



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, September 18, 2024 – 7:30 PM

AGENDA

Physical attendance at this public meeting is limited to 50 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: bkoclanis@vrf.us. You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 833 5080 7173 and passcode 202850 or by clicking here:

<https://us02web.zoom.us/j/83350807173?pwd=dklvanBtZHluWitRdzBjNnl5cHYzZz09> If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email bkoclanis@vrf.us by 3:00 PM on Wednesday, September 18, 2024.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission meeting held on May 15, 2024.
3. Adoption of minutes from the Traffic and Safety Commission meeting held on July 17, 2024.
4. Public Comment
5. Continuing discussion of the request by Sean Herring of 915 Monroe Avenue to install stop signs in the north and south directions at the intersection of Iowa Street and Monroe Avenue.
6. Continuing discussion of parking on the 1200/1300 block of Park Avenue.
7. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, May 15, 2024, at 7:30 P.M.

Roll Call and Call to Order

The meeting was called to order at 7:30 PM. Present at this meeting were Commissioner Chase, Commissioner Gillis, Commissioner Hoyt, Commissioner Karrow, Commissioner Osga, & Chairman Rees.

Chairman Rees adopted a motion to approve the minutes from the last Traffic and Safety Commission meeting on January 17, 2024. All were in favor and the minutes were adopted.

Chairman Rees discusses the one thing on the agenda regarding parking with respect to the 1200/1300 block of Park Avenue. Are there other people here for other items besides Park Avenue?

Chairman Rees asks Sean if he is here – asks Sean to take the mike and tell us your name, address and what you are here for.

Matt Walsh, Village Administrator, murmurs to Chairman Rees that this is for a petition that just came in.

Sean Herring, resident at 915 Monroe, indicates that he is here on behalf of residents from the notification area for Monroe and Iowa. They are requesting a stop sign be placed on Monroe Street going north and south. The basis for this request is that there have been a number of accidents that occurred at this intersection. Monroe Street is the first street going west of Harlem. There is a tremendous amount of traffic and speeding motorists. Concerned about safety in the area for kids, elderly & folks walking their dogs. Has a petition that 82% of residents signed in the notification area which he submitted yesterday. Was not able to get on the agenda and that is why I am here.

Chairman Rees asks Sean if he doesn't mind waiting until the end so they can address other items on the agenda like Park. Is that ok with the Commission? When we step back up to this, I am not sure – I know we collected data historically and since it wasn't on the agenda, we haven't looked at the old data. I have some notebooks of the old KLOA Study as well as the TEG Study. So, it is possible that we will have data that was collected before, but not the most current.

Talk amongst Commission regarding percentage of residents that signed petition and that this will be on the next agenda and not addressed this evening.

Chairman Rees indicates to Sean that it is up to you if you want to wait around as this was not on the agenda. But we want to make sure we get the notice out and collect the accident data and speed information that was collected so we can have a discussion at the next meeting.

Sean indicates that there has been a lack of notice of transparency regarding issues in the Northeast Quadrant. I would rather not speak to you individually but rather address the public constituents at Monroe and Iowa at the same time, so everybody is part of this conversation.

Chairman Rees indicates that is where we are going to end up Sean. Would you rather just wait for the next meeting?

Sean indicates yes and inquires what the next process is.

Chairman Rees indicates that the next process will be that 1, we will put this on the next agenda, 2, then we will have your petition which we don't have yet and 3, we will see what data can be collected in advance of the next meeting plus notice to the affected people in case other people want to show up and speak to it. This way we will be able to address this with the proper notice.

Commissioner Chase addresses Sean and indicates that she did not catch his last name and asks if he has the signed petitions so they can get copies for the next meeting.

Chairman Rees indicates that the item on the agenda is parking with respect to the 1200/1300 block of Park. We have some information on the agenda regarding the history of this block. I don't know if there is someone else on the Commission who maybe has studied that and would like to summarize that. I will be glad to take a shot at that or Matt or anybody else.

Commissioner Gillis indicates that when we looked at this back pre-COVID, they made a couple of different recommendations. One was removing the two-hour...

Chairman Rees indicates that the report was May 26, 2020.

Commissioner Gillis indicates that there were 3 recommendations. The first one was for free parking included on Division and Park. The second one was paid parking for those two locations. What was the third one?

Talk amongst Commission what the third one was - go back to the two- hour. The third one was the meter.

Chairman Rees indicates in the historical background that previously there was parking on the west side of Park, and it was limited to two hours. There was no parking on the east side. In July 2020, the Village Board adopted an Ordinance, based on the recommendation of a Study that had been done, and that was to remove the two-hour restriction and allow parking on the west side of Park but continue not to allow parking on the east side. That happened. After that happened, COVID hit so parking was probably depressed during COVID. Now, with students back at Dominican, parking has increased. My understanding is that I think some neighbors complained and the Village through the police somehow but up Temporary Resident Only Parking on the west side of the street that is currently marked as Temporary Resident Only Parking by Police Order – with continued no parking on the east side. With that being the current

status quo, it was put on the agenda for us to discuss various options which could include anything and whether we would maintain a temporary resident only parking on the west side which might require a change of Ordinance. Stick with the current Ordinance which is to allow parking on the west side and remove the current police temporary restriction. One thing that might be on the table is whether we would consider resident only parking on the east side. Right now, on the east side of the street is no parking. Obviously if you had parking on both sides of the street, it would be tight- compressed area but would also slow down traffic. That's kind of the status quo as I understand it. We have some people who have signed up. Should we hear from people who have signed up?

Commissioner Gillis indicates that I know that parking on the east side, we would not be able to do that as that is the fire truck route.

Chairman Rees indicates that there is a reason to keep that open so Firefighters and EMT's can proceed north on Park. Why don't we have some people who signed up – first name is Cheryl Starks at 1243 Park.

My name is Cheryl Starks. I live at 1243 Park Avenue, directly across from Dominican. We've been there for almost 30 years. We had to endure false fire alarms, loud music, fighting in the parking lots, the usual stuff. The most annoying is the parking. Talks about Park Avenue being very narrow especially for emergency vehicles as they cannot park on street and would have to pull in someone's driveway. Difficult getting out of their driveway when cars are parked there. Has enjoyed the temporary no parking. Did not receive notice in 2020 when they removed the two-hour restriction, we did not get notice, so they were not there but did get notice that the parking has been changed. The two-hour parking was not enforced as we had to call and have the police come by to write tickets. They told me to go out and get the registration number, license number and make and model. I told them that I was not going to do that. Now that the two-hour restriction has been removed, now cars are parked overnight. Feels that she should not have to do police job and it is annoying. I would recommend resident parking only. Recommends that every vehicle should have a city sticker by law. Dominican should reduce their parking fees to their students as several years ago they were charging students \$100 per month. My biggest concern is that the parking is not being enforced. Should be residential parking between certain hours. I would appreciate enforcement.

Commission Gillis makes a comment about enforcement that the Village has a cool machine now which is the minivan that drives around that is the Community Service. It has license plate readers on it, so it knows what the parking is, tracks the license plate. Two hours later if they drive by it will say stop and give that person a ticket. This has been for the past 3 or 4 years.

Commissioner Chase indicates to Mrs. Starks that Dominican has this beautiful parking garage. I did not realize that they charge for parking there.

Cheryl Starks indicates that is part of the problem as if I were a student there, I would find free parking. The amount they charge is outrageous for students.

Chairman Rees indicates let's get through the rest of the Public Comment please. Shannon Miller, would you like to speak?

Hi everyone. My name is Shannon Miller. I live at 1241 Park next door to Stark's and can sympathize with everything Cheryl has said. When that street is filled up with cars, it is complicated to get out of your driveway. I would like to request that we find some middle ground. If we do move away from the current state that we have only resident parking so when we do have guests, they have somewhere to park. On the Greenfield side of Dominican, is two hours between 8:00 and 5:00 which is when most of the students are taking classes. If having a two-hour restriction during the daytime hours could serve as that middle ground. Would be open to resident guest sticker. Having flexibility on evenings and weekends would be much appreciated.

Commissioner Gillis indicates that he thinks Greenfield has no parking during the week. Monday through Friday from 8:00 until 5:00 no parking.

Chairman Rees indicates that today he was driving up in some of the Northeast Quadrant between Le Moyne and North. We have some two-hour parking restrictions on those blocks. I am not sure if they are two-hours all the time or two hours between certain hours. Does anybody know?

Commissioner Gillis indicated that it varies by block. I was looking at that today. A lot of them were from 9:00 to 5:00, Monday through Friday. Some were just two hours or not two hours but 9:00 to 5:00 but didn't say Monday through Friday but would have been for seven days a week.

Chairman Rees asks Shannon if there is anything else. How about Mark.

My name is Mark Titzer. I represent Dominican University. I am here with my colleague Dan Opels. Hello to our neighbors on Park Avenue. I would just like to point out a few things for context and thank you for having this meeting. As you noted, the two-hour restriction was removed four years ago. There has been no parking restriction on the west side of Park for four years now. This came back to light when some of the neighbors reminded us as leaders, that we needed to reinstall a gate on the north side of campus in keeping with the plan development from many years ago that would restrict traffic flow between the west and east side of campus. So, those exiting the parking garage wouldn't be exiting through the back campus and onto Park Avenue. We have done that in compliance with our planned development commitment and believe that's working just fine. In terms of context or perspective, I would challenge a resident only restriction because it has been pointed out that there are about nineteen houses on the 1200/1300 block of Park. They all do have driveways. It seems like the residents have a place to park for each of those nineteen houses. In terms of visitors, as you noted, the east side is no parking, but the west side could provide that for visitors or visitors to Dominican. We have visitors for athletic competitions who might not live or work at Dominican. Our gymnasium is in the back of campus there as you know. I suppose the Village can add back a two-hour restriction, but an exhaustive parking study concluded that that two-hour be removed. So, we've been four years without that. So, it makes the question why would we put that back on and I would argue why we would put on a – pardon?

Chairman Rees indicates that my understanding is that one reason it was removed was to encourage people – first of all, it's adjacent to Dominican and second, it's to encourages people to park closer to campus rather than farther away into the rest of the neighborhood.

Mark Titzer indicates that is a good reason for that. I apologize for the proximity of your homes to our campus but – I would also like to clarify that we do have a parking garage that was part of our 2008 planned development. It has about 550 parking spaces in it. We charge faculty and staff \$50.00 per year to park there. The resident students who will be parking overnight who live at Marie Mazzuchelli Coughlin Hall, they pay \$100.00 per year to park in that open lot all night long. We have campus safety officers. We believe it is a nominal fee for parking. I don't believe it is a deterrent to pushing people out into the street. There has been anecdotal feedback that our parking garage is not full, our parking lot is not full. We have statistics to suggest otherwise that indeed our parking garage is quite full. We are restricting access, so it doesn't spill out onto Park Avenue per the planned development. I do think there are both landscapers for both the residents and for Dominican who park along Park Avenue. There might be a bus from an intercollegiate competition who are going to park there and drop students off with volleyball, basketball equipment, etc. I suppose there are some cars that stay there overnight for long periods of time. I don't know what to say about that. But I think it would be quite unwelcoming to say residents only or no parking when again a parking study had concluded to remove that two-hour and maybe it was an enforcement issue or whatever. That has been gone for four years now. So, to say we should put it back, I would question that. I would like to clarify that we do encourage and require our faculty and staff to park in our parking garage as it is \$50.00 per year and our resident students do pay \$100.00 as they park overnight in our east lot.

Chairman Rees directs his comment to Mark and indicates that anecdotally between your garage and your lots, your view is that you're close to capacity, you don't have a lot of excess capacity? Am I understanding you correctly on that?

Mark Titzer answers yes and I think somebody that goes to campus every day can always find a spot. I usually come in early in the mornings, so it is easy to find a spot, but if I leave for lunch, sometimes I have to go up to the third or fourth floor of the parking garage. Contrary to what many institutions like Dominican are facing right now, is that our enrollment is strong, and I think the vibrancy of additional students coming to Dominican is a good thing. Yes, we are a non-tax paying entity, I acknowledge that, but I think a vibrant campus with a lot of attendance is good for River Forest rather than a place that is not well attended.

Commissioner Hoyt asks what they charge commuter students/day students for parking?

Mark Titzer indicates \$50.00 to park as a commuter, faculty or staff member or students which means not overnight in the garage. Overnight parking is \$100.00 for resident students.

Commissioner Hoyt asks non-resident students like commuter students?

Mark Titzer indicates \$50.00.

Commissioner Hoyt confirms \$50.00 a year?

Mark Titzer answers yes mam. It would mean that you would not leave your car overnight if you are paying the \$50.00.

I would just like to ask the Committee to consider the traffic study that was commissioned four years ago and to revert to that status. We will endeavor to be good neighbors as I hope we are.

Somebody in the audience asks a question about the study.

Chairman Rees indicates it was conducted for the Village by KLOA. I don't know if you have it. It is available and is a very lengthy report that was prepared in May of 2020. Without the exhibits it is almost 200 pages.

Commissioner Osga asks if he is reading this wrong? Right at the end of the report, it talks - speaks to the garage itself at Dominican with 1,102 spots.

Mark Titzer replies that he thinks that includes surface lots as well. It's about 550 in the garage and elsewhere we have an east lot and west lot. About 1100 total.

Commissioner Osga indicates ok. The reason I bring this is up as it wasn't too long ago that I was studying for the Bar Exam at Crown, believe it or not. I have spent time on campus and raised four kids in this town. According to this study from four years ago, it goes by time from 7:00 a.m. until 10:00 p.m. You are 75% of 1100 which is 775 spots with 250 spots available. Then we start to get almost full around lunch time. I remember being a college student we would schedule our classes around 11:00 or 12:00 just in case. So, I am looking at 94/92 11:00 a.m., noon, then it jumps a page. By 2:00 p.m. we are back down to below 80% and then 60% and 40%. I don't know with your capacity argument and the fact that the west side of Park Avenue from 12 to 1300 is going to really accommodate a lot of cars. Then you said that \$50.00 a year - I understand that being a college student that \$50.00 a year a kid is not going to try and skirt. Dominican has a lot of diversity, but the people that are driving to Dominican are going to be able to afford - I don't think that University itself is pushing students away from the garage. I think it is an ease play for them to park on Park Avenue. Those cars, 15 cars on Park Avenue, are certainly at all times of the day going to fit in that garage. Is there an elevator in that garage?

Mark Titzer replies yes.

Commissioner Osga indicates so people don't have to walk down five stories?

Mark Titzer replies no, it is handicap accessible.

Commissioner Osga indicates good. So, with that being said, I am just formulating an argument for our discussion later. I just want to point that out at the end of the study, so we have something to talk about as we get into it. I will let Chairman Rees take over.

Talk amongst Commission about the argument and referring to page 23 and discuss parking at Dominican.

Commissioner Gillis indicates that there are enough empty spots on campus according to the study. Students choose to park on the street instead of on campus to avoid the parking permit cost.

Commissioner Osga indicates if they can afford the car, they can afford the \$50.00.

Mark Titzer indicates that again on that study, the intent, with all due respect to the Starks and the proximal neighbors, the intent was to confine the on- street parking that may be a spillover

from the University to the adjacent streets, rather than two streets east toward Willard, right? We have students who are going to try and save \$50.00 and park somewhere else in River Forest to save the \$50.00 and walk a couple blocks. It is regrettable but I think that you are going to push this problem further south and east.

Commissioner Osga indicates I don't think we are going to do that. With that being said, we are the Traffic and Safety Commission of River Forest. So, we are here for the constituents, the neighbors. Obviously, we want to work well with our colleges, but there are a lot of issues mentioned. It is an emergency route. Our neighbors, the east side of the streets have issues going on – in out, who's in front, who's not. What's the best way to be safe? One of my counter arguments to myself, if we remove the cars on the west side of the street, what happens? Kids with cars can go faster so we think about that as well. There is a safety component in addition to the traffic component and this issue a parking component. Those are my thoughts thus far and I will let Chairman Rees take over.

Chairman Rees indicates that he would like to let the rest of the Commission comment.

Commissioner Karrow has a question for Mark. Regarding two-hour parking, are the commuter students coming in at 9:00 a.m. and staying until 4:00, or are they coming in for a class? I don't expect you to have statistics on this, but do you know what the average parking tenure per day is for a commuter student?

Mark Titzer indicates I guess I would offer that limited parking might address students that would want to come in for a class or come after 5:00 p.m. for a basketball game to see their son or daughter, but they can't leave their car there all day/night.

Commissioner Karrow indicates that it does seem to him that we have taken big action that it doesn't go that well. I feel like incremental steps are usually better than big steps. The thing about two-hour parking is that it would accommodate university and residential use. There would be a place for Amazon trucks, landscapers, students, residents and visitors.

Commissioner Hoyt indicates that she is going to read the statement also from page 23 of the study. It says that the street parking adjacent to the campus on Park Avenue, which is regulated with a two-hour parking time limit, obviously this is their review prior to 2020, is lightly utilized during the day at less than 30% capacity. Peak of 12 cars parked in 40 space zone. So, it is 40 spaces? I guess prior to 2020 was not that utilized with the two-hour parking.

Chairman Rees asks if anyone knows, I don't know that we have anecdotal evidence, over the last 4 years what the utilization's been on the west side of Park on that stretch? Has it been fully utilized, half utilized during the day?

Commissioner Gillis indicates that he lives near there and my observation, since we've removed the two-hour, seems to be pretty full most of the time especially Division is packed.

Chairman Rees asks if that is your – you guys live there, and I don't know if you folks from Dominican...

Mrs. Starks interrupts and indicates I live there so I know. There are students that come and go when there is a two-hour parking and leave space for other students to come there if they are not parked all day long with unrestrictive parking. My biggest problem is not enforcing the parking all day long and overnight as well.

Chairman Rees asks if anybody here can tell him what the utilization has been – how many people are parked daily on the west side of Park during the day?

Mrs. Starks indicates that the whole block is taken up on a daily basis.

Chairman Rees asks if that is the consensus? Shannon, is that your observation as well?

Shannon Miller indicates that at least 70% full.

Chairman Rees indicates that we don't have a great data set about the utilization of that block. We are being asked to change something that has been in place for four years based on highly anecdotal information that is not very specific. We don't really know how heavily utilized those blocks are Monday through Friday from 8:00 until 5:00 – if it is 60%, 70% or 100%.

Commissioner Osga indicates with that being said, I am of the opinion that if I can remove student cars to student parking, in favor of emergency vehicles passing by residents of River Forest having space on their street to park their workers, that's kind of where I'm going. I think David started this wave here. Dominican has the space in the garage. If it's a matter of cost, I'm sure Dominican can figure that out - \$50.00 a year if a student comes in and somehow has a car but can't afford a \$50.00 parking pass for the year. Maybe they can get some sort of subsidy for the \$50.00. Just to reiterate, I'm thinking about the traffic flow, the neighbors and 40 student cars that would fit into the garage anyway with an elevator, ADA compliant to the campus. That might be the little nudge that you are talking about, and we would request if we did something over there in terms of hourly and request that it is enforced. That might be the little nudge where we don't have to reinvent the wheel which started this in the northeast quadrant.

Commissioner Karrow indicates that he wanted to address the fact that we are looking at this and are being asked to do something based on anecdotal observations. I think we do that from time to time and I think about putting up stop signs. Usually when we put up a stop sign, the traffic study says you don't need a stop sign there as it is not good for speed control. Enough people in the area say they need a stop sign there. Then we put up the stop sign. More often than not, to my knowledge is generally a hit or a non-issue in the area. I'm not opposed to doing something based on anecdotal information if there is enough of it and if it is echoed by enough of the neighbors saying there is something that should be done here. It doesn't have to be like no parking but some sort of community endorsed plan would be ok even if we don't have enough hard evidence.

Chairman Rees asked if have a petition?

Commissioner Karrow indicates not to my knowledge.

Chairman Rees indicates that he doesn't know how we had this police restriction in place without anything coming into this Commission without being a petition. I object to that, but I

see how those things maybe happen. I agree with what Dave is saying. We do have some anecdotal evidence and we can take as a given that that block is being used by people attending Dominican. The question on the table is that do we think it is being used primarily from 8:00 to 5:00, 9:00 to 5:00, 8:00 to 8:00? The suggestion on the table is that it is kind of potential to our parking restriction as we just noted. In that area, some blocks have a two-hour restriction period without any time frame and have two-hour restriction during certain times of the day.

Commissioner Hoyt asks what is the cost of the ticket for violation if more than two hours?

Commissioner Osga indicates \$50.00.

Commissioner Hoyt asks Matt if he knows what it is?

Matt, indicates \$45.00. It was previously \$30.00 and recently within the last two months it was raised.

Chairman Rees indicates that there sounds like there is some additional tools in the River Forest Toolbox for enforcement which maybe didn't exist four years ago.

Commissioner Osga asks if it was mentioned on Greenfield, did you say that two-hour parking 8:00 to 5:00 on both sides of the street Monday through Friday?

Chairman Rees asks Cheryl if she had some information to add?

Mrs. Starks asks when the study was done.

Chairman Rees indicates that the study was done before COVID in 2020. The study was published in May of 2020.

Commissioner Osga indicates that according to this it was conducted in November 2019. We are all neighbors. I don't want this to be us versus them. We are trying to facilitate something that works for all of us. How do we get more kids to park in the parking lot and what can we do to make sure Park Avenue is open and accessible to neighbors? This is us working together.

Commissioner Hoyt asks if there is a way we can find out how it changed to temporary resident only parking?

Matt Walsh says Mark Titzer did mention that it was brought to the Village's attention that one of the conditions of the Plan Development that was approved back when the garage was approved back in 2006 or 7 to block that east/west circulation road on the north side of the campus that was removed several years ago. No one knows how it happened, and that condition lasted for several years. Some of the nearby residents on Park Avenue brought that to the Village's attention. We worked with Dominican and that recently was reinstated. That was part of the Plan Development – as part of the KLOA recommendation to cut down on circulation. That was replaced...

Commissioner Hoyt interrupts and indicates that was the gate or the driveway that goes onto Park...

Matt interrupts and indicates it was internal to the campus. There's a gate at the entrance on Park Avenue into the parking lot, it is not that gate as that gate has always been there and it is open as the students need to park there. It's further west in the campus to keep folks from cutting through Park Avenue to the parking garage or vice versa.

Somebody in the audience asks about Thatcher.

Chairman Rees indicates Thatcher and Division.

Matt indicates correct yes and then during that conversation is when we had residential parking signs. I agree that is not a tack tic that we try to use very often. We wanted to act in the interim when that was still being worked out at Dominican. That's why they were put into place and there was discussion at the end of the school year to discuss a permanent decision or a longer lasting decision to confirm the no restriction that was recommended and adopted by the Board four years ago or some other compromised version of that.

Commissioner Gillis indicates that his thought is that we need more data. School is out. We can remove the signs as no one will be parked in front of the house right now, the streets are empty, Division was empty today. In the fall, we can start monitoring again with the Village truck that comes by and track the plates as to how long they are parked. What was it four years ago again?

Chairman Rees indicates that the west side was restricted to two-hour parking and KLOA recommended removing that restriction. The questionnaire done was late 2019 when most of the questionnaire answers were in December 2019. COVID hit in early 2020 so I think a lot of the data was being collected just prior to COVID. By the time this recommendation came around we were into COVID. You have some overlap there, but I think they have the recommendation to remove the two-hour restriction and open it up. I am assuming, we were all assuming that during COVID parking was probably depressed. Now we have some indication that parking has ticked up in that area and that is why we are addressing this issue. One suggestion that Rick has put on the table is we are in the summertime now, parking is not going to be as utilized by students now. I don't know how many students are attending in the summer, but one suggestion is that we table this, remove the resident only, we open up, maintain the status quo what it is under the Village Ordinance which is to not restrict parking on the west side of Park for now. In the fall, when students are back in session, to collect some data about how that is being used if we want to do that. I am not saying we have to.

Commissioner Hoyt indicates hypothetically, let's say we did that, and we found that it was 100% utilized through the study. Would that change our thoughts on that being partially utilized?

Chairman Rees indicates or even if it 60% utilized, would that change our thoughts?

Commissioner Hoyt indicates that I just asked the question because if the reason is that the two-hour limit was removed, was to move student parking more toward Park Avenue and away from other ancillary streets...

Chairman Rees interrupts and asks to keep it farther - from spilling closer to Willard, right?

Commissioner Hoyt indicates right and if it was a 100% utilized and utilized all by students, it is doing that, so are we ok or not ok with that? I also think that maybe there is some education that can happen to the Dominican students about the parking ticket being \$45.00 or something in comparison to \$50.00 and somehow get the students to understand that there is another option for them. If we found out it was 100% utilized is that going to be something to change our perspective if the intent is to have the students park there?

Chairman Rees indicates I don't know if this is a related question but let's assume that there is high utilization of parking on the west side of Park. If we were to change that to two-hour parking with some education those students would be encouraged to park on campus in the lot. It is more likely that they will skip the lot and garage and park another block farther east. It is hard for us to anticipate what the consequence would be if we were to impose a two-hour restriction. Is this going to cause people to park on campus or going to cause people to move and park where they can?

Commissioner Osga indicates that if we do this, with less students going to Dominican, wouldn't we want to try and start moving them onto campus parking now? I am leaning towards doing a two-hour parking with enforcement now because we have less students going to Dominican. They may start utilizing the parking because they only park on the first or second floor. They will know after the two-hours after enforcement, they will be getting a \$45.00 ticket when they can pay the \$50.00 for the whole year there. Then it gets to our objectives of opening Park Avenue up for emergency vehicles, residents, neighbors, and so on. I am going to fight you a little bit on that as now is the time to do something as there is less of a student population over there.

Chairman Rees indicates let's say we impose a two-hour parking limit and let's assume it causes people to park on Franklin. Do we care or would we wait to see if people start to complain about Franklin and then address that?

Commissioner Osga agrees but didn't we already do two-hours on Keystone, Park...

Chairman Rees indicates it goes Forest, Park, Franklin and Ashland.

Commissioner Osga indicates that we did two-hours on all those streets, right?

Chairman Rees indicates I don't know.

Commissioner Gillis indicates that prior to this - I am at Keystone and Augusta. When we had the two-hours, there was a whole slew of cars that would park on Thomas every day because they were there longer than two hours and could walk that block down to the university. They are gone now as they are now on Division and Park. In the fall we monitor and educate and have the university look to see if they have River Forest stickers and then if they don't have a Village Forest sticker, then you put something on their windshield that says that you buy a parking pass, or you will be ticketed.

Mark Titzer is talking in the background.

Commissioner Osga indicates that we can do a time limit that should start September 1, or September 6, unless it is in August. We can say that starting January 1, if you are out here for more than two hours, you will be getting a ticket that costs the same as you getting a parking pass. Might as well buy the permit and move into the garage.

Commissioner Gillis indicates that they should be told if you can't be good students, good neighbors, then we are going to change it to two hours and will need to buy a permit anyway. Something like that may work. I drive down Park quite a bit and I drive Division every single day. It is full now and that was the purpose. The people that would park on Thomas are now on Division.

Commissioner Osga indicates that the garage will handle all these cars. Are you saying that you want no restrictions on Park?

Commissioner Gillis indicates that he would like to wait and study and recommend to these people that are parking on Park to buy a permit.

Commissioner Osga indicates that he thinks this needs to be a directed statement.

Commissioner Hoyt interrupts and asks is our goal not to have any students park on that street?

Commissioner Gillis indicates that the actual goal was to have them park on the street.

Commissioner Hoyt indicates, I know. Is today's goal – or is it not our goal. That is more of a question.

Commissioner Osga indicates that our goals have changed.

Chairman Rees indicates that the goal is to have students park on campus. The reality is that the number of students who park on Park are just as likely to park on Franklin or another block and not park on campus. We have to understand that is the risk that KLOA was trying to avoid by allowing parking on the west side of Park. So, students would park adjacent to campus and not park further east.

Commissioner Karrow indicates that he has a process question for you or Matt. If we make a recommendation, then the neighbors get a mailer that says it's going to be discussed at the Board of Trustees meeting or...

Matt Walsh interrupts and indicates there were postcards sent out in advance of this meeting.

Commissioner Hoyt asks what those postcards say that we were just discussing it?

Matt Walsh indicates yes that there will be discussion of the parking regulations on the 1200/1300 block of Park Avenue with this meeting date and time. It was sent to the 1200/1300 block of Park as well as a portion of Greenfield as well.

Commissioner Chase indicates that she likes Rick's idea of collecting data in the fall, but I also like John's idea of starting the process now with the two-hour parking to get the summer students

use to the fact they are going to get a ticket. I like the two-hour idea but to start it sooner than September.

Commissioner Osga indicates to Patricia, with everything that we have spoken to, my idea is to incorporate a lot of what all of us said and my motion would be to go back to 2019 for a lot of reasons and institute the two-hour parking rule on Park Avenue with the idea that our objectives have changed. We want to encourage the kids to park on campus. If we just let them park on Park Avenue and Division that's not encouraging anything. I say we do the two hours and then if we want to incorporate education into it or data mining in the fall semester, we can do that. They will see the signs and start getting tickets. Maybe enforce, we educate in the fall semester about moving to campus. I would rather get started early on this rather than late.

Commissioner Hoyt indicates that we have two opinions here from two residences, but we don't know if the other twenty residences would agree. We are going on what our feeling is as we do not have a petition. I would like to know what the residents want before I would be comfortable approving a recommendation to change it.

Chairman Rees indicates if there are visitors to the campus for a sporting event or for some other event, what parking is available to visitors on the street and to visitors on campus. I have been there for evening events, and I park in the parking lot. If somebody comes during the day, can a visitor park in the parking lot or in the garage. Those are both available – ok. Then with respect to street parking, Division has street parking, correct – and currently the west side of park. If we were to restrict the west side of Park to say that there is some sentiment of two-hour parking, then that will have some kind of knock-on effect for students that have to be there longer than two hours. They are either going to have to park on Division, on campus or some other adjacent street. We can access this in the fall if we have a lot of people parking on Franklin. If we trust what drove KLOA they thought, there was evidence that people were parking farther east and that is why they recommended allowing parking on Park. We have to anticipate that if we restrict the west side of Park to two hours that we are going to see some parking on adjacent streets, we will have to be prepared to decide we are going to address that when it happens.

Commissioner Chase asks whatever we decide tonight is just a recommendation to the Board? Am I correct?

Chairman Rees answers yes. Whatever we recommend is a recommendation because there is an Ordinance now and it is my understanding that they would have to change the Ordinance to impose the two-hour restriction. Do you know if that is that's the case Matt?

Matt indicates correct. In order to make that a two-hour restriction or to replace that, it would be to take a Board Ordinance.

Chairman Rees indicates what we do here is a non-binding recommendation. At the end of this evening, if someone makes a motion, we will vote on it. By a majority vote, if we propose a restriction, that would be a non-binding recommendation from our Board, then you will be encouraged to support or impose the recommendation to go to the next Board meeting. The Board would hear your comment and vote and decide if the Ordinance would be changed to impose a two-hour restriction.

I think to your point Cheryl, if we were to suggest a restriction, we would most likely couple it with a request for enforcement of that restriction. We heard what you were saying that a restriction is not good unless it is enforced.

Commissioner Hoyt indicates just to clarify, where we are today is temporary resident only.

Chairman Rees indicates right now today, by police order, you drive there is a sign if you are southbound on Park, you will see an orange sign that says Temporary Resident Only Parking by Police Order.

Commissioner Hoyt asks if we would say to change it to a two hour we are telling the residents, of which we only heard from two of them, that you right now have residents only and we would change it to two- hour open.

Chairman Rees indicates correct and the suggestion we have been discussing is not resident only it would just be two-hour parking restriction which would be consistent with other blocks up in that area.

Commissioner Karrow asks how long has it been police order?

Matt indicates that those signs have been in place since early April. It is only a few weeks before the end of the school year.

Commissioner Karrow indicates that he hasn't heard from other blocks thus far that have said everybody now is parking on our blocks.

Chairman Rees indicates because we are now in the summer.

Matt indicates not that I've heard but I think that it was close enough to the end of the school year that it had the impact.

Commissioner Osga indicated that maybe they all just parked in the parking garage.

Commissioner Hoyt indicates that she would like to know what the other twenty residents would like. Did this get on the agenda just from one resident bringing it up?

Matt indicates there was an email chain with a group of residents, there were about a dozen folks on that email. There were different opinions among that group that had reached out to myself, Dominican and Village Board Members that brought that to the forefront. We were trying to see if there would be a compromise among that group and recognize that was a small sample size. We thought that this would bring more interest to it with the postcard to the folks. I do not know the block dynamics there.

Chairman Osga asks that somebody said to the Board I have had enough of this, put up a sign that restricts parking to residents only and that happened.

Talk amongst audience.

Commissioner Osga asks Ms. Starks before 2019, when it was two-hour parking, what is your opinion then of the ability to park on Park, because you have been here for thirty years, before it became a free range?

Ms. Starks replies there were students that were coming or going, and some people were parking all the time.

Commissioner Osga asks if it was worse or better than the last four years?

Ms. Starks indicates that it was the parking overnight.

Commissioner Osga says thank you for answering his question.

Commissioner Gillis asks Matt if we were to do the paid parking, which was Option 2, how difficult is that to implement?

Commissioners talk about how paid parking is implemented and who is required to pay.

Matt indicates the more complicated the regulation is and breaking it up like that the harder it will be to enforce would be my first reaction to that. I am sure there are ways to implement that. The recommendation from this study is how those regulations came along the Metra and the Green Line Stations. I am not sure this would be a similar situation...

Commissioner Hoyt interrupts and indicates that those locations they weren't in front of residences like they are here and here residences have guests and people that come visit them are not going to want to pay. Where on the Metra, they are on a street where there is no residence, only parking.

Chairman Rees indicates that I think the thing is it a logistical question is it feasible on that stretch to impose putting up signage and impose a paid to park regime that would be \$5.00 an hour or \$2.00 an hour, whatever number. That would be an alternative.

Commissioner Gillis indicates which then push them onto campus because even if you charge \$3.00 a day, it is still cheaper to park on campus.

Commissioner Chase indicates that if we do the sign thing, which is a great idea, then we have to make it high enough so they would see it is cheaper to park on campus.

Commissioner Gillis indicates that the once by the train station is 6:00 a.m. to only 2:00 p.m. or something like that where you can do something similar – 7:00 a.m. to 2:00 p.m. so residents can park in front of their homes after 2:00 for no charge. It would only be across the street.

Commissioner Osga indicates that we can accomplish that without charging a quarter an hour or getting an app going with an 8:00 to 5:00 two-hour parking restriction. I think this would gently persuade people to – I am completely against metering.

Commissioner Gillis indicates that you have to look at the revenue too as we just lost one million dollars thanks to the State.

Commissioner Osga indicates that he doesn't know if he is interested in breaching that subject. Right now, there is a temporary ban on parking except for the residences. Do we go back to the Ordinance which is free range or do we make a motion now to change it. There is so much parking in that garage between the hours – 24 hours a day except for 10:30 until 1:30.

Commissioner Karrow asks if are you saying resident parking only during those times or two-hour parking during those times?

Commissioner Osga indicates I was thinking between 8:00 and 5:00 it would be two-hour parking enforced. We can educate as we enforce. We can send out emails as you guys have the ability to do that. We give them a fair warning over summer or maybe even the first semester a fair warning and if they are in there for more than two-hours we can do this.

Chairman Rees indicates to Mark's point, we may all have our own opinions regarding the KLOA Study and how well supported their conclusion was, I think there is a valid point in that there was a recommendation, the recommendation was adopted and that has been the status quo for four years. Have we heard a basis tonight to change it? I think we should take this seriously to whether or not we think there is a basis to change it tonight.

Commissioner Karrow agrees with Commissioner Hoyt that a couple residents here that said we would like something to be done. Even then, it is not that quite clear. There might be more of a diversity of opinion on that block than we know. It would feel better making a recommendation having a better sense of how people felt.

Chairman Rees indicates that his recommendation would be to remove the current temporary restriction that is the Resident Only Parking by Police Order. We restore no restriction on the west side of Park, and we reassess this issue whenever we have a meeting in October, November, whenever our meeting falls. We put this back on the agenda, we give notice to the residence that we are going to discuss this again in our October, November meeting and at that time we would know if parking is continuing to be heavily utilized on the west side of Park. Let's assume that it is, then the question would be if we are going to put on the agenda if we are going to propose a two-hour restriction. I would suggest that we put this on the agenda so that is a specific remedy that we are going to discuss at the meeting. I think the people on Franklin should get notice because of the potential knock-on effect causing people to move from Park to Franklin. That would be my recommendation, at least as of now.

Commissioner Chase asks Matt how long can we leave the signs that are there? How long are we allowed to leave them there since the Village Ordinance says there is no parking.

Chairman Rees indicates that the Village Ordinance is that there is no restriction. This is a temporary exception to have temporary signage, unless Matt tells us otherwise...

Matt indicates that it is a grey area. I think it is easier to move on to this recommendation. Right now, less students have less of an impact than a noticeable impact. This might affect the guests or the contractors that are going there more now than students.

Commissioner Hoyt wants to clarify the reason that we are even discussing this is Dominican raised it, correct?

Matt indicates no. This topic was initially raised by residents on Park Avenue. It came in reference to the parking gate on the campus.

Commissioner Hoyt indicates the agenda says Dominican brought it to the Village and following the discussion between Dominican and the Village, the Village decided it would be appropriate for us to discuss this.

Matt indicates yes. Once the signs were implemented, there was internal discussion at the Village about proposing an Ordinance for the Village Board to consider. Dominican was made aware of the signs by seeing them. We had a conversation with officials from Dominican recognizing that there was disagreement on that potentially having impact on their students. There was additional conversation with that emailed group of residents about the regulations and we recognize there wasn't a consensus and wanted to go about it through the appropriate process.

Commissioner Hoyt indicates that she needs to hear from the residents on Park Avenue. Not saying two hours or nothing but give us an open opinion about what they are seeing.

Commissioner Osga indicates that he is now in agreement with that motion you made or suggested. Now, I think it is prudent as someone we know made a phone call and got what they wanted. That's not following procedure. Changes were made that affected lots of people, some positively, some negatively. Perhaps, we put it back to where it was with what the Ordinance says, we live through the summer in peace, and we go forward with hearing from the residents and maybe a traffic count of Dominican. Working in good faith here, Dominican could put out an email or text whatever they do now, stressing the importance of the garage to offset environmental collapse outside the building or whatever you guys talk about over there. We will decide after we hear from the neighbors, more neighbors that are here, if we are going to help nudge with a restriction in the future.

Mark Titzer indicates to be clear; we were made aware we were not in compliance with the planned development. At the same time, there was a phone call, and temporary signs were put up. That was our objection. The Village collectively let the neighbors decide that should be a restricted parking on that side of the street. It is a whimsical request for the agenda.

Chairman Rees would like to make a motion and we can discuss the motion of need be. I am going to move that we number 1, remove the Temporary Resident Only Parking by Police Order. Number 2, the parking would revert to what it is currently under the Ordinance which is no restricted parking on the west side of Park. Number 3, we put this issue on the November agenda.

Commissioner Hoyt indicates unless enough residents come to us beforehand and want to bring it up.

Chairman Rees indicates my only concern is if we meet in September it is going to be very early as we would be new into the school year. I am not opposing it being on the September agenda. I am not putting in my motion at least to have a formal count. I am suggesting that if we put this

on the agenda in September, the agenda would be to discuss potential whether to change from the current no restriction to imposing some kind of restriction on the west side of Park. It could include a two-hour restriction or other restrictions. To prepare for that meeting, I don't know if we need any formal counts, but I am going to assume once school starts there is going to be more parking on that side of the street. If you all feel we want a count, but I don't feel it's needed.

Commissioner Osga indicates if somebody goes by there at noon Monday through Friday the first week of school, I think we will get all the data that we need and we will have more neighbors here to chime in as well and give us more to think about.

Chairman Rees indicates that maybe we can get more information without paying for a consultant to do a formal study. If residents are telling us that it is being fully utilized, we can accept that information. This would all be helpful as part of the mix for us to discuss. If we think we can discuss this at the September meeting in a meaningful way, I am okay doing that. If we don't have enough, we table it for the next meeting. The idea here, as part of this motion, is to go ahead and put it on the agenda for the September meeting as we do meet on the third Wednesday of the month and maybe by then we will have some more information.

That is my motion. Number 1, to remove the temporary resident only parking. 2, to continue with the current Ordinance which is no restriction on Park. 3, to put this on the agenda at our September meeting and to notify the residents, including the residents of Franklin, that at the September meeting we are going to discuss potential parking restrictions on the west side of Park. For that meeting to get whatever information we can get about current parking habits at least on the west side of Park.

Commissioner Hoyt seconds the motion.

Chairman Rees asks if there are any questions?

Commissioner Chase asks how do the signs come about?

Chairman Rees asks can we get this motion resolved?

Commissioner Chase indicates that her vote is going to depend on the answer. How did the temporary signs come about? Did one person call?

Matt indicates no. There was a group of residents that sent an email with a few issues. One is the gate that has been rectified. Two was about speeding issues enforcement and the amount of cars that were parked on the block. As a result of that, Dominican rectified the gate and around that same time, police did step up and enforce one of the movable message signs there to help address the speed trailer on Park Avenue and the temporary signs were put up as well.

Chairman Rees asks if there is any other discussion or questions about the motion? Alright, can we go ahead and vote on the motion?

Commissioner Chase indicates to remove the signs completely and go back to what we originally had.

Chairman Rees indicates correct and put this on the September meeting with whatever information we can get. Then notify the residents that live on Park, folks at Dominican and people on Greenfield. I want to make sure the people on Franklin get notified. Let's go ahead and vote.

Vote is taken.

Commissioner Chase – yes. Commissioner Gillis – yes. Commissioner Hoyt – yes.
Commissioner Karrow – yes. Commissioner Osga – yes. Chairman Rees – yes.

Motion passes.

Chairman Rees thanks everyone and wants to make sure that the suggestion is not binding and will go to the Village Board. If they accept our suggestion, then this will be back on the agenda in September. September 18th, at 7:30 p.m.

A motion was made and seconded to adjourn the meeting. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Matt Walsh, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, July 17, 2024

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, July 17, 2024, at 7:30 pm.

ROLL CALL AND CALL TO ORDER

The meeting was called to order. Present at this meeting were Commissioner Gillis, Commissioner Chase, Commissioner Osga, Commissioner Hoyt & Chairman Rees.

Chairman Rees indicates we don't have any minutes to review or approve this time, but we do have a request from a resident, Sean Herring, on the 900 block of Monroe Avenue about a stop sign at the intersection of Iowa and Monroe which would convert that into a multi four-way stop.

Before we do that, I see that are a couple people in the audience. Do you wish to comment on anything? I don't know if you signed up to speak. Looks like you have.

Someone in the audience is speaking but cannot hear them.

Chairman Rees asks if they are both here for that reason? Is one of you Julie and one of you Anne Marie? Would one of you take the microphone so we can hear you as we do record the call. That item is not on the agenda for tonight. If you want to address something, reach out to the Village to have it put on the agenda, but we will be glad to hear from you tonight to see if we can take any action or put it on the agenda for the following meeting.

PUBLIC COMMENT

Julie Sciaraffa - I live at 1540 Franklin. I am here with my sister who is also a neighbor who lives at 1544. Some other neighbors were not able to make it. The reason we are bringing this to your attention is that we have a stop sign at the corner of North and Franklin. No left or right turn coming southbound on to Franklin. It's not enforced but people are making turns coming down the street at a very rapid speed. Two weeks ago, I didn't see it happen, I just heard the screech, and a little boy almost got hit by a car. I sent an email to Officer Drake, and she suggested I come to this meeting and get as many people to come. So, I sent out a group email and here we are.

Chairman Rees asks are you looking for enforcement?

Julie Sciaraffa requests if there can be some initiative to get something started to enforce that or put a barricade of some sort, camera, whatever it would take to stop it. There have been some patrol officers, which we are grateful for, they have spent time the last couple of weeks patrolling

the area. When officers are there, not too many people turn. Unfortunately, cars have come down and the officers do not do anything about it. But several times when they did. We are looking to keep everyone safe.

Chairman Rees asks Julie that currently for eastbound traffic on North Avenue, there is a sign that says no right turn onto Franklin – Is that what you are saying?

Julie Sciaraffa indicates that is correct and westbound there is no right turn. Sorry, no left or right. You basically not allowed to access the street at all.

Chairman Rees asks you are asking either, if I understand you correctly, maybe a barricade or at least added enforcement? I just want to be clear about what you are suggesting.

Julie Sciaraffa indicates I know that another neighbor emailed today how Forest has that little triangular barricade where you can get off the street, but you can't get on to the street. If that is something that we can initiate to get that process going. I don't know if you need petitions, signatures, whatever that may be.

Chairman Rees asks Anne Marie if she is here for the same issue? Ok. I can speak and see if anybody else wants to address the issue. 1, if it is a matter of enforcement, you did the right thing by calling the Village and encouraging the police to enforce. That is something we can also encourage them to do tonight. From my experience on this Commission, that's probably the best outcome.

If you wanted to do something more extreme, like partial blockage of that street, that intersection, I will tell you that we went through that for several months in the northeast quadrant there were some efforts to impose some barricades like that at Bonnie Brae and Clinton, there was a lot of back and forth and ultimately there were some barricades installed but they were removed as being unwarranted and causing a lot of concern and a lot of opposition. So, you are right, if there was a proposal to do something else, number one, we do ask residents to collect a petition so we can gauge to see what the level of interest is in the area. At least on the block that is affected or the nearby blocks. The reason for that is the last time we went through this; it was almost 50/50 but there was very strong opposition and support. Both sides felt vehemently that they were right.

The next step we take, which we may talk about this with the next request, is that the Village has commissioned a Study where we have a Matrix and Scoring Criteria to try and see if various actions, Traffic Calming devices are warranted. We have a point-based schedule, and we look at accidents, speed, volume, use of the intersection and there are multiple factors and those go into a Scoring Matrix. One thing we could do if there is support for some kind of proposal, we would look at the Matrix and try to determine if the traffic data around Franklin justifies that request.

I don't know if this Matrix is available on the website. The gentlemen from the Village are saying it is available. So, you will be able to go to the Village website and look at the Matrix. The Matrix just tells you how the points are laid out. You wouldn't necessarily know the data. For example, crash history is one thing. You wouldn't have the crash history data or vehicle speed. That's why the petition would be good. If there is strong support for the notion, then it might justify the Village doing some additional study to collect the data. That would determine if

the request is warranted. I think we can help support your request for more enforcement of that rule for no right turn. 1, I would advise if you were interested in something more, you should get a petition, so we have a clear understanding of what the request is and see if there is support in the neighborhood. 2, we would want to collect data to see if it hits the Matrix. For example, a barrier, is a high- level of Traffic Calming device. You would need multiple points to be able to adjust that. Meaning it would have to be some level of crash history, volume and speed to able to justify some kind of calming device like a barricade for example.

Julie Sciaraffa indicates that she realizes that it is extreme. The other part of it is that it doesn't happen when they are there. But when they are not there, we see it happen. It only takes one time for somebody to get hurt. During summer it hasn't been as heavy but, in the winter, and all the other months, they want to get off North Avenue they go down Franklin. Otherwise, take the signs down if it is not going to be enforced.

Chairman Rees indicates good point. Let me find out if any members of the Commission have any questions or comments.

Commissioners talk about signs, Ordinance and bump outs.

Chairman Rees suggests that one proposal could be on the petition that you were interested on having a bump out like to bump out on Forest and assess if there is interest on your block to do that. We will look and see whether that is warranted.

Commission Gillis indicates that he does not know how long it has been with that no right turn in and no left turn out. I don't remember the history, but it has been there for about 30 years.

Julie Sciaraffa thanks everybody and is very grateful for all the Village does.

Chairman Rees indicates we generally meet every other month. We will encourage the Village to pay attention to enforcement of that Ordinance. If you and your neighbors want something more considered, we suggest that you identify what that is and start with a petition. We are looking for a 75% buy in. Just want to make it clear, being that you have overwhelming support from the neighbor, that is the first and important step. We are also trying to apply standards to see if the data supports the request.

Commissioner Osga asks Julie Sciaraffa if she has the Village contact if you have any questions – Matt, is that you?

Matt advised Julie Sciaraffa to reach out to Jack.

Chairman Rees indicates that he appreciates Julie and Anne Marie for coming and advises they can stick around as they are going to talk about a request for a stop sign at an intersection.

Do we have Sean Herring on the phone? I understand he may have an issue and participate remotely.

Matt indicates that he is not on zoom.

Chairman Rees indicates that the request that is on the agenda, for the record, is by Sean Herring on behalf of several neighbors on the 800/900 blocks of Monroe. Sean lives at 915 Monroe Avenue. He had requested that we convert the intersection of Iowa and Monroe to a four-way stop. It's currently a two-way stop, stopping the traffic east/west on Iowa and they want to add stop signs to stop the traffic north and south.

Commissioner Hoyt asks if we know what the general lay of the land is there. Rick might be able to comment on this better. Generally, up in that area, we have a stop sign every two blocks. Certainly, north of Chicago, meaning if you are receding north or southbound on Monroe, the current status that you have a stop sign every two blocks. There is not a stop sign currently north/south at Iowa, but there is on the next block.

Talk amongst Commissioners regarding stop sign locations at Augusta and Jackson.

Chairman Rees indicates there are stop signs that stop the north/southbound traffic but not east/west. Rick and I were talking before the meeting that might be related to the Safe Walking to School Program. When I was looking at it today, it would have made sense to me, that we would stop traffic at Oak and Quick, but instead we stop north/south traffic south of Chicago. I think it is because of the schools being near there and that is because we had the safe walk to school. That is my recollection.

Commissioner Hoyt asks Jackson and Iowa?

Chairman Rees indicates no not Iowa, Monroe.

Commissioner Hoyt asks Matt if he found the document.

Matt indicates no he wasn't able to find that document.

Commissioner Hoyt would like access to that.

Chairman Rees indicates there were a couple comments. 1. It might be good if we can put that on the screen or have Andy at the meetings of map, show the existing controls within the Village. The second thing that would be good to have - we do have this Thomas Engineering Study. It has the Scoring Matrix that we talked about. They also make reference to various warrants. I had to do some research before the meeting to confirm what the accepted warrants are for stop signs. There are accepted warrants for a four-way – to turn an intersection into a four-way stop. Generally, one warrant is several crashes in a twelve-month period – five or more within a twelve-month period. I understand from the Village at that intersection there were two crashes in five years. We are looking for as many as five crashes in one year. The current data shows two crashes within five years.

Commissioner Osga indicates that typically when we receive a request like this, you guys will send us accident data and the map so we can just access this on our computers. We are familiar with the warrants but thank you for refreshing to five in a year and there's more. Typically, we have all this data because I have no idea where to go on the Village website to see if it is there. You will have to hold our hands a little bit to get us this information. If we had the data and we

knew where the stop signs were, with or without Sean, that is what we need to make a recommendation to the Board and without it, it is tuff to do so.

Chairman Rees indicates that we can hear what people have to say. Knowing that the crash data is nowhere close, that could be enough to end the question. Generally, the 85th% tile of speed is over 40 miles an hour.

The neighbor's report is that they think people speed, but we don't have any data on what the speed is. The other key warrant is volume. There are a couple ways to count volume. Generally, you count during an eight-hour period. One way is looking at the minor street which we are assuming is Iowa. But whichever one is the minor street, if you count pedestrians and other vehicles of more than 200 per hour on the minor. I saw a warrant that was for 500 vehicles per hour for any 8 hours per an average day. I think just anecdotally from data, that Thomas pulled for other intersections in the area, I think it is safe to say that intersection is not going to hit the volume numbers. We have to decide, or the Village would have to decide – knowing that the crash data is not close, do we want them to do a speed study or a volume study. I know maybe Rick you can comment on this maybe there are some devices that would allow them to measure some speed without a huge expense. To me, if we are going to consider this at a future meeting because Sean is not here – and on our Matrix we put stop signs at Level 3.

Commissioner Hoyt asks what are we trying to address?

Chairman Rees indicates he says speed.

Commissioner Hoyt indicates if it is speed, maybe he is suggesting a stop sign as that is the first thing that comes to his mind. Let's talk about the other things that might be able to help the block.

Talk amongst Commissioners and Jack Bielak regarding a solution.

Commissioner Gillis indicates to Jack that Jeff Loster had talked about putting speed signs up without flashing as people slow down when they see it flashing. It was something like that he had suggested that you can put it on a pole and count the speed and turn off the warning to get real numbers. That might be an option. We have the solar ones which can be an option. The trailer you can mount somewhere possibly without it flashing but that is obvious for most people. But I think both those would give you a count and speed.

Chairman Rees indicates that this is one of those cost benefit things where we know that the accidents aren't anywhere close, then the questions are if there is an easier way to get the data on volume or speed. Do you guys know?

Jack Bielak, Director of Public Works & Engineering, indicates that, it seems like we do have some type of equipment that has been with us for a while. Whether that piece of equipment is functioning/working and what that does, from my understanding, is from my previous job. In that situation when I received a request for a stop sign, I would put out the speed tubes. They are two straight lines that cross the road and when somebody would drive through, I would leave it out for a week and collect the data. It would tell me what the 85th% tile speed and what was the total volume. I would take that and hand it to the residents and say it does not warrant that and we were done. Obviously, we have a petition, so we have to go through the other process. The

plan would be to test that equipment and see if it is in working order so in these types of situations, where somebody is coming in and making these types of requests, we can at a cost-effective way, get that information instead of hiring a consultant to do the data so we don't have to do this every time somebody makes a request.

Chairman Rees indicates that Jack is new to the job and needs to figure out what equipment we have and whether it would work. Does anybody else have a comment or question?

Commissioner Osga indicates that with lack of data, I do not want to make a recommendation. Also, with everything we put into this over the years with Safe Ways to School, I am less inclined to throw up stop signs when we've done all this work. We have stop signs that push our kids in a safe route to school. If we can do something very cost effectively and I know the Village has plenty of options for us to look at on how to slow down traffic or whatever it is we are trying to accomplish over there, like Kim said, I don't even want to go down the road of a stop sign or change what we implemented from the safe routes to school. I am not interested in the stop sign, but on that two-block stretch, as we only have a few of them left in the Village of River Forest, if there is something we can do to make it safer or make it slower, I am all for it. Then I would need options from the Village and data.

Chairman Rees indicates to Commissioner Hoyt's comment – One thing that we might say to Sean Herring or to anybody else on that block is that 1, we table it for two reasons as nobody else was here tonight and 2, we have some data, and the preliminary data suggests that a stop sign is probably not warranted. We can let them know that. At least, the accident data wouldn't be warranted that is number 1. 2, to Kim's point, in their petition they note that their concern is speed. The request is made due to the high speed and volume. We don't know what the speed or volume is. Based on that data, that might help us to determine if there are things in Level 1 or Level 2 in our Matrix that might be justified for speed, short of a stop sign. The second thing would be to tell Sean or anybody else is to tell them we have this Matrix that is available on the website, to let them know that the issue is speed. Particularly, there are some other calming measures that may be appropriate based on the Matrix. The third thing would be with Jack being new to Public Works, to determine if the Village has equipment that would allow it in a cost-effective way to collect some data with respect to speed and volume which would help us make this decision efficiently without rehiring a consultant every time there is a request like this. Those are my two cents if anybody else wants to comment.

Chairman Rees asks how about a Motion to Adjourn?

Jack indicates that he has a couple of updates. William, Monroe and Clinton if anyone has noticed, we did do the striping for the Traffic Calming. They are out there and the only feedback we have received was negative feedback regarding the stripes. I explained the process and how they were put there.

Chairman Rees asks why?

Jack explained that this person mentioned it ruined the nature of the neighborhood. I explained to him the process of the Traffic Safety Commission, the reason for the lines and what that process looked like. After I explained it, he was content.

Chairman Rees asks Jack if he has another update on Park? I drove by there tonight, and I know we discussed that at the last meeting. Do you have an update on that or no? Park by Dominican.

Matt Walsh indicates that the temporary signs were removed there earlier this week. We will prepare once school starts again to bring that back for discussion. There hasn't been any additional feedback from the neighborhood about the signs being removed.

Chairman Rees indicates that he drove by there this evening. There was heavy parking along Division in front of Dominican. But on Park, there were two cars parked on that block.

Commissioners indicated that it is a concert night.

Chairman Rees indicates that it is interesting, as we kind of expected, people are parking along Division there and the two cars that were parked on Park for all we know could be residents. We will just keep an eye on that block. Any other updates?

Jack indicates yes. Washington was studied as part of the Village Wide Traffic Study. As part of that Traffic Study, there were recommendations for bump outs per the Traffic Study. The only thing I wanted to mention was for the bump outs we did put the bollards, however, on top of the bollards, one of things we did was when you look at the entire length, the entire segment of Washington, what is proposed is narrowing the entire corridor in the future. Not necessarily just bump outs but also parking, bike lanes, stuff like that. In effect in the future, the idea is one lane each direction all the way through. After we did the bollards at only the bump outs, we received a number of concerned citizens that stated there were still people cutting around at other intersections. What I did, I looked at the Traffic Study and looked at the intent, what it is supposed to be. There were three intersections. Gale, Keystone and Forest where I added bollards to be in tune with what the Traffic Study recommended. So, those were added, and I haven't had concerns since.

Chairman Rees indicates that he was driving westbound on Washington coming from Forest Park. You have people lined up next to each other especially if somebody is turning left so you will get somebody jumping off the light to go down the right lane. Having the bollards at least in River Forest helps as the drivers proceeding east, have to get back into the single file. As far as what feedback you heard, the bollards keep people in a single lane right? Probably also better for biking and other things.

Commissioner Gillis indicates that he noticed that you put them by Washington Park at the crosswalk there which was very nice.

Jack indicates that not only did we added those bollards but additionally one of the big things with Washington, that project given the different elements at what it's looking to do, is a very attractive project for grants. One of the things we are looking to do is hopefully put in for a couple grants to be able to move forward with what that Traffic Study is recommending so we can hopefully in the future realize what it is that Traffic Study recommended with the bump outs, the signage and different elements.

Chairman Rees asks Jack if he thinks or knows if it is the intention of the Village to move forward on Washington as a priority including Thatcher which I know has a number of issues. Or is it easier to just handle Washington or is that a priority do you know?

Jack indicates that Thatcher itself is currently undergoing a Phase 1. That is in conjunction with a larger Trail Study going north which is still proceeding/happening. Because it has so many different partners, it is an attractive project and is continuing and that is why Washington is so attractive as it butts into Thatcher. It is like you are creating a network. When you get to Washington, the parks and all those other elements over there, Washington starts looking like another great project. The reason is that Thatcher is still moving as it is with other communities and there are – Rosemont is the lead as that is the way it worked out. Washington is something River Forest staff is going to try to push forward.

Chairman Rees indicates that is a good update and thanks Jack.

Commissioner Chase asks Jack a question regarding the grants.

Jack indicates the two grants we are going for is ITEP is from the State and the other one is Cook County Invest in Cook. Because of where Washington is, we have to go through the whole process of Phase 1 and all the environmental requirements, Phase 2 which is detailed design and then construction. This is a multi-year process, not immediate.

Matt adds that hopefully the equipment works. Our plan would be once school resumes, to put that down on Washington to see if the bollards as they are now, have any impact on the 85th% tile we saw with the Village Wide Traffic Study. I can't remember if that was 38 m.p.h. or 41 it was significantly above the speed limit on Thatcher. I mix the two up. We are hoping to see if that has had a positive impact and working with bollards.

Commissioner Hoyt indicates that she lives in that area and noticed a big difference with people not going in the right-hand lanes. Hopefully the data will support that.

Chairman Rees indicates that not only with calming speed but making a safer situation by not having people with cars trying to go around.

Jack indicates this is regarding Bill's summer construction as he has been busy this summer. He has repaved 10% of the village and 132 ADA curb ramps have been replaced to be made compliant with the American Disabilities Act.

A motion was made and seconded to adjourn the meeting. All Commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Jack Bielak, Secretary

Doug Rees, Chairman
Traffic & Safety Commission

Date: _____

DRAFT



MEMORANDUM

DATE: September 18, 2024

TO: Traffic and Safety Commission

FROM: Jack Bielak, Director of Public Works & Engineering

SUBJECT: Install Stop Signs in the North and South Directions at the Intersection of Iowa Street and Monroe Avenue

Issue: At the July 17, 2024 Traffic and Safety Meeting, the Commission discussed a request from Sean Herring of 915 Monroe Avenue to install stop signs in the North and South directions at the intersection of Iowa/Monroe. The Commission indicated they would like additional traffic data prior to discussing the merits of adding the stop sign. Staff gathered the additional traffic data and provided it to the Commission.

Recommendation: Whether the Commission wishes to recommend modification to the signage at these intersections or not, a formal motion and vote will be needed for Village Board consideration.

Attachments:

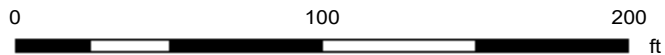
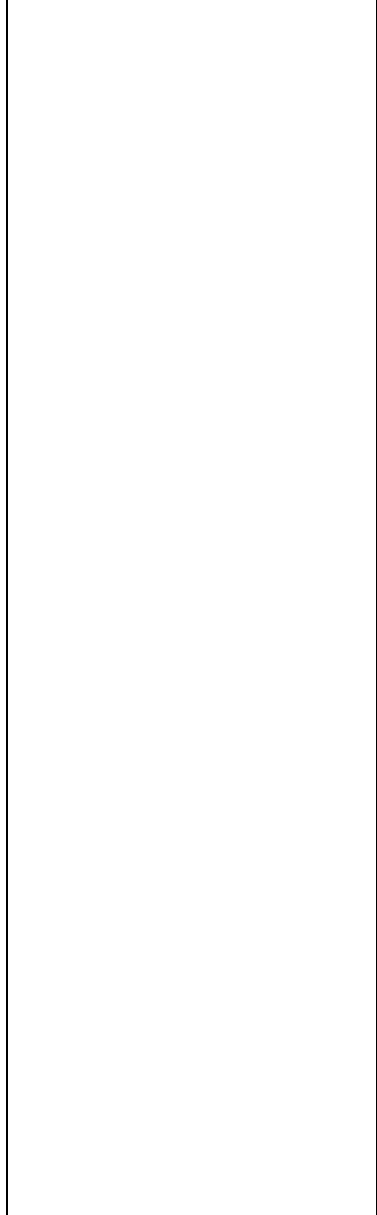
- A. Area Exhibit
- B. Petition
- C. Traffic Data
- D. Accident Data

Attachment A

Area Exhibit



Legend



Print Date: 9/13/2024

Notes



Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Attachment B

Petition

From: [Sean and Kimberly Herring](#)
To: [Bill Koclanis](#)
Cc: [Sean and Kimberly Herring](#)
Subject: [External] Re: FW: Parking question
Date: Tuesday, May 14, 2024 3:07:30 PM
Attachments: [image001.png](#)
[Petition For Stop Sign at Monroe and Iowa North and South.pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Bill,

As we discussed last week, on behalf of the residents living around Monroe and Iowa, I Sean Herring request that a stop sign be installed at Monroe and Iowa going north and south. I attach a petition in which 82% (37/45) of the residents in the area signed in favor of adding the stop sign. As you will see, in the attached petition, the following residents in the designated area signed and request a stop sign:

900 Monore

1. **915**
2. **919**
3. **923**
4. **927**
5. **931**
6. **935**
7. **937**
8. **943**
9. **947**
10. **946**
11. **902**
12. **906**
13. **914**

14. 922

15. 938

16. 942

800 Monroe

1. 847

2. 843

3. 835

4. 831

5. 827

6. 823

7. 819

8. 846

9. 840

10. 834

11. 830

12. 826

13. 820

14. 806

Iowa

1. 7426

2. 7422

3. 7416 (no opinion)

Williams/Iowa

1. **904**
2. **846**

Jackson/Iowa

1. **903**
2. **847**

The request is being made due to the high speeds and volume of traffic that flow north and south on Monroe. Monroe is the first street west of Harlem that motorists know goes straight thru from Lake Street to North Avenue, so there is a tremendous amount of daily traffic going north and south on Monroe and at high speeds. Indeed, the residents have seen a number of recorded accidents at this intersection, which can be found in River Forest's traffic accident reports. The residents make this request for the safety of the kids and elderly residents who live in the area, as well as the many residents who walk their pets.

I intend to attend tomorrow's traffic and safety commission meeting at 7:30 pm, so please add this to the agenda.

Thanks,

Sean C. Herring, Esq.

On Tue, May 7, 2024 at 8:41 AM Bill Koclanis <bkoclanis@vrf.us> wrote:

The Village has a Traffic and Safety Commission to review stop sign concerns.

I have attached a few documents for your review. The first is a quick summary of the steps to get an item on the agenda for the Traffic and Safety Commission. The other forms include a template petition form that can be used and some other detail regarding the overall process. Additional information regarding the Traffic and Safety Commission can be found on the Village website at www.vrf.us/traffic-safety.

At this point, what we would need from you to get moving is a “written request” (email is fine) of what you’re looking to change.

I know this is a lot of information to take in so take a look at everything and let us know if you have any questions.

Sincerely,

Bill Koclanis

Civil Engineering Technician

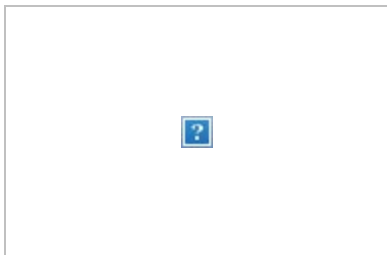
Village of River Forest

400 Park Avenue

River Forest, IL 60305

P 708-714-3550

bkoclanis@vrf.us



Traffic and Safety Commission Petition

Requested Action(s): The residents below request a Stop sign on
Monroe and Iowa, going North and South.

Michele
Joubert

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
RUBEN LAMET	919 Monroe	5.7.24	[Signature]	✓			
[Signature]	923 Monroe	5.7.24	[Signature]	✓			
Jolynn Bennett	931 Monroe	5-7-24	[Signature]	✓			
MARCEEN GORMAN	937 Monroe	5-7-24	[Signature]	✓			
Matthew's	943 Monroe Ave	5/7/24	[Signature]	✓			
BOB KUNKE	947 Monroe Ave	5/9/24	[Signature]	✓			
Mary Duffy Reben	946 Monroe	5/7/24	[Signature]	✓			
H. Pelzer	946 Monroe	5/7/24	[Signature]	✓			
Deirdra Jones	938 Monroe	5/7/24	[Signature]	✓			
Rita Patel	926 Monroe	5/7/24	[Signature]	✓			
C. Kas. Vigoren	923 Monroe	5/7/24	[Signature]	✓			
Sheri Dietzen	922 Monroe	5/7/24	[Signature]	✓			
JOHN FOREHAND	914 Monroe	5/7/24	[Signature]	✓			
Heidi Hamernik	914 Monroe	5/7/24	[Signature]	✓			
GLENN BYNUM	907 Monroe	5/7/24	[Signature]	✓			
Nikola Kucharic	847 Monroe	5/7/24	[Signature]	✓			
SCOTT DELANO	7426 Iowa	5/7/24	[Signature]	✓			
Nina Maci	7422 Iowa	5/7/24	[Signature]	✓			
Bonnie Marsico	935 Monroe	5-9-24	[Signature]	✓			
Frank Marsico	935 Monroe	5-9-24	[Signature]	✓			

DAVID MURRAY 927 Monroe 5-12-24 [Signature] ✓
 Sean Herring 915 Monroe 5-14-24 [Signature] ✓

Traffic and Safety Commission Petition

Requested Action(s):

Name	Address	Date	Signature	Please Check One			Unreachable
				Agree	Disagree	No Opinion	
Erica Kelly	7416 Iowa St	5/11	<i>[Signature]</i>			<input checked="" type="checkbox"/>	
N. Simon Kulas	831 Monroë Ave	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Caree Brennan	827 Monroë Ave	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Nisa Bleda	819 Monroë	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
HAROLD HICKS	840 Monroë	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Jan Berger	835 Monroë	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Berenice Berger	838 Monroë	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Nadim Karpis	834 Monroë	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Joseph LaRosa	830 Monroë	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Paul Kottmann	906 Monroë	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Jean O'Brien	903 Jackson Ave	5/11	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
GARY FERKOW	904 WILLIAM	5/12	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Steve Marseille	846 William	5/12	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
TOM WARRIOR	846 Monroë	5/12	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Julianne Nery	847 Jackson	5/13	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
Frank Zarate	823 Monroë	5/13	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
ROBERT SPARKS	826 MONROE	5/13	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
JOHN HILSON	806 Monroë	5/13	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
E DEL BERNARD	843 Monroë	5/13	<i>[Signature]</i>	<input checked="" type="checkbox"/>			
TERRY CUNNINGHAM	820 Monroë	5/14	<i>[Signature]</i>	<input checked="" type="checkbox"/>			

Attachment C

Traffic Data

For Project: Iowa Street and Monroe Avenue
 Project Notes:
 Location/Name: Incoming
 Report Generated: 9/4/2024 9:22:28 AM
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 8/15/2024 2:00:00 PM through 8/29/2024 2:59:59 PM
 85th Percentile Speed: 30 MPH
 85th Percentile Vehicles: 5584
 Max Speed: 51 MPH on 8/22/2024 10:17:15 PM
 Total Vehicles: 6569
 AADT: 467

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	464	445
AM Peak	8:00 AM 47	38
PM Peak	3:00 PM 52	46

Speed

Speed Limit: 25
 85th Percentile Speed: 30
 50th Percentile Speed: 25
 10 MPH Pace Interval: 20.0 MPH to 30.0 MPH
 Average Speed: 25.17

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	506	472	492	447	431	390	359
% over limit	52.9	48.3	42.7	44.6	48.2	45.8	48.8
Avg Speeder	29.1	29.0	28.6	29.0	29.1	29.1	29.2
Avg Speed	25.7	25.3	24.7	24.9	25.2	25.0	25.5

Class Counts

	Number	%
VEH_SM	5	0.1
VEH_MED	6403	97.5
VEH_LG	161	2.5
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Incoming Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
8/15/2024 3:00:00 PM	27.0	7	8	31	28.0	37.5%	24.4
8/15/2024 4:00:00 PM	29.0	36	42	36	28.6	45.2%	25.0
8/15/2024 5:00:00 PM	28.0	29	34	33	28.4	44.1%	24.9
8/15/2024 6:00:00 PM	30.0	36	42	34	28.9	45.2%	25.4
8/15/2024 7:00:00 PM	32.0	30	35	40	29.9	60.0%	27.0
8/15/2024 8:00:00 PM	33.0	17	20	40	30.8	75.0%	29.0
8/15/2024 9:00:00 PM	28.0	14	17	36	29.4	47.1%	26.0
8/15/2024 10:00:00 PM	28.0	11	13	38	29.4	53.8%	25.7
8/15/2024 11:00:00 PM	31.0	2	2	31	31.0	50.0%	27.0
8/16/2024 12:00:00 AM	28.0	1	1	28	28.0	100.0%	28.0
8/16/2024 1:00:00 AM	**No Data**						
8/16/2024 2:00:00 AM	27.0	1	1	27	27.0	100.0%	27.0
8/16/2024 3:00:00 AM	**No Data**						
8/16/2024 4:00:00 AM	**No Data**						
						
8/16/2024 6:00:00 AM	26.0	1	1	26	26.0	100.0%	26.0
8/16/2024 7:00:00 AM	29.0	6	7	33	28.8	57.1%	26.3
8/16/2024 8:00:00 AM	28.0	12	14	32	28.8	35.7%	23.6
8/16/2024 9:00:00 AM	29.0	15	18	31	28.7	38.9%	25.0
8/16/2024 10:00:00 AM	29.0	20	24	34	29.0	58.3%	25.8
8/16/2024 11:00:00 AM	28.0	17	20	33	28.3	45.0%	24.6
8/16/2024 12:00:00 PM	28.0	21	25	31	27.5	40.0%	23.8
8/16/2024 1:00:00 PM	28.0	26	31	32	27.9	61.3%	25.4
8/16/2024 2:00:00 PM	29.0	26	30	35	29.1	40.0%	24.9
8/16/2024 3:00:00 PM	31.0	30	35	39	30.1	45.7%	24.9
8/16/2024 4:00:00 PM	30.0	31	37	45	29.4	51.4%	26.1
8/16/2024 5:00:00 PM	30.0	26	31	36	29.7	74.2%	28.0
8/16/2024 6:00:00 PM	30.0	26	31	39	29.8	41.9%	24.9
8/16/2024 7:00:00 PM	28.0	20	24	36	29.2	37.5%	24.4
8/16/2024 8:00:00 PM	25.0	20	24	35	29.3	16.7%	22.2
8/16/2024 9:00:00 PM	25.0	16	19	28	27.0	15.8%	21.3
8/16/2024 10:00:00 PM	24.0	6	7	28	28.0	14.3%	21.4
8/16/2024 11:00:00 PM	25.0	4	5	27	27.0	20.0%	22.6
8/17/2024 12:00:00 AM	25.0	2	2	25	0.0	0.0%	22.5
8/17/2024 1:00:00 AM	24.0	3	4	26	26.0	25.0%	23.8
8/17/2024 2:00:00 AM	21.0	1	1	21	0.0	0.0%	21.0
8/17/2024 3:00:00 AM	25.0	2	2	25	0.0	0.0%	21.5
8/17/2024 4:00:00 AM	26.0	1	1	26	26.0	100.0%	26.0
8/17/2024 5:00:00 AM	**No Data**						
8/17/2024 6:00:00 AM	31.0	2	2	31	31.0	50.0%	28.0
8/17/2024 7:00:00 AM	37.0	3	3	37	33.7	100.0%	33.7
8/17/2024 8:00:00 AM	33.0	8	9	34	28.7	77.8%	27.6
8/17/2024 9:00:00 AM	31.0	18	21	34	28.8	57.1%	25.7
8/17/2024 10:00:00 AM	30.0	20	23	32	28.8	47.8%	24.8
8/17/2024 11:00:00 AM	32.0	13	15	36	30.4	46.7%	25.9
8/17/2024 12:00:00 PM	30.0	26	30	36	29.5	56.7%	26.4
8/17/2024 1:00:00 PM	33.0	20	23	39	30.8	65.2%	27.9

Incoming Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/17/2024 2:00:00 PM	30.0	29	34	31	28.4	50.0%	25.3
8/17/2024 3:00:00 PM	28.0	32	38	32	27.8	52.6%	25.7
8/17/2024 4:00:00 PM	30.0	20	23	34	29.1	47.8%	24.3
8/17/2024 5:00:00 PM	32.0	23	27	36	29.5	59.3%	26.6
8/17/2024 6:00:00 PM	29.0	20	24	36	28.9	41.7%	24.8
8/17/2024 7:00:00 PM	28.0	15	18	31	28.1	55.6%	24.7
8/17/2024 8:00:00 PM	27.0	19	22	32	29.5	18.2%	22.8
8/17/2024 9:00:00 PM	24.0	18	21	26	26.0	4.8%	19.9
8/17/2024 10:00:00 PM	23.0	15	18	31	29.7	16.7%	21.7
8/17/2024 11:00:00 PM	26.0	34	40	32	27.6	22.5%	21.0
8/18/2024 12:00:00 AM	32.0	5	6	39	34.0	50.0%	26.8
8/18/2024 1:00:00 AM	29.0	3	3	29	29.0	33.3%	23.0
8/18/2024 2:00:00 AM	**No Data**						
8/18/2024 3:00:00 AM	**No Data**						
8/18/2024 4:00:00 AM	26.0	1	1	26	26.0	100.0%	26.0
8/18/2024 5:00:00 AM	28.0	1	1	28	28.0	100.0%	28.0
8/18/2024 6:00:00 AM	31.0	2	2	31	31.0	50.0%	28.0
8/18/2024 7:00:00 AM	32.0	5	6	35	30.3	66.7%	26.8
8/18/2024 8:00:00 AM	30.0	3	3	30	30.0	33.3%	21.3
8/18/2024 9:00:00 AM	30.0	10	12	33	30.3	33.3%	24.8
8/18/2024 10:00:00 AM	30.0	14	16	30	28.6	43.8%	24.9
8/18/2024 11:00:00 AM	29.0	27	32	32	28.6	37.5%	24.6
8/18/2024 12:00:00 PM	29.0	26	30	35	28.1	56.7%	25.4
8/18/2024 1:00:00 PM	29.0	22	26	33	28.6	53.8%	26.2
8/18/2024 2:00:00 PM	27.0	26	31	31	28.7	22.6%	23.2
8/18/2024 3:00:00 PM	27.0	35	41	32	27.8	26.8%	22.5
8/18/2024 4:00:00 PM	28.0	29	34	31	28.0	35.3%	24.0
8/18/2024 5:00:00 PM	26.0	22	26	29	27.2	23.1%	23.2
8/18/2024 6:00:00 PM	29.0	19	22	33	28.8	27.3%	24.0
8/18/2024 7:00:00 PM	26.0	16	19	32	27.8	26.3%	22.9
8/18/2024 8:00:00 PM	29.0	21	25	34	28.7	64.0%	26.4
8/18/2024 9:00:00 PM	28.0	12	14	30	27.3	57.1%	25.1
8/18/2024 10:00:00 PM	31.0	7	8	41	29.4	87.5%	28.5
8/18/2024 11:00:00 PM	27.0	1	1	27	27.0	100.0%	27.0
8/19/2024 12:00:00 AM	20.0	1	1	20	0.0	0.0%	20.0
8/19/2024 1:00:00 AM	**No Data**						
8/19/2024 2:00:00 AM	**No Data**						
8/19/2024 4:00:00 AM	18.0	1	1	18	0.0	0.0%	18.0
8/19/2024 5:00:00 AM	37.0	2	2	37	34.5	100.0%	34.5
8/19/2024 6:00:00 AM	26.0	1	1	26	26.0	100.0%	26.0
8/19/2024 7:00:00 AM	27.0	4	5	35	29.7	60.0%	25.2
8/19/2024 8:00:00 AM	28.0	17	20	32	28.1	45.0%	25.0
8/19/2024 9:00:00 AM	31.0	20	23	35	29.3	65.2%	27.2
8/19/2024 10:00:00 AM	28.0	26	30	31	28.1	43.3%	25.3
8/19/2024 11:00:00 AM	29.0	27	32	31	28.5	40.6%	24.0
8/19/2024 12:00:00 PM	26.0	21	25	32	29.2	20.0%	22.1
8/19/2024 1:00:00 PM	28.0	35	41	33	29.1	26.8%	23.0
8/19/2024 2:00:00 PM	29.0	23	27	37	28.7	40.7%	24.7

Incoming Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/19/2024 3:00:00 PM	29.0	24	28	31	28.3	46.4%	25.2
8/19/2024 4:00:00 PM	30.0	28	33	34	29.4	42.4%	25.2
8/19/2024 5:00:00 PM	29.0	33	39	34	28.3	66.7%	26.3
8/19/2024 6:00:00 PM	30.0	36	42	34	29.1	42.9%	24.9
8/19/2024 7:00:00 PM	31.0	25	29	39	30.1	55.2%	27.2
8/19/2024 8:00:00 PM	30.0	17	20	38	29.9	50.0%	26.2
8/19/2024 9:00:00 PM	29.0	13	15	33	29.0	60.0%	26.3
8/19/2024 10:00:00 PM	29.0	8	10	30	28.0	70.0%	25.6
8/19/2024 11:00:00 PM	30.0	3	3	30	29.0	66.7%	27.3
8/20/2024 12:00:00 AM	**No Data**						
8/20/2024 1:00:00 AM	**No Data**						
8/20/2024 6:00:00 AM	20.0	1	1	20	0.0	0.0%	20.0
8/20/2024 7:00:00 AM	31.0	8	9	32	28.2	66.7%	25.6
8/20/2024 8:00:00 AM	28.0	14	17	33	28.1	47.1%	24.1
8/20/2024 9:00:00 AM	29.0	23	27	33	28.2	48.1%	24.4
8/20/2024 10:00:00 AM	25.0	22	26	32	29.3	15.4%	24.2
8/20/2024 11:00:00 AM	28.0	19	22	31	27.9	45.5%	24.9
8/20/2024 12:00:00 PM	28.0	26	30	35	28.8	40.0%	24.9
8/20/2024 1:00:00 PM	26.0	19	22	27	26.3	27.3%	22.6
8/20/2024 2:00:00 PM	26.0	22	26	30	27.0	23.1%	22.3
8/20/2024 3:00:00 PM	25.0	27	32	30	27.4	15.6%	21.8
8/20/2024 4:00:00 PM	25.0	27	32	28	27.2	15.6%	22.6
8/20/2024 5:00:00 PM	27.0	22	26	39	29.2	34.6%	24.5
8/20/2024 6:00:00 PM	28.0	32	38	35	29.0	30.8%	23.7
8/20/2024 7:00:00 PM	30.0	27	32	33	29.2	59.4%	26.3
8/20/2024 8:00:00 PM	32.0	26	30	37	29.2	73.3%	27.0
8/20/2024 9:00:00 PM	30.0	18	21	35	28.5	52.4%	25.0
8/20/2024 10:00:00 PM	31.0	7	8	38	29.9	87.5%	28.8
8/20/2024 11:00:00 PM	26.0	3	4	40	33.0	50.0%	28.3
8/21/2024 12:00:00 AM	24.0	3	3	24	0.0	0.0%	23.7
8/21/2024 1:00:00 AM	**No Data**						
8/21/2024 2:00:00 AM	**No Data**						
8/21/2024 4:00:00 AM	30.0	1	1	30	30.0	100.0%	30.0
8/21/2024 5:00:00 AM	**No Data**						
8/21/2024 6:00:00 AM	28.0	3	4	29	28.5	50.0%	24.5
8/21/2024 7:00:00 AM	27.0	3	4	33	30.0	50.0%	25.5
8/21/2024 8:00:00 AM	29.0	26	31	31	27.5	51.6%	24.6
8/21/2024 9:00:00 AM	29.0	59	69	32	28.7	34.8%	23.4
8/21/2024 10:00:00 AM	27.0	26	31	29	27.3	22.6%	23.2
8/21/2024 11:00:00 AM	28.0	25	29	32	27.8	37.9%	23.6
8/21/2024 12:00:00 PM	28.0	27	32	33	28.6	37.5%	23.4
8/21/2024 1:00:00 PM	27.0	22	26	31	27.7	34.6%	24.2
8/21/2024 2:00:00 PM	28.0	34	40	34	28.3	37.5%	24.1
8/21/2024 3:00:00 PM	28.0	32	38	37	28.6	31.6%	23.0
8/21/2024 4:00:00 PM	28.0	52	61	32	28.2	41.0%	24.4
8/21/2024 5:00:00 PM	29.0	40	47	33	28.2	46.8%	25.0
8/21/2024 6:00:00 PM	30.0	39	46	37	29.7	41.3%	25.3
8/21/2024 7:00:00 PM	29.0	32	38	33	28.2	60.5%	26.0

Incoming Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/21/2024 8:00:00 PM	29.0	26	30	36	28.6	60.0%	26.0
8/21/2024 9:00:00 PM	28.0	16	19	29	27.5	42.1%	24.5
8/21/2024 10:00:00 PM	27.0	8	9	35	29.7	33.3%	23.8
8/21/2024 11:00:00 PM	32.0	4	5	37	32.5	80.0%	30.8
8/22/2024 12:00:00 AM	28.0	3	3	28	28.0	33.3%	26.0
8/22/2024 1:00:00 AM	**No Data**						
8/22/2024 2:00:00 AM	**No Data**						
8/22/2024 6:00:00 AM	27.0	3	3	27	27.0	33.3%	25.3
8/22/2024 7:00:00 AM	31.0	9	11	35	30.0	75.0%	28.5
8/22/2024 8:00:00 AM	31.0	28	33	34	29.3	54.5%	26.0
8/22/2024 9:00:00 AM	30.0	45	53	36	29.0	50.9%	25.6
8/22/2024 10:00:00 AM	29.0	21	25	35	27.9	68.0%	25.5
8/22/2024 11:00:00 AM	30.0	28	33	32	28.5	45.5%	24.0
8/22/2024 12:00:00 PM	31.0	26	30	33	28.7	50.0%	24.9
8/22/2024 1:00:00 PM	31.0	24	28	39	30.0	46.4%	26.3
8/22/2024 2:00:00 PM	30.0	26	31	35	28.8	61.3%	26.3
8/22/2024 3:00:00 PM	29.0	26	31	35	29.0	41.9%	23.4
8/22/2024 4:00:00 PM	31.0	45	53	39	29.6	43.4%	24.9
8/22/2024 5:00:00 PM	28.0	33	39	31	28.2	46.2%	24.4
8/22/2024 6:00:00 PM	27.0	34	40	43	29.4	27.5%	23.3
8/22/2024 7:00:00 PM	27.0	31	37	31	27.6	29.7%	23.2
8/22/2024 8:00:00 PM	28.0	19	22	32	28.1	45.5%	25.4
8/22/2024 9:00:00 PM	29.0	12	14	31	27.9	71.4%	25.7
8/22/2024 10:00:00 PM	30.0	11	13	34	29.6	61.5%	26.5
8/22/2024 11:00:00 PM	30.0	4	5	51	40.5	40.0%	29.2
8/23/2024 12:00:00 AM	26.0	4	5	29	27.0	60.0%	25.6
8/23/2024 1:00:00 AM	**No Data**						
8/23/2024 2:00:00 AM	**No Data**						
8/23/2024 6:00:00 AM	35.0	2	2	35	30.5	100.0%	30.5
8/23/2024 7:00:00 AM	29.0	4	5	34	31.5	40.0%	26.6
8/23/2024 8:00:00 AM	29.0	29	34	34	29.3	52.9%	25.4
8/23/2024 9:00:00 AM	31.0	47	55	38	29.7	47.3%	26.0
8/23/2024 10:00:00 AM	29.0	15	18	32	28.0	61.1%	25.8
8/23/2024 11:00:00 AM	30.0	22	26	34	29.7	42.3%	25.2
8/23/2024 12:00:00 PM	31.0	31	37	33	29.5	70.3%	27.0
8/23/2024 1:00:00 PM	29.0	31	37	38	29.0	48.6%	25.8
8/23/2024 2:00:00 PM	29.0	24	28	31	28.8	32.1%	24.1
8/23/2024 3:00:00 PM	28.0	26	31	33	29.9	25.8%	23.2
8/23/2024 4:00:00 PM	30.0	54	64	35	29.1	53.1%	25.5
8/23/2024 5:00:00 PM	30.0	28	33	36	29.3	48.5%	25.1
8/23/2024 6:00:00 PM	30.0	33	39	37	29.4	46.2%	26.2
8/23/2024 7:00:00 PM	30.0	30	35	41	28.7	74.3%	26.9
8/23/2024 8:00:00 PM	27.0	19	22	30	27.1	50.0%	24.5
8/23/2024 9:00:00 PM	29.0	12	14	32	28.3	42.9%	24.5
8/23/2024 10:00:00 PM	29.0	13	15	35	28.0	80.0%	27.3
8/23/2024 11:00:00 PM	34.0	7	8	35	32.0	37.5%	26.3
8/24/2024 12:00:00 AM	30.0	4	5	30	29.7	60.0%	26.2
8/24/2024 1:00:00 AM	25.0	1	1	25	0.0	0.0%	25.0

Incoming Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/24/2024 2:00:00 AM	35.0	3	4	36	35.5	50.0%	25.8
8/24/2024 3:00:00 AM	35.0	1	1	35	35.0	100.0%	35.0
8/24/2024 4:00:00 AM	**No Data**						
8/24/2024 5:00:00 AM	**No Data**						
8/24/2024 6:00:00 AM	22.0	1	1	22	0.0	0.0%	22.0
8/24/2024 7:00:00 AM	33.0	5	6	33	29.4	83.3%	28.2
8/24/2024 8:00:00 AM	31.0	10	12	33	29.6	66.7%	27.8
8/24/2024 9:00:00 AM	31.0	18	21	34	29.5	71.4%	27.1
8/24/2024 10:00:00 AM	31.0	27	32	35	29.0	62.5%	26.0
8/24/2024 11:00:00 AM	30.0	29	34	36	29.5	52.9%	26.6
8/24/2024 12:00:00 PM	32.0	33	39	37	29.8	61.5%	27.1
8/24/2024 1:00:00 PM	29.0	35	41	36	28.6	39.0%	24.6
8/24/2024 2:00:00 PM	28.0	30	35	33	29.0	31.4%	23.9
8/24/2024 3:00:00 PM	26.0	21	25	30	27.3	24.0%	23.4
8/24/2024 4:00:00 PM	29.0	26	30	35	28.5	43.3%	25.0
8/24/2024 5:00:00 PM	30.0	26	30	34	29.3	43.3%	24.9
8/24/2024 6:00:00 PM	29.0	28	33	31	28.5	33.3%	24.0
8/24/2024 7:00:00 PM	28.0	27	32	33	28.1	50.0%	24.9
8/24/2024 8:00:00 PM	31.0	22	26	39	29.9	53.8%	26.0
8/24/2024 9:00:00 PM	32.0	13	15	34	30.0	53.3%	25.6
8/24/2024 10:00:00 PM	27.0	11	13	30	27.7	46.2%	24.6
8/24/2024 11:00:00 PM	25.0	8	10	32	29.5	20.0%	23.9
8/25/2024 12:00:00 AM	28.0	4	5	29	28.5	40.0%	24.0
8/25/2024 1:00:00 AM	30.0	3	3	30	28.0	66.7%	25.7
8/25/2024 2:00:00 AM	**No Data**						
8/25/2024 3:00:00 AM	26.0	3	3	26	26.0	33.3%	23.0
8/25/2024 4:00:00 AM	17.0	1	1	17	0.0	0.0%	17.0
8/25/2024 5:00:00 AM	27.0	1	1	27	27.0	100.0%	27.0
8/25/2024 6:00:00 AM	25.0	1	1	25	0.0	0.0%	25.0
8/25/2024 7:00:00 AM	29.0	4	5	36	30.3	80.0%	28.2
8/25/2024 8:00:00 AM	31.0	8	9	31	30.3	44.4%	25.0
8/25/2024 9:00:00 AM	29.0	10	12	31	28.0	58.3%	26.1
8/25/2024 10:00:00 AM	33.0	11	13	37	31.8	61.5%	28.3
8/25/2024 11:00:00 AM	30.0	26	31	34	28.8	64.5%	26.2
8/25/2024 12:00:00 PM	31.0	22	26	35	29.3	80.8%	27.9
8/25/2024 1:00:00 PM	31.0	21	25	39	29.3	56.0%	26.2
8/25/2024 2:00:00 PM	31.0	20	23	34	28.9	65.2%	26.2
8/25/2024 3:00:00 PM	31.0	32	38	47	30.5	55.3%	26.6
8/25/2024 4:00:00 PM	33.0	36	42	37	30.4	59.5%	27.1
8/25/2024 5:00:00 PM	30.0	30	35	38	29.1	54.3%	26.2
8/25/2024 6:00:00 PM	30.0	23	27	31	28.5	44.4%	25.2
8/25/2024 7:00:00 PM	31.0	26	31	36	29.7	61.3%	27.1
8/25/2024 8:00:00 PM	32.0	19	22	51	31.1	68.2%	28.6
8/25/2024 9:00:00 PM	25.0	9	11	29	28.0	18.2%	23.0
8/25/2024 10:00:00 PM	27.0	13	15	40	30.3	26.7%	24.7
8/25/2024 11:00:00 PM	31.0	4	5	33	31.3	60.0%	27.2
8/26/2024 12:00:00 AM	23.0	3	3	23	0.0	0.0%	22.7
8/26/2024 1:00:00 AM	**No Data**						

8/26/2024 2:00:00 AM	**No Data**						
8/26/2024 5:00:00 AM	37.0	1	1	37	37.0	100.0%	37.0
8/26/2024 6:00:00 AM	26.0	2	2	26	26.0	50.0%	25.5
8/26/2024 7:00:00 AM	27.0	6	7	36	29.7	42.9%	24.3
8/26/2024 8:00:00 AM	32.0	34	40	41	29.8	77.5%	28.1
8/26/2024 9:00:00 AM	30.0	45	53	35	28.5	60.4%	26.5
8/26/2024 10:00:00 AM	29.0	30	35	33	28.0	45.7%	23.9
8/26/2024 11:00:00 AM	30.0	26	31	35	29.2	45.2%	25.8
8/26/2024 12:00:00 PM	29.0	19	22	34	29.2	40.9%	25.4
8/26/2024 1:00:00 PM	30.0	32	38	35	29.3	60.5%	26.6
8/26/2024 2:00:00 PM	31.0	26	31	45	31.0	64.5%	27.6
8/26/2024 3:00:00 PM	31.0	34	40	46	29.7	70.0%	27.5
8/26/2024 4:00:00 PM	30.0	53	62	37	28.9	56.5%	26.1
8/26/2024 5:00:00 PM	32.0	34	40	36	29.6	57.5%	26.0
8/26/2024 6:00:00 PM	28.0	36	42	33	28.1	50.0%	25.3
8/26/2024 7:00:00 PM	31.0	24	28	35	29.1	67.9%	26.6
8/26/2024 8:00:00 PM	29.0	23	27	32	28.5	63.0%	26.1
8/26/2024 9:00:00 PM	30.0	15	18	39	30.9	38.9%	25.9
8/26/2024 10:00:00 PM	27.0	6	7	32	27.8	57.1%	24.0
8/26/2024 11:00:00 PM	27.0	4	5	27	26.7	60.0%	23.8
8/27/2024 12:00:00 AM	35.0	1	1	35	35.0	100.0%	35.0
8/27/2024 1:00:00 AM	**No Data**						
8/27/2024 2:00:00 AM	**No Data**						
8/27/2024 6:00:00 AM	30.0	2	2	30	28.0	100.0%	28.0
8/27/2024 7:00:00 AM	30.0	6	7	30	29.3	57.1%	26.9
8/27/2024 8:00:00 AM	31.0	37	44	40	29.3	63.6%	26.8
8/27/2024 9:00:00 AM	30.0	55	65	48	29.6	47.7%	25.4
8/27/2024 10:00:00 AM	32.0	46	54	37	29.9	68.5%	27.5
8/27/2024 11:00:00 AM	31.0	18	21	33	29.7	61.9%	26.0
8/27/2024 12:00:00 PM	31.0	14	17	35	29.2	64.7%	27.3
8/27/2024 1:00:00 PM	27.0	31	36	33	27.7	33.3%	24.1
8/27/2024 2:00:00 PM	29.0	26	30	33	28.5	36.7%	23.8
8/27/2024 3:00:00 PM	31.0	30	35	37	30.0	48.6%	25.8
8/27/2024 4:00:00 PM	29.0	65	76	41	28.9	51.3%	25.4
8/27/2024 5:00:00 PM	30.0	38	45	36	29.1	60.0%	26.2
8/27/2024 6:00:00 PM	29.0	41	48	35	28.5	62.5%	26.5
8/27/2024 7:00:00 PM	31.0	40	47	36	29.2	68.1%	27.1
8/27/2024 8:00:00 PM	30.0	20	23	37	29.2	47.8%	24.7
8/27/2024 9:00:00 PM	28.0	6	7	31	28.3	42.9%	25.4
8/27/2024 10:00:00 PM	32.0	8	9	34	30.6	55.6%	26.2
8/27/2024 11:00:00 PM	32.0	3	4	36	32.0	75.0%	29.5
8/28/2024 12:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/28/2024 1:00:00 AM	23.0	1	1	23	0.0	0.0%	23.0
8/28/2024 2:00:00 AM	**No Data**						
8/28/2024 3:00:00 AM	**No Data**						
8/28/2024 5:00:00 AM	21.0	2	2	21	0.0	0.0%	19.0
8/28/2024 6:00:00 AM	30.0	2	2	30	29.0	100.0%	29.0
8/28/2024 7:00:00 AM	28.0	5	6	31	28.3	50.0%	23.8

Incoming Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/28/2024 8:00:00 AM	32.0	39	46	35	29.7	67.4%	27.1
8/28/2024 9:00:00 AM	28.0	52	61	34	28.2	39.3%	24.3
8/28/2024 10:00:00 AM	28.0	27	32	38	30.0	31.3%	24.2
8/28/2024 11:00:00 AM	28.0	20	24	34	28.3	50.0%	25.4
8/28/2024 12:00:00 PM	30.0	30	35	30	28.2	42.9%	24.5
8/28/2024 1:00:00 PM	29.0	35	41	32	29.2	34.1%	24.6
8/28/2024 2:00:00 PM	30.0	28	33	35	29.3	45.5%	25.6
8/28/2024 3:00:00 PM	30.0	38	45	33	28.9	51.1%	24.5
8/28/2024 4:00:00 PM	29.0	60	71	35	28.8	42.3%	25.0
8/28/2024 5:00:00 PM	30.0	31	37	33	28.7	48.6%	25.2
8/28/2024 6:00:00 PM	28.0	49	58	39	29.6	31.0%	24.2
8/28/2024 7:00:00 PM	29.0	34	40	31	28.0	52.5%	25.3
8/28/2024 8:00:00 PM	26.0	19	22	29	26.5	50.0%	24.0
8/28/2024 9:00:00 PM	27.0	14	16	33	29.5	25.0%	24.4
8/28/2024 10:00:00 PM	29.0	8	10	33	30.5	40.0%	25.8
8/28/2024 11:00:00 PM	27.0	5	6	34	30.5	33.3%	25.2
8/29/2024 12:00:00 AM	28.0	1	1	28	28.0	100.0%	28.0
8/29/2024 1:00:00 AM	**No Data**						
8/29/2024 2:00:00 AM	**No Data**						
8/29/2024 5:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/29/2024 6:00:00 AM	25.0	1	1	25	0.0	0.0%	25.0
8/29/2024 7:00:00 AM	29.0	6	7	32	29.3	42.9%	25.6
8/29/2024 8:00:00 AM	30.0	51	60	37	29.1	40.0%	25.3
8/29/2024 9:00:00 AM	27.0	41	48	29	27.2	35.4%	23.9
8/29/2024 10:00:00 AM	27.0	31	37	30	27.8	27.0%	23.1
8/29/2024 11:00:00 AM	26.0	21	25	29	27.3	24.0%	23.2
8/29/2024 12:00:00 PM	27.0	19	22	34	30.3	18.2%	23.9
8/29/2024 1:00:00 PM	27.0	33	39	34	28.7	25.6%	22.2
8/29/2024 2:00:00 PM	30.0	26	30	41	29.9	56.7%	25.8
8/29/2024 3:00:00 PM	26.0	11	13	30	27.8	30.8%	23.3

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
8/16/2024 12:00:00 AM	30.0	182	214	40	29.3	50.9%	25.9
8/17/2024 12:00:00 AM	29.0	328	386	45	29.0	44.3%	24.8
8/18/2024 12:00:00 AM	30.0	344	405	39	29.1	44.2%	24.7
8/19/2024 12:00:00 AM	28.0	301	354	41	28.4	40.1%	24.4
8/20/2024 12:00:00 AM	30.0	362	426	39	28.9	46.5%	25.1
8/21/2024 12:00:00 AM	28.0	345	406	40	28.6	38.4%	24.3
8/22/2024 12:00:00 AM	29.0	479	563	37	28.4	41.6%	24.4
8/23/2024 12:00:00 AM	30.0	430	506	51	28.9	48.0%	25.0
8/24/2024 12:00:00 AM	30.0	432	508	41	29.1	51.2%	25.6
8/25/2024 12:00:00 AM	30.0	379	446	39	29.2	47.3%	25.3
8/26/2024 12:00:00 AM	31.0	325	382	51	29.7	56.8%	26.4
8/27/2024 12:00:00 AM	30.0	450	530	46	29.2	58.1%	26.2
8/28/2024 12:00:00 AM	30.0	485	571	48	29.2	55.3%	26.0
8/29/2024 12:00:00 AM	29.0	501	589	39	28.8	43.8%	24.9
8/29/2024 2:59:59 PM	28.0	241	283	41	28.6	33.6%	24.0

Incoming Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	0	4	3	0	3.5	0
1 - 2	*	*	*	*	1	1	0	1	0.5	27
2 - 3	*	*	*	*	0	2	0	0	1	0
3 - 4	*	*	*	*	0	1	1	0	1	0
4 - 5	*	*	*	*	0	0	1	0	0.5	0
5 - 6	*	*	*	*	1	2	2	1	2	26
6 - 7	*	*	*	*	7	3	6	7	4.5	29
7 - 8	*	*	*	*	14	9	3	14	6	28
8 - 9	*	*	*	*	18	21	12	18	16.5	28.3
9 - 10	*	*	*	*	24	23	16	24	19.5	29
10 - 11	*	*	*	*	20	15	32	20	23.5	28
11 - 12	*	*	*	*	25	30	30	25	30	27.2
12 - 13	*	*	*	*	31	23	26	31	24.5	27.9
13 - 14	*	*	*	*	30	34	31	30	32.5	29
14 - 15	*	*	*	8	35	38	41	21.5	39.5	29
15 - 16	*	*	*	42	37	23	34	39.5	28.5	29.1
16 - 17	*	*	*	34	31	27	26	32.5	26.5	29
17 - 18	*	*	*	42	31	24	22	36.5	23	29.4
18 - 19	*	*	*	35	24	18	19	29.5	18.5	30
19 - 20	*	*	*	20	24	22	25	22	23.5	29
20 - 21	*	*	*	17	19	21	14	18	17.5	26.5
21 - 22	*	*	*	13	7	18	8	10	13	26
22 - 23	*	*	*	2	5	40	1	3.5	20.5	28
23 - 24	*	*	*	1	2	6	1	1.5	3.5	26.5
Totals	0	0	0	214	386	405	354			
% of Total	0%	0%	0%	15.75%	28.4%	29.8%	26.05%			

Incoming Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	0	0	0	0	0	1	3	0	2	0
1 - 2	0	0	0	0	0	4	0	0	2	0
2 - 3	0	0	0	0	0	1	3	0	2	0
3 - 4	1	0	1	0	0	0	1	0.4	0.5	24
4 - 5	2	0	0	0	0	0	1	0.4	0.5	37
5 - 6	1	1	4	3	2	1	1	2.2	1	27.2
6 - 7	5	9	4	11	5	6	5	6.8	5.5	29
7 - 8	20	17	31	33	34	12	9	27	10.5	28.6
8 - 9	23	27	69	53	55	21	12	45.4	16.5	29.78
9 - 10	30	26	31	25	18	32	13	26	22.5	27.28
10 - 11	32	22	29	33	26	34	31	28.4	32.5	28.58
11 - 12	25	30	32	30	37	39	26	30.8	32.5	28.6
12 - 13	41	22	26	28	37	41	25	30.8	33	28.06
13 - 14	27	26	40	31	28	35	23	30.4	29	28.12
14 - 15	28	32	38	31	31	25	38	32	31.5	27.5
15 - 16	33	32	61	53	64	30	42	48.6	36	28.42
16 - 17	39	26	47	39	33	30	35	36.8	32.5	28.4
17 - 18	42	38	46	40	39	33	27	41	30	28.68
18 - 19	29	32	38	37	35	32	31	34.2	31.5	29.3
19 - 20	20	30	30	22	22	26	22	24.8	24	29.06
20 - 21	15	21	19	14	14	15	11	16.6	13	28.6
21 - 22	10	8	9	13	15	13	15	11	14	29.14
22 - 23	3	4	5	5	8	10	5	5	7.5	30.4
23 - 24	0	3	3	5	5	5	3	3.2	4	26.88
Totals	426	406	563	506	508	446	382			
% of Total	13.16%	12.54%	17.39%	15.63%	15.69%	13.78%	11.8%			

Incoming Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	0	0	1	0	*	*	*	0.25	0	23
1 - 2	0	0	0	0	*	*	*	0	0	0
2 - 3	0	0	0	0	*	*	*	0	0	0
3 - 4	0	0	0	0	*	*	*	0	0	0
4 - 5	1	0	2	1	*	*	*	1	0	27.33
5 - 6	2	2	2	1	*	*	*	1.75	0	27.75
6 - 7	7	7	6	7	*	*	*	6.75	0	28.38
7 - 8	40	44	46	60	*	*	*	47.5	0	31
8 - 9	53	65	61	48	*	*	*	56.75	0	28.42
9 - 10	35	54	32	37	*	*	*	39.5	0	28.78
10 - 11	31	21	24	25	*	*	*	25.25	0	28.58
11 - 12	22	17	35	22	*	*	*	24	0	28.92
12 - 13	38	36	41	39	*	*	*	38.5	0	28.02
13 - 14	31	30	33	30	*	*	*	31	0	29.88
14 - 15	40	35	45	13	*	*	*	33.25	0	29.18
15 - 16	62	76	71	*	*	*	*	69.67	0	29
16 - 17	40	45	37	*	*	*	*	40.67	0	30.07
17 - 18	42	48	58	*	*	*	*	49.33	0	28.2
18 - 19	28	47	40	*	*	*	*	38.33	0	29.83
19 - 20	27	23	22	*	*	*	*	24	0	28.17
20 - 21	18	7	16	*	*	*	*	13.67	0	28.33
21 - 22	7	9	10	*	*	*	*	8.67	0	29.33
22 - 23	5	4	6	*	*	*	*	5	0	28.5
23 - 24	1	1	1	*	*	*	*	1	0	29
Totals	530	571	589	283	0	0	0			
% of Total	26.86%	28.94%	29.85%	14.34%	0%	0%	0%			

Incoming Monthly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Hour	Aug 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	0	0	1	0	0	5	6	0.2	5.5	23
1 - 2	0	0	0	0	1	5	0	0.2	2.5	27
2 - 3	0	0	0	0	0	3	3	0	3	0
3 - 4	1	0	1	0	0	1	2	0.4	1.5	24
4 - 5	3	0	2	1	0	0	2	1.2	1	27.33
5 - 6	3	3	6	4	3	3	3	3.8	3	29
6 - 7	12	16	10	18	12	9	11	13.6	10	29
7 - 8	60	61	77	93	48	21	12	67.8	16.5	30.02
8 - 9	76	92	130	101	73	42	24	94.4	33	29.22
9 - 10	65	80	63	62	42	55	29	62.4	42	28.74
10 - 11	63	43	53	58	46	49	63	52.6	56	28.92
11 - 12	47	47	67	52	62	69	56	55	62.5	29.08
12 - 13	79	58	67	67	68	64	51	67.8	57.5	28.2
13 - 14	58	56	73	61	58	69	54	61.2	61.5	28.8
14 - 15	68	67	83	52	66	63	79	67.2	71	29.12
15 - 16	95	108	132	95	101	53	76	106.2	64.5	28.92
16 - 17	79	71	84	73	64	57	61	74.2	59	29.32
17 - 18	84	86	104	82	70	57	49	85.2	53	28.8
18 - 19	57	79	78	72	59	50	50	69	50	29.68
19 - 20	47	53	52	42	46	48	47	48	47.5	28.94
20 - 21	33	28	35	31	33	36	25	32	30.5	28.4
21 - 22	17	17	19	26	22	31	23	20.2	27	29.34
22 - 23	8	8	11	7	13	50	6	9.4	28	30.8
23 - 24	1	4	4	6	7	11	4	4.4	7.5	28.74
Totals	956	977	1152	1003	894	851	736			
% of Total	14.55%	14.87%	17.54%	15.27%	13.61%	12.95%	11.2%			

Incoming Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	0	23.75	23	0	23.43	0
1 - 2	*	*	*	*	27	21	0	27	21	27
2 - 3	*	*	*	*	0	21.5	0	0	21.5	0
3 - 4	*	*	*	*	0	26	26	0	26	0
4 - 5	*	*	*	*	0	0	28	0	28	0
5 - 6	*	*	*	*	26	28	28	26	28	26
6 - 7	*	*	*	*	26.29	33.67	26.83	26.29	29.11	29
7 - 8	*	*	*	*	23.64	27.56	21.33	23.64	26	28
8 - 9	*	*	*	*	25	25.67	24.83	25	25.36	28.3
9 - 10	*	*	*	*	25.83	24.83	24.94	25.83	24.87	29
10 - 11	*	*	*	*	24.6	25.87	24.62	24.6	25.02	28
11 - 12	*	*	*	*	23.76	26.43	25.4	23.76	25.92	27.2
12 - 13	*	*	*	*	25.35	27.91	26.19	25.35	27	27.9
13 - 14	*	*	*	*	24.9	25.32	23.23	24.9	24.32	29
14 - 15	*	*	*	24.38	24.86	25.68	22.51	24.77	24.04	29
15 - 16	*	*	*	25.05	26.08	24.35	24.03	25.53	24.16	29.1
16 - 17	*	*	*	24.88	28.03	26.56	23.15	26.38	24.89	29
17 - 18	*	*	*	25.36	24.87	24.75	23.95	25.15	24.37	29.4
18 - 19	*	*	*	27	24.38	24.72	22.89	25.93	23.78	30
19 - 20	*	*	*	29.05	22.21	22.77	26.44	25.32	24.72	29
20 - 21	*	*	*	26	21.32	19.9	25.14	23.53	22	26.5
21 - 22	*	*	*	25.69	21.43	21.67	28.5	24.2	23.77	26
22 - 23	*	*	*	27	22.6	21.02	27	23.86	21.17	28
23 - 24	*	*	*	28	22.5	26.83	20	24.33	25.86	26.5
Totals	0	0	0	25.9	24.8	24.7	24.4			
% of Total	0%	0%	0%	25.95%	24.85%	24.75%	24.45%			

Incoming Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	0	0	0	0	0	25	25.67	0	25.5	0
1 - 2	0	0	0	0	0	25.75	0	0	25.75	0
2 - 3	0	0	0	0	0	35	23	0	26	0
3 - 4	18	0	30	0	0	0	17	24	17	24
4 - 5	34.5	0	0	0	0	0	27	34.5	27	37
5 - 6	26	20	24.5	25.33	30.5	22	25	25.55	23.5	27.2
6 - 7	25.2	25.56	25.5	28.55	26.6	28.17	28.2	26.62	28.18	29
7 - 8	25.05	24.06	24.58	26	25.38	27.75	25	25.13	26.57	28.6
8 - 9	27.17	24.44	23.39	25.64	25.98	27.1	26.08	25.05	26.73	29.78
9 - 10	25.27	24.23	23.19	25.48	25.78	26.03	28.31	24.68	26.69	27.28
10 - 11	24	24.86	23.62	24.03	25.23	26.56	26.16	24.29	26.37	28.58
11 - 12	22.08	24.93	23.44	24.87	27	27.1	27.88	24.64	27.42	28.6
12 - 13	22.98	22.64	24.23	26.32	25.76	24.59	26.16	24.42	25.18	28.06
13 - 14	24.7	22.27	24.12	26.26	24.14	23.86	26.22	24.35	24.79	28.12
14 - 15	25.18	21.81	23.03	23.42	23.16	23.44	26.63	23.26	25.37	27.5
15 - 16	25.15	22.59	24.44	24.92	25.47	24.97	27.1	24.67	26.21	28.42
16 - 17	26.31	24.54	25.04	24.44	25.09	24.87	26.17	25.12	25.57	28.4
17 - 18	24.93	23.71	25.3	23.27	26.15	24	25.19	24.7	24.53	28.68
18 - 19	27.24	26.31	26.03	23.22	26.89	24.91	27.1	25.85	25.98	29.3
19 - 20	26.2	27.03	26.03	25.41	24.45	26.04	28.59	25.91	27.21	29.06
20 - 21	26.27	25.05	24.53	25.71	24.5	25.6	23	25.17	24.5	28.6
21 - 22	25.6	28.75	23.78	26.46	27.33	24.62	24.67	26.44	24.64	29.14
22 - 23	27.33	28.25	30.8	29.2	26.25	23.9	27.2	28.2	25	30.4
23 - 24	0	23.67	26	25.6	26.2	24	22.67	25.5	23.5	26.88
Totals	25.1	24.3	24.4	25	25.6	25.3	26.4			
% of Total	14.25%	13.8%	13.86%	14.2%	14.54%	14.37%	14.99%			

Incoming Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	0	0	23	0	*	*	*	23	*	23
1 - 2	0	0	0	0	*	*	*	*	*	0
2 - 3	0	0	0	0	*	*	*	*	*	0
3 - 4	0	0	0	0	*	*	*	*	*	0
4 - 5	37	0	19	24	*	*	*	24.75	*	27.33
5 - 6	25.5	28	29	25	*	*	*	27.14	*	27.75
6 - 7	24.29	26.86	23.83	25.57	*	*	*	25.19	*	28.38
7 - 8	28.08	26.75	27.13	25.3	*	*	*	26.66	*	31
8 - 9	26.53	25.38	24.26	23.92	*	*	*	25.04	*	28.42
9 - 10	23.94	27.52	24.22	23.05	*	*	*	25.01	*	28.78
10 - 11	25.84	25.95	25.38	23.2	*	*	*	25.1	*	28.58
11 - 12	25.41	27.29	24.54	23.91	*	*	*	25.08	*	28.92
12 - 13	26.63	24.06	24.61	22.15	*	*	*	24.36	*	28.02
13 - 14	27.61	23.77	25.58	25.8	*	*	*	25.7	*	29.88
14 - 15	27.45	25.83	24.49	23.31	*	*	*	25.62	*	29.18
15 - 16	26.1	25.41	24.96	*	*	*	*	25.46	*	29
16 - 17	26	26.24	25.16	*	*	*	*	25.84	*	30.07
17 - 18	25.29	26.52	24.24	*	*	*	*	25.28	*	28.2
18 - 19	26.57	27.06	25.27	*	*	*	*	26.32	*	29.83
19 - 20	26.15	24.65	23.95	*	*	*	*	25	*	28.17
20 - 21	25.94	25.43	24.44	*	*	*	*	25.27	*	28.33
21 - 22	24	26.22	25.8	*	*	*	*	25.46	*	29.33
22 - 23	23.8	29.5	25.17	*	*	*	*	25.87	*	28.5
23 - 24	35	24	28	*	*	*	*	29	*	29
Totals	26.2	26	24.9	24	0	0	0			
% of Total	25.91%	25.72%	24.63%	23.74%	0%	0%	0%			

Incoming Monthly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Hour	Aug 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	0	0	23	0	0	24	24.33	23	24.18	23
1 - 2	0	0	0	0	27	24.8	0	27	24.8	27
2 - 3	0	0	0	0	0	26	23	0	24.5	0
3 - 4	18	0	30	0	0	26	21.5	24	23	24
4 - 5	35.33	0	19	24	0	0	27.5	28	27.5	27.33
5 - 6	25.67	25.33	26	25.25	29	26	27	26.16	26.5	29
6 - 7	24.67	26.12	24.5	27.39	26.42	30	27.45	26.01	28.6	29
7 - 8	27.07	26	26.1	25.55	24.88	27.67	24.08	25.93	26.36	30.02
8 - 9	26.72	25.11	23.8	24.82	25.74	26.38	25.46	25.04	26.05	29.22
9 - 10	24.55	26.45	23.71	24.03	25.81	25.53	26.45	24.94	25.85	28.74
10 - 11	24.9	25.4	24.42	23.67	24.96	26.35	25.38	24.62	25.8	28.92
11 - 12	23.64	25.79	24.01	24.46	25.69	26.81	26.55	24.72	26.7	29.08
12 - 13	24.73	23.52	24.46	23.9	25.57	25.78	26.18	24.47	25.96	28.2
13 - 14	26.26	23.07	24.78	26.03	24.53	24.58	24.5	24.95	24.54	28.8
14 - 15	26.51	23.91	23.82	23.54	24.06	24.79	24.49	24.39	24.63	29.12
15 - 16	25.77	24.57	24.72	24.98	25.69	24.7	25.72	25.11	25.3	28.92
16 - 17	26.15	25.62	25.1	24.64	26.52	25.67	24.89	25.58	25.26	29.32
17 - 18	25.11	25.28	24.71	24.34	25.59	24.32	24.63	24.98	24.46	28.8
18 - 19	26.91	26.76	25.64	25.06	25.86	24.84	25.5	26.02	25.17	29.68
19 - 20	26.17	26	25.15	27.14	23.28	24.54	27.45	25.53	25.98	28.94
20 - 21	26.09	25.14	24.49	25.87	22.67	22.28	24.2	24.82	23.07	28.4
21 - 22	24.94	27.41	24.84	26.08	25.45	22.9	26	25.74	24.22	29.34
22 - 23	25.12	28.88	27.73	28.57	24.85	21.6	27.17	26.81	22.2	30.8
23 - 24	35	23.75	26.5	26	25.14	25.55	22	25.82	24.6	28.74
Totals	25.8	25.3	24.7	24.9	25.2	25	25.5			
% of Total	14.63%	14.34%	14%	14.12%	14.29%	14.17%	14.46%			

Incoming Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	0	24	29	0	26.5	0
1 - 2	*	*	*	*	27	21	0	27	21	27
2 - 3	*	*	*	*	0	25	0	0	25	0
3 - 4	*	*	*	*	0	26	26	0	26	0
4 - 5	*	*	*	*	0	0	28	0	28	0
5 - 6	*	*	*	*	26	31	31	26	31	26
6 - 7	*	*	*	*	29	37	32	29	34.5	29
7 - 8	*	*	*	*	28	33	30	28	31.5	28
8 - 9	*	*	*	*	28.3	30.5	30	28.3	30.25	28.3
9 - 10	*	*	*	*	29	30	29.3	29	29.65	29
10 - 11	*	*	*	*	28	32	28.3	28	30.15	28
11 - 12	*	*	*	*	27.2	30	28.3	27.2	29.15	27.2
12 - 13	*	*	*	*	27.9	32.5	29	27.9	30.75	27.9
13 - 14	*	*	*	*	29	29.2	26.7	29	27.95	29
14 - 15	*	*	*	27	31	27.8	26.3	29	27.05	29
15 - 16	*	*	*	28.5	29.7	29.7	27.6	29.1	28.65	29.1
16 - 17	*	*	*	28	30	31.5	25.7	29	28.6	29
17 - 18	*	*	*	29.3	29.5	28.5	28.3	29.4	28.4	29.4
18 - 19	*	*	*	32	28	28	26	30	27	30
19 - 20	*	*	*	33	25	26.5	29	29	27.75	29
20 - 21	*	*	*	28	25	23.7	27.5	26.5	25.6	26.5
21 - 22	*	*	*	28	24	23	31	26	27	26
22 - 23	*	*	*	31	25	25.6	27	28	26.3	28
23 - 24	*	*	*	28	25	32	20	26.5	26	26.5
Totals	0	0	0	292.8	551.6	657.5	616			
% of Total	0%	0%	0%	13.83%	26.04%	31.04%	29.09%			

Incoming Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	0	0	0	0	0	25	30	0	27.5	0
1 - 2	0	0	0	0	0	35	0	0	35	0
2 - 3	0	0	0	0	0	35	26	0	30.5	0
3 - 4	18	0	30	0	0	0	17	24	17	24
4 - 5	37	0	0	0	0	0	27	37	27	37
5 - 6	26	20	28	27	35	22	25	27.2	23.5	27.2
6 - 7	27	31	27	31	29	32.5	29	29	30.75	29
7 - 8	28	27.5	28.2	30.3	29	30.7	30.5	28.6	30.6	28.6
8 - 9	31	28.5	29	29.6	30.8	31	29	29.78	30	29.78
9 - 10	28	25	26.2	28.2	29	30.2	33	27.28	31.6	27.28
10 - 11	28.5	28	27.5	29.2	29.7	29.8	30	28.58	29.9	28.58
11 - 12	26	28	27.5	30.5	31	31.2	30.7	28.6	30.95	28.6
12 - 13	27.5	25.8	27	31	29	28.2	30.5	28.06	29.35	28.06
13 - 14	29	25.5	27.6	30	28.5	28	31	28.12	29.5	28.12
14 - 15	28.7	25	27.3	28.5	28	25.7	30.8	27.5	28.25	27.5
15 - 16	29.4	25	28	30.2	29.5	28.5	32.5	28.42	30.5	28.42
16 - 17	29	27	28.5	28	29.5	30	30	28.4	30	28.4
17 - 18	29.7	27.5	30	26.7	29.5	29	29.3	28.68	29.15	28.68
18 - 19	31	29.8	29	26.7	30	28	30.7	29.3	29.35	29.3
19 - 20	30	32	28.5	27.8	27	31	32	29.06	31.5	29.06
20 - 21	29	29.5	27.5	28.5	28.5	31.5	25	28.6	28.25	28.6
21 - 22	29	31	27	29.7	29	27	27	29.14	27	29.14
22 - 23	30	26	32	30	34	25	31	30.4	28	30.4
23 - 24	0	24	28	26	29.5	28	23	26.88	25.5	26.88
Totals	571.8	516.1	563.8	548.9	565.5	642.3	660			
% of Total	14.05%	12.69%	13.86%	13.49%	13.9%	15.79%	16.22%			

Incoming Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	0	0	23	0	*	*	*	23	0	23
1 - 2	0	0	0	0	*	*	*	0	0	0
2 - 3	0	0	0	0	*	*	*	0	0	0
3 - 4	0	0	0	0	*	*	*	0	0	0
4 - 5	37	0	21	24	*	*	*	27.33	0	27.33
5 - 6	26	30	30	25	*	*	*	27.75	0	27.75
6 - 7	27	29.5	28	29	*	*	*	28.38	0	28.38
7 - 8	31.8	31	32	29.2	*	*	*	31	0	31
8 - 9	29.3	29.8	27.8	26.8	*	*	*	28.42	0	28.42
9 - 10	28.4	32	28	26.7	*	*	*	28.78	0	28.78
10 - 11	29.3	31	28	26	*	*	*	28.58	0	28.58
11 - 12	29	30.5	29.2	27	*	*	*	28.92	0	28.92
12 - 13	29.8	26.8	29	26.5	*	*	*	28.02	0	28.02
13 - 14	31	28.5	30	30	*	*	*	29.88	0	29.88
14 - 15	30.2	30.5	30	26	*	*	*	29.18	0	29.18
15 - 16	29.4	28.6	29	*	*	*	*	29	0	29
16 - 17	31.2	29.7	29.3	*	*	*	*	30.07	0	30.07
17 - 18	27.9	29	27.7	*	*	*	*	28.2	0	28.2
18 - 19	30.5	30.7	28.3	*	*	*	*	29.83	0	29.83
19 - 20	29	29.5	26	*	*	*	*	28.17	0	28.17
20 - 21	30	28	27	*	*	*	*	28.33	0	28.33
21 - 22	27	32	29	*	*	*	*	29.33	0	29.33
22 - 23	26.5	32	27	*	*	*	*	28.5	0	28.5
23 - 24	35	24	28	*	*	*	*	29	0	29
Totals	595.3	563.1	587.3	296.2	0	0	0			
% of Total	29.15%	27.58%	28.76%	14.51%	0%	0%	0%			

Incoming Monthly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	Aug 2024							Week	Weekend	Week Day 85%
Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Day Avg	Avg	Avg Speed
0 - 1	0	0	23	0	0	25	29	23	27	23
1 - 2	0	0	0	0	27	35	0	27	35	27
2 - 3	0	0	0	0	0	35	26	0	30.5	0
3 - 4	18	0	30	0	0	26	26	24	26	24
4 - 5	37	0	21	24	0	0	28	27.33	28	27.33
5 - 6	26	30	29	25	35	31	31	29	31	29
6 - 7	27	30	28	31	29	36	32	29	34	29
7 - 8	31.2	30	30.2	29.7	29	31	30	30.02	30.5	30.02
8 - 9	29.8	29.6	28	28.3	30.4	30.8	29.5	29.22	30.15	29.22
9 - 10	28.2	30.3	27.2	28	30	30.2	30.5	28.74	30.35	28.74
10 - 11	29.2	30	27.8	28.2	29.4	30	29	28.92	29.5	28.92
11 - 12	28	29	29	29	30.4	31	30	29.08	30.5	29.08
12 - 13	29.6	26.2	28.3	28.7	28.2	29	30.3	28.2	29.65	28.2
13 - 14	30.2	27	28.3	30	28.5	29	29.3	28.8	29.15	28.8
14 - 15	29.9	28.5	29.2	28.3	29.7	27.5	29.5	29.12	28.5	29.12
15 - 16	29.4	27.8	28.5	29.2	29.7	29	30	28.92	29.5	28.92
16 - 17	30.6	29.2	29	28	29.8	30.3	27.8	29.32	29.05	29.32
17 - 18	28.3	28.6	28.8	28.5	29.8	28.7	28.8	28.8	28.75	28.8
18 - 19	30.5	30.4	28.4	29.7	29.4	28	30	29.68	29	29.68
19 - 20	29.4	29.8	27.7	31.3	26.5	30.5	31	28.94	30.75	28.94
20 - 21	30	29.5	27.5	28.3	26.7	28	27	28.4	27.5	28.4
21 - 22	29	31	29	29.7	28	27	28	29.34	27.5	29.34
22 - 23	28	36	32	31	27	25.6	31	30.8	28.3	30.8
23 - 24	35	23.7	27.5	28	29.5	31	22.5	28.74	26.75	28.74

Summary of Violators

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	12	24.1	4	27.8
01:00:00	6	25.2	3	32.7
02:00:00	6	24.5	2	30.5
03:00:00	5	23.4	3	27.3
04:00:00	8	27.9	5	32.2
05:00:00	25	26.2	14	28.5
06:00:00	88	26.6	55	29.7
07:00:00	372	26.0	208	29.2
08:00:00	538	25.2	254	28.8
09:00:00	396	25.1	185	28.9
10:00:00	375	25.0	171	28.8
11:00:00	400	25.3	198	29.0
12:00:00	454	24.9	194	28.9
13:00:00	429	24.8	185	29.1
14:00:00	478	24.5	200	29.1
15:00:00	660	25.1	304	29.0
16:00:00	489	25.5	251	28.9
17:00:00	532	24.9	217	29.0
18:00:00	445	25.8	247	28.9
19:00:00	335	25.7	178	29.1
20:00:00	221	24.3	88	28.6
21:00:00	155	25.2	78	29.1
22:00:00	103	24.3	38	30.4
23:00:00	37	25.3	15	29.9

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/15/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	14:00	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24.4	27	17 to 27	87.5	3	37.5	0	7	1	
8/15/2024	15:00	0	4	15	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	42	25	28.5	20 to 30	85.7	19	45.2	0	42	0	
8/15/2024	16:00	2	2	10	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34	24.9	28	21 to 31	82.4	15	44.1	0	33	1	
8/15/2024	17:00	0	3	15	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	42	25.4	29.3	21 to 31	85.7	19	45.2	0	42	0	
8/15/2024	18:00	0	1	10	13	10	0	1	0	0	0	0	0	0	0	0	0	0	0	35	27	32	23 to 33	80.0	21	60.0	0	35	0	
8/15/2024	19:00	0	0	2	9	7	1	1	0	0	0	0	0	0	0	0	0	0	0	20	29	33	24 to 34	85.0	15	75.0	0	20	0	
8/15/2024	20:00	0	1	5	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17	26	28	19 to 29	88.2	8	47.1	0	17	0	
8/15/2024	21:00	0	2	3	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13	25.7	28	18 to 28	76.9	7	53.8	0	13	0	
8/15/2024	22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	27	31	21 to 31	100.0	1	50.0	0	2	0	
8/15/2024	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28	28	18 to 28	100.0	1	100.0	0	1	0	
24 Hr Summary		2	14	64	91	37	4	2	0	0	0	0	0	0	0	0	0	0	0	214	25.9	30	22 to 32	79.4	109	50.9	0	212	2	

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/16/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/16/2024	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	27	17 to 27	100.0	1	100.0	0	1	0
8/16/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/16/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/16/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/16/2024	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	26	16 to 26	100.0	1	100.0	0	1	0
8/16/2024	06:00	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	26.3	29	19 to 29	85.7	4	57.1	0	7	0
8/16/2024	07:00	0	3	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	23.6	28	17 to 27	71.4	5	35.7	0	14	0
8/16/2024	08:00	1	1	5	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	25	28.3	21 to 31	88.9	7	38.9	0	17	1
8/16/2024	09:00	0	3	4	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	25.8	29	20 to 30	75.0	14	58.3	0	23	1
8/16/2024	10:00	0	2	8	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24.6	28	20 to 30	85.0	9	45.0	0	19	1
8/16/2024	11:00	1	2	9	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	23.8	27.2	18 to 28	84.0	10	40.0	0	23	2
8/16/2024	12:00	0	4	5	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	25.4	27.9	19 to 29	83.9	19	61.3	0	31	0
8/16/2024	13:00	0	1	12	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	24.9	29	19 to 29	83.3	12	40.0	0	28	2
8/16/2024	14:00	2	4	10	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	24.9	31	19 to 29	65.7	16	45.7	0	33	2
8/16/2024	15:00	0	1	10	18	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37	26.1	29.7	20 to 30	83.8	19	51.4	0	37	0
8/16/2024	16:00	0	1	5	16	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31	28	30	24 to 34	83.9	23	74.2	0	30	1
8/16/2024	17:00	1	4	12	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	24.9	29.5	22 to 32	77.4	13	41.9	0	30	1
8/16/2024	18:00	0	3	11	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24.4	28	20 to 30	83.3	9	37.5	0	24	0
8/16/2024	19:00	2	4	12	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	22.2	25	17 to 27	83.3	4	16.7	0	24	0
8/16/2024	20:00	1	3	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21.3	25	18 to 28	89.5	3	15.8	0	18	1
8/16/2024	21:00	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	21.4	24	18 to 28	85.7	1	14.3	0	7	0
8/16/2024	22:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	22.6	25	17 to 27	100.0	1	20.0	0	5	0
8/16/2024	23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22.5	25	15 to 25	100.0	*	*	0	2	0
24 Hr Summary		9	37	129	159	43	8	0	1	0	0	0	0	0	0	0	0	0	0	0	386	24.8	29	20 to 30	79.0	171	44.3	0	374	12

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/17/2024	00:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23.8	24	16 to 26	100.0	1	25.0	0	4	0	
8/17/2024	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21	21	11 to 21	100.0	*	*	0	1	0	
8/17/2024	02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21.5	25	15 to 25	100.0	*	*	0	2	0	
8/17/2024	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	26	16 to 26	100.0	1	100.0	0	1	0	
8/17/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/17/2024	05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28	31	21 to 31	100.0	1	50.0	0	2	0	
8/17/2024	06:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	33.7	37	27 to 37	100.0	3	100.0	0	3	0	
8/17/2024	07:00	0	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	27.6	33	23 to 33	88.9	7	77.8	0	9	0	
8/17/2024	08:00	1	1	5	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21	25.7	30.5	22 to 32	81.0	12	57.1	0	21	0	
8/17/2024	09:00	0	4	7	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23	24.8	30	22 to 32	82.6	11	47.8	0	23	0	
8/17/2024	10:00	0	1	6	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	15	25.9	32	20 to 30	73.3	7	46.7	0	15	0	
8/17/2024	11:00	0	2	7	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	30	26.4	30	20 to 30	80.0	17	56.7	0	27	3	
8/17/2024	12:00	0	1	4	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	23	27.9	32.5	23 to 33	73.9	15	65.2	0	23	0	
8/17/2024	13:00	1	1	12	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34	25.3	29.2	21 to 31	91.2	17	50.0	0	33	1	
8/17/2024	14:00	0	1	9	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38	25.7	27.8	21 to 31	94.7	20	52.6	0	38	0	
8/17/2024	15:00	0	6	5	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23	24.3	29.7	20 to 30	65.2	11	47.8	0	22	1	
8/17/2024	16:00	0	1	8	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	27	26.6	31.5	18 to 28	74.1	16	59.3	0	27	0	
8/17/2024	17:00	0	3	8	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	24	24.8	28.5	17 to 27	79.2	10	41.7	0	23	1	
8/17/2024	18:00	0	3	3	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24.7	28	20 to 30	77.8	10	55.6	0	18	0	
8/17/2024	19:00	1	3	12	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22.8	26.5	17 to 27	86.4	4	18.2	0	21	1	
8/17/2024	20:00	1	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	19.9	23.7	14 to 24	90.5	1	4.8	0	21	0	
8/17/2024	21:00	0	7	8	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21.7	23	13 to 23	83.3	3	16.7	0	18	0	
8/17/2024	22:00	1	17	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40	21	25.6	16 to 26	85.0	9	22.5	0	40	0	
8/17/2024	23:00	0	2	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6	26.8	32	14 to 24	50.0	3	50.0	0	6	0	
24 Hr Summary		5	63	123	146	57	11	0	0	0	0	0	0	0	0	0	0	0	0	405	24.7	30	19 to 29	71.4	179	44.2	0	398	7	

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
8/18/2024	00:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	23	29	19 to 29	100.0	1	33.3	0	3	0
8/18/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/18/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/18/2024	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	26	16 to 26	100.0	1	100.0	0	1	0
8/18/2024	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28	28	18 to 28	100.0	1	100.0	0	1	0
8/18/2024	05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28	31	21 to 31	100.0	1	50.0	0	2	0
8/18/2024	06:00	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	26.8	32	17 to 27	66.7	4	66.7	0	6	0
8/18/2024	07:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21.3	30	8 to 18	66.7	1	33.3	0	3	0
8/18/2024	08:00	0	2	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12	24.8	30	16 to 26	75.0	4	33.3	0	12	0
8/18/2024	09:00	0	2	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	24.9	29.3	20 to 30	87.5	7	43.8	0	15	1
8/18/2024	10:00	0	3	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32	24.6	28.3	22 to 32	87.5	12	37.5	0	32	0
8/18/2024	11:00	0	1	8	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	30	25.4	28.3	19 to 29	90.0	17	56.7	0	30	0
8/18/2024	12:00	0	1	5	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26.2	29	23 to 33	88.5	14	53.8	0	25	1
8/18/2024	13:00	0	5	14	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31	23.2	26.7	17 to 27	83.9	7	22.6	0	31	0
8/18/2024	14:00	2	8	17	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41	22.5	26.3	17 to 27	78.0	11	26.8	0	41	0
8/18/2024	15:00	0	3	15	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	24	27.6	19 to 29	88.2	12	35.3	0	34	0
8/18/2024	16:00	0	5	9	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	23.2	25.7	16 to 26	88.5	6	23.1	0	26	0
8/18/2024	17:00	0	3	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24	28.3	19 to 29	81.8	6	27.3	0	22	0
8/18/2024	18:00	0	3	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22.9	26	17 to 27	89.5	5	26.3	0	19	0
8/18/2024	19:00	0	2	5	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25	26.4	29	23 to 33	88.0	16	64.0	0	24	1
8/18/2024	20:00	0	0	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	25.1	27.5	20 to 30	100.0	8	57.1	0	14	0
8/18/2024	21:00	0	0	1	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8	28.5	31	21 to 31	87.5	7	87.5	0	8	0
8/18/2024	22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	27	17 to 27	100.0	1	100.0	0	1	0
8/18/2024	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	20	10 to 20	100.0	*	*	0	1	0
24 Hr Summary		2	41	127	149	31	3	1	0	0	0	0	0	0	0	0	0	0	0	354	24.4	28	19 to 29	81.1	142	40.1	0	351	3

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/19/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	18	8 to 18	100.0	*	*	0	1	0
8/19/2024	04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	34.5	37	27 to 37	100.0	2	100.0	0	1	1
8/19/2024	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	26	16 to 26	100.0	1	100.0	0	1	0
8/19/2024	06:00	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	25.2	27	17 to 27	80.0	3	60.0	0	5	0
8/19/2024	07:00	0	2	6	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	25	28	22 to 32	85.0	9	45.0	0	20	0
8/19/2024	08:00	0	0	7	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	27.2	31	22 to 32	91.3	15	65.2	0	23	0
8/19/2024	09:00	0	1	12	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	25.3	28	21 to 31	96.7	13	43.3	0	27	3
8/19/2024	10:00	0	5	13	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	24	28.5	20 to 30	81.3	13	40.6	0	28	4
8/19/2024	11:00	3	5	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	22.1	26	16 to 26	72.0	5	20.0	0	23	2
8/19/2024	12:00	1	9	14	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	23	27.5	18 to 28	75.6	11	26.8	0	41	0
8/19/2024	13:00	0	4	7	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	24.7	29	21 to 31	81.5	11	40.7	0	26	1
8/19/2024	14:00	0	3	8	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	25.2	28.7	21 to 31	85.7	13	46.4	0	28	0
8/19/2024	15:00	0	3	14	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	25.2	29.4	20 to 30	84.8	14	42.4	0	31	2
8/19/2024	16:00	0	2	8	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	26.3	29	22 to 32	89.7	26	66.7	0	39	0
8/19/2024	17:00	0	7	14	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	24.9	29.7	21 to 31	78.6	18	42.9	0	42	0
8/19/2024	18:00	0	0	8	14	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29	27.2	31	21 to 31	86.2	16	55.2	0	29	0
8/19/2024	19:00	0	2	5	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	26.2	30	21 to 31	85.0	10	50.0	0	20	0
8/19/2024	20:00	0	2	2	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	26.3	29	23 to 33	86.7	9	60.0	0	15	0
8/19/2024	21:00	1	0	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	25.6	29	20 to 30	90.0	7	70.0	0	10	0
8/19/2024	22:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	27.3	30	20 to 30	100.0	2	66.7	0	3	0
8/19/2024	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		5	47	130	173	63	8	0	0	0	0	0	0	0	0	0	0	0	0	0	426	25.1	30	21 to 31	78.9	198	46.5	0	413	13

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/20/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	20	10 to 20	100.0	*	*	0	1	0
8/20/2024	06:00	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	25.6	31	22 to 32	88.9	6	66.7	0	9	0
8/20/2024	07:00	0	4	4	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	24.1	27.5	18 to 28	82.4	8	47.1	1	14	2
8/20/2024	08:00	0	6	8	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	24.4	28.5	19 to 29	81.5	13	48.1	0	26	1
8/20/2024	09:00	0	1	15	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	24.2	25	18 to 28	92.3	4	15.4	0	26	0
8/20/2024	10:00	0	2	8	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24.9	28	21 to 31	90.9	10	45.5	0	20	2
8/20/2024	11:00	1	1	14	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	24.9	28	20 to 30	86.7	12	40.0	0	28	2
8/20/2024	12:00	0	4	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22.6	25.8	17 to 27	90.9	6	27.3	0	19	3
8/20/2024	13:00	1	6	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	22.3	25.5	16 to 26	88.5	6	23.1	0	23	3
8/20/2024	14:00	2	10	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	21.8	25	17 to 27	87.5	5	15.6	0	32	0
8/20/2024	15:00	1	3	20	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	22.6	25	18 to 28	90.6	5	15.6	0	32	0
8/20/2024	16:00	0	1	14	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	24.5	27	19 to 29	88.5	9	34.6	0	25	1
8/20/2024	17:00	1	5	17	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	23.7	27.5	16 to 26	73.7	11	28.9	0	38	0
8/20/2024	18:00	0	2	9	12	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26.3	29.8	20 to 30	81.3	19	59.4	0	31	1
8/20/2024	19:00	1	2	3	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30	27	32	23 to 33	80.0	22	73.3	0	30	0
8/20/2024	20:00	0	3	6	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	25	29.5	21 to 31	81.0	11	52.4	0	21	0
8/20/2024	21:00	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	28.8	31	21 to 31	87.5	7	87.5	0	8	0
8/20/2024	22:00	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	28.3	26	16 to 26	75.0	2	50.0	0	4	0
8/20/2024	23:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	23.7	24	14 to 24	100.0	*	*	0	3	0
24 Hr Summary		7	51	160	142	38	7	1	0	0	0	0	0	0	0	0	0	0	0	0	406	24.3	28	18 to 28	79.6	156	38.4	1	390	15

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/21/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/21/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/21/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/21/2024	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30	30	20 to 30	100.0	1	100.0	0	1	0
8/21/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/21/2024	05:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	24.5	28	18 to 28	75.0	2	50.0	0	4	0
8/21/2024	06:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25.5	27	17 to 27	75.0	2	50.0	0	4	0
8/21/2024	07:00	1	2	12	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	24.6	28.2	19 to 29	87.1	16	51.6	0	31	0
8/21/2024	08:00	3	11	28	17	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	23.4	29	20 to 30	73.9	24	34.8	0	69	0
8/21/2024	09:00	1	3	17	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	23.2	26.2	18 to 28	90.3	7	22.6	0	29	2
8/21/2024	10:00	0	6	11	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	23.6	27.5	18 to 28	86.2	11	37.9	0	28	1
8/21/2024	11:00	1	5	13	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	23.4	27.5	18 to 28	75.0	12	37.5	0	32	0
8/21/2024	12:00	0	3	10	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	24.2	27	21 to 31	88.5	9	34.6	0	25	1
8/21/2024	13:00	0	4	19	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	24.1	27.6	19 to 29	85.0	15	37.5	0	37	3
8/21/2024	14:00	3	7	15	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	23	27.3	18 to 28	73.7	12	31.6	1	31	6
8/21/2024	15:00	2	6	21	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	24.4	28	21 to 31	85.2	25	41.0	0	61	0
8/21/2024	16:00	0	4	18	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	25	28.5	21 to 31	85.1	22	46.8	0	46	1
8/21/2024	17:00	1	2	17	17	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	46	25.3	30	21 to 31	84.8	19	41.3	0	46	0
8/21/2024	18:00	0	1	10	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	26	29	20 to 30	89.5	23	60.5	0	38	0
8/21/2024	19:00	0	2	7	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	26	28.5	19 to 29	86.7	18	60.0	0	30	0
8/21/2024	20:00	0	2	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	24.5	27.5	19 to 29	89.5	8	42.1	0	19	0
8/21/2024	21:00	0	2	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23.8	27	17 to 27	88.9	3	33.3	0	9	0
8/21/2024	22:00	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30.8	32	22 to 32	80.0	4	80.0	0	5	0
8/21/2024	23:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26	28	18 to 28	100.0	1	33.3	0	3	0
24 Hr Summary		12	61	213	213	58	6	0	0	0	0	0	0	0	0	0	0	0	0	0	563	24.4	29	20 to 30	79.8	234	41.6	1	548	14

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/22/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/22/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/22/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/22/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/22/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/22/2024	05:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25.3	27	17 to 27	100.0	1	33.3	0	3	0
8/22/2024	06:00	0	0	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	28.5	31	21 to 31	81.8	9	81.8	0	11	0
8/22/2024	07:00	1	1	10	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	26	30.3	24 to 34	81.8	18	54.5	0	32	1
8/22/2024	08:00	1	5	15	21	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	53	25.6	29.6	22 to 32	79.2	27	50.9	0	52	1
8/22/2024	09:00	0	5	2	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25.5	28.2	19 to 29	84.0	17	68.0	0	23	2
8/22/2024	10:00	2	4	10	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	24	29.2	20 to 30	78.8	15	45.5	0	31	2
8/22/2024	11:00	1	4	8	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	24.9	30.5	22 to 32	76.7	15	50.0	0	26	4
8/22/2024	12:00	0	0	10	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28	26.3	31	19 to 29	82.1	13	46.4	0	25	3
8/22/2024	13:00	0	1	10	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	26.3	30	20 to 30	80.6	19	61.3	0	31	0
8/22/2024	14:00	2	8	7	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	23.4	28.5	18 to 28	61.3	13	41.9	0	29	2
8/22/2024	15:00	0	8	19	16	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	53	24.9	30.2	21 to 31	77.4	23	43.4	0	51	2
8/22/2024	16:00	0	7	10	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	24.4	28	18 to 28	82.1	18	46.2	0	37	2
8/22/2024	17:00	1	6	18	11	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40	23.3	26.7	17 to 27	80.0	11	27.5	0	39	1
8/22/2024	18:00	1	4	18	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	23.2	26.7	18 to 28	89.2	11	29.7	0	36	1
8/22/2024	19:00	0	0	9	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25.4	27.8	20 to 30	95.5	10	45.5	0	22	0
8/22/2024	20:00	0	1	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	25.7	28.5	19 to 29	85.7	10	71.4	0	14	0
8/22/2024	21:00	0	2	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	26.5	29.7	20 to 30	76.9	8	61.5	0	13	0
8/22/2024	22:00	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	29.2	30	20 to 30	80.0	2	40.0	0	5	0
8/22/2024	23:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	25.6	26	19 to 29	100.0	3	60.0	0	5	0
24 Hr Summary		9	56	159	200	70	10	1	0	1	0	0	0	0	0	0	0	0	0	506	25	30	20 to 30	76.5	243	48.0	0	485	21	

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/23/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	05:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	30.5	35	25 to 35	100.0	2	100.0	0	2	0
8/23/2024	06:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26.6	29	19 to 29	80.0	2	40.0	0	5	0
8/23/2024	07:00	2	3	8	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	25.4	29	19 to 29	73.5	18	52.9	0	34	0
8/23/2024	08:00	0	4	15	23	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55	26	30.8	22 to 32	80.0	26	47.3	0	54	1
8/23/2024	09:00	0	2	2	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	25.8	29	22 to 32	83.3	11	61.1	0	18	0
8/23/2024	10:00	0	3	7	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	25.2	29.7	20 to 30	76.9	11	42.3	0	25	1
8/23/2024	11:00	0	3	6	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	27	31	23 to 33	81.1	26	70.3	0	36	1
8/23/2024	12:00	0	2	14	15	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37	25.8	29	21 to 31	89.2	18	48.6	0	36	1
8/23/2024	13:00	0	1	16	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	24.1	28.5	21 to 31	89.3	9	32.1	0	27	1
8/23/2024	14:00	0	7	14	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	23.2	28	15 to 25	74.2	8	25.8	0	31	0
8/23/2024	15:00	2	6	19	24	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	64	25.5	29.5	21 to 31	78.1	34	53.1	0	63	1
8/23/2024	16:00	1	4	10	12	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33	25.1	29.5	18 to 28	75.8	16	48.5	0	32	1
8/23/2024	17:00	0	2	12	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39	26.2	29.5	23 to 33	87.2	18	46.2	0	39	0
8/23/2024	18:00	0	3	1	23	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	35	26.9	30	23 to 33	82.9	26	74.3	0	34	1
8/23/2024	19:00	0	2	9	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24.5	27	19 to 29	95.5	11	50.0	0	21	1
8/23/2024	20:00	0	2	4	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	24.5	28.5	17 to 27	78.6	6	42.9	0	14	0
8/23/2024	21:00	0	0	1	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	27.3	29	22 to 32	93.3	12	80.0	0	15	0
8/23/2024	22:00	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	26.3	34	17 to 27	75.0	3	37.5	0	8	0
8/23/2024	23:00	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26.2	29.5	20 to 30	80.0	3	60.0	0	5	0
24 Hr Summary		5	46	143	219	82	12	1	0	0	0	0	0	0	0	0	0	0	0	0	508	25.6	30	21 to 31	77.2	260	51.2	0	499	9

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/24/2024	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	25	15 to 25	100.0	*	*	0	1	0	
8/24/2024	01:00	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	25.8	35	8 to 18	50.0	2	50.0	0	4	0	
8/24/2024	02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	35	35	25 to 35	100.0	1	100.0	0	1	0	
8/24/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/24/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/24/2024	05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	22	12 to 22	100.0	*	*	0	1	0	
8/24/2024	06:00	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	28.2	32.5	23 to 33	83.3	5	83.3	0	6	0	
8/24/2024	07:00	0	0	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12	27.8	30.7	23 to 33	100.0	8	66.7	0	12	0	
8/24/2024	08:00	0	1	4	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27.1	31	24 to 34	76.2	15	71.4	0	20	1	
8/24/2024	09:00	1	4	3	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	32	26	30.2	21 to 31	78.1	20	62.5	0	32	0	
8/24/2024	10:00	0	1	8	16	8	1	0	0	0	0	0	0	0	0	0	0	0	0	34	26.6	29.8	21 to 31	88.2	18	52.9	0	32	2	
8/24/2024	11:00	0	2	8	18	10	1	0	0	0	0	0	0	0	0	0	0	0	0	39	27.1	31.2	22 to 32	87.2	24	61.5	0	39	0	
8/24/2024	12:00	1	2	20	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	41	24.6	28.2	20 to 30	87.8	16	39.0	0	40	1	
8/24/2024	13:00	0	5	14	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35	23.9	28	18 to 28	80.0	11	31.4	0	33	2	
8/24/2024	14:00	0	4	10	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	23.4	25.7	18 to 28	92.0	6	24.0	0	25	0	
8/24/2024	15:00	0	3	11	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	30	25	28.5	19 to 29	83.3	13	43.3	0	29	1	
8/24/2024	16:00	0	4	12	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30	24.9	30	19 to 29	73.3	13	43.3	0	30	0	
8/24/2024	17:00	0	5	12	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33	24	29	20 to 30	78.8	11	33.3	0	32	1	
8/24/2024	18:00	0	4	8	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32	24.9	28	20 to 30	81.3	16	50.0	0	32	0	
8/24/2024	19:00	0	3	8	9	4	2	0	0	0	0	0	0	0	0	0	0	0	0	26	26	31	18 to 28	73.1	14	53.8	0	26	0	
8/24/2024	20:00	1	1	4	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15	25.6	31.5	22 to 32	73.3	8	53.3	0	15	0	
8/24/2024	21:00	0	2	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	24.6	27	18 to 28	92.3	6	46.2	0	13	0	
8/24/2024	22:00	0	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	23.9	25	17 to 27	90.0	2	20.0	0	10	0	
8/24/2024	23:00	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24	28	19 to 29	80.0	2	40.0	0	5	0	
24 Hr Summary		5	43	138	178	72	10	0	0	0	0	0	0	0	0	0	0	0	0	446	25.3	30	20 to 30	76.0	211	47.3	0	438	8	

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/25/2024	00:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25.7	30	20 to 30	100.0	2	66.7	0	3	0	
8/25/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/25/2024	02:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	23	26	16 to 26	100.0	1	33.3	0	3	0	
8/25/2024	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	17	7 to 17	100.0	*	*	0	1	0	
8/25/2024	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	27	17 to 27	100.0	1	100.0	0	1	0	
8/25/2024	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	25	15 to 25	100.0	*	*	0	1	0	
8/25/2024	06:00	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	28.2	29	19 to 29	80.0	4	80.0	0	4	1	
8/25/2024	07:00	0	2	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9	25	30.5	21 to 31	66.7	4	44.4	0	9	0	
8/25/2024	08:00	0	1	1	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	26.1	29	21 to 31	91.7	7	58.3	0	12	0	
8/25/2024	09:00	0	1	3	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	13	28.3	33	21 to 31	69.2	8	61.5	0	13	0	
8/25/2024	10:00	0	3	6	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31	26.2	30	22 to 32	83.9	20	64.5	0	31	0	
8/25/2024	11:00	1	0	2	13	9	1	0	0	0	0	0	0	0	0	0	0	0	0	26	27.9	30.7	22 to 32	88.5	21	80.8	0	25	1	
8/25/2024	12:00	1	0	9	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	25	26.2	30.5	23 to 33	84.0	14	56.0	0	25	0	
8/25/2024	13:00	0	1	7	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23	26.2	31	22 to 32	82.6	15	65.2	0	23	0	
8/25/2024	14:00	0	5	9	14	8	0	1	1	0	0	0	0	0	0	0	0	0	0	38	26.6	30.8	22 to 32	76.3	21	55.3	0	37	1	
8/25/2024	15:00	0	4	7	17	12	2	0	0	0	0	0	0	0	0	0	0	0	0	42	27.1	32.5	21 to 31	73.8	25	59.5	0	42	0	
8/25/2024	16:00	1	1	8	19	4	2	0	0	0	0	0	0	0	0	0	0	0	0	35	26.2	30	21 to 31	82.9	19	54.3	0	34	1	
8/25/2024	17:00	0	1	9	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27	25.2	29.3	20 to 30	88.9	12	44.4	0	27	0	
8/25/2024	18:00	0	1	8	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	31	27.1	30.7	21 to 31	80.6	19	61.3	0	31	0	
8/25/2024	19:00	0	0	4	10	7	0	0	0	1	0	0	0	0	0	0	0	0	0	22	28.6	32	24 to 34	81.8	15	68.2	0	21	1	
8/25/2024	20:00	0	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	23	25	15 to 25	81.8	2	18.2	0	11	0	
8/25/2024	21:00	0	1	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	24.7	27	18 to 28	93.3	4	26.7	0	15	0	
8/25/2024	22:00	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27.2	31	23 to 33	80.0	3	60.0	0	5	0	
8/25/2024	23:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22.7	23	13 to 23	100.0	*	*	0	3	0	
24 Hr Summary		3	25	97	161	81	11	2	1	1	0	0	0	0	0	0	0	0	0	382	26.4	31	22 to 32	78.8	217	56.8	0	377	5	

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/26/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	37	37	27 to 37	100.0	1	100.0	0	0	1
8/26/2024	05:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25.5	26	16 to 26	100.0	1	50.0	0	1	1
8/26/2024	06:00	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24.3	27	17 to 27	71.4	3	42.9	0	7	0
8/26/2024	07:00	1	0	6	20	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	40	28.1	31.8	23 to 33	85.0	31	77.5	0	40	0
8/26/2024	08:00	0	1	10	33	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	53	26.5	29.3	23 to 33	88.7	32	60.4	0	53	0
8/26/2024	09:00	2	4	12	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	23.9	28.4	19 to 29	82.9	16	45.7	0	34	1
8/26/2024	10:00	0	1	10	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	25.8	29.3	21 to 31	90.3	14	45.2	0	31	0
8/26/2024	11:00	0	3	5	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25.4	29	18 to 28	77.3	9	40.9	0	21	1
8/26/2024	12:00	0	1	11	15	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	26.6	29.8	21 to 31	89.5	23	60.5	0	33	5
8/26/2024	13:00	0	3	7	10	8	2	0	1	0	0	0	0	0	0	0	0	0	0	0	31	27.6	31	21 to 31	74.2	20	64.5	1	28	2
8/26/2024	14:00	1	2	7	17	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40	27.5	30.2	21 to 31	85.0	28	70.0	0	39	1
8/26/2024	15:00	1	1	19	30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	62	26.1	29.4	20 to 30	87.1	35	56.5	0	61	1
8/26/2024	16:00	0	5	10	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40	26	31.2	23 to 33	70.0	23	57.5	0	40	0
8/26/2024	17:00	0	3	14	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	25.3	27.9	19 to 29	88.1	21	50.0	0	41	1
8/26/2024	18:00	1	1	5	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	26.6	30.5	23 to 33	82.1	19	67.9	0	27	1
8/26/2024	19:00	0	1	7	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	26.1	29	20 to 30	92.6	17	63.0	0	27	0
8/26/2024	20:00	0	1	8	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	25.9	30	22 to 32	88.9	7	38.9	0	18	0
8/26/2024	21:00	0	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24	27	17 to 27	71.4	4	57.1	0	7	0
8/26/2024	22:00	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23.8	26.5	17 to 27	80.0	3	60.0	0	5	0
8/26/2024	23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35	35	25 to 35	100.0	1	100.0	0	1	0
24 Hr Summary		7	30	134	245	96	15	1	2	0	0	0	0	0	0	0	0	0	0	530	26.2	30	21 to 31	80.8	308	58.1	1	514	15	

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/27/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/27/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/27/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/27/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/27/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/27/2024	05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28	30	20 to 30	100.0	2	100.0	0	2	0
8/27/2024	06:00	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	26.9	29.5	20 to 30	100.0	4	57.1	0	7	0
8/27/2024	07:00	1	1	9	21	11	0	1	0	0	0	0	0	0	0	0	0	0	0	44	26.8	31	23 to 33	84.1	28	63.6	0	44	0	
8/27/2024	08:00	3	5	20	23	13	0	0	1	0	0	0	0	0	0	0	0	0	0	65	25.4	29.8	21 to 31	81.5	31	47.7	0	63	2	
8/27/2024	09:00	0	1	14	22	12	5	0	0	0	0	0	0	0	0	0	0	0	0	54	27.5	32	21 to 31	79.6	37	68.5	0	53	1	
8/27/2024	10:00	2	1	4	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	21	26	31	23 to 33	76.2	13	61.9	0	19	2	
8/27/2024	11:00	0	0	3	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	17	27.3	30.5	21 to 31	88.2	11	64.7	0	16	1	
8/27/2024	12:00	0	5	12	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36	24.1	26.8	17 to 27	86.1	12	33.3	0	35	1	
8/27/2024	13:00	1	3	14	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30	23.8	28.5	21 to 31	80.0	11	36.7	0	28	2	
8/27/2024	14:00	0	4	14	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	35	25.8	30.5	21 to 31	77.1	17	48.6	0	35	0	
8/27/2024	15:00	1	7	23	36	5	3	1	0	0	0	0	0	0	0	0	0	0	0	76	25.4	28.6	19 to 29	78.9	39	51.3	0	76	0	
8/27/2024	16:00	0	3	12	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	45	26.2	29.7	22 to 32	82.2	27	60.0	0	45	0	
8/27/2024	17:00	0	1	11	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	48	26.5	29	21 to 31	87.5	30	62.5	0	48	0	
8/27/2024	18:00	0	2	12	18	14	1	0	0	0	0	0	0	0	0	0	0	0	0	47	27.1	30.7	22 to 32	87.2	32	68.1	0	46	1	
8/27/2024	19:00	1	2	8	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	23	24.7	29.5	20 to 30	78.3	11	47.8	0	23	0	
8/27/2024	20:00	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	25.4	28	21 to 31	100.0	3	42.9	0	7	0	
8/27/2024	21:00	1	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	26.2	32	22 to 32	77.8	5	55.6	0	9	0	
8/27/2024	22:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	29.5	32	22 to 32	75.0	3	75.0	0	4	0	
8/27/2024	23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
24 Hr Summary		10	35	167	238	101	17	2	1	0	0	0	0	0	0	0	0	0	0	571	26	30	21 to 31	79.7	316	55.3	0	561	10	

Incoming Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/28/2024	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23	23	13 to 23	100.0	*	*	0	1	0	
8/28/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/28/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/28/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/28/2024	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19	21	11 to 21	100.0	*	*	0	2	0	
8/28/2024	05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	29	30	20 to 30	100.0	2	100.0	0	2	0	
8/28/2024	06:00	1	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23.8	28	21 to 31	83.3	3	50.0	0	6	0	
8/28/2024	07:00	0	4	8	19	13	2	0	0	0	0	0	0	0	0	0	0	0	0	46	27.1	32	23 to 33	78.3	31	67.4	0	44	2	
8/28/2024	08:00	1	6	22	28	4	0	0	0	0	0	0	0	0	0	0	0	0	0	61	24.3	27.8	20 to 30	85.2	24	39.3	1	59	1	
8/28/2024	09:00	2	2	15	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	32	24.2	28	18 to 28	78.1	10	31.3	0	30	2	
8/28/2024	10:00	0	2	8	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	25.4	28	19 to 29	87.5	12	50.0	0	24	0	
8/28/2024	11:00	1	3	13	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	35	24.5	29.2	20 to 30	88.6	15	42.9	0	32	3	
8/28/2024	12:00	0	4	18	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41	24.6	29	20 to 30	80.5	14	34.1	0	39	2	
8/28/2024	13:00	0	3	12	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	33	25.6	30	21 to 31	78.8	15	45.5	0	31	2	
8/28/2024	14:00	1	8	11	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	45	24.5	30	21 to 31	68.9	23	51.1	1	40	4	
8/28/2024	15:00	2	4	26	28	10	1	0	0	0	0	0	0	0	0	0	0	0	0	71	25	29	20 to 30	83.1	30	42.3	0	70	1	
8/28/2024	16:00	0	4	10	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37	25.2	29.3	21 to 31	83.8	18	48.6	0	37	0	
8/28/2024	17:00	0	5	32	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	58	24.2	27.7	18 to 28	82.8	18	31.0	0	58	0	
8/28/2024	18:00	0	3	11	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40	25.3	28.3	19 to 29	92.5	21	52.5	0	40	0	
8/28/2024	19:00	1	2	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24	26	19 to 29	95.5	11	50.0	0	22	0	
8/28/2024	20:00	0	1	8	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16	24.4	27	17 to 27	87.5	4	25.0	0	16	0	
8/28/2024	21:00	0	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	25.8	29	19 to 29	80.0	4	40.0	0	10	0	
8/28/2024	22:00	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	25.2	27	17 to 27	83.3	2	33.3	0	6	0	
8/28/2024	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28	28	18 to 28	100.0	1	100.0	0	1	0	
24 Hr Summary		9	53	209	233	78	7	0	0	0	0	0	0	0	0	0	0	0	0	589	24.9	29	20 to 30	80.0	258	43.8	2	570	17	

Incoming Histogram

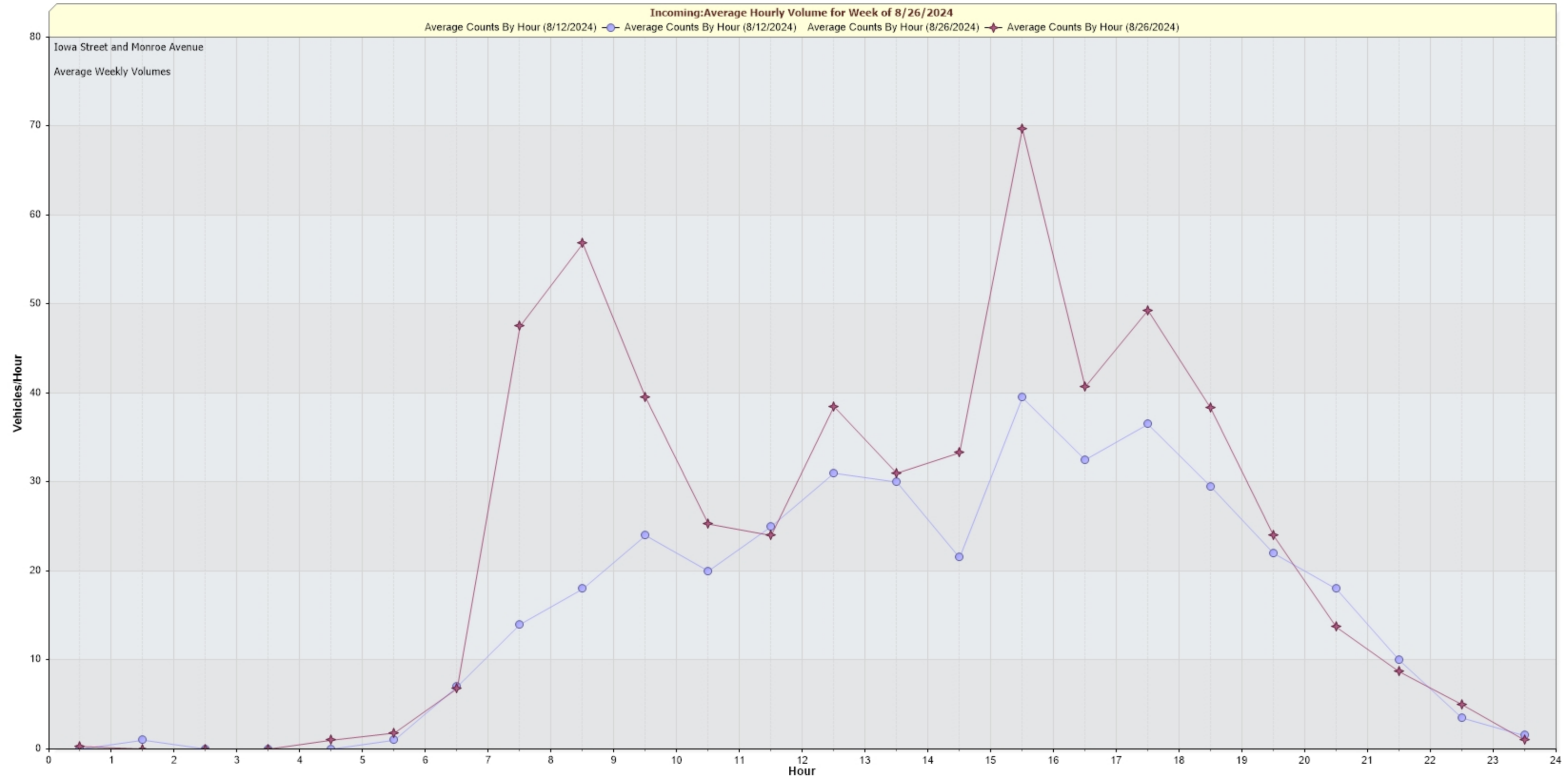
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/29/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/29/2024	05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	25	15 to 25	100.0	*	*	0	1	0	
8/29/2024	06:00	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	25.6	29	19 to 29	85.7	3	42.9	0	7	0	
8/29/2024	07:00	0	3	24	23	9	1	0	0	0	0	0	0	0	0	0	0	0	0	60	25.3	29.2	20 to 30	85.0	24	40.0	0	60	0	
8/29/2024	08:00	1	3	24	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	23.9	26.8	19 to 29	97.9	17	35.4	0	47	1	
8/29/2024	09:00	1	7	17	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37	23.1	26.7	19 to 29	83.8	10	27.0	0	33	4	
8/29/2024	10:00	0	4	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	23.2	26	19 to 29	96.0	6	24.0	0	23	2	
8/29/2024	11:00	0	1	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	22	23.9	27	19 to 29	90.9	4	18.2	0	22	0	
8/29/2024	12:00	0	12	16	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39	22.2	26.5	16 to 26	76.9	10	25.6	0	37	2	
8/29/2024	13:00	2	2	8	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	30	25.8	30	20 to 30	73.3	17	56.7	0	29	1	
8/29/2024	14:00	1	1	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13	23.3	26	19 to 29	84.6	4	30.8	0	13	0	
8/29/2024	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		5	33	130	89	23	2	1	0	0	0	0	0	0	0	0	0	0	0	283	24	28	19 to 29	82.7	95	33.6	0	273	10	

Incoming: Average Hourly Volume for Week of 8/26/2024

Iowa Street and Monroe Avenue
Average Weekly Volumes

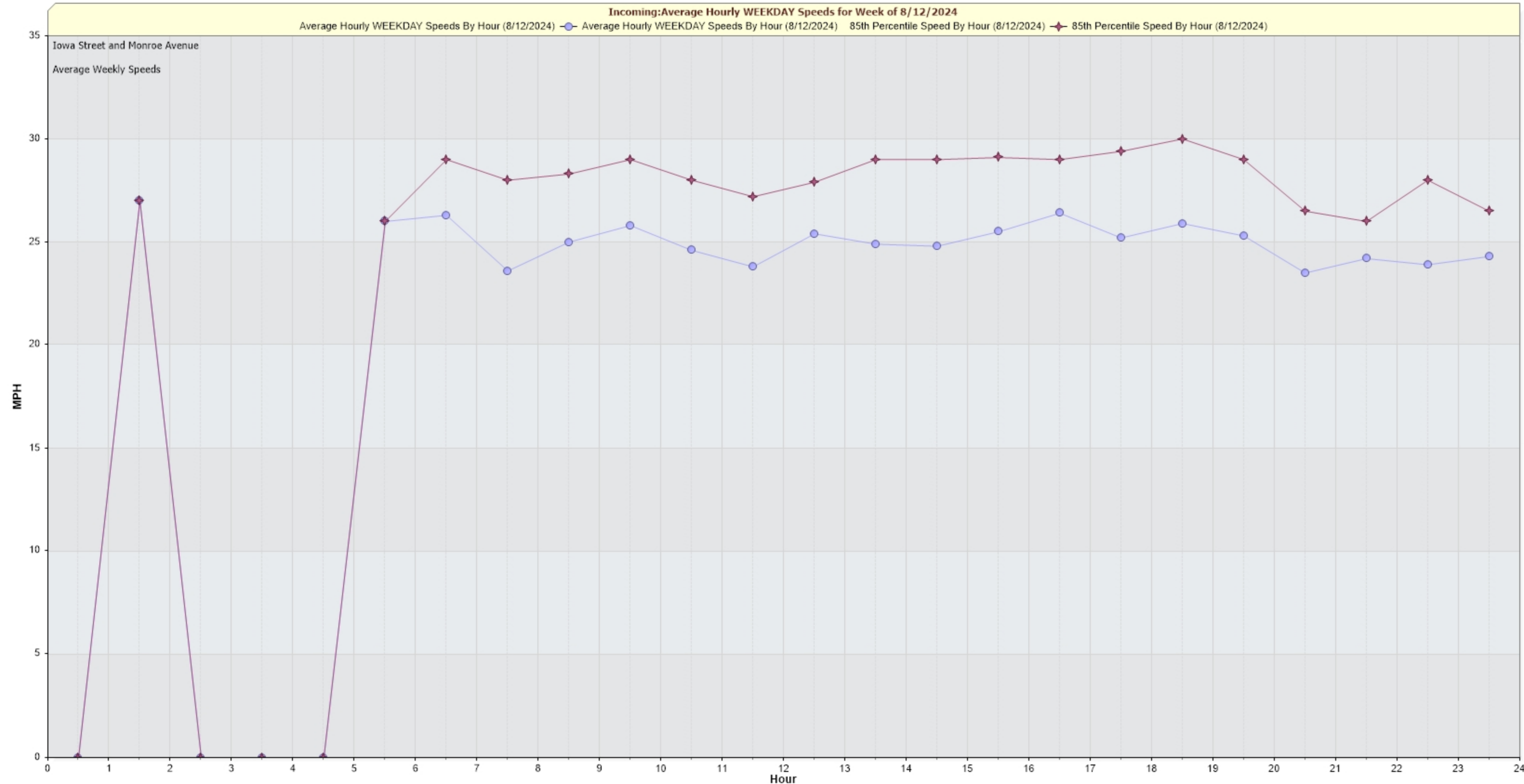


Incoming: Average Hourly WEEKDAY Speeds for Week of 8/12/2024

Average Hourly WEEKDAY Speeds By Hour (8/12/2024) Average Hourly WEEKDAY Speeds By Hour (8/12/2024) 85th Percentile Speed By Hour (8/12/2024) 85th Percentile Speed By Hour (8/12/2024)

Iowa Street and Monroe Avenue

Average Weekly Speeds



Incoming: Daily Volume for Week of 8/12/2024

Daily Vehicle Counts

Daily Vehicle Counts

Iowa Street and Monroe Avenue

Daily Volumes

Vehicles

450
400
350
300
250
200
150
100
50
0

Monday

Tuesday

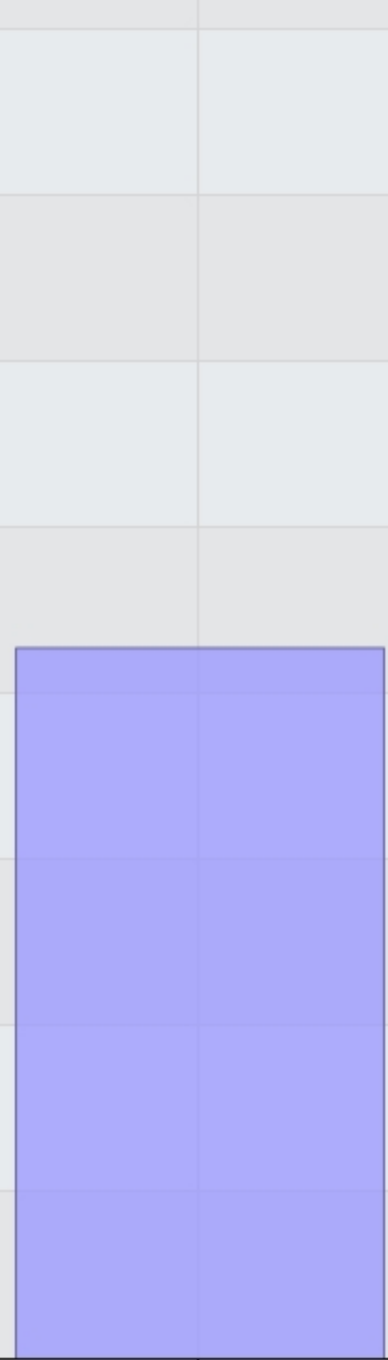
Wednesday

Thursday
Day

Friday

Saturday

Sunday

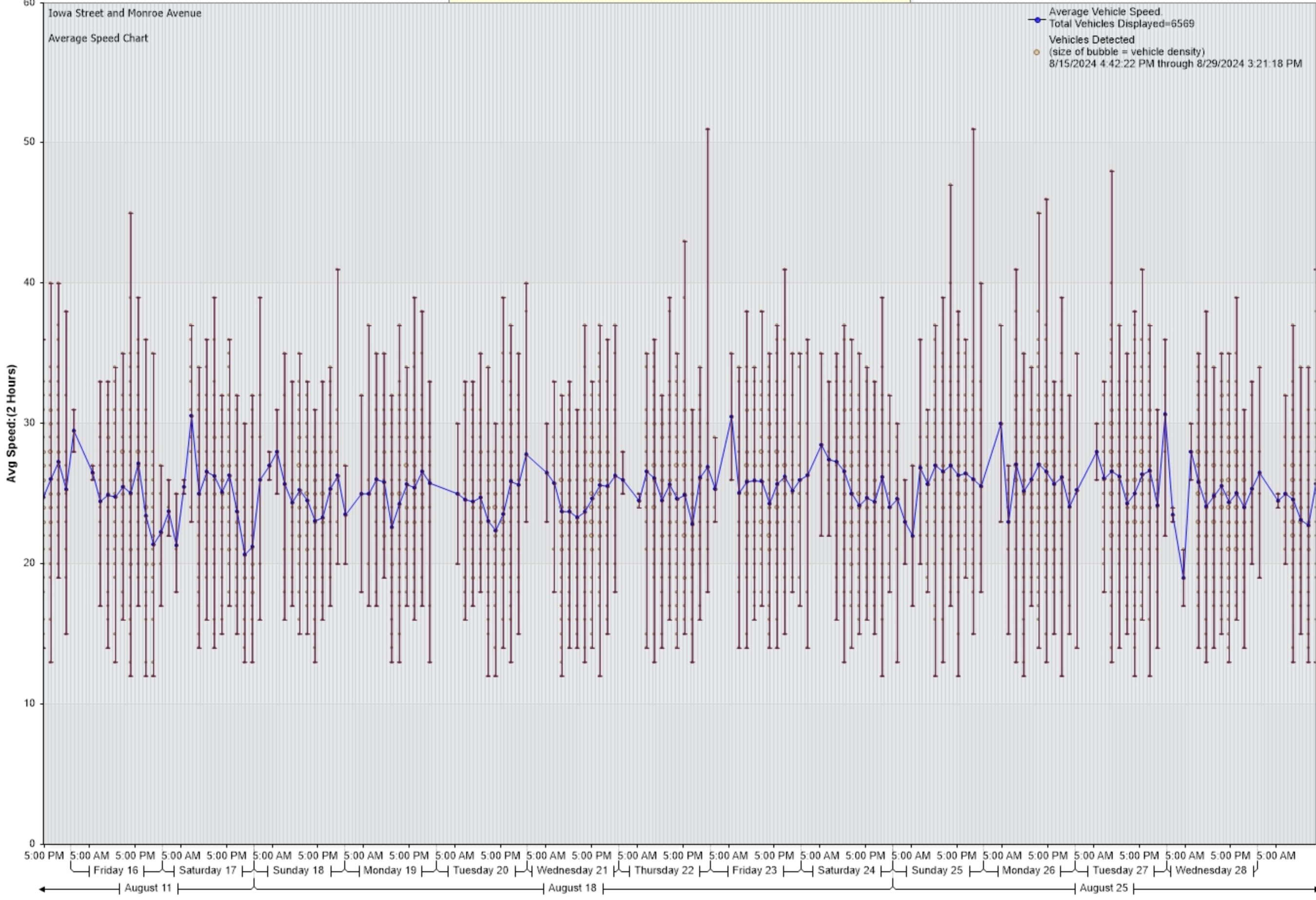


Zoom help

Average Vehicle Speed (MPH) vs. Time [Iowa Street and Monroe Avenue:Incoming]

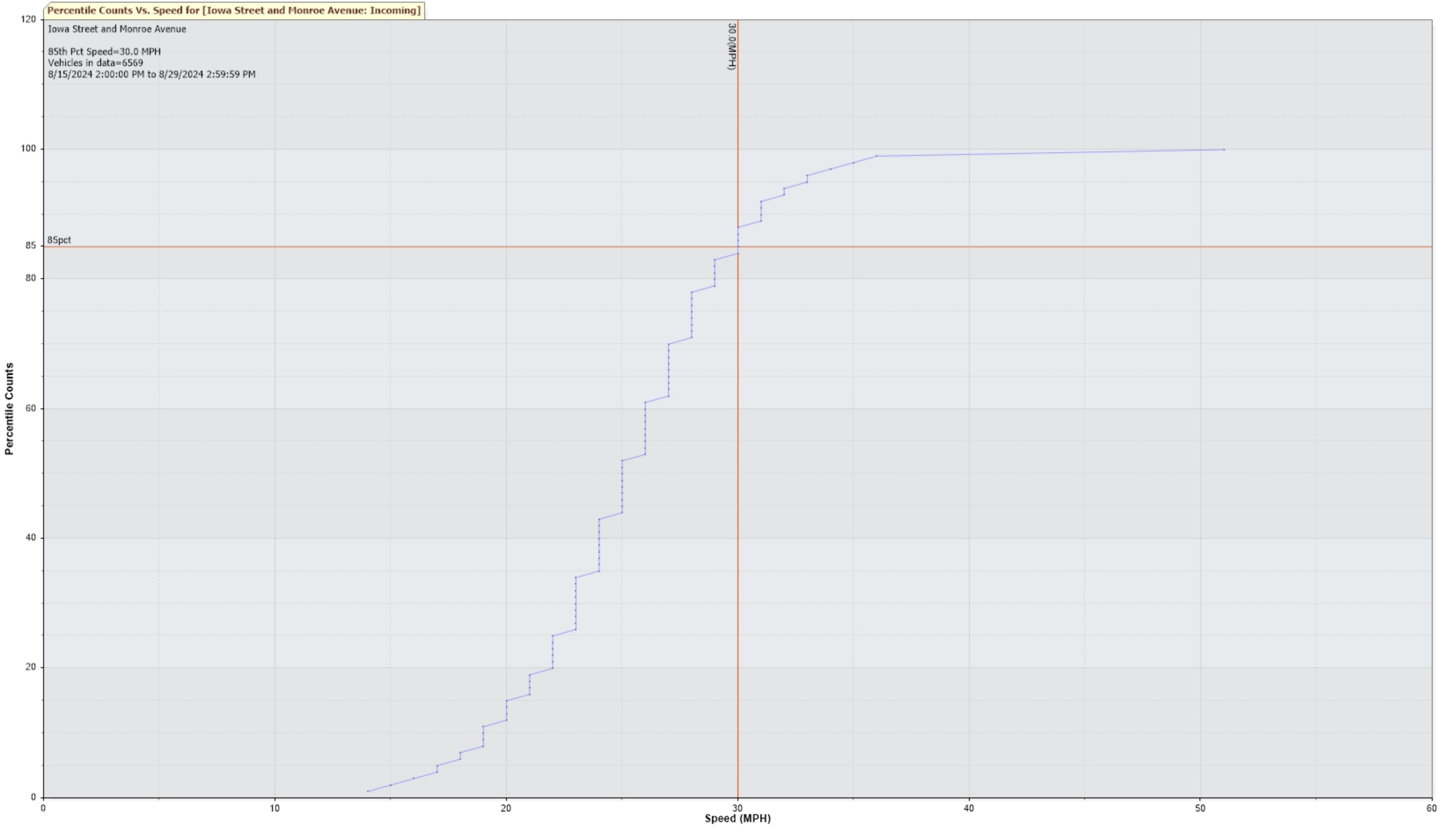
Iowa Street and Monroe Avenue
Average Speed Chart

- Average Vehicle Speed.
- Total Vehicles Displayed=6569
- Vehicles Detected (size of bubble = vehicle density)
- 8/15/2024 4:42:22 PM through 8/29/2024 3:21:18 PM



Percentile Counts Vs. Speed for [Iowa Street and Monroe Avenue: Incoming]

Iowa Street and Monroe Avenue
85th Pct Speed=30.0 MPH
Vehicles in data=6569
8/15/2024 2:00:00 PM to 8/29/2024 2:59:59 PM



For Project: Iowa Street and Monroe Avenue
 Project Notes:
 Location/Name: Outgoing
 Report Generated: 9/4/2024 9:22:29 AM
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 8/15/2024 2:00:00 PM through 8/29/2024 2:59:59 PM
 85th Percentile Speed: 31 MPH
 85th Percentile Vehicles: 6897
 Max Speed: 56 MPH on 8/27/2024 3:12:28 PM
 Total Vehicles: 8114
 AADT: 577

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	584	548
AM Peak	8:00 AM 50	41
PM Peak	3:00 PM 62	56

Speed

Speed Limit: 25
 85th Percentile Speed: 31
 50th Percentile Speed: 26
 10 MPH Pace Interval: 22.0 MPH to 32.0 MPH
 Average Speed: 26.28

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	735	667	677	698	725	599	518
% over limit	60.5	56.3	52.3	54.6	55.6	60.1	61.7
Avg Speeder	29.6	29.3	29.3	29.3	29.4	29.5	29.4
Avg Speed	26.7	26.1	25.9	26.0	26.2	26.4	26.7

Class Counts

	Number	%
VEH_SM	33	0.4
VEH_MED	7906	97.4
VEH_LG	175	2.2
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
8/15/2024 3:00:00 PM	31.0	11	13	39	31.1	53.8%	27.3
8/15/2024 4:00:00 PM	31.0	52	61	38	29.5	65.6%	27.4
8/15/2024 5:00:00 PM	31.0	65	77	41	29.4	66.2%	27.1
8/15/2024 6:00:00 PM	31.0	40	47	36	29.3	59.6%	26.7
8/15/2024 7:00:00 PM	31.0	36	42	39	29.5	76.2%	28.1
8/15/2024 8:00:00 PM	31.0	22	26	38	29.7	73.1%	27.9
8/15/2024 9:00:00 PM	30.0	20	24	32	29.5	54.2%	26.5
8/15/2024 10:00:00 PM	31.0	14	16	32	29.6	31.3%	24.3
8/15/2024 11:00:00 PM	27.0	3	3	27	27.0	33.3%	25.7
8/16/2024 12:00:00 AM	27.0	2	2	27	27.0	50.0%	23.0
8/16/2024 1:00:00 AM	39.0	3	3	39	35.0	100.0%	35.0
8/16/2024 2:00:00 AM	18.0	1	1	18	0.0	0.0%	18.0
8/16/2024 3:00:00 AM	**No Data**						
8/16/2024 4:00:00 AM	**No Data**						
						
8/16/2024 6:00:00 AM	25.0	4	5	27	27.0	20.0%	24.2
8/16/2024 7:00:00 AM	34.0	18	21	38	31.5	90.5%	30.5
8/16/2024 8:00:00 AM	32.0	23	27	34	30.5	55.6%	26.9
8/16/2024 9:00:00 AM	31.0	32	38	39	29.5	68.4%	27.3
8/16/2024 10:00:00 AM	32.0	38	45	39	30.0	66.7%	27.2
8/16/2024 11:00:00 AM	31.0	27	32	34	29.7	71.9%	27.7
8/16/2024 12:00:00 PM	29.0	26	30	32	28.3	53.3%	25.6
8/16/2024 1:00:00 PM	31.0	26	30	51	30.4	56.7%	26.6
8/16/2024 2:00:00 PM	30.0	46	54	36	29.7	42.6%	24.9
8/16/2024 3:00:00 PM	31.0	37	44	35	30.1	45.5%	25.8
8/16/2024 4:00:00 PM	28.0	44	52	38	28.5	44.2%	24.9
8/16/2024 5:00:00 PM	30.0	49	58	39	29.2	58.6%	26.5
8/16/2024 6:00:00 PM	30.0	48	56	34	28.8	58.9%	25.9
8/16/2024 7:00:00 PM	30.0	29	34	34	29.2	44.1%	25.8
8/16/2024 8:00:00 PM	28.0	27	32	32	29.3	21.9%	23.8
8/16/2024 9:00:00 PM	28.0	19	22	32	27.5	54.5%	25.5
8/16/2024 10:00:00 PM	29.0	11	13	33	29.1	53.8%	25.8
8/16/2024 11:00:00 PM	27.0	6	7	27	26.5	57.1%	24.7
8/17/2024 12:00:00 AM	33.0	3	3	33	33.0	33.3%	25.0
8/17/2024 1:00:00 AM	27.0	3	3	27	26.5	66.7%	25.0
8/17/2024 2:00:00 AM	29.0	2	2	29	29.0	50.0%	26.0
8/17/2024 3:00:00 AM	**No Data**						
8/17/2024 4:00:00 AM	**No Data**						
8/17/2024 6:00:00 AM	36.0	3	3	36	36.0	33.3%	28.0
8/17/2024 7:00:00 AM	37.0	3	3	37	32.0	100.0%	32.0
8/17/2024 8:00:00 AM	31.0	12	14	33	29.2	92.9%	28.9
8/17/2024 9:00:00 AM	32.0	16	19	35	29.3	78.9%	27.9
8/17/2024 10:00:00 AM	31.0	26	30	33	28.8	70.0%	25.9
8/17/2024 11:00:00 AM	31.0	37	44	35	28.9	75.0%	27.3
8/17/2024 12:00:00 PM	31.0	32	38	44	29.5	65.8%	26.9
8/17/2024 1:00:00 PM	31.0	36	42	36	29.5	59.5%	26.8
8/17/2024 2:00:00 PM	30.0	39	46	35	29.4	50.0%	25.5

Outgoing Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/17/2024 3:00:00 PM	29.0	21	25	36	28.8	88.0%	28.0
8/17/2024 4:00:00 PM	31.0	38	45	41	29.8	46.7%	25.3
8/17/2024 5:00:00 PM	30.0	36	42	35	28.4	59.5%	26.0
8/17/2024 6:00:00 PM	30.0	26	30	35	29.7	43.3%	25.8
8/17/2024 7:00:00 PM	29.0	21	25	37	29.4	52.0%	25.9
8/17/2024 8:00:00 PM	28.0	22	26	35	28.6	30.8%	22.7
8/17/2024 9:00:00 PM	27.0	14	16	34	28.8	31.3%	21.8
8/17/2024 10:00:00 PM	26.0	13	15	28	27.0	20.0%	20.1
8/17/2024 11:00:00 PM	25.0	11	13	26	26.0	7.7%	19.8
8/18/2024 12:00:00 AM	30.0	4	5	33	30.0	60.0%	26.0
8/18/2024 1:00:00 AM	28.0	1	1	28	28.0	100.0%	28.0
8/18/2024 2:00:00 AM	26.0	2	2	26	26.0	50.0%	25.5
8/18/2024 3:00:00 AM	**No Data**						
8/18/2024 4:00:00 AM	19.0	1	1	19	0.0	0.0%	19.0
8/18/2024 5:00:00 AM	33.0	1	1	33	33.0	100.0%	33.0
8/18/2024 6:00:00 AM	31.0	1	1	31	31.0	100.0%	31.0
8/18/2024 7:00:00 AM	32.0	3	4	35	30.8	100.0%	30.8
8/18/2024 8:00:00 AM	31.0	6	7	35	30.4	71.4%	27.3
8/18/2024 9:00:00 AM	32.0	16	19	35	29.9	68.4%	27.4
8/18/2024 10:00:00 AM	30.0	25	29	34	28.7	65.5%	26.8
8/18/2024 11:00:00 AM	30.0	22	26	34	29.7	57.7%	26.7
8/18/2024 12:00:00 PM	31.0	30	35	34	29.5	60.0%	26.9
8/18/2024 1:00:00 PM	32.0	40	47	37	30.0	74.5%	27.9
8/18/2024 2:00:00 PM	30.0	36	42	33	28.5	52.4%	25.5
8/18/2024 3:00:00 PM	29.0	31	37	35	28.8	40.5%	25.0
8/18/2024 4:00:00 PM	29.0	37	43	35	28.7	41.9%	25.3
8/18/2024 5:00:00 PM	30.0	25	29	36	29.3	51.7%	25.8
8/18/2024 6:00:00 PM	30.0	24	28	33	28.6	57.1%	26.3
8/18/2024 7:00:00 PM	27.0	16	19	32	27.5	31.6%	23.4
8/18/2024 8:00:00 PM	32.0	28	33	37	30.0	66.7%	27.3
8/18/2024 9:00:00 PM	32.0	13	15	39	30.4	66.7%	28.1
8/18/2024 10:00:00 PM	29.0	7	8	30	27.8	62.5%	25.5
8/18/2024 11:00:00 PM	25.0	1	1	25	0.0	0.0%	25.0
8/19/2024 12:00:00 AM	29.0	2	2	29	29.0	50.0%	26.5
8/19/2024 1:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/19/2024 2:00:00 AM	**No Data**						
8/19/2024 3:00:00 AM	**No Data**						
8/19/2024 6:00:00 AM	33.0	8	9	37	31.0	66.7%	27.9
8/19/2024 7:00:00 AM	33.0	13	15	34	29.8	100.0%	29.8
8/19/2024 8:00:00 AM	32.0	29	34	37	29.8	73.5%	28.1
8/19/2024 9:00:00 AM	32.0	44	52	39	30.5	55.8%	26.6
8/19/2024 10:00:00 AM	29.0	28	33	35	29.0	66.7%	26.7
8/19/2024 11:00:00 AM	31.0	34	40	41	29.2	72.5%	27.1
8/19/2024 12:00:00 PM	29.0	21	25	36	28.9	56.0%	26.1
8/19/2024 1:00:00 PM	31.0	31	37	33	29.4	56.8%	26.1
8/19/2024 2:00:00 PM	32.0	27	32	33	30.0	65.6%	27.1
8/19/2024 3:00:00 PM	32.0	28	33	35	29.6	63.6%	27.2
8/19/2024 4:00:00 PM	32.0	50	59	42	30.0	61.0%	27.0

Outgoing Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/19/2024 5:00:00 PM	31.0	39	46	46	29.8	47.8%	25.5
8/19/2024 6:00:00 PM	28.0	61	72	33	28.1	43.1%	24.3
8/19/2024 7:00:00 PM	33.0	27	32	37	30.3	62.5%	27.6
8/19/2024 8:00:00 PM	31.0	20	24	35	29.9	45.8%	26.2
8/19/2024 9:00:00 PM	33.0	17	20	40	30.4	70.0%	28.0
8/19/2024 10:00:00 PM	33.0	11	13	35	30.2	76.9%	28.2
8/19/2024 11:00:00 PM	33.0	2	2	33	33.0	50.0%	27.0
8/20/2024 12:00:00 AM	27.0	1	1	27	27.0	100.0%	27.0
8/20/2024 1:00:00 AM	**No Data**						
8/20/2024 2:00:00 AM	32.0	1	1	32	32.0	100.0%	32.0
8/20/2024 3:00:00 AM	**No Data**						
8/20/2024 4:00:00 AM	**No Data**						
8/20/2024 6:00:00 AM	30.0	6	7	34	29.4	71.4%	27.4
8/20/2024 7:00:00 AM	32.0	17	20	34	30.1	75.0%	28.4
8/20/2024 8:00:00 AM	31.0	17	20	33	29.6	45.0%	24.8
8/20/2024 9:00:00 AM	31.0	41	48	38	29.7	47.9%	25.8
8/20/2024 10:00:00 AM	29.0	28	33	32	28.4	42.4%	24.4
8/20/2024 11:00:00 AM	29.0	20	23	36	28.7	47.8%	24.8
8/20/2024 12:00:00 PM	28.0	28	33	32	28.6	30.3%	23.4
8/20/2024 1:00:00 PM	27.0	25	29	32	27.8	34.5%	24.1
8/20/2024 2:00:00 PM	28.0	19	22	31	28.1	36.4%	24.3
8/20/2024 3:00:00 PM	28.0	49	58	34	29.0	24.1%	23.3
8/20/2024 4:00:00 PM	28.0	42	50	33	28.3	34.0%	22.8
8/20/2024 5:00:00 PM	29.0	50	59	41	29.4	49.2%	25.2
8/20/2024 6:00:00 PM	29.0	65	76	36	28.6	44.7%	25.1
8/20/2024 7:00:00 PM	31.0	42	50	38	29.5	78.0%	28.2
8/20/2024 8:00:00 PM	32.0	31	37	35	29.7	59.5%	26.1
8/20/2024 9:00:00 PM	30.0	20	23	32	29.1	43.5%	25.3
8/20/2024 10:00:00 PM	33.0	7	8	36	29.8	62.5%	26.8
8/20/2024 11:00:00 PM	26.0	4	5	26	26.0	40.0%	23.2
8/21/2024 12:00:00 AM	28.0	1	1	28	28.0	100.0%	28.0
8/21/2024 1:00:00 AM	25.0	2	2	25	0.0	0.0%	24.5
8/21/2024 2:00:00 AM	22.0	1	1	22	0.0	0.0%	22.0
8/21/2024 3:00:00 AM	**No Data**						
8/21/2024 4:00:00 AM	**No Data**						
8/21/2024 5:00:00 AM	29.0	1	1	29	29.0	100.0%	29.0
8/21/2024 6:00:00 AM	30.0	4	5	37	31.3	60.0%	28.6
8/21/2024 7:00:00 AM	33.0	14	17	44	31.4	82.4%	29.9
8/21/2024 8:00:00 AM	31.0	54	64	37	29.4	62.5%	26.7
8/21/2024 9:00:00 AM	31.0	37	43	35	28.7	62.8%	26.5
8/21/2024 10:00:00 AM	30.0	32	38	39	29.5	55.3%	26.1
8/21/2024 11:00:00 AM	27.0	21	25	40	30.0	28.0%	23.3
8/21/2024 12:00:00 PM	29.0	31	36	38	28.9	47.2%	25.3
8/21/2024 1:00:00 PM	27.0	26	31	36	28.8	35.5%	24.6
8/21/2024 2:00:00 PM	29.0	32	38	37	28.9	44.7%	25.3
8/21/2024 3:00:00 PM	29.0	46	54	39	28.9	46.3%	25.2
8/21/2024 4:00:00 PM	31.0	55	65	36	29.8	52.3%	26.1
8/21/2024 5:00:00 PM	29.0	38	45	35	29.1	40.0%	24.9

Outgoing Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/21/2024 6:00:00 PM	29.0	62	73	38	28.8	50.7%	25.5
8/21/2024 7:00:00 PM	30.0	31	37	34	29.1	54.1%	25.5
8/21/2024 8:00:00 PM	29.0	28	33	32	28.3	48.5%	25.1
8/21/2024 9:00:00 PM	29.0	20	23	36	28.6	60.9%	26.0
8/21/2024 10:00:00 PM	30.0	12	14	38	30.2	71.4%	28.5
8/21/2024 11:00:00 PM	28.0	5	6	33	28.2	100.0%	28.2
8/22/2024 12:00:00 AM	36.0	1	1	36	36.0	100.0%	36.0
8/22/2024 1:00:00 AM	**No Data**						
8/22/2024 2:00:00 AM	**No Data**						
8/22/2024 5:00:00 AM	31.0	3	3	31	31.0	33.3%	24.7
8/22/2024 6:00:00 AM	24.0	5	6	32	32.0	16.7%	23.8
8/22/2024 7:00:00 AM	33.0	13	15	40	30.7	73.3%	28.9
8/22/2024 8:00:00 AM	30.0	37	44	35	29.0	54.5%	25.8
8/22/2024 9:00:00 AM	31.0	55	65	42	29.6	56.9%	26.5
8/22/2024 10:00:00 AM	31.0	31	37	44	30.0	64.9%	27.4
8/22/2024 11:00:00 AM	29.0	23	27	33	28.8	59.3%	25.3
8/22/2024 12:00:00 PM	31.0	31	37	33	28.8	56.8%	25.7
8/22/2024 1:00:00 PM	29.0	30	35	37	28.7	57.1%	25.7
8/22/2024 2:00:00 PM	32.0	26	30	37	29.6	60.0%	26.2
8/22/2024 3:00:00 PM	28.0	35	41	34	29.2	26.8%	22.7
8/22/2024 4:00:00 PM	31.0	54	63	40	29.3	55.6%	26.4
8/22/2024 5:00:00 PM	30.0	51	60	34	28.9	48.3%	25.5
8/22/2024 6:00:00 PM	28.0	61	72	36	28.7	31.9%	23.9
8/22/2024 7:00:00 PM	29.0	44	52	36	29.0	50.0%	25.8
8/22/2024 8:00:00 PM	30.0	16	19	33	29.3	52.6%	25.9
8/22/2024 9:00:00 PM	29.0	15	18	34	29.0	55.6%	26.6
8/22/2024 10:00:00 PM	31.0	8	9	34	29.8	55.6%	27.1
8/22/2024 11:00:00 PM	31.0	3	3	31	28.3	100.0%	28.3
8/23/2024 12:00:00 AM	40.0	3	4	48	35.5	100.0%	35.5
8/23/2024 1:00:00 AM	23.0	1	1	23	0.0	0.0%	23.0
8/23/2024 2:00:00 AM	**No Data**						
8/23/2024 3:00:00 AM	**No Data**						
8/23/2024 5:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/23/2024 6:00:00 AM	31.0	4	5	32	29.7	60.0%	27.0
8/23/2024 7:00:00 AM	29.0	10	12	37	29.9	75.0%	28.3
8/23/2024 8:00:00 AM	31.0	37	43	42	30.2	53.5%	25.9
8/23/2024 9:00:00 AM	31.0	38	45	38	29.5	62.2%	27.0
8/23/2024 10:00:00 AM	32.0	33	39	38	29.7	66.7%	27.4
8/23/2024 11:00:00 AM	32.0	32	38	36	29.9	63.2%	27.1
8/23/2024 12:00:00 PM	30.0	29	34	36	29.3	55.9%	26.1
8/23/2024 1:00:00 PM	29.0	47	55	35	28.7	38.2%	25.2
8/23/2024 2:00:00 PM	29.0	40	47	33	28.7	40.4%	25.1
8/23/2024 3:00:00 PM	30.0	53	62	33	28.9	41.9%	24.6
8/23/2024 4:00:00 PM	29.0	63	74	35	28.5	50.0%	25.1
8/23/2024 5:00:00 PM	31.0	44	52	41	29.9	69.2%	27.7
8/23/2024 6:00:00 PM	30.0	49	58	50	29.2	74.1%	27.6
8/23/2024 7:00:00 PM	30.0	38	45	35	29.0	64.4%	26.5
8/23/2024 8:00:00 PM	30.0	27	32	36	29.0	65.6%	26.3

Outgoing Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/23/2024 9:00:00 PM	32.0	17	20	32	30.5	40.0%	26.1
8/23/2024 10:00:00 PM	33.0	15	18	38	30.4	77.8%	28.6
8/23/2024 11:00:00 PM	29.0	12	14	41	30.1	50.0%	26.4
8/24/2024 12:00:00 AM	37.0	3	3	37	29.7	100.0%	29.7
8/24/2024 1:00:00 AM	**No Data**						
8/24/2024 2:00:00 AM	**No Data**						
8/24/2024 4:00:00 AM	26.0	1	1	26	26.0	100.0%	26.0
8/24/2024 5:00:00 AM	**No Data**						
8/24/2024 6:00:00 AM	18.0	1	1	18	0.0	0.0%	18.0
8/24/2024 7:00:00 AM	29.0	5	6	38	29.8	83.3%	28.3
8/24/2024 8:00:00 AM	31.0	13	15	45	30.6	66.7%	27.7
8/24/2024 9:00:00 AM	31.0	16	19	35	29.3	78.9%	27.2
8/24/2024 10:00:00 AM	33.0	27	32	37	30.4	68.8%	27.7
8/24/2024 11:00:00 AM	32.0	43	51	55	30.7	66.7%	28.1
8/24/2024 12:00:00 PM	31.0	41	48	40	30.1	60.4%	27.3
8/24/2024 1:00:00 PM	29.0	37	43	34	28.7	60.5%	26.4
8/24/2024 2:00:00 PM	32.0	41	48	35	29.4	75.0%	28.0
8/24/2024 3:00:00 PM	29.0	31	37	34	28.8	54.1%	25.3
8/24/2024 4:00:00 PM	30.0	30	35	34	28.7	54.3%	25.3
8/24/2024 5:00:00 PM	32.0	29	34	41	30.4	61.8%	27.9
8/24/2024 6:00:00 PM	32.0	30	35	36	30.4	60.0%	27.3
8/24/2024 7:00:00 PM	29.0	31	37	35	29.0	54.1%	26.6
8/24/2024 8:00:00 PM	31.0	21	25	37	29.7	72.0%	28.1
8/24/2024 9:00:00 PM	29.0	10	12	36	30.1	58.3%	27.5
8/24/2024 10:00:00 PM	29.0	13	15	32	29.1	46.7%	25.6
8/24/2024 11:00:00 PM	28.0	9	11	40	29.7	63.6%	26.6
8/25/2024 12:00:00 AM	32.0	5	6	35	29.8	83.3%	28.8
8/25/2024 1:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/25/2024 2:00:00 AM	25.0	2	2	25	0.0	0.0%	24.0
8/25/2024 3:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/25/2024 4:00:00 AM	25.0	1	1	25	0.0	0.0%	25.0
8/25/2024 5:00:00 AM	**No Data**						
8/25/2024 6:00:00 AM	41.0	1	1	41	41.0	100.0%	41.0
8/25/2024 7:00:00 AM	35.0	6	7	36	32.2	85.7%	31.1
8/25/2024 8:00:00 AM	27.0	6	7	30	27.5	57.1%	24.0
8/25/2024 9:00:00 AM	32.0	14	16	33	29.2	75.0%	27.7
8/25/2024 10:00:00 AM	31.0	27	32	33	29.5	62.5%	26.9
8/25/2024 11:00:00 AM	32.0	25	29	34	29.1	79.3%	27.9
8/25/2024 12:00:00 PM	32.0	28	33	36	29.6	72.7%	27.9
8/25/2024 1:00:00 PM	33.0	31	36	41	29.9	83.3%	28.8
8/25/2024 2:00:00 PM	30.0	30	35	39	28.9	68.6%	27.1
8/25/2024 3:00:00 PM	32.0	27	32	35	30.3	75.0%	28.3
8/25/2024 4:00:00 PM	30.0	33	39	35	28.6	71.8%	26.6
8/25/2024 5:00:00 PM	30.0	30	35	36	29.2	60.0%	26.6
8/25/2024 6:00:00 PM	32.0	17	20	33	29.1	55.0%	25.5
8/25/2024 7:00:00 PM	31.0	28	33	34	29.3	57.6%	26.0
8/25/2024 8:00:00 PM	29.0	14	17	33	28.5	76.5%	27.3
8/25/2024 9:00:00 PM	31.0	13	15	33	31.3	26.7%	25.3

Outgoing Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/25/2024 10:00:00 PM	26.0	8	10	34	28.7	30.0%	23.2
8/25/2024 11:00:00 PM	29.0	4	5	30	29.3	60.0%	26.6
8/26/2024 12:00:00 AM	29.0	2	2	29	28.5	100.0%	28.5
8/26/2024 1:00:00 AM	26.0	3	4	32	28.0	75.0%	26.8
8/26/2024 2:00:00 AM	**No Data**						
8/26/2024 3:00:00 AM	**No Data**						
8/26/2024 6:00:00 AM	26.0	4	5	32	29.0	40.0%	25.8
8/26/2024 7:00:00 AM	32.0	18	21	35	29.1	66.7%	27.4
8/26/2024 8:00:00 AM	32.0	41	48	35	30.0	66.7%	27.3
8/26/2024 9:00:00 AM	31.0	44	52	38	29.5	69.2%	27.5
8/26/2024 10:00:00 AM	34.0	37	43	39	30.6	60.5%	27.6
8/26/2024 11:00:00 AM	31.0	31	37	36	30.2	54.1%	27.1
8/26/2024 12:00:00 PM	32.0	30	35	37	30.1	65.7%	27.6
8/26/2024 1:00:00 PM	34.0	30	35	39	30.4	65.7%	28.1
8/26/2024 2:00:00 PM	30.0	26	31	41	28.9	58.1%	26.2
8/26/2024 3:00:00 PM	32.0	48	57	35	29.6	61.4%	26.6
8/26/2024 4:00:00 PM	31.0	50	59	43	29.6	67.8%	27.7
8/26/2024 5:00:00 PM	31.0	50	59	37	29.8	61.0%	27.0
8/26/2024 6:00:00 PM	28.0	54	64	33	27.7	56.3%	25.4
8/26/2024 7:00:00 PM	31.0	36	42	34	29.0	52.4%	25.9
8/26/2024 8:00:00 PM	29.0	15	18	33	29.3	55.6%	26.8
8/26/2024 9:00:00 PM	26.0	11	13	29	27.0	30.8%	24.2
8/26/2024 10:00:00 PM	31.0	7	8	32	29.8	62.5%	27.0
8/26/2024 11:00:00 PM	27.0	2	2	27	27.0	50.0%	25.5
8/27/2024 12:00:00 AM	25.0	2	2	25	0.0	0.0%	22.0
8/27/2024 1:00:00 AM	**No Data**						
8/27/2024 2:00:00 AM	20.0	1	1	20	0.0	0.0%	20.0
8/27/2024 3:00:00 AM	**No Data**						
8/27/2024 4:00:00 AM	**No Data**						
8/27/2024 5:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/27/2024 6:00:00 AM	28.0	7	8	28	27.6	62.5%	26.3
8/27/2024 7:00:00 AM	32.0	14	17	36	30.3	88.2%	29.6
8/27/2024 8:00:00 AM	33.0	44	52	37	30.0	80.8%	28.6
8/27/2024 9:00:00 AM	33.0	49	58	39	29.8	69.0%	27.7
8/27/2024 10:00:00 AM	32.0	35	41	37	29.8	80.5%	28.3
8/27/2024 11:00:00 AM	32.0	23	27	39	29.3	74.1%	27.8
8/27/2024 12:00:00 PM	31.0	36	42	35	29.2	57.1%	26.5
8/27/2024 1:00:00 PM	28.0	27	32	31	28.8	28.1%	23.2
8/27/2024 2:00:00 PM	29.0	29	34	34	28.8	48.6%	25.3
8/27/2024 3:00:00 PM	30.0	47	55	39	28.5	69.1%	26.7
8/27/2024 4:00:00 PM	31.0	54	64	56	30.0	65.6%	27.6
8/27/2024 5:00:00 PM	31.0	31	36	34	29.5	72.2%	27.9
8/27/2024 6:00:00 PM	31.0	41	48	36	29.3	62.5%	26.8
8/27/2024 7:00:00 PM	32.0	25	29	35	30.0	89.7%	28.9
8/27/2024 8:00:00 PM	31.0	18	21	34	29.8	47.6%	25.6
8/27/2024 9:00:00 PM	30.0	8	9	31	28.6	55.6%	25.8
8/27/2024 10:00:00 PM	28.0	3	4	31	27.8	100.0%	27.8
8/27/2024 11:00:00 PM	25.0	1	1	25	0.0	0.0%	25.0

Outgoing Summary
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

8/28/2024 12:00:00 AM	28.0	2	2	28	27.5	100.0%	27.5
8/28/2024 1:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/28/2024 2:00:00 AM	28.0	2	2	28	28.0	50.0%	25.5
8/28/2024 3:00:00 AM	**No Data**						
8/28/2024 4:00:00 AM	29.0	1	1	29	29.0	100.0%	29.0
8/28/2024 5:00:00 AM	**No Data**						
8/28/2024 6:00:00 AM	26.0	3	3	26	26.0	33.3%	24.7
8/28/2024 7:00:00 AM	32.0	18	21	37	31.1	66.7%	28.9
8/28/2024 8:00:00 AM	32.0	48	56	47	29.8	80.4%	28.5
8/28/2024 9:00:00 AM	27.0	45	53	30	27.7	26.4%	23.6
8/28/2024 10:00:00 AM	31.0	29	34	54	30.2	64.7%	27.5
8/28/2024 11:00:00 AM	28.0	26	31	34	28.5	48.4%	24.9
8/28/2024 12:00:00 PM	28.0	23	27	32	28.3	37.0%	24.7
8/28/2024 1:00:00 PM	30.0	32	38	38	30.1	39.5%	24.8
8/28/2024 2:00:00 PM	32.0	31	36	35	29.3	50.0%	25.7
8/28/2024 3:00:00 PM	32.0	38	45	38	29.7	60.0%	26.9
8/28/2024 4:00:00 PM	30.0	65	76	36	28.9	61.8%	26.6
8/28/2024 5:00:00 PM	30.0	48	57	35	28.8	63.2%	26.3
8/28/2024 6:00:00 PM	32.0	48	56	36	30.1	48.2%	25.8
8/28/2024 7:00:00 PM	32.0	36	42	35	29.8	57.1%	26.7
8/28/2024 8:00:00 PM	30.0	26	31	35	30.5	35.5%	25.9
8/28/2024 9:00:00 PM	26.0	16	19	28	27.2	26.3%	23.4
8/28/2024 10:00:00 PM	25.0	3	3	25	0.0	0.0%	22.7
8/28/2024 11:00:00 PM	27.0	8	10	35	30.0	50.0%	24.1
8/29/2024 12:00:00 AM	**No Data**						
8/29/2024 1:00:00 AM	**No Data**						
8/29/2024 5:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/29/2024 6:00:00 AM	25.0	3	4	29	29.0	25.0%	23.3
8/29/2024 7:00:00 AM	30.0	14	17	38	29.4	70.6%	27.8
8/29/2024 8:00:00 AM	30.0	44	52	34	29.1	59.6%	26.9
8/29/2024 9:00:00 AM	30.0	45	53	36	29.2	47.2%	25.2
8/29/2024 10:00:00 AM	31.0	30	35	38	29.4	62.9%	26.2
8/29/2024 11:00:00 AM	29.0	18	21	32	28.1	42.9%	24.5
8/29/2024 12:00:00 PM	29.0	43	51	34	28.6	51.0%	24.8
8/29/2024 1:00:00 PM	31.0	35	41	35	30.1	56.1%	26.1
8/29/2024 2:00:00 PM	28.0	28	33	35	28.4	42.4%	24.8
8/29/2024 3:00:00 PM	28.0	17	20	32	28.2	45.0%	24.5

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
8/16/2024 12:00:00 AM	31.0	264	311	41	29.5	63.3%	27.1
8/17/2024 12:00:00 AM	31.0	516	607	51	29.5	54.2%	26.1
8/18/2024 12:00:00 AM	31.0	413	486	44	29.2	56.8%	25.8
8/19/2024 12:00:00 AM	31.0	366	430	39	29.3	57.2%	26.4
8/20/2024 12:00:00 AM	32.0	493	580	46	29.7	60.2%	26.6
8/21/2024 12:00:00 AM	30.0	513	603	41	29.1	46.3%	25.1
8/22/2024 12:00:00 AM	30.0	554	652	44	29.2	52.0%	25.8
8/23/2024 12:00:00 AM	30.0	544	640	48	29.3	51.4%	25.7
8/24/2024 12:00:00 AM	31.0	593	698	50	29.4	56.7%	26.3
8/25/2024 12:00:00 AM	31.0	434	511	55	29.7	63.2%	27.1
8/26/2024 12:00:00 AM	32.0	348	409	41	29.4	66.5%	27.1
8/27/2024 12:00:00 AM	31.0	540	635	43	29.5	60.8%	26.9
8/28/2024 12:00:00 AM	31.0	495	582	56	29.5	66.7%	27.2
8/29/2024 12:00:00 AM	30.0	546	642	54	29.4	52.6%	26.0
8/29/2024 2:59:59 PM	30.0	279	328	38	29.1	52.4%	25.6

Outgoing Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	3	3	1	3	2	39
1 - 2	*	*	*	*	1	2	2	1	2	18
2 - 3	*	*	*	*	0	0	0	0	0	0
3 - 4	*	*	*	*	0	0	1	0	0.5	0
4 - 5	*	*	*	*	0	0	1	0	0.5	0
5 - 6	*	*	*	*	5	3	1	5	2	25
6 - 7	*	*	*	*	21	3	4	21	3.5	33.5
7 - 8	*	*	*	*	27	14	7	27	10.5	32
8 - 9	*	*	*	*	38	19	19	38	19	30.3
9 - 10	*	*	*	*	45	30	29	45	29.5	31.7
10 - 11	*	*	*	*	32	44	26	32	35	31
11 - 12	*	*	*	*	30	38	35	30	36.5	29
12 - 13	*	*	*	*	30	42	47	30	44.5	31
13 - 14	*	*	*	*	54	46	42	54	44	30
14 - 15	*	*	*	13	44	25	37	28.5	31	31
15 - 16	*	*	*	61	52	45	43	56.5	44	28.95
16 - 17	*	*	*	77	58	42	29	67.5	35.5	30.35
17 - 18	*	*	*	47	56	30	28	51.5	29	30.05
18 - 19	*	*	*	42	34	25	19	38	22	30.25
19 - 20	*	*	*	26	32	26	33	29	29.5	29.5
20 - 21	*	*	*	24	22	16	15	23	15.5	29
21 - 22	*	*	*	16	13	15	8	14.5	11.5	29.75
22 - 23	*	*	*	3	7	13	1	5	7	26.75
23 - 24	*	*	*	2	3	5	2	2.5	3.5	30
Totals	0	0	0	311	607	486	430			
% of Total	0%	0%	0%	16.96%	33.1%	26.5%	23.45%			

Outgoing Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	1	0	2	0	1	0	1	0.8	0.5	24
1 - 2	0	1	1	0	0	0	2	0.4	1	27
2 - 3	0	0	0	0	0	0	1	0	0.5	0
3 - 4	0	0	0	0	0	1	1	0	1	0
4 - 5	0	0	1	3	1	0	0	1	0	28
5 - 6	9	7	5	6	5	1	1	6.4	1	29.6
6 - 7	15	20	17	15	12	6	7	15.8	6.5	31.74
7 - 8	34	20	64	44	43	15	7	41	11	30.58
8 - 9	52	48	43	65	45	19	16	50.6	17.5	30.78
9 - 10	33	33	38	37	39	32	32	36	32	29.8
10 - 11	40	23	25	27	38	51	29	30.6	40	29.3
11 - 12	25	33	36	37	34	48	33	33	40.5	29.1
12 - 13	37	29	31	35	55	43	36	37.4	39.5	28.2
13 - 14	32	22	38	30	47	48	35	33.8	41.5	29.66
14 - 15	33	58	54	41	62	37	32	49.6	34.5	29.16
15 - 16	59	50	65	63	74	35	39	62.2	37	29.76
16 - 17	46	59	45	60	52	34	35	52.4	34.5	29.64
17 - 18	72	76	73	72	58	35	20	70.2	27.5	28.56
18 - 19	32	50	37	52	45	37	33	43.2	35	30.32
19 - 20	24	37	33	19	32	25	17	29	21	30.34
20 - 21	20	23	23	18	20	12	15	20.8	13.5	30.34
21 - 22	13	8	14	9	18	15	10	12.4	12.5	32
22 - 23	2	5	6	3	14	11	5	6	8	29.3
23 - 24	1	1	1	4	3	6	2	2	4	33.6
Totals	580	603	652	640	698	511	409			
% of Total	14.17%	14.73%	15.93%	15.64%	17.05%	12.48%	9.99%			

Outgoing Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	4	0	1	0	*	*	*	1.25	0	25
1 - 2	0	1	2	0	*	*	*	0.75	0	24
2 - 3	0	0	0	0	*	*	*	0	0	0
3 - 4	0	0	1	0	*	*	*	0.25	0	29
4 - 5	0	1	0	1	*	*	*	0.5	0	24
5 - 6	5	8	3	4	*	*	*	5	0	26.2
6 - 7	21	17	21	17	*	*	*	19	0	31.25
7 - 8	48	52	56	52	*	*	*	52	0	31.62
8 - 9	52	58	53	53	*	*	*	54	0	29.82
9 - 10	43	41	34	35	*	*	*	38.25	0	31.82
10 - 11	37	27	31	21	*	*	*	29	0	29.88
11 - 12	35	42	27	51	*	*	*	38.75	0	30
12 - 13	35	32	38	41	*	*	*	36.5	0	30.62
13 - 14	31	34	36	33	*	*	*	33.5	0	29.25
14 - 15	57	55	45	20	*	*	*	44.25	0	30.3
15 - 16	59	64	76	*	*	*	*	66.33	0	30.43
16 - 17	59	36	57	*	*	*	*	50.67	0	30.6
17 - 18	64	48	56	*	*	*	*	56	0	30.33
18 - 19	42	29	42	*	*	*	*	37.67	0	31.43
19 - 20	18	21	31	*	*	*	*	23.33	0	30
20 - 21	13	9	19	*	*	*	*	13.67	0	27.33
21 - 22	8	4	3	*	*	*	*	5	0	28
22 - 23	2	1	10	*	*	*	*	4.33	0	26.33
23 - 24	2	2	0	*	*	*	*	1.33	0	26.5
Totals	635	582	642	328	0	0	0			
% of Total	29.04%	26.61%	29.36%	15%	0%	0%	0%			

Outgoing Monthly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Hour	Aug 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	5	0	3	0	4	3	2	2.4	2.5	28
1 - 2	0	2	3	0	1	2	4	1.2	3	26
2 - 3	0	0	0	0	0	0	1	0	0.5	0
3 - 4	0	0	1	0	0	1	2	0.2	1.5	29
4 - 5	0	1	1	4	1	0	1	1.4	0.5	25.25
5 - 6	14	15	8	10	10	4	2	11.4	3	28.7
6 - 7	36	37	38	32	33	9	11	35.2	10	32.44
7 - 8	82	72	120	96	70	29	14	88	21.5	31.24
8 - 9	104	106	96	118	83	38	35	101.4	36.5	30.36
9 - 10	76	74	72	72	84	62	61	75.6	61.5	30.88
10 - 11	77	50	56	48	70	95	55	60.2	75	29.7
11 - 12	60	75	63	88	64	86	68	70	77	29.88
12 - 13	72	61	69	76	85	85	83	72.6	84	29.46
13 - 14	63	56	74	63	101	94	77	71.4	85.5	29.66
14 - 15	90	113	99	74	106	62	69	96.4	65.5	29.96
15 - 16	118	114	141	124	126	80	82	124.6	81	29.88
16 - 17	105	95	102	137	110	76	64	109.8	70	30.12
17 - 18	136	124	129	119	114	65	48	124.4	56.5	28.98
18 - 19	74	79	79	94	79	62	52	81	57	30.64
19 - 20	42	58	64	45	64	51	50	54.6	50.5	30.3
20 - 21	33	32	42	42	42	28	30	38.2	29	29.48
21 - 22	21	12	17	25	31	30	18	21.2	24	30.76
22 - 23	4	6	16	6	21	24	6	10.6	15	28.4
23 - 24	3	3	1	6	6	11	4	3.8	7.5	32.8
Totals	1215	1185	1294	1279	1305	997	839			
% of Total	14.97%	14.6%	15.95%	15.76%	16.08%	12.29%	10.34%			

Outgoing Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	35	25	28	35	25.75	39
1 - 2	*	*	*	*	18	26	25.5	18	25.75	18
2 - 3	*	*	*	*	0	0	0	0	0	0
3 - 4	*	*	*	*	0	0	19	0	19	0
4 - 5	*	*	*	*	0	0	33	0	33	0
5 - 6	*	*	*	*	24.2	28	31	24.2	28.75	25
6 - 7	*	*	*	*	30.52	32	30.75	30.52	31.29	33.5
7 - 8	*	*	*	*	26.85	28.86	27.29	26.85	28.33	32
8 - 9	*	*	*	*	27.26	27.89	27.42	27.26	27.66	30.3
9 - 10	*	*	*	*	27.24	25.87	26.76	27.24	26.31	31.7
10 - 11	*	*	*	*	27.69	27.3	26.65	27.69	27.06	31
11 - 12	*	*	*	*	25.63	26.89	26.89	25.63	26.89	29
12 - 13	*	*	*	*	26.63	26.83	27.87	26.63	27.38	31
13 - 14	*	*	*	*	24.93	25.54	25.5	24.93	25.52	30
14 - 15	*	*	*	27.23	25.77	28.04	25.03	26.11	26.24	31
15 - 16	*	*	*	27.39	24.87	25.29	25.28	26.23	25.28	28.95
16 - 17	*	*	*	27.14	26.5	25.95	25.76	26.87	25.87	30.35
17 - 18	*	*	*	26.68	25.95	25.8	26.32	26.28	26.05	30.05
18 - 19	*	*	*	28.12	25.79	25.88	23.37	27.08	24.8	30.25
19 - 20	*	*	*	27.92	23.81	22.69	27.33	25.66	25.29	29.5
20 - 21	*	*	*	26.54	25.5	21.81	28.13	26.04	24.87	29
21 - 22	*	*	*	24.25	25.77	20.07	25.5	24.93	21.96	29.75
22 - 23	*	*	*	25.67	24.71	19.77	25	25	20.14	26.75
23 - 24	*	*	*	23	25	26	26.5	24.2	26.14	30
Totals	0	0	0	27.1	26.1	25.8	26.4			
% of Total	0%	0%	0%	25.71%	24.76%	24.48%	25.05%			

Outgoing Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	24	0	24.5	0	23	0	24	24	24	24
1 - 2	0	32	22	0	0	0	24	27	24	27
2 - 3	0	0	0	0	0	0	24	0	24	0
3 - 4	0	0	0	0	0	26	25	0	25.5	0
4 - 5	0	0	29	24.67	24	0	0	25.4	0	28
5 - 6	27.89	27.43	28.6	23.83	27	18	41	27	29.5	29.6
6 - 7	29.8	28.35	29.94	28.87	28.33	28.33	31.14	29.06	29.85	31.74
7 - 8	28.09	24.8	26.72	25.77	25.91	27.73	24	26.39	26.55	30.58
8 - 9	26.6	25.83	26.49	26.54	27	27.21	27.69	26.49	27.43	30.78
9 - 10	26.73	24.39	26.13	27.35	27.41	27.72	26.91	26.45	27.31	29.8
10 - 11	27.15	24.78	23.32	25.33	27.13	28.12	27.9	25.84	28.04	29.3
11 - 12	26.12	23.36	25.28	25.7	26.12	27.25	27.91	25.29	27.52	29.1
12 - 13	26.11	24.14	24.65	25.69	25.16	26.4	28.83	25.2	27.51	28.2
13 - 14	27.06	24.32	25.32	26.17	25.13	28.02	27.06	25.62	27.61	29.66
14 - 15	27.15	23.29	25.19	22.66	24.6	25.3	28.34	24.44	26.71	29.16
15 - 16	27	22.76	26.09	26.37	25.07	25.34	26.64	25.54	26.03	29.76
16 - 17	25.48	25.24	24.89	25.55	27.71	27.91	26.63	25.78	27.26	29.64
17 - 18	24.29	25.12	25.48	23.93	27.62	27.34	25.55	25.19	26.69	28.56
18 - 19	27.56	28.22	25.46	25.77	26.51	26.57	26	26.7	26.3	30.32
19 - 20	26.21	26.05	25.12	25.89	26.25	28.12	27.29	25.89	27.79	30.34
20 - 21	28.05	25.3	25.96	26.56	26.15	27.5	25.33	26.36	26.3	30.34
21 - 22	28.15	26.75	28.5	27.11	28.56	25.6	23.2	28.02	24.64	32
22 - 23	27	23.2	28.17	28.33	26.36	26.64	26.6	26.43	26.63	29.3
23 - 24	27	28	36	35.5	29.67	28.83	28.5	32.2	28.75	33.6
Totals	26.6	25.1	25.8	25.7	26.3	27.1	27.1			
% of Total	14.48%	13.66%	14.04%	13.99%	14.32%	14.75%	14.75%			

Outgoing Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	26.75	0	24	0	*	*	*	26.2	*	25
1 - 2	0	20	25.5	0	*	*	*	23.67	*	24
2 - 3	0	0	0	0	*	*	*	*	*	0
3 - 4	0	0	29	0	*	*	*	29	*	29
4 - 5	0	24	0	24	*	*	*	24	*	24
5 - 6	25.8	26.25	24.67	23.25	*	*	*	25.3	*	26.2
6 - 7	27.43	29.65	28.86	27.76	*	*	*	28.39	*	31.25
7 - 8	27.25	28.62	28.5	26.9	*	*	*	27.84	*	31.62
8 - 9	27.46	27.74	23.62	25.25	*	*	*	26.05	*	29.82
9 - 10	27.56	28.29	27.47	26.2	*	*	*	27.42	*	31.82
10 - 11	27.11	27.81	24.9	24.48	*	*	*	26.21	*	29.88
11 - 12	27.6	26.55	24.67	24.84	*	*	*	25.9	*	30
12 - 13	28.06	23.19	24.76	26.12	*	*	*	25.59	*	30.62
13 - 14	26.23	25.32	25.69	24.82	*	*	*	25.51	*	29.25
14 - 15	26.6	26.65	26.89	24.55	*	*	*	26.46	*	30.3
15 - 16	27.68	27.59	26.57	*	*	*	*	27.23	*	30.43
16 - 17	26.97	27.92	26.32	*	*	*	*	26.95	*	30.6
17 - 18	25.38	26.79	25.75	*	*	*	*	25.9	*	30.33
18 - 19	25.93	28.9	26.69	*	*	*	*	26.97	*	31.43
19 - 20	26.78	25.62	25.94	*	*	*	*	26.06	*	30
20 - 21	24.23	25.78	23.42	*	*	*	*	24.2	*	27.33
21 - 22	27	27.75	22.67	*	*	*	*	26.33	*	28
22 - 23	25.5	25	24.1	*	*	*	*	24.38	*	26.33
23 - 24	22	27.5	0	*	*	*	*	24.75	*	26.5
Totals	26.9	27.2	26.1	25.6	0	0	0			
% of Total	25.43%	25.71%	24.67%	24.2%	0%	0%	0%			

Outgoing Monthly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Hour	Aug 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	26.2	0	24.33	0	32	25	26	27.67	25.4	28
1 - 2	0	26	24.33	0	18	26	24.75	23.83	25.17	26
2 - 3	0	0	0	0	0	0	24	0	24	0
3 - 4	0	0	29	0	0	26	22	29	23.33	29
4 - 5	0	24	29	24.5	24	0	33	25	33	25.25
5 - 6	27.14	26.8	27.12	23.6	25.6	25.5	36	26.16	29	28.7
6 - 7	28.42	28.95	29.34	28.28	29.73	29.56	31	28.95	30.35	32.44
7 - 8	27.6	27.56	27.55	26.39	26.27	28.28	25.64	27.1	27.42	31.24
8 - 9	27.03	26.88	24.91	25.96	27.12	27.55	27.54	26.36	27.55	30.36
9 - 10	27.2	26.55	26.76	26.79	27.32	26.82	26.84	26.94	26.83	30.88
10 - 11	27.13	26.42	24.2	24.96	27.39	27.74	27.31	26.18	27.58	29.7
11 - 12	26.98	25.15	25.02	25.2	25.89	27.09	27.38	25.59	27.22	29.88
12 - 13	27.06	23.64	24.71	25.92	25.68	26.61	28.29	25.48	27.44	29.46
13 - 14	26.65	24.93	25.5	25.46	25.02	26.81	26.21	25.47	26.54	29.66
14 - 15	26.8	24.93	25.96	23.97	25.08	26.4	26.57	25.38	26.49	29.96
15 - 16	27.34	25.47	26.35	26.87	24.98	25.31	25.93	26.2	25.62	29.88
16 - 17	26.31	26.25	25.69	26.45	27.07	26.83	26.23	26.37	26.56	30.12
17 - 18	24.8	25.77	25.6	25.02	26.8	26.63	26	25.57	26.36	28.98
18 - 19	26.64	28.47	26.11	26.82	26.2	26.29	25.04	26.85	25.72	30.64
19 - 20	26.45	25.9	25.52	27.07	25.03	25.35	27.32	25.88	26.33	30.3
20 - 21	26.55	25.44	24.81	26.55	25.81	24.25	26.73	25.82	25.53	29.48
21 - 22	27.71	27.08	27.47	25.28	27.39	22.83	24.22	26.93	23.35	30.76
22 - 23	26.25	23.5	25.62	27	25.81	22.92	26.33	25.66	23.6	28.4
23 - 24	23.67	27.67	36	31.33	27.33	27.55	27.5	28.53	27.53	32.8
Totals	26.7	26.1	25.9	26	26.2	26.4	26.7			
% of Total	14.51%	14.18%	14.08%	14.13%	14.24%	14.35%	14.51%			

Outgoing Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	39	27	28	39	27.5	39
1 - 2	*	*	*	*	18	29	26	18	27.5	18
2 - 3	*	*	*	*	0	0	0	0	0	0
3 - 4	*	*	*	*	0	0	19	0	19	0
4 - 5	*	*	*	*	0	0	33	0	33	0
5 - 6	*	*	*	*	25	36	31	25	33.5	25
6 - 7	*	*	*	*	33.5	37	32	33.5	34.5	33.5
7 - 8	*	*	*	*	32	31	31	32	31	32
8 - 9	*	*	*	*	30.3	31.5	32	30.3	31.75	30.3
9 - 10	*	*	*	*	31.7	30.3	29.5	31.7	29.9	31.7
10 - 11	*	*	*	*	31	31	30	31	30.5	31
11 - 12	*	*	*	*	29	30.5	31	29	30.75	29
12 - 13	*	*	*	*	31	30.7	32	31	31.35	31
13 - 14	*	*	*	*	30	30	29.2	30	29.6	30
14 - 15	*	*	*	31	31	29	28.4	31	28.7	31
15 - 16	*	*	*	30.2	27.7	30.4	28.5	28.95	29.45	28.95
16 - 17	*	*	*	30.7	30	29.3	29.7	30.35	29.5	30.35
17 - 18	*	*	*	30.5	29.6	30	29.5	30.05	29.75	30.05
18 - 19	*	*	*	31	29.5	28.8	26.3	30.25	27.55	30.25
19 - 20	*	*	*	31	28	27.5	32	29.5	29.75	29.5
20 - 21	*	*	*	30	28	27	32	29	29.5	29
21 - 22	*	*	*	30.5	29	26	29	29.75	27.5	29.75
22 - 23	*	*	*	27	26.5	24.5	25	26.75	24.75	26.75
23 - 24	*	*	*	27	33	30	29	30	29.5	30
Totals	0	0	0	298.9	622.8	626.5	673.1			
% of Total	0%	0%	0%	13.46%	28.04%	28.2%	30.3%			

Outgoing Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	24	0	25	0	23	0	24	24	24	24
1 - 2	0	32	22	0	0	0	25	27	25	27
2 - 3	0	0	0	0	0	0	24	0	24	0
3 - 4	0	0	0	0	0	26	25	0	25.5	0
4 - 5	0	0	29	31	24	0	0	28	0	28
5 - 6	33	30	30	24	31	18	41	29.6	29.5	29.6
6 - 7	32.7	32	32.5	32.5	29	29	35	31.74	32	31.74
7 - 8	32	30.5	30.3	29.6	30.5	31	27	30.58	29	30.58
8 - 9	31.5	31	30.3	30.6	30.5	31	32	30.78	31.5	30.78
9 - 10	29	28.5	29.5	30.5	31.5	32.3	30.5	29.8	31.4	29.8
10 - 11	30.3	28.7	27	29	31.5	32	31.5	29.3	31.75	29.3
11 - 12	29	27.3	29	30.2	30	31	32	29.1	31.5	29.1
12 - 13	30.3	27	27	28.5	28.2	29	32.5	28.2	30.75	28.2
13 - 14	31.5	28	28.5	31.3	29	32	29.7	29.66	30.85	29.66
14 - 15	32	27.5	28.8	28	29.5	29	32	29.16	30.5	29.16
15 - 16	32	27.5	30.3	30.2	28.8	29.7	29.5	29.76	29.6	29.76
16 - 17	30.4	29	28.8	29.3	30.7	32	30	29.64	31	29.64
17 - 18	27.8	28.4	29	28	29.6	31.4	31.5	28.56	31.45	28.56
18 - 19	32.3	30.9	29.5	28.9	30	29	30.7	30.32	29.85	30.32
19 - 20	31	32	28.7	30	30	30.8	29	30.34	29.9	30.34
20 - 21	33	29.5	29	29	31.2	29	30.5	30.34	29.75	30.34
21 - 22	33	33	30	31	33	29	25.5	32	27.25	32
22 - 23	33	25.5	28	31	29	28	29	29.3	28.5	29.3
23 - 24	27	28	36	40	37	32	29	33.6	30.5	33.6
Totals	614.8	586.3	638.2	602.6	627	591.2	685.9			
% of Total	14.15%	13.49%	14.68%	13.87%	14.43%	13.6%	15.78%			

Outgoing Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	26	0	24	0	*	*	*	25	0	25
1 - 2	0	20	28	0	*	*	*	24	0	24
2 - 3	0	0	0	0	*	*	*	0	0	0
3 - 4	0	0	29	0	*	*	*	29	0	29
4 - 5	0	24	0	24	*	*	*	24	0	24
5 - 6	26	27.8	26	25	*	*	*	26.2	0	26.2
6 - 7	31.5	32	32	29.5	*	*	*	31.25	0	31.25
7 - 8	32	33	31.5	30	*	*	*	31.62	0	31.62
8 - 9	31	32.2	26.8	29.3	*	*	*	29.82	0	29.82
9 - 10	33.3	32	31	31	*	*	*	31.82	0	31.82
10 - 11	31	32	28	28.5	*	*	*	29.88	0	29.88
11 - 12	32	31	28	29	*	*	*	30	0	30
12 - 13	33.5	28	30	31	*	*	*	30.62	0	30.62
13 - 14	29.3	29	31.2	27.5	*	*	*	29.25	0	29.25
14 - 15	32	30	31.2	28	*	*	*	30.3	0	30.3
15 - 16	31	30.4	29.9	*	*	*	*	30.43	0	30.43
16 - 17	31	31	29.8	*	*	*	*	30.6	0	30.6
17 - 18	28	31	32	*	*	*	*	30.33	0	30.33
18 - 19	30.3	32	32	*	*	*	*	31.43	0	31.43
19 - 20	29	31	30	*	*	*	*	30	0	30
20 - 21	26	30	26	*	*	*	*	27.33	0	27.33
21 - 22	31	28	25	*	*	*	*	28	0	28
22 - 23	27	25	27	*	*	*	*	26.33	0	26.33
23 - 24	25	28	0	*	*	*	*	26.5	0	26.5
Totals	595.9	617.4	608.4	312.8	0	0	0			
% of Total	27.92%	28.92%	28.5%	14.65%	0%	0%	0%			

Outgoing Monthly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Hour	Aug 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	26	0	25	0	33	27	28	28	27.5	28
1 - 2	0	32	28	0	18	29	25	26	27	26
2 - 3	0	0	0	0	0	0	24	0	24	0
3 - 4	0	0	29	0	0	26	25	29	25.5	29
4 - 5	0	24	29	24	24	0	33	25.25	33	25.25
5 - 6	32.5	29	30	25	27	25	41	28.7	33	28.7
6 - 7	32.2	32	32.5	32	33.5	37	34.5	32.44	35.75	32.44
7 - 8	32	32	30.8	29.9	31.5	31	30	31.24	30.5	31.24
8 - 9	31.2	31.5	28.3	30.2	30.6	31.3	32	30.36	31.65	30.36
9 - 10	31.7	30.4	30	30.7	31.6	31.3	30	30.88	30.65	30.88
10 - 11	30.5	29.5	28	28.8	31.7	31.8	31	29.7	31.4	29.7
11 - 12	31.5	30	28.6	30.3	29	30.8	31.3	29.88	31.05	29.88
12 - 13	30.8	27.5	29.5	30.5	29	30	32.2	29.46	31.1	29.46
13 - 14	30.8	28.6	29.5	29.8	29.6	30.8	29.4	29.66	30.1	29.66
14 - 15	32	28.5	30.3	28.6	30.4	29.3	31.4	29.96	30.35	29.96
15 - 16	31.3	29.7	30	30.1	28.3	30.2	29	29.88	29.6	29.88
16 - 17	30.6	30.2	29.4	29.8	30.6	30.7	29.6	30.12	30.15	30.12
17 - 18	28	29	29.5	28.8	29.6	30.9	30	28.98	30.45	28.98
18 - 19	31	31.6	30.5	30.3	29.8	29	29	30.64	29	30.64
19 - 20	31	31.6	29.2	30.5	29.2	30	31	30.3	30.5	30.3
20 - 21	30	29.4	27.7	30.3	30	29	31	29.48	30	29.48
21 - 22	32	31	29.5	30.3	31	28.3	27	30.76	27.65	30.76
22 - 23	27	25.5	33	28	28.5	26.7	29	28.4	27.85	28.4
23 - 24	27	28	36	40	33	32	28.5	32.8	30.25	32.8

Summary of Violators

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	17	27.0	9	30.0
01:00:00	12	24.5	4	28.8
02:00:00	1	24.0	0	0.0
03:00:00	4	24.8	2	27.5
04:00:00	8	26.0	3	31.0
05:00:00	63	26.4	31	30.1
06:00:00	196	29.1	156	30.5
07:00:00	483	27.1	318	29.7
08:00:00	580	26.5	340	29.5
09:00:00	501	26.9	322	29.6
10:00:00	451	26.6	279	29.4
11:00:00	504	26.1	279	29.2
12:00:00	531	26.1	286	29.5
13:00:00	528	25.8	278	29.1
14:00:00	613	25.6	314	29.3
15:00:00	785	26.1	437	29.2
16:00:00	689	26.4	399	29.3
17:00:00	735	25.7	383	28.9
18:00:00	519	26.6	311	29.4
19:00:00	374	26.0	198	29.4
20:00:00	249	25.8	121	29.2
21:00:00	154	25.8	83	29.5
22:00:00	83	24.9	41	28.8
23:00:00	34	28.1	25	30.5

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/15/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	14:00	0	0	6	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	13	27.2	31	20 to 30	76.9	7	53.8	0	13	0	
8/15/2024	15:00	0	0	14	32	13	2	0	0	0	0	0	0	0	0	0	0	0	0	61	27.4	30.2	21 to 31	88.5	40	65.6	1	58	2	
8/15/2024	16:00	1	1	16	41	17	0	1	0	0	0	0	0	0	0	0	0	0	0	77	27.1	30.7	23 to 33	84.4	51	66.2	1	75	1	
8/15/2024	17:00	1	2	8	25	10	1	0	0	0	0	0	0	0	0	0	0	0	0	47	26.7	30.5	22 to 32	87.2	28	59.6	0	47	0	
8/15/2024	18:00	0	0	8	21	10	3	0	0	0	0	0	0	0	0	0	0	0	0	42	28.1	31	22 to 32	90.5	32	76.2	0	42	0	
8/15/2024	19:00	0	1	4	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	26	27.9	31	22 to 32	88.5	19	73.1	0	26	0	
8/15/2024	20:00	0	1	7	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24	26.5	30	22 to 32	87.5	13	54.2	0	24	0	
8/15/2024	21:00	0	1	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	24.3	30.5	16 to 26	75.0	5	31.3	0	16	0	
8/15/2024	22:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25.7	27	17 to 27	100.0	1	33.3	0	3	0	
8/15/2024	23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23	27	17 to 27	100.0	1	50.0	0	2	0	
24 Hr Summary		2	7	73	152	67	9	1	0	0	0	0	0	0	0	0	0	0	0	311	27.1	31	22 to 32	85.5	197	63.3	2	306	3	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/16/2024	00:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	35	39	29 to 39	100.0	3	100.0	0	3	0	
8/16/2024	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	18	8 to 18	100.0	*	*	0	1	0	
8/16/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/16/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/16/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/16/2024	05:00	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24.2	25	17 to 27	100.0	1	20.0	0	5	0	
8/16/2024	06:00	0	0	2	4	13	2	0	0	0	0	0	0	0	0	0	0	0	0	21	30.5	33.5	25 to 35	85.7	19	90.5	0	20	1	
8/16/2024	07:00	0	2	5	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	27	26.9	32	22 to 32	74.1	15	55.6	0	26	1	
8/16/2024	08:00	1	0	7	19	10	1	0	0	0	0	0	0	0	0	0	0	0	0	38	27.3	30.3	23 to 33	86.8	26	68.4	0	38	0	
8/16/2024	09:00	0	3	11	18	9	4	0	0	0	0	0	0	0	0	0	0	0	0	45	27.2	31.7	22 to 32	77.8	30	66.7	0	45	0	
8/16/2024	10:00	0	0	8	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32	27.7	31	23 to 33	84.4	23	71.9	0	32	0	
8/16/2024	11:00	0	2	9	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30	25.6	29	20 to 30	86.7	16	53.3	0	30	0	
8/16/2024	12:00	1	1	10	10	7	0	0	0	1	0	0	0	0	0	0	0	0	0	30	26.6	31	22 to 32	83.3	17	56.7	0	27	3	
8/16/2024	13:00	3	5	20	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	54	24.9	30	21 to 31	77.8	23	42.6	2	51	1	
8/16/2024	14:00	1	3	13	15	11	1	0	0	0	0	0	0	0	0	0	0	0	0	44	25.8	31	22 to 32	75.0	20	45.5	0	41	3	
8/16/2024	15:00	0	6	20	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	52	24.9	27.7	18 to 28	86.5	23	44.2	0	51	1	
8/16/2024	16:00	0	4	11	29	13	1	0	0	0	0	0	0	0	0	0	0	0	0	58	26.5	30	22 to 32	84.5	34	58.6	0	57	1	
8/16/2024	17:00	2	2	15	26	11	0	0	0	0	0	0	0	0	0	0	0	0	0	56	25.9	29.6	21 to 31	83.9	33	58.9	1	55	0	
8/16/2024	18:00	0	1	14	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34	25.8	29.5	20 to 30	88.2	15	44.1	0	34	0	
8/16/2024	19:00	0	3	18	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32	23.8	28	19 to 29	87.5	7	21.9	0	32	0	
8/16/2024	20:00	0	0	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	25.5	28	19 to 29	95.5	12	54.5	1	21	0	
8/16/2024	21:00	0	0	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	25.8	29	19 to 29	84.6	7	53.8	0	12	1	
8/16/2024	22:00	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24.7	26.5	17 to 27	100.0	4	57.1	0	7	0	
8/16/2024	23:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25	33	13 to 23	66.7	1	33.3	0	3	0	
24 Hr Summary		8	34	184	241	126	13	0	0	1	0	0	0	0	0	0	0	0	0	607	26.1	31	22 to 32	78.6	329	54.2	4	591	12	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/17/2024	00:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	25	27	17 to 27	100.0	2	66.7	0	3	0	
8/17/2024	01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	26	29	19 to 29	100.0	1	50.0	0	2	0	
8/17/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/17/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/17/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/17/2024	05:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	28	36	15 to 25	66.7	1	33.3	0	2	1	
8/17/2024	06:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	32	37	27 to 37	100.0	3	100.0	0	3	0	
8/17/2024	07:00	0	0	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14	28.9	31	23 to 33	100.0	13	92.9	0	14	0	
8/17/2024	08:00	0	0	3	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	19	27.9	31.5	22 to 32	84.2	15	78.9	0	19	0	
8/17/2024	09:00	1	5	2	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30	25.9	30.3	23 to 33	76.7	21	70.0	0	29	1	
8/17/2024	10:00	0	1	8	26	8	1	0	0	0	0	0	0	0	0	0	0	0	0	44	27.3	31	21 to 31	81.8	33	75.0	0	43	1	
8/17/2024	11:00	0	2	11	14	10	0	1	0	0	0	0	0	0	0	0	0	0	0	38	26.9	30.5	22 to 32	86.8	25	65.8	0	37	1	
8/17/2024	12:00	0	0	15	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	42	26.8	30.7	21 to 31	85.7	25	59.5	0	41	1	
8/17/2024	13:00	1	6	11	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	46	25.5	30	22 to 32	78.3	23	50.0	0	46	0	
8/17/2024	14:00	0	1	1	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	25	28	29	24 to 34	92.0	22	88.0	0	25	0	
8/17/2024	15:00	0	7	14	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	45	25.3	30.4	22 to 32	75.6	21	46.7	1	44	0	
8/17/2024	16:00	1	1	11	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	42	26	29.3	20 to 30	85.7	25	59.5	1	41	0	
8/17/2024	17:00	0	1	12	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	30	25.8	30	21 to 31	90.0	13	43.3	0	30	0	
8/17/2024	18:00	0	2	7	13	1	2	0	0	0	0	0	0	0	0	0	0	0	0	25	25.9	28.8	19 to 29	80.0	13	52.0	0	24	1	
8/17/2024	19:00	1	6	10	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	26	22.7	27.5	17 to 27	73.1	8	30.8	0	26	0	
8/17/2024	20:00	1	6	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16	21.8	27	13 to 23	68.8	5	31.3	0	16	0	
8/17/2024	21:00	2	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	20.1	26	12 to 22	73.3	3	20.0	0	15	0	
8/17/2024	22:00	1	6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	19.8	24.5	16 to 26	92.3	1	7.7	0	13	0	
8/17/2024	23:00	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26	30	17 to 27	60.0	3	60.0	0	5	0	
24 Hr Summary		8	49	122	213	78	14	2	0	0	0	0	0	0	0	0	0	0	0	486	25.8	31	21 to 31	75.5	276	56.8	2	478	6	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
8/18/2024	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28	28	18 to 28	100.0	1	100.0	0	1	0
8/18/2024	01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25.5	26	16 to 26	100.0	1	50.0	0	2	0
8/18/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/18/2024	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19	19	9 to 19	100.0	*	*	0	1	0
8/18/2024	04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33	33	23 to 33	100.0	1	100.0	0	1	0
8/18/2024	05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31	31	21 to 31	100.0	1	100.0	0	1	0
8/18/2024	06:00	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	30.8	32	25 to 35	100.0	4	100.0	0	4	0
8/18/2024	07:00	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7	27.3	31	21 to 31	71.4	5	71.4	0	7	0
8/18/2024	08:00	0	1	3	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	19	27.4	32	23 to 33	78.9	13	68.4	0	19	0
8/18/2024	09:00	0	0	7	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29	26.8	29.5	20 to 30	89.7	19	65.5	0	29	0
8/18/2024	10:00	0	0	10	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26.7	30	21 to 31	88.5	15	57.7	0	25	1
8/18/2024	11:00	0	1	8	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	35	26.9	31	22 to 32	85.7	21	60.0	0	35	0
8/18/2024	12:00	0	2	7	20	15	3	0	0	0	0	0	0	0	0	0	0	0	0	47	27.9	32	24 to 34	80.9	35	74.5	0	47	0
8/18/2024	13:00	0	5	9	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	42	25.5	29.2	20 to 30	81.0	22	52.4	0	40	2
8/18/2024	14:00	0	2	17	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	37	25	28.4	19 to 29	91.9	15	40.5	0	37	0
8/18/2024	15:00	0	3	15	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	43	25.3	28.5	20 to 30	88.4	18	41.9	0	43	0
8/18/2024	16:00	0	2	11	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29	25.8	29.7	20 to 30	82.8	15	51.7	0	29	0
8/18/2024	17:00	0	1	7	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28	26.3	29.5	21 to 31	92.9	16	57.1	0	28	0
8/18/2024	18:00	0	4	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	23.4	26.3	17 to 27	89.5	6	31.6	0	19	0
8/18/2024	19:00	0	3	7	14	5	4	0	0	0	0	0	0	0	0	0	0	0	0	33	27.3	32	23 to 33	75.8	22	66.7	0	33	0
8/18/2024	20:00	0	0	3	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	15	28.1	32	21 to 31	80.0	10	66.7	0	15	0
8/18/2024	21:00	0	0	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	25.5	29	20 to 30	100.0	5	62.5	0	8	0
8/18/2024	22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	25	15 to 25	100.0	*	*	0	1	0
8/18/2024	23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	26.5	29	19 to 29	100.0	1	50.0	0	2	0
24 Hr Summary		0	26	116	195	78	15	0	0	0	0	0	0	0	0	0	0	0	0	430	26.4	31	21 to 31	78.6	246	57.2	0	427	3

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/19/2024	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/19/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	05:00	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9	27.9	33	19 to 29	66.7	6	66.7	0	9	0	
8/19/2024	06:00	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	15	29.8	32.7	24 to 34	100.0	15	100.0	0	15	0	
8/19/2024	07:00	0	1	5	16	10	2	0	0	0	0	0	0	0	0	0	0	0	0	34	28.1	32	23 to 33	91.2	25	73.5	1	31	2	
8/19/2024	08:00	1	5	12	18	11	5	0	0	0	0	0	0	0	0	0	0	0	0	52	26.6	31.5	22 to 32	73.1	29	55.8	0	47	5	
8/19/2024	09:00	0	2	5	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	33	26.7	29	19 to 29	81.8	22	66.7	1	31	1	
8/19/2024	10:00	0	1	9	21	8	0	1	0	0	0	0	0	0	0	0	0	0	0	40	27.1	30.3	20 to 30	80.0	29	72.5	0	38	2	
8/19/2024	11:00	0	1	6	14	3	1	0	0	0	0	0	0	0	0	0	0	0	0	25	26.1	29	19 to 29	80.0	14	56.0	0	23	2	
8/19/2024	12:00	1	3	6	18	9	0	0	0	0	0	0	0	0	0	0	0	0	0	37	26.1	30.3	23 to 33	81.1	21	56.8	0	36	1	
8/19/2024	13:00	1	3	4	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	32	27.1	31.5	23 to 33	87.5	21	65.6	0	32	0	
8/19/2024	14:00	0	1	9	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	33	27.2	32	23 to 33	81.8	21	63.6	0	33	0	
8/19/2024	15:00	0	4	13	23	17	1	1	0	0	0	0	0	0	0	0	0	0	0	59	27	32	23 to 33	76.3	36	61.0	0	56	3	
8/19/2024	16:00	0	6	14	16	9	0	0	1	0	0	0	0	0	0	0	0	0	0	46	25.5	30.4	22 to 32	76.1	22	47.8	0	46	0	
8/19/2024	17:00	0	13	21	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	72	24.3	27.8	19 to 29	84.7	31	43.1	1	71	0	
8/19/2024	18:00	0	1	8	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	32	27.6	32.3	23 to 33	81.3	20	62.5	0	31	1	
8/19/2024	19:00	0	1	8	9	5	1	0	0	0	0	0	0	0	0	0	0	0	0	24	26.2	31	22 to 32	83.3	11	45.8	0	24	0	
8/19/2024	20:00	0	1	4	8	4	2	1	0	0	0	0	0	0	0	0	0	0	0	20	28	33	21 to 31	75.0	14	70.0	0	20	0	
8/19/2024	21:00	0	1	2	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	13	28.2	33	23 to 33	76.9	10	76.9	0	13	0	
8/19/2024	22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	27	33	11 to 21	50.0	1	50.0	0	2	0	
8/19/2024	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	27	17 to 27	100.0	1	100.0	0	1	0	
24 Hr Summary		3	45	130	253	124	21	3	1	0	0	0	0	0	0	0	0	0	0	580	26.6	32	23 to 33	77.2	349	60.2	3	560	17	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/20/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	32	32	22 to 32	100.0	1	100.0	0	1	0	
8/20/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/20/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/20/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
8/20/2024	05:00	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	27.4	30	20 to 30	85.7	5	71.4	0	7	0	
8/20/2024	06:00	0	0	3	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	20	28.4	32	24 to 34	90.0	15	75.0	0	19	1	
8/20/2024	07:00	1	3	5	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24.8	30.5	18 to 28	70.0	9	45.0	0	20	0	
8/20/2024	08:00	0	4	15	19	8	2	0	0	0	0	0	0	0	0	0	0	0	0	48	25.8	31	18 to 28	75.0	23	47.9	0	46	2	
8/20/2024	09:00	0	4	14	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33	24.4	28.5	20 to 30	84.8	14	42.4	1	30	2	
8/20/2024	10:00	0	2	10	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23	24.8	28.7	19 to 29	87.0	11	47.8	0	23	0	
8/20/2024	11:00	0	8	11	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33	23.4	27.3	18 to 28	84.8	10	30.3	0	31	2	
8/20/2024	12:00	0	4	12	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29	24.1	27	18 to 28	89.7	10	34.5	0	28	1	
8/20/2024	13:00	0	1	9	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	24.3	28	19 to 29	90.9	8	36.4	0	21	1	
8/20/2024	14:00	1	10	28	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	58	23.3	27.5	18 to 28	79.3	14	24.1	0	55	3	
8/20/2024	15:00	3	11	17	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	50	22.8	27.5	18 to 28	72.0	17	34.0	1	46	3	
8/20/2024	16:00	0	7	22	21	7	1	1	0	0	0	0	0	0	0	0	0	0	0	59	25.2	29	19 to 29	78.0	29	49.2	0	59	0	
8/20/2024	17:00	0	5	28	35	7	1	0	0	0	0	0	0	0	0	0	0	0	0	76	25.1	28.4	19 to 29	86.8	34	44.7	1	73	2	
8/20/2024	18:00	0	1	4	25	19	1	0	0	0	0	0	0	0	0	0	0	0	0	50	28.2	30.9	24 to 34	90.0	39	78.0	0	50	0	
8/20/2024	19:00	0	6	8	13	8	2	0	0	0	0	0	0	0	0	0	0	0	0	37	26.1	32	23 to 33	64.9	22	59.5	0	37	0	
8/20/2024	20:00	0	1	10	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23	25.3	29.5	20 to 30	91.3	10	43.5	0	22	1	
8/20/2024	21:00	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	26.8	33	17 to 27	75.0	5	62.5	0	8	0	
8/20/2024	22:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23.2	25.5	16 to 26	100.0	2	40.0	0	4	1	
8/20/2024	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28	28	18 to 28	100.0	1	100.0	0	1	0	
24 Hr Summary		5	68	203	226	91	9	1	0	0	0	0	0	0	0	0	0	0	0	603	25.1	30	19 to 29	75.8	279	46.3	3	581	19	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/21/2024	00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24.5	25	15 to 25	100.0	*	*	0	2	0	
8/21/2024	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	22	12 to 22	100.0	*	*	0	1	0	
8/21/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/21/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/21/2024	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	29	19 to 29	100.0	1	100.0	0	1	0	
8/21/2024	05:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	28.6	30	20 to 30	80.0	3	60.0	0	4	1	
8/21/2024	06:00	0	0	1	6	8	1	1	0	0	0	0	0	0	0	0	0	0	0	17	29.9	32.5	23 to 33	82.4	14	82.4	0	17	0	
8/21/2024	07:00	0	5	15	28	15	1	0	0	0	0	0	0	0	0	0	0	0	0	64	26.7	30.3	22 to 32	84.4	40	62.5	0	62	2	
8/21/2024	08:00	0	1	14	20	7	1	0	0	0	0	0	0	0	0	0	0	0	0	43	26.5	30.3	21 to 31	86.0	27	62.8	0	43	0	
8/21/2024	09:00	0	4	10	17	5	2	0	0	0	0	0	0	0	0	0	0	0	0	38	26.1	29.5	18 to 28	78.9	21	55.3	0	37	1	
8/21/2024	10:00	1	4	11	6	2	0	1	0	0	0	0	0	0	0	0	0	0	0	25	23.3	27	18 to 28	76.0	7	28.0	0	23	2	
8/21/2024	11:00	0	5	11	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	36	25.3	29	19 to 29	83.3	17	47.2	0	35	1	
8/21/2024	12:00	0	2	15	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31	24.6	27	17 to 27	83.9	11	35.5	0	31	0	
8/21/2024	13:00	0	3	14	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	38	25.3	28.5	20 to 30	84.2	17	44.7	1	36	1	
8/21/2024	14:00	0	7	15	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	54	25.2	28.8	19 to 29	79.6	25	46.3	0	53	1	
8/21/2024	15:00	0	6	19	23	16	1	0	0	0	0	0	0	0	0	0	0	0	0	65	26.1	30.3	22 to 32	81.5	34	52.3	0	61	4	
8/21/2024	16:00	0	3	22	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	45	24.9	28.8	20 to 30	86.7	18	40.0	0	44	1	
8/21/2024	17:00	0	5	27	30	10	1	0	0	0	0	0	0	0	0	0	0	0	0	73	25.5	29	20 to 30	86.3	37	50.7	1	71	1	
8/21/2024	18:00	0	4	11	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37	25.5	29.5	19 to 29	75.7	20	54.1	0	37	0	
8/21/2024	19:00	0	2	13	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33	25.1	28.7	19 to 29	87.9	16	48.5	1	32	0	
8/21/2024	20:00	0	3	4	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	23	26	29	19 to 29	82.6	14	60.9	0	23	0	
8/21/2024	21:00	0	0	2	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14	28.5	30	20 to 30	85.7	10	71.4	0	14	0	
8/21/2024	22:00	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	28.2	28	23 to 33	100.0	6	100.0	0	6	0	
8/21/2024	23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	36	36	26 to 36	100.0	1	100.0	0	1	0	
24 Hr Summary		1	54	207	270	101	17	2	0	0	0	0	0	0	0	0	0	0	0	652	25.8	30	20 to 30	78.8	339	52.0	3	634	15	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/22/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/22/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/22/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/22/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/22/2024	04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24.7	31	14 to 24	66.7	1	33.3	0	3	0
8/22/2024	05:00	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23.8	24	14 to 24	83.3	1	16.7	0	6	0
8/22/2024	06:00	0	0	3	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15	28.9	32.5	23 to 33	93.3	11	73.3	0	14	1
8/22/2024	07:00	0	4	13	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44	25.8	29.6	20 to 30	79.5	24	54.5	0	41	3
8/22/2024	08:00	0	3	20	26	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	65	26.5	30.6	22 to 32	81.5	37	56.9	0	63	2
8/22/2024	09:00	1	1	6	21	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	37	27.4	30.5	21 to 31	81.1	24	64.9	1	36	0
8/22/2024	10:00	0	3	7	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	25.3	29	19 to 29	74.1	16	59.3	0	25	2
8/22/2024	11:00	2	2	9	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	25.7	30.2	22 to 32	86.5	21	56.8	1	33	3
8/22/2024	12:00	0	2	12	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35	25.7	28.5	19 to 29	88.6	20	57.1	0	35	0
8/22/2024	13:00	0	4	8	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	26.2	31.3	22 to 32	76.7	18	60.0	0	29	1
8/22/2024	14:00	0	12	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	22.7	28	15 to 25	73.2	11	26.8	0	40	1
8/22/2024	15:00	0	4	19	27	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	63	26.4	30.2	22 to 32	85.7	35	55.6	0	60	3
8/22/2024	16:00	0	2	23	24	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	25.5	29.3	20 to 30	88.3	29	48.3	0	59	1
8/22/2024	17:00	0	12	25	30	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	72	23.9	28	19 to 29	86.1	23	31.9	1	70	1
8/22/2024	18:00	0	3	15	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	52	25.8	28.9	19 to 29	82.7	26	50.0	0	52	0
8/22/2024	19:00	0	1	5	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	25.9	30	20 to 30	78.9	10	52.6	0	19	0
8/22/2024	20:00	0	0	6	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	26.6	29	22 to 32	94.4	10	55.6	0	18	0
8/22/2024	21:00	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	27.1	31	21 to 31	88.9	5	55.6	0	9	0
8/22/2024	22:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	28.3	31	21 to 31	100.0	3	100.0	0	3	0
8/22/2024	23:00	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	35.5	40	18 to 28	50.0	4	100.0	0	4	0
24 Hr Summary		3	55	195	271	101	8	6	1	0	0	0	0	0	0	0	0	0	0	0	640	25.7	30	21 to 31	77.0	329	51.4	3	619	18

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/23/2024	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23	23	13 to 23	100.0	*	*	0	1	0	
8/23/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/23/2024	05:00	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27	31	22 to 32	100.0	3	60.0	0	5	0	
8/23/2024	06:00	0	0	2	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12	28.3	29	19 to 29	83.3	9	75.0	0	11	1	
8/23/2024	07:00	1	5	10	16	8	2	1	0	0	0	0	0	0	0	0	0	0	0	43	25.9	30.5	20 to 30	69.8	23	53.5	0	41	2	
8/23/2024	08:00	1	1	9	22	10	2	0	0	0	0	0	0	0	0	0	0	0	0	45	27	30.5	21 to 31	84.4	28	62.2	0	43	2	
8/23/2024	09:00	0	1	10	17	10	1	0	0	0	0	0	0	0	0	0	0	0	0	39	27.4	31.5	22 to 32	84.6	26	66.7	0	38	1	
8/23/2024	10:00	0	2	9	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	38	27.1	31.5	23 to 33	78.9	24	63.2	1	37	0	
8/23/2024	11:00	1	1	9	17	4	2	0	0	0	0	0	0	0	0	0	0	0	0	34	26.1	30	21 to 31	85.3	19	55.9	0	33	1	
8/23/2024	12:00	0	1	23	26	3	2	0	0	0	0	0	0	0	0	0	0	0	0	55	25.2	28.2	20 to 30	92.7	21	38.2	0	53	2	
8/23/2024	13:00	1	3	14	22	7	0	0	0	0	0	0	0	0	0	0	0	0	0	47	25.1	29	21 to 31	83.0	19	40.4	0	47	0	
8/23/2024	14:00	2	6	23	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	62	24.6	29.5	21 to 31	79.0	26	41.9	0	59	3	
8/23/2024	15:00	1	9	18	36	9	1	0	0	0	0	0	0	0	0	0	0	0	0	74	25.1	28.8	21 to 31	81.1	37	50.0	0	74	0	
8/23/2024	16:00	0	0	13	24	12	1	2	0	0	0	0	0	0	0	0	0	0	0	52	27.7	30.7	21 to 31	84.6	36	69.2	1	51	0	
8/23/2024	17:00	0	0	12	33	9	3	0	0	1	0	0	0	0	0	0	0	0	0	58	27.6	29.6	20 to 30	89.7	43	74.1	0	55	3	
8/23/2024	18:00	0	2	12	20	10	1	0	0	0	0	0	0	0	0	0	0	0	0	45	26.5	30	21 to 31	82.2	29	64.4	0	45	0	
8/23/2024	19:00	0	3	8	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	32	26.3	30	23 to 33	78.1	21	65.6	0	32	0	
8/23/2024	20:00	0	0	9	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	20	26.1	31.2	22 to 32	95.0	8	40.0	0	20	0	
8/23/2024	21:00	0	0	4	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	18	28.6	33	21 to 31	72.2	14	77.8	0	18	0	
8/23/2024	22:00	0	0	5	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	14	26.4	29	20 to 30	92.9	7	50.0	0	14	0	
8/23/2024	23:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	29.7	37	16 to 26	66.7	3	100.0	0	3	0	
24 Hr Summary		7	34	194	312	123	23	4	0	1	0	0	0	0	0	0	0	0	0	698	26.3	31	21 to 31	80.7	396	56.7	2	681	15	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/24/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/24/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/24/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/24/2024	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	26	16 to 26	100.0	1	100.0	0	1	0
8/24/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/24/2024	05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	18	8 to 18	100.0	*	*	0	1	0
8/24/2024	06:00	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	28.3	29	19 to 29	83.3	5	83.3	0	5	1
8/24/2024	07:00	0	1	3	6	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	27.7	31	22 to 32	86.7	10	66.7	0	14	1
8/24/2024	08:00	1	1	0	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	27.2	31	25 to 35	89.5	15	78.9	0	19	0
8/24/2024	09:00	0	2	5	13	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32	27.7	32.3	23 to 33	75.0	22	68.8	0	32	0
8/24/2024	10:00	0	2	11	22	9	6	0	0	0	1	0	0	0	0	0	0	0	0	0	51	28.1	32	22 to 32	76.5	34	66.7	1	48	2
8/24/2024	11:00	0	2	12	18	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	48	27.3	31	22 to 32	81.3	29	60.4	0	48	0
8/24/2024	12:00	0	2	9	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	26.4	29	21 to 31	88.4	26	60.5	1	42	0
8/24/2024	13:00	0	0	7	26	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48	28	32	24 to 34	89.6	36	75.0	0	48	0
8/24/2024	14:00	1	4	10	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	25.3	29	20 to 30	78.4	20	54.1	0	36	1
8/24/2024	15:00	0	6	9	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	25.3	29.7	18 to 28	77.1	19	54.3	0	34	1
8/24/2024	16:00	0	0	10	14	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	34	27.9	32	23 to 33	88.2	21	61.8	0	33	1
8/24/2024	17:00	0	1	10	10	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	27.3	31.4	22 to 32	82.9	21	60.0	0	35	0
8/24/2024	18:00	0	0	12	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37	26.6	29	21 to 31	91.9	20	54.1	0	37	0
8/24/2024	19:00	0	0	3	14	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	28.1	30.8	24 to 34	92.0	18	72.0	0	25	0
8/24/2024	20:00	0	0	4	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12	27.5	29	19 to 29	83.3	7	58.3	0	12	0
8/24/2024	21:00	0	1	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	25.6	29	19 to 29	86.7	7	46.7	1	14	0
8/24/2024	22:00	0	1	3	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11	26.6	28	18 to 28	81.8	7	63.6	0	11	0
8/24/2024	23:00	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	28.8	32	22 to 32	83.3	5	83.3	0	6	0
24 Hr Summary		2	24	115	233	107	25	3	1	0	1	0	0	0	0	0	0	0	0	0	511	27.1	31	22 to 32	80.6	323	63.2	3	501	7

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/25/2024	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/25/2024	01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24	25	15 to 25	100.0	*	*	0	2	0	
8/25/2024	02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/25/2024	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	25	15 to 25	100.0	*	*	0	1	0	
8/25/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/25/2024	05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	41	41	31 to 41	100.0	1	100.0	0	1	0	
8/25/2024	06:00	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7	31.1	35	25 to 35	85.7	6	85.7	0	7	0	
8/25/2024	07:00	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24	27	17 to 27	85.7	4	57.1	0	7	0	
8/25/2024	08:00	0	0	4	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16	27.7	32	23 to 33	93.8	12	75.0	0	16	0	
8/25/2024	09:00	0	1	6	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26.9	30.5	23 to 33	84.4	20	62.5	0	32	0	
8/25/2024	10:00	0	0	4	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29	27.9	31.5	24 to 34	93.1	23	79.3	0	29	0	
8/25/2024	11:00	0	0	6	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	33	27.9	32	24 to 34	87.9	24	72.7	0	33	0	
8/25/2024	12:00	0	0	3	20	9	3	1	0	0	0	0	0	0	0	0	0	0	0	36	28.8	32.5	23 to 33	83.3	30	83.3	0	35	1	
8/25/2024	13:00	0	0	9	17	8	1	0	0	0	0	0	0	0	0	0	0	0	0	35	27.1	29.7	20 to 30	91.4	24	68.6	0	35	0	
8/25/2024	14:00	0	1	6	10	14	1	0	0	0	0	0	0	0	0	0	0	0	0	32	28.3	32	22 to 32	81.3	24	75.0	0	32	0	
8/25/2024	15:00	0	4	5	22	7	1	0	0	0	0	0	0	0	0	0	0	0	0	39	26.6	29.5	21 to 31	82.1	28	71.8	0	38	1	
8/25/2024	16:00	0	1	9	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	35	26.6	30	20 to 30	82.9	21	60.0	0	35	0	
8/25/2024	17:00	1	2	2	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20	25.5	31.5	23 to 33	75.0	11	55.0	0	20	0	
8/25/2024	18:00	0	2	11	13	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33	26	30.7	19 to 29	75.8	19	57.6	0	33	0	
8/25/2024	19:00	0	1	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17	27.3	29	23 to 33	94.1	13	76.5	0	17	0	
8/25/2024	20:00	0	0	8	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15	25.3	30.5	21 to 31	86.7	4	26.7	0	15	0	
8/25/2024	21:00	0	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	23.2	25.5	16 to 26	90.0	3	30.0	0	10	0	
8/25/2024	22:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26.6	29	20 to 30	100.0	3	60.0	0	5	0	
8/25/2024	23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28.5	29	19 to 29	100.0	2	100.0	0	2	0	
24 Hr Summary		1	15	84	198	98	11	2	0	0	0	0	0	0	0	0	0	0	0	409	27.1	32	23 to 33	80.7	272	66.5	0	407	2	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/26/2024	00:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	26.8	26	22 to 32	100.0	3	75.0	0	4	0	
8/26/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	05:00	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	25.8	26	22 to 32	100.0	2	40.0	0	5	0	
8/26/2024	06:00	0	0	3	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	21	27.4	31.5	23 to 33	90.5	14	66.7	0	21	0	
8/26/2024	07:00	0	4	9	20	13	2	0	0	0	0	0	0	0	0	0	0	0	0	48	27.3	32	23 to 33	75.0	32	66.7	1	44	3	
8/26/2024	08:00	0	0	13	25	11	3	0	0	0	0	0	0	0	0	0	0	0	0	52	27.5	31	22 to 32	86.5	36	69.2	0	52	0	
8/26/2024	09:00	0	1	10	17	11	4	0	0	0	0	0	0	0	0	0	0	0	0	43	27.6	33.3	22 to 32	74.4	26	60.5	1	38	4	
8/26/2024	10:00	0	0	12	17	7	1	0	0	0	0	0	0	0	0	0	0	0	0	37	27.1	31	23 to 33	86.5	20	54.1	0	37	0	
8/26/2024	11:00	0	1	10	13	10	1	0	0	0	0	0	0	0	0	0	0	0	0	35	27.6	32	22 to 32	80.0	23	65.7	0	32	3	
8/26/2024	12:00	0	0	7	18	6	4	0	0	0	0	0	0	0	0	0	0	0	0	35	28.1	33.5	20 to 30	80.0	23	65.7	0	35	0	
8/26/2024	13:00	0	1	10	14	4	1	1	0	0	0	0	0	0	0	0	0	0	0	31	26.2	29.3	20 to 30	87.1	18	58.1	1	30	0	
8/26/2024	14:00	2	1	15	26	11	2	0	0	0	0	0	0	0	0	0	0	0	0	57	26.6	32	19 to 29	73.7	35	61.4	0	53	4	
8/26/2024	15:00	0	0	15	28	12	3	1	0	0	0	0	0	0	0	0	0	0	0	59	27.7	31	22 to 32	89.8	40	67.8	0	55	4	
8/26/2024	16:00	0	3	16	23	15	2	0	0	0	0	0	0	0	0	0	0	0	0	59	27	31	22 to 32	81.4	36	61.0	0	59	0	
8/26/2024	17:00	0	4	16	39	5	0	0	0	0	0	0	0	0	0	0	0	0	0	64	25.4	28	20 to 30	89.1	36	56.3	0	64	0	
8/26/2024	18:00	0	3	13	18	8	0	0	0	0	0	0	0	0	0	0	0	0	0	42	25.9	30.3	22 to 32	85.7	22	52.4	0	40	2	
8/26/2024	19:00	0	1	3	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18	26.8	29	23 to 33	94.4	10	55.6	0	18	0	
8/26/2024	20:00	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	24.2	26	19 to 29	100.0	4	30.8	0	13	0	
8/26/2024	21:00	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	27	31	22 to 32	87.5	5	62.5	0	8	0	
8/26/2024	22:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25.5	27	17 to 27	100.0	1	50.0	0	2	0	
8/26/2024	23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22	25	15 to 25	100.0	*	*	0	2	0	
24 Hr Summary		2	21	164	297	125	24	2	0	0	0	0	0	0	0	0	0	0	0	635	26.9	31	22 to 32	80.8	386	60.8	3	612	20	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/27/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/27/2024	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	20	10 to 20	100.0	*	*	0	1	0	
8/27/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/27/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/27/2024	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/27/2024	05:00	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	26.3	27.8	18 to 28	100.0	5	62.5	0	8	0	
8/27/2024	06:00	0	0	1	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	17	29.6	32	24 to 34	88.2	15	88.2	0	16	1	
8/27/2024	07:00	0	1	6	23	16	6	0	0	0	0	0	0	0	0	0	0	0	0	52	28.6	33	25 to 35	82.7	42	80.8	1	49	2	
8/27/2024	08:00	0	2	10	27	17	2	0	0	0	0	0	0	0	0	0	0	0	0	58	27.7	32.2	23 to 33	82.8	40	69.0	0	58	0	
8/27/2024	09:00	0	1	5	19	14	2	0	0	0	0	0	0	0	0	0	0	0	0	41	28.3	32	25 to 35	82.9	33	80.5	0	41	0	
8/27/2024	10:00	0	0	4	16	6	1	0	0	0	0	0	0	0	0	0	0	0	0	27	27.8	32	24 to 34	88.9	20	74.1	0	27	0	
8/27/2024	11:00	0	1	14	17	9	1	0	0	0	0	0	0	0	0	0	0	0	0	42	26.5	31	22 to 32	90.5	24	57.1	0	42	0	
8/27/2024	12:00	3	4	12	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32	23.2	28	18 to 28	71.9	9	28.1	0	31	1	
8/27/2024	13:00	1	3	10	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34	25.3	29	21 to 31	85.3	17	50.0	0	34	0	
8/27/2024	14:00	0	3	9	33	7	3	0	0	0	0	0	0	0	0	0	0	0	0	55	26.7	30	21 to 31	85.5	38	69.1	1	53	1	
8/27/2024	15:00	0	2	13	32	12	2	2	0	0	1	0	0	0	0	0	0	0	0	64	27.6	30.4	21 to 31	84.4	42	65.6	1	61	2	
8/27/2024	16:00	0	0	6	17	13	0	0	0	0	0	0	0	0	0	0	0	0	0	36	27.9	31	22 to 32	97.2	26	72.2	0	34	2	
8/27/2024	17:00	0	4	8	25	9	2	0	0	0	0	0	0	0	0	0	0	0	0	48	26.8	31	24 to 34	81.3	30	62.5	0	48	0	
8/27/2024	18:00	0	2	1	10	15	1	0	0	0	0	0	0	0	0	0	0	0	0	29	28.9	32	25 to 35	89.7	26	89.7	0	29	0	
8/27/2024	19:00	0	2	7	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	21	25.6	31	22 to 32	76.2	10	47.6	0	19	2	
8/27/2024	20:00	0	1	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	25.8	30	21 to 31	88.9	5	55.6	0	8	1	
8/27/2024	21:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27.8	28	21 to 31	100.0	4	100.0	0	4	0	
8/27/2024	22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	25	15 to 25	100.0	*	*	0	1	0	
8/27/2024	23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	27.5	28	18 to 28	100.0	2	100.0	0	2	0	
24 Hr Summary		4	26	111	274	142	22	2	0	0	1	0	0	0	0	0	0	0	0	582	27.2	31	22 to 32	80.6	388	66.7	3	567	12	

Outgoing Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/28/2024	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/28/2024	01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25.5	28	18 to 28	100.0	1	50.0	0	2	0	
8/28/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/28/2024	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	29	19 to 29	100.0	1	100.0	0	1	0	
8/28/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/28/2024	05:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24.7	26	16 to 26	100.0	1	33.3	0	3	0	
8/28/2024	06:00	0	0	4	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	21	28.9	32	22 to 32	85.7	14	66.7	0	21	0	
8/28/2024	07:00	0	0	9	27	17	2	0	1	0	0	0	0	0	0	0	0	0	0	56	28.5	31.5	22 to 32	87.5	45	80.4	0	55	1	
8/28/2024	08:00	1	5	26	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	53	23.6	26.8	19 to 29	88.7	14	26.4	0	53	0	
8/28/2024	09:00	0	2	7	17	5	1	1	0	1	0	0	0	0	0	0	0	0	0	34	27.5	31	22 to 32	79.4	22	64.7	0	32	2	
8/28/2024	10:00	1	3	9	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31	24.9	28	21 to 31	77.4	15	48.4	0	29	2	
8/28/2024	11:00	0	1	11	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27	24.7	28	19 to 29	92.6	10	37.0	0	27	0	
8/28/2024	12:00	3	4	9	14	6	2	0	0	0	0	0	0	0	0	0	0	0	0	38	24.8	30	21 to 31	73.7	15	39.5	0	34	4	
8/28/2024	13:00	0	4	8	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	36	25.7	31.2	22 to 32	77.8	18	50.0	0	34	2	
8/28/2024	14:00	0	2	13	17	11	2	0	0	0	0	0	0	0	0	0	0	0	0	45	26.9	31.2	22 to 32	86.7	27	60.0	0	45	0	
8/28/2024	15:00	0	3	15	36	20	2	0	0	0	0	0	0	0	0	0	0	0	0	76	26.6	29.9	22 to 32	89.5	47	61.8	1	71	4	
8/28/2024	16:00	0	3	12	30	10	2	0	0	0	0	0	0	0	0	0	0	0	0	57	26.3	29.8	20 to 30	80.7	36	63.2	0	57	0	
8/28/2024	17:00	0	6	21	17	10	2	0	0	0	0	0	0	0	0	0	0	0	0	56	25.8	32	20 to 30	71.4	27	48.2	0	56	0	
8/28/2024	18:00	0	1	12	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	42	26.7	32	23 to 33	81.0	24	57.1	0	42	0	
8/28/2024	19:00	0	0	15	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	31	25.9	30	20 to 30	83.9	11	35.5	0	31	0	
8/28/2024	20:00	0	2	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	23.4	26	18 to 28	89.5	5	26.3	0	19	0	
8/28/2024	21:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22.7	25	15 to 25	100.0	*	*	0	3	0	
8/28/2024	22:00	1	2	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10	24.1	27	17 to 27	60.0	5	50.0	0	10	0	
8/28/2024	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		6	39	188	269	116	21	1	1	1	0	0	0	0	0	0	0	0	0	642	26	30	22 to 32	79.6	338	52.6	1	626	15	

Outgoing Histogram

Iowa Street and Monroe Avenue

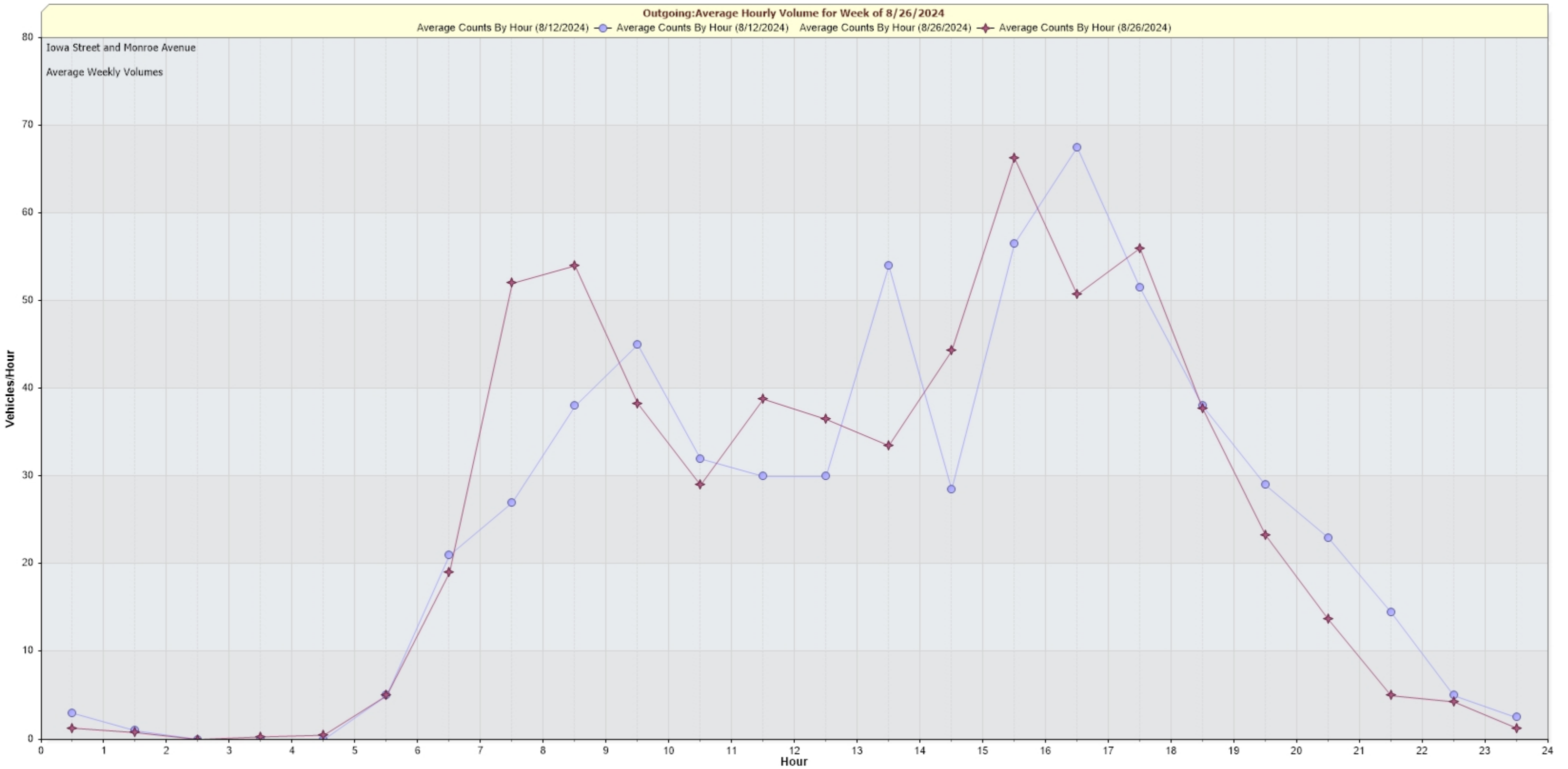
from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/29/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0
8/29/2024	05:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23.3	25	15 to 25	75.0	1	25.0	0	4	0
8/29/2024	06:00	0	0	3	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17	27.8	29.5	20 to 30	88.2	12	70.6	0	16	1
8/29/2024	07:00	0	0	15	24	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	26.9	30	22 to 32	92.3	31	59.6	1	51	0
8/29/2024	08:00	1	5	17	21	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	53	25.2	29.3	20 to 30	77.4	25	47.2	0	52	1
8/29/2024	09:00	0	5	8	15	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35	26.2	31	18 to 28	71.4	22	62.9	0	33	2
8/29/2024	10:00	0	1	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	24.5	28.5	20 to 30	90.5	9	42.9	0	20	1
8/29/2024	11:00	0	8	13	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	24.8	29	18 to 28	72.5	26	51.0	0	49	2
8/29/2024	12:00	0	4	11	10	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41	26.1	31	23 to 33	65.9	23	56.1	0	39	2
8/29/2024	13:00	0	3	14	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33	24.8	27.5	21 to 31	84.8	14	42.4	0	32	1
8/29/2024	14:00	1	1	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24.5	28	19 to 29	85.0	9	45.0	0	19	1
8/29/2024	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		2	28	102	131	56	9	0	0	0	0	0	0	0	0	0	0	0	0	0	328	25.6	30	22 to 32	77.4	172	52.4	1	316	11

Outgoing: Average Hourly Volume for Week of 8/26/2024

Average Counts By Hour (8/12/2024) Average Counts By Hour (8/26/2024)

Iowa Street and Monroe Avenue
Average Weekly Volumes



Outgoing: Average Hourly WEEKDAY Speeds for Week of 8/12/2024

Average Hourly WEEKDAY Speeds By Hour (8/12/2024) Average Hourly WEEKDAY Speeds By Hour (8/12/2024) 85th Percentile Speed By Hour (8/12/2024) 85th Percentile Speed By Hour (8/12/2024)

Iowa Street and Monroe Avenue

Average Weekly Speeds



Outgoing: Daily Volume for Week of 8/12/2024

Daily Vehicle Counts

Daily Vehicle Counts

Iowa Street and Monroe Avenue

Daily Volumes

Vehicles

700
600
500
400
300
200
100
0

Monday

Tuesday

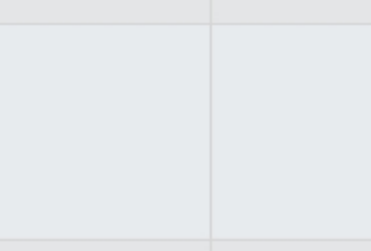
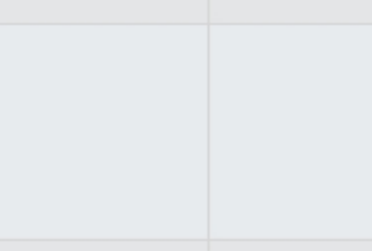
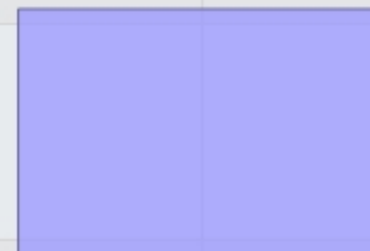
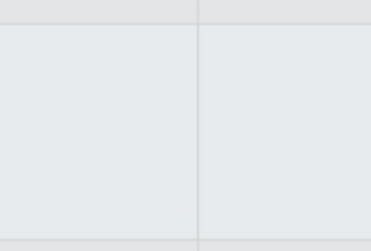
Wednesday

Thursday
Day

Friday

Saturday

Sunday

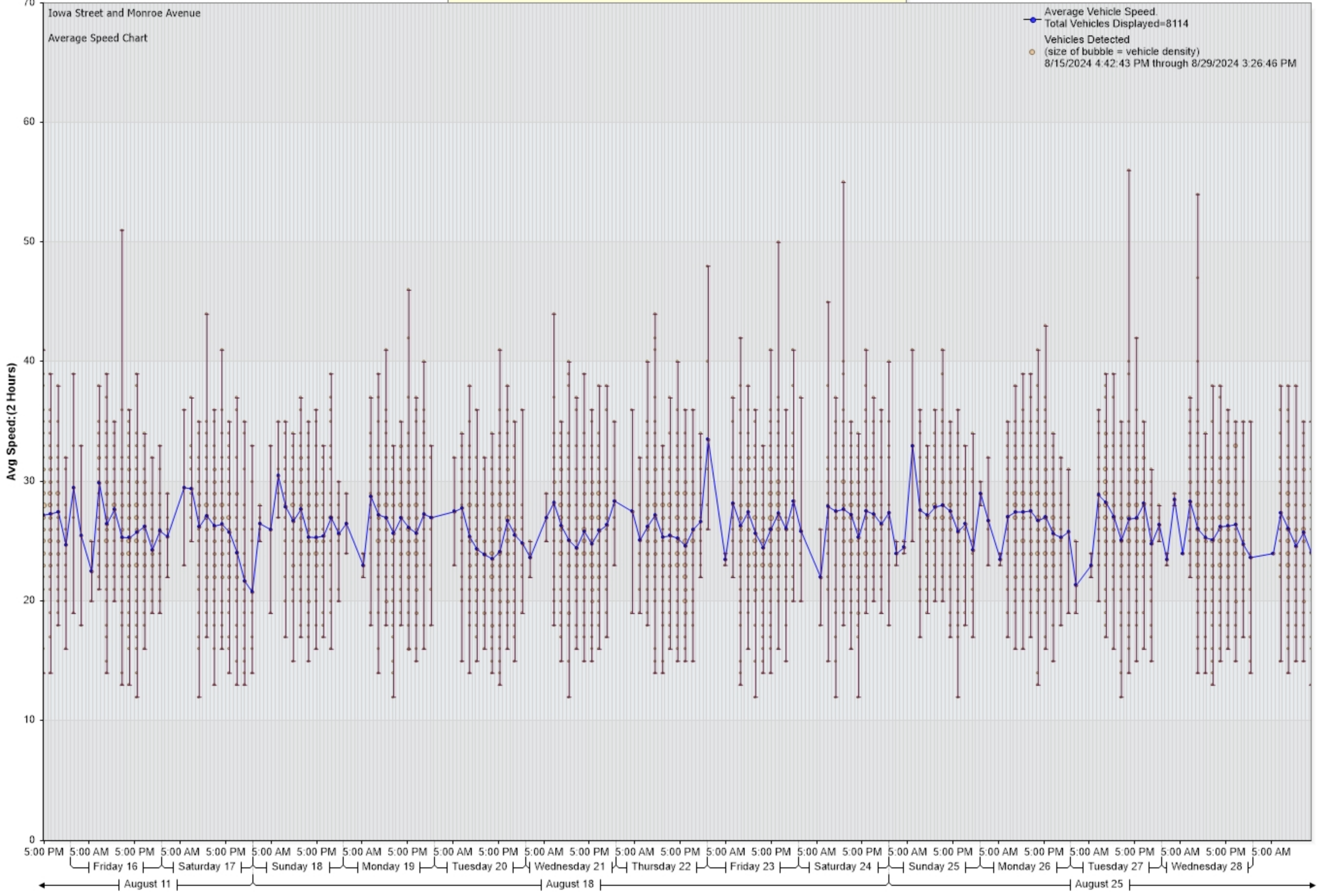


Zoom help

Average Vehicle Speed (MPH) vs. Time [Iowa Street and Monroe Avenue:Outgoing]

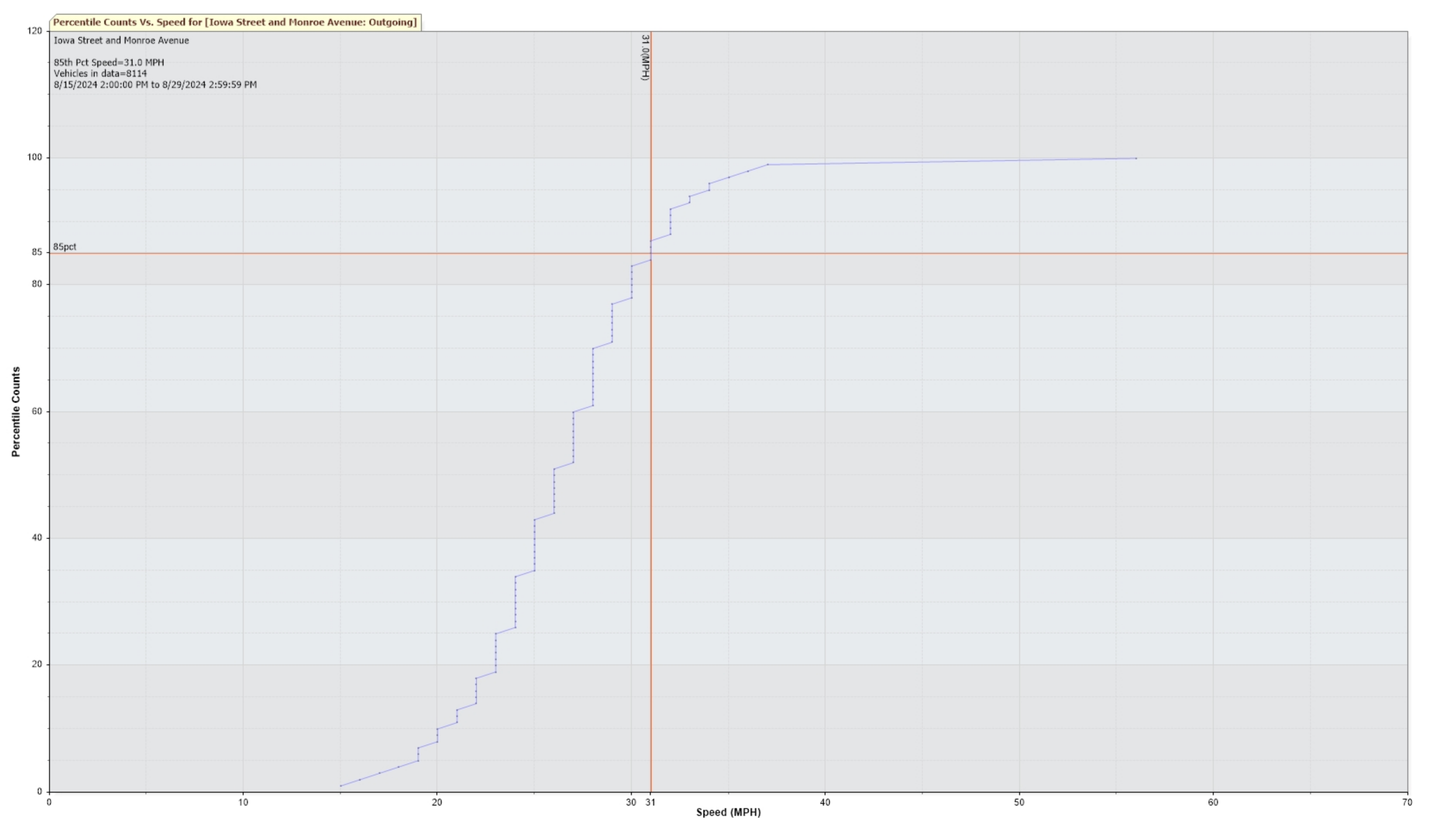
Iowa Street and Monroe Avenue
Average Speed Chart

- Average Vehicle Speed.
- Total Vehicles Displayed=8114
- Vehicles Detected
(size of bubble = vehicle density)
- 8/15/2024 4:42:43 PM through 8/29/2024 3:26:46 PM



Percentile Counts Vs. Speed for [Iowa Street and Monroe Avenue: Outgoing]

Iowa Street and Monroe Avenue
85th Pct Speed=31.0 MPH
Vehicles in data=8114
8/15/2024 2:00:00 PM to 8/29/2024 2:59:59 PM



For Project: Iowa Street and Monroe Avenue
 Project Notes:
 Location/Name: Merged
 Report Generated: 9/4/2024 9:27:20 AM
 Speed Intervals: 1 MPH
 Time Intervals: Instant
 Traffic Report From: 8/15/2024 2:00:00 PM through 8/29/2024 2:59:59 PM
 85th Percentile Speed: 30 MPH
 85th Percentile Vehicles: 12481
 Max Speed: 56 MPH on 8/27/2024 3:12:28 PM
 Total Vehicles: 14683
 AADT: 1045

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	1049	994
AM Peak	8:00 AM 97	79
PM Peak	3:00 PM 115	102

Speed

Speed Limit: 25
 85th Percentile Speed: 30
 50th Percentile Speed: 26
 10 MPH Pace Interval: 21.0 MPH to 31.0 MPH
 Average Speed: 25.78

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	1241	1139	1169	1145	1156	989	877
% over limit	57.2	52.7	47.8	50.2	52.6	53.5	55.7
Avg Speeder	29.4	29.2	29.0	29.2	29.3	29.3	29.3
Avg Speed	26.3	25.7	25.3	25.5	25.8	25.8	26.1

Class Counts

	Number	%
VEH_SM	38	0.3
VEH_MED	14309	97.5
VEH_LG	336	2.3
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
8/15/2024 3:00:00 PM	31.0	18	21	39	30.2	47.6%	26.1
8/15/2024 4:00:00 PM	30.0	88	103	38	29.2	57.3%	26.4
8/15/2024 5:00:00 PM	30.0	94	111	41	29.2	59.5%	26.5
8/15/2024 6:00:00 PM	30.0	76	89	36	29.1	52.8%	26.1
8/15/2024 7:00:00 PM	31.0	65	77	40	29.6	68.8%	27.6
8/15/2024 8:00:00 PM	32.0	39	46	40	30.2	73.9%	28.4
8/15/2024 9:00:00 PM	30.0	35	41	36	29.4	51.2%	26.3
8/15/2024 10:00:00 PM	31.0	25	29	38	29.5	41.4%	24.9
8/15/2024 11:00:00 PM	27.0	4	5	31	29.0	40.0%	26.2
8/16/2024 12:00:00 AM	28.0	3	3	28	27.5	66.7%	24.7
8/16/2024 1:00:00 AM	39.0	3	3	39	35.0	100.0%	35.0
8/16/2024 2:00:00 AM	27.0	2	2	27	27.0	50.0%	22.5
8/16/2024 3:00:00 AM	**No Data**						
8/16/2024 4:00:00 AM	**No Data**						
						
8/16/2024 6:00:00 AM	26.0	5	6	27	26.5	33.3%	24.5
8/16/2024 7:00:00 AM	33.0	24	28	38	31.0	82.1%	29.5
8/16/2024 8:00:00 AM	32.0	35	41	34	30.1	48.8%	25.8
8/16/2024 9:00:00 AM	30.0	48	56	39	29.3	58.9%	26.5
8/16/2024 10:00:00 AM	32.0	59	69	39	29.7	63.8%	26.8
8/16/2024 11:00:00 AM	31.0	44	52	34	29.3	61.5%	26.5
8/16/2024 12:00:00 PM	28.0	47	55	32	28.0	47.3%	24.8
8/16/2024 1:00:00 PM	29.0	52	61	51	29.1	59.0%	26.0
8/16/2024 2:00:00 PM	30.0	71	84	36	29.5	41.7%	24.9
8/16/2024 3:00:00 PM	31.0	67	79	39	30.1	45.6%	25.4
8/16/2024 4:00:00 PM	29.0	76	89	45	28.9	47.2%	25.4
8/16/2024 5:00:00 PM	31.0	76	89	39	29.4	64.0%	27.0
8/16/2024 6:00:00 PM	30.0	74	87	39	29.1	52.9%	25.6
8/16/2024 7:00:00 PM	30.0	49	58	36	29.2	41.4%	25.2
8/16/2024 8:00:00 PM	27.0	48	56	35	29.3	19.6%	23.1
8/16/2024 9:00:00 PM	27.0	35	41	32	27.4	36.6%	23.6
8/16/2024 10:00:00 PM	29.0	17	20	33	29.0	40.0%	24.3
8/16/2024 11:00:00 PM	27.0	10	12	27	26.6	41.7%	23.8
8/17/2024 12:00:00 AM	25.0	4	5	33	33.0	20.0%	24.0
8/17/2024 1:00:00 AM	26.0	6	7	27	26.3	42.9%	24.3
8/17/2024 2:00:00 AM	29.0	3	3	29	29.0	33.3%	24.3
8/17/2024 3:00:00 AM	25.0	2	2	25	0.0	0.0%	21.5
8/17/2024 4:00:00 AM	26.0	1	1	26	26.0	100.0%	26.0
8/17/2024 5:00:00 AM	**No Data**						
8/17/2024 6:00:00 AM	31.0	4	5	36	33.5	40.0%	28.0
8/17/2024 7:00:00 AM	37.0	5	6	37	32.8	100.0%	32.8
8/17/2024 8:00:00 AM	33.0	20	23	34	29.0	87.0%	28.3
8/17/2024 9:00:00 AM	31.0	34	40	35	29.1	67.5%	26.7
8/17/2024 10:00:00 AM	30.0	45	53	33	28.8	60.4%	25.4
8/17/2024 11:00:00 AM	32.0	50	59	36	29.2	67.8%	26.9
8/17/2024 12:00:00 PM	31.0	58	68	44	29.5	61.8%	26.7
8/17/2024 1:00:00 PM	32.0	55	65	39	30.0	61.5%	27.2

8/17/2024 2:00:00 PM	30.0	68	80	35	29.0	50.0%	25.5
8/17/2024 3:00:00 PM	29.0	54	63	36	28.3	66.7%	26.6
8/17/2024 4:00:00 PM	31.0	58	68	41	29.6	47.1%	25.0
8/17/2024 5:00:00 PM	30.0	59	69	36	28.9	59.4%	26.2
8/17/2024 6:00:00 PM	29.0	46	54	36	29.3	42.6%	25.3
8/17/2024 7:00:00 PM	29.0	37	43	37	28.8	53.5%	25.4
8/17/2024 8:00:00 PM	27.0	41	48	35	28.9	25.0%	22.7
8/17/2024 9:00:00 PM	25.0	31	37	34	28.3	16.2%	20.7
8/17/2024 10:00:00 PM	26.0	28	33	31	28.3	18.2%	20.9
8/17/2024 11:00:00 PM	26.0	45	53	32	27.4	18.9%	20.7
8/18/2024 12:00:00 AM	32.0	9	11	39	32.0	54.5%	26.5
8/18/2024 1:00:00 AM	28.0	3	4	29	28.5	50.0%	24.3
8/18/2024 2:00:00 AM	26.0	2	2	26	26.0	50.0%	25.5
8/18/2024 3:00:00 AM	**No Data**						
8/18/2024 4:00:00 AM	26.0	2	2	26	26.0	50.0%	22.5
8/18/2024 5:00:00 AM	33.0	2	2	33	30.5	100.0%	30.5
8/18/2024 6:00:00 AM	31.0	3	3	31	31.0	66.7%	29.0
8/18/2024 7:00:00 AM	32.0	8	10	35	30.5	80.0%	28.4
8/18/2024 8:00:00 AM	30.0	8	10	35	30.3	60.0%	25.5
8/18/2024 9:00:00 AM	32.0	26	31	35	30.0	54.8%	26.4
8/18/2024 10:00:00 AM	30.0	38	45	34	28.7	57.8%	26.1
8/18/2024 11:00:00 AM	30.0	49	58	34	29.2	46.6%	25.5
8/18/2024 12:00:00 PM	31.0	55	65	35	28.8	58.5%	26.2
8/18/2024 1:00:00 PM	32.0	62	73	37	29.6	67.1%	27.3
8/18/2024 2:00:00 PM	29.0	62	73	33	28.6	39.7%	24.5
8/18/2024 3:00:00 PM	28.0	66	78	35	28.4	33.3%	23.7
8/18/2024 4:00:00 PM	28.0	65	77	35	28.4	39.0%	24.7
8/18/2024 5:00:00 PM	29.0	47	55	36	28.7	38.2%	24.5
8/18/2024 6:00:00 PM	29.0	42	50	33	28.6	44.0%	25.3
8/18/2024 7:00:00 PM	27.0	32	38	32	27.6	28.9%	23.1
8/18/2024 8:00:00 PM	31.0	49	58	37	29.4	65.5%	26.9
8/18/2024 9:00:00 PM	31.0	25	29	39	29.0	62.1%	26.7
8/18/2024 10:00:00 PM	30.0	14	16	41	28.8	75.0%	27.0
8/18/2024 11:00:00 PM	27.0	2	2	27	27.0	50.0%	26.0
8/19/2024 12:00:00 AM	29.0	3	3	29	29.0	33.3%	24.3
8/19/2024 1:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/19/2024 2:00:00 AM	**No Data**						
8/19/2024 3:00:00 AM	**No Data**						
8/19/2024 4:00:00 AM	18.0	1	1	18	0.0	0.0%	18.0
8/19/2024 5:00:00 AM	37.0	2	2	37	34.5	100.0%	34.5
8/19/2024 6:00:00 AM	33.0	8	10	37	30.3	70.0%	27.7
8/19/2024 7:00:00 AM	33.0	17	20	35	29.8	90.0%	28.6
8/19/2024 8:00:00 AM	31.0	46	54	37	29.3	63.0%	27.0
8/19/2024 9:00:00 AM	32.0	64	75	39	30.1	58.7%	26.8
8/19/2024 10:00:00 AM	29.0	54	63	35	28.6	55.6%	26.0
8/19/2024 11:00:00 AM	30.0	61	72	41	29.0	58.3%	25.8
8/19/2024 12:00:00 PM	28.0	42	50	36	29.0	38.0%	24.1
8/19/2024 1:00:00 PM	30.0	66	78	33	29.3	41.0%	24.5

8/19/2024 2:00:00 PM	31.0	50	59	37	29.6	54.2%	26.0
8/19/2024 3:00:00 PM	30.0	52	61	35	29.1	55.7%	26.2
8/19/2024 4:00:00 PM	30.0	78	92	42	29.8	54.3%	26.3
8/19/2024 5:00:00 PM	31.0	72	85	46	29.0	56.5%	25.9
8/19/2024 6:00:00 PM	29.0	97	114	34	28.4	43.0%	24.5
8/19/2024 7:00:00 PM	32.0	52	61	39	30.2	59.0%	27.4
8/19/2024 8:00:00 PM	31.0	37	44	38	29.9	47.7%	26.2
8/19/2024 9:00:00 PM	31.0	30	35	40	29.9	65.7%	27.3
8/19/2024 10:00:00 PM	32.0	20	23	35	29.3	73.9%	27.0
8/19/2024 11:00:00 PM	30.0	4	5	33	30.3	60.0%	27.2
8/20/2024 12:00:00 AM	27.0	1	1	27	27.0	100.0%	27.0
8/20/2024 1:00:00 AM	**No Data**						
8/20/2024 2:00:00 AM	32.0	1	1	32	32.0	100.0%	32.0
8/20/2024 3:00:00 AM	**No Data**						
8/20/2024 4:00:00 AM	**No Data**						
8/20/2024 6:00:00 AM	30.0	7	8	34	29.4	62.5%	26.5
8/20/2024 7:00:00 AM	32.0	25	29	34	29.6	72.4%	27.5
8/20/2024 8:00:00 AM	28.0	31	37	33	28.9	45.9%	24.5
8/20/2024 9:00:00 AM	30.0	64	75	38	29.2	48.0%	25.3
8/20/2024 10:00:00 AM	28.0	50	59	32	28.6	30.5%	24.3
8/20/2024 11:00:00 AM	29.0	38	45	36	28.3	46.7%	24.8
8/20/2024 12:00:00 PM	28.0	54	63	35	28.7	34.9%	24.1
8/20/2024 1:00:00 PM	26.0	43	51	32	27.3	31.4%	23.5
8/20/2024 2:00:00 PM	27.0	41	48	31	27.6	29.2%	23.2
8/20/2024 3:00:00 PM	27.0	76	90	34	28.6	21.1%	22.8
8/20/2024 4:00:00 PM	27.0	70	82	33	28.0	26.8%	22.7
8/20/2024 5:00:00 PM	29.0	72	85	41	29.3	44.7%	25.0
8/20/2024 6:00:00 PM	29.0	97	114	36	28.7	40.0%	24.6
8/20/2024 7:00:00 PM	31.0	70	82	38	29.4	70.7%	27.5
8/20/2024 8:00:00 PM	32.0	57	67	37	29.5	65.7%	26.5
8/20/2024 9:00:00 PM	30.0	37	44	35	28.8	47.7%	25.2
8/20/2024 10:00:00 PM	33.0	14	16	38	29.8	75.0%	27.8
8/20/2024 11:00:00 PM	26.0	8	9	40	29.5	44.4%	25.4
8/21/2024 12:00:00 AM	24.0	3	4	28	28.0	25.0%	24.8
8/21/2024 1:00:00 AM	25.0	2	2	25	0.0	0.0%	24.5
8/21/2024 2:00:00 AM	22.0	1	1	22	0.0	0.0%	22.0
8/21/2024 3:00:00 AM	**No Data**						
8/21/2024 4:00:00 AM	30.0	1	1	30	30.0	100.0%	30.0
8/21/2024 5:00:00 AM	29.0	1	1	29	29.0	100.0%	29.0
8/21/2024 6:00:00 AM	30.0	8	9	37	30.2	55.6%	26.8
8/21/2024 7:00:00 AM	33.0	18	21	44	31.2	76.2%	29.1
8/21/2024 8:00:00 AM	30.0	81	95	37	28.8	58.9%	26.0
8/21/2024 9:00:00 AM	30.0	95	112	35	28.7	45.5%	24.6
8/21/2024 10:00:00 AM	28.0	59	69	39	29.0	40.6%	24.8
8/21/2024 11:00:00 AM	28.0	46	54	40	28.7	33.3%	23.5
8/21/2024 12:00:00 PM	29.0	58	68	38	28.8	42.6%	24.4
8/21/2024 1:00:00 PM	27.0	48	57	36	28.3	35.1%	24.5
8/21/2024 2:00:00 PM	28.0	66	78	37	28.6	41.0%	24.7

8/21/2024 3:00:00 PM	29.0	78	92	39	28.8	40.2%	24.3
8/21/2024 4:00:00 PM	30.0	107	126	36	29.1	46.8%	25.3
8/21/2024 5:00:00 PM	29.0	78	92	35	28.6	43.5%	25.0
8/21/2024 6:00:00 PM	30.0	101	119	38	29.1	47.1%	25.4
8/21/2024 7:00:00 PM	30.0	64	75	34	28.6	57.3%	25.7
8/21/2024 8:00:00 PM	29.0	54	63	36	28.4	54.0%	25.6
8/21/2024 9:00:00 PM	28.0	36	42	36	28.2	52.4%	25.3
8/21/2024 10:00:00 PM	30.0	20	23	38	30.1	56.5%	26.7
8/21/2024 11:00:00 PM	32.0	9	11	37	29.9	90.9%	29.4
8/22/2024 12:00:00 AM	28.0	3	4	36	32.0	50.0%	28.5
8/22/2024 1:00:00 AM	**No Data**						
8/22/2024 2:00:00 AM	**No Data**						
8/22/2024 5:00:00 AM	31.0	3	3	31	31.0	33.3%	24.7
8/22/2024 6:00:00 AM	27.0	8	9	32	29.5	22.2%	24.3
8/22/2024 7:00:00 AM	33.0	22	26	40	30.4	74.1%	28.7
8/22/2024 8:00:00 AM	30.0	65	77	35	29.1	54.5%	25.9
8/22/2024 9:00:00 AM	31.0	100	118	42	29.4	54.2%	26.1
8/22/2024 10:00:00 AM	29.0	53	62	44	29.1	66.1%	26.6
8/22/2024 11:00:00 AM	30.0	51	60	33	28.7	51.7%	24.6
8/22/2024 12:00:00 PM	31.0	57	67	33	28.8	53.7%	25.3
8/22/2024 1:00:00 PM	29.0	54	63	39	29.2	52.4%	26.0
8/22/2024 2:00:00 PM	31.0	52	61	37	29.2	60.7%	26.2
8/22/2024 3:00:00 PM	29.0	61	72	35	29.1	33.3%	23.0
8/22/2024 4:00:00 PM	31.0	99	116	40	29.4	50.0%	25.7
8/22/2024 5:00:00 PM	29.0	84	99	34	28.6	47.5%	25.1
8/22/2024 6:00:00 PM	28.0	95	112	43	28.9	30.4%	23.7
8/22/2024 7:00:00 PM	29.0	76	89	36	28.6	41.6%	24.7
8/22/2024 8:00:00 PM	30.0	35	41	33	28.7	48.8%	25.6
8/22/2024 9:00:00 PM	29.0	27	32	34	28.5	62.5%	26.2
8/22/2024 10:00:00 PM	30.0	19	22	34	29.7	59.1%	26.7
8/22/2024 11:00:00 PM	31.0	7	8	51	33.2	62.5%	28.9
8/23/2024 12:00:00 AM	40.0	8	9	48	31.9	77.8%	30.0
8/23/2024 1:00:00 AM	23.0	1	1	23	0.0	0.0%	23.0
8/23/2024 2:00:00 AM	**No Data**						
8/23/2024 3:00:00 AM	**No Data**						
8/23/2024 5:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/23/2024 6:00:00 AM	32.0	6	7	35	30.0	71.4%	28.0
8/23/2024 7:00:00 AM	29.0	14	17	37	30.2	64.7%	27.8
8/23/2024 8:00:00 AM	30.0	65	77	42	29.8	53.2%	25.7
8/23/2024 9:00:00 AM	31.0	85	100	38	29.6	54.0%	26.4
8/23/2024 10:00:00 AM	32.0	48	57	38	29.2	64.9%	26.9
8/23/2024 11:00:00 AM	31.0	54	64	36	29.9	54.7%	26.4
8/23/2024 12:00:00 PM	31.0	60	71	36	29.4	63.4%	26.6
8/23/2024 1:00:00 PM	29.0	78	92	38	28.8	42.4%	25.4
8/23/2024 2:00:00 PM	29.0	64	75	33	28.8	37.3%	24.8
8/23/2024 3:00:00 PM	29.0	79	93	33	29.1	36.6%	24.1
8/23/2024 4:00:00 PM	30.0	117	138	35	28.8	51.4%	25.3
8/23/2024 5:00:00 PM	31.0	72	85	41	29.7	61.2%	26.7

8/23/2024 6:00:00 PM	30.0	82	97	50	29.2	62.9%	27.0
8/23/2024 7:00:00 PM	30.0	68	80	41	28.9	68.8%	26.7
8/23/2024 8:00:00 PM	30.0	46	54	36	28.3	59.3%	25.5
8/23/2024 9:00:00 PM	31.0	29	34	32	29.6	41.2%	25.5
8/23/2024 10:00:00 PM	32.0	28	33	38	29.3	78.8%	28.0
8/23/2024 11:00:00 PM	30.0	19	22	41	30.7	45.5%	26.3
8/24/2024 12:00:00 AM	30.0	7	8	37	29.7	75.0%	27.5
8/24/2024 1:00:00 AM	25.0	1	1	25	0.0	0.0%	25.0
8/24/2024 2:00:00 AM	35.0	3	4	36	35.5	50.0%	25.8
8/24/2024 3:00:00 AM	35.0	1	1	35	35.0	100.0%	35.0
8/24/2024 4:00:00 AM	26.0	1	1	26	26.0	100.0%	26.0
8/24/2024 5:00:00 AM	**No Data**						
8/24/2024 6:00:00 AM	22.0	2	2	22	0.0	0.0%	20.0
8/24/2024 7:00:00 AM	33.0	10	12	38	29.6	83.3%	28.3
8/24/2024 8:00:00 AM	31.0	23	27	45	30.2	66.7%	27.7
8/24/2024 9:00:00 AM	31.0	34	40	35	29.4	75.0%	27.1
8/24/2024 10:00:00 AM	31.0	54	64	37	29.7	65.6%	26.9
8/24/2024 11:00:00 AM	31.0	72	85	55	30.3	61.2%	27.5
8/24/2024 12:00:00 PM	32.0	74	87	40	29.9	60.9%	27.2
8/24/2024 1:00:00 PM	29.0	71	84	36	28.6	50.0%	25.5
8/24/2024 2:00:00 PM	31.0	71	83	35	29.3	56.6%	26.3
8/24/2024 3:00:00 PM	29.0	53	62	34	28.5	41.9%	24.5
8/24/2024 4:00:00 PM	29.0	55	65	35	28.6	49.2%	25.2
8/24/2024 5:00:00 PM	31.0	54	64	41	30.0	53.1%	26.5
8/24/2024 6:00:00 PM	31.0	58	68	36	29.8	47.1%	25.7
8/24/2024 7:00:00 PM	30.0	59	69	35	28.6	52.2%	25.8
8/24/2024 8:00:00 PM	31.0	43	51	39	29.8	62.7%	27.1
8/24/2024 9:00:00 PM	32.0	23	27	36	30.1	55.6%	26.4
8/24/2024 10:00:00 PM	29.0	24	28	32	28.5	46.4%	25.1
8/24/2024 11:00:00 PM	28.0	18	21	40	29.7	42.9%	25.3
8/25/2024 12:00:00 AM	29.0	9	11	35	29.4	63.6%	26.6
8/25/2024 1:00:00 AM	26.0	3	4	30	28.0	50.0%	25.3
8/25/2024 2:00:00 AM	25.0	2	2	25	0.0	0.0%	24.0
8/25/2024 3:00:00 AM	24.0	3	4	26	26.0	25.0%	23.3
8/25/2024 4:00:00 AM	25.0	2	2	25	0.0	0.0%	21.0
8/25/2024 5:00:00 AM	27.0	1	1	27	27.0	100.0%	27.0
8/25/2024 6:00:00 AM	41.0	2	2	41	41.0	50.0%	33.0
8/25/2024 7:00:00 AM	35.0	10	12	36	31.4	83.3%	29.9
8/25/2024 8:00:00 AM	30.0	14	16	31	28.9	50.0%	24.6
8/25/2024 9:00:00 AM	31.0	24	28	33	28.7	67.9%	27.0
8/25/2024 10:00:00 AM	31.0	38	45	37	30.1	62.2%	27.3
8/25/2024 11:00:00 AM	31.0	51	60	34	29.0	71.7%	27.0
8/25/2024 12:00:00 PM	32.0	50	59	36	29.5	76.3%	27.9
8/25/2024 1:00:00 PM	32.0	52	61	41	29.7	72.1%	27.7
8/25/2024 2:00:00 PM	30.0	49	58	39	28.9	67.2%	26.7
8/25/2024 3:00:00 PM	32.0	60	70	47	30.4	64.3%	27.4
8/25/2024 4:00:00 PM	31.0	69	81	37	29.5	65.4%	26.9
8/25/2024 5:00:00 PM	30.0	60	70	38	28.5	57.1%	26.4

8/25/2024 6:00:00 PM	30.0	40	47	33	28.8	48.9%	25.3
8/25/2024 7:00:00 PM	31.0	54	64	36	29.5	59.4%	26.5
8/25/2024 8:00:00 PM	31.0	33	39	51	29.9	71.8%	28.0
8/25/2024 9:00:00 PM	29.0	22	26	33	30.2	23.1%	24.3
8/25/2024 10:00:00 PM	26.0	21	25	40	29.6	28.0%	24.1
8/25/2024 11:00:00 PM	30.0	8	10	33	30.3	60.0%	26.9
8/26/2024 12:00:00 AM	28.0	4	5	29	28.5	40.0%	25.0
8/26/2024 1:00:00 AM	26.0	3	4	32	28.0	75.0%	26.8
8/26/2024 2:00:00 AM	**No Data**						
8/26/2024 3:00:00 AM	**No Data**						
8/26/2024 5:00:00 AM	37.0	1	1	37	37.0	100.0%	37.0
8/26/2024 6:00:00 AM	26.0	6	7	32	28.0	42.9%	25.7
8/26/2024 7:00:00 AM	32.0	24	28	36	29.2	60.7%	26.6
8/26/2024 8:00:00 AM	32.0	75	88	41	29.9	71.6%	27.6
8/26/2024 9:00:00 AM	30.0	89	105	38	29.0	64.8%	27.0
8/26/2024 10:00:00 AM	31.0	66	78	39	29.6	53.8%	25.9
8/26/2024 11:00:00 AM	30.0	58	68	36	29.8	50.0%	26.5
8/26/2024 12:00:00 PM	32.0	48	57	37	29.9	56.1%	26.8
8/26/2024 1:00:00 PM	31.0	62	73	39	29.8	63.0%	27.3
8/26/2024 2:00:00 PM	31.0	53	62	45	30.0	61.3%	26.9
8/26/2024 3:00:00 PM	31.0	82	97	46	29.7	64.9%	26.9
8/26/2024 4:00:00 PM	30.0	103	121	43	29.3	62.0%	26.9
8/26/2024 5:00:00 PM	32.0	84	99	37	29.7	59.6%	26.6
8/26/2024 6:00:00 PM	28.0	90	106	33	27.9	53.8%	25.3
8/26/2024 7:00:00 PM	31.0	60	70	35	29.0	58.6%	26.2
8/26/2024 8:00:00 PM	29.0	38	45	33	28.8	60.0%	26.4
8/26/2024 9:00:00 PM	29.0	26	31	39	29.5	35.5%	25.2
8/26/2024 10:00:00 PM	31.0	13	15	32	28.9	60.0%	25.6
8/26/2024 11:00:00 PM	27.0	6	7	27	26.8	57.1%	24.3
8/27/2024 12:00:00 AM	35.0	3	3	35	35.0	33.3%	26.3
8/27/2024 1:00:00 AM	**No Data**						
8/27/2024 2:00:00 AM	20.0	1	1	20	0.0	0.0%	20.0
8/27/2024 3:00:00 AM	**No Data**						
8/27/2024 4:00:00 AM	**No Data**						
8/27/2024 5:00:00 AM	24.0	1	1	24	0.0	0.0%	24.0
8/27/2024 6:00:00 AM	28.0	8	10	30	27.7	70.0%	26.6
8/27/2024 7:00:00 AM	32.0	20	24	36	30.1	79.2%	28.8
8/27/2024 8:00:00 AM	32.0	82	96	40	29.7	72.9%	27.8
8/27/2024 9:00:00 AM	31.0	105	123	48	29.7	57.7%	26.5
8/27/2024 10:00:00 AM	32.0	81	95	37	29.9	73.7%	27.9
8/27/2024 11:00:00 AM	32.0	41	48	39	29.4	68.8%	27.0
8/27/2024 12:00:00 PM	31.0	50	59	35	29.2	59.3%	26.8
8/27/2024 1:00:00 PM	27.0	58	68	33	28.1	30.9%	23.6
8/27/2024 2:00:00 PM	29.0	54	64	34	28.7	43.1%	24.6
8/27/2024 3:00:00 PM	30.0	76	90	39	29.0	61.1%	26.3
8/27/2024 4:00:00 PM	30.0	119	140	56	29.5	57.9%	26.4
8/27/2024 5:00:00 PM	31.0	69	81	36	29.3	65.4%	27.0
8/27/2024 6:00:00 PM	31.0	82	96	36	28.9	62.5%	26.7

8/27/2024 7:00:00 PM	32.0	65	76	36	29.6	76.3%	27.8
8/27/2024 8:00:00 PM	30.0	37	44	37	29.5	47.7%	25.1
8/27/2024 9:00:00 PM	30.0	14	16	31	28.5	50.0%	25.6
8/27/2024 10:00:00 PM	31.0	11	13	34	29.3	69.2%	26.7
8/27/2024 11:00:00 PM	32.0	4	5	36	32.0	60.0%	28.6
8/28/2024 12:00:00 AM	28.0	3	3	28	27.5	66.7%	26.3
8/28/2024 1:00:00 AM	24.0	2	2	24	0.0	0.0%	23.5
8/28/2024 2:00:00 AM	28.0	2	2	28	28.0	50.0%	25.5
8/28/2024 3:00:00 AM	**No Data**						
8/28/2024 4:00:00 AM	29.0	1	1	29	29.0	100.0%	29.0
8/28/2024 5:00:00 AM	21.0	2	2	21	0.0	0.0%	19.0
8/28/2024 6:00:00 AM	28.0	4	5	30	28.0	60.0%	26.4
8/28/2024 7:00:00 AM	32.0	23	27	37	30.6	63.0%	27.7
8/28/2024 8:00:00 AM	32.0	87	102	47	29.8	74.5%	27.9
8/28/2024 9:00:00 AM	28.0	97	114	34	28.0	33.3%	24.0
8/28/2024 10:00:00 AM	30.0	56	66	54	30.1	48.5%	25.9
8/28/2024 11:00:00 AM	29.0	47	55	34	28.4	49.1%	25.1
8/28/2024 12:00:00 PM	29.0	53	62	32	28.2	40.3%	24.6
8/28/2024 1:00:00 PM	30.0	67	79	38	29.7	36.7%	24.7
8/28/2024 2:00:00 PM	31.0	59	69	35	29.3	47.8%	25.6
8/28/2024 3:00:00 PM	31.0	76	90	38	29.3	55.6%	25.7
8/28/2024 4:00:00 PM	30.0	125	147	36	28.8	52.4%	25.8
8/28/2024 5:00:00 PM	30.0	80	94	35	28.8	57.4%	25.9
8/28/2024 6:00:00 PM	30.0	97	114	39	29.9	39.5%	25.0
8/28/2024 7:00:00 PM	29.0	70	82	35	28.9	54.9%	26.0
8/28/2024 8:00:00 PM	29.0	45	53	35	28.5	41.5%	25.1
8/28/2024 9:00:00 PM	27.0	30	35	33	28.2	25.7%	23.9
8/28/2024 10:00:00 PM	29.0	11	13	33	30.5	30.8%	25.1
8/28/2024 11:00:00 PM	34.0	14	16	35	30.1	43.8%	24.5
8/29/2024 12:00:00 AM	28.0	1	1	28	28.0	100.0%	28.0
8/29/2024 1:00:00 AM	**No Data**						
8/29/2024 2:00:00 AM	**No Data**						
8/29/2024 5:00:00 AM	24.0	2	2	24	0.0	0.0%	24.0
8/29/2024 6:00:00 AM	25.0	4	5	29	29.0	20.0%	23.6
8/29/2024 7:00:00 AM	30.0	20	24	38	29.4	62.5%	27.1
8/29/2024 8:00:00 AM	30.0	95	112	37	29.1	49.1%	26.0
8/29/2024 9:00:00 AM	29.0	86	101	36	28.4	41.6%	24.6
8/29/2024 10:00:00 AM	29.0	61	72	38	28.9	44.4%	24.6
8/29/2024 11:00:00 AM	28.0	39	46	32	27.8	32.6%	23.8
8/29/2024 12:00:00 PM	29.0	62	73	34	28.8	41.1%	24.6
8/29/2024 1:00:00 PM	31.0	68	80	35	29.7	41.3%	24.2
8/29/2024 2:00:00 PM	30.0	54	63	41	29.2	49.2%	25.3
8/29/2024 3:00:00 PM	28.0	28	33	32	28.1	39.4%	24.1

Day/Time Ending	85th pctl (MPH)	85th pctl cnts	Total Cnts	Max Speed	Avg Speeder	% Speeders	Avg Speed
8/16/2024 12:00:00 AM	31.0	446	525	41	29.4	58.3%	26.6
8/17/2024 12:00:00 AM	30.0	844	993	51	29.3	50.4%	25.6
8/18/2024 12:00:00 AM	30.0	757	891	44	29.1	51.1%	25.3
8/19/2024 12:00:00 AM	30.0	666	784	41	29.0	49.5%	25.5
8/20/2024 12:00:00 AM	31.0	855	1006	46	29.4	54.4%	26.0
8/21/2024 12:00:00 AM	29.0	858	1009	41	28.9	43.1%	24.8
8/22/2024 12:00:00 AM	30.0	1033	1215	44	28.9	47.2%	25.2
8/23/2024 12:00:00 AM	30.0	974	1146	51	29.1	49.9%	25.4
8/24/2024 12:00:00 AM	31.0	1025	1206	50	29.3	54.4%	26.0
8/25/2024 12:00:00 AM	31.0	813	957	55	29.5	55.8%	26.3
8/26/2024 12:00:00 AM	31.0	672	791	51	29.5	61.8%	26.8
8/27/2024 12:00:00 AM	31.0	990	1165	46	29.4	59.6%	26.6
8/28/2024 12:00:00 AM	31.0	980	1153	56	29.4	61.1%	26.6
8/29/2024 12:00:00 AM	30.0	1046	1231	54	29.2	48.4%	25.5
8/29/2024 2:59:59 PM	29.0	519	611	41	28.9	43.7%	24.9

Merged Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	3	7	4	3	5.5	39
1 - 2	*	*	*	*	2	3	2	2	2.5	27
2 - 3	*	*	*	*	0	2	0	0	1	0
3 - 4	*	*	*	*	0	1	2	0	1.5	0
4 - 5	*	*	*	*	0	0	2	0	1	0
5 - 6	*	*	*	*	6	5	3	6	4	26
6 - 7	*	*	*	*	28	6	10	28	8	33
7 - 8	*	*	*	*	41	23	10	41	16.5	31.5
8 - 9	*	*	*	*	56	40	31	56	35.5	30
9 - 10	*	*	*	*	69	53	45	69	49	31.7
10 - 11	*	*	*	*	52	59	58	52	58.5	30.3
11 - 12	*	*	*	*	55	68	65	55	66.5	27.8
12 - 13	*	*	*	*	61	65	73	61	69	29
13 - 14	*	*	*	*	84	80	73	84	76.5	29.7
14 - 15	*	*	*	21	79	63	78	50	70.5	30.75
15 - 16	*	*	*	103	89	68	77	96	72.5	29.3
16 - 17	*	*	*	111	89	69	55	100	62	30.25
17 - 18	*	*	*	89	87	54	50	88	52	29.7
18 - 19	*	*	*	77	58	43	38	67.5	40.5	30.1
19 - 20	*	*	*	46	56	48	58	51	53	29.4
20 - 21	*	*	*	41	41	37	29	41	33	28.4
21 - 22	*	*	*	29	20	33	16	24.5	24.5	29.5
22 - 23	*	*	*	5	12	53	2	8.5	27.5	26.65
23 - 24	*	*	*	3	5	11	3	4	7	26.5
Totals	0	0	0	525	993	891	784			
% of Total	0%	0%	0%	16.44%	31.1%	27.9%	24.55%			

Merged Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	1	0	2	0	1	1	4	0.8	2.5	24
1 - 2	0	1	1	0	0	4	2	0.4	3	27
2 - 3	0	0	0	0	0	1	4	0	2.5	0
3 - 4	1	0	1	0	0	1	2	0.4	1.5	24
4 - 5	2	0	1	3	1	0	1	1.4	0.5	30.25
5 - 6	10	8	9	9	7	2	2	8.6	2	30.3
6 - 7	20	29	21	26	17	12	12	22.6	12	31.74
7 - 8	54	37	95	77	77	27	16	68	21.5	29.72
8 - 9	75	75	112	118	100	40	28	96	34	30.24
9 - 10	63	59	69	62	57	64	45	62	54.5	28.94
10 - 11	72	45	54	60	64	85	60	59	72.5	29.02
11 - 12	50	63	68	67	71	87	59	63.8	73	29.08
12 - 13	78	51	57	63	92	84	61	68.2	72.5	27.96
13 - 14	59	48	78	61	75	83	58	64.2	70.5	29.06
14 - 15	61	90	92	72	93	62	70	81.6	66	28.46
15 - 16	92	82	126	116	138	65	81	110.8	73	29.12
16 - 17	85	85	92	99	85	64	70	89.2	67	29.42
17 - 18	114	114	119	112	97	68	47	111.2	57.5	28.6
18 - 19	61	82	75	89	80	69	64	77.4	66.5	30.12
19 - 20	44	67	63	41	54	51	39	53.8	45	29.88
20 - 21	35	44	42	32	34	27	26	37.4	26.5	29.6
21 - 22	23	16	23	22	33	28	25	23.4	26.5	31.4
22 - 23	5	9	11	8	22	21	10	11	15.5	29.8
23 - 24	1	4	4	9	8	11	5	5.2	8	29.8
Totals	1006	1009	1215	1146	1206	957	791			
% of Total	13.72%	13.77%	16.58%	15.63%	16.45%	13.06%	10.79%			

Merged Weekly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	4	0	2	0	*	*	*	1.5	0	25
1 - 2	0	1	2	0	*	*	*	0.75	0	24
2 - 3	0	0	0	0	*	*	*	0	0	0
3 - 4	0	0	1	0	*	*	*	0.25	0	29
4 - 5	1	1	2	2	*	*	*	1.5	0	26.5
5 - 6	7	10	5	5	*	*	*	6.75	0	26.7
6 - 7	28	24	27	24	*	*	*	25.75	0	31.12
7 - 8	88	96	102	112	*	*	*	99.5	0	31.35
8 - 9	105	123	114	101	*	*	*	110.75	0	29.12
9 - 10	78	95	66	72	*	*	*	77.75	0	30.2
10 - 11	68	48	55	46	*	*	*	54.25	0	29.32
11 - 12	57	59	62	73	*	*	*	62.75	0	29.82
12 - 13	73	68	79	80	*	*	*	75	0	29.28
13 - 14	62	64	69	63	*	*	*	64.5	0	29.9
14 - 15	97	90	90	33	*	*	*	77.5	0	29.82
15 - 16	121	140	147	*	*	*	*	136	0	29.77
16 - 17	99	81	94	*	*	*	*	91.33	0	30.47
17 - 18	106	96	114	*	*	*	*	105.33	0	29.17
18 - 19	70	76	82	*	*	*	*	76	0	30.27
19 - 20	45	44	53	*	*	*	*	47.33	0	29.1
20 - 21	31	16	35	*	*	*	*	27.33	0	28.5
21 - 22	15	13	13	*	*	*	*	13.67	0	30.33
22 - 23	7	5	16	*	*	*	*	9.33	0	30.9
23 - 24	3	3	1	*	*	*	*	2.33	0	30.33
Totals	1165	1153	1231	611	0	0	0			
% of Total	28%	27.72%	29.59%	14.69%	0%	0%	0%			

Merged Monthly Counts
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Hour	Aug 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	5	0	4	0	4	8	8	2.6	8	27.67
1 - 2	0	2	3	0	2	7	4	1.4	5.5	29
2 - 3	0	0	0	0	0	3	4	0	3.5	0
3 - 4	1	0	2	0	0	2	4	0.6	3	24
4 - 5	3	1	3	5	1	0	3	2.6	1.5	27.6
5 - 6	17	18	14	14	13	7	5	15.2	6	29.7
6 - 7	48	53	48	50	45	18	22	48.8	20	32.2
7 - 8	142	133	197	189	118	50	26	155.8	38	30.76
8 - 9	180	198	226	219	156	80	59	195.8	69.5	29.86
9 - 10	141	154	135	134	126	117	90	138	103.5	29.76
10 - 11	140	93	109	106	116	144	118	112.8	131	29.36
11 - 12	107	122	130	140	126	155	124	125	139.5	29.68
12 - 13	151	119	136	143	153	149	134	140.4	141.5	28.86
13 - 14	121	112	147	124	159	163	131	132.6	147	29.32
14 - 15	158	180	182	126	172	125	148	163.6	136.5	29.5
15 - 16	213	222	273	219	227	133	158	230.8	145.5	29.48
16 - 17	184	166	186	210	174	133	125	184	129	29.92
17 - 18	220	210	233	201	184	122	97	209.6	109.5	28.92
18 - 19	131	158	157	166	138	112	102	150	107	30.1
19 - 20	89	111	116	87	110	99	97	102.6	98	29.82
20 - 21	66	60	77	73	75	64	55	70.2	59.5	28.88
21 - 22	38	29	36	51	53	61	41	41.4	51	30.8
22 - 23	12	14	27	13	34	74	12	20	43	30.4
23 - 24	4	7	5	12	13	22	8	8.2	15	28.3
Totals	2171	2162	2446	2282	2199	1848	1575			
% of Total	14.79%	14.72%	16.66%	15.54%	14.98%	12.59%	10.73%			

Merged Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	35	24.29	24.25	35	24.27	39
1 - 2	*	*	*	*	22.5	24.33	25.5	22.5	24.8	27
2 - 3	*	*	*	*	0	21.5	0	0	21.5	0
3 - 4	*	*	*	*	0	26	22.5	0	23.67	0
4 - 5	*	*	*	*	0	0	30.5	0	30.5	0
5 - 6	*	*	*	*	24.5	28	29	24.5	28.38	26
6 - 7	*	*	*	*	29.46	32.83	28.4	29.46	30.06	33
7 - 8	*	*	*	*	25.76	28.35	25.5	25.76	27.48	31.5
8 - 9	*	*	*	*	26.54	26.73	26.42	26.54	26.59	30
9 - 10	*	*	*	*	26.75	25.42	26.11	26.75	25.73	31.7
10 - 11	*	*	*	*	26.5	26.93	25.53	26.5	26.24	30.3
11 - 12	*	*	*	*	24.78	26.69	26.2	24.78	26.45	27.8
12 - 13	*	*	*	*	25.98	27.22	27.27	25.98	27.25	29
13 - 14	*	*	*	*	24.92	25.45	24.53	24.92	25.01	29.7
14 - 15	*	*	*	26.14	25.37	26.62	23.71	25.53	25.01	30.75
15 - 16	*	*	*	26.44	25.37	24.97	24.73	25.94	24.84	29.3
16 - 17	*	*	*	26.45	27.03	26.19	24.53	26.71	25.45	30.25
17 - 18	*	*	*	26.06	25.56	25.33	25.28	25.81	25.31	29.7
18 - 19	*	*	*	27.61	25.21	25.4	23.13	26.58	24.33	30.1
19 - 20	*	*	*	28.41	23.12	22.73	26.95	25.51	25.04	29.4
20 - 21	*	*	*	26.32	23.56	20.73	26.69	24.94	23.35	28.4
21 - 22	*	*	*	24.9	24.25	20.94	27	24.63	22.92	29.5
22 - 23	*	*	*	26.2	23.83	20.72	26	24.53	20.91	26.65
23 - 24	*	*	*	24.67	24	26.45	24.33	24.25	26	26.5
Totals	0	0	0	26.6	25.6	25.3	25.5			
% of Total	0%	0%	0%	25.83%	24.85%	24.56%	24.76%			

Merged Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	24	0	24.5	0	23	25	25.25	24	25.2	24
1 - 2	0	32	22	0	0	25.75	24	27	25.17	27
2 - 3	0	0	0	0	0	35	23.25	0	25.6	0
3 - 4	18	0	30	0	0	26	21	24	22.67	24
4 - 5	34.5	0	29	24.67	24	0	27	28	27	30.25
5 - 6	27.7	26.5	26.78	24.33	28	20	33	26.63	26.5	30.3
6 - 7	28.65	27.48	29.1	28.73	27.82	28.25	29.92	28.33	29.08	31.74
7 - 8	26.96	24.46	26.02	25.87	25.68	27.74	24.56	25.89	26.56	29.72
8 - 9	26.77	25.33	24.58	26.14	26.44	27.15	27	25.81	27.09	30.24
9 - 10	26.03	24.32	24.81	26.6	26.89	26.88	27.31	25.71	27.06	28.94
10 - 11	25.75	24.82	23.48	24.62	26.36	27.49	27	25.09	27.29	29.02
11 - 12	24.1	24.11	24.41	25.33	26.58	27.18	27.9	24.98	27.47	29.08
12 - 13	24.46	23.49	24.46	25.97	25.4	25.51	27.74	24.85	26.45	27.96
13 - 14	25.98	23.21	24.71	26.21	24.76	26.27	26.72	25.02	26.45	29.06
14 - 15	26.25	22.77	24.29	22.99	24.12	24.55	27.41	23.98	26.07	28.46
15 - 16	26.34	22.7	25.29	25.71	25.25	25.17	26.88	25.16	26.12	29.12
16 - 17	25.86	25.02	24.97	25.11	26.69	26.48	26.4	25.51	26.44	29.42
17 - 18	24.53	24.65	25.41	23.7	27.03	25.72	25.34	25.01	25.57	28.6
18 - 19	27.41	27.48	25.75	24.71	26.67	25.8	26.53	26.33	26.15	30.12
19 - 20	26.2	26.49	25.56	25.63	25.52	27.06	28.03	25.9	27.48	29.88
20 - 21	27.29	25.18	25.31	26.19	25.47	26.44	24.35	25.83	25.42	29.6
21 - 22	27.04	27.75	26.65	26.73	28	25.14	24.08	27.27	24.64	31.4
22 - 23	27.2	25.44	29.36	28.88	26.32	25.33	26.9	27.24	25.84	29.8
23 - 24	27	24.75	28.5	30	27.5	26.64	25	28.08	26.13	29.8
Totals	26	24.8	25.2	25.4	26	26.3	26.8			
% of Total	14.4%	13.74%	13.96%	14.07%	14.4%	14.57%	14.85%			

Merged Weekly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	26.75	0	23.5	0	*	*	*	25.67	*	25
1 - 2	0	20	25.5	0	*	*	*	23.67	*	24
2 - 3	0	0	0	0	*	*	*	*	*	0
3 - 4	0	0	29	0	*	*	*	29	*	29
4 - 5	37	24	19	24	*	*	*	24.5	*	26.5
5 - 6	25.71	26.6	26.4	23.6	*	*	*	25.78	*	26.7
6 - 7	26.64	28.83	27.74	27.12	*	*	*	27.55	*	31.12
7 - 8	27.62	27.76	27.88	26.04	*	*	*	27.28	*	31.35
8 - 9	26.99	26.5	23.96	24.61	*	*	*	25.53	*	29.12
9 - 10	25.94	27.85	25.89	24.58	*	*	*	26.2	*	30.2
10 - 11	26.53	27	25.11	23.78	*	*	*	25.69	*	29.32
11 - 12	26.75	26.76	24.6	24.56	*	*	*	25.59	*	29.82
12 - 13	27.32	23.65	24.68	24.19	*	*	*	24.96	*	29.28
13 - 14	26.92	24.59	25.64	25.29	*	*	*	25.6	*	29.9
14 - 15	26.95	26.33	25.69	24.06	*	*	*	26.1	*	29.82
15 - 16	26.87	26.41	25.79	*	*	*	*	26.32	*	29.77
16 - 17	26.58	26.99	25.86	*	*	*	*	26.45	*	30.47
17 - 18	25.34	26.66	24.98	*	*	*	*	25.61	*	29.17
18 - 19	26.19	27.76	26	*	*	*	*	26.64	*	30.27
19 - 20	26.4	25.11	25.11	*	*	*	*	25.52	*	29.1
20 - 21	25.23	25.62	23.89	*	*	*	*	24.73	*	28.5
21 - 22	25.6	26.69	25.08	*	*	*	*	25.78	*	30.33
22 - 23	24.29	28.6	24.5	*	*	*	*	25.18	*	30.9
23 - 24	26.33	26.33	28	*	*	*	*	26.57	*	30.33
Totals	26.6	26.6	25.5	24.9	0	0	0			
% of Total	25.68%	25.68%	24.61%	24.03%	0%	0%	0%			

Merged Monthly Speeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	Aug 2024							Week	Weekend	Week Day 85%
Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Day Avg	Avg	Avg Speed
0 - 1	26.2	0	24	0	32	24.38	24.75	27.31	24.56	27.67
1 - 2	0	26	24.33	0	22.5	25.14	24.75	24.29	25	29
2 - 3	0	0	0	0	0	26	23.25	0	24.43	0
3 - 4	18	0	29.5	0	0	26	21.75	25.67	23.17	24
4 - 5	35.33	24	22.33	24.4	24	0	29.33	26.38	29.33	27.6
5 - 6	26.88	26.56	26.64	24.07	26.38	25.71	30.6	26.16	27.75	29.7
6 - 7	27.48	28.09	28.33	27.96	28.84	29.78	29.23	28.13	29.48	32.2
7 - 8	27.37	26.84	26.98	25.97	25.7	28.02	24.92	26.59	26.96	30.76
8 - 9	26.9	26.06	24.27	25.43	26.47	26.94	26.69	25.73	26.83	29.86
9 - 10	25.98	26.5	25.34	25.51	26.82	26.21	26.71	26.03	26.43	29.76
10 - 11	26.13	25.95	24.3	24.25	26.42	27.26	26.28	25.45	26.82	29.36
11 - 12	25.51	25.39	24.5	24.93	25.79	26.97	27.01	25.2	26.99	29.68
12 - 13	25.84	23.58	24.59	24.97	25.63	26.26	27.49	24.99	26.84	28.86
13 - 14	26.46	24	25.14	25.74	24.84	25.87	25.5	25.23	25.7	29.32
14 - 15	26.68	24.55	24.98	23.79	24.69	25.59	25.46	24.97	25.52	29.5
15 - 16	26.64	25.04	25.56	26.05	25.3	25.07	25.83	25.7	25.48	29.48
16 - 17	26.24	25.98	25.42	25.82	26.87	26.33	25.58	26.05	25.97	29.92
17 - 18	24.92	25.57	25.2	24.74	26.34	25.55	25.31	25.33	25.44	28.92
18 - 19	26.76	27.61	25.88	26.05	26.06	25.64	25.26	26.47	25.46	30.1
19 - 20	26.3	25.95	25.35	27.1	24.3	24.96	27.38	25.72	26.16	29.82
20 - 21	26.32	25.3	24.66	26.26	24.43	23.14	25.58	25.36	24.27	28.88
21 - 22	26.47	27.28	26.08	25.69	26.58	22.87	25.22	26.35	23.81	30.8
22 - 23	25.5	26.57	26.48	27.85	25.44	22.03	26.75	26.2	22.69	30.4
23 - 24	26.5	25.43	28.4	28.67	26.15	26.55	24.75	27.07	26.07	28.3
Totals	26.3	25.7	25.3	25.5	25.8	25.8	26.1			
% of Total	14.57%	14.24%	14.02%	14.13%	14.29%	14.29%	14.46%			

Merged Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/12/2024	to	8/18/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/12/2024	8/13/2024	8/14/2024	8/15/2024	8/16/2024	8/17/2024	8/18/2024	Day Avg	Avg	Avg Speed
0 - 1	*	*	*	*	39	26	28	39	27	39
1 - 2	*	*	*	*	27	29	26	27	27.5	27
2 - 3	*	*	*	*	0	25	0	0	25	0
3 - 4	*	*	*	*	0	26	26	0	26	0
4 - 5	*	*	*	*	0	0	33	0	33	0
5 - 6	*	*	*	*	26	31	31	26	31	26
6 - 7	*	*	*	*	33	36.5	32	33	34.25	33
7 - 8	*	*	*	*	31.5	32.3	30	31.5	31.15	31.5
8 - 9	*	*	*	*	30	31	31.7	30	31.35	30
9 - 10	*	*	*	*	31.7	30	29.2	31.7	29.6	31.7
10 - 11	*	*	*	*	30.3	31.3	29.2	30.3	30.25	30.3
11 - 12	*	*	*	*	27.8	30.3	30.2	27.8	30.25	27.8
12 - 13	*	*	*	*	29	31.4	31.8	29	31.6	29
13 - 14	*	*	*	*	29.7	29.6	28.8	29.7	29.2	29.7
14 - 15	*	*	*	30.5	31	28.7	27.7	30.75	28.2	30.75
15 - 16	*	*	*	29.6	29	30.2	27.9	29.3	29.05	29.3
16 - 17	*	*	*	30	30.5	30	28.3	30.25	29.15	30.25
17 - 18	*	*	*	29.8	29.6	29	28.7	29.7	28.85	29.7
18 - 19	*	*	*	31	29.2	29	26.2	30.1	27.6	30.1
19 - 20	*	*	*	31.8	27	27	31	29.4	29	29.4
20 - 21	*	*	*	30	26.8	25	30.5	28.4	27.75	28.4
21 - 22	*	*	*	30.5	28.5	26	30	29.5	28	29.5
22 - 23	*	*	*	27	26.3	25.3	27	26.65	26.15	26.65
23 - 24	*	*	*	28	25	32	29	26.5	30.5	26.5
Totals	0	0	0	298.2	617.9	671.6	673.2			
% of Total	0%	0%	0%	13.19%	27.33%	29.7%	29.78%			

Merged Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/19/2024	to	8/25/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/19/2024	8/20/2024	8/21/2024	8/22/2024	8/23/2024	8/24/2024	8/25/2024	Day Avg	Avg	Avg Speed
0 - 1	24	0	25	0	23	25	26	24	25.5	24
1 - 2	0	32	22	0	0	35	25	27	30	27
2 - 3	0	0	0	0	0	35	24	0	29.5	0
3 - 4	18	0	30	0	0	26	25	24	25.5	24
4 - 5	37	0	29	31	24	0	27	30.25	27	30.25
5 - 6	32.5	30	30	27	32	22	41	30.3	31.5	30.3
6 - 7	32.7	31.8	32.7	32.5	29	32.5	35	31.74	33.75	31.74
7 - 8	31	28	29.7	29.9	30	30.8	30	29.72	30.4	29.72
8 - 9	31.2	30	29.1	30.2	30.7	31	30.5	30.24	30.75	30.24
9 - 10	29	27.8	27.7	29	31.2	31	31	28.94	31	28.94
10 - 11	29.4	28.2	27.3	29.2	31	30.8	30.7	29.02	30.75	29.02
11 - 12	28	27.7	28.7	30.3	30.7	31.2	31.3	29.08	31.25	29.08
12 - 13	29.7	25.9	27	28.8	28.4	28.5	32	27.96	30.25	27.96
13 - 14	30.6	27	27.9	31	28.8	30.5	29.8	29.06	30.15	29.06
14 - 15	30	26.7	28.4	28.2	29	28.7	31.7	28.46	30.2	28.46
15 - 16	30	26.8	29.4	30.2	29.2	29	30.5	29.12	29.75	29.12
16 - 17	30.1	28.8	28.7	29	30.5	30.8	30	29.42	30.4	29.42
17 - 18	28.4	28.2	29.2	27.6	29.6	30.6	29.8	28.6	30.2	28.6
18 - 19	32	30.8	29.4	28.4	30	29.2	30.7	30.12	29.95	30.12
19 - 20	30.3	32	28.6	29.3	29.2	30.8	31	29.88	30.9	29.88
20 - 21	31	29.3	28	28.7	31	31.5	29	29.6	30.25	29.6
21 - 22	32	33	30	30	32	28.7	26	31.4	27.35	31.4
22 - 23	30	26	32	31	30	28	30	29.8	29	29.8
23 - 24	27	24	28	40	30	29	28	29.8	28.5	29.8
Totals	653.9	574	657.8	601.3	619.3	685.6	715			
% of Total	14.51%	12.74%	14.6%	13.34%	13.74%	15.21%	15.86%			

Merged Weekly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

	8/26/2024	to	9/1/2024							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week	Weekend	Week Day 85%
Hour	8/26/2024	8/27/2024	8/28/2024	8/29/2024	8/30/2024	8/31/2024	9/1/2024	Day Avg	Avg	Avg Speed
0 - 1	26	0	24	0	*	*	*	25	0	25
1 - 2	0	20	28	0	*	*	*	24	0	24
2 - 3	0	0	0	0	*	*	*	0	0	0
3 - 4	0	0	29	0	*	*	*	29	0	29
4 - 5	37	24	21	24	*	*	*	26.5	0	26.5
5 - 6	26	27.8	28	25	*	*	*	26.7	0	26.7
6 - 7	31.5	31.7	31.8	29.5	*	*	*	31.12	0	31.12
7 - 8	31.9	32	31.8	29.7	*	*	*	31.35	0	31.35
8 - 9	29.9	30.8	27.5	28.3	*	*	*	29.12	0	29.12
9 - 10	30.7	32	29.7	28.4	*	*	*	30.2	0	30.2
10 - 11	30	31.5	28.5	27.3	*	*	*	29.32	0	29.32
11 - 12	31.3	30.8	28.7	28.5	*	*	*	29.82	0	29.82
12 - 13	30.2	27	29.5	30.4	*	*	*	29.28	0	29.28
13 - 14	30.5	28.6	31	29.5	*	*	*	29.9	0	29.9
14 - 15	30.8	30	30.5	28	*	*	*	29.82	0	29.82
15 - 16	29.9	29.8	29.6	*	*	*	*	29.77	0	29.77
16 - 17	31.2	30.5	29.7	*	*	*	*	30.47	0	30.47
17 - 18	27.9	30.3	29.3	*	*	*	*	29.17	0	29.17
18 - 19	30.4	31.4	29	*	*	*	*	30.27	0	30.27
19 - 20	29	29.8	28.5	*	*	*	*	29.1	0	29.1
20 - 21	28.5	30	27	*	*	*	*	28.5	0	28.5
21 - 22	31	31	29	*	*	*	*	30.33	0	30.33
22 - 23	26.7	32	34	*	*	*	*	30.9	0	30.9
23 - 24	35	28	28	*	*	*	*	30.33	0	30.33
Totals	635.4	619	663.1	308.6	0	0	0			
% of Total	28.54%	27.81%	29.79%	13.86%	0%	0%	0%			

Merged Monthly EightyFifthSpeeds
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Hour	Aug 2024							Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday			
0 - 1	26	0	24	0	33	26	29	27.67	27.5	27.67
1 - 2	0	32	28	0	27	35	25	29	30	29
2 - 3	0	0	0	0	0	35	24	0	29.5	0
3 - 4	18	0	30	0	0	26	25	24	25.5	24
4 - 5	37	24	29	24	24	0	33	27.6	33	27.6
5 - 6	32	29	29.5	27	31	31	31	29.7	31	29.7
6 - 7	32.2	31.8	32.3	31.7	33	36	34.7	32.2	35.35	32.2
7 - 8	31.6	31	30.6	29.8	30.8	30.8	30	30.76	30.4	30.76
8 - 9	30.8	30.5	28.2	29.3	30.5	31	31.2	29.86	31.1	29.86
9 - 10	29.7	30.4	28.7	28.7	31.3	30.5	30	29.76	30.25	29.76
10 - 11	29.7	29.8	27.9	28.5	30.9	31	29.9	29.36	30.45	29.36
11 - 12	30.3	29.7	28.5	30.1	29.8	30.9	30.8	29.68	30.85	29.68
12 - 13	30	26.5	28.9	30.2	28.7	30	31.9	28.86	30.95	28.86
13 - 14	30.6	28	29	29.8	29.2	29.9	29.4	29.32	29.65	29.32
14 - 15	30.6	28.5	29.7	28.5	30.2	28.6	30.6	29.5	29.6	29.5
15 - 16	30	28.9	29.6	29.8	29.1	29.7	29.3	29.48	29.5	29.48
16 - 17	30.6	29.8	29.2	29.5	30.5	30.5	29	29.92	29.75	29.92
17 - 18	28.1	28.8	29.3	28.8	29.6	30.2	29.2	28.92	29.7	28.92
18 - 19	30.7	31	29.1	30.1	29.6	29	30.2	30.1	29.6	30.1
19 - 20	29.7	31.2	28.6	31	28.6	30.2	31	29.82	30.6	29.82
20 - 21	30	29.4	27.6	29	28.4	28.5	30	28.88	29.25	28.88
21 - 22	31.2	32	30	30	30.8	27.8	28	30.8	27.9	30.8
22 - 23	28	32	33	30.5	28.5	26.2	30	30.4	28.1	30.4
23 - 24	27	27.5	28	29	30	32	28.5	28.3	30.25	28.3

Summary of Violators

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Starting Hour	Count	Average Speed of all Traffic	Violator Counts	Average Speed of Violators
00:00:00	29	25.8	13	29.3
01:00:00	18	24.7	7	30.4
02:00:00	7	24.4	2	30.5
03:00:00	9	24.0	5	27.4
04:00:00	16	26.9	8	31.8
05:00:00	88	26.4	45	29.6
06:00:00	284	28.3	211	30.3
07:00:00	855	26.6	526	29.5
08:00:00	1118	25.9	594	29.2
09:00:00	897	26.1	507	29.4
10:00:00	826	25.9	450	29.2
11:00:00	904	25.8	477	29.1
12:00:00	985	25.5	480	29.2
13:00:00	957	25.4	463	29.1
14:00:00	1091	25.1	514	29.2
15:00:00	1445	25.7	741	29.1
16:00:00	1178	26.0	650	29.2
17:00:00	1267	25.3	600	29.0
18:00:00	964	26.2	558	29.1
19:00:00	709	25.8	376	29.3
20:00:00	470	25.1	209	29.0
21:00:00	309	25.5	161	29.3
22:00:00	186	24.6	79	29.6
23:00:00	71	26.6	40	30.3

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/15/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/15/2024	14:00	0	1	9	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	21	26.1	30.5	19 to 29	76.2	10	47.6	0	20	1	
8/15/2024	15:00	0	4	29	50	17	3	0	0	0	0	0	0	0	0	0	0	0	0	103	26.4	29.6	21 to 31	85.4	59	57.3	1	100	2	
8/15/2024	16:00	3	3	26	56	22	0	1	0	0	0	0	0	0	0	0	0	0	0	111	26.5	30	23 to 33	83.8	66	59.5	1	108	2	
8/15/2024	17:00	1	5	23	42	17	1	0	0	0	0	0	0	0	0	0	0	0	0	89	26.1	29.8	22 to 32	84.3	47	52.8	0	89	0	
8/15/2024	18:00	0	1	18	34	20	3	1	0	0	0	0	0	0	0	0	0	0	0	77	27.6	31	22 to 32	84.4	53	68.8	0	77	0	
8/15/2024	19:00	0	1	6	22	14	2	1	0	0	0	0	0	0	0	0	0	0	0	46	28.4	31.8	24 to 34	87.0	34	73.9	0	46	0	
8/15/2024	20:00	0	2	12	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	41	26.3	30	22 to 32	85.4	21	51.2	0	41	0	
8/15/2024	21:00	0	3	13	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29	24.9	30.5	18 to 28	75.9	12	41.4	0	29	0	
8/15/2024	22:00	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26.2	27	21 to 31	100.0	2	40.0	0	5	0	
8/15/2024	23:00	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24.7	28	18 to 28	100.0	2	66.7	0	3	0	
24 Hr Summary		4	21	137	243	104	13	3	0	0	0	0	0	0	0	0	0	0	0	525	26.6	31	22 to 32	83.0	306	58.3	2	518	5	

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/16/2024	00:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	35	39	29 to 39	100.0	3	100.0	0	3	0
8/16/2024	01:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22.5	27	17 to 27	100.0	1	50.0	0	2	0
8/16/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/16/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/16/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/16/2024	05:00	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24.5	26	17 to 27	100.0	2	33.3	0	6	0
8/16/2024	06:00	0	0	4	8	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28	29.5	33	24 to 34	82.1	23	82.1	0	27	1
8/16/2024	07:00	0	5	10	15	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	25.8	31.5	22 to 32	73.2	20	48.8	0	40	1
8/16/2024	08:00	2	1	12	29	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56	26.5	30	21 to 31	85.7	33	58.9	0	55	1
8/16/2024	09:00	0	6	15	31	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	69	26.8	31.7	22 to 32	73.9	44	63.8	0	68	1
8/16/2024	10:00	0	2	16	21	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	26.5	30.3	21 to 31	82.7	32	61.5	0	51	1
8/16/2024	11:00	1	4	18	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	24.8	27.8	20 to 30	85.5	26	47.3	0	53	2
8/16/2024	12:00	1	5	15	31	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	61	26	29	22 to 32	83.6	36	59.0	0	58	3
8/16/2024	13:00	3	6	32	28	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	84	24.9	29.7	21 to 31	78.6	35	41.7	2	79	3
8/16/2024	14:00	3	7	23	26	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	79	25.4	31	20 to 30	65.8	36	45.6	0	74	5
8/16/2024	15:00	0	7	30	39	11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	89	25.4	29	20 to 30	83.1	42	47.2	0	88	1
8/16/2024	16:00	0	5	16	45	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	89	27	30.5	22 to 32	83.1	57	64.0	0	87	2
8/16/2024	17:00	3	6	27	34	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	87	25.6	29.6	22 to 32	81.6	46	52.9	1	85	1
8/16/2024	18:00	0	4	25	19	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58	25.2	29.2	20 to 30	86.2	24	41.4	0	58	0
8/16/2024	19:00	2	7	30	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	56	23.1	27	19 to 29	85.7	11	19.6	0	56	0
8/16/2024	20:00	1	3	21	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	23.6	26.8	19 to 29	90.2	15	36.6	1	39	1
8/16/2024	21:00	1	0	10	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24.3	28.5	19 to 29	85.0	8	40.0	0	19	1
8/16/2024	22:00	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	23.8	26.3	17 to 27	100.0	5	41.7	0	12	0
8/16/2024	23:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24	25	15 to 25	80.0	1	20.0	0	5	0
24 Hr Summary		17	71	313	400	169	21	0	1	1	0	0	0	0	0	0	0	0	0	993	25.6	30	20 to 30	77.1	500	50.4	4	965	24	

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/17/2024	00:00	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24.3	26	17 to 27	100.0	3	42.9	0	7	0	
8/17/2024	01:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24.3	29	19 to 29	100.0	1	33.3	0	3	0	
8/17/2024	02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21.5	25	15 to 25	100.0	*	*	0	2	0	
8/17/2024	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	26	16 to 26	100.0	1	100.0	0	1	0	
8/17/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/17/2024	05:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	28	31	21 to 31	80.0	2	40.0	0	4	1	
8/17/2024	06:00	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6	32.8	36.5	27 to 37	100.0	6	100.0	0	6	0	
8/17/2024	07:00	0	0	2	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23	28.3	32.3	23 to 33	95.7	20	87.0	0	23	0	
8/17/2024	08:00	1	1	8	21	8	1	0	0	0	0	0	0	0	0	0	0	0	0	40	26.7	31	22 to 32	82.5	27	67.5	0	40	0	
8/17/2024	09:00	1	9	9	24	10	0	0	0	0	0	0	0	0	0	0	0	0	0	53	25.4	30	22 to 32	77.4	32	60.4	0	52	1	
8/17/2024	10:00	0	2	14	30	11	2	0	0	0	0	0	0	0	0	0	0	0	0	59	26.9	31.3	21 to 31	79.7	40	67.8	0	58	1	
8/17/2024	11:00	0	4	18	27	17	1	1	0	0	0	0	0	0	0	0	0	0	0	68	26.7	30.3	22 to 32	83.8	42	61.8	0	64	4	
8/17/2024	12:00	0	1	19	29	12	4	0	0	0	0	0	0	0	0	0	0	0	0	65	27.2	31.4	22 to 32	78.5	40	61.5	0	64	1	
8/17/2024	13:00	2	7	23	31	15	2	0	0	0	0	0	0	0	0	0	0	0	0	80	25.5	29.6	21 to 31	82.5	40	50.0	0	79	1	
8/17/2024	14:00	0	2	10	43	7	1	0	0	0	0	0	0	0	0	0	0	0	0	63	26.6	28.7	21 to 31	88.9	42	66.7	0	63	0	
8/17/2024	15:00	0	13	19	19	16	0	1	0	0	0	0	0	0	0	0	0	0	0	68	25	30.2	22 to 32	70.6	32	47.1	1	66	1	
8/17/2024	16:00	1	2	19	34	9	4	0	0	0	0	0	0	0	0	0	0	0	0	69	26.2	30	20 to 30	81.2	41	59.4	1	68	0	
8/17/2024	17:00	0	4	20	22	6	2	0	0	0	0	0	0	0	0	0	0	0	0	54	25.3	29	21 to 31	83.3	23	42.6	0	53	1	
8/17/2024	18:00	0	5	10	22	4	2	0	0	0	0	0	0	0	0	0	0	0	0	43	25.4	29	20 to 30	79.1	23	53.5	0	42	1	
8/17/2024	19:00	2	9	22	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	48	22.7	27	17 to 27	79.2	12	25.0	0	47	1	
8/17/2024	20:00	2	15	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37	20.7	25	14 to 24	81.1	6	16.2	0	37	0	
8/17/2024	21:00	2	11	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33	20.9	26	13 to 23	78.8	6	18.2	0	33	0	
8/17/2024	22:00	2	23	16	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	53	20.7	25.3	16 to 26	86.8	10	18.9	0	53	0	
8/17/2024	23:00	0	3	2	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11	26.5	32	23 to 33	54.5	6	54.5	0	11	0	
24 Hr Summary		13	112	245	359	135	25	2	0	0	0	0	0	0	0	0	0	0	0	891	25.3	30	21 to 31	72.8	455	51.1	2	876	13	

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/18/2024	00:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	24.3	28	19 to 29	100.0	2	50.0	0	4	0	
8/18/2024	01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25.5	26	16 to 26	100.0	1	50.0	0	2	0	
8/18/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/18/2024	03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22.5	26	16 to 26	100.0	1	50.0	0	2	0	
8/18/2024	04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	30.5	33	23 to 33	100.0	2	100.0	0	2	0	
8/18/2024	05:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29	31	21 to 31	100.0	2	66.7	0	3	0	
8/18/2024	06:00	0	1	1	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10	28.4	32	25 to 35	80.0	8	80.0	0	10	0	
8/18/2024	07:00	0	3	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10	25.5	30	21 to 31	60.0	6	60.0	0	10	0	
8/18/2024	08:00	0	3	7	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	31	26.4	31.7	23 to 33	77.4	17	54.8	0	31	0	
8/18/2024	09:00	0	2	13	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	45	26.1	29.2	20 to 30	88.9	26	57.8	0	44	1	
8/18/2024	10:00	0	3	26	19	10	0	0	0	0	0	0	0	0	0	0	0	0	0	58	25.5	29.2	21 to 31	86.2	27	46.6	0	57	1	
8/18/2024	11:00	0	2	16	35	10	2	0	0	0	0	0	0	0	0	0	0	0	0	65	26.2	30.2	21 to 31	81.5	38	58.5	0	65	0	
8/18/2024	12:00	0	3	12	36	19	3	0	0	0	0	0	0	0	0	0	0	0	0	73	27.3	31.8	23 to 33	80.8	49	67.1	0	72	1	
8/18/2024	13:00	0	10	23	30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	73	24.5	28.8	20 to 30	79.5	29	39.7	0	71	2	
8/18/2024	14:00	2	10	34	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	78	23.7	27.7	19 to 29	82.1	26	33.3	0	78	0	
8/18/2024	15:00	0	6	30	36	4	1	0	0	0	0	0	0	0	0	0	0	0	0	77	24.7	27.9	20 to 30	88.3	30	39.0	0	77	0	
8/18/2024	16:00	0	7	20	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	55	24.5	28.3	19 to 29	81.8	21	38.2	0	55	0	
8/18/2024	17:00	0	4	16	24	6	0	0	0	0	0	0	0	0	0	0	0	0	0	50	25.3	28.7	21 to 31	86.0	22	44.0	0	50	0	
8/18/2024	18:00	0	7	16	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38	23.1	26.2	17 to 27	89.5	11	28.9	0	38	0	
8/18/2024	19:00	0	5	12	28	9	4	0	0	0	0	0	0	0	0	0	0	0	0	58	26.9	31	23 to 33	81.0	38	65.5	0	57	1	
8/18/2024	20:00	0	0	8	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	29	26.7	30.5	21 to 31	86.2	18	62.1	0	29	0	
8/18/2024	21:00	0	0	4	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	16	27	30	20 to 30	87.5	12	75.0	0	16	0	
8/18/2024	22:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	26	27	17 to 27	100.0	1	50.0	0	2	0	
8/18/2024	23:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24.3	29	19 to 29	100.0	1	33.3	0	3	0	
24 Hr Summary		2	67	243	344	109	18	1	0	0	0	0	0	0	0	0	0	0	0	784	25.5	30	20 to 30	79.2	388	49.5	0	778	6	

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/19/2024	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/19/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/19/2024	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	18	8 to 18	100.0	*	*	0	1	0	
8/19/2024	04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	34.5	37	27 to 37	100.0	2	100.0	0	1	1	
8/19/2024	05:00	0	1	2	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	10	27.7	32.5	19 to 29	70.0	7	70.0	0	10	0	
8/19/2024	06:00	0	1	1	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	20	28.6	32.7	25 to 35	90.0	18	90.0	0	20	0	
8/19/2024	07:00	0	3	11	26	12	2	0	0	0	0	0	0	0	0	0	0	0	0	54	27	31	23 to 33	88.9	34	63.0	1	51	2	
8/19/2024	08:00	1	5	19	28	16	6	0	0	0	0	0	0	0	0	0	0	0	0	75	26.8	31.2	22 to 32	78.7	44	58.7	0	70	5	
8/19/2024	09:00	0	3	17	34	7	2	0	0	0	0	0	0	0	0	0	0	0	0	63	26	29	20 to 30	87.3	35	55.6	1	58	4	
8/19/2024	10:00	0	6	22	31	12	0	1	0	0	0	0	0	0	0	0	0	0	0	72	25.8	29.4	20 to 30	80.6	42	58.3	0	66	6	
8/19/2024	11:00	3	6	14	21	5	1	0	0	0	0	0	0	0	0	0	0	0	0	50	24.1	28	19 to 29	72.0	19	38.0	0	46	4	
8/19/2024	12:00	2	12	20	30	14	0	0	0	0	0	0	0	0	0	0	0	0	0	78	24.5	29.7	19 to 29	70.5	32	41.0	0	77	1	
8/19/2024	13:00	1	7	11	24	15	1	0	0	0	0	0	0	0	0	0	0	0	0	59	26	30.6	23 to 33	81.4	32	54.2	0	58	1	
8/19/2024	14:00	0	4	17	29	9	2	0	0	0	0	0	0	0	0	0	0	0	0	61	26.2	30	23 to 33	83.6	34	55.7	0	61	0	
8/19/2024	15:00	0	7	27	32	24	1	1	0	0	0	0	0	0	0	0	0	0	0	92	26.3	30	20 to 30	77.2	50	54.3	0	87	5	
8/19/2024	16:00	0	8	22	39	15	0	0	1	0	0	0	0	0	0	0	0	0	0	85	25.9	30.1	22 to 32	82.4	48	56.5	0	85	0	
8/19/2024	17:00	0	20	35	45	14	0	0	0	0	0	0	0	0	0	0	0	0	0	114	24.5	28.4	19 to 29	79.8	49	43.0	1	113	0	
8/19/2024	18:00	0	1	16	29	9	6	0	0	0	0	0	0	0	0	0	0	0	0	61	27.4	32	22 to 32	80.3	36	59.0	0	60	1	
8/19/2024	19:00	0	3	13	17	9	2	0	0	0	0	0	0	0	0	0	0	0	0	44	26.2	30.3	21 to 31	81.8	21	47.7	0	44	0	
8/19/2024	20:00	0	3	6	17	6	2	1	0	0	0	0	0	0	0	0	0	0	0	35	27.3	31	23 to 33	80.0	23	65.7	0	35	0	
8/19/2024	21:00	1	1	4	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	23	27	32	23 to 33	82.6	17	73.9	0	23	0	
8/19/2024	22:00	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27.2	30	20 to 30	80.0	3	60.0	0	5	0	
8/19/2024	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	27	17 to 27	100.0	1	100.0	0	1	0	
24 Hr Summary		8	92	260	426	187	29	3	1	0	0	0	0	0	0	0	0	0	0	1006	26	31	22 to 32	75.8	547	54.4	3	973	30	

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/20/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	32	32	22 to 32	100.0	1	100.0	0	1	0
8/20/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/20/2024	05:00	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	26.5	30	20 to 30	87.5	5	62.5	0	8	0
8/20/2024	06:00	0	1	5	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	27.5	31.8	23 to 33	82.8	21	72.4	0	28	1
8/20/2024	07:00	1	7	9	14	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	24.5	28	18 to 28	75.7	17	45.9	1	34	2
8/20/2024	08:00	0	10	23	29	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	75	25.3	30	19 to 29	77.3	36	48.0	0	72	3
8/20/2024	09:00	0	5	29	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	24.3	27.8	20 to 30	86.4	18	30.5	1	56	2
8/20/2024	10:00	0	4	18	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45	24.8	28.2	19 to 29	86.7	21	46.7	0	43	2
8/20/2024	11:00	1	9	25	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	63	24.1	27.7	18 to 28	84.1	22	34.9	0	59	4
8/20/2024	12:00	0	8	22	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	23.5	25.9	18 to 28	90.2	16	31.4	0	47	4
8/20/2024	13:00	1	7	19	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	23.2	27	18 to 28	87.5	14	29.2	0	44	4
8/20/2024	14:00	3	20	41	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	22.8	26.7	18 to 28	81.1	19	21.1	0	87	3
8/20/2024	15:00	4	14	37	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	22.7	26.8	18 to 28	79.3	22	26.8	1	78	3
8/20/2024	16:00	0	8	36	29	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	85	25	28.8	19 to 29	81.2	38	44.7	0	84	1
8/20/2024	17:00	1	10	45	46	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	114	24.6	28.2	19 to 29	82.5	45	39.5	1	111	2
8/20/2024	18:00	0	3	13	37	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	82	27.5	30.8	23 to 33	85.4	58	70.7	0	81	1
8/20/2024	19:00	1	8	11	30	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	67	26.5	32	23 to 33	71.6	44	65.7	0	67	0
8/20/2024	20:00	0	4	16	15	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44	25.2	29.3	21 to 31	86.4	21	47.7	0	43	1
8/20/2024	21:00	0	0	4	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16	27.8	33	19 to 29	75.0	12	75.0	0	16	0
8/20/2024	22:00	0	1	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	25.4	26	16 to 26	88.9	4	44.4	0	8	1
8/20/2024	23:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	24.8	24	18 to 28	100.0	1	25.0	0	4	0
24 Hr Summary		12	119	363	368	129	16	2	0	0	0	0	0	0	0	0	0	0	0	0	1009	24.8	29	19 to 29	77.1	435	43.1	4	971	34

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/21/2024	00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24.5	25	15 to 25	100.0	*	*	0	2	0	
8/21/2024	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22	22	12 to 22	100.0	*	*	0	1	0	
8/21/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/21/2024	03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30	30	20 to 30	100.0	1	100.0	0	1	0	
8/21/2024	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	29	19 to 29	100.0	1	100.0	0	1	0	
8/21/2024	05:00	0	1	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9	26.8	30	20 to 30	77.8	5	55.6	0	8	1	
8/21/2024	06:00	0	0	3	7	9	1	1	0	0	0	0	0	0	0	0	0	0	0	21	29.1	32.7	23 to 33	76.2	16	76.2	0	21	0	
8/21/2024	07:00	1	7	27	42	17	1	0	0	0	0	0	0	0	0	0	0	0	0	95	26	29.7	22 to 32	84.2	56	58.9	0	93	2	
8/21/2024	08:00	3	12	42	37	17	1	0	0	0	0	0	0	0	0	0	0	0	0	112	24.6	29.1	20 to 30	76.8	51	45.5	0	112	0	
8/21/2024	09:00	1	7	27	27	5	2	0	0	0	0	0	0	0	0	0	0	0	0	69	24.8	27.7	18 to 28	84.1	28	40.6	0	66	3	
8/21/2024	10:00	1	10	22	15	5	0	1	0	0	0	0	0	0	0	0	0	0	0	54	23.5	27.3	18 to 28	81.5	18	33.3	0	51	3	
8/21/2024	11:00	1	10	24	24	8	1	0	0	0	0	0	0	0	0	0	0	0	0	68	24.4	28.7	19 to 29	79.4	29	42.6	0	67	1	
8/21/2024	12:00	0	5	25	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	57	24.5	27	21 to 31	86.0	20	35.1	0	56	1	
8/21/2024	13:00	0	7	33	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	78	24.7	27.9	20 to 30	83.3	32	41.0	1	73	4	
8/21/2024	14:00	3	14	30	34	9	2	0	0	0	0	0	0	0	0	0	0	0	0	92	24.3	28.4	18 to 28	75.0	37	40.2	1	84	7	
8/21/2024	15:00	2	12	40	50	21	1	0	0	0	0	0	0	0	0	0	0	0	0	126	25.3	29.4	22 to 32	81.7	59	46.8	0	122	4	
8/21/2024	16:00	0	7	40	33	11	1	0	0	0	0	0	0	0	0	0	0	0	0	92	25	28.7	21 to 31	85.9	40	43.5	0	90	2	
8/21/2024	17:00	1	7	44	47	17	3	0	0	0	0	0	0	0	0	0	0	0	0	119	25.4	29.2	20 to 30	83.2	56	47.1	1	117	1	
8/21/2024	18:00	0	5	21	36	13	0	0	0	0	0	0	0	0	0	0	0	0	0	75	25.7	29.4	20 to 30	82.7	43	57.3	0	75	0	
8/21/2024	19:00	0	4	20	32	6	1	0	0	0	0	0	0	0	0	0	0	0	0	63	25.6	28.6	19 to 29	87.3	34	54.0	1	62	0	
8/21/2024	20:00	0	5	11	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	42	25.3	28	19 to 29	85.7	22	52.4	0	42	0	
8/21/2024	21:00	0	2	6	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0	23	26.7	30	20 to 30	78.3	13	56.5	0	23	0	
8/21/2024	22:00	0	0	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11	29.4	32	23 to 33	90.9	10	90.9	0	11	0	
8/21/2024	23:00	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	28.5	28	18 to 28	75.0	2	50.0	0	4	0	
24 Hr Summary		13	115	420	483	159	23	2	0	0	0	0	0	0	0	0	0	0	0	1215	25.2	30	20 to 30	79.3	573	47.2	4	1182	29	

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/22/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/22/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/22/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/22/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/22/2024	04:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24.7	31	14 to 24	66.7	1	33.3	0	3	0	
8/22/2024	05:00	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	24.3	27	17 to 27	88.9	2	22.2	0	9	0	
8/22/2024	06:00	0	0	5	9	10	1	1	0	0	0	0	0	0	0	0	0	0	0	26	28.7	32.5	23 to 33	84.6	20	76.9	0	25	1	
8/22/2024	07:00	1	5	23	30	17	1	0	0	0	0	0	0	0	0	0	0	0	0	77	25.9	29.9	20 to 30	77.9	42	54.5	0	73	4	
8/22/2024	08:00	1	8	35	47	22	4	1	0	0	0	0	0	0	0	0	0	0	0	118	26.1	30.2	22 to 32	80.5	64	54.2	0	115	3	
8/22/2024	09:00	1	6	8	38	5	2	2	0	0	0	0	0	0	0	0	0	0	0	62	26.6	29	21 to 31	79.0	41	66.1	1	59	2	
8/22/2024	10:00	2	7	17	24	10	0	0	0	0	0	0	0	0	0	0	0	0	0	60	24.6	29.2	20 to 30	76.7	31	51.7	0	56	4	
8/22/2024	11:00	3	6	17	28	13	0	0	0	0	0	0	0	0	0	0	0	0	0	67	25.3	30.3	22 to 32	82.1	36	53.7	1	59	7	
8/22/2024	12:00	0	2	22	31	5	3	0	0	0	0	0	0	0	0	0	0	0	0	63	26	28.8	19 to 29	85.7	33	52.4	0	60	3	
8/22/2024	13:00	0	5	18	24	12	2	0	0	0	0	0	0	0	0	0	0	0	0	61	26.2	31	22 to 32	77.0	37	60.7	0	60	1	
8/22/2024	14:00	2	20	23	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	72	23	28.2	19 to 29	65.3	24	33.3	0	69	3	
8/22/2024	15:00	0	12	38	43	20	2	1	0	0	0	0	0	0	0	0	0	0	0	116	25.7	30.2	21 to 31	80.2	58	50.0	0	111	5	
8/22/2024	16:00	0	9	33	42	15	0	0	0	0	0	0	0	0	0	0	0	0	0	99	25.1	29	20 to 30	82.8	47	47.5	0	96	3	
8/22/2024	17:00	1	18	43	41	7	1	1	0	0	0	0	0	0	0	0	0	0	0	112	23.7	27.6	19 to 29	82.1	34	30.4	1	109	2	
8/22/2024	18:00	1	7	33	39	8	1	0	0	0	0	0	0	0	0	0	0	0	0	89	24.7	28.4	19 to 29	84.3	37	41.6	0	88	1	
8/22/2024	19:00	0	1	14	19	7	0	0	0	0	0	0	0	0	0	0	0	0	0	41	25.6	29.3	20 to 30	87.8	20	48.8	0	41	0	
8/22/2024	20:00	0	1	9	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26.2	28.7	21 to 31	87.5	20	62.5	0	32	0	
8/22/2024	21:00	0	2	5	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22	26.7	30	21 to 31	81.8	13	59.1	0	22	0	
8/22/2024	22:00	0	0	3	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	8	28.9	31	20 to 30	75.0	5	62.5	0	8	0	
8/22/2024	23:00	0	0	2	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9	30	40	19 to 29	77.8	7	77.8	0	9	0	
24 Hr Summary		12	111	354	471	171	18	7	1	1	0	0	0	0	0	0	0	0	0	1146	25.4	30	21 to 31	76.7	572	49.9	3	1104	39	

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/23/2024	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23	23	13 to 23	100.0	*	*	0	1	0	
8/23/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/23/2024	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0	
8/23/2024	05:00	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7	28	32	22 to 32	85.7	5	71.4	0	7	0	
8/23/2024	06:00	0	0	4	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	17	27.8	29	19 to 29	82.4	11	64.7	0	16	1	
8/23/2024	07:00	3	8	18	32	13	2	1	0	0	0	0	0	0	0	0	0	0	0	77	25.7	30	20 to 30	70.1	41	53.2	0	75	2	
8/23/2024	08:00	1	5	24	45	22	3	0	0	0	0	0	0	0	0	0	0	0	0	100	26.4	30.7	22 to 32	82.0	54	54.0	0	97	3	
8/23/2024	09:00	0	3	12	28	13	1	0	0	0	0	0	0	0	0	0	0	0	0	57	26.9	31.2	22 to 32	84.2	37	64.9	0	56	1	
8/23/2024	10:00	0	5	16	25	15	3	0	0	0	0	0	0	0	0	0	0	0	0	64	26.4	31	23 to 33	71.9	35	54.7	1	62	1	
8/23/2024	11:00	1	4	15	34	15	2	0	0	0	0	0	0	0	0	0	0	0	0	71	26.6	30.7	23 to 33	80.3	45	63.4	0	69	2	
8/23/2024	12:00	0	3	37	41	8	3	0	0	0	0	0	0	0	0	0	0	0	0	92	25.4	28.4	20 to 30	89.1	39	42.4	0	89	3	
8/23/2024	13:00	1	4	30	30	10	0	0	0	0	0	0	0	0	0	0	0	0	0	75	24.8	28.8	21 to 31	85.3	28	37.3	0	74	1	
8/23/2024	14:00	2	13	37	27	14	0	0	0	0	0	0	0	0	0	0	0	0	0	93	24.1	29	21 to 31	73.1	34	36.6	0	90	3	
8/23/2024	15:00	3	15	37	60	20	3	0	0	0	0	0	0	0	0	0	0	0	0	138	25.3	29.2	21 to 31	79.7	71	51.4	0	137	1	
8/23/2024	16:00	1	4	23	36	15	4	2	0	0	0	0	0	0	0	0	0	0	0	85	26.7	30.5	22 to 32	78.8	52	61.2	1	83	1	
8/23/2024	17:00	0	2	24	51	15	4	0	0	1	0	0	0	0	0	0	0	0	0	97	27	29.6	22 to 32	87.6	61	62.9	0	94	3	
8/23/2024	18:00	0	5	13	43	16	2	1	0	0	0	0	0	0	0	0	0	0	0	80	26.7	30	23 to 33	81.3	55	68.8	0	79	1	
8/23/2024	19:00	0	5	17	23	8	1	0	0	0	0	0	0	0	0	0	0	0	0	54	25.5	29.2	20 to 30	81.5	32	59.3	0	53	1	
8/23/2024	20:00	0	2	13	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34	25.5	31	22 to 32	85.3	14	41.2	0	34	0	
8/23/2024	21:00	0	0	5	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	33	28	32	22 to 32	81.8	26	78.8	0	33	0	
8/23/2024	22:00	0	1	7	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	22	26.3	30	20 to 30	81.8	10	45.5	0	22	0	
8/23/2024	23:00	0	1	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8	27.5	30	20 to 30	75.0	6	75.0	0	8	0	
24 Hr Summary		12	80	337	531	205	35	5	0	1	0	0	0	0	0	0	0	0	0	1206	26	31	21 to 31	79.2	656	54.4	2	1180	24	

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/24/2024	00:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	25	25	15 to 25	100.0	*	*	0	1	0
8/24/2024	01:00	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25.8	35	8 to 18	50.0	2	50.0	0	4	0
8/24/2024	02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35	35	25 to 35	100.0	1	100.0	0	1	0
8/24/2024	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	26	16 to 26	100.0	1	100.0	0	1	0
8/24/2024	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/24/2024	05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20	22	12 to 22	100.0	*	*	0	2	0
8/24/2024	06:00	0	0	2	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	28.3	32.5	19 to 29	75.0	10	83.3	0	11	1
8/24/2024	07:00	0	1	6	11	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27	27.7	30.8	22 to 32	88.9	18	66.7	0	26	1
8/24/2024	08:00	1	2	4	19	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40	27.1	31	25 to 35	82.5	30	75.0	0	39	1
8/24/2024	09:00	1	6	8	30	15	4	0	0	0	0	0	0	0	0	0	0	0	0	0	64	26.9	31	23 to 33	76.6	42	65.6	0	64	0
8/24/2024	10:00	0	3	19	38	17	7	0	0	0	1	0	0	0	0	0	0	0	0	0	85	27.5	30.8	21 to 31	80.0	52	61.2	1	80	4
8/24/2024	11:00	0	4	20	36	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	87	27.2	31.2	22 to 32	83.9	53	60.9	0	87	0
8/24/2024	12:00	1	4	29	41	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	84	25.5	28.5	20 to 30	85.7	42	50.0	1	82	1
8/24/2024	13:00	0	5	21	38	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	83	26.3	30.5	20 to 30	77.1	47	56.6	0	81	2
8/24/2024	14:00	1	8	20	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	24.5	28.7	19 to 29	82.3	26	41.9	0	61	1
8/24/2024	15:00	0	9	20	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	65	25.2	29	18 to 28	78.5	32	49.2	0	63	2
8/24/2024	16:00	0	4	22	23	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	64	26.5	30.8	21 to 31	76.6	34	53.1	0	63	1
8/24/2024	17:00	0	6	22	21	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	68	25.7	30.6	22 to 32	77.9	32	47.1	0	67	1
8/24/2024	18:00	0	4	20	34	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	69	25.8	29.2	21 to 31	87.0	36	52.2	0	69	0
8/24/2024	19:00	0	3	11	23	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	51	27.1	30.8	22 to 32	78.4	32	62.7	0	51	0
8/24/2024	20:00	1	1	8	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27	26.4	31.5	22 to 32	77.8	15	55.6	0	27	0
8/24/2024	21:00	0	3	10	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	25.1	28.7	19 to 29	85.7	13	46.4	1	27	0
8/24/2024	22:00	0	2	9	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21	25.3	28	18 to 28	85.7	9	42.9	0	21	0
8/24/2024	23:00	1	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11	26.6	29	22 to 32	81.8	7	63.6	0	11	0
24 Hr Summary		7	67	253	411	179	35	3	1	0	1	0	0	0	0	0	0	0	0	0	957	26.3	31	22 to 32	78.4	534	55.8	3	939	15

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
8/25/2024	00:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25.3	26	20 to 30	100.0	2	50.0	0	4	0
8/25/2024	01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24	25	15 to 25	100.0	*	*	0	2	0
8/25/2024	02:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23.3	24	16 to 26	100.0	1	25.0	0	4	0
8/25/2024	03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	25	15 to 25	100.0	*	*	0	2	0
8/25/2024	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	27	17 to 27	100.0	1	100.0	0	1	0
8/25/2024	05:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	33	41	15 to 25	50.0	1	50.0	0	2	0
8/25/2024	06:00	0	0	1	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	12	29.9	35	26 to 36	83.3	10	83.3	0	11	1
8/25/2024	07:00	0	3	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16	24.6	30	17 to 27	68.8	8	50.0	0	16	0
8/25/2024	08:00	0	1	5	16	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28	27	30.5	23 to 33	92.9	19	67.9	0	28	0
8/25/2024	09:00	0	2	9	19	13	2	0	0	0	0	0	0	0	0	0	0	0	0	45	27.3	31	23 to 33	80.0	28	62.2	0	45	0
8/25/2024	10:00	0	3	10	33	14	0	0	0	0	0	0	0	0	0	0	0	0	0	60	27	30.7	22 to 32	85.0	43	71.7	0	60	0
8/25/2024	11:00	1	0	8	30	18	2	0	0	0	0	0	0	0	0	0	0	0	0	59	27.9	31.3	24 to 34	88.1	45	76.3	0	58	1
8/25/2024	12:00	1	0	12	30	13	4	1	0	0	0	0	0	0	0	0	0	0	0	61	27.7	32	23 to 33	83.6	44	72.1	0	60	1
8/25/2024	13:00	0	1	16	26	14	1	0	0	0	0	0	0	0	0	0	0	0	0	58	26.7	29.8	20 to 30	86.2	39	67.2	0	58	0
8/25/2024	14:00	0	6	15	24	22	1	1	1	0	0	0	0	0	0	0	0	0	0	70	27.4	31.7	22 to 32	78.6	45	64.3	0	69	1
8/25/2024	15:00	0	8	12	39	19	3	0	0	0	0	0	0	0	0	0	0	0	0	81	26.9	30.5	21 to 31	77.8	53	65.4	0	80	1
8/25/2024	16:00	1	2	17	37	9	4	0	0	0	0	0	0	0	0	0	0	0	0	70	26.4	30	20 to 30	81.4	40	57.1	0	69	1
8/25/2024	17:00	1	3	11	22	10	0	0	0	0	0	0	0	0	0	0	0	0	0	47	25.3	29.8	20 to 30	78.7	23	48.9	0	47	0
8/25/2024	18:00	0	3	19	26	14	2	0	0	0	0	0	0	0	0	0	0	0	0	64	26.5	30.7	21 to 31	76.6	38	59.4	0	64	0
8/25/2024	19:00	0	1	4	23	10	0	0	0	1	0	0	0	0	0	0	0	0	0	39	28	31	24 to 34	87.2	28	71.8	0	38	1
8/25/2024	20:00	0	2	13	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26	24.3	29	21 to 31	84.6	6	23.1	0	26	0
8/25/2024	21:00	0	3	14	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25	24.1	26	17 to 27	88.0	7	28.0	0	25	0
8/25/2024	22:00	0	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10	26.9	30	23 to 33	80.0	6	60.0	0	10	0
8/25/2024	23:00	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	25	28	19 to 29	100.0	2	40.0	0	5	0
24 Hr Summary		4	40	181	359	179	22	4	1	1	0	0	0	0	0	0	0	0	0	791	26.8	31	22 to 32	79.0	489	61.8	0	784	7

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG
8/26/2024	00:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	26.8	26	22 to 32	100.0	3	75.0	0	4	0
8/26/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/26/2024	04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	37	37	27 to 37	100.0	1	100.0	0	0	1
8/26/2024	05:00	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	25.7	26	22 to 32	100.0	3	42.9	0	6	1
8/26/2024	06:00	0	1	6	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	28	26.6	31.5	20 to 30	78.6	17	60.7	0	28	0
8/26/2024	07:00	1	4	15	40	23	4	1	0	0	0	0	0	0	0	0	0	0	0	88	27.6	31.9	23 to 33	79.5	63	71.6	1	84	3
8/26/2024	08:00	0	1	23	58	19	4	0	0	0	0	0	0	0	0	0	0	0	0	105	27	29.9	22 to 32	86.7	68	64.8	0	105	0
8/26/2024	09:00	2	5	22	32	13	4	0	0	0	0	0	0	0	0	0	0	0	0	78	25.9	30.7	20 to 30	73.1	42	53.8	1	72	5
8/26/2024	10:00	0	1	22	31	12	2	0	0	0	0	0	0	0	0	0	0	0	0	68	26.5	30	22 to 32	85.3	34	50.0	0	68	0
8/26/2024	11:00	0	4	15	24	13	1	0	0	0	0	0	0	0	0	0	0	0	0	57	26.8	31.3	22 to 32	78.9	32	56.1	0	53	4
8/26/2024	12:00	0	1	18	33	16	5	0	0	0	0	0	0	0	0	0	0	0	0	73	27.3	30.2	21 to 31	84.9	46	63.0	0	68	5
8/26/2024	13:00	0	4	17	24	12	3	1	1	0	0	0	0	0	0	0	0	0	0	62	26.9	30.5	21 to 31	79.0	38	61.3	2	58	2
8/26/2024	14:00	3	3	22	43	22	3	0	1	0	0	0	0	0	0	0	0	0	0	97	26.9	30.8	21 to 31	78.4	63	64.9	0	92	5
8/26/2024	15:00	1	1	34	58	22	4	1	0	0	0	0	0	0	0	0	0	0	0	121	26.9	29.9	22 to 32	86.8	75	62.0	0	116	5
8/26/2024	16:00	0	8	26	37	25	3	0	0	0	0	0	0	0	0	0	0	0	0	99	26.6	31.2	22 to 32	75.8	59	59.6	0	99	0
8/26/2024	17:00	0	7	30	61	8	0	0	0	0	0	0	0	0	0	0	0	0	0	106	25.3	27.9	19 to 29	87.7	57	53.8	0	105	1
8/26/2024	18:00	1	4	18	30	16	1	0	0	0	0	0	0	0	0	0	0	0	0	70	26.2	30.4	23 to 33	82.9	41	58.6	0	67	3
8/26/2024	19:00	0	2	10	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	45	26.4	29	20 to 30	88.9	27	60.0	0	45	0
8/26/2024	20:00	0	1	14	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	31	25.2	28.5	20 to 30	87.1	11	35.5	0	31	0
8/26/2024	21:00	0	3	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15	25.6	31	22 to 32	80.0	9	60.0	0	15	0
8/26/2024	22:00	1	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24.3	26.7	17 to 27	85.7	4	57.1	0	7	0
8/26/2024	23:00	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	26.3	35	15 to 25	66.7	1	33.3	0	3	0
24 Hr Summary		9	51	298	542	221	39	3	2	0	0	0	0	0	0	0	0	0	0	1165	26.6	31	22 to 32	80.5	694	59.6	4	1126	35

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/27/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/27/2024	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20	20	10 to 20	100.0	*	*	0	1	0
8/27/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/27/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/27/2024	04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	24	24	14 to 24	100.0	*	*	0	1	0
8/27/2024	05:00	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	26.6	27.8	20 to 30	100.0	7	70.0	0	10	0
8/27/2024	06:00	0	0	4	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24	28.8	31.7	22 to 32	87.5	19	79.2	0	23	1
8/27/2024	07:00	1	2	15	44	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	96	27.8	32	23 to 33	81.3	70	72.9	1	93	2
8/27/2024	08:00	3	7	30	50	30	2	0	1	0	0	0	0	0	0	0	0	0	0	0	123	26.5	30.8	22 to 32	78.9	71	57.7	0	121	2
8/27/2024	09:00	0	2	19	41	26	7	0	0	0	0	0	0	0	0	0	0	0	0	0	95	27.9	32	21 to 31	80.0	70	73.7	0	94	1
8/27/2024	10:00	2	1	8	22	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48	27	31.5	23 to 33	81.3	33	68.8	0	46	2
8/27/2024	11:00	0	1	17	27	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	59	26.8	30.8	22 to 32	88.1	35	59.3	0	58	1
8/27/2024	12:00	3	9	24	26	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	23.6	27	18 to 28	79.4	21	30.9	0	66	2
8/27/2024	13:00	2	6	24	24	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	24.6	28.6	21 to 31	82.8	28	43.8	0	62	2
8/27/2024	14:00	0	7	23	43	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	90	26.3	30	21 to 31	82.2	55	61.1	1	88	1
8/27/2024	15:00	1	9	36	68	17	5	3	0	0	1	0	0	0	0	0	0	0	0	0	140	26.4	29.8	21 to 31	80.7	81	57.9	1	137	2
8/27/2024	16:00	0	3	18	38	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	81	27	30.5	22 to 32	88.9	53	65.4	0	79	2
8/27/2024	17:00	0	5	19	54	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	96	26.7	30.3	21 to 31	81.3	60	62.5	0	96	0
8/27/2024	18:00	0	4	13	28	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	76	27.8	31.4	22 to 32	84.2	58	76.3	0	75	1
8/27/2024	19:00	1	4	15	14	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44	25.1	29.8	20 to 30	75.0	21	47.7	0	42	2
8/27/2024	20:00	0	1	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	25.6	30	21 to 31	93.8	8	50.0	0	15	1
8/27/2024	21:00	1	0	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	26.7	31	22 to 32	84.6	9	69.2	0	13	0
8/27/2024	22:00	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	28.6	32	22 to 32	80.0	3	60.0	0	5	0
8/27/2024	23:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26.3	28	18 to 28	100.0	2	66.7	0	3	0
24 Hr Summary		14	61	278	512	243	39	4	1	0	1	0	0	0	0	0	0	0	0	0	1153	26.6	31	22 to 32	79.5	704	61.1	3	1128	22

Merged Histogram

Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/28/2024	00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23.5	24	14 to 24	100.0	*	*	0	2	0	
8/28/2024	01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25.5	28	18 to 28	100.0	1	50.0	0	2	0	
8/28/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/28/2024	03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	29	19 to 29	100.0	1	100.0	0	1	0	
8/28/2024	04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	19	21	11 to 21	100.0	*	*	0	2	0	
8/28/2024	05:00	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26.4	28	20 to 30	100.0	3	60.0	0	5	0	
8/28/2024	06:00	1	0	6	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	27	27.7	31.8	22 to 32	85.2	17	63.0	0	27	0	
8/28/2024	07:00	0	4	17	46	30	4	0	1	0	0	0	0	0	0	0	0	0	0	102	27.9	31.8	22 to 32	80.4	76	74.5	0	99	3	
8/28/2024	08:00	2	11	48	48	5	0	0	0	0	0	0	0	0	0	0	0	0	0	114	24	27.5	20 to 30	86.8	38	33.3	1	112	1	
8/28/2024	09:00	2	4	22	26	8	2	1	0	1	0	0	0	0	0	0	0	0	0	66	25.9	29.7	19 to 29	77.3	32	48.5	0	62	4	
8/28/2024	10:00	1	5	17	25	7	0	0	0	0	0	0	0	0	0	0	0	0	0	55	25.1	28.5	21 to 31	81.8	27	49.1	0	53	2	
8/28/2024	11:00	1	4	24	25	8	0	0	0	0	0	0	0	0	0	0	0	0	0	62	24.6	28.7	20 to 30	88.7	25	40.3	0	59	3	
8/28/2024	12:00	3	8	27	27	12	2	0	0	0	0	0	0	0	0	0	0	0	0	79	24.7	29.5	21 to 31	77.2	29	36.7	0	72	7	
8/28/2024	13:00	0	7	20	28	11	3	0	0	0	0	0	0	0	0	0	0	0	0	69	25.6	31	22 to 32	76.8	33	47.8	0	65	4	
8/28/2024	14:00	1	10	24	33	20	2	0	0	0	0	0	0	0	0	0	0	0	0	90	25.7	30.5	22 to 32	74.4	50	55.6	1	85	4	
8/28/2024	15:00	2	7	41	64	30	3	0	0	0	0	0	0	0	0	0	0	0	0	147	25.8	29.6	21 to 31	84.4	77	52.4	1	141	5	
8/28/2024	16:00	0	7	22	46	17	2	0	0	0	0	0	0	0	0	0	0	0	0	94	25.9	29.7	21 to 31	80.9	54	57.4	0	94	0	
8/28/2024	17:00	0	11	53	32	14	4	0	0	0	0	0	0	0	0	0	0	0	0	114	25	29.3	20 to 30	77.2	45	39.5	0	114	0	
8/28/2024	18:00	0	4	23	43	11	1	0	0	0	0	0	0	0	0	0	0	0	0	82	26	29	19 to 29	84.1	45	54.9	0	82	0	
8/28/2024	19:00	1	2	21	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	53	25.1	28.5	19 to 29	84.9	22	41.5	0	53	0	
8/28/2024	20:00	0	3	18	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	23.9	27	18 to 28	88.6	9	25.7	0	35	0	
8/28/2024	21:00	0	1	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	25.1	29	19 to 29	84.6	4	30.8	0	13	0	
8/28/2024	22:00	1	3	3	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	16	24.5	34	17 to 27	68.8	7	43.8	0	16	0	
8/28/2024	23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	28	28	18 to 28	100.0	1	100.0	0	1	0	
24 Hr Summary		15	92	397	502	194	28	1	1	1	0	0	0	0	0	0	0	0	0	1231	25.5	30	20 to 30	79.0	596	48.4	3	1195	33	

Merged Histogram

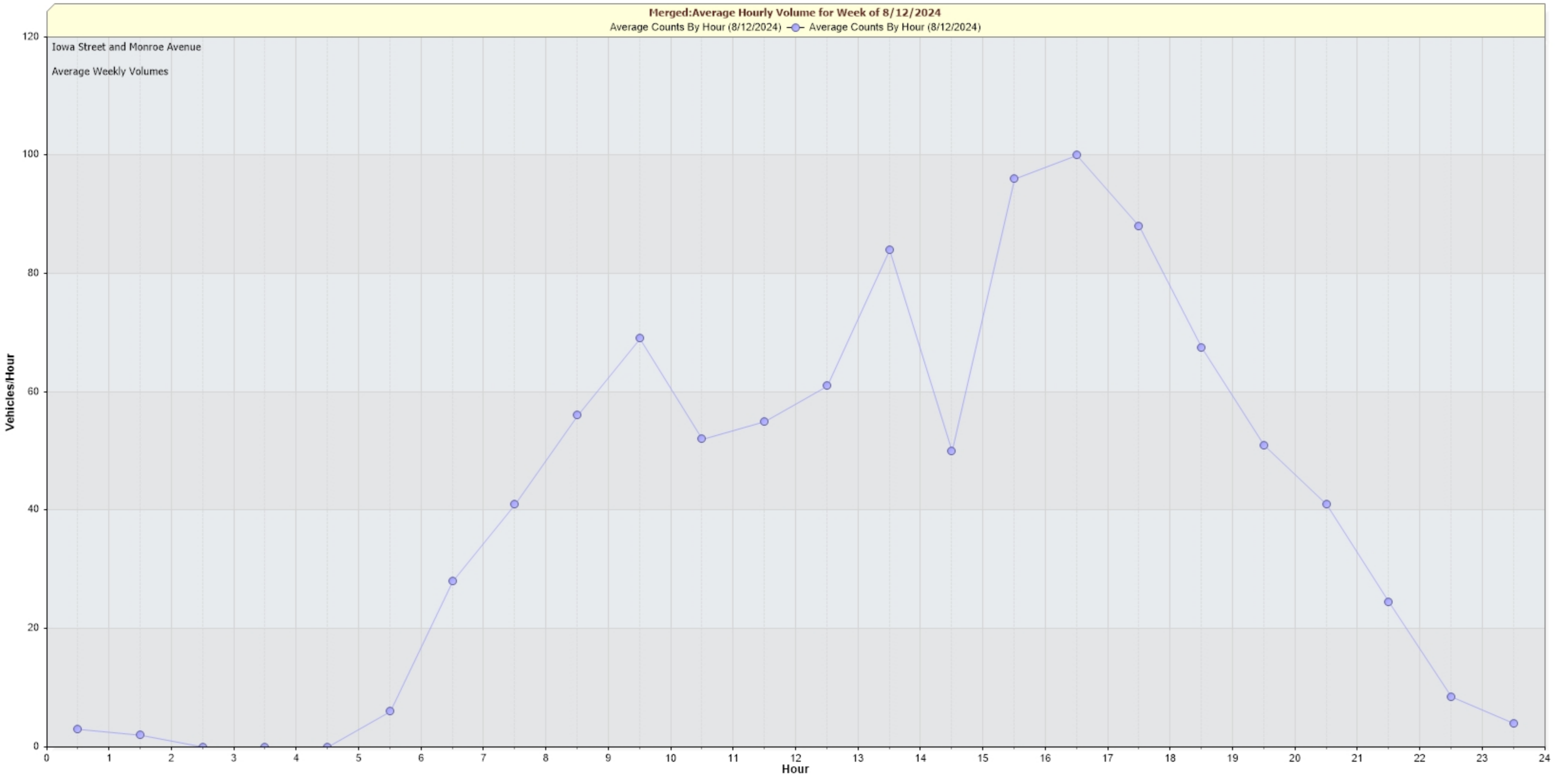
Iowa Street and Monroe Avenue

from Thu-Aug-15-2024-02-00-PM to Thu-Aug-29-2024-02-59-PM

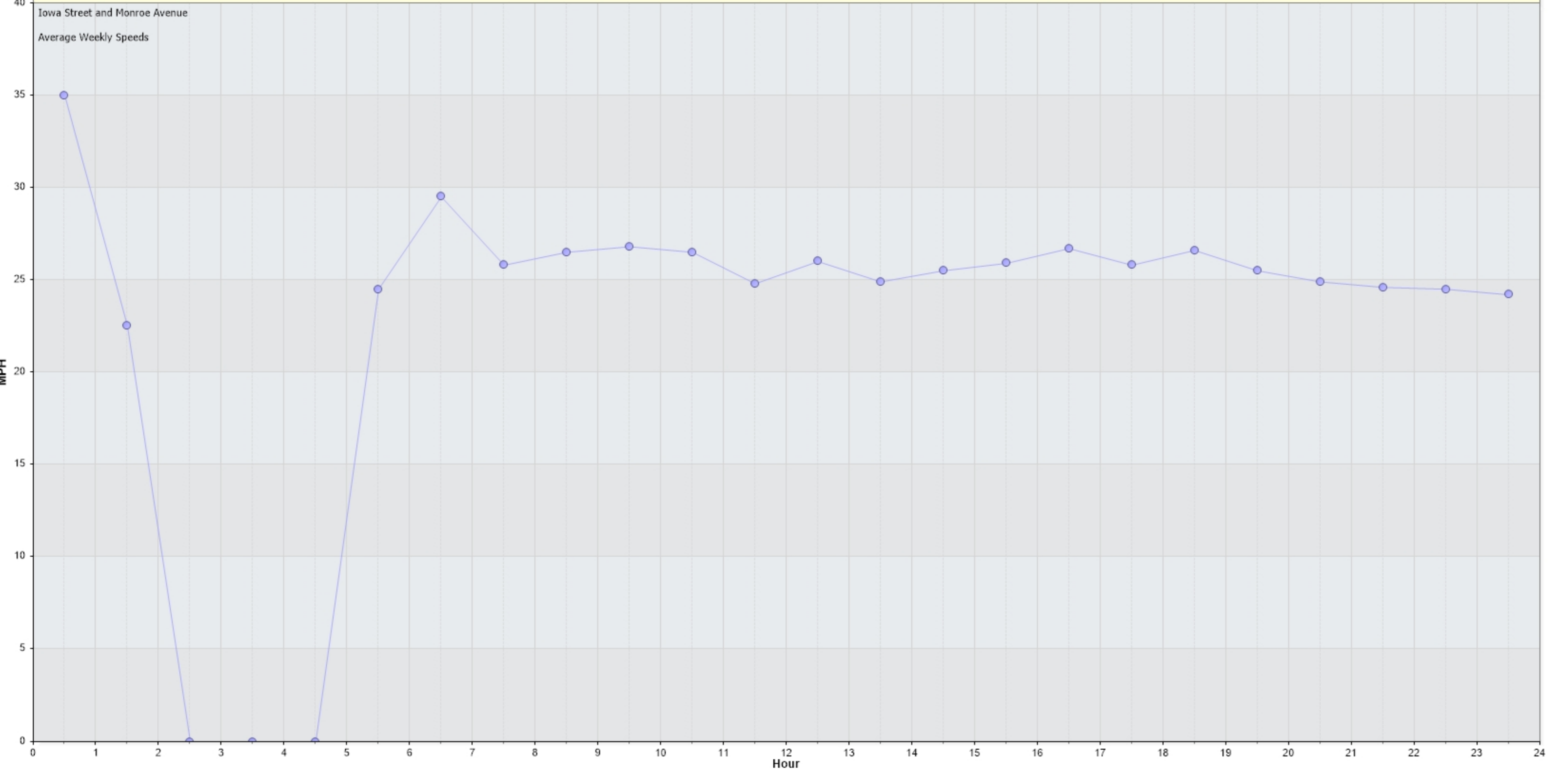
Date	Starting Hr:min	<15	15 to <20	20 to <25	25 to <30	30 to <35	35 to <40	40 to <45	45 to <50	50 to <55	55 to <60	60 to <65	65 to <70	70 to <75	75 to <80	80 to <85	85 to <90	90 to <95	95 to >100	Total Counts	Avg Speed (MPH)	85pct Speed	10MPH Pace	% in pace	# of Speeders	% Speeders	VEH_SM	VEH_MED	VEH_LG	
8/29/2024	00:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	24	24	14 to 24	100.0	*	*	0	2	0	
8/29/2024	05:00	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23.6	25	15 to 25	80.0	1	20.0	0	5	0	
8/29/2024	06:00	0	0	7	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	24	27.1	29.5	20 to 30	87.5	15	62.5	0	23	1	
8/29/2024	07:00	0	3	39	47	22	1	0	0	0	0	0	0	0	0	0	0	0	0	112	26	29.7	21 to 31	87.5	55	49.1	1	111	0	
8/29/2024	08:00	2	8	41	41	7	2	0	0	0	0	0	0	0	0	0	0	0	0	101	24.6	28.3	19 to 29	86.1	42	41.6	0	99	2	
8/29/2024	09:00	1	12	25	26	5	3	0	0	0	0	0	0	0	0	0	0	0	0	72	24.6	28.4	18 to 28	76.4	32	44.4	0	66	6	
8/29/2024	10:00	0	5	24	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	46	23.8	27.3	19 to 29	91.3	15	32.6	0	43	3	
8/29/2024	11:00	0	9	28	26	10	0	0	0	0	0	0	0	0	0	0	0	0	0	73	24.6	28.5	19 to 29	78.1	30	41.1	0	71	2	
8/29/2024	12:00	0	16	27	17	19	1	0	0	0	0	0	0	0	0	0	0	0	0	80	24.2	30.4	16 to 26	65.0	33	41.3	0	76	4	
8/29/2024	13:00	2	5	22	23	8	2	1	0	0	0	0	0	0	0	0	0	0	0	63	25.3	29.5	21 to 31	79.4	31	49.2	0	61	2	
8/29/2024	14:00	2	2	16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33	24.1	28	19 to 29	84.8	13	39.4	0	32	1	
8/29/2024	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
8/29/2024	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
24 Hr Summary		7	61	232	220	79	11	1	0	0	0	0	0	0	0	0	0	0	0	611	24.9	29	20 to 30	78.4	267	43.7	1	518	21	

Merged:Average Hourly Volume for Week of 8/12/2024
Average Counts By Hour (8/12/2024) ● Average Counts By Hour (8/12/2024)

Iowa Street and Monroe Avenue
Average Weekly Volumes



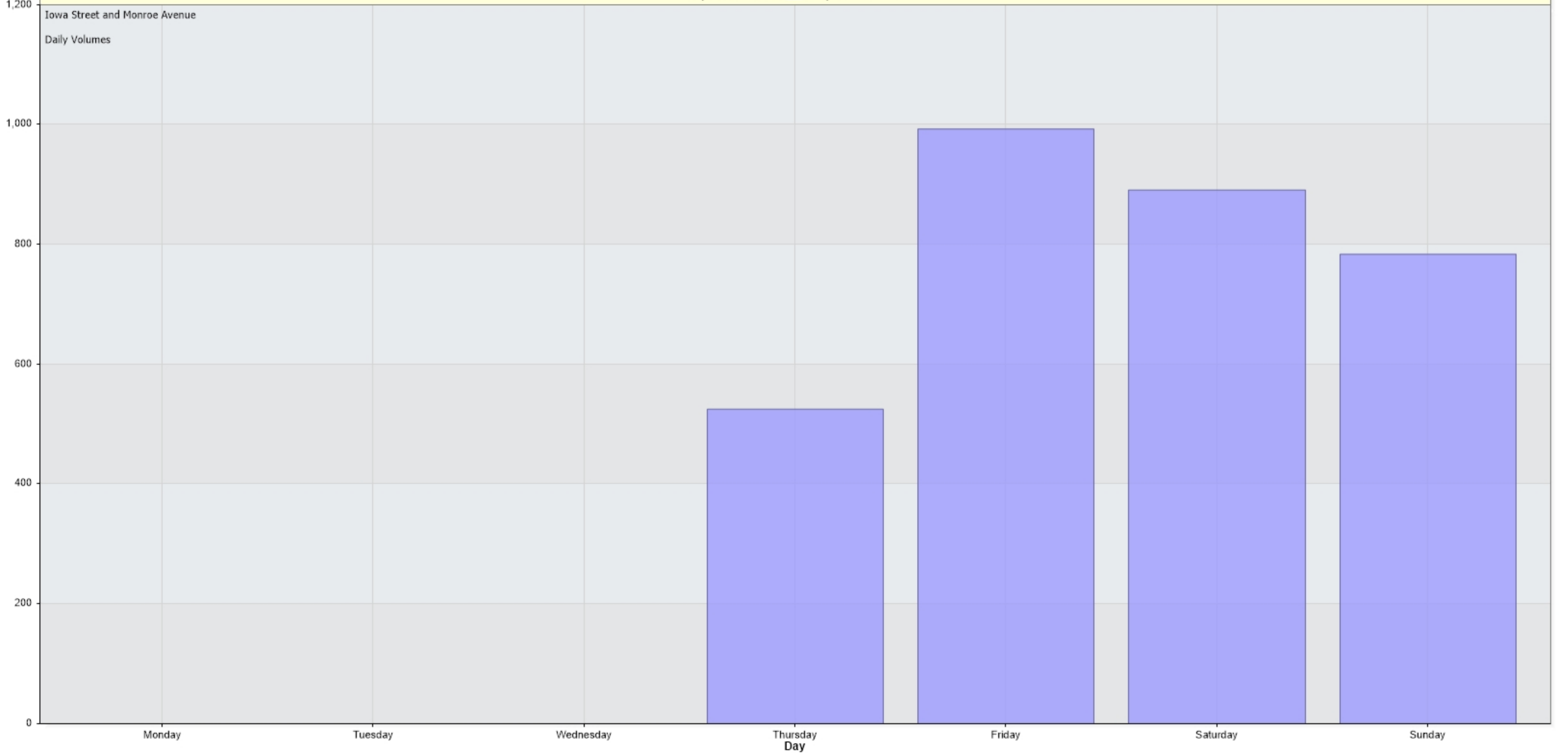
Merged: Average Hourly WEEKDAY Speeds for Week of 8/12/2024
Average Hourly WEEKDAY Speeds By Hour (8/12/2024)



Merged: Daily Volume for Week of 8/12/2024

Daily Vehicle Counts

Daily Vehicle Counts



Iowa Street and Monroe Avenue
Daily Volumes

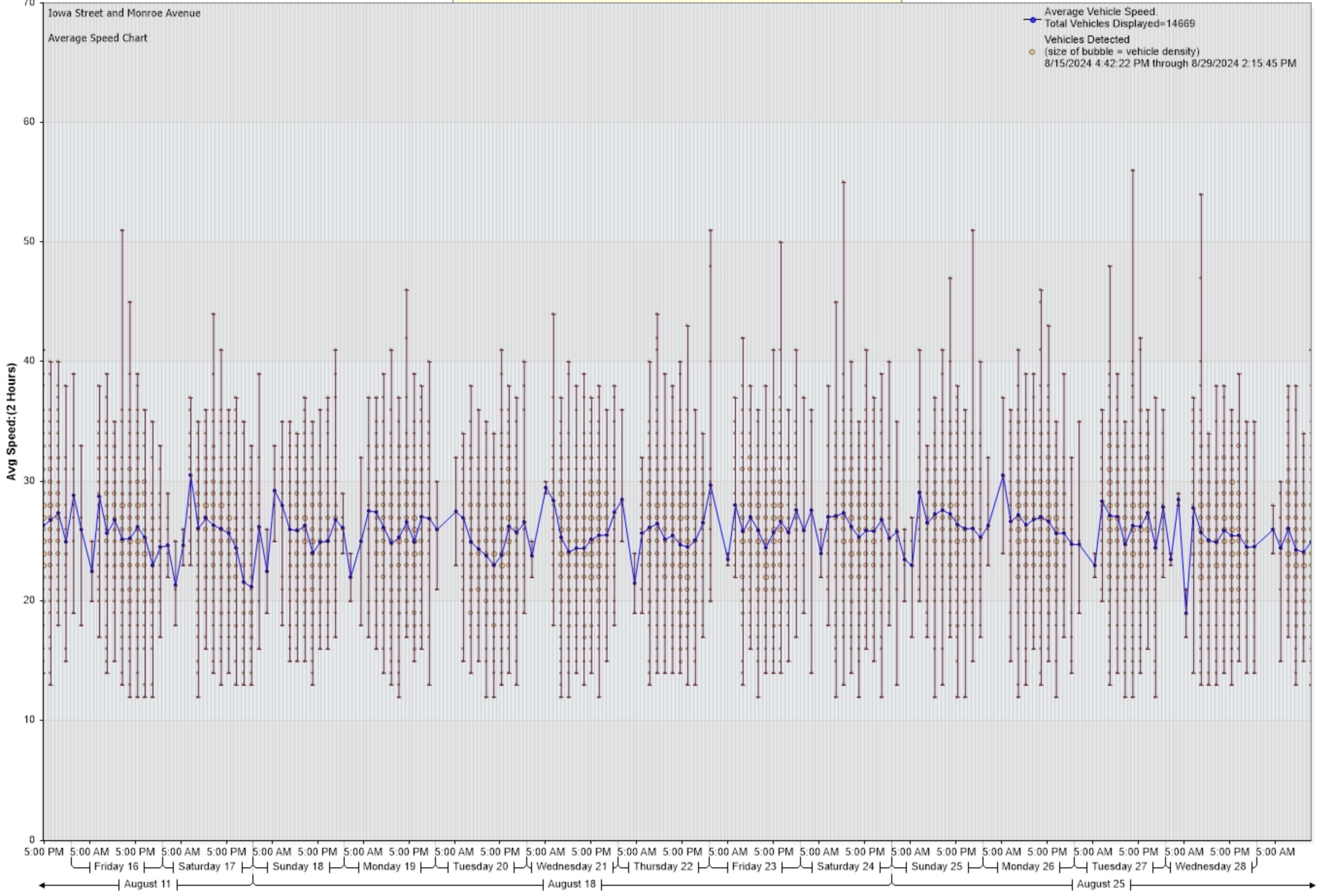
Vehicles

Day

Average Vehicle Speed (MPH) vs. Time [Iowa Street and Monroe Avenue:Merged]

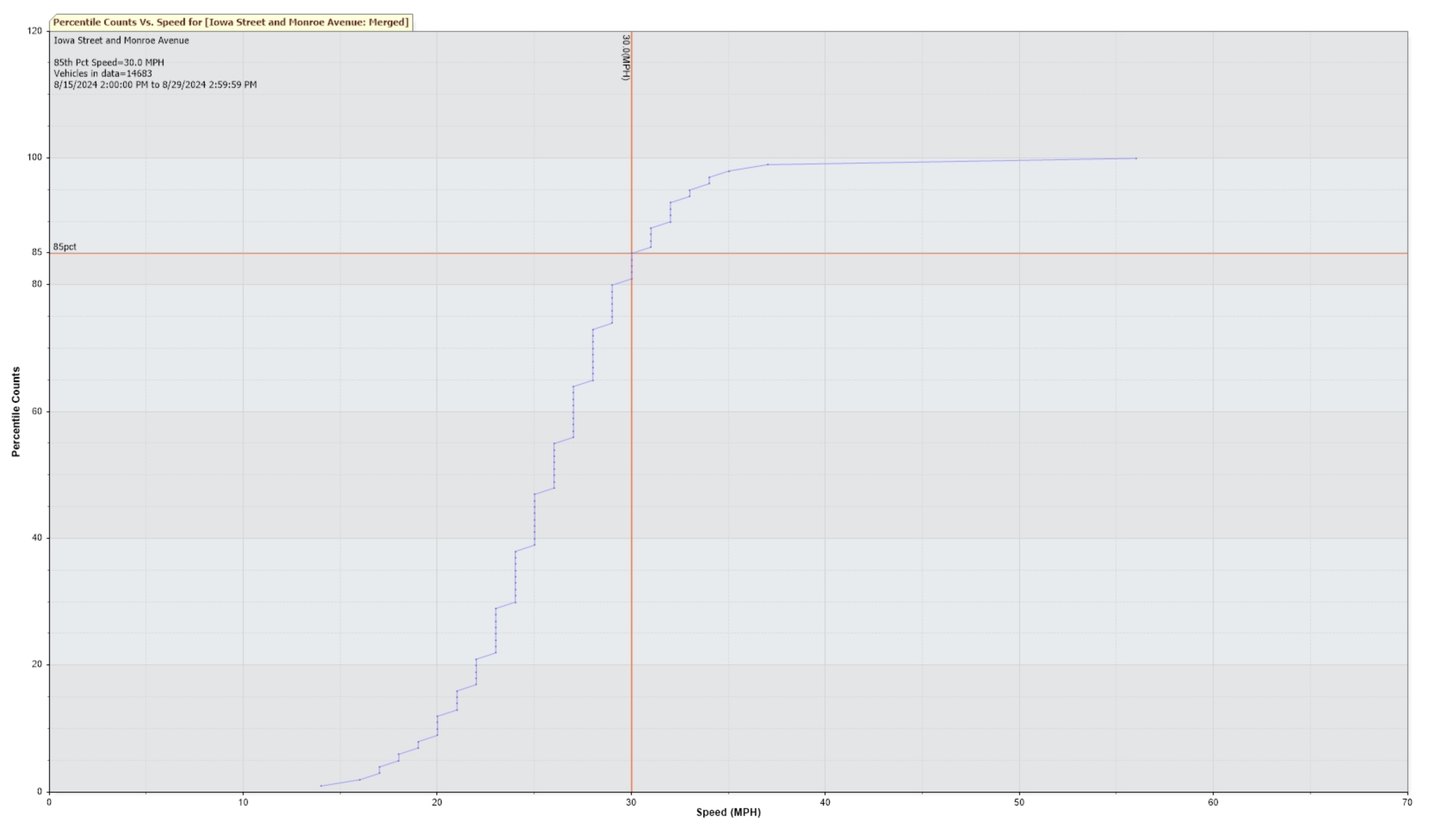
Iowa Street and Monroe Avenue
Average Speed Chart

- Average Vehicle Speed.
- Total Vehicles Displayed=14669
- Vehicles Detected
(size of bubble = vehicle density)
- 8/15/2024 4:42:22 PM through 8/29/2024 2:15:45 PM



Percentile Counts Vs. Speed for [Iowa Street and Monroe Avenue: Merged]

Iowa Street and Monroe Avenue
85th Pct Speed=30.0 MPH
Vehicles in data=14683
8/15/2024 2:00:00 PM to 8/29/2024 2:59:59 PM



Attachment D

Accident Data

COMMUNICATIONS

Call Time	Event ID	Rpt #	Street	Nature	Addition
06/22/2024 08	2400048952		MONROE AVE/IOWA ST	ROAD RAGE	
06/17/2024 08	2400047424		IOWA ST/MONROE AVE	RECKLESS DRIVIN	
03/04/2024 16	2400018104		MONROE AVE/IOWA ST	TRAFFIC STOP	
11/04/2023 13	2300089051		MONROE AVE/IOWA ST	INTOX SUBJECT	NO CALL/
08/03/2023 10	2300061122		IOWA ST/MONROE AVE	TRAFFIC STOP	
10/27/2022 11	2200088018		MONROE AVE/IOWA ST	CHECK CONDITION	
09/30/2022 15	2200080316		MONROE AVE/IOWA ST	CHECK CONDITION	
07/11/2022 14	2200056523		MONROE AVE/IOWA ST	SUSPICIOUS AUTO	
12/11/2021 08	2100117976		IOWA ST/MONROE AVE	CHECK CONDITION	
11/06/2021 21	2100108099		IOWA ST/MONROE AVE	HIT AND RUN	
04/14/2021 04	2100041230		MONROE AVE/IOWA ST	FOUND PROPERTY	
04/10/2021 22	2100040171		IOWA ST/MONROE AVE	WELFARE CHECK	NO SEE
10/17/2020 23	2000132933		MONROE AVE/IOWA ST	LEAF FIRE	
07/23/2020 10	2000091883	2000677	IOWA ST/MONROE AVE	ACCIDENT PROPER	
02/29/2020 08	2000030581		MONROE AVE/IOWA ST	INFO FOR POLICE	
02/08/2020 21	2000019831		IOWA ST/MONROE AVE	SUSPICIOUS AUTO	
05/26/2019 20	1900076748	1900712	MONROE AVE/IOWA ST	INFO FOR POLICE	SEE MOM
12/24/2018 20	1800193451		IOWA ST/MONROE AVE	FIREWORKS	
07/02/2018 23	1800100169		MONROE AVE/IOWA ST	SUSPICIOUS PERS	
04/19/2018 14	1800058901		MONROE AVE/IOWA ST	PUBLIC INDECENC	



MEMORANDUM

DATE: September 18, 2024

TO: Traffic and Safety Commission

FROM: Jack Bielak, Director of Public Works & Engineering

SUBJECT: Parking Regulations on 1200/1300 Park Avenue

Issue: A group of residents on the 1200/1300 block of Park Avenue have expressed concern with parking regulations and traffic flow surrounding Dominican University's campus. The concerns include speeding, parking for residential guests and contractors, and access for delivery drivers. In response to the concerns, Village staff installed temporary residential parking only signs on the west side of Park Avenue. Those signs were removed prior to the start of the School year and the residents expressed concern regarding their removal and the change. The residents have formally submitted a petition requesting a modification to the existing parking regulations to "Residential Parking Only on Weekdays from 8 am until 4 pm School days only. From Division to Greenfield on the West Side of Park Avenue.

Background: The west side of Park Avenue currently has no parking restrictions. The east side of Park Avenue does not allow parking at any time. The east side of the street is residential, with several driveways accessing single family homes.

Previously, parking on the west side of Park Avenue, south of the Dominican parking lot entrance, was limited to two hours. In July 2020, the Village Board adopted an Ordinance that implemented the recommendations of the Commuter Parking Study. The parking study analyzed several neighborhoods in town, including Dominican University and the surrounding residential area. One of the options in the study, recommended the removal of the 2-hour time regulation on Park Avenue along Dominican University frontage. The stated objective was to compress parking impacts to campus edges, rather than on other residential blocks further from campus. This neighborhood is detailed on pages 23-30 of the attached study.

The 2-hour regulation and accompanying signs were removed in 2020. Due to COVID-19, and the resulting decline in on-campus activity, the changes likely had little observed impact on parking. As campus activity has returned, parking use on Park Avenue has also increased.

Following the placement of the temporary resident only parking signs, Dominican University representatives shared concerns with the Village regarding the impact on the commuter student population. Following the discussion, the Village decided it would be appropriate to discuss the parking regulations with the Traffic & Safety Commission and ultimately removed the temporary resident only parking signs.

Following the start of the school year staff received several inquiries from Residents concerning the level of parking and safety concerns along Park Avenue and requested the process for petitioning a change. Staff met with Dominican and Residents concerning the Parking and compiled traffic information for consideration with the resident petition. Traffic and Parking Data has been compiled

from the start of the semester to the 9/18 commission meeting.

Recommendation: Whether the Commission wishes to recommend modification to the Parking Regulations on 1200/1300 Park Avenue, a formal motion and vote will be needed for Village Board consideration.

Attachments: A. Area Exhibit
B. Correspondence
C. Petition
D. Traffic Data
E. 2020 Commuter Parking Study

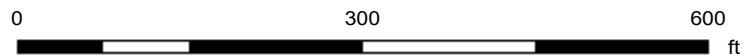
Attachment A

Area Exhibit

GIS Consortium | 1200/1300 Block of Park



Legend



Print Date: 5/9/2024

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Attachment B

Correspondence

Jack Bielak

From: ghumbert3@comcast.net
Sent: Friday, August 30, 2024 1:43 PM
To: Catherine Adduci (x); Jack Bielak
Cc: Pierangela Murphy; clflagg@sbcglobal.net
Subject: [External] Petition for Park Ave Parking Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jack and Cathy

I want to thank both of you for your consistent and timely responses to our emails. I understand that we have been raising many questions and expressing dissatisfaction with the current situation. I really appreciate your patience and thorough responses. Cathy, your responsiveness to residents' concerns is commendable, and I am confident that with your help, we will be able to solve the parking issue.

The Dominican students are parking all up and down Park Avenue, even in the No Parking zone. We haven't seen it this bad in a while. I just found out that Dominican has a parking fee for students who park on campus, even if they are commuter students. This seems like the reason why students are going to fill up our residential streets is to avoid the parking fee. I understand students living in the dorm would pay a fee because they need overnight parking, but I don't understand the commuter students. Cathy, I know you have a good relationship with the President of Dominican. Maybe she can provide insight into charging the commuter students for parking.

Jack, I've been trying to reach you at the Village. Unfortunately, I couldn't find your extension in the Directory of Personnel, and the operator connected me to a VM of someone named Dowd. Before I proceed with the manual circulation and collection of a petition, I would appreciate your expertise in answering a few questions.

- We used to have "Two-Hour Parking" on Park Avenue, which was ineffective. I am not sure if it wasn't enforced or what the issue was, but it was getting consistently worse until the pandemic. Of course, it was quiet during the pandemic. Now, post-pandemic, it's been entirely unacceptable on Park Avenue. So, how would implementing "Two-Hour Parking" again on Park Avenue solve our parking and traffic problems? How would this be consistently enforced?
- Will the Village of River Forest residents with valid village stickers be allowed to park for longer than two hours? If not, I think we need to revisit the "Resident-Only Parking" option.
- How do you handle parking around Concordia University? My friends living by Concordia tell me they have "Resident-Only Parking", which works great. If a contractor or service personnel are visiting their house, they call the Village or put a note inside the windshield to inform the RFPD that this is their visitor. Why wouldn't that be the proposed solution for our block? Remember that Dominican students can park on Division Street with no restrictions.
- What happened to the "No Parking M-F 9 until 5 pm" parking signs from Greenfield south to the Dominican University driveway? There is only one sign now, so it isn't apparent. This is a No Parking area. Jim Donahugh petitioned and got those signs in front of his property (now the

Dominican President's house) because it is a blind corner and caused many near accidents for drivers, bikers, and pedestrians. That strip of land must be labeled "No Parking M-F 9 until 5 pm."

If we need to do this manual petition, please let me know the actual language of the petition. I will write the petition, walk the block to deliver it to each mailbox, and then try to collect the signed petitions back. It is tough to get residents to attend a Village meeting. I'm sure most of the neighbors believe that Pierry, Louse, and I can solve this without attending the meeting. I'm going to try to attend the meeting. Don't tell my husband because he thinks I will be with him in MI - but I will come back if necessary to get this change through.

I appreciate your help!

Warm regards,
Gerri Humbert
1319 Park Ave
312-735-4406

Jack Bielak

From: Pierangela Murphy <90murphy@comcast.net>
Sent: Friday, August 30, 2024 8:04 AM
To: Jack Bielak
Subject: [External] Re: [External] Traffic and Safety Commission Petition for Park Avenue

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Bielak,

I followed the guidelines set forth and sent in the request.

Is it not enough to have copied in all the neighbors or do I actually need to spend additional time to go to each home I already visited? All of us want the Resident Only Parking to match all the streets around us.

Thanks.

Pierangela Murphy
1223 Park
312-590-8130 mobile

On Aug 30, 2024, at 7:35 AM, Jack Bielak <JBielak@vrf.us> wrote:

Hello Ms. Murphy,

Thank you for reaching out. I will forward your message to the Traffic and Safety Commission.

I have received your email below and am happy to help you through the required process. The Village has a Traffic and Safety Commission to review and discuss matters such as this.

I have attached a few documents for your review. The first is a quick summary of the steps to get an item on the agenda for the Traffic and Safety Commission. The other forms include a template petition form that can be used and some other detail regarding the overall process. Additional information regarding the Traffic and Safety Commission can be found on the Village website at www.vrf.us/traffic-safety.

At this point, what we would need from you to get moving is a “written request” (email is fine) of what you’re looking to change. I understand that there is some mention below however the request needs to *specifically* state what you are requesting. For a parking restriction of some form on Park, I would ask that you specify the limits (Division to Greenfield as mentioned below). This isn’t written in stone but helps us establish the baseline request that we will ultimately bring to the Commission for discussion.

[Here](#) is a link to some interactive maps showing parking zones throughout the Village. Clicking on the different zones provides more detail in each area.

In an effort to make sure you're aware of all the parking restrictions our ordinance currently allows, the general options are as follows:

- Resident Only Parking – this would allow any resident with a vehicle registered to an address in the Village to park there
- No Parking – This one is self-explanatory
- Time Limit Parking – It can be 1-hr, 2-hr, 30-min, 15-min, etc.
- Permit Parking – Anyone in the Village can get a permit to park there, but only those with a permit would be allowed to use the spaces. This is what is utilized near the train station and doesn't really apply in this case
- Resident Permit Parking – Only residents within the area can get permits to park there. We have these zones south of the train tracks to prevent commuters (who are also RF residents) from parking beyond the designated commuter spaces in the surrounding neighborhood. This also would not apply in your case.

I would recommend some sort of time-limit parking restriction as this is the *least* restrictive for your own use. The often-overlooked unintended consequence of any one of these restrictions comes into play during the holidays or when you have visitors/contractors at the house as they will be subject to the same restriction.

If you have any questions please feel free to contact me.

Thank you,

<image002.png>Jack Bielak P.E., CFM
Director of Public Works & Engineering
Village of River Forest
JBielak@vrf.us
(708) 714-3551

-----Original Message-----

From: Pierangela Murphy <90murphy@comcast.net>

Sent: Thursday, August 29, 2024 5:29 PM

To: Bill Koclanis <BKoclanis@vrf.us>

Cc: misty.d.olson@gmail.com; mra1215@hotmail.com; s.depooter@gmail.com; jackiearte@hotmail.com; hollvik@aol.com; anitalebbling@yahoo.com; grabkefamily@gmail.com; Gerri Humbert <gghumbert3@comcast.net>; Louise Flagg <clflagg@sbcglobal.net>; Zeny Figueras <zenyorcenafigueras@gmail.com>; Linda Robinet <lrobinet0224@gmail.com>; shannonhkmler@gmail.com

Subject: [External] Traffic and Safety Commission Petition for Park Avenue

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Traffic and Safety Commission:

Please consider this written request submitted by a resident (since 1973) clearly identifying the request to restrict parking from Division Street going north to Greenfield.

By way of copy to the emails shown above, the residents in this area are concerned about the parking and 75% of properties within the "notification" area are in support of the request. I am unable to attend the meeting to be held on September 18, 2024, but some of the other residents will attend. I request the Commission to not strike the matter from its agenda due to my absence.

The issue could not be simpler, yet multiple requests to the Village have gone unanswered.

The neighbors would like to know why the 2 hour parking signs were ever removed? The signs were pre-COVID. The police stated they did not have time to chalk the cars. After multiple complaints, temporary restricted parking for residents only signs were placed. Those were removed for unknown reasons at the beginning of this summer. We are now faced with student parking and it is a dangerous situation. There are children riding bikes and many seniors citizen who live on this block. The Traffic Commission is placed on notice that residents have complained and the Commission shall be held accountable when an accident occurs.

Additionally, there was a significant robbery that occurred on this block and some seniors are concerned that criminals can easily blend in with the student cars.

Our proposal is to have restricted parking for residents, similar to the streets around us, from 8-5 PM. On the weekends it would be unrestricted. I understand that even with resident only parking we are still allowed to have landscapers, plumbers, housecleaners, friends, etc. This is exactly how it was before Dominican started school again.

Also, please understand Dominican has a parking garage which this week had over 80 spaces unoccupied on the fourth and rooftop floors.

I trust this email suffices the official requirements, but if you have any questions, please feel free to contact me.

Sincerely,

Pierangela Murphy
1223 Park
(Previously 1039 Lathrop)
River Forest IL. 60305
312-590-8130 mobile

<traffic_and_safety_procedure.pdf><traffic_and_safety_exhibit.pdf><traffic_and_safety_petition_form.pdf>

Jack Bielak

From: Gerri Humbert <ghumbert3@comcast.net>
Sent: Friday, September 6, 2024 3:37 PM
To: Jack Bielak
Cc: Pierangela Murphy; Louise and Craig Flagg
Subject: [External] Re: [External] Traffic and Safety Commission Petition for Park Avenue
Attachments: traffic_and_safety_procedure.pdf; traffic_and_safety_exhibit.pdf;
traffic_and_safety_petition_form.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jack,

We canvased the neighbors and we have over 75% (so far) in favor of parking restrictions on Park Ave. The petition reads as follows:

Resident Only parking on weekdays from 8am until 4pm (school days only). This is for Park Ave from Division to Greenfield on the west side.

We feel this is a good middle ground because it's not "No Parking 8am until 4pm" and it isn't "Resident Parking Only 8am until 8pm." We have witnessed the parking enforcement these past two weeks with cars parked illegally on Park Ave. Only when we call it in have these cars been ticketed. So "Two Hour Parking" is not acceptable to the residents of Park Ave. Also, no other block near Dom U has anything less than Resident Only Parking (many having No Parking) despite Park Ave being very busy and an emergency route. It makes no sense to us from a safety issue, first and foremost.

We provided petition information to every house on the east side of Park from Division to Greenfield. There are 18 homes. We have 15 signed petitions (so far). No one has disagreed with the petition. We have not been able to reach a few residents. We did not include the President's house on the west side of Park. We weren't sure if that is considered Dom U property. But in any case, we knew they wouldn't be in support of the petition.

We would like to be added as an agenda item to the Sep 18 Traffic and Safety Commission. Please let me know next steps.

Thank you,
Gerri Humbert
1319 Park Ave

Sent from my iPhone

On Aug 30, 2024, at 7:36 AM, Jack Bielak <JBielak@vrf.us> wrote:

Hello Ms. Murphy,

Thank you for reaching out. I will forward your message to the Traffic and Safety Commission.

I have received your email below and am happy to help you through the required process. The Village has a Traffic and Safety Commission to review and discuss matters such as this.

I have attached a few documents for your review. The first is a quick summary of the steps to get an item on the agenda for the Traffic and Safety Commission. The other forms include a template petition form that can be used and some other detail regarding the overall process. Additional information regarding the Traffic and Safety Commission can be found on the Village website at www.vrf.us/traffic-safety.

At this point, what we would need from you to get moving is a “written request” (email is fine) of what you’re looking to change. I understand that there is some mention below however the request needs to *specifically* state what you are requesting. For a parking restriction of some form on Park, I would ask that you specify the limits (Division to Greenfield as mentioned below). This isn’t written in stone but helps us establish the baseline request that we will ultimately bring to the Commission for discussion.

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- Resident Only Parking – this would allow any resident with a vehicle registered to an address in the Village to park there
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- Time Limit Parking – It can be 1-hr, 2-hr, 30-min, 15-min, etc.
- Permit Parking – Anyone in the Village can get a permit to park there, but only those with a permit would be allowed to use the spaces. This is what is utilized near the train station and doesn’t really apply in this case
- Resident Permit Parking – Only residents within the area can get permits to park there. We have these zones south of the train tracks to prevent commuters (who are also RF residents) from parking beyond the designated commuter spaces in the surrounding neighborhood. This also would not apply in your case.

I would recommend some sort of time-limit parking restriction as this is the *least* restrictive for your own use. The often-overlooked unintended consequence of any one of these restrictions comes into play during the holidays or when you have visitors/contractors at the house as they will be subject to the same restriction.

If you have any questions please feel free to contact me.

Thank you,



Jack Bielak P.E., CFM
Director of Public Works & Engineering
Village of River Forest
JBielak@vrf.us
(708) 714-3551

-----Original Message-----

From: Pierangela Murphy <90murphy@comcast.net>
Sent: Thursday, August 29, 2024 5:29 PM
To: Bill Koclanis <BKoclanis@vrf.us>
Cc: misty.d.olson@gmail.com; mra1215@hotmail.com; s.depooter@gmail.com;
jackiearte@hotmail.com; hollvik@aol.com; anitalebling@yahoo.com; grabkefamily@gmail.com; Gerri
Humbert <ghumbert3@comcast.net>; Louise Flagg <clflagg@sbcglobal.net>; Zeny Figueras
<zenyorcenafigueras@gmail.com>; Linda Robinet <lrobinet0224@gmail.com>;
shannonhkmiller@gmail.com
Subject: [External] Traffic and Safety Commission Petition for Park Avenue

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Dear Traffic and Safety Commission:

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By way of copy to the emails shown above, the residents in this area are concerned about the parking and 75% of properties within the "notification" area are in support of the request. I am unable to attend the meeting to be held on September 18, 2024, but some of the other residents will attend. I request the Commission to not strike the matter from its agenda due to my absence.

The issue could not be simpler, yet multiple requests to the Village have gone unanswered.

The neighbors would like to know why the 2 hour parking signs were ever removed? The signs were pre-COVID. The police stated they did not have time to chalk the cars. After multiple complaints, temporary restricted parking for residents only signs were placed. Those were removed for unknown reasons at the beginning of this summer. We are now faced with student parking and it is a dangerous situation. There are children riding bikes and many seniors citizen who live on this block. The Traffic Commission is placed on notice that residents have complained and the Commission shall be held accountable when an accident occurs.

Additionally, there was a significant robbery that occurred on this block and some seniors are concerned that criminals can easily blend in with the student cars.

Our proposal is to have restricted parking for residents, similar to the streets around us, from 8-5 PM. On the weekends it would be unrestricted. I understand that even with resident only parking we are still allowed to have landscapers, plumbers, housecleaners, friends, etc. This is exactly how it was before Dominican started school again.

Also, please understand Dominican has a parking garage which this week had over 80 spaces unoccupied on the fourth and rooftop floors.

I trust this email suffices the official requirements, but if you have any questions, please feel free to contact me.

Sincerely,

Pierangela Murphy
1223 Park
(Previously 1039 Lathrop)
River Forest IL. 60305
312-590-8130 mobile

Attachment C


Petition

Traffic and Safety Commission Petition

Requested Action(s): Residential Parking Only on weekdays from 8 am until 4 pm (school days only). From Division to Greenfield on

the west side of the street

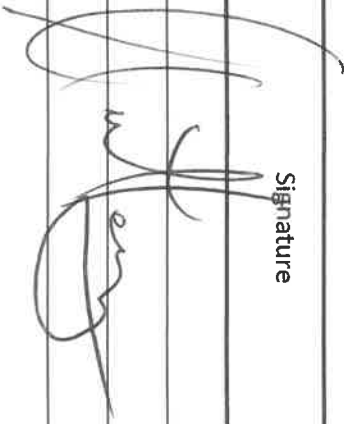
1326 7900 Park

Name	Address	Date	Signature	Please Check One			Unreachable
				Agree	Disagree	No Opinion	
Craig & Louise Flagg	1331 Park	9/4/24		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Michael Herzog	1323 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
John & Gerri Humbert	1319 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Peter & Melissa Cefalu	1315 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Michal & Aga Garbowski	1311 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Jennifer Mann	1307 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Andrew and Laura Riff	1301 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cheri McIntyre	1247 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waymon & Cheryl Starks	1243 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Samuel & Shannon Miller	1241 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Efrain Contreras	1235 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sean Hanley & Linda Robinet	1231 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trigidio & Zeny Figueras	1227 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Patrick & Pierry Murphy	1223 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Michael Anderson & Jackie Dimetros	1215 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mrs. Organ	1213 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Timothy & Kotomi Moran	1211 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Matthew Dvorak & Emma Gaddipati	1201 Park			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Traffic and Safety Commission Petition

Requested Action(s): Residential Parking Only on weekdays from 8 am until 4 pm (school days only). From Division to Greenfield on

the west side of the street

Name	Address	Date	Signature	Please Check One				
				Agree	Disagree	No Opinion	Unreachable	
Craig & Louise Flagg	1331 Park							
Michael Herzog	1323 Park	9-6-24		X				
John & Gerri Humbert	1319 Park							
Peter & Melissa Cefalu	1315 Park							
Michal & Aga Garbowski	1311 Park							
Jennifer Mann	1307 Park							
Andrew and Laura Riff	1301 Park							
Cheri McIntyre	1247 Park							
Waymon & Cheryl Starks	1243 Park							
Samuel & Shannon Miller	1241 Park							
Efrain Contreras	1235 Park							
Sean Hanley & Linda Robinet	1231 Park							
Trigido & Zeny Figueras	1227 Park							
Patrick & Pierry Murphy	1223 Park							
Michael Anderson & Jackie Dimetros	1215 Park							
Mrs. Organ	1213 Park							
Timothy & Kotomi Moran	1211 Park							
Matthew Dvorak & Emma Gaddipati	1201 Park							

Traffic and Safety Commission Petition

Requested Action(s): Residential Parking Only on weekdays from 8 am until 4 pm (school days only). From Division to Greenfield on

the west side of the street

Name	Address	Date	Signature	Please Check One			Unreachable
				Agree	Disagree	No Opinion	
Craig & Louise Flagg	1331 Park						
Michael Herzog	1323 Park						
John & Gerri Humbert	1319 Park	<i>9/3/2024</i>	<i>Gerri Humbert</i>	<input checked="" type="checkbox"/>			
Peter & Melissa Cefalu	1315 Park						
Michal & Aga Garbowski	1311 Park						
Jennifer Mann	1307 Park						
Andrew and Laura Riff	1301 Park						
Cheri McIntyre	1247 Park						
Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
Michael Anderson & Jackie Dimetros	1215 Park						
Mrs. Organ	1213 Park						
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Matthew Dvorak & Emma Gaddipati	1201 Park						

Traffic and Safety Commission Petition

Requested Action(s): Residential Parking Only on weekdays from 8 am until 4 pm (school days only). From Division to Greenfield on

the west side of the street

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Craig & Louise Flagg	1331 Park						
Michael Herzog	1323 Park						
John & Gerri Humbert	1319 Park						
Peter & Melissa Cefalu	1315 Park	9/6/24	Melissa Cefalu	X			
Michal & Aga Garbowski	1311 Park						
Jennifer Mann	1307 Park						
Andrew and Laura Riff	1301 Park						
Cheri McIntyre	1247 Park						
Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
Michael Anderson & Jackie Dimetros	1215 Park						
Mrs. Organ	1213 Park						
Timothy & Kotomi Moran	1211 Park						
Matthew Dvorak & Emma Gaddipati	1201 Park						

Traffic and Safety Commission Petition

Requested Action(s): Residential Parking Only on weekdays from 8 am until 4 pm (school days only). From Division to Greenfield on

the west side of the street

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Craig & Louise Flagg	1331 Park						
Michael Herzog	1323 Park						
John & Gerri Humbert	1319 Park						
Peter & Melissa Cefalu	1315 Park						
Michal & Aga Garbowski	1311 Park	9/3/2024	<i>Michal Garbowski</i>	<input checked="" type="checkbox"/>			
Jennifer Mann	1307 Park						
Andrew and Laura Riff	1301 Park						
Cheri McIntyre	1247 Park						
Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
Michael Anderson & Jackie Dimetros	1215 Park						
Mrs. Organ	1213 Park						
Timothy & Kotomi Moran	1211 Park						
Matthew Dvorak & Emma Gaddipati	1201 Park						

Traffic and Safety Commission Petition

Requested Action(s): Residential Parking Only on weekdays from 8 am until 4 pm (school days only). From Division to Greenfield on

the west side of the street

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Craig & Louise Flagg	1331 Park						
Michael Herzog	1323 Park						
John & Gerri Humbert	1319 Park						
Peter & Melissa Cefalu	1315 Park						
Michal & Aga Garbowski	1311 Park						
Jennifer Mann & Marlene Mann	1307 Park	9/7/24	Marlene Mann	<input checked="" type="checkbox"/>			
Andrew and Laura Riff	1301 Park						
Cheri McIntyre	1247 Park						
Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
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Michael Herzog	1323 Park						
John & Gerri Humbert	1319 Park						
Peter & Melissa Cefalu	1315 Park						
Michal & Aga Garbowski	1311 Park						
Jennifer Mann	1307 Park						
Andrew and Laura Riff	1301 Park	9/4/2024	<i>Andrew Riff / Laura Riff</i>	<input checked="" type="checkbox"/>			
Cheri McIntyre	1247 Park						
Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
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				Agree	Disagree	No Opinion	
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John & Gerri Humbert	1319 Park						
Peter & Melissa Cefalu	1315 Park						
Michal & Aga Garbowski	1311 Park						
Jennifer Mann	1307 Park						
Andrew and Laura Riff	1301 Park						
Cheri McIntyre	1247 Park	<i>9-3-2024</i>	<i>Cheri McIntyre</i>				<i>X</i>
Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
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Michal & Aga Garbowski	1311 Park						
Jennifer Mann	1307 Park						
Andrew and Laura Riff	1301 Park						
Cheri McIntyre	1247 Park						
Waymon & Cheryl Starks	1243 Park	9-3-24	<i>Waymon Starks</i>				X
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
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Jennifer Mann	1307 Park						
Andrew and Laura Riff	1301 Park						
Cheri McIntyre	1247 Park						
Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park	9/5/2024	<i>Shannon Miller</i>	<input checked="" type="checkbox"/>			
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
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Jennifer Mann	1307 Park						
Andrew and Laura Rif	1301 Park						
Cheri McIntyre	1247 Park						
Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park	9/4/2024	Seana Robinet	✓			
Trigido & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
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Traffic and Safety Commission Petition
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Name	Address	Date	Signature	Please Check One			Unreachable
				Agree	Disagree	No Opinion	
Craig & Louise Flagg	1331 Park						
Michael Herzog	1323 Park						
John & Gerri Humbert	1319 Park						
Peter & Melissa Cefalu	1315 Park						
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Waymon & Cheryl Starks	1243 Park						
Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park	09-05-24				✓	
Patrick & Pierry Murphy	1223 Park						
Michael Anderson & Jackie Dimetros	1215 Park						
Mrs. Organ	1213 Park						
Timothy & Kotomi Moran	1211 Park						
Matthew Dvorak & Emma Gaddipati	1201 Park						

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Samuel & Shannon Miller	1241 Park						
Efrain Contreras	1235 Park						
Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park	9/3/2024	Luigela Murphy	X			
Michael Anderson & Jackie Dimetros	1215 Park						
Mrs. Organ	1213 Park						
Timothy & Kotomi Moran	1211 Park						
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Peter & Melissa Cefalu	1315 Park							
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Andrew and Laura Riff	1301 Park							
Cheri McIntyre	1247 Park							
Waymon & Cheryl Starks	1243 Park							
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Efrain Contreras	1235 Park							
Sean Hanley & Linda Robinet	1231 Park							
Trigidio & Zeny Figueras	1227 Park							
Patrick & Pierry Murphy	1223 Park							
Michael Anderson & Jackie Dimetros	1215 Park	9/3/2024	Michael R. Anderson	<input checked="" type="checkbox"/>				
Mrs. Organ	1213 Park							
Timothy & Kotomi Moran	1211 Park							
Matthew Dvorak & Emma Gaddipati	1201 Park							

Traffic and Safety Commission Petition

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Sean Hanley & Linda Robinet	1231 Park						
Trigidio & Zeny Figueras	1227 Park						
Patrick & Pierry Murphy	1223 Park						
Michael Anderson & Jackie Dimetros	1215 Park						
Mrs. Organ	1213 Park	<i>9/3/2024</i>	<i>Joseph Organ Sr</i>	<input checked="" type="checkbox"/>			
Timothy & Kotomi Moran	1211 Park						
Matthew Dvorak & Emma Gaddipati	1201 Park						

Traffic and Safety Commission Petition

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Andrew and Laura Riff	1301 Park							
Cheri McIntyre	1247 Park							
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Sean Hanley & Linda Robinet	1231 Park							
Trigidio & Zeny Figueras	1227 Park							
Patrick & Pierry Murphy	1223 Park							
Michael Anderson & Jackie Dimetros	1215 Park							
Mrs. Organ	1213 Park							
Timothy & Kotomi Moran	1211 Park	9/3/24	<i>Tim Moran</i>					
Matthew Dvorak & Emma Gaddipati	1201 Park	9-5-24	<i>Matt Dvorak</i>	<input checked="" type="checkbox"/>				

Attachment D

Traffic Data

Summary Table 8/26-9/17

Date / Approx Time	Available Spots Park Ave	Available Spots Garage
8/26 – 11:45	0	0
8/27 – 11:15	4-5	92
8/28 – 11:25	0	0
8/29 – 11:30	2-3	47
8/30 – 11:30	2-3	149
9/3 – 11:30	5-6	110
9/4 – 11:43	0	19
9/5 – 11:35	7-8	92
9/6 – 11:35	2-3	102
9/9 – 11:27	0	28
9/10 – 11:48	2	97
9/11 – 11:44	1	20
9/12 – 11:44	3	108
9/13 – 11:27	2	182
9/16 -		
9/17 -		

Date: 8/26/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: 8/26 was the first day of school. There were no parking spots available on Park at this time and the Parking garage was full. Additionally, while driving around the campus there were not many spaces available.

Date: 8/27/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were 4-5 parking spots available on Park at this time and the Parking garage had 92 available spots. Additionally, while driving around the campus there about 10-15 spaces available.

Date: 8/28/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were no parking spots available on Park at this time and the Parking garage was full. While driving around the campus there were not many spaces available. Additionally, Dominican had three staff members on campus directing traffic.

Date: 8/29/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were 2-3 parking spots available on Park at this time and the Parking garage had 47 available spots. Additionally, while driving around the campus there about 5-10 spaces available.

Date: 8/30/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were 2-3 parking spots available on Park at this time and the Parking garage had 149 available spots. Additionally, while driving around the campus there about 5-10 spaces available.

Date: 9/3/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were 5-6 parking spots available on Park at this time and the Parking garage had 110 available spots. Additionally, while driving around the campus there about 5-10 spaces available.

Date: 9/4/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were no parking spots available on Park at this time and the Parking garage had 19 available spots. There were 6-7 cars illegally parked on park and were issued tickets. Additionally, while driving around the campus there were not many spaces available.

Date: 9/5/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were 7-8 parking spots available on Park at this time and the Parking garage had 92 available spots. Additionally, while driving around the campus there about 10-15 spaces available.

Date: 9/6/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were 2-3 parking spots available on Park at this time and the Parking garage had 102 available spots. Additionally, while driving around the campus there about 10-15 spaces available.

Date: 9/9/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were no parking spots available on Park at this time and the Parking garage had 28 available spots. Additionally, while driving around the campus there about 0-5 spaces available.

Date: 9/10/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There were 2 parking spots available on Park at this time and the Parking garage had 97 available spots. Additionally, while driving around the campus there about 10-15 spaces available.

Date: 9/11/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There was 1 parking spot available on Park at this time and the Parking garage had 20 available spots. Additionally, while driving around the campus there about 0-2 spaces available.

Date: 9/12/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There was 3 parking spot available on Park at this time and the Parking garage had 108 available spots. Additionally, while driving around the campus there about 15-20 spaces available.

Date: 9/13/2024



Along 1200-1300 Block of Park Avenue Facing South



Parking Garage at similar Time

Comments: There was 2 parking spots available on Park at this time and the Parking garage had 182 available spots. Additionally, while driving around the campus there about 10-15 spaces available.

Attachment E

2020 Commuter Parking Study

Commuter Parking Study

River Forest, Illinois

APPROVED BY VILLAGE
BOARD OF TRUSTEES
ON 05/26/2020



Prepared For:



May 26, 2020

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I. Executive Summary

Kenig, Lindgren, O’Hara, Aboona, Inc., (KLOA, Inc.) was retained by the Village of River Forest to perform a Commuter Parking Study with the objective of identifying strategies to minimize impacts on the Village’s residential streets by the commuting population and to efficiently accommodate commuter parking needs at the River Forest Metra Station.

For purposes of this study, the Village has identified commuters as residents and non-residents that park on the Village’s public streets and in its commuter parking lots to utilize the transit services within or adjoining the Village, including Metra commuter rail service at the River Forest Metra Station and Oak Park Metra Station, CTA rapid transit service at the Harlem/Lake Green Line Station, and CTA and Pace Bus service along Harlem Avenue and North Avenue. Commuters also include employees of the Village of River Forest and local businesses, as well as students, faculty and staff from Dominican University and Concordia University that utilize street parking.

Since the Village only has a limited amount of off-street parking for commuters, all of which is located at the River Forest Metra Station, it relies on its street parking supply to accommodate much of the commuter parking demand. Further, since the transit stations and university campuses are imbedded into residential and commercial areas of the Village, the Village must balance the commuter parking needs with the parking needs of local residents, employees, and customers.

The study area for the commuter parking study was selected by Village staff and is comprised of four zones reflecting the areas of the Village most impacted by commuter parking. The study also includes an evaluation of a selected number of off-street parking lots that currently serve commuters or have the potential to serve commuters in the future.

The recommendations from this study were developed from field surveys of parking inventory and utilization, demographic data from the U.S. Census Bureau and the Chicago Metropolitan Agency for Planning (CMAP), transit ridership and parking data from Metra, projections of future commuter parking demand, and public input received from Village residents through broad distribution of a parking questionnaire. The recommendations were then vetted through Village staff, the Village’s Traffic and Safety Commission, and the Village Board of Trustees.

The Appendix of this report includes the questions and responses from the parking questionnaire and summary tables of the parking inventory and utilizations surveys.

Key recommendations from the study follow.

Zone 1

Three options were considered to reduce commuter parking impacts around the main campus of Dominican University. Option 1 was selected as the preferred option.

- Option 1 – Maintain free street parking with targeted enforcement on impacted blocks. Remove 2-Hr time regulations on Park Ave along University frontage to compress parking impacts to the campus edges. Monitor conditions for alternate measures.
- Option 2 - Implement paid/metered parking on Division St and Park Ave along campus frontage as a user fee to be applied towards street maintenance costs (\$0.25/hr, 8A-8P, M-F). Restrict parking on Division St east of Park Ave. No other parking regulation changes. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.
- Option 3 - Implement paid/metered parking on Division St and Park Ave along campus frontage. Convert resident parking zones to No Parking 8A-5P, M-F on 1100 blocks of Thatcher Ave, Keystone Ave and Forest Ave, consistent with existing regulations on 1100 block of Park and the 1400 blocks of Keystone and Forest. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.

Zone 2

Three options were considered to reduce commuter parking impacts around the Concordia University campus. Option 1 was selected as the preferred option.

- Option 1 – Install resident parking zones (8A-8P, M-F) on 7200 blocks of Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side) to compress parking impacts to campus edges and preserve parking for apartment tenants. Convert No Parking 9A-5P, M-F regulations to resident parking (8A-8P, M-F) on 900 blocks of Monroe Ave and Bonnie Brae Pl for regulation consistency and resident convenience. Targeted enforcement of current resident parking zones. Monitor conditions for alternate measures.
- Option 2 - Implement paid/metered parking on Division St and Bonnie Brae Pl along campus frontage as a user fee to be applied towards street maintenance costs (\$0.25/hr, 8A-8P, M-F). Install resident parking zones on 7200 blocks of Division St and Thomas St. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.
- Option 3 - Implement paid/metered parking on Division St and Bonnie Brae Pl along campus frontage. Install resident parking zones on 7200 blocks of Division St and Thomas St. Expand No Parking 8A-5P, M-F regulations onto unregulated blocks and existing blocks with resident parking and 2-Hr parking limits. Broad enforcement on surrounding blocks. Monitor conditions for alternate measures.

Zone 3

Recommendations were approved to reduce commuter parking impacts in the residential area of Zone 3 north of Lake Street and the commercial area of Zone 3 south of Lake Street.

Neighborhood Area North of Town Center

Replace the 2-Hr time limit parking with a 4-Hr 8A-5P, M-F time regulation to continue deterrence of commuter parking impacts with less inconvenience to residents and more efficient enforcement efforts. Implement same 4-Hr regulation on unregulated blocks, blocks with 3-Hr time limits, and blocks with No Parking 8A-10A, M-F regulations.

Town Center Area South of Lake Street

Relocate 13 of the residents-only daily fee parking spaces on Central Ave (west of William St) to the business permit parking spaces on Central east of Bonnie Brae to move them closer to the Harlem/Lake Green Line Station. Allocate some of these spaces for monthly permit parking, as determined by Village staff, and publicize the proximity of these spaces to encourage greater use. Rebalance business permit and 2-Hr parking without reduction in capacity of either.

Zone 4

Two options were considered to reduce commuter parking impacts around the River Forest Metra Station. Option 1 was selected as the preferred option.

- Option 1 – Maintain resident permit parking program and extend permit opportunities to apartment tenants in need. Replace 3-Hr 6A-2P, M-F parking on south side of 8000 block of Lake St (Thatcher-Edgewood) with resident permit parking 6A-10A, M-F. Targeted enforcement on impacted blocks. Monitor conditions for alternate measures.
- Option 2 – Replace resident permit parking, 2-Hr and 3-Hr parking regulations with a 4-Hr 8A-5P, M-F blanket parking regulation across Zone 4 for greater resident convenience, lower cost, and more efficient enforcement efforts. Monitor conditions for alternate measures.

Metra Station Parking

1st Course of Action – Maximize Use of Existing Metra Parking

The Village has dedicated 189 parking spaces to the Metra Station in two lots on Thatcher Avenue and in parking lanes along Central Avenue and Hawthorne Avenue. While there is currently a parking surplus at the Metra Station ranging from 21 to 55 spaces, the limited number of monthly commuter parking permits issued by the Village, the wait times to obtain a permit, the disproportional daily fee rates paid by those desiring a permit, and the current utilization of the West Thatcher monthly-permit parking lot (58%) are four of the most concerning issues expressed in the parking questionnaire. Recommended measures to maximize use of the existing Metra parking supply include:

- Maintain the current commuter parking space allocation comprised on monthly permit parking west of Keystone Ave and daily fee parking east of Keystone Ave.
- Eliminate the monthly permit wait list (currently 39 residents) by lifting the permit sales cap (121 permits) and selling permits to all residents that desire them.
- Continue operating the monthly permit parking spaces on a first-come, first-served basis.
- Advertise that monthly permit holders are able to park in the daily fee spaces, if necessary, without penalty of paying twice.
- Research installing an electric vehicle charging station in the East Thatcher parking lot.

2nd Course of Action – Plan for Potential Future Metra Parking Deficit

Should future population growth in the Village necessitate increased parking capacity at the Metra Station, the following options are recommended:

- Extend center island in West Thatcher lot and remove curbing separating the lot from the former rehabilitation institute parking aisle. *Gain: 3 spaces.*
- Extend daily fee parking on Hawthorne Ave east to Franklin Ave. *Gain: 10 spaces*
- Re-approach United Methodist Church on lease or purchase of their west parking lot (450 ft from train platform) for commuter parking on weekdays. *Gain: 36 spaces*

Village Hall Parking Options

The Village makes use of several lots and street parking locations to accommodate the parking needs of Village Hall employees, visitors and municipal vehicles. A total of 78 spaces are reserved for this use (excluding spaces for Police vehicles on the west side of Village Hall). The Lake and Park lot is a temporary location that may one day be redeveloped for a different use. Two options were considered to ensure that the Village Hall parking needs do not create commuter parking impacts in the future should the current parking supply be reduced. Consensus was not achieved on a preferred option. Other options will be explored in the future, potentially including other properties owned by the Village.

- Option 1 – Switch the parking lane on Central Ave (Park-Lathrop) from the north side of the street to the south. Increases street parking capacity by 59%, eliminates sight-line conflicts at driveways, and provides additional parking opportunities (8A-5P, M-F) for Village Hall employees and local residents. *Gain: 16 spaces*
- Option 2 – Construct parking deck on Village Hall lot. Constrained lot size would require deck to span over one-half of Central Ave. Portion of ground level could be secured behind gated entry and exit drives for some municipal vehicles and Village Hall employees. Upper levels could be available for Village Hall employees and visitors. Potential three-level deck could provide just under three times more capacity than the existing surface lot and accommodate all of the Village Hall’s current employee parking need. *Gain: 55 spaces*

1. Introduction

This report presents the findings of a Commuter Parking Study and strategies to minimize impacts on the Village's residential streets by the commuting population and to efficiently accommodate commuter parking needs at the River Forest Metra Station.

For purposes of this study, the Village has identified commuters as residents and non-residents that park on the Village's public streets and in its commuter parking lots to utilize the transit services within or adjoining the Village, including Metra commuter rail service at the River Forest Metra Station and Oak Park Metra Station, CTA rapid transit service at the Harlem/Lake Green Line Station, and CTA and Pace Bus service along Harlem Avenue and North Avenue. Commuters also include employees of the Village of River Forest and local businesses, as well as students, faculty and staff from Dominican University and Concordia University that utilize street parking.

Since the Village only has a limited amount of off-street parking for commuters, all of which is located at the River Forest Metra Station, it relies on its street parking supply to accommodate much of the commuter parking demand. Further, since the transit stations and university campuses are imbedded into residential and commercial areas of the Village, the Village must balance the commuter parking needs with the parking needs of local residents, employees, and customers.

The study area for the commuter parking study was selected by Village staff and is comprised of four zones reflecting the areas of the Village most impacted by commuter parking. **Figure 1** shows the four zones of the study area in relation to the street system. The study also includes an evaluation of a selected number of off-street parking lots that currently serve commuters or have the potential to serve commuters in the future.

The recommendations from this study were developed from field surveys of parking inventory and utilization, demographic data from the U.S. Census Bureau and the Chicago Metropolitan Agency for Planning (CMAP), transit ridership and parking data from Metra, projections of future commuter parking demand, and public input received from Village residents through broad distribution of a parking questionnaire. The recommendations were then vetted through Village staff, the Village's Traffic and Safety Commission, and the Village Board of Trustees.

The subsequent sections of this report summarize the following:

- Commuter parking questionnaire
- Existing parking inventory by zone
- Existing parking utilization by zone
- Parking analysis and recommendations by zone
- Existing and projected Metra parking demand
- Village Hall parking options

The Appendix of this report includes the questions and responses from the parking questionnaire and summary tables of the parking inventory and utilizations surveys.

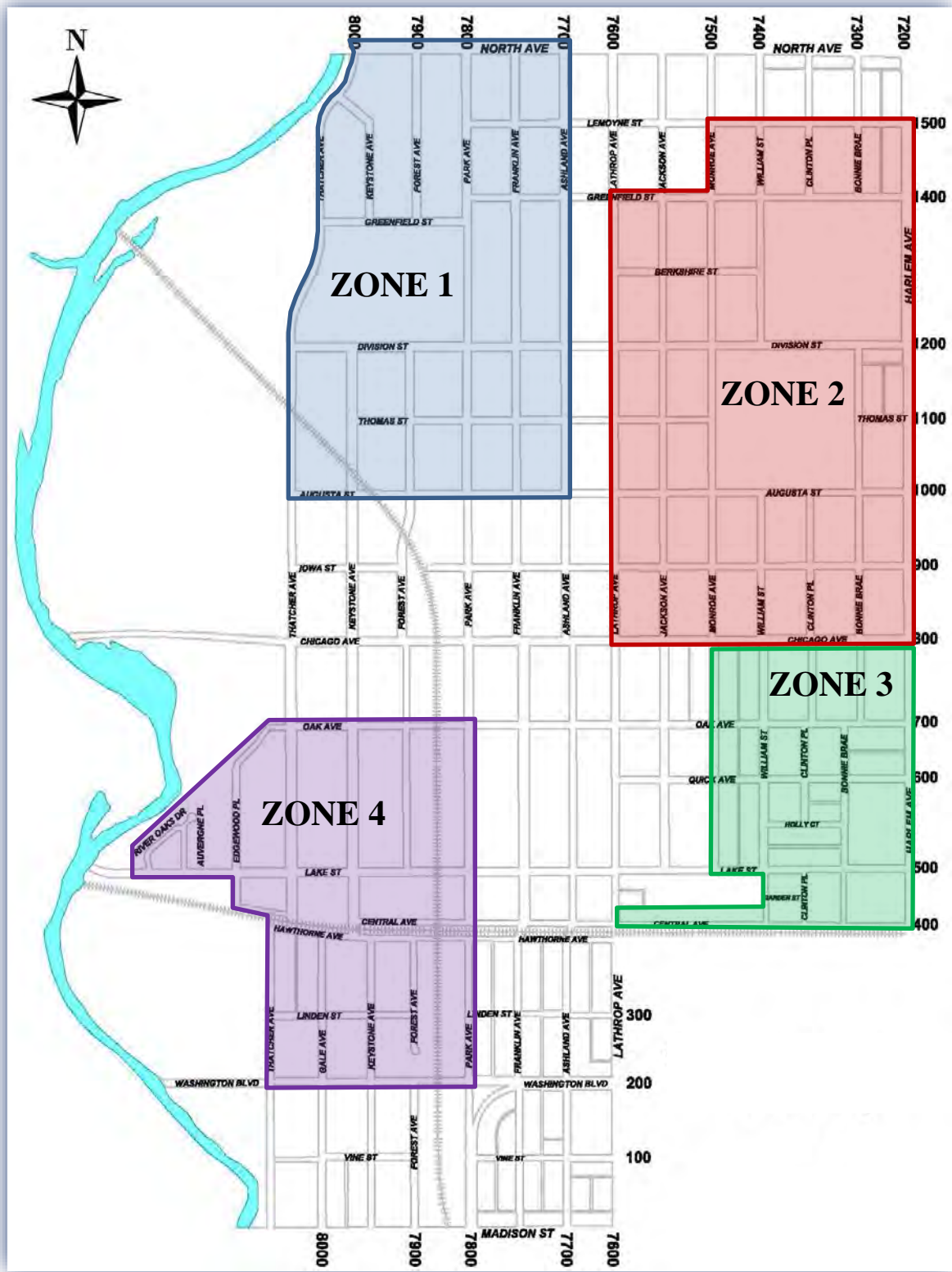


Figure 1

Study Area Zones

2. Commuter Parking Questionnaire

To determine how well the Village's commuter parking supply is currently meeting the needs of its residents and businesses, and to assist in identifying residential areas of the Village most impacted by commuter parking, the public was engaged through the use of an online commuter parking questionnaire. A link to the questionnaire was broadcast by the Village via various electronic and printed platforms to Village residents and business owners, monthly parking permit holders, and those receiving the Village's E-News newsletter. Platforms included email, the Village website, and printed flyers. The link was also forwarded to Concordia University and Dominican University for distribution to their campus population. A total of 348 questionnaires were completed representing a sampling of opinions on commuter parking in River Forest. The questions and responses are contained in the Appendix.



Key findings from the questionnaire are summarized below:

- Responders primarily consisted of Village residents (52%), those employed in the Village (28%), those attending college in the Village (20%)
- Approximately 51% of responding residents use the River Forest Metra Station as their primary means for commuting to work
- Approximately 10% of responding residents use the CTA's Harlem/Lake Green Line Station as their primary means of commuting to work
- Less than 2% of responding residents use a Pace bus as a means of commuting to work
- Approximately 43% of Metra Station commuters feel there is an inadequate amount of commuter parking near the station
- Approximately 48% of Metra Station commuters feel that the \$50 monthly parking permit fee and/or the \$5 daily parking fee is acceptable
- Approximately 84% of monthly parking permit holders would not be interested in a premium permit entitling them to a guaranteed space at the Metra Station primarily due to the cost (\$100)
- 28 responders indicate they are on the wait list for a monthly commuter parking permit around 50% of which have been waiting for over a year
- Approximately 27% of those on the wait list would be interested in the premium permit while the remainder would prefer the standard monthly permit
- Almost one-half (47%) of commuters that park at the Metra Station regularly utilize the commuter parking 5 days a week
- More than 80% of residents feel that their block is not impacted by commuter parking

- Concerns with commuter parking impacts were expressed by residents of 9 blocks in Zone 4, 7 blocks in Zone 2, 3 blocks in Zone 1, and one block in Zone 3
- Responses from business owners indicate that employees are primarily using private lots to park (68%) or are parking on the street (32%) in permit, time-limit or unregulated spaces
- Approximately 21% of Metra commuters using a rideshare company to travel to and/or from the River Forest station
- Approximately 13 people responded that they own an electric vehicle
- The Metra Station is the most desired location for an electric vehicle charging station
- Approximately 19% of university students reported parking on the street rather than on campus primarily due to the cost of a campus parking permit

Several issues were repeatedly conveyed in the resident responses, including the following:

- Limited amount of monthly permit parking at the Metra Station
- Commuter parking at the Metra Station fills up by early morning during the week
- West Thatcher commuter lot was converted from daily fee parking to monthly permit parking and now never appears to be full
- There is a wait list for monthly permit parking and the wait times are very long
- Those without permits must pay the daily fee (\$5) at a per-day cost up to twice that of a monthly permit (\$50)
- Limited amount of daily fee parking at the Metra Station
- The daily fee spaces are a long walk from the station
- Monthly and daily commuter parking fees have doubled in recent years and are not in line with fees charged in other area communities
- Free parking areas near the Metra Station have virtually been eliminated by regulations

3. Existing Parking Inventory

To determine the utilization of parking within the four study area zones in order to identify potential commuter parking impacts, it was first necessary to establish the parking capacity on the study area streets as a foundation for the analysis. A field review was performed to inventory the parking capacity, as well as the parking regulations, on the public streets within each of the four study area zones. A parking inventory was also completed for a selected number of off-street parking lots or garages that serve commuters or have the potential to serve commuters in the future.

On-Street Parking Inventory

Zone 1

Zone 1 represents the portion of the Village where neighborhood streets are susceptible to commuter parking impacts from Dominican University's main campus, from commercial businesses along North Avenue, and from Willard Elementary School staff. There are 49 blocks within Zone 1. The parking capacity on each block is contained in Tables A1 and A2 in the Appendix. Parking on many of the blocks is unregulated. Blocks that are regulated are posted with one or more of the following regulations:

- Resident Parking 8A-8P, M-F
- Resident Parking 8A-8P
- No Parking 8A-5P, M-F
- No Parking 7A-9A, M-SAT
- No Parking 4P-6P, M-SAT
- 2-Hr 8A-6P, M-F
- 2-Hr, M-F
- 2-Hr 7A-4P School Days
- Student Loading Zone 8A-11A; 1P-4P

To minimize commuter parking impacts from Dominican University, the Village allows free parking along the campus frontage on the north side of Division Street, regulates parking with 2-Hr time limits along the campus frontage on the west side of Park Avenue, and prohibits parking or utilizes resident parking zones on most of the other streets within a block of the campus.

To minimize parking impacts from employees of commercial businesses along North Avenue, the Village utilizes 2-Hr parking zones or resident parking zones on some of the streets in Zone 1 within a block of North Avenue, including Forest Avenue and Ashland Avenue.

Figure 2 shows the posted parking regulations on the Zone 1 blocks.

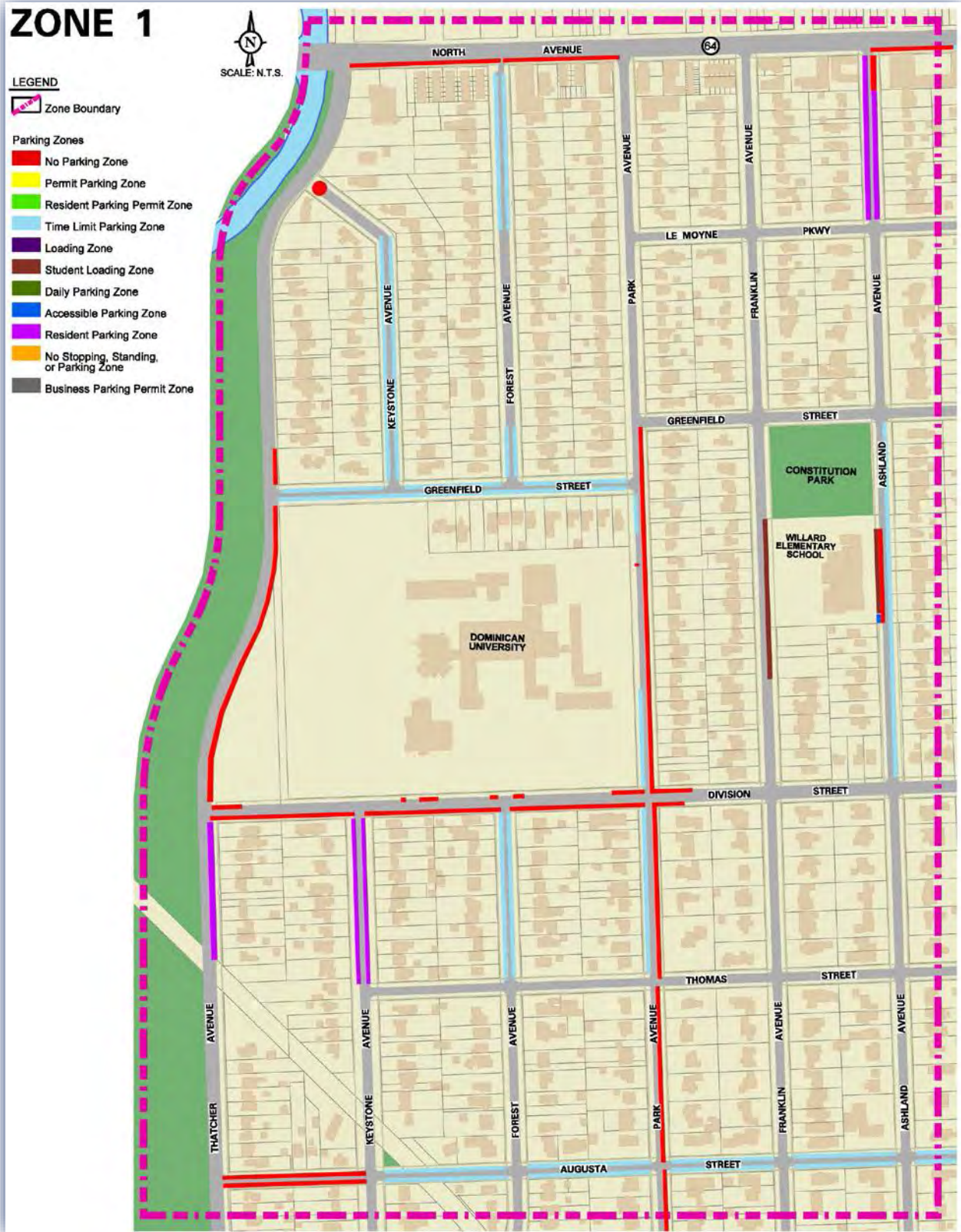


Figure 2

Zone 1 Parking Regulations

Zone 2

Zone 2 represents the portion of the Village where neighborhood streets are susceptible to commuter parking impacts from Concordia University, Dominican University's Priory campus, Pace bus routes along Harlem Avenue, and commercial businesses along North Avenue. There are 78 blocks within Zone 2. The parking capacity on each block is contained in Tables A3 and A4 in the Appendix. Parking on many of the blocks is unregulated. Blocks that are regulated are posted with one or more of the following regulations:

- Resident Parking 8A-8P, M-F
- No Parking
- No Parking 8A-5P, M-F
- No Parking 7A-9A, M-SAT
- No Parking 4P-6P, M-SAT
- No Parking 9A-5P, M-F
- 2-Hr or 2-Hr 8A-5P, M-F
- 30 min 8A-4P, M-F
- Student Loading Zone 7:45A-8:45A; 2P-3:15P; 1-Hr 8:45 A-2P, M-F school days

To minimize commuter parking impacts from Concordia University, the Village allows free parking along the campus frontage on the south side of Division Street, regulates parking with 2-Hr time limits along the campus frontage on the west side of Bonnie Brae Place and on both sides of Thomas Street (Jackson-Monroe), and prohibits parking or utilizes resident parking zones on most of the other streets within a block of the east, south and west sides of the campus.

To minimize parking impacts from commuters using the Pace bus routes along Harlem Avenue, the Village prohibits parking or utilizes 2-Hr parking zones or resident parking zones along Bonnie Brae Place and Clinton Place.

Figure 3 shows the posted parking regulations on the Zone 2 blocks.

Zone 3

Zone 3 represents the portion of the Village where streets are susceptible to commuter parking impacts from the Harlem/Lake CTA Station and Oak Park Metra Station. There are 39 blocks within Zone 3. The parking capacity on each block is contained in Tables A5 and A6 in the Appendix. Most of the blocks are regulated with one or more of the following regulations:

- No Parking 8A-10A, M-F
- No Parking 9A-10P, M-SAT
- No Parking 9A-10P
- 3-Hr 6A-2P, M-F
- 2-Hr
- 1-Hr
- 15 min
- Residents-Only Daily Fee 6A-2P, M-F
- Special Permit A (Business Permit)



ZONE 2



LEGEND

-  Zone Boundary

- Parking Zones**
-  No Parking Zone
-  Permit Parking Zone
-  Resident Parking Permit Zone
-  Time Limit Parking Zone
-  Loading Zone
-  Student Loading Zone
-  Daily Parking Zone
-  Accessible Parking Zone
-  Resident Parking Zone
-  No Stopping, Standing, or Parking Zone
-  Business Parking Permit Zone



Figure 3

Zone 2 Parking Regulations

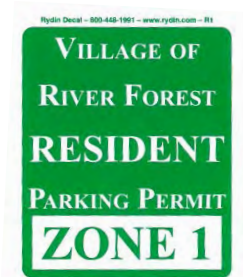
To minimize commuter parking impacts from the CTA/Metra stations and the commercial centers along Lake Street, the Village prohibits parking on one or both sides of several of the commercial streets and broadly utilizes 2-Hr time limit parking on most of the residential streets in the Zone. To accommodate business employees and River Forest residents utilizing the Oak Park CTA and Metra stations, the Village utilizes permit parking and resident-only, daily fee parking on Central Avenue and Clinton Place.

Figure 4 shows the posted parking regulations on the Zone 3 blocks.

Zone 4

Zone 4 represents the portion of the Village where neighborhood streets are susceptible to commuter parking impacts from the River Forest Metra Station. There are 39 blocks within Zone 4. The parking capacity on each block is contained in Tables A7 and A8 in the Appendix. Most of the blocks are regulated with one or more of the following regulations:

- Resident Permit Parking 6A-10A, M-F
- No Parking 6A-2P, M-F
- No Parking 9A-5P, M-F
- No Parking
- No Parking Loading Zone 7A-3P, M-F
- 3-Hr 6A-2P, M-F
- 2-Hr or 2-Hr 8A-5P, M-F
- 30 min
- Daily Fee
- Monthly Permit
- Monthly Permit Parking 6A-2P, M-F
- Municipal Vehicles
- River Forest Employees




To minimize commuter parking impacts from the Metra station and prevent commuting residents from other part of the Village from parking on the nearby residential streets, the Village utilizes resident permit parking on the residential streets within one to 1½ blocks of the station and regulates parking with 2-Hr or 3-Hr time limits along Lake Street and on the residential streets two block south of the station. The Village accommodates Metra parkers with monthly permit and daily fee parking along Central Avenue and Hawthorne Avenue.


Figure 5 shows the posted parking regulations on the Zone 4 blocks.


ZONE 3


LEGEND


 Zone Boundary


Parking Zones


 No Parking Zone


 Permit Parking Zone

 Resident Parking Permit Zone


 Time Limit Parking Zone

 Loading Zone


 Student Loading Zone

 Daily Parking Zone

 Accessible Parking Zone

 Resident Parking Zone

 No Stopping, Standing, or Parking Zone

 Business Parking Permit Zone

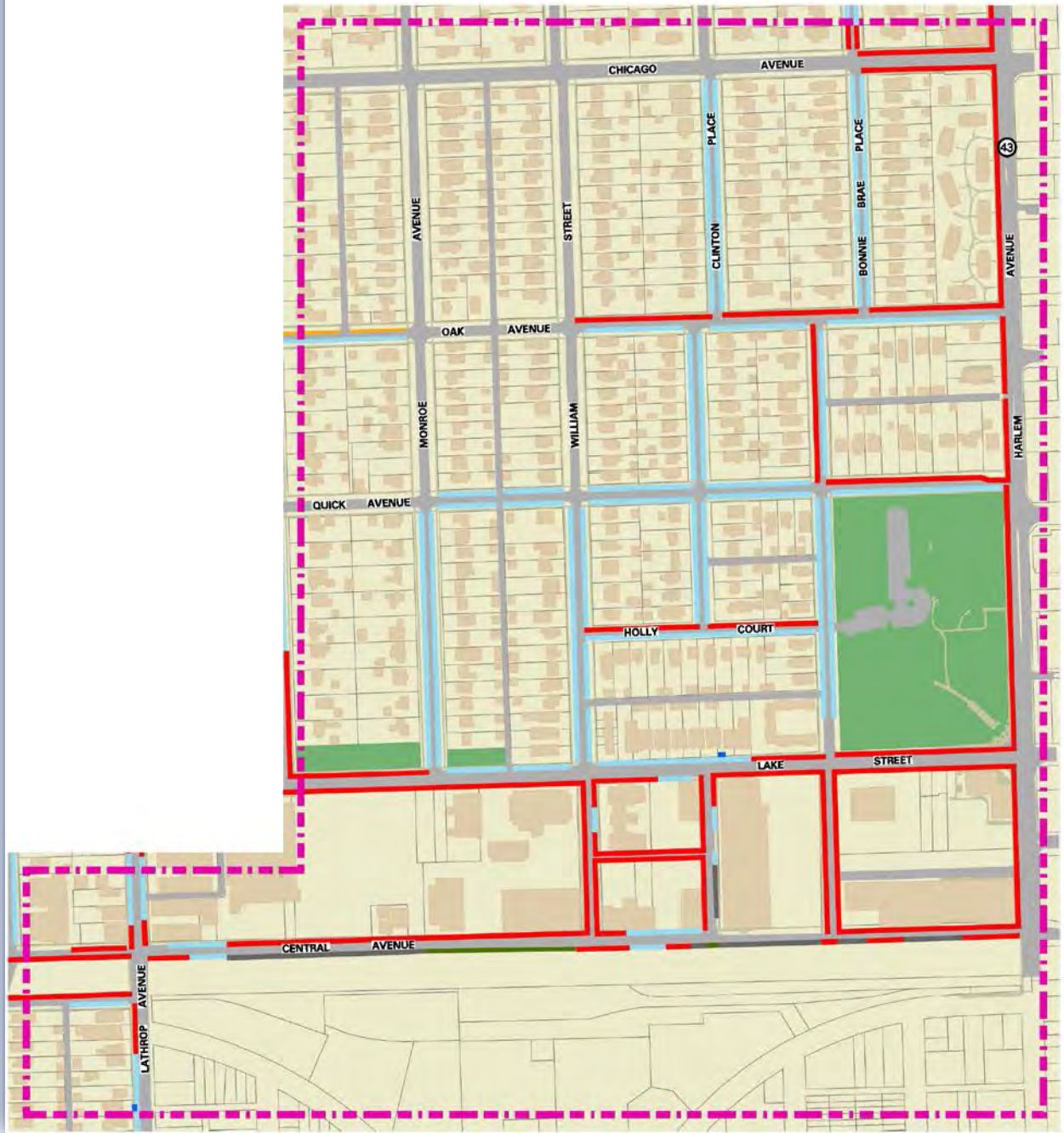


Figure 4





Zone 3 Parking Regulations

ZONE 4

LEGEND

 Zone Boundary

Parking Zones

-  No Parking Zone
-  Permit Parking Zone
-  Resident Parking Permit Zone
-  Time Limit Parking Zone






-  Loading Zone
-  Student Loading Zone
-  Daily Parking Zone
-  Accessible Parking Zone
-  Resident Parking Zone
-  No Stopping, Standing, or Parking Zone
-  Business Parking Permit Zone



Figure 5

Zone 4 Parking Regulations

Off-Street Parking Inventory

The off-street parking facilities selected for the study are located within each of the four zones, or in proximity to the zones, and currently serve commuters to the River Forest Metra Station, Concordia University and Dominican University campuses, and Village Hall. A few additional parking lots were also inventoried that are either owned by the Village or have the potential to serve commuters in the future. **Table 1** summarizes the capacity and user groups of each of the lots that were inventoried. The lot capacities were based on a field count of the marked parking stalls. Aerial images of the lots follow Table 1.

Table 1
EXISTING OFF-STREET PARKING INVENTORY

No.	Parking Lot	Address/Location	User Groups	Capacity
1	Thatcher Avenue East Lot ¹	River Forest Metra Station	Monthly Commuter Permits ² , 24-Hr Permits ² , Park District	62
2	Thatcher Avenue West Lot ¹	River Forest Metra Station	Monthly Commuter Permits ²	33
3	Village Hall Lot ¹	Village Hall/400 Park Ave	Village Employees, Visitors	32
4	Park and Lake Lot ¹	SE corner Park/Lake	Village Employees, 24-Hr Permits ²	22
5	United Methodist Church Lot	7970 Lake St	Church/Montessori Staff, Visitors	57
6	West Suburban Medical Center Garage (Upper Level)	NE corner Central/William	Employees, Visitors	105
7	Dominican University (All Lots & Garage)	Main Campus	Faculty, Staff, Students, Visitors	1,102
8	Dominican University Lot	Priory Campus	Faculty, Staff, Students, Visitors	153
9	Concordia University (All Lots & Garage)	Main Campus	Faculty, Staff, Students, Visitors	787
10	418 Franklin Lot ¹	418 Franklin Ave	3-Hr Parking, 24-Hr Permits ²	28

¹ Lot is owned by the Village of River Forest
² Permits are made available to Village residents only





4. Existing Parking Utilization

To determine the peak volume of cars parked on the streets within the four zones and in the off-street parking facilities, parking utilization surveys were conducted over a 12-hour period (7:00 AM-7:00 PM) on Tuesday, November 19, 2019 and Wednesday, November 20, 2019. An additional survey was performed in Zone 3 over the same 12-hour period on Thursday, November 21, 2019 to determine the parking duration of the cars parked on the street.

On-Street Parking Utilization

Zone 1

Table A1 in the Appendix provides an hourly summary of the number of cars parked on each of the streets in Zone 1 on the survey day (November 19, 2019) over the 12-hour survey period. Table A2 shows the percentage of street parking capacity utilized each hour. The hour(s) when parking utilization was highest on each street is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.

As shown, the utilization of street parking for all streets in Zone 1 combined peaked at 11:00 AM when 236 parking spaces were utilized representing 20 percent of the total street parking capacity (1,195 spaces). **Figure 6** shows the peak parking utilization levels on each of the 49 blocks of Zone 1 during the 12-hour survey period. There were up to nine contractor or municipal service vehicles parked on the Zone 1 streets at any given time on the survey day. These vehicles have been excluded from the tables and from Figure 6.

The streets and blocks in which parking was utilized to the highest degree throughout much of the day are listed below.

- Division St (north side) – Unregulated 3 blocks along Dominican U frontage from Thatcher Ave to Park Ave
- Division St (both sides) – Unregulated block from Park Ave to Franklin Ave
- Franklin Ave (east side) – Mid-block student loading zone along Willard School frontage
- Ashland Ave (west side) - Mid-block student loading zone along Willard School frontage
- Forest Ave (east side) – 1500 block south of North Ave along 1535 Forest condos frontage with 2-Hr parking regulation

Zone 2

Table A3 in the Appendix provides an hourly summary of the number of cars parked on each of the streets in Zone 2 on the survey day (November 19, 2019) over the 12-hour survey period. Table A4 shows the percentage of street parking capacity utilized each hour. The hour(s) when parking utilization was highest on each street is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.



Figure 6

Zone 1 Peak Parking Utilization

As shown, the utilization of street parking for all streets in Zone 2 combined peaked at Noon when 240 parking spaces were utilized representing 15 percent of the total street parking capacity (1,601 spaces). **Figure 7** shows the parking utilization levels on each of the 78 blocks of Zone 2 during the 12-hour survey period. There were up to 26 contractor or municipal service vehicles parked on the Zone 2 streets at any given time on the survey day. These vehicles have been excluded from the tables and from Figure 7.

The streets and blocks in which parking was utilized to the highest degree throughout much of the day are listed below.

- Division St (south side) – Unregulated 2 blocks along Concordia U frontage
- Division St (south side) – Unregulated block from Bonnie Brae Pl to Harlem Ave along apartment frontage
- Division St (south side) – Unregulated block from Lathrop Ave to Jackson Ave opposite Trinity High School but to a higher degree around the school afternoon dismissal time
- Berkshire St (south side) – Unregulated block along Trinity High School frontage from Lathrop Ave to Jackson Ave but to a higher degree around the school afternoon dismissal time
- Thomas St (north side) – Unregulated block from Bonnie Brae Pl to Harlem Ave
- Bonnie Brae Pl (west side) – 2-Hr parking zone along Concordia U frontage from Augusta St to Division St

Zone 3

Parking Utilization

Table A5 in the Appendix provides an hourly summary of the number of cars parked on each of the streets in Zone 3 on the survey day (November 20, 2019) over the 12-hour survey period. Table A6 shows the percentage of street parking capacity utilized each hour. The hour(s) when parking utilization was highest on each street is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.

As shown, the utilization of street parking for all streets in Zone 3 combined peaked at 2:00 PM when 102 parking spaces were utilized representing 13 percent of the total street parking capacity (774 spaces). **Figure 8** shows the parking utilization levels on each of the 39 blocks of Zone 3 during the 12-hour survey period. There were up to four contractor or municipal service vehicles parked on the Zone 3 streets at any given time on the survey day. These vehicles have been excluded from the tables and from Figure 8.

The streets and blocks in which parking was utilized to the highest degree throughout much of the day are listed below.

- Clinton Place (east side) – 2-Hr parking zone from Garden St to Lake St
- Central Avenue (south side) – 2-Hr parking zone from William St to Clinton Pl but to a higher degree in the late afternoon/evening
- Central Avenue (side side) – Business permit parking zone from Clinton Pl to Harlem Ave
- Lake Street (south side) – 2-Hr parking zone from William St to Clinton Pl



Figure 7

Zone 2 Peak Parking Utilization

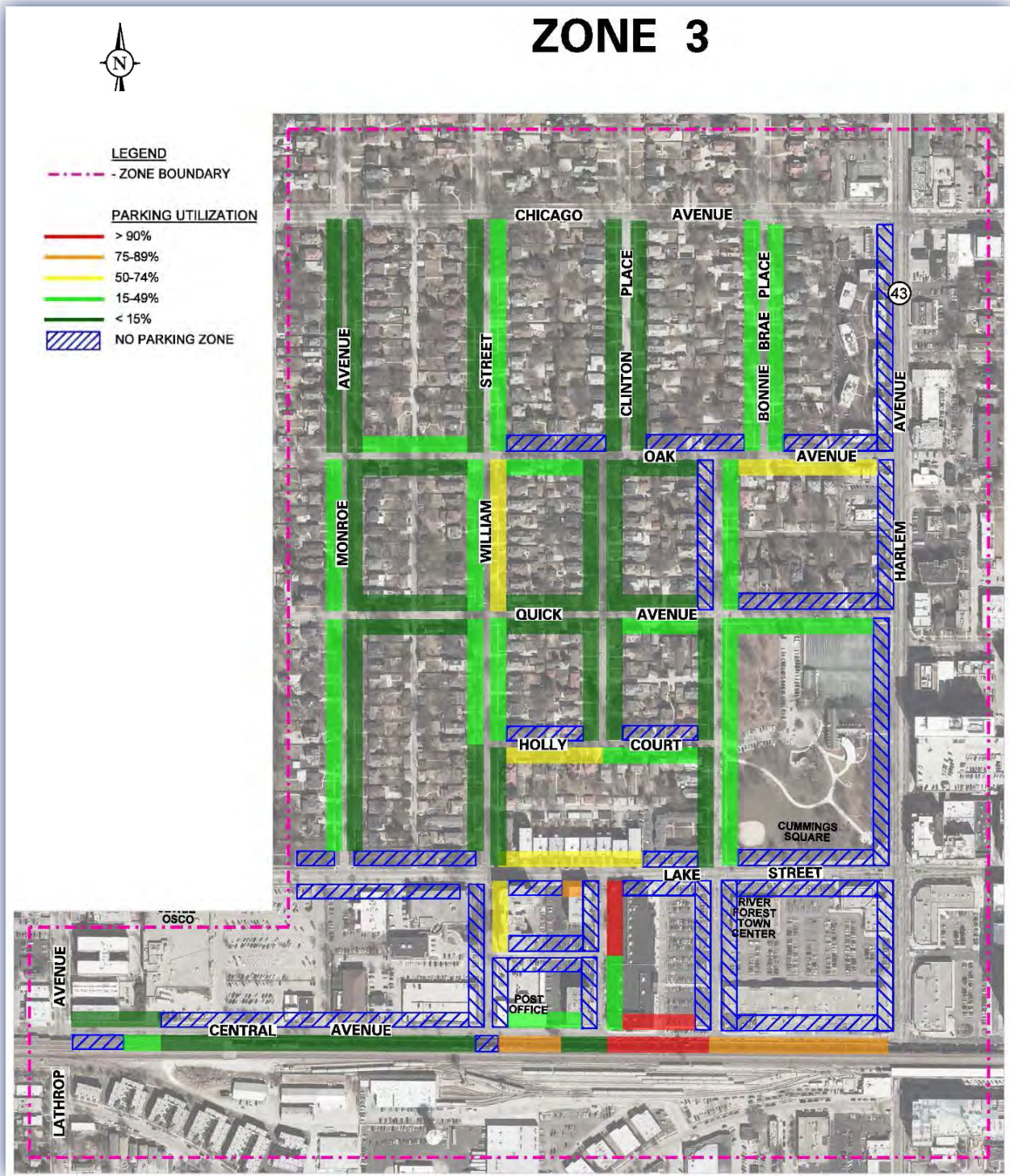


Figure 8

Zone 3 Peak Parking Utilization

Parking Duration

Figure 9 shows the results of the parking duration survey conducted for a portion of Zone 3 over a 12-hour period on Thursday, November 21, 2019. For this survey, the license plates of parked vehicles were recorded each hour over the 12-hour period, which yielded a time duration that these vehicles remained parked on the street.

Most of the blocks within Zone 3 are regulated with 2-Hr time limits to deter commuters from parking on the residential streets. In addition, 3-Hr time limits are posted on Monroe Avenue (Lake-Quick) and parking is prohibited on one side of several other blocks at all times or during specific times of the day. Figure 8 depicts the extent at which the vehicles that were parked along these streets violated the posted time regulations.

The streets and blocks that had the most significant degree of violations are listed below and reflect locations where several (3 or more) vehicles were parked for periods of time well beyond the posted time regulation.

- Oak Avenue (south side) – 2-Hr parking zone from Bonnie Brae Pl to Harlem Ave
- Lake Street (north side) – 2-Hr parking zone from William St to Clinton Pl
- Bonnie Brae Place (west side) – 2-Hr parking zone from Oak Ave to Chicago St
- Bonnie Brae Place (east side) – 2-Hr parking zone from Lake St to Holly Ct
- Central Avenue (north side) – 2-Hr parking zone from William St to Clinton Pl
- Holly Court (south side) – 2-Hr parking zone from Clinton Pl to Bonnie Brae Pl

Zone 4

Table A7 in the Appendix provides an hourly summary of the number of cars parked on each of the streets in Zone 4 on the survey day (November 20, 2019) over the 12-hour survey period. Table A8 shows the percentage of street parking capacity utilized each hour. The hour(s) when parking utilization was highest on each street is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.

As shown, the utilization of street parking for all streets in Zone 4 combined peaked at Noon when 213 parking spaces were utilized representing 18 percent of the total street parking capacity (1,204 spaces). **Figure 10** shows the parking utilization levels on each of the 39 blocks of Zone 4 during the 12-hour survey period. There were up to 23 contractor or municipal service vehicles parked on the Zone 4 streets at any given time on the survey day. These vehicles have been excluded from the tables and from Figure 10.

The streets and blocks in which parking was utilized to the highest degree throughout much of the day are listed below.

- Hawthorne Avenue (north side) – Monthly permit & daily fee parking from Thatcher to Forest
- Central Avenue (north side) – Daily fee parking from Keystone Ave to CN railroad
- Central Avenue (both sides) – Village employee parking from CN railroad to Park Ave
- Park Avenue (west side) – 30-min Village Hall visitor parking

ZONE 3

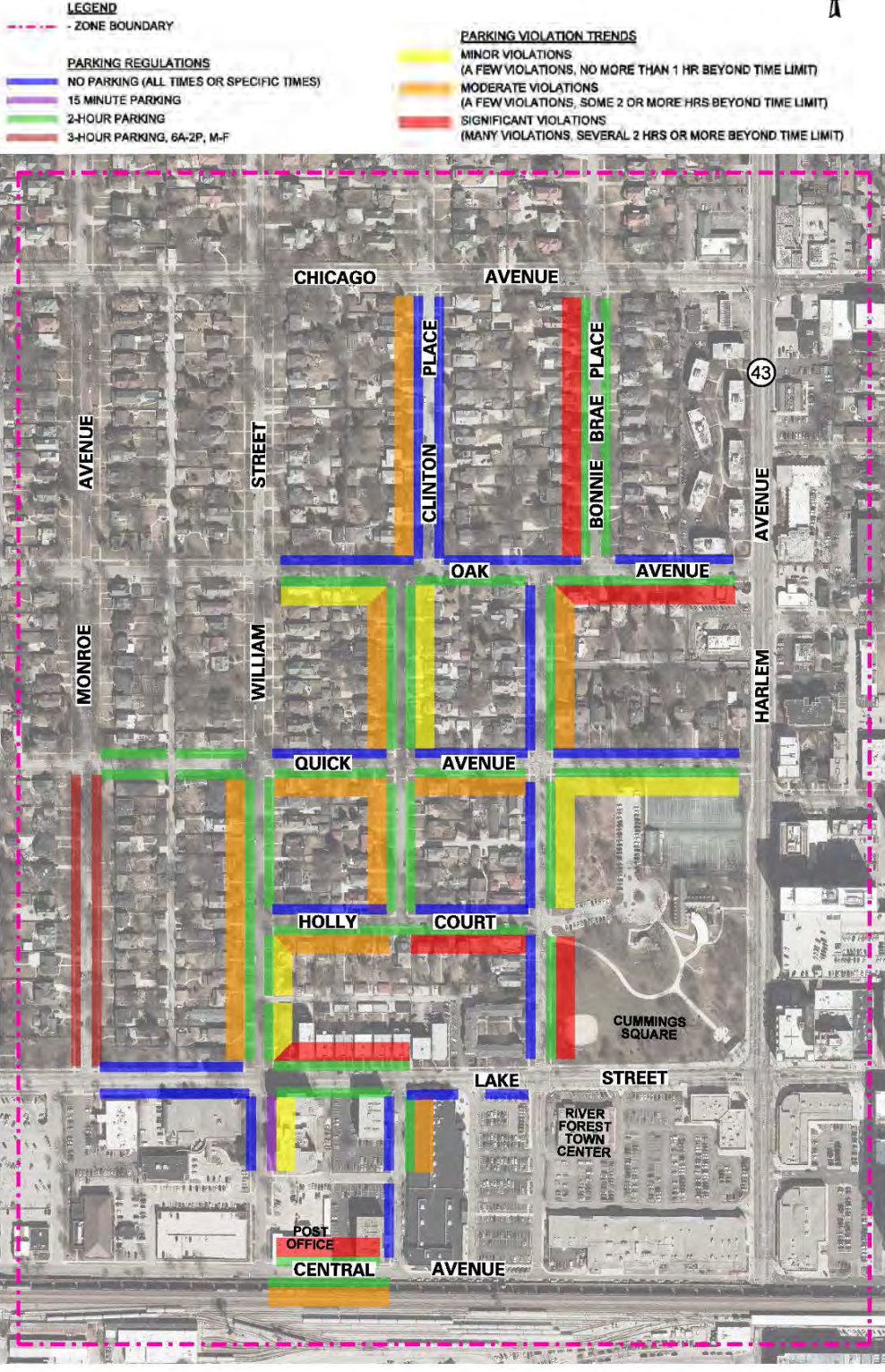


Figure 9

Zone 3 Parking Duration Issues

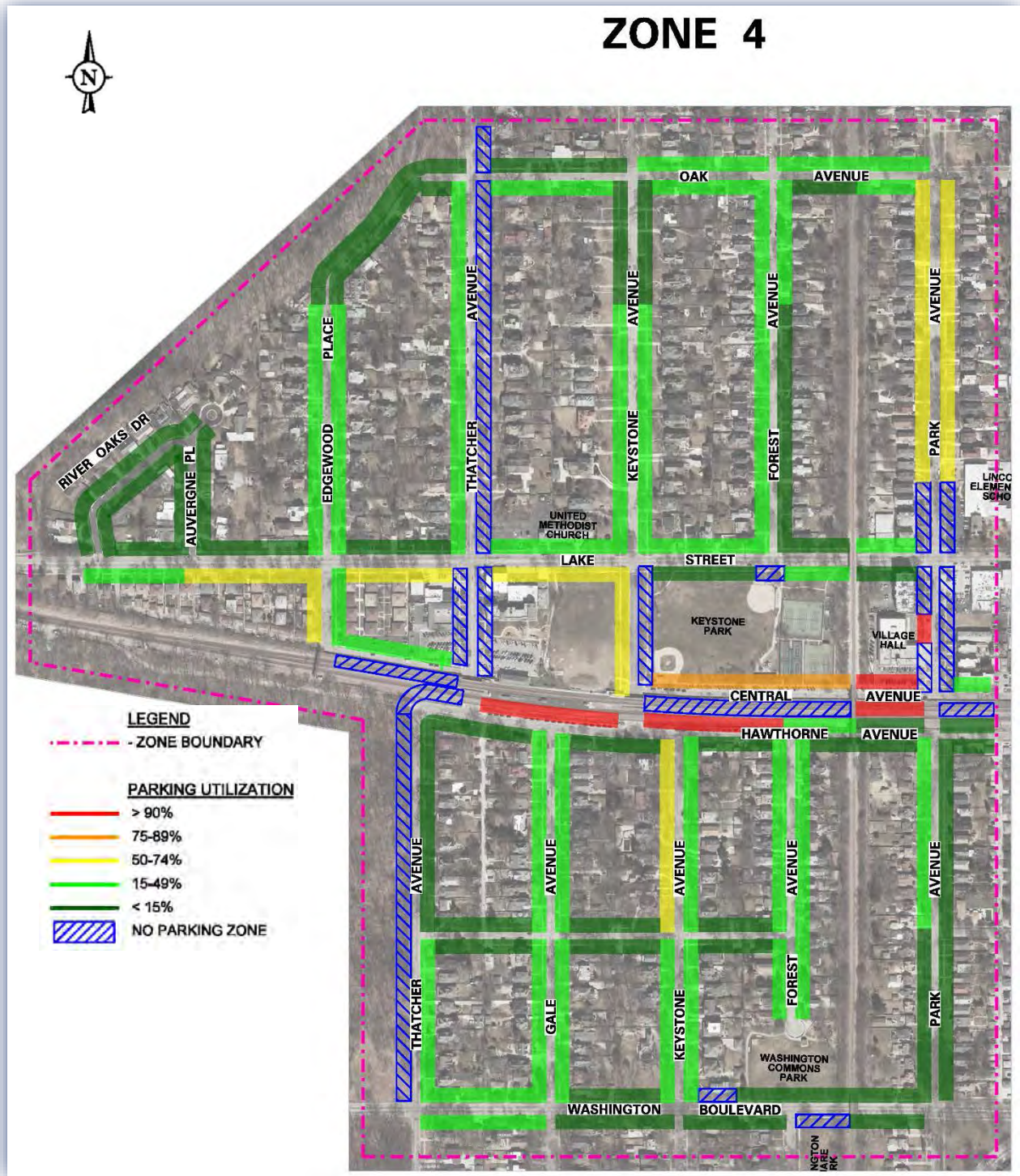


Figure 10

Zone 4 Peak Parking Utilization

Off-Street Parking Utilization

Table A9 in the Appendix provides an hourly summary of the number of cars parked in each of the off-street parking facilities included in the study. The parking utilization surveys in these facilities was performed over a 12-hour period on either November 19, 2019 or November 20, 2019. Table A10 shows the percentage of the facility’s parking capacity utilized each hour. The hour(s) when parking utilization was highest in each facility is highlighted in blue. The peak hour in which parking utilization was highest for all streets combined is highlighted in yellow at the bottom of each table.

As shown, the utilization of off-street parking for all facilities combined peaked at 11:00 AM when 1,975 parking spaces were utilized representing 84 percent of the total off-street parking capacity (2,353 spaces).



Table 2 shows the peak parking utilization level in each of the off-street facilities during the 12-hour survey period. As shown, the facilities with the highest utilization include the Village Hall lot, the Park and Lake Lot, the monthly permit spaces in the Thatcher Avenue East lot, and the garages and lots on the Dominican University (Main Campus) and Concordia University campuses.

Table 2
PEAK UTILIZATION OF OFF-STREET PARKING FACILITIES

No.	Parking Lot	User Groups	Capacity	Peak Utilization	% Utilization
1	Thatcher Avenue East Lot ¹	Monthly Commuter Permits, 24-Hr Permits, Park District	62	47 ²	76%
2	Thatcher Avenue West Lot ¹	Monthly Commuter Permits	33	20	61%
3	Village Hall Lot ¹	Village Employees, Visitors	32	32	100%
4	Park and Lake Lot ¹	Village Employees, 24-Hr Permits	22	20	91%
5	United Methodist Church Lot	Church/Montessori Staff, Visitors	57	14	25%
6	West Suburban Medical Center Garage (Upper Level)	Employees, Visitors	105	46	44%
7	Dominican U-Main Campus (All Lots & Garage)	Faculty, Staff, Students, Visitors	1,102	1,044	95%
8	Dominican U-Priory Campus	Faculty, Staff, Students, Visitors	153	63	41%
9	Concordia U Campus (All Lots & Garage)	Faculty, Staff, Students, Visitors	787	715	91%
10	418 Franklin Lot ¹	3-Hr Parking, 24-Hr Permits	28	*	--

¹ Lot is owned by the Village of River Forest
² Includes 100% of monthly permit spaces, 65% of 24-hr permit spaces, and 36% of Park District spaces
* Lot was not available on survey day

5. Parking Analysis & Recommendations

The key findings and issues identified in the parking questionnaire were evaluated with the results from the parking utilization and duration surveys for each of the four study area zones, and from the off-street parking facilities, to determine the most significant commuter parking issues to be addressed. A summarization of the analysis and recommendations for each zone follows.

Zone 1

As noted previously, the neighborhood streets in Zone 1 are susceptible to commuter parking impacts from Dominican University's main campus, from commercial businesses along North Avenue, and from Willard Elementary School staff.

Key Findings from Parking Utilization Surveys

Dominican University-Main Campus area

Dominican University provides 1,102 parking spaces on its main campus within a parking garage and several surface lots. Permits are sold to students, faculty and staff to park on campus. The parking utilization surveys indicate that campus parking is highly utilized, in excess of 90 percent of capacity, from mid-morning to mid-afternoon. At peak times, the number of vacant parking spaces on campus (58 spaces) is comparable to the peak number of cars parked on Division Street and Park Avenue. Responses from the parking questionnaire indicate that students choosing to park on the street rather than on campus do so to avoid the parking permit cost. Student enrollment on the main campus has been trending downward over the past 10 years with the advent of online classes and off-campus learning centers, which suggests parking demand on the adjoining streets may follow suit should campus parking permit costs remain stable.

The parking utilization surveys also indicate that the current parking regulations (resident parking, No Parking, 2-Hr limits) on the neighborhood streets surrounding the campus appear to be effective at containing the University parking demand to the unregulated blocks of Division Street adjoining the campus (Thatcher Avenue-Park Avenue), which are heavily utilized on weekdays.

Of note is that the demand for free street parking extends two blocks to the east of the campus along both sides of Division Street, which is a more residential area and may create conflicts with the Willard School crossing-guard locations on Division Street at Franklin Avenue and Ashland Avenue. A combined peak of 24 vehicles were parked on these two blocks of Division. Of further note is that the street parking adjacent to the campus on Park Avenue, which is regulated with 2-Hr time limits, is lightly utilized during the day at less than 30 percent of capacity (peak of 12 cars parked in a 40-space zone).

North Avenue area

Parking along the 1500 block of Forest Avenue is unusually high for a residential block under 2-Hr parking regulations (8A-6P, M-F). This may be due more to the higher multifamily residential

density along North Avenue with limited accessory parking than from employees of North Avenue commercial businesses since there are few commercial businesses on North near Forest.

Willard Elementary School area

Use of the mid-block student loading zones along the Willard School frontage on Franklin Avenue and Ashland Avenue are expectedly high during morning arrival and afternoon dismissal times. Use of the 2-Hr time limit parking along both sides of Ashland are moderately high midday at the lunch break and turnover between the morning and afternoon early childhood and Kindergarten sessions. No commuter parking impacts were detected on these blocks.

Parking Questionnaire Feedback

Three comments were received from residents in Zone 1 related to the need for parking regulations or the need for more effective parking regulations, as shown below. Two of the comments are from blocks to the south of the Dominican University campus and the other comment is from a block immediately south of North Avenue. No comments were provided from the blocks adjoining Willard School. The lack of comments further suggests that the current parking regulations have been effective.

PARKING QUESTIONNAIRE COMMENTS – ZONE 1

Block	Regulation	Issue
Comment: Current Regulations Not Effective		
1000 Keystone (Thomas-Augusta)	None	Not provided
Comment: Block Needs New Regulations		
1100 Keystone (Thomas-Division)	Resident Parking 8A-8P, M-F	Not provided
1500 Ashland (Le Moyne-North)	Resident Parking 8A-8P, M-F	Not provided

On the 1000 block of Keystone Avenue, the parking utilization survey indicated that 3-4 cars were parked along the east side throughout much of the afternoon while only one car or fewer was parked along the west side. Since this block is unregulated and a block south of the resident parking zones along the 1100 blocks of Thatcher, Keystone and Forest, it could be experiencing a parking impact from the University.

On the 1100 block of Keystone Avenue, the parking utilization survey also indicated that 2-4 cars were parked along the east side during the morning hours while one car or fewer was parked along the west side. On the 1500 block of Ashland Avenue, the surveys indicated that 1-2 cars were parked along the west side of the street while one car or fewer were parked along the east side. Both of these streets are posted for resident parking only 8A-8P, M-F. While the 1500 block of Ashland does not appear to warrant further measures, the 1100 block of Keystone could be experiencing a parking impact from the University by students who are also residents of the Village.

An additional concern was submitted to the Village outside of the parking questionnaire from a resident on the northernmost end of the 1100 block of Forest Avenue regarding Dominican students parking on the west side of the street between their driveway and Division Street, creating

sight line issues when exiting the driveway which is complicated by the speed with which vehicles turn off of Division Street. It is possible that the same issue is experienced on the 1100 block of Keystone. While the parking utilization surveys indicate that only one or two vehicles park on the west side of Forest Avenue and Keystone Avenue, this safety concern can be alleviated by installing a No Parking Here to Corner zone between the first driveway on the west side of Forest Avenue and Keystone Avenue and their intersection with Division Street. Since there are fire hydrants near these corners, this regulation would only eliminate two parking spaces on each street, leaving more than sufficient parking capacity on both streets.

Recommendations

Three options were developed to reduce the observed commuter parking impacts around the Dominican University campus and near North Avenue. Option 1 was selected as the preferred option.

1. Option 1 (*Preferred*) - Free Parking & Targeted Enforcement (see [Figure 11](#))

- Remove 2-Hr time regulations on Park Ave along University frontage
- Targeted enforcement of the Keystone Ave (Thomas-Division) resident parking zone
- Targeted enforcement of the 1500 block of Forest Ave 2-Hr parking zone
- Monitor impacted blocks for improvement or consideration of alternate measures
- Install No Parking Here to Corner signs at the north end of the west side of the 1100 blocks of Forest Ave and Keystone Ave

The objective of Option 1 is to compress parking impacts to the campus edges, reduce conflicts at the Willard School crossings on Division Street and at the corners of Division Street with Forest Avenue and Keystone Avenue, and avert the need to extend the resident parking zone onto the 1000 blocks of Thatcher, Keystone and Forest. In the future, should the Village wish to pursue more substantial changes to the parking regulations surrounding the campus, it is recommended that the Village engage applicable Dominican University staff for discussion purposes.

2. Option 2 – Metered Parking & Broad Enforcement (see [Figure 12](#))

- Implement paid/metered parking on Division St and Park Ave along campus frontage
- Remove 2-Hr time regulations on Park Ave along University frontage
- Extend No Parking regulations on both sides of Division St from Park Ave to Ashland
- Enhance enforcement efforts for compliance on all blocks surrounding campus
- Targeted enforcement of the 1500 block of Forest Ave 2-Hr parking zone
- Monitor zone for new commuter parking impacts or consideration of alternate measures
- Install No Parking Here to Corner signs at the north end of the west side of the 1100 blocks of Forest Ave and Keystone Ave

With the University parking system operating near capacity and campus parking fees unbundled (i.e., optional) from commuter student's general fees, some students make use of the Village streets adjoining campus. Since the Village streets supplement the campus parking supply, this option would allow the Village to gain a small degree of revenue (or user fee) that

could be applied towards the maintenance costs of the streets. The two streets would be assigned a unique zone number and parking fees could be handled through the Passport Parking mobile app currently utilized for daily fee parking around the Metra station. Hourly parking fees should be comparable to the DU campus parking permit fees¹ to avert new impacts to the neighborhood. The recommended hourly rate is \$0.25/hour and would be in effect from 8:00 AM-8:00 PM, Monday-Friday, based on the current street parking utilization. To deter students from parking along Division Street east of campus, the current No Parking regulations in place on both sides of Division Street (east of Park) can be extended further east to Ashland Avenue. The streets surrounding the campus will require enhanced enforcement efforts and should be monitored to determine if the metered parking zone creates any unintended impacts which could potentially be addressed by Option 3.

3. Option 3 – Metered Parking, No Parking Zones & Broad Enforcement (see **Figure 13**)

- Implement paid/metered parking on Division St and Park Ave along campus frontage
- Remove 2-Hr time regulations on Park Ave along University frontage
- Change resident parking zones to No Parking 8A-5P, M-F on 1100 blocks of Thatcher Ave, Keystone Ave and Forest Ave, consistent with existing regulations on 1100 block of Park and 1400 blocks of Keystone and Forest
- Extend No Parking regulations on both sides of Division St from Park to Ashland
- Enhance enforcement efforts for compliance on blocks surrounding campus
- Targeted enforcement of the 1500 block of Forest Ave 2-Hr parking zone
- Monitor zone for new commuter parking impacts or consideration of alternate measures

Same recommendations and rationale as Option 2 but with implementation of No Parking zones in place of resident parking zones to proactively deter students from parking in the neighborhood south of campus, including students who are also residents of other parts of the Village. The streets surrounding the campus will require enhanced enforcement efforts and should be monitored to determine if the metered parking zone creates any unintended impacts requiring further measures.

¹ Current Dominican Univ. student parking permit fee is \$25/semester. Equates to \$0.55/day based on attendance 3 days/week over 15-week.

The advantages and disadvantages of the three Zone 1 parking options are summarized below.

Parking Option	Advantages	Disadvantages
Option 1: Free Parking & Targeted Enforcement	<ul style="list-style-type: none"> • Makes maximum use of street parking capacity adjoining campus • Unregulated parking 1-2 blocks from campus becomes less convenient • Lessens need to extend resident parking zones onto other blocks • May reduce enforcement efforts • Targets blocks experiencing commuter impacts • Low-risk option; maintains status quo 	<ul style="list-style-type: none"> • Does not capitalize on revenue potential • Adds some additional traffic to Park Ave
Option 2: Metered Parking & Broad Enforcement	<ul style="list-style-type: none"> • Campus parking permits become slightly less expensive option for students • Generates revenue for Village • Allows for longer-term parking than current 2-hour limits on Park Ave • Reduces conflicts at Willard School crossings on Division St at Franklin and Ashland • Targets blocks experiencing commuter impacts • Maintains status quo on all other streets 	<ul style="list-style-type: none"> • Risk of displacing street parkers onto unregulated neighborhood streets • Requires broader enforcement efforts
Option 3: Metered Parking, No Parking Zones & Broad Enforcement	<ul style="list-style-type: none"> • Campus parking permits become slightly less expensive option for students • Generates revenue for Village • Allows for longer-term parking than current 2-Hr limits on Park Ave • Reduces conflicts at Willard School crossings on Division St at Franklin and Ashland • Deters students from parking on neighborhood streets, including students residing in other parts of Village • Provides consistent regulations around campus 	<ul style="list-style-type: none"> • Risk of displacing street parkers onto unregulated neighborhood streets • Requires broader enforcement efforts • Limits time periods when residents can park on the street



Figure 11 **Zone 1 Parking Recommendations – Option 1 (PREFERRED)**



Figure 12

Zone 1 Parking Recommendations – Option 2



Figure 13

Zone 1 Parking Recommendations – Option 3

Zone 2

The neighborhood streets in Zone 2 are susceptible to commuter parking impacts from Concordia University, Dominican University's Priory campus, Pace bus routes along Harlem Avenue, and commercial businesses along North Avenue, as previously noted.

Key Findings from Parking Utilization Surveys

The findings from the parking utilization surveys indicate that the locations experiencing the highest levels of parking activity are adjacent to the Concordia University campus, Grace Lutheran School, and Trinity High School.

Concordia University Campus/Grace Lutheran School area

Concordia University provides 787 parking spaces on its campus within a parking garage and several surface lots. Permits are sold to students, faculty and staff to park on campus. The parking utilization surveys indicate that campus parking is highly utilized, in excess of 80 percent of capacity, from mid-morning to mid-afternoon. At peak times, the number of vacant parking spaces on campus (72 spaces) is comparable to the peak number of cars parked near campus on Division Street, Bonnie Brae Place and Thomas Street. Responses from the parking questionnaire indicate that students choosing to park on the street rather than on campus do so to avoid the parking permit cost. Concordia administration has indicated that the on-campus population (students, faculty and staff) is expected to remain stable at best as enrollment growth is only expected from online programming and off-campus graduate programs. This suggests that parking demand on the adjoining streets may remain stable as well assuming parking permit costs do the same.

The parking utilization surveys also indicate that the current parking regulations (resident parking, No Parking, 2-Hr limits) on the neighborhood streets surrounding the campus appear to be effective at containing the University parking demand to the unregulated blocks of Division Street adjoining the campus (Monroe-Harlem) and the 2-Hr parking zone along Bonnie Brae Place (Division-Augusta), both of which are heavily utilized on weekdays. Parking utilization is also high within Grace Lutheran School's student loading zone on Bonnie Brae Place at dismissal time.

Of note is that parking utilization is also very high (83-100%) on the unregulated block of Thomas Street east of campus (Bonnie Brae-Harlem) during the morning hours when parking demand peaks on campus. This block is surrounded by apartment buildings that offer limited parking for residents. Of further note is that parking utilization is moderately high throughout the day along the south side of Division Street between Bonnie Brae Place and Harlem Avenue, another location adjoining apartments buildings with limited off-street parking. Both of these blocks could be experiencing commuter parking impacts from the campus.

Trinity High School area

Use of the unregulated parking lanes along Division Street (Lathrop-Jackson) and Berkshire Street (Lathrop-Jackson) are expectedly high during the afternoon dismissal time. No commuter parking impacts were detected on these blocks.

Parking Questionnaire Feedback

Eight comments were received from residents in Zone 2 related to the need for parking regulations or the need for more effective parking regulations, as shown below. Seven of the comments are from residents within a block of the Concordia University campus and the other comment is from a resident two blocks south of campus and one block west of Harlem Avenue. No comments were provided from the blocks adjoining Trinity High School. The randomness of the comments suggests that the current parking regulations have generally been effective.

PARKING QUESTIONNAIRE COMMENTS – ZONE 2

Block	Regulation	Issue
Comment: Current Regulations Not Effective		
7500 Augusta (Monroe-Jackson)**	No Parking 8A-5P, M-F	Not provided
Comment: Block Needs New Regulations		
1100 Harlem (Thomas-Division)	No Parking	Not provided
900 Clinton (Augusta-Iowa)	Resident Parking 8A-8P, M-F	Not provided
900 William (Augusta-Iowa)	Resident Parking 8A-8P, M-F	Not provided
1000 Bonnie Brae (Augusta-Thomas)	West side (north): 2-Hr West side (south): Resident Parking 8A-8P, M-F	Not provided
800 Bonnie Brae (Chicago-Iowa)	2-Hr	Not provided

*Two comments received

**Three comments received

On the 7500 block of Augusta Street, the parking utilization survey did not find anyone parked on the street, indicating that the No Parking regulations are effective. Parking is prohibited on the 1100 block of Harlem Avenue, but it is possible residents are responding to the lack of street parking for the apartment buildings in the area.

The 900 blocks of Clinton and William, and the 1000 block of Bonnie Brae, all have resident parking regulations in effect on weekdays. The parking utilization survey indicated that these blocks had three or fewer vehicles parked on the street throughout the day. Since it is unknown whether these vehicles belonged to residents, these blocks could be experiencing a parking impact from the University by students who are also residents of the Village. Targeted enforcement efforts would ensure compliance with the current regulations or would identify if a different regulation would be more effective, such as the No Parking 9A-5P, M-F regulations on the 900 blocks of Monroe and Bonnie Brae.

On the 800 block of Bonnie Brae, the parking utilization survey indicated that two or fewer vehicles were parked on the street at any given time suggesting the 2-Hr parking regulation is effective and no further measures are necessary.

Recommendations

Three options were developed to reduce the observed commuter parking impacts around the Concordia University campus. Option 1 was selected as the preferred option.

1. Option 1 (*Preferred*) - Resident Parking Zones & Targeted Enforcement (see [Figure 14](#))
 - Install new resident parking zones (8A-8P, M-F) on Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side)
 - Convert No Parking 9A-5P, M-F regulations to resident parking (8A-8P, M-F) on 900 blocks of Monroe Ave and Bonnie Brae Pl
 - Targeted enforcement of current resident parking zones on 900 blocks of Clinton Pl and William St and 1000 block of Bonnie Brae Pl
 - Monitor impacted blocks for improvement or consideration of alternate measures

The objective of Option 1 is to compress parking impacts to the campus edges, preserve street parking (19 total spaces) for apartment tenants that have limited off-street parking options, achieve regulation consistency on the east, west and south sides of the campus, minimize resident inconvenience, and target current resident parking zones around campus for compliance. In the future, should the Village wish to pursue more substantial changes to the parking regulations surrounding the campus, it is recommended that the Village engage applicable Concordia University staff for discussion purposes.

2. Option 2 – Metered Parking, Resident Parking Zones & Broad Enforcement (see [Figure 15](#))
 - Implement paid/metered parking along campus frontage on Division St and Bonnie Brae Pl, and along Priory Park frontage on Division St
 - Install new resident parking zones (8A-8P, M-F) on Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side)
 - Enhance enforcement efforts for compliance on all blocks surrounding campus
 - Monitor zone for new commuter parking impacts or consideration of alternate measures

With the University parking system operating near capacity and campus parking fees unbundled (i.e., optional) from commuter student's general fees, students make use of the Village's adjoining public streets. Since the Village streets supplement the campus parking supply, the intent of this option is to allow the Village to gain a small degree of revenue (or user fee) that could be applied towards the maintenance costs of the streets. The two streets would be assigned a unique zone number and parking fees could be handled through the Passport Parking mobile app currently utilized for daily fee parking around the Metra station. Hourly parking fees should be comparable to the CU campus parking permit fees² to avoid new impacts to the neighborhood. The recommended hourly rate is \$0.25/hour and would be in effect from 8:00 AM-8:00 PM, Monday-Friday, based on the current street parking utilization. This hourly rate would also be consistent with the rate proposed on the streets adjoining the Dominican University campus (Zone 1-Options 2 and 3). While this option also preserves street parking for the apartment residents along Division and Thomas (Option 1), it will require broader enforcement efforts on the streets surrounding the campus and continued monitoring to determine if the metered parking zone creates any unintended impacts which could potentially be addressed by Option 3.

² Current Concordia Univ. student parking permit fee is \$72/semester. Equates to \$1.60/day based on attendance 3 days/week over 15-week.

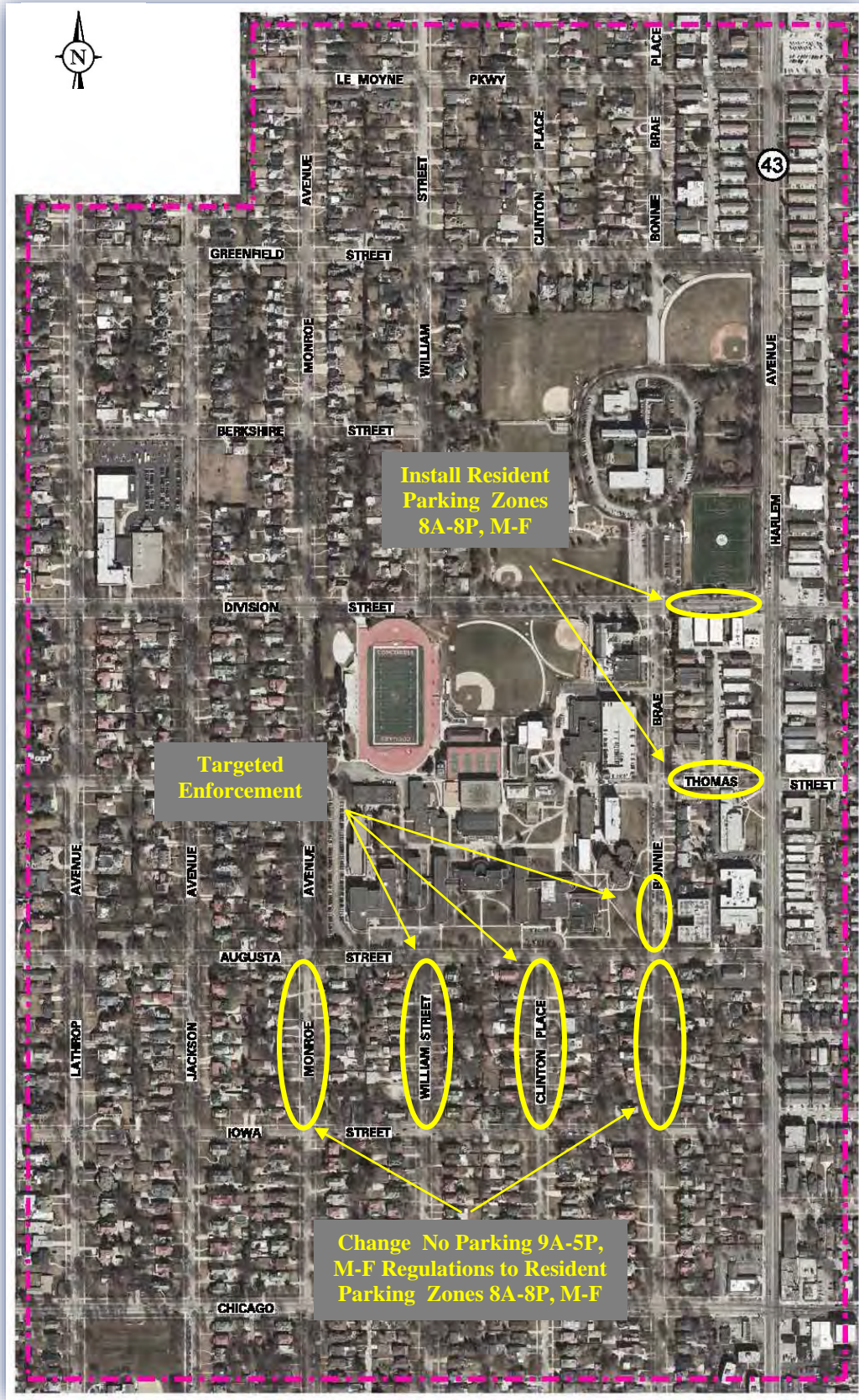


Figure 14 Zone 2 Parking Recommendations – Option 1 (PREFERRED)



Figure 15

Zone 2 Parking Recommendations – Option 2

3. Option 3 – Metered Parking, No Parking & Resident Parking Zones, & Broad Enforcement
(see **Figure 16**)

- Implement paid/metered parking along campus frontage on Division St and Bonnie Brae Pl, and along Priory Park frontage on Division St
- Install new resident parking zones (8A-8P, M-F) on Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side)
- Extend No Parking regulations on both sides of Division St from Jackson to Monroe
- Change time limits on No Parking regulations from 9A-5P, M-F to 8A-5P, M-F on 900 blocks of Monroe Ave and Bonnie Brae Pl
- Change resident parking zones to No Parking 8A-5P, M-F on 900 blocks of Clinton Pl and William St and 1000 and 1100 blocks of Monroe Ave
- Change 2-Hr parking regulations to No Parking 8A-5P, M-F on 7500 block of Thomas St
- Install No Parking 8A-5P, M-F regulations on 1200 blocks of Monroe Ave and William St
- Enhance enforcement efforts for compliance on all blocks surrounding campus
- Monitor zone for new commuter parking impacts or consideration of alternate measures

Same recommendations and rationale as Option 2 but with implementation of No Parking zones in place of 2-Hr time limit zones and resident parking zones (except for 7200 blocks of Thomas and Division) to proactively deter students from parking in the neighborhood on the north, south and west sides of campus, including students who are also residents of other parts of the Village. The recommendations also strive for consistency in the time periods that the regulations are in effect. The streets surrounding the campus will require enhanced enforcement efforts and should be monitored to determine if the metered parking zone creates any unintended impacts requiring further measures.

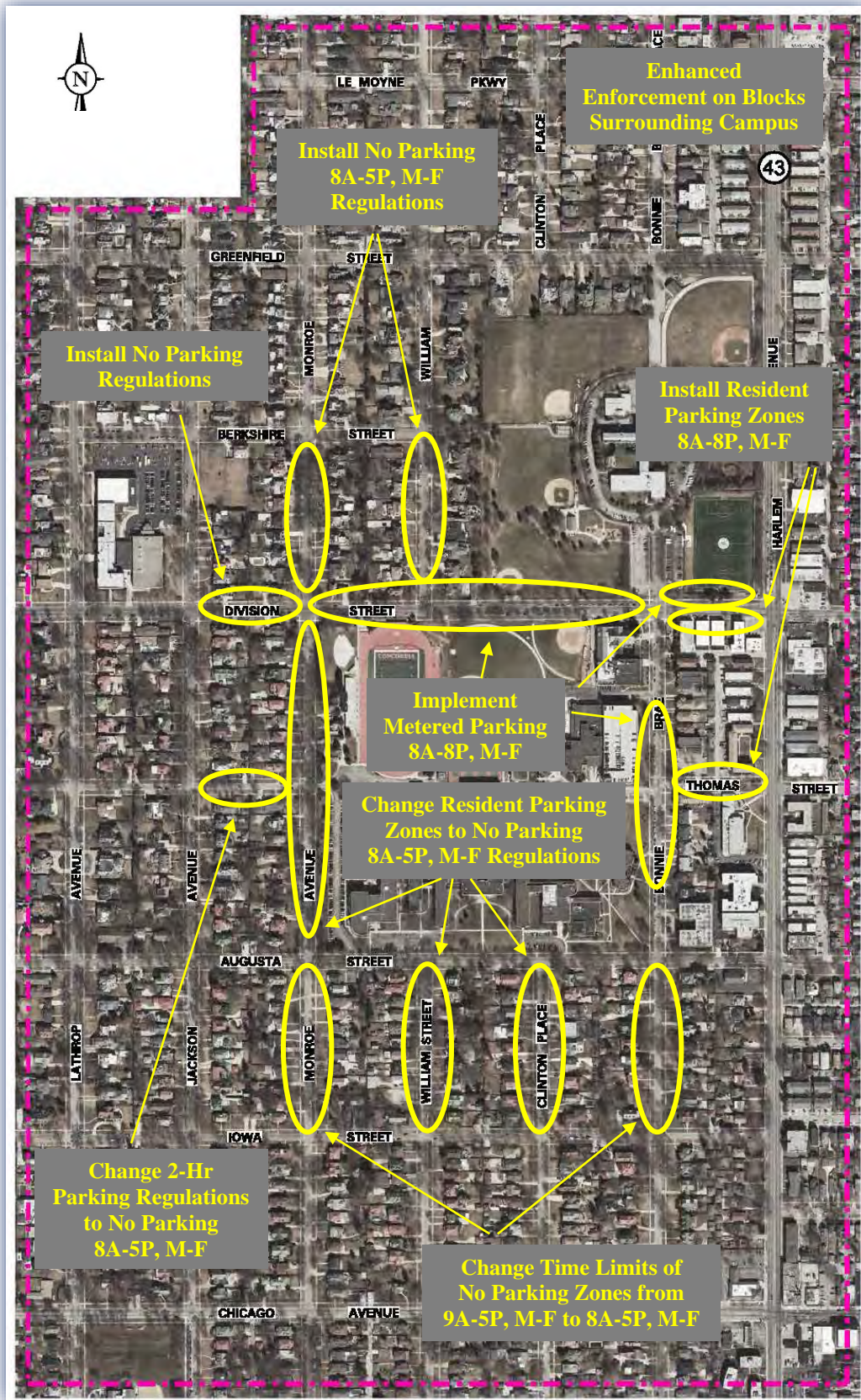


Figure 16

Zone 2 Parking Recommendations – Option 3

The advantages and disadvantages of the three Zone 2 parking options are summarized below.

Parking Option	Advantages	Disadvantages
Option 1: Resident Parking Zones & Targeted Enforcement	<ul style="list-style-type: none"> • Preserves street parking for residents with limited parking options • Unlikely to divert campus parking impacts to other neighborhood streets due to parking availability along Division St • Targets blocks experiencing commuter impacts • Low-risk option; close to maintaining status quo 	<ul style="list-style-type: none"> • Does not capitalize on revenue potential • Increases enforcement efforts to a small degree
Option 2: Metered Parking, Resident Parking Zones & Broad Enforcement	<ul style="list-style-type: none"> • Metered parking likely to be well-utilized as campus parking permits remain more expensive option for students • Generates revenue for Village • Allows for longer-term parking than current 2-Hr limits on Bonnie Brae Pl • Preserves street parking for residents with limited parking options 	<ul style="list-style-type: none"> • Risk of displacing street parkers onto unregulated neighborhood streets • Increases enforcement efforts to a larger degree than Option 1
Option 3: Metered Parking, No Parking & Resident Parking Zones, & Broad Enforcement	<ul style="list-style-type: none"> • Metered parking likely to be well-utilized as campus parking permits remain more expensive option for students • Generates revenue for Village • Allows for longer-term parking than current 2-Hr limits on Bonnie Brae Pl • Preserves street parking for residents with limited parking options • Unregulated parking 2 blocks or more from campus becomes less convenient option • Deters students from parking on neighborhood streets, including students residing in other parts of the Village • Provides consistent regulations around campus 	<ul style="list-style-type: none"> • Risk of displacing street parkers onto unregulated neighborhood streets • Increases enforcement efforts to a larger degree than Option 1 • Limits time periods when residents can park on the street

Zone 3

The neighborhood streets in Zone 3 are susceptible to commuter parking impacts from the Harlem/Lake CTA Station and Oak Park Metra Station, as previously noted.

Key Findings from Parking Utilization and Duration Surveys

The findings from the parking utilization surveys indicate that the locations experiencing the highest levels of parking activity were between Lake Street and Central Avenue in the vicinity of the River Forest Town Center. In addition, a few of the neighborhood blocks north of Lake Street have moderate parking utilization and/or a significant degree of parking violation.

Town Center Area South of Lake Street

The resident-only daily fee parking spaces on Central Avenue (west of William) are located four blocks or approximately 1/3-mile west of the CTA station and go unused. By comparison, the most distant Metra commuter spaces on Hawthorne Avenue east of the River Forest Metra station, which also go unused, are located less than 1/4-mile from the station, which is an indication of the distance that transit riders may be willing to walk to utilization the stations.

The 2-Hr parking zones along Central Avenue, Clinton Place, and Lake Street are located within three blocks of the CTA station, are highly utilized, and experience a significant degree of violation by vehicles parked for durations up to 7 hours. These short-term spaces, which are proximate to the station, may be experiencing encroachment from CTA commuters.

Within two blocks of the CTA station there is a combined total of 34 business permit parking spaces on Central Avenue (Harlem-Clinton) and Clinton Place (Central-Garden) which are highly utilized during the day by employees of the Town Center businesses. There are another 26 business permit parking spaces on Central Avenue to the west of Clinton that go unused.

Neighborhood Area North of Town Center

The majority of streets within the neighborhood have 2-Hr parking regulations in effect at all times on one or both sides of the street. The parking utilization on most of these streets is low indicating that the regulations have generally been effective. On a few of these streets there was a moderate degree of parking utilization and a significant degree of violation by vehicles parked for durations up to 11 hours. These streets included the 7200 block of Oak Avenue, the 7350 block of Lake Street, and the 7350 block of Holly Court. Other streets had lower parking utilization but still experienced significant violations of the 2-Hr time limits, including the 500 and 700 blocks of Bonnie Brae Place and the 7300 block of Holly Court.

It is uncertain as to whether these blocks are experiencing commuter parking impacts by CTA station users or are being used by residents in violation of the posted regulations. It is likely a combination of the two, and a review of the citation records may provide more insight on this. The Village's enforcement policy has been to only write citations for non-residents that exceed the time limits (excluding what appears to be guests or contractors of the residents), which may be reason why there were no concerns expressed from residents on the inconveniences of the 2-Hr time limits, but which also can require multiple layers of enforcement effort in checking a vehicle for

residency via use of the vehicle-mounted license plate reader (LPR), visual inspection for a Village vehicle registration tag, and/or insertion of the license plate into the Law Enforcement Agencies Data System (LEADS) system.

On the unregulated blocks within Zone 3, which include the 600 and 700 blocks of William Street and Monroe Avenue, the number of vehicles parked on the street was relatively low, however there were a few vehicles on each block that were parked for durations ranging from 6 to 12 hours. While quite distant from the CTA station (1/2- to 3/4-mile away), it is possible that these blocks may also be experiencing commuter parking impacts.

Parking Questionnaire Feedback

Three comments were received from residents in Zone 3 related to the need for parking regulations or the need for more effective parking regulations, as shown below. All three comments came from residents of the same unregulated block (600 Monroe) regarding impacts from commuters parking on the street. The parking utilization survey indicated that three or fewer vehicles parked on the west side of the street throughout the day. Since it is unknown whether these vehicles belonged to residents, these blocks could be experiencing a commuter parking impact from the Harlem/Lake Green Line Station. The lack of comments from the other blocks in the zone suggests that the 2-Hr parking regulations have been effective.

PARKING QUESTIONNAIRE COMMENTS – ZONE 3

Block	Regulation	Issue
Comment: Block Needs New Regulations		
600 Monroe (Oak-Quick)**	None	Metra parking, student safety

**Three comments

Recommendations

Town Center Area South of Lake Street

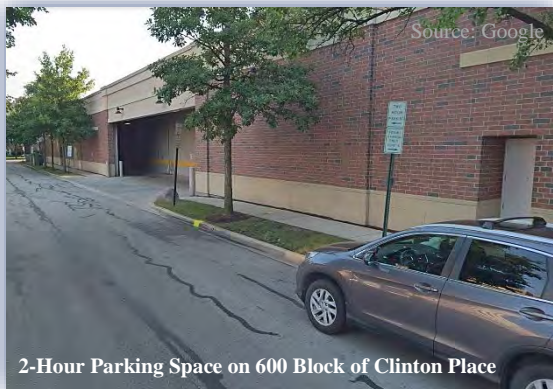
Recommendations within this area of Zone 3 are shown in **Figure 17** and are intended to better accommodate commuters or attract commuters that might be otherwise parking within the neighborhood north of Lake Street.

- Convert the 13 business parking spaces along the south side of Central Ave between Bonnie Brae Pl and Harlem Ave to residents-only daily fee parking 6A-2P, M-F, which will put these spaces within 600 feet of the Green Line Station and better encourage their use. Consider allocating some of these spaces for monthly permit parking, as determined by Village staff.
- Publicize the availability and convenience of this new residents-only daily fee/monthly permit parking zone to River Forest residents through multiple forms of media (email, Village website, mailings, newsletter, etc.) and provide a comparison of the parking fees to the higher parking garage rates in Oak Park. Monitor use of spaces.
- Replace the 13 lost business parking spaces by:
 - Converting the four 2-Hr spaces on the south side of Central Ave west of Clinton Pl
 - Removing the island that bumps out from the curb on the south side of Central Ave west of Clinton Pl to create 4 new parking spaces

- Converting 4 of the existing unused residents-only daily fee spaces on the south side of Central Ave west of William St
- Converting the one 2-Hr parking space on the east side of Clinton Pl south of the Town Center loading dock for consistency with the business parking on rest of the block
- Convert 5 of the existing unused residents-only daily fee spaces on the south side of Central Ave west of William St to 2-Hr parking to replace the spaces converted to business permit parking
- Maintain the remaining 14 residents-only daily fee spaces on Central Ave west of William St as currently regulated but consider for other purposes in the future should the demand for business permit parking or 2-Hr parking increase at a faster rate than the demand for the daily fee parking

The parking utilization survey indicated that the 36 existing business permit spaces on Central Avenue (east of William) and Clinton Place are utilized at 75 percent of capacity (27 spaces filled) so replacement of all 13 business permit spaces removed from Central Avenue east of Bonnie Brae Place will maintain flexibility for day-to-day variations in business permit space demand and for the issuance of new business parking permits.

Further, the surveys indicated that the 14 existing 2-Hr parking spaces on Central Avenue (William-Clinton) and Clinton Place are utilized to only 43 percent of capacity (6 spaces filled) so the replacement of all five of the 2-Hr spaces converted to business permit parking will also maintain flexibility for day-to-day variations in short-term parking demand.



2-Hour Parking Space on 600 Block of Clinton Place



Island on 7350 Block of Central Avenue

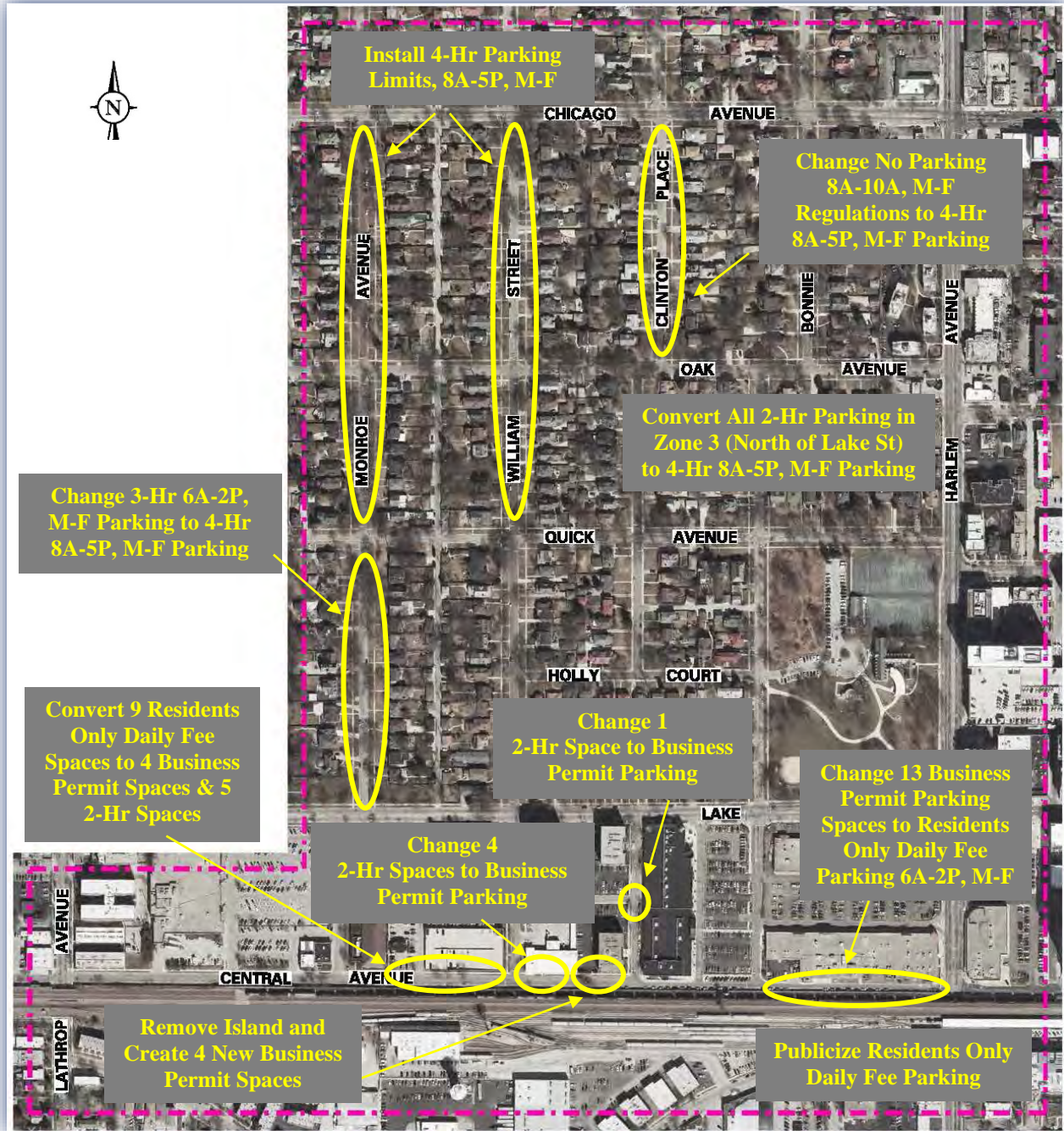


Figure 17

Zone 3 Parking Recommendations

Neighborhood Area North of Lake Street

The primary goal of the parking regulations in the neighborhood north of Lake Street is to effectively deter commuter parking impacts by Harlem/Lake CTA station users in a manner that does not inconvenience local residents while allowing for efficient enforcement efforts. While the 2-Hr time regulations have generally been effective at deterring commuter parking, the large number of vehicles parking in excess of two hours and likely not issued citations suggests that residents are being inconvenienced and enforcement requires more effort to confirm the registration residence of the vehicles. A longer parking time limit, restricted to the typical commuter workday, may achieve the same goal with less inconvenience and enforcement effort. This new regulation should be extended broadly across the zone for consistency, equity in impact reduction, and enforcement efficiency, as shown in **Figure 17**.

- Replace the 2-Hr time limit parking across Zone 3 with a 4-Hr 8A-5P, M-F time regulation. May reduce the number of vehicles parking in violation as much as 65% while maintaining the same deterrence to CTA station users.
 - Bonnie Brae Pl (Lake-Oak, East side)
 - Bonnie Brae Pl (Oak-Chicago, Both sides)
 - Clinton Pl (Holly-Oak, Both sides)
 - William St (Lake-Quick, Both sides)
 - Oak Ave (William-Harlem, South side)
 - Quick Ave (Monroe-William, Both sides)
 - Quick Ave (William-Harlem, South side)
 - Holly Ct (William-Bonnie Brae, South side)
 - Lake St (William-Clinton, North side)
- An alternate option, that was not preferred, was replacement of the 2-Hr time limit with a 6-Hr time regulation which may reduce the number of vehicles parking in violation as much as 85% but may offer opportunities for CTA station users that do not work full-day schedules
- Implement the same 4-Hr time limit regulation on the blocks within Zone 3 that are not regulated (600 & 700 blocks of Monroe and William) or are regulated by 3-Hr time limits (500 block of Monroe) or No Parking 8A-10A, M-F limits (700 block of Clinton)
- To ease traffic flow on streets with higher traffic volume or narrower street widths, maintain the existing No Parking Any Time or No Parking 9A-10P, M-SAT regulations
- For the ordinance to be effective, it must apply to all parkers. Village enforcement officers should issue citations to violators regardless of residency, which will make enforcement monitoring more efficient and create better compliance with the posted regulations.

Zone 4

The neighborhood streets in Zone 4 are susceptible to commuter parking impacts from the River Forest Metra Station, as previously noted.

Key Findings from Parking Utilization Survey

The findings from the parking utilization surveys indicate that the locations experiencing the highest levels of parking activity were the monthly permit and daily fee parking spaces along Central Avenue and Hawthorne Avenue and the spaces on Central Avenue reserved for the Village of River Forest employees. Locations experiencing moderate parking utilization included the 3-Hr parking zones along Lake Street and Keystone Avenue and the unregulated parking zone along Park Avenue adjacent to Lincoln Elementary School. No commuter parking impacts were detected on these blocks.

Commuter parking impacts on the neighborhood streets surrounding the River Forest Metra Station appear to have been effectively managed by the institution of a residential permit parking program although few actual permits were observed to be on display on the vehicles parked on these streets. A few of the blocks under the permit regulation experienced moderate utilization of the street parking throughout large parts of the day. Since most of the vehicles parked on these blocks did not have a permit on display, they could be experiencing commuter parking impacts and include the 300 block of Keystone Avenue, the 500 block of Thatcher Avenue, and the 400 and 500 blocks of Edgewood Place.

The 2-Hr parking regulations on the blocks south of the resident permit parking zone (200 blocks of Thatcher, Gale, Keystone, Forest) have been effective at deterring commuter parking and do not appear to be causing significant inconvenience to the adjoining residents based on the number of vehicles parked on the street and the time limits of the regulations (8A-5P, M-F). Here again it appears that the enforcement efforts may overlook the parking duration of the vehicles if the vehicles are determined to be registered to local residents.

Parking Questionnaire Feedback

Twelve comments were received from residents within Zone 4, or just outside of the boundaries of Zone 4, related to the need for parking regulations or the need for more effective parking regulations, as shown below. Two of the comments are from apartment residents on Lake Street and Thatcher Avenue regarding the limitations of the street parking regulations. Two of the comments are from residents on a block regulated by resident permit parking. One of the comments is from a resident of an unregulated block. Seven of the comments are from residents on blocks just outside of Zone 4, six of which are unregulated and one of which has 2-Hr limits.

PARKING QUESTIONNAIRE COMMENTS – ZONE 4

Block	Regulation	Issue
Comment: Current Regulations Not Effective		
8000 Lake (Thatcher-Edgewood)	3-Hr 6A-2P, M-F	Apts need overnight parking
300 Forest (Hawthorne-Linden)*	Resident Permit Parking 6A-10A, M-F	Not provided
600 Forest (Oak-Lake, N ½ of blk)	None	Not provided
100 Keystone (Washington-Vine)*	None	Not provided
400 Thatcher (Lake-Central)	No Parking	More parking needed for apts
700 Park (Chicago-Oak)	None	Not provided
Comment: Block Needs New Regulations		
300 Ashland (Hawthorne-Linden)	None	Narrow street; driving difficult with business parking both sides.
100 Forest (Washington-Vine)	West: 2-Hr 9A-10P East: No Parking	Not provided
700 Keystone (Chicago-Oak)*	None	Metra parkers. Maybe not RF residents.

*Two comments received

Residents on the 8000 block of Lake Street and the 400 block of Thatcher Avenue may be constrained by the limited amount of off-street parking for the adjoining apartments and the 3-Hr parking regulations along Lake Street that go in effect at 6:00 AM. While this is not a commuter parking impact, it could be addressed by making these residents eligible for a resident parking permit to park on Edgewood Place or Thatcher Avenue.

The 300 block of Forest Avenue has resident permit parking regulations in effect on weekdays. The parking utilization survey indicated that these blocks had three or fewer vehicles parked on each side of the street, many without permits on display. Since it is unknown whether these vehicles belonged to residents, this block could be experiencing a parking impact from the Metra Station.

The 600 block of Forest Avenue is unregulated and just north of the resident permit parking zone. The surveys indicated that there were up to three vehicles parked on each side of the block for much of the day suggesting that this block could be experiencing commuter parking impacts.

The 100 blocks of Keystone Avenue and Forest Avenue, and the 700 blocks of Park Avenue and Keystone Avenue, are outside of the Zone 4 study area. Since no parking data was collected on these blocks, it is inconclusive as to whether commuter parking impacts extend onto these blocks. Of note is that no comments were received from residents on the unregulated 600 blocks of Park Avenue and Keystone Avenue.

The 300 block of Ashland Avenue is also outside of the Zone 4 study area. The issue is more related to efficient traffic movements than parking impact as the width of the street (25 feet) makes traffic movement challenging when vehicles are parked along both sides. Restricting parking on one side of the street may eliminate this concern.

Recommendations

Two options were developed to reduce the commuter parking impacts around the River Forest Metra Station. One maintaining the current resident permit parking program with minor adjustments to the regulations on the surrounding streets and the other replacing the resident permit parking program with a blanket regulation that covers a broader area. Option 1 was selected as the preferred option.

1. Option 1 (*Preferred*) - Resident Permit Parking & Targeted Enforcement (see [Figure 18](#))

- Maintain existing resident permit parking program
- Extend resident permit parking opportunities to apartment residents on 8000 block of Lake St and 400 block of Thatcher Ave
- Replace 3-Hr 6A-2P, M-F parking on south side of 8000 block of Lake St (Thatcher-Edgewood) with resident permit parking 6A-10A, M-F
- Targeted enforcement of the permit parking regulations
 - 300 blocks of Keystone Ave and Forest Ave
 - 400 block of Edgewood Pl
 - 500 blocks of Edgewood Pl and Thatcher Ave
- Targeted enforcement of the 2-Hr parking regulations on the 100 block of Forest Ave
- Install No Parking 6A-2P, M-F regulation on one side of the 300 block of Ashland Ave
- Monitor parking conditions and vehicle registration residency on the 100 block of Keystone Ave, the 600 block of Forest Ave, and the 700 blocks of Park Ave and Keystone Ave to determine need for regulations
- Ensure that adequate commuter parking is provided at the Metra Station (see Chapter 6)

Since the resident permit parking program appears to be effective at minimizing commuter parking impacts and few comments were received from residents residing on the permit-regulated blocks, the objective of Option 1 is generally to maintain the status quo with improved access to street parking opportunities for apartment tenants and targeted supplemental measures.

2. Option 2- Blanket Parking Regulation Across Zone (see [Figure 19](#))

- Replace resident permit parking, 2-Hr and 3-Hr parking regulations with a 4-Hr 8A-5P, M-F blanket parking regulation across Zone 4
- Install No Parking 6A-2P, M-F regulation on one side of the 300 block of Ashland Ave
- Monitor parking conditions and vehicle registration residency on the 100 block of Keystone Ave and the 700 blocks of Park Ave and Keystone Ave to determine need for regulations
- For the ordinance to be effective, it must apply to all parkers. Village enforcement officers should issue citations to violators regardless of residency, which will make enforcement monitoring more efficient and create better compliance with the posted regulations.
- Ensure that adequate commuter parking is provided at the Metra Station (see Chapter 6)

The objective of Option 2 is to effectively deter commuter parking impacts by River Forest Metra Station users in a manner that does not inconvenience local residents while allowing for efficient enforcement efforts. While the resident permit parking regulations have generally been effective

at deterring commuter parking, there are a large number of residents parking on the street that do not have the permits on display. Further, while the 2-Hr and 3-Hr time limit parking zones that surround the permit parking area are also effective at deterring commuter parking, the time limits may be too short causing inconvenience to residents and their guests and contractors. Similar to Zone 3, enforcement requires more effort to confirm the registration residence of the vehicles and make exceptions for residents or their guests/contractors parking beyond the posted time limits. A single blanket time regulation across the entirety of Zone 4, that is longer than the current time limits and restricted to the typical commuter workday (8A-5P, M-F), would achieve the same objective with less inconvenience and more efficient enforcement efforts.

The advantages and disadvantages of the two Zone 4 parking options are summarized below.

Parking Option	Advantages	Disadvantages
Option 1: Resident Permit Parking & Targeted Enforcement	<ul style="list-style-type: none"> • Deters commuter impacts, including residents from other parts of the Village • Provides additional parking opportunities convenient to apartment residents along Lake St and Thatcher Ave • Improves traffic flow on Ashland Ave • Targets blocks experiencing commuter impacts • Low-risk option; close to maintaining status quo 	<ul style="list-style-type: none"> • Short time limits can inconvenience residents • Increases enforcement efforts
Option 2: Blanket Parking Regulation	<ul style="list-style-type: none"> • Deters commuter impacts • Enhances parking opportunities convenient to apartment residents along Lake St and Thatcher Ave • Improves convenience for residents and their guests and contractors • Allows for consistent enforcement across Zone 	<ul style="list-style-type: none"> • May open streets to commuters traveling for short trips, including residents from other parts of the Village

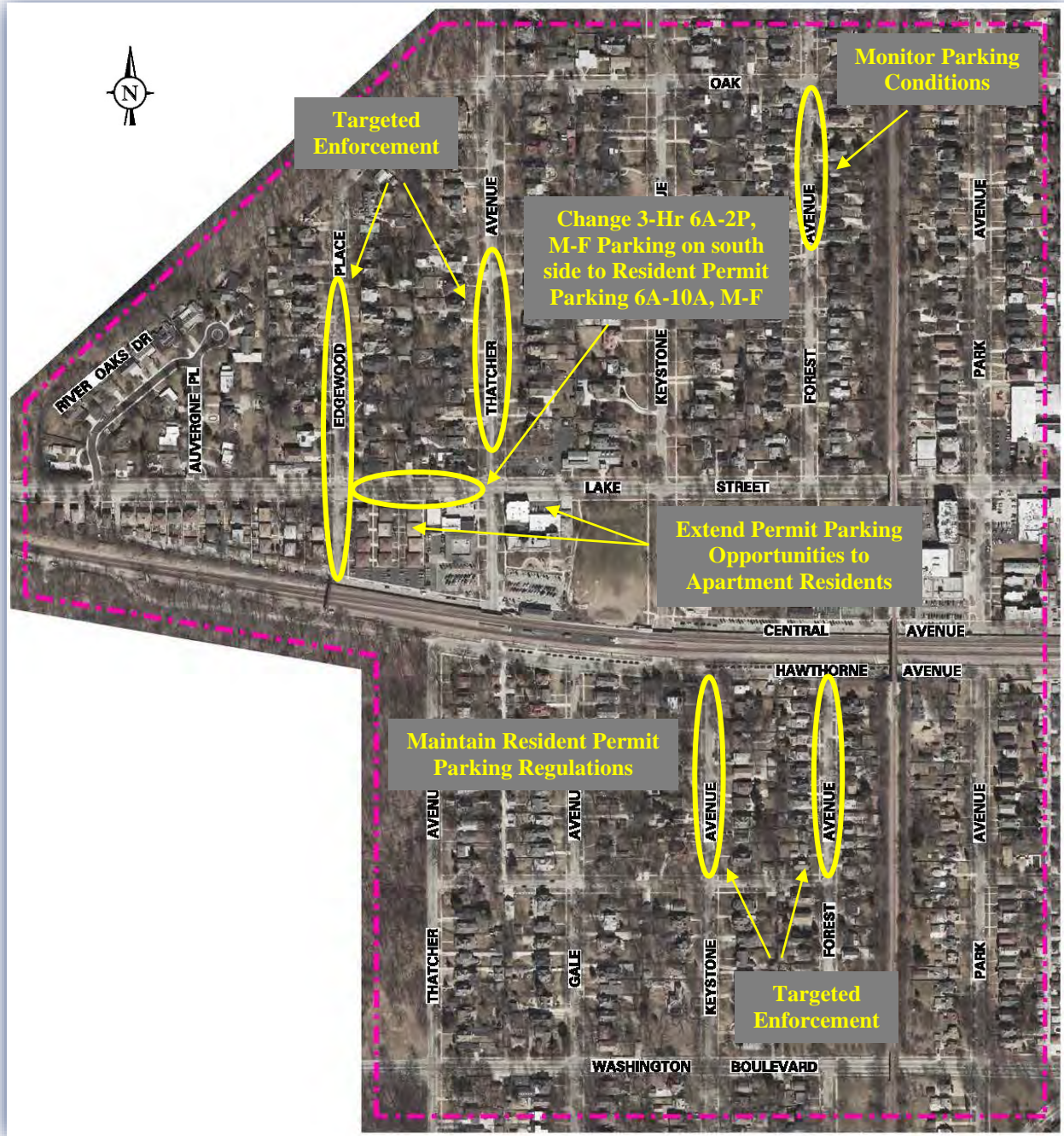


Figure 18

Zone 4 Parking Recommendations – Option 1 (PREFERRED)

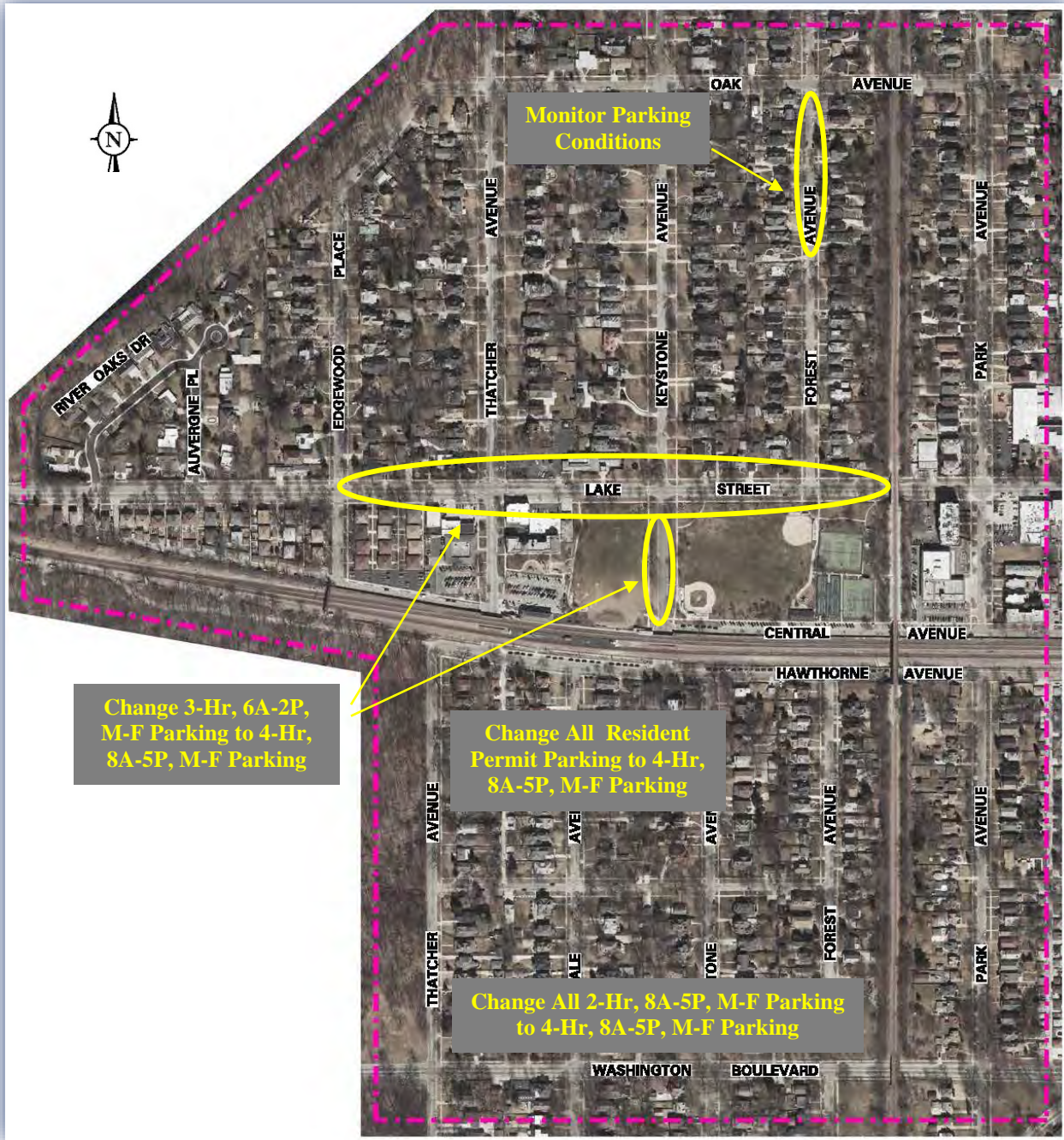


Figure 19

Zone 4 Parking Recommendations – Option 2

6. Existing & Projected Metra Parking Demand

To continue to manage commuter parking impacts within Zone 4, it is essential that an adequate supply of commuter parking is available around the River Forest Metra Station. It is equally essential that the commuter parking supply is both convenient and affordable.

Existing Metra Parking Supply & Demand

Table 3 summarizes the peak utilization of Village-owned parking supply at the River Forest Metra Station based on the KLOA parking utilization surveys. In total, there are 189 dedicated spaces for Metra station parking located within the two Thatcher Avenue parking lots and in the parking lanes along Central Avenue and Hawthorne Avenue. On the survey day, the use of these spaces peaked at 11:00 AM when 134 of the spaces were filled representing 71 percent of the total Metra parking capacity. A review of historic parking surveys performed by Metra³ between 2007 and 2016 indicates that the parking demand at the River Forest station has ranged from 147 spaces to 168 spaces.

Table 4 compares the utilization of the monthly permit spaces with the daily fee spaces from the KLOA parking utilization surveys. As shown, the monthly permit spaces were more heavily utilized (79%) than the daily fee spaces (64%).

Table 3
EXISTING RIVER FOREST METRA STATION PARKING UTILIZATION

No.	Lot / Street	Location	Regulations	Capacity	Peak Use ¹	%
1	River Forest Metra Station	E. Thatcher Ave Lot	Monthly Permit	31	31	100%
2	River Forest Metra Station	W. Thatcher Ave Lot	Monthly Permit	33	19	58%
3	Central Avenue (N side)	Edgewood-Thatcher	Monthly Permit	6	1	17%
4	Central Avenue (N side)	Keystone-CNRR	Daily Fee	47	40	85%
5	Hawthorne Avenue (N side)	Thatcher-Keystone	Monthly Permit	20	20	100%
6	Hawthorne Avenue (N side)	Keystone-E of Park	Daily Fee	52	23	44%
Total				189	134	71%

¹ Peak utilization of the Metra parking facilities occurred at 11:00 AM on the survey day.

Table 4
EXISTING METRA STATION PARKING UTILIZATION BY TYPE OF SPACE

	Monthly Permit Spaces	Daily Fee Spaces	Total
Parking Capacity	90	99	189
Peak Occupancy	71	63	134
Parking Surplus	19	36	55
Utilization %	79%	64%	71%

³ Metra Systemwide Parking Surveys: 2007, 2008, 2011, 2012, 2013, 2014, 2015, 2016.

Projected Metra Parking Supply & Demand

Ridership levels at the River Forest Metra Station have been increasing over the past 25 years and are currently at their highest levels based on boarding and alighting data published by Metra. While the Village’s commuter parking supply dedicated to the Metra Station is sufficient to accommodate the current parking demand, demographic data provided by the U.S. Census Bureau and the Chicago Metropolitan Agency for Planning (CMAP) was reviewed to estimate the potential parking demand in the future. The Year 2050 is CMAP’s planning horizon for the projections.

Table 5 shows the demographic data and journey-to-work by Metra data from the U.S. Census Bureau. As shown, the population and households in the Village are projected to increase by 10% and 33%, respectively, over the next 30 years potentially resulting in approximately 16 percent more residents using Metra for their commute to work.

Table 5
RIVER FOREST DEMOGRAPHICS AND METRA RIDERSHIP PROJECTIONS

Year	Population	Households	Employed Population Age 16 & Older	% Commuting by Metra	Employed Population Riding Metra
2000 Census ¹	11,635	4,092	5,680	9.3%	530
2010 Census ¹	11,172	3,961	4,986 ²	9.1%	455
2013-2017 Census Estimate ³	11,215	3,909	5,257	9.9%	532
2050 CMAP Projections⁴	12,319	5,227	6,236	9.9%⁵	617

¹ Source: U.S. Census Bureau
² Source: U.S. Census Bureau 2010-2014 American Community Survey 5-Year Estimates
³ Source: U.S. Census Bureau 2013-2017 American Community Survey 5-Year Estimates
⁴ Source: Chicago Metropolitan Agency for Planning (CMAP) demographic projections
⁵ Assumes 2013-2017 estimated commuting percentage remains consistent through 2050

Table 6 provides an estimate of the projected parking conditions at the River Forest Metra Station based on existing and historic parking counts and boardings at the station. The current data concludes that a commuter parking surplus exists at the station ranging from 21 spaces to 55 spaces. The projected parking demand data suggests that additional commuter parking capacity (up to 35 additional spaces).

Table 6
PROJECTED METRA PARKING DEMAND vs. SUPPLY

	Boardings	Parking Demand	Parking Supply	Surplus/(Deficit)
Existing Conditions	440 ¹	134-168 ²	189	+21 to +55 spaces
Projected Conditions	503 ³	183-224 ⁴	189	+6 to -35 spaces

¹ Represents average of daily Metra boarding counts from Metra Station Boarding/Alighting Counts 2014, 2016 & 2018
² Range based on KLOA surveys (2019) and Metra parking counts 2007-2016
³ Based on proportion of Metra boarding counts to Census journey-to-work-by-train data applied to 2050 CMAP projection of Metra riders (617 riders) from Table 5
⁴ Based on Metra parking counts in proportion with Metra boarding counts from 1997, 1999, 2014 & 2016 (36.4%-44.6%)

Recommendations

Maximizing use of the existing Metra parking supply at the River Forest Metra Station is the recommended first course of action. Such actions would address most of the concerns expressed by Village residents in the parking questionnaire. Should additional Metra parking then be needed at the station in the future to offset a potential Metra parking deficit and accommodate parking demand from population growth in the Village, several options are recommended for consideration as a 2nd course of action.

1st Course of Action

1. Maximize Use of Existing Metra Parking Supply

The limited number of monthly commuter parking permits issued by the Village, the wait times to obtain a permit, the disproportional daily fee rates paid by those desiring a permit, and the current utilization of the West Thatcher monthly-permit parking lot (58%) are four of the most concerning issues expressed in the parking questionnaire.

The Village has sold 103 monthly permits to park in the 90 dedicated permit spaces at the Metra station representing an oversell rate of 14%. The parking utilization surveys indicate that only 79% of the monthly permit spaces are utilized (or 69% of the permits sold). There are currently 39 residents on the monthly permit wait list and historically the wait list has been as high as 60 residents. The Village has established a monthly permit sales cap of 121 permits (34% oversell rate) meaning that almost half of the wait list could be eliminated by simply selling the remaining permits (18) below the cap. If all permits are sold to the 121-permit cap, the projected demand for monthly permit parking would be 83 spaces (or 92% of the permit parking capacity). If permits are sold to all residents currently on the wait list, the projected demand for monthly permit parking would be 98 (or 109% of the permit parking capacity).

Residents currently on the wait list have no recourse but to park in the daily fee spaces at a per-day cost (\$5) which is up to twice that of the average per-day cost of a monthly permit (\$50/month). If additional permits are sold, these commuters would maximize use of the monthly permit parking supply, and if monthly permit holders were aware that they could make use of the daily fee spaces, if necessary, without penalty of having to pay the daily fee, the permit sales cap could be lifted altogether so that any resident desiring a monthly permit could obtain one and park at the station at the monthly permit rate, regardless of the commuter space in which they parked. The dedicated monthly permit spaces would thus be available on a first-come, first-served basis and any permit holders not finding parking in these dedicated spaces would park in the daily fee spaces which are currently in surplus.

Recommendations include:

- Maintain the current commuter parking space allocation comprised on monthly permit parking west of Keystone Ave and daily fee parking east of Keystone Ave
- Eliminate the monthly permit wait list by lifting the permit sales cap and selling permits to all residents that desire them
- Continue operating the monthly permit parking spaces on a first-come, first-served basis

- Advertise that monthly permit holders are able to park in the daily fee spaces, if necessary, without penalty of paying twice
2. Research Installing Electric Vehicle Charging Station
In line with the Village's sustainability efforts, and in response to the interest expressed by Village residents in the parking questionnaire, consideration should be given to installing at least one electric vehicle charging station in a parking space in the East Thatcher parking lot adjacent to the Metra Station. Use of the charging station would then be monitored to determine if additional stations should be considered.

2nd Course of Action

3. Plan for Potential Future Metra Parking Deficit

In the future, should demand for Metra parking (monthly permit and daily fee spaces combined) begin to approach the current 189-space parking capacity at the Metra Station, several options are recommended to accommodate the demand and minimize the potential for future commuter parking impacts in the adjoining neighborhood. A total potential parking increase of 49 spaces could be realized from implementation of these options.

- Extend center island in West Thatcher lot and remove curbing that separates the lot from the former rehabilitation institute parking aisle (see **Figure 20**). *Gain: 3 spaces.*
- Extend daily fee parking on north side of Hawthorne Ave east to Franklin Ave. (¼-mile walk to platform) (see **Figure 21**). *Gain: 10 spaces*
- Re-approach United Methodist Church on a lease or purchase of their west parking lot (450 ft from train platform) for commuter parking on weekdays (possibly 6A-6P). The east and west church lots provide a combined total of 57 spaces which were observed to be only 25% utilized on the survey day (see **Figure 21**). Review previous discussions with the Church and explore different options, potentially including revenue-sharing, lot improvements, and/or overflow church parking options (weekdays or weekends) on adjoining streets and nearby Village-owned lots. *Gain: 36 spaces*



Figure 20

Potential West Thatcher Lot Parking Expansion



Figure 21

Potential UMC and Hawthorne Ave Commuter Parking Options

7. Village Hall Parking Options

As noted in Chapter 2, the Village makes use of several locations to accommodate the parking needs of Village Hall employees, visitors and municipal vehicles, including the Village Hall lot, the Park and Lake lot, and the reserved spaces along Central Avenue. A combined total of 78 spaces are reserved for this use (excludes spaces reserved for Police vehicles on the west side of Village Hall). The Lake and Park lot is a temporary location that may one day be redeveloped for a different use. To ensure that the Village Hall parking needs do not infringe on the commuter parking supply in the future, or create commuter parking impacts of their own, two options were developed to compress the Village Hall parking demand closer to the building and accommodate additional parking for the Village Hall should the current parking supply be reduced. Consensus was not achieved on a preferred option. As a result, the Village will explore other options in the future, potentially including other properties owned by the Village.

Option 1: Expanded Parking on Central Avenue

Parking is currently permitted along the north side of Central Avenue between Park Avenue and Lathrop Avenue and there is space to park 27 vehicles over these three blocks. There are also multiple driveways on each of the blocks, which limits the parking opportunities and results in sight-line conflicts with the parking lane. Switching the parking lane from the north side of Central Avenue to the south side of the street, while maintaining 20-foot setbacks from the stop lines and pedestrian crossings, would increase the parking capacity on these three blocks to 43 spaces (59% parking increase or 16 space gain) while eliminating the sight-line conflicts at the driveway. This would not only increase street parking opportunities for the adjoining residents, it would provide an opportunity to reserve some of the spaces on the block between Park Avenue and Franklin Avenue for Village Hall employees (8A-5P, M-F) to supplement the Village Hall parking supply. These spaces would replace spaces currently regulated with 2-Hr time limits.

Concerns were expressed regarding use of Central Avenue by emergency service vehicles departing Village Hall and the potential conflicts that could result with parkers that would need to cross the street to reach their vehicles on the south side of Central.

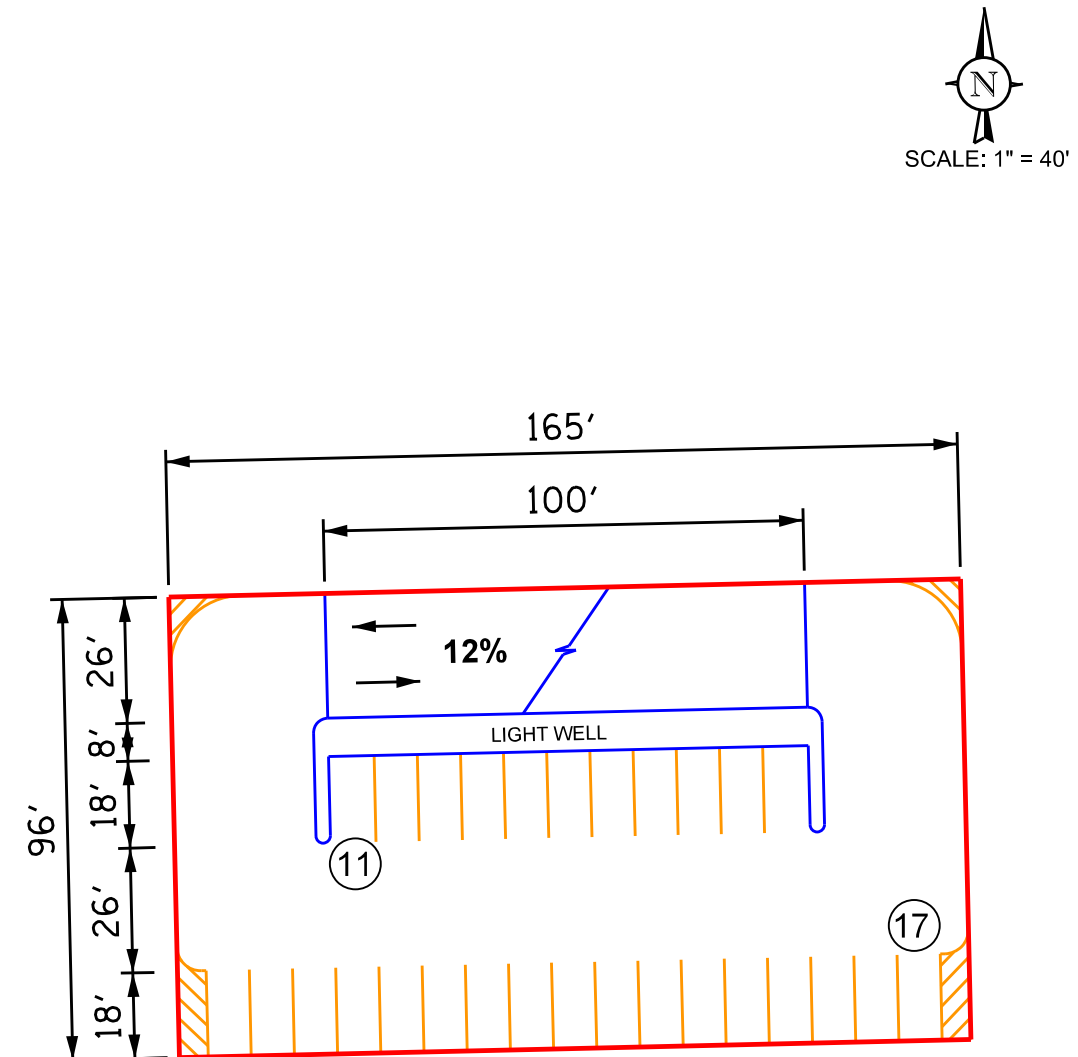
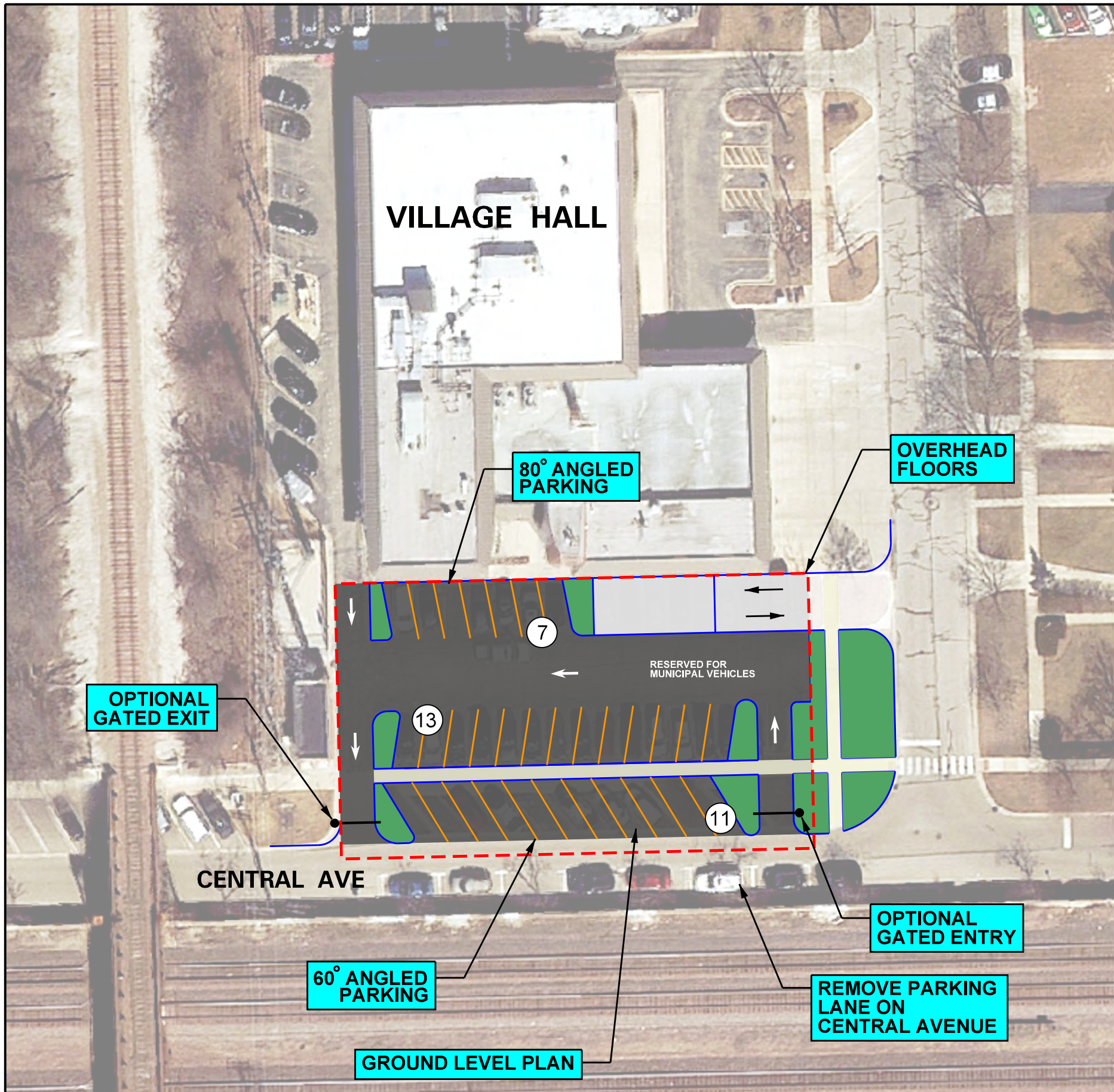


Option 2: Structured Parking on Village Hall Lot

The Village Hall lot has a current parking capacity of 32 spaces. The lot is approximately 70 feet wide by 160 feet long, which is too narrow to accommodate a parking deck with ramping and circulation aisles. To provide sufficient width for these operational elements, the deck would need a minimum width of 96 feet, which could only be accomplished by extending the deck over a portion of Central Avenue. Further, the length of the parking lot at approximately 165 feet is relatively short for a parking deck and would require a ramp grade of around 12 percent to provide a 12-foot clear span, which is too steep to accommodate parking. The conceptual design, depicted in **Figure 22**, is similar to a single-threaded helix circulation/ramping system with a single, flat-floor, two-sided parking bay.

The first floor of the structure would be at grade and could accommodate 31 spaces. Twenty of the spaces could be secured behind gated entry drives for some Village Hall employees and municipal vehicles. A one-way circulation system would include an ingress drive on Central Avenue approximately 50 feet west of Park Avenue and an egress drive at the current parking lot driveway location. The egress drive would also provide an exit from the Police parking area on the west side of Village Hall. Both driveways could be gated with card-key or key-fob access systems. An additional 11 spaces could be accessed directly from Central Avenue outside of the secured parking area, similar to the existing angled Village Hall employee spaces.

The upper levels of the structure could support around 28 spaces on the flat-floor plate of each level and could be available for Village Hall employees and visitors. The total capacity of the three-level parking structure is estimated at 87 spaces, just under three times more capacity than the existing surface parking lot and of sufficient size to accommodate all of the Village Hall's current employee parking need.



2ND AND 3RD FLOOR PLAN

N
SCALE: 1" = 40'

PARKING DECK
RIVER FOREST, ILLINOIS

CONCEPTUAL PARKING DECK LAYOUT

DRAWN: MD
DATE: 03-17-20
PROJECT # 19-263
FIGURE: 22

CHECKED: ER
REV: 04-22-20



8. Conclusions

The objective of the preceding Commuter Parking Study for the Village of River Forest was to identify strategies to minimize impacts on the Village's residential streets by the commuting population and to efficiently accommodate commuter parking needs at the River Forest Metra Station.

To achieve these objectives, the project team (1) obtained input from Village residents through the broad distribution of a parking questionnaire, (2) documented the current parking regulations within the four study area zones, (3) performed field surveys of street parking utilization within those zones and off-street parking utilization within selected facilities that serve commuters or have the potential to serve commuters within or in proximity to those zones, (4) researched demographic data on River Forest from the U.S. Census Bureau and the Chicago Metropolitan Agency for Planning, (5) obtained historic ridership levels and parking counts from Metra for the River Forest Metra Station, (6) evaluated the data collected to identify the most significant commuter parking issues to be addressed, (7) developed recommendations and options to modify the current street parking regulations within the zones to reduce commuter parking impacts, (8) developed recommendations to improve the efficiency of existing commuter parking conditions at the River Forest Metra Station and accommodate potential growth in commuter parking demand at the station, (9) developed options to compress the Village Hall parking demand closer to the building, and (10) vetted the recommendations and options through Village staff, the Village's Traffic and Safety Commission, and the Village Board of Trustees.

Key recommendations from the study follow.

Zone 1

Three options were considered to reduce commuter parking impacts around the main campus of Dominican University. Option 1 was selected as the preferred option.

- Option 1 – Maintain free street parking with targeted enforcement on impacted blocks. Remove 2-Hr time regulations on Park Ave along University frontage to compress parking impacts to the campus edges. Monitor conditions for alternate measures.
- Option 2 - Implement paid/metered parking on Division St and Park Ave along campus frontage as a user fee to be applied towards street maintenance costs (\$0.25/hr, 8A-8P, M-F). Restrict parking on Division St east of Park Ave. No other parking regulation changes. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.
- Option 3 - Implement paid/metered parking on Division St and Park Ave along campus frontage. Convert resident parking zones to No Parking 8A-5P, M-F on 1100 blocks of Thatcher Ave, Keystone Ave and Forest Ave, consistent with existing regulations on 1100 block of Park and the 1400 blocks of Keystone and Forest. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.

Zone 2

Three options were considered to reduce commuter parking impacts around the Concordia University campus. Option 1 was selected as the preferred option.

- Option 1 – Install resident parking zones (8A-8P, M-F) on Division St (Bonnie Brae-Harlem, south side) and Thomas St (Bonnie Brae-Harlem, north side) to compress parking impacts to campus edges and preserve parking for apartment tenants. Convert No Parking 9A-5P, M-F regulations to resident parking (8A-8P, M-F) on 900 blocks of Monroe Ave and Bonnie Brae Pl for regulation consistency and resident convenience. Targeted enforcement of current resident parking zones. Monitor conditions for alternate measures.
- Option 2 - Implement paid/metered parking on Division St and Bonnie Brae Pl along campus frontage as a user fee to be applied towards street maintenance costs (\$0.25/hr, 8A-8P, M-F). Install resident parking zones on Division St and Thomas St. Broad enforcement on all surrounding blocks. Monitor conditions for alternate measures.
- Option 3 - Implement paid/metered parking on Division St and Bonnie Brae Pl along campus frontage. Install resident parking zones on Division and Thomas. Expand No Parking 8A-5P, M-F regulations onto unregulated blocks and existing blocks with resident parking and 2-Hr parking limits. Broad enforcement on surrounding blocks. Monitor conditions for alternate measures.

Zone 3

Recommendations were approved to reduce commuter parking impacts in the residential area of Zone 3 north of Lake Street and the commercial areas of Zone 3 south of Lake Street.

Neighborhood Area North of Town Center

Replace the 2-Hr time limit parking across Zone 3 with a 4-Hr 8A-5P, M-F time regulation to continue deterrence of commuter parking impacts with less inconvenience to residents and more efficient enforcement efforts. Implement same 4-Hr regulation on unregulated blocks, blocks with 3-Hr time limits, and blocks with No Parking 8A-10A, M-F regulations.

Town Center Area South of Lake Street

Relocate 13 of the residents-only daily fee parking spaces on Central Ave (west of William St) to the business permit parking spaces on Central east of Bonnie Brae to move them closer to the Harlem/Lake Green Line Station. Allocate some of these spaces for monthly permit parking, as determined by Village staff, and publicize the proximity of these spaces to encourage greater use. Rebalance business permit and 2-Hr parking without reduction in capacity of either.

Zone 4

Two options were considered to reduce commuter parking impacts around the River Forest Metra Station. Option 1 was selected as the preferred option.

- Option 1 – Maintain resident permit parking program and extend permit opportunities to apartment tenants in need. Replace 3-Hr 6A-2P, M-F parking on south side of 8000 block of Lake St (Thatcher-Edgewood) with resident permit parking 6A-10A, M-F. Targeted enforcement on impacted blocks. Monitor conditions for alternate measures.

- Option 2 – Replace resident permit parking, 2-Hr and 3-Hr parking regulations with a 4-Hr, 8A-5P, M-F blanket parking regulation across Zone 4 for greater resident convenience, lower cost, and more efficient enforcement efforts. Monitor conditions for alternate measures.

Metra Station Parking

1st Course of Action – Maximize Use of Existing Metra Parking

The Village has dedicated 189 parking spaces to the Metra Station in two lots on Thacker Avenue and in parking lanes along Central Avenue and Hawthorne Avenue. While there is currently a parking surplus at the Metra Station ranging from 21 to 55 spaces, the limited number of monthly commuter parking permits issued by the Village, the wait times to obtain a permit, the disproportional daily fee rates paid by those desiring a permit, and the current utilization of the West Thatcher monthly-permit parking lot (58%) are four of the most concerning issues expressed in the parking questionnaire. Recommended measures to maximize use of the existing Metra parking supply include:

- Maintain the current commuter parking space allocation comprised on monthly permit parking west of Keystone Ave and daily fee parking east of Keystone Ave
- Eliminate the monthly permit wait list (currently 39 residents) by lifting the permit sales cap (121 permits) and selling permits to all residents that desire them
- Continue operating the monthly permit parking spaces on a first-come, first-served basis
- Advertise that monthly permit holders are able to park in the daily fee spaces, if necessary, without penalty of paying twice
- Research installing an electric vehicle charging station in the East Thatcher parking lot.

2nd Course of Action – Plan for Potential Future Metra Parking Deficit

Should future population growth in the Village necessitate increased parking capacity at the Metra Station, the following options are recommended:

- Extend center island in West Thatcher lot and remove curbing separating the lot from the former rehabilitation institute parking aisle. *Gain: 3 spaces.*
- Extend daily fee parking on Hawthorne Ave east to Franklin Ave. *Gain: 10 spaces*
- Re-approach United Methodist Church on lease or purchase of their west parking lot (450 ft from train platform) for commuter parking on weekdays. *Gain: 36 spaces*

Village Hall Parking Options

The Village makes use of several lots and street parking locations to accommodate the parking needs of Village Hall employees, visitors and municipal vehicles. A total of 78 spaces are reserved for this use (excluding spaces for Police vehicles on the west side of Village Hall). The Lake and Park lot is a temporary location that may one day be redeveloped for a different use. Two options were considered to ensure that the Village Hall parking needs do not create commuter parking impacts in the future should the current parking supply be reduced. Consensus was not achieved

on a preferred option. Other options will be explored in the future, potentially including other properties owned by the Village.

- Option 1 – Switch the parking lane on Central Ave (Park-Lathrop) from the north side of the street to the south. Increases street parking capacity by 59%, eliminates sight-line conflicts at driveways, and provides additional parking opportunities (8A-5P, M-F) for Village Hall employees and local residents. *Gain: 16 spaces*
- Option 2 – Construct parking deck on Village Hall lot. Constrained lot size would require deck to span over one-half of Central Ave. Portion of ground level could be secured behind gated entry and exit drives for some municipal vehicles and Village Hall employees. Upper levels could be available for Village Hall employees and visitors. Potential three-level deck could provide just under three times more capacity than the existing surface lot and accommodate all of the Village Hall’s current employee parking need. *Gain: 55 spaces*

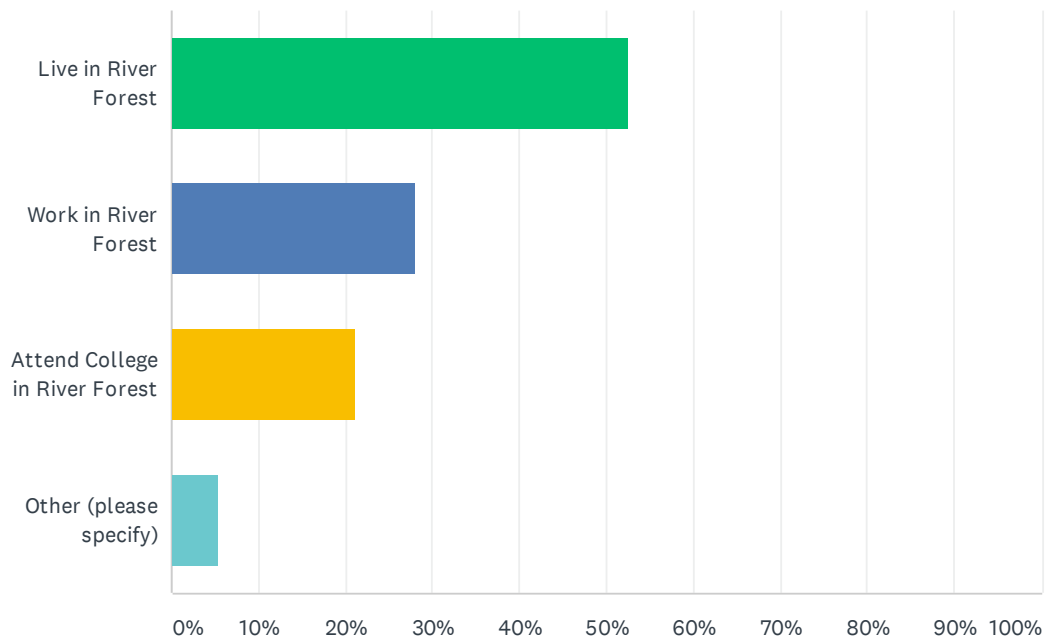
Appendix

Parking Questionnaire
Parking Inventory & Utilization Tables

Parking Questionnaire

Q1 Do you live, work or attend college in River Forest? (check all that apply)

Answered: 346 Skipped: 2



ANSWER CHOICES	RESPONSES	
Live in River Forest	52.60%	182
Work in River Forest	28.03%	97
Attend College in River Forest	21.10%	73
Other (please specify)	5.49%	19
Total Respondents: 346		

River Forest Commuter Parking Questionnaire

#	OTHER (PLEASE SPECIFY)	DATE
1	park for the metra	12/26/2019 8:35 PM
2	Use metra in river forest	12/20/2019 7:48 AM
3	Take Metra from River Forest	12/19/2019 7:29 AM
4	Both Concorda University and Dominican University	12/18/2019 9:46 PM
5	train the train	12/18/2019 3:53 PM
6	Work at college	12/17/2019 2:09 PM
7	Work at a college in RF	12/17/2019 1:46 PM
8	Take daughter to school at Trinity.	12/17/2019 1:38 PM
9	Stay with a close friend when working a group of days in a nearby community.	12/16/2019 1:10 PM
10	Commute	12/16/2019 8:16 AM
11	Live nearby	12/15/2019 11:03 AM
12	I frequent the village's businesses and play on its bocce courts.	12/14/2019 1:31 AM
13	Children attend private school in River Forest	12/13/2019 9:23 PM
14	No I park here for transit	12/13/2019 7:17 PM
15	Live in Forest Park	12/12/2019 9:50 PM
16	Commuter	12/12/2019 5:50 PM
17	I LIVED in River Forest and moved out of the Village in October.	12/12/2019 4:43 PM
18	Commuter	12/12/2019 2:27 PM
19	None	12/12/2019 2:13 PM

Q2 If you live in River Forest, what is your block of residence? (e.g. 400 block of Park Avenue) Feel free to also add your name and/or address here if desired.

Answered: 178 Skipped: 170

ANSWER CHOICES	RESPONSES	
Block of residence	98.31%	175
Name	32.58%	58
Address	31.46%	56

River Forest Commuter Parking Questionnaire

#	BLOCK OF RESIDENCE	DATE
1	8000 block of Lake St	1/7/2020 11:25 AM
2	400 thatcher	1/6/2020 11:12 AM
3	1500 block of Monroe	12/31/2019 10:03 AM
4	800 William	12/30/2019 10:19 AM
5	1400 block of Jackson	12/25/2019 1:13 PM
6	300 Forest Avenue	12/23/2019 9:02 PM
7	1100 Monroe Ave.	12/22/2019 9:16 AM
8	700 block of Franklin	12/21/2019 12:26 PM
9	1500 block of Park Avenue	12/20/2019 9:32 PM
10	1500 Franklin Avenue and Lemoyne	12/19/2019 10:40 AM
11	N/A	12/19/2019 7:37 AM
12	600 block of Park	12/19/2019 6:38 AM
13	Forest Ave , north of lake , south of oak	12/19/2019 6:22 AM
14	1200	12/18/2019 11:18 PM
15	500 block of Jackson	12/18/2019 11:09 PM
16	1100 block of Forest	12/18/2019 10:32 PM
17	600 block of Bonnie Brae	12/18/2019 10:20 PM
18	200 block of Ashland	12/18/2019 8:23 PM
19	1000 Bonnie Brae	12/18/2019 8:01 PM
20	800 Clinton	12/18/2019 5:07 PM
21	800 Block of Keystone	12/18/2019 4:45 PM
22	300 block of Ashland	12/18/2019 12:09 PM
23	600 block of Forest	12/18/2019 11:59 AM
24	500 Keystone	12/18/2019 11:48 AM
25	700 block of keystone	12/18/2019 10:48 AM
26	1100 block of Forest	12/18/2019 10:21 AM
27	7400 block of Augusta	12/18/2019 9:19 AM
28	1100 Park	12/18/2019 9:07 AM
29	100 Block of Keystone Ave	12/18/2019 8:46 AM
30	1100 N Harlem Ave	12/18/2019 8:24 AM
31	7400 block of Augusta Street	12/18/2019 8:07 AM
32	900 Clinton Pl	12/17/2019 7:18 PM
33	7400 Augusta	12/17/2019 4:38 PM
34	1000 Block	12/17/2019 4:27 PM
35	700 Lathrop	12/17/2019 3:22 PM
36	7400 Augusta	12/17/2019 3:05 PM
37	7400	12/17/2019 2:10 PM

River Forest Commuter Parking Questionnaire

38	Bonnie Brae	12/17/2019 1:45 PM
39	NA	12/17/2019 1:40 PM
40	600 block of Lathrop Ave	12/17/2019 1:32 PM
41	Concordia University Chicago	12/17/2019 1:31 PM
42	1400 Bonnie Brae	12/17/2019 12:49 PM
43	1400 block of forest	12/17/2019 8:39 AM
44	900 Jackson	12/16/2019 8:52 PM
45	600 Monroe	12/16/2019 1:51 PM
46	100 block of Gale	12/16/2019 7:55 AM
47	1200 Lathrop	12/16/2019 7:33 AM
48	700 block of Forest	12/15/2019 9:41 PM
49	800 Park	12/15/2019 11:13 AM
50	7600 Vine	12/15/2019 9:48 AM
51	Park Ave 1100+	12/15/2019 9:28 AM
52	8100 Lake	12/14/2019 8:28 PM
53	427 Edgewood pl	12/14/2019 7:26 PM
54	100 block of Ashland	12/14/2019 9:52 AM
55	1400 of keystone	12/14/2019 9:45 AM
56	800 ashland	12/14/2019 8:59 AM
57	1000 Block Jackson	12/14/2019 7:47 AM
58	1100 block of Thatcher Road	12/13/2019 9:41 PM
59	800 block Franklin	12/13/2019 8:33 PM
60	900 block of Jackson	12/13/2019 6:51 PM
61	Forest	12/13/2019 6:00 PM
62	1500 block of William	12/13/2019 4:15 PM
63	400 Thatcher	12/13/2019 3:09 PM
64	1400 Clinton Pl	12/13/2019 1:57 PM
65	200 block of park avenue	12/13/2019 1:51 PM
66	600 block of Monroe	12/13/2019 12:43 PM
67	700 Keystone Avenue	12/13/2019 12:38 PM
68	1448 Keystone	12/13/2019 12:07 PM
69	600 block of Monroe	12/13/2019 11:15 AM
70	1100 block of Keystone Avenue	12/13/2019 10:12 AM
71	1400 block of Keystone	12/13/2019 8:33 AM
72	1200 Block of Monroe	12/13/2019 8:17 AM
73	700 Jackson	12/13/2019 7:34 AM
74	8000 Central Ave	12/13/2019 1:44 AM
75	1400 block of William	12/12/2019 10:08 PM

River Forest Commuter Parking Questionnaire

76	100 block of Gale	12/12/2019 10:08 PM
77	800 block of Park	12/12/2019 10:04 PM
78	1100 block of Monroe Ave.	12/12/2019 9:39 PM
79	1000 thatcher	12/12/2019 8:50 PM
80	500 block of Monroe	12/12/2019 8:44 PM
81	200	12/12/2019 8:22 PM
82	1100	12/12/2019 8:02 PM
83	8000 lake st	12/12/2019 7:51 PM
84	1500 Block of William	12/12/2019 7:43 PM
85	1000 block of Bonnie Brae	12/12/2019 5:36 PM
86	100 block of Forest Avenue	12/12/2019 5:21 PM
87	500 William	12/12/2019 5:02 PM
88	1400 block of Park Avenue	12/12/2019 5:01 PM
89	1300 Block of Park Ave	12/12/2019 4:51 PM
90	400 Thatcher Ave	12/12/2019 4:43 PM
91	900 Monroe	12/12/2019 4:39 PM
92	Keystone	12/12/2019 4:38 PM
93	1300 block of Lathrop Avenue	12/12/2019 4:31 PM
94	400 Block of Lathrop	12/12/2019 4:26 PM
95	1000 block Monroe	12/12/2019 3:58 PM
96	7221 division	12/12/2019 3:53 PM
97	400 block of thatcher ave	12/12/2019 3:41 PM
98	800 Monroe	12/12/2019 3:26 PM
99	1028 Monroe	12/12/2019 3:16 PM
100	900 block of William St	12/12/2019 3:06 PM
101	1000 Block of Bonnie Brae	12/12/2019 3:01 PM
102	1500 Franklin	12/12/2019 3:00 PM
103	1100 forest	12/12/2019 2:57 PM
104	400 block of thatcher	12/12/2019 2:43 PM
105	1200 block of william	12/12/2019 2:34 PM
106	700	12/12/2019 2:31 PM
107	1200 Ashland	12/12/2019 2:31 PM
108	1500 Forest	12/12/2019 2:23 PM
109	1300 block of Lathrop	12/12/2019 2:23 PM
110	Lathrop	12/12/2019 2:14 PM
111	0 Lathrop	12/12/2019 2:13 PM
112	200 block of Franklin	12/12/2019 2:09 PM
113	1500 block of ashland ave	12/12/2019 2:07 PM

River Forest Commuter Parking Questionnaire

114	1200 block of William	12/12/2019 2:05 PM
115	1200 block of Monroe	12/12/2019 2:05 PM
116	1200 block of Ashland Avenue	12/12/2019 2:03 PM
117	500 Block Franklin	12/12/2019 1:58 PM
118	300 Thatcher Ave.	12/12/2019 1:58 PM
119	8000 of Lake	12/12/2019 1:58 PM
120	700 Forest	12/12/2019 1:55 PM
121	700 block of Le Moyne	12/12/2019 1:55 PM
122	1000 Bonnie Brae	12/12/2019 1:52 PM
123	800 block of Forest	12/12/2019 1:51 PM
124	900 Jackson	12/11/2019 11:30 PM
125	100 block franklin	12/11/2019 11:09 PM
126	300 Forest	12/11/2019 11:08 PM
127	1100 Keystone	12/11/2019 10:40 PM
128	100 block of Franklin Avenue	12/11/2019 10:36 PM
129	200 block of Keystone	12/11/2019 9:22 PM
130	7700 Lake St	12/11/2019 9:08 PM
131	900 block of Park	12/11/2019 8:15 PM
132	1112 N Harlem Ave	12/11/2019 7:49 PM
133	1400 block of Park Ave.	12/11/2019 7:22 PM
134	300 block of Thatcher Ave	12/11/2019 7:10 PM
135	700 block of Park Avenue	12/11/2019 6:55 PM
136	1000 Monroe	12/11/2019 6:34 PM
137	900 block of thatcher	12/11/2019 5:59 PM
138	800	12/11/2019 5:30 PM
139	1400	12/11/2019 5:07 PM
140	100 Block of Ketstone	12/11/2019 4:59 PM
141	600 block of Thatcher	12/11/2019 4:50 PM
142	7200 LeMoyne	12/11/2019 4:39 PM
143	500 block of Thatcher	12/11/2019 4:30 PM
144	500 block of Bonnie Brae	12/11/2019 4:29 PM
145	100 block of Forest Avenue	12/11/2019 4:10 PM
146	500 Bonnie Brae	12/11/2019 4:07 PM
147	700	12/11/2019 4:02 PM
148	1100 Keystone	12/11/2019 3:58 PM
149	1400 block Jackson	12/10/2019 7:19 PM
150	1400 block of Keystone Avenue	12/9/2019 7:57 PM
151	1503 Forest	12/9/2019 12:12 PM

River Forest Commuter Parking Questionnaire

152	1400 blk of William	12/9/2019 9:19 AM
153	800 block of Park Avenue	12/9/2019 8:52 AM
154	7000 Greenfield Street	12/8/2019 2:21 PM
155	1100 keystone	12/8/2019 12:25 PM
156	0s block gale (gale and Vine)	12/8/2019 2:44 AM
157	1200 Monroe	12/7/2019 8:51 PM
158	700 BLOCK OF PARK AVE	12/7/2019 1:02 PM
159	7500 Lake St.	12/7/2019 12:13 PM
160	300 Block of Gale	12/7/2019 4:59 AM
161	800 Bonnie BRAE	12/7/2019 2:43 AM
162	600 block of Monroe Ave	12/6/2019 10:47 PM
163	1000 Keystone	12/6/2019 10:27 PM
164	100 Block of Gale	12/6/2019 8:05 PM
165	1000 keystone	12/6/2019 8:04 PM
166	1500 Franklin	12/6/2019 6:16 PM
167	900 block of Ashland	12/6/2019 5:57 PM
168	900 Block of Forest	12/6/2019 4:49 PM
169	900 William	12/6/2019 4:34 PM
170	1400 block of Franklin	12/6/2019 4:34 PM
171	1400 block of Franklin Ave	12/6/2019 4:31 PM
172	0-99 Thatcher	12/6/2019 4:26 PM
173	8100 block of Lake	12/6/2019 4:15 PM
174	200 Ashland	12/6/2019 4:09 PM
175	600 William	12/6/2019 4:08 PM

River Forest Commuter Parking Questionnaire

#	NAME	DATE
1	Anita Lang	1/6/2020 11:12 AM
2	Krystal Allen	12/31/2019 10:03 AM
3	Thomas Quinn	12/22/2019 9:16 AM
4	Tom Pearson and Melanie Ross	12/19/2019 10:40 AM
5	Joanna Wang	12/18/2019 11:18 PM
6	Peter Kennedy	12/18/2019 8:01 PM
7	John Leibundguth	12/18/2019 11:59 AM
8	Alora Schoenhofen	12/18/2019 9:19 AM
9	Greg Kuhl	12/17/2019 7:18 PM
10	Paige Craig	12/17/2019 1:32 PM
11	Paul J Kardosh	12/16/2019 8:52 PM
12	Osborne	12/16/2019 7:33 AM
13	Megan Keskitalo	12/14/2019 8:28 PM
14	Donna DeFrancesco	12/14/2019 7:26 PM
15	Daniel McGee	12/14/2019 9:52 AM
16	Tony	12/14/2019 8:59 AM
17	Bob Slobig	12/13/2019 9:41 PM
18	Cristian Roa	12/13/2019 3:09 PM
19	Maryanne Fishman	12/13/2019 12:38 PM
20	Michael OConnell	12/13/2019 12:07 PM
21	John Daleo,RN	12/13/2019 1:44 AM
22	Eileen Furey	12/12/2019 9:39 PM
23	Marty Bozarth	12/12/2019 8:44 PM
24	Debra Klassman	12/12/2019 4:38 PM
25	Ross Roloff	12/12/2019 4:21 PM
26	doug mcgoldrick	12/12/2019 3:53 PM
27	Martire	12/12/2019 3:16 PM
28	Elena Nekrasov	12/12/2019 3:06 PM
29	Mina Amir-Mokri	12/12/2019 3:01 PM
30	Jason Bushman	12/12/2019 2:57 PM
31	A. Lang	12/12/2019 2:43 PM
32	justin steinberg	12/12/2019 2:34 PM
33	Joe Cortese	12/12/2019 2:23 PM
34	Alicia Simmons	12/12/2019 2:14 PM
35	Peter Mavrogenes	12/12/2019 2:07 PM
36	Diana Ferguson	12/12/2019 2:05 PM
37	Ellen Bichsel	12/12/2019 2:03 PM

River Forest Commuter Parking Questionnaire

38	Joseph O'Connor	12/12/2019 1:58 PM
39	kimberly louis	12/11/2019 10:40 PM
40	Margaret Horstman	12/11/2019 9:08 PM
41	Lender	12/11/2019 8:15 PM
42	Sakthivel Periyasamy	12/11/2019 7:49 PM
43	Scott Hall	12/11/2019 6:34 PM
44	Frederick	12/11/2019 5:30 PM
45	Kevin Brown	12/11/2019 5:07 PM
46	Grant brown	12/11/2019 4:02 PM
47	James Mizgala	12/9/2019 12:12 PM
48	Jamie Babin	12/8/2019 2:21 PM
49	Matt Patterson	12/7/2019 12:13 PM
50	Nancy	12/7/2019 4:59 AM
51	Chase	12/7/2019 2:43 AM
52	Mary Alice Povolny	12/6/2019 10:47 PM
53	Bob	12/6/2019 10:27 PM
54	Christina Tragos	12/6/2019 5:57 PM
55	William Piper	12/6/2019 4:49 PM
56	Cheryl Cargie	12/6/2019 4:34 PM
57	Chris Hillcoat	12/6/2019 4:31 PM
58	Scott Kieser	12/6/2019 4:26 PM

River Forest Commuter Parking Questionnaire

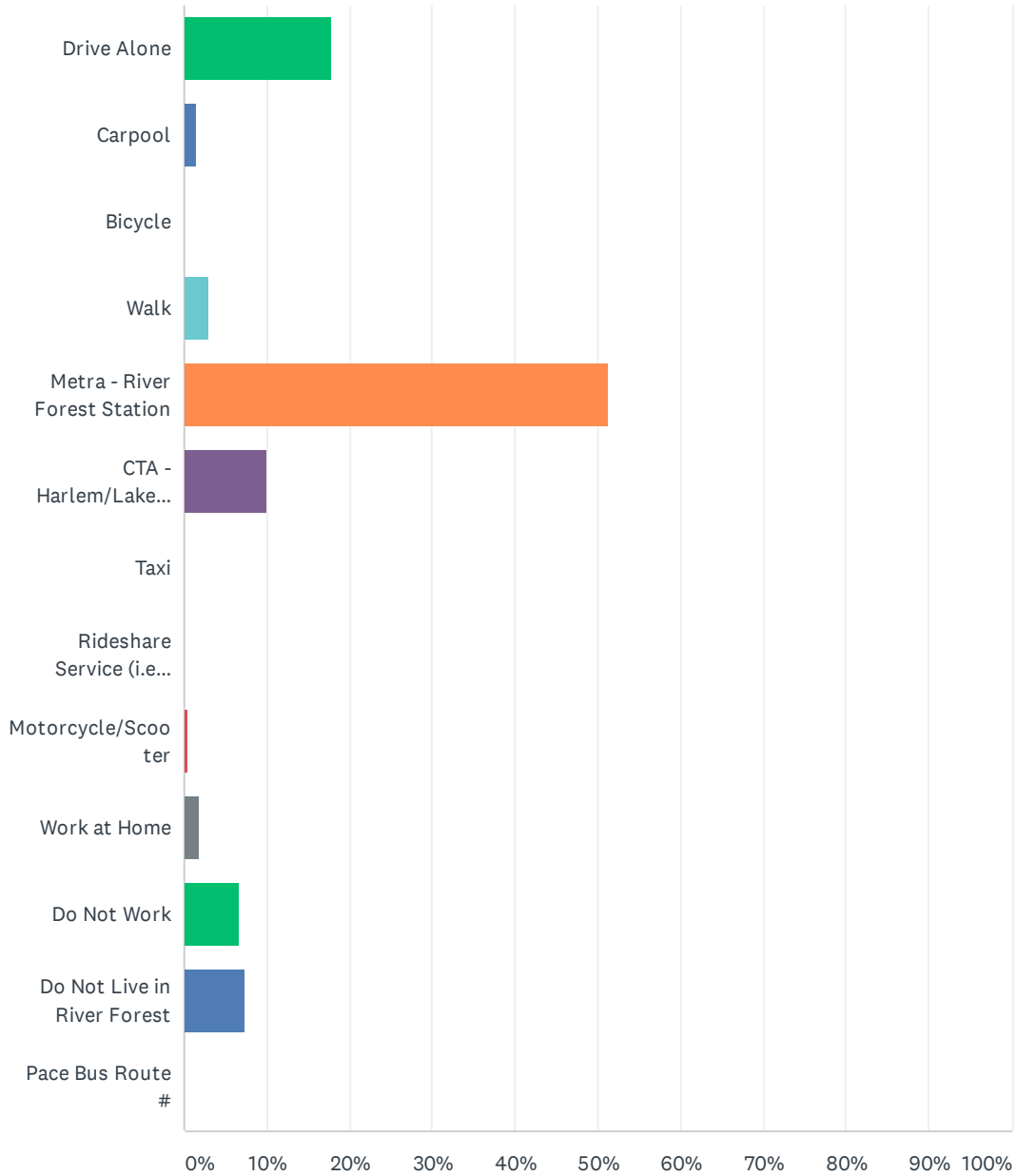
#	ADDRESS	DATE
1	417 Thatcher	1/6/2020 11:12 AM
2	1539 Monroe	12/31/2019 10:03 AM
3	1122 Monroe Ave.	12/22/2019 9:16 AM
4	1500 Franklin Avenue	12/19/2019 10:40 AM
5	1252 Franklin	12/18/2019 11:18 PM
6	1005 Bonnie Brae	12/18/2019 8:01 PM
7	607 Forest Ave	12/18/2019 11:59 AM
8	7400 Augusta Street	12/18/2019 9:19 AM
9	900 Clinton Pl	12/17/2019 7:18 PM
10	7400 Augusta St	12/17/2019 5:09 PM
11	7400 Augusta Street	12/17/2019 2:10 PM
12	600 Lathrop Ave	12/17/2019 1:32 PM
13	906 Jackson Avenue	12/16/2019 8:52 PM
14	megankesitalo@gmail.com	12/14/2019 8:28 PM
15	427 Edgewood pl #1	12/14/2019 7:26 PM
16	7703 Washington Blvd	12/14/2019 9:52 AM
17	815 Ashland	12/14/2019 8:59 AM
18	1123 Thatcher	12/13/2019 9:41 PM
19	419 Thatcher Ave Apt GA	12/13/2019 3:09 PM
20	706 Keystone Avenue	12/13/2019 12:38 PM
21	1530 Bonnie Brae	12/13/2019 9:17 AM
22	8025 Lake Street	12/13/2019 1:44 AM
23	1122 Monroe Ave.	12/12/2019 9:39 PM
24	515 Monroe Ave	12/12/2019 8:44 PM
25	419 Thatcher Ave, River Forest IL 60302	12/12/2019 4:43 PM
26	1440 Keystone Avenue	12/12/2019 4:38 PM
27	1034 Forest Avenue	12/12/2019 4:21 PM
28	7221 division	12/12/2019 3:53 PM
29	922 William St, River Forest	12/12/2019 3:06 PM
30	1005 Bonnie Brae 3F & 3G	12/12/2019 3:01 PM
31	1106 Forest Ave	12/12/2019 2:57 PM
32	417 Thatcher Ave.	12/12/2019 2:43 PM
33	1216 william	12/12/2019 2:34 PM
34	1302 Lathrop Ave	12/12/2019 2:23 PM
35	1330	12/12/2019 2:14 PM
36	1500 Ashland Ave	12/12/2019 2:07 PM
37	1255 William Street	12/12/2019 2:05 PM

River Forest Commuter Parking Questionnaire

38	1215 Ashland Avenue	12/12/2019 2:03 PM
39	351 Thatcher Ave	12/12/2019 1:58 PM
40	1125 Keystone	12/11/2019 10:40 PM
41	7726 Lake St	12/11/2019 9:08 PM
42	909	12/11/2019 8:15 PM
43	1112 N Harlem Ave, River Forest, IL 60305	12/11/2019 7:49 PM
44	Forest	12/11/2019 5:30 PM
45	1443 Franklin Ave	12/11/2019 5:07 PM
46	702 park ave	12/11/2019 4:02 PM
47	7841 Greenfield Street	12/8/2019 2:21 PM
48	7575 Lake St. 2D	12/7/2019 12:13 PM
49	Jorgensen	12/7/2019 4:59 AM
50	633 Monroe Ave, River Forest	12/6/2019 10:47 PM
51	OConnell	12/6/2019 10:27 PM
52	935 Ashland ave	12/6/2019 5:57 PM
53	910 Forest	12/6/2019 4:49 PM
54	938 William st	12/6/2019 4:34 PM
55	1428 Franklin Ave.	12/6/2019 4:31 PM
56	35 Thatcher	12/6/2019 4:26 PM

Q3 If you live in River Forest, what is your primary mode of travel to work?

Answered: 207 Skipped: 141



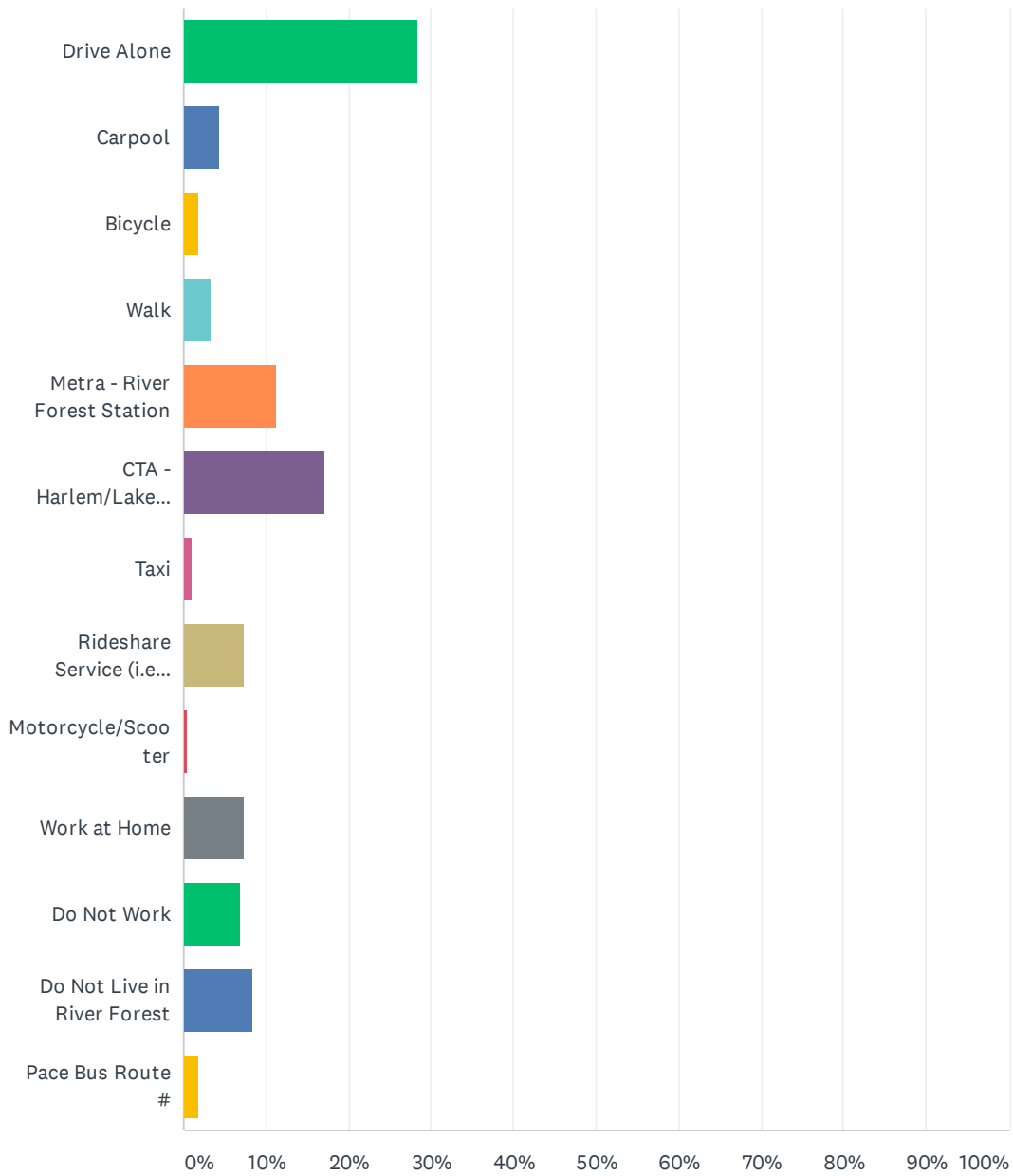
River Forest Commuter Parking Questionnaire

ANSWER CHOICES	RESPONSES	
Drive Alone	17.87%	37
Carpool	1.45%	3
Bicycle	0.00%	0
Walk	2.90%	6
Metra - River Forest Station	51.21%	106
CTA - Harlem/Lake Green Line Station	10.14%	21
Taxi	0.00%	0
Rideshare Service (i.e., Uber, Lyft)	0.00%	0
Motorcycle/Scooter	0.48%	1
Work at Home	1.93%	4
Do Not Work	6.76%	14
Do Not Live in River Forest	7.25%	15
Pace Bus Route #	0.00%	0
TOTAL		207

#	PACE BUS ROUTE #	DATE
	There are no responses.	

Q4 If you live in River Forest, what is your secondary mode of travel to work?

Answered: 204 Skipped: 144



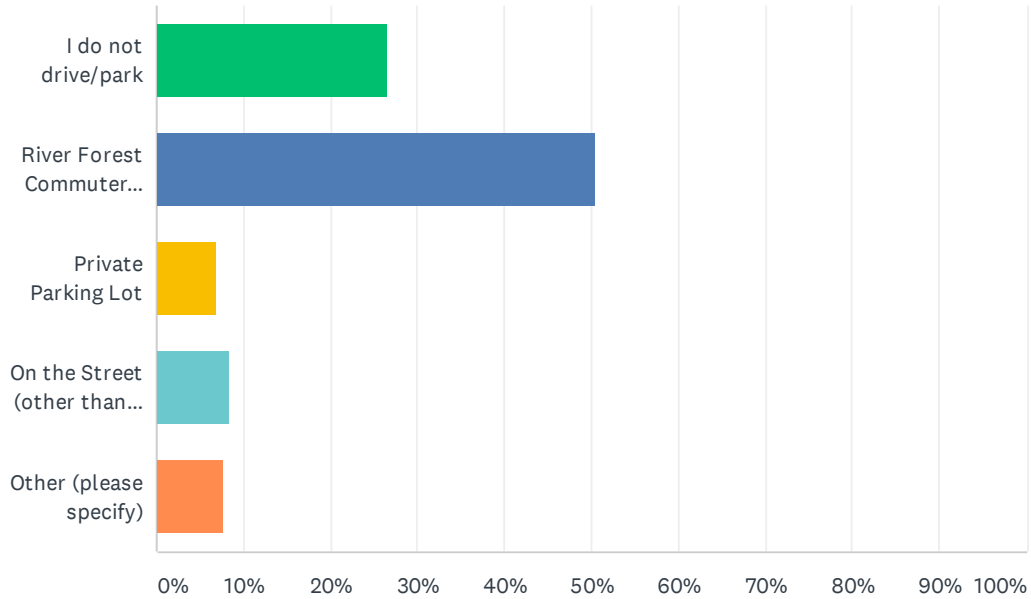
River Forest Commuter Parking Questionnaire

ANSWER CHOICES	RESPONSES	
Drive Alone	28.43%	58
Carpool	4.41%	9
Bicycle	1.96%	4
Walk	3.43%	7
Metra - River Forest Station	11.27%	23
CTA - Harlem/Lake Green Line Station	17.16%	35
Taxi	0.98%	2
Rideshare Service (i.e., Uber, Lyft)	7.35%	15
Motorcycle/Scooter	0.49%	1
Work at Home	7.35%	15
Do Not Work	6.86%	14
Do Not Live in River Forest	8.33%	17
Pace Bus Route #	1.96%	4
TOTAL		204

#	PACE BUS ROUTE #	DATE
1	Airplane	12/18/2019 11:48 AM
2	CTA- Forest Park Blue line station	12/18/2019 8:46 AM
3	CTA Blue Line	12/13/2019 12:07 PM
4	None other than primary	12/13/2019 1:44 AM

Q5 If your primary travel mode to work is by public transportation (Metra, CTA, or Pace), where do you park?

Answered: 204 Skipped: 144



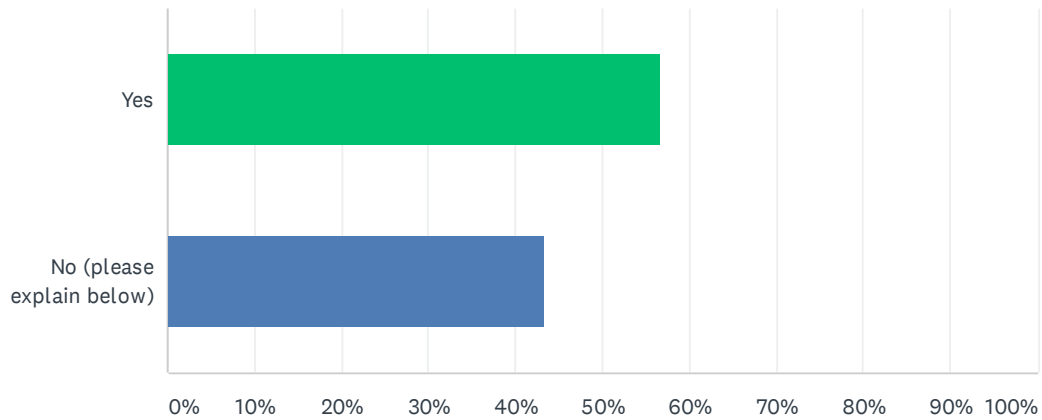
ANSWER CHOICES	RESPONSES	
I do not drive/park	26.47%	54
River Forest Commuter Parking Lot or Daily Fee Spaces	50.49%	103
Private Parking Lot	6.86%	14
On the Street (other than Daily Fee Spaces)	8.33%	17
Other (please specify)	7.84%	16
TOTAL		204

River Forest Commuter Parking Questionnaire

#	OTHER (PLEASE SPECIFY)	DATE
1	n/a	1/7/2020 11:25 AM
2	N/A	12/19/2019 7:37 AM
3	Walk to station/stop	12/18/2019 11:09 PM
4	I typically bike to the station or walk.	12/18/2019 4:45 PM
5	Retired	12/17/2019 8:39 AM
6	Overnight parking	12/14/2019 7:26 PM
7	Do not use public transportation as primary travel mode	12/13/2019 1:44 AM
8	Being dropped off	12/13/2019 12:15 AM
9	River Forest monthly parking on the street	12/12/2019 8:44 PM
10	Holly Court Garage in Oak Park	12/12/2019 4:39 PM
11	Spouse drives me to train	12/11/2019 10:36 PM
12	Village of Oak Park parking Holley Court garage	12/10/2019 7:19 PM
13	Take my bike to the CTA	12/6/2019 5:57 PM
14	Forest Park	12/6/2019 4:40 PM
15	Forest Park Lot across from Circle Bowl	12/6/2019 4:34 PM
16	I do not work but frequently use Metra to travel to downtown Chicago	12/6/2019 4:34 PM

Q6 Do you feel there is an adequate amount of commuter parking available near the River Forest Metra Station?

Answered: 150 Skipped: 198



ANSWER CHOICES	RESPONSES	
Yes	56.67%	85
No (please explain below)	43.33%	65
TOTAL		150

River Forest Commuter Parking Questionnaire

#	NO (PLEASE EXPLAIN BELOW)	DATE
1	We were out on a waitlist for a few months in order to park in a 24 hr spot. More 24 hr spots may be helpful!	1/6/2020 11:12 AM
2	Too few spots	12/25/2019 3:04 PM
3	Commuter parking in general - yes. Monthly parking spots - no.	12/21/2019 5:01 PM
4	Please give the OverNight row back to commuter. A lot of traffic in AM and PM. Very dangerous to go across street	12/18/2019 11:18 PM
5	Very difficult to park	12/18/2019 8:01 PM
6	The spaces are usually occupied by residents not using the cta/metra station	12/17/2019 5:09 PM
7	It is insufficient and expensive	12/17/2019 4:27 PM
8	Street parking charges and there's a potential for ticketing in the parking lot by Boston Market	12/17/2019 4:02 PM
9	Never enough spaces because student who live on campus take spots and faculty.	12/17/2019 2:14 PM
10	Not enough commuter parking on Concordia Chicago	12/17/2019 2:10 PM
11	There is not enough between commuters and people shopping at the stores.	12/17/2019 2:06 PM
12	there's not	12/17/2019 1:45 PM
13	NA	12/17/2019 1:40 PM
14	It fills up too fast	12/17/2019 1:31 PM
15	Have tried to take it downtown, but never can find parking and end up going to the Oak Park station	12/17/2019 9:45 AM
16	There should be more monthly spaces for residents	12/16/2019 8:52 PM
17	Most spaces are full by early morning M-F	12/16/2019 1:51 PM
18	On waitlist	12/15/2019 9:41 PM
19	Lot fills early	12/15/2019 11:13 AM
20	Very limited monthly parking, the village restricted parking nearby AND jacked up the daily fee to (\$5.00).	12/15/2019 9:48 AM
21	The daily parking spots on Hawthorne are quite far from the station	12/14/2019 9:52 AM
22	Lots/street are full	12/14/2019 9:45 AM
23	I was on the wait list for a year or two.	12/13/2019 6:00 PM
24	Sometimes there are not available spots. During maintenance the village could have let commuters park on the paid spots for free.	12/13/2019 1:57 PM
25	Needs more parking/bigger lot	12/13/2019 12:43 PM
26	Metra riders park in front of my house and some Mets riders park in church lot on Lake and Thatcher	12/13/2019 12:38 PM
27	More monthly spaces needed	12/13/2019 8:33 AM
28	I can always park but I understand there is a long wait list to get a spot.	12/13/2019 8:17 AM
29	Most part yes, but if I take a late train no	12/13/2019 7:34 AM
30	Not applicable	12/13/2019 1:44 AM
31	Wait list is for a year	12/13/2019 12:15 AM
32	Fills up too quickly and it's too expensive	12/12/2019 10:08 PM
33	Hard for me to judge as I have a monthly permit but I get the sense that there is a waiting list problem which means there aren't enough spaces.	12/12/2019 10:08 PM

River Forest Commuter Parking Questionnaire

34	The parking lot on Thatcher is most convenient and never full.	12/12/2019 5:50 PM
35	Not enough space for permit parking	12/12/2019 5:21 PM
36	would prefer a parking spot in one of the lots. Most of the daily street spots fill up by late morning	12/12/2019 5:01 PM
37	Because I am on a waiting list for a parking permit.	12/12/2019 4:39 PM
38	Parking is limited unless you get on a train before 8:00 am.	12/12/2019 4:38 PM
39	I have been on the waiting list for a monthly parking pass for over a year. Yes, I could pay \$5/day to park, but that is cost prohibitive.	12/12/2019 4:26 PM
40	Parking even for the 8:16 am train can be challenging.	12/12/2019 4:21 PM
41	If I elect to take a later train, there is some doubt whether there will be a spot.	12/12/2019 3:26 PM
42	not enough spaces	12/12/2019 3:06 PM
43	I signed up for space to park and was told I am 45th on the list. This was a while ago.	12/12/2019 3:01 PM
44	I wish there were more monthly permits avail	12/12/2019 2:34 PM
45	I'm fortunate to have a permit for the Metra lot but there have been times when a spot is not available	12/12/2019 2:23 PM
46	On a regular basis, despite the lines, people park over the lines many times making it impossible for every spot to be occupied by a vehicle for fear that your doors will be dented or scratched. Also, the pay per day spots are full by the 7:50 AM train often leaving no parking options available thus forcing people to park in Oak Park Parking Garages.	12/12/2019 2:14 PM
47	Should be more monthly spaces available. Daily parking fills up and it's a long walk to the depot.	12/12/2019 2:13 PM
48	The village recently removed parking from the north side of the commuter lot thereby making it more difficult to find convenient parking pace.	12/12/2019 2:07 PM
49	I feel that not all permit holders use the commuter parking	12/12/2019 1:55 PM
50	It is getting more and more limited. New rules poorly thought out and poorly implemented.	12/12/2019 1:51 PM
51	Limited space for daily Parking	12/11/2019 11:09 PM
52	There is, but not for daily commuters	12/11/2019 5:59 PM
53	For occasional metra trips there is NO parking available	12/11/2019 5:30 PM
54	Hard to find sometimes	12/11/2019 5:07 PM
55	Existing spots are filled very early, and as a resident near the metro station I see the consequences (traffic jams, illegal parking etc)	12/11/2019 4:59 PM
56	I don't know. I don't take Metra	12/11/2019 3:58 PM
57	Not for those of us waiting for a monthly permit despite a myriad of empty spaces, particularly in the lot on the west side of Thatcher, on a daily basis	12/9/2019 12:12 PM
58	Zone 339 is full with mostly non-residents by 7:30am. Consider making it for residents only. Alternatively, issue more monthly permits and zone it as such.	12/9/2019 9:19 AM
59	There is a long wait list for monthly parking so there is not enough parking	12/8/2019 12:25 PM
60	More spots need to be added closer to the station	12/8/2019 2:44 AM
61	Commuters are now parking on the NW corner of Gale and Washington since the parking spaces were added. Parked SUVs block vision (10+ hours on M-F) for Southbound cars trying to crossing Washington safely.	12/7/2019 4:59 AM
62	Not enough free parking	12/6/2019 6:16 PM
63	There is inadequate parking for daily (non-monthly) parkers. The lot on the west side of Thacher that was recently converted to monthly-only parkers is rarely more than 25% full. Also,	12/6/2019 4:34 PM

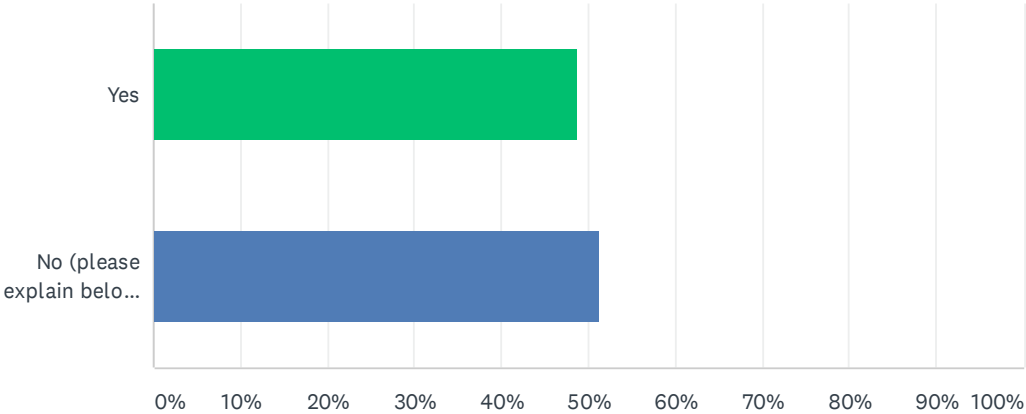
River Forest Commuter Parking Questionnaire

while the daily fee doubled from \$2.50 to \$5.00/day, the formerly free parking areas have been virtually eliminated.

64	Daily fee availability has been reduced significantly by the conversion of the lot west of the Thatcher station to monthly. This lot is seldom even half full.	12/6/2019 4:31 PM
65	More commuter lots	12/6/2019 4:08 PM

Q7 Do you feel that the cost associated with the \$50 monthly (day only) parking permit fee and/or the \$5 daily fee at the River Forest Metra Station is acceptable?

Answered: 154 Skipped: 194



ANSWER CHOICES	RESPONSES	
Yes	48.70%	75
No (please explain below -- e.g. too expensive/inexpensive, proximity to station, etc.)	51.30%	79
TOTAL		154

River Forest Commuter Parking Questionnaire

#	NO (PLEASE EXPLAIN BELOW -- E.G. TOO EXPENSIVE/INEXPENSIVE, PROXIMITY TO STATION, ETC.)	DATE
1	too expensive, price increased 100% with no warning. Other suburbs still pay less than \$3	12/31/2019 10:03 AM
2	too expensive	12/26/2019 8:35 PM
3	Expensive	12/25/2019 3:04 PM
4	toooooo much. Too much litter	12/23/2019 9:02 PM
5	The decision to DOUBLE the parking fee seemingly overnight was clownish, asinine, and just downright ridiculous. Would love to have a chat with the individual(s) that came up with that bright idea. Are the town coffers that bare?..Or maybe RF is just like every other leftist town in IL that's rife with fiscal mismanagement while incessantly feeling the need to constantly nickel and dime its constituency? Either way, pathetic. Bad enough we have to fork out a solid amount for subpar Metra service every month, but you guys had to foolishly compound the chicanery.	12/21/2019 5:01 PM
6	too expensive	12/21/2019 12:26 PM
7	\$5 per day seems a bit high	12/20/2019 9:32 PM
8	The cost doubled which is not right. I could understand a fifty cent increase but double is a lot	12/20/2019 7:48 AM
9	Price doubled (\$35→\$50), but need to park further	12/18/2019 11:18 PM
10	\$5 daily fee is too expensive	12/18/2019 10:32 PM
11	too expensive	12/18/2019 3:53 PM
12	wish there were more monthly passes available and think \$5 is expensive for those without passes that have to use the daily fee everyday	12/18/2019 10:21 AM
13	I think that \$50 for a month is expensive. I think the daily rate of \$5 is a little much, too.	12/18/2019 9:19 AM
14	Has risen from \$20 in the last few years; does not seem to be a severe shortage of space	12/18/2019 9:07 AM
15	When sufficient space is available for all who want a monthly pass THEN increase it - as it is it's high enough.	12/17/2019 7:50 PM
16	\$5 daily parking is too expensive in conjunction with metra tickets ahead are almost \$10 for a round trip	12/17/2019 7:18 PM
17	Most college students have cars to get around town and use the CTA or Metra to get further and have very low budgets	12/17/2019 4:02 PM
18	I don't think any student who needs to park for school shouldn't pay. Barely can afford college	12/17/2019 2:14 PM
19	Too much	12/17/2019 2:10 PM
20	Too expensive	12/17/2019 1:58 PM
21	expensive	12/17/2019 1:45 PM
22	NA	12/17/2019 1:40 PM
23	The daily fee is out of line with other burbs. If I had monthly pass I wouldn't complain.	12/16/2019 8:52 PM
24	The increase from \$35 to \$50 was huge and too much. I don't like the new system or cost.	12/15/2019 11:13 AM
25	Too expensive for the daily parking and I know of some commuters that take a different route because of this.	12/15/2019 11:03 AM
26	Ridiculously expensive compared to other commuter lots and if you pay daily and take a later train you have to walk a LONG way to the station. Even longer if the train is on another track.	12/15/2019 9:48 AM
27	I pay \$60 a month to park overnight and there are maybe 6 cars tops. Many people street park every night	12/14/2019 7:26 PM
28	\$5/day makes no sense when people parking much closer are only paying \$50/month, the same as 2 weeks of daily parking.	12/14/2019 9:52 AM
29	For how hard it is to find a spot, \$50 is a lot	12/14/2019 9:45 AM

River Forest Commuter Parking Questionnaire

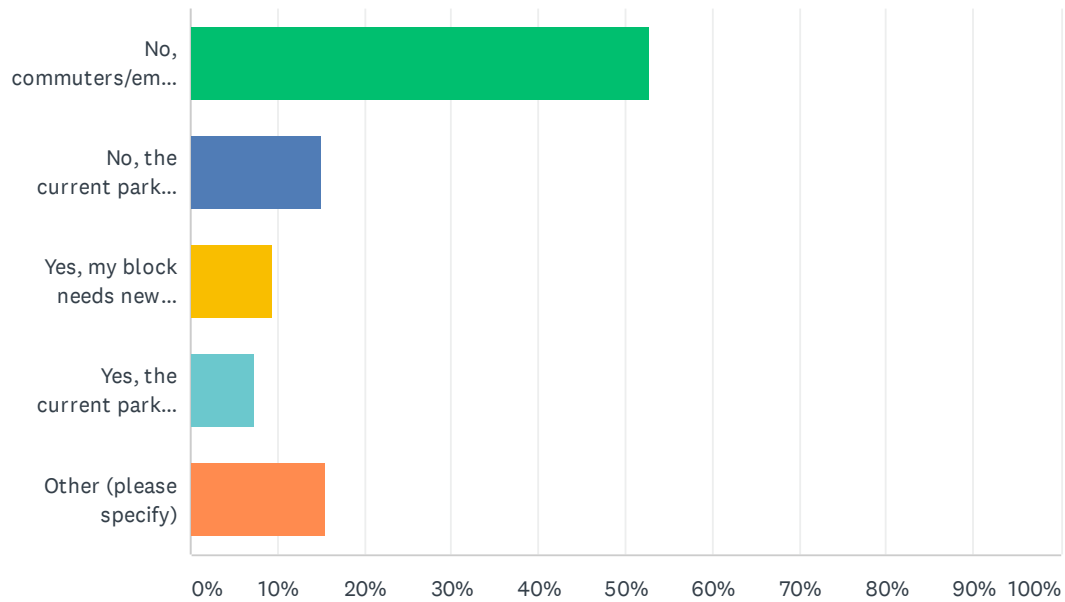
30	Too high	12/14/2019 8:59 AM
31	I think the fee is a little heavy.	12/13/2019 9:41 PM
32	I demand open borders and open parking. No car is EVER illegally parked	12/13/2019 7:17 PM
33	Not good how it was so quickly raised to \$50 last year	12/13/2019 6:51 PM
34	Other metra stations charge less...	12/13/2019 1:57 PM
35	The cost to park has gone up pretty substantially in recent years. It would be nice to have some communication/guarantee around stability of the rates.	12/13/2019 10:12 AM
36	Daily too expensive and monthly too cheap. You should incentivize people who only commute 50% of the time to give up monthly spaces.	12/13/2019 8:33 AM
37	Too expensive and rate of increase s too high	12/13/2019 7:34 AM
38	Not applicable	12/13/2019 1:44 AM
39	Since you leave here and pay taxes or rent you should be able to park in order to get to work	12/13/2019 12:15 AM
40	Too expensive!	12/12/2019 10:08 PM
41	Personally, I would like the fee to be lower as a way to encourage more people to take the train. \$50 is a lot to pay every month. I am a working mom and I can afford it and I do it because it works for taking my daughter to and from school and still catching the train instead of dropping the car at home. But I wonder if the village really needs those funds. \$5 a day is even more onerous if you are going downtown most days of the week. I would definitely lower that fee. Again, what are these fees for and do we want to encourage everyone to take the train rather than drive.	12/12/2019 10:08 PM
42	I think the increase to \$50 was a big jump from the previous fee	12/12/2019 10:04 PM
43	Too expensive	12/12/2019 9:50 PM
44	Too expensive	12/12/2019 8:50 PM
45	No, way too expensive. It hurts two working parent families. Someone has to get children to school and to train. We don't have a stay at home person to drop	12/12/2019 8:22 PM
46	It wasPretty unbelievable that the parking fee went from \$35 to \$50/month in the blink of an eye last year. And the rezoning of who can park where is a head-scratcher. Apartment renters are now allowed to park in the Thatcher lot (east side) 24 hours/day, and how many spots were taken away from RF tax payers who are train commuters? Clearly the Village is only interested in generating revenue now, anyway it can think of. That or the owner or management company of the apartment building (Planeks) just north of this parking lot has great connections in village hall. And now the lot is a total mess after it snows because with 24 hour parking, it can never be completely plowed - leaving lots of cars getting stuck in certain spots last winter. But it's only a problem for those paying the hefty parking permit fees, not those collecting the fees.	12/12/2019 7:43 PM
47	Has gone up too much In the last couple years	12/12/2019 6:31 PM
48	To expensive to park further away.	12/12/2019 5:50 PM
49	I was pretty shocked how the fee increased from \$25 to \$35 to \$50 a month in a very short amount of time. And then a large portion of the "premium" lot at the train station was changed to 24 hour parking for the renters of the apartment building right there. I understand that the village is making A LOT more money this way, but I do think it's unfair to the train commuters who are now paying \$50/month and sometimes get shut out of this lot depending on what time they get there in the morning. Crossing Thatcher during rush hours is treacherous. I don't understand why there isn't the flashing light, stop for pedestrian sign there. When 1st Avenue is under construction, it is really hard to get across the street. There is one of those signs at Oak & Thatcher, and then along Lake Street near Keystone park. I understand that's more for children's safety, but why not for train commuters, too? Also, the parking lot on the west side of Thatcher doesn't fill up every day --- I'm sure people find it easier and safer to park on Central than to deal with crossing Thatcher. However, when non-RF residents were allowed to park there, the lot was almost always full.	12/12/2019 5:36 PM
50	too expensive to park on street considering the walk	12/12/2019 5:01 PM

River Forest Commuter Parking Questionnaire

51	Too expensive. Should be less or free for village residents	12/12/2019 4:51 PM
52	\$50 is okay but any higher amount is too much.	12/12/2019 4:38 PM
53	The daily fee is too expensive if I parked every day. The \$50 is twice what I was paying when I had permit parking several years ago.	12/12/2019 4:26 PM
54	Too expensive	12/12/2019 4:25 PM
55	The daily seems steep.	12/12/2019 4:21 PM
56	\$5/day is expensive. But \$50/mon is ok	12/12/2019 3:58 PM
57	Too expensive.	12/12/2019 3:26 PM
58	Too expensive	12/12/2019 2:43 PM
59	\$50 per month is expensive just for monthly parking.	12/12/2019 2:31 PM
60	Too expensive. \$3.00 is acceptable.	12/12/2019 2:27 PM
61	Seems expensive.	12/12/2019 2:23 PM
62	Daily fee increase was a huge price increase from the previous fee. Wallet option is helpful. Monthly price is adequate	12/12/2019 2:13 PM
63	The \$50 monthly fee is a little high; we also pay vehicle sticker fees; the \$5 daily fee is EXORBITANT	12/12/2019 1:55 PM
64	too expensive	12/12/2019 1:52 PM
65	I wish it was less given it is another \$600 per year in the family budget. It would be nice if it was less	12/11/2019 10:40 PM
66	Too expensive	12/11/2019 7:49 PM
67	I think \$50 is ok for a resident and what we used to charge was too low. BUT any higher would be unreasonable. It's gone up 100pct over 4-5 years.	12/11/2019 6:34 PM
68	I'd estimate 80% of the daily spots you could sell are not sold now that the lot west of Thatcher is a monthly lot. The deal cut to give spaces to the apt building north of the train depot seems to have only helped those residents, not RF residents. I walk to the train much more now that the daily spots are so far away from the depot.	12/11/2019 5:59 PM
69	too expensive	12/11/2019 4:16 PM
70	I don't know.	12/11/2019 3:58 PM
71	As a resident, I would be happy to pay \$50/month. \$5//day ends up being twice as much.	12/9/2019 12:12 PM
72	Yes for residents. Consider doubling the daily fee for anyone without a RF sticker. We pay taxes in the village and should have an advantage wrt the parking spaces.	12/9/2019 9:19 AM
73	I pay \$100 a month using daily parking since there is a wait list for residents.	12/8/2019 12:25 PM
74	Too expensive given Vehicle tag cost	12/6/2019 8:04 PM
75	Should be free for RF residents like most other Metra stations	12/6/2019 6:16 PM
76	I find it a little too high and noticed fewer people parking in the monthly lot. \$40 is acceptable	12/6/2019 4:49 PM
77	Too expensive	12/6/2019 4:40 PM
78	As mentioned above, while the cost of daily parking doubled to \$5.00, the formerly free parking areas have been virtually eliminated. The doubling of the daily fee is egregious and untenable to those who use the non-monthly parking on a regular basis.	12/6/2019 4:34 PM
79	Come on! Like taxes aren't high enough that residents have to subsidize a parking company, Passport.	12/6/2019 4:31 PM

Q8 If you live in River Forest, do you feel that your residential block is adversely impacted by commuter or employee parking?

Answered: 180 Skipped: 168



ANSWER CHOICES	RESPONSES	
No, commuters/employees do not park on my block	52.78%	95
No, the current parking regulations prevent commuter/employee parking	15.00%	27
Yes, my block needs new parking regulations	9.44%	17
Yes, the current parking regulations are not effective	7.22%	13
Other (please specify)	15.56%	28
TOTAL		180

River Forest Commuter Parking Questionnaire

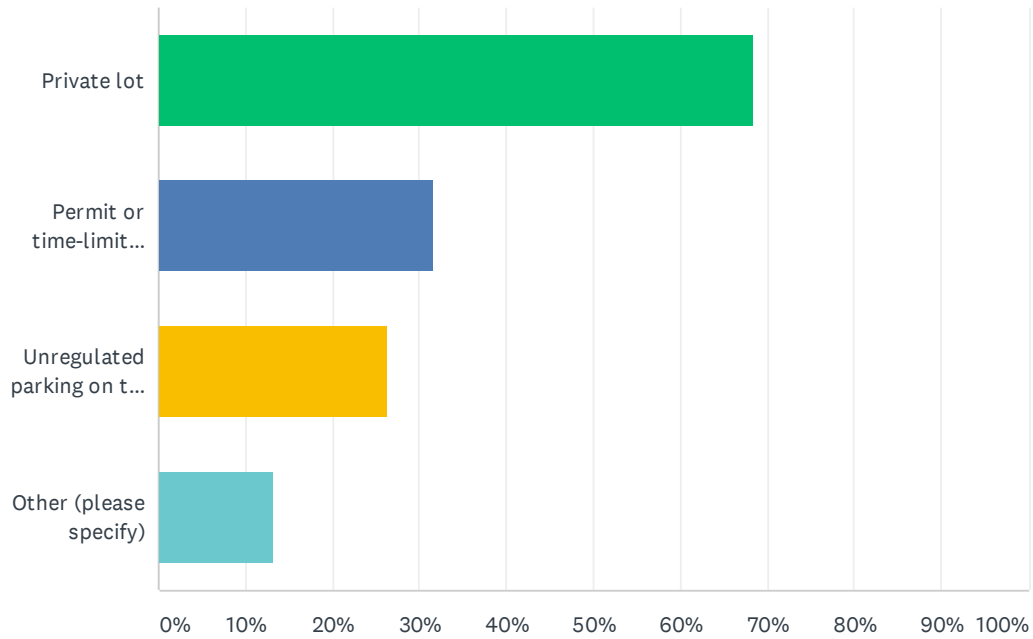
#	OTHER (PLEASE SPECIFY)	DATE
1	I've noticed that as the 500-700 blocks have instituted time limits people are beginning to park on the 800 block	12/30/2019 10:19 AM
2	I live right off of North Ave. While commuters park on my block during the day, this is usually not a problem at night or on weekends.	12/21/2019 5:01 PM
3	Park in my drive way	12/18/2019 11:18 PM
4	Dominican University parking on our block is a problem, mainly because they park poorly during large events.	12/18/2019 10:32 PM
5	We have a few Concordia students/teachers that park on our block, but it's okay with me. It's only one or two cars. Not a problem.	12/18/2019 5:07 PM
6	I live & work on Concordia Chicago's Campus, so I park in the parking structure, so the issues I have are related to the university, not River Forest	12/18/2019 9:19 AM
7	Dominican students have turned Division into the front straight of a race track	12/18/2019 9:07 AM
8	no they're fine to park where they want to	12/17/2019 1:45 PM
9	No, I believe the amount of regulations on my block is correct.	12/17/2019 1:32 PM
10	I'm nearly a mile from the train station, so no parking impact for me.	12/15/2019 9:48 AM
11	Current parking for townhomes seems adequate but could be adversely impacted by changes to rules, additional needs by Union Pacific or changes in parking regulations along Lake, Central and Edgewood. Edgewood residents do not have permanent off street parking for each residence due to the recently constructed access road and rely on Edgewood for residential parking.	12/14/2019 8:28 PM
12	I should be allowed to park on private lawns	12/13/2019 7:17 PM
13	No, commuter/Employees rarely park on my residential block since adequate commuter parking is available resulting from increased commuter parking fees have resulted in a decrease use of commuters parking in commuter lot on the west side of Thatcher Ave. commuters don't want to pay the increased price to park there	12/13/2019 1:44 AM
14	Employees and Hair salon clients, Legere Ballet families park on my block, but it really isn't a problem because every home owner has a driveway and garage. No complaints.	12/12/2019 7:43 PM
15	Please make parking signage more clear on my block. I've had several discussions with Concordia students who believe they can park in the areas marked for residents only. They are rude and will not stop parking there. They say they can park there because they live in the dorms. Or else please police the area more & ticket the students' cars. Frequently my visitors are shut out of the spots they are allowed to park in because of Concordia students/teachers/guests parking there.	12/12/2019 5:36 PM
16	Student parking is a problem	12/12/2019 4:51 PM
17	the parking, drop offs, and pick ups at Trinity make our area very congested at certain times	12/12/2019 4:31 PM
18	Street parking rules in place are not being enforced.	12/12/2019 4:25 PM
19	mostly parking in my area is fine, sometimes concordia students and grace luthern church take most of the street parking but, all residents park off street so not an issue.	12/12/2019 3:53 PM
20	No, parking on my block is not impacted by commuters however, it is impacted by landscapers, work trucks, etc. all day long. Parking should be allowed on one side or the other on Lathrop as it makes it very difficult to get in/out of driveways.	12/12/2019 2:14 PM
21	Increased overall traffic. Parking is restricted to one side of street anyway. side only	12/11/2019 8:15 PM
22	Our street parking is heavy from the Cook County Forest Preserve.	12/11/2019 4:29 PM
23	Dominican staff/students park around the area.	12/8/2019 12:25 PM
24	No...there might be a few commuters but I am happy to share my street!	12/6/2019 10:47 PM
25	Impacted from Dominican	12/6/2019 10:27 PM

River Forest Commuter Parking Questionnaire

26	Missing an option "no, commuters park there and it's not an issue for me"	12/6/2019 6:16 PM
27	Our block has been recently adversely impacted by multiple construction/home rehab projects and construction vehicles that did not follow village parking rule for parking on one side of the street. I witnessed trash collecting trucks and emergency vehicles not able to get through the street because of these construction vehicles.	12/6/2019 4:34 PM
28	It was impacted greatly about six months ago but we now have adequate parking regulations.	12/6/2019 4:08 PM

Q9 Where do your employees park? (check all that apply)

Answered: 38 Skipped: 310

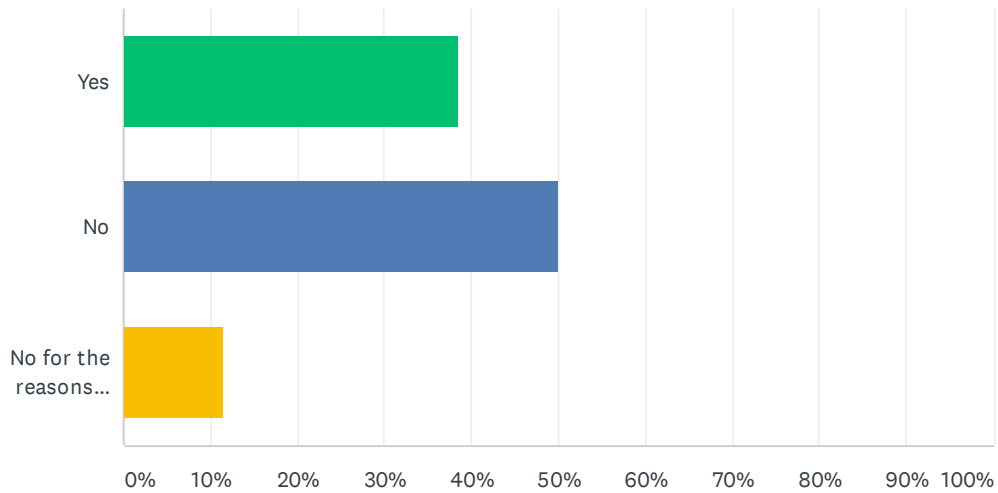


ANSWER CHOICES	RESPONSES
Private lot	68.42% 26
Permit or time-limit parking on the street	31.58% 12
Unregulated parking on the street	26.32% 10
Other (please specify)	13.16% 5
Total Respondents: 38	

#	OTHER (PLEASE SPECIFY)	DATE
1	Not applicable.	12/24/2019 6:03 PM
2	NA	12/12/2019 3:58 PM
3	owners park on the street, letting their employees to park in their parking lots	12/12/2019 3:06 PM
4	N/A	12/12/2019 2:23 PM
5	Na. I don't have employees in rf	12/11/2019 3:58 PM

Q10 Do you have visitors or customers that travel by Metra to the River Forest Station to visit you?

Answered: 52 Skipped: 296

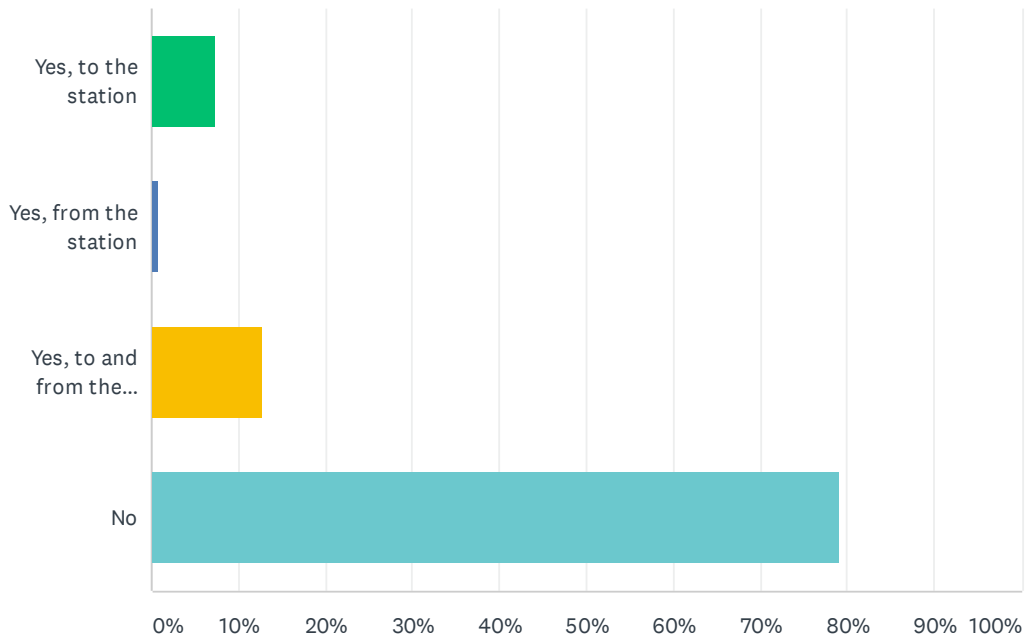


ANSWER CHOICES	RESPONSES	
Yes	38.46%	20
No	50.00%	26
No for the reasons explained below	11.54%	6
TOTAL		52

#	NO FOR THE REASONS EXPLAINED BELOW	DATE
1	Not applicable	12/24/2019 6:03 PM
2	Sometimes they might, but most do not regularly. I think most of the time they use the green line.	12/18/2019 9:19 AM
3	Unknown. Why is CTA excluded?	12/17/2019 12:14 PM
4	Skip	12/12/2019 3:58 PM
5	Seldom	12/11/2019 8:15 PM
6	Not suitable for them	12/11/2019 7:49 PM

Q11 Do you ever use a rideshare company (e.g. Uber, Lyft) to travel to or from the River Forest Metra Station?

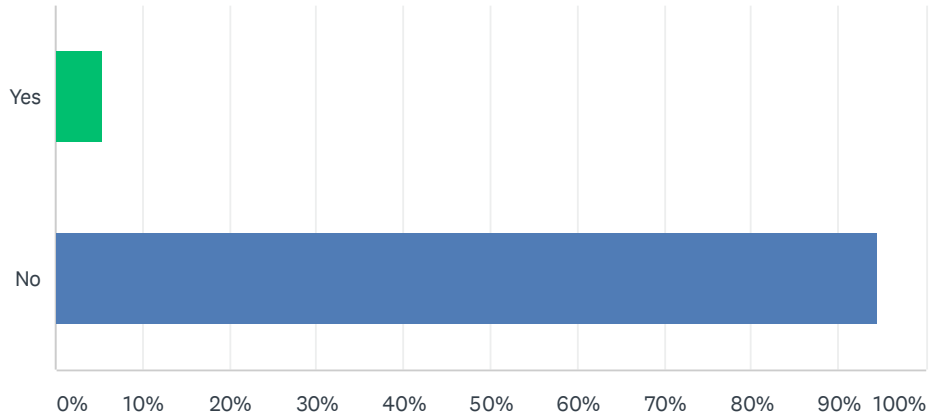
Answered: 220 Skipped: 128



ANSWER CHOICES	RESPONSES	
Yes, to the station	7.27%	16
Yes, from the station	0.91%	2
Yes, to and from the station	12.73%	28
No	79.09%	174
TOTAL		220

Q12 Do you own an electric vehicle?

Answered: 238 Skipped: 110



ANSWER CHOICES	RESPONSES	
Yes	5.46%	13
No	94.54%	225
TOTAL		238

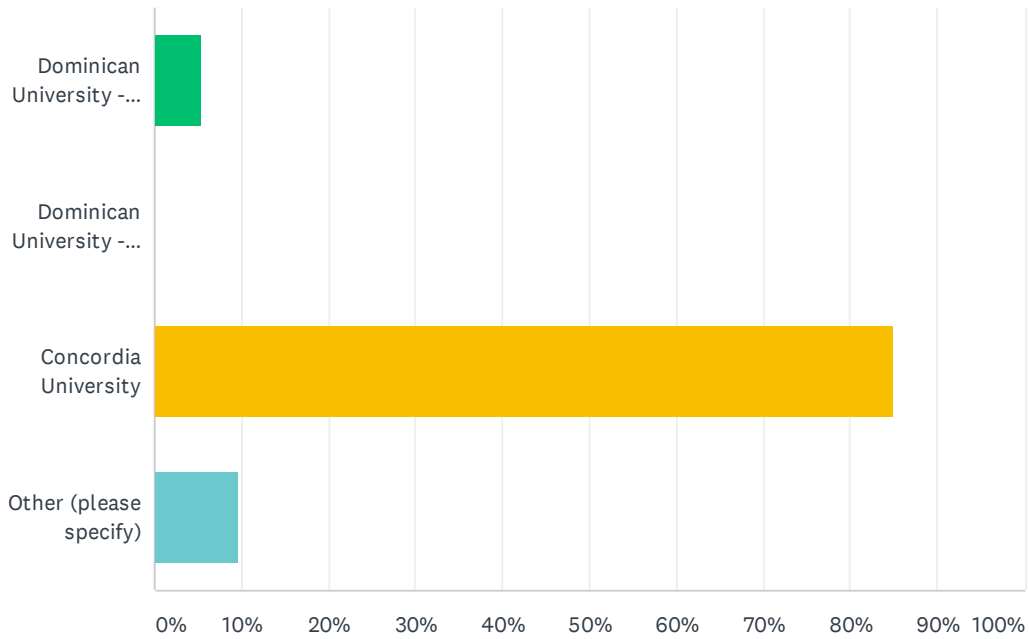
Q13 If you own an electric vehicle, which location(s) in River Forest would you like to see a charging station installed?

Answered: 25 Skipped: 323

#	RESPONSES	DATE
1	near metra station	12/30/2019 10:19 AM
2	Not applicable	12/24/2019 6:03 PM
3	We plan to buy an EV in the not too distant future and would like to see a charging station(s) installed in the commuter lot.	12/22/2019 9:16 AM
4	On my street or was within walking distance a parks	12/19/2019 6:22 AM
5	I charge at home. Do not need a charger this close to home.	12/18/2019 12:09 PM
6	N/A	12/18/2019 9:19 AM
7	Daily pay lot river Forest metra	12/17/2019 7:18 PM
8	CUC campus	12/17/2019 1:50 PM
9	River Forest Metra Station	12/16/2019 7:33 AM
10	yes	12/13/2019 1:57 PM
11	Not applicable	12/13/2019 7:34 AM
12	Not applicable	12/13/2019 1:44 AM
13	N/a	12/12/2019 10:08 PM
14	None if the install and maintenance cost will increase my taxes	12/12/2019 4:51 PM
15	Na	12/12/2019 3:58 PM
16	yes	12/12/2019 3:53 PM
17	Metra	12/12/2019 2:57 PM
18	Amywhere	12/12/2019 2:34 PM
19	N/A	12/12/2019 2:23 PM
20	River Forest Metra lot	12/12/2019 2:05 PM
21	NA	12/11/2019 7:49 PM
22	Whole Foods	12/11/2019 4:02 PM
23	commuter lots, shopping centers, parks, public library, village hall	12/9/2019 8:52 AM
24	For the future, we should.	12/8/2019 12:25 PM
25	Central under train tracks/Community Center/Hawthorne Metra spaces.	12/7/2019 4:59 AM

Q14 Which school/campus do you attend?

Answered: 73 Skipped: 275

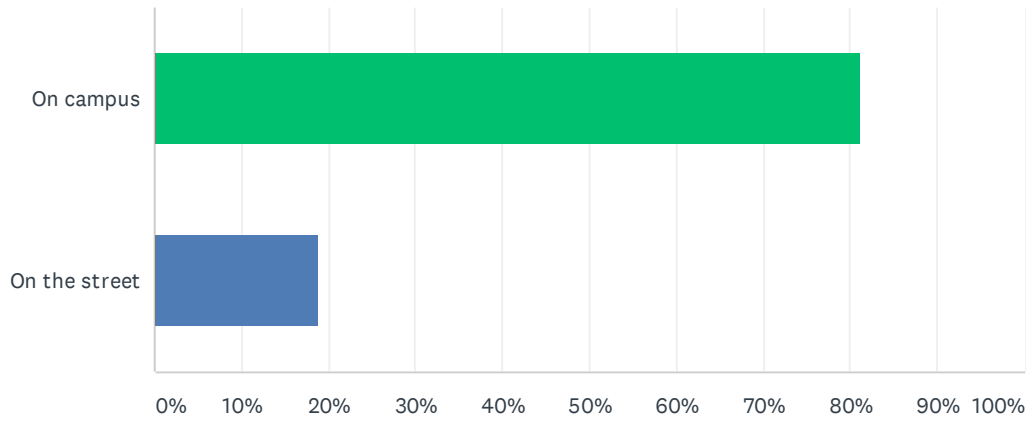


ANSWER CHOICES	RESPONSES
Dominican University - Main Campus	5.48% 4
Dominican University - Priory Campus	0.00% 0
Concordia University	84.93% 62
Other (please specify)	9.59% 7
TOTAL	73

#	OTHER (PLEASE SPECIFY)	DATE
1	No	12/18/2019 11:24 PM
2	N/A	12/18/2019 10:22 PM
3	I'm a Dominican Alum '17 & I work at Concordia	12/18/2019 10:39 AM
4	Not in school	12/12/2019 8:25 PM
5	N/A	12/12/2019 2:24 PM
6	NA	12/11/2019 7:51 PM
7	N/a	12/11/2019 4:04 PM

Q15 If you drive to campus, where do you park?

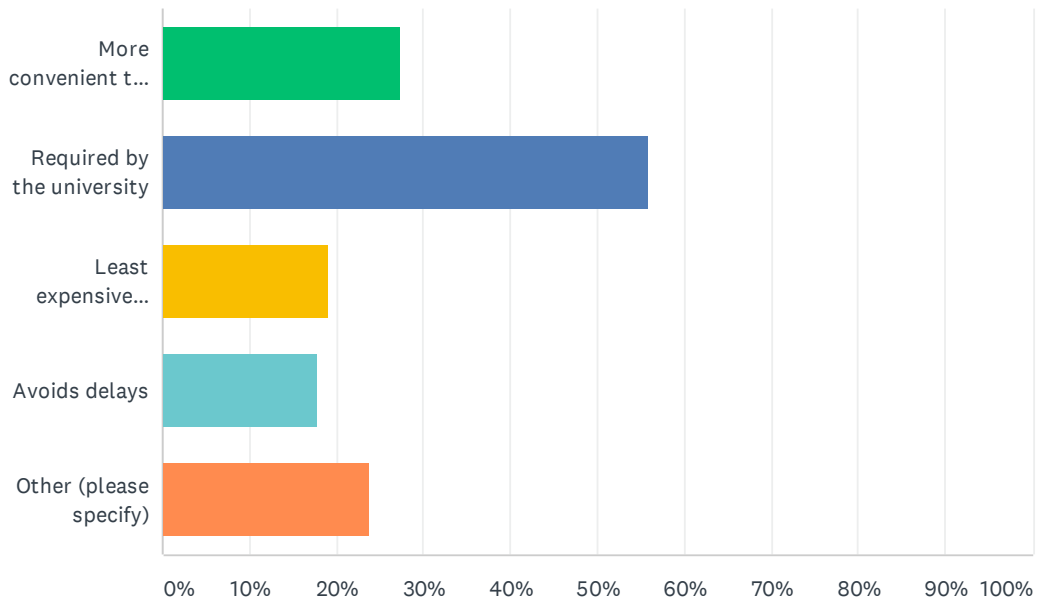
Answered: 74 Skipped: 274



ANSWER CHOICES	RESPONSES	
On campus	81.08%	60
On the street	18.92%	14
TOTAL		74

Q16 If you drive to campus, why do you choose to park where you do? (check all that apply)

Answered: 84 Skipped: 264



ANSWER CHOICES	RESPONSES	
More convenient to my classes	27.38%	23
Required by the university	55.95%	47
Least expensive option	19.05%	16
Avoids delays	17.86%	15
Other (please specify)	23.81%	20
Total Respondents: 84		

River Forest Commuter Parking Questionnaire

#	OTHER (PLEASE SPECIFY)	DATE
1	No snow under parking garage	1/2/2020 1:09 PM
2	usually has space	12/22/2019 5:02 PM
3	Avoid parking tickets	12/21/2019 11:06 AM
4	Closest to my office	12/19/2019 3:11 PM
5	avoid tickets	12/19/2019 2:28 PM
6	Safer	12/18/2019 9:52 PM
7	It's free	12/18/2019 2:00 PM
8	It is free	12/18/2019 11:54 AM
9	The parking rates at Concordia is \$600 for the year- ridiculous	12/18/2019 10:13 AM
10	Unsure if I can park on street.	12/18/2019 9:58 AM
11	I park on campus because River Forest does not allow street parking. I am not sure why it is not allowed around the perimeters of the campus at least. There is animosity from RF residents toward the campus but I always see RF residents walking their dogs all over it.	12/18/2019 2:18 AM
12	To avoid parking tickets since I don't have a River Forest Parking Sticker	12/18/2019 12:07 AM
13	I paid for a parking pass in the garage	12/17/2019 4:01 PM
14	The University staff refuses to acknowledge the congestion problems within their parking system, it is overpriced, unfair, and it's not working to my advantage to justify the price.	12/17/2019 3:42 PM
15	I only come into campus as needed and normally park on the campus itself.	12/17/2019 3:41 PM
16	can't park on any side streets during workday	12/17/2019 2:23 PM
17	anywhere i'm allowed without tickets	12/17/2019 2:20 PM
18	I only park on the street when campus parking is filled.	12/17/2019 1:51 PM
19	River Forest has very strict parking rules for the street and the people who live in the neighborhood are very closed minded and judgemental.	12/17/2019 1:42 PM
20	Only parking structure for students	12/17/2019 1:31 PM

Q17 How many days per week do you park near the River Forest Metra Station?

Answered: 150 Skipped: 198

River Forest Commuter Parking Questionnaire

#	RESPONSES	DATE
1	5	1/7/2020 11:26 AM
2	7	1/6/2020 11:14 AM
3	0	1/2/2020 1:09 PM
4	5	12/31/2019 10:38 PM
5	2 or 3	12/30/2019 10:24 AM
6	5	12/26/2019 8:36 PM
7	Four days	12/25/2019 1:16 PM
8	4	12/24/2019 6:06 PM
9	0	12/23/2019 9:05 PM
10	5	12/22/2019 9:19 AM
11	5	12/21/2019 5:23 PM
12	4-5 in winter; fewer in summer	12/21/2019 12:27 PM
13	5	12/21/2019 11:06 AM
14	5	12/20/2019 9:34 PM
15	5	12/20/2019 7:50 AM
16	5	12/19/2019 10:48 AM
17	5	12/19/2019 10:00 AM
18	5	12/19/2019 7:37 AM
19	0	12/19/2019 6:39 AM
20	5	12/18/2019 11:24 PM
21	3-5	12/18/2019 10:34 PM
22	0	12/18/2019 10:22 PM
23	0	12/18/2019 9:52 PM
24	None	12/18/2019 9:51 PM
25	2	12/18/2019 8:41 PM
26	5	12/18/2019 8:03 PM
27	0	12/18/2019 12:00 PM
28	0	12/18/2019 10:49 AM
29	0	12/18/2019 10:39 AM
30	5	12/18/2019 10:23 AM
31	0	12/18/2019 9:56 AM
32	5	12/18/2019 9:15 AM
33	0	12/17/2019 10:38 PM
34	0	12/17/2019 7:49 PM
35	4	12/17/2019 7:19 PM
36	0	12/17/2019 6:12 PM
37	1	12/17/2019 4:40 PM

River Forest Commuter Parking Questionnaire

38	0	12/17/2019 4:38 PM
39	0	12/17/2019 3:42 PM
40	0	12/17/2019 3:16 PM
41	4	12/17/2019 2:20 PM
42	0	12/17/2019 2:12 PM
43	0	12/17/2019 1:51 PM
44	0	12/17/2019 1:42 PM
45	0	12/17/2019 1:33 PM
46	1	12/17/2019 1:32 PM
47	5	12/17/2019 1:32 PM
48	0	12/17/2019 12:18 PM
49	1	12/17/2019 8:42 AM
50	4	12/16/2019 8:55 PM
51	5	12/16/2019 1:56 PM
52	0	12/16/2019 1:54 PM
53	5	12/16/2019 8:23 AM
54	2	12/16/2019 7:57 AM
55	3	12/15/2019 9:42 PM
56	5	12/15/2019 11:17 AM
57	5	12/15/2019 11:04 AM
58	7	12/14/2019 8:33 PM
59	7 NIGHTS a week	12/14/2019 7:30 PM
60	2-4	12/14/2019 11:26 AM
61	1	12/14/2019 10:01 AM
62	5	12/14/2019 9:49 AM
63	6	12/14/2019 9:00 AM
64	5	12/14/2019 7:49 AM
65	5	12/13/2019 9:53 PM
66	5	12/13/2019 9:24 PM
67	5	12/13/2019 8:35 PM
68	5	12/13/2019 7:02 PM
69	5	12/13/2019 6:02 PM
70	5	12/13/2019 4:16 PM
71	7	12/13/2019 3:10 PM
72	5	12/13/2019 2:02 PM
73	0	12/13/2019 12:45 PM
74	5-6	12/13/2019 12:17 PM
75	3-4	12/13/2019 10:14 AM

River Forest Commuter Parking Questionnaire

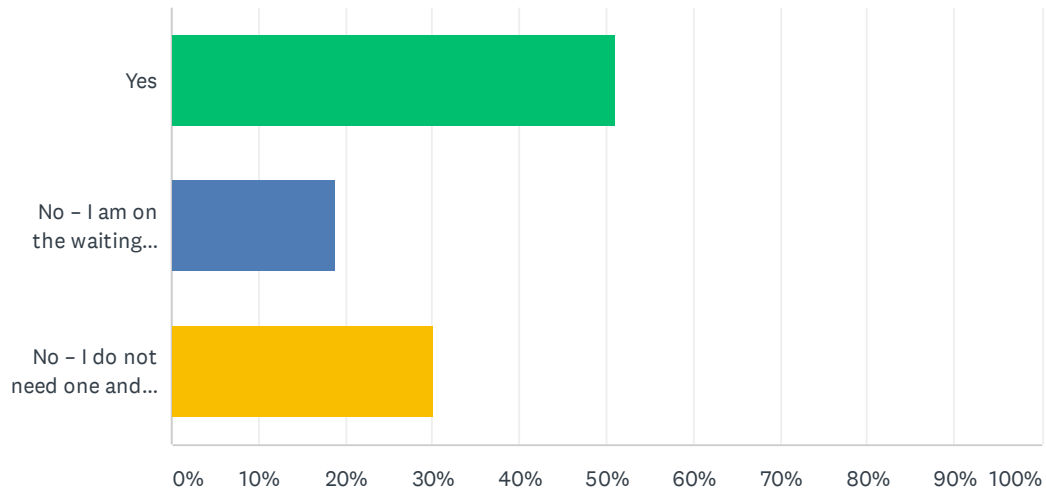
76	5	12/13/2019 9:19 AM
77	5	12/13/2019 8:37 AM
78	5	12/13/2019 8:20 AM
79	7	12/13/2019 1:51 AM
80	1	12/13/2019 12:20 AM
81	four	12/12/2019 10:11 PM
82	3	12/12/2019 10:10 PM
83	4	12/12/2019 10:06 PM
84	4-5 days	12/12/2019 9:52 PM
85	5	12/12/2019 9:48 PM
86	5	12/12/2019 8:59 PM
87	4	12/12/2019 8:47 PM
88	3-4	12/12/2019 8:25 PM
89	5	12/12/2019 8:24 PM
90	5-6	12/12/2019 8:14 PM
91	5	12/12/2019 8:07 PM
92	4	12/12/2019 6:33 PM
93	5	12/12/2019 6:31 PM
94	5	12/12/2019 5:52 PM
95	3	12/12/2019 5:25 PM
96	5	12/12/2019 5:03 PM
97	5	12/12/2019 4:58 PM
98	7	12/12/2019 4:50 PM
99	Four to five days per week.	12/12/2019 4:40 PM
100	5	12/12/2019 4:37 PM
101	1	12/12/2019 4:28 PM
102	4-5	12/12/2019 4:25 PM
103	5	12/12/2019 4:01 PM
104	7	12/12/2019 3:42 PM
105	5	12/12/2019 3:28 PM
106	4-5	12/12/2019 3:19 PM
107	5	12/12/2019 3:07 PM
108	5	12/12/2019 3:02 PM
109	7	12/12/2019 2:47 PM
110	5	12/12/2019 2:36 PM
111	5	12/12/2019 2:35 PM
112	5	12/12/2019 2:32 PM
113	5	12/12/2019 2:29 PM

River Forest Commuter Parking Questionnaire

114	5	12/12/2019 2:26 PM
115	5	12/12/2019 2:24 PM
116	5	12/12/2019 2:21 PM
117	5	12/12/2019 2:20 PM
118	5	12/12/2019 2:11 PM
119	5	12/12/2019 2:10 PM
120	5	12/12/2019 2:10 PM
121	3	12/12/2019 2:09 PM
122	4	12/12/2019 2:06 PM
123	5	12/12/2019 2:05 PM
124	5	12/12/2019 2:00 PM
125	7	12/12/2019 2:00 PM
126	4	12/12/2019 1:57 PM
127	3	12/12/2019 1:56 PM
128	4	12/12/2019 1:55 PM
129	5	12/12/2019 1:53 PM
130	0	12/11/2019 11:10 PM
131	5	12/11/2019 10:41 PM
132	0	12/11/2019 7:23 PM
133	5	12/11/2019 6:43 PM
134	1	12/11/2019 6:02 PM
135	3	12/11/2019 5:08 PM
136	0	12/11/2019 4:41 PM
137	5	12/11/2019 4:30 PM
138	2	12/11/2019 4:11 PM
139	0	12/11/2019 4:04 PM
140	5	12/9/2019 8:01 PM
141	3-5	12/9/2019 12:46 PM
142	5	12/9/2019 9:24 AM
143	5	12/9/2019 9:00 AM
144	5	12/8/2019 12:31 PM
145	5	12/6/2019 6:19 PM
146	0	12/6/2019 5:58 PM
147	5	12/6/2019 4:52 PM
148	2	12/6/2019 4:33 PM
149	0	12/6/2019 4:16 PM
150	5	12/6/2019 4:10 PM

Q18 Do you currently have a monthly parking permit?

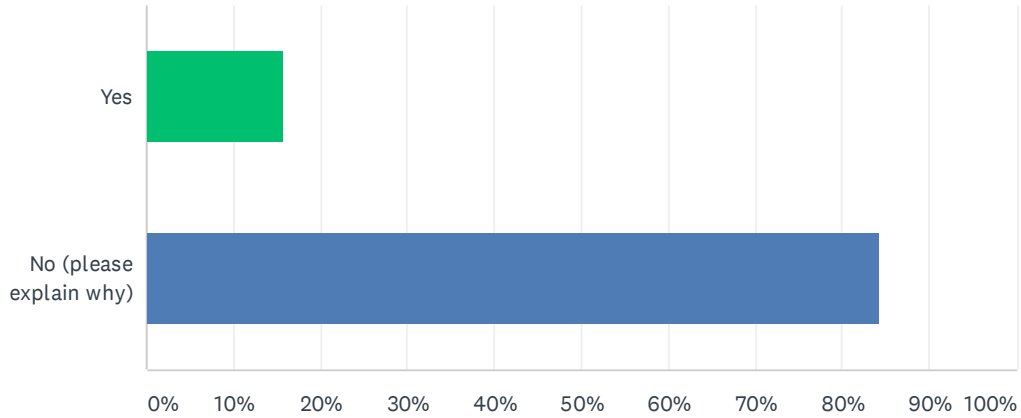
Answered: 149 Skipped: 199



ANSWER CHOICES	RESPONSES	
Yes	51.01%	76
No - I am on the waiting list	18.79%	28
No - I do not need one and would continue to use the \$5/day option	30.20%	45
TOTAL		149

Q19 If you currently have a monthly permit, would you be willing to pay \$100/month for a “premium permit” which would guarantee a space adjacent to the Metra Station?

Answered: 115 Skipped: 233



ANSWER CHOICES	RESPONSES	
Yes	15.65%	18
No (please explain why)	84.35%	97
TOTAL		115

River Forest Commuter Parking Questionnaire

#	NO (PLEASE EXPLAIN WHY)	DATE
1	I only need it for overnight parking. I have a condo that comes with one parking space. It is very frustrating that there is no where else to park although I am grateful for the overnight parking pass at the METRA station. In bad weather or when I don't feel good however, it is still a bit of a walk.	1/7/2020 11:26 AM
2	I already pay 110 for my spot	1/6/2020 11:14 AM
3	Too expensive!!!	12/31/2019 10:38 PM
4	Too expensive	12/25/2019 3:07 PM
5	I'm paying high local real estate taxes to live in RF and \$50 is plenty to pay for parking	12/25/2019 1:16 PM
6	Too expensive.	12/24/2019 6:06 PM
7	tooooo expensive. don't be so expensive and greedy.	12/23/2019 9:05 PM
8	No preference either way.	12/21/2019 5:23 PM
9	Too expensive I only work part time	12/21/2019 11:06 AM
10	I believe as a resident of river forest a premium permit is unwarranted. I am happy with current situation	12/19/2019 10:48 AM
11	Too expensive	12/18/2019 11:24 PM
12	Too expensive and inflexible.	12/18/2019 10:34 PM
13	Too much cost	12/18/2019 9:52 PM
14	It's not that far of a walk	12/18/2019 8:41 PM
15	Doubling the price?	12/18/2019 8:03 PM
16	That's too much!	12/18/2019 10:39 AM
17	Is this a joke? My existing fee would no longer guarantee a spot, or at best one 2 blocks away?	12/18/2019 9:15 AM
18	can't afford it	12/17/2019 2:20 PM
19	Too expensive no college student can afford that.	12/17/2019 2:20 PM
20	I do not park long enough on the street to warrant a "premium permit".	12/17/2019 1:51 PM
21	NA	12/17/2019 1:42 PM
22	Too expensive	12/17/2019 1:32 PM
23	I don't mind permit parking and walking a few feet.	12/17/2019 8:42 AM
24	I don't currently have a monthly permit. I'm on the waiting list	12/16/2019 8:55 PM
25	I don't have a problem finding parking	12/16/2019 1:56 PM
26	We have found walking from our house is easier than driving	12/16/2019 1:54 PM
27	too much to park 2 days / week	12/16/2019 7:57 AM
28	\$100 is way too much. I waited for almost two years to go on the monthly list to be able to park. This doesn't seem right at all.	12/15/2019 11:17 AM
29	I park over night and am out by 5:30 am. \$60 a month is outrages. It was \$20 when I started.	12/14/2019 7:30 PM
30	Too expensive	12/14/2019 11:26 AM
31	You're now charging double for something that ppl have always had	12/14/2019 9:49 AM
32	Way to high. That is ridiculous. Our taxes are way too high as it is	12/14/2019 9:00 AM
33	Too expensive	12/14/2019 7:49 AM
34	That's too much -- it's gouging.	12/13/2019 9:53 PM

River Forest Commuter Parking Questionnaire

35	Don't need to	12/13/2019 8:35 PM
36	Are you kidding? A premium permit for who....the 1%-ers of River Forest? Kicking out all who waited their turn on the waiting list to get into that lot. You should rethink this - Very bad optics.	12/13/2019 7:02 PM
37	I see no reason to double the cost.	12/13/2019 6:02 PM
38	I have no problem finding a place in the lot west of Thatcher.	12/13/2019 4:16 PM
39	I already find \$50 expensive in addition to the yearly sticker	12/13/2019 2:02 PM
40	Please limit those Metra lots to RF residents. There is more than sufficient spaces for residents, and allow street parking for daily payers, who are 99.9% not RF residents.	12/13/2019 12:17 PM
41	No matter which train I take, there is always parking available. Paying double to guarantee a spot doesn't make any sense.	12/13/2019 10:14 AM
42	To expensive	12/13/2019 9:19 AM
43	That's an insane amount of money for parking. Plus, it creates two classes of people who park. Not the way I think of our Village!	12/13/2019 8:20 AM
44	I pay \$110 dollars a month for 24 hour parking in the east thatcher parking lot already	12/13/2019 1:51 AM
45	That would be a segregation for those who can and those who can't afford it . We all need to get to work.	12/13/2019 12:20 AM
46	I think that is absolutely outrageous. So you are basically servicing the wealthy? I really, really needed this option when my daughter was in grade school as the spacing of the trains meant in order to get to my job downtown I had about 10 minutes to drop her off in the window allowed at Lincoln and get to the station and park to get the train that would get me downtown by 9:00 (God forbid we were running late). I don't have to take her every day now and would give up my spot for another parent who needed it. But to give it up because someone can pay more for it sounds awful. What are these funds going to be used for?	12/12/2019 10:11 PM
47	Too \$\$	12/12/2019 10:10 PM
48	I don't feel \$100/myth is worth it.	12/12/2019 10:06 PM
49	That is too expensive. I would pay \$50	12/12/2019 9:52 PM
50	My husband and I leave early and come home relatively late, so we rarely have problems finding parking adjacent to the station.	12/12/2019 9:48 PM
51	It is too expensive and all of the neighboring villages charge less than \$50. Thus, the village should compete with these rates.	12/12/2019 8:59 PM
52	I have that now for \$50, so no.	12/12/2019 8:47 PM
53	I use the parking only 4 days a week	12/12/2019 8:25 PM
54	I'm sure you'll somehow find enough people to say yes to this idea. And the people who refuse to pay that much (or cannot afford it) and stick with the \$50 permit will be shunted over to the lot on the other side of the street that no one likes parking in. Hey Rich Friends, look across the street where all the suckers have to park now. Nice idea RF.	12/12/2019 8:14 PM
55	Too expensive. That is nearly the same as the monthly train ticket.	12/12/2019 8:07 PM
56	Only night parking for me	12/12/2019 7:52 PM
57	It's too much already	12/12/2019 6:33 PM
58	That is completely outrageous. I cannot even believe you would consider this. And then while you're at it why not raise it to \$200 next year, and then \$400 the year after that. Are you raising all other village fees in the same manner? OUTRAGEOUS	12/12/2019 5:52 PM
59	You have to be kidding us. This is just another reason to take advantage of village resident. Enough is enough	12/12/2019 4:58 PM
60	For \$110 you can get a 24 hour permit and there is adequate parking available	12/12/2019 4:50 PM
61	Too much money.	12/12/2019 4:40 PM

River Forest Commuter Parking Questionnaire

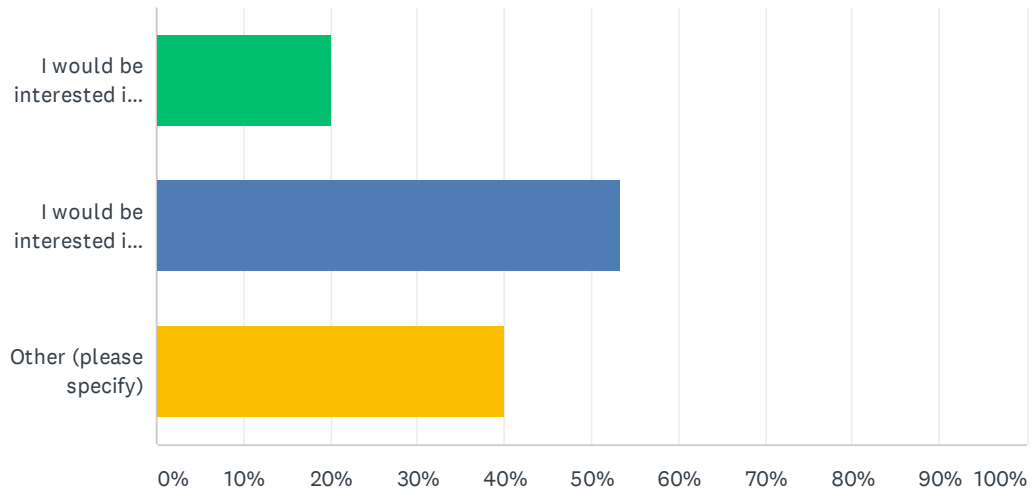
62	The \$50/month is already getting expensive.	12/12/2019 4:37 PM
63	This doesn't fix the problem and only increases what the village is collecting.	12/12/2019 4:25 PM
64	Maybe - but that is really steep. I don't see the justification.	12/12/2019 4:01 PM
65	Maybe but the price is too high already.	12/12/2019 3:28 PM
66	Because I have that now; I don't want to double my commuting expense to continue to have the same privileges.	12/12/2019 3:19 PM
67	that's outrageous!	12/12/2019 3:02 PM
68	I have a 24/7 pass and this is what I currently pay. Premium permits will displace us.	12/12/2019 2:47 PM
69	It should be first come first serve. I'm against a tiered system where the wealthy get to reserve the good spaces. If I'm paying \$50 a month, I should not be prohibited from spots near the station.	12/12/2019 2:36 PM
70	I take an early train so usually have no issues with finding a spot	12/12/2019 2:32 PM
71	That price is ridiculous	12/12/2019 2:26 PM
72	That's twice the price I pay now. I would pay the \$50 and choose to walk further.	12/12/2019 2:20 PM
73	Keep the program as is!	12/12/2019 2:11 PM
74	because i can walk across the street. If I have to walk farther than that, I will walk from home and pay nothing.	12/12/2019 2:10 PM
75	I think the current system works well and the \$50 fee feels fair. I do not think there should be an unlimited amount of monthly parking passes, as it feels like there are just enough spots as it is today.	12/12/2019 2:09 PM
76	Never an issue getting a spot	12/12/2019 2:06 PM
77	A 50% increase is outrageous and unfair	12/12/2019 2:05 PM
78	Too expensive - keep lot \$50. First come first serve	12/12/2019 2:00 PM
79	Only use the parking lot for overnight parking	12/12/2019 2:00 PM
80	That is also exorbitant, and I think the current fee is fine.	12/12/2019 1:57 PM
81	because that is crazy expensive - please don't do this - I have had my permit/spot for many years and rely on having a parking spot.	12/12/2019 1:55 PM
82	Why? I've been paying for parking and commuting for 20+ years and would not want to be displace or forced farther away because somebody paid more.	12/12/2019 1:53 PM
83	50 is appropriate	12/11/2019 11:10 PM
84	It is already a high price, you cannot raise it higher, that is ridiculous	12/11/2019 10:41 PM
85	Absolutely not. Too expensive. I support a first come first serve idea across all available areas with preference to residents. The premier lot is a dumb idea. It's a pure revenue grab and doesn't do anything to help with a "fixed" volume of spaces.	12/11/2019 6:43 PM
86	Low value add vs parking west of thatcher	12/11/2019 6:02 PM
87	Too expensive	12/11/2019 5:08 PM
88	N/A	12/11/2019 5:01 PM
89	I walk to train, why do you not list that as an option	12/11/2019 4:11 PM
90	That's 2x the amount I currently pay and considering it was \$30 a month when I first started parking, that fee has already almost doubled. Plus, the fact that I would pay anything and not be guaranteed a spot seems like it's just a revenue generator for the Village and not an actual benefit to residents.	12/9/2019 8:01 PM
91	I can walk across the street.	12/9/2019 12:46 PM
92	Not worth an extra \$600/yr just to avoid crossing Keystone or Thatcher	12/9/2019 9:00 AM

River Forest Commuter Parking Questionnaire

93	Not worth the extra money to me	12/8/2019 12:31 PM
94	Should be free for RF residents	12/6/2019 6:19 PM
95	Premium parking is for seniors and handicapped and they should not be charged more.	12/6/2019 4:52 PM
96	No. I already pay enough to the Village.	12/6/2019 4:33 PM
97	Not worth it	12/6/2019 4:10 PM

Q20 If you are currently on the monthly permit waiting list:

Answered: 45 Skipped: 303



ANSWER CHOICES	RESPONSES	
I would be interested in the "premium permit" which would guarantee a space adjacent to the Metra Station	20.00%	9
I would be interested in the \$50/month permit	53.33%	24
Other (please specify)	40.00%	18
Total Respondents: 45		

River Forest Commuter Parking Questionnaire

#	OTHER (PLEASE SPECIFY)	DATE
1	I would be interested in a monthly non-resident option.	12/24/2019 6:06 PM
2	I use daily parking.	12/21/2019 5:23 PM
3	N/a	12/21/2019 11:06 AM
4	I will not spend more money	12/18/2019 9:52 PM
5	N/A	12/18/2019 10:39 AM
6	If the Village is this desperate for funding, its time to leave	12/18/2019 9:15 AM
7	N/A	12/14/2019 7:30 PM
8	n/a	12/13/2019 9:53 PM
9	Here's an idea: Keep everything as is. Or better yet: make apartment dwellers in building just north of the East Thatcher Lot park in West Lot, and give back those spots in East lot to tax-paying train commuters. Reinstate ban on overnight parking in a East lot - at least during winter months, so the lot can be completely plowed after it snows - and tax-paying train commuters will then stop getting stuck in unplowed snow and ice.	12/13/2019 7:02 PM
10	I have a guaranteed 24 hour parking spot in the east thatcher parking lot for\$110 per month	12/13/2019 1:51 AM
11	Same as above	12/13/2019 12:20 AM
12	Everyone who currently has a monthly permit was once on that waiting list, for a lengthy time. Everything was fine with this system until the Village took away all those parking spots from train commuters in the East Lot and gave them to the apartment renters. It'll be interesting to see who "wins" this issue: current permit holders who want to stay with the status quo or angry people on the waiting list & angry people who don't get to the East Lot until later in the morning when all spots are taken..	12/12/2019 8:14 PM
13	I was on the waiting list for 4 years before I got to park in the east Thatcher lot. I cannot believe you are considering letting people who have more expendable income take over the east Thatcher lot than those who waited fair and square. I will gladly start parking in one of Oak Park's garages and pay even more than this ripoff \$100/month fee than go along with this scheme. How greedy is our village getting? When did wealthier people become more important than those not as wealthy? Silly me, the answer clearly is they are always more important.	12/12/2019 5:52 PM
14	DO NOT MAKE THIS CHANGE	12/12/2019 4:58 PM
15	I do not live in River Forest or need to park there anymore. The 24 hour parking pass was needed so I could have a car in my unit at 419 Thatcher Ave thanks to the lack of information I had prior to signing my lease with Oak Park Apartments.	12/12/2019 4:50 PM
16	Do not need it.	12/11/2019 4:30 PM
17	I have been waiting.....	12/8/2019 12:31 PM
18	Should be free for RF residents, but if I must pay, \$50 is the most	12/6/2019 6:19 PM

**Q21 Approximately how many weeks have you been on the waiting list?
(Please write N/A if not on the waiting list.)**

Answered: 54 Skipped: 294

River Forest Commuter Parking Questionnaire

#	RESPONSES	DATE
1	N/A	12/31/2019 10:38 PM
2	over 1 year	12/31/2019 10:04 AM
3	A long time.	12/21/2019 5:23 PM
4	1	12/20/2019 9:34 PM
5	0	12/18/2019 10:39 AM
6	months	12/18/2019 10:23 AM
7	N/A	12/18/2019 9:15 AM
8	N/a	12/17/2019 7:49 PM
9	52	12/16/2019 8:55 PM
10	1 year	12/16/2019 1:54 PM
11	N/A	12/16/2019 8:23 AM
12	15 weeks	12/15/2019 9:42 PM
13	N/A	12/14/2019 7:30 PM
14	52	12/14/2019 10:01 AM
15	1+ years	12/14/2019 9:49 AM
16	n/a	12/13/2019 9:53 PM
17	N/A	12/13/2019 7:02 PM
18	N/A	12/13/2019 9:19 AM
19	30	12/13/2019 8:37 AM
20	N/A	12/13/2019 1:51 AM
21	52	12/13/2019 12:20 AM
22	N/A	12/12/2019 9:52 PM
23	Ns	12/12/2019 8:25 PM
24	n/a	12/12/2019 8:14 PM
25	N/A	12/12/2019 8:07 PM
26	N/A	12/12/2019 5:52 PM
27	20	12/12/2019 5:25 PM
28	50	12/12/2019 5:03 PM
29	When I was on the waiting list to go from 24 hours at Park (the Village Hall lot) to the Thatcher lot, I waited approximately 12 months.	12/12/2019 4:50 PM
30	56	12/12/2019 4:28 PM
31	NA	12/12/2019 4:25 PM
32	N/A	12/12/2019 4:01 PM
33	N/A	12/12/2019 3:19 PM
34	48	12/12/2019 3:07 PM
35	At least one year	12/12/2019 3:03 PM
36	NA	12/12/2019 3:02 PM
37	N/a	12/12/2019 2:47 PM

River Forest Commuter Parking Questionnaire

38	12	12/12/2019 2:35 PM
39	44 weeks, 6 days	12/12/2019 2:21 PM
40	N/A	12/12/2019 2:09 PM
41	N/A	12/12/2019 2:06 PM
42	N/a	12/12/2019 2:00 PM
43	I WAS on the waiting list for 17 months before I got my permit	12/12/2019 1:57 PM
44	cannot even remember it's been so long	12/12/2019 1:56 PM
45	N/a	12/11/2019 11:10 PM
46	N/a	12/11/2019 6:02 PM
47	104	12/11/2019 5:08 PM
48	N/A	12/11/2019 4:11 PM
49	N/a	12/11/2019 4:04 PM
50	N/A	12/9/2019 8:01 PM
51	30 plus	12/9/2019 12:46 PM
52	Over 1 yr.	12/9/2019 9:24 AM
53	n/A	12/9/2019 9:00 AM
54	35	12/6/2019 6:19 PM

Q22 Please feel free to provide any additional comments and/or feedback below regarding commuter parking within the Village.

Answered: 110 Skipped: 238

River Forest Commuter Parking Questionnaire

#	RESPONSES	DATE
1	I've been paying taxes to the village for nearly 30 years. I find the increase in parking fees unconscionable! Most other Metra parking isn't this expensive and those with RF permits pay less, show up later (if at all) while those of us get ticketed if we fail to pay the daily fee or get ticketed for some other minor infraction. This represents a village more interested in generating fees from its citizens than providing good service. At least this survey is a halfway decent start	12/31/2019 10:38 PM
2	it was great when daily parking was \$2.50...\$5 is a bit much...any more will make me re-think parking there. Seems like the priority should be to provide RF residents (taxpayers) cheap and convenient parking..I would oppose any effort to further monetize this service	12/30/2019 10:24 AM
3	I get to school at around 9 am daily, and leave around 5 pm. At those times, the parking doesn't seem to be an issue, however it does get congested at around 3:15 pm when the school kids are released from the school adjacent to Concordia.	12/25/2019 8:34 PM
4	F[REDACTED] river Forest	12/25/2019 3:07 PM
5	Metra parking is very convenient. I live in Oak Park but prefer the convenience of parking in River Forest. I would be interested in a non-resident monthly permit.	12/24/2019 6:06 PM
6	too many cars, have more people walk or use bikes	12/23/2019 9:05 PM
7	space is very limited for the universities in the area and restrictions apply all day	12/22/2019 5:02 PM
8	Again, the decision of the village to double the daily parking fee was garbage. Not only that, but no upgrades were made to the station anyway. Rather than just slapping a ticket on the windshield, how about finding a way to send a reminder notice via text to a daily parker (within a reasonable amount of time) that may have been in a hurry to catch the train and forgot to pay. Or perhaps issue a warning to first offenders as most people that park there do pay their fee on a daily basis. Have a chat with Metra about not picking up patrons on the center island platform for inbound morning trains so said patrons don't have to play a guessing game and have to sprint back underground to the other side. Cut down or trim some of the trees that are on the north side of Hawthorne Ave so birds don't sit in them and poop on the cars all day. Perhaps add a sidewalk on the north end of Hawthorne as cars get pretty close to those walking to and from the train. Build stairs or a platform that will enable commuters to walk across the tracks without having to go back all the way under the viaduct.	12/21/2019 5:23 PM
9	If you take more spaced away from the daily parking that's completely unfair	12/20/2019 7:50 AM
10	It is frustrating that employees/students are ticketed that have to park on Thomas street. Generally the lots are full as well as parking on Division. It becomes taxing to remember if you have been parked on the street for 2 hours and have to run to your car before you are ticketed. It would be nice to have street parking without time limits for employees with Concordia parking stickers.	12/19/2019 3:11 PM
11	I believe at 50 per month the commuter parking lot at 400 Thatcher should stay for residents only..... it should be a resident benefit.... 100 per month for a resident as a premium benefit is approaching unusable	12/19/2019 10:48 AM
12	If I arrive late to campus or leave the campus, I can't find a place to park since there is such a restriction on the streets.	12/19/2019 8:58 AM
13	I park in River Forest daily to commute to work. I have had issues with the passport app working properly. It's very frustrating because you call them and they can't help you. They say call the village. You call the village and they say they can't help you call Passport. It would be helpful if Passport makes sure their app works properly and if there is someone at the Village with a direct contact to Passport that can help resolve issues. I would also be nice if River Forest offered a monthly option to non-residents. Even if the non-resident has to park in the daily spot. It's really frustrating if you forget to pay 1 day and get hit with a \$30 ticket. I mean I park here EVERYDAY. If I could just have a monthly permit that I had to display it would be helpful.	12/19/2019 7:37 AM
14	Currently there is no signage indicating there is an overnight street parking ban. New residents only find out when they are first ticketed	12/19/2019 6:24 AM
15	Keep current programs. Just relocate overnight parking somewhere else	12/18/2019 11:24 PM

River Forest Commuter Parking Questionnaire

16	While Concordia has parking, students who attend night classes do not want to have to walk through the dark campus after 8pm and 10pm because it is not safe. When the lots run out of space, or they restrict parking in some lots, students like parking on the side streets near the Christopher Center. When they use the library, they want to park on the side street to the east of the campus. It is a safety issue, not that they want to park all over the Village.	12/18/2019 9:52 PM
17	The restriction for us not to be able to park on Bonne Brae is a huge inconvenience and unsafe during night class to walk such a distance. The 2 hour parking limit was great and allowed easy access to school grounds.	12/18/2019 9:51 PM
18	Doubling the price will be a mistake and will lead to a campaign to vote out all current River Forest elected officials. Let them eat cake.	12/18/2019 8:03 PM
19	It need to be a lot for Concordia Students not just Dominican. I feel the lot should be free just firat come firat served.	12/18/2019 2:00 PM
20	Block 300 Ashland has day parking due to two private businesses. Both are great businesses to have locally but day parking on both sides of the street makes driving difficult. Could parking during 9-5 be restricted to one side of the street?	12/18/2019 12:12 PM
21	The new parking restrictions on the 500 block of Keystone make it difficult for people with household help. I now have to dress my baby in her winter outerwear every morning so I can pull out of the driveway to let our nanny pull in. It would have been nice if residents had been notified. But I'm glad there's a survey now to find out if commuters are actually causing a problem parking on residential streets (prior to the signage only person who ever parked in front of my house was the nanny, street parking was usually wide open)	12/18/2019 11:54 AM
22	I feel like there should be more street parking available to students	12/18/2019 11:22 AM
23	Shameful money grab, as a long time resident, I am embarrassed on your behalf.	12/18/2019 9:15 AM
24	RF residents do not like non-resident cars parked around the perimeters of the campus. Comments expressed have been that the campus is a tax-free entity that doesn't bring in any money to the village. This is an ignorant statement. All of the students and faculty visit RF restaurants, RF gas stations, RF department stores, etc. and pay RF taxes. It's also frustrating to get a rude note on one's car by a homeowner saying you are parked too close to their driveway or are unwelcome on their street, but then see that same homeowner walking their dogs on the campus. Nice.	12/18/2019 2:18 AM
25	The commuter parking should have more available parking spots like the residents on campus. For the past 2 years i have been parking in the same lot the one next to Grace Luther and when it's cold or bad weather conditions sometimes it's not clean or hard to stay warm walking to my classes.	12/17/2019 10:27 PM
26	Confusing survey. Did you want to know about non-student, non-metra commuters? I might have missed something but I think I was not an intended subject of the survey. I am a professor at a university.	12/17/2019 10:04 PM
27	Unfair to students who pay a fee for parking to have limited space to park. The reason being, that there is free visitor parking when events are held. If students have to pay there should be free parking elsewhere.	12/17/2019 7:10 PM
28	All I desire from this survey is for the town of River Forest to work with CUC to make it so that days were CUC anticipates a higher traffic flow of non-student commuters to park freely in the garage (i. e. for events with many parents come to campus), students are thus exempt from ticket fines due to parking in the street areas were it is only two hour parking or residential only.	12/17/2019 3:42 PM
29	I can very much appreciate the difficulty that the Village finds itself in as it tries to balance convenience and availability when it comes to allowing parking around campuses and school venues. What I have a hard time understanding is the disparity in the way it is handled. Some locations around schools and school facilities within the Village are unrestricted and it is impossible to drive through when there is an event. Yet around another venue there are restrictions placed all around and there is no parking allowed at all. There just appears to be too many differences and not enough consistency.	12/17/2019 3:41 PM
30	There is insufficient parking made available to faculty and staff at Concordia University Chicago and extremely limited options available by River Forest.	12/17/2019 3:16 PM
31	Parking closer to campus is a necessity. We carry heavy bags and walk in all types of weather	12/17/2019 3:12 PM

River Forest Commuter Parking Questionnaire

conditions. Bring able to park on the street for a a few hours makes a tremendous difference, especially since there are many streets to choose from (if more parking was aloud).

32	I work at the university and no being able to park on the street is not acceptable.	12/17/2019 2:23 PM
33	You're parking regulations are bogus and are not friendly to those that visit your community	12/17/2019 1:51 PM
34	Please keep Division Street free for parking- Broke college student	12/17/2019 1:49 PM
35	The time limits around the Concordia campus are not helpful for those using the campus.	12/17/2019 1:47 PM
36	Consider increasing 3 hr parking meters around campus on village streets	12/17/2019 1:45 PM
37	The parking restrictions that surround the Concordia University campus are unreasonable. Residents are not using the public streets to park throughout business hours (like 8:00 am to 10 pm.) and however, they do not like having Concordia employees parking in their neighborhood. It seems rather selfish and inconsiderate, given that it is a public street that residents do not utilize. It does nothing for neighborly relations.	12/17/2019 1:42 PM
38	The streets around Concordia are mostly resident parking so on days where the lots fill up its can be nearly impossible to find parking that is longer than 2 hours.	12/17/2019 1:36 PM
39	If there were more parking around the university that we could use that would be really useful. We barely have enough parking on campus and community parking would help our student body a lot.	12/17/2019 1:33 PM
40	We pay for parking at the garage, however we let other people park for free. I don't think that is fair. If other people can park for free why can't we ?	12/17/2019 1:32 PM
41	Let CUC build the parking garage higher	12/17/2019 1:32 PM
42	I have parked at the commuter lot since 1991. The number of available spots now is ideal. I can always find a spot. Please don't do anything to screw up that balance.	12/17/2019 8:42 AM
43	Definitely expand the monthly permit option for residents	12/16/2019 8:55 PM
44	There are many commuters (most not from River Forest) that park on our street and walk to the train. This limits city services (street and snow cleaning) as well as parking for guests. It's also dangerous bc there are so many kids walking near Roosevelt and the cars park very close to the stop signs. Someone is going to get hurt.	12/16/2019 1:54 PM
45	I work at night and street park during allowed hours in front of the home of my friend, where I stay when in town.	12/16/2019 1:14 PM
46	Please consider changing the start time to 5:30 am because the first train at the River Forest station is at 5:47 am. Thank you.	12/16/2019 8:23 AM
47	Need more parking	12/15/2019 9:42 PM
48	I don't understand why RF would Be making this change. \$100 is a lot to commuters, but the incremental revenue to RF is negligible. Property Taxes are already so high, why would you do this to the commuters who are residents in RF. Charge a premium to all of those out of town commuters who come to RF and fill up the parking.	12/15/2019 11:17 AM
49	Please be mindful of the resident density to the west of the station south of Lake. The area is dense and parking is already difficult, with fewer off street spaces in garages, lots and alley than there are cars. This has been a concern voiced to me as a neighborhood representative for over a year. Please feel free to contact me if necessary for further information or to connect with Lake and Edgewood townhome neighbors. Megan Keskitalo megankeskitalo@gmail.com.	12/14/2019 8:33 PM
50	On my Block there are several cars that every night park overnight on the street and are not ticketed. There are three or four of us that pay for overnight parking. The price is much to high	12/14/2019 7:30 PM
51	I am concerned that daily parkers that are not RF residents would fill the parking spaces and not leave spaces for residents Also how do you assure the monthly parkers will have a parking space?	12/14/2019 11:26 AM
52	It is very unclear whether I would get a ticket on the weekends for using the commuter parking, if I was going into the city for a few hours. This should be more clearly called out on the signage in lots and street parking on Hawthorne. It is also unclear how late my car can be in the daily use spots, or if there is a time after which you can park for free. The ordinance (9-3-23) says 2	12/14/2019 10:01 AM

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PM, Passport parking tells me my reservation is until 2 AM, and I think I've seen 6 PM somewhere as well. Very confusing.

53	I need to have the flexibility to meet people after work, on days of the week I can't predict, at the shops on Lake and Harlem and sometimes elsewhere on the eastern side of the village. My options other than paying more than I can afford to park in Oak Park each day are nonexistent. I park on a variety of streets, never in front of the same houses, quite some distance away.	12/14/2019 1:34 AM
54	The object should be to make parking smooth and easy for RF residents, and accessible to others too.	12/13/2019 9:53 PM
55	It is unclear why the commuter parking spaces increased from \$2.50/day to \$5.00/day.	12/13/2019 9:24 PM
56	I believe by non-differentiating the monthly parking (\$50/month) from the daily parking (\$5) spots - will force commuters to leave earlier than normal to catch the train since we might not find a parking space and have to drive around the block. Particularly I don't like this option.	12/13/2019 2:02 PM
57	My employees have received tickets on the 400 block of Ashland for parking there when it was snowing. There aren't signs explaining you cannot park there when it snows (and frankly it's confusing as to what standards of snow, sometimes we have snow for weeks) and there is nowhere else they can park... this needs to be addressed.	12/13/2019 1:54 PM
58	Need bigger lots	12/13/2019 12:45 PM
59	I was an original permit holder. A communication error left me off the permit list onto a waiting list. I waited almost 3 years until the west metra lot was made a permit lot. That lot often has at least 10 spots that are not filled. Why is there still a waiting list? There should not be a waiting list for any resident. For the \$50 permit fee they should be allowed to park in ANY river forest operated parking area - Metra lots, Hawthorne, or Central. please consider giving equal treatment and priority to our residents. Thus, consider raising the non-resident daily parking rate to \$5-7/day. All residents to pay property taxes should be allowed equal access to the monthly permits and be allowed to park first come first served in any numbered or permitted spot. Thank you.	12/13/2019 12:17 PM
60	There are always spots available in the west Thatcher lot. I'm not sure why people feel there aren't enough spots available.	12/13/2019 10:14 AM
61	Aside from # of spaces, there should absolutely be a sidewalk with better lighting along the Hawthorn daily parallel spots. Very unsafe, particularly at dusk.	12/13/2019 8:37 AM
62	Some of these questions were difficult to answer without any knowledge of the details related to supply and demand. The Village needs to make responsible fiscal decisions related to the fees.	12/13/2019 8:20 AM
63	None at this time	12/13/2019 1:51 AM
64	I think whoever came up with the idea of all spaces being open on first come first serve basis probably doesn't take the train or is an early commuter. Please consider the parents who have a small window to drop their kids off at the beginning of the window allowed at Lincoln or Roosevelt and get to the train by 8:16 to get downtown for a job. Hunting for a spot literally wouldn't work. The next train doesn't come until 9:06 so these minutes really matter. Can you take over the lot at RIC? Overall though, I think all spots being open is better than selling them to people who can pay more. The best option would be to open up more parking.	12/12/2019 10:11 PM
65	We would not support doubling the cost of parking adjacent to the tracks so that those with the means to pay could gain preferential treatment. This would make the morning commute feel a little like boarding lines at the airport. Those without status would trudge through rain and snow while others hopped into or out of their cars. If you want to raise revenue, just increase the monthly price for all.	12/12/2019 9:48 PM
66	The parking fees for non-residents should be increase, while resident fees should remain the same.	12/12/2019 8:59 PM
67	People park haphazardly in the monthly spaces on Hawthorne, way to much space between cars, etc. Always room for 4 more cars than are actually there.	12/12/2019 8:47 PM
68	When the Village doubled parking rates, they did so without community input.	12/12/2019 8:25 PM
69	Why would you let a one-day parker take a spot in the best lot and then force the monthly permit holder who could've (and should've) taken that spot, park in a less desirable location.	12/12/2019 8:14 PM

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What consultants came up with these ideas? Hopefully the \$100 premium permit fees will generate enough revenue to pay the consultant fees.

70	If parking is an issue, the village could consider a commuter bus route through town to bring people to the train station each morning and each evening. Perhaps it could be a service combined with Dominican or Concordia.	12/12/2019 8:07 PM
71	I feel like night parking should not be more expensive than a daily commuter. Since both are half the day	12/12/2019 7:52 PM
72	I am very disheartened by this survey. These new commuter parking lot ideas are terrible and unfair to those already receiving parking permits. Shame on you.	12/12/2019 5:52 PM
73	I am in shock that this Village is once again looking for was to grab more money from its residents	12/12/2019 4:58 PM
74	I don't live in the Village anymore - so you may chose to throw out my answers. For 2 years I lived at 419 Thatcher and needed Village parking to park my car overnight. There is no street parking available on Thatcher and restricted parking on Lake and, of course, no overnight parking Village-wide. I needed a 24 hour parking permit. I thought the price jump from 2018 to 2019 was very high, but I do know repaving projects and lighting projects are expensive. I would recommend phased increases rather than 40% increases to the fee next time. But, again, I don't live in River Forest anymore, so you may not wish to consider this input. Good luck with your survey.	12/12/2019 4:50 PM
75	River Forest needs a drop-off area near the Metra train station. In the mornings, cars stopping to drop off commuters on Keystone just north of the train tracks create three to four lanes of traffic in the same area as a crosswalk. It's a dangerous situation.	12/12/2019 4:37 PM
76	There are always extra lot spaces. PLEASE add lights along the Metra tracks at ground level where people exit the train. It is dark and slippery in winter — ridiculous that there is not lighting there! Someone is going to get hurt.	12/12/2019 4:01 PM
77	I'd love to see a 24 hour parking permit for river forest residents, many people have more cars than spots, with teen drivers, it would be great if they could over night park on streets with a permit like in the city	12/12/2019 3:55 PM
78	Your electronic system vendor has a hard to use system. It transferred over an old expired debit card number (I did not use that number to register for my permit) and has twice kicked me out of the system, cancelling my permit.	12/12/2019 3:19 PM
79	Please keep the 24 hour permits at the metra lot. We need access to overnight parking for residents, and the convenience is why we chose to settle down in River Forest. If this is changed, we will move out of River Forest.	12/12/2019 2:47 PM
80	Premium parking at \$100 monthly is a bad policy. Focus on expanding parking for everyone, instead of catering to a small group of wealthy residents. A policy like this would motivate me to vote out the current elected official in River Forest.	12/12/2019 2:36 PM
81	I appreciate you doing a study. It shows you care. Thx so much !	12/12/2019 2:35 PM
82	Go back to the previous setup that allowed non-permit parking in the lot next to the physical therapy building.	12/12/2019 2:29 PM
83	The Village should contact residents re: monthly permits. I held a monthly pass however, when the switch to Passport was made, I updated my credit card in the app, and by doing so it removed my auto-pay for the monthly renewal and I wasn't aware that updating my credit card would do that. I also was not aware to keep an eye out for emails from Passport, which had gone into my junk mail. I wasn't contacted by anyone at the Village until I caught the mistake and when I contacted them, they said that I had received emails. Back on the waiting list I am and it was been since Feb. 1st (despite more parking having been added).	12/12/2019 2:21 PM
84	The third option is not fair. Doubling the cost for people who already pay monthly to park in the lot or on Hawthorne is not a compromise fair to residents. There should also be a limited amount of daily spots available to nonresidents of RF and they should not be allowed a monthly option.	12/12/2019 2:20 PM
85	Leave the parking program alone! It works extremely well and it has for a very long time!	12/12/2019 2:11 PM
86	I think the current process in place for monthly commuter parking works well and I would not	12/12/2019 2:09 PM

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like to see changes to it. I waited for over a year on the waitlist and now am able to find a spot every day. If there were unlimited number of spots, it would certainly be harder to find a spot - if I arrive after rush hour now, it is hard to find a place to park. I would not be willing to pay twice as much to guarantee a spot - the prices have already increased 50% since I have had my permit.

87	More parking is needed for commuters as well as more overnight parking for residents who live in the apartments next to the Metra station and the condos next to the old RCI building	12/12/2019 2:00 PM
88	I think there is plenty of commuter parking; even when I didn't have a permit. I do not think daily fee parking should be allowed in the lot, and I think the wait list should be maintained to keep the lots from getting overcrowded.	12/12/2019 1:57 PM
89	I live on the corner of Forest and Hawthorne for 35 years. When we moved here there was no commuter parking in Hawthorne. Since parking was initiated, the traffic along Hawthorne has increased and the road has narrowed. Car going in both ways go way over 25 mi and don't yield when both cars can't fit in the narrowed road space. It is an unsafe situation.	12/11/2019 11:18 PM
90	The reason my spouse drives me to the train is that the commuter parking is limited and costly in addition to the monthly Metra fee and my employer's shuttle fee (to transport from Ogilvie to my work location).	12/11/2019 10:38 PM
91	Desperately need more parking by the green line station in Harlem.	12/11/2019 7:23 PM
92	\$50 a month is enough/max. Open up all spaces to residents as permit with first come status. Premium lot is a bad idea, you'll end up with empty spaces. That's just a money grab as those spots aren't really premium they just fill up first and it doesn't solve congestion. We owe nothing to non-residents whom should pay more anyway and be subject to "last availability". Also be clear this survey is integrating two issues: Metra lot availability and college congestion. College related is a totally different deal with different causes and solutions. We live near Concordia and appropriate permitting etc solves that. OR if we're looking to increase revenue give the option of a school zone permit - they will take it! - and I have no problem with a car across the street for night classes 3x a week.	12/11/2019 6:43 PM
93	Two primary issues: 1) you seem to have identified this one - that the monthly lots are now empty due to the changes last year; 2) commuters should be given the ability to pay for the spot via the parking app for more than an hour or two - sometimes one forgets until later in the morning only to pay, then return to the car that evening and find a ticket on top of their windshield.	12/11/2019 6:02 PM
94	All good here. I noticed some people would park near harlem and take the bus to the train station. But, it was never an issue as only one or two cars would be parked on our street as this was not very common.	12/11/2019 4:41 PM
95	I travel by Metra, but from the Oak Park station, not River Forest.	12/11/2019 4:30 PM
96	Why did you not list the CTA Blue line station in forest park? Poorly written survey overall	12/11/2019 4:11 PM
97	A lot of the condos around 500 Bonnie Brae have limited parking. It would be great if you offered a permit for overnight street parking. The parking garages are usually about \$65 a month imagine if the city charged \$40 a month that would be extra revenue.	12/11/2019 4:09 PM
98	Again, the fact that a resident would pay anything and not be guaranteed a commuter parking spot seems like it's just a revenue generator for the Village and not an actual benefit to residents.	12/9/2019 8:01 PM
99	As suggested before, double daily parking rates for vehicles without a RF sticker. We subsidize cheap parking for others and in turn create scarcity for residents.	12/9/2019 9:24 AM
100	I was on the wait list only for about a year before I got a monthly permit. That's not bad at all. Is this a solution in search of a problem?	12/9/2019 9:00 AM
101	Encourage walking, biking and ride share services	12/7/2019 8:54 PM
102	Limit parking on Washington Blvd to 3 hours per day. Start parking 1/2 block west of Gale so that vision isn't blocked. Stop all day free parking on Washington. Vision is severely restricted for southbound cars on Gale who are trying to cross Washington Blvd. Vision for East bound vehicles on Washington is severely limited, especially when traffic is going faster than 25 mph. A white SUV (license: I SLAY) and a dark blue SUV constantly park in the first two spaces west	12/7/2019 5:14 AM

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of Gale on Weekdays from 7:30 am to past 6:00 pm. Another option if parking can't be limited; put in a 4-way stop signs like Keystone and Washington. One or more of these options must be implemented to prevent future accidents.

103	Was it able to type in answers to survey. Just so you know.	12/7/2019 2:43 AM
104	It is FINE! Not sure why people are upset about it!	12/6/2019 10:49 PM
105	There are very few questions related to parking near the Green line	12/6/2019 10:29 PM
106	River Forest needs bike lanes so we can more safely get to the CTA or Metra	12/6/2019 5:58 PM
107	Parking in RF is superior to that of Oak Park. The one area I am confused about where to park is near Village Hall when a larger crowd is expected.	12/6/2019 4:52 PM
108	The \$100 permit is another example of special privilege being offered to only those who are able to afford it. Given the taxes currently paid by residents, a \$100 "privileged fee" is another example of Village greed. I find it appalling.	12/6/2019 4:43 PM
109	The resident parking provided to CTA commuters near Jewel is too far from Harlem station. I can park around the corner in Forest Park for same rate as Central/William spaces provided. I think given the taxes I pay as a RF resident parking should given to residents on Central Avenue by Town Center and those workers could walk from William/Central. I'm amazed at 5:45 how many of those spots are filled with only 2 stores open, Panera and Starbucks. Whole Foods bakers could park in lot in front if they are there before opening hours. I'm also disappyythe survey basically asked residents about need for part at Metra Station and not CTA green line needs.	12/6/2019 4:42 PM
110	It seems likely that more parking near the Metra Station is needed. How about using the Methodist church lot? We could pay them a rental fee for weekday use? This idea may already be in place, I'm not sure. Thank you.	12/6/2019 4:31 PM

Parking Inventory & Utilization Tables

Table A1 On-Street Parking Occupancy Counts - ZONE 1 Tuesday, November 19, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied														
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM		
Thatcher Ave (Augusta-Railroad)	E	19	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thatcher Ave (Railroad-Division)	E	9	Resident Parking 8A-8P, M-F	0	1	2	2	3	3	2	2	1	0	0	0	0	0	
	W	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal				0	1	2	2	3	3	2	2	1	0	0	0	0	0	
Thatcher Ave (Greenfield-North)	E	8	No Parking	0	0	0	1	2	2	3	0	2	2	0	0	1	1	
	W	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal				0	0	0	1	2	2	3	0	2	2	0	1	1	1	
Keystone Ave (Augusta-Thomas)	E	11	No Parking	0	0	0	2	1	2	2	0	3	4	3	3	2	1	
	W	9		1	0	0	0	0	0	0	0	0	1	1	0	1	0	
Subtotal				1	0	0	2	1	2	2	0	3	5	4	3	3	1	
Keystone Ave (Thomas-Division)	E	13	Resident Parking 8A-8P, M-F	2	4	2	2	3	3	2	2	2	2	2	1	2	2	
	W	13		0	1	1	1	1	1	1	0	0	1	1	1	1	0	
Subtotal				2	5	3	3	4	4	3	3	3	3	3	3	3	2	
Keystone Ave (Greenfield-Cul de sac)	E	29	No Parking 8A-5P, M-F	0	0	0	1	2	2	1	0	2	0	2	0	0	1	
	W	25		0	0	0	0	1	1	0	0	2	0	1	1	0	1	
Subtotal				0	0	0	1	3	3	1	0	4	0	3	1	0	2	
Forest Ave (Augusta-Thomas)	E	18	No Parking	0	1	2	2	2	1	2	0	1	2	2	3	2	0	
	W	10		0	2	1	1	1	1	1	0	0	0	0	0	0	3	
Subtotal				0	3	3	3	3	2	3	1	2	2	3	2	3	3	
Forest Ave (Thomas-Division)	E	13	Resident Parking 8A-8P, M-F	0	2	0	0	2	0	2	0	0	1	1	1	1	0	
	W	11		0	0	0	1	0	0	0	0	0	0	1	2	2	2	
Subtotal				0	2	0	1	2	2	2	0	1	1	2	3	3	2	
Forest Ave (1300 blk N of Greenfield)	E	7	No Parking 8A-5P, M-F	0	0	0	0	0	0	1	0	0	0	1	0	1	1	
	W	5		0	0	0	0	0	0	0	0	0	1	3	1	2	3	
Subtotal				0	0	0	0	0	0	1	0	0	1	3	1	2	3	
Forest Ave (1400 blk N of Greenfield)	E	12	No Parking	0	0	0	1	0	0	1	0	0	0	0	0	0	0	
	W	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal				0	0	0	1	0	1	0	0	0	0	0	0	0	0	
Forest Ave (1500 blk N of Greenfield)	E	12	2-Hr, 8A-6P, M-F	7	5	4	7	9	9	8	0	5	3	2	5	4	4	
	W	12		3	2	2	4	4	4	2	2	0	4	4	2	2	3	3
Subtotal				10	7	6	11	13	10	10	0	9	7	4	7	8	7	
Park Ave (Augusta-Thomas)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	13		0	0	0	2	3	3	3	0	2	3	1	2	2	3	3
Subtotal				0	0	0	2	3	3	3	0	2	3	1	2	2	3	3
Park Ave (Thomas-Division)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	13		0	0	0	1	2	2	0	1	1	1	1	1	1	1	2
Subtotal				0	0	0	1	2	2	0	1	1	1	1	1	1	2	2
Park Ave (Division-Dominican dr)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	40		0	0	5	7	12	11	11	0	8	7	9	7	3	2	2
Subtotal				0	0	5	7	12	11	11	0	8	7	9	7	3	2	2
Park Ave (Dominican dr-Greenfield)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A1 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 1

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied															
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Park Ave (Greenfield W-Greenfield E)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Park Ave (Greenfield E-LeMoyne)	E	13		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	W	10		3	2	1	2	1	2	1	3	0	3	2	2	2	1	2	1
	Subtotal	23		3	2	1	2	2	2	5	0	5	5	6	5	5	3	3	4
Park Ave (LeMoyne-North)	E	12		1	3	1	1	3	2	0	0	0	1	3	2	3	2	3	4
	W	9		1	2	1	1	1	1	0	0	3	2	0	1	0	0	0	0
	Subtotal	21		4	3	2	4	3	3	3	3	3	3	3	3	3	3	3	4
Franklin Ave (Augusta-Thomas)	E	14		0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	W	17		0	0	0	2	3	3	2	0	2	2	2	2	2	3	3	1
	Subtotal	31		0	1	1	3	3	3	2	0	2	2	2	2	4	4	3	3
Franklin Ave (Thomas-Division)	E	15		0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	W	17		0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
	Subtotal	32		0	2	1	1	0	1	1	1	1	0	0	0	0	0	0	0
Franklin Ave (Division-Greenfield E)	E	36		1	0	1	2	4	3	0	0	0	0	0	0	0	0	0	0
	W	12	Student Loading Zone 8A-11A; 1P-4P	0	7	12	12	12	12	10	0	12	10	3	2	2	2	1	1
	Subtotal	48		1	7	13	14	14	14	10	0	12	10	3	2	2	1	1	1
Franklin Ave (Greenfield E-LeMoyne)	E	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	18		0	2	1	2	1	1	1	0	2	1	1	1	1	2	1	1
	Subtotal	32		0	2	1	2	1	1	1	0	2	1	1	1	1	2	1	1
Franklin Ave (LeMoyne-North)	E	13		4	2	4	3	2	2	0	0	2	0	0	0	0	0	0	4
	W	13		1	1	2	2	2	1	0	0	2	1	1	1	0	0	0	2
	Subtotal	26		5	3	6	5	4	3	0	3	1	4	0	0	0	0	2	6
Ashland Ave (Augusta-Thomas)	E	14		0	4	2	1	4	2	0	0	2	0	1	2	0	0	0	2
	W	17		1	0	0	0	0	0	0	0	0	1	2	0	1	0	0	2
	Subtotal	31		1	4	2	1	4	2	0	0	2	1	3	2	1	0	0	4
Ashland Ave (Thomas-Division)	E	18		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	W	18		0	2	1	0	0	1	2	0	2	0	0	0	0	0	0	0
	Subtotal	36		0	2	1	0	1	1	2	0	2	0	0	0	0	0	0	0
Ashland Ave (Division-Greenfield E)	E	32	2-Hr, 7A-4P School Days	1	2	3	11	23	19	0	8	6	2	3	1	0	0	0	2
	W	27		0	0	0	2	14	10	0	0	0	0	0	0	0	0	0	0
	Subtotal	59		1	2	3	15	37	29	0	8	6	2	3	1	0	0	0	2
Ashland Ave (Greenfield E-LeMoyne)	E	13		1	3	5	25	49	41	0	18	16	11	7	2	3	3	3	3
	W	13		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26		1	3	5	25	49	41	0	18	16	11	7	2	3	3	3	3
Ashland Ave (LeMoyne-North)	E	8	Resident Parking 8A-8P	0	1	2	1	2	2	0	1	1	0	0	0	0	0	0	0
	W	11	Resident Parking 8A-8P	0	1	2	1	1	1	1	0	2	2	1	2	1	2	1	2
	Subtotal	19		0	2	4	2	3	3	2	1	3	2	1	2	1	2	1	2
North Ave (Park-Franklin)	N	11	not in village	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11		1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
North Ave (Franklin-Ashland)	N	0	not in village	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	11		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LeMoyne St (Park-Franklin)	N	11		0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
	S	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	23		0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0
LeMoyne St (Franklin-Ashland)	N	13		0	3	4	3	2	3	0	0	2	1	0	0	0	0	0	0
	S	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	25		0	3	4	3	2	3	0	2	2	1	0	0	0	0	0	0

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A2
On-Street Parking Occupancy Counts - ZONE 1
Tuesday, November 19, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Thatcher Ave (Augusta-Railroad)	E	19	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Thatcher Ave (Railroad-Division)	E	9	Resident Parking 8A-8P, M-F	0%	11%	22%	22%	33%	22%	0%	0%	0%	0%	0%	0%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	9		0%	11%	22%	22%	33%	22%	0%	0%	0%	0%	0%	0%	0%	0%
Thatcher Ave (Greenfield-North)	E	8	No Parking	0%	0%	0%	13%	25%	38%	38%	25%	25%	13%	13%	13%	13%	13%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	8		0%	0%	0%	13%	25%	38%	38%	25%	25%	13%	13%	13%	13%	13%
Keystone Ave (Augusta-Thomas)	E	11		0%	0%	0%	18%	9%	18%	18%	9%	27%	27%	18%	18%	9%	9%
	W	9		11%	0%	0%	0%	0%	0%	0%	0%	0%	11%	11%	11%	11%	0%
	Subtotal	20		5%	0%	0%	10%	5%	10%	10%	5%	15%	20%	15%	15%	15%	5%
Keystone Ave (Thomas-Division)	E	13	Resident Parking 8A-8P, M-F	15%	31%	15%	15%	23%	15%	15%	0%	15%	15%	8%	8%	15%	15%
	W	13	Resident Parking 8A-8P, M-F	0%	8%	8%	8%	8%	8%	8%	0%	8%	8%	8%	8%	8%	8%
	Subtotal	26		8%	19%	12%	12%	15%	12%	12%	0%	12%	12%	12%	12%	12%	8%
Keystone Ave (Greenfield-Cul de sac)	E	29	No Parking 8A-5P, M-F	0%	0%	0%	3%	7%	3%	3%	0%	7%	7%	0%	0%	0%	3%
	W	25	No Parking 8A-5P, M-F	0%	0%	0%	0%	4%	0%	0%	0%	4%	4%	0%	0%	0%	4%
	Subtotal	54		0%	0%	0%	2%	6%	2%	2%	0%	7%	7%	2%	2%	2%	4%
Forest Ave (Augusta-Thomas)	E	18		0%	6%	11%	11%	6%	11%	11%	11%	6%	11%	11%	11%	11%	0%
	W	10		0%	20%	10%	10%	10%	10%	10%	0%	0%	0%	0%	0%	0%	30%
	Subtotal	28		0%	11%	11%	11%	7%	11%	11%	0%	4%	7%	7%	7%	7%	11%
Forest Ave (Thomas-Division)	E	13	Resident Parking 8A-8P, M-F	0%	15%	15%	0%	15%	15%	15%	0%	15%	15%	8%	8%	8%	0%
	W	11	Resident Parking 8A-8P, M-F	0%	0%	0%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
	Subtotal	24		0%	8%	8%	4%	8%	8%	8%	0%	4%	4%	4%	4%	4%	8%
Forest Ave (1300 blk N of Greenfield)	E	7	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
	W	5	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%
	Subtotal	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	25%
Forest Ave (1400 blk N of Greenfield)	E	12		0%	0%	0%	8%	0%	8%	8%	0%	0%	0%	0%	0%	0%	0%
	W	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	23		0%	0%	0%	4%	0%	4%	4%	0%	0%	0%	0%	0%	0%	0%
Forest Ave (1500 blk N of Greenfield)	E	12	2-Hr, 8A-6P, M-F	58%	42%	33%	58%	75%	67%	67%	0%	42%	25%	17%	42%	42%	33%
	W	12	2-Hr, 8A-6P, M-F	25%	17%	17%	33%	33%	17%	17%	0%	33%	33%	17%	17%	25%	25%
	Subtotal	24		42%	29%	25%	46%	54%	42%	42%	0%	38%	29%	17%	29%	33%	29%
Park Ave (Augusta-Thomas)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	13		0%	0%	0%	15%	23%	23%	23%	0%	15%	23%	8%	15%	15%	23%
	Subtotal	13		0%	0%	0%	15%	23%	23%	23%	0%	15%	23%	8%	15%	15%	23%
Park Ave (Thomas-Division)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	13	No Parking 8A-5P, M-F	0%	0%	0%	8%	15%	15%	15%	0%	8%	8%	8%	8%	8%	15%
	Subtotal	13		0%	0%	0%	8%	15%	15%	15%	0%	8%	8%	8%	8%	8%	15%
Park Ave (Division-Dominican dr)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	40	2-Hr, M-F	0%	0%	13%	18%	30%	28%	28%	0%	20%	18%	23%	18%	8%	5%
	Subtotal	40		0%	0%	13%	18%	30%	28%	28%	0%	20%	18%	23%	18%	8%	5%
Park Ave (Dominican dr-Greenfield)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	7	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	7		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS) 0 2 2 1 1 1 1 1 1 1 1 0 0 0 0 0 0 0
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 2 2 2 1 1 1 1 1 1 1 1 0 0 0 0 0 0 0
 No counts performed during this hour

Table A2 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 1

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied														
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM		
Park Ave (Greenfield W-Greenfield E)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	W	3		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	3		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Park Ave (Greenfield E-LeMoynes)	E	13		30%	20%	10%	20%	8%	15%	30%	30%	23%	31%	23%	31%	20%	15%	
	W	10		13%	9%	4%	9%	9%	9%	22%	22%	22%	22%	22%	22%	20%	20%	
	Subtotal	23		8%	25%	8%	8%	25%	17%	22%	22%	22%	22%	22%	22%	17%	13%	
Park Ave (LeMoynes-North)	E	12		8%	25%	8%	8%	25%	17%	22%	22%	22%	22%	22%	22%	25%	33%	
	W	9		5%	19%	14%	11%	11%	11%	14%	14%	14%	14%	14%	14%	14%	19%	
	Subtotal	21		0%	7%	7%	7%	7%	7%	12%	12%	12%	12%	12%	12%	7%	14%	
Franklin Ave (Augusta-Thomas)	E	14		0%	0%	0%	12%	18%	14%	14%	14%	14%	14%	14%	14%	14%	14%	
	W	17		0%	3%	3%	10%	10%	10%	12%	12%	12%	12%	12%	12%	13%	6%	
	Subtotal	31		0%	13%	7%	10%	10%	10%	6%	6%	6%	6%	6%	6%	7%	10%	
Franklin Ave (Thomas-Division)	E	15		0%	0%	0%	0%	0%	0%	6%	6%	6%	6%	6%	6%	6%	20%	
	W	17		0%	0%	0%	0%	0%	0%	3%	3%	3%	3%	3%	3%	3%	0%	
	Subtotal	32		3%	0%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	9%	
Franklin Ave (Division-Greenfield E)	E	36		0%	0%	0%	100%	6%	11%	8%	100%	100%	100%	100%	100%	100%	0%	
	W	12	Student Loading Zone 8A-11A, 1P-4P	0%	58%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	17%	8%
	Subtotal	28		1%	18%	28%	32%	32%	33%	36%	36%	36%	36%	36%	36%	4%	11%	
Franklin Ave (Greenfield E-LeMoynes)	E	14		0%	0%	0%	0%	0%	7%	7%	7%	7%	7%	7%	7%	7%	0%	
	W	18		0%	11%	6%	11%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	
	Subtotal	32		0%	6%	3%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	3%	
Franklin Ave (LeMoynes-North)	E	13		31%	15%	31%	23%	15%	15%	15%	15%	15%	15%	15%	15%	15%	31%	
	W	13		8%	8%	15%	15%	15%	15%	12%	12%	12%	12%	12%	12%	12%	8%	
	Subtotal	26		19%	12%	23%	19%	15%	15%	12%	12%	12%	12%	12%	12%	12%	19%	
Ashland Ave (Augusta-Thomas)	E	14		0%	29%	14%	7%	29%	14%	14%	14%	14%	14%	14%	14%	14%	0%	
	W	17		6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	
	Subtotal	31		3%	13%	6%	3%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	
Ashland Ave (Thomas-Division)	E	18		0%	0%	0%	0%	0%	6%	6%	6%	6%	6%	6%	6%	6%	0%	
	W	18		0%	11%	6%	6%	6%	11%	11%	11%	11%	11%	11%	11%	11%	0%	
	Subtotal	36		0%	6%	3%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	0%	
Ashland Ave (Division-Greenfield E)	E	32	2-Hr, 7A-4P School Days	3%	6%	9%	34%	72%	59%	59%	59%	59%	59%	59%	59%	59%	6%	
	W	27		0%	0%	0%	7%	52%	37%	37%	37%	37%	37%	37%	37%	37%	0%	
	Subtotal	71	Student Loading Zone 8A-11A, 1P-4P	0%	8%	17%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	8%	
Ashland Ave (Greenfield E-LeMoynes)	E	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	23%	
	W	13		0%	8%	15%	8%	15%	15%	15%	15%	15%	15%	15%	15%	15%	8%	
	Subtotal	26		0%	4%	8%	4%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	
Ashland Ave (LeMoynes-North)	E	8	Resident Parking 8A-8P	0%	0%	0%	0%	0%	0%	13%	13%	13%	13%	13%	13%	13%	0%	
	W	11	Resident Parking 8A-8P	0%	9%	18%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	18%	
	Subtotal	19		0%	5%	11%	5%	5%	11%	11%	11%	11%	11%	11%	11%	11%	11%	
North Ave (Park-Franklin)	N	0	Not in village	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	S	11		9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
North Ave (Franklin-Ashland)	N	0	Not in village	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	S	11		9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
LeMoynes St (Park-Franklin)	N	11		0%	18%	9%	18%	9%	18%	18%	18%	18%	18%	18%	18%	18%	17%	
	S	12		0%	9%	4%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	
	Subtotal	23		0%	9%	4%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	
LeMoynes St (Franklin-Ashland)	N	13		0%	23%	31%	31%	23%	23%	23%	23%	23%	23%	23%	23%	23%	0%	
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	25		0%	12%	16%	12%	8%	12%	12%	12%	12%	12%	12%	12%	12%	0%	

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
Contractor Vehicles (EXCLUDED FROM COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
No counts performed during this hour

Table A3 On-Street Parking Occupancy Counts - ZONE 2 Tuesday, November 19, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Lathrop Ave (Chicago-Iowa)	E	11		0	0	0	0	0	1	2	0	1	1	0	0	1	1
	W	12		1	1	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	23		1	1	0	0	0	1	2	0	1	1	0	0	1	1
Lathrop Ave (Iowa-Augusta)	E	17		0	0	1	1	1	1	1	0	1	1	1	0	0	0
	W	15		0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Subtotal	32		0	0	1	1	1	1	2	0	1	1	1	0	0	0
Lathrop Ave (Augusta-Thomas)	E	16		2	1	1	1	1	1	0	0	0	0	0	0	0	1
	W	14		0	0	1	1	1	1	1	0	1	1	1	0	0	0
	Subtotal	30		2	1	2	2	2	2	1	0	1	1	1	0	0	1
Lathrop Ave (Thomas-Division)	E	16		0	0	0	0	0	0	0	0	1	1	1	0	1	2
	W	10		0	0	0	0	0	0	0	0	0	0	0	0	1	1
	Subtotal	26		0	0	0	0	0	0	0	0	1	1	1	0	2	3
Lathrop Ave (Division-Berkshire)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	6	No Parking 8A-5P, M-F	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	6		1	0	0	0	0	0	0	0	0	0	0	0	0	0
Lathrop Ave (Berkshire-Greenfield)	E	11		0	0	0	0	0	0	0	0	1	1	1	0	0	0
	W	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	17		0	0	0	0	0	0	0	0	1	1	1	0	0	0
Jackson Ave (Chicago-Iowa)	E	18		0	0	0	0	0	0	1	0	1	1	1	0	0	0
	W	12		1	1	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	30		1	1	0	0	0	0	1	0	1	1	1	0	0	0
Jackson Ave (Iowa-Augusta)	E	14		1	2	1	1	1	1	1	0	2	2	2	1	0	2
	W	6		1	1	1	1	1	1	0	0	1	1	1	0	0	0
	Subtotal	20		2	3	2	2	2	2	1	0	3	4	2	0	1	2
Jackson Ave (Augusta-Thomas)	E	18	Resident Parking 8A-8P, M-F	1	1	2	2	2	2	3	0	0	0	0	0	0	0
	W	18	Resident Parking 8A-8P, M-F	2	1	1	1	1	1	1	0	1	1	1	0	1	0
	Subtotal	36		3	2	3	3	3	3	4	0	1	1	1	0	1	0
Jackson Ave (Thomas-Division)	E	15		0	0	1	1	2	2	2	0	2	3	3	0	0	0
	W	15		2	1	4	5	4	5	0	4	4	4	3	0	3	2
	Subtotal	30		2	1	5	6	6	7	0	6	7	6	0	3	2	2
Jackson Ave (Division-Berkshire)	E	18		0	0	0	0	0	0	0	0	2	2	1	0	2	1
	W	19		1	2	4	5	5	5	0	5	3	2	0	2	2	2
	Subtotal	37		1	2	4	5	5	5	0	7	5	3	0	4	3	3
Jackson Ave (Berkshire-Greenfield)	E	13		2	3	0	0	0	0	0	0	0	1	0	0	2	2
	W	7		0	0	2	1	1	1	1	0	1	1	1	0	1	2
	Subtotal	20		2	3	2	1	1	1	1	0	1	1	1	0	3	4
Monroe Ave (Chicago-Iowa)	E	14		1	1	1	2	2	2	1	0	2	1	0	0	0	0
	W	11		1	2	3	4	3	3	0	1	2	1	0	0	2	3
	Subtotal	25		2	3	4	6	5	4	0	3	3	1	0	2	3	3
Monroe Ave (Iowa-Augusta)	E	13	No Parking 9A-5P, M-F	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	W	13	No Parking 9A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26		0	0	0	0	0	0	1	0	0	0	0	0	0	0
Monroe Ave (Augusta-Thomas)	E	26	Resident Parking 8A-8P, M-F	1	0	3	3	2	2	1	0	1	1	0	0	2	2
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26		1	0	3	3	2	2	1	0	1	1	0	0	2	2
Monroe Ave (Thomas-Division)	E	21	Resident Parking 8A-8P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	21		0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Parking inventory based on observations of actual street use and parking regulation sign load
 Contractor Vehicles (EXCLUDED FROM COUNTS) 5 7 11 14 13 14 0 0 0 10 6 0 1 0
 RF Permitted Zone 1 Permit (INCLUDED IN COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Concordia Permit (INCLUDED IN COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Dominican Permit (INCLUDED IN COUNTS) 0 0 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0
 No counts performed during this hour

Table A3 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Monroe Ave (Division-Berkshire)	E	15		1	1	0	0	0	0	0	0	0	0	0	0	0	0
	W	12		1	1	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	27		2	2	0	0	0	0	0	0	0	0	0	0	0	0
Monroe Ave (Berkshire-Greenfield)	E	10		3	2	2	3	2	2	2	2	1	0	0	1	1	1
	W	12		2	4	3	2	2	2	3	0	2	3	3	0	2	2
	Subtotal	22		5	6	5	5	4	4	5	0	4	4	3	0	3	3
Monroe Ave (Greenfield-LeMoine)	E	10		2	3	3	3	4	4	4	0	4	3	4	0	3	3
	W	12		3	2	3	4	5	4	4	0	4	3	3	0	0	0
	Subtotal	22		5	5	6	7	9	8	8	0	8	7	7	0	3	3
William St (Chicago-Iowa)	E	14		0	0	0	0	0	0	0	0	0	1	1	0	2	3
	W	12		2	1	1	1	1	1	1	0	0	0	0	0	0	0
	Subtotal	26		2	1	1	1	1	1	1	0	0	1	1	0	2	3
William St (Iowa-Augusta)	E	14	Resident Parking 8A-8P, M-F	0	0	0	0	0	1	1	0	0	0	0	0	0	0
	W	11	Resident Parking 8A-8P, M-F	1	2	3	2	2	2	2	0	3	2	1	0	0	0
	Subtotal	25		1	2	3	2	3	3	2	2	3	2	1	0	0	0
William St (Division-Berkshire)	E	18		2	3	3	2	2	2	2	0	0	0	0	0	0	0
	W	13		1	2	1	1	2	2	2	0	2	1	0	0	0	0
	Subtotal	31		3	5	4	4	4	4	3	0	2	1	0	0	0	0
William St (Berkshire-Greenfield)	E	17		0	1	1	1	1	0	0	0	1	1	0	0	0	0
	W	9		0	0	0	0	1	2	0	0	1	1	0	2	1	1
	Subtotal	26		0	1	1	1	1	2	0	0	3	2	1	0	2	1
William St (Greenfield-LeMoine)	E	15		1	1	2	2	1	1	0	0	1	1	0	0	2	3
	W	12		2	2	2	1	1	1	0	0	0	1	1	0	0	0
	Subtotal	27		3	3	4	3	2	2	0	1	2	2	1	0	2	3
Clinton Pl (Chicago-Iowa)	E	14		1	2	3	4	3	2	0	0	2	2	0	0	1	2
	W	10		1	1	2	3	2	3	0	1	2	1	1	0	1	1
	Subtotal	24		2	3	5	7	5	5	0	3	4	3	2	1	2	3
Clinton Pl (Iowa-Augusta)	E	12	Resident Parking 8A-8P, M-F	1	1	2	1	1	1	2	0	1	1	0	0	0	0
	W	14	Resident Parking 8A-8P, M-F	1	1	1	1	1	2	1	0	2	2	2	0	0	0
	Subtotal	26		2	2	3	2	3	3	3	0	3	3	2	0	0	0
Clinton Pl (Greenfield-LeMoine)	E	14		0	1	1	2	2	2	3	0	4	2	1	0	0	0
	W	12		0	2	2	1	1	1	0	1	1	1	1	0	1	2
	Subtotal	26		0	3	3	3	3	4	0	5	3	3	2	0	1	2
Bonnie Brae Pl (Chicago-Iowa)	E	11	2-Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	11	2-Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bonnie Brae Pl (Iowa-Augusta)	E	15	No Parking 9A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	16	No Parking 9A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	31		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bonnie Brae Pl (Augusta-Thomas)	E	9	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	10	Resident Parking 8A-8P, M-F	1	8	10	10	10	10	10	10	8	5	4	0	4	4
	Subtotal	19		1	8	10	10	10	10	10	10	8	5	4	0	4	4
Bonnie Brae Pl (Thomas-Division)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	11	2-Hr	2	4	9	10	8	6	0	0	11	9	7	0	7	5
	Subtotal	11	Student Loading Zone 7:45A-8:45A, 2P-3:15P, 1-Hr 8:45 A-2P, M-F	2	4	9	10	8	6	0	0	11	9	7	0	7	5
Bonnie Brae Pl (Greenfield-LeMoine)	E	16		0	3	0	0	0	0	0	0	0	4	0	0	3	3
	W	18		2	7	9	10	8	6	6	0	17	13	7	0	10	8
	Subtotal	34		2	10	18	20	16	12	12	6	17	20	10	0	13	11
LeMoine St (Monroe-William)	E	16		2	4	4	5	5	4	4	0	3	4	4	0	3	3
	W	9		2	3	4	4	3	2	0	1	1	1	0	0	0	0
	Subtotal	25		4	7	8	9	8	6	0	4	5	5	4	0	3	3
LeMoine St (Monroe-William)	N	15		0	1	2	1	2	0	0	0	0	0	0	0	0	0
	S	12		0	1	0	0	0	0	0	0	1	1	1	0	1	1
	Subtotal	27		0	2	2	1	2	0	0	0	1	1	1	0	1	1

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 Concordia Permit (INCLUDED IN COUNTS)
 Dominican Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A3 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied															
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
LeMoynes St (William-Clinton)	N	15		1	2	3	2	1	2	1	2	0	2	2	2	2	0	1	2
	S	13		0	2	1	1	1	2	2	2	0	2	2	2	2	0	2	1
LeMoynes St (Clinton-Bonnie Brae)	N	28		1	4	4	3	3	3	4	4	0	4	4	4	0	3	3	
	S	12		0	0	0	1	1	2	0	0	0	1	1	1	0	0	2	
LeMoynes St (Bonnie Brae-Harlem)	N	24	2-Hr	0	0	0	1	1	1	2	0	0	1	1	1	0	0	1	
	S	13	2-Hr	0	3	2	2	3	3	5	0	1	2	2	2	0	1	4	
Greenfield St (Lathrop-Jackson)	N	14		1	5	4	4	4	6	0	0	7	8	8	0	6	5		
	S	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Greenfield St (Jackson-Monroe)	N	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	S	13		1	2	4	5	5	5	4	4	4	4	4	0	1	1		
Greenfield St (Monroe-William)	N	13		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	S	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Greenfield St (William-Clinton)	N	13		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	S	15		0	1	1	1	1	1	1	0	0	0	0	0	0	0		
Greenfield St (Clinton-Bonnie Brae)	N	14		0	0	0	0	0	0	0	0	1	1	1	1	0	0		
	S	9		0	1	2	3	3	2	0	1	1	1	1	0	2	2		
Greenfield St (Bonnie Brae-Harlem)	N	12		0	1	2	3	3	2	1	0	2	2	2	0	2	2		
	S	15		1	1	1	1	1	1	0	1	0	1	2	1	0	1		
Berkshire St (Lathrop-Jackson)	N	11		0	2	4	5	5	5	0	4	3	1	1	0	0	0		
	S	16		1	0	0	4	7	11	0	12	6	1	1	0	0	0		
Berkshire St (Jackson-Monroe)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	S	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Berkshire St (Monroe-William)	N	15		0	1	1	1	1	1	1	0	0	0	0	0	0	0		
	S	12		1	0	0	0	1	2	2	0	0	1	1	0	0	0		
Division St (Lathrop-Jackson)	N	7	No Parking	0	2	3	3	3	3	0	0	0	0	0	0	0	0		
	S	7		0	2	3	3	3	3	0	7	5	1	0	1	1	1		
Division St (Jackson-Monroe)	N	7		0	1	1	1	1	1	0	1	1	1	1	0	0	0		
	S	10		0	1	2	3	3	3	3	0	1	1	1	0	0	0		
Division St (Monroe-William)	N	3		0	2	3	4	4	4	0	1	2	2	2	0	0	0		
	S	13		0	5	9	11	11	9	0	6	5	2	0	0	0	0		
Division St (William-Bonnie Brae)	N	31		3	9	17	20	22	23	0	13	8	6	6	0	6	4		
	S	5	Student Loading Zone 7:45A-8:45A; 2P-3:15P; 1-Hr 8:45 A-2P; MF-30 min. 6A-4P; MF	0	2	0	0	0	0	1	0	3	3	0	0	0	0	0	
Division St (Bonnie Brae-Harlem)	N	11		1	3	5	7	6	5	0	6	5	0	1	2	2	2		
	S	7		4	2	2	1	3	4	0	6	6	4	0	4	4	4		
Thomas St (Lathrop-Jackson)	N	18		5	5	7	8	9	9	0	14	12	9	0	5	6	6		
	S	10		0	2	2	3	3	5	0	0	0	1	0	0	1	1		
Subtotal	N	10		0	1	2	2	2	1	0	0	0	0	0	0	0	0		
	S	10		0	3	4	5	4	6	0	0	1	1	1	0	1	1		
Contractor Vehicles (EXCLUDED FROM COUNTS)	N	20		0	2	3	4	1	1	0	3	3	0	0	0	0	0		
	S	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
RF Resident Zone 1 Permit (INCLUDED IN COUNTS)	N	0		0	1	1	1	1	1	0	0	1	1	0	0	0	0		
	S	0		0	0	2	2	2	2	0	0	1	1	0	0	0	0		
Dominican Permit (INCLUDED IN COUNTS)	N	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	S	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0		

Note: Parking inventory based on observations of actual street use and parked vehicles (EXCLUDED FROM COUNTS)
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 Concordia Permit (INCLUDED IN COUNTS)
 Dominican Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A3 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied															
				7:00 AM - 8:00 AM	8:00 AM - 9:00 AM	9:00 AM - 10:00 AM	10:00 AM - 11:00 AM	11:00 AM - Noon	Noon - 1:00 PM	1:00 PM - 2:00 PM	2:00 PM - 3:00 PM	3:00 PM - 4:00 PM	4:00 PM - 5:00 PM	5:00 PM - 6:00 PM	6:00 PM - 7:00 PM				
Thomas St (Jackson-Monroe)	N	12	2-Hr 8A-5P, M-F	2	4	2	3	2	2	0	0	0	0	0	0	0	0	1	2
	S	13	2-Hr 8A-5P, M-F	2	4	3	3	2	2	1	0	0	0	1	0	0	1	1	1
	Subtotal	25		4	8	5	6	4	3	0	0	0	1	0	0	2	3	3	
Thomas St (Bonnie Brae-Harlem)	N	12	No Parking	10	10	10	10	12	12	0	7	7	5	0	0	3	2	2	
	S	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	12		10	10	10	10	12	12	0	7	7	5	0	0	3	2	2	
Augusta St (Lathrop-Jackson)	N	11	No Parking 4P-6P, M-SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	8	No Parking 7A-9A, M-SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	19		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Augusta St (Jackson-Monroe)	N	12	No Parking 8A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	12	No Parking 8A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	24		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Iowa St (Lathrop-Jackson)	N	10		0	1	1	1	1	1	1	0	1	1	0	0	0	0	0	
	S	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	21		0	1	1	1	1	1	1	0	1	1	0	0	0	0	0	
Iowa St (Jackson-Monroe)	N	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	25		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Iowa St (Monroe-William)	N	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	13		0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
	Subtotal	23		0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	
Iowa St (William-Clinton)	N	13		1	1	2	2	2	2	2	0	0	0	0	0	0	0	0	
	S	12		0	2	2	1	1	1	0	1	0	0	0	0	1	2	2	
	Subtotal	25		1	3	4	3	3	3	0	1	0	0	0	0	1	2	2	
Iowa St (Clinton-Bonnie Brae)	N	14		0	1	2	3	4	6	0	5	4	3	0	0	1	1	1	
	S	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	26		0	1	2	3	4	6	0	5	4	3	0	0	1	1	1	
Iowa St (Bonnie Brae-Harlem)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	12		0	2	3	3	2	2	0	0	0	0	0	0	0	0	0	
	Subtotal	24		0	2	3	3	2	2	0	0	0	0	0	0	0	0	0	
Chicago Ave (Lathrop-Jackson)	N	5		0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	
	S	7		0	1	2	3	3	3	0	4	4	3	0	1	1	1	1	
	Subtotal	12		0	2	4	5	4	3	0	4	4	3	0	1	1	1	1	
Chicago Ave (Jackson-Monroe)	N	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Subtotal	21		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chicago Ave (Monroe-William)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	11		0	0	0	1	1	2	0	1	2	1	0	0	0	0	0	
	Subtotal	23		0	0	0	1	1	2	0	1	2	1	0	0	0	0	0	
Chicago Ave (William-Clinton)	N	15		0	1	1	1	0	0	0	0	1	2	0	0	0	0	0	
	S	10		0	1	3	2	3	3	0	3	1	1	0	0	1	0	0	
	Subtotal	25		0	2	4	3	3	3	0	4	3	1	0	0	1	0	0	
Chicago Ave (Clinton-Bonnie Brae)	N	12		2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	
	S	9		1	1	2	2	2	2	2	2	3	3	3	3	3	3	3	
	Subtotal	21		3	3	4	3	3	2	0	3	3	3	0	0	0	0	0	
TOTAL	1601			83	153	198	224	232	240	0	208	189	129	0	99	98	98	98	

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 Concordia Permit (INCLUDED IN COUNTS)
 Dominican Permit (INCLUDED IN COUNTS)
 No counts performed during this hour
 Total Contractor Vehicles 5
 Total RF Resident Zone 1 Permit 0
 Total Concordia Permit 0
 Total Dominican Permit 0

Table A4
On-Street Parking Occupancy Counts - ZONE 2

Tuesday, November 19, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied												
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Lathrop Ave (Chicago-Iowa)	E	11		0%	0%	0%	0%	9%	18%	0%	0%	9%	0%	0%	0%	9%
	W	12		8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	23		4%	4%	0%	0%	4%	9%	0%	0%	4%	0%	0%	0%	4%
Lathrop Ave (Iowa-Augusta)	E	17		0%	0%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
	W	15		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	32		0%	0%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Lathrop Ave (Augusta-Thomas)	E	16		13%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
	W	14		0%	0%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	
	Subtotal	30		7%	3%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Lathrop Ave (Thomas-Division)	E	16		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
	W	10		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
	Subtotal	26		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Lathrop Ave (Division-Berkshire)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	6	No Parking 8A-5P, M-F	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	6		17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lathrop Ave (Berkshire-Greenfield)	E	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	6		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	17		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Jackson Ave (Chicago-Iowa)	E	18		0%	0%	0%	0%	6%	6%	6%	6%	6%	6%	6%	6%	6%
	W	12		8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	30		3%	3%	0%	0%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Jackson Ave (Iowa-Augusta)	E	14		7%	14%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	14%
	W	6		17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%	17%
	Subtotal	20		10%	15%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Jackson Ave (Augusta-Thomas)	E	18	Resident Parking 8A-8P, M-F	6%	6%	11%	6%	11%	17%	17%	17%	17%	17%	17%	17%	17%
	W	18	Resident Parking 8A-8P, M-F	11%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
	Subtotal	36		8%	6%	8%	8%	8%	11%	11%	11%	11%	11%	11%	11%	11%
Jackson Ave (Thomas-Division)	E	15		0%	0%	7%	7%	13%	13%	13%	13%	13%	13%	13%	13%	13%
	W	15		13%	7%	27%	33%	27%	33%	33%	33%	33%	33%	33%	33%	33%
	Subtotal	30		7%	3%	17%	20%	20%	23%	23%	23%	23%	23%	23%	23%	23%
Jackson Ave (Division-Berkshire)	E	18		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%
	W	19		5%	11%	21%	26%	26%	26%	26%	26%	26%	26%	26%	26%	11%
	Subtotal	37		3%	5%	11%	14%	14%	14%	14%	14%	14%	14%	14%	14%	8%
Jackson Ave (Berkshire-Greenfield)	E	13		15%	23%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
	W	7		0%	0%	29%	14%	14%	14%	14%	14%	14%	14%	14%	14%	29%
	Subtotal	20		10%	15%	10%	5%	5%	5%	5%	5%	5%	5%	5%	5%	20%
Monroe Ave (Chicago-Iowa)	E	14		7%	7%	7%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
	W	11		9%	18%	27%	36%	27%	27%	27%	27%	27%	27%	27%	27%	27%
	Subtotal	25		8%	12%	16%	24%	20%	16%	16%	16%	16%	16%	16%	16%	16%
Monroe Ave (Iowa-Augusta)	E	13	No Parking 9A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	13	No Parking 9A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	26		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Monroe Ave (Augusta-Thomas)	E	26	Resident Parking 8A-8P, M-F	4%	0%	12%	12%	8%	4%	4%	4%	4%	4%	4%	4%	8%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	26		4%	0%	12%	12%	8%	4%	4%	4%	4%	4%	4%	4%	8%
Monroe Ave (Thomas-Division)	E	21	Resident Parking 8A-8P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	21		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Note: Parking inventory based on observations of actual street use and parking regulation sign location
 Contractor Vehicles (EXCLUDED FROM COUNTS) 5 7 11 14 13 14 14 13 14 14 14 10 11 6 0 1 0
 RF-Permit Zone 1 Permit (INCLUDED IN COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Concordia Permit (INCLUDED IN COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Dominican Permit (INCLUDED IN COUNTS) 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0 0
 No counts performed during this hour

Table A4 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Monroe Ave (Division-Berkshire)	E	15		7%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	27		4%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Monroe Ave (Berkshire-Greenfield)	E	10		30%	20%	20%	30%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
	W	12		17%	33%	25%	17%	17%	25%	25%	17%	25%	25%	25%	25%	25%	25%
	Subtotal	22		23%	27%	23%	23%	18%	23%	18%	18%	18%	18%	18%	18%	18%	18%
Monroe Ave (Greenfield-LeMoine)	E	10		30%	30%	30%	30%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
	W	12		25%	17%	25%	33%	42%	33%	33%	33%	25%	25%	25%	25%	25%	25%
	Subtotal	22		23%	23%	27%	32%	41%	36%	36%	36%	27%	32%	32%	32%	32%	32%
William St (Chicago-Iowa)	E	14		17%	8%	4%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	W	12		8%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
	Subtotal	26		8%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
William St (Iowa-Augusta)	E	14	Resident Parking 8A-8P, M-F	0%	0%	0%	0%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
	W	11	Resident Parking 8A-8P, M-F	9%	18%	27%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%	18%
	Subtotal	25		4%	8%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
William St (Division-Berkshire)	E	18		17%	17%	17%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
	W	13		8%	15%	8%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
	Subtotal	31		10%	16%	13%	13%	13%	10%	10%	10%	10%	10%	10%	10%	10%	10%
William St (Berkshire-Greenfield)	E	17		6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
	W	9		0%	0%	0%	0%	11%	11%	11%	11%	11%	11%	11%	11%	11%	11%
	Subtotal	26		4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
William St (Greenfield-LeMoine)	E	15		7%	7%	13%	13%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
	W	12		17%	17%	17%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	Subtotal	27		11%	11%	15%	11%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Clinton Pl (Chicago-Iowa)	E	14		7%	10%	20%	29%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%
	W	10		10%	10%	20%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%	30%
	Subtotal	24		8%	13%	21%	29%	21%	21%	21%	21%	21%	21%	21%	21%	21%	21%
Clinton Pl (Iowa-Augusta)	E	12	Resident Parking 8A-8P, M-F	8%	8%	17%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	W	14	Resident Parking 8A-8P, M-F	7%	7%	7%	7%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
	Subtotal	26		8%	8%	12%	8%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Clinton Pl (Greenfield-LeMoine)	E	14		7%	7%	7%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%	14%
	W	12		17%	17%	17%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	Subtotal	26		0%	12%	12%	12%	12%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Bonnie Brae Pl (Chicago-Iowa)	E	11	2-Hr	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	11	2-Hr	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	22		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bonnie Brae Pl (Iowa-Augusta)	E	15	No Parking 9A-5P, M-F	0%	0%	0%	0%	13%	20%	20%	20%	20%	20%	20%	20%	20%	20%
	W	16	No Parking 9A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	31		0%	0%	0%	0%	6%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Bonnie Brae Pl (Augusta-Thomas)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	9	Resident Parking 8A-8P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		10%	80%	100%	100%	100%	100%	100%	100%	80%	80%	80%	80%	80%	80%
Bonnie Brae Pl (Thomas-Division)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	11	Student Loading Zone 7:45A-8:45A; 2P-3:15P; 1-Hr 8:45 A-2P, M-F	18%	36%	82%	91%	73%	55%	55%	55%	55%	55%	55%	55%	55%	55%
	Subtotal	11		5%	42%	53%	53%	53%	53%	53%	53%	53%	53%	53%	53%	53%	53%
Bonnie Brae Pl (Greenfield-LeMoine)	E	18		11%	39%	50%	56%	44%	44%	44%	44%	44%	44%	44%	44%	44%	44%
	W	16		22%	33%	44%	44%	33%	31%	25%	25%	25%	25%	25%	25%	25%	25%
	Subtotal	34		16%	36%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%	32%
LeMoine St (Monroe-William)	E	15		0%	7%	13%	7%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
	W	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	27		0%	0%	7%	4%	7%	4%	4%	4%	4%	4%	4%	4%	4%	4%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS)

RF-Resident Zone 1 Permit (INCLUDED IN COUNTS)

Concordia Permit (INCLUDED IN COUNTS)

Dominican Permit (INCLUDED IN COUNTS)

□ No counts performed during this hour

Table A4 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied												
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
LeMoine St (William-Clinton)	N	15		7%	13%	20%	13%	7%	13%	0%	13%	13%	13%	0%	7%	13%
	S	13		0%	15%	8%	8%	15%	15%	0%	15%	15%	15%	0%	15%	8%
	Subtotal	28		4%	14%	14%	11%	14%	14%	0%	14%	14%	14%	0%	11%	11%
LeMoine St (Clinton-Bonnie Brae)	N	12		0%	0%	0%	0%	8%	8%	0%	0%	0%	0%	0%	8%	17%
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	24		0%	0%	0%	0%	4%	4%	0%	0%	0%	0%	0%	4%	8%
LeMoine St (Bonnie Brae-Harlem)	N	11	2-Hr	0%	27%	18%	9%	27%	27%	0%	45%	18%	18%	0%	9%	9%
	S	13	2-Hr	8%	15%	15%	23%	8%	23%	8%	8%	46%	46%	0%	38%	31%
	Subtotal	24		4%	21%	17%	17%	17%	25%	0%	29%	33%	33%	0%	25%	21%
Greenfield St (Lathrop-Jackson)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	14		0%	0%	0%	0%	0%	0%	0%	0%	7%	7%	0%	0%	0%
	Subtotal	26		0%	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%	0%
Greenfield St (Jackson-Monroe)	N	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	13		8%	15%	31%	38%	38%	38%	0%	31%	31%	31%	0%	8%	8%
	Subtotal	27		4%	7%	15%	19%	19%	38%	0%	15%	15%	15%	0%	4%	4%
Greenfield St (Monroe-William)	N	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	25		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Greenfield St (William-Clinton)	N	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
	S	15		0%	7%	7%	7%	7%	7%	0%	7%	7%	7%	0%	0%	0%
	Subtotal	28		0%	4%	4%	4%	4%	4%	0%	4%	4%	4%	0%	0%	4%
Greenfield St (Clinton-Bonnie Brae)	N	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	9		0%	11%	22%	33%	33%	22%	0%	11%	11%	11%	0%	22%	22%
	Subtotal	23		0%	4%	9%	13%	13%	9%	0%	9%	9%	9%	0%	9%	9%
Greenfield St (Bonnie Brae-Harlem)	N	12		0%	8%	8%	8%	8%	8%	0%	8%	17%	17%	0%	8%	8%
	S	15		7%	7%	7%	7%	7%	7%	0%	7%	13%	13%	0%	13%	7%
	Subtotal	27		4%	7%	7%	7%	7%	7%	0%	7%	11%	11%	0%	11%	7%
Berkshire St (Lathrop-Jackson)	N	11		0%	18%	36%	45%	45%	45%	0%	36%	27%	27%	0%	0%	0%
	S	16		6%	0%	0%	25%	44%	69%	0%	75%	38%	38%	0%	0%	0%
	Subtotal	27		4%	7%	0%	33%	44%	59%	0%	59%	33%	33%	0%	0%	0%
Berkshire St (Jackson-Monroe)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	24		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Berkshire St (Monroe-William)	N	15		0%	7%	7%	7%	7%	7%	0%	7%	7%	7%	0%	0%	0%
	S	12		8%	0%	0%	0%	8%	8%	0%	8%	8%	8%	0%	0%	0%
	Subtotal	27		4%	4%	4%	4%	4%	4%	0%	4%	4%	4%	0%	0%	0%
Division St (Lathrop-Jackson)	N	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	7		0%	29%	43%	43%	43%	43%	0%	100%	71%	14%	0%	14%	14%
	Subtotal	7		0%	29%	43%	43%	43%	43%	0%	100%	71%	14%	0%	14%	14%
Division St (Jackson-Monroe)	N	7		0%	14%	14%	14%	14%	14%	0%	14%	14%	14%	0%	0%	0%
	S	10		0%	10%	20%	30%	30%	30%	0%	10%	10%	10%	0%	0%	0%
	Subtotal	17		0%	12%	18%	24%	24%	24%	0%	6%	12%	12%	0%	0%	0%
Division St (Monroe-William)	N	3		0%	33%	67%	33%	33%	33%	0%	0%	0%	0%	0%	0%	0%
	S	13		0%	38%	69%	85%	85%	69%	0%	46%	38%	15%	0%	0%	0%
	Subtotal	16		0%	38%	69%	75%	75%	63%	0%	38%	31%	13%	0%	0%	0%
Division St (William-Bonnie Brae)	N	31		10%	29%	55%	65%	71%	71%	0%	42%	26%	19%	0%	19%	13%
	S	5	Student Loading Zone 7:45A-8:45A, 2P-3:15P, 1-Hr 8:45 A-2P, M-F	0%	40%	0%	0%	0%	0%	20%	0%	60%	0%	0%	0%	0%
	Subtotal	36		10%	29%	55%	65%	71%	71%	20%	42%	26%	19%	0%	19%	13%
Division St (Bonnie Brae-Harlem)	N	11		9%	27%	43%	55%	59%	59%	0%	52%	36%	22%	0%	17%	14%
	S	7		57%	29%	29%	14%	43%	57%	0%	73%	86%	45%	0%	9%	18%
	Subtotal	18		28%	29%	29%	14%	50%	57%	0%	86%	86%	45%	0%	57%	57%
Thomas St (Lathrop-Jackson)	N	10		0%	20%	20%	30%	30%	30%	0%	0%	10%	10%	0%	10%	10%
	S	10		0%	10%	20%	20%	10%	10%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	20		0%	15%	20%	25%	20%	20%	0%	0%	5%	5%	0%	5%	5%

Note: Parking inventory based on observations of actual street use and parking (EXCLUDED FROM COUNTS)
 Contractor Vehicles (INCLUDED IN COUNTS)
 RF-Resident Zone 1 Permit (INCLUDED IN COUNTS)
 Concordia Permit (INCLUDED IN COUNTS)
 Dominican Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A4 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 2

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied												
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Thomas St (Jackson-Monroe)	N	12	2-Hr 8A-5P, M-F	17%	33%	17%	25%	17%	17%	17%	17%	17%	17%	17%	17%	17%
	S	13	2-Hr 8A-5P, M-F	15%	31%	23%	23%	15%	15%	8%	0%	0%	0%	0%	0%	8%
	Subtotal	25		16%	32%	20%	24%	16%	12%	12%	0%	0%	0%	0%	0%	8%
Thomas St (Bonnie Brae-Harlem)	N	12	No Parking	83%	83%	83%	83%	100%	100%	100%	100%	58%	42%	0%	25%	17%
	S	0		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	12		83%	83%	83%	83%	100%	100%	100%	58%	42%	0%	25%	17%	
Augusta St (Lathrop-Jackson)	N	11	No Parking 4P-6P, M-SAT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	8	No Parking 7A-9A, M-SAT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Augusta St (Jackson-Monroe)	N	12	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12	No Parking 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	24		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Iowa St (Lathrop-Jackson)	N	10		0%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
	S	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	21		0%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Iowa St (Jackson-Monroe)	N	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	25		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Iowa St (Monroe-William)	N	10		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	13		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	23		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Iowa St (William-Clinton)	N	13		8%	8%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
	S	12		0%	17%	17%	8%	8%	8%	8%	8%	8%	8%	8%	8%	17%
	Subtotal	25		4%	12%	16%	12%	12%	12%	12%	12%	12%	12%	12%	12%	8%
Iowa St (Clinton-Bonnie Brae)	N	14		0%	7%	14%	21%	29%	29%	43%	36%	21%	0%	0%	7%	7%
	S	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	26		0%	4%	8%	12%	15%	15%	23%	19%	12%	0%	0%	4%	4%
Iowa St (Bonnie Brae-Harlem)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12		0%	17%	25%	25%	17%	17%	17%	17%	17%	17%	17%	17%	17%
	Subtotal	24		0%	8%	13%	13%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Chicago Ave (Lathrop-Jackson)	N	5		0%	20%	40%	40%	20%	20%	0%	0%	0%	0%	0%	0%	0%
	S	7		0%	14%	29%	43%	43%	43%	43%	57%	43%	0%	0%	14%	14%
	Subtotal	12		0%	17%	33%	42%	33%	25%	0%	33%	25%	0%	0%	8%	8%
Chicago Ave (Jackson-Monroe)	N	10		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	21		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Chicago Ave (Monroe-William)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	11		0%	0%	0%	9%	9%	18%	18%	18%	9%	0%	0%	0%	0%
	Subtotal	23		0%	0%	0%	4%	4%	9%	9%	9%	4%	0%	0%	0%	0%
Chicago Ave (William-Clinton)	N	15		0%	7%	7%	7%	0%	0%	0%	7%	13%	0%	0%	0%	0%
	S	10		0%	10%	30%	20%	30%	30%	30%	30%	10%	10%	0%	10%	0%
	Subtotal	25		0%	8%	16%	12%	12%	12%	12%	16%	10%	10%	0%	4%	0%
Chicago Ave (Clinton-Bonnie Brae)	N	12		17%	17%	17%	8%	8%	8%	0%	0%	0%	0%	0%	0%	0%
	S	9		11%	11%	22%	22%	22%	22%	33%	33%	33%	11%	11%	11%	
	Subtotal	21		14%	14%	19%	14%	14%	14%	14%	14%	14%	14%	14%	14%	5%
TOTAL	1601			5%	10%	12%	14%	14%	14%	15%	0%	13%	12%	8%	6%	6%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS)

RF Resident Zone 1 Permit (INCLUDED IN COUNTS)

Concordia Permit (INCLUDED IN COUNTS)

Dominican Permit (INCLUDED IN COUNTS)

☐ No counts performed during this hour

Total Contractor Vehicles

Total RF Resident Zone Permit 1

Total Concordia Permit

Total Dominican Permit

Table A5 On-Street Parking Occupancy Counts - ZONE 3 Wednesday, November 20, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Monroe St (Lake-Quick)	E	33	3-Hr, 6A-2P, M-F	0	1	1	1	1	2	0	0	2	2	3	2	3	2
	W	20	3-Hr, 6A-2P, M-F	0	2	2	2	0	1	0	0	2	1	2	2	3	3
	Subtotal	53		0	3	3	3	1	3	0	2	4	3	5	4	6	5
Monroe St (Quick-Oak)	E	18		0	0	0	0	1	1	0	0	0	0	0	0	0	1
	W	13		0	2	3	2	3	2	0	0	3	2	3	2	2	3
	Subtotal	31		0	2	3	2	4	3	0	3	2	3	3	2	2	4
Monroe St (Oak-Chicago)	E	29		1	1	2	2	2	2	3	0	4	3	4	3	4	2
	W	29		0	2	2	2	3	4	0	0	0	0	0	0	0	1
	Subtotal	58		1	3	4	4	5	7	0	4	3	4	4	3	4	3
William St (Garden-Lake)	E	2	15 min.	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	2		0	0	0	1	0	0	0	0	0	0	0	0	0	0
William St (Lake-Holly)	E	13	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	9	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		0	0	0	0	0	0	0	0	0	0	0	0	0	0
William St (Holly-Quick)	E	8	2 Hr	0	0	1	2	0	0	1	0	1	2	1	2	0	0
	W	15	2 Hr	0	2	2	1	0	0	0	0	1	2	1	1	1	3
	Subtotal	23		0	2	3	3	0	1	0	2	2	4	2	3	1	3
William St (Quick-Oak)	E	8		0	2	1	3	4	3	0	0	2	1	0	2	1	0
	W	18		3	2	2	2	1	1	0	0	2	1	0	0	0	2
	Subtotal	26		3	4	3	5	5	4	0	3	1	1	2	1	2	2
William St (Oak-Chicago)	E	14		0	2	3	2	3	2	0	0	3	2	2	2	1	2
	W	28		0	3	4	3	3	3	0	2	2	1	1	1	1	2
	Subtotal	42		0	5	7	5	6	5	0	5	3	3	3	3	2	4
Clinton Pl (Central-Lake)	E	4	2 Hr	2	1	3	2	3	2	3	0	3	2	4	3	2	1
	E	7	Special Permit A	0	0	0	1	3	2	0	0	1	1	1	2	0	0
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clinton Pl (Holly-Quick)	Subtotal	11		2	1	3	3	0	3	0	4	3	5	5	5	2	1
	E	10	2 Hr	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	W	9	2 Hr	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Clinton Pl (Quick-Oak)	Subtotal	19		0	1	1	1	0	1	0	1	1	0	0	0	0	0
	E	11	2 Hr	0	0	0	0	0	0	0	0	1	1	0	1	1	1
	W	9	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clinton Pl (Oak-Chicago)	Subtotal	20		0	0	0	0	0	0	0	0	1	1	0	1	1	1
	E	19	No Parking 8A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	2	0	0
	W	15	No Parking 8A-10A, M-F	1	1	1	1	0	0	0	0	0	1	2	1	1	0
Bonnie Brae Pl (Lake-Holly)	Subtotal	34		1	1	1	1	0	0	0	0	0	1	2	3	1	0
	E	9	2 Hr	0	0	0	3	3	3	0	0	4	3	2	2	2	1
	W	8	No Parking 9A-10P, M-SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bonnie Brae Pl (Holly-Quick)	Subtotal	17		0	0	2	3	3	3	0	3	4	3	2	2	2	1
	E	14	2 Hr	3	3	1	2	2	2	0	0	1	2	2	2	1	1
	W	10	No Parking 9A-10P, M-SAT	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Bonnie Brae Pl (Quick-Oak)	Subtotal	24		3	4	2	3	2	2	0	1	2	2	2	2	1	1
	E	14	2 Hr	2	2	2	3	4	3	0	4	4	4	3	4	1	1
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	14		2	2	2	3	4	3	4	0	4	4	4	3	4	1	

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS) 0 1 1 3 1 0 0 0 2 2 1 0 0 0 0 0 0 0

RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 1 1 1 1 0 0 0 0 1 0 0 0 0 1 0 0 0 1

☐ No counts performed during this hour

Table A5 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 3

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Bonnie Brae Pl (Oak-Chicago)	E	16	2 Hr	0	0	1	3	4	4	4	0	0	3	2	1	2	1
	W	13	2 Hr	0	1	1	1	0	0	2	0	1	1	1	1	2	1
	Subtotal	29		0	1	2	4	4	4	6	0	0	4	3	3	3	4
Chicago Ave (Monroe-William)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11		0	0	0	1	1	1	2	0	1	1	2	1	1	0
	Subtotal	23		0	0	0	1	1	2	2	0	1	2	1	1	0	0
Chicago Ave (William-Clinton)	N	15		0	1	1	1	0	0	0	0	1	2	0	0	0	0
	S	10		0	1	3	1	2	2	2	0	3	1	1	0	1	0
	Subtotal	25		0	2	4	2	2	2	4	0	4	3	1	1	1	0
Chicago Ave (Clinton-Bonnie Brae)	N	12		1	0	1	0	0	0	2	0	0	1	2	0	1	0
	S	7		0	1	1	1	0	1	1	0	1	2	2	2	2	1
	Subtotal	19		1	1	2	1	0	3	0	0	2	4	2	3	3	1
Oak Ave (Monroe-William)	N	12		0	0	1	1	0	0	0	0	1	1	0	0	1	2
	S	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		0	0	1	1	0	0	0	0	1	1	0	1	2	2
Oak Ave (William-Clinton)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10	2 Hr	0	0	2	2	1	1	0	0	0	0	0	0	0	1
	Subtotal	10		0	0	2	2	1	1	0	0	0	0	0	0	0	1
Oak Ave (Clinton-Bonnie Brae)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Oak Ave (Bonnie Brae-Harlem)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	14	2 Hr	7	0	7	7	5	4	4	0	7	4	4	5	8	6
	Subtotal	14		7	0	7	7	5	4	4	0	7	4	4	5	8	6
Quick Ave (Monroe-William)	N	13	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	13	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quick Ave (William-Clinton)	N	9	No Parking 9A-10P	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10	2 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	19		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Quick Ave (Clinton-Bonnie Brae)	N	10	No Parking 9A-10P	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11	2 Hr	0	0	0	1	1	1	3	0	2	2	1	0	1	2
	Subtotal	21		0	0	0	1	1	1	3	0	2	2	1	0	1	2
Quick Ave (Bonnie Brae-Harlem)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	17	2 Hr	1	2	0	1	2	1	1	0	2	1	3	2	2	0
	Subtotal	17		1	2	0	1	2	1	1	0	2	1	3	2	2	0
Holly Ct (William-Clinton)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	6	2 Hr	3	2	0	0	0	0	0	0	0	0	0	0	1	1
	Subtotal	6		3	2	0	0	0	0	0	0	0	0	0	0	1	1
Holly Ct (Clinton-Bonnie Brae)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	7	2 Hr	0	1	1	2	2	2	1	0	1	1	1	2	2	1
	Subtotal	7		0	1	1	2	2	2	1	0	1	1	1	2	2	1
Lake St (Monroe-William)	N	0	No Parking	3	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	0		3	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake St (William-Clinton)	N	10	2 Hr	0	3	5	5	4	3	3	0	5	4	5	6	5	1
	S	4	2 Hr	0	0	0	0	0	2	0	0	3	2	3	3	1	2
	Subtotal	14		0	3	5	5	4	5	3	0	8	6	8	9	6	3
Lake St (Clinton-Bonnie Brae)	N	6	2 Hr	0	0	0	2	3	2	0	0	2	1	0	0	0	1
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	6		0	0	0	2	3	2	0	0	2	1	0	0	0	1

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS) 0 0 0 1 3 1 0 0 0 0 0 0 0 0 0 0 0 0
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 No counts performed during this hour

Table A7 On-Street Parking Occupancy Counts - ZONE 4 Wednesday, November 20, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
River Oaks Dr (Lake-Auvergne)	E	19		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	33		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auvergne Pl (Lake-Cul de sac)	E	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	9		1	1	1	0	0	1	1	1	1	1	1	1	1	0
	Subtotal	18		1	1	1	0	0	1	1	1	1	1	1	1	1	0
Edgewood Pl (Central-Lake)	E	9	Resident Permit Parking 6A-10A, M-F	2	2	2	1	1	1	2	2	2	2	2	2	2	0
	W	9	Resident Permit Parking 6A-10A, M-F	5	5	5	6	5	4	2	2	4	5	4	4	4	3
	Subtotal	18		7	7	7	7	6	6	6	4	6	7	6	6	6	3
Edgewood Pl (Lake-end of 500 blk)	E	14	Resident Permit Parking 6A-10A, M-F	2	2	3	2	2	4	3	3	3	3	1	1	1	1
	W	18	Resident Permit Parking 6A-10A, M-F	5	5	5	3	4	5	6	6	6	6	2	0	0	0
	Subtotal	32		7	7	8	5	5	9	9	9	9	9	5	1	1	1
Edgewood Pl (600 blk-Thatcher)	E	30		0	0	0	0	0	0	2	2	2	2	4	3	2	2
	W	30		0	0	0	0	0	0	0	0	0	1	1	0	0	0
	Subtotal	60		0	0	0	0	0	0	2	2	2	3	4	3	2	2
Thatcher Ave (Washington-Linden)	E	7	2 Hr, 8A-5P, M-F	2	1	1	0	0	0	0	0	0	0	0	0	0	0
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	7		2	1	1	0	0	0	0	0	0	0	0	0	0	0
Thatcher Ave (Linden-Hawthorne)	E	19	Resident Permit Parking 6A-10A, M-F	1	1	1	2	1	2	1	1	1	1	1	1	0	0
	W	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	19		1	1	1	2	1	2	1	1	1	1	1	1	0	0
Thatcher Ave (Lake-500 blk)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	9	Resident Permit Parking 6A-10A, M-F	2	1	1	2	3	2	2	2	2	2	1	2	1	0
	Subtotal	9		2	1	1	2	3	2	2	2	2	2	1	2	1	0
Thatcher Ave (500 blk-Oak)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	18		2	3	4	4	5	6	6	7	7	7	4	3	4	5
	Subtotal	18		2	3	4	4	5	6	6	7	7	7	4	3	4	5
Gale Ave (Washington-Linden)	E	9	2-Hr, 8A-5P, M-F	1	1	2	4	2	2	3	3	3	2	2	0	0	0
	W	16	2-Hr, 8A-5P, M-F	2	1	1	2	1	3	3	3	3	2	1	0	0	0
	Subtotal	25		3	2	3	6	3	5	6	6	6	5	3	2	0	0
Gale Ave (Linden-Hawthorne)	E	13	Resident Permit Parking 6A-10A, M-F	2	1	2	2	2	1	2	2	2	2	2	2	3	2
	W	20	Resident Permit Parking 6A-10A, M-F	2	2	3	4	2	2	2	1	0	0	0	0	0	0
	Subtotal	33		4	3	5	6	4	3	4	3	2	2	2	3	2	2
Keystone Ave (Washington-Linden)	E	12	2-Hr, 8A-5P, M-F	0	0	0	0	0	0	0	0	0	0	2	2	3	2
	W	14	2-Hr, 8A-5P, M-F	3	2	3	3	3	4	4	2	2	2	3	2	3	3
	Subtotal	26		3	2	3	3	3	4	4	2	2	4	5	5	5	5
Keystone Ave (Linden-Hawthorne)	E	12	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	W	16	Resident Permit Parking 6A-10A, M-F	7	8	7	5	6	5	6	6	6	6	2	0	0	0
	Subtotal	28		7	8	7	5	6	5	6	6	6	6	2	1	2	2
Keystone Ave (Central-Lake)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	6	3-Hr, 6A-2P, M-F	0	0	0	1	2	4	4	3	3	2	1	2	1	1
	Subtotal	6		0	0	0	1	2	4	4	3	3	2	1	2	1	1
Keystone Ave (Lake-500 blk)	E	17	Resident Permit Parking 6A-10A, M-F	2	2	3	3	3	2	2	2	3	3	1	0	0	0
	W	12	Resident Permit Parking 6A-10A, M-F	2	3	3	3	4	4	4	3	3	2	2	2	2	1
	Subtotal	29		4	5	6	6	7	6	6	6	6	6	4	3	2	1

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS)

RF Resident Zone 1 Permit (INCLUDED IN COUNTS)

☐ No counts performed during this hour

Contractor Vehicles	RF Resident Zone 1 Permit	Other	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
2	8	5	5	4	7	5	4	2	8	11	6	4	0	1	1
5	5	5	5	4	7	5	4	2	8	11	6	4	0	1	1

Table A7 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Keystone Ave (500 blk-Oak)	E	18		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	20		2	1	2	2	0	0	0	0	0	0	0	0	0	0
	Subtotal	38		2	1	2	2	0	0	0	0	0	0	0	0	0	0
Forest Ave (Wash Comm Park-Linden)	E	5	2-Hr, 8A-5P, M-F	1	1	1	1	1	1	0	0	0	0	0	0	0	0
	W	7	2-Hr, 8A-5P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	12		1	1	1	1	1	0	0	0	0	0	0	0	0	0
Forest Ave (Linden-Hawthorne)	E	13	Resident Permit Parking 6A-10A, M-F	2	3	2	2	2	2	3	2	2	2	2	2	2	1
	W	13	Resident Permit Parking 6A-10A, M-F	2	1	3	3	3	1	1	0	0	0	0	0	0	0
	Subtotal	26		4	4	5	5	5	3	4	3	2	2	2	2	2	3
Forest Ave (Lake-500 blk)	E	17	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	14	Resident Permit Parking 6A-10A, M-F	1	2	3	4	4	4	4	4	4	4	4	4	4	0
	Subtotal	31		1	2	3	4	4	4	4	4	4	4	4	4	4	0
Forest Ave (500 blk-Oak)	E	8		3	2	2	3	2	2	2	2	2	2	2	2	2	1
	W	9		2	2	3	2	3	2	2	3	2	1	2	2	2	2
	Subtotal	17		5	4	5	5	5	4	4	5	4	3	4	4	4	3
Park Ave (Washington-Linden)	E	24		0	0	0	1	1	1	1	0	0	0	0	0	0	0
	W	11		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	35		0	0	0	1	1	1	1	0	0	0	0	0	0	0
Park Ave (Linden-Hawthorne)	E	27	Resident Permit Parking 6A-10A, M-F	3	2	0	2	2	3	2	2	2	2	2	2	2	0
	W	9	Resident Permit Parking 6A-10A, M-F	3	1	2	1	1	1	4	2	2	2	2	2	3	2
	Subtotal	36		6	3	2	3	4	4	6	4	4	4	4	5	5	2
Park Ave (Central-Lake)	E	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	W	3	30 min.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Park Ave (N of Lake-Oak)	E	21		5	11	9	10	9	9	9	9	9	9	9	9	9	1
	W	21	Opposite Lincoln ES-No Parking 7:30-9A, 2-4 P	4	11	8	8	11	8	6	6	6	6	6	6	6	1
	Subtotal	42		9	22	17	18	20	17	15	15	15	15	15	15	15	2
Washington Blvd (Thatcher-Gale)	N	11		1	2	3	2	3	2	2	3	2	2	2	2	2	0
	S	13		1	1	2	2	1	1	1	1	1	1	1	1	1	0
	Subtotal	24		2	3	5	4	4	3	3	3	3	3	3	3	3	0
Washington Blvd (Gale-Keystone)	N	12		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	14	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	26		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington Blvd (Keystone-Forest)	N	7		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	17		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington Blvd (Forest-RR overpass)	N	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Washington Blvd (RR overpass-Park)	N	5		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	14		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Linden St (Thatcher-Gale)	N	1	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	14	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	15		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Linden St (Gale-Keystone)	N	11	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	12	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	23		0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS) 4 5 4 6 6 4 4 0 0 0 0 0 0 0 0 0 0 0
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 RF Special Permit C (INCLUDED IN COUNTS) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
 No counts performed during this hour

Table A7 (Cont'd)

On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied															
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Linden St (Keystone-Forest)	N	9	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	19		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawthorne Ave (Thatcher S-Thatcher N)	N	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	8	No Parking 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	8		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawthorne Ave (Thatcher N-Gale)	N	8	Monthly Permit Parking	4	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
	S	8	No Parking 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	16		4	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Hawthorne Ave (Gale-Keystone)	N	12	Monthly Permit Parking	0	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
	S	6	No Parking 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	18		0	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Hawthorne Ave (Keystone-Forest)	N	2	Daily Fee Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	N	19	Daily Fee Parking	6	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
	S	12	No Parking 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	33		6	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	
Hawthorne Ave (Forest-RR overpass)	N	11	Daily Fee Parking	0	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4
	S	6	No Parking 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	17		0	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4
Hawthorne Ave (RR overpass-Park)	N	13	Daily Fee Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	9	No Parking 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	22		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hawthorne Ave (Park-Franklin)	N	9	Daily Fee Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	N	10	Daily Fee Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	12	No Parking 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	31		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Central Ave (Edgewood-Thatcher)	N	6	Monthly Permit Parking 6A-2P, M-F	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	6		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Central Ave (Keystone-RR overpass)	N	47	Daily Fee Parking	15	37	39	40	40	40	39	37	37	36	36	30	25	23	22	22
	N	11	Municipal Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	58		15	37	39	40	40	40	39	37	37	36	36	30	25	23	22	22	
Central Ave (RR overpass-Park)	N	8	RF Employee Parking	4	6	7	7	7	7	7	7	6	6	4	4	4	4	4	4
	S	7	RF Employee Parking	2	7	7	7	7	7	7	7	6	6	4	4	4	4	4	4
	Subtotal	15		6	13	14	13	12	14	14	14	14	10	9	8	8	8	8	
Central Ave (Park-Franklin)	N	15	2 Hr	0	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2
	S	0	No Parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	15		0	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2
Lake St (River Oaks-Auvergne)	N	9	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	10	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	19		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake St (Auvergne-Edgewood)	N	12	Resident Permit Parking 6A-10A, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	15	Resident Permit Parking 6A-10A, M-F	1	3	4	3	3	3	5	7	7	9	9	7	7	6	6	4
	Subtotal	27		1	3	4	3	3	3	5	7	7	9	9	7	7	6	4	
Lake St (Edgewood-Thatcher)	N	10	3-Hr, 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	S	11	3-Hr, 6A-2P, M-F	1	2	3	1	1	3	2	2	2	4	5	4	6	6	6	6
	Subtotal	21		1	2	3	1	1	3	2	2	4	5	4	6	6	6	6	
Lake St (Thatcher-Keystone)	N	12	3-Hr, 6A-2P, M-F	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0
	S	7	3-Hr, 6A-2P, M-F	2	0	0	3	4	1	0	0	0	0	0	0	5	4	4	4
	S	3	No Parking Loading Zone 7A-3P, M-F	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	22		2	2	2	5	5	3	0	0	0	0	0	5	4	4	4		
Lake St (Keystone-Forest)	N	10	3-Hr, 6A-2P, M-F	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	
	S	16	3-Hr, 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	26		0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	
Subtotal	52		0	1	2	2	1	0	0	0	0	0	0	0	0	0	0		
Lake St (Forest-RR overpass)	N	6	3-Hr, 6A-2P, M-F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S	7	3-Hr, 6A-2P, M-F	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	
	Subtotal	13		0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS)

RF Resident Zone 1 Permit (INCLUDED IN COUNTS)

No counts performed during this hour

Table A7 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Lake St (RR overpass-Park)	N	4	2-Hr	0	0	0	2	1	0	0	0	0	0	0	0	0	0
	S	7	2-Hr	0	0	0	0	0	0	0	0	0	0	1	1	1	0
	Subtotal	11		0	0	0	2	1	0	0	0	0	0	1	1	1	0
Oak Ave (Thatcher-Keystone)	N	14		2	2	2	1	2	2	0	0	2	0	0	0	0	0
	S	16		2	1	2	3	2	3	0	3	2	2	2	2	2	1
	Subtotal	30		4	3	4	4	4	5	0	4	3	2	2	2	2	1
Oak Ave (Keystone-Forest)	N	12		0	0	0	1	0	1	0	0	0	0	0	0	0	0
	S	11		2	1	1	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	23		2	1	1	1	0	1	0	0	0	0	0	0	0	0
Oak Ave (Forest-RR overpass)	N	8		0	0	0	2	1	1	1	0	1	1	2	2	2	2
	S	8		1	1	1	1	1	0	0	0	1	1	0	0	0	0
	Subtotal	16		1	1	1	3	2	1	1	1	2	2	2	2	2	2
Oak Ave (RR overpass-Park)	N	6		0	0	0	0	0	0	0	0	0	0	0	0	1	0
	S	6		0	0	1	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	12		0	0	1	0	0	0	0	0	0	0	0	0	1	0
	TOTAL	1204		115	187	201	210	203	204	213	183	158	128	116	93		

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 RF Special Permit C (INCLUDED IN COUNTS)

☐ No counts performed during this hour

Total Contractor Vehicles
 Total RF Resident Zone Permit 1
 Total RF Special Permit C

9 20 20 15 17 17 17 23 23 0 19 10 2 4 4
 6 7 6 5 3 3 3 3 3 0 4 4 3 2 2
 1 1 1 1 1 0 0 0 0 0 1 1 0 0 0

Table A8 On-Street Parking Occupancy Counts - ZONE 4 Wednesday, November 20, 2019

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
River Oaks Dr (Lake-Auvergne)	E	19		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	33		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Auvergne Pl (Lake-Cul de sac)	E	9		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	9		11%	11%	11%	0%	0%	11%	11%	0%	11%	11%	11%	0%	0%	0%
	Subtotal	18		6%	6%	6%	0%	0%	6%	6%	0%	6%	6%	6%	0%	0%	0%
Edgewood Pl (Central-Lake)	E	9	Resident Permit Parking 6A-10A, M-F	22%	22%	22%	11%	11%	22%	22%	0%	11%	22%	0%	0%	0%	0%
	W	9	Resident Permit Parking 6A-10A, M-F	56%	56%	56%	67%	56%	44%	22%	0%	44%	56%	44%	44%	33%	33%
	Subtotal	18		39%	39%	39%	39%	33%	33%	22%	0%	28%	39%	22%	22%	17%	17%
Edgewood Pl (Lake-end of 500 blk)	E	14	Resident Permit Parking 6A-10A, M-F	14%	14%	21%	14%	7%	29%	21%	0%	29%	21%	7%	7%	7%	7%
	W	18	Resident Permit Parking 6A-10A, M-F	28%	28%	28%	17%	22%	33%	0%	17%	21%	0%	0%	0%	0%	0%
	Subtotal	32		22%	22%	25%	16%	16%	28%	0%	22%	16%	3%	3%	3%	3%	3%
Edgewood Pl (800 blk-Thatcher)	E	30		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	30		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	60		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Thatcher Ave (Washington-Linden)	E	7	2-Hr, 8A-5P, M-F	29%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	7		29%	14%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Thatcher Ave (Linden-Hawthorne)	E	19	Resident Permit Parking 6A-10A, M-F	5%	5%	5%	11%	5%	11%	5%	0%	5%	5%	5%	5%	0%	0%
	W	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	19		5%	5%	5%	11%	5%	11%	5%	0%	5%	5%	5%	5%	0%	0%
Thatcher Ave (Lake-500 blk)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	9	Resident Permit Parking 6A-10A, M-F	22%	11%	11%	22%	33%	22%	22%	0%	11%	22%	22%	11%	11%	0%
	Subtotal	9		22%	11%	11%	22%	33%	22%	22%	0%	11%	22%	22%	11%	11%	0%
Thatcher Ave (500 blk-Oak)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	18		1%	17%	22%	22%	28%	33%	39%	0%	28%	22%	17%	22%	28%	28%
	Subtotal	18		11%	17%	22%	22%	28%	33%	39%	0%	28%	22%	17%	22%	28%	28%
Gale Ave (Washington-Linden)	E	9	2-Hr, 8A-5P, M-F	11%	11%	22%	44%	22%	22%	33%	0%	33%	22%	0%	0%	0%	0%
	W	16	2-Hr, 8A-5P, M-F	13%	6%	6%	13%	6%	19%	19%	0%	13%	6%	0%	0%	0%	0%
	Subtotal	25		12%	8%	12%	24%	12%	20%	24%	0%	20%	12%	0%	0%	0%	0%
Gale Ave (Linden-Hawthorne)	E	13	Resident Permit Parking 6A-10A, M-F	15%	8%	15%	15%	15%	8%	8%	0%	15%	15%	15%	23%	15%	15%
	W	20	Resident Permit Parking 6A-10A, M-F	10%	10%	15%	20%	10%	10%	10%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	33		12%	9%	15%	18%	12%	9%	9%	0%	6%	6%	6%	9%	6%	6%
Keystone Ave (Washington-Linden)	E	12	2-Hr, 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	14	2-Hr, 8A-5P, M-F	21%	14%	21%	21%	21%	29%	14%	0%	14%	14%	21%	25%	21%	21%
	Subtotal	26		12%	8%	12%	12%	12%	15%	8%	0%	8%	15%	19%	19%	19%	19%
Keystone Ave (Linden-Hawthorne)	E	12	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	16	Resident Permit Parking 6A-10A, M-F	44%	50%	44%	31%	38%	31%	38%	0%	25%	13%	0%	0%	0%	0%
	Subtotal	28		25%	29%	25%	18%	21%	18%	21%	0%	14%	7%	0%	4%	7%	7%
Keystone Ave (Central-Lake)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	6	3-Hr, 6A-2P, M-F	0%	0%	0%	17%	33%	67%	50%	0%	50%	33%	17%	33%	17%	17%
	Subtotal	6		0%	0%	0%	17%	33%	67%	50%	0%	50%	33%	17%	33%	17%	17%
Keystone Ave (Lake-500 blk)	E	17	Resident Permit Parking 6A-10A, M-F	12%	12%	18%	18%	12%	12%	18%	0%	18%	6%	0%	0%	0%	0%
	W	12	Resident Permit Parking 6A-10A, M-F	17%	25%	25%	25%	33%	33%	25%	0%	17%	17%	17%	17%	8%	8%
	Subtotal	29		14%	17%	21%	21%	21%	21%	21%	0%	14%	10%	7%	7%	3%	3%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.
 Contractor Vehicles (EXCLUDED FROM COUNTS)
 RF Resident Zone 1 Permit (INCLUDED IN COUNTS)
 No counts performed during this hour

Table A8 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied													
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	
Keystone Ave (500 blk-Oak)	E	18		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	20		10%	5%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	38		5%	3%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Forest Ave (Wash Comm Park-Linden)	E	5	2-Hr, 8A-5P, M-F	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
	W	7	2-Hr, 8A-5P, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	12		8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
Forest Ave (Linden-Hawthorne)	E	13	Resident Permit Parking 6A-10A, M-F	15%	23%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
	W	13	Resident Permit Parking 6A-10A, M-F	15%	8%	23%	23%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%
	Subtotal	26		15%	15%	19%	19%	12%	12%	12%	12%	12%	12%	12%	12%	12%	12%
Forest Ave (Lake-500 blk)	E	17	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	14	Resident Permit Parking 6A-10A, M-F	7%	14%	21%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%
	Subtotal	31		3%	6%	10%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
Forest Ave (500 blk-Oak)	E	8		38%	25%	13%	38%	25%	25%	25%	25%	25%	25%	25%	25%	25%	25%
	W	9		22%	22%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
	Subtotal	17		29%	24%	24%	29%	29%	24%	24%	29%	29%	29%	29%	29%	29%	29%
Park Ave (Washington-Linden)	E	24		0%	0%	0%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
	W	11		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	35		0%	0%	0%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Park Ave (Linden-Hawthorne)	E	27	Resident Permit Parking 6A-10A, M-F	11%	7%	0%	7%	11%	7%	7%	7%	7%	7%	7%	7%	7%	7%
	W	9	Resident Permit Parking 6A-10A, M-F	33%	11%	22%	11%	11%	44%	22%	22%	22%	22%	22%	22%	22%	22%
	Subtotal	36		17%	8%	6%	8%	11%	17%	11%	11%	11%	11%	11%	11%	11%	11%
Park Ave (Central-Lake)	E	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	W	3	30 min.	0%	0%	0%	33%	33%	0%	33%	33%	33%	33%	33%	33%	33%	33%
	Subtotal	3		0%	0%	0%	33%	33%	0%	33%	33%	33%	33%	33%	33%	33%	33%
Park Ave (N of Lake-Oak)	E	21		24%	52%	43%	48%	43%	43%	43%	43%	43%	43%	43%	43%	43%	43%
	W	21		19%	52%	38%	38%	52%	38%	38%	38%	38%	38%	38%	38%	38%	38%
	Subtotal	42	Opposite Lincoln ES-No Parking 7:30-9A, 2-4 P	21%	52%	40%	43%	48%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Washington Blvd (Thatcher-Gale)	N	11		9%	18%	27%	18%	27%	18%	18%	27%	27%	27%	27%	27%	27%	27%
	S	13		8%	8%	15%	15%	8%	15%	15%	15%	15%	15%	15%	15%	15%	15%
	Subtotal	24		8%	13%	21%	17%	17%	13%	13%	21%	21%	21%	21%	21%	21%	21%
Washington Blvd (Gale-Keystone)	N	12		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	26		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Washington Blvd (Keystone-Forest)	N	7		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	10		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	17		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Washington Blvd (Forest-RR overpass)	N	6		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	0	No Parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	6		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Washington Blvd (RR overpass-Park)	N	5		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	9		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	14		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Linden St (Thatcher-Gale)	N	1	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	14	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	15		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Linden St (Gale-Keystone)	N	11	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	12	Resident Permit Parking 6A-10A, M-F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	23		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles

RF Resident Zone 1 Permit

RF Special Permit C

☐ No counts performed during this hour

Contractor Vehicles	RF Resident Zone 1 Permit	RF Special Permit C	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
4	5	4	6	6	4	4	4	4	4	0	2	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0
1	1	1	1	1	1	1	1	0	0	0	1	1	0	0	0

Table A8 (Cont'd)
On-Street Parking Occupancy Counts - ZONE 4

Block	Side of Block	Capacity	Parking Regulation	Number of Spaces Occupied															
				7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Lake St (RR overpass-Park)	N	4	2-Hr	0%	0%	0%	50%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
	S	7	2-Hr	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	14%	0%	0%		
	Subtotal	11		0%	0%	0%	18%	9%	0%	0%	0%	0%	0%	9%	9%	0%	0%		
Oak Ave (Thatcher-Keystone)	N	14		14%	14%	14%	7%	14%	14%	14%	14%	14%	14%	7%	0%	0%	0%	0%	
	S	16		13%	6%	13%	19%	13%	13%	19%	13%	13%	13%	13%	13%	13%	13%	6%	
	Subtotal	30		13%	10%	13%	13%	13%	13%	17%	0%	0%	0%	10%	7%	7%	3%	3%	
Oak Ave (Keystone-Forest)	N	12		0%	0%	0%	8%	0%	0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	
	S	11		18%	9%	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Subtotal	23		9%	4%	4%	4%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	0%	
Oak Ave (Forest-RR overpass)	N	8		0%	0%	0%	25%	13%	13%	13%	0%	0%	0%	13%	25%	25%	25%	25%	
	S	8		13%	13%	13%	13%	13%	13%	0%	0%	0%	13%	13%	0%	0%	0%	0%	
	Subtotal	16		6%	6%	6%	19%	13%	6%	6%	0%	0%	6%	13%	13%	13%	13%	13%	
Oak Ave (RR overpass-Park)	N	6		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	S	6		0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Subtotal	12		0%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	1204			10%	16%	17%	17%	17%	18%	17%	0%	15%	13%	11%	10%	8%	8%	8%	

Note: Parking inventory based on observations of actual street use and parking regulation sign locations.

Contractor Vehicles (EXCLUDED FROM COUNTS) 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

RF Resident Zone 1 Permit (INCLUDED IN COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

RF Special Permit C (INCLUDED IN COUNTS) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

☐ No counts performed during this hour

Total Contractor Vehicles 9 20 20 15 17 17 0 0 19 10 2 2 4 4

Total RF Resident Zone Permit 1 6 7 6 5 3 0 0 3 3 0 0 4 4

Total RF Special Permit C 1 1 1 1 1 0 0 0 0 0 0 0 1 1

Table A9
 Off -Street Hourly Parking Occupancy Counts
 Tuesday, November 19, 2019 or Wednesday, November 20, 2019

Lot	Capacity	Number of Spaces Occupied					
		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon
RF Metra Station E Thatcher Lot-Monthly Permit	31	16	22	31	31	31	30
RF Metra Station E Thatcher Lot-24 Hr Permit	17	15	14	11	10	10	11
RF Metra Station E Thatcher Lot-Park District	14	2	4	5	4	1	2
RF Metra Station W Thatcher Lot-Monthly Permit	33	2	10	13	17	19	18
Village Hall Lot-Village Employees & Visitors	32	31	31	29	30	27	27
Park & Lake Lot-Village Employees & Permit	22	8	12	19	20	15	16
United Methodist Church Lot	57	4	6	10	13	10	14
West Suburban Med Center Garage Upper Level	105	11	17	34	36	40	46
Dominican University - Main Campus	1,102	373	572	794	833	1,044	1,017
Dominican University - Priory Campus	153	14	38	56	60	63	61
Concordia University	787	290	493	657	693	715	704
TOTAL	2,353	766	1,219	1,659	1,747	1,975	1,946

Lot	Number of Spaces Occupied						
	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
RF Metra Station E Thatcher Lot-Monthly Permit	30	30	29	26	18	12	9
RF Metra Station E Thatcher Lot-24 Hr Permit	11	10	8	9	7	8	7
RF Metra Station E Thatcher Lot-Park District	2	2	2	1	2	0	0
RF Metra Station W Thatcher Lot-Monthly Permit	19	20	17	15	12	9	4
Village Hall Lot-Village Employees & Visitors	30	32	32	28	26	23	22
Park & Lake Lot-Village Employees & Permit	13	14	12	13	10	12	10
United Methodist Church Lot	9	10	11	8	3	2	1
West Suburban Med Center Garage Upper Level		40	36	24	18	3	2
Dominican University - Main Campus		880	694	599	536	515	526
Dominican University - Priory Campus	59	58	59	52	40	18	2
Concordia University	687	650	569	515	400	390	378
TOTAL	860	1,746	1,469	1,290	1,072	992	961

Table A10

Off -Street Hourly Parking Occupancy Percentage

Tuesday, November 19, 2019 or Wednesday, November 20, 2019

Lot	Capacity	Percent of Spaces Occupied					
		7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	Noon
RF Metra Station E Thatcher Lot-Monthly Permit	31	51.6%	71.0%	100.0%	100.0%	100.0%	96.8%
RF Metra Station E Thatcher Lot-24 Hr Permit	17	88.2%	82.4%	64.7%	58.8%	58.8%	64.7%
RF Metra Station E Thatcher Lot-Park District	14	14.3%	28.6%	35.7%	28.6%	7.1%	14.3%
RF Metra Station W Thatcher Lot-Monthly Permit	33	6.1%	30.3%	39.4%	51.5%	57.6%	54.5%
Village Hall Lot-Village Employees & Visitors	32	96.9%	96.9%	90.6%	93.8%	84.4%	84.4%
Park & Lake Lot-Village Employees & Permit	22	36.4%	54.5%	86.4%	90.9%	68.2%	72.7%
United Methodist Church Lot	57	7.0%	10.5%	17.5%	22.8%	17.5%	24.6%
West Suburban Med Center Garage Upper Level	105	10.5%	16.2%	32.4%	34.3%	38.1%	43.8%
Dominican University - Main Campus	1,102	33.8%	51.9%	72.1%	75.6%	94.7%	92.3%
Dominican University - Priory Campus	153	9.2%	24.8%	36.6%	39.2%	41.2%	39.9%
Concordia University	787	36.8%	62.6%	83.5%	88.1%	90.9%	89.5%
TOTAL	2,353	32.6%	51.8%	70.5%	74.2%	83.9%	82.7%

Lot	Percent of Spaces Occupied						
	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	10:00 PM
RF Metra Station E Thatcher Lot-Monthly Permit	96.8%	96.8%	93.5%	83.9%	58.1%	38.7%	29.0%
RF Metra Station E Thatcher Lot-24 Hr Permit	64.7%	58.8%	47.1%	52.9%	41.2%	47.1%	41.2%
RF Metra Station E Thatcher Lot-Park District	14.3%	14.3%	14.3%	7.1%	14.3%	0.0%	0.0%
RF Metra Station W Thatcher Lot-Monthly Permit	57.6%	60.6%	51.5%	45.5%	36.4%	27.3%	12.1%
Village Hall Lot-Village Employees & Visitors	93.8%	100.0%	100.0%	87.5%	81.3%	71.9%	68.8%
Park & Lake Lot-Village Employees & Permit	59.1%	63.6%	54.5%	59.1%	45.5%	54.5%	45.5%
United Methodist Church Lot	15.8%	17.5%	19.3%	14.0%	5.3%	3.5%	1.8%
West Suburban Med Center Garage Upper Level		38.1%	34.3%	22.9%	17.1%	2.9%	1.9%
Dominican University - Main Campus		79.9%	63.0%	54.4%	48.6%	46.7%	47.7%
Dominican University - Priory Campus	38.6%	37.9%	38.6%	34.0%	26.1%	11.8%	1.3%
Concordia University	87.3%	82.6%	72.3%	65.4%	50.8%	49.6%	48.0%
TOTAL	36.5%	74.2%	62.4%	54.8%	45.6%	42.2%	40.8%