189	75	5	184	19	68	356	7	1214	99.5%	0.5%	0.94	PM Peak
5:15 PM	139	90	68	7	178	72	4	168	16	65	323	6	1136	99.2%	0.8%		
5:30 PM	134	91	61	7	159	60	4	159	16	54	288	5	1038	99.2%	0.8%		
5:45 PM	115	90	55	5	137	55	6	144	13	48	252	3	923	99.3%	0.7%		
6:00 PM	113	72	44	6	108	41	5	135	10	36	215	3	788	99.1%	0.9%		
6:15 PM	88	72	31	7	103	31	7	118	7	26	166	3	659	99.4%	0.6%		
6:30 PM	73	65	27	5	87	31	6	119	5	19	131	2	570	99.5%	0.5%		
6:45 PM	71	63	21	5	76	28	4	114	6	17	88	3	496	99.4%	0.6%		
7:00 PM	52	66	18	2	69	32	2	111	7	14	71	2	446	99.6%	0.4%		
7:15 PM	51	65	20	2	59	28	1	108	9	10	72	2	427	99.5%	0.5%		
7:30 PM	44	61	16	2	61	23	1	95	10	10	70	2	395	99.5%	0.5%		
7:45 PM	35	53	14	3	63	20	3	78	7	4	67	1	348	99.7%	0.3%		
8:00 PM	40	45	14	3	54	15	3	79	8	5	54	1	321	100.0%	0.0%		
8:15 PM	34	45	13	1	50	17	2	68	6	5	47	0	288	100.0%	0.0%		
8:30 PM	32	47	14	1	35	17	2	70	5	4	36	0	263	100.0%	0.0%		
8:45 PM	32	44	13	1	27	17	1	58	7	2	27	0	229	100.0%	0.0%		

9:00 PM	25	37	9	1	28	16	1	52	6	0	21	0	196	100.0%	0.0%	
9:15 PM	23	33	9	3	26	11	1	59	6	1	23	1	196	100.0%	0.0%	
9:30 PM	19	24	11	7	23	10	1	51	5	2	23	1	177	99.4%	0.6%	
9:45 PM	19	21	11	6	24	8	0	48	4	3	24	1	169	99.4%	0.6%	
10:00 PM	18	20	11	7	20	6	0	36	4	5	21	1	149	99.3%	0.7%	
10:15 PM	12	12	8	5	11	5	0	26	5	5	19	0	108	99.1%	0.9%	
10:30 PM	10	11	4	1	15	3	0	17	5	4	19	0	89	100.0%	0.0%	
10:45 PM	7	8	2	1	11	4	0	15	5	3	18	0	74	100.0%	0.0%	
11:00 PM	8	6	3	0	9	3	0	14	3	1	18	0	65	98.5%	1.5%	
11:15 PM	7	4	2	0	7	3	0	8	1	0	11	0				
11:30 PM	5	2	1	0	3	2	0	5	1	0	7	0				
11:45 PM	3	1	1	0	2	0	0	3	0	0	2	0				
Movement Total	1399	1133	682	83	1848	807	66	2327	218	533	2750	58				Movement Total
PC %	99.5%	98.4%	97.4%	98.8%	97.9%	98.9%	97.0%	98.5%	96.8%	97.4%	98.5%	100.0%				PC %
Heavy Veh %	0.5%	1.6%	2.6%	1.2%	2.1%	1.1%	3.0%	1.5%	3.2%	2.6%	1.5%	0.0%				Heavy Veh %

Study Name
Start Date
Start Time

Lake Street & Thatcher Avenue
12/06/2022
12:00 AM

Start Time	Thatcher Avenue Southbound			Lake Street Westbound			Thatcher Avenue Northbound			Lake Street Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	1	8	0	3	14	2	1	7	0	0	20	3	59	100.0%	0.0%		
12:15 AM	1	6	0	2	16	1	0	5	0	0	13	2	46	100.0%	0.0%		
12:30 AM	1	1	0	2	17	1	0	3	0	0	9	1	35	100.0%	0.0%		
12:45 AM	1	1	0	2	14	1	1	3	0	0	11	1	35	100.0%	0.0%		
1:00 AM	1	1	0	1	16	1	1	2	0	0	14	0	37	100.0%	0.0%		
1:15 AM	0	3	0	1	17	0	2	2	0	0	13	2	40	100.0%	0.0%		
1:30 AM	0	3	0	0	12	2	2	2	0	0	15	2	38	100.0%	0.0%		
1:45 AM	0	4	0	0	10	2	3	1	0	1	16	11	48	100.0%	0.0%		
2:00 AM	0	5	0	0	10	3	3	1	0	1	17	11	51	98.0%	2.0%		
2:15 AM	0	4	0	0	7	4	2	2	0	1	16	9	45	97.8%	2.2%		
2:30 AM	1	4	0	0	7	2	3	3	0	1	14	9	44	95.5%	4.5%		
2:45 AM	3	5	0	0	9	2	1	4	0	1	10	1	36	91.7%	8.3%		
3:00 AM	3	5	0	0	9	3	9	4	0	1	8	3	45	95.6%	4.4%		
3:15 AM	4	8	0	0	10	2	10	3	1	1	13	4	56	96.4%	3.6%		
3:30 AM	4	11	1	0	19	3	10	3	1	2	16	4	74	97.3%	2.7%		
3:45 AM	2	12	1	0	26	5	11	2	1	1	21	4	86	95.3%	4.7%		
4:00 AM	3	14	1	0	32	4	4	4	1	2	30	3	98	90.8%	9.2%		
4:15 AM	3	13	2	1	41	4	4	5	0	2	34	3	112	87.5%	12.5%		
4:30 AM	4	17	4	1	50	4	3	9	1	1	43	8	145	89.0%	11.0%		
4:45 AM	6	20	5	1	65	5	8	21	1	1	59	7	199	89.9%	10.1%		
5:00 AM	7	30	8	2	70	8	13	32	2	0	61	8	241	92.5%	7.5%		
5:15 AM	11	39	10	1	71	13	15	40	3	0	78	20	301	94.7%	5.3%		
5:30 AM	16	66	7	1	89	15	21	47	9	7	113	30	421	94.8%	5.2%		
5:45 AM	29	112	7	4	101	21	38	67	14	8	159	48	608	96.1%	3.9%		
6:00 AM	45	141	8	7	131	26	40	83	17	12	225	55	790	95.6%	4.4%		
6:15 AM	54	175	8	11	158	31	47	103	21	20	271	47	946	95.2%	4.8%		
6:30 AM	73	192	10	14	171	39	55	139	28	18	323	36	1098	95.4%	4.6%		
6:45 AM	85	202	11	14	190	40	42	171	34	22	376	28	1215	95.4%	4.6%		
7:00 AM	92	226	16	15	206	43	55	192	41	24	393	28	1331	95.8%	4.2%		
7:15 AM	105	261	15	18	223	41	61	241	44	26	406	44	1485	96.2%	3.8%		
7:30 AM	93	286	22	23	239	47	68	276	42	28	386	56	1566	96.4%	3.6%	0.95	AM Peak
7:45 AM	85	284	24	25	235	54	75	265	33	29	325	56	1490	95.8%	4.2%		
8:00 AM	79	251	18	25	222	50	67	248	30	27	312	55	1384	95.5%	4.5%		
8:15 AM	61	199	19	23	215	51	66	215	27	19	294	40	1229	95.0%	5.0%		
8:30 AM	71	149	13	18	192	38	57	165	21	20	282	29	1055	94.2%	5.8%		
8:45 AM	70	120	16	19	184	28	48	140	25	18	278	27	973	95.0%	5.0%		
9:00 AM	65	110	18	19	183	27	42	143	22	18	254	25	926	94.3%	5.7%		
9:15 AM	79	108	20	21	175	24	35	114	21	19	227	27	870	94.4%	5.6%		

9:30 AM	72	100	20	22	170	25	33	99	24	14	217	28	824	94.5%	5.5%		
9:45 AM	71	93	15	22	178	26	34	103	20	16	225	33	836	93.7%	6.3%		
10:00 AM	84	101	11	22	179	33	32	88	24	14	225	32	845	94.1%	5.9%		
10:15 AM	73	115	8	19	186	38	28	98	25	15	231	26	862	94.2%	5.8%		
10:30 AM	70	124	9	20	195	49	24	109	18	14	231	23	886	94.2%	5.8%		
10:45 AM	68	130	13	20	190	54	21	102	23	9	232	16	878	94.9%	5.1%		
11:00 AM	60	138	16	16	194	52	23	100	25	10	233	23	890	95.8%	4.2%		
11:15 AM	62	125	15	16	199	54	26	99	30	8	235	25	894	96.5%	3.5%		
11:30 AM	62	130	13	19	200	47	26	96	38	13	228	26	898	96.1%	3.9%		
11:45 AM	66	138	10	17	206	47	33	110	40	14	213	31	925	96.5%	3.5%		
12:00 PM	62	127	12	21	198	52	32	119	35	15	199	20	892	95.9%	4.1%		
12:15 PM	66	143	14	20	208	47	33	114	30	15	218	17	925	94.6%	5.4%		
12:30 PM	77	162	16	19	205	44	34	102	26	8	223	23	939	95.4%	4.6%		
12:45 PM	79	160	14	18	218	45	35	85	25	14	219	17	929	94.0%	6.0%		
1:00 PM	86	172	21	24	224	39	40	86	23	14	224	25	978	94.3%	5.7%		
1:15 PM	83	160	25	33	217	47	35	94	25	13	213	33	978	94.6%	5.4%		
1:30 PM	78	154	25	32	227	52	36	105	24	18	206	33	990	94.3%	5.7%		
1:45 PM	82	172	29	32	217	58	26	120	29	14	242	37	1058	94.9%	5.1%		
2:00 PM	97	186	21	33	214	58	30	141	33	18	257	36	1124	94.9%	5.1%		
2:15 PM	116	201	24	31	228	56	32	152	39	21	270	40	1210	95.9%	4.1%		
2:30 PM	123	220	31	40	246	74	48	186	47	19	303	39	1376	96.5%	3.5%		
2:45 PM	131	229	32	48	260	64	58	220	47	19	302	47	1457	97.4%	2.6%		
3:00 PM	124	235	36	42	286	68	56	227	49	16	310	49	1498	97.6%	2.4%		
3:15 PM	128	266	33	44	283	73	63	242	46	17	326	46	1567	97.4%	2.6%		
3:30 PM	136	257	28	39	274	54	52	240	44	15	333	49	1521	97.1%	2.9%		
3:45 PM	145	282	32	38	300	54	49	226	43	19	315	42	1545	97.4%	2.6%		
4:00 PM	148	291	33	43	287	49	48	237	48	21	357	40	1602	98.0%	2.0%		
4:15 PM	143	271	32	38	306	51	46	246	49	24	348	38	1592	98.3%	1.7%		
4:30 PM	146	283	30	39	316	56	43	251	49	29	372	34	1648	99.0%	1.0%	0.98	PM Peak
4:45 PM	144	245	27	39	290	64	42	250	50	28	416	29	1624	98.9%	1.1%		
5:00 PM	140	231	19	33	306	65	40	231	43	26	406	28	1568	98.7%	1.3%		
5:15 PM	134	213	18	34	286	51	40	202	46	22	422	31	1499	98.9%	1.1%		
5:30 PM	123	192	17	32	281	53	36	184	44	21	403	30	1416	98.9%	1.1%		
5:45 PM	104	182	12	28	276	43	31	154	35	16	357	28	1266	99.1%	0.9%		
6:00 PM	95	161	16	28	252	40	29	135	33	14	326	27	1156	99.0%	1.0%		
6:15 PM	86	141	14	24	236	39	28	128	26	12	284	25	1043	99.0%	1.0%		
6:30 PM	71	120	13	20	208	30	29	106	21	11	225	28	882	98.8%	1.2%		
6:45 PM	64	100	13	15	172	30	27	94	17	12	202	28	774	98.4%	1.6%		
7:00 PM	54	88	12	13	157	28	24	76	17	13	153	29	664	98.0%	2.0%		
7:15 PM	50	76	11	12	148	26	19	59	12	15	134	22	584	97.9%	2.1%		
7:30 PM	50	69	11	8	141	22	15	53	9	14	139	14	545	98.0%	2.0%		
7:45 PM	44	65	11	8	138	19	13	51	12	15	127	12	515	97.9%	2.1%		
8:00 PM	40	56	6	7	133	16	13	47	6	11	134	9	478	98.5%	1.5%		
8:15 PM	33	54	7	8	125	15	10	48	7	7	135	10	459	98.5%	1.5%		
8:30 PM	26	43	8	11	124	21	13	45	6	5	124	12	438	98.4%	1.6%		
8:45 PM	20	41	8	12	117	17	17	39	4	2	114	14	405	98.8%	1.2%		

9:00 PM	18	31	8	13	102	17	16	38	5	2	101	11	362	98.9%	1.1%	
9:15 PM	14	33	5	12	82	16	19	34	4	3	93	16	331	98.5%	1.5%	
9:30 PM	13	29	2	8	64	8	14	23	4	3	79	15	262	97.7%	2.3%	
9:45 PM	13	23	2	6	63	7	11	20	4	2	87	16	254	96.9%	3.1%	
10:00 PM	14	20	3	3	54	6	9	13	4	2	76	16	220	96.8%	3.2%	
10:15 PM	12	16	3	0	49	4	8	11	2	1	68	9	183	95.6%	4.4%	
10:30 PM	8	20	3	0	46	4	8	17	2	0	72	10	190	96.8%	3.2%	
10:45 PM	7	13	2	0	37	4	8	15	1	1	63	6	157	96.8%	3.2%	
11:00 PM	4	15	1	0	42	4	6	16	0	2	59	5	154	96.1%	3.9%	
11:15 PM	3	11	1	0	34	4	3	11	0	2	42	4				
11:30 PM	3	4	1	0	22	2	2	2	0	2	23	0				
11:45 PM	2	3	0	0	12	2	0	1	0	1	8	0				
Movement Total	1322	2643	284	370	3521	694	633	2270	458	263	4394	541				Movement Total
PC %	99.2%	98.0%	98.2%	95.4%	94.7%	98.6%	97.6%	98.1%	94.5%	96.6%	95.1%	97.0%				PC %
Heavy Veh %	0.8%	2.0%	1.8%	4.6%	5.3%	1.4%	2.4%	1.9%	5.5%	3.4%	4.9%	3.0%				Heavy Veh %

Study Name
Start Date
Start Time

Lake Street & Lathrop Avenue
12/06/2022
12:00 AM

Start Time	Lathrop Avenue Southbound			Lake Street Westbound			Lathrop Avenue Northbound			Lake Street Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	0	1	1	0	15	1	5	4	1	0	18	7	53	100.0%	0.0%		
12:15 AM	0	1	1	0	20	1	5	2	1	0	8	6	45	100.0%	0.0%		
12:30 AM	0	2	1	1	18	0	4	2	1	0	7	3	39	100.0%	0.0%		
12:45 AM	0	2	0	3	16	0	3	2	1	0	9	2	38	100.0%	0.0%		
1:00 AM	0	1	0	3	16	0	4	4	1	0	15	1	45	100.0%	0.0%		
1:15 AM	0	3	0	3	12	0	6	4	2	0	14	1	45	100.0%	0.0%		
1:30 AM	0	2	0	2	11	0	5	2	3	0	15	2	42	100.0%	0.0%		
1:45 AM	0	2	0	0	8	0	6	4	4	0	16	3	43	100.0%	0.0%		
2:00 AM	0	2	0	0	6	0	5	2	3	0	12	4	34	97.1%	2.9%		
2:15 AM	0	1	0	0	3	0	4	3	2	0	10	6	29	96.6%	3.4%		
2:30 AM	0	2	0	0	2	0	4	3	1	0	9	6	27	96.3%	3.7%		
2:45 AM	0	2	0	1	4	0	2	2	0	0	5	8	24	91.7%	8.3%		
3:00 AM	0	2	0	2	5	0	5	3	0	0	4	9	30	96.7%	3.3%		
3:15 AM	0	1	0	5	5	0	5	2	0	0	7	11	36	94.4%	5.6%		
3:30 AM	0	0	0	6	13	0	7	3	0	0	9	12	50	94.0%	6.0%		
3:45 AM	0	1	0	7	18	0	9	3	0	0	13	10	61	91.8%	8.2%		
4:00 AM	0	2	0	6	19	0	11	5	0	0	21	12	76	86.8%	13.2%		
4:15 AM	0	5	1	3	32	0	13	7	0	0	26	13	100	86.0%	14.0%		
4:30 AM	0	8	1	4	33	0	20	9	0	0	32	18	125	88.0%	12.0%		
4:45 AM	1	12	1	2	46	1	25	11	2	0	47	26	174	87.9%	12.1%		
5:00 AM	4	20	1	4	52	1	29	13	5	0	55	23	207	90.8%	9.2%		
5:15 AM	4	30	2	8	49	1	33	18	6	0	73	31	255	93.3%	6.7%		
5:30 AM	6	50	3	9	66	2	35	27	8	2	108	41	357	93.8%	6.2%		
5:45 AM	9	67	3	16	77	3	52	47	9	3	159	43	488	95.3%	4.7%		
6:00 AM	11	81	4	22	105	4	64	63	12	5	233	51	655	95.6%	4.4%		
6:15 AM	21	93	2	30	140	5	77	83	15	8	288	47	809	95.6%	4.4%		
6:30 AM	31	110	4	44	150	8	104	115	22	14	344	49	995	96.5%	3.5%		
6:45 AM	39	148	6	49	184	11	111	151	25	18	405	49	1196	96.8%	3.2%		
7:00 AM	44	169	19	69	223	18	121	186	24	20	415	49	1357	96.7%	3.3%		
7:15 AM	51	196	33	88	264	23	128	220	32	24	405	56	1520	96.7%	3.3%		
7:30 AM	54	213	41	114	305	22	115	227	31	27	394	45	1588	96.5%	3.5%	0.99	AM Peak
7:45 AM	63	200	44	122	288	25	108	210	38	23	340	44	1505	95.9%	4.1%		
8:00 AM	65	208	36	111	262	28	88	200	47	27	331	44	1447	95.9%	4.1%		
8:15 AM	57	194	26	97	230	25	81	191	46	29	329	41	1346	95.6%	4.4%		
8:30 AM	52	160	21	74	198	27	69	184	52	21	321	43	1222	95.4%	4.6%		
8:45 AM	39	149	23	71	198	23	60	177	50	25	314	53	1182	96.0%	4.0%		
9:00 AM	41	137	28	72	195	18	64	160	47	19	293	58	1132	95.9%	4.1%		
9:15 AM	44	131	29	64	188	20	55	135	47	12	267	60	1052	96.2%	3.8%		

9:30 AM	37	156	28	62	195	26	53	117	49	10	262	60	1055	96.1%	3.9%		
9:45 AM	40	135	24	68	210	27	51	117	48	14	267	50	1051	95.1%	4.9%		
10:00 AM	44	119	18	65	224	25	56	126	51	19	279	52	1078	95.2%	4.8%		
10:15 AM	45	116	19	75	232	26	62	139	49	21	296	54	1134	95.2%	4.8%		
10:30 AM	53	103	18	73	237	24	75	155	51	25	282	54	1150	95.2%	4.8%		
10:45 AM	57	121	26	68	227	29	77	166	55	21	291	51	1189	96.2%	3.8%		
11:00 AM	57	133	26	77	211	39	82	171	54	20	291	44	1205	96.8%	3.2%		
11:15 AM	63	138	28	72	218	40	85	170	61	18	299	39	1231	97.2%	2.8%		
11:30 AM	64	139	27	73	229	39	78	176	60	17	302	41	1245	97.1%	2.9%		
11:45 AM	74	138	20	81	231	30	92	166	55	17	270	57	1231	97.4%	2.6%		
12:00 PM	69	131	19	80	243	25	87	162	55	15	250	62	1198	97.2%	2.8%		
12:15 PM	67	141	18	85	243	25	86	153	55	20	256	68	1217	96.7%	3.3%		
12:30 PM	68	149	21	85	233	26	82	148	52	18	258	76	1216	96.5%	3.5%		
12:45 PM	57	159	22	77	241	33	80	146	57	21	266	70	1229	95.8%	4.2%		
1:00 PM	61	174	22	80	253	31	76	144	60	23	275	69	1268	95.6%	4.4%		
1:15 PM	57	166	16	87	262	29	80	158	60	18	275	62	1270	95.7%	4.3%		
1:30 PM	58	156	16	94	277	35	84	148	53	19	275	57	1272	96.0%	4.0%		
1:45 PM	62	165	29	100	286	36	86	168	50	14	303	55	1354	96.0%	4.0%		
2:00 PM	58	163	46	90	295	41	106	180	47	17	310	54	1407	96.5%	3.5%		
2:15 PM	62	166	55	92	309	44	111	189	38	28	316	60	1470	96.9%	3.1%		
2:30 PM	70	188	59	110	317	39	121	201	51	39	345	65	1605	97.6%	2.4%		
2:45 PM	65	208	47	123	332	36	123	207	51	41	344	74	1651	98.1%	1.9%		
3:00 PM	70	224	30	131	331	36	109	227	51	35	371	90	1705	98.2%	1.8%		
3:15 PM	73	236	23	127	327	37	102	225	57	33	395	98	1733	98.3%	1.7%		
3:30 PM	80	239	20	109	317	34	102	226	45	28	409	100	1709	98.2%	1.8%		
3:45 PM	83	231	17	101	315	36	106	233	48	31	430	100	1731	98.2%	1.8%		
4:00 PM	78	236	15	106	295	33	118	233	49	38	439	88	1728	98.5%	1.5%		
4:15 PM	77	245	17	102	312	34	123	257	55	34	463	88	1807	98.5%	1.5%		
4:30 PM	66	240	16	100	312	32	127	281	55	33	467	97	1826	98.7%	1.3%	0.93	PM Peak
4:45 PM	63	227	16	96	293	34	130	258	55	34	488	107	1801	98.8%	1.2%		
5:00 PM	63	216	18	87	315	30	127	245	58	35	497	111	1802	98.7%	1.3%		
5:15 PM	59	201	16	86	278	30	131	230	51	36	491	108	1717	98.8%	1.2%		
5:30 PM	52	183	14	89	279	33	122	211	56	33	480	98	1650	98.7%	1.3%		
5:45 PM	49	174	18	86	277	25	110	213	59	27	426	87	1551	98.8%	1.2%		
6:00 PM	39	153	14	80	244	24	97	191	52	19	386	86	1385	98.9%	1.1%		
6:15 PM	29	136	13	75	240	20	80	156	52	12	332	90	1235	99.0%	1.0%		
6:30 PM	20	119	9	59	216	16	71	141	43	11	278	77	1060	98.8%	1.2%		
6:45 PM	15	99	3	46	194	19	58	128	35	11	247	65	920	98.6%	1.4%		
7:00 PM	21	86	4	45	191	25	59	118	28	10	202	52	841	98.3%	1.7%		
7:15 PM	17	75	2	42	184	24	57	110	19	12	165	42	749	98.4%	1.6%		
7:30 PM	18	73	3	44	170	26	53	102	21	8	168	50	736	98.5%	1.5%		
7:45 PM	16	70	5	46	165	25	48	95	18	7	152	47	694	98.4%	1.6%		
8:00 PM	11	70	5	39	157	16	34	93	27	5	147	50	654	98.9%	1.1%		
8:15 PM	12	66	9	43	143	12	33	88	28	2	145	46	627	98.4%	1.6%		
8:30 PM	10	60	8	42	143	7	33	72	26	6	117	39	563	98.0%	2.0%		
8:45 PM	9	49	7	39	125	7	26	57	21	5	107	37	489	98.6%	1.4%		

9:00 PM	5	36	6	40	113	7	32	51	12	5	97	33	437	97.5%	2.5%	
9:15 PM	4	31	2	34	92	7	29	47	9	5	88	25	373	97.9%	2.1%	
9:30 PM	7	23	2	26	73	9	23	43	9	1	80	20	316	97.5%	2.5%	
9:45 PM	6	19	0	18	67	6	25	42	8	1	80	23	295	96.6%	3.4%	
10:00 PM	6	17	0	14	53	7	16	35	6	2	68	25	249	97.6%	2.4%	
10:15 PM	5	10	0	8	45	6	11	29	6	2	63	22	207	96.1%	3.9%	
10:30 PM	1	8	0	6	41	5	12	26	2	2	62	21	186	97.3%	2.7%	
10:45 PM	0	5	0	6	32	4	12	20	3	1	57	16	156	97.4%	2.6%	
11:00 PM	0	4	0	3	32	3	12	11	2	0	50	11	128	95.3%	4.7%	
11:15 PM	0	3	0	0	25	3	10	9	1	0	34	10				
11:30 PM	0	2	0	0	14	1	5	4	1	0	19	7				
11:45 PM	0	2	0	0	9	1	2	0	0	0	6	3				
Movement Total	747	2385	312	1226	3855	412	1407	2627	692	314	5059	1085				Movement Total
PC %	98.3%	98.3%	95.5%	97.8%	95.9%	96.8%	97.5%	99.0%	97.5%	97.1%	96.2%	96.8%				PC %
Heavy Veh %	1.7%	1.7%	4.5%	2.2%	4.1%	3.2%	2.5%	1.0%	2.5%	2.9%	3.8%	3.2%				Heavy Veh %

Study Name
Start Date
Start Time

Lake Street & Harlem Avenue
12/06/2022
12:00 AM

Start Time	Harlem Avenue Southbound			Lake Street Westbound			Harlem Avenue Northbound			Lake Street Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	12	121	3	7	5	7	8	184	13	4	4	14	382	98.4%	1.6%		
12:15 AM	6	101	4	7	6	4	10	149	13	1	6	6	313	98.1%	1.9%		
12:30 AM	4	90	4	7	4	4	9	142	10	0	4	6	284	98.2%	1.8%		
12:45 AM	3	88	4	6	5	4	9	126	7	0	5	6	263	98.1%	1.9%		
1:00 AM	5	86	6	4	5	3	8	129	6	4	6	9	271	97.4%	2.6%		
1:15 AM	5	86	4	3	6	3	5	121	3	6	5	7	254	96.9%	3.1%		
1:30 AM	5	98	4	1	6	3	5	104	4	6	5	8	249	95.6%	4.4%		
1:45 AM	6	100	3	3	4	1	3	89	5	7	4	10	235	95.3%	4.7%		
2:00 AM	4	100	2	3	3	2	4	74	9	4	7	6	218	94.0%	6.0%		
2:15 AM	5	99	2	4	1	5	4	64	9	3	6	6	208	93.3%	6.7%		
2:30 AM	6	84	1	6	1	5	3	58	10	3	5	5	187	92.5%	7.5%		
2:45 AM	4	104	2	7	2	5	5	66	10	2	4	2	213	90.1%	9.9%		
3:00 AM	4	116	4	6	4	4	4	77	7	2	0	4	232	91.8%	8.2%		
3:15 AM	5	149	5	5	4	3	6	97	7	4	0	3	288	92.7%	7.3%		
3:30 AM	3	197	7	7	6	4	13	126	7	6	3	2	381	92.7%	7.3%		
3:45 AM	5	234	8	7	7	5	19	162	9	8	4	2	470	93.2%	6.8%		
4:00 AM	5	287	6	10	6	5	27	194	11	10	6	4	571	93.2%	6.8%		
4:15 AM	8	336	9	14	10	3	33	240	17	7	9	10	696	91.7%	8.3%		
4:30 AM	12	407	11	17	11	4	34	280	23	6	11	17	833	92.9%	7.1%		
4:45 AM	13	462	14	24	21	5	39	325	26	10	17	24	980	93.6%	6.4%		
5:00 AM	16	522	18	26	25	7	42	406	35	11	25	29	1162	93.9%	6.1%		
5:15 AM	15	646	22	28	25	8	42	472	34	18	35	27	1372	95.0%	5.0%		
5:30 AM	19	690	32	30	37	9	56	523	32	26	53	34	1541	94.8%	5.2%		
5:45 AM	26	808	40	30	39	11	61	571	36	36	87	67	1812	94.8%	5.2%		
6:00 AM	29	928	49	31	51	13	86	636	31	54	120	93	2121	94.6%	5.4%		
6:15 AM	34	994	54	36	66	17	110	691	42	58	133	133	2368	94.6%	5.4%		
6:30 AM	36	1063	52	41	78	18	120	752	47	71	166	152	2596	95.1%	4.9%		
6:45 AM	37	1091	52	56	98	21	141	834	53	83	183	148	2797	95.2%	4.8%		
7:00 AM	45	1091	69	70	139	25	150	867	60	79	195	156	2946	95.3%	4.7%		
7:15 AM	43	1063	89	75	178	38	172	981	61	85	210	151	3146	95.7%	4.3%		
7:30 AM	46	1094	124	82	192	37	183	1037	68	97	205	142	3307	95.6%	4.4%	0.95	AM Peak
7:45 AM	46	1080	149	77	184	37	181	1054	73	95	191	140	3307	95.5%	4.5%	0.95	AM Peak
8:00 AM	47	1084	148	74	162	37	175	1055	76	111	180	130	3279	95.6%	4.4%		
8:15 AM	50	1013	152	77	139	28	157	952	82	126	178	125	3079	95.2%	4.8%		
8:30 AM	56	967	137	80	131	31	159	928	90	127	162	127	2995	95.0%	5.0%		
8:45 AM	49	916	125	82	133	36	170	890	87	143	158	122	2911	94.9%	5.1%		
9:00 AM	49	857	136	91	132	38	176	874	93	150	156	108	2860	95.0%	5.0%		
9:15 AM	52	869	134	97	138	42	180	834	94	144	159	94	2837	95.0%	5.0%		

9:30 AM	42	826	135	99	131	44	182	814	83	135	156	90	2737	95.1%	4.9%		
9:45 AM	49	797	142	96	147	45	179	767	78	129	167	95	2691	95.2%	4.8%		
10:00 AM	50	792	134	85	149	45	191	776	72	130	160	112	2696	94.9%	5.1%		
10:15 AM	48	771	151	91	153	38	192	806	69	144	176	123	2762	94.4%	5.6%		
10:30 AM	52	777	152	90	169	38	200	844	79	169	190	129	2889	94.2%	5.8%		
10:45 AM	62	745	161	89	165	37	205	926	92	167	192	121	2962	94.3%	5.7%		
11:00 AM	60	735	177	93	170	43	196	942	114	169	206	120	3025	94.7%	5.3%		
11:15 AM	64	739	176	88	185	51	203	946	120	175	207	121	3075	95.1%	4.9%		
11:30 AM	69	775	186	90	185	56	204	908	130	176	211	118	3108	95.3%	4.7%		
11:45 AM	67	801	190	96	187	57	209	855	118	197	214	127	3118	95.5%	4.5%		
12:00 PM	70	836	186	103	181	59	214	848	108	194	221	117	3137	95.4%	4.6%		
12:15 PM	66	851	186	101	166	55	231	845	99	195	215	117	3127	95.6%	4.4%		
12:30 PM	67	830	196	99	160	55	234	829	95	184	205	117	3071	95.8%	4.2%		
12:45 PM	68	849	196	112	148	55	236	802	105	175	195	113	3054	95.5%	4.5%		
1:00 PM	61	866	209	111	155	54	242	780	100	182	176	115	3051	96.0%	4.0%		
1:15 PM	67	874	197	113	164	58	231	784	98	187	182	121	3076	96.2%	3.8%		
1:30 PM	59	928	173	123	179	57	230	863	81	191	184	126	3194	96.3%	3.7%		
1:45 PM	58	989	171	124	206	60	224	902	81	198	187	129	3329	96.0%	4.0%		
2:00 PM	69	990	142	119	190	53	211	906	73	200	206	137	3296	95.9%	4.1%		
2:15 PM	64	1041	135	118	192	52	207	935	89	197	203	134	3367	95.8%	4.2%		
2:30 PM	72	1051	166	101	204	49	205	920	90	197	224	134	3413	96.2%	3.8%		
2:45 PM	70	1068	181	84	214	43	214	945	80	189	226	138	3452	97.0%	3.0%		
3:00 PM	60	1092	199	91	237	51	222	1005	82	191	226	138	3594	97.1%	2.9%		
3:15 PM	66	1082	213	93	237	52	227	1031	67	196	234	142	3640	97.4%	2.6%	0.98	PM Peak
3:30 PM	65	1066	189	97	224	61	218	1024	72	201	232	156	3605	97.6%	2.4%		
3:45 PM	60	1019	174	109	213	67	211	1043	73	206	246	165	3586	97.6%	2.4%		
4:00 PM	64	974	164	110	206	69	209	1051	71	208	264	176	3566	98.0%	2.0%		
4:15 PM	61	1024	166	107	204	66	201	1039	72	212	266	171	3589	98.2%	1.8%		
4:30 PM	58	1027	163	115	201	59	205	1013	68	226	276	165	3576	98.1%	1.9%		
4:45 PM	63	1039	162	105	190	51	216	1037	66	239	279	171	3618	98.3%	1.7%		
5:00 PM	65	1093	161	104	197	45	216	957	73	252	276	179	3618	98.2%	1.8%		
5:15 PM	72	1004	158	106	190	52	217	963	81	247	272	194	3556	98.1%	1.9%		
5:30 PM	73	996	163	99	196	55	223	980	75	239	254	208	3561	98.1%	1.9%		
5:45 PM	72	1024	158	93	196	62	212	940	87	217	232	195	3488	98.1%	1.9%		
6:00 PM	78	920	155	91	179	63	213	976	86	198	217	183	3359	98.1%	1.9%		
6:15 PM	73	909	133	86	171	64	211	962	86	176	204	165	3240	98.3%	1.7%		
6:30 PM	73	810	116	85	150	66	197	910	91	151	184	137	2970	98.2%	1.8%		
6:45 PM	80	691	104	86	128	59	179	872	83	144	166	123	2715	98.1%	1.9%		
7:00 PM	72	657	87	88	128	56	167	827	81	120	142	100	2525	98.2%	1.8%		
7:15 PM	65	606	85	91	119	51	162	774	74	114	119	93	2353	98.3%	1.7%		
7:30 PM	61	599	78	89	116	42	147	753	71	106	116	83	2261	98.5%	1.5%		
7:45 PM	51	600	70	109	116	41	145	715	65	94	101	80	2187	98.7%	1.3%		
8:00 PM	43	603	76	103	104	36	127	696	58	90	89	79	2104	98.4%	1.6%		
8:15 PM	40	605	75	99	102	33	124	659	47	87	85	71	2027	98.4%	1.6%		
8:30 PM	36	582	83	100	90	36	125	642	51	78	71	63	1957	98.3%	1.7%		
8:45 PM	27	551	84	86	78	36	114	623	53	67	74	54	1847	98.3%	1.7%		

9:00 PM	26	518	73	82	67	33	109	565	54	59	72	47	1705	98.4%	1.6%
9:15 PM	26	490	63	76	60	26	78	548	59	49	65	44	1584	98.0%	2.0%
9:30 PM	23	488	46	64	49	21	60	537	48	47	62	47	1492	98.1%	1.9%
9:45 PM	21	448	31	50	42	17	54	504	39	43	54	45	1348	98.0%	2.0%
10:00 PM	21	408	25	37	35	17	44	469	36	36	41	41	1210	98.0%	2.0%
10:15 PM	22	345	17	29	19	16	44	435	29	29	36	34	1055	98.1%	1.9%
10:30 PM	19	277	13	24	16	11	39	391	27	22	31	28	898	97.8%	2.2%
10:45 PM	18	247	10	20	12	12	25	364	24	18	31	21	802	97.6%	2.4%
11:00 PM	12	212	5	18	13	8	20	344	18	15	29	18	712	97.2%	2.8%
11:15 PM	4	153	3	12	8	5	12	246	12	10	19	12			
11:30 PM	2	90	1	8	5	4	6	150	8	5	11	9			
11:45 PM	1	39	0	2	4	0	4	70	5	2	3	4			
Movement Total	967	15888	2234	1557	2543	773	3061	15638	1367	2473	3024	2115			
PC %	97.7%	96.2%	97.4%	93.6%	95.9%	97.5%	97.6%	96.2%	96.1%	98.5%	96.1%	97.2%			
Heavy Veh %	2.3%	3.8%	2.6%	6.4%	4.1%	2.5%	2.4%	3.8%	3.9%	1.5%	3.9%	2.8%			

Study Name
Start Date
Start Time

Chicago Avenue & Thatcher Avenue
12/08/2022
12:00 AM

Start Time	Thatcher Avenue Southbound			Chicago Avenue Westbound			Thatcher Avenue Northbound			Chicago Avenue Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	3	9	8	0	10	2	1	12	1	1	11	3	61	96.7%	3.3%		
12:15 AM	2	8	7	0	14	2	1	7	1	2	6	3	53	96.2%	3.8%		
12:30 AM	1	8	3	0	11	2	1	6	1	1	7	3	44	97.7%	2.3%		
12:45 AM	2	7	3	0	10	0	1	9	0	1	4	3	40	97.5%	2.5%		
1:00 AM	1	7	3	0	10	0	1	8	0	2	4	1	37	100.0%	0.0%		
1:15 AM	3	5	3	0	5	0	1	8	0	1	5	0	31	100.0%	0.0%		
1:30 AM	3	4	3	0	3	1	1	7	0	1	5	0	28	96.4%	3.6%		
1:45 AM	2	5	4	0	2	1	1	4	0	3	3	0	25	96.0%	4.0%		
2:00 AM	2	5	4	0	1	1	0	4	0	2	5	0	24	95.8%	4.2%		
2:15 AM	1	6	5	0	1	2	0	3	0	2	4	0	24	95.8%	4.2%		
2:30 AM	1	6	5	0	1	1	0	3	0	2	4	0	23	100.0%	0.0%		
2:45 AM	2	6	3	1	4	1	0	2	0	0	6	0	25	100.0%	0.0%		
3:00 AM	2	7	2	1	7	1	0	2	0	0	5	0	27	100.0%	0.0%		
3:15 AM	1	9	1	1	9	0	0	1	1	0	5	0	28	100.0%	0.0%		
3:30 AM	1	13	1	1	11	0	0	4	1	0	8	0	40	100.0%	0.0%		
3:45 AM	1	15	3	0	11	2	0	4	1	0	10	0	47	100.0%	0.0%		
4:00 AM	1	15	5	0	15	2	0	6	1	0	10	0	55	100.0%	0.0%		
4:15 AM	1	18	5	0	22	3	0	9	0	1	14	0	73	98.6%	1.4%		
4:30 AM	5	21	8	0	27	4	1	9	1	2	12	4	94	98.9%	1.1%		
4:45 AM	5	31	10	0	36	3	2	19	1	5	17	5	134	99.3%	0.7%		
5:00 AM	7	39	9	2	35	4	3	24	1	7	26	7	164	98.2%	1.8%		
5:15 AM	8	47	10	3	36	5	3	32	2	10	31	14	201	98.0%	2.0%		
5:30 AM	7	67	14	8	48	7	3	43	4	12	47	10	270	97.8%	2.2%		
5:45 AM	9	78	15	9	59	10	2	49	6	19	74	15	345	96.8%	3.2%		
6:00 AM	28	122	23	9	76	12	3	74	10	24	116	19	516	97.7%	2.3%		
6:15 AM	38	154	33	9	97	17	10	96	15	42	163	25	699	97.7%	2.3%		
6:30 AM	54	190	37	7	114	22	13	128	19	59	213	36	892	98.1%	1.9%		
6:45 AM	69	228	54	14	148	28	26	168	29	78	256	48	1146	98.3%	1.7%		
7:00 AM	73	273	70	19	184	34	30	206	35	112	274	55	1365	98.5%	1.5%		
7:15 AM	80	294	80	24	232	32	44	241	38	113	293	54	1525	98.7%	1.3%		
7:30 AM	76	311	88	34	250	29	54	243	44	115	280	52	1576	98.7%	1.3%	0.91	AM Peak
7:45 AM	72	311	80	36	247	25	53	235	42	108	245	45	1499	98.6%	1.4%		
8:00 AM	60	266	67	33	234	22	51	208	40	77	216	39	1313	98.2%	1.8%		
8:15 AM	52	229	57	28	193	23	35	169	34	76	178	34	1108	97.7%	2.3%		
8:30 AM	42	183	41	20	170	26	26	154	26	61	160	32	941	97.1%	2.9%		
8:45 AM	46	168	42	12	151	25	18	146	18	53	159	26	864	96.2%	3.8%		
9:00 AM	43	146	39	12	134	24	32	133	14	58	157	32	824	96.4%	3.6%		
9:15 AM	43	148	40	15	133	25	39	126	14	48	144	34	809	97.2%	2.8%		

9:30 AM	51	161	44	15	136	28	38	122	10	47	136	37	825	97.3%	2.7%		
9:45 AM	40	147	34	19	137	34	38	104	9	40	118	38	758	98.8%	1.2%		
10:00 AM	40	150	36	17	145	36	25	100	8	31	123	31	742	98.2%	1.8%		
10:15 AM	40	142	32	15	139	40	19	104	7	30	135	29	732	97.8%	2.2%		
10:30 AM	35	132	47	15	154	31	23	110	10	37	132	30	756	97.4%	2.6%		
10:45 AM	41	140	50	13	162	26	28	119	12	38	136	30	795	97.0%	3.0%		
11:00 AM	41	134	53	14	169	27	28	129	17	42	129	31	814	97.3%	2.7%		
11:15 AM	45	156	56	16	172	24	30	137	19	39	120	42	856	97.8%	2.2%		
11:30 AM	51	153	48	14	157	30	28	129	16	31	128	44	829	98.2%	1.8%		
11:45 AM	49	148	53	13	153	30	31	147	21	29	146	51	871	97.8%	2.2%		
12:00 PM	54	173	54	17	148	25	35	147	16	32	143	55	899	98.0%	2.0%		
12:15 PM	60	163	53	15	149	22	36	136	15	37	155	41	882	97.7%	2.3%		
12:30 PM	54	180	51	14	165	17	40	138	17	40	161	43	920	98.0%	2.0%		
12:45 PM	67	201	56	18	173	20	36	110	15	49	167	49	961	98.5%	1.5%		
1:00 PM	63	194	58	13	180	35	50	106	19	47	179	50	994	98.7%	1.3%		
1:15 PM	61	202	63	18	198	38	49	114	20	46	191	55	1055	98.6%	1.4%		
1:30 PM	77	215	70	25	194	41	43	124	23	58	206	47	1123	98.2%	1.8%		
1:45 PM	80	225	66	27	196	38	45	160	25	60	209	40	1171	98.5%	1.5%		
2:00 PM	96	259	74	31	205	24	30	176	22	76	221	42	1256	98.3%	1.7%		
2:15 PM	115	295	75	31	218	20	31	206	25	85	237	50	1388	98.6%	1.4%		
2:30 PM	125	320	89	40	230	23	39	223	24	78	246	60	1497	98.6%	1.4%		
2:45 PM	123	328	103	49	257	27	43	238	24	80	244	61	1577	98.1%	1.9%		
3:00 PM	125	337	105	57	275	31	51	262	26	74	278	60	1681	98.0%	2.0%		
3:15 PM	117	355	111	58	278	46	52	275	26	70	300	57	1745	97.9%	2.1%		
3:30 PM	115	365	103	49	293	43	48	289	25	99	309	61	1799	97.7%	2.3%		
3:45 PM	122	380	103	45	286	44	44	268	25	111	342	55	1825	98.0%	2.0%	0.98	PM Peak
4:00 PM	125	368	96	37	281	39	37	267	33	118	327	55	1783	98.5%	1.5%		
4:15 PM	127	343	100	35	293	26	39	261	36	127	345	51	1783	98.7%	1.3%		
4:30 PM	127	324	91	32	292	38	36	264	40	116	347	45	1752	99.2%	0.8%		
4:45 PM	134	304	76	24	308	48	38	270	42	108	324	52	1728	99.2%	0.8%		
5:00 PM	140	293	68	28	291	55	33	269	35	114	347	55	1728	99.1%	0.9%		
5:15 PM	146	295	52	30	259	54	30	256	30	109	328	58	1647	99.0%	1.0%		
5:30 PM	135	265	52	34	231	45	27	240	27	97	334	52	1539	99.2%	0.8%		
5:45 PM	120	248	48	32	184	30	20	218	29	91	347	50	1417	99.4%	0.6%		
6:00 PM	96	214	51	28	172	26	22	182	26	76	304	42	1239	99.4%	0.6%		
6:15 PM	65	161	50	20	159	25	15	167	24	75	264	33	1058	99.7%	0.3%		
6:30 PM	53	145	47	13	140	18	17	128	20	70	220	31	902	99.4%	0.6%		
6:45 PM	41	112	58	14	137	14	17	106	13	63	175	23	773	99.5%	0.5%		
7:00 PM	39	112	52	11	121	16	15	85	10	53	140	18	672	99.7%	0.3%		
7:15 PM	47	122	56	12	107	15	13	61	10	37	113	18	611	99.7%	0.3%		
7:30 PM	49	109	48	9	103	15	10	62	10	32	95	16	558	100.0%	0.0%		
7:45 PM	39	107	37	4	88	14	5	57	7	29	72	16	475	100.0%	0.0%		
8:00 PM	28	86	40	1	78	8	2	57	9	24	83	16	432	100.0%	0.0%		
8:15 PM	22	71	36	4	74	7	6	62	8	24	82	20	416	99.8%	0.2%		
8:30 PM	19	72	36	5	64	7	6	57	9	21	82	20	398	99.5%	0.5%		
8:45 PM	21	72	28	6	62	7	10	58	7	16	86	21	394	99.5%	0.5%		

9:00 PM	25	71	19	9	61	5	9	50	5	15	65	18	352	99.4%	0.6%
9:15 PM	18	66	11	7	51	7	5	41	3	14	56	10	289	99.3%	0.7%
9:30 PM	13	60	7	7	44	7	4	37	2	13	52	7	253	99.6%	0.4%
9:45 PM	12	51	9	6	30	6	3	35	3	14	47	4	220	99.5%	0.5%
10:00 PM	8	52	10	3	24	6	4	33	4	12	41	7	204	99.5%	0.5%
10:15 PM	7	48	9	2	21	2	4	32	4	12	33	7	181	99.4%	0.6%
10:30 PM	5	34	10	1	19	1	5	27	3	8	23	5	141	99.3%	0.7%
10:45 PM	3	31	8	1	19	2	2	23	2	6	18	5	120	99.2%	0.8%
11:00 PM	5	22	5	1	21	2	1	25	0	6	18	4	110	98.2%	1.8%
11:15 PM	5	13	4	0	16	2	1	14	0	3	14	4			
11:30 PM	4	10	2	0	13	1	0	9	0	2	9	4			
11:45 PM	3	4	1	0	8	0	0	5	0	1	6	2			
Movement Total	1105	3354	951	343	2877	437	463	2565	332	1003	3222	640			
PC %	98.6%	98.6%	98.5%	93.9%	98.3%	97.5%	99.8%	98.7%	95.5%	98.7%	98.5%	99.7%			
Heavy Veh %	1.4%	1.4%	1.5%	6.1%	1.7%	2.5%	0.2%	1.3%	4.5%	1.3%	1.5%	0.3%			

Study Name
Start Date
Start Time

Chicago Avenue & Lathrop Avenue
12/08/2022
12:00 AM

Start Time	Lathrop Avenue Southbound			Chicago Avenue Westbound			Lathrop Avenue Northbound			Chicago Avenue Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	0	2	0	2	14	0	0	6	0	1	15	0	40	95.0%	5.0%		
12:15 AM	0	2	0	0	16	0	0	3	0	1	10	0	32	93.8%	6.3%		
12:30 AM	0	3	1	0	13	0	0	3	0	1	10	0	31	93.5%	6.5%		
12:45 AM	0	2	1	0	13	0	0	3	0	1	6	0	26	96.2%	3.8%		
1:00 AM	0	1	1	0	9	0	0	3	0	0	4	0	18	100.0%	0.0%		
1:15 AM	0	2	1	0	6	0	0	2	0	0	4	0	15	100.0%	0.0%		
1:30 AM	0	1	0	0	5	1	1	1	0	0	5	0	14	100.0%	0.0%		
1:45 AM	0	1	0	0	1	1	1	1	0	0	3	0	8	100.0%	0.0%		
2:00 AM	0	1	0	0	1	1	1	1	0	0	4	1	10	100.0%	0.0%		
2:15 AM	0	0	0	0	1	1	1	1	0	0	4	1	9	100.0%	0.0%		
2:30 AM	0	0	0	0	1	0	0	2	0	1	3	1	8	100.0%	0.0%		
2:45 AM	0	0	0	0	6	0	0	1	0	2	4	1	14	100.0%	0.0%		
3:00 AM	0	0	0	0	8	0	0	3	0	2	5	0	18	100.0%	0.0%		
3:15 AM	0	1	0	0	10	0	0	4	0	2	7	0	24	100.0%	0.0%		
3:30 AM	0	3	0	0	11	0	0	4	0	1	9	0	28	100.0%	0.0%		
3:45 AM	0	3	0	0	10	0	0	5	0	0	15	0	33	100.0%	0.0%		
4:00 AM	0	5	0	0	18	0	0	4	0	0	15	0	42	100.0%	0.0%		
4:15 AM	0	5	1	0	23	0	0	4	0	0	17	0	50	98.0%	2.0%		
4:30 AM	0	8	1	1	31	0	0	5	0	0	23	2	71	97.2%	2.8%		
4:45 AM	0	10	2	2	39	0	0	8	2	0	27	2	92	97.8%	2.2%		
5:00 AM	1	13	2	2	37	0	0	13	3	2	35	2	110	97.3%	2.7%		
5:15 AM	2	22	1	3	42	0	0	15	3	3	40	3	134	97.0%	3.0%		
5:30 AM	4	29	3	7	55	1	1	20	4	4	53	1	182	97.3%	2.7%		
5:45 AM	7	44	2	8	71	1	3	23	3	4	88	6	260	96.2%	3.8%		
6:00 AM	8	53	4	11	94	1	5	42	5	3	138	11	375	97.1%	2.9%		
6:15 AM	10	76	6	13	115	3	6	56	11	6	193	17	512	97.7%	2.3%		
6:30 AM	15	101	8	12	137	3	10	85	16	12	238	26	663	98.3%	1.7%		
6:45 AM	24	131	9	17	185	10	14	133	24	14	325	31	917	98.7%	1.3%		
7:00 AM	26	186	11	21	228	13	24	171	31	22	336	34	1103	98.5%	1.5%		
7:15 AM	33	203	12	26	276	15	33	189	41	31	380	44	1283	98.2%	1.8%		
7:30 AM	39	222	15	37	300	17	45	223	57	33	402	48	1438	98.1%	1.9%	0.94	AM Peak
7:45 AM	32	220	16	34	272	13	49	202	53	34	344	43	1312	98.1%	1.9%		
8:00 AM	31	187	16	32	243	13	42	185	49	30	332	38	1198	97.8%	2.2%		
8:15 AM	22	170	13	33	215	13	33	180	41	21	267	26	1034	97.9%	2.1%		
8:30 AM	11	146	8	26	189	12	22	146	26	15	220	17	838	97.6%	2.4%		
8:45 AM	10	130	9	29	178	10	17	145	31	13	209	13	794	96.6%	3.4%		
9:00 AM	9	117	8	31	170	13	18	128	34	13	197	13	751	97.1%	2.9%		
9:15 AM	11	118	11	30	158	10	22	125	30	11	198	13	737	97.4%	2.6%		

9:30 AM	16	106	11	31	150	10	20	115	31	9	194	15	708	97.5%	2.5%		
9:45 AM	16	111	10	35	161	15	22	108	29	10	163	18	698	98.9%	1.1%		
10:00 AM	20	111	9	32	171	9	18	119	29	10	170	20	718	97.9%	2.1%		
10:15 AM	19	111	7	33	175	13	22	130	32	8	183	18	751	98.0%	2.0%		
10:30 AM	14	119	8	33	183	14	27	152	37	7	192	14	800	97.4%	2.6%		
10:45 AM	16	113	11	28	188	13	26	166	40	12	209	18	840	97.1%	2.9%		
11:00 AM	15	128	12	37	186	18	31	176	36	8	199	21	867	98.0%	2.0%		
11:15 AM	23	135	17	33	187	15	28	179	36	9	185	25	872	98.3%	1.7%		
11:30 AM	22	139	15	29	185	14	23	159	33	11	183	28	841	98.8%	1.2%		
11:45 AM	19	145	15	32	174	15	24	152	33	5	182	28	824	98.7%	1.3%		
12:00 PM	18	149	13	27	174	14	23	143	34	7	191	26	819	98.3%	1.7%		
12:15 PM	12	163	7	30	175	13	20	151	42	10	193	32	848	98.0%	2.0%		
12:30 PM	17	161	9	33	191	12	18	168	39	10	194	34	886	98.1%	1.9%		
12:45 PM	17	165	6	30	205	12	15	176	39	11	200	38	914	98.6%	1.4%		
1:00 PM	20	161	8	28	213	11	14	176	43	20	221	38	953	99.0%	1.0%		
1:15 PM	16	150	12	26	224	18	15	171	34	19	239	31	955	98.7%	1.3%		
1:30 PM	13	163	13	27	233	22	14	158	39	22	259	34	997	98.6%	1.4%		
1:45 PM	15	169	13	32	235	20	15	161	33	22	291	32	1038	98.3%	1.7%		
2:00 PM	11	172	17	36	239	20	11	162	35	12	306	44	1065	97.9%	2.1%		
2:15 PM	22	168	18	40	259	15	11	164	38	14	342	48	1139	98.4%	1.6%		
2:30 PM	25	197	19	42	271	19	25	201	48	15	376	50	1288	98.7%	1.3%		
2:45 PM	24	206	20	40	309	24	28	205	53	15	388	46	1358	98.4%	1.6%		
3:00 PM	29	234	18	49	341	31	35	230	51	20	407	42	1487	98.5%	1.5%		
3:15 PM	22	248	17	51	342	31	42	264	54	17	422	42	1552	98.1%	1.9%	0.94	PM Peak
3:30 PM	19	225	16	46	342	26	36	260	51	20	429	46	1516	98.0%	2.0%		
3:45 PM	19	220	14	47	321	20	40	270	52	24	449	46	1522	98.4%	1.6%		
4:00 PM	16	197	12	45	296	18	42	270	57	29	448	48	1478	98.4%	1.6%		
4:15 PM	22	196	11	43	306	20	36	246	61	32	456	46	1475	98.8%	1.2%		
4:30 PM	23	210	11	47	329	27	41	249	56	30	459	43	1525	99.1%	0.9%		
4:45 PM	21	217	13	47	354	27	35	249	54	26	447	44	1534	99.1%	0.9%		
5:00 PM	21	216	13	39	362	22	30	244	51	20	472	38	1528	99.3%	0.7%		
5:15 PM	11	226	15	35	327	21	33	259	42	19	491	43	1522	99.4%	0.6%		
5:30 PM	8	202	13	33	288	15	32	257	36	17	481	53	1435	99.6%	0.4%		
5:45 PM	8	184	14	29	233	16	30	254	41	20	478	52	1359	99.8%	0.2%		
6:00 PM	3	164	14	22	215	16	31	231	46	19	418	50	1229	99.8%	0.2%		
6:15 PM	9	130	14	25	200	17	26	203	42	21	332	38	1057	99.5%	0.5%		
6:30 PM	12	116	15	20	165	14	19	175	39	21	275	18	889	99.3%	0.7%		
6:45 PM	16	104	15	18	165	13	16	159	32	17	224	14	793	99.4%	0.6%		
7:00 PM	20	99	13	19	145	14	14	135	19	13	182	10	683	99.4%	0.6%		
7:15 PM	18	97	12	14	138	11	13	118	19	9	159	11	619	99.8%	0.2%		
7:30 PM	14	95	9	12	133	14	9	105	18	7	146	8	570	99.8%	0.2%		
7:45 PM	9	86	7	10	114	13	11	84	17	6	108	7	472	99.8%	0.2%		
8:00 PM	6	83	6	11	103	10	7	91	16	6	113	3	455	99.6%	0.4%		
8:15 PM	2	67	6	8	99	10	6	78	18	6	108	2	410	99.5%	0.5%		
8:30 PM	3	61	7	10	93	7	5	75	15	4	104	4	388	99.5%	0.5%		
8:45 PM	4	50	6	11	87	6	3	73	10	5	103	4	362	99.4%	0.6%		

9:00 PM	3	39	6	10	71	6	4	63	7	6	83	6	304	99.7%	0.3%
9:15 PM	3	42	2	9	59	7	3	62	3	6	68	6	270	99.6%	0.4%
9:30 PM	2	30	1	6	59	6	3	49	4	6	59	5	230	100.0%	0.0%
9:45 PM	0	28	0	3	45	6	3	40	6	5	55	4	195	100.0%	0.0%
10:00 PM	0	30	1	2	46	5	2	36	7	3	50	4	186	100.0%	0.0%
10:15 PM	0	23	2	3	35	2	2	30	7	1	40	3	148	99.3%	0.7%
10:30 PM	2	21	2	4	22	1	1	24	5	0	28	2	112	99.1%	0.9%
10:45 PM	2	19	2	4	22	0	0	18	2	0	23	2	94	98.9%	1.1%
11:00 PM	2	12	1	2	22	0	0	13	2	0	22	0	76	98.7%	1.3%
11:15 PM	2	5	0	1	17	0	0	7	1	0	19	0			
11:30 PM	0	2	0	0	14	0	0	4	1	0	14	0			
11:45 PM	0	1	0	0	8	0	0	3	1	0	9	0			
Movement Total	259	2360	185	458	3406	235	352	2645	555	246	4363	449		Movement Total	
PC %	98.1%	99.1%	96.8%	97.8%	98.1%	99.6%	100.0%	98.9%	98.7%	99.2%	98.3%	98.9%		PC %	
Heavy Veh %	1.9%	0.9%	3.2%	2.2%	1.9%	0.4%	0.0%	1.1%	1.3%	0.8%	1.7%	1.1%		Heavy Veh %	

Study Name
Start Date
Start Time

Chicago Avenue & Harlem Avenue
12/06/2022
12:00 AM

Start Time	Harlem Avenue Southbound			Chicago Avenue Westbound			Harlem Avenue Northbound			Chicago Avenue Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	6	123	1	6	7	7	4	169	16	0	9	3	351	98.0%	2.0%		
12:15 AM	6	114	0	1	6	6	3	141	12	0	10	1	300	98.0%	2.0%		
12:30 AM	5	99	0	3	5	5	2	125	12	0	6	1	263	98.5%	1.5%		
12:45 AM	5	93	0	4	5	6	1	124	4	0	3	0	245	98.4%	1.6%		
1:00 AM	4	90	0	4	3	4	2	124	6	0	4	0	241	97.9%	2.1%		
1:15 AM	2	87	0	6	4	3	1	116	5	0	3	0	227	96.5%	3.5%		
1:30 AM	5	96	0	4	3	3	1	105	4	0	5	1	227	94.3%	5.7%		
1:45 AM	4	99	0	7	3	1	2	87	4	0	5	1	213	94.4%	5.6%		
2:00 AM	6	97	0	7	3	2	2	75	3	0	4	1	200	93.0%	7.0%		
2:15 AM	6	97	0	4	2	1	2	70	5	0	2	1	190	93.2%	6.8%		
2:30 AM	3	86	1	5	2	2	2	60	4	0	2	1	168	93.5%	6.5%		
2:45 AM	5	104	1	2	3	4	2	66	5	0	2	2	196	91.3%	8.7%		
3:00 AM	6	122	1	4	6	5	2	79	4	0	3	4	236	93.6%	6.4%		
3:15 AM	10	156	1	7	7	6	2	97	3	0	4	4	297	94.3%	5.7%		
3:30 AM	11	211	0	8	10	5	2	121	4	0	7	3	382	94.8%	5.2%		
3:45 AM	11	250	1	11	10	7	2	168	3	0	12	6	481	95.8%	4.2%		
4:00 AM	10	296	2	14	9	10	3	191	6	0	13	4	558	95.9%	4.1%		
4:15 AM	11	358	3	16	16	18	4	230	7	1	15	6	685	95.0%	5.0%		
4:30 AM	15	434	3	19	22	28	7	282	8	3	11	9	841	95.8%	4.2%		
4:45 AM	18	508	2	22	34	28	8	318	10	4	20	7	979	96.2%	3.8%		
5:00 AM	26	570	3	22	37	29	13	403	9	6	35	9	1162	95.9%	4.1%		
5:15 AM	33	675	2	32	46	32	18	467	13	5	40	14	1377	96.3%	3.7%		
5:30 AM	37	716	3	43	58	33	16	518	20	6	65	15	1530	95.8%	4.2%		
5:45 AM	49	826	5	60	61	43	18	563	37	11	90	25	1788	95.7%	4.3%		
6:00 AM	58	948	6	76	86	51	22	617	54	17	134	32	2101	95.5%	4.5%		
6:15 AM	65	1004	8	85	101	50	25	664	72	22	185	34	2315	95.6%	4.4%		
6:30 AM	83	1063	14	89	134	54	31	712	80	24	226	38	2548	95.8%	4.2%		
6:45 AM	90	1075	18	93	185	60	38	796	79	29	274	39	2776	95.9%	4.1%		
7:00 AM	94	1107	23	104	214	63	41	824	88	32	279	50	2919	96.1%	3.9%		
7:15 AM	97	1103	27	119	261	74	54	905	92	36	293	55	3116	96.2%	3.8%		
7:30 AM	96	1120	32	143	267	83	67	940	108	40	305	57	3258	96.5%	3.5%	0.96	AM Peak
7:45 AM	97	1135	33	146	256	92	72	931	122	34	270	58	3246	96.4%	3.6%		
8:00 AM	92	1102	34	152	262	99	65	930	117	26	282	50	3211	96.4%	3.6%		
8:15 AM	83	1040	30	140	213	93	52	863	106	23	268	43	2954	96.2%	3.8%		
8:30 AM	70	1010	20	123	191	92	49	845	102	24	230	41	2797	95.7%	4.3%		
8:45 AM	59	935	17	123	177	84	47	834	95	23	208	34	2636	95.4%	4.6%		
9:00 AM	62	902	14	117	143	82	48	842	97	23	177	33	2540	95.1%	4.9%		
9:15 AM	64	897	17	129	138	95	49	820	104	26	152	38	2529	94.7%	5.3%		

9:30 AM	66	855	20	124	137	86	40	827	104	20	145	43	2467	94.6%	5.4%		
9:45 AM	72	829	19	117	135	76	36	784	107	24	156	45	2400	94.9%	5.1%		
10:00 AM	70	832	15	114	145	82	39	787	125	31	159	45	2444	94.9%	5.1%		
10:15 AM	68	836	18	106	164	75	37	820	124	33	167	44	2492	94.7%	5.3%		
10:30 AM	69	868	19	108	180	76	41	848	131	38	158	41	2577	94.5%	5.5%		
10:45 AM	60	870	24	118	181	86	45	913	120	37	172	44	2670	94.2%	5.8%		
11:00 AM	58	837	26	122	179	89	55	905	116	35	156	47	2625	94.6%	5.4%		
11:15 AM	66	840	23	120	177	88	65	882	126	34	159	55	2635	95.2%	4.8%		
11:30 AM	70	835	24	118	171	95	69	860	122	30	190	53	2637	95.4%	4.6%		
11:45 AM	71	818	20	120	178	100	71	820	126	32	195	62	2613	96.1%	3.9%		
12:00 PM	78	863	21	108	177	90	61	829	128	32	200	64	2651	95.9%	4.1%		
12:15 PM	74	870	22	112	174	84	63	838	121	32	213	55	2658	95.9%	4.1%		
12:30 PM	61	881	23	117	173	76	60	810	118	37	205	58	2619	96.0%	4.0%		
12:45 PM	64	914	24	106	189	75	61	785	123	34	201	49	2625	95.5%	4.5%		
1:00 PM	56	916	25	118	191	88	70	784	110	36	200	45	2639	96.2%	3.8%		
1:15 PM	59	925	23	109	195	94	57	825	114	41	191	50	2683	96.4%	3.6%		
1:30 PM	68	941	27	122	214	102	53	917	111	42	191	54	2842	96.5%	3.5%		
1:45 PM	71	991	27	133	214	104	43	967	115	50	210	56	2981	96.4%	3.6%		
2:00 PM	79	982	32	138	245	94	34	981	127	53	249	58	3072	96.2%	3.8%		
2:15 PM	80	1030	35	159	264	110	45	1001	116	52	275	52	3219	96.2%	3.8%		
2:30 PM	88	1049	28	162	296	113	63	960	110	54	315	60	3298	96.6%	3.4%		
2:45 PM	92	1074	31	170	336	121	68	969	108	55	329	58	3411	97.2%	2.8%		
3:00 PM	89	1075	24	163	348	129	70	1007	120	52	342	65	3484	97.4%	2.6%		
3:15 PM	95	1056	23	162	359	128	71	1019	140	55	362	76	3546	97.6%	2.4%		
3:30 PM	88	1059	24	150	342	131	61	1023	156	57	372	76	3539	97.7%	2.3%		
3:45 PM	88	1021	22	139	314	129	75	1029	162	56	373	87	3495	97.6%	2.4%		
4:00 PM	94	1058	21	147	317	136	80	1008	154	59	391	99	3564	97.9%	2.1%	0.93	PM Peak
4:15 PM	96	1058	23	138	329	125	85	997	148	58	390	94	3541	98.1%	1.9%		
4:30 PM	97	1044	25	134	346	123	94	985	149	60	404	82	3543	98.2%	1.8%		
4:45 PM	88	1043	21	148	344	119	88	992	150	69	409	72	3543	98.4%	1.6%		
5:00 PM	83	997	19	139	343	105	87	949	131	68	388	54	3363	98.4%	1.6%		
5:15 PM	80	968	19	143	314	119	72	938	133	63	378	55	3282	98.5%	1.5%		
5:30 PM	78	970	14	152	268	114	64	945	126	57	354	60	3202	98.6%	1.4%		
5:45 PM	91	1005	14	138	243	110	56	935	123	41	331	62	3149	98.6%	1.4%		
6:00 PM	90	964	17	132	200	101	58	955	132	35	300	61	3045	98.6%	1.4%		
6:15 PM	81	918	12	124	184	80	66	959	123	32	259	56	2894	98.6%	1.4%		
6:30 PM	78	836	10	105	167	70	60	929	116	30	201	46	2648	98.6%	1.4%		
6:45 PM	67	720	9	89	150	60	59	912	109	26	171	42	2414	98.6%	1.4%		
7:00 PM	59	674	11	82	129	56	51	874	95	27	151	33	2242	98.7%	1.3%		
7:15 PM	52	641	9	70	107	56	46	800	93	20	133	30	2057	98.7%	1.3%		
7:30 PM	44	613	9	63	85	52	41	748	80	13	116	32	1896	98.5%	1.5%		
7:45 PM	36	605	10	54	74	53	43	697	77	16	91	25	1781	98.7%	1.3%		
8:00 PM	38	613	5	57	68	50	39	650	71	10	71	29	1701	98.2%	1.8%		
8:15 PM	38	605	7	59	70	47	32	620	62	10	53	31	1634	98.3%	1.7%		
8:30 PM	39	587	9	60	71	54	28	614	65	11	51	26	1615	98.3%	1.7%		
8:45 PM	34	564	7	63	60	50	18	581	60	10	44	27	1518	98.2%	1.8%		

9:00 PM	26	509	8	51	55	45	17	530	57	12	38	22	1370	98.3%	1.7%	
9:15 PM	20	477	5	38	41	41	21	505	55	12	43	15	1273	98.0%	2.0%	
9:30 PM	20	466	3	36	34	34	22	488	49	12	43	13	1220	98.4%	1.6%	
9:45 PM	22	402	3	29	30	29	24	451	51	9	41	8	1099	98.4%	1.6%	
10:00 PM	22	380	3	25	24	28	20	441	47	7	37	7	1041	98.5%	1.5%	
10:15 PM	22	337	3	23	23	20	15	412	44	6	32	7	944	98.3%	1.7%	
10:30 PM	17	271	2	18	18	16	13	371	40	3	25	7	801	98.3%	1.7%	
10:45 PM	16	246	2	16	17	14	9	359	25	1	17	8	730	98.1%	1.9%	
11:00 PM	11	207	0	13	14	14	9	329	24	0	13	6	640	97.3%	2.7%	
11:15 PM	7	141	0	7	8	11	5	238	14	0	6	3				
11:30 PM	5	83	0	3	7	8	3	144	10	0	2	2				
11:45 PM	2	41	0	1	1	3	2	63	6	0	2	1				
Movement Total	1217	16264	311	1915	3205	1459	892	15283	1837	561	3635	821				Movement Total
PC %	97.8%	96.2%	96.8%	97.3%	98.1%	97.7%	98.8%	96.2%	96.9%	98.2%	98.2%	98.2%				PC %
Heavy Veh %	2.2%	3.8%	3.2%	2.7%	1.9%	2.3%	1.2%	3.8%	3.1%	1.8%	1.8%	1.8%				Heavy Veh %

Study Name
Start Date
Start Time

Augusta Street & Thatcher Avenue
12/08/2022
12:00 AM

Start Time	Thatcher Avenue Southbound			Augusta Street Westbound			Thatcher Avenue Northbound			0			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	0	0	0					
12:00 AM	1	19	0	0	0	1	0	14	1	0	0	0	36	100.0%	0.0%		
12:15 AM	0	16	0	0	0	1	0	10	2	0	0	0	29	100.0%	0.0%		
12:30 AM	0	11	0	0	0	1	0	8	1	0	0	0	21	100.0%	0.0%		
12:45 AM	0	11	0	0	0	1	0	7	2	0	0	0	21	100.0%	0.0%		
1:00 AM	0	11	0	1	0	1	0	8	2	0	0	0	23	100.0%	0.0%		
1:15 AM	0	10	0	1	0	1	0	8	1	0	0	0	21	100.0%	0.0%		
1:30 AM	0	10	0	1	0	1	0	8	1	0	0	0	21	95.2%	4.8%		
1:45 AM	0	10	0	1	0	0	0	9	0	0	0	0	20	95.0%	5.0%		
2:00 AM	0	10	0	0	0	0	0	7	0	0	0	0	17	94.1%	5.9%		
2:15 AM	0	12	0	0	0	0	0	7	0	0	0	0	19	94.7%	5.3%		
2:30 AM	2	11	0	0	0	1	0	6	0	0	0	0	20	100.0%	0.0%		
2:45 AM	2	11	0	0	0	3	0	3	0	0	0	0	19	100.0%	0.0%		
3:00 AM	2	11	0	0	0	3	0	3	0	0	0	0	19	100.0%	0.0%		
3:15 AM	2	11	0	0	0	4	0	1	0	0	0	0	18	100.0%	0.0%		
3:30 AM	0	15	0	0	0	4	0	4	0	0	0	0	23	100.0%	0.0%		
3:45 AM	0	16	0	2	0	3	0	6	0	0	0	0	27	100.0%	0.0%		
4:00 AM	0	19	0	2	0	4	0	7	0	0	0	0	32	100.0%	0.0%		
4:15 AM	0	21	0	4	0	3	0	13	0	0	0	0	41	100.0%	0.0%		
4:30 AM	0	27	0	6	0	5	0	15	0	0	0	0	53	100.0%	0.0%		
4:45 AM	0	40	0	4	0	6	0	24	1	0	0	0	75	100.0%	0.0%		
5:00 AM	0	49	0	4	0	7	0	34	2	0	0	0	96	96.9%	3.1%		
5:15 AM	0	61	0	2	0	9	0	45	3	0	0	0	120	97.5%	2.5%		
5:30 AM	0	85	0	1	0	14	0	59	4	0	0	0	163	97.5%	2.5%		
5:45 AM	0	103	0	2	0	15	0	74	7	0	0	0	201	97.0%	3.0%		
6:00 AM	1	164	0	10	0	17	0	103	7	0	0	0	302	98.7%	1.3%		
6:15 AM	1	213	0	15	0	22	0	134	19	0	0	0	404	98.3%	1.7%		
6:30 AM	1	272	0	15	0	31	0	179	33	0	0	0	531	98.7%	1.3%		
6:45 AM	2	341	0	19	0	47	0	240	37	0	0	0	686	98.7%	1.3%		
7:00 AM	3	388	0	27	0	58	0	306	50	0	0	0	832	99.0%	1.0%		
7:15 AM	3	415	0	40	0	69	0	347	47	0	0	0	921	99.2%	0.8%		
7:30 AM	5	427	0	51	0	67	0	351	41	0	0	0	942	99.0%	1.0%	0.85	AM Peak
7:45 AM	4	405	0	55	0	58	0	327	47	0	0	0	896	99.0%	1.0%		
8:00 AM	2	354	0	40	0	55	0	274	38	0	0	0	763	98.4%	1.6%		
8:15 AM	2	306	0	29	0	45	0	237	34	0	0	0	653	97.1%	2.9%		
8:30 AM	1	243	0	20	0	43	0	213	29	0	0	0	549	96.4%	3.6%		
8:45 AM	2	227	0	18	0	42	0	210	16	0	0	0	515	95.9%	4.1%		
9:00 AM	2	204	0	22	0	38	0	208	14	0	0	0	488	95.5%	4.5%		
9:15 AM	3	206	0	19	0	41	0	193	12	0	0	0	474	96.4%	3.6%		

9:30 AM	2	229	0	22	0	40	0	189	12	0	0	0	494	97.2%	2.8%		
9:45 AM	1	205	0	17	0	37	0	167	12	0	0	0	439	97.7%	2.3%		
10:00 AM	2	212	0	15	0	40	0	153	10	0	0	0	432	98.1%	1.9%		
10:15 AM	2	199	0	15	0	37	0	159	9	0	0	0	421	98.3%	1.7%		
10:30 AM	2	200	0	13	0	31	0	161	10	0	0	0	417	98.3%	1.7%		
10:45 AM	3	219	0	14	0	34	0	167	10	0	0	0	447	98.7%	1.3%		
11:00 AM	4	210	0	15	0	35	0	181	14	0	0	0	459	98.5%	1.5%		
11:15 AM	5	246	0	15	0	43	0	181	16	0	0	0	506	98.8%	1.2%		
11:30 AM	6	238	0	18	0	47	0	181	12	0	0	0	502	98.6%	1.4%		
11:45 AM	5	236	0	20	0	52	0	197	12	0	0	0	522	97.5%	2.5%		
12:00 PM	3	267	0	21	0	47	0	192	12	0	0	0	542	98.0%	2.0%		
12:15 PM	3	257	0	24	0	40	0	190	7	0	0	0	521	98.1%	1.9%		
12:30 PM	6	269	0	24	0	45	0	186	8	0	0	0	538	98.5%	1.5%		
12:45 PM	8	298	0	24	0	38	0	167	9	0	0	0	544	99.1%	0.9%		
1:00 PM	8	284	0	26	0	40	0	179	6	0	0	0	543	99.1%	0.9%		
1:15 PM	8	301	0	23	0	43	0	181	12	0	0	0	568	98.8%	1.2%		
1:30 PM	6	331	0	25	0	42	0	199	17	0	0	0	620	98.7%	1.3%		
1:45 PM	7	347	0	24	0	40	0	237	18	0	0	0	673	99.3%	0.7%		
2:00 PM	10	410	0	25	0	49	0	251	25	0	0	0	770	99.1%	0.9%		
2:15 PM	8	453	0	29	0	63	0	273	33	0	0	0	859	99.2%	0.8%		
2:30 PM	6	502	0	31	0	68	0	291	32	0	0	0	930	98.9%	1.1%		
2:45 PM	4	520	0	40	0	80	0	295	46	0	0	0	985	98.4%	1.6%		
3:00 PM	4	529	0	46	0	83	0	304	50	0	0	0	1016	97.7%	2.3%		
3:15 PM	14	544	0	47	0	78	0	343	46	0	0	0	1072	97.6%	2.4%		
3:30 PM	19	547	0	49	0	85	0	366	56	0	0	0	1122	97.3%	2.7%		
3:45 PM	20	571	0	44	0	89	0	364	56	0	0	0	1144	97.7%	2.3%	0.92	PM Peak
4:00 PM	17	565	0	38	0	94	0	371	54	0	0	0	1139	98.5%	1.5%		
4:15 PM	11	560	0	38	0	91	0	356	59	0	0	0	1115	98.8%	1.2%		
4:30 PM	12	525	0	32	0	80	0	363	52	0	0	0	1064	99.2%	0.8%		
4:45 PM	12	488	0	26	0	67	0	385	40	0	0	0	1018	99.1%	0.9%		
5:00 PM	12	486	0	19	0	41	0	414	30	0	0	0	1002	99.0%	1.0%		
5:15 PM	10	473	0	11	0	23	0	406	15	0	0	0	938	99.1%	0.9%		
5:30 PM	6	438	0	10	0	14	0	386	11	0	0	0	865	99.3%	0.7%		
5:45 PM	6	412	0	13	0	17	0	329	12	0	0	0	789	99.6%	0.4%		
6:00 PM	7	342	0	14	0	21	0	267	19	0	0	0	670	99.7%	0.3%		
6:15 PM	6	266	0	14	0	29	0	244	23	0	0	0	582	99.7%	0.3%		
6:30 PM	5	240	0	13	0	29	0	188	25	0	0	0	500	99.4%	0.6%		
6:45 PM	5	206	0	14	0	24	0	166	21	0	0	0	436	99.3%	0.7%		
7:00 PM	4	197	0	14	0	21	0	139	15	0	0	0	390	99.5%	0.5%		
7:15 PM	3	202	0	13	0	18	0	104	12	0	0	0	352	99.4%	0.6%		
7:30 PM	4	183	0	9	0	16	0	102	8	0	0	0	322	100.0%	0.0%		
7:45 PM	2	164	0	3	0	12	0	94	8	0	0	0	283	100.0%	0.0%		
8:00 PM	2	138	0	3	0	14	0	83	7	0	0	0	247	100.0%	0.0%		
8:15 PM	3	127	0	4	0	11	0	87	7	0	0	0	239	100.0%	0.0%		
8:30 PM	1	123	0	4	0	10	0	77	5	0	0	0	220	100.0%	0.0%		
8:45 PM	1	115	0	5	0	10	0	75	3	0	0	0	209	100.0%	0.0%		

9:00 PM	2	113	0	6	0	9	0	65	2	0	0	0	197	100.0%	0.0%
9:15 PM	1	89	0	5	0	8	0	57	3	0	0	0	163	99.4%	0.6%
9:30 PM	1	77	0	5	0	8	0	57	4	0	0	0	152	99.3%	0.7%
9:45 PM	1	70	0	4	0	7	0	50	6	0	0	0	138	99.3%	0.7%
10:00 PM	0	65	0	2	0	5	0	49	6	0	0	0	127	99.2%	0.8%
10:15 PM	0	63	0	3	0	5	0	39	6	0	0	0	116	100.0%	0.0%
10:30 PM	0	47	0	2	0	2	0	33	4	0	0	0	88	100.0%	0.0%
10:45 PM	0	42	0	2	0	1	0	31	2	0	0	0	78	100.0%	0.0%
11:00 PM	0	33	0	1	0	2	0	31	2	0	0	0	69	100.0%	0.0%
11:15 PM	0	22	0	0	0	1	0	22	0	0	0	0			
11:30 PM	0	16	0	0	0	1	0	12	0	0	0	0			
11:45 PM	0	7	0	0	0	1	0	6	0	0	0	0			
Movement Total	86	5080	0	351	0	685	0	3643	366	0	0	0			
PC %	96.5%	98.7%		96.6%		98.5%		98.8%	97.5%						
Heavy Veh %	3.5%	1.3%		3.4%		1.5%		1.2%	2.5%						

Study Name
Start Date
Start Time

Augusta Street & Lathrop Avenue
12/08/2022
12:00 AM

Start Time	Lathrop Avenue Southbound			Augusta Street Westbound			Lathrop Avenue Northbound			Augusta Street Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	0	3	0	0	1	1	0	8	0	2	6	0	21	100.0%	0.0%		
12:15 AM	0	3	0	0	1	2	0	4	0	2	4	0	16	100.0%	0.0%		
12:30 AM	0	4	0	0	1	1	0	4	0	1	2	0	13	100.0%	0.0%		
12:45 AM	0	3	0	0	0	1	0	3	0	0	2	0	9	100.0%	0.0%		
1:00 AM	0	2	0	0	1	1	0	3	0	0	1	0	8	100.0%	0.0%		
1:15 AM	0	3	0	0	1	0	0	2	0	0	1	0	7	100.0%	0.0%		
1:30 AM	0	1	0	0	1	0	0	1	0	0	1	0	4	100.0%	0.0%		
1:45 AM	0	1	0	0	1	0	0	2	0	0	1	0	5	100.0%	0.0%		
2:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	100.0%	0.0%		
2:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	100.0%	0.0%		
2:30 AM	0	0	0	0	0	0	0	2	1	0	2	0	5	100.0%	0.0%		
2:45 AM	0	0	0	0	1	0	0	2	1	0	2	0	6	100.0%	0.0%		
3:00 AM	0	0	0	0	1	0	1	3	1	0	2	0	8	100.0%	0.0%		
3:15 AM	0	1	0	0	1	0	1	4	1	0	2	0	10	100.0%	0.0%		
3:30 AM	0	2	0	1	2	0	1	4	0	0	0	0	10	100.0%	0.0%		
3:45 AM	0	2	0	1	4	0	1	3	0	0	0	0	11	100.0%	0.0%		
4:00 AM	0	4	0	1	5	0	0	4	0	0	1	0	15	100.0%	0.0%		
4:15 AM	0	3	1	2	8	0	0	4	0	0	1	0	19	100.0%	0.0%		
4:30 AM	0	5	1	3	12	0	0	4	1	0	1	0	27	100.0%	0.0%		
4:45 AM	1	6	1	4	12	0	0	9	1	0	2	0	36	100.0%	0.0%		
5:00 AM	2	11	1	4	15	0	0	11	4	0	2	0	50	98.0%	2.0%		
5:15 AM	2	18	0	5	16	0	1	14	4	0	6	2	68	97.1%	2.9%		
5:30 AM	2	28	1	4	22	0	1	22	4	0	12	2	98	98.0%	2.0%		
5:45 AM	1	44	1	4	26	0	1	21	7	0	15	4	124	97.6%	2.4%		
6:00 AM	1	55	1	6	34	2	1	43	4	1	16	5	169	98.8%	1.2%		
6:15 AM	3	77	2	9	45	2	0	58	8	2	32	4	242	99.2%	0.8%		
6:30 AM	7	103	1	10	58	2	1	78	19	3	59	6	347	99.1%	0.9%		
6:45 AM	13	142	3	13	79	6	3	123	28	3	103	7	523	98.5%	1.5%		
7:00 AM	21	187	5	20	109	16	3	157	36	2	148	10	714	98.2%	1.8%		
7:15 AM	21	212	4	22	158	24	7	185	37	1	155	13	839	98.3%	1.7%		
7:30 AM	20	233	4	28	171	31	11	227	42	0	155	12	934	98.3%	1.7%	0.91	AM Peak
7:45 AM	18	210	3	33	166	30	10	212	35	2	136	12	867	98.6%	1.4%		
8:00 AM	15	181	1	28	147	24	10	189	40	2	98	10	745	98.8%	1.2%		
8:15 AM	13	160	1	23	101	23	8	173	46	3	85	7	643	98.6%	1.4%		
8:30 AM	12	126	1	23	85	17	4	129	40	5	60	8	510	97.8%	2.2%		
8:45 AM	12	122	1	16	83	17	4	128	37	5	38	6	469	97.2%	2.8%		
9:00 AM	8	115	1	14	71	13	8	119	30	5	45	7	436	96.8%	3.2%		
9:15 AM	10	108	3	14	72	11	7	107	22	5	37	9	405	96.5%	3.5%		

9:30 AM	11	106	3	9	64	14	9	104	11	4	38	7	380	97.6%	2.4%		
9:45 AM	9	108	2	16	60	12	12	103	13	2	38	7	382	98.7%	1.3%		
10:00 AM	9	112	3	14	65	10	8	109	16	2	26	4	378	98.7%	1.3%		
10:15 AM	9	117	2	14	67	12	8	132	18	1	26	2	408	98.8%	1.2%		
10:30 AM	10	121	2	15	64	14	7	145	25	1	26	4	434	98.4%	1.6%		
10:45 AM	10	126	4	10	60	17	9	152	30	1	26	6	451	97.8%	2.2%		
11:00 AM	10	136	3	14	63	20	11	160	27	7	33	7	491	98.0%	2.0%		
11:15 AM	13	148	2	19	65	20	10	162	28	8	39	6	520	98.3%	1.7%		
11:30 AM	12	150	2	17	79	15	11	150	23	7	38	6	510	98.6%	1.4%		
11:45 AM	13	147	0	19	88	17	7	142	18	9	34	3	497	98.8%	1.2%		
12:00 PM	12	146	1	19	85	16	7	144	18	3	32	4	487	99.0%	1.0%		
12:15 PM	8	150	1	21	85	12	7	148	20	3	31	4	490	98.4%	1.6%		
12:30 PM	8	158	2	24	81	12	7	154	22	4	33	2	507	98.4%	1.6%		
12:45 PM	7	164	3	20	76	14	6	175	19	3	35	6	528	98.5%	1.5%		
1:00 PM	12	159	2	25	79	13	5	184	18	4	31	4	536	98.5%	1.5%		
1:15 PM	14	150	3	24	78	16	8	179	14	3	30	8	527	99.1%	0.9%		
1:30 PM	13	145	2	26	85	21	7	186	15	4	34	10	548	98.7%	1.3%		
1:45 PM	12	148	2	35	86	16	6	176	18	3	44	7	553	98.9%	1.1%		
2:00 PM	10	150	2	31	101	21	9	170	15	3	62	7	581	99.0%	1.0%		
2:15 PM	9	163	3	31	127	26	9	175	16	3	81	5	648	98.9%	1.1%		
2:30 PM	19	204	7	33	147	29	9	203	18	2	94	5	770	98.7%	1.3%		
2:45 PM	23	205	7	31	176	32	12	216	19	2	101	8	832	98.4%	1.6%		
3:00 PM	23	232	7	42	182	37	9	245	20	3	101	12	913	97.9%	2.1%		
3:15 PM	25	225	7	45	171	29	7	268	23	3	105	11	919	97.7%	2.3%	0.88	PM Peak
3:30 PM	17	196	3	41	177	25	8	272	23	3	114	11	890	97.9%	2.1%		
3:45 PM	17	194	2	43	169	27	8	275	27	3	122	8	895	98.2%	1.8%		
4:00 PM	15	164	3	41	168	16	11	256	37	4	127	10	852	98.7%	1.3%		
4:15 PM	16	162	1	43	166	18	12	242	40	8	134	12	854	99.1%	0.9%		
4:30 PM	20	172	3	52	148	17	13	242	41	9	130	13	860	99.2%	0.8%		
4:45 PM	17	179	4	54	140	13	13	236	42	9	122	13	842	99.2%	0.8%		
5:00 PM	20	190	7	47	135	16	13	238	40	7	104	7	824	99.3%	0.7%		
5:15 PM	18	206	8	46	124	15	11	231	34	5	80	5	783	99.4%	0.6%		
5:30 PM	18	189	6	35	107	14	10	223	34	3	73	5	717	99.4%	0.6%		
5:45 PM	20	176	6	24	96	17	9	219	28	5	65	6	671	99.6%	0.4%		
6:00 PM	16	156	2	20	68	16	8	198	20	6	70	9	589	99.8%	0.2%		
6:15 PM	13	130	1	8	56	13	11	189	23	5	60	11	520	99.8%	0.2%		
6:30 PM	8	119	3	11	53	12	11	162	20	7	43	9	458	100.0%	0.0%		
6:45 PM	8	115	5	11	48	8	13	144	25	8	35	7	427	99.8%	0.2%		
7:00 PM	9	110	6	11	51	8	13	125	23	8	28	5	397	99.5%	0.5%		
7:15 PM	10	109	11	15	50	7	11	109	17	9	28	3	379	99.5%	0.5%		
7:30 PM	9	102	9	9	41	7	10	100	15	8	24	2	336	99.1%	0.9%		
7:45 PM	6	89	7	9	33	6	7	86	9	7	20	3	282	98.9%	1.1%		
8:00 PM	4	84	9	7	29	7	7	86	9	6	20	2	270	99.3%	0.7%		
8:15 PM	4	71	6	4	23	9	8	74	8	6	25	2	240	99.2%	0.8%		
8:30 PM	2	63	10	7	21	8	9	69	6	5	22	4	226	99.6%	0.4%		
8:45 PM	1	52	10	5	19	6	10	70	3	3	22	3	204	100.0%	0.0%		

9:00 PM	1	42	8	4	20	5	8	63	3	2	17	4	177	100.0%	0.0%
9:15 PM	0	37	6	4	21	3	7	63	2	0	9	3	155	100.0%	0.0%
9:30 PM	0	30	2	1	21	2	5	50	1	0	14	1	127	100.0%	0.0%
9:45 PM	0	26	1	1	19	2	3	40	1	2	12	1	108	100.0%	0.0%
10:00 PM	0	29	1	2	14	1	2	33	2	2	10	0	96	100.0%	0.0%
10:15 PM	0	23	2	2	9	1	2	27	2	3	9	0	80	100.0%	0.0%
10:30 PM	0	24	2	2	5	1	1	22	3	3	4	0	67	100.0%	0.0%
10:45 PM	0	22	2	2	4	1	1	15	3	1	4	0	55	100.0%	0.0%
11:00 PM	0	15	2	1	4	2	1	13	1	1	4	0	44	100.0%	0.0%
11:15 PM	0	8	1	0	3	2	0	6	1	0	2	0			
11:30 PM	0	2	1	0	3	2	0	3	0	0	1	0			
11:45 PM	0	1	1	0	1	2	0	3	0	0	1	0			
Movement Total	188	2284	65	351	1448	245	135	2562	364	70	985	107		Movement Total	
PC %	98.9%	99.0%	98.5%	97.7%	98.1%	99.2%	100.0%	98.9%	99.5%	98.6%	98.4%	97.2%		PC %	
Heavy Veh %	1.1%	1.0%	1.5%	2.3%	1.9%	0.8%	0.0%	1.1%	0.5%	1.4%	1.6%	2.8%		Heavy Veh %	

Study Name
Start Date
Start Time

Augusta Street & Harlem Avenue
12/06/2022
12:00 AM

Start Time	Harlem Avenue Southbound			Augusta Street Westbound			Harlem Avenue Northbound			Augusta Street Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	7	124	1	3	3	2	9	167	3	0	2	2	323	97.8%	2.2%		
12:15 AM	4	110	0	2	2	0	6	136	3	0	0	1	264	97.7%	2.3%		
12:30 AM	2	100	0	2	1	2	3	128	3	0	0	0	241	97.9%	2.1%		
12:45 AM	1	94	0	2	2	3	2	126	2	0	0	0	232	98.3%	1.7%		
1:00 AM	1	92	0	1	2	3	1	122	1	0	0	0	223	97.8%	2.2%		
1:15 AM	2	88	0	1	2	3	1	120	0	1	0	0	218	96.8%	3.2%		
1:30 AM	1	101	0	1	2	1	1	110	0	1	0	0	218	94.5%	5.5%		
1:45 AM	1	104	0	0	1	0	2	90	0	1	0	0	199	95.0%	5.0%		
2:00 AM	1	104	1	0	0	0	1	80	1	1	0	0	189	94.2%	5.8%		
2:15 AM	0	104	1	0	0	0	1	69	1	0	0	0	176	93.2%	6.8%		
2:30 AM	0	93	1	0	0	0	1	60	1	0	0	0	156	93.6%	6.4%		
2:45 AM	1	109	1	0	0	0	0	67	1	0	0	0	179	91.6%	8.4%		
3:00 AM	1	128	0	0	1	0	2	80	0	0	0	0	212	93.9%	6.1%		
3:15 AM	2	158	0	1	1	2	2	99	0	0	1	0	266	94.4%	5.6%		
3:30 AM	3	203	0	1	1	3	2	124	1	0	1	0	339	94.7%	5.3%		
3:45 AM	4	245	1	1	4	7	2	173	1	0	1	0	439	95.0%	5.0%		
4:00 AM	6	278	1	1	3	9	0	194	1	0	1	1	495	94.9%	5.1%		
4:15 AM	8	364	3	1	5	9	1	237	1	0	0	1	630	94.6%	5.4%		
4:30 AM	8	460	3	2	8	9	3	292	1	0	0	1	787	95.6%	4.4%		
4:45 AM	6	545	2	2	6	12	4	333	3	1	1	2	917	96.1%	3.9%		
5:00 AM	9	637	3	3	11	11	5	412	5	1	2	2	1101	95.6%	4.4%		
5:15 AM	10	717	1	8	14	11	7	473	6	1	4	4	1256	96.0%	4.0%		
5:30 AM	13	748	1	11	21	11	8	528	8	2	9	7	1367	95.6%	4.4%		
5:45 AM	22	856	1	15	27	6	9	587	10	3	13	7	1556	95.3%	4.7%		
6:00 AM	35	967	0	22	29	10	13	644	22	4	25	8	1779	95.5%	4.5%		
6:15 AM	52	1021	0	29	44	14	14	686	31	7	53	11	1962	95.5%	4.5%		
6:30 AM	66	1083	5	33	55	19	14	717	43	6	77	12	2130	95.7%	4.3%		
6:45 AM	91	1080	10	36	79	25	27	772	55	8	137	13	2333	96.0%	4.0%		
7:00 AM	91	1076	17	43	125	32	40	820	65	10	174	23	2516	95.9%	4.1%		
7:15 AM	91	1104	26	42	163	40	69	893	86	14	169	26	2723	96.4%	3.6%		
7:30 AM	99	1108	31	54	173	48	79	950	82	18	184	34	2860	96.3%	3.7%	0.93	AM Peak
7:45 AM	91	1110	33	66	166	51	79	962	78	16	143	36	2831	96.2%	3.8%		
8:00 AM	88	1109	33	57	145	46	76	973	64	19	111	33	2754	96.3%	3.7%		
8:15 AM	84	1010	28	53	113	35	55	946	46	17	100	30	2517	95.8%	4.2%		
8:30 AM	68	965	23	49	108	24	62	907	50	16	66	25	2363	95.6%	4.4%		
8:45 AM	51	901	20	40	99	15	61	873	48	17	54	24	2203	95.4%	4.6%		
9:00 AM	44	815	18	48	81	13	55	837	48	14	51	19	2043	94.9%	5.1%		
9:15 AM	37	821	17	51	76	12	53	823	45	11	42	17	2005	94.5%	5.5%		

9:30 AM	36	797	18	44	83	17	43	820	37	10	39	14	1958	94.2%	5.8%		
9:45 AM	37	783	19	46	83	23	36	816	39	12	32	17	1943	94.3%	5.7%		
10:00 AM	33	830	17	46	86	19	38	835	37	11	30	19	2001	94.7%	5.3%		
10:15 AM	28	848	16	51	75	23	42	839	40	11	33	24	2030	94.3%	5.7%		
10:30 AM	32	857	17	54	54	22	53	855	40	13	30	27	2054	94.3%	5.7%		
10:45 AM	30	851	17	55	55	21	56	893	44	9	39	27	2097	94.0%	6.0%		
11:00 AM	35	814	16	52	53	30	50	874	46	9	39	28	2046	94.1%	5.9%		
11:15 AM	46	791	17	53	65	27	44	870	47	13	45	25	2043	94.7%	5.3%		
11:30 AM	40	789	15	54	68	27	34	850	54	14	58	24	2027	94.9%	5.1%		
11:45 AM	39	780	14	51	68	31	33	828	51	14	66	25	2000	95.6%	4.5%		
12:00 PM	38	788	16	53	71	29	44	827	58	15	74	30	2043	95.3%	4.7%		
12:15 PM	31	817	18	50	60	30	46	832	55	10	73	35	2057	95.5%	4.5%		
12:30 PM	35	841	19	51	67	31	42	823	53	7	66	36	2071	95.6%	4.4%		
12:45 PM	37	884	19	47	65	35	42	791	50	7	51	34	2062	95.1%	4.9%		
1:00 PM	38	923	21	50	71	34	32	810	42	6	39	28	2094	95.6%	4.4%		
1:15 PM	38	925	21	49	79	33	32	849	47	8	40	21	2142	95.7%	4.3%		
1:30 PM	36	939	18	47	83	35	33	937	50	9	44	23	2254	96.1%	3.9%		
1:45 PM	51	959	16	53	103	38	37	993	65	11	56	31	2413	96.4%	3.6%		
2:00 PM	60	958	11	50	113	37	41	1012	71	11	70	35	2469	96.5%	3.5%		
2:15 PM	67	993	9	48	122	44	53	1008	74	13	106	49	2586	96.6%	3.4%		
2:30 PM	68	1021	13	59	144	50	57	1000	76	15	127	55	2685	96.7%	3.3%		
2:45 PM	54	1031	21	67	154	52	57	1008	80	14	130	57	2725	97.0%	3.0%		
3:00 PM	49	1005	32	70	172	61	65	1016	87	19	150	62	2788	96.8%	3.2%		
3:15 PM	52	1019	32	73	193	66	58	1049	84	20	133	53	2832	96.9%	3.1%		
3:30 PM	63	1038	29	60	181	62	57	1054	86	19	134	47	2830	97.1%	2.9%		
3:45 PM	63	1072	23	58	177	58	51	1066	79	23	152	39	2861	97.2%	2.8%		
4:00 PM	66	1108	16	58	174	54	43	1086	78	17	157	36	2893	97.7%	2.3%	0.98	PM Peak
4:15 PM	72	1067	25	59	177	53	38	1060	81	16	176	38	2862	98.0%	2.0%		
4:30 PM	68	999	23	72	177	61	35	1025	81	16	189	39	2785	98.0%	2.0%		
4:45 PM	85	941	29	71	186	60	40	1006	85	14	200	43	2760	98.3%	1.7%		
5:00 PM	88	909	28	69	167	57	36	955	82	16	192	40	2639	98.3%	1.7%		
5:15 PM	85	909	17	66	144	49	37	962	87	14	161	39	2570	98.4%	1.6%		
5:30 PM	77	932	16	56	130	39	36	967	85	12	143	39	2532	98.6%	1.4%		
5:45 PM	61	993	8	45	94	30	37	942	71	9	114	30	2434	98.2%	1.8%		
6:00 PM	58	1002	6	36	73	26	45	963	61	6	89	25	2390	98.3%	1.7%		
6:15 PM	49	960	12	29	62	27	43	916	54	4	78	25	2259	98.2%	1.8%		
6:30 PM	49	888	12	22	52	28	43	866	50	3	58	20	2091	98.1%	1.9%		
6:45 PM	44	760	12	23	45	25	41	837	46	5	45	24	1907	98.2%	1.8%		
7:00 PM	38	684	14	26	42	25	32	766	54	5	40	23	1749	98.1%	1.9%		
7:15 PM	31	644	8	23	28	21	33	746	42	4	36	16	1632	98.3%	1.7%		
7:30 PM	27	617	9	20	28	10	28	711	34	4	32	12	1532	98.4%	1.6%		
7:45 PM	29	615	7	16	26	8	23	694	35	3	29	10	1495	98.7%	1.3%		
8:00 PM	23	613	4	16	29	7	21	656	27	6	24	17	1443	98.3%	1.7%		
8:15 PM	19	584	5	23	31	9	19	620	30	6	22	21	1389	98.2%	1.8%		
8:30 PM	16	587	3	24	21	13	20	621	31	5	22	20	1383	98.2%	1.8%		
8:45 PM	11	553	3	28	22	15	21	598	26	3	17	22	1319	98.0%	2.0%		

9:00 PM	14	509	3	22	16	14	22	561	22	0	14	16	1213	98.1%	1.9%	
9:15 PM	15	496	1	15	10	15	18	525	19	0	12	11	1137	98.0%	2.0%	
9:30 PM	16	468	3	11	11	13	22	507	19	0	7	16	1093	98.1%	1.9%	
9:45 PM	16	419	3	4	6	14	16	461	22	0	7	11	979	98.2%	1.8%	
10:00 PM	10	395	2	4	6	14	16	451	20	0	7	8	933	98.3%	1.7%	
10:15 PM	11	351	2	3	8	8	17	407	18	0	7	9	841	98.2%	1.8%	
10:30 PM	9	285	0	5	6	6	14	364	14	0	5	4	712	98.2%	1.8%	
10:45 PM	10	253	0	6	6	2	17	343	9	0	4	4	654	98.0%	2.0%	
11:00 PM	11	207	0	4	4	2	14	314	10	0	2	3	571	97.4%	2.6%	
11:15 PM	7	137	0	3	2	2	9	232	7	0	0	1				
11:30 PM	6	83	0	1	1	2	5	139	5	0	0	1				
11:45 PM	2	39	0	0	1	2	1	61	3	0	0	0				
Movement Total	844	16075	260	734	1477	535	701	15455	905	170	1293	458				Movement Total
PC %	97.7%	96.2%	92.7%	96.3%	98.6%	98.5%	98.7%	96.3%	97.2%	95.9%	98.5%	98.7%				PC %
Heavy Veh %	2.3%	3.8%	7.3%	3.7%	1.4%	1.5%	1.3%	3.7%	2.8%	4.1%	1.5%	1.3%				Heavy Veh %

Study Name
Start Date
Start Time

Division Street & Thatcher Avenue
12/08/2022
12:00 AM

Start Time	Thatcher Avenue Southbound			Division Street Westbound			Thatcher Avenue Northbound			0			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	0	0	0					
12:00 AM	6	14	0	4	0	2	0	14	1	0	0	0	41	100.0%	0.0%		
12:15 AM	3	13	0	4	0	1	0	9	1	0	0	0	31	100.0%	0.0%		
12:30 AM	4	10	0	1	0	1	0	8	0	0	0	0	24	100.0%	0.0%		
12:45 AM	2	8	0	2	0	1	0	6	1	0	0	0	20	100.0%	0.0%		
1:00 AM	2	9	0	2	0	1	0	7	2	0	0	0	23	100.0%	0.0%		
1:15 AM	2	8	0	1	0	2	0	7	2	0	0	0	22	100.0%	0.0%		
1:30 AM	1	9	0	1	0	2	0	7	2	0	0	0	22	95.5%	4.5%		
1:45 AM	1	9	0	1	0	2	0	8	2	0	0	0	23	95.7%	4.3%		
2:00 AM	0	8	0	2	0	2	0	6	1	0	0	0	19	94.7%	5.3%		
2:15 AM	0	10	0	2	0	1	0	5	2	0	0	0	20	95.0%	5.0%		
2:30 AM	1	11	0	2	0	2	0	5	2	0	0	0	23	100.0%	0.0%		
2:45 AM	1	12	0	1	0	4	0	5	1	0	0	0	24	100.0%	0.0%		
3:00 AM	1	13	0	0	0	9	0	6	1	0	0	0	30	100.0%	0.0%		
3:15 AM	1	14	0	0	0	12	0	6	0	0	0	0	33	100.0%	0.0%		
3:30 AM	0	15	0	0	0	14	0	8	1	0	0	0	38	100.0%	0.0%		
3:45 AM	2	16	0	1	0	13	0	9	1	0	0	0	42	100.0%	0.0%		
4:00 AM	3	18	0	2	0	10	0	8	1	0	0	0	42	100.0%	0.0%		
4:15 AM	5	18	0	3	0	10	0	15	2	0	0	0	53	100.0%	0.0%		
4:30 AM	7	24	0	5	0	10	0	19	1	0	0	0	66	100.0%	0.0%		
4:45 AM	5	35	0	6	0	18	0	28	3	0	0	0	95	100.0%	0.0%		
5:00 AM	8	43	0	6	0	23	0	41	4	0	0	0	125	98.4%	1.6%		
5:15 AM	11	53	0	8	0	29	0	50	5	0	0	0	156	98.7%	1.3%		
5:30 AM	19	77	0	8	0	36	0	67	6	0	0	0	213	98.1%	1.9%		
5:45 AM	28	96	0	8	0	40	0	81	7	0	0	0	260	98.1%	1.9%		
6:00 AM	55	157	0	11	0	53	0	108	10	0	0	0	394	98.7%	1.3%		
6:15 AM	70	205	0	11	0	69	0	131	26	0	0	0	512	99.0%	1.0%		
6:30 AM	96	256	0	19	0	79	0	171	38	0	0	0	659	99.4%	0.6%		
6:45 AM	125	310	0	35	0	94	0	222	61	0	0	0	847	99.4%	0.6%		
7:00 AM	136	349	0	46	0	104	0	261	101	0	0	0	997	99.7%	0.3%		
7:15 AM	146	367	0	55	0	108	0	304	106	0	0	0	1086	99.4%	0.6%		
7:30 AM	140	376	0	60	0	115	0	316	106	0	0	0	1113	99.1%	0.9%	0.86	AM Peak
7:45 AM	129	355	0	53	0	114	0	288	98	0	0	0	1037	99.0%	1.0%		
8:00 AM	114	302	0	44	0	107	0	271	65	0	0	0	903	98.6%	1.4%		
8:15 AM	109	263	0	37	0	96	0	231	58	0	0	0	794	97.7%	2.3%		
8:30 AM	97	208	0	27	0	85	0	203	55	0	0	0	675	97.5%	2.5%		
8:45 AM	92	200	0	23	0	87	0	207	50	0	0	0	659	96.8%	3.2%		
9:00 AM	78	178	0	28	0	101	0	192	50	0	0	0	627	96.7%	3.3%		
9:15 AM	68	175	0	30	0	108	0	188	42	0	0	0	611	97.4%	2.6%		

9:30 AM	65	200	0	29	0	112	0	188	39	0	0	0	633	97.8%	2.2%		
9:45 AM	52	176	0	27	0	99	0	177	29	0	0	0	560	98.4%	1.6%		
10:00 AM	55	190	0	21	0	87	0	171	23	0	0	0	547	98.7%	1.3%		
10:15 AM	68	180	0	20	0	95	0	174	22	0	0	0	559	98.7%	1.3%		
10:30 AM	77	164	0	35	0	102	0	170	20	0	0	0	568	98.9%	1.1%		
10:45 AM	85	181	0	41	0	106	0	172	23	0	0	0	608	99.0%	1.0%		
11:00 AM	97	169	0	44	0	103	0	185	26	0	0	0	624	98.6%	1.4%		
11:15 AM	91	199	0	49	0	96	0	197	27	0	0	0	659	98.8%	1.2%		
11:30 AM	87	203	0	39	0	89	0	205	27	0	0	0	650	98.5%	1.5%		
11:45 AM	93	204	0	36	0	90	0	229	25	0	0	0	677	97.8%	2.2%		
12:00 PM	90	232	0	36	0	102	0	226	27	0	0	0	713	98.3%	1.7%		
12:15 PM	99	229	0	33	0	108	0	211	26	0	0	0	706	98.4%	1.6%		
12:30 PM	94	242	0	34	0	120	0	206	26	0	0	0	722	98.3%	1.7%		
12:45 PM	98	266	0	41	0	126	0	173	34	0	0	0	738	99.1%	0.9%		
1:00 PM	100	252	0	41	0	112	0	182	32	0	0	0	719	99.0%	1.0%		
1:15 PM	97	260	0	46	0	111	0	190	31	0	0	0	735	98.9%	1.1%		
1:30 PM	121	281	0	50	0	102	0	200	39	0	0	0	793	99.2%	0.8%		
1:45 PM	132	304	0	48	0	107	0	222	45	0	0	0	858	99.4%	0.6%		
2:00 PM	147	361	0	58	0	111	0	236	63	0	0	0	976	99.4%	0.6%		
2:15 PM	151	406	0	57	0	111	0	260	81	0	0	0	1066	99.3%	0.7%		
2:30 PM	163	447	0	70	0	130	0	279	81	0	0	0	1170	99.1%	0.9%		
2:45 PM	175	457	0	73	0	137	0	300	89	0	0	0	1231	98.9%	1.1%		
3:00 PM	184	467	0	70	0	155	0	301	88	0	0	0	1265	98.5%	1.5%		
3:15 PM	216	490	0	73	0	162	0	343	77	0	0	0	1361	98.5%	1.5%		
3:30 PM	223	506	0	60	0	166	0	355	95	0	0	0	1405	98.2%	1.8%		
3:45 PM	242	526	0	63	0	171	0	359	93	0	0	0	1454	98.3%	1.7%		
4:00 PM	240	516	0	68	0	183	0	368	94	0	0	0	1469	98.8%	1.2%	0.96	PM Peak
4:15 PM	229	505	0	67	0	180	0	340	107	0	0	0	1428	98.9%	1.1%		
4:30 PM	230	472	0	69	0	170	0	347	100	0	0	0	1388	99.2%	0.8%		
4:45 PM	224	440	0	65	0	174	0	347	100	0	0	0	1350	99.0%	1.0%		
5:00 PM	220	447	0	55	0	168	0	331	123	0	0	0	1344	99.0%	1.0%		
5:15 PM	236	428	0	63	0	179	0	293	129	0	0	0	1328	98.9%	1.1%		
5:30 PM	226	393	0	55	0	174	0	263	127	0	0	0	1238	99.2%	0.8%		
5:45 PM	208	373	0	47	0	147	0	227	114	0	0	0	1116	99.5%	0.5%		
6:00 PM	196	303	0	44	0	119	0	195	89	0	0	0	946	99.5%	0.5%		
6:15 PM	145	240	0	27	0	91	0	186	83	0	0	0	772	99.7%	0.3%		
6:30 PM	123	219	0	23	0	69	0	143	74	0	0	0	651	99.5%	0.5%		
6:45 PM	98	175	0	28	0	67	0	117	73	0	0	0	558	99.5%	0.5%		
7:00 PM	82	167	0	31	0	65	0	107	54	0	0	0	506	99.6%	0.4%		
7:15 PM	76	165	0	36	0	58	0	93	31	0	0	0	459	99.6%	0.4%		
7:30 PM	67	144	0	40	0	61	0	92	25	0	0	0	429	100.0%	0.0%		
7:45 PM	62	135	0	34	0	53	0	90	16	0	0	0	390	100.0%	0.0%		
8:00 PM	59	111	0	30	0	46	0	77	15	0	0	0	338	100.0%	0.0%		
8:15 PM	60	101	0	31	0	48	0	78	20	0	0	0	338	100.0%	0.0%		
8:30 PM	52	97	0	27	0	49	0	71	17	0	0	0	313	100.0%	0.0%		
8:45 PM	53	91	0	23	0	56	0	64	20	0	0	0	307	100.0%	0.0%		

9:00 PM	51	96	0	18	0	52	0	57	18	0	0	0	292	100.0%	0.0%
9:15 PM	45	80	0	8	0	47	0	46	14	0	0	0	240	99.6%	0.4%
9:30 PM	47	69	0	7	0	37	0	48	14	0	0	0	222	99.5%	0.5%
9:45 PM	40	64	0	7	0	22	0	43	11	0	0	0	187	99.5%	0.5%
10:00 PM	30	54	0	11	0	18	0	44	9	0	0	0	166	99.4%	0.6%
10:15 PM	25	54	0	11	0	13	0	37	7	0	0	0	147	100.0%	0.0%
10:30 PM	20	38	0	10	0	12	0	31	4	0	0	0	115	100.0%	0.0%
10:45 PM	11	32	0	10	0	12	0	28	5	0	0	0	98	100.0%	0.0%
11:00 PM	15	27	0	6	0	10	0	27	6	0	0	0	91	100.0%	0.0%
11:15 PM	13	15	0	5	0	7	0	20	4	0	0	0			
11:30 PM	6	13	0	3	0	4	0	10	3	0	0	0			
11:45 PM	6	6	0	1	0	1	0	6	1	0	0	0			
Movement Total	1969	4483	0	678	0	1743	0	3421	903	0	0	0			
PC %	99.6%	98.6%		98.8%		99.1%		98.9%	98.9%						
Heavy Veh %	0.4%	1.4%		1.2%		0.9%		1.1%	1.1%						

Study Name
Start Date
Start Time

Division Street & Lathrop Avenue
12/06/2022
12:00 AM

Start Time	Lathrop Avenue Southbound			Division Street Westbound			Lathrop Avenue Northbound			Division Street Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	0	4	0	0	3	2	1	3	0	1	5	1	20	100.0%	0.0%		
12:15 AM	0	4	0	0	3	2	1	2	0	1	9	1	23	100.0%	0.0%		
12:30 AM	0	5	0	0	3	1	0	2	0	1	10	1	23	100.0%	0.0%		
12:45 AM	0	3	0	0	5	0	0	2	0	1	10	1	22	100.0%	0.0%		
1:00 AM	0	2	0	0	4	0	0	3	0	0	10	0	19	100.0%	0.0%		
1:15 AM	0	2	0	0	4	0	0	3	0	0	4	0	13	100.0%	0.0%		
1:30 AM	0	0	0	0	4	0	0	1	0	0	1	0	6	100.0%	0.0%		
1:45 AM	0	0	0	0	1	0	0	2	0	0	1	0	4	100.0%	0.0%		
2:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	100.0%	0.0%		
2:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	100.0%	0.0%		
2:30 AM	0	1	0	0	1	0	0	1	0	0	1	0	4	100.0%	0.0%		
2:45 AM	0	1	0	0	2	0	0	3	0	0	2	0	8	100.0%	0.0%		
3:00 AM	0	1	0	0	4	0	0	5	0	0	2	0	12	100.0%	0.0%		
3:15 AM	0	1	0	0	6	1	0	5	0	0	2	0	15	100.0%	0.0%		
3:30 AM	0	0	0	0	7	2	0	6	0	0	3	0	18	100.0%	0.0%		
3:45 AM	1	0	0	0	10	2	0	4	0	1	3	0	21	100.0%	0.0%		
4:00 AM	1	1	0	0	10	3	1	3	0	1	4	0	24	100.0%	0.0%		
4:15 AM	1	3	0	0	13	2	1	5	0	1	9	0	35	100.0%	0.0%		
4:30 AM	1	4	0	0	15	2	1	6	1	1	8	0	39	100.0%	0.0%		
4:45 AM	1	9	0	0	19	2	3	8	1	0	12	0	55	98.2%	1.8%		
5:00 AM	1	13	1	1	27	1	2	9	1	0	16	0	72	98.6%	1.4%		
5:15 AM	3	19	1	1	36	3	3	12	1	0	16	1	96	97.9%	2.1%		
5:30 AM	3	25	1	4	49	2	4	14	1	1	24	6	134	97.0%	3.0%		
5:45 AM	2	34	1	4	59	2	3	19	2	2	35	7	170	97.1%	2.9%		
6:00 AM	4	49	0	6	77	5	5	29	7	3	54	9	248	98.0%	2.0%		
6:15 AM	6	65	1	10	91	7	7	42	8	4	79	8	328	97.0%	3.0%		
6:30 AM	13	93	1	11	107	9	6	53	14	4	98	5	414	97.3%	2.7%		
6:45 AM	20	126	4	17	126	13	11	75	24	4	140	6	566	97.0%	3.0%		
7:00 AM	27	155	7	17	148	20	15	97	33	6	170	7	702	97.0%	3.0%		
7:15 AM	26	172	8	17	186	27	17	122	40	9	208	13	845	97.5%	2.5%		
7:30 AM	22	178	11	21	232	35	24	160	41	24	260	22	1030	97.7%	2.3%		
7:45 AM	22	167	14	19	239	39	21	171	41	24	258	23	1038	98.1%	1.9%	0.81	AM Peak
8:00 AM	20	158	14	27	234	41	22	168	38	24	240	26	1012	97.9%	2.1%		
8:15 AM	23	135	15	32	206	41	23	146	41	21	215	23	921	97.7%	2.3%		
8:30 AM	28	124	14	35	167	49	18	127	39	8	161	13	783	97.6%	2.4%		
8:45 AM	23	113	10	38	166	46	23	109	35	13	140	13	729	96.8%	3.2%		
9:00 AM	18	106	11	35	172	34	21	90	28	12	142	8	677	96.8%	3.2%		
9:15 AM	17	111	10	28	167	25	17	93	20	12	124	7	631	97.1%	2.9%		

9:30 AM	10	98	10	23	152	10	18	82	19	10	118	11	561	96.4%	3.6%		
9:45 AM	9	88	11	19	139	7	12	83	15	7	103	10	503	97.0%	3.0%		
10:00 AM	10	75	8	16	129	11	7	101	12	7	88	11	475	97.3%	2.7%		
10:15 AM	9	78	7	18	125	14	10	113	13	10	94	12	503	97.4%	2.6%		
10:30 AM	14	85	7	18	159	17	13	111	13	12	126	11	586	98.1%	1.9%		
10:45 AM	16	96	7	22	164	22	15	124	15	10	140	10	641	98.6%	1.4%		
11:00 AM	15	107	10	20	156	25	17	118	19	11	145	11	654	98.6%	1.4%		
11:15 AM	16	113	9	18	158	25	16	124	17	13	151	9	669	98.8%	1.2%		
11:30 AM	13	113	9	15	129	24	14	133	19	16	133	8	626	99.2%	0.8%		
11:45 AM	13	121	11	12	133	21	14	130	19	21	141	12	648	98.9%	1.1%		
12:00 PM	18	124	8	12	154	18	19	140	18	22	148	14	695	98.8%	1.2%		
12:15 PM	15	118	11	16	162	16	22	127	22	17	162	14	702	98.4%	1.6%		
12:30 PM	12	129	11	17	169	18	20	121	20	15	155	14	701	98.0%	2.0%		
12:45 PM	10	122	6	14	166	18	25	127	23	13	138	12	674	97.8%	2.2%		
1:00 PM	5	114	10	15	142	19	20	125	24	13	134	9	630	97.1%	2.9%		
1:15 PM	4	120	10	13	141	19	18	127	22	14	118	12	618	96.9%	3.1%		
1:30 PM	7	111	9	16	140	19	19	132	22	14	158	13	660	97.4%	2.6%		
1:45 PM	9	123	10	26	156	18	14	145	18	13	194	15	741	97.4%	2.6%		
2:00 PM	9	128	8	35	156	24	18	157	20	9	218	16	798	98.1%	1.9%		
2:15 PM	14	132	11	38	171	35	23	174	24	10	240	17	889	98.5%	1.5%		
2:30 PM	20	155	13	53	204	41	25	185	30	11	259	23	1019	98.2%	1.8%		
2:45 PM	20	153	19	49	204	46	28	183	34	11	266	21	1034	98.3%	1.7%		
3:00 PM	19	156	17	46	228	45	26	194	41	16	290	28	1106	98.4%	1.6%		
3:15 PM	25	164	11	50	224	38	19	196	45	14	322	27	1135	98.3%	1.7%		
3:30 PM	21	150	9	33	216	29	21	197	46	14	319	26	1081	98.4%	1.6%		
3:45 PM	25	153	3	32	215	27	19	201	52	16	327	31	1101	98.7%	1.3%		
4:00 PM	32	159	5	38	217	30	22	204	49	14	353	27	1150	98.7%	1.3%		
4:15 PM	25	146	8	39	224	36	26	212	45	20	340	28	1149	98.8%	1.2%		
4:30 PM	28	143	10	44	228	42	25	225	44	17	342	24	1172	99.0%	1.0%	0.90	PM Peak
4:45 PM	27	128	14	44	227	52	22	216	37	16	362	20	1165	99.1%	0.9%		
5:00 PM	21	113	12	33	216	49	18	194	38	15	332	21	1062	99.1%	0.9%		
5:15 PM	19	113	11	28	196	46	17	179	36	13	323	19	1000	99.2%	0.8%		
5:30 PM	17	112	8	25	175	44	16	166	35	15	291	20	924	99.5%	0.5%		
5:45 PM	13	122	4	30	163	30	20	152	36	12	245	20	847	99.4%	0.6%		
6:00 PM	15	123	5	30	145	22	19	140	31	10	216	16	772	99.4%	0.6%		
6:15 PM	17	108	4	26	136	20	16	123	27	5	180	14	676	99.0%	1.0%		
6:30 PM	11	91	5	19	109	16	16	101	22	2	162	11	565	98.6%	1.4%		
6:45 PM	10	71	5	8	92	16	12	90	17	4	130	11	466	98.5%	1.5%		
7:00 PM	9	61	3	5	80	17	11	88	18	5	99	9	405	99.0%	1.0%		
7:15 PM	7	53	6	8	73	11	10	81	17	5	87	9	367	99.2%	0.8%		
7:30 PM	11	49	5	8	75	9	6	82	18	5	73	7	348	99.1%	0.9%		
7:45 PM	14	47	5	9	67	8	6	76	18	3	82	5	340	98.8%	1.2%		
8:00 PM	15	39	6	10	70	8	7	66	15	3	91	5	335	98.5%	1.5%		
8:15 PM	13	39	2	10	61	7	6	60	15	3	87	4	307	98.7%	1.3%		
8:30 PM	10	38	3	10	56	7	7	46	9	4	83	4	277	98.6%	1.4%		
8:45 PM	7	30	4	9	55	6	7	39	7	3	80	3	250	98.8%	1.2%		

9:00 PM	3	23	3	10	46	3	6	39	5	2	72	5	217	99.1%	0.9%
9:15 PM	4	17	4	4	41	3	6	28	5	2	67	7	188	98.9%	1.1%
9:30 PM	3	9	4	5	32	1	6	28	7	0	58	6	159	98.7%	1.3%
9:45 PM	3	8	2	5	23	1	5	27	6	1	49	5	135	98.5%	1.5%
10:00 PM	3	8	2	1	17	2	4	20	3	1	35	4	100	98.0%	2.0%
10:15 PM	2	7	1	2	15	1	3	23	2	1	30	3	90	98.9%	1.1%
10:30 PM	2	7	0	1	13	1	2	19	1	1	25	3	75	100.0%	0.0%
10:45 PM	1	4	0	1	10	1	1	15	3	0	12	3	51	100.0%	0.0%
11:00 PM	1	3	1	1	13	1	1	13	3	0	13	1	51	100.0%	0.0%
11:15 PM	0	2	1	0	9	1	1	8	3	0	8	0			
11:30 PM	0	1	1	0	6	1	0	6	2	0	5	0			
11:45 PM	0	0	1	0	6	1	0	3	0	0	3	0			
Movement Total	246	1722	131	358	2448	380	262	2007	403	175	2878	228		Movement Total	
PC %	97.6%	98.1%	96.9%	98.9%	98.4%	98.7%	94.3%	98.9%	97.8%	98.9%	98.3%	97.8%		PC %	
Heavy Veh %	2.4%	1.9%	3.1%	1.1%	1.6%	1.3%	5.7%	1.1%	2.2%	1.1%	1.7%	2.2%		Heavy Veh %	

Study Name
Start Date
Start Time

Division Street & Harlem Avenue
12/08/2022
12:00 AM

Start Time	Harlem Avenue Southbound			Division Street Westbound			Harlem Avenue Northbound			Division Street Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	5	168	3	3	1	2	6	196	9	2	3	11	409	96.6%	3.4%		
12:15 AM	3	141	2	2	2	3	4	167	7	2	2	4	339	96.8%	3.2%		
12:30 AM	2	98	3	3	2	3	2	150	5	2	2	6	278	97.5%	2.5%		
12:45 AM	1	91	3	3	3	2	3	140	3	1	2	3	255	98.0%	2.0%		
1:00 AM	0	85	2	1	3	3	2	139	4	1	2	3	245	98.0%	2.0%		
1:15 AM	0	81	3	1	2	2	1	120	3	1	2	4	220	97.7%	2.3%		
1:30 AM	0	98	1	1	3	3	1	118	2	0	2	1	230	96.5%	3.5%		
1:45 AM	1	98	1	1	2	3	0	103	3	0	2	2	216	96.3%	3.7%		
2:00 AM	1	95	1	1	2	2	1	82	1	0	2	2	190	96.8%	3.2%		
2:15 AM	1	106	0	1	2	2	1	76	1	0	3	1	194	95.4%	4.6%		
2:30 AM	3	97	0	0	3	0	1	69	1	0	3	2	179	94.4%	5.6%		
2:45 AM	2	115	0	1	3	0	2	82	0	1	2	1	209	92.3%	7.7%		
3:00 AM	3	137	0	1	4	0	2	85	1	2	1	2	238	91.2%	8.8%		
3:15 AM	3	174	0	1	6	1	4	99	2	2	0	2	294	91.8%	8.2%		
3:30 AM	1	223	1	5	6	1	5	105	3	2	0	2	354	91.2%	8.8%		
3:45 AM	2	255	1	5	7	2	5	141	5	1	1	3	428	92.5%	7.5%		
4:00 AM	2	286	1	8	9	3	5	190	6	0	1	2	513	93.6%	6.4%		
4:15 AM	4	330	2	15	12	3	3	233	5	1	3	2	613	93.5%	6.5%		
4:30 AM	4	413	6	14	16	9	2	299	6	1	4	1	775	94.7%	5.3%		
4:45 AM	3	489	8	17	24	16	2	332	5	5	5	3	909	95.4%	4.6%		
5:00 AM	4	586	9	21	25	19	3	381	4	6	8	8	1074	95.4%	4.6%		
5:15 AM	6	647	9	22	30	24	9	431	8	6	10	13	1215	95.9%	4.1%		
5:30 AM	12	737	7	33	33	20	18	498	12	11	12	17	1410	95.7%	4.3%		
5:45 AM	15	770	7	40	40	17	23	542	16	12	16	20	1518	95.1%	4.9%		
6:00 AM	21	851	7	46	66	21	30	592	21	16	45	16	1732	94.8%	5.2%		
6:15 AM	31	975	10	54	83	18	34	660	25	23	74	18	2005	94.5%	5.5%		
6:30 AM	43	989	16	66	110	23	38	673	37	24	118	22	2159	95.1%	4.9%		
6:45 AM	58	1085	24	87	155	23	57	717	49	28	150	30	2463	95.7%	4.3%		
7:00 AM	70	1088	37	104	202	20	102	783	60	36	170	48	2720	96.1%	3.9%		
7:15 AM	70	1020	52	125	245	23	137	801	75	38	171	50	2807	96.7%	3.3%		
7:30 AM	70	1003	57	128	257	24	155	838	74	54	163	61	2884	96.3%	3.7%	0.91	AM Peak
7:45 AM	70	979	58	123	234	31	153	845	74	55	160	58	2840	96.2%	3.8%		
8:00 AM	59	932	54	125	205	40	124	821	75	52	131	53	2671	96.3%	3.7%		
8:15 AM	49	889	45	112	165	38	95	780	67	51	122	53	2466	95.9%	4.1%		
8:30 AM	45	858	51	106	150	39	74	730	68	47	113	43	2324	96.0%	4.0%		
8:45 AM	33	819	54	100	145	34	69	725	62	43	99	41	2224	95.8%	4.2%		
9:00 AM	33	815	55	80	124	23	71	736	52	39	91	38	2157	94.9%	5.1%		
9:15 AM	35	814	52	81	125	28	78	751	43	37	85	37	2166	95.2%	4.8%		

9:30 AM	37	797	39	77	116	27	82	765	37	25	73	33	2108	95.2%	4.8%		
9:45 AM	41	774	33	80	106	25	75	782	34	28	69	31	2078	94.9%	5.1%		
10:00 AM	43	769	24	91	102	29	62	773	42	31	68	26	2060	95.6%	4.4%		
10:15 AM	42	722	26	87	103	30	54	812	54	43	75	37	2085	95.5%	4.5%		
10:30 AM	40	721	45	90	107	27	60	808	56	52	78	47	2131	95.8%	4.2%		
10:45 AM	43	711	43	97	114	30	66	789	62	56	89	52	2152	96.1%	3.9%		
11:00 AM	45	715	51	99	110	29	67	803	58	57	86	64	2184	95.9%	4.1%		
11:15 AM	51	759	50	110	102	29	66	787	48	56	81	55	2194	96.0%	4.0%		
11:30 AM	48	778	37	109	89	31	53	840	50	56	80	53	2224	96.0%	4.0%		
11:45 AM	39	790	38	105	80	33	48	848	55	56	74	57	2223	95.7%	4.3%		
12:00 PM	39	776	35	102	89	36	56	869	57	54	88	53	2254	96.0%	4.0%		
12:15 PM	41	784	32	106	103	37	55	876	63	52	97	56	2302	95.7%	4.3%		
12:30 PM	40	777	25	112	114	47	62	883	61	46	99	57	2323	95.6%	4.4%		
12:45 PM	47	768	25	112	130	47	61	896	61	43	102	52	2344	96.1%	3.9%		
1:00 PM	51	776	23	111	126	47	55	852	62	42	95	47	2287	96.0%	4.0%		
1:15 PM	48	766	27	98	114	42	61	844	57	42	96	60	2255	96.4%	3.6%		
1:30 PM	52	798	27	96	117	40	57	829	60	48	114	62	2300	96.7%	3.3%		
1:45 PM	52	868	27	98	110	37	61	855	64	52	123	71	2418	96.7%	3.3%		
2:00 PM	52	893	31	97	118	36	67	916	67	56	144	82	2559	97.0%	3.0%		
2:15 PM	57	936	28	104	139	42	76	946	80	53	140	74	2675	97.0%	3.0%		
2:30 PM	61	888	28	107	173	40	108	937	83	68	164	90	2747	97.2%	2.8%		
2:45 PM	65	826	25	109	195	61	112	976	77	72	202	84	2804	97.5%	2.5%		
3:00 PM	62	804	17	116	210	70	108	975	77	78	233	80	2830	97.3%	2.7%		
3:15 PM	66	800	18	116	224	86	98	984	73	80	274	79	2898	97.7%	2.3%		
3:30 PM	77	838	19	120	208	103	79	1035	76	67	288	55	2965	97.8%	2.2%		
3:45 PM	88	831	21	120	216	93	88	977	73	71	297	64	2939	97.9%	2.1%		
4:00 PM	96	859	24	124	219	98	83	971	70	78	319	70	3011	98.4%	1.6%		
4:15 PM	104	868	22	124	222	92	87	986	75	72	319	67	3038	98.4%	1.6%		
4:30 PM	100	870	25	124	235	92	83	959	75	73	309	74	3019	98.4%	1.6%		
4:45 PM	93	881	24	119	215	103	79	1008	79	67	301	72	3041	98.6%	1.4%	0.97	PM Peak
5:00 PM	102	867	29	115	205	104	80	976	84	56	291	67	2976	98.4%	1.6%		
5:15 PM	96	832	29	124	179	99	82	939	75	63	302	71	2891	98.5%	1.5%		
5:30 PM	91	797	23	113	147	82	84	942	81	53	284	70	2767	98.4%	1.6%		
5:45 PM	91	796	22	110	131	68	80	880	87	46	257	59	2627	98.3%	1.7%		
6:00 PM	78	754	21	109	123	55	77	890	81	39	225	49	2501	98.2%	1.8%		
6:15 PM	67	724	21	82	100	54	72	845	78	32	176	47	2298	98.2%	1.8%		
6:30 PM	62	691	29	78	96	50	69	806	66	29	150	40	2166	98.2%	1.8%		
6:45 PM	51	667	33	73	97	42	61	768	51	33	127	49	2052	98.4%	1.6%		
7:00 PM	38	669	32	54	74	36	66	729	52	32	100	50	1932	98.6%	1.4%		
7:15 PM	37	659	34	56	77	21	57	717	49	32	89	63	1891	98.4%	1.6%		
7:30 PM	28	629	23	43	63	21	52	691	39	34	82	63	1768	98.4%	1.6%		
7:45 PM	31	580	18	35	49	18	47	714	47	26	74	55	1694	98.4%	1.6%		
8:00 PM	32	548	16	34	55	18	48	680	41	25	64	55	1616	98.5%	1.5%		
8:15 PM	28	513	10	27	46	22	42	644	40	19	55	36	1482	98.9%	1.1%		
8:30 PM	32	546	15	33	43	19	36	604	44	17	51	37	1477	98.9%	1.1%		
8:45 PM	29	540	13	28	39	17	33	562	35	18	46	32	1392	99.0%	1.0%		

9:00 PM	26	486	9	30	36	17	22	546	39	17	41	26	1295	98.9%	1.1%
9:15 PM	23	469	10	28	33	14	23	555	36	17	41	23	1272	98.9%	1.1%
9:30 PM	19	413	4	18	28	10	21	521	31	15	33	23	1136	98.8%	1.2%
9:45 PM	16	384	5	17	21	9	24	494	25	10	27	23	1055	98.7%	1.3%
10:00 PM	14	361	6	12	12	7	27	444	18	8	24	23	956	98.3%	1.7%
10:15 PM	13	347	7	10	7	5	28	397	21	7	15	20	877	98.4%	1.6%
10:30 PM	10	311	7	12	7	7	27	379	20	6	16	18	820	98.5%	1.5%
10:45 PM	5	284	5	9	7	6	22	327	23	8	15	12	723	98.3%	1.7%
11:00 PM	5	268	3	7	5	6	13	306	19	7	13	10	662	98.5%	1.5%
11:15 PM	4	184	0	4	4	6	7	216	12	5	12	6			
11:30 PM	1	114	0	2	2	2	3	135	7	3	6	0			
11:45 PM	1	52	0	1	1	2	1	72	2	0	3	0			
Movement Total	881	14588	490	1491	2125	721	1177	14735	1000	734	2245	885			
PC %	99.0%	96.3%	98.2%	98.9%	98.9%	98.5%	98.1%	96.2%	98.3%	96.5%	99.0%	98.0%			
Heavy Veh %	1.0%	3.7%	1.8%	1.1%	1.1%	1.5%	1.9%	3.8%	1.7%	3.5%	1.0%	2.0%			

Study Name
Start Date
Start Time

North Avenue & Thatcher Avenue
12/08/2022
12:00 AM

Start Time	Thatcher Avenue Southbound			North Avenue Westbound			Thatcher Avenue Northbound			North Avenue Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
12:00 AM	8	2	5	2	143	9	10	12	3	9	252	15	470	98.5%	1.5%		
12:15 AM	2	2	2	3	126	6	9	7	1	7	219	15	399	98.2%	1.8%		
12:30 AM	1	2	1	2	107	3	3	6	2	5	199	14	345	98.3%	1.7%		
12:45 AM	1	2	0	2	94	4	1	4	1	3	172	9	293	98.6%	1.4%		
1:00 AM	3	3	0	3	105	7	2	3	2	3	176	8	315	98.7%	1.3%		
1:15 AM	3	4	1	2	106	7	3	3	2	4	192	6	333	98.5%	1.5%		
1:30 AM	3	4	2	2	100	8	5	3	1	5	185	8	326	97.9%	2.1%		
1:45 AM	2	3	2	2	107	5	7	2	1	5	189	8	333	98.2%	1.8%		
2:00 AM	0	2	3	3	116	2	6	2	0	3	166	6	309	97.4%	2.6%		
2:15 AM	0	2	2	3	142	3	4	1	1	2	129	6	295	97.6%	2.4%		
2:30 AM	0	2	1	3	173	1	4	1	1	2	107	6	301	97.3%	2.7%		
2:45 AM	1	3	1	3	214	2	5	0	2	2	102	7	342	97.1%	2.9%		
3:00 AM	1	4	0	2	261	3	10	1	2	3	103	8	398	97.2%	2.8%		
3:15 AM	5	4	1	8	284	2	13	2	1	4	106	6	436	97.9%	2.1%		
3:30 AM	6	5	3	9	372	3	18	3	2	5	115	5	546	98.2%	1.8%		
3:45 AM	6	6	3	11	468	2	18	4	1	4	131	6	660	98.5%	1.5%		
4:00 AM	9	5	5	12	562	5	14	3	1	5	156	6	783	97.8%	2.2%		
4:15 AM	6	6	6	8	716	8	17	4	2	6	204	10	993	97.2%	2.8%		
4:30 AM	10	10	10	10	869	12	17	4	2	7	249	13	1213	96.9%	3.1%		
4:45 AM	16	9	14	15	1038	17	31	5	4	10	297	14	1470	97.3%	2.7%		
5:00 AM	18	13	14	22	1158	20	44	6	6	12	353	17	1683	97.0%	3.0%		
5:15 AM	26	15	15	28	1197	25	50	13	8	14	426	22	1839	96.8%	3.2%		
5:30 AM	38	19	16	39	1222	24	66	20	13	20	567	38	2082	96.6%	3.4%		
5:45 AM	47	30	21	49	1224	25	70	32	16	20	761	56	2351	95.7%	4.3%		
6:00 AM	63	53	30	64	1275	32	84	48	24	28	976	107	2784	95.7%	4.3%		
6:15 AM	78	76	35	79	1304	39	107	63	28	39	1157	133	3138	95.7%	4.3%		
6:30 AM	94	114	40	79	1386	48	132	90	34	43	1277	176	3513	95.9%	4.1%		
6:45 AM	117	158	50	90	1457	53	166	107	44	60	1375	218	3895	96.3%	3.7%		
7:00 AM	143	201	61	92	1505	52	205	116	49	60	1375	265	4124	96.9%	3.1%		
7:15 AM	166	222	67	104	1608	59	233	126	61	56	1329	292	4323	96.6%	3.4%		
7:30 AM	164	234	72	125	1602	58	244	120	64	56	1293	321	4353	96.1%	3.9%	0.96	AM Peak
7:45 AM	149	225	74	118	1509	65	236	111	63	48	1171	315	4084	95.7%	4.3%		
8:00 AM	122	199	75	110	1414	64	218	109	65	45	1158	261	3840	94.9%	5.1%		
8:15 AM	90	174	84	91	1276	52	191	87	58	52	1122	248	3525	94.5%	5.5%		
8:30 AM	73	144	79	68	1170	50	174	75	54	50	1028	191	3156	94.3%	5.7%		
8:45 AM	67	127	68	62	1068	37	181	67	55	55	1026	191	3004	94.0%	6.0%		
9:00 AM	64	122	64	65	1031	32	188	64	48	61	906	184	2829	94.1%	5.9%		
9:15 AM	61	111	52	62	1011	37	198	69	44	56	850	186	2737	94.8%	5.2%		

9:30 AM	59	98	52	61	972	37	203	64	45	63	818	208	2680	95.0%	5.0%		
9:45 AM	54	85	61	52	1028	42	178	68	35	67	710	179	2559	95.2%	4.8%		
10:00 AM	52	59	56	44	997	44	174	66	30	71	696	183	2472	94.6%	5.4%		
10:15 AM	56	65	61	42	975	42	182	74	28	82	720	179	2506	94.8%	5.2%		
10:30 AM	61	76	68	48	1029	45	205	85	34	88	783	177	2699	95.4%	4.6%		
10:45 AM	55	82	70	56	979	46	223	91	38	93	837	196	2766	95.9%	4.1%		
11:00 AM	64	92	74	56	1037	55	210	93	46	100	923	214	2964	96.6%	3.4%		
11:15 AM	62	91	76	54	1073	60	214	97	46	109	936	222	3040	96.8%	3.2%		
11:30 AM	59	82	80	46	1018	59	191	103	37	108	942	221	2946	96.5%	3.5%		
11:45 AM	73	78	77	46	1070	72	188	113	44	106	975	230	3072	96.3%	3.7%		
12:00 PM	65	90	75	49	997	67	215	123	56	98	961	239	3035	96.3%	3.7%		
12:15 PM	71	86	72	58	1069	70	210	118	60	91	997	256	3158	96.0%	4.0%		
12:30 PM	67	91	66	61	1081	70	224	112	59	96	1036	250	3213	96.0%	4.0%		
12:45 PM	65	96	70	63	1122	62	229	97	50	103	1110	272	3339	95.9%	4.1%		
1:00 PM	65	83	76	64	1183	63	214	99	36	112	1152	267	3414	95.7%	4.3%		
1:15 PM	60	99	71	58	1102	56	216	110	38	107	1204	253	3374	96.0%	4.0%		
1:30 PM	64	99	76	60	1191	65	210	121	45	111	1266	291	3599	96.1%	3.9%		
1:45 PM	70	115	74	65	1165	72	210	140	61	105	1301	306	3684	96.7%	3.3%		
2:00 PM	73	148	68	61	1172	87	209	141	67	109	1357	322	3814	97.1%	2.9%		
2:15 PM	86	151	73	69	1193	87	219	152	71	146	1387	345	3979	97.5%	2.5%		
2:30 PM	92	177	77	79	1191	88	241	157	67	166	1424	383	4142	97.7%	2.3%		
2:45 PM	91	182	74	74	1219	86	270	157	68	188	1408	404	4221	97.7%	2.3%		
3:00 PM	89	174	81	81	1278	80	288	178	64	200	1386	428	4327	97.6%	2.4%		
3:15 PM	104	212	88	83	1363	93	312	195	68	191	1432	465	4606	97.8%	2.2%		
3:30 PM	114	222	82	74	1327	85	317	209	80	193	1387	490	4580	97.9%	2.1%		
3:45 PM	114	227	80	79	1370	82	323	222	70	196	1451	501	4715	98.0%	2.0%	0.93	PM Peak
4:00 PM	127	234	72	73	1297	80	331	235	78	204	1458	501	4690	98.4%	1.6%		
4:15 PM	110	211	65	73	1259	70	314	214	75	199	1418	494	4502	98.3%	1.7%		
4:30 PM	101	212	64	65	1319	78	305	223	72	190	1465	464	4558	98.6%	1.4%		
4:45 PM	101	217	70	58	1262	71	312	223	74	192	1434	460	4474	98.6%	1.4%		
5:00 PM	92	212	78	54	1291	64	292	193	70	191	1465	473	4475	98.6%	1.4%		
5:15 PM	93	204	76	52	1268	70	287	185	74	198	1452	471	4430	98.7%	1.3%		
5:30 PM	101	172	71	60	1137	65	280	165	72	213	1456	439	4231	98.7%	1.3%		
5:45 PM	97	141	60	61	1118	68	223	138	67	193	1467	412	4045	98.8%	1.2%		
6:00 PM	91	116	44	57	1028	68	199	127	64	180	1379	357	3710	98.8%	1.2%		
6:15 PM	84	90	44	44	954	59	169	118	54	153	1287	285	3341	98.8%	1.2%		
6:30 PM	62	81	43	37	953	48	116	88	41	112	1173	257	3011	98.9%	1.1%		
6:45 PM	46	63	44	31	843	46	111	75	37	100	1079	218	2693	99.0%	1.0%		
7:00 PM	37	49	41	40	806	44	113	65	33	76	995	190	2489	99.2%	0.8%		
7:15 PM	28	43	30	43	751	36	91	59	24	71	986	190	2352	99.1%	0.9%		
7:30 PM	32	36	23	38	654	38	100	60	23	69	905	163	2141	99.2%	0.8%		
7:45 PM	34	35	20	38	663	39	92	60	22	60	816	141	2020	99.4%	0.6%		
8:00 PM	39	34	24	32	661	40	73	51	18	64	798	117	1951	99.3%	0.7%		
8:15 PM	37	34	32	24	664	43	75	50	23	63	758	118	1921	99.5%	0.5%		
8:30 PM	33	32	29	25	641	46	70	48	28	59	740	108	1859	99.7%	0.3%		
8:45 PM	34	32	30	25	601	37	72	48	28	59	720	103	1789	99.7%	0.3%		

9:00 PM	32	36	26	24	526	32	65	43	26	54	674	110	1648	99.6%	0.4%	
9:15 PM	29	35	22	23	481	29	66	35	22	43	607	82	1474	99.5%	0.5%	
9:30 PM	27	30	20	26	463	21	62	29	16	42	573	81	1390	99.3%	0.7%	
9:45 PM	26	34	13	23	416	21	44	25	10	40	528	66	1246	99.2%	0.8%	
10:00 PM	22	24	11	22	404	14	39	25	9	32	522	52	1176	99.2%	0.8%	
10:15 PM	18	21	8	25	350	9	24	20	11	33	517	49	1085	99.2%	0.8%	
10:30 PM	16	18	9	18	319	7	15	21	12	27	486	37	985	99.0%	1.0%	
10:45 PM	10	9	8	16	269	4	15	15	13	24	455	27	865	98.8%	1.2%	
11:00 PM	7	6	7	12	238	4	14	18	10	22	426	28	792	98.9%	1.1%	
11:15 PM	5	2	4	8	171	3	11	13	5	14	303	21				
11:30 PM	2	0	2	7	104	2	7	7	1	8	191	11				
11:45 PM	2	0	1	3	58	1	2	6	0	2	95	8				
Movement Total	1286	1961	990	1044	20485	968	3217	1821	807	1742	19813	4358				Movement Total
PC %	98.2%	98.7%	99.3%	98.4%	96.7%	98.1%	98.8%	99.1%	98.6%	99.1%	96.1%	99.1%				PC %
Heavy Veh %	1.8%	1.3%	0.7%	1.6%	3.3%	1.9%	1.2%	0.9%	1.4%	0.9%	3.9%	0.9%				Heavy Veh %

12 Hour Traffic Counts

Study Name 3.William Street @ Division Street
 Start Date 05/31/2023
 Start Time 7:00 AM

*Hourly totals given in 15 minute intervals

Start Time	William St. Southbound		Division St. Westbound		Division St. Eastbound		Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Right	Thru	Right	Left	Thru					
7:00 AM	16	11	193	32	7	242	501	97.8%	2.2%		
7:15 AM	24	17	209	36	13	284	583	98.1%	1.9%		
7:30 AM	26	25	228	54	23	296	652	98.0%	2.0%	0.85	AM Peak
7:45 AM	27	28	212	54	26	265	612	98.0%	2.0%		
8:00 AM	27	25	192	44	25	213	526	97.9%	2.1%		
8:15 AM	21	23	163	40	22	163	432	97.9%	2.1%		
8:30 AM	17	16	137	19	13	121	323	98.1%	1.9%		
8:45 AM	16	13	127	17	9	126	308	98.1%	1.9%		
9:00 AM	16	12	109	22	5	126	290	97.9%	2.1%		
9:15 AM	15	9	120	22	4	139	309	97.7%	2.3%		
9:30 AM	15	7	122	26	7	139	316	97.5%	2.5%		
9:45 AM	12	6	120	25	9	141	313	97.1%	2.9%		
10:00 AM	9	7	121	22	12	142	313	97.4%	2.6%		
10:15 AM	8	10	115	26	14	131	304	96.7%	3.3%		
10:30 AM	9	13	126	31	13	159	351	96.9%	3.1%		
10:45 AM	14	17	138	39	12	151	371	96.5%	3.5%		
11:00 AM	15	21	136	39	10	151	372	96.8%	3.2%		
11:15 AM	19	22	146	39	9	165	400	97.8%	2.3%		
11:30 AM	17	21	151	35	10	143	377	97.9%	2.1%		
11:45 AM	13	17	149	27	13	155	374	98.9%	1.1%		
12:00 PM	13	13	159	24	14	140	363	98.3%	1.7%		
12:15 PM	11	14	153	21	12	131	342	98.0%	2.0%		
12:30 PM	14	15	141	17	8	141	336	97.9%	2.1%		
12:45 PM	12	14	133	19	5	139	322	97.5%	2.5%		

1:00 PM	14	13	127	24	4	161	343	98.3%	1.7%		
1:15 PM	19	13	129	28	6	183	378	98.1%	1.9%		
1:30 PM	20	15	142	29	6	199	411	98.8%	1.2%		
1:45 PM	24	15	153	35	6	201	434	98.8%	1.2%		
2:00 PM	20	19	169	39	8	212	467	98.3%	1.7%		
2:15 PM	13	18	180	43	11	210	475	98.7%	1.3%		
2:30 PM	14	15	180	47	20	260	536	98.3%	1.7%		
2:45 PM	17	16	200	51	25	306	615	98.7%	1.3%		
3:00 PM	20	15	220	47	26	323	651	98.3%	1.7%		
3:15 PM	23	14	228	46	24	360	695	98.6%	1.4%		
3:30 PM	27	18	255	54	20	349	723	98.5%	1.5%		
3:45 PM	26	17	270	51	18	363	745	98.5%	1.5%		
4:00 PM	34	16	269	52	18	384	773	99.4%	0.6%		
4:15 PM	36	18	305	49	18	402	828	99.3%	0.7%		
4:30 PM	39	14	341	46	18	432	890	99.8%	0.2%		
4:45 PM	39	15	371	54	17	426	922	99.9%	0.1%		
5:00 PM	35	18	394	65	14	425	951	99.9%	0.1%	0.90	PM Peak
5:15 PM	34	18	376	67	14	388	897	100.0%	0.0%		
5:30 PM	25	18	338	67	9	341	798	99.9%	0.1%		
5:45 PM	23	18	287	55	6	316	705	99.9%	0.1%		
6:00 PM	18	14	256	48	5	299	640	99.8%	0.2%		
6:15 PM	12	8	183	35	1	222	461	99.8%	0.2%		
6:30 PM	8	5	113	22	1	148	297	100.0%	0.0%		
6:45 PM	3	2	61	14	1	79	160	100.0%	0.0%		
Movement Total	237	184	2345	458	148	2818					Movement Total
PC %	97.05%	95.65%	98.76%	97.60%	97.30%	98.90%					PC %
Heavy Veh %	2.95%	4.35%	1.24%	2.40%	2.70%	1.10%					Heavy Veh %

Study Name

2.William St @ Le Moyne Parkway

Start Date

05/31/2023

Start Time

7:00 AM

*Hourly totals given in 15 minute intervals

Start Time	William St. Southbound			Le Moyne Parkway Westbound			William St. Northbound			Le Moyne Parkway Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
7:00 AM	21	22	14	1	16	0	4	10	3	0	26	1	118	98.3%	1.7%		
7:15 AM	26	31	14	2	23	1	6	13	6	1	33	3	159	98.1%	1.9%		
7:30 AM	25	40	19	2	25	1	5	30	10	3	33	3	196	98.0%	2.0%		
7:45 AM	22	39	20	2	25	1	7	31	10	5	26	2	190	97.9%	2.1%		
8:00 AM	25	44	21	2	25	1	6	34	7	5	25	2	197	98.5%	1.5%	0.76	AM Peak
8:15 AM	21	38	24	2	17	0	4	32	6	5	15	1	165	98.2%	1.8%		
8:30 AM	19	24	16	3	15	2	3	14	2	3	11	1	113	97.3%	2.7%		
8:45 AM	17	19	9	2	11	2	0	11	4	2	13	2	92	95.7%	4.3%		
9:00 AM	18	22	8	4	8	2	0	12	5	2	14	2	97	93.8%	6.2%		
9:15 AM	18	19	7	5	9	4	0	11	4	3	17	2	99	93.9%	6.1%		
9:30 AM	15	21	11	4	10	3	0	15	5	3	24	2	113	95.6%	4.4%		
9:45 AM	15	19	15	4	10	4	2	14	3	3	19	1	109	95.4%	4.6%		
10:00 AM	15	8	17	2	15	4	3	15	4	4	15	1	103	97.1%	2.9%		
10:15 AM	13	11	15	0	17	2	4	22	3	3	16	0	106	97.2%	2.8%		
10:30 AM	16	19	15	0	18	2	5	21	4	5	12	0	117	95.7%	4.3%		
10:45 AM	17	26	14	0	20	3	3	21	7	5	19	1	136	96.3%	3.7%		
11:00 AM	14	32	12	0	23	4	2	17	5	5	22	2	138	96.4%	3.6%		
11:15 AM	15	33	11	1	20	4	1	10	5	4	20	2	126	96.8%	3.2%		
11:30 AM	11	27	8	2	19	3	0	14	6	2	25	2	119	97.5%	2.5%		
11:45 AM	11	22	5	2	24	1	0	13	4	1	21	1	105	98.1%	1.9%		
12:00 PM	8	22	4	4	21	1	0	11	4	0	22	0	97	99.0%	1.0%		
12:15 PM	10	21	6	4	24	2	0	17	5	4	21	2	116	98.3%	1.7%		
12:30 PM	9	17	6	5	25	2	1	12	5	4	16	2	104	97.1%	2.9%		
12:45 PM	10	15	9	5	19	2	1	14	5	4	14	3	101	96.0%	4.0%		
1:00 PM	9	13	13	4	19	2	1	15	8	4	15	4	107	95.3%	4.7%		
1:15 PM	6	17	12	3	16	2	2	11	8	1	28	2	108	96.3%	3.7%		
1:30 PM	10	22	14	2	14	5	1	13	6	3	30	4	124	98.4%	1.6%		
1:45 PM	11	24	11	3	18	5	1	13	9	3	35	3	136	97.1%	2.9%		
2:00 PM	13	26	14	7	16	4	1	18	11	7	36	3	156	95.5%	4.5%		
2:15 PM	17	19	22	7	22	4	1	19	13	6	28	5	163	95.7%	4.3%		
2:30 PM	18	21	23	6	24	2	2	25	17	4	34	3	179	96.1%	3.9%		
2:45 PM	17	27	22	6	23	3	3	24	16	7	38	5	191	97.4%	2.6%		
3:00 PM	20	30	23	1	24	4	5	26	13	7	47	4	204	99.5%	0.5%		
3:15 PM	16	43	19	1	24	3	6	26	11	7	46	2	204	99.5%	0.5%		
3:30 PM	14	47	23	2	25	4	7	23	7	8	53	2	215	98.1%	1.9%		
3:45 PM	15	45	31	1	24	3	7	23	6	6	57	2	220	97.7%	2.3%		
4:00 PM	11	45	24	1	31	3	5	19	4	5	57	3	208	97.1%	2.9%		
4:15 PM	11	39	22	1	28	4	7	17	4	6	74	3	216	97.2%	2.8%		

4:30 PM	11	39	19	1	27	4	8	17	5	7	67	3	208	98.6%	1.4%		
4:45 PM	10	39	13	1	30	5	8	25	3	6	70	1	211	99.5%	0.5%		
5:00 PM	12	41	15	1	25	5	10	31	6	5	70	0	221	99.5%	0.5%	0.89	PM Peak
5:15 PM	13	39	18	1	23	7	7	34	7	6	51	1	207	99.5%	0.5%		
5:30 PM	12	29	15	0	26	11	6	29	8	6	52	2	196	99.5%	0.5%		
5:45 PM	11	29	17	1	23	13	7	26	13	6	44	3	193	99.0%	1.0%		
6:00 PM	11	20	13	2	27	13	5	22	11	5	39	4	172	99.4%	0.6%		
6:15 PM	9	13	6	2	23	10	4	16	9	3	34	3	132	99.2%	0.8%		
6:30 PM	7	11	4	2	14	4	2	14	6	1	22	2	89	98.9%	1.1%		
6:45 PM	5	2	0	1	10	1	0	7	1	1	12	1	41	100.0%	0.0%		
Movement Total	177	325	178	29	250	43	42	230	81	49	388	26					Movement Total
PC %	97.74%	97.85%	98.31%	79.31%	98.00%	100.00%	100.00%	98.70%	91.36%	100.00%	98.97%	92.31%					PC %
Heavy Veh %	2.26%	2.15%	1.69%	20.69%	2.00%	0.00%	0.00%	1.30%	8.64%	0.00%	1.03%	7.69%					Heavy Veh %

Study Name
Start Date
Start Time

1.Monroe Avenue @ Le Moyne Parkway
05/31/2023
7:00 AM

*Hourly totals given in 15 minute intervals

Start Time	Monroe Ave. Southbound			Le Moyne Parkway Westbound			Monroe Ave. Northbound			Le Moyne Parkway Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
7:00 AM	9	46	12	4	24	5	8	14	1	0	17	5	145	98.6%	1.4%		
7:15 AM	16	56	12	5	33	5	6	17	2	1	19	7	179	98.9%	1.1%		
7:30 AM	17	51	12	4	39	5	8	20	6	1	16	4	183	98.9%	1.1%	0.79	AM Peak
7:45 AM	15	48	11	5	46	2	10	24	6	1	11	3	182	98.9%	1.1%		
8:00 AM	15	39	6	3	48	2	5	25	6	1	10	4	164	100.0%	0.0%		
8:15 AM	9	28	7	1	40	4	7	26	6	0	7	3	138	99.3%	0.7%		
8:30 AM	7	30	8	1	32	3	6	21	2	0	7	3	120	99.2%	0.8%		
8:45 AM	10	27	10	0	18	3	6	19	2	0	7	4	106	95.3%	4.7%		
9:00 AM	10	30	7	0	14	3	6	13	2	0	7	2	94	94.7%	5.3%		
9:15 AM	10	33	6	1	15	1	4	12	4	1	8	1	96	95.8%	4.2%		
9:30 AM	14	29	6	1	19	0	6	17	4	1	10	1	108	96.3%	3.7%		
9:45 AM	11	29	3	2	23	0	4	18	3	1	8	0	102	99.0%	1.0%		
10:00 AM	8	26	6	4	28	1	4	20	4	1	8	0	110	97.3%	2.7%		
10:15 AM	11	22	7	3	30	2	4	20	1	0	7	0	107	94.4%	5.6%		
10:30 AM	11	24	7	4	30	4	2	21	1	0	5	0	109	94.5%	5.5%		
10:45 AM	16	23	9	4	29	5	2	16	1	0	8	0	113	93.8%	6.2%		
11:00 AM	21	28	8	3	29	6	3	23	0	0	8	0	129	93.0%	7.0%		
11:15 AM	19	35	8	3	22	5	3	21	0	0	7	0	123	95.1%	4.9%		
11:30 AM	20	37	8	2	21	4	2	18	0	2	8	0	122	95.1%	4.9%		
11:45 AM	14	39	6	1	24	3	5	25	0	3	8	1	129	96.1%	3.9%		
12:00 PM	12	35	4	0	22	2	4	18	0	3	9	1	110	99.1%	0.9%		
12:15 PM	13	27	4	1	25	3	3	20	3	3	11	3	116	99.1%	0.9%		
12:30 PM	8	26	5	3	21	4	5	19	3	1	12	3	110	98.2%	1.8%		
12:45 PM	8	22	10	4	18	4	4	21	3	0	11	3	108	97.2%	2.8%		
1:00 PM	8	21	12	5	22	3	6	22	6	0	10	3	118	97.5%	2.5%		
1:15 PM	14	31	11	5	22	2	7	22	6	0	11	1	132	97.0%	3.0%		
1:30 PM	18	30	12	4	24	0	7	24	7	0	11	1	138	97.8%	2.2%		
1:45 PM	18	34	7	3	25	1	8	15	8	0	14	0	133	99.2%	0.8%		
2:00 PM	23	33	14	2	27	1	7	21	6	0	17	0	151	97.4%	2.6%		
2:15 PM	18	29	14	4	37	2	9	25	4	0	16	1	159	98.1%	1.9%		
2:30 PM	18	44	11	5	41	2	8	29	5	0	18	1	182	98.4%	1.6%		
2:45 PM	20	53	13	7	38	3	6	43	7	1	22	1	214	98.1%	1.9%		
3:00 PM	23	62	7	8	40	4	6	41	8	2	25	1	227	99.6%	0.4%		
3:15 PM	22	69	6	8	37	5	5	40	7	4	25	0	228	99.6%	0.4%		
3:30 PM	25	63	9	6	41	7	6	36	7	4	31	0	235	97.9%	2.1%		
3:45 PM	28	60	10	4	52	6	6	32	6	4	32	2	242	97.9%	2.1%		
4:00 PM	25	60	8	4	50	7	7	33	8	3	33	4	242	97.9%	2.1%		
4:15 PM	27	55	15	3	47	9	7	32	11	2	47	5	260	98.1%	1.9%	0.90	PM Peak

4:30 PM	22	56	12	3	47	8	8	31	10	3	47	5	252	99.6%	0.4%	
4:45 PM	22	62	11	3	42	8	8	25	8	3	49	3	244	100.0%	0.0%	
5:00 PM	19	60	11	2	41	7	10	21	5	3	54	1	234	100.0%	0.0%	
5:15 PM	13	64	5	0	43	5	10	23	2	2	44	1	212	99.5%	0.5%	
5:30 PM	14	56	6	0	42	5	8	23	4	3	42	2	205	99.5%	0.5%	
5:45 PM	12	45	4	0	40	6	8	21	4	2	37	2	181	99.4%	0.6%	
6:00 PM	11	39	6	0	41	5	4	25	5	2	31	2	171	99.4%	0.6%	
6:15 PM	11	23	4	0	30	3	2	16	5	2	24	1	121	100.0%	0.0%	
6:30 PM	8	15	3	0	18	2	1	12	2	0	15	0	76	100.0%	0.0%	
6:45 PM	4	6	3	0	11	0	0	9	2	0	8	0	43	100.0%	0.0%	
Movement Total	184	479	101	35	386	46	70	276	51	15	229	23				Movement Total
PC %	97.8%	98.5%	94.1%	100.0%	99.0%	95.7%	97.1%	97.5%	100.0%	100.0%	99.6%	95.7%				PC %
Heavy Veh %	2.2%	1.5%	5.9%	0.0%	1.0%	4.3%	2.9%	2.5%	0.0%	0.0%	0.4%	4.3%				Heavy Veh %

Study Name
Start Date
Start Time

Franklin Avenue @ Washington Boulevard
05/31/2023
7:00 AM

*Hourly totals given in 15 minute intervals

Start Time	Franklin Ave. Southbound				Washington Blvd. Westbound				Franklin Ave. Northbound				Park Dr. Northeastbound				Washington Blvd. Eastbound				Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Bear Right	Right	Left	Bear Left	Thru	Right	Hard Left	Left	Thru	Right	Hard Left	Bear Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right					
7:00 AM	9	15	1	7	7	2	160	6	0	2	12	13	0	0	0	0	3	388	2	1	628	36.1%	63.9%		
7:15 AM	11	20	1	8	9	1	195	9	0	3	22	14	0	0	0	0	5	381	3	1	683	41.6%	58.4%		
7:30 AM	15	21	1	10	12	3	216	17	0	3	28	13	0	0	0	0	7	359	5	1	711	46.4%	53.6%	1.91	AM Peak
7:45 AM	16	23	0	10	13	2	192	20	0	4	29	15	0	0	0	0	9	324	5	1	663	47.7%	52.3%		
8:00 AM	13	27	0	6	9	3	187	22	0	2	29	12	0	0	0	0	7	280	4	0	601	49.6%	50.4%		
8:15 AM	10	27	0	3	11	3	163	19	0	2	21	12	0	0	0	0	6	235	3	0	515	50.7%	49.3%		
8:30 AM	8	26	0	1	11	2	136	12	0	3	15	13	0	0	0	0	4	183	2	0	416	52.2%	47.8%		
8:45 AM	3	26	0	1	10	2	138	9	0	2	15	13	0	0	0	0	2	158	3	0	382	54.2%	45.8%		
9:00 AM	6	22	1	1	11	1	121	11	0	2	14	13	0	0	0	0	4	156	4	0	367	54.0%	46.0%		
9:15 AM	6	22	3	3	9	1	114	10	0	2	11	10	0	0	0	0	5	144	4	0	344	53.8%	46.2%		
9:30 AM	5	20	3	4	7	1	112	10	0	1	12	11	0	0	0	0	5	144	4	0	339	53.4%	46.6%		
9:45 AM	6	16	3	4	6	1	108	12	1	1	15	9	0	0	0	0	5	130	2	0	319	55.8%	44.2%		
10:00 AM	2	16	2	4	5	1	105	7	1	1	16	9	0	0	0	0	5	146	1	0	321	51.7%	48.3%		
10:15 AM	4	16	0	3	6	1	108	7	1	2	18	12	0	0	0	0	5	145	3	0	331	53.2%	46.8%		
10:30 AM	3	26	1	3	5	0	108	6	1	3	21	11	0	0	0	0	5	138	2	0	333	55.9%	44.1%		
10:45 AM	7	28	1	5	6	0	111	5	0	3	21	11	0	0	0	0	6	142	3	0	349	56.7%	43.3%		
11:00 AM	10	28	4	6	7	0	120	4	0	3	21	10	0	0	0	0	8	132	4	0	357	59.7%	40.3%		
11:15 AM	9	28	5	5	6	2	114	4	0	2	21	6	0	0	0	0	10	149	2	0	363	55.6%	44.4%		
11:30 AM	13	18	4	3	8	4	124	7	0	1	16	7	0	0	0	0	13	179	2	0	399	50.6%	49.4%		
11:45 AM	10	16	4	2	8	5	133	9	0	1	13	7	0	0	0	0	14	196	3	0	421	48.0%	52.0%		
12:00 PM	9	16	1	3	12	6	122	9	1	1	11	6	0	0	0	0	10	207	3	0	417	45.6%	54.4%		
12:15 PM	11	18	1	5	13	4	146	9	1	0	10	13	0	0	1	0	8	209	4	0	453	49.2%	50.8%		
12:30 PM	11	17	1	6	10	2	151	6	1	1	12	15	0	0	1	0	5	202	4	0	445	51.2%	48.8%		
12:45 PM	10	21	1	6	12	1	152	4	1	1	12	17	0	0	1	0	5	205	3	0	452	52.2%	47.8%		
1:00 PM	9	21	2	5	9	1	185	6	0	3	12	18	0	0	1	0	9	212	2	0	495	54.5%	45.5%		
1:15 PM	8	15	2	4	8	1	179	7	0	5	16	13	0	0	0	0	9	202	1	0	470	54.7%	45.3%		
1:30 PM	8	17	2	3	8	2	197	7	0	5	17	9	0	0	0	0	10	207	1	0	493	55.6%	44.4%		
1:45 PM	11	15	2	3	6	4	213	5	0	5	23	11	0	0	0	0	11	224	2	0	535	55.3%	44.7%		
2:00 PM	11	21	1	3	8	5	212	5	0	3	28	14	0	0	0	0	9	247	3	0	570	54.0%	46.0%		
2:15 PM	11	25	1	3	8	7	220	6	0	1	33	20	0	0	0	0	13	288	3	0	639	52.1%	47.9%		
2:30 PM	10	36	2	8	12	7	226	5	0	1	37	22	0	0	0	0	13	318	3	0	700	51.9%	48.1%		
2:45 PM	10	46	2	9	15	6	225	7	0	3	33	21	0	0	0	0	12	353	3	0	745	49.7%	50.3%		
3:00 PM	15	45	2	11	14	8	257	6	0	3	30	25	0	0	0	0	12	369	4	0	801	50.4%	49.6%		
3:15 PM	13	46	1	11	15	6	283	9	0	5	31	26	0	0	0	0	9	370	4	0	829	52.0%	48.0%		
3:30 PM	10	35	1	7	15	5	300	10	0	5	29	33	0	0	0	0	10	385	5	0	850	51.3%	48.7%	1.99	PM Peak
3:45 PM	8	27	1	6	13	4	319	10	0	5	34	37	0	0	0	0	9	359	5	0	837	54.2%	45.8%		
4:00 PM	5	28	1	5	12	0	292	10	0	5	36	34	0	0	0	0	7	358	3	0	796	53.3%	46.7%		
4:15 PM	7	26	2	7	11	1	282	7	1	7	35	29	0	0	0	0	5	353	4	1	778	53.2%	46.8%		
4:30 PM	10	31	2	7	10	1	258	7	1	6	35	25	0	0	0	0	5	350	5	1	754	52.0%	48.0%		
4:45 PM	12	32	2	8	12	2	255	7	1	4	36	26	0	0	0	0	9	351	5	1	763	52.0%	48.0%		
5:00 PM	13	29	3	9	10	2	251	8	1	4	42	28	0	0	0	0	14	353	6	1	774	51.3%	48.7%		
5:15 PM	13	29	2	7	11	2	231	5	0	1	40	28	0	0	0	0	14	345	7	0	735	49.7%	50.3%		
5:30 PM	13	26	1	10	10	2	220	7	0	2	38	24	0	0	0	0	12	316	5	0	686	50.9%	49.1%		
5:45 PM	9	21	1	10	9	1	184	6	0	2	35	15	0	0	0	0	8	288	3	0	592	48.5%	51.5%		
6:00 PM	10	21	0	8	10	1	149	5	0	3	30	8	0	0	0	0	5	240	2	0	492	49.2%	50.8%		
6:15 PM	8	16	0	7	7	0	105	5	0	2	21	4	0	0	0	0	4	167	0	0	346	50.0%	50.0%		
6:30 PM	5	10	0	3	5	0	57	2	0	1	17	2	0	0	0	0	3	99	0	0	204	49.0%	51.0%		
6:45 PM	5	7	0	1	2	0	21	1	0	1	8	1	0	0	0	0	2	47	0	0	96	49.0%	51.0%		
Movement Total	112	289	18	68	114	30	2161	99	3	32	281	190	0	0	1	0	93	3088	38	2					Movement Total
PC %	100.00%	99.31%	100.00%	97.06%	100.00%	96.67%	97.73%	98.99%	100.00%	96.88%	99.29%	98.95%			100.00%		95.70%	98.12%	97.37%	100.00%					PC %
Heavy Veh %	0.00%	0.69%	0.00%	2.94%	0.00%	3.33%	2.27%	1.01%	0.00%	3.13%	0.71%	1.05%			0.00%		4.30%	1.88%	2.63%	0.00%					Heavy Veh %

Study Name

5.William Street @ Chicago Street

Start Date

05/31/2023

Start Time

7:00 AM

*Hourly totals given in 15 minute intervals

Start Time	William St. Southbound			Chicago Ave. Westbound			William St. Northbound			Chicago Ave. Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
7:00 AM	6	25	5	13	265	4	9	14	8	3	418	15	785	98.9%	1.1%		
7:15 AM	6	32	6	14	312	4	11	23	14	3	417	15	857	98.8%	1.2%		
7:30 AM	9	35	6	13	335	4	16	28	16	2	414	20	898	99.0%	1.0%		
7:45 AM	8	35	5	12	350	4	16	30	17	4	405	20	906	98.9%	1.1%	0.91	AM Peak
8:00 AM	8	27	6	11	336	5	12	29	15	5	373	20	847	98.7%	1.3%		
8:15 AM	9	22	7	11	303	4	14	25	12	5	332	18	762	98.7%	1.3%		
8:30 AM	6	21	6	10	258	5	12	19	15	6	309	15	682	98.7%	1.3%		
8:45 AM	7	14	5	14	228	5	13	18	20	3	303	10	640	98.1%	1.9%		
9:00 AM	7	14	3	19	219	2	12	18	24	2	298	6	624	97.6%	2.4%		
9:15 AM	6	13	0	19	230	4	8	20	22	1	321	6	650	97.5%	2.5%		
9:30 AM	7	12	0	23	251	5	6	24	19	0	325	3	675	96.9%	3.1%		
9:45 AM	6	14	2	21	248	5	5	28	15	0	298	3	645	97.1%	2.9%		
10:00 AM	5	14	3	17	249	6	10	24	14	0	281	5	628	97.3%	2.7%		
10:15 AM	5	18	3	20	227	7	11	26	15	1	287	6	626	97.4%	2.6%		
10:30 AM	3	19	5	14	208	6	10	24	18	3	286	9	605	97.7%	2.3%		
10:45 AM	6	18	3	13	214	6	10	22	17	3	296	14	622	98.1%	1.9%		
11:00 AM	7	15	5	14	226	5	8	21	16	4	291	15	627	98.2%	1.8%		
11:15 AM	8	10	5	16	261	2	9	15	22	3	274	14	639	98.0%	2.0%		
11:30 AM	11	8	4	21	270	3	11	14	22	4	292	13	673	98.1%	1.9%		
11:45 AM	8	7	4	25	271	4	15	14	24	4	307	12	695	98.3%	1.7%		
12:00 PM	6	10	1	26	256	8	14	16	28	6	345	9	725	98.1%	1.9%		
12:15 PM	10	11	3	26	249	10	13	19	22	7	350	12	732	98.5%	1.5%		
12:30 PM	7	15	2	22	270	9	11	17	21	5	342	12	733	98.8%	1.2%		
12:45 PM	7	18	2	18	275	8	6	19	21	6	345	10	735	98.4%	1.6%		
1:00 PM	7	16	4	18	300	6	4	20	15	7	334	12	743	97.8%	2.2%		
1:15 PM	2	17	3	14	302	5	3	20	13	7	350	15	751	97.3%	2.7%		
1:30 PM	5	15	4	14	314	6	2	31	9	7	357	12	776	96.9%	3.1%		
1:45 PM	7	15	5	18	345	5	1	27	8	6	357	12	806	96.7%	3.3%		
2:00 PM	7	18	4	20	350	5	6	30	10	4	362	14	830	97.5%	2.5%		
2:15 PM	8	17	5	23	374	6	10	30	15	4	379	11	882	97.8%	2.2%		
2:30 PM	8	22	5	27	378	7	14	30	23	6	409	17	946	98.2%	1.8%		
2:45 PM	9	23	5	25	363	11	16	35	21	7	461	19	995	98.7%	1.3%		
3:00 PM	12	22	6	18	390	10	15	34	22	6	468	15	1018	98.8%	1.2%		
3:15 PM	11	28	6	17	395	12	16	37	23	6	493	14	1058	98.5%	1.5%		
3:30 PM	10	22	6	18	400	10	14	35	20	6	480	13	1034	98.7%	1.3%		
3:45 PM	8	24	7	24	417	9	16	30	27	11	440	12	1025	98.6%	1.4%		
4:00 PM	5	27	5	27	395	10	13	36	30	11	450	15	1024	98.6%	1.4%		
4:15 PM	5	24	5	28	399	8	8	42	26	12	442	13	1012	99.1%	0.9%		

4:30 PM	6	28	4	23	426	9	6	39	26	11	448	11	1037	99.0%	1.0%		
4:45 PM	6	27	5	20	425	10	4	42	32	7	485	9	1072	99.3%	0.7%		
5:00 PM	9	26	5	18	454	8	4	36	31	7	491	13	1102	98.9%	1.1%		
5:15 PM	10	26	3	18	445	10	9	31	35	7	501	16	1111	99.2%	0.8%	0.97	PM Peak
5:30 PM	9	25	3	22	416	11	11	28	34	6	489	14	1068	99.2%	0.8%		
5:45 PM	8	20	0	17	406	9	9	28	22	8	461	15	1003	98.9%	1.1%		
6:00 PM	6	16	1	17	359	11	8	25	17	9	437	10	916	99.5%	0.5%		
6:15 PM	4	10	1	11	259	7	2	15	10	7	302	6	634	99.2%	0.8%		
6:30 PM	2	4	1	5	164	4	0	11	5	6	201	5	408	99.3%	0.7%		
6:45 PM	1	3	1	3	72	2	0	4	3	2	94	3	188	100.0%	0.0%		
Movement Total	85	230	48	218	3799	80	115	303	230	64	4548	149					Movement Total
PC %	100.00%	99.57%	100.00%	98.17%	98.26%	97.50%	100.00%	99.01%	98.70%	96.88%	98.37%	98.66%					PC %
Heavy Veh %	0.00%	0.43%	0.00%	1.83%	1.74%	2.50%	0.00%	0.99%	1.30%	3.13%	1.63%	1.34%					Heavy Veh %

Study Name
Start Date
Start Time

6. William Street @ Lake Street
05/31/2023
7:00 AM

*Hourly totals given in 15 minute intervals

Start Time	William St. Southbound			Lake St. Westbound			William St. Northbound			Lake St. Eastbound			Hourly Total	PC %	Heavy Veh %	Peak Hour Factor	FILTER
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right					
7:00 AM	4	20	24	31	281	4	5	4	10	8	496	22	909	94.8%	5.2%		
7:15 AM	7	24	33	31	319	6	6	8	14	11	455	33	947	95.8%	4.2%		
7:30 AM	7	28	41	37	339	11	4	10	23	16	465	27	1008	95.8%	4.2%		
7:45 AM	7	26	38	43	370	12	8	11	28	23	475	34	1075	96.2%	3.8%	0.97	AM Peak
8:00 AM	9	21	30	45	346	15	7	11	38	23	457	38	1040	96.3%	3.7%		
8:15 AM	7	18	26	54	332	13	12	9	37	20	430	34	992	96.5%	3.5%		
8:30 AM	8	16	23	56	297	9	16	8	34	15	410	35	927	96.7%	3.3%		
8:45 AM	7	17	21	60	269	8	16	7	35	12	373	35	860	95.9%	4.1%		
9:00 AM	4	17	29	72	265	5	18	8	36	9	378	37	878	96.1%	3.9%		
9:15 AM	6	17	27	69	292	5	16	8	41	12	386	37	916	96.2%	3.8%		
9:30 AM	6	19	25	72	338	4	14	12	43	12	386	48	979	96.3%	3.7%		
9:45 AM	9	20	23	72	351	6	15	19	42	12	379	55	1003	96.9%	3.1%		
10:00 AM	9	20	19	72	357	8	17	20	43	12	390	55	1022	96.7%	3.3%		
10:15 AM	7	24	23	78	359	12	14	20	46	12	408	55	1058	96.7%	3.3%		
10:30 AM	7	19	25	72	364	15	17	17	47	17	390	50	1040	96.1%	3.9%		
10:45 AM	4	20	30	63	399	17	15	9	47	19	414	46	1083	96.5%	3.5%		
11:00 AM	4	24	31	47	419	14	14	7	40	20	434	47	1101	96.8%	3.2%		
11:15 AM	5	20	40	45	443	12	18	6	43	22	447	49	1150	97.0%	3.0%		
11:30 AM	6	23	39	45	444	11	15	6	45	24	470	39	1167	97.0%	3.0%		
11:45 AM	9	21	43	48	435	10	14	10	44	24	473	34	1165	96.2%	3.8%		
12:00 PM	9	16	41	53	452	10	12	9	50	27	469	30	1178	96.2%	3.8%		
12:15 PM	6	18	38	55	445	9	12	12	45	24	464	26	1154	96.5%	3.5%		
12:30 PM	6	17	39	65	444	8	13	9	40	22	493	37	1193	97.4%	2.6%		
12:45 PM	3	14	32	65	457	5	14	8	46	24	482	43	1193	97.9%	2.1%		
1:00 PM	2	15	30	62	456	7	15	8	42	22	473	42	1174	98.2%	1.8%		
1:15 PM	4	16	23	61	453	8	12	6	40	21	460	41	1145	98.0%	2.0%		
1:30 PM	2	17	21	59	461	7	17	9	40	21	433	38	1125	97.7%	2.3%		
1:45 PM	5	17	25	57	481	5	16	10	32	18	471	35	1172	97.8%	2.2%		
2:00 PM	7	16	30	58	481	7	15	12	30	17	475	42	1190	97.7%	2.3%		
2:15 PM	8	17	32	53	486	7	18	13	34	26	480	46	1220	97.9%	2.1%		
2:30 PM	13	14	35	42	503	8	14	13	42	33	491	42	1250	97.8%	2.2%		
2:45 PM	14	20	33	47	498	8	14	10	39	30	496	45	1254	97.9%	2.1%		
3:00 PM	12	20	29	47	526	6	15	8	42	32	509	43	1289	97.9%	2.1%		
3:15 PM	14	20	31	46	544	11	14	10	37	29	506	34	1296	98.1%	1.9%		
3:30 PM	9	20	32	44	539	13	14	10	29	23	525	43	1301	98.2%	1.8%		
3:45 PM	5	17	39	36	539	15	16	12	35	29	523	37	1303	98.3%	1.7%		
4:00 PM	6	19	40	30	546	16	15	13	30	35	543	34	1327	98.2%	1.8%		
4:15 PM	4	21	38	28	522	16	12	9	34	36	567	40	1327	98.0%	2.0%		

4:30 PM	5	21	36	27	519	15	10	10	31	34	586	34	1328	98.0%	2.0%		
4:45 PM	6	18	31	21	524	14	6	12	26	33	607	31	1329	98.3%	1.7%	0.93	PM Peak
5:00 PM	10	14	30	21	501	13	3	11	25	31	627	27	1313	98.4%	1.6%		
5:15 PM	9	8	28	16	511	7	3	14	15	29	658	29	1327	98.6%	1.4%		
5:30 PM	11	7	33	16	484	7	2	13	13	32	643	24	1285	98.6%	1.4%		
5:45 PM	13	6	31	18	460	9	2	10	10	30	605	23	1217	98.4%	1.6%		
6:00 PM	8	8	30	14	433	7	3	10	6	27	573	21	1140	98.4%	1.6%		
6:15 PM	6	6	24	12	309	6	2	6	5	20	407	10	813	98.3%	1.7%		
6:30 PM	3	4	12	7	209	4	1	3	3	12	264	5	527	98.1%	1.9%		
6:45 PM	0	4	6	3	98	1	1	1	1	6	142	2	265	98.5%	1.5%		
Movement Total	84	210	363	552	5063	112	139	121	392	263	5824	438					Movement Total
PC %	97.62%	98.57%	98.35%	98.01%	97.16%	97.32%	99.28%	98.35%	98.98%	99.24%	96.72%	99.54%					PC %
Heavy Veh %	2.38%	1.43%	1.65%	1.99%	2.84%	2.68%	0.72%	1.65%	1.02%	0.76%	3.28%	0.46%					Heavy Veh %

Rail Crossing Inventory

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 07 / 05 / 2023	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 689627S
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Part I: Location and Classification Information

1. Primary Operating Railroad WISCONSIN CENTRAL LTD. [WC]		2. State ILLINOIS		3. County COOK	
4. City / Municipality <input checked="" type="checkbox"/> In <input type="checkbox"/> Near RIVER FOREST		5. Street/Road Name & Block Number THATCHER AVE 0 (Street/Road Name) * (Block Number)		6. Highway Type & No. FAU2753	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
9. Railroad Division or Region <input type="checkbox"/> None CHICAGO		10. Railroad Subdivision or District <input type="checkbox"/> None WAUKESHA		11. Branch or Line Name <input type="checkbox"/> None MAIN	
12. RR Milepost 0012.390 (prefix) (nnnn.nnn) (suffix)		13. Line Segment * SC00052044		14. Nearest RR Timetable Station * RIVER FOREST	
15. Parent RR (if applicable) <input type="checkbox"/> N/A CN		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A WC		17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			25. Quiet Zone (FRA provided) <input type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input checked="" type="checkbox"/> Chicago Excused Date Established		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 41.899592		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -87.825936	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use *			
30.B. Railroad Use *		31.A. State Use *			
30.C. Railroad Use *		31.B. State Use * LAT/LONG PER ICC-SL 2018			
30.D. Railroad Use *		31.C. State Use *			
32.A. Narrative (Railroad Use) *		31.D. State Use * 7/5/23-AADT; Year; % Truck Updated per IDOT March 2023 Y			
32.B. Narrative (State Use) * ICC 7/5/23 - Updated AADT, Year, % Truck, State N		32. Emergency Notification Telephone No. (posted) 800-465-9239			
34. Railroad Contact (Telephone No.) 888-888-5909		35. State Contact (Telephone No.) 217-785-9026			

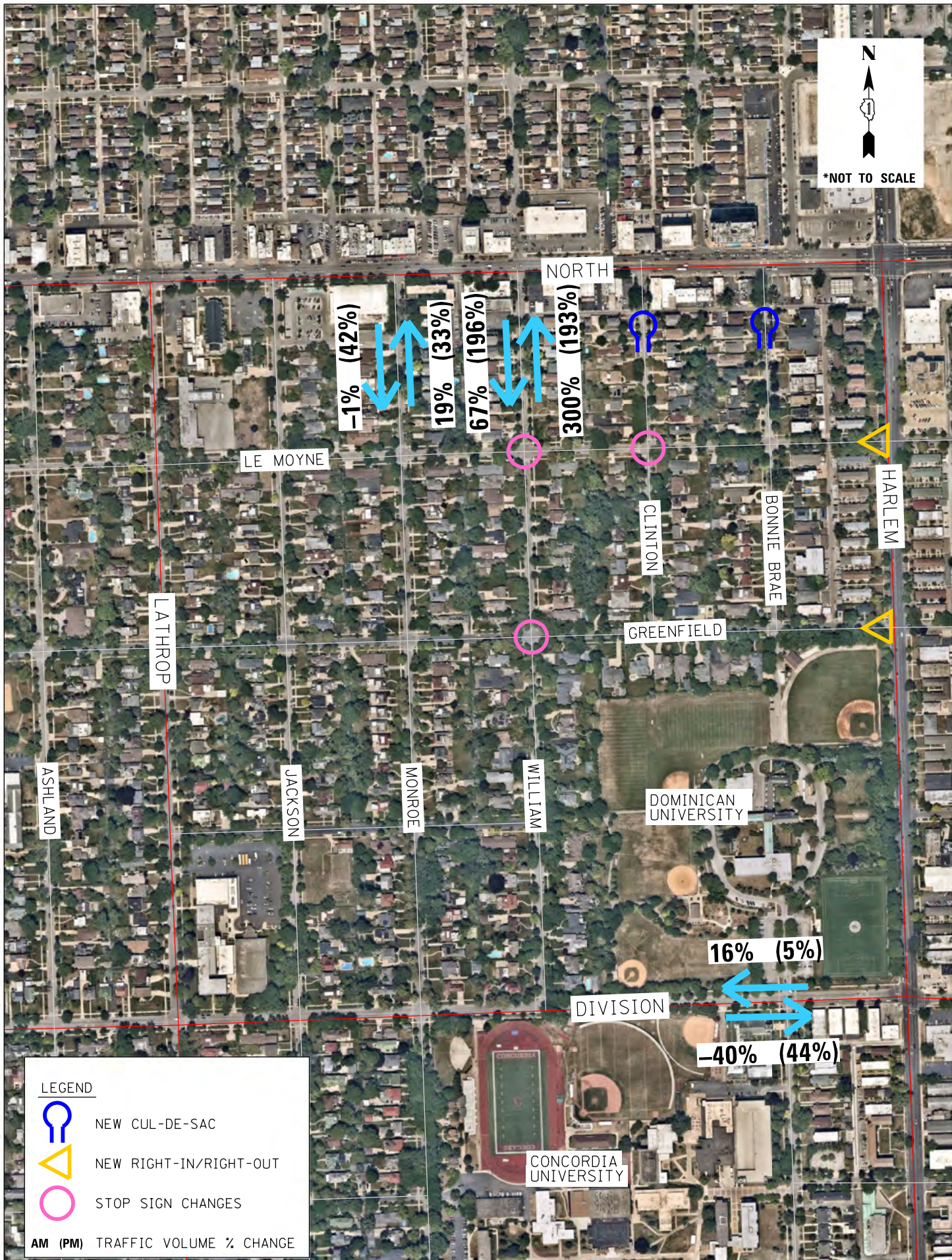
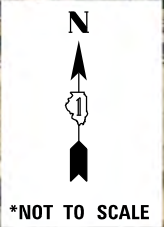
Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 5	1.B. Total Night Thru Trains (6 PM to 6 AM) 1	1.C. Total Switching Trains 0	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2016		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 1 to 60		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input type="checkbox"/> No




U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 07/05/2023		PAGE 2		D. Crossing Inventory Number (7 char.) 689627S	
Part III: Highway or Pathway Traffic Control Device Information					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 0 <input type="checkbox"/> W10-3 0 <input type="checkbox"/> W10-11 0 <input type="checkbox"/> W10-2 0 <input type="checkbox"/> W10-4 0 <input type="checkbox"/> W10-12 0	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count 0) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count 0		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)					
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 2 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 2 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 8
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 4
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * 0 Stop Line Distance * 0	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
Part IV: Physical Characteristics					
1. Traffic Lanes Crossing Railroad Number of Lanes 02 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * _____ Length * _____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input checked="" type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Part V: Public Highway Information					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	4. Highway Speed Limit 25 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) * 016 92753 000000					
6. LRS Milepost * 2.12					
7. Annual Average Daily Traffic (AADT) Year 2022 AADT 11600		8. Estimated Percent Trucks 3 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input type="checkbox"/> No
Submission Information - This information is used for administrative purposes and is not available on the public website.					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

NE Quadrant Traffic Counts



LEGEND

-  NEW CUL-DE-SAC
 -  NEW RIGHT-IN/RIGHT-OUT
 -  STOP SIGN CHANGES
- AM (PM) TRAFFIC VOLUME % CHANGE