

Public participation is invited. When called upon, please approach the microphone and state your name. Kindly limit your remarks to 3 minutes.

VILLAGE OF VILLA PARK
Village Hall, Board Chambers
20 South Ardmore Avenue
Villa Park, IL 60181

Plan Commission

June 17, 2026

7:00 PM

Chair Person: Marianne Gonzales

Commissioners: John "Jack" Cuthbertson, Matt D'Alessandro, Mahmood Khan, Alan Hasler

Board Liaison: President Kevin Patrick

Staff Liaison: Stg Eric Haimann, Assistant Village Manager Michael Guerra

- 1. Call to Order - Roll Call**
- 2. Public Comments on Agenda Items**
- 3. Public Comments on Non-Agenda Items**
- 4. Amendments to the Agenda**
- 5. Consent Agenda**
 - a. Approval of the Minutes for the May 20, 2026 Plan Commission Meeting
 - b. Approval of the Minutes for the April 15, 2026 Plan Commission Meeting
- 6. Old Business**
 - a. Request for additional stop signs on Summit the intersections with Park and Central per resident request

Request to review the intersections of Summit Ave. with Park Ave and Summit Ave. with Central Blvd. from a resident
 - b. Review proposed concepts for improvements to the Village owned parking lot at the Villa Park Historical Society Museum at Central Blvd. and Villa Ave.

Review proposed concept options provided by Baxter and Woodman for improvements to the Village parking lot along Central Blvd at the Historical Museum
- 7. New Business**

Request for review of the intersection of North Third and Sunset for additional measures

 - a. Request to review the inerscetion of N. Third Ave and Sunset for additional safety measures per resident request
 - b. Request to review additional installations of Rectangular Rapid Flashing Beacons (RRFB) at school crossings per resident request

- c. Approval of the final plat for Sidney and Yale Subdivision

To make a recommendation to the Village Board for the approval of the signed plat of subdivision for Sidney and Yale

- d. Request to install additional signage for the intersection of N. Addison and Plymouth St. by resident

8. Chairperson Comments

9. Commissioner Comments

10. Village Board Liaison Comments

11. Staff Liaison Comments

12. Adjournment

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.



MEMORANDUM

TO: Plan Commission
FROM:
DATE: June 17, 2026
SUBJECT: Approval of the Minutes for the May 20, 2026 Plan Commission Meeting

RECOMMENDED ACTION:

BACKGROUND:

DISCUSSION:

VILLAGE OF VILLA PARK

Village Hall Board Room
20 South Ardmore Avenue
Villa Park, Illinois 60181

Plan Commission

May 20, 2026

7:00 PM

Chairperson Marianne Gonzales

Commissioners Jack Cuthbertson, Matt D'Alessandro, Mahmood Khan, Alan Hasler

MINUTES OF THE MEETING HELD AT THE VILLA PARK RECREATION CENTER BY PLAN COMMISSION OF THE VILLAGE OF VILLA PARK ON MAY 20, 2026

1. Call to Order – Roll Call

Chairperson Gonzales called the meeting to order at 7:02pm

Roll Call

Staff liaison Assistant Village Manager Guerra called the roll.

PRESENT: Cuthbertson, D'Alessandro, Chairperson Gonzales

ABSENT: Hasler, Khan

Staff Present: Assistant Village Manager, Michael Guerra, Sgt Eric Hiamann,
Director of Community and Economic Development Brandon Nolin

Board Present: None

2. Public Comments on Agenda Items

Email from Tony Odo was read onto the record.

3. Public Comments on Non-Agenda Items

None

4. Amendments to the Agenda

None

5. Consent Agenda

None

6. Old Business

a. Reconsideration of recommendation for Parking Restrictions on Vill Avenue for Old Town Business District

Commissioner Cuthbertson and Commissioner D'Alessandro discussed possible different configurations of parking restrictions such as zones as it corresponds to business. Commissioner D'Alessandro discussed the need for longer time limits and shorter time limits but did not have several time zones. Director Nolin reviewed portions of the parking study performed in the Villa Ave District. Based on discussion Sgt. Haimann felt that having two times would not have issue to have two zones, a 30 min zone and two-hour zone.

Motion

Commissioner D'Alessandro moves to recommend the Village Board to make all parking limited to 2hr limit on both the east and west side of Villa from Central to St. Charles with the exception of the three stalls on the east side from 211-217 S Villa Ave in which they shall be limited to 30 min parking.

The motion was seconded by Commissioner Cuthbertson

AYES: Cuthbertson, D'Alessandro, Chairperson Gonzales (3)

NAYS: None (0)

Absent: Hasler, Khan

b. Discussion on possible alternative parking options for the Terrace Alley Improvement Project

There was discussion on the timeframe of the project and the timeframe of the construction of a pedestrian crosswalk on Ardmore if the option of parking in the Metra Lot was chosen. Commissioner D'Alessandro reviewed the two options and had concerns about the viability of the pedestrians crossing Ardmore and the distance to the option to park in the Metra Station lot. While understanding there are concerns about parking on the street, felt it was the better option. Chairwoman Gonzales had concerns about the

Metra Lot and preferred to keep the residents closer to their building. Commissioner Cuthbertson also had concerns of pedestrians crossing Ardmore. The Commission discussed if there were any other options available but settled on street Parking on Terrace. Discussion on which side and limits were further discussed with Village Staff.

The Commission also had questions about the temporary restrictions during construction of the alley in which staff explained that residents would be able to park on the street during construction as their access will be limited. The Police will not enforce the no overnight parking during the construction which is set to begin in June

Motion

Commissioner D'Alessandro is moving to recommend the Village Board adopt an ordinance to allow for overnight parking on the south side of Terrace Ave. from a point 30 feet west of the Stop sign at Ardmore west approximately 300 feet with the Eastern ROW line of Princeton extended.

The motion was seconded by Commissioner Cuthbertson

AYES: Cuthbertson, D'Alessandro, Chairperson Gonzales (3)

NAYS: None (0)

Absent: Hasler, Khan

7. New Business

a. Request for additional stop signs on Summit Intersections with Park Ave and Central per resident request

Assistant Village Manager Guerra reviewed the email received from a resident with their concern for this location. He also explained that the Engineering Department has begun reviewing the traffic counts but have not completed the collection yet. Sgt. Haimann has preliminary reviewed the crash data, since 2019 years there have been 21 records of call of service for an accident. Chairman Gonzales requested to review the similar intersections on Harvard as it comparable to them with Summit. The Commission discussed possible configurations of stop signs if any intersection meets the MUTCD warrants.

Motion

Commissioner D'Alessandro moved to table the item until the next meeting to gather additional traffic counts and crash analysis.

The motion was seconded by Commissioner Cuthbertson

AYES: Cuthbertson, D'Alessandro, Chairperson Gonzales (3)

NAYS: None (0)

Absent: Hasler, Khan

b. Public Hearing – ZBA-26-03 – Sydney and Yale Subdivision

Assistant Manager Guerra and Director Nolin reviewed the request from a developer for a subdivision for 4 lots into 3 lots. Plats of subdivision and consolidation are under the preview. This was the draft plat, and final plat would need to be approved by the Plan Commission. The area is already zoned as RS-7.5 residential single family, and they are not seeking re-zoning

Motion

Commissioner D'Alessandro moves to recommend approval of the draft plat.

The motion was seconded by Commissioner Cuthbertson

AYES: Cuthbertson, D'Alessandro, Chairperson Gonzales (3)

NAYS: None (0)

Absent: Hasler, Khan

c. Review Proposed concepts for Improvements to the Village owned Parking Lot at the Villa Park Historical Society Museum at Central Blvd and Villa Ave.

Assistant Village Manager Guerra presented two options of the layout of the Museum Lot for the Commission to review with the objectives of the design which include improving the flow better, making it more appealing and at least maintaining the existing number of parking stalls. Commission reviewed the options. Commissioner Cuthbertson requested additional time to review the site in person.

Motion

Commissioner D'Alessandro made a motion to table this item at the June meeting to review the site further.

The motion was seconded by Commissioner Cuthbertson

AYES: Cuthbertson, D'Alessandro, Chairperson Gonzales (3)

NAYS: None (0)

Absent: Hasler, Khan

8. Chairperson Comments

Chairwoman Gonzales recognized that the parking on Terrace is problematic and in favor of the redesign of the Museum Parking Lot.

9. Commissioner Comments

Commissioners D'Alessandro welcomed Director Nolin and thanked staff for their work on agenda items.

Commissioner Cuthbertson welcomed Director Nolin.

10. Village Board Liaison Comments

Not present

11. Staff Liaison Comments

Director Nolin introduced himself to the Commission and his background. Assistant Village Manager noted that we have public information meeting on the Ardmore Improvement Project on June 24th at the library from 4-6 pm. There will be another public input meeting on Villa with details forthcoming. Sgt Haimann introduced an upcoming item at Sunset and Third.

12. Adjournment

Motion to adjourn was made by Commissioner D'Alessandro

Second, by Commissioner Cuthbertson

Meeting is adjourned at 8:46 pm

DRAFT



MEMORANDUM

TO: Plan Commission
FROM:
DATE: June 17, 2026
SUBJECT: Approval of the Minutes for the April 15, 2026 Plan Commission Meeting

RECOMMENDED ACTION:

BACKGROUND:

DISCUSSION:



MEMORANDUM

TO: Plan Commission
FROM: Mike Guerra, Assistant Village Manager
DATE: June 17, 2026
SUBJECT: Request for additional stop signs for the Summit Intersections with Park and Central per resident request

RECOMMENDED ACTION:

Request to review the intersections of Summit Ave. with Park Ave and Summit Ave. with Central Blvd. from a resident

BACKGROUND:

The Village received a request from a resident concerning the intersections of Summit Ave. with Park Ave. and Summit Ave. with Central Blvd. regarding interactions between traffic and pedestrians on the Illinois Prairie Path. The request was from an email which was placed on a Word document for inclusion into this packet.

DISCUSSION: For the placement of stop signs, they must meet at least one of the Manual on Uniform Traffic Control Devices (MUTCD) warrants per Section 2B.06 Signing for Right-of-Way at Intersections. Those warrants are as follows:

(MUTCD 11th Edition Page 79) Sect. 2B.13 to 2B.18

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that:

- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
- B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

Option: 01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates:

A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and

B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours.

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

A. The need to control left-turn conflicts,

B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or

C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

The Village Engineering staff is placed vehicle counters (Miovison cameras) at the intersection to gather the traffic counts and the direction of travel of vehicles. This information is needed to allow staff to review the locations to examine if any of the MUTCD warrants above are met for these locations. The reports are attached for the commission's review. Additionally, Village staff has reviewed the data collected at both intersections and currently neither intersection meets the necessary requirements for Warrant C, D, E. The crash reports are still being reviewed and the intersections are being reviewed for site obstructions to see if warrants A or B are met.

Additionally, staff was reviewing the location for speeds, however there was technical issues with the equipment and the speed measurements have not been collected yet. Staff is preparing to place the monitors back out in the upcoming week to collect speed volumes.

To Whom It May Concern,

I am writing to request a safety assessment and the installation of stop signs at the intersections of Central and Summit (southbound) and E. Park and Summit Ave (northbound).

As a resident near these intersections for the past two years, I have witnessed three separate pedestrian incidents requiring emergency services. We also observe daily near-misses between vehicles and pedestrians. Speeding is a persistent issue, particularly with drivers traveling south or approaching from Highland Avenue to the north.

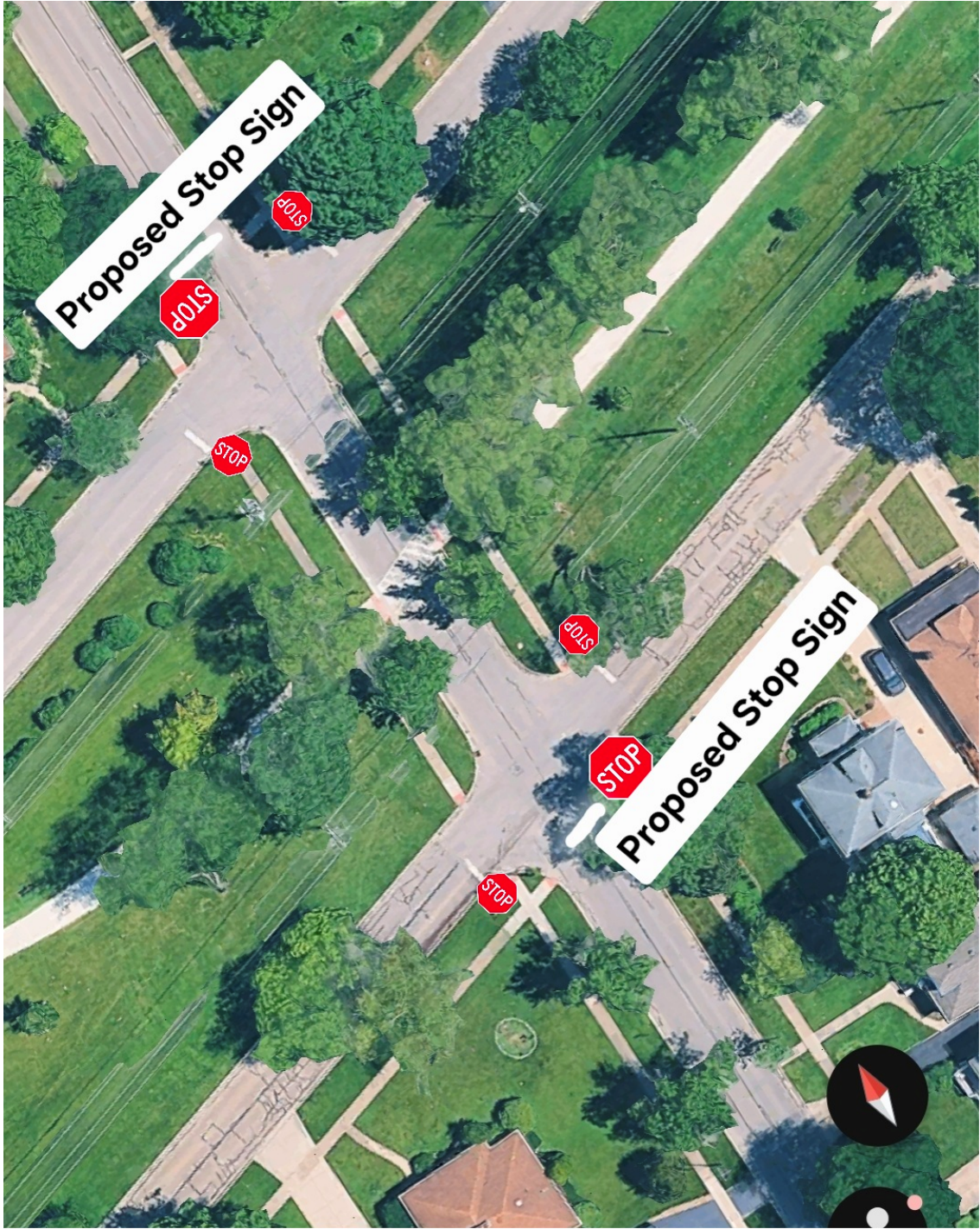
With the community expanding due to new condominium and retail developments, traffic volume is increasing. Summit is frequently used as a cut-through to Roosevelt Road and Route 83, making it essential to reassess these intersections to prevent further accidents.

I have attached a proposal to implement 3-way stops at these locations, treating the Prairie Path crossing similarly to a train crossing.

I look forward to hearing how the city plans to address these safety concerns.

Sincerely,

Colin Albue
[137 E. Park Blvd.](#)
630-222-6915



260514 - Summit & Park - TMC

Thu May 14, 2026

Full Length (10 AM-12 PM (+1))

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1403949, Location: 41.884521, -87.974068

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US

Leg Direction	S Summit Ave Southbound					E Park Blvd Westbound					S Summit Ave Northbound					E Park Blvd Eastbound					Int
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-05-14 10:00AM	1	24	1	0	26	2	10	4	0	16	3	37	6	0	46	4	13	6	0	23	111
11:00AM	2	29	1	0	32	0	10	5	0	15	9	40	5	1	55	2	12	5	0	19	121
12:00PM	2	30	1	0	33	5	26	6	0	37	7	52	2	0	61	3	21	1	0	25	156
1:00PM	3	19	2	0	24	3	19	7	0	29	10	60	4	0	74	1	24	4	0	29	156
2:00PM	2	43	3	0	48	2	29	7	0	38	7	66	2	0	75	9	18	10	0	37	198
3:00PM	3	41	5	0	49	4	16	12	0	32	9	82	1	0	92	8	24	1	0	33	206
4:00PM	3	51	2	0	56	1	13	9	0	23	7	92	4	0	103	3	14	9	0	26	208
5:00PM	1	61	0	0	62	5	25	9	0	39	6	80	1	0	87	4	25	8	0	37	225
6:00PM	1	34	3	0	38	6	28	5	0	39	6	52	2	0	60	1	27	5	0	33	170
7:00PM	1	22	1	0	24	1	16	5	0	22	5	53	0	0	58	5	20	1	0	26	130
8:00PM	2	17	3	0	22	1	17	2	0	20	4	42	2	0	48	3	16	0	0	19	109
9:00PM	3	12	0	0	15	0	6	0	0	6	2	30	2	0	34	1	12	1	0	14	69
10:00PM	0	7	1	0	8	0	4	1	0	5	2	16	0	0	18	1	4	1	0	6	37
11:00PM	2	3	0	0	5	1	3	0	0	4	0	12	0	0	12	0	6	0	0	6	27
2026-05-15 12:00AM	2	2	0	0	4	0	2	1	0	3	0	3	1	0	4	0	2	1	0	3	14
1:00AM	0	2	2	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
2:00AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00AM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
4:00AM	0	4	0	0	4	0	2	1	0	3	0	4	0	0	4	0	1	0	0	1	12
5:00AM	0	2	0	0	2	0	3	1	0	4	2	10	1	0	13	0	5	0	0	5	24
6:00AM	1	19	0	0	20	0	9	5	0	14	2	20	1	0	23	3	10	1	0	14	71
7:00AM	4	37	1	0	42	5	13	8	0	26	4	47	0	0	51	0	16	1	0	17	136
8:00AM	0	35	2	0	37	5	21	7	0	33	3	45	2	0	50	6	19	1	0	26	146
9:00AM	1	25	1	0	27	2	17	4	0	23	9	68	5	0	82	3	16	4	0	23	155
10:00AM	4	16	3	0	23	7	12	6	0	25	6	42	4	0	52	3	15	3	0	21	121
11:00AM	6	32	1	0	39	1	20	5	0	26	2	53	4	0	59	4	28	2	0	34	158
Total	44	567	33	0	644	53	321	111	0	485	106	1009	49	1	1165	64	348	65	0	477	2771
% Approach	6.8%	88.0%	5.1%	0%	-	10.9%	66.2%	22.9%	0%	-	9.1%	86.6%	4.2%	0.1%	-	13.4%	73.0%	13.6%	0%	-	-
% Total	1.6%	20.5%	1.2%	0%	23.2%	1.9%	11.6%	4.0%	0%	17.5%	3.8%	36.4%	1.8%	0%	42.0%	2.3%	12.6%	2.3%	0%	17.2%	-
Motorcycles	2	4	0	0	6	0	2	0	0	2	0	6	0	0	6	0	1	0	0	1	15
% Motorcycles	4.5%	0.7%	0%	0%	0.9%	0%	0.6%	0%	0%	0.4%	0%	0.6%	0%	0%	0.5%	0%	0.3%	0%	0%	0.2%	0.5%
Lights	41	552	33	0	626	53	317	111	0	481	104	985	47	1	1137	64	339	62	0	465	2709
% Lights	93.2%	97.4%	100%	0%	97.2%	100%	98.8%	100%	0%	99.2%	98.1%	97.6%	95.9%	100%	97.6%	100%	97.4%	95.4%	0%	97.5%	97.8%
Single-Unit Trucks	0	2	0	0	2	0	2	0	0	2	1	7	2	0	10	0	7	2	0	9	23
% Single-Unit Trucks	0%	0.4%	0%	0%	0.3%	0%	0.6%	0%	0%	0.4%	0.9%	0.7%	4.1%	0%	0.9%	0%	2.0%	3.1%	0%	1.9%	0.8%
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Articulated Trucks	0%	0.4%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0.1%
Buses	1	7	0	0	8	0	0	0	0	0	1	10	0	0	11	0	1	1	0	2	21
% Buses	2.3%	1.2%	0%	0%	1.2%	0%	0%	0%	0%	0%	0.9%	1.0%	0%	0%	0.9%	0%	0.3%	1.5%	0%	0.4%	0.8%

*L: Left, R: Right, T: Thru, U: U-Turn

260514 - Summit & Park - TMC

Thu May 14, 2026

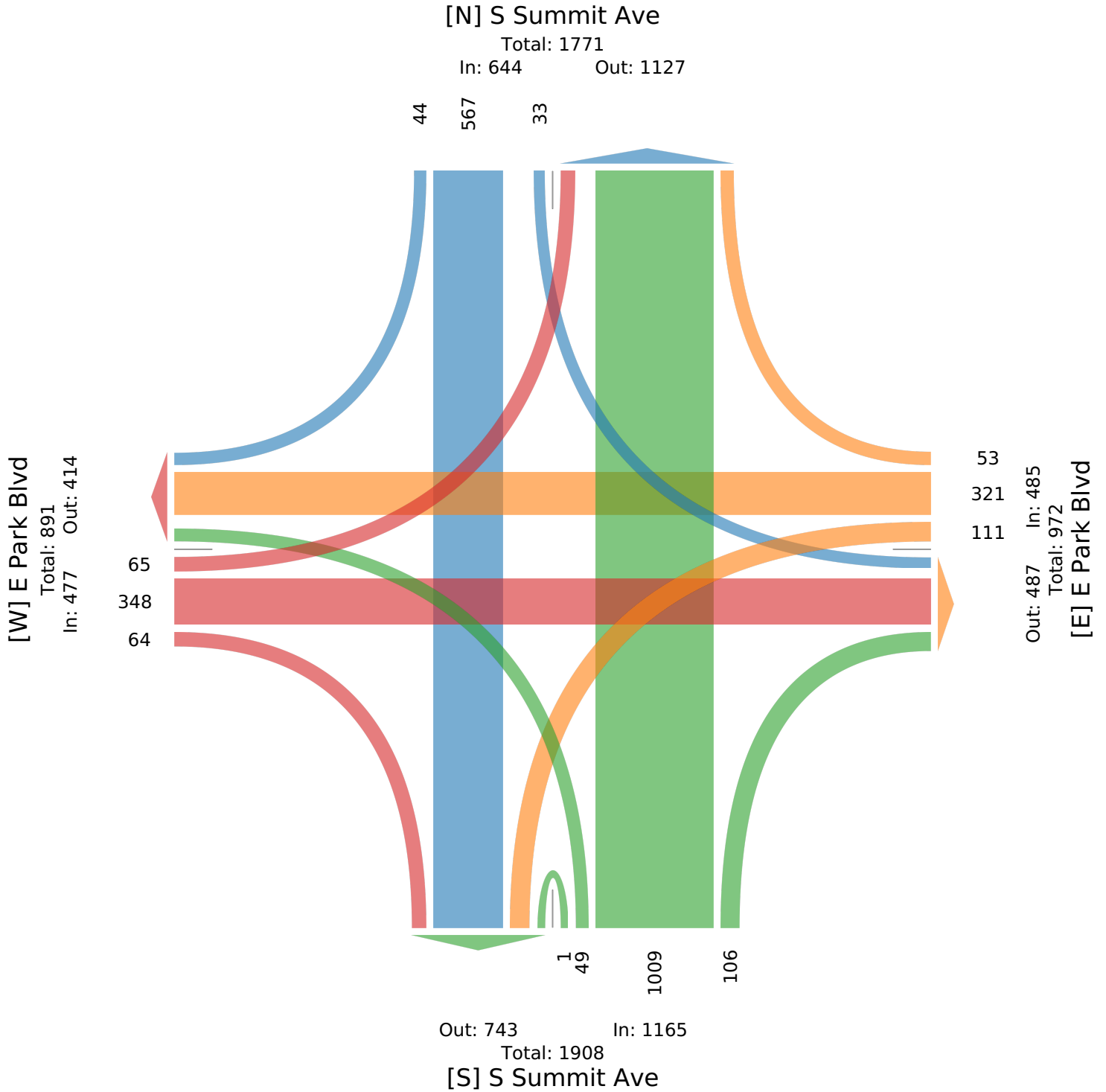
Full Length (10 AM-12 PM (+1))

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1403949, Location: 41.884521, -87.974068

Provided by: Village of Villa Park (IL)
 Village of Villa Park Public Works Department, 11 West Home Avenue,
 Villa Park, IL, 60181, US



260514 - Summit & Park - TMC

Thu May 14, 2026

Midday Peak (May 14 2026 12:45PM - 1:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1403949, Location: 41.884521, -87.974068

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Leg Direction	S Summit Ave Southbound					E Park Blvd Westbound					S Summit Ave Northbound					E Park Blvd Eastbound					Int	
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App		
2026-05-14 12:45PM	0	8	1	0	9	1	7	0	0	8	2	16	1	0	19	1	5	0	0	6	42	
1:00PM	1	2	1	0	4	1	4	0	0	5	2	14	2	0	18	0	8	1	0	9	36	
1:15PM	2	5	1	0	8	1	5	2	0	8	2	14	1	0	17	1	5	0	0	6	39	
1:30PM	0	8	0	0	8	1	5	4	0	10	4	16	0	0	20	0	6	2	0	8	46	
Total	3	23	3	0	29	4	21	6	0	31	10	60	4	0	74	2	24	3	0	29	163	
% Approach	10.3%	79.3%	10.3%	0%	-	12.9%	67.7%	19.4%	0%	-	13.5%	81.1%	5.4%	0%	-	6.9%	82.8%	10.3%	0%	-	-	
% Total	1.8%	14.1%	1.8%	0%	17.8%	2.5%	12.9%	3.7%	0%	19.0%	6.1%	36.8%	2.5%	0%	45.4%	1.2%	14.7%	1.8%	0%	17.8%	-	
PHF	0.375	0.719	0.750	-	0.806	1.000	0.750	0.375	-	0.775	0.625	0.938	0.500	-	0.925	0.500	0.750	0.375	-	0.806	0.886	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	3	21	3	0	27	4	21	6	0	31	9	58	4	0	71	2	23	3	0	28	157	
% Lights	100%	91.3%	100%	0%	93.1%	100%	100%	100%	0%	100%	90.0%	96.7%	100%	0%	95.9%	100%	95.8%	100%	0%	96.6%	96.3%	
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	4	
% Single-Unit Trucks	0%	4.3%	0%	0%	3.4%	0%	0%	0%	0%	0%	10.0%	1.7%	0%	0%	2.7%	0%	4.2%	0%	0%	3.4%	2.5%	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
% Buses	0%	4.3%	0%	0%	3.4%	0%	0%	0%	0%	0%	0%	1.7%	0%	0%	1.4%	0%	0%	0%	0%	0%	1.2%	

*L: Left, R: Right, T: Thru, U: U-Turn

260514 - Summit & Park - TMC

Thu May 14, 2026

Midday Peak (May 14 2026 12:45PM - 1:45 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1403949, Location: 41.884521, -87.974068

Provided by: Village of Villa Park (IL)
Village of Villa Park Public Works Department, 11 West Home Avenue,
Villa Park, IL, 60181, US

[N] S Summit Ave

Total: 96

In: 29

Out: 67

3 23 3

[W] E Park Blvd

Total: 57

In: 29 Out: 28

3 24 2

4 21 6

Out: 37 In: 31

Total: 68

[E] E Park Blvd

Out: 31

In: 74

Total: 105

[S] S Summit Ave

4 60 10

260514 - Summit & Park - TMC

Thu May 14, 2026

PM Peak (May 14 2026 4:45PM - 5:45 PM) - Overall Peak

Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks,

Articulated Trucks, Buses)

All Movements

ID: 1403949, Location: 41.884521, -87.974068

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US

Leg Direction	S Summit Ave Southbound					E Park Blvd Westbound					S Summit Ave Northbound					E Park Blvd Eastbound					Int	
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App		
2026-05-14 4:45PM	0	14	1	0	15	0	3	2	0	5	3	22	2	0	27	0	3	2	0	5	52	
5:00PM	0	23	0	0	23	1	5	3	0	9	2	23	0	0	25	1	6	3	0	10	67	
5:15PM	0	15	0	0	15	1	9	1	0	11	1	16	1	0	18	2	6	2	0	10	54	
5:30PM	0	9	0	0	9	1	6	3	0	11	2	25	0	0	27	1	6	2	0	9	55	
Total	0	61	1	0	62	3	23	9	0	35	8	86	3	0	97	4	21	9	0	34	228	
% Approach	0%	98.4%	1.6%	0%	-	8.6%	65.7%	25.7%	0%	-	8.2%	88.7%	3.1%	0%	-	11.8%	61.8%	26.5%	0%	-	-	
% Total	0%	26.8%	0.4%	0%	27.2%	1.3%	10.1%	3.9%	0%	15.4%	3.5%	37.7%	1.3%	0%	42.5%	1.8%	9.2%	3.9%	0%	14.9%	-	
PHF	-	0.663	0.250	-	0.674	0.750	0.639	0.750	-	0.795	0.667	0.860	0.375	-	0.898	0.500	0.875	0.750	-	0.850	0.851	
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
% Motorcycles	0%	0%	0%	0%	0%	0%	4.3%	0%	0%	2.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	
Lights	0	60	1	0	61	3	22	9	0	34	8	86	3	0	97	4	21	9	0	34	226	
% Lights	0%	98.4%	100%	0%	98.4%	100%	95.7%	100%	0%	97.1%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	99.1%	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Articulated Trucks	0%	1.6%	0%	0%	1.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

*L: Left, R: Right, T: Thru, U: U-Turn

260514 - Summit & Park - TMC

Thu May 14, 2026

PM Peak (May 14 2026 4:45PM - 5:45 PM) - Overall Peak

Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks,

Articulated Trucks, Buses)

All Movements

ID: 1403949, Location: 41.884521, -87.974068

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US

[N] S Summit Ave

Total: 160

In: 62

Out: 98

61

1

[W] E Park Blvd

Total: 60

In: 34 Out: 26

9
21
4

3
23
9

Out: 30 In: 35

Total: 65

[E] E Park Blvd

Out: 74

In: 97

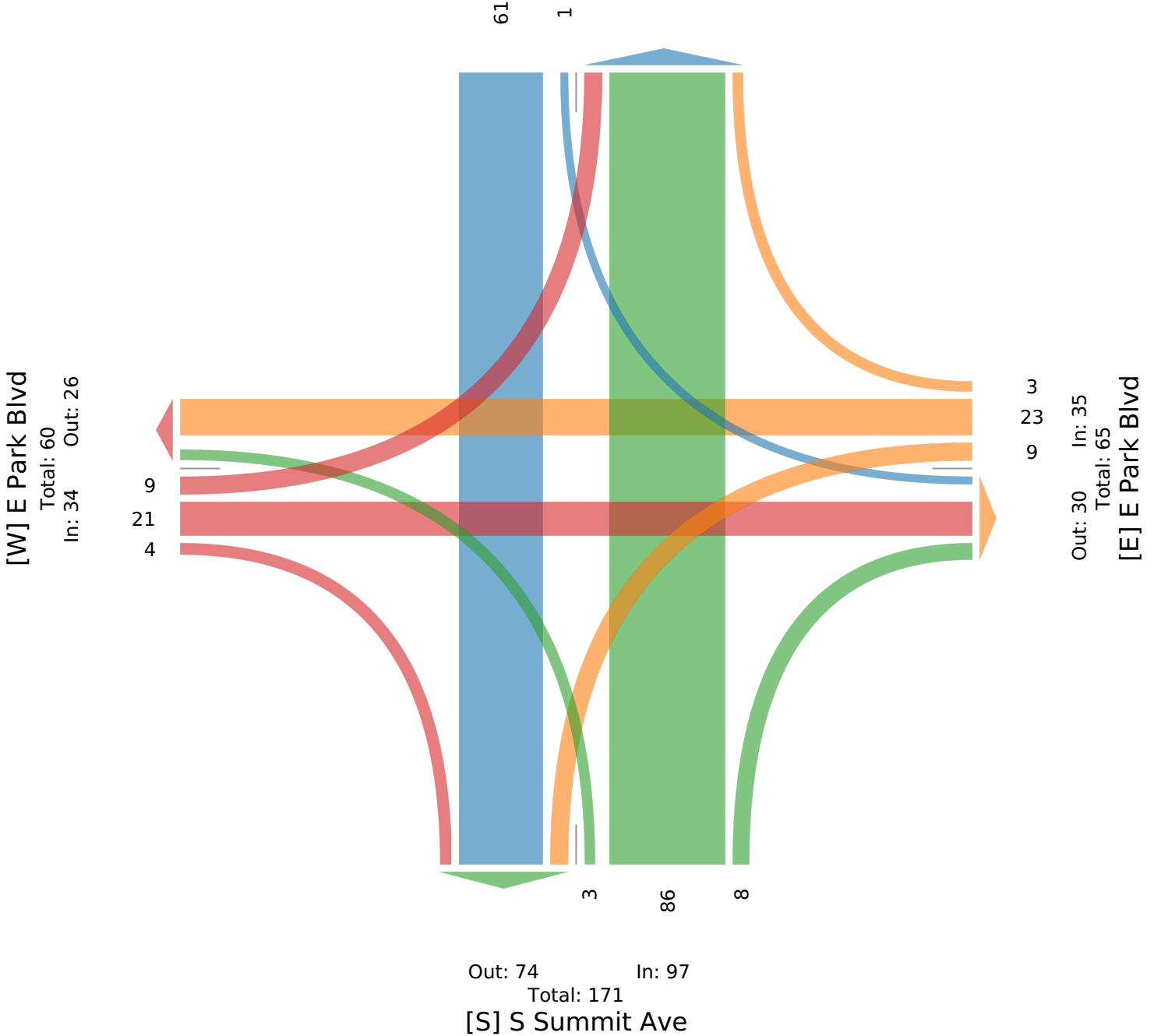
Total: 171

[S] S Summit Ave

3

86

8



260514 - Summit & Park - TMC

Fri May 15, 2026

AM Peak (May 15 2026 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1403949, Location: 41.884521, -87.974068

Provided by: Village of Villa Park (IL)
 Village of Villa Park Public Works Department, 11 West Home Avenue,
 Villa Park, IL, 60181, US

Leg Direction	S Summit Ave Southbound					E Park Blvd Westbound					S Summit Ave Northbound					E Park Blvd Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-05-15 7:45AM	2	11	1	0	14	1	4	1	0	6	0	21	0	0	21	0	4	0	0	4	45
8:00AM	0	7	0	0	7	4	5	1	0	10	0	13	0	0	13	1	6	0	0	7	37
8:15AM	0	7	1	0	8	1	4	4	0	9	2	10	0	0	12	0	4	0	0	4	33
8:30AM	0	14	0	0	14	0	7	1	0	8	1	10	1	0	12	3	7	1	0	11	45
Total	2	39	2	0	43	6	20	7	0	33	3	54	1	0	58	4	21	1	0	26	160
% Approach	4.7%	90.7%	4.7%	0%	-	18.2%	60.6%	21.2%	0%	-	5.2%	93.1%	1.7%	0%	-	15.4%	80.8%	3.8%	0%	-	-
% Total	1.3%	24.4%	1.3%	0%	26.9%	3.8%	12.5%	4.4%	0%	20.6%	1.9%	33.8%	0.6%	0%	36.3%	2.5%	13.1%	0.6%	0%	16.3%	-
PHF	0.250	0.696	0.500	-	0.768	0.375	0.714	0.438	-	0.825	0.375	0.643	0.250	-	0.690	0.333	0.750	0.250	-	0.591	0.889
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	2	38	2	0	42	6	20	7	0	33	3	53	1	0	57	4	20	1	0	25	157
% Lights	100%	97.4%	100%	0%	97.7%	100%	100%	100%	0%	100%	100%	98.1%	100%	0%	98.3%	100%	95.2%	100%	0%	96.2%	98.1%
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.9%	0%	0%	1.7%	0%	4.8%	0%	0%	3.8%	1.3%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0%	2.6%	0%	0%	2.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.6%

*L: Left, R: Right, T: Thru, U: U-Turn

260514 - Summit & Park - TMC

Fri May 15, 2026

AM Peak (May 15 2026 7:45AM - 8:45 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1403949, Location: 41.884521, -87.974068

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US

[N] S Summit Ave

Total: 104

In: 43

Out: 61

2 39 2

[W] E Park Blvd

Total: 49

In: 26

Out: 23

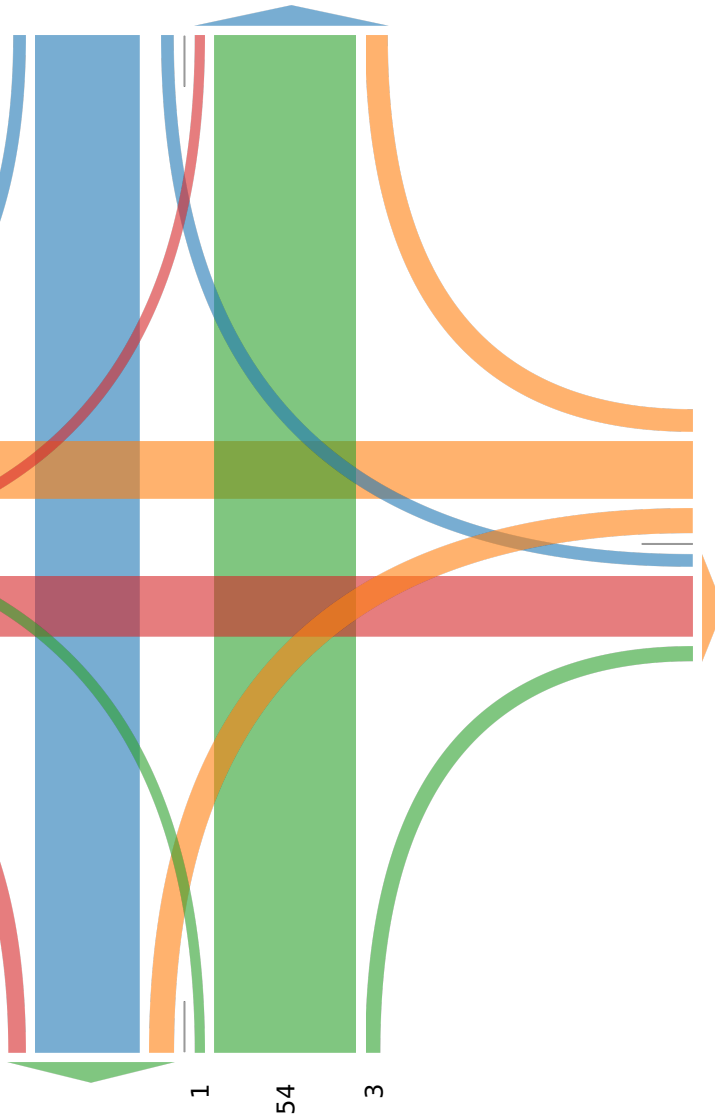
1 21 4

6 20 7

Out: 26 In: 33

Total: 59

[E] E Park Blvd



Out: 50

In: 58

Total: 108

[S] S Summit Ave

260521 - Summit & Central - TMC

Thu May 21, 2026

Full Length (10 AM-12 PM (+1))

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1405262, Location: 41.885028, -87.974084

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US

Leg Direction	S Summit Ave Southbound					E Central Blvd Westbound					S Summit Ave Northbound					E Central Ave Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-05-21 10:00AM	2	13	0	0	15	3	23	5	0	31	3	50	6	0	59	4	10	1	0	15	120
11:00AM	2	28	1	0	31	2	13	4	0	19	4	38	11	0	53	7	23	3	0	33	136
12:00PM	3	21	0	0	24	4	25	8	0	37	6	54	10	0	70	9	18	4	0	31	162
1:00PM	1	13	0	0	14	0	14	7	0	21	8	56	9	0	73	9	10	2	0	21	129
2:00PM	0	20	0	0	20	1	17	11	0	29	3	56	5	0	64	8	7	3	0	18	131
3:00PM	1	31	0	0	32	2	16	7	0	25	5	69	9	0	83	3	13	2	0	18	158
4:00PM	1	43	3	0	47	1	19	7	0	27	7	78	12	0	97	9	11	1	0	21	192
5:00PM	1	50	2	0	53	0	24	4	0	28	9	73	9	0	91	12	14	2	0	28	200
6:00PM	3	25	0	0	28	2	18	7	0	27	2	56	9	0	67	7	13	3	0	23	145
7:00PM	2	16	1	0	19	0	9	1	0	10	4	44	7	0	55	10	17	4	0	31	115
8:00PM	0	16	0	0	16	1	8	3	0	12	0	37	5	0	42	3	12	2	0	17	87
9:00PM	0	5	0	0	5	0	8	7	0	15	4	19	5	0	28	2	5	1	0	8	56
10:00PM	0	8	0	0	8	0	9	1	0	10	2	7	1	0	10	0	5	1	0	6	34
11:00PM	0	2	0	0	2	0	3	1	0	4	1	12	0	0	13	0	2	0	0	2	21
2026-05-22 12:00AM	0	1	0	0	1	0	3	1	0	4	0	4	0	0	4	0	1	0	0	1	10
1:00AM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	1	1	0	0	2	7
2:00AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
3:00AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	1	1	0	2	7
5:00AM	0	2	0	0	2	0	1	0	0	1	0	8	1	0	9	1	5	0	0	6	18
6:00AM	0	8	0	0	8	1	3	2	0	6	1	15	1	0	17	6	6	1	0	13	44
7:00AM	0	16	0	0	16	3	8	4	0	15	4	49	1	0	54	7	11	1	0	19	104
8:00AM	0	26	0	0	26	1	11	3	0	15	4	40	11	0	55	7	13	2	0	22	118
9:00AM	0	20	1	0	21	0	14	5	0	19	5	46	8	0	59	8	16	3	0	27	126
10:00AM	2	18	1	0	21	1	14	9	0	24	8	40	3	0	51	4	13	2	0	19	115
11:00AM	1	23	0	0	24	0	14	7	0	21	2	38	8	0	48	4	10	2	0	16	109
Total	19	409	9	0	437	22	276	105	0	403	82	894	131	0	1107	121	238	41	0	400	2347
% Approach	4.3%	93.6%	2.1%	0%	-	5.5%	68.5%	26.1%	0%	-	7.4%	80.8%	11.8%	0%	-	30.3%	59.5%	10.3%	0%	-	-
% Total	0.8%	17.4%	0.4%	0%	18.6%	0.9%	11.8%	4.5%	0%	17.2%	3.5%	38.1%	5.6%	0%	47.2%	5.2%	10.1%	1.7%	0%	17.0%	-
Motorcycles	0	0	0	0	0	0	2	1	0	3	1	1	2	0	4	1	1	0	0	2	9
% Motorcycles	0%	0%	0%	0%	0%	0%	0.7%	1.0%	0%	0.7%	1.2%	0.1%	1.5%	0%	0.4%	0.8%	0.4%	0%	0%	0.5%	0.4%
Lights	17	402	9	0	428	20	272	103	0	395	81	879	125	0	1085	120	237	40	0	397	2305
% Lights	89.5%	98.3%	100%	0%	97.9%	90.9%	98.6%	98.1%	0%	98.0%	98.8%	98.3%	95.4%	0%	98.0%	99.2%	99.6%	97.6%	0%	99.3%	98.2%
Single-Unit Trucks	0	2	0	0	2	2	2	1	0	5	0	7	3	0	10	0	0	1	0	1	18
% Single-Unit Trucks	0%	0.5%	0%	0%	0.5%	9.1%	0.7%	1.0%	0%	1.2%	0%	0.8%	2.3%	0%	0.9%	0%	0%	2.4%	0%	0.3%	0.8%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	2	5	0	0	7	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	15
% Buses	10.5%	1.2%	0%	0%	1.6%	0%	0%	0%	0%	0%	0%	0.8%	0.8%	0%	0.7%	0%	0%	0%	0%	0%	0.6%

*L: Left, R: Right, T: Thru, U: U-Turn

260521 - Summit & Central - TMC

Thu May 21, 2026

Full Length (10 AM-12 PM (+1))

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

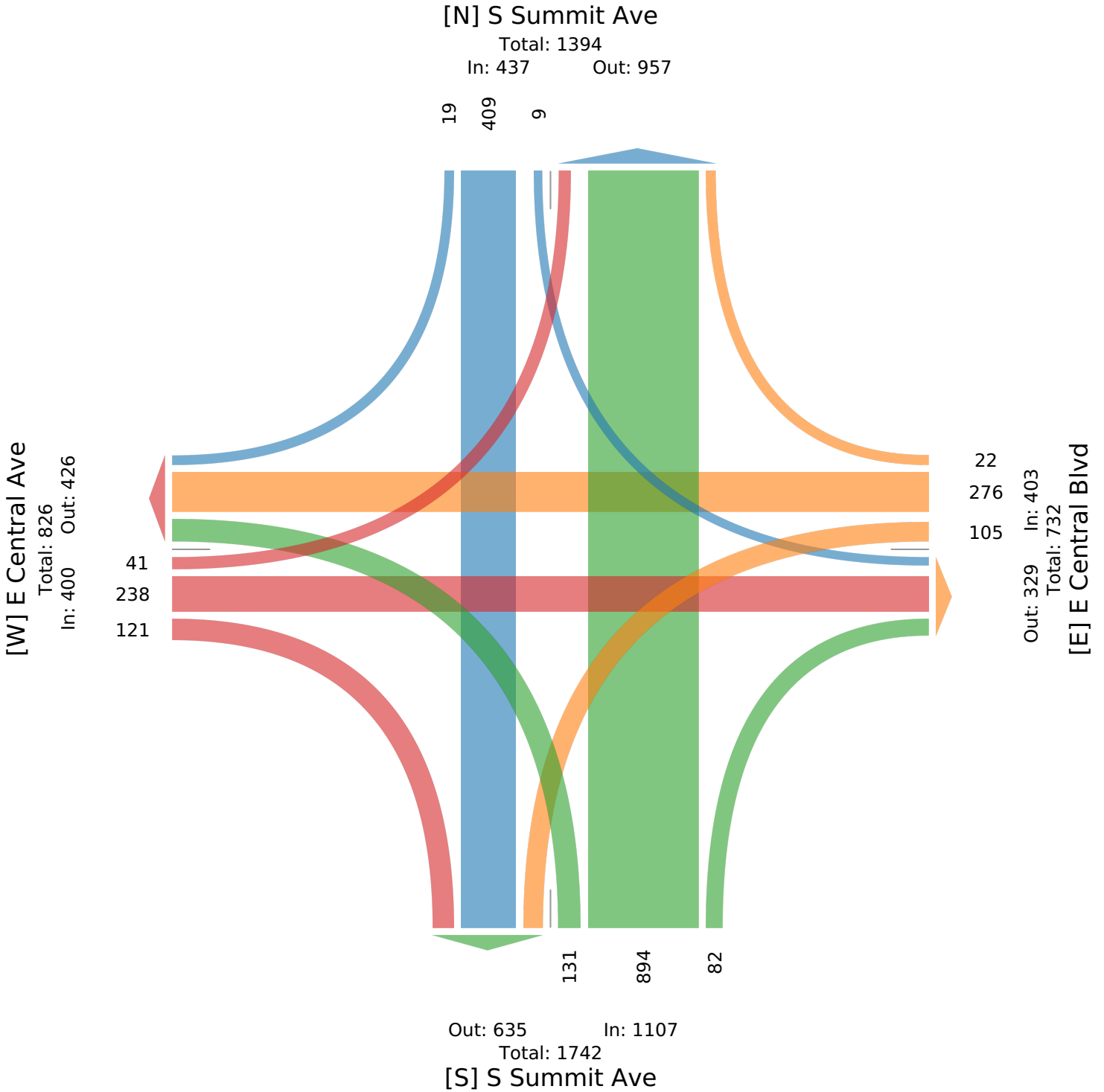
All Movements

ID: 1405262, Location: 41.885028, -87.974084

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US



260521 - Summit & Central - TMC

Thu May 21, 2026

Midday Peak (May 21 2026 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1405262, Location: 41.885028, -87.974084

Provided by: Village of Villa Park (IL)
 Village of Villa Park Public Works Department, 11 West Home Avenue,
 Villa Park, IL, 60181, US

Leg Direction	S Summit Ave Southbound					E Central Blvd Westbound					S Summit Ave Northbound					E Central Ave Eastbound					Int	
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App		
2026-05-21 12:00PM	1	5	0	0	6	0	7	1	0	8	1	18	1	0	20	2	3	0	0	5	39	
12:15PM	0	4	0	0	4	3	4	2	0	9	1	15	2	0	18	1	4	1	0	6	37	
12:30PM	1	6	0	0	7	0	4	4	0	8	2	13	4	0	19	3	6	1	0	10	44	
12:45PM	1	6	0	0	7	1	10	1	0	12	2	8	3	0	13	3	5	2	0	10	42	
Total	3	21	0	0	24	4	25	8	0	37	6	54	10	0	70	9	18	4	0	31	162	
% Approach	12.5%	87.5%	0%	0%	-	10.8%	67.6%	21.6%	0%	-	8.6%	77.1%	14.3%	0%	-	29.0%	58.1%	12.9%	0%	-	-	
% Total	1.9%	13.0%	0%	0%	14.8%	2.5%	15.4%	4.9%	0%	22.8%	3.7%	33.3%	6.2%	0%	43.2%	5.6%	11.1%	2.5%	0%	19.1%	-	
PHF	0.750	0.875	-	-	0.857	0.333	0.625	0.500	-	0.771	0.750	0.750	0.625	-	0.875	0.750	0.750	0.500	-	0.775	0.920	
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.9%	0%	0%	1.4%	0%	0%	0%	0%	0%	0%	0.6%
Lights	3	19	0	0	22	3	25	7	0	35	6	51	10	0	67	9	18	4	0	31	155	
% Lights	100%	90.5%	0%	0%	91.7%	75.0%	100%	87.5%	0%	94.6%	100%	94.4%	100%	0%	95.7%	100%	100%	100%	0%	100%	95.7%	
Single-Unit Trucks	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
% Single-Unit Trucks	0%	0%	0%	0%	0%	25.0%	0%	12.5%	0%	5.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.2%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
% Buses	0%	9.5%	0%	0%	8.3%	0%	0%	0%	0%	0%	0%	3.7%	0%	0%	2.9%	0%	0%	0%	0%	0%	0%	2.5%

*L: Left, R: Right, T: Thru, U: U-Turn

260521 - Summit & Central - TMC

Thu May 21, 2026

Midday Peak (May 21 2026 12PM - 1 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1405262, Location: 41.885028, -87.974084

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US

[N] S Summit Ave

Total: 86

In: 24

Out: 62

3 21

[W] E Central Ave

Total: 69

In: 31

Out: 38

4 18 9

4 25 8

Out: 24 In: 37

Total: 61

[E] E Central Blvd



Out: 38

In: 70

Total: 108

[S] S Summit Ave

260521 - Summit & Central - TMC

Thu May 21, 2026

PM Peak (May 21 2026 4:30PM - 5:30 PM) - Overall Peak

Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks,

Articulated Trucks, Buses)

All Movements

ID: 1405262, Location: 41.885028, -87.974084

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US

Leg Direction	S Summit Ave Southbound					E Central Blvd Westbound					S Summit Ave Northbound					E Central Ave Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-05-21 4:30PM	0	16	1	0	17	0	5	0	0	5	2	21	4	0	27	4	4	0	0	8	57
4:45PM	0	10	1	0	11	0	6	2	0	8	0	23	1	0	24	2	3	1	0	6	49
5:00PM	1	23	0	0	24	0	4	2	0	6	4	17	5	0	26	4	5	0	0	9	65
5:15PM	0	13	2	0	15	0	7	0	0	7	1	17	0	0	18	3	3	1	0	7	47
Total	1	62	4	0	67	0	22	4	0	26	7	78	10	0	95	13	15	2	0	30	218
% Approach	1.5%	92.5%	6.0%	0%	-	0%	84.6%	15.4%	0%	-	7.4%	82.1%	10.5%	0%	-	43.3%	50.0%	6.7%	0%	-	-
% Total	0.5%	28.4%	1.8%	0%	30.7%	0%	10.1%	1.8%	0%	11.9%	3.2%	35.8%	4.6%	0%	43.6%	6.0%	6.9%	0.9%	0%	13.8%	-
PHF	0.250	0.674	0.500	-	0.698	-	0.786	0.500	-	0.813	0.438	0.848	0.500	-	0.880	0.813	0.750	0.500	-	0.833	0.838
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Lights	1	62	4	0	67	0	22	4	0	26	7	78	10	0	95	13	15	2	0	30	218
% Lights	100%	100%	100%	0%	100%	0%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

*L: Left, R: Right, T: Thru, U: U-Turn

260521 - Summit & Central - TMC

Thu May 21, 2026

PM Peak (May 21 2026 4:30PM - 5:30 PM) - Overall Peak

Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks,

Articulated Trucks, Buses)

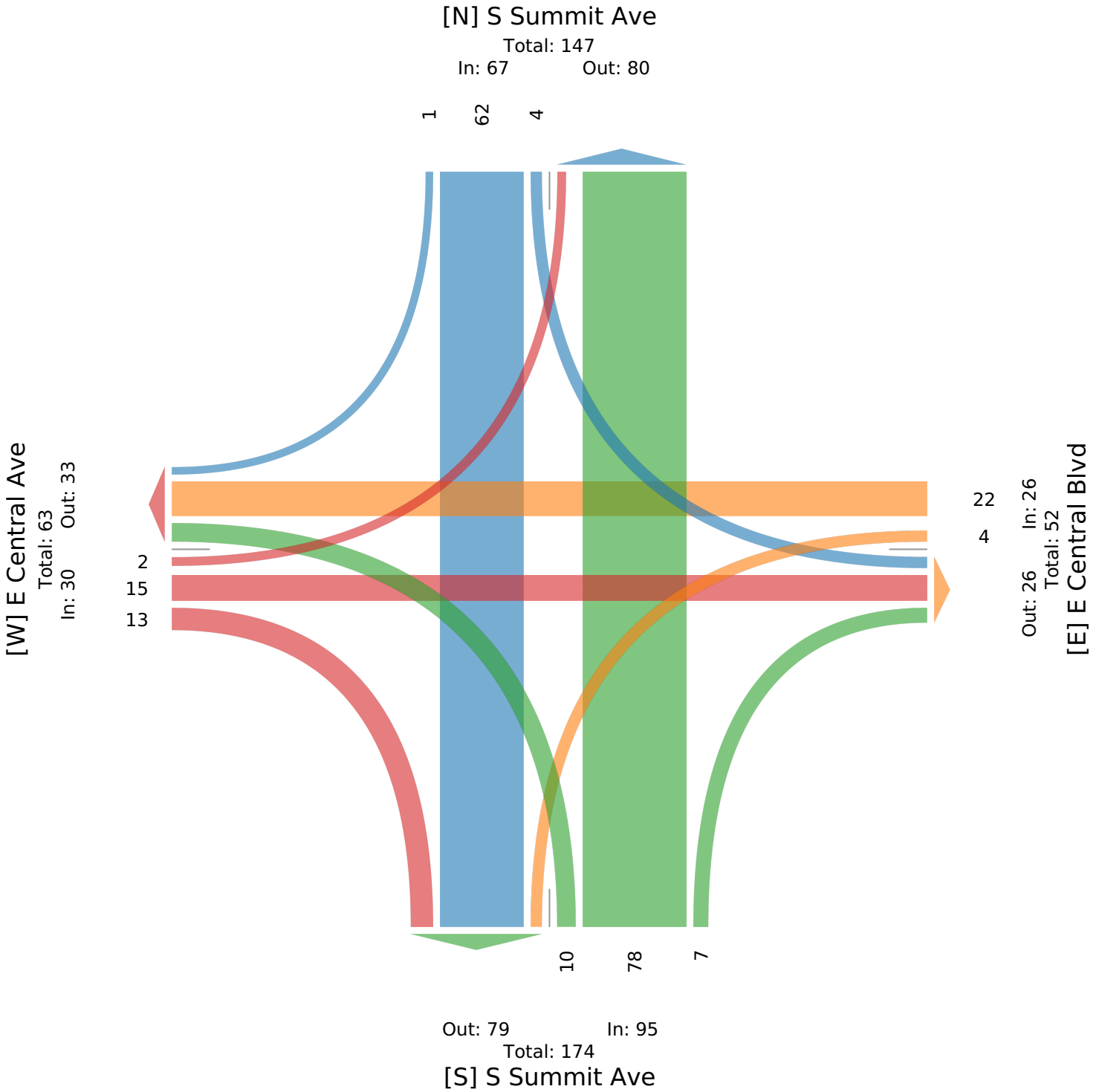
All Movements

ID: 1405262, Location: 41.885028, -87.974084

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US



260521 - Summit & Central - TMC

Fri May 22, 2026

AM Peak (May 22 2026 9:15AM - 10:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1405262, Location: 41.885028, -87.974084

Provided by: Village of Villa Park (IL)
 Village of Villa Park Public Works Department, 11 West Home Avenue,
 Villa Park, IL, 60181, US

Leg Direction	S Summit Ave Southbound					E Central Blvd Westbound					S Summit Ave Northbound					E Central Ave Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2026-05-22 9:15AM	0	1	0	0	1	0	2	0	0	2	1	11	3	0	15	2	7	0	0	9	27
9:30AM	0	3	0	0	3	0	5	4	0	9	1	15	3	0	19	0	2	3	0	5	36
9:45AM	0	7	0	0	7	0	4	1	0	5	2	14	1	0	17	1	6	0	0	7	36
10:00AM	0	3	1	0	4	1	3	2	0	6	3	8	2	0	13	3	3	1	0	7	30
Total	0	14	1	0	15	1	14	7	0	22	7	48	9	0	64	6	18	4	0	28	129
% Approach	0%	93.3%	6.7%	0%	-	4.5%	63.6%	31.8%	0%	-	10.9%	75.0%	14.1%	0%	-	21.4%	64.3%	14.3%	0%	-	-
% Total	0%	10.9%	0.8%	0%	11.6%	0.8%	10.9%	5.4%	0%	17.1%	5.4%	37.2%	7.0%	0%	49.6%	4.7%	14.0%	3.1%	0%	21.7%	-
PHF	-	0.500	0.250	-	0.536	0.250	0.700	0.438	-	0.611	0.583	0.800	0.750	-	0.842	0.500	0.643	0.333	-	0.778	0.896
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14.3%	0%	0%	0%	1.6%	0%	0%	0%	0%	0%	0.8%
Lights	0	14	1	0	15	1	14	7	0	22	6	47	7	0	60	6	18	4	0	28	125
% Lights	0%	100%	100%	0%	100%	100%	100%	100%	0%	100%	85.7%	97.9%	77.8%	0%	93.8%	100%	100%	100%	0%	100%	96.9%
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.1%	22.2%	0%	4.7%	0%	0%	0%	0%	0%	2.3%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

*L: Left, R: Right, T: Thru, U: U-Turn

260521 - Summit & Central - TMC

Fri May 22, 2026

AM Peak (May 22 2026 9:15AM - 10:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 1405262, Location: 41.885028, -87.974084

Provided by: Village of Villa Park (IL)

Village of Villa Park Public Works Department, 11 West Home Avenue,

Villa Park, IL, 60181, US

[N] S Summit Ave

Total: 68

In: 15 Out: 53

14 1

[W] E Central Ave

Total: 51

In: 28 Out: 23

4 18 6

Out: 27 In: 64

Total: 91

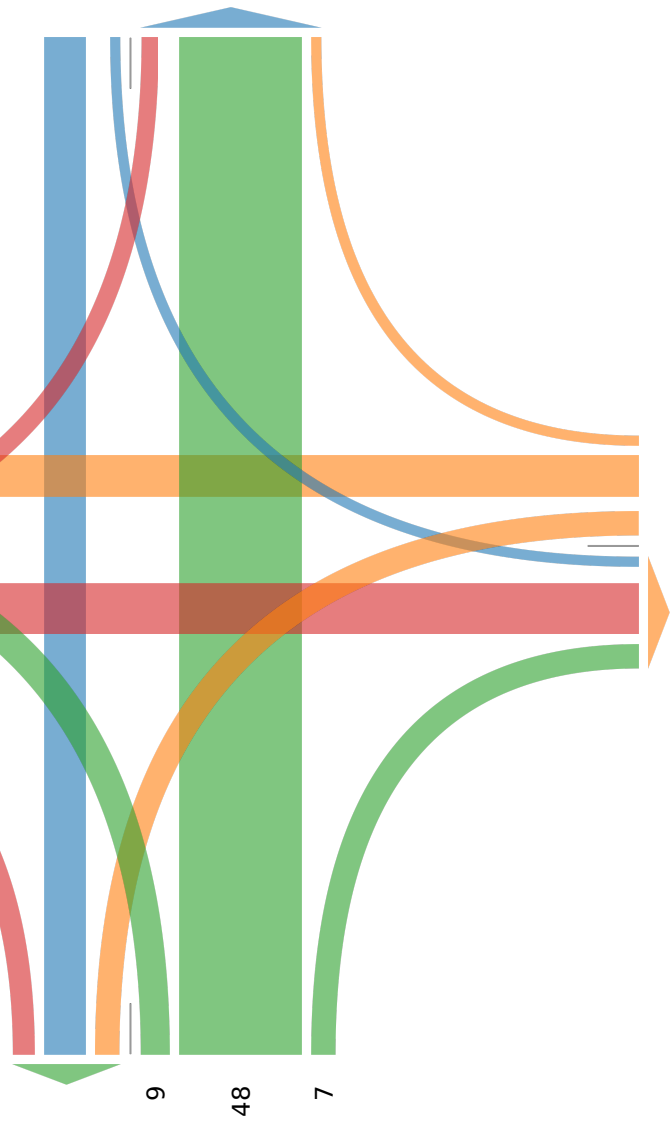
[S] S Summit Ave

1 14 7

Out: 26 In: 22

Total: 48

[E] E Central Blvd

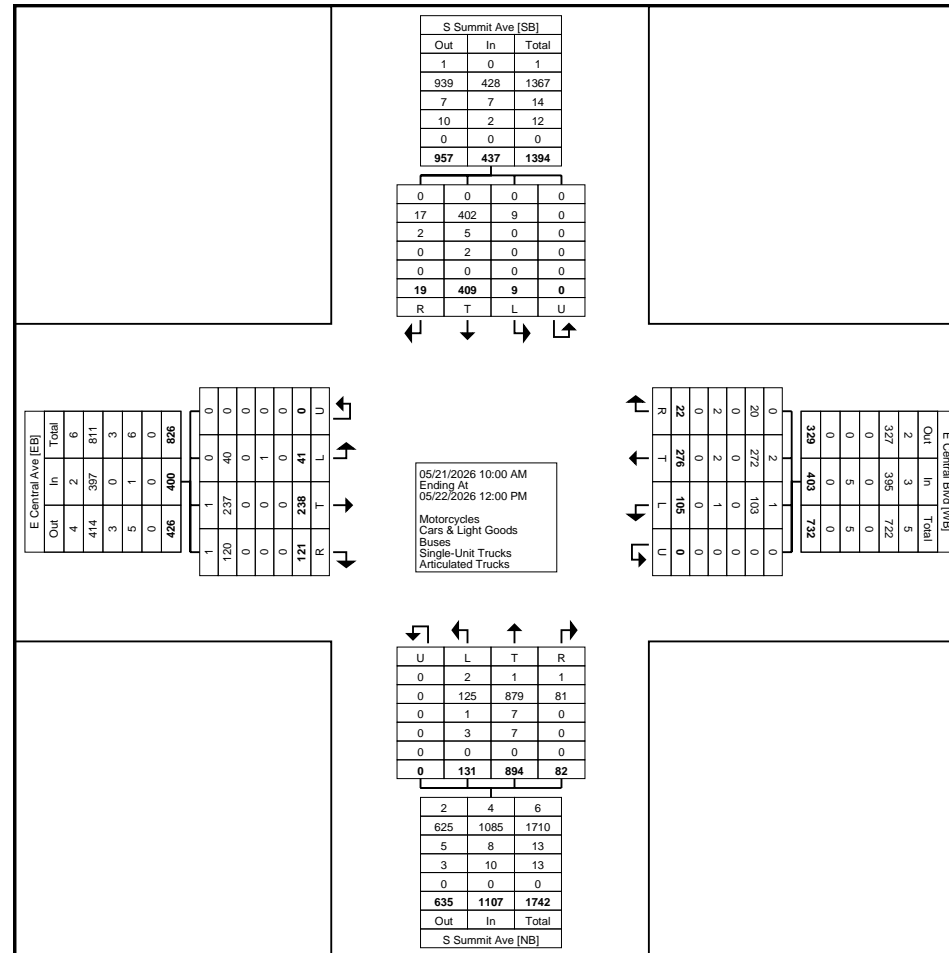


Turning Movement Data

Start Time	S Summit Ave Southbound					E Central Blvd Westbound					S Summit Ave Northbound					E Central Ave Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:00 AM	2	3	0	0	5	1	4	1	0	6	1	9	1	0	11	0	4	0	0	4	26
10:15 AM	0	2	0	0	2	0	5	1	0	6	0	6	1	0	7	2	2	0	0	4	19
10:30 AM	0	5	0	0	5	2	8	1	0	11	2	17	1	0	20	0	2	0	0	2	38
10:45 AM	0	3	0	0	3	0	6	2	0	8	0	18	3	0	21	2	2	1	0	5	37
Hourly Total	2	13	0	0	15	3	23	5	0	31	3	50	6	0	59	4	10	1	0	15	120
11:00 AM	1	6	0	0	7	0	7	1	0	8	0	6	4	0	10	1	6	1	0	8	33
11:15 AM	0	9	1	0	10	0	1	2	0	3	3	9	4	0	16	2	7	0	0	9	38
11:30 AM	1	8	0	0	9	0	4	1	0	5	0	12	1	0	13	3	8	2	0	13	40
11:45 AM	0	5	0	0	5	2	1	0	0	3	1	11	2	0	14	1	2	0	0	3	25
Hourly Total	2	28	1	0	31	2	13	4	0	19	4	38	11	0	53	7	23	3	0	33	136
12:00 PM	1	5	0	0	6	0	7	1	0	8	1	18	1	0	20	2	3	0	0	5	39
12:15 PM	0	4	0	0	4	3	4	2	0	9	1	15	2	0	18	1	4	1	0	6	37
12:30 PM	1	6	0	0	7	0	4	4	0	8	2	13	4	0	19	3	6	1	0	10	44
12:45 PM	1	6	0	0	7	1	10	1	0	12	2	8	3	0	13	3	5	2	0	10	42
Hourly Total	3	21	0	0	24	4	25	8	0	37	6	54	10	0	70	9	18	4	0	31	162
1:00 PM	0	2	0	0	2	0	1	0	0	1	2	12	0	0	14	4	5	1	0	10	27
1:15 PM	0	7	0	0	7	0	7	2	0	9	4	10	2	0	16	2	1	0	0	3	35
1:30 PM	1	3	0	0	4	0	3	2	0	5	0	19	5	0	24	2	2	0	0	4	37
1:45 PM	0	1	0	0	1	0	3	3	0	6	2	15	2	0	19	1	2	1	0	4	30
Hourly Total	1	13	0	0	14	0	14	7	0	21	8	56	9	0	73	9	10	2	0	21	129
2:00 PM	0	5	0	0	5	1	4	6	0	11	0	7	2	0	9	1	1	2	0	4	29
2:15 PM	0	2	0	0	2	0	4	1	0	5	1	23	2	0	26	5	3	0	0	8	41
2:30 PM	0	7	0	0	7	0	4	0	0	4	0	12	0	0	12	0	1	1	0	2	25
2:45 PM	0	6	0	0	6	0	5	4	0	9	2	14	1	0	17	2	2	0	0	4	36
Hourly Total	0	20	0	0	20	1	17	11	0	29	3	56	5	0	64	8	7	3	0	18	131
3:00 PM	0	7	0	0	7	0	3	1	0	4	0	16	7	0	23	0	5	2	0	7	41
3:15 PM	0	6	0	0	6	1	5	1	0	7	2	17	0	0	19	1	4	0	0	5	37
3:30 PM	0	12	0	0	12	1	7	2	0	10	1	18	1	0	20	0	2	0	0	2	44
3:45 PM	1	6	0	0	7	0	1	3	0	4	2	18	1	0	21	2	2	0	0	4	36
Hourly Total	1	31	0	0	32	2	16	7	0	25	5	69	9	0	83	3	13	2	0	18	158
4:00 PM	1	9	0	0	10	1	4	3	0	8	3	18	6	0	27	1	2	0	0	3	48
4:15 PM	0	8	1	0	9	0	4	2	0	6	2	16	1	0	19	2	2	0	0	4	38
4:30 PM	0	16	1	0	17	0	5	0	0	5	2	21	4	0	27	4	4	0	0	8	57
4:45 PM	0	10	1	0	11	0	6	2	0	8	0	23	1	0	24	2	3	1	0	6	49
Hourly Total	1	43	3	0	47	1	19	7	0	27	7	78	12	0	97	9	11	1	0	21	192
5:00 PM	1	23	0	0	24	0	4	2	0	6	4	17	5	0	26	4	5	0	0	9	65
5:15 PM	0	13	2	0	15	0	7	0	0	7	1	17	0	0	18	3	3	1	0	7	47
5:30 PM	0	11	0	0	11	0	10	2	0	12	1	16	2	0	19	4	1	0	0	5	47
5:45 PM	0	3	0	0	3	0	3	0	0	3	3	23	2	0	28	1	5	1	0	7	41

Hourly Total	1	50	2	0	53	0	24	4	0	28	9	73	9	0	91	12	14	2	0	28	200
6:00 PM	1	5	0	0	6	1	2	3	0	6	0	20	4	0	24	1	2	1	0	4	40
6:15 PM	0	7	0	0	7	0	4	1	0	5	1	17	2	0	20	3	4	2	0	9	41
6:30 PM	1	6	0	0	7	1	8	3	0	12	1	8	0	0	9	3	2	0	0	5	33
6:45 PM	1	7	0	0	8	0	4	0	0	4	0	11	3	0	14	0	5	0	0	5	31
Hourly Total	3	25	0	0	28	2	18	7	0	27	2	56	9	0	67	7	13	3	0	23	145
7:00 PM	1	2	1	0	4	0	3	0	0	3	1	10	4	0	15	4	8	0	0	12	34
7:15 PM	1	4	0	0	5	0	1	0	0	1	0	11	1	0	12	0	1	1	0	2	20
7:30 PM	0	6	0	0	6	0	2	1	0	3	1	15	1	0	17	4	4	1	0	9	35
7:45 PM	0	4	0	0	4	0	3	0	0	3	2	8	1	0	11	2	4	2	0	8	26
Hourly Total	2	16	1	0	19	0	9	1	0	10	4	44	7	0	55	10	17	4	0	31	115
8:00 PM	0	8	0	0	8	0	2	1	0	3	0	8	1	0	9	0	4	0	0	4	24
8:15 PM	0	5	0	0	5	0	2	0	0	2	0	13	0	0	13	1	3	0	0	4	24
8:30 PM	0	1	0	0	1	0	2	2	0	4	0	6	3	0	9	1	3	0	0	4	18
8:45 PM	0	2	0	0	2	1	2	0	0	3	0	10	1	0	11	1	2	2	0	5	21
Hourly Total	0	16	0	0	16	1	8	3	0	12	0	37	5	0	42	3	12	2	0	17	87
9:00 PM	0	2	0	0	2	0	3	2	0	5	1	4	3	0	8	1	2	0	0	3	18
9:15 PM	0	3	0	0	3	0	4	3	0	7	1	4	0	0	5	0	0	1	0	1	16
9:30 PM	0	0	0	0	0	0	1	2	0	3	2	4	1	0	7	0	2	0	0	2	12
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	1	1	0	0	2	10
Hourly Total	0	5	0	0	5	0	8	7	0	15	4	19	5	0	28	2	5	1	0	8	56
10:00 PM	0	4	0	0	4	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	9
10:15 PM	0	1	0	0	1	0	2	1	0	3	0	2	0	0	2	0	2	1	0	3	9
10:30 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	7
10:45 PM	0	2	0	0	2	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	9
Hourly Total	0	8	0	0	8	0	9	1	0	10	2	7	1	0	10	0	5	1	0	6	34
11:00 PM	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	0	1	0	0	1	8
11:15 PM	0	0	0	0	0	0	1	1	0	2	0	4	0	0	4	0	0	0	0	0	6
11:30 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
11:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	0	2	0	0	2	0	3	1	0	4	1	12	0	0	13	0	2	0	0	2	21
12:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
12:30 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
12:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	0	1	0	0	1	0	3	1	0	4	0	4	0	0	4	0	1	0	0	1	10
1:00 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	5
1:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	1	1	0	0	2	7
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

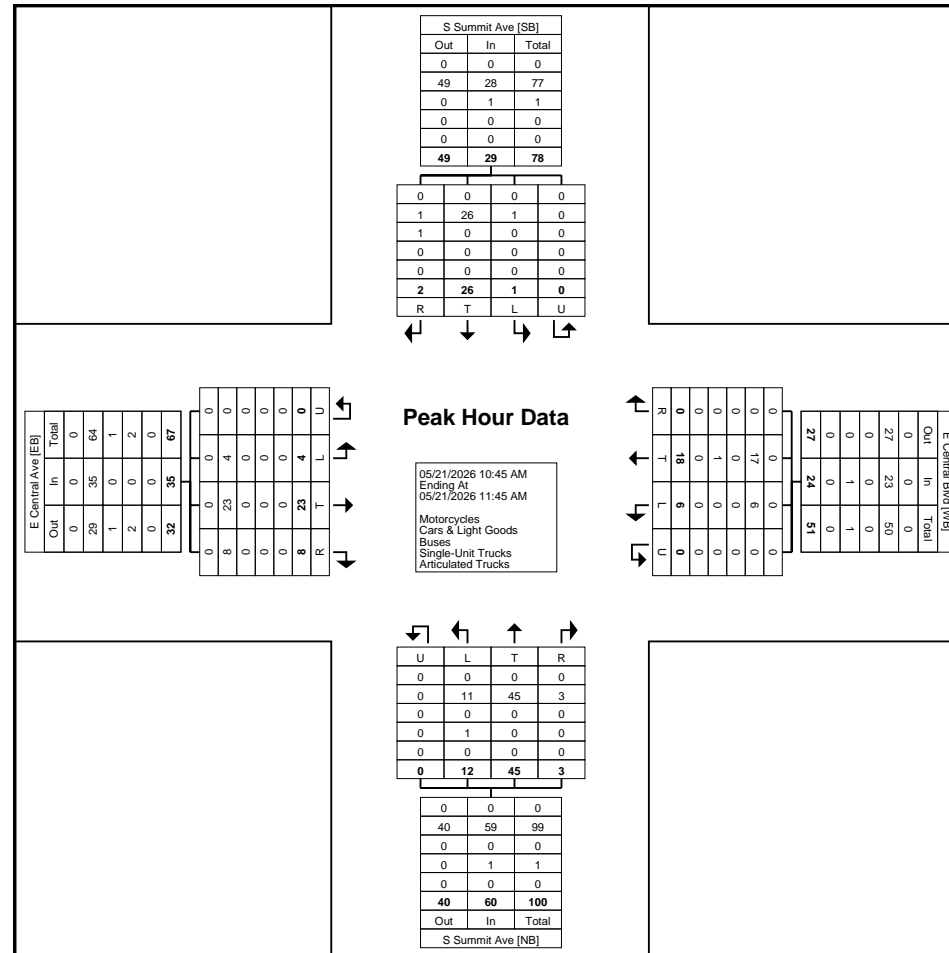
4:15 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	1	0	1	4	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
Hourly Total	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	1	1	0	7	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	3	
5:30 AM	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1	3	0	0	4	8	
5:45 AM	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	0	0	0	6	
Hourly Total	0	2	0	0	2	0	1	0	0	1	0	8	1	0	9	1	5	0	0	18	
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	3	
6:15 AM	0	0	0	0	0	0	1	0	0	1	1	3	1	0	5	2	0	0	0	8	
6:30 AM	0	3	0	0	3	0	1	1	0	2	0	6	0	0	6	2	4	1	0	18	
6:45 AM	0	5	0	0	5	1	1	1	0	3	0	5	0	0	5	1	1	0	0	15	
Hourly Total	0	8	0	0	8	1	3	2	0	6	1	15	1	0	17	6	6	1	0	44	
7:00 AM	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	1	1	0	0	16	
7:15 AM	0	4	0	0	4	1	2	2	0	5	1	15	0	0	16	2	2	1	0	30	
7:30 AM	0	4	0	0	4	1	5	0	0	6	1	13	0	0	14	3	3	0	0	30	
7:45 AM	0	3	0	0	3	1	1	2	0	4	2	13	0	0	15	1	5	0	0	28	
Hourly Total	0	16	0	0	16	3	8	4	0	15	4	49	1	0	54	7	11	1	0	104	
8:00 AM	0	4	0	0	4	0	3	1	0	4	1	13	1	0	15	3	2	0	0	28	
8:15 AM	0	9	0	0	9	1	3	2	0	6	2	10	8	0	20	2	3	1	0	41	
8:30 AM	0	8	0	0	8	0	3	0	0	3	0	8	0	0	8	1	4	1	0	25	
8:45 AM	0	5	0	0	5	0	2	0	0	2	1	9	2	0	12	1	4	0	0	24	
Hourly Total	0	26	0	0	26	1	11	3	0	15	4	40	11	0	55	7	13	2	0	118	
9:00 AM	0	9	1	0	10	0	3	0	0	3	1	6	1	0	8	5	1	0	0	27	
9:15 AM	0	1	0	0	1	0	2	0	0	2	1	11	3	0	15	2	7	0	0	27	
9:30 AM	0	3	0	0	3	0	5	4	0	9	1	15	3	0	19	0	2	3	0	36	
9:45 AM	0	7	0	0	7	0	4	1	0	5	2	14	1	0	17	1	6	0	0	36	
Hourly Total	0	20	1	0	21	0	14	5	0	19	5	46	8	0	59	8	16	3	0	126	
10:00 AM	0	3	1	0	4	1	3	2	0	6	3	8	2	0	13	3	3	1	0	30	
10:15 AM	2	4	0	0	6	0	2	0	0	2	2	9	0	0	11	1	5	1	0	26	
10:30 AM	0	7	0	0	7	0	5	2	0	7	1	11	0	0	12	0	5	0	0	31	
10:45 AM	0	4	0	0	4	0	4	5	0	9	2	12	1	0	15	0	0	0	0	28	
Hourly Total	2	18	1	0	21	1	14	9	0	24	8	40	3	0	51	4	13	2	0	115	
11:00 AM	0	4	0	0	4	0	2	1	0	3	0	8	0	0	8	2	2	0	0	19	
11:15 AM	0	6	0	0	6	0	5	1	0	6	0	13	2	0	15	1	3	1	0	32	
11:30 AM	0	9	0	0	9	0	4	3	0	7	1	6	2	0	9	0	3	1	0	29	
11:45 AM	1	4	0	0	5	0	3	2	0	5	1	11	4	0	16	1	2	0	0	29	
Hourly Total	1	23	0	0	24	0	14	7	0	21	2	38	8	0	48	4	10	2	0	109	
Grand Total	19	409	9	0	437	22	276	105	0	403	82	894	131	0	1107	121	238	41	0	400	2347
Approach %	4.3	93.6	2.1	0.0	-	5.5	68.5	26.1	0.0	-	7.4	80.8	11.8	0.0	-	30.3	59.5	10.3	0.0	-	-
Total %	0.8	17.4	0.4	0.0	18.6	0.9	11.8	4.5	0.0	17.2	3.5	38.1	5.6	0.0	47.2	5.2	10.1	1.7	0.0	17.0	-
Motorcycles	0	0	0	0	0	0	2	1	0	3	1	1	2	0	4	1	1	0	0	2	9
% Motorcycles	0.0	0.0	0.0	-	0.0	0.0	0.7	1.0	-	0.7	1.2	0.1	1.5	-	0.4	0.8	0.4	0.0	-	0.5	0.4
Cars & Light Goods	17	402	9	0	428	20	272	103	0	395	81	879	125	0	1085	120	237	40	0	397	2305
% Cars & Light Goods	89.5	98.3	100.0	-	97.9	90.9	98.6	98.1	-	98.0	98.8	98.3	95.4	-	98.0	99.2	99.6	97.6	-	99.3	98.2
Buses	2	5	0	0	7	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	15
% Buses	10.5	1.2	0.0	-	1.6	0.0	0.0	0.0	-	0.0	0.0	0.8	0.8	-	0.7	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	2	0	0	2	2	2	1	0	5	0	7	3	0	10	0	0	1	0	1	18
% Single-Unit Trucks	0.0	0.5	0.0	-	0.5	9.1	0.7	1.0	-	1.2	0.0	0.8	2.3	-	0.9	0.0	0.0	2.4	-	0.3	0.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



Turning Movement Data Plot

Turning Movement Peak Hour Data (10:45 AM)

Start Time	S Summit Ave Southbound					E Central Blvd Westbound					S Summit Ave Northbound					E Central Ave Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:45 AM	0	3	0	0	3	0	6	2	0	8	0	18	3	0	21	2	2	1	0	5	37
11:00 AM	1	6	0	0	7	0	7	1	0	8	0	6	4	0	10	1	6	1	0	8	33
11:15 AM	0	9	1	0	10	0	1	2	0	3	3	9	4	0	16	2	7	0	0	9	38
11:30 AM	1	8	0	0	9	0	4	1	0	5	0	12	1	0	13	3	8	2	0	13	40
Total	2	26	1	0	29	0	18	6	0	24	3	45	12	0	60	8	23	4	0	35	148
Approach %	6.9	89.7	3.4	0.0	-	0.0	75.0	25.0	0.0	-	5.0	75.0	20.0	0.0	-	22.9	65.7	11.4	0.0	-	-
Total %	1.4	17.6	0.7	0.0	19.6	0.0	12.2	4.1	0.0	16.2	2.0	30.4	8.1	0.0	40.5	5.4	15.5	2.7	0.0	23.6	-
PHF	0.500	0.722	0.250	0.000	0.725	0.000	0.643	0.750	0.000	0.750	0.250	0.625	0.750	0.000	0.714	0.667	0.719	0.500	0.000	0.673	0.925
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	1	26	1	0	28	0	17	6	0	23	3	45	11	0	59	8	23	4	0	35	145
% Cars & Light Goods	50.0	100.0	100.0	-	96.6	-	94.4	100.0	-	95.8	100.0	100.0	91.7	-	98.3	100.0	100.0	100.0	-	100.0	98.0
Buses	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	50.0	0.0	0.0	-	3.4	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	5.6	0.0	-	4.2	0.0	0.0	8.3	-	1.7	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



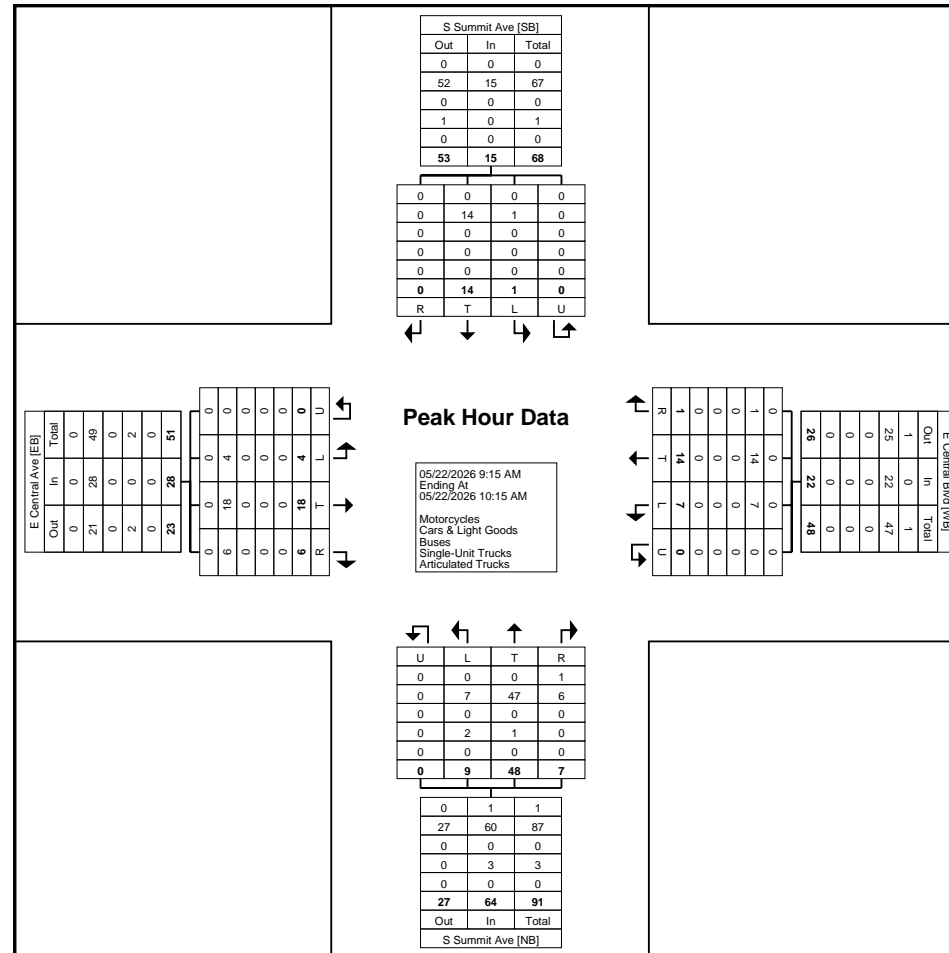
Turning Movement Peak Hour Data Plot (10:45 AM)

Turning Movement Peak Hour Data (4:30 PM)

Start Time	S Summit Ave Southbound					E Central Blvd Westbound					S Summit Ave Northbound					E Central Ave Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:30 PM	0	16	1	0	17	0	5	0	0	5	2	21	4	0	27	4	4	0	0	8	57
4:45 PM	0	10	1	0	11	0	6	2	0	8	0	23	1	0	24	2	3	1	0	6	49
5:00 PM	1	23	0	0	24	0	4	2	0	6	4	17	5	0	26	4	5	0	0	9	65
5:15 PM	0	13	2	0	15	0	7	0	0	7	1	17	0	0	18	3	3	1	0	7	47
Total	1	62	4	0	67	0	22	4	0	26	7	78	10	0	95	13	15	2	0	30	218
Approach %	1.5	92.5	6.0	0.0	-	0.0	84.6	15.4	0.0	-	7.4	82.1	10.5	0.0	-	43.3	50.0	6.7	0.0	-	-
Total %	0.5	28.4	1.8	0.0	30.7	0.0	10.1	1.8	0.0	11.9	3.2	35.8	4.6	0.0	43.6	6.0	6.9	0.9	0.0	13.8	-
PHF	0.250	0.674	0.500	0.000	0.698	0.000	0.786	0.500	0.000	0.813	0.438	0.848	0.500	0.000	0.880	0.813	0.750	0.500	0.000	0.833	0.838
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	1	62	4	0	67	0	22	4	0	26	7	78	10	0	95	13	15	2	0	30	218
% Cars & Light Goods	100.0	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

Turning Movement Peak Hour Data (9:15 AM)

Start Time	S Summit Ave Southbound					E Central Blvd Westbound					S Summit Ave Northbound					E Central Ave Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
9:15 AM	0	1	0	0	1	0	2	0	0	2	1	11	3	0	15	2	7	0	0	9	27
9:30 AM	0	3	0	0	3	0	5	4	0	9	1	15	3	0	19	0	2	3	0	5	36
9:45 AM	0	7	0	0	7	0	4	1	0	5	2	14	1	0	17	1	6	0	0	7	36
10:00 AM	0	3	1	0	4	1	3	2	0	6	3	8	2	0	13	3	3	1	0	7	30
Total	0	14	1	0	15	1	14	7	0	22	7	48	9	0	64	6	18	4	0	28	129
Approach %	0.0	93.3	6.7	0.0	-	4.5	63.6	31.8	0.0	-	10.9	75.0	14.1	0.0	-	21.4	64.3	14.3	0.0	-	-
Total %	0.0	10.9	0.8	0.0	11.6	0.8	10.9	5.4	0.0	17.1	5.4	37.2	7.0	0.0	49.6	4.7	14.0	3.1	0.0	21.7	-
PHF	0.000	0.500	0.250	0.000	0.536	0.250	0.700	0.438	0.000	0.611	0.583	0.800	0.750	0.000	0.842	0.500	0.643	0.333	0.000	0.778	0.896
Motorcycles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% Motorcycles	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	14.3	0.0	0.0	-	1.6	0.0	0.0	0.0	-	0.0	0.8
Cars & Light Goods	0	14	1	0	15	1	14	7	0	22	6	47	7	0	60	6	18	4	0	28	125
% Cars & Light Goods	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	85.7	97.9	77.8	-	93.8	100.0	100.0	100.0	-	100.0	96.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	2.1	22.2	-	4.7	0.0	0.0	0.0	-	0.0	2.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



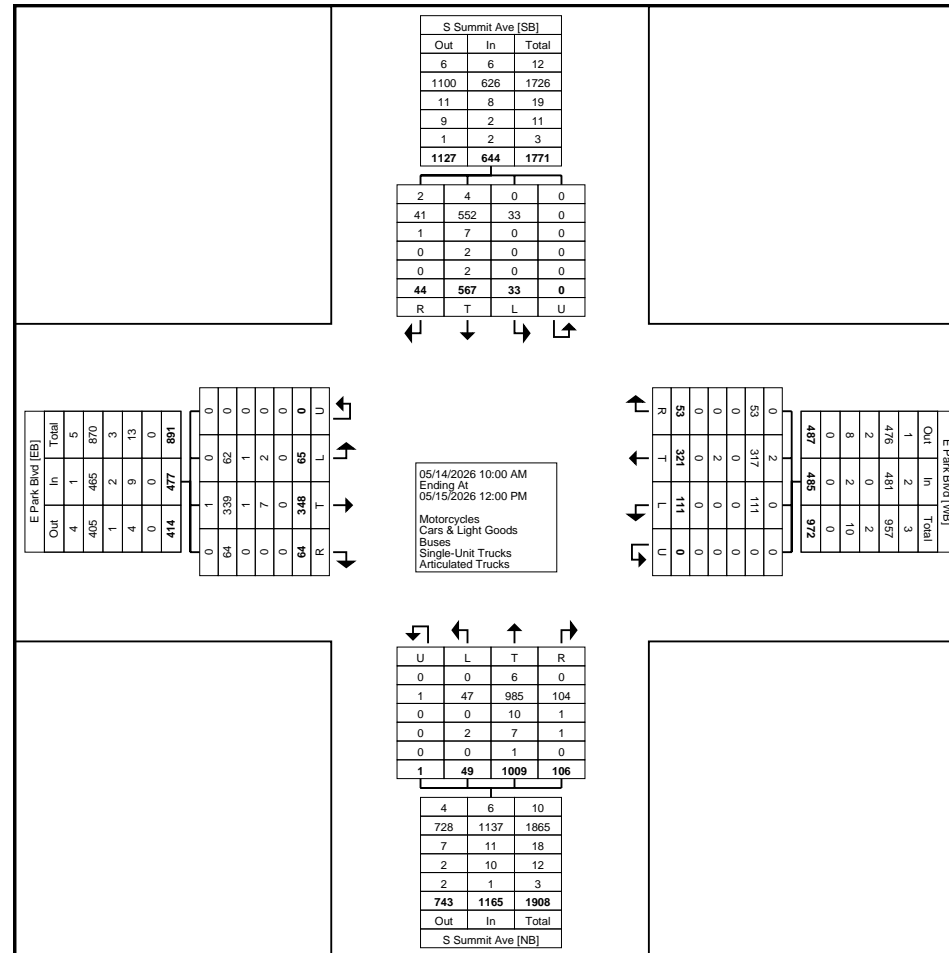
Turning Movement Peak Hour Data Plot (9:15 AM)

Turning Movement Data

Start Time	S Summit Ave Southbound					E Park Blvd Westbound					S Summit Ave Northbound					E Park Blvd Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:00 AM	0	4	0	0	4	0	4	1	0	5	0	8	2	0	10	2	2	0	0	4	23
10:15 AM	0	5	1	0	6	1	1	1	0	3	1	10	3	0	14	1	4	2	0	7	30
10:30 AM	1	7	0	0	8	1	4	1	0	6	0	8	0	0	8	0	4	2	0	6	28
10:45 AM	0	8	0	0	8	0	1	1	0	2	2	11	1	0	14	1	3	2	0	6	30
Hourly Total	1	24	1	0	26	2	10	4	0	16	3	37	6	0	46	4	13	6	0	23	111
11:00 AM	1	3	0	0	4	0	3	2	0	5	1	7	0	0	8	1	1	1	0	3	20
11:15 AM	0	9	0	0	9	0	1	0	0	1	1	18	3	0	22	0	4	2	0	6	38
11:30 AM	1	10	0	0	11	0	4	1	0	5	2	12	1	0	15	1	4	1	0	6	37
11:45 AM	0	7	1	0	8	0	2	2	0	4	5	3	1	1	10	0	3	1	0	4	26
Hourly Total	2	29	1	0	32	0	10	5	0	15	9	40	5	1	55	2	12	5	0	19	121
12:00 PM	1	12	0	0	13	2	11	2	0	15	2	7	0	0	9	0	6	0	0	6	43
12:15 PM	1	4	0	0	5	2	4	2	0	8	3	16	1	0	20	0	4	0	0	4	37
12:30 PM	0	6	0	0	6	0	4	2	0	6	0	13	0	0	13	2	6	1	0	9	34
12:45 PM	0	8	1	0	9	1	7	0	0	8	2	16	1	0	19	1	5	0	0	6	42
Hourly Total	2	30	1	0	33	5	26	6	0	37	7	52	2	0	61	3	21	1	0	25	156
1:00 PM	1	2	1	0	4	1	4	0	0	5	2	14	2	0	18	0	8	1	0	9	36
1:15 PM	2	5	1	0	8	1	5	2	0	8	2	14	1	0	17	1	5	0	0	6	39
1:30 PM	0	8	0	0	8	1	5	4	0	10	4	16	0	0	20	0	6	2	0	8	46
1:45 PM	0	4	0	0	4	0	5	1	0	6	2	16	1	0	19	0	5	1	0	6	35
Hourly Total	3	19	2	0	24	3	19	7	0	29	10	60	4	0	74	1	24	4	0	29	156
2:00 PM	1	11	1	0	13	1	11	2	0	14	2	13	1	0	16	1	2	1	0	4	47
2:15 PM	0	6	1	0	7	0	5	2	0	7	1	21	0	0	22	2	1	4	0	7	43
2:30 PM	0	10	0	0	10	0	9	2	0	11	1	18	0	0	19	3	9	2	0	14	54
2:45 PM	1	16	1	0	18	1	4	1	0	6	3	14	1	0	18	3	6	3	0	12	54
Hourly Total	2	43	3	0	48	2	29	7	0	38	7	66	2	0	75	9	18	10	0	37	198
3:00 PM	1	5	1	0	7	1	3	2	0	6	4	18	0	0	22	1	8	0	0	9	44
3:15 PM	1	10	4	0	15	1	4	3	0	8	2	23	0	0	25	2	6	1	0	9	57
3:30 PM	0	16	0	0	16	1	5	3	0	9	2	19	1	0	22	3	5	0	0	8	55
3:45 PM	1	10	0	0	11	1	4	4	0	9	1	22	0	0	23	2	5	0	0	7	50
Hourly Total	3	41	5	0	49	4	16	12	0	32	9	82	1	0	92	8	24	1	0	33	206
4:00 PM	1	16	1	0	18	1	3	1	0	5	2	23	0	0	25	1	6	2	0	9	57
4:15 PM	0	14	0	0	14	0	2	5	0	7	2	21	2	0	25	0	1	2	0	3	49
4:30 PM	2	7	0	0	9	0	5	1	0	6	0	26	0	0	26	2	4	3	0	9	50
4:45 PM	0	14	1	0	15	0	3	2	0	5	3	22	2	0	27	0	3	2	0	5	52
Hourly Total	3	51	2	0	56	1	13	9	0	23	7	92	4	0	103	3	14	9	0	26	208
5:00 PM	0	23	0	0	23	1	5	3	0	9	2	23	0	0	25	1	6	3	0	10	67
5:15 PM	0	15	0	0	15	1	9	1	0	11	1	16	1	0	18	2	6	2	0	10	54
5:30 PM	0	9	0	0	9	1	6	3	0	10	2	25	0	0	27	1	6	2	0	9	55
5:45 PM	1	14	0	0	15	2	5	2	0	9	1	16	0	0	17	0	7	1	0	8	49

Hourly Total	1	61	0	0	62	5	25	9	0	39	6	80	1	0	87	4	25	8	0	37	225
6:00 PM	0	12	1	0	13	3	9	2	0	14	1	7	1	0	9	0	5	0	0	5	41
6:15 PM	1	7	1	0	9	2	5	1	0	8	1	20	0	0	21	0	11	1	0	12	50
6:30 PM	0	9	1	0	10	0	6	1	0	7	4	11	1	0	16	0	8	2	0	10	43
6:45 PM	0	6	0	0	6	1	8	1	0	10	0	14	0	0	14	1	3	2	0	6	36
Hourly Total	1	34	3	0	38	6	28	5	0	39	6	52	2	0	60	1	27	5	0	33	170
7:00 PM	0	3	1	0	4	0	4	2	0	6	0	16	0	0	16	0	5	0	0	5	31
7:15 PM	0	6	0	0	6	0	4	2	0	6	1	15	0	0	16	2	6	1	0	9	37
7:30 PM	1	7	0	0	8	0	3	1	0	4	2	15	0	0	17	2	4	0	0	6	35
7:45 PM	0	6	0	0	6	1	5	0	0	6	2	7	0	0	9	1	5	0	0	6	27
Hourly Total	1	22	1	0	24	1	16	5	0	22	5	53	0	0	58	5	20	1	0	26	130
8:00 PM	0	7	1	0	8	1	5	1	0	7	0	7	0	0	7	0	4	0	0	4	26
8:15 PM	1	4	0	0	5	0	4	1	0	5	1	12	1	0	14	1	7	0	0	8	32
8:30 PM	0	1	1	0	2	0	2	0	0	2	1	15	1	0	17	1	2	0	0	3	24
8:45 PM	1	5	1	0	7	0	6	0	0	6	2	8	0	0	10	1	3	0	0	4	27
Hourly Total	2	17	3	0	22	1	17	2	0	20	4	42	2	0	48	3	16	0	0	19	109
9:00 PM	3	10	0	0	13	0	4	0	0	4	0	9	0	0	9	0	2	1	0	3	29
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	1	0	11	1	1	0	0	2	13
9:30 PM	0	2	0	0	2	0	1	0	0	1	1	5	1	0	7	0	7	0	0	7	17
9:45 PM	0	0	0	0	0	0	1	0	0	1	1	6	0	0	7	0	2	0	0	2	10
Hourly Total	3	12	0	0	15	0	6	0	0	6	2	30	2	0	34	1	12	1	0	14	69
10:00 PM	0	3	0	0	3	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	10
10:15 PM	0	3	0	0	3	0	3	1	0	4	0	3	0	0	3	0	2	1	0	3	13
10:30 PM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	1	2	0	0	3	9
10:45 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Hourly Total	0	7	1	0	8	0	4	1	0	5	2	16	0	0	18	1	4	1	0	6	37
11:00 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	5
11:15 PM	1	1	0	0	2	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	9
11:30 PM	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	2	0	0	2	10
11:45 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Hourly Total	2	3	0	0	5	1	3	0	0	4	0	12	0	0	12	0	6	0	0	6	27
12:00 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	1	0	0	1	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	6
12:30 AM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Hourly Total	2	2	0	0	4	0	2	1	0	3	0	3	1	0	4	0	2	1	0	3	14
1:00 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
1:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	0	2	2	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
2:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2

4:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
4:45 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	5
Hourly Total	0	4	0	0	4	0	2	1	0	3	0	4	0	0	4	0	1	0	0	1	12
5:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
5:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	2	0	0	2	5
5:30 AM	0	1	0	0	1	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	8
5:45 AM	0	1	0	0	1	0	1	1	0	2	0	4	0	0	4	0	1	0	0	1	8
Hourly Total	0	2	0	0	2	0	3	1	0	4	2	10	1	0	13	0	5	0	0	5	24
6:00 AM	0	1	0	0	1	0	1	2	0	3	0	6	0	0	6	1	0	0	0	1	11
6:15 AM	0	5	0	0	5	0	1	2	0	3	1	4	1	0	6	0	3	0	0	3	17
6:30 AM	0	6	0	0	6	0	5	1	0	6	1	5	0	0	6	2	3	0	0	5	23
6:45 AM	1	7	0	0	8	0	2	0	0	2	0	5	0	0	5	0	4	1	0	5	20
Hourly Total	1	19	0	0	20	0	9	5	0	14	2	20	1	0	23	3	10	1	0	14	71
7:00 AM	1	7	0	0	8	1	3	2	0	6	2	7	0	0	9	0	5	1	0	6	29
7:15 AM	1	7	0	0	8	3	1	1	0	5	2	10	0	0	12	0	1	0	0	1	26
7:30 AM	0	12	0	0	12	0	5	4	0	9	0	9	0	0	9	0	6	0	0	6	36
7:45 AM	2	11	1	0	14	1	4	1	0	6	0	21	0	0	21	0	4	0	0	4	45
Hourly Total	4	37	1	0	42	5	13	8	0	26	4	47	0	0	51	0	16	1	0	17	136
8:00 AM	0	7	0	0	7	4	5	1	0	10	0	13	0	0	13	1	6	0	0	7	37
8:15 AM	0	7	1	0	8	1	4	4	0	9	2	10	0	0	12	0	4	0	0	4	33
8:30 AM	0	14	0	0	14	0	7	1	0	8	1	10	1	0	12	3	7	1	0	11	45
8:45 AM	0	7	1	0	8	0	5	1	0	6	0	12	1	0	13	2	2	0	0	4	31
Hourly Total	0	35	2	0	37	5	21	7	0	33	3	45	2	0	50	6	19	1	0	26	146
9:00 AM	0	4	1	0	5	0	3	1	0	4	1	12	1	0	14	1	3	1	0	5	28
9:15 AM	1	11	0	0	12	0	2	2	0	4	1	16	2	0	19	0	5	1	0	6	41
9:30 AM	0	5	0	0	5	1	5	1	0	7	3	21	1	0	25	2	4	1	0	7	44
9:45 AM	0	5	0	0	5	1	7	0	0	8	4	19	1	0	24	0	4	1	0	5	42
Hourly Total	1	25	1	0	27	2	17	4	0	23	9	68	5	0	82	3	16	4	0	23	155
10:00 AM	2	4	0	0	6	1	0	0	0	1	0	19	1	0	20	1	3	0	0	4	31
10:15 AM	0	5	2	0	7	5	5	2	0	12	2	8	1	0	11	1	2	0	0	3	33
10:30 AM	0	6	0	0	6	1	2	1	0	4	1	4	0	0	5	0	2	2	0	4	19
10:45 AM	2	1	1	0	4	0	5	3	0	8	3	11	2	0	16	1	8	1	0	10	38
Hourly Total	4	16	3	0	23	7	12	6	0	25	6	42	4	0	52	3	15	3	0	21	121
11:00 AM	2	8	0	0	10	0	3	1	0	4	0	16	1	0	17	0	10	0	0	10	41
11:15 AM	0	3	0	0	3	0	5	1	0	6	1	15	1	0	17	3	5	0	0	8	34
11:30 AM	2	11	0	0	13	1	8	0	0	9	1	11	1	0	13	0	8	1	0	9	44
11:45 AM	2	10	1	0	13	0	4	3	0	7	0	11	1	0	12	1	5	1	0	7	39
Hourly Total	6	32	1	0	39	1	20	5	0	26	2	53	4	0	59	4	28	2	0	34	158
Grand Total	44	567	33	0	644	53	321	111	0	485	106	1009	49	1	1165	64	348	65	0	477	2771
Approach %	6.8	88.0	5.1	0.0	-	10.9	66.2	22.9	0.0	-	9.1	86.6	4.2	0.1	-	13.4	73.0	13.6	0.0	-	-
Total %	1.6	20.5	1.2	0.0	23.2	1.9	11.6	4.0	0.0	17.5	3.8	36.4	1.8	0.0	42.0	2.3	12.6	2.3	0.0	17.2	-
Motorcycles	2	4	0	0	6	0	2	0	0	2	0	6	0	0	6	0	1	0	0	1	15
% Motorcycles	4.5	0.7	0.0	-	0.9	0.0	0.6	0.0	-	0.4	0.0	0.6	0.0	0.0	0.5	0.0	0.3	0.0	-	0.2	0.5
Cars & Light Goods	41	552	33	0	626	53	317	111	0	481	104	985	47	1	1137	64	339	62	0	465	2709
% Cars & Light Goods	93.2	97.4	100.0	-	97.2	100.0	98.8	100.0	-	99.2	98.1	97.6	95.9	100.0	97.6	100.0	97.4	95.4	-	97.5	97.8
Buses	1	7	0	0	8	0	0	0	0	0	1	10	0	0	11	0	1	1	0	2	21
% Buses	2.3	1.2	0.0	-	1.2	0.0	0.0	0.0	-	0.0	0.9	1.0	0.0	0.0	0.9	0.0	0.3	1.5	-	0.4	0.8
Single-Unit Trucks	0	2	0	0	2	0	2	0	0	2	1	7	2	0	10	0	7	2	0	9	23
% Single-Unit Trucks	0.0	0.4	0.0	-	0.3	0.0	0.6	0.0	-	0.4	0.9	0.7	4.1	0.0	0.9	0.0	2.0	3.1	-	1.9	0.8
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Articulated Trucks	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	-	0.0	0.1



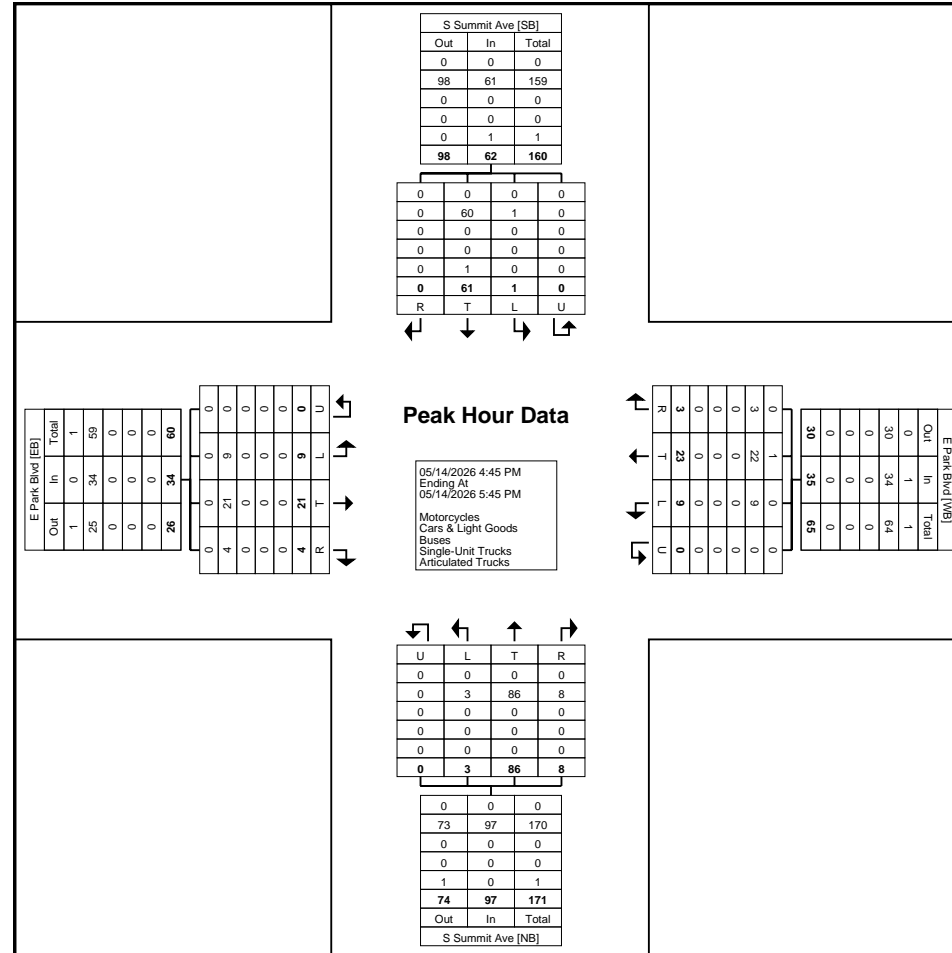
Turning Movement Data Plot

Turning Movement Peak Hour Data (10:45 AM)

Start Time	S Summit Ave Southbound					E Park Blvd Westbound					S Summit Ave Northbound					E Park Blvd Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
10:45 AM	0	8	0	0	8	0	1	1	0	2	2	11	1	0	14	1	3	2	0	6	30
11:00 AM	1	3	0	0	4	0	3	2	0	5	1	7	0	0	8	1	1	1	0	3	20
11:15 AM	0	9	0	0	9	0	1	0	0	1	1	18	3	0	22	0	4	2	0	6	38
11:30 AM	1	10	0	0	11	0	4	1	0	5	2	12	1	0	15	1	4	1	0	6	37
Total	2	30	0	0	32	0	9	4	0	13	6	48	5	0	59	3	12	6	0	21	125
Approach %	6.3	93.8	0.0	0.0	-	0.0	69.2	30.8	0.0	-	10.2	81.4	8.5	0.0	-	14.3	57.1	28.6	0.0	-	-
Total %	1.6	24.0	0.0	0.0	25.6	0.0	7.2	3.2	0.0	10.4	4.8	38.4	4.0	0.0	47.2	2.4	9.6	4.8	0.0	16.8	-
PHF	0.500	0.750	0.000	0.000	0.727	0.000	0.563	0.500	0.000	0.650	0.750	0.667	0.417	0.000	0.670	0.750	0.750	0.750	0.000	0.875	0.822
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	2	28	0	0	30	0	9	4	0	13	6	48	5	0	59	3	12	6	0	21	123
% Cars & Light Goods	100.0	93.3	-	-	93.8	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	98.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Single-Unit Trucks	0.0	3.3	-	-	3.1	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.0	3.3	-	-	3.1	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.8

Turning Movement Peak Hour Data (4:45 PM)

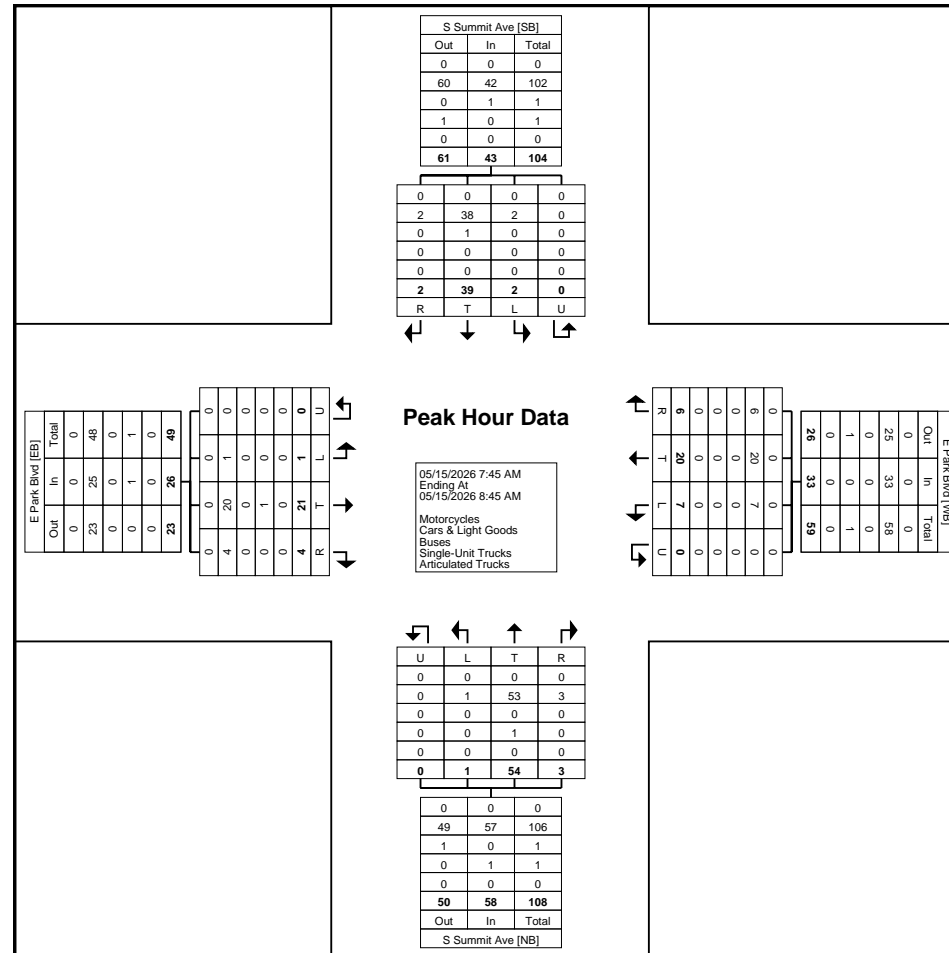
Start Time	S Summit Ave Southbound					E Park Blvd Westbound					S Summit Ave Northbound					E Park Blvd Eastbound					Int. Total	
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
4:45 PM	0	14	1	0	15	0	3	2	0	5	3	22	2	0	27	0	3	2	0	5	52	
5:00 PM	0	23	0	0	23	1	5	3	0	9	2	23	0	0	25	1	6	3	0	10	67	
5:15 PM	0	15	0	0	15	1	9	1	0	11	1	16	1	0	18	2	6	2	0	10	54	
5:30 PM	0	9	0	0	9	1	6	3	0	10	2	25	0	0	27	1	6	2	0	9	55	
Total	0	61	1	0	62	3	23	9	0	35	8	86	3	0	97	4	21	9	0	34	228	
Approach %	0.0	98.4	1.6	0.0	-	8.6	65.7	25.7	0.0	-	8.2	88.7	3.1	0.0	-	11.8	61.8	26.5	0.0	-	-	
Total %	0.0	26.8	0.4	0.0	27.2	1.3	10.1	3.9	0.0	15.4	3.5	37.7	1.3	0.0	42.5	1.8	9.2	3.9	0.0	14.9	-	
PHF	0.000	0.663	0.250	0.000	0.674	0.750	0.639	0.750	0.000	0.795	0.667	0.860	0.375	0.000	0.898	0.500	0.875	0.750	0.000	0.850	0.851	
Motorcycles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
% Motorcycles	-	0.0	0.0	-	0.0	0.0	4.3	0.0	-	2.9	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.4
Cars & Light Goods	0	60	1	0	61	3	22	9	0	34	8	86	3	0	97	4	21	9	0	34	226	
% Cars & Light Goods	-	98.4	100.0	-	98.4	100.0	95.7	100.0	-	97.1	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	99.1	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	-	1.6	0.0	-	1.6	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.4



Turning Movement Peak Hour Data Plot (4:45 PM)

Turning Movement Peak Hour Data (7:45 AM)

Start Time	S Summit Ave Southbound					E Park Blvd Westbound					S Summit Ave Northbound					E Park Blvd Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
7:45 AM	2	11	1	0	14	1	4	1	0	6	0	21	0	0	21	0	4	0	0	4	45
8:00 AM	0	7	0	0	7	4	5	1	0	10	0	13	0	0	13	1	6	0	0	7	37
8:15 AM	0	7	1	0	8	1	4	4	0	9	2	10	0	0	12	0	4	0	0	4	33
8:30 AM	0	14	0	0	14	0	7	1	0	8	1	10	1	0	12	3	7	1	0	11	45
Total	2	39	2	0	43	6	20	7	0	33	3	54	1	0	58	4	21	1	0	26	160
Approach %	4.7	90.7	4.7	0.0	-	18.2	60.6	21.2	0.0	-	5.2	93.1	1.7	0.0	-	15.4	80.8	3.8	0.0	-	-
Total %	1.3	24.4	1.3	0.0	26.9	3.8	12.5	4.4	0.0	20.6	1.9	33.8	0.6	0.0	36.3	2.5	13.1	0.6	0.0	16.3	-
PHF	0.250	0.696	0.500	0.000	0.768	0.375	0.714	0.438	0.000	0.825	0.375	0.643	0.250	0.000	0.690	0.333	0.750	0.250	0.000	0.591	0.889
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	2	38	2	0	42	6	20	7	0	33	3	53	1	0	57	4	20	1	0	25	157
% Cars & Light Goods	100.0	97.4	100.0	-	97.7	100.0	100.0	100.0	-	100.0	100.0	98.1	100.0	-	98.3	100.0	95.2	100.0	-	96.2	98.1
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0.0	2.6	0.0	-	2.3	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	1.9	0.0	-	1.7	0.0	4.8	0.0	-	3.8	1.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



Turning Movement Peak Hour Data Plot (7:45 AM)



MEMORANDUM

TO: Plan Commission

FROM: Mike Guerra, Assistant Village Manager

DATE: June 17, 2026

SUBJECT: Review proposed concepts for improvements to the Village owned parking lot at the Villa Park Historical Society Museum at Central Blvd. and Villa Ave.

RECOMMENDED ACTION:

Review proposed concept options provided by Baxter and Woodman for improvements to the Village parking lot along Central Blvd at the Historical Museum

BACKGROUND:

The Village contracted with Baxter and Woodman Consulting Engineers to review the parking in the Villa Ave area and to review the Village parking lot at the Historical Society Museum off of Central Blvd. The purpose of the engineering review was to improve the aesthetics, improve traffic flow and see if the parking lot can be utilized in a more efficient manor without reducing the number of parking stalls. This project would utilize TIF funding to help enhance the "Old Town District".

DISCUSSION:

Attached are the two preferred alternatives for the parking lot from Baxter and Woodman. Village staff has met with DuPage County, as the parking lot is located on their right of way for the Illinois Prairie Path, to discuss these options and to incorporate any of their comments. Currently, they do not have any major objections to either alternative. Staff is looking for input on the proposed alternatives to allow final engineering design to begin. Construction on the parking lots is not anticipated until 2028 to allow for the construction of the Union Development to finish and the opening of the public parking lot that is associated with that project.



1/27/2025 \$FILES

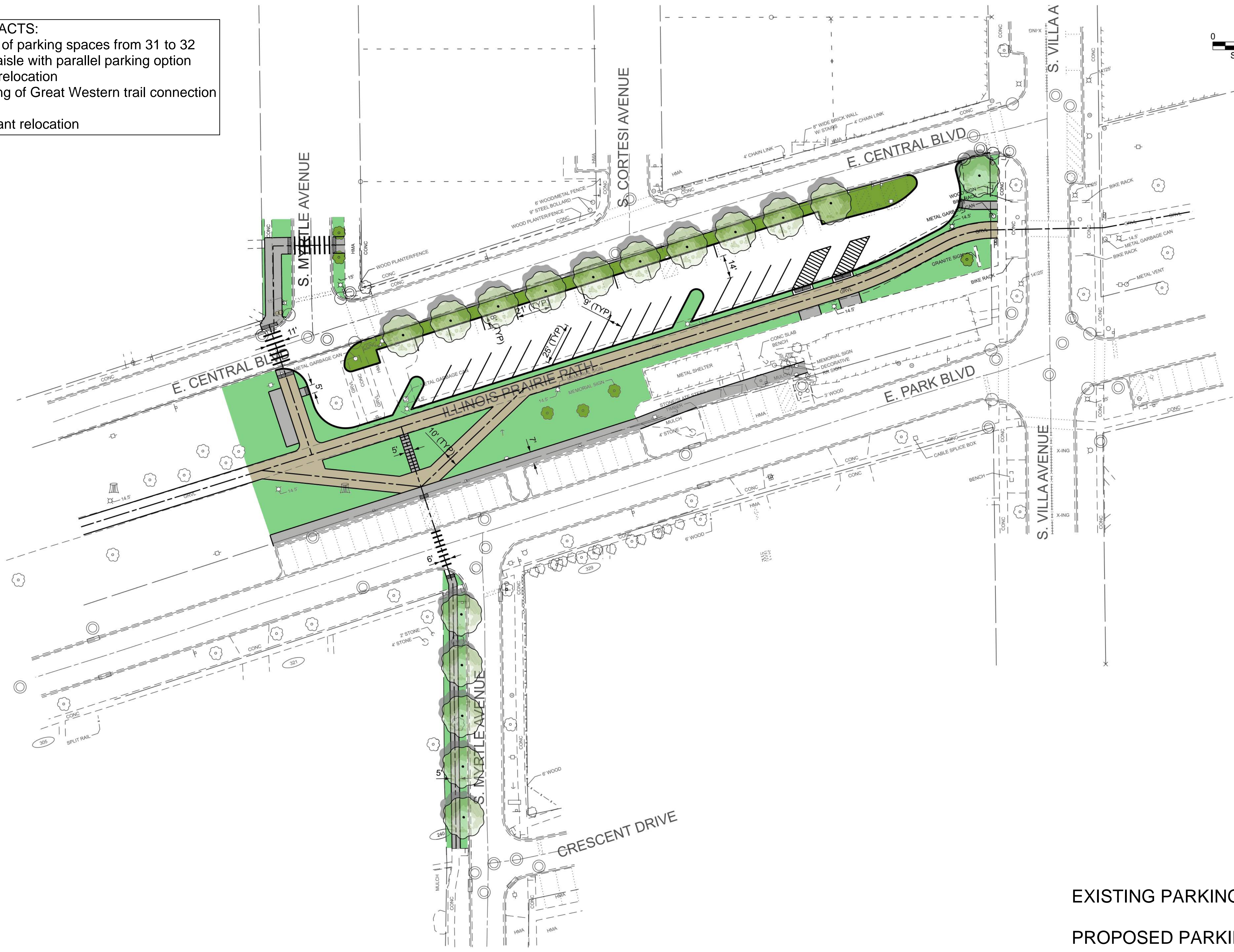
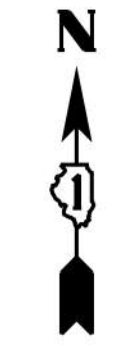
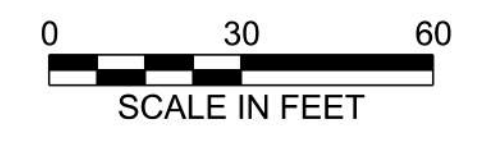
BAXTER & WOODMAN
Consulting Engineers

**PARKING LOT RECONFIGURATION
VILLAGE OF VILLA PARK, ILLINOIS**

**LOCATION
MAP**

ALTERNATIVE IMPACTS:

- Increases number of parking spaces from 31 to 32
- One-way parking aisle with parallel parking option
- Avoids utility pole relocation
- Requires re-aligning of Great Western trail connection to cross road twice
- Requires fire hydrant relocation



EXISTING PARKING SPACES: 31
 PROPOSED PARKING SPACES: 32

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 LICENSE NO. - 184-001121 - EXPIRES 4/30/2025
 \$PLOTTERBY\$ 10/17/2025 12:35:10 PM
 \$FILES\$
 FILE NAME: P:\ILLINOIS\2500090-TIF Parking Lot Reconfig\2500090_Plan_Alternative 2B.dgn



USER NAME = cmcgovern	DESIGNED -	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = 10/1/2025	CHECKED -	REVISED -
DATE - \$DATE	FILE - 2500090_Plan_Alternative 2B.dgn	

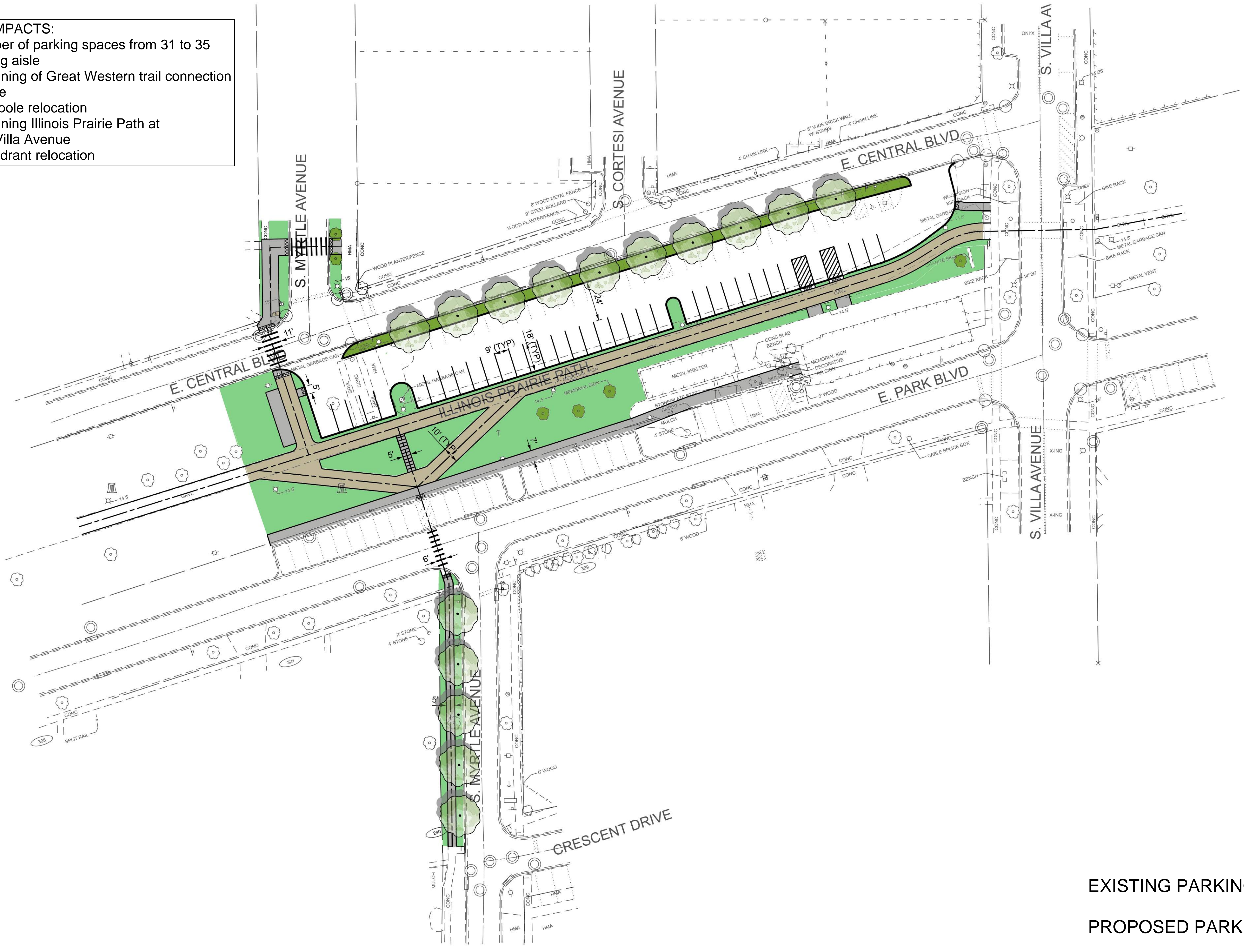
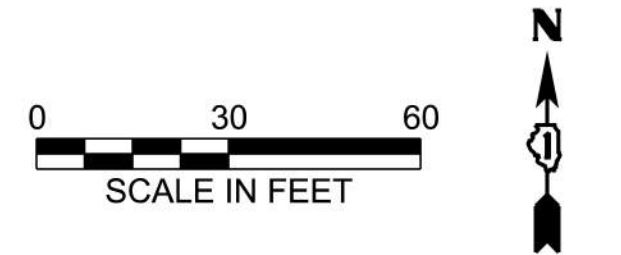
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**PARKING LOT RECONFIGURATION
 ALTERNATIVE 1**

SCALE: 1" = 30' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FAU	\$SEC	\$CO	\$TOT	\$CTNO
CONTRACT NO. \$CTNO				
ILLINOIS FED. AID PROJECT \$PROJECT				

- ALTERNATIVE IMPACTS:**
- Increases number of parking spaces from 31 to 35
 - Two-way parking aisle
 - Requires re-aligning of Great Western trail connection to cross road twice
 - Requires utility pole relocation
 - Requires re-aligning Illinois Prairie Path at intersection with Villa Avenue
 - Requires fire hydrant relocation



EXISTING PARKING SPACES: 31
PROPOSED PARKING SPACES: 35

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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USER NAME = cmcgovern	DESIGNED -	REVISED -
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PLOT DATE = 10/1/2025	CHECKED -	REVISED -
	DATE - \$DATE	FILE - 2500090_Plan_Alternative 3B.dgn

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PARKING LOT RECONFIGURATION ALTERNATIVE 2			
SCALE: 1" = 30'	SHEET 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FAU	\$SEC	\$CO	\$TOT	
CONTRACT NO. \$CTNO				
ILLINOIS FED. AID PROJECT \$PROJECT				



MEMORANDUM

TO: Plan Commission

FROM:

DATE: June 17, 2026

SUBJECT: Request to review the intersection of N. Third Ave and Sunset for additional safety measures per resident request

RECOMMENDED ACTION:

The village received a request from a resident requesting the intersection of Third Street and Sunset be reviewed for an all way stop control.

BACKGROUND:

According to the email, the resident observed an accident at this intersection. They requested an additional "Cross Traffic does not Stop" sign be placed on northbound Third Street and the intersection be reviewed for possible additional stop signs. Village staff has installed the "Cross Traffic does not Stop" on that post. Due to the request by the resident for additional stop signs this request was brought before the Plan Commission

DISCUSSION:For the placement of stop signs, they must meet at least one of the Manual on Uniform Traffic Control Devices (MUTCD) warrants per Section 2B.06 Signing for Right-of-Way at Intersections. Those warrants are as follows:

(MUTCD 11th Edition Page 79) Sect. 2B.13 to 2B.18

Section 2B.13 All-Way Stop Control Warrant A: Crash Experience

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that:

- A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
- B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Section 2B.14 All-Way Stop Control Warrant B: Sight Distance

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Section 2B.15 All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

Option: 01 All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal (see Chapter 4C) at the intersection or for the installation of yield control at a circular intersection.

Section 2B.16 All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates:

A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and

B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours.

If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the values given in Items A and B in Paragraph 1 of this Section.

Section 2B.17 All-Way Stop Control Warrant E: Other Factors

Option: 01 All-way stop control may be installed at an intersection where an engineering study indicates that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to, the following:

A. The need to control left-turn conflicts,

B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or

C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

The traffic counts have not been performed by Village staff due to technical issues with the video traffic counters and the timeframe between the meetings. However, based on general observations, staff does not feel that this intersection will not meet Warrants B, C, D, and E. Staff is reviewing the sight distances to see if there are obstructions and the crash reports. As a reminder, stop signs can't be used as speed control devices.

Guerra, Michael

From: Rivas, Michael
Sent: Sunday, May 17, 2026 6:41 PM
To: Kubish, Todd N.; Guerra, Michael
Subject: Fwd: Intersection of Sunset and 3rd

If we can take a look and give the homeowner some feedback.

Respectfully,

Michael Rivas, MPA
Village Manager
Village of Villa Park
20 S. Ardmore Avenue
Villa Park, IL 60181
Office (630)592-6052
mrivas@invillapark.com
-Sent via mobile

Begin forwarded message:

From: Jefferey Tinerella <jtinerella71@gmail.com>
Date: May 17, 2026 at 5:23:58 PM CDT
To: Feedback <feedback@invillapark.com>
Subject: Intersection of Sunset and 3rd

[Some people who received this message don't often get email from jtinerella71@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: This email originated from outside The Village of Villa Park email system. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Yesterday, (Saturday, May 16th) there was an accident at this intersection. A car traveling north on 3rd crossing Sunset was struck by a vehicle traveling east. I am not sure if the vehicle traveling north stopped at the stop sign but he did pull out into oncoming traffic. The stop sign on southbound 3rd has the yellow sign that states cross traffic does not stop but the stop sign on the northbound side does not have this sign. I think this may have been a contributing factor to the accident. Today there were almost 2 more accidents with a cars

traveling north on 3rd and proceeding across Sunset but the vehicles were able to swerve and avoid each other. As a resident who lives on the corner of this intersection can the yellow sign be added to the northbound stop sign on 3rd and Sunset? Better yet make it a 4 way stop. Cars traveling west on Sunset from Addison Road speed because the next stop sign is not until Westmore or put a stop sign on 2nd Street to slow traffic down in this area. Please do the research on adding a stop signs to the streets I requested.

Thank you,
Jefferey Tinerella

611 N 3rd Ave
847-736-0477

Sent from my iPhone



MEMORANDUM

TO: Plan Commission
FROM: Mike Guerra, Assistant Village Manager
DATE: June 17, 2026
SUBJECT: Request to review additional installations of Rectangular Rapid Flashing Beacons (RRFB) at school crossings per resident request

RECOMMENDED ACTION:

To review the use of Rectangular Rapid Flasing Beacons at school crosswalks.

BACKGROUND:

The Village received an email from a resident noting that Rectangular Rapid Flashing Beacons (RRFB) can be utilized for school cross walks now and requested the Village review possible locations near schools. They noted Ardmore School and Jefferson School. Staff has reached out to District 45 to get their input on the situation as well as the schools requested fall into their zones. They are supportive of any safety enhancements that can be made.

DISCUSSION:

Village staff has begun to review locations near these schools and others of possible use of the RRFBs at certain school crosswalks of Yale and School Street, Wisconsin St and Vermont St., Wisconsin St and Jackson St. and possible others. It should be noted that except for crosswalks across the approach to or egress from a roundabout, or crosswalks across free-flow turn lanes separated by a channelizing island, an RRFB shall not be used for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons. Therefore, RRFB can't be used at the intersection of Vermont and Addison or Harvard and School street as they are controlled by stop signs. Traffic has to stop which gives the right of way to the pedestrians automatically at those intersections.



Safety Benefits:

RRFBs can reduce crashes up to:

47%

for pedestrian crashes.⁴

RRFBs can increase motorist yielding rates up to:

98%

(varies by speed limit, number of lanes, crossing distance, and time of day).³



RRFBs used at a trail crossing.
Source: LJB

Rectangular Rapid Flashing Beacons (RRFB)

A marked crosswalk or pedestrian warning sign can improve safety for pedestrians crossing the road, but at times may not be sufficient for drivers to visibly locate crossing locations and yield to pedestrians. To enhance pedestrian conspicuity and increase driver awareness at uncontrolled, marked crosswalks, transportation agencies can install a pedestrian actuated Rectangular Rapid Flashing Beacon (RRFB) to accompany a pedestrian warning sign. RRFBs consist of two, rectangular-shaped yellow indications, each with a light-emitting diode (LED)-array-based light source.¹ RRFBs flash with an alternating high frequency when activated to enhance conspicuity of pedestrians at the crossing to drivers.

Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices (MUTCD)* for information on the application of RRFBs.¹

Applications

The RRFB is applicable to many types of pedestrian crossings but is particularly effective at multilane crossings with speed limits less than 40 miles per hour.² Research suggests RRFBs can result in motorist yielding rates as high as 98 percent at marked crosswalks, but varies depending on the location, posted speed limit, pedestrian crossing distance, one- versus two-way road, and the number of travel lanes.³ RRFBs can also accompany school or trail crossing warning signs.

RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque pointing at the crossing.¹ The flashing pattern can be activated with pushbuttons or passive (e.g., video or infrared) pedestrian detection, and should be unlit when not activated.

Considerations

Agencies should:²

- Install RRFBs in the median rather than the far-side of the roadway if there is a pedestrian refuge or other type of median.
- Use solar-power panels to eliminate the need for a power source.
- Reserve the use of RRFBs for locations with significant pedestrian safety issues, as over-use of RRFB treatments may diminish their effectiveness.

Agencies shall not:²

- Use RRFBs without the presence of a pedestrian, school or trail crossing warning sign.
- Use RRFBs for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons, except for the approach or egress from a roundabout.

For more information on this and other FHWA Proven Safety Countermeasures, please visit

<https://highways.dot.gov/safety/proven-safety-countermeasures> and https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RRFB_2018.pdf.

¹ Manual on Uniform Traffic Control Devices (MUTCD), Chapter 4L. FHWA, (2023).

² "Rectangular Rapid Flash Beacon" in PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System. FHWA, (2013).

³ Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).

⁴ (CMF ID: 9024) NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).

Guerra, Michael

From: Patrick, Kevin
Sent: Friday, June 5, 2026 2:24 PM
To: EmilyAEbel0523
Cc: Rivas, Michael; Guerra, Michael
Subject: Re: beacons at school cross walks

Good Afternoon Emily,

This is a great idea. Thank you for sharing. I will discuss this with staff and see how we can best address the issue moving forward.

Thanks again,



Kevin Patrick
Village President
20 S. Ardmore Ave.
Villa Park, IL 60181
presidentpatrick@invillapark.com
invillapark.com

From: EmilyAEbel0523 <emilyaebel@gmail.com>
Sent: Friday, June 5, 2026 9:00 AM
To: Patrick, Kevin <presidentpatrick@invillapark.com>; Alfano, Cari <trusteealfano@invillapark.com>; Cordova, Jorge <trusteecordova@invillapark.com>; Konstatos, Tina <trusteekonstatos@invillapark.com>; Kumar, Deepasriya <trusteekumar@invillapark.com>; Kozar, Jack <trusteekozar@invillapark.com>; Sabri, Khalid <trusteesabri@invillapark.com>; Rivas, Michael <mrivas@invillapark.com>
Subject: beacons at school cross walks

CAUTION: This email originated from outside **The Village of Villa Park** email system. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello all,

I hope you are well and having a great summer so far. I came across an article regarding amendments to the Illinois Vehicle Code and one amendment (Public Act 104-0401) allows local governments to install rapid-flashing beacons at certain school crosswalks. This change allows local governments the express authority to use pedestrian-activated warning beacons to improve safety near schools. As I am sure you are aware, there have been safety concerns around Ardmore Elementary, given that it is NOT a one-way during drop off and pick up hours like other schools, and Jefferson Middle School at the four way stop sign on Addison. I was wondering if maybe you all could look into whether adding crosswalk beacons could assist with these safety concerns.

Thanks,

--

Emily A. Shultz, Esq.

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MEMORANDUM

TO: Plan Commission
FROM: Mike Guerra, Assistant Village Manager
DATE: June 17, 2026
SUBJECT: Approval of the final plat for Sidney and Yale Subdivision

RECOMMENDED ACTION:

To make a recommendation to the Village Board for the approval of the signed plat of subdivision for Sidney and Yale

BACKGROUND:

The Plan Commission approved the draft plat of subdivision for Sidney and Yale at the May 20th meeting. However, the Village code does not allow for an express process for simplified subdivisions such as lot splitting. Therefore, the petitioner has to submit the final signed plat of subdivision to the Plan Commission for approval of a recommendation to the Village Board for approval.

DISCUSSION:



Village of Villa Park

Community & Economic Development
11 W Home Avenue, Villa Park, IL 60181

TO: Plan Commission
FROM: Community & Economic Development Department
DATE: May 20, 2026
RE: **Petition ZBA-26-03 | Parcels North of 150 W Sidney Ave| Subdivision**

PETITIONER	OWNER
Walter Andruszkiewicz 1201 S. Villa Ave. Villa Park, IL, 60181	Walter Andruszkiewicz 1201 S. Villa Ave. Villa Park, IL, 60181

Request Summary

The Petitioner is seeking approval for a Plat of Subdivision to subdivide 4 existing lots into 3 lots.

Background

The Subject Property is currently 4 vacant lots. These vacant lots would be subdivided into 3 larger lots in order to better accommodate future development. The petitioner plans to build homes on the southern two lots while the northern most lot will remain undeveloped due to wetlands designation.

Site Information

Present Zoning: RS-7.5 – Residential Single Dwelling District
Present Land Use: Vacant
Property Size: 33,276.6 sq ft / 0.76 acres
PINs: 03-33-407-023, 03-33-407-022, 03-33-407-021, 03-33-407-020

Surrounding Zoning

North: Residential Single -Dwelling District – RS-7.5
West: Residential Single -Dwelling District – RS-7.5
East: Residential Single -Dwelling District – RS-7.5
South: Residential Single -Dwelling District – RS-7.5

Surrounding Land Use

Single Family Dwelling
Single Family Dwelling
Single Family Dwelling
Single Family Dwelling

Comprehensive Plan Designation - Residential

Single-dwelling residential areas are neighborhoods where each lot contains one dwelling unit, which can be a standalone house or attached units like townhomes and duplexes. These areas should encompass carefully planned subdivisions and older, established neighborhoods exhibiting classic neighborhood layouts. Single-dwelling homes are the most common form of residential property in the Village and most likely will remain so.

Plat Request

The Petitioner is seeking approval for a Plat of Subdivision to subdivide 4 existing lots into 3 lots. Public utilities and drainage easements are included for all 3 lots. Lots 1 and 2 have an area of 9,499.96 square feet. Lot 3 has an area of 14,262.78 square feet.

Internal Staff Review

Final Plat of Subdivision

Identification and Description

- a. Proposed name of subdivision.

- b. Location by township, section, town and range, or by other legal description.
- c. Names and addresses of the owners, the developer and the surveyor who made the plat, and the title under which the proposed subdivision is to be recorded.
- d. Scale of plat, not smaller than one inch equals one hundred (100) feet.
- e. Date.
- f. Northpoint.

Delineation

- g. Boundary of the plat based on an accurate traverse, with angular and lineal dimensions.
- h. Exact locations, widths, center lines and names of all streets within and adjoining the plat, and the exact location and widths of all alleys and cross-walkways.
- i. True angles and distances to the nearest established street lines or official monuments (not less than three (3)) which shall be accurately described on the plat.
- j. Municipal, township or section lines accurately tied to the lines of the subdivision by distances and angles.
- k. Radii, internal angles, points of curvature, tangents, bearings and lengths of all curves.
- l. All easements or rights-of-way for public services, utilities or other purposes.
- m. All lot and block numbers with their lines accurately dimensioned in feet and hundredths.
- n. Building set-back lines accurately shown and dimensioned.
- o. Accurate outlines and legal descriptions of any areas to be dedicated or reserved for public use, with the purposes indicated thereon, and of any area to be reserved by deed covenant for the common use of all property owners.

Notification

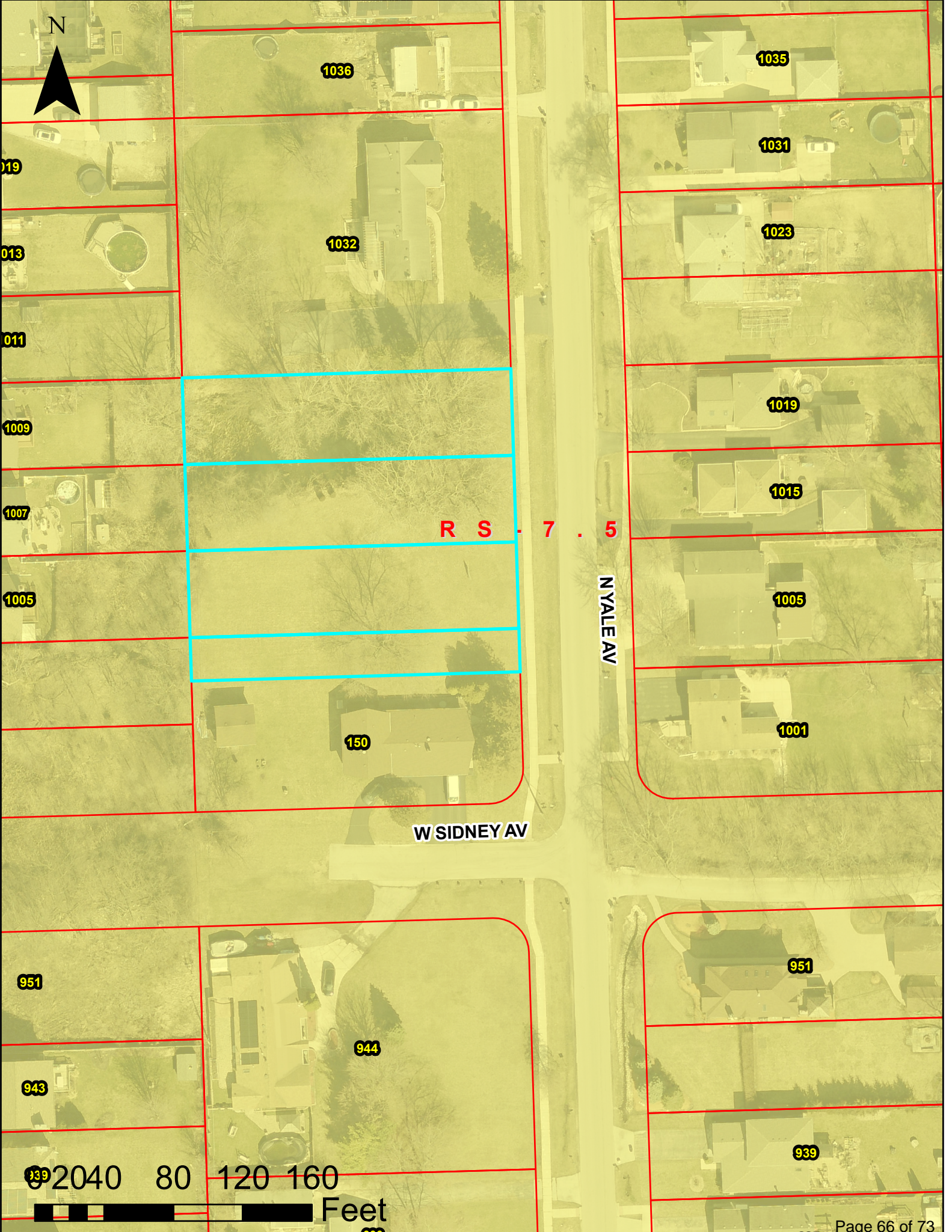
Legal Notice was published in the Daily Herald on May 4, 2026, a sign placed on the subject property, and notifications sent to property owners within a 250.0 foot radius of the subject property in advance of the Public Hearing.

Recommended Action

To recommend approval of ZBA-26-03 to subdivide 4 existing lots into 3 lots as shown in Exhibit A.

Exhibit List

- A. Exhibit A- Plat of Subdivision



019

013

011

1009

1007

1005

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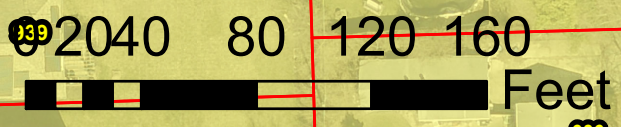
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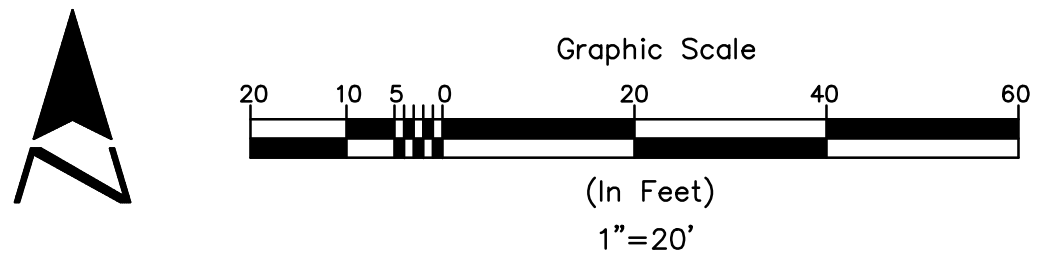
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N YALE AV

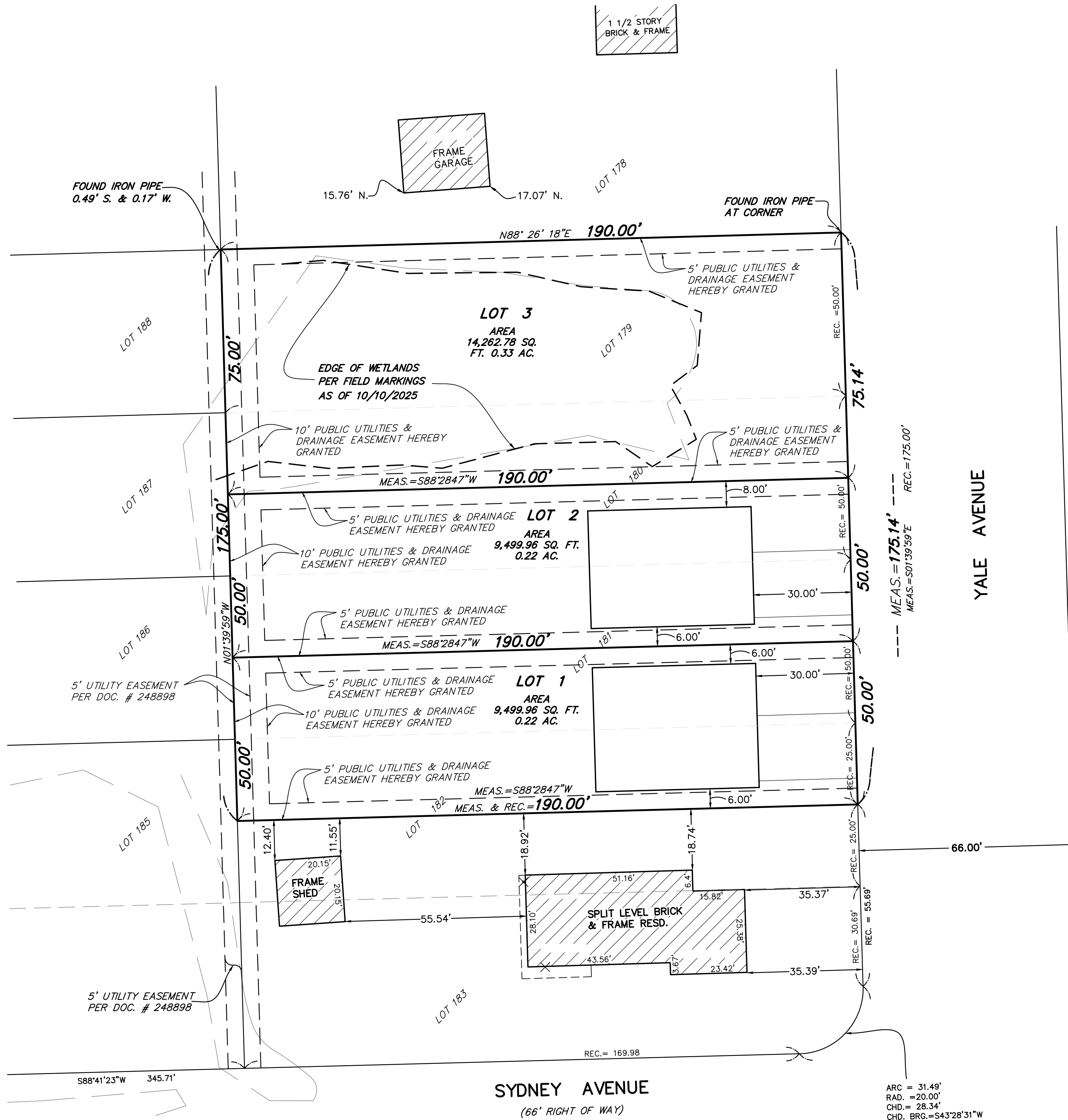
W SIDNEY AV





WALTER'S YALE AVENUE RESUBDIVISION

IN THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.



VILLAGE ENGINEER
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
APPROVED AND ACCEPTED BY THE VILLAGE ENGINEER OF THE VILLAGE OF VILLA PARK, ILLINOIS.
THIS _____ DAY OF _____ A.D., 20 _____.
BY: _____
VILLAGE ENGINEER

VILLAGE PRESIDENT
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
APPROVED AND ACCEPTED THIS _____ DAY OF _____ A.D., 20 _____ BY THE PRESIDENT
AND BOARD OF TRUSTEES OF THE VILLAGE OF VILLA PARK, ILLINOIS IN ACCORDANCE WITH ORDINANCE # _____
BY: _____ ATTEST: _____
PRESIDENT VILLAGE CLERK

VILLAGE TREASURER
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
I FIND NO DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS DUE AGAINST ANY
OF THE LAND INCLUDED IN THE ABOVE PLAT.
DATED: _____ A.D., 20 _____.
VILLAGE TREASURER
VILLAGE OF VILLA PARK

PLANNING AND ZONING COMMISSION CERTIFICATE
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
THIS IS TO CERTIFY THAT THE PLANNING AND ZONING COMMISSION OF THE VILLAGE OF VILLA PARK,
DUPAGE COUNTY, ILLINOIS HAS REVIEWED AND APPROVED THIS PLAT.
DATED AT VILLA PARK, DUPAGE COUNTY, ILLINOIS.
THIS _____ DAY OF _____ A.D., 20 _____.
BY: _____

NOTES:
BASIS OF BEARINGS: ILLINOIS STATE PLANE COORDINATE SYSTEM. EAST ZONE.

COUNTY CLERK
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
I, _____ COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS DO HEREBY CERTIFY THAT
THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES AND NO UNPAID FORFEITED
TAXES AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE PROPERTY INCLUDED IN THE PLAT HEREON DRAWN.
I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT HEREON DRAWN.
GIVEN UNDER MY HAND AND SEAL AT THE COUNTY COURTHOUSE AT WHEATON, ILLINOIS,
THIS _____ DAY OF _____ A.D., 20 _____.
BY: _____
CLERK

COUNTY RECORDER
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
THIS INSTRUMENT NUMBER _____ WAS FILED FOR RECORD IN THE RECORDERS OFFICE
OF DUPAGE COUNTY, AFORESAID, ON THE _____ DAY OF _____ A.D., 20 _____
_____ O'CLOCK _____ M.
RECORDER

LAND SURVEYOR'S AUTHORIZATION
STATE OF ILLINOIS }
COUNTY OF DU PAGE }SS
I, JOSEPH F. GENTILE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, LICENSE NUMBER
2925, DO HEREBY AUTHORIZE THE VILLAGE OF VILLA PARK, DUPAGE COUNTY, ILLINOIS, ITS STAFF OR
AUTHORIZED AGENT TO PLACE THIS DOCUMENT OF RECORD IN THE COUNTY RECORDER'S OFFICE IN MY NAME
AND IN COMPLIANCE WITH ILLINOIS STATUTES CHAPTER 109 PARAGRAPH 2, AS AMENDED.
GIVEN UNDER MY HAND AND SEAL AT LOMBARD, ILLINOIS, THIS _____ DAY OF _____ A.D., 20 _____.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925

SURVEYOR CERTIFICATE
STATE OF ILLINOIS }
COUNTY OF DUPAGE }SS
THIS IS TO CERTIFY THAT I, JOSEPH F. GENTILE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, NUMBER 2925 HAVE
SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:
**LOTS 179, 180, 181 AND THE NORTH 1/2 OF LOT 182 IN VOLK BROTHERS ARDMORE AVENUE ADDITION BEING A
SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD
PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 21, 1927 AS DOCUMENT 248899, IN
DUPAGE COUNTY ILLINOIS.**
TOTAL AREA: 33,262.70 SQ. FT., 0.76 AC. (MORE OR LESS)
ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF, SCALE OF PLAT IS 20 FEET PER ONE INCH.
I ALSO CERTIFY THAT THE SUBJECT PROPERTY, ACCORDING TO AND BASED ON INFORMATION FROM FEDERAL
EMERGENCY MANAGEMENT AGENCY ONLY, THE PROPERTY IS LOCATED IN ZONE "X" (AREAS OF MINIMAL FLOOD
HAZARD), PER F.I.R.M. NO. 17043C0086J COMMUNITY NUMBER 170217 DATED AUGUST 1, 2019.
I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS WITHIN THE CORPORATE LIMITS
OF THE VILLAGE OF VILLA PARK WHICH HAS ADOPTED A VILLAGE PLAN AND WHICH IS EXERCISING THE SPECIAL
POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODES AS HERETOFORE AND
HEREAFTER AMENDED.
GIVEN UNDER MY HAND AND SEAL AT LOMBARD, ILLINOIS THIS _____ DAY OF _____ A.D., 20 _____.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2026

GENTILE & ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS
550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE (630) 916-6262
PREPARED FOR: WALTER AUDRUSZKIEWICZ
DRAWN BY: VAF/RWG
ORDER NO.: 18946-25 SUB
SHEET 1 OF 2
ILLINOIS PROFESSIONAL DESIGN
FIRM LICENSE NO. 184-002870

NO.	DATE	DESCRIPTION	BY
1	4/24/2026	REVISED PER REVIEW COMMENTS	RWG

WALTER'S YALE AVENUE RESUBDIVISION

IN THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 40 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE ANNEXED PLAT, AND THAT HE/SHE/THEY HAS/HAVE CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

DATED THIS _____ DAY OF _____ A.D. 20_____.

OWNER

NOTARY CERTIFICATE

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE

AFORESAID, DO HEREBY CERTIFY THAT _____, PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT(S) AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY SIGNED AND DELIVERED THE ANNEXED PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____ A.D. 20_____.

NOTARY PUBLIC

SCHOOL DISTRICT

STATE OF ILLINOIS }
COUNTY OF DUPAGE } SS

THIS IS TO CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THE PROPOSED PLAT OF SUBDIVISION KNOWN AS "WALTER'S YALE AVENUE RESUBDIVISION" LOCATED IN THE VILLAGE OF VILLA PARK, COUNTY OF DUPAGE, STATE OF ILLINOIS, IS LOCATED WITHIN THE FOLLOWING SCHOOL DISTRICT(S):

GRADE SCHOOL DISTRICT NO. 48, ADDRESS: 1110 S. VILLA AVENUE, VILLA PARK, IL. 60181
HIGH SCHOOL DISTRICT NO. 88, ADDRESS: 101 W HIGHRIDGE ROAD, VILLA PARK
JR. COLLEGE DISTRICT 502, ADDRESS: 425 FAWELL BOULEVARD, GLEN ELLYN, IL. 60137

OWNER

TITLE

EASEMENT PROVISIONS

An easement for serving the subdivision and other property with electric and communication service is hereby reserved for and granted to

Commonwealth Edison Company
and
SBC Illinois a.k.a. Illinois Bell Telephone Company, Grantees,

their respective licensees, successors and assigns jointly and severally, to construct, operate, repair, maintain, modify, reconstruct, replace, supplement, relocate and remove, from time to time, poles guys, anchors, wires, cables, conduits, manholes, transformers, pedestals, equipment cabinets or other facilities used in connection with overhead and underground transmission and distribution of electricity, communications, sounds and signals in, over, under, across, along and upon the surface of the property shown within the dashed or dotted lines (or similar designation) on the plat and marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation), the property designated in the Declaration of Condominium and/or on this plat as "Common Elements", and the property designated on the plat as "common area or areas", and the property designated on the plat for streets and alleys, whether public or private, together with the rights to install required service connections over or under the surface of each lot and common area or areas to serve improvements thereon, or on adjacent lots, and common area or areas, the right to cut, trim or remove trees, bushes, roots and saplings and to clear obstructions from the surface and subsurface as may be reasonably required incident to the rights herein given, and the right to enter upon the subdivided property for all such purposes. Obstructions shall not be placed over Grantees' facilities or in, upon or over the property within the dashed or dotted lines (or similar designation) marked "Easement", "Utility Easement", "Public Utility Easement", "P.U.E." (or similar designation) without the prior written consent of Grantees. After installation of any such facilities, the grade of the subdivided property shall not be altered in a manner so as to interfere with the proper operation and maintenance thereof.

The term "Common Elements" shall have the meaning set forth for such term in the "Condominium Property Act", Chapter 765 ILCS 605/2(c), as amended from time to time.

The term "common area or areas" is defined as a lot, parcel or area of real property, the beneficial use and enjoyment of which is reserved in whole or as an appurtenance to the separately owned lots, parcels or areas within the planned development, even though such be otherwise designated on the plat by terms such as "outlots", "common elements", "open space", "open area", "common ground", "parking" and "common area". The term "common area or areas", and "Common Elements" include real property surfaced with interior driveways and walkways, but excludes real property physically occupied by a building, Service Business District or structures such as a pool, retention pond or mechanical equipment.

Relocation of facilities will be done by Grantees at cost of the Grantor/Lot Owner, upon written request.

UTILITY AND DRAINAGE EASEMENT PROVISIONS

EASEMENTS ARE RESERVED FOR THE VILLAGE OF VILLA PARK AND TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISES FROM THE VILLAGE OF VILLA PARK INCLUDING, BUT NOT LIMITED TO, COMMONWEALTH EDISON COMPANY, AMERITECH, NICOR GAS, MEDIAONE, AND THEIR SUCCESSORS AND ASSIGNS OVER ALL AREAS MARKED EASEMENT FOR PUBLIC UTILITIES AND DRAINAGE ON THE PLAT FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN, AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS, AND INCLUDING OVERLAND DRAINAGE STORM AND/OR SANITARY SEWERS, TOGETHER WITH ANY AND ALL NECESSARY MANHOLES, CATCH BASINS, CONNECTIONS, APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE AND/OR UTILITY COMPANIES, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENT, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY PERSONNEL AND EQUIPMENT TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN AND TRIM OR REMOVE ANY FENCES, TEMPORARY STRUCTURES, TREES, SHRUBS, OR OTHER PLANTS WITHOUT NEED FOR PROVIDING COMPENSATION THEREFOR ON THE EASEMENT THAT INTERFERE WITH THE OPERATION OF THE SEWERS OR OTHER UTILITIES. NO PERMANENT BUILDINGS SHALL BE PLACED ON SAID EASEMENT, BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES OR RIGHTS. WHERE AN EASEMENT IS USED FOR BOTH SEWER AND OTHER UTILITIES, THE OTHER UTILITY INSTALLATION SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF VILLA PARK.

EASEMENT ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF VILLA PARK AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND SUBDIVIDED HEREBY, OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS, AND THE PERFORMANCE OF MUNICIPAL AND OTHER GOVERNMENTAL SERVICES INCLUDING WATER, STORM AND SANITARY SEWER SERVICE AND MAINTENANCE.

EASEMENTS ALSO ARE RESERVED FOR CABLE COMMUNICATIONS COMPANIES ALONG WITH THE PUBLIC UTILITIES ALREADY REFERENCED.

NOTHING SET FORTH ABOVE IS INTENDED TO SUPERSEDE ANY REQUIREMENTS CONTAINED IN ANY FRANCHISE AGREEMENT BETWEEN THE GRANTEE AND THE VILLAGE OF VILLA PARK, DUPAGE COUNTY, ILLINOIS, WHERE A CONFLICT EXISTS BETWEEN THE GRANT OF EASEMENT AND ANY SUCH FRANCHISE AGREEMENT, OR WHERE THE PROVISIONS OF ANY SUCH FRANCHISE AGREEMENT ARE MORE RESTRICTIVE THAN THE LANGUAGE OF THIS GRANT OF EASEMENT, THE LANGUAGE OF SAID FRANCHISE AGREEMENT SHALL BE CONTROLLING UPON EACH OF THE GRANTEES.

G **GENTILE & ASSOCIATES, INC.**
PROFESSIONAL LAND SURVEYORS
550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE (630) 916-6262

PREPARED FOR: **WALTER ANDRUSZKIEWCZ**
DRAWN BY: VAF/RWG
ORDER NO.: **18946-25 SUB**
SHEET 2 OF 2

ILLINOIS PROFESSIONAL DESIGN
FIRM LICENSE NO. 184.002870

SUBMITTED BY/MAIL TO:
VILLAGE OF VILLA PARK
20 SOUTH ARDMORE AVENUE
VILLA PARK, ILLINOIS 60181

1	4/24/2026	REVISED PER REVIEW COMMENTS	RWG
NO.	DATE	DESCRIPTION	BY

Leedom, Rachel

From: Voskresenski, Vassili
Sent: Thursday, April 30, 2026 11:45 AM
To: Leedom, Rachel; Karl, Kristin; Guerra, Michael
Cc: Salerno, Rich; Mantels, Kevin; Benes, George; Anderson, Danita; Stapleton, Steven; Mitsuka, Brandon
Subject: ZBA-26-03: Sidney Subdivision

Memo



To: Rachel Leedom, Planner
From: Rich Salerno, Public Works Director
Kevin Mantels, Village Engineer
Date: April 30, 2026
Re: ZBA-26-03
Sidney Subdivision
Engineering / Public Works Comments

The Village of Villa Park Engineering Department and Public Works Department have reviewed the submittal for the referenced Zoning Board of Appeals item and offer the following comments.

General

It is understood that the property owner wishes to subdivide the existing four parcels into three parcels.

Traffic

A Traffic Impact Study will not be required.

Street & Pavement Improvements

Street and pavement improvements will not be required for the subdivision. Street improvements may be required for future development of the parcels.

Sidewalks

Sidewalk improvements will not be required for the subdivision. Sidewalk improvements may be required for future development of the parcels.

Water Supply

Water system improvements will not be required for the subdivision.

Sanitary Sewer

Sanitary sewer improvements will not be required for the subdivision.

Storm Sewer

Storm sewer improvements will not be required for the subdivision. Storm sewer improvements may be required for future development of the parcels.

Stormwater

A stormwater certification will not be required for the subdivision. A stormwater certification(s) will be required for future development of the parcels. Wetland conservation easements may be required for the future development of the parcels.

Soil Conditions

A Kane-DuPage Soil Conservation District Land Use Opinion (LUO) will not be required for the subdivision. An LUO may be required for future development of the parcels.

Permits

A stormwater permit and a right-of-way permit will not be required for the subdivision. Stormwater permits will be required for future development of the parcels. Right-of-way permits will be required for future development of the parcels.



MEMORANDUM

TO: Plan Commission
FROM: Mike Guerra, Assistant Village Manager
DATE: June 17, 2026
SUBJECT: Request to install additional signage for the intersection of N. Addison and Plymouth St. by resident

RECOMMENDED ACTION:

A request by a resident to review the intersection of N. Addison St and Plymouth St.

BACKGROUND:

A resident has requested a "Dangerous Intersection" or "Intersection Ahead" sign be placed near the intersection of N. Addison and Plymouth Street.

DISCUSSION:

Villa Park, IL 60181
cwagner@invillapark.com
630-592-6052



From: Village of Villa Park <notifications@cognitoforms.com>
Sent: Friday, May 29, 2026 9:02 AM
To: adminrequests <adminrequests@invillapark.com>
Subject: Administration Requests - Naim Mansour

CAUTION: This email originated from outside **The Village of Villa Park** email system. Exercise caution when opening attachments or clicking links, especially from unknown senders.



Village of Villa Park Administration Requests

Entry Details

NAME

Naim Mansour

EMAIL

naim23@gmail.com

ADDRESS

502 N Addison rd

WHAT CAN WE HELP YOU WITH?

Other

PLEASE DESCRIBE YOUR QUESTION OR REQUEST IN DETAIL.

"Request to install a 'Dangerous Intersection' or 'Intersection Ahead' warning sign at the corner of N. Addison Rd. and Plymouth St.

As detailed in the attached diagram, residents turning from Plymouth St. onto Addison Rd. must monitor at least five different traffic directions simultaneously (including multiple lanes of oncoming traffic, cross-traffic, and potential pedestrian/turning conflicts). This creates a severe cognitive load and high risk for drivers.

There have been multiple accidents at this location recently, with the most recent one occurring approximately two weeks ago. Visibility and speed are ongoing safety issues here, and a warning sign is urgently needed to alert motorists on Addison Rd. and improve safety for local residents."

UPLOAD A PICTURE

IMG_8944.JPEG
IMG_9029.JPEG