

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

August 19, 2026

7:00 PM

Chair Person: Marianne Gonzales

Commissioners: John "Jack" Cuthbertson, Matt D'Alessandro, Mahmood Khan, Cassie Vanko

Board Liaison: President Kevin Patrick

Staff Liaison: Stg Eric Haimann and Assistant Village Manager Michael Guerra, P.E.

- 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 June 17, 2026 Plan Commission Meeting
- 6. Old Business**
 - a. Request for additional stop signs for the Summit Intersections with Park and Central per resident request
 - b. Request to review the intersection of N. Third Ave and Sunset for additional safety measures per resident request
 - c. Request to review additional installations of Rectangular Rapid Flashing Beacons (RRFB) at school crossings per resident request
- 7. New Business**
 - a. Ardmore Avenue Improvement Project from IL38 (Roosevelt) to IL 64 (North Ave)

The Village has received Surface Transportation Program (STP) funding for improvements to Ardmore Avenue from IL 38 Roosevelt Road to IL 64 North Avenue
 - b. Request to review the Lufkin Park location for a pedestrian crosswalk

The Village received a request to review Lufkin Park for a pedestrian crossing at the intersection of Ardmore and VanBuren.
- 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: August 19, 2026
SUBJECT: Approval of the Minutes for the June 17, 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

June 17, 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 JUNE 17, 2026

1. Call to Order – Roll Call

Called the meeting to order at 7:00 pm

Roll Call

Staff liaison Assistant Village Manager Guerra called the roll.

PRESENT: Cuthbertson, D'Alessandro, Khan

ABSENT: Hasler, Gonzales

Staff Present: Assistant Village Manager, Michael Guerra, Sgt Eric Hiamann,

Board Present: None

Motion to appoint Matt D'Alessandro as interim chair for the meeting was made by Commissioner Khan and seconded by Commissioner Cuthbertson.

AYES: Cuthbertson, D'Alessandro, Khan (3)

NAYS: None (0)

ABSENT: Hasler, Gonzales

2. Public Comments on Agenda Items

None

3. Public Comments on Non-Agenda Items

Kim Krieger spoke regarding the proposed recommendation regarding modifications to parking restrictions on Villa Ave.

4. Amendments to the Agenda

None

5. Consent Agenda

a. Approval of the Minutes for the May 20, 2026 Plan Commission Meeting

Motion to approve the minutes was made by Commissioner Cuthbertson and seconded by Commissioner Khan.

AYES: Cuthbertson, D'Alessandro, Khan (3)

NAYS: None (0)

Absent: Hasler, Gonzelas

b. Approval of the Minutes for the April 15th, 2026 Plan Commission Meeting

Motion to approve the amended minutes by striking 7b Villa Park parking restrictions was made by Commissioner Cuthbertson and seconded by Commissioner Khan.

AYES: Cuthbertson, D'Alessandro, Khan (3)

NAYS: None (0)

6. Old 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 reviewed the information collected by Engineering Department has noted that neither intersection had meet any MUTCD warrants for an all-way stop. Sgt. Haimann reviewed the crash data, and since 2019 there have been few records of accidents which were the similar to the intersections at Harvard. Commissioner Khan asked about the nature of request as it seemed safety base and staff reviewed the submitted request. Review of the installation of existing Rapid Rectangular Flashing Beacon (RRFB) and use as it

relates to crashes. Discussion on other factors that may correlate to crashes were discussed. Commissioner Khan requested staff to review possible options for advance detection for Illinois Prairie Path users for the Rapid Rectangular Flashing Beacons (RRFB). The Commission had requested this segment of roadway be reviewed for speeding consideration but due to equipment issues, that information was not available at the time of the meeting.

Motion: Commissioner Khan moved to table the item until the next meeting to gather additional speeding information. The motion was seconded by Commissioner Cuthbertson

AYES: Cuthbertson, D'Alessandro, Khan (3)

NAYS: None (0)

ABSENT: Hasler, Gonzelas

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.

Assistant Village Manager Guerra presented two options for the layout of the Museum Lot for the Commission to review. The objectives of the design include improving the flow of traffic, making it more appealing and maintaining the existing number of parking stalls. Construction of the improvements will not be constructed until the completion of Union Development public parking. Commission reviewed the options. Commissioner D'Alessandro preferred the option with perpendicular parking verses the option with angled with parallel spaces due to concerns about vehicles backing into each other. Commissioner Khan and Cuthbertson also preferred the option with perpendicular parking.

Motion: Commissioner Khan made a motion to recommend staff to proceed with the perpendicular parking option for design. The motion was seconded by Commissioner Cuthbertson

AYES: Cuthbertson, D'Alessandro, Khan (3)

NAYS: None (0)

Absent: Hasler, Gonzales

7. New Business

a. Request to review the intersection of North Third and Sunset for additional safety measures per resident request.

Assist Manager Guerra reviewed the request the Village received due to a recent accident at this location. The missing “cross traffic does not stop” sign has been replaced. Unfortunately, due to technical issues counts were not performed but reviewing IDOT counts it is not anticipated MUTCD warrants will be met. Sgt. Haimann reviewed the crash data for this location. Commissioner Cuthbertson would like to see the counts for the intersection and noted the distance from Addison to Third is too close for another stop sign.

Motion: Commissioner Khan moved this item to table to the next meeting to gather additional information. The motion was seconded by Commissioner Cuthbertson

AYES: Cuthbertson, D’Alessandro, Khan (3)

NAYS: None (0)

ABSENT: Hasler, Gonzelas

b. Request to review additional installations of Rectangular Rapid Flashing Beacons (RRFB) at school crossings per resident request.

Assist Manager Guerra presented a request from a resident concerning school crossings specifically Ardmore School and Jefferson School now that RRFB can be used for school crossings. Assistant Manager Guerra noted that RRFB can’t be used at stop sign locations but there could be other locations that could be explored. It is recommended to engage the school districts to review locations and District 45 was in support.

Motion: Commissioner Cuthbertson moved to table this item at the next meeting to review locations and come up with options for safety enhancements. The motion was seconded by Commissioner Khan.

AYES: Cuthbertson, D’Alessandro, Khan (3)

NAYS: None (0)

ABSENT: Hasler, Gonzelas

c. Approval of the final plan for Sydney and Yale Subdivision

Assist Manager Guerra presented that a final plat would need to be approved by the Plan Commission by the requirements of the Village Code. Only minor edits were made to previously presented draft plat.

Motion: Commissioner Cuthbertson moved to recommend approval of the draft plat. The motion was seconded by Commissioner Khan

AYES: Cuthbertson, Khan, D'Alessandro (3)

NAYS: None (0)

Absent: Hasler, Gonzales

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

Assist Manager Guerra presented a request from a resident to install additional signage at the intersection of Addison and Plymouth Street. Request was made due to recent crashes as Addison does have a history of accidents. Sgt. Haimann reported on the number of crashes since 2020 and the most recent crash. The commissioners recognized that an intersection ahead would not provide a significant benefit and the limits of the intersection due to the geometrics of Addison. Khan noted that at other intersections the flashing stop sign have helped and may need to be considered at this location.

Motion: Commissioner Khan moved for staff to investigate the possibility of installing flashing stop signs on Plymouth at Addison. The motion was seconded by Commissioner Khan.

AYES: Cuthbertson, Khan, D'Alessandro (3)

NAYS: None (0)

Absent: Hasler, Gonzales

8. Chairperson Comments

Interim Chairman D'Alessandro thanked everyone for allowing him to fill in as the chairperson.

9. Commissioner Comments

Commissioners Khan brought up the issues with e-bikes and the concerns about them. Discussed that the Village Board is concerned about them and the police department is being proactive on the topic.

Commissioner Cuthbertson had no comments.

10. Village Board Liaison Comments

Not present

11. Staff Liaison Comments

Assistant Manager Guerra noted that previous Plan Commission recommendations will be presented to the Village Board on July 13th. Additionally, the Village will be hosting a Public Input Meeting for the Ardmore Avenue Project that will be held at the Villa Park Library on June 24th from 4 to 6 pm.

12. Adjournment

Motion to adjourn was made by Commissioner Kahn and second by Commissioner Cuthbertson

Meeting is adjourned at 8:07 pm



MEMORANDUM

TO: Plan Commission

FROM: Mike Guerra, Assistant Village Manager

DATE: August 19, 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. This item was tabled at the June 17, 2026, Plan Commission meeting.

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: The Plan Commission requested staff to review the location for speed counts. However, there were technical issues with the equipment last month. Staff placed the video monitors on June 22, 2026, to collect speed volumes on Summit Ave, approximately mid-block between Highland and Park as a straight section of roadway was needed. The counters collected speeds for a total of 1,623 vehicles. The study found the mean speed was 27 mph with the highest speed being 46 mph. The 85th percentile speed was 31 mph, which means 85% of the vehicles were going 31 mph or less. While the speed limit is 25 mph in this area, it does appear that excessive speeding is occurring in this area. A full speed report is attached.

Previously, Staff reviewed the possibility of the placement of stop signs to see if the locations met at least one of the Manual on Uniform Traffic Control Devices (MUTCD) warrants per Section 2B.06 Signing for Right-of-Way at Intersections.

The Village Engineering staff placed vehicle counters (Miovison cameras) on May 14th at the intersection to gather the traffic counts and the direction of travel of vehicles to allow staff to review the locations to examine if any of the MUTCD warrants were met for these locations. The reports are attached for the commission's review. 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.

It was determined that this warrant was not met.

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.

While an obstruction of landscaping was noted in one direction, staff reached out to the homeowner to address the issue. Therefore, it was determined that this warrant was not met.

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.

It was determined that this warrant was not met.

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 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.

It was determined that this warrant was not met.

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.

It was determined that this warrant was not met.

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.

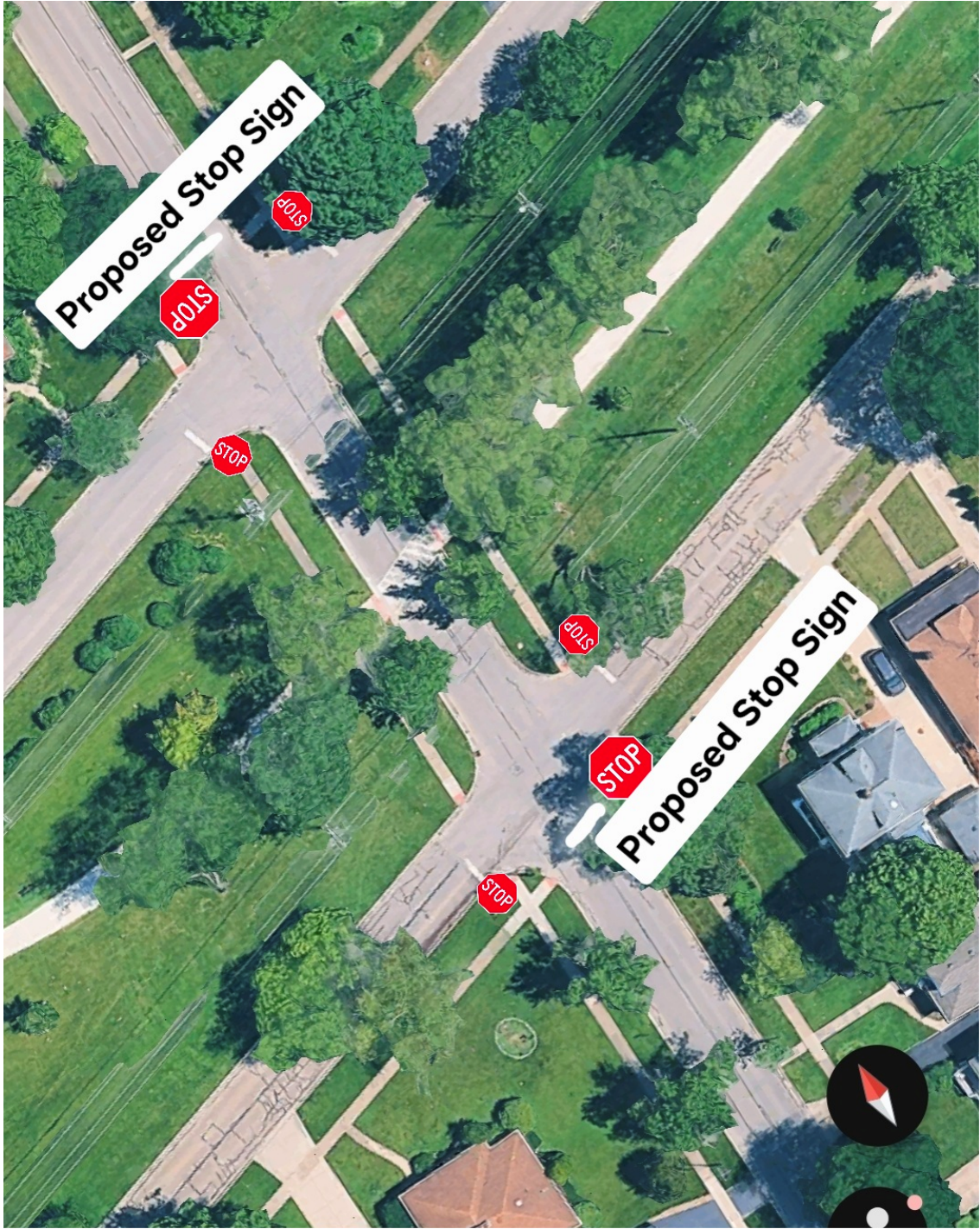
With the community expanding due to new condominium and retail developments, traffic volume is increasing. Summit is frequently used as a cut-through to Roosevelt Road and Route 83, making it essential to reassess these intersections to prevent further accidents.

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



Study Name: 260622 - Summit (Highland to Park)

Location: 260622 - Summit (Highland to Park)

Coordinates: 41.88426618, -87.97410759

Site Code:

Start Date: Jun 22 2026

Start Time: 11:00:00 PM

Classifications	Count	Mean Speed(mph)
Motorcycles	11	13
Cars	1391	12
Pickup Trucks	165	12
Vans	39	11
Buses	1	6
Single Unit Trucks	15	9
Articulated Trucks	0	0
Other Vehicles	1	14
Total	1623	27

Speed Summary (mph)	
15th Percentile Speed	22
50th Percentile Speed	27
85th Percentile Speed	31
95th Percentile Speed	34
Mean	27
Min	1
Max	46

Classification Speed Summary - All Directions (mph)							
Study Date: Jun 22 2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Cars	22	27	32	34	27	45	1
Pickup Trucks	21	27	30	34	26	46	16
Single Unit Trucks	14	21	26	28	20	29	4
Vans	21	25	29	31	25	34	18
Motorcycles	23	30	35	37	30	38	22
Buses	14	14	14	14	14	14	14
Other Vehicles	31	31	31	31	31	31	31

Classification Speed Summary - Southbound (mph)							
Study Date: Jun 22 2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Cars	20	26	30	34	25	43	3
Pickup Trucks	20	26	30	32	25	37	17
Single Unit Trucks	17	21	25	26	21	26	14
Vans	20	23	26	27	23	28	18
Motorcycles	27	30	34	36	30	38	24
Buses	14	14	14	14	14	14	14
Other Vehicles	31	31	31	31	31	31	31

Classification Speed Summary - Northbound (mph)							
Study Date: Jun 22 2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Cars	23	28	32	34	28	45	1
Pickup Trucks	22	27	31	34	27	46	16
Single Unit Trucks	11	19	27	29	18	29	4
Vans	21	27	29	32	26	34	20
Motorcycles	22	29	34	36	29	37	22

Direction Southbound

Traffic Count by Speed: Daily Total																
Date	Speed (mph)															
	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
Jun 22 2026	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Jun 23 2026	1	4	25	76	210	236	73	11	1	0	0	0	0	0	0	637
Jun 24 2026	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Study Total	1	4	25	76	211	237	73	11	1	0	0	0	0	0	0	639

Traffic Count by Speed: 15 Minute bins																
Date: Jun 22 2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
11:00:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1

Traffic Count by Speed: 15 Minute bins																
Date: Jun 23 2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
12:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45:00 AM	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	0	0	0	0	0
02:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45:00 AM	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	0	0	0	0	0
03:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45:00 AM	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	0	0	0	0	0
04:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
05:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:45:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8

06:00:00 AM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
06:15:00 AM	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
06:30:00 AM	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	10
06:45:00 AM	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7
Hourly Total	0	0	0	0	4	14	7	0	0	0	0	0	0	0	0	25
07:00:00 AM	0	0	0	0	1	6	0	1	0	0	0	0	0	0	0	8
07:15:00 AM	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	7
07:30:00 AM	0	0	0	0	8	3	1	0	0	0	0	0	0	0	0	12
07:45:00 AM	0	0	0	1	7	7	3	0	0	0	0	0	0	0	0	18
Hourly Total	0	0	0	1	17	20	6	1	0	0	0	0	0	0	0	45
08:00:00 AM	0	0	1	1	1	4	1	1	0	0	0	0	0	0	0	9
08:15:00 AM	0	0	0	1	5	6	1	0	0	0	0	0	0	0	0	13
08:30:00 AM	0	0	0	4	4	4	1	0	0	0	0	0	0	0	0	13
08:45:00 AM	0	1	3	2	2	1	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	1	4	8	12	15	3	1	0	0	0	0	0	0	0	44
09:00:00 AM	0	0	1	0	3	5	0	0	0	0	0	0	0	0	0	9
09:15:00 AM	0	0	2	2	2	1	1	0	0	0	0	0	0	0	0	8
09:30:00 AM	0	1	0	3	5	0	1	0	0	0	0	0	0	0	0	10
09:45:00 AM	0	0	2	5	5	0	1	0	0	0	0	0	0	0	0	13
Hourly Total	0	1	5	10	15	6	3	0	0	0	0	0	0	0	0	40
10:00:00 AM	1	0	2	5	2	1	0	0	0	0	0	0	0	0	0	11
10:15:00 AM	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	9
10:30:00 AM	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	7
10:45:00 AM	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
Hourly Total	1	0	5	11	11	4	0	0	0	0	0	0	0	0	0	32
11:00:00 AM	0	1	0	3	3	3	0	0	0	0	0	0	0	0	0	10
11:15:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	5
11:30:00 AM	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
11:45:00 AM	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	1	0	7	10	11	0	0	0	0	0	0	0	0	0	29
12:00:00 PM	0	0	1	1	2	5	0	0	0	0	0	0	0	0	0	9
12:15:00 PM	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7
12:30:00 PM	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	6
12:45:00 PM	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	0	1	7	11	9	1	0	1	0	0	0	0	0	0	30
01:00:00 PM	0	0	0	1	9	4	0	0	0	0	0	0	0	0	0	14
01:15:00 PM	0	0	0	4	4	3	0	0	0	0	0	0	0	0	0	11
01:30:00 PM	0	0	1	2	6	3	0	0	0	0	0	0	0	0	0	12
01:45:00 PM	0	0	1	0	3	3	0	1	0	0	0	0	0	0	0	8
Hourly Total	0	0	2	7	22	13	0	1	0	0	0	0	0	0	0	45
02:00:00 PM	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	6
02:15:00 PM	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	6
02:30:00 PM	0	0	0	1	5	4	1	0	0	0	0	0	0	0	0	11
02:45:00 PM	0	0	0	1	2	5	0	1	0	0	0	0	0	0	0	9
Hourly Total	0	0	3	3	10	14	1	1	0	0	0	0	0	0	0	32
03:00:00 PM	0	0	1	1	4	1	1	0	0	0	0	0	0	0	0	8
03:15:00 PM	0	0	0	0	4	5	3	0	0	0	0	0	0	0	0	12

03:30:00 PM	0	0	2	4	10	7	0	0	0	0	0	0	0	0	0	23
03:45:00 PM	0	0	1	1	2	1	3	0	0	0	0	0	0	0	0	8
Hourly Total	0	0	4	6	20	14	7	0	0	0	0	0	0	0	0	51
04:00:00 PM	0	1	0	3	8	8	2	1	0	0	0	0	0	0	0	23
04:15:00 PM	0	0	0	3	10	6	0	0	0	0	0	0	0	0	0	19
04:30:00 PM	0	0	0	1	7	4	3	0	0	0	0	0	0	0	0	15
04:45:00 PM	0	0	0	0	4	8	2	1	0	0	0	0	0	0	0	15
Hourly Total	0	1	0	7	29	26	7	2	0	0	0	0	0	0	0	72
05:00:00 PM	0	0	0	1	2	7	13	1	0	0	0	0	0	0	0	24
05:15:00 PM	0	0	0	0	3	6	5	2	0	0	0	0	0	0	0	16
05:30:00 PM	0	0	0	0	4	10	3	0	0	0	0	0	0	0	0	17
05:45:00 PM	0	0	0	0	4	9	2	0	0	0	0	0	0	0	0	15
Hourly Total	0	0	0	1	13	32	23	3	0	0	0	0	0	0	0	72
06:00:00 PM	0	0	0	1	5	6	2	0	0	0	0	0	0	0	0	14
06:15:00 PM	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	11
06:30:00 PM	0	0	0	0	2	7	3	0	0	0	0	0	0	0	0	12
06:45:00 PM	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8
Hourly Total	0	0	0	1	13	23	8	0	0	0	0	0	0	0	0	45
07:00:00 PM	0	0	0	0	3	4	1	0	0	0	0	0	0	0	0	8
07:15:00 PM	0	0	1	2	4	3	0	0	0	0	0	0	0	0	0	10
07:30:00 PM	0	0	0	0	5	5	0	1	0	0	0	0	0	0	0	11
07:45:00 PM	0	0	0	2	1	7	1	0	0	0	0	0	0	0	0	11
Hourly Total	0	0	1	4	13	19	2	1	0	0	0	0	0	0	0	40
08:00:00 PM	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6
08:15:00 PM	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	8
08:30:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4
08:45:00 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	2	6	11	1	1	0	0	0	0	0	0	0	21
09:00:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
09:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
10:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 PM	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	0	0	0	0	0
11:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 PM	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	0	0	0	0	0

Traffic Count by Speed: 15 Minute bins																
Date: Jun 24 2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
12:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 AM	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	0	0	0	0	0	0	1

Study Total	1	4	25	76	211	237	73	11	1	0	0	0	0	0	0	639
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Direction Northbound

Traffic Count by Speed: Daily Total																
Date	Speed (mph)															
	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
Jun 22 2026	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
Jun 23 2026	2	2	12	42	252	439	187	33	1	1	0	0	0	0	0	971
Jun 24 2026	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	8
Study Total	2	2	12	42	255	442	194	33	1	1	0	0	0	0	0	984

Traffic Count by Speed: 15 Minute bins																
Date: Jun 22 2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
11:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:30:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:45:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5

Traffic Count by Speed: 15 Minute bins																
Date: Jun 23 2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
12:00:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45:00 AM	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	0	0	0	0	0	0	1
02:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45:00 AM	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	0	0	0	0	0
03:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
05:00:00 AM	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
05:15:00 AM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
05:30:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
05:45:00 AM	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	7
Hourly Total	0	0	0	0	2	7	6	1	0	1	0	0	0	0	0	17
06:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

06:15:00 AM	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	7
06:30:00 AM	0	0	1	0	3	3	2	0	0	0	0	0	0	0	0	9
06:45:00 AM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6
Hourly Total	0	0	1	0	5	8	8	0	0	0	0	0	0	0	0	22
07:00:00 AM	0	0	0	0	1	5	2	1	0	0	0	0	0	0	0	9
07:15:00 AM	0	0	0	0	3	11	4	0	1	0	0	0	0	0	0	19
07:30:00 AM	0	0	0	0	2	4	6	2	0	0	0	0	0	0	0	14
07:45:00 AM	0	0	1	0	1	11	3	1	0	0	0	0	0	0	0	17
Hourly Total	0	0	1	0	7	31	15	4	1	0	0	0	0	0	0	59
08:00:00 AM	0	0	0	0	4	9	2	3	0	0	0	0	0	0	0	18
08:15:00 AM	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	13
08:30:00 AM	0	1	0	0	5	4	1	1	0	0	0	0	0	0	0	12
08:45:00 AM	0	0	3	0	7	5	1	0	0	0	0	0	0	0	0	16
Hourly Total	0	1	3	1	21	23	6	4	0	0	0	0	0	0	0	59
09:00:00 AM	0	0	0	2	2	7	1	0	0	0	0	0	0	0	0	12
09:15:00 AM	0	0	0	2	4	7	3	0	0	0	0	0	0	0	0	16
09:30:00 AM	0	0	0	3	5	5	3	0	0	0	0	0	0	0	0	16
09:45:00 AM	0	0	0	1	4	7	2	0	0	0	0	0	0	0	0	14
Hourly Total	0	0	0	8	15	26	9	0	0	0	0	0	0	0	0	58
10:00:00 AM	0	0	1	1	8	4	0	0	0	0	0	0	0	0	0	14
10:15:00 AM	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
10:30:00 AM	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	13
10:45:00 AM	1	1	1	4	5	1	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	1	2	5	25	12	1	0	0	0	0	0	0	0	0	47
11:00:00 AM	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	7
11:15:00 AM	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	8
11:30:00 AM	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6
11:45:00 AM	0	0	0	1	4	12	2	1	0	0	0	0	0	0	0	20
Hourly Total	0	0	0	2	16	17	5	1	0	0	0	0	0	0	0	41
12:00:00 PM	0	0	0	2	4	11	4	0	0	0	0	0	0	0	0	21
12:15:00 PM	0	0	0	0	5	7	5	1	0	0	0	0	0	0	0	18
12:30:00 PM	0	0	0	1	4	1	3	0	0	0	0	0	0	0	0	9
12:45:00 PM	0	0	0	1	5	8	1	0	0	0	0	0	0	0	0	15
Hourly Total	0	0	0	4	18	27	13	1	0	0	0	0	0	0	0	63
01:00:00 PM	0	0	0	0	5	4	1	0	0	0	0	0	0	0	0	10
01:15:00 PM	0	0	0	1	7	3	1	0	0	0	0	0	0	0	0	12
01:30:00 PM	0	0	0	0	7	9	2	0	0	0	0	0	0	0	0	18
01:45:00 PM	0	0	1	0	3	6	3	0	0	0	0	0	0	0	0	13
Hourly Total	0	0	1	1	22	22	7	0	0	0	0	0	0	0	0	53
02:00:00 PM	0	0	0	1	1	10	2	0	0	0	0	0	0	0	0	14
02:15:00 PM	0	0	0	0	1	9	3	0	0	0	0	0	0	0	0	13
02:30:00 PM	0	0	0	1	2	8	6	0	0	0	0	0	0	0	0	17
02:45:00 PM	0	0	0	0	6	10	2	0	0	0	0	0	0	0	0	18
Hourly Total	0	0	0	2	10	37	13	0	0	0	0	0	0	0	0	62
03:00:00 PM	0	0	0	0	3	11	7	0	0	0	0	0	0	0	0	21
03:15:00 PM	0	0	0	0	3	14	2	1	0	0	0	0	0	0	0	20

03:30:00 PM	0	0	0	0	0	8	4	0	0	0	0	0	0	0	0	12
03:45:00 PM	0	0	0	1	2	14	5	0	0	0	0	0	0	0	0	22
Hourly Total	0	0	0	1	8	47	18	1	0	0	0	0	0	0	0	75
04:00:00 PM	0	0	0	2	10	8	2	1	0	0	0	0	0	0	0	23
04:15:00 PM	0	0	0	1	6	12	2	1	0	0	0	0	0	0	0	22
04:30:00 PM	0	0	0	0	3	8	7	1	0	0	0	0	0	0	0	19
04:45:00 PM	0	0	0	1	9	10	8	3	0	0	0	0	0	0	0	31
Hourly Total	0	0	0	4	28	38	19	6	0	0	0	0	0	0	0	95
05:00:00 PM	0	0	1	2	4	9	9	0	0	0	0	0	0	0	0	25
05:15:00 PM	1	0	1	2	4	9	7	3	0	0	0	0	0	0	0	27
05:30:00 PM	0	0	0	1	6	8	6	1	0	0	0	0	0	0	0	22
05:45:00 PM	0	0	0	0	6	9	5	3	0	0	0	0	0	0	0	23
Hourly Total	1	0	2	5	20	35	27	7	0	0	0	0	0	0	0	97
06:00:00 PM	0	0	0	0	1	10	6	1	0	0	0	0	0	0	0	18
06:15:00 PM	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
06:30:00 PM	0	0	0	0	8	10	4	0	0	0	0	0	0	0	0	22
06:45:00 PM	0	0	0	2	4	8	1	0	0	0	0	0	0	0	0	15
Hourly Total	0	0	0	2	16	31	12	1	0	0	0	0	0	0	0	62
07:00:00 PM	0	0	0	0	1	5	3	0	0	0	0	0	0	0	0	9
07:15:00 PM	0	0	0	1	1	6	3	1	0	0	0	0	0	0	0	12
07:30:00 PM	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
07:45:00 PM	0	0	0	0	1	8	3	0	0	0	0	0	0	0	0	12
Hourly Total	0	0	0	1	4	23	10	1	0	0	0	0	0	0	0	39
08:00:00 PM	0	0	0	1	3	3	4	0	0	0	0	0	0	0	0	11
08:15:00 PM	0	0	0	0	2	13	0	0	0	0	0	0	0	0	0	15
08:30:00 PM	0	0	0	1	4	4	0	1	0	0	0	0	0	0	0	10
08:45:00 PM	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	8
Hourly Total	0	0	0	2	11	23	7	1	0	0	0	0	0	0	0	44
09:00:00 PM	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	10
09:15:00 PM	0	0	2	0	3	3	2	0	0	0	0	0	0	0	0	10
09:30:00 PM	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	9
09:45:00 PM	0	0	0	0	1	7	1	1	0	0	0	0	0	0	0	10
Hourly Total	0	0	2	0	11	19	6	1	0	0	0	0	0	0	0	39
10:00:00 PM	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
10:15:00 PM	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
10:30:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
10:45:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	5	7	3	0	0	0	0	0	0	0	0	15
11:00:00 PM	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
11:15:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30:00 PM	0	0	0	1	2	2	0	2	0	0	0	0	0	0	0	7
11:45:00 PM	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	2	5	4	2	2	0	0	0	0	0	0	0	15

Traffic Count by Speed: 15 Minute bins																
Date: Jun 24 2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	>70	Total
12:00:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
12:15:00 AM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
12:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	8

Study Total	2	2	12	42	255	442	194	33	1	1	0	0	0	0	0	984
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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					
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

[N] S Summit Ave

Total: 1771

In: 644

Out: 1127

44

567

33

[W] E Park Blvd

Total: 891

In: 477 Out: 414

65
348
64

53
321
111

Out: 487 In: 485

Total: 972

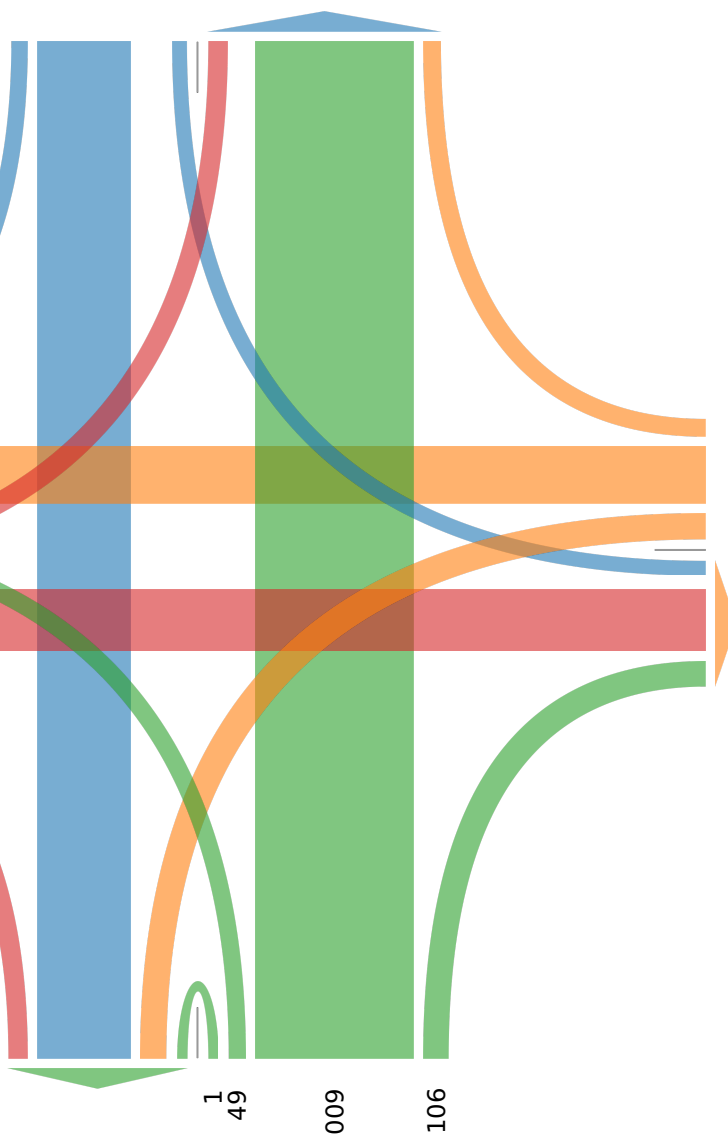
[E] E Park Blvd

Out: 743

In: 1165

Total: 1908

[S] S Summit Ave



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

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
2026-05-14 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
% Motorcycles	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					
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 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	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%	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	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
% 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

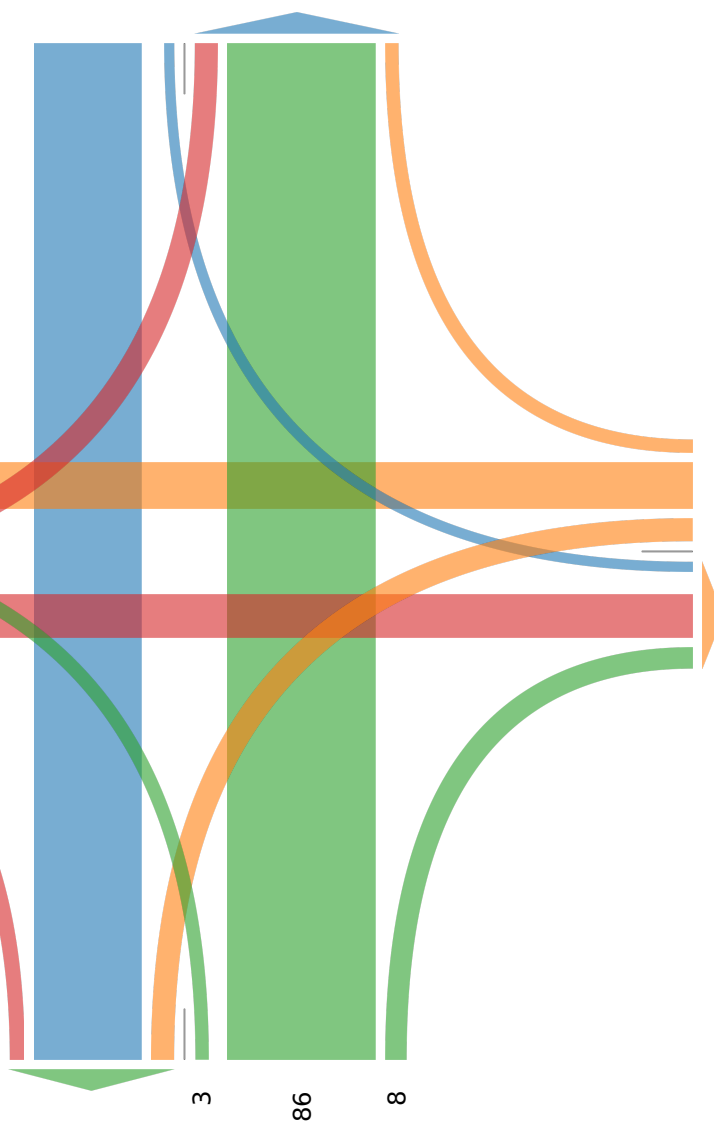
[E] E Park Blvd

Out: 74

In: 97

Total: 171

[S] S Summit Ave



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

1 54 3

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

[N] S Summit Ave

Total: 1394

In: 437

Out: 957

19 409 9

[W] E Central Ave

Total: 826

In: 400 Out: 426

41
238
121

22
276
105

Out: 329 In: 403

Total: 732

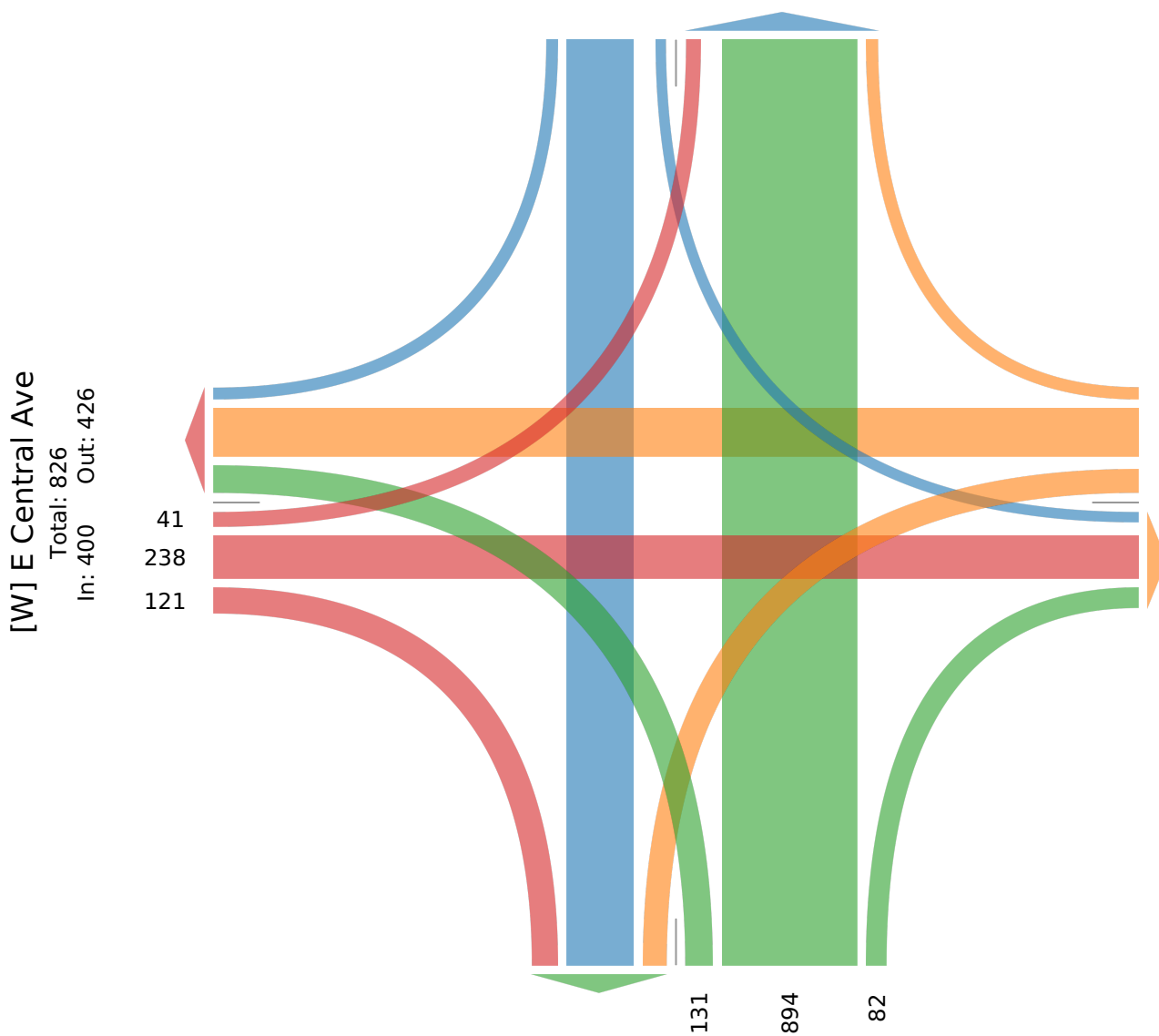
[E] E Central Blvd

Out: 635

In: 1107

Total: 1742

[S] S Summit Ave



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					
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 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	1
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.9%	0%	0%	1.4%	0%	0%	0%	0%	0%	0.6%
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	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%	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
% 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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	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%	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

10 54 6

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)

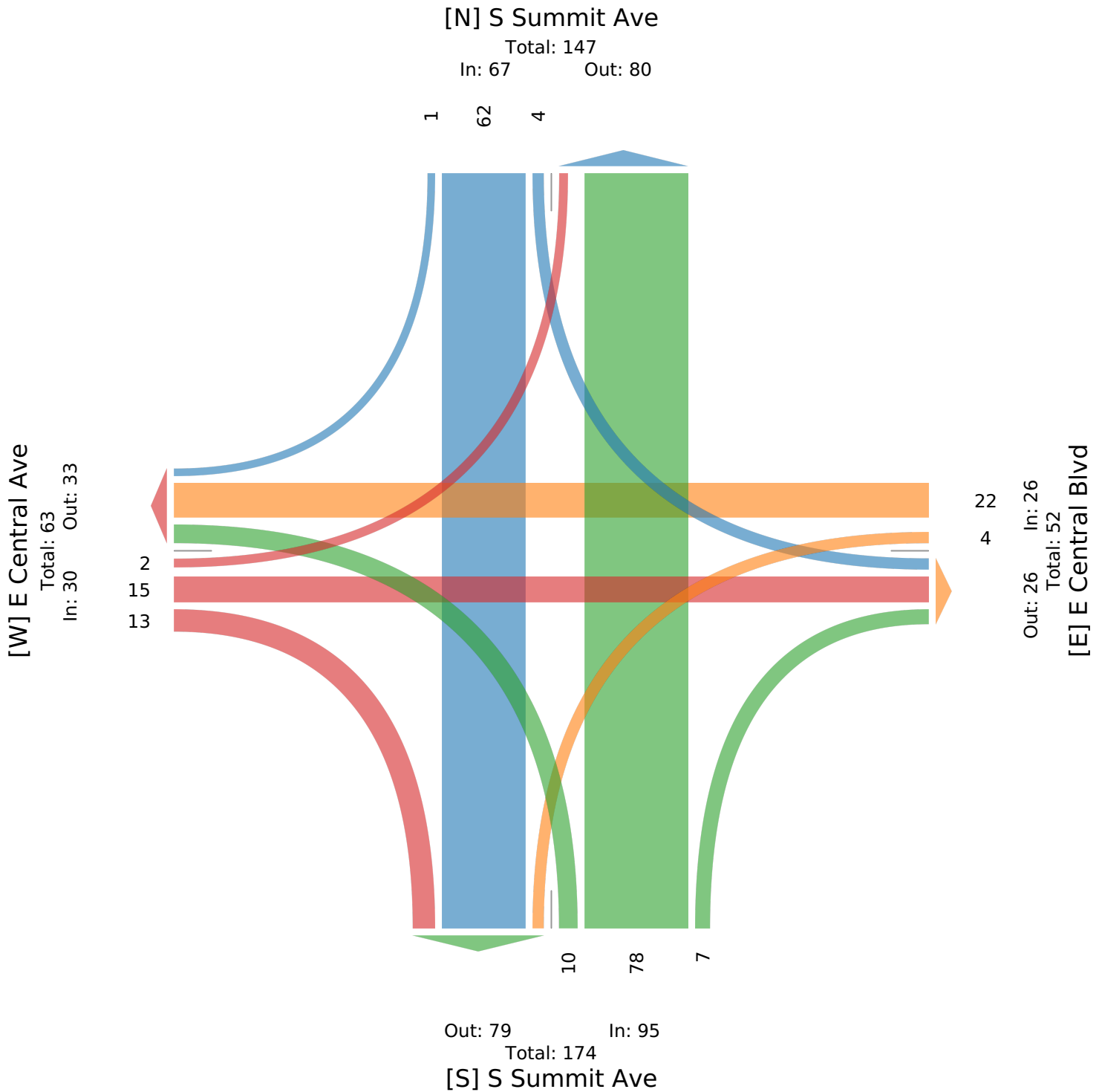
All Movements

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					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
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

1
14
7

Out: 26 In: 22

Total: 48

[E] E Central Blvd

Out: 27

In: 64

Total: 91

[S] S Summit Ave

9 48 7



MEMORANDUM

TO: Plan Commission

FROM: Mike Guerra, Assistant Village Manager

DATE: August 19, 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. This item was tabled at the June 17th, 2026 Plan Commission Meeting.

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 were performed by Village staff on June 30th, 2026 and the report is attached. This location does not meet any of the MUTCD warrants for an All-Way stop at this time.

Memo



To: M. Gonzales, Plan Commission Chairperson

From: Thomas Dau, E.I., Civil Engineer

Date: July 8, 2026

Re: Request to Review the Intersection of West Sunset Drive and North Third Avenue for Additional Safety Measures per Resident Request

The Village of Villa Park Plan Commission has received a request for all-way stop control at the intersection of West Sunset Drive and North Third Avenue. Pursuant to discussion by the commission, the Village of Villa Park Engineering Division has conducted an engineering study, including an all-way stop control warrant study, to determine if all-way stop control is appropriate at this location.

Guidance for the recommended engineering study to determine all-way stop control at an intersection, and for the warrants to be considered as a part of that study, is prescribed in the Manual on Uniform Traffic Control Devices for Streets and Highways, or "MUTCD". The MUTCD is prepared and published by the U.S. Department of Transportation Federal Highway Administration. In the current 11th edition of the MUTCD, effective December 2023, this is covered in Section 2B.12, All-Way Stop Control. The all-way stop control warrants prescribed in the MUTCD are repeated here for reference, along with a discussion of the engineering study investigation that was conducted for each of them.

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.

Investigation

Crash reports document one traffic crash reported at or near the intersection of Sunset Dr and Third Ave from 01/01/2023 to date. The crash reports show the crash being undermined damage to a parked vehicle. Additionally, there was a crash at the intersection in 2012 caused by driver disregarding the stop sign. While the one of the reported crashes are potentially of a type susceptible to correction by the installation of all-way stop control, there are not five or more reported crashes in a 12-month period, nor six or more reported crashes in a 36-month period. Warrant A is therefore not met.

Documentation of crash experience is attached in Exhibit A.

Warrant A Met: No

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

Support:

- 02 At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

Investigation

The minor-road approaches on Third Ave are not subject to any geometric conditions that impact the sight distance of road users, nor to the presence of any homes or other permanent structures that impact the sight distance of road users. The only potential impact to the sight distance of road users is the presence of delivery, landscaping, and/or other vehicles parked too close to the intersection. Warrant B is therefore not met.

Documentation of sight distance is attached in Exhibit B.

Warrant B Met: No

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.

Investigation

There are no arrangements being made for the installation of a traffic control signal at the intersection of Third Ave and Sunset Dr, and the intersection is not a circular intersection. Warrant C is therefore not met.

Warrant C Met: No

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.
- 02 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.

Investigation

Traffic counts were conducted at the intersection of Sunset Dr and Third Ave between 06/30/2026 and 07/02/2026. The traffic counts that were conducted captured data in 15-minute increments.

It should be noted that Warrant D mentions consideration of the combined volume of all road users—including motor vehicles, pedestrians, and bicycles. However, the traffic camera used was not sufficiently set up at the correct angle to capture all four corners of the intersection for pedestrians and bicycles. As a supplement to the quantitative analysis of motor vehicle traffic volume that was conducted, a qualitative analysis of the pedestrian and bicycle volumes follows below.

The peak motor vehicle volume entering the intersection from the major-street approaches on Sunset Dr for any one-hour period was 192 motor vehicles. While there was almost certainly pedestrian and bicycle volume, it is unlikely that it would be sufficient to push the combined volume above the threshold of 300 vehicles per hour. Further, given that the threshold is at least 300 vehicles per hour for each of any 8 hours, it is highly unlikely that there would be sufficient pedestrian and bicycle volume to push the combined volume above the threshold of 300 vehicles per hour for the required 8 hours. Thus, even though a quantitative analysis of pedestrian and bicycle volume was not conducted, it is reasonable to conclude that the combined volume entering the intersection from the major-street approaches on Sunset Dr does not meet the threshold.

The peak motor vehicle volume entering the intersection from the minor-street approaches on Third Ave for any one-hour period was 30 motor vehicles. While there was almost certainly pedestrian and bicycle volume, it is unlikely that it would be sufficient to push the combined volume above the threshold of 200 vehicles per hour. Further, given that the threshold is at least 200 vehicles per hour for each of any of the same 8 hours, it is highly unlikely that there would be sufficient pedestrian and bicycle volume to push the combined volume above the threshold of 200 vehicles per hour for the required 8 hours. Thus, even though a quantitative analysis of pedestrian and bicycle volume was not conducted, it is reasonable to conclude that the combined volume entering the intersection from the minor-street approaches on Third Ave does not meet the threshold.

The 85th-percentile approach speed of the eastbound major-street traffic on Sunset Dr was 30 mph. The 85th-percentile approach speed of the westbound major-street traffic on Sunset Dr was 31 mph. Given that neither exceeds the threshold of 40 mph, there is no justification for a reduction of the minimum vehicular volume warrants.

None of the above considerations for traffic volume meet the stated thresholds. Warrant D is therefore not met.

Documentation of volume is attached in Exhibit D.

Warrant D Met: **No**

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.

Investigation

There is no evidence and no existing conditions that would suggest that left-turn conflicts exist.

Only Sunset Dr is classified as neighborhood collector street, and there is no reason to suggest that all-way stop control would improve traffic operational characteristics of the intersection.

As discussed previously as a part of Warrant D, the traffic count data that was collected pertains only to motor vehicle traffic. That said, there is no evidence and no existing conditions that would suggest that pedestrian and / or bicyclist movements support the installation of all-way stop control.

In addition to the above considerations, there is no other evidence and no existing conditions known at this time that would merit further consideration under this Warrant E. Warrant E is therefore not met.

Warrant E Met: No

Summary

Warrant A Met:	No
Warrant B Met:	No
Warrant C Met:	No
Warrant D Met:	No
Warrant E Met:	No

Conclusion

Given that the engineering study conducted indicates that none of all-way stop control warrants prescribed by the MUTCD are met, and further, that in my professional engineering judgment there is no evidence and no existing conditions to suggest that all-way stop control would be appropriate at this location, it is my professional opinion that all-way stop control not be installed at the intersection of Sunset Dr and Third Ave.

Prepared by:

Thomas Dau, E.I.

this 8th day of July, 2026

Exhibit A

All-Way Stop Control Warrant A: Crash Experience

Sunset Dr and Third Ave



Exhibit B

All-Way Stop Control Warrant B: Sight Distance



Third Ave, northbound, on south side of Sunset Dr, looking east



Third Ave, northbound, on south side of Sunset Dr, looking west

Exhibit B

All-Way Stop Control Warrant B: Sight Distance



Third Ave, southbound, on north side of Sunset Dr, looking east



Third Ave, southbound, on north side of Sunset Dr, looking west

Exhibit C

**All Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield
Control at a Circular Intersection**

No documentation applicable for this warrant.

Exhibit D

All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

260630 - Sunset & Third - TMC

Tue Jun 30, 2026

Full Length (11 PM-1 AM (+1))

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

All Movements

ID: 1416417, Location: 41.901511, -87.989805

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	N Third Ave Southbound					W Sunset Ave Westbound					N Third Ave Northbound					W Sunset Ave Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-06-30 11:00PM	0	0	0	0	0	1	24	2	0	27	0	1	0	0	1	0	9	0	0	9	37
2026-07-01 12:00AM	1	0	0	0	1	0	11	2	0	13	0	0	0	0	0	0	7	0	0	7	21
1:00AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	10
2:00AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	10
3:00AM	1	1	0	0	2	0	7	0	0	7	1	0	0	0	1	0	4	0	0	4	14
4:00AM	0	0	2	0	2	0	9	0	0	9	1	0	1	0	2	0	9	0	0	9	22
5:00AM	0	0	0	0	0	0	15	1	0	16	5	0	2	0	7	0	14	0	0	14	37
6:00AM	1	1	2	0	4	0	28	2	0	30	3	0	2	0	5	1	31	0	0	32	71
7:00AM	2	1	2	0	5	4	41	1	0	46	3	0	3	0	6	1	51	4	0	56	113
8:00AM	3	2	2	0	7	1	34	2	0	37	2	2	2	0	6	0	62	1	0	63	113
9:00AM	1	1	1	0	3	0	43	1	0	44	7	0	0	0	7	0	37	0	0	37	91
10:00AM	1	2	0	0	3	1	44	2	0	47	3	0	1	0	4	2	46	0	0	48	102
11:00AM	2	2	0	0	4	1	47	2	0	50	7	0	1	0	8	2	45	1	0	48	110
12:00PM	1	5	1	0	7	2	57	5	0	64	1	0	0	0	1	1	48	2	0	51	123
1:00PM	0	3	1	0	4	1	62	2	0	65	2	0	3	0	5	2	32	2	0	36	110
2:00PM	1	7	7	0	15	4	56	4	0	64	5	2	0	0	7	3	61	0	0	64	150
3:00PM	2	1	1	0	4	2	62	6	0	70	2	2	3	1	8	2	76	1	0	79	161
4:00PM	0	3	3	0	6	1	89	4	0	94	5	5	1	0	11	4	54	3	0	61	172
5:00PM	3	4	4	0	11	6	99	7	0	112	10	4	5	0	19	3	74	3	0	80	222
6:00PM	1	3	1	0	5	1	58	6	0	65	6	1	5	0	12	4	52	0	0	56	138
7:00PM	0	5	0	0	5	3	80	2	1	86	9	6	2	0	17	1	45	0	0	46	154
8:00PM	1	4	2	0	7	4	45	4	0	53	1	0	2	0	3	3	25	0	0	28	91
9:00PM	0	1	0	0	1	2	63	4	0	69	6	2	1	0	9	1	33	0	0	34	113
10:00PM	0	0	1	0	1	2	26	1	0	29	4	2	0	0	6	1	23	1	0	25	61
11:00PM	0	2	0	0	2	1	13	1	0	15	0	0	0	0	0	1	6	0	0	7	24
2026-07-02 12:00AM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	4	0	0	4	12
Total	21	48	30	0	99	38	1034	61	1	1134	83	27	34	1	145	33	853	18	0	904	2282
% Approach	21.2%	48.5%	30.3%	0%	-	3.4%	91.2%	5.4%	0.1%	-	57.2%	18.6%	23.4%	0.7%	-	3.7%	94.4%	2.0%	0%	-	-
% Total	0.9%	2.1%	1.3%	0%	4.3%	1.7%	45.3%	2.7%	0%	49.7%	3.6%	1.2%	1.5%	0%	6.4%	1.4%	37.4%	0.8%	0%	39.6%	-
Motorcycles	0	1	0	0	1	0	5	1	0	6	1	0	0	0	1	0	2	0	0	2	10
% Motorcycles	0%	2.1%	0%	0%	1.0%	0%	0.5%	1.6%	0%	0.5%	1.2%	0%	0%	0%	0.7%	0%	0.2%	0%	0%	0.2%	0.4%
Lights	21	47	29	0	97	38	1017	58	1	1114	81	27	33	1	142	33	847	18	0	898	2251
% Lights	100%	97.9%	96.7%	0%	98.0%	100%	98.4%	95.1%	100%	98.2%	97.6%	100%	97.1%	100%	97.9%	100%	99.3%	100%	0%	99.3%	98.6%
Single-Unit Trucks	0	0	1	0	1	0	10	2	0	12	0	0	1	0	1	0	2	0	0	2	16
% Single-Unit Trucks	0%	0%	3.3%	0%	1.0%	0%	1.0%	3.3%	0%	1.1%	0%	0%	2.9%	0%	0.7%	0%	0.2%	0%	0%	0.2%	0.7%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%
Buses	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4
% Buses	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.2%	1.2%	0%	0%	0%	0.7%	0%	0.1%	0%	0%	0.1%	0.2%

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

260630 - Sunset & Third - TMC

Tue Jun 30, 2026

Full Length (11 PM-1 AM (+1))

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

All Movements

ID: 1416417, Location: 41.901511, -87.989805

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

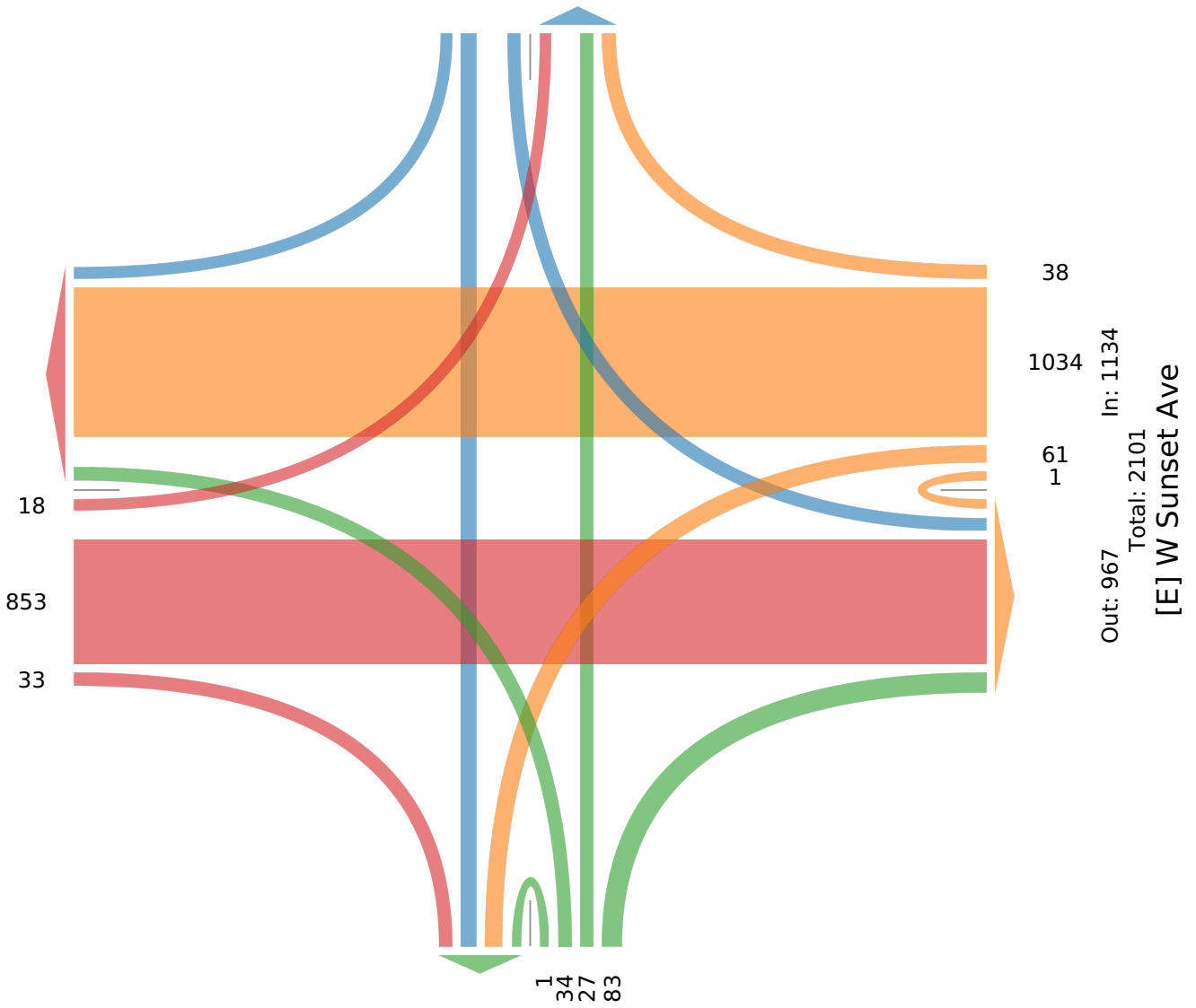
[N] N Third Ave

Total: 182

In: 99 Out: 83

21 48 30

[W] W Sunset Ave
Total: 1993
In: 904 Out: 1089



260630 - Sunset & Third - TMC

Wed Jul 1, 2026

AM Peak (Jul 01 2026 7:45AM - 8:45 AM)

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

All Movements

ID: 1416417, Location: 41.901511, -87.989805

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	N Third Ave Southbound					W Sunset Ave Westbound					N Third Ave Northbound					W Sunset Ave Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-07-01 7:45AM	1	0	0	0	1	1	9	1	0	11	0	0	1	0	1	0	14	2	0	16	29
8:00AM	1	1	0	0	2	1	8	1	0	10	0	0	0	0	0	0	18	0	0	18	30
8:15AM	2	0	0	0	2	0	8	0	0	8	0	1	1	0	2	0	11	1	0	12	24
8:30AM	0	1	2	0	3	0	12	0	0	12	1	1	1	0	3	0	16	0	0	16	34
Total	4	2	2	0	8	2	37	2	0	41	1	2	3	0	6	0	59	3	0	62	117
% Approach	50.0%	25.0%	25.0%	0%	-	4.9%	90.2%	4.9%	0%	-	16.7%	33.3%	50.0%	0%	-	0%	95.2%	4.8%	0%	-	-
% Total	3.4%	1.7%	1.7%	0%	6.8%	1.7%	31.6%	1.7%	0%	35.0%	0.9%	1.7%	2.6%	0%	5.1%	0%	50.4%	2.6%	0%	53.0%	-
PHF	0.500	0.500	0.250	-	0.667	0.500	0.771	0.500	-	0.854	0.250	0.500	0.750	-	0.500	-	0.819	0.375	-	0.861	0.860
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	4	2	2	0	8	2	37	2	0	41	1	2	3	0	6	0	58	3	0	61	116
% Lights	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	0%	98.3%	100%	0%	98.4%	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
% 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	1	0	0	1	1
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.7%	0%	0%	1.6%	0.9%
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%

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

260630 - Sunset & Third - TMC

Wed Jul 1, 2026

AM Peak (Jul 01 2026 7:45AM - 8:45 AM)

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

All Movements

ID: 1416417, Location: 41.901511, -87.989805

Provided by: Village of Villa Park (IL)

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

Villa Park, IL, 60181, US

[N] N Third Ave

Total: 15

In: 8 Out: 7

4 2 2

[W] W Sunset Ave

Total: 106

In: 62 Out: 44

3
59

2
37
2

Out: 62 In: 41

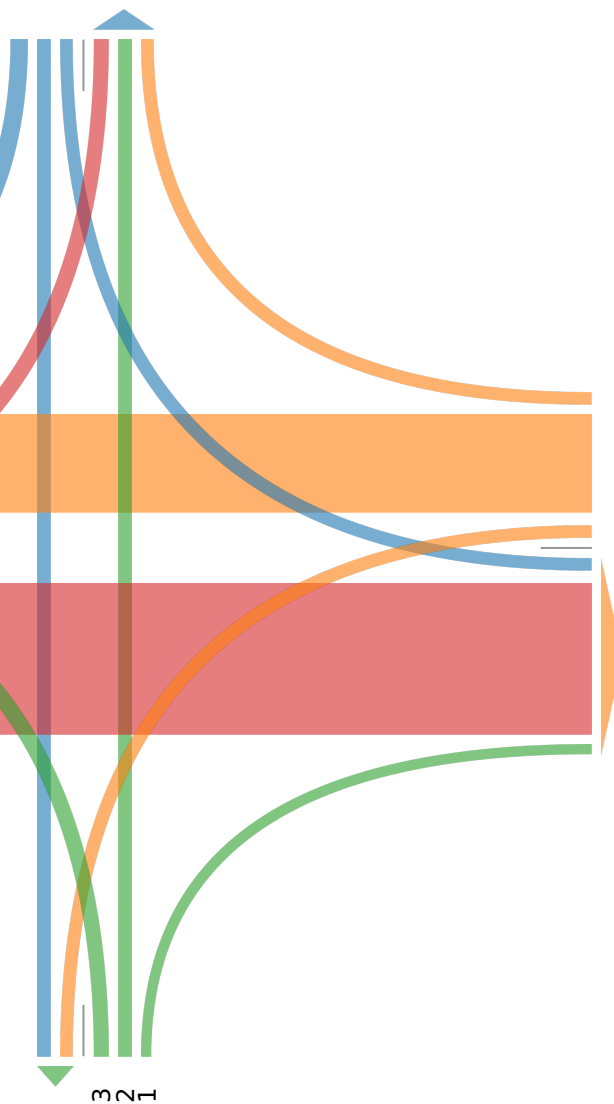
Total: 103

[E] W Sunset Ave

Out: 4 In: 6

Total: 10

[S] N Third Ave



260630 - Sunset & Third - TMC

Wed Jul 1, 2026

Midday Peak (Jul 01 2026 12PM - 1 PM)

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

All Movements

ID: 1416417, Location: 41.901511, -87.989805

Provided by: Village of Villa Park (IL)

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

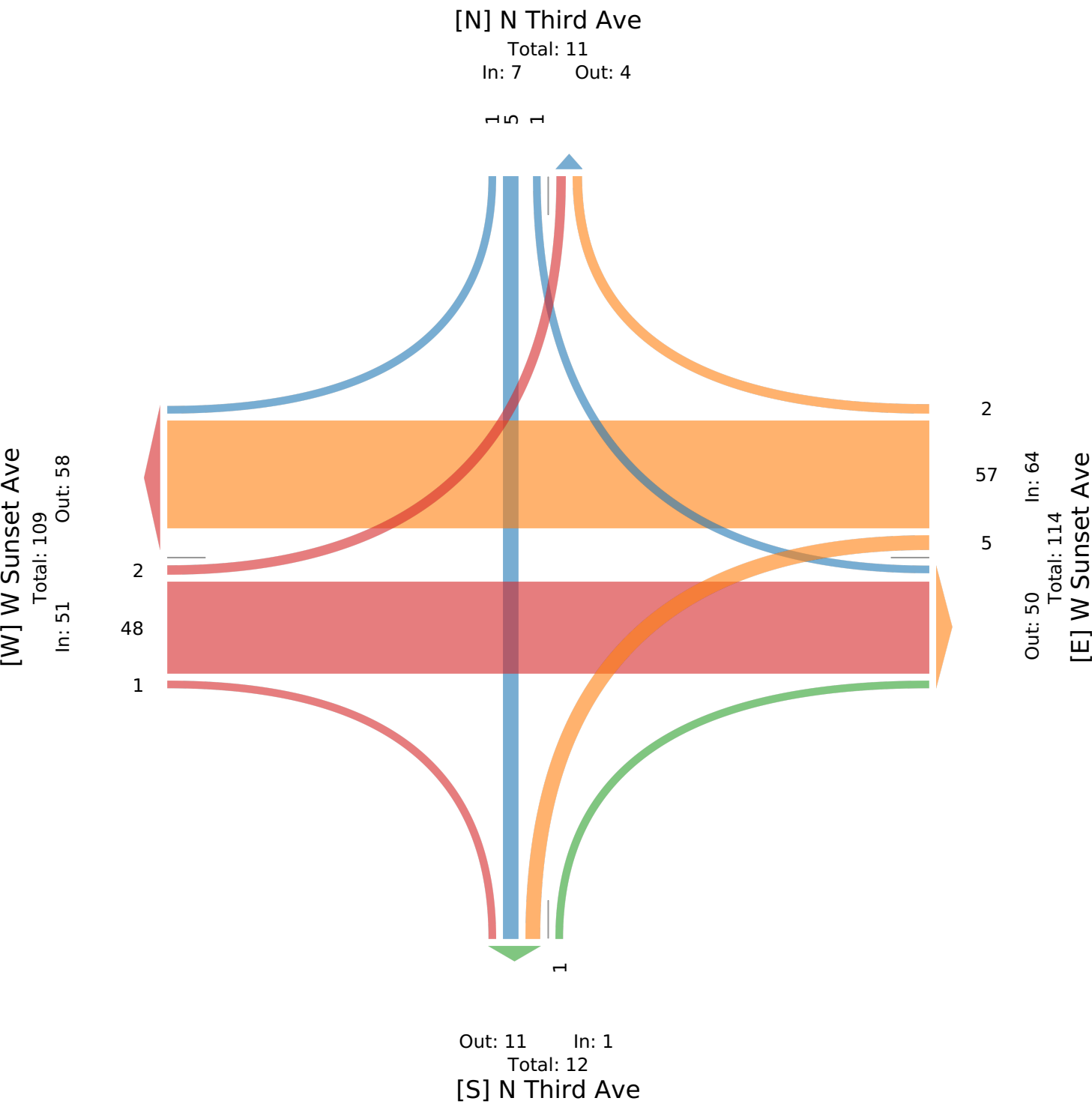
Villa Park, IL, 60181, US

Leg Direction	N Third Ave Southbound					W Sunset Ave Westbound					N Third Ave Northbound					W Sunset Ave Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-07-01 12:00PM	0	2	1	0	3	0	16	1	0	17	1	0	0	0	1	1	12	1	0	14	35
12:15PM	0	1	0	0	1	1	17	1	0	19	0	0	0	0	0	0	12	1	0	13	33
12:30PM	1	1	0	0	2	0	14	0	0	14	0	0	0	0	0	0	8	0	0	8	24
12:45PM	0	1	0	0	1	1	10	3	0	14	0	0	0	0	0	0	16	0	0	16	31
Total	1	5	1	0	7	2	57	5	0	64	1	0	0	0	1	1	48	2	0	51	123
% Approach	14.3%	71.4%	14.3%	0%	-	3.1%	89.1%	7.8%	0%	-	100%	0%	0%	0%	-	2.0%	94.1%	3.9%	0%	-	-
% Total	0.8%	4.1%	0.8%	0%	5.7%	1.6%	46.3%	4.1%	0%	52.0%	0.8%	0%	0%	0%	0.8%	0.8%	39.0%	1.6%	0%	41.5%	-
PHF	0.250	0.625	0.250	-	0.583	0.500	0.838	0.417	-	0.842	0.250	-	-	-	0.250	0.250	0.750	0.500	-	0.797	0.879
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	5	1	0	7	2	57	3	0	62	1	0	0	0	1	1	47	2	0	50	120
% Lights	100%	100%	100%	0%	100%	100%	100%	60.0%	0%	96.9%	100%	0%	0%	0%	100%	100%	97.9%	100%	0%	98.0%	97.6%
Single-Unit Trucks	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	0%	40.0%	0%	3.1%	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	2.0%	2.4%
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%
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

260630 - Sunset & Third - TMC
Wed Jul 1, 2026
Midday Peak (Jul 01 2026 12PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks,
Articulated Trucks, Buses)
All Movements
ID: 1416417, Location: 41.901511, -87.989805

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



260630 - Sunset & Third - TMC

Wed Jul 1, 2026

PM Peak (Jul 01 2026 5PM - 6 PM) - Overall Peak Hour

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

All Movements

ID: 1416417, Location: 41.901511, -87.989805

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	N Third Ave Southbound					W Sunset Ave Westbound					N Third Ave Northbound					W Sunset Ave Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-07-01 5:00PM	1	1	2	0	4	0	13	3	0	16	3	2	1	0	6	0	18	0	0	18	44
5:15PM	0	1	1	0	2	0	23	1	0	24	4	0	0	0	4	0	18	2	0	20	50
5:30PM	0	2	0	0	2	2	36	1	0	39	0	1	2	0	3	2	18	0	0	20	64
5:45PM	2	0	1	0	3	4	27	2	0	33	3	1	2	0	6	1	20	1	0	22	64
Total	3	4	4	0	11	6	99	7	0	112	10	4	5	0	19	3	74	3	0	80	222
% Approach	27.3%	36.4%	36.4%	0%	-	5.4%	88.4%	6.3%	0%	-	52.6%	21.1%	26.3%	0%	-	3.8%	92.5%	3.8%	0%	-	-
% Total	1.4%	1.8%	1.8%	0%	5.0%	2.7%	44.6%	3.2%	0%	50.5%	4.5%	1.8%	2.3%	0%	8.6%	1.4%	33.3%	1.4%	0%	36.0%	-
PHF	0.375	0.500	0.500	-	0.688	0.375	0.688	0.583	-	0.718	0.625	0.500	0.625	-	0.792	0.375	0.925	0.375	-	0.909	0.867
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	3	4	4	0	11	6	98	7	0	111	10	4	5	0	19	3	74	3	0	80	221
% Lights	100%	100%	100%	0%	100%	100%	99.0%	100%	0%	99.1%	100%	100%	100%	0%	100%	100%	100%	0%	100%	100%	99.5%
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Single-Unit Trucks	0%	0%	0%	0%	0%	0%	1.0%	0%	0%	0.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.5%
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	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

260630 - Sunset & Third - TMC

Wed Jul 1, 2026

PM Peak (Jul 01 2026 5PM - 6 PM) - Overall Peak Hour

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

All Movements

ID: 1416417, Location: 41.901511, -87.989805

Provided by: Village of Villa Park (IL)

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

Villa Park, IL, 60181, US

[N] N Third Ave

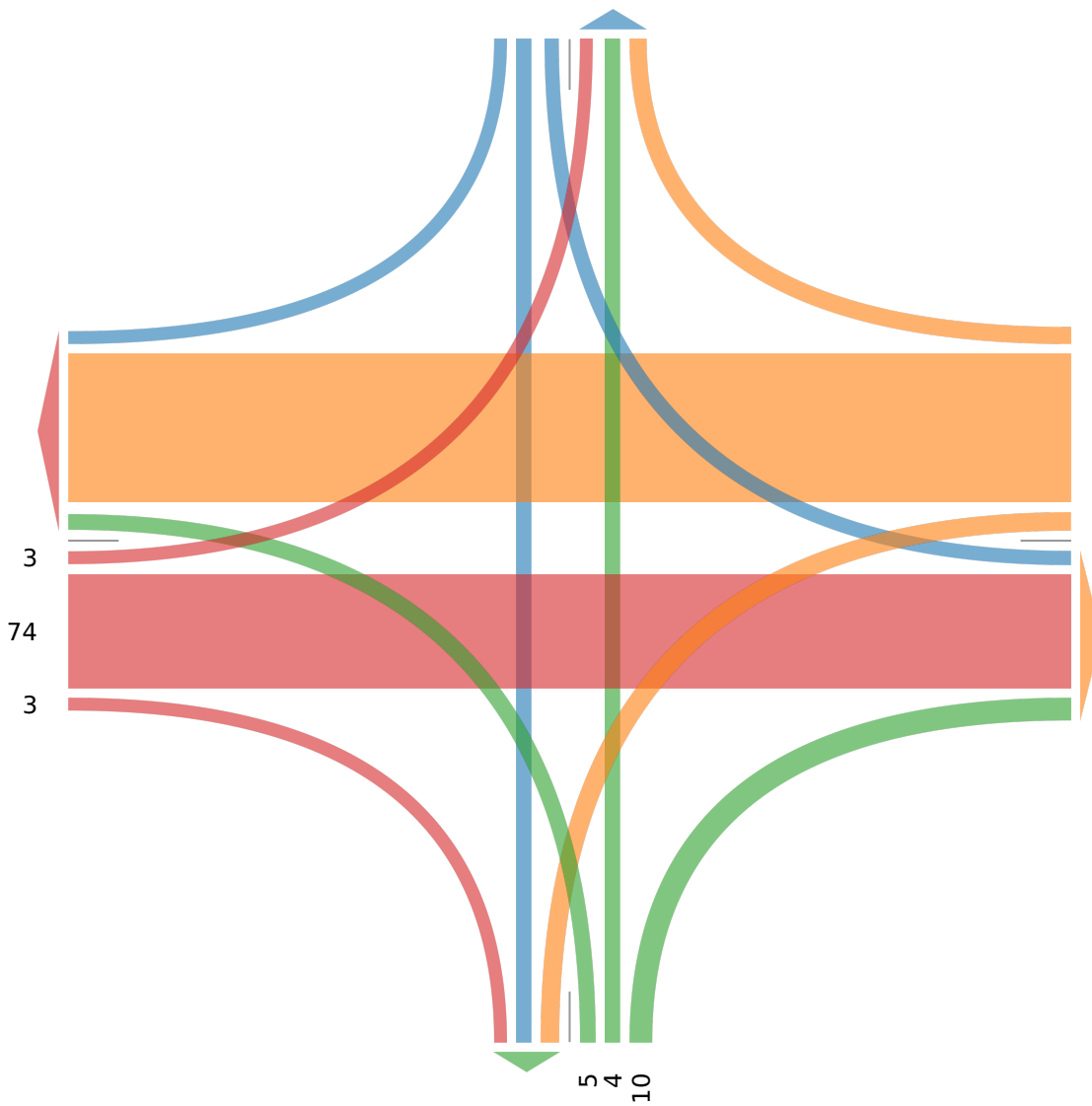
Total: 24

In: 11 Out: 13

3 4 4

[W] W Sunset Ave

Total: 187
In: 80 Out: 107



Out: 14 In: 19

Total: 33

[S] N Third Ave

Out: 88 In: 112

Total: 200

[E] W Sunset Ave

Study Name: 260708 - Sunset & Third
Location: 260708 - Sunset & Third
Coordinates: 41.90148127, -87.99043302
Site Code:
Start Date: Jul 8 2026
Start Time: 11:00:00 PM

Classifications	Count	Mean Speed(mph)
Motorcycles	7	32
Cars	1492	27
Pickup Trucks	202	26
Vans	51	25
Buses	3	25
Single Unit Trucks	15	22
Articulated Trucks	1	25
Other Vehicles	0	0
Total	1771	27

Speed Summary (mph)	
15th Percentile Speed	23
50th Percentile Speed	27
85th Percentile Speed	32
95th Percentile Speed	35
Mean	27
Min	4
Max	48

Classification Speed Summary - All Directions (mph)							
Study Date: Jul 8 2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Cars	23	27	32	35	27	48	12
Pickup Trucks	21	26	30	33	26	39	4
Vans	21	25	30	31	25	34	16
Single Unit Trucks	18	22	25	29	22	32	12
Articulated Trucks	25	25	25	25	25	25	25
Buses	19	27	30	31	25	31	15
Motorcycles	26	33	40	40	32	41	23

Classification Speed Summary - Westbound (mph)							
Study Date: Jul 8 2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Cars	22	26	31	34	27	48	12
Pickup Trucks	20	26	30	33	25	39	4
Vans	21	26	30	31	25	34	16
Single Unit Trucks	18	21	25	25	21	25	17
Buses	19	27	30	31	25	31	15
Motorcycles	27	34	40	40	33	41	26

Classification Speed Summary - Eastbound (mph)							
Study Date: Jul 8 2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Cars	25	29	33	36	29	44	13
Pickup Trucks	21	27	32	34	27	35	16
Vans	21	23	27	31	24	34	19
Single Unit Trucks	18	22	28	30	22	32	12
Articulated Trucks	25	25	25	25	25	25	25
Motorcycles	26	33	34	34	30	35	23
Buses							

Exhibit E

All Way Stop Control Warrant E: Other Factors

No documentation applicable for this warrant.

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: August 19, 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 as it was tabled at the June 17, 2026 Plan Commission meeting

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.

Staff is reaching out to school district 45 to get their input or if meetings to discuss possible locations are warranted.



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

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.

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.

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).



MEMORANDUM

TO: Plan Commission

FROM: Mike Guerra, Assistant Village Manager

DATE: August 19, 2026

SUBJECT: Ardmore Avenue Improvement Project from IL38 (Roosevelt) to IL 64 (North Ave)

RECOMMENDED ACTION:

The Village has received Surface Transportation Program (STP) funding for improvements to Ardmore Avenue from IL 38 Roosevelt Road to IL 64 North Avenue

BACKGROUND:

The Village is in the preliminary design stages for improvements to Ardmore Avenue from IL 38 Roosevelt Road to IL 64 North Avenue. Due to the requirements of receiving federal Surface Transportation Program funding from DuPage Mayors and Managers Conference (DMMC), a subdivision of the Chicago Metropolitan Agency for Planning (CMAP), the village is required to look "Complete Streets" design for all users. The Village hosted a public open house at the Villa Park Library on June 24th to begin gathering public input on possible design options. The public comment period was open until July 8th, 2026 for this public meeting so that the Village's consulting engineer can respond to comments. However, the village will accept public comments anytime for consideration throughout the design process.

More information on the project and for the information that was displayed at the public meeting can be found on the Village website at: <https://www.invillapark.com/1207/Ardmore-IL-38-to-IL-64>

DISCUSSION:

Ardmore Avenue

IMPROVEMENT PROJECT

Village of Villa Park

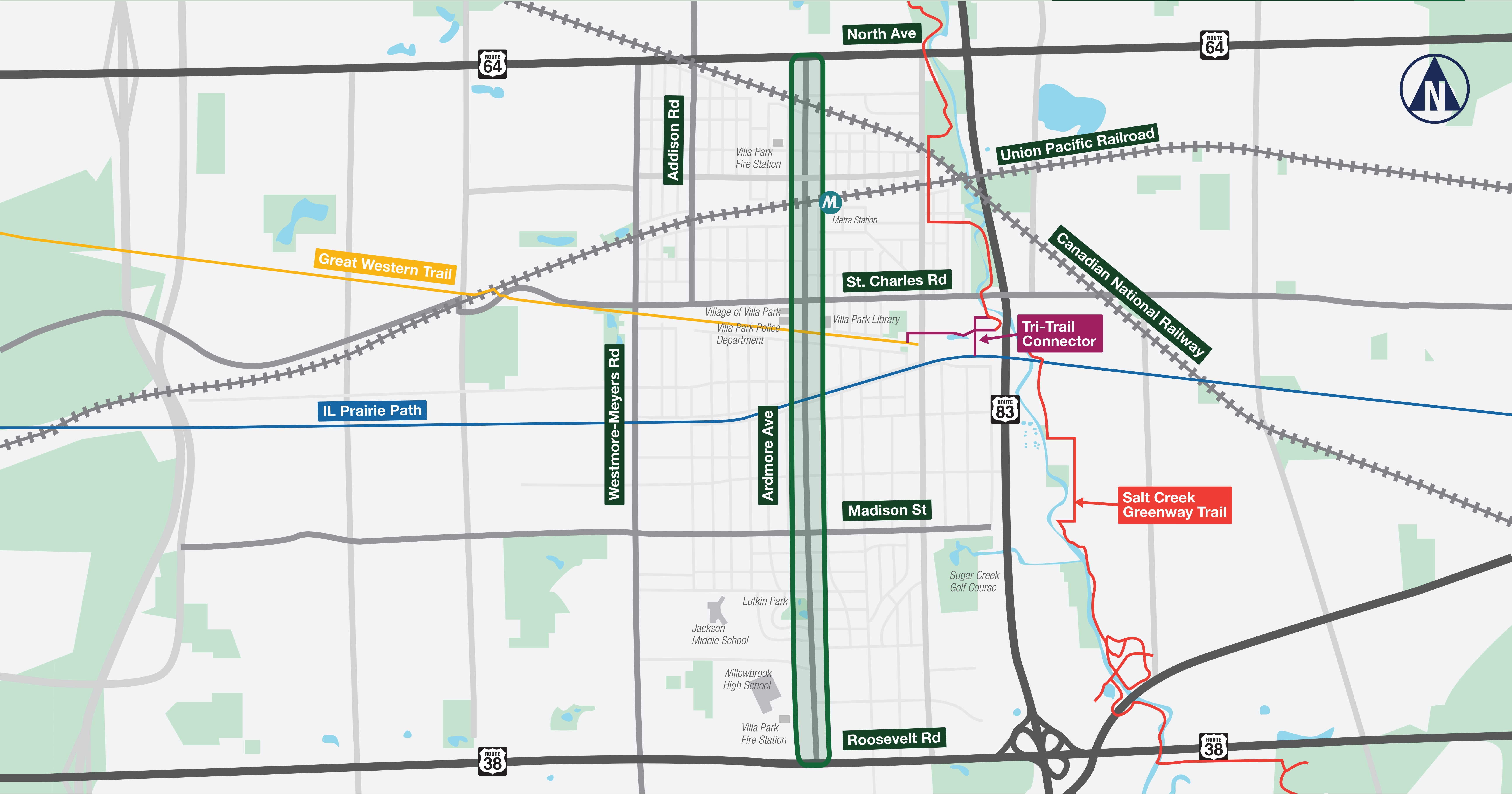


Welcome

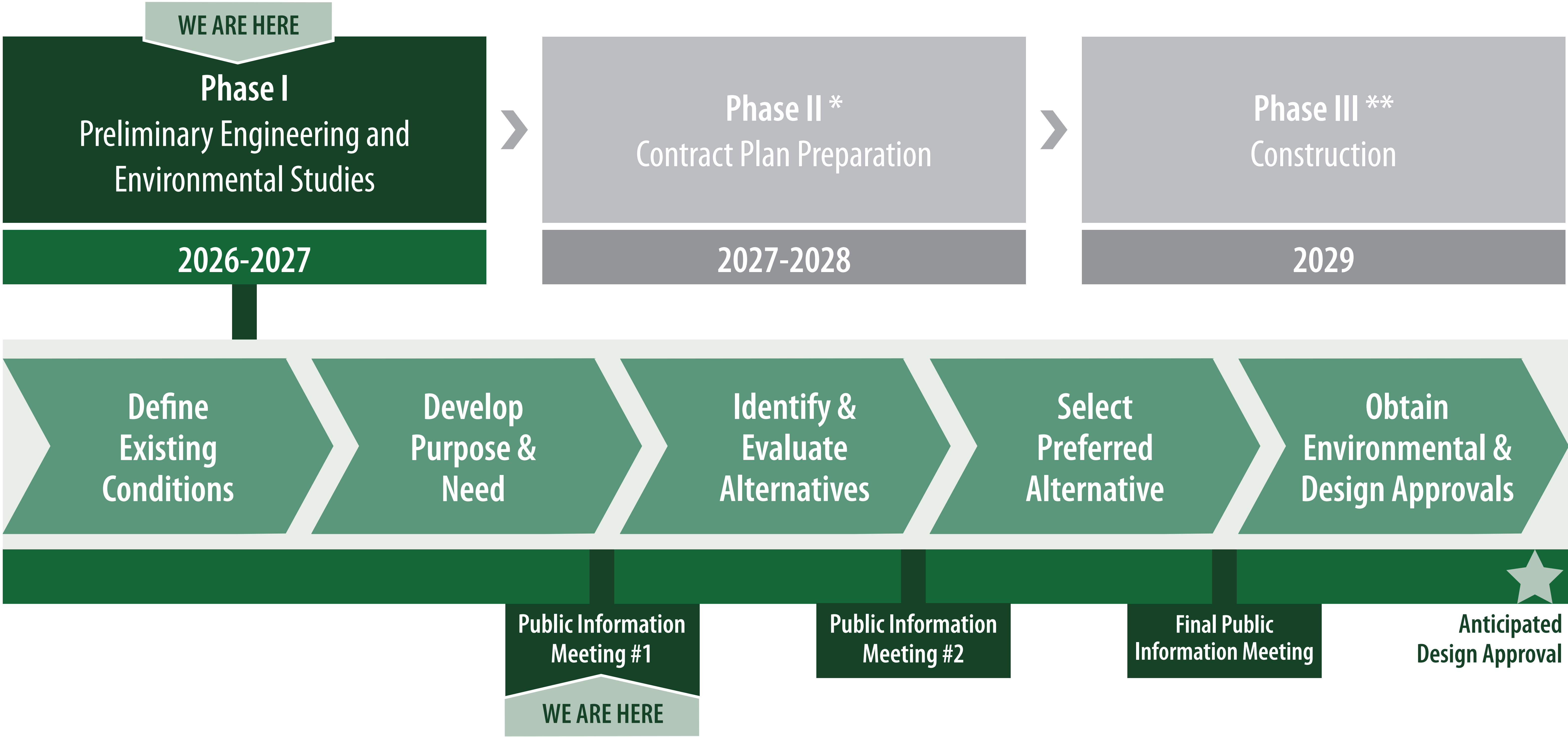
PUBLIC INFORMATION MEETING | 06.24.2026



Project Location



Project Schedule



*Dependent on Project Readiness and Availability of Funding

**Village has received STP funding for Roadway and Bike Improvements.



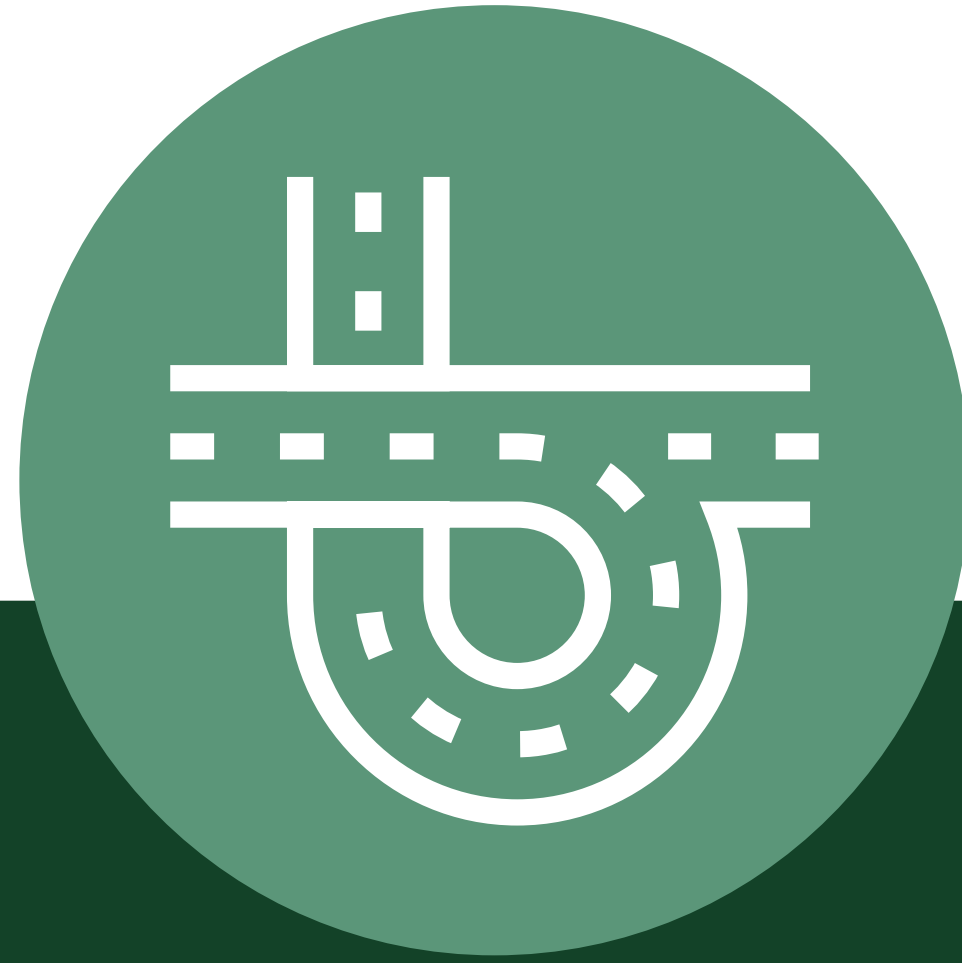
**Roadway
pavement is
deteriorating**



**Lack of ADA
compliant pedestrian
facilities within the
project corridor**



**Lack of
sufficient bicycle
facilities along
Ardmore Avenue**



**Improve
existing roadway
pavement condition**

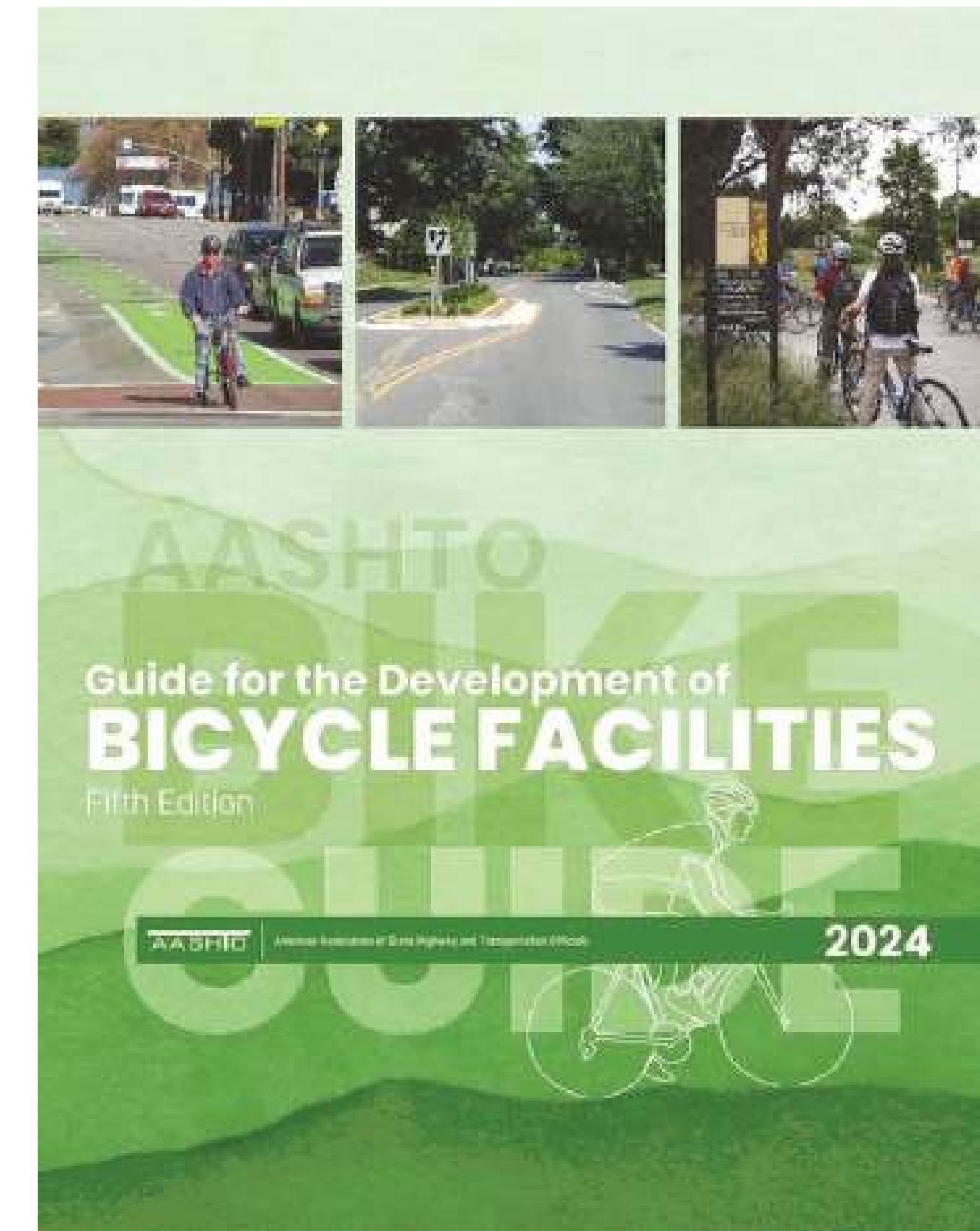
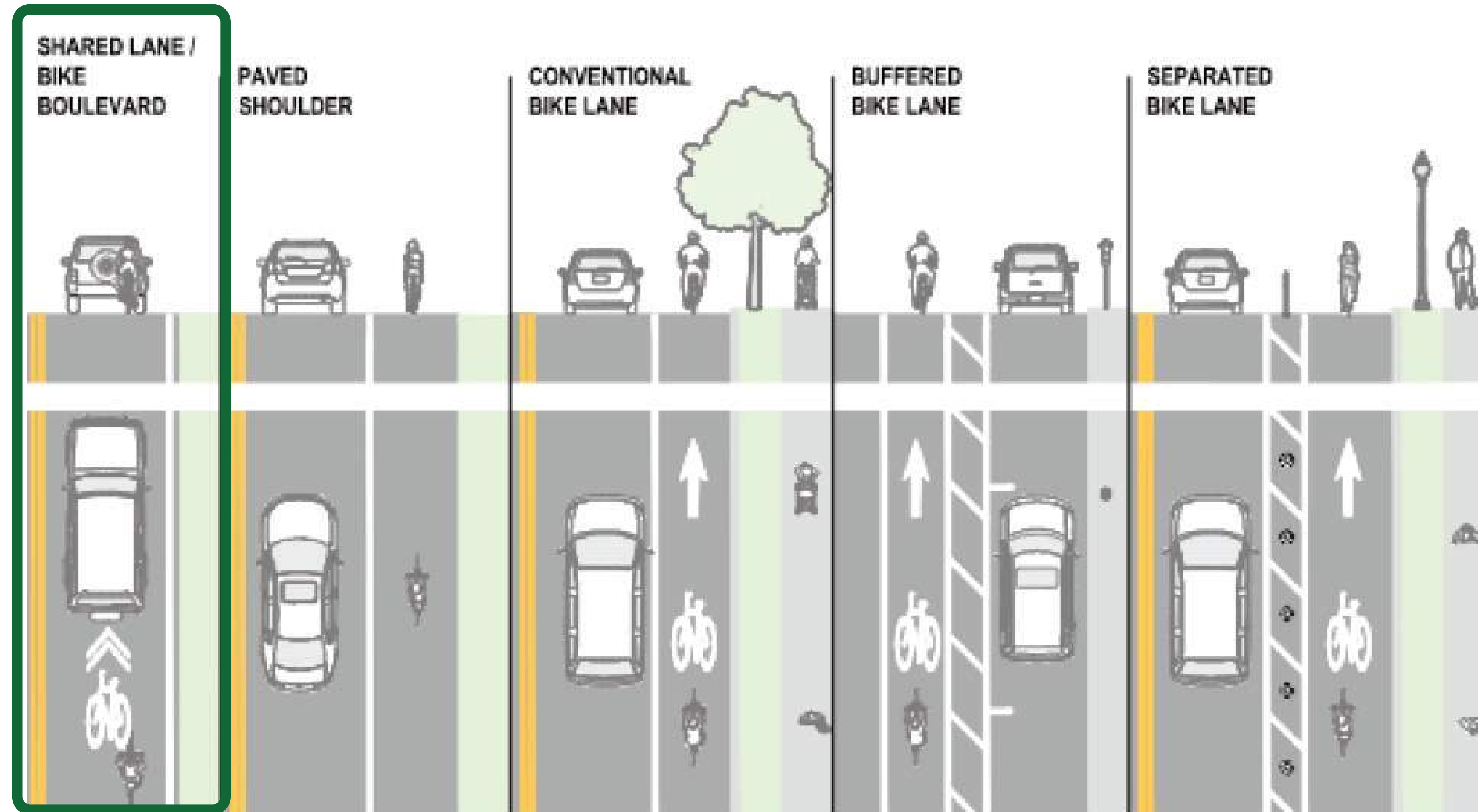


**Improve pedestrian
and bicyclist
accessibility and
connections to
regional trails**



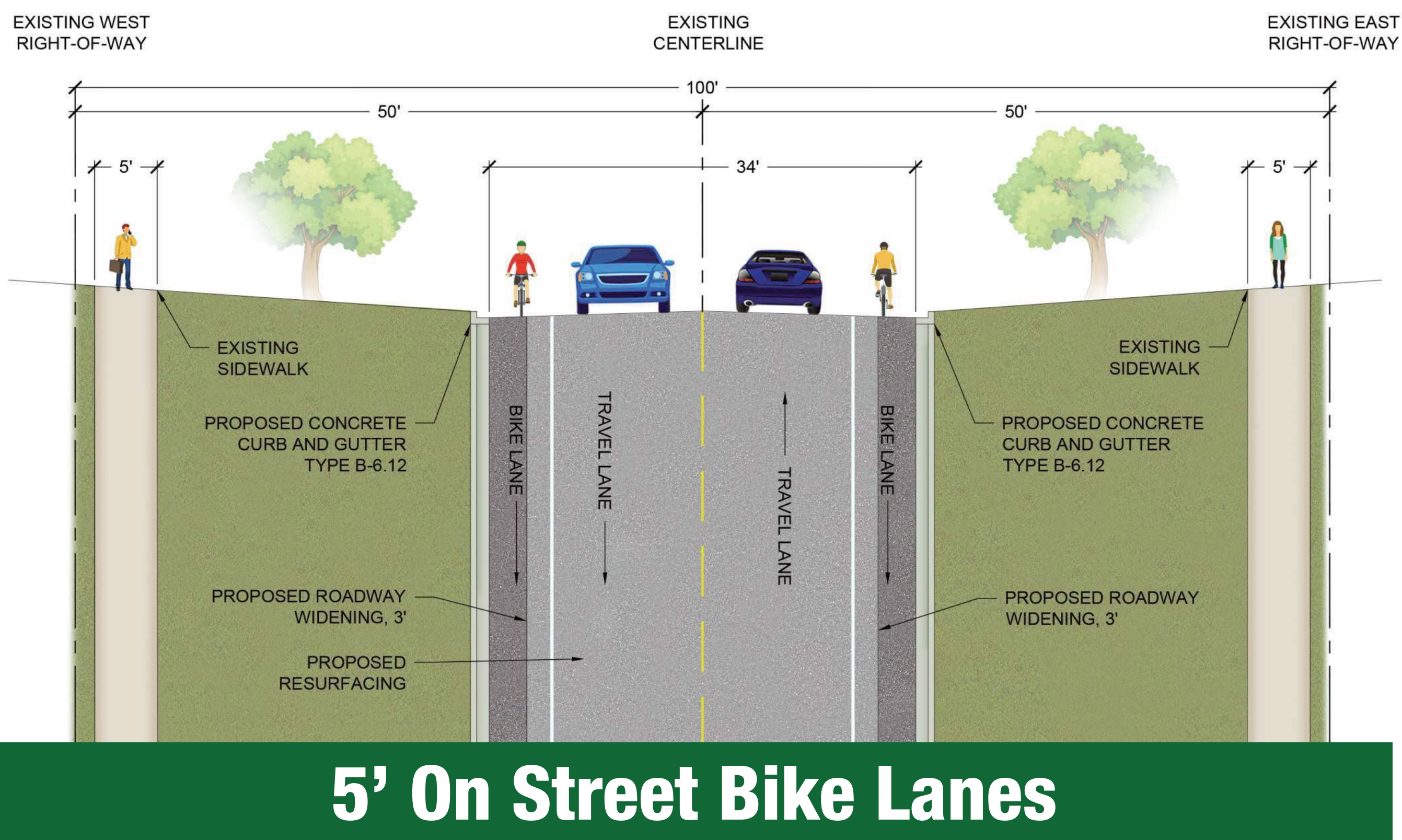
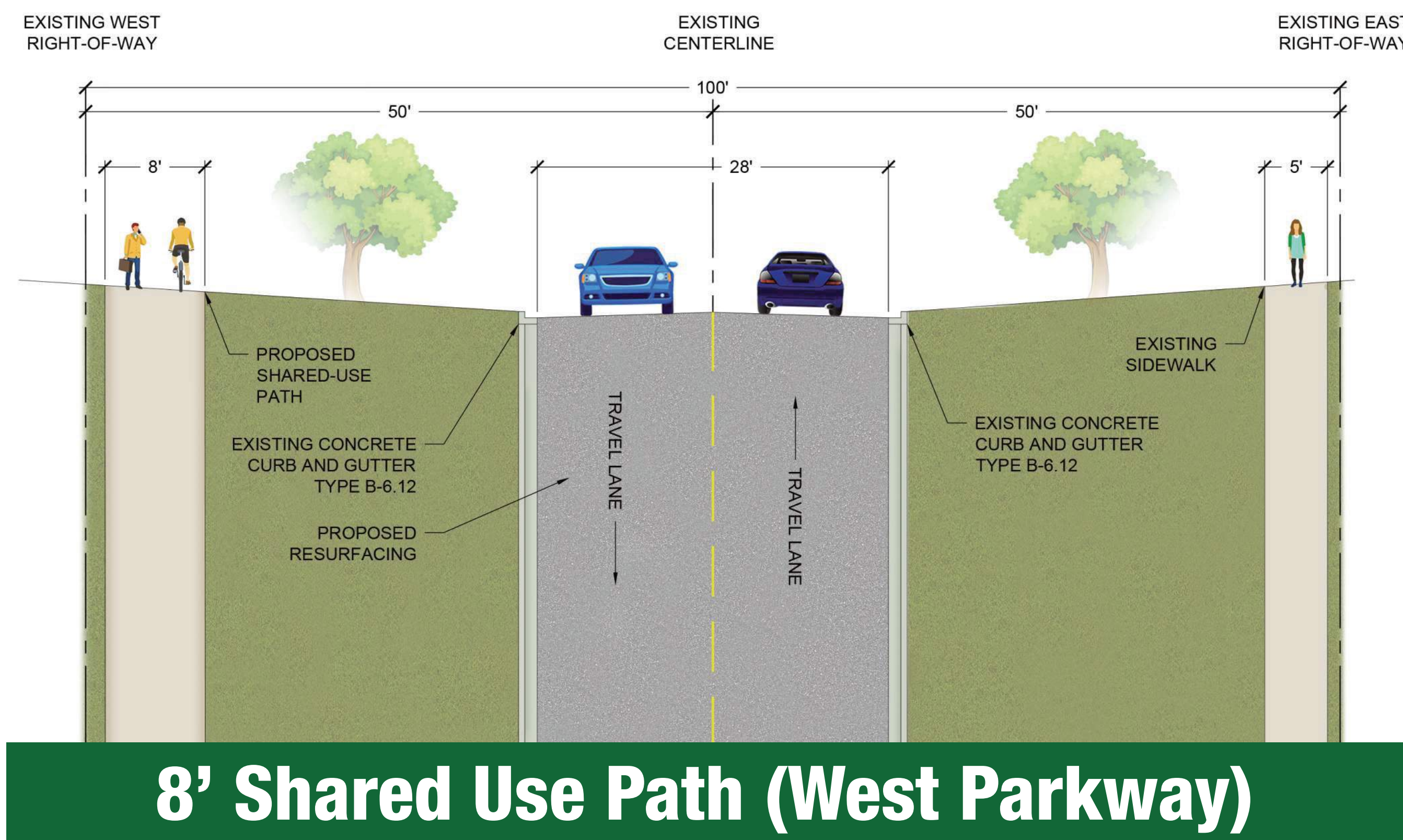
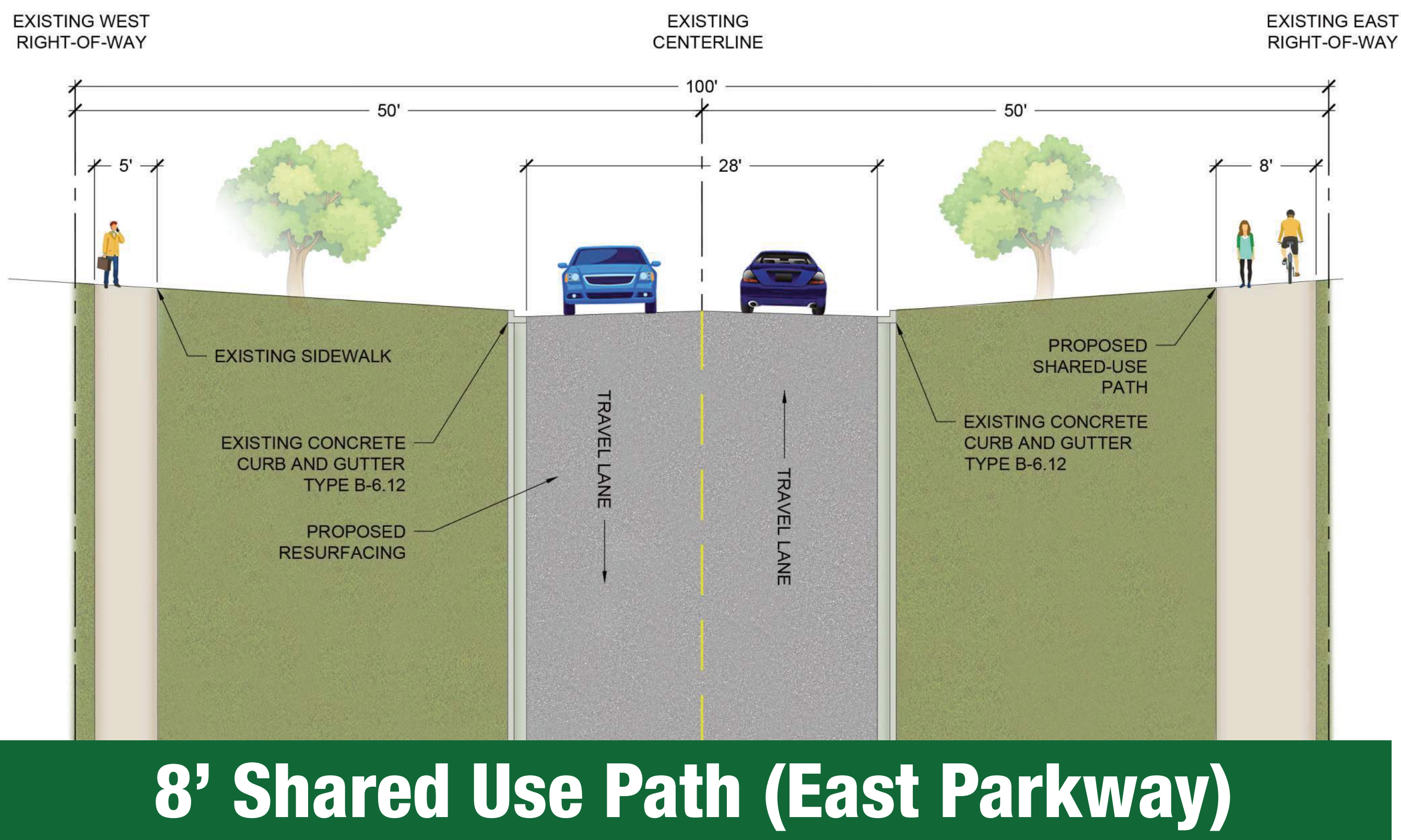
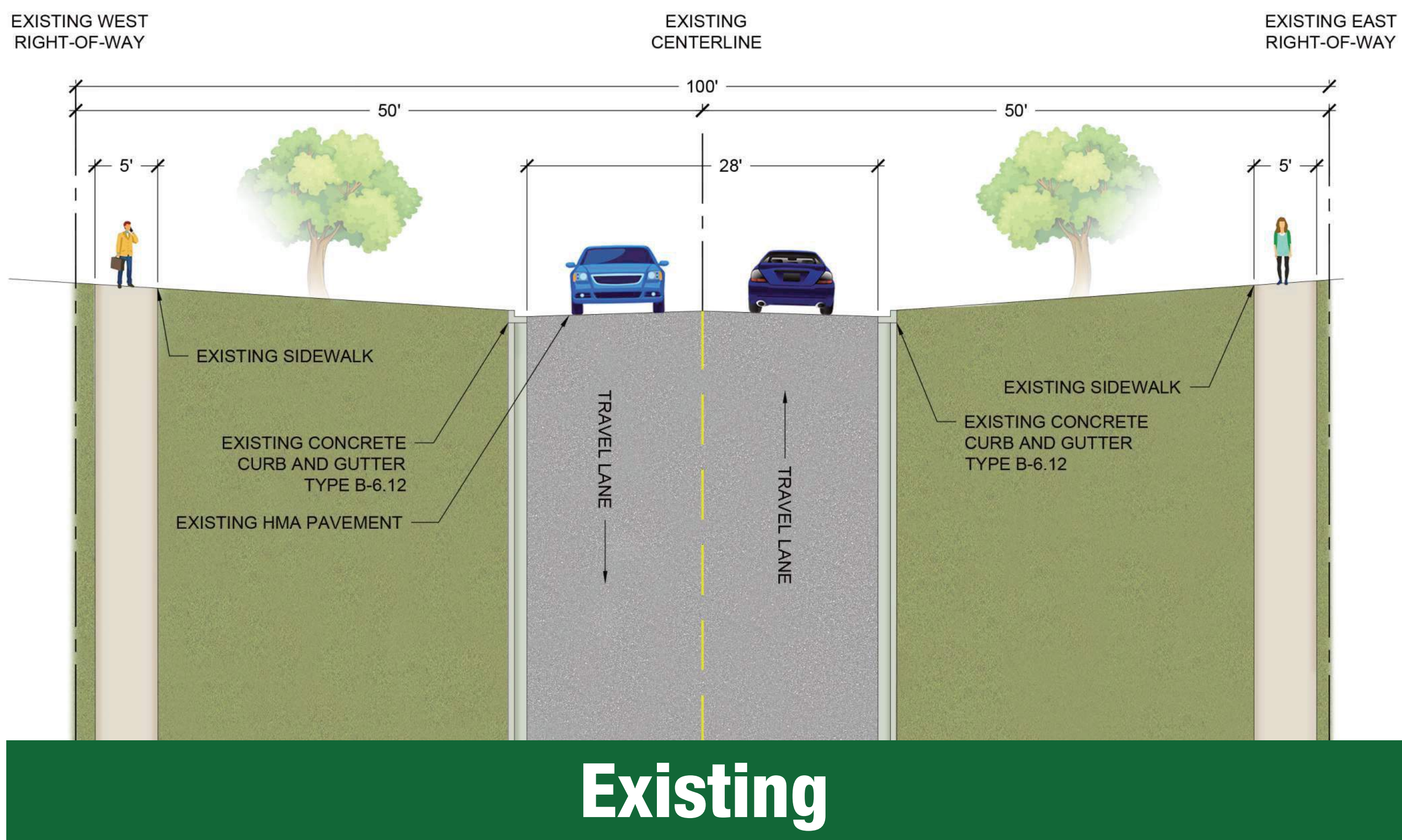
**Enhance mobility
for non-motorized
transportation**

Shared Lanes

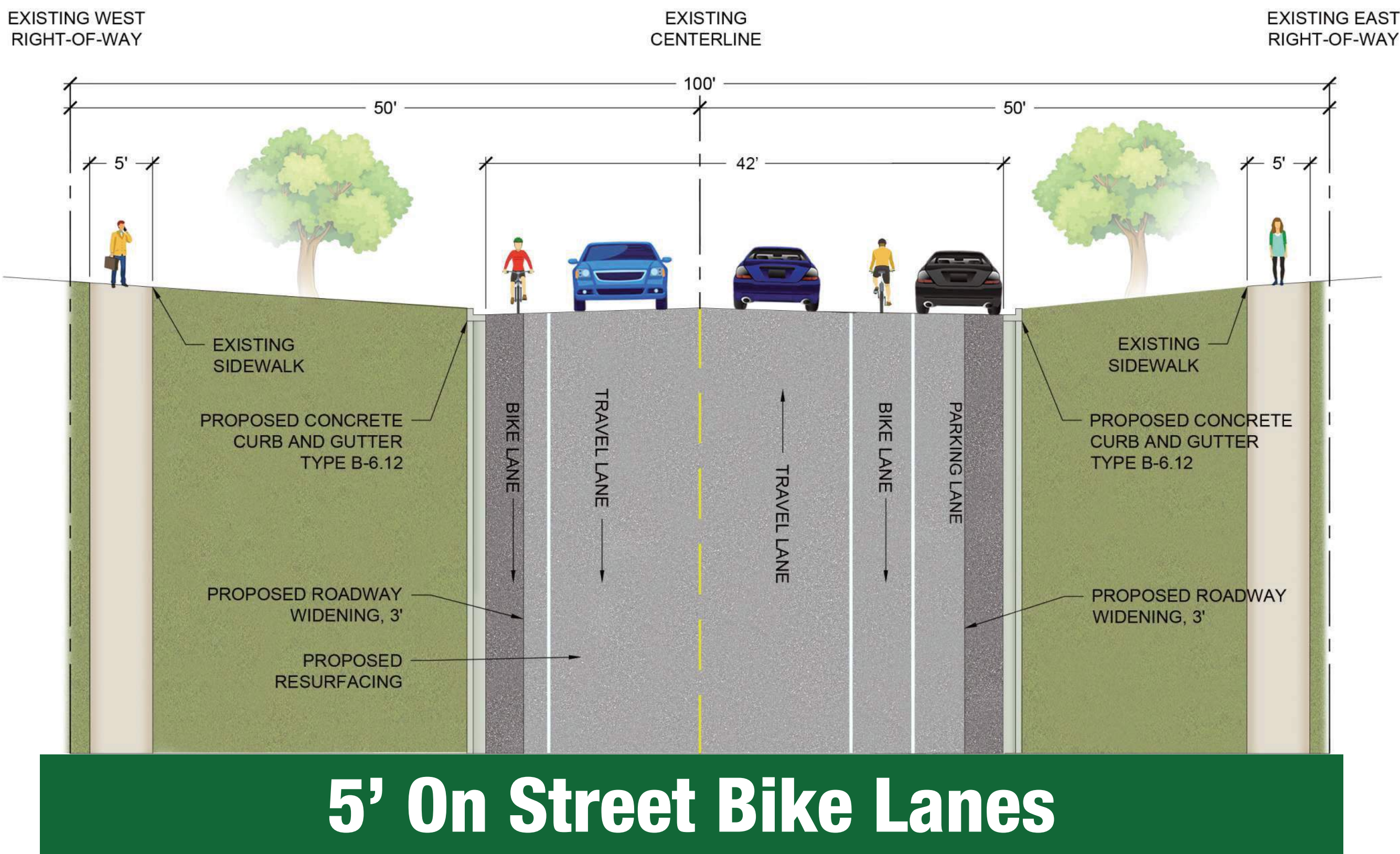
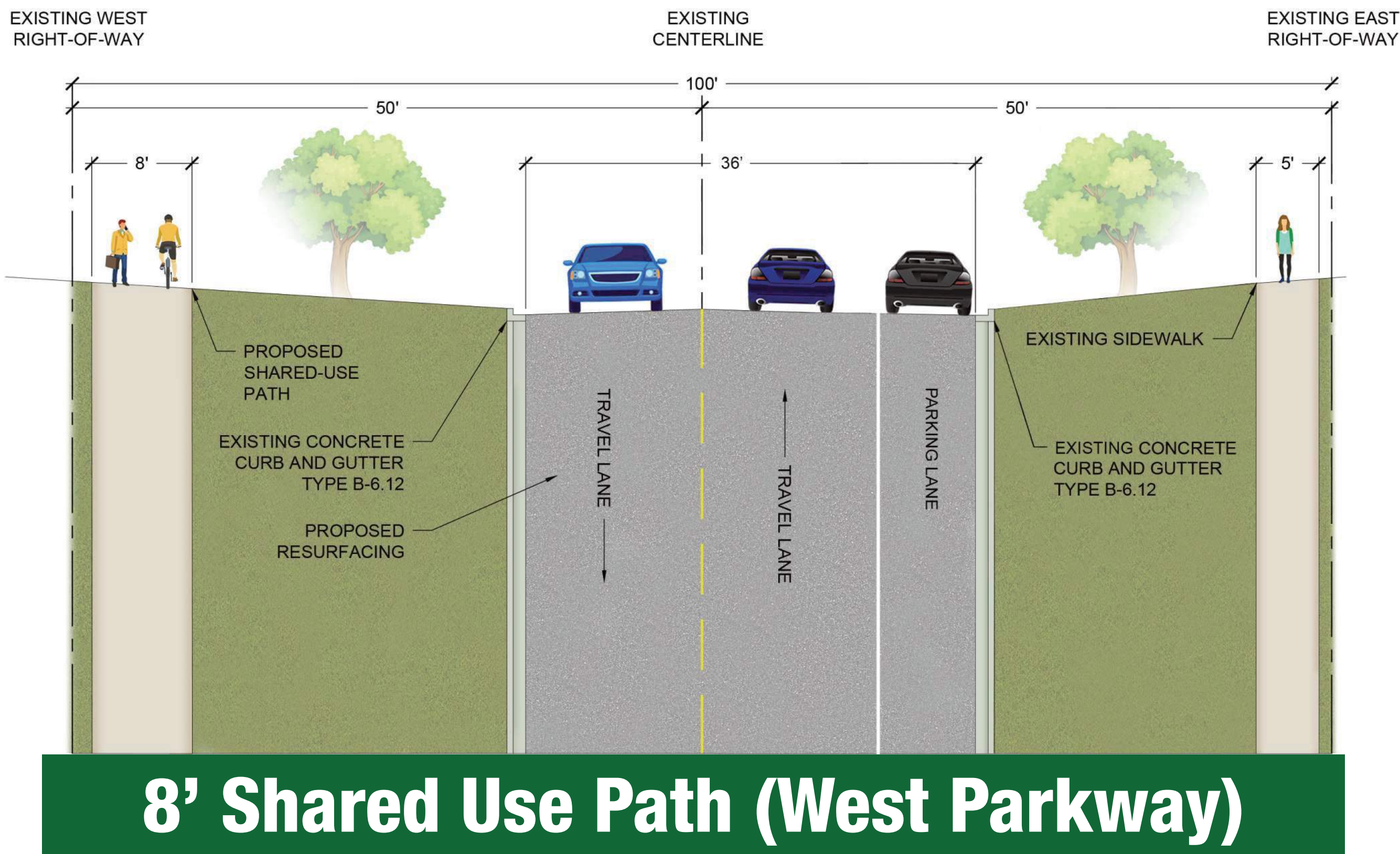
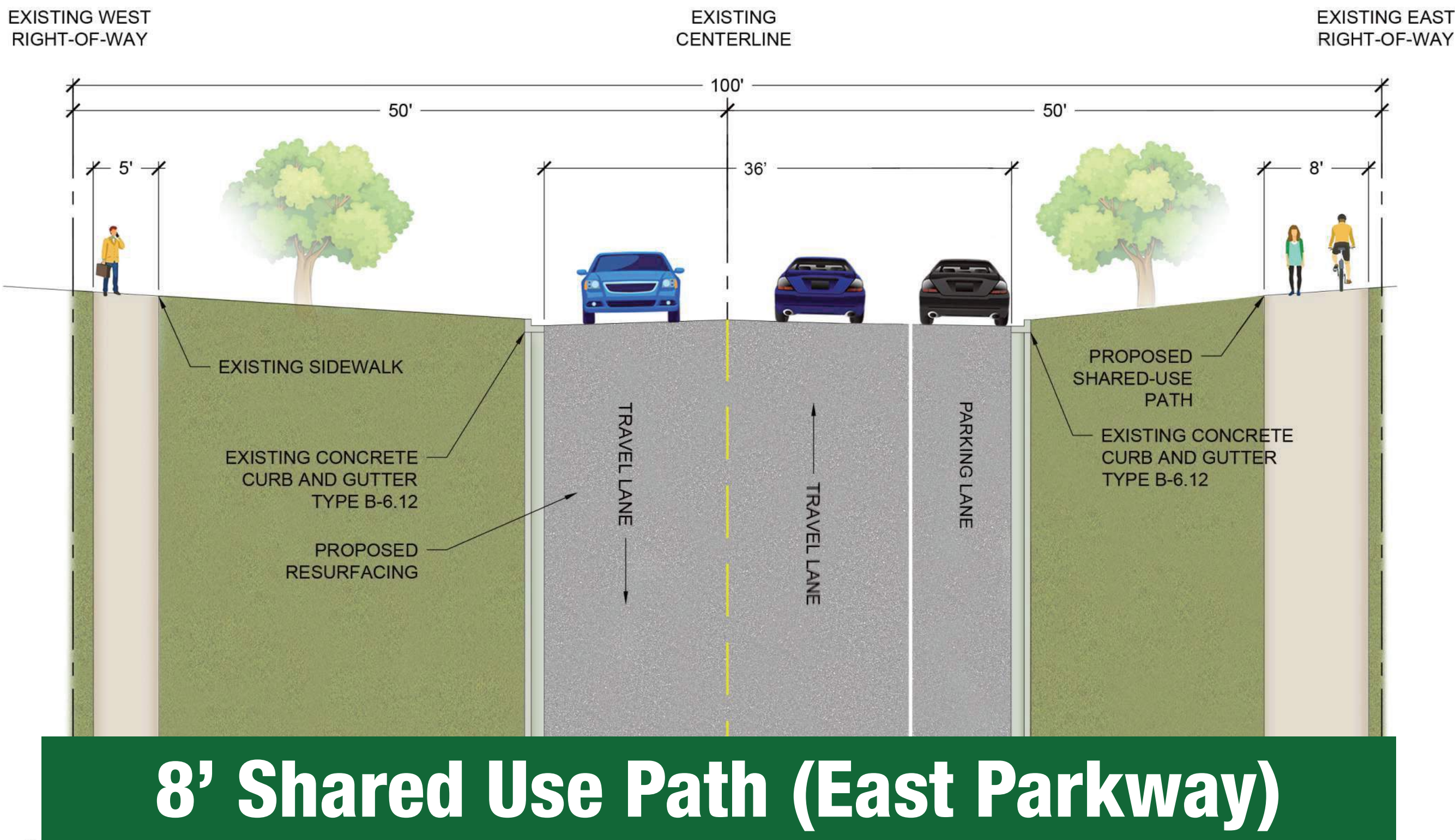
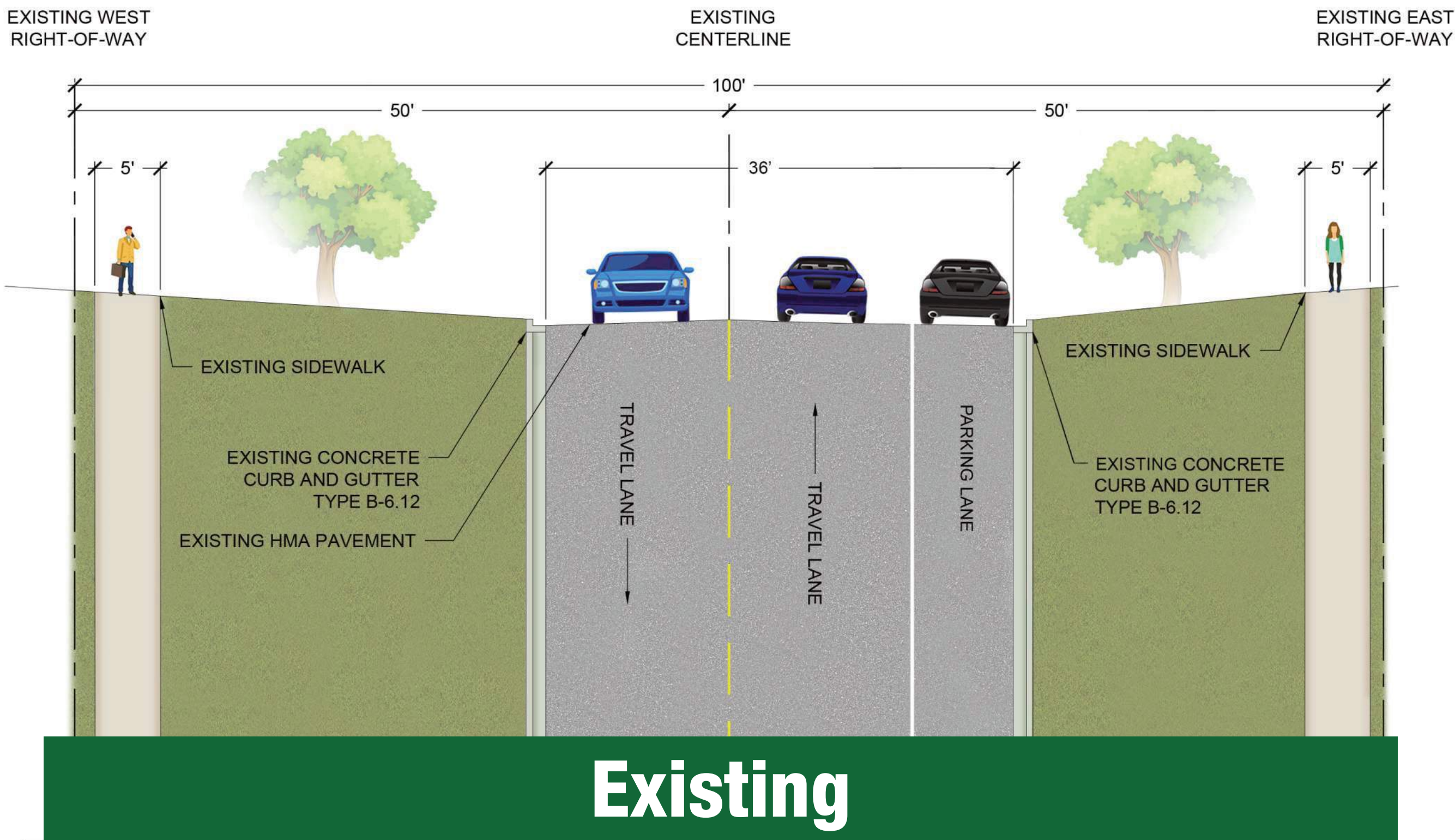


- 14' shared lanes were considered as a potential design alternative along various sections of Ardmore Avenue with the goal of reducing parkway impacts where possible
- At the IDOT-FHWA Coordination Meeting, it was advised that the AASHTO Bike Guide states that shared lanes are not effective or utilized sufficiently when the traffic volume along the roadway is greater than 3,000 vpd (vehicles per day) or the speed limit is greater than 25 mph.
- The traffic volumes along Ardmore Avenue vary from approximately 7,000 vpd to 11,000 vpd. Therefore, shared lanes are no longer being considered as a design alternative for the Ardmore Avenue Improvements project.

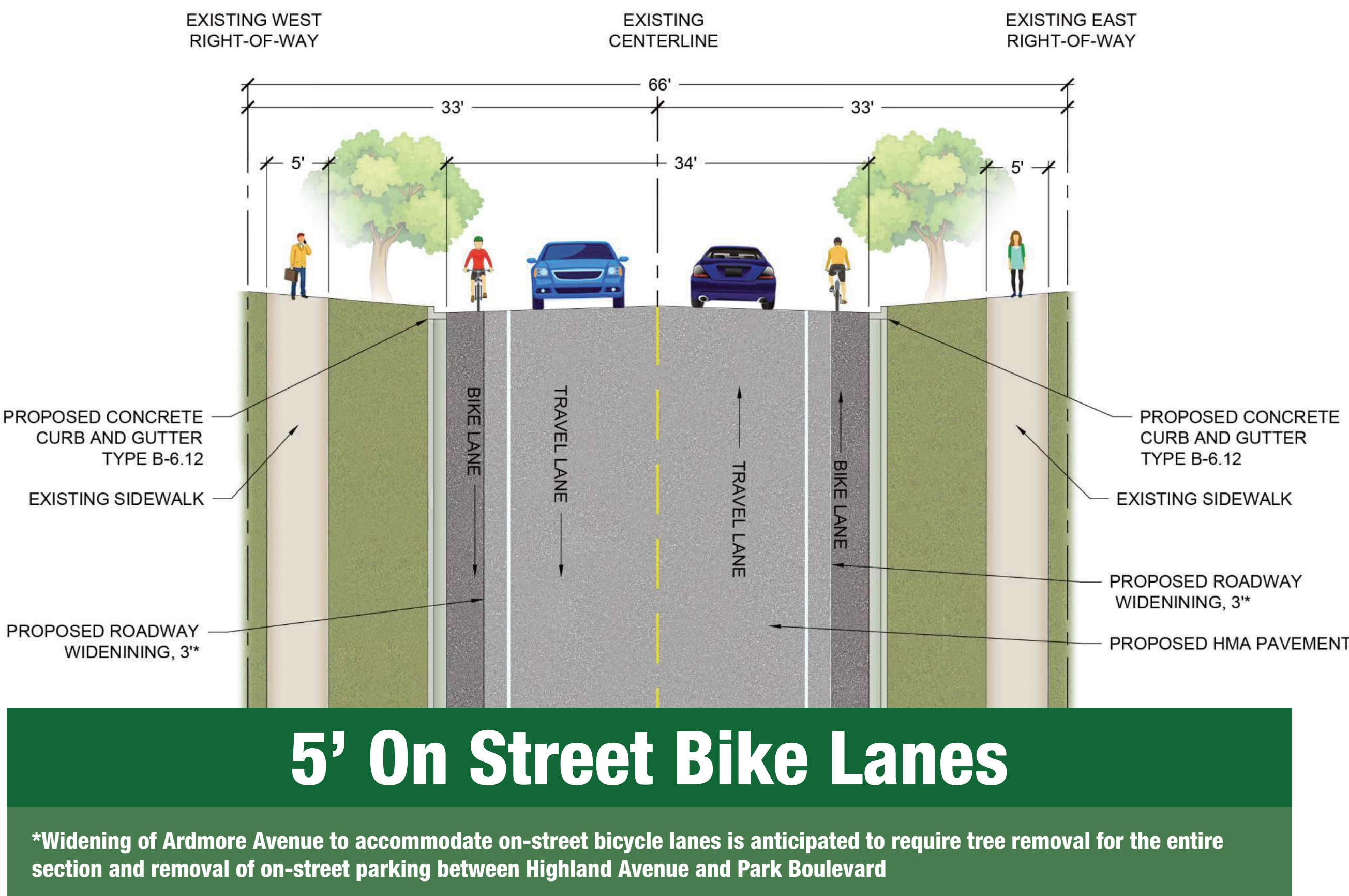
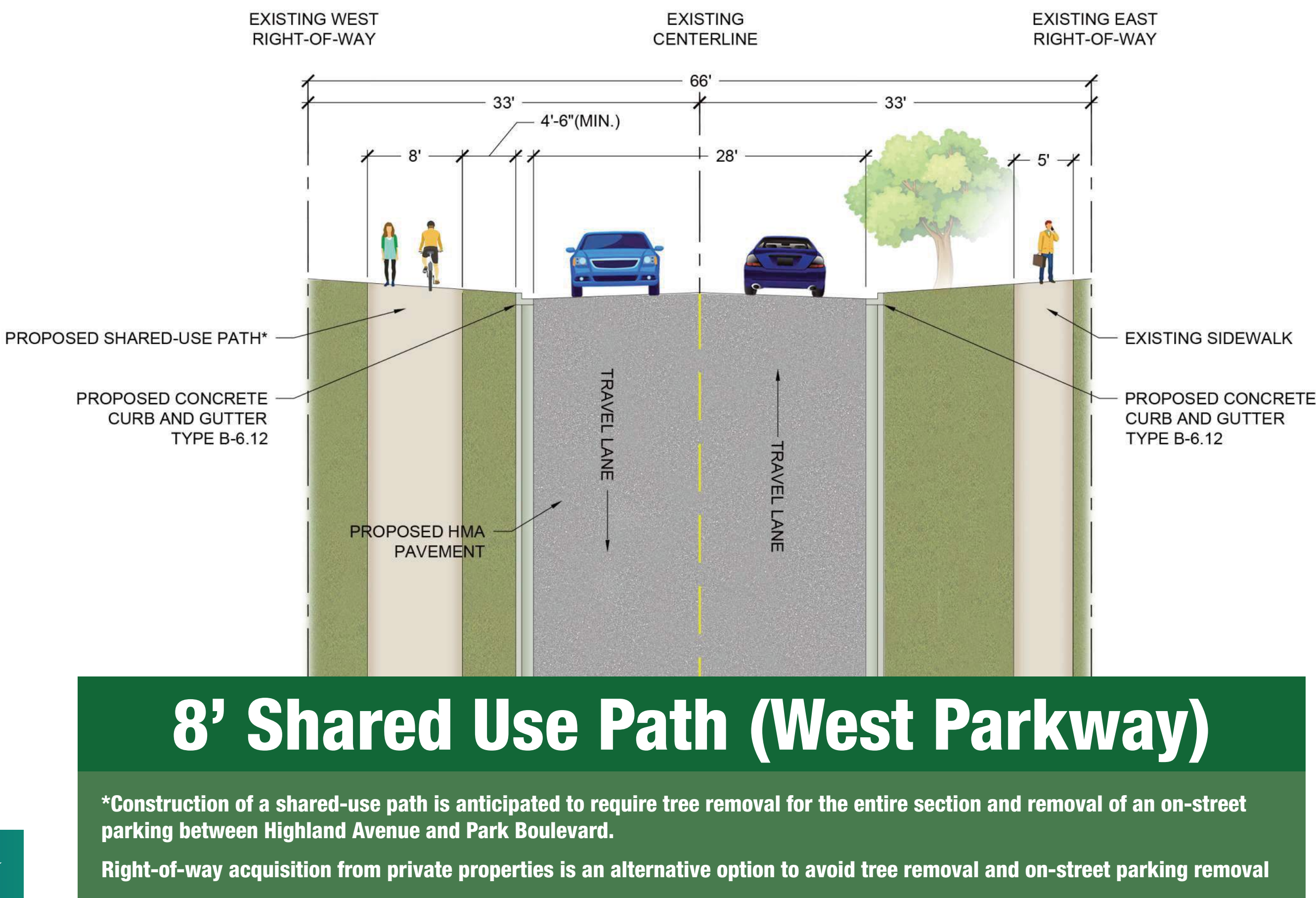
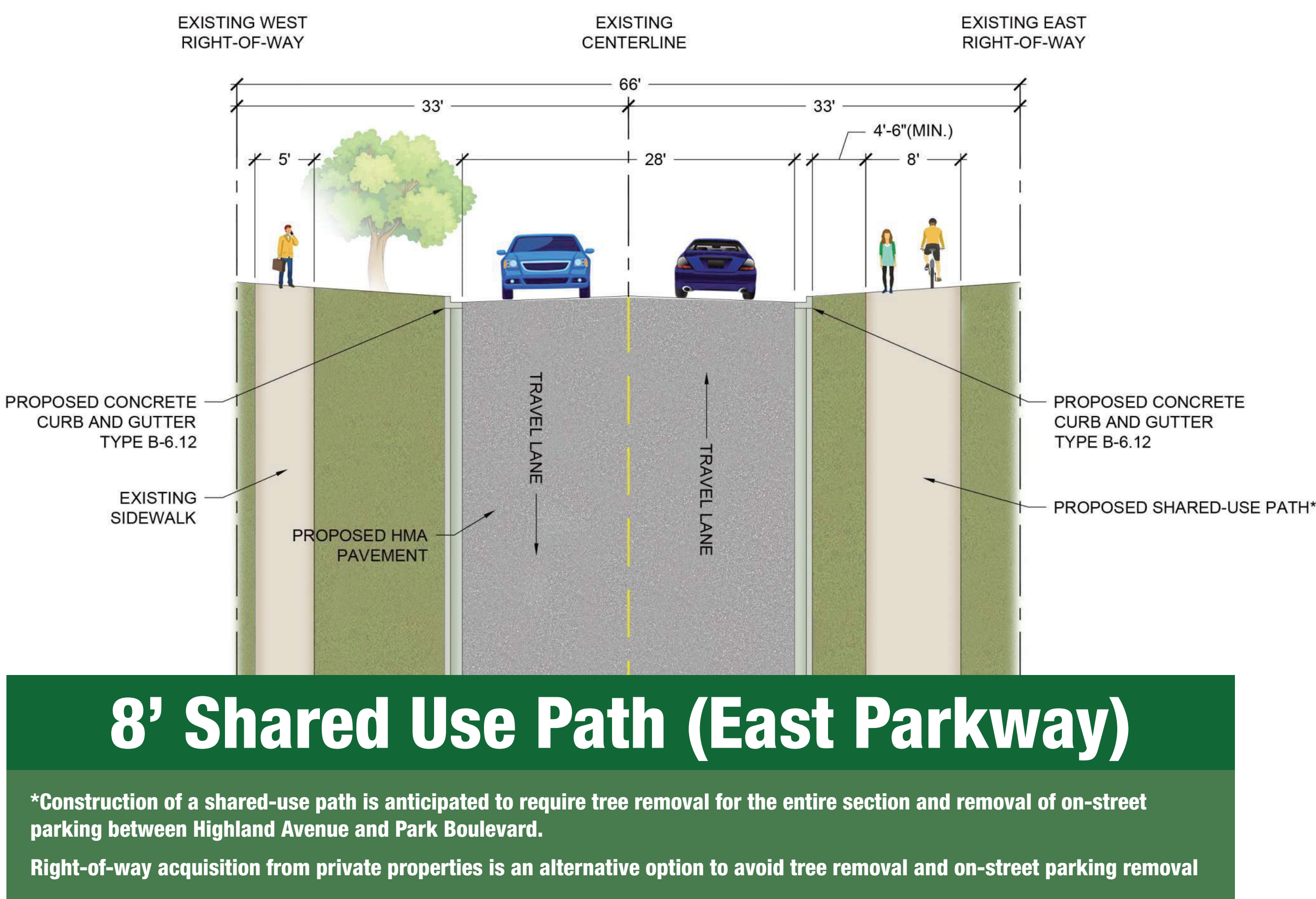
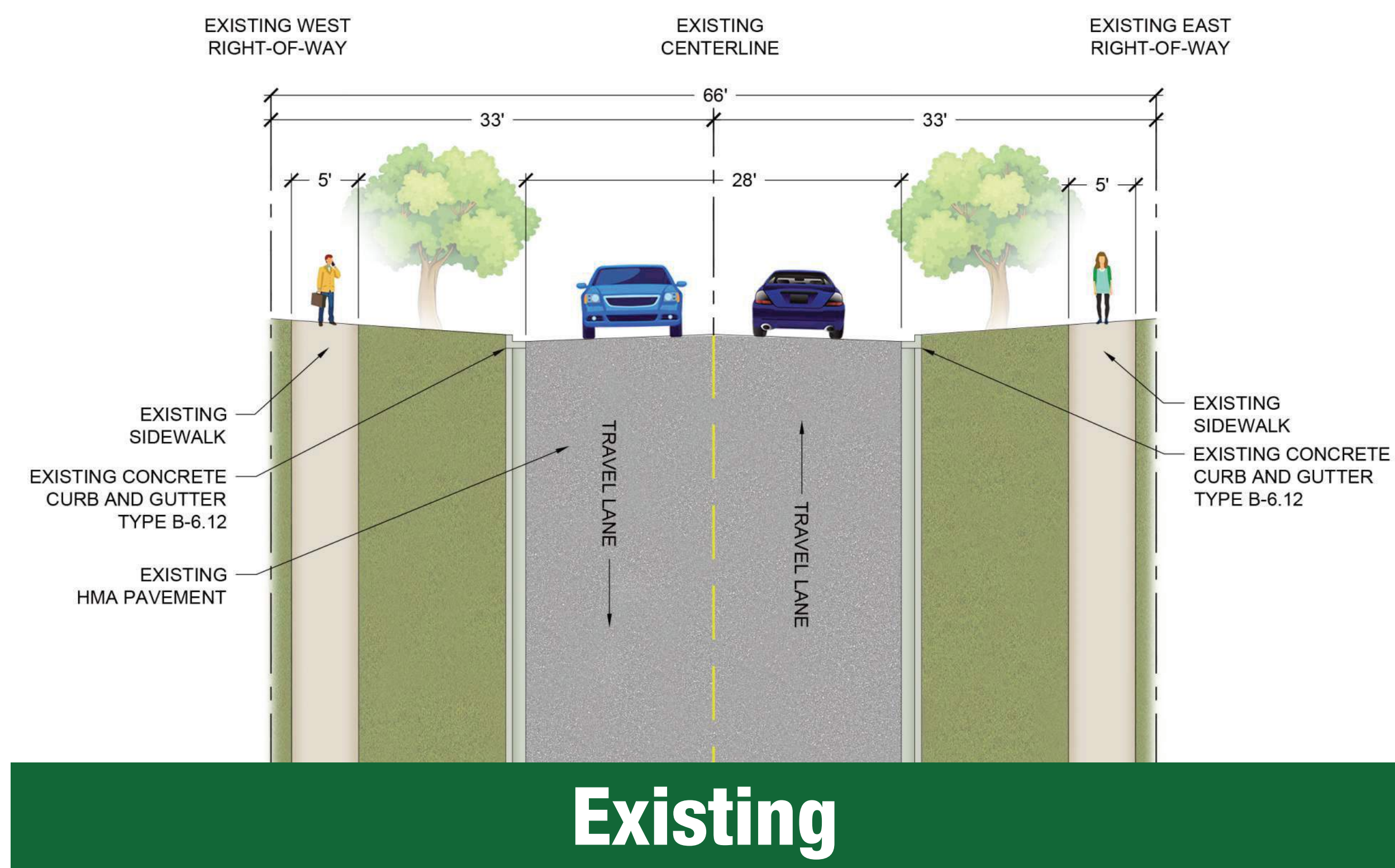
Typical Sections - IL 38 to Harrison & Jackson to Madison



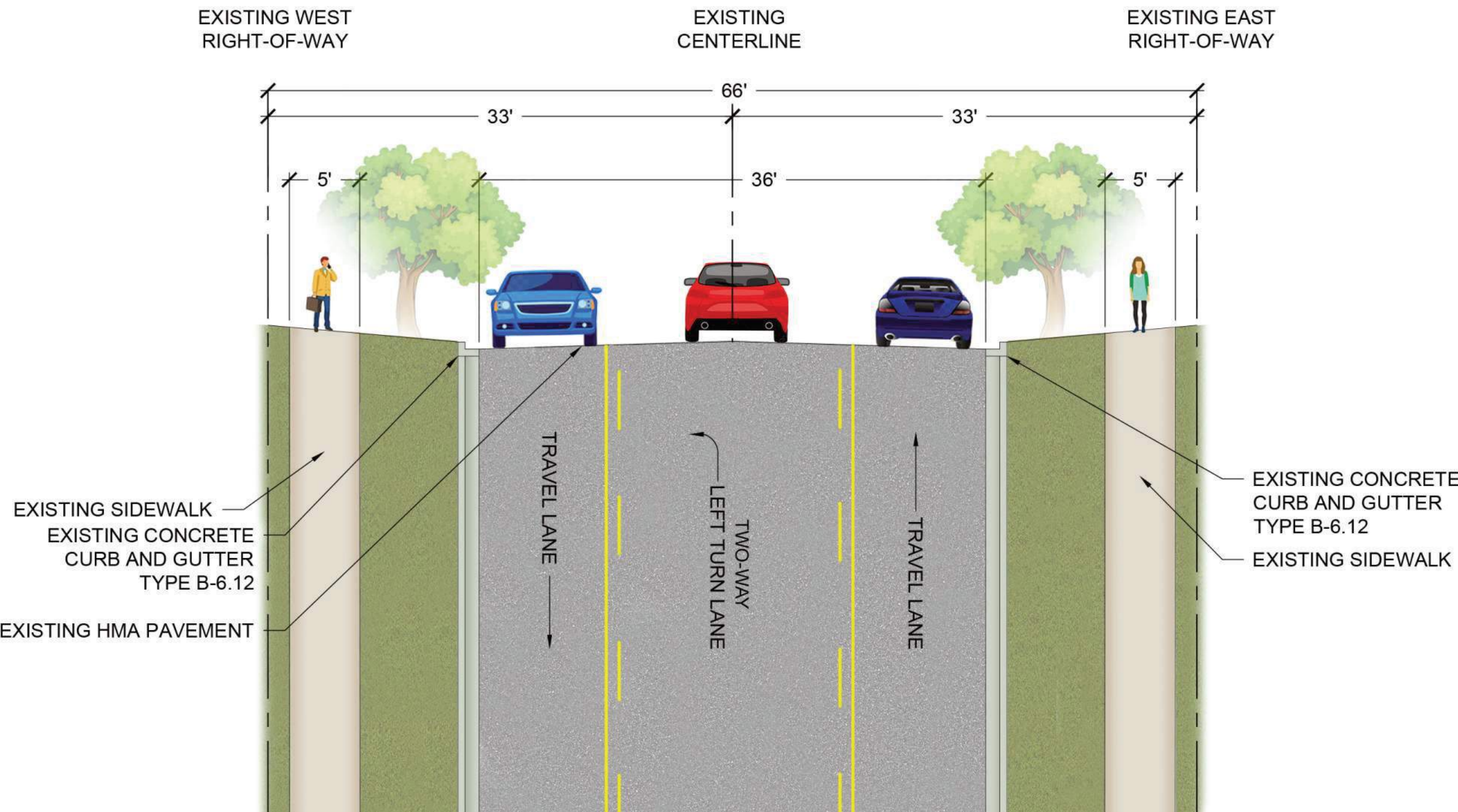
Typical Sections - Harrison to Jackson



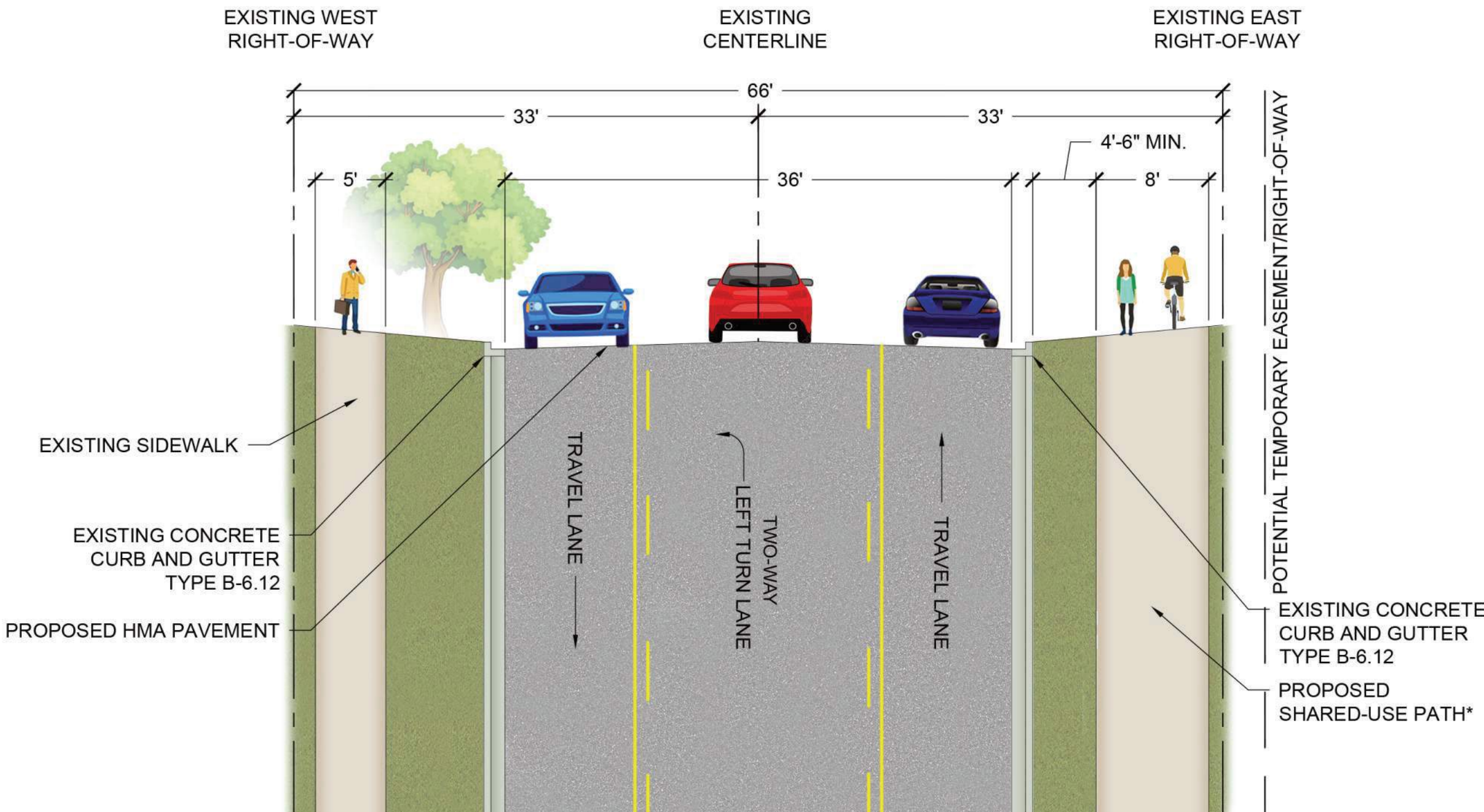
Typical Sections - Madison to St. Charles



Typical Sections - St. Charles to UPRR

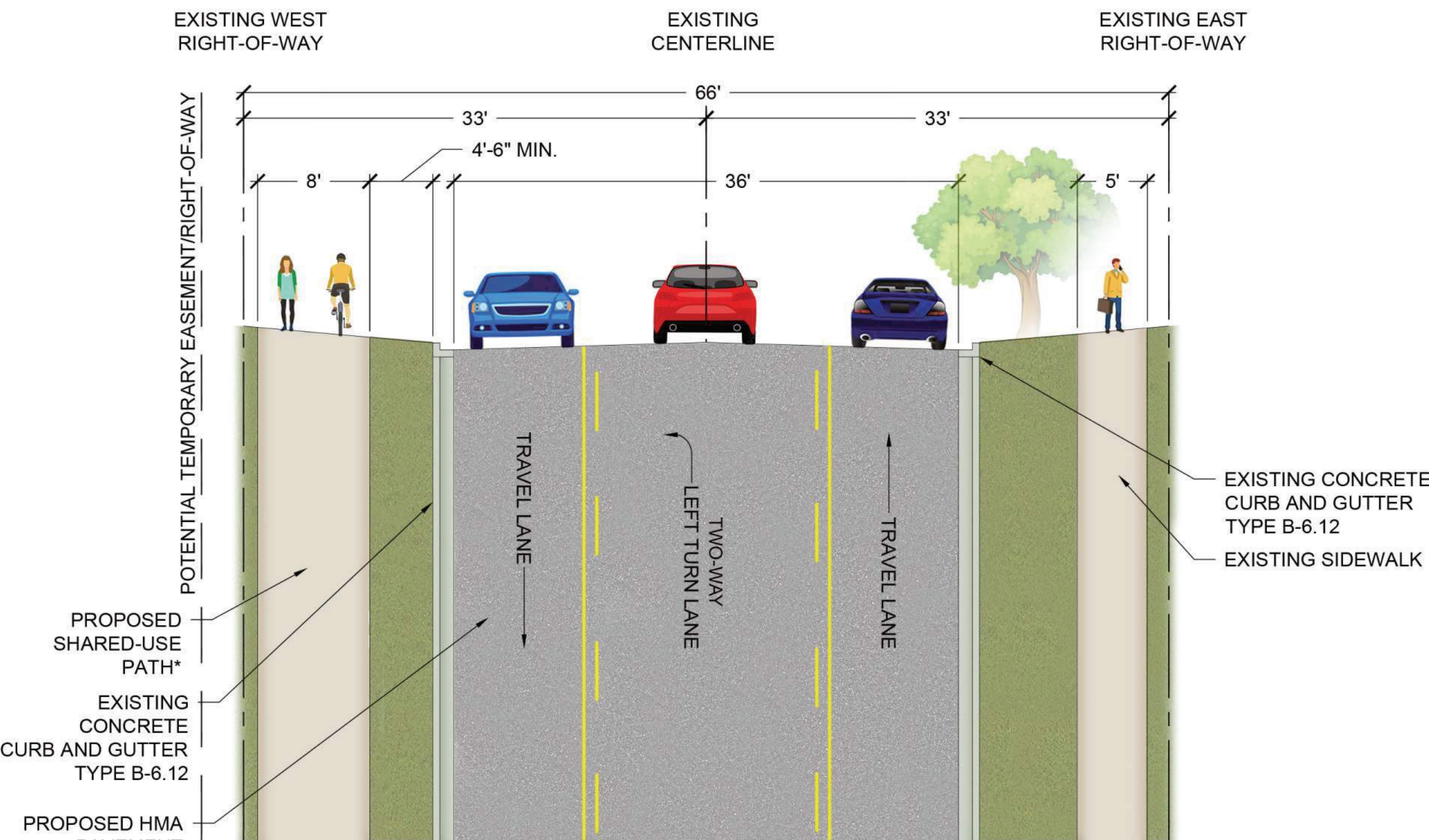


Existing



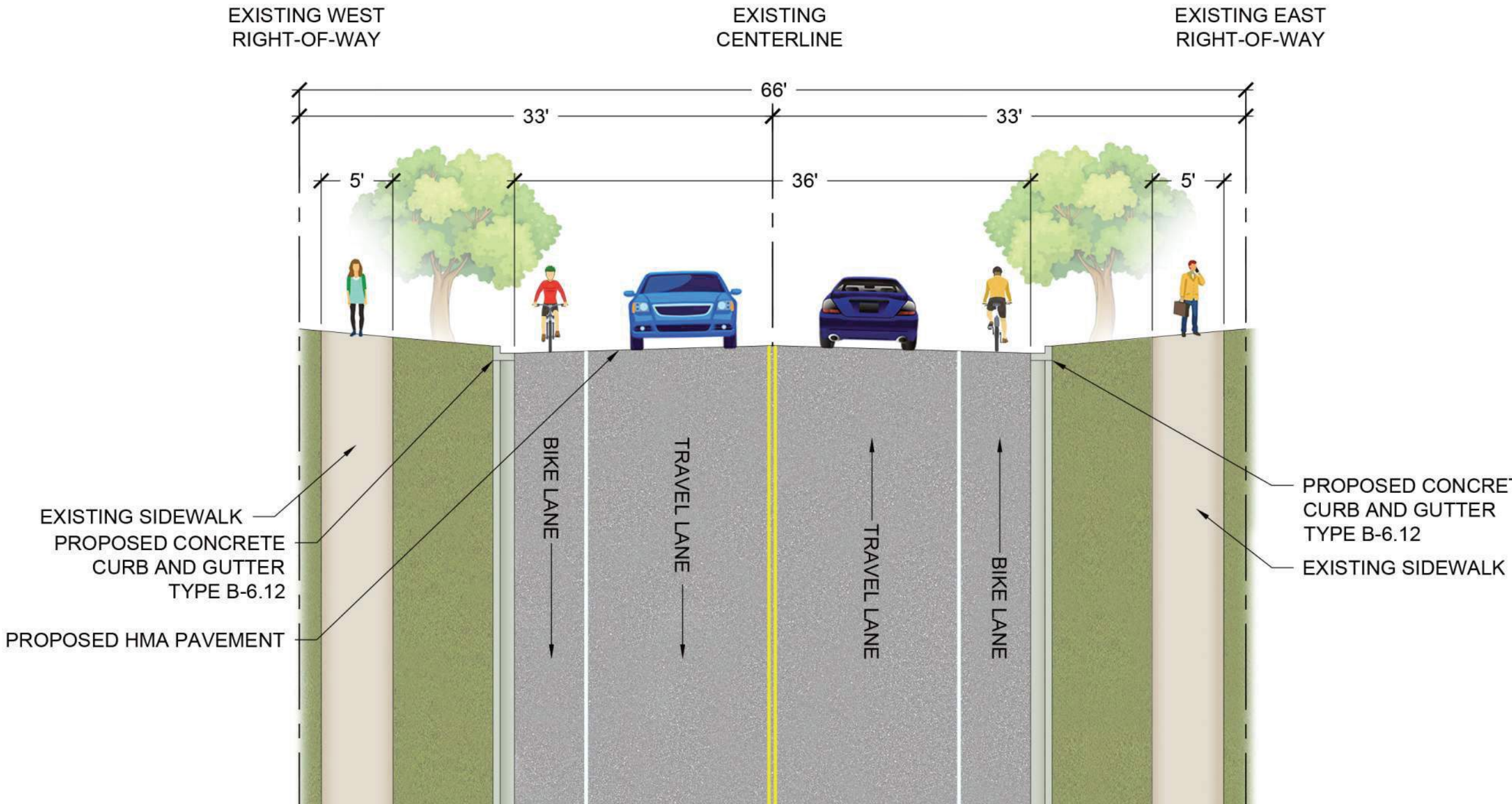
8' Shared Use Path (East Parkway)

*Construction of a shared-use path is anticipated to require tree removal for the entire section.
Right-of-way acquisition from private properties is an alternative option to avoid tree removal.



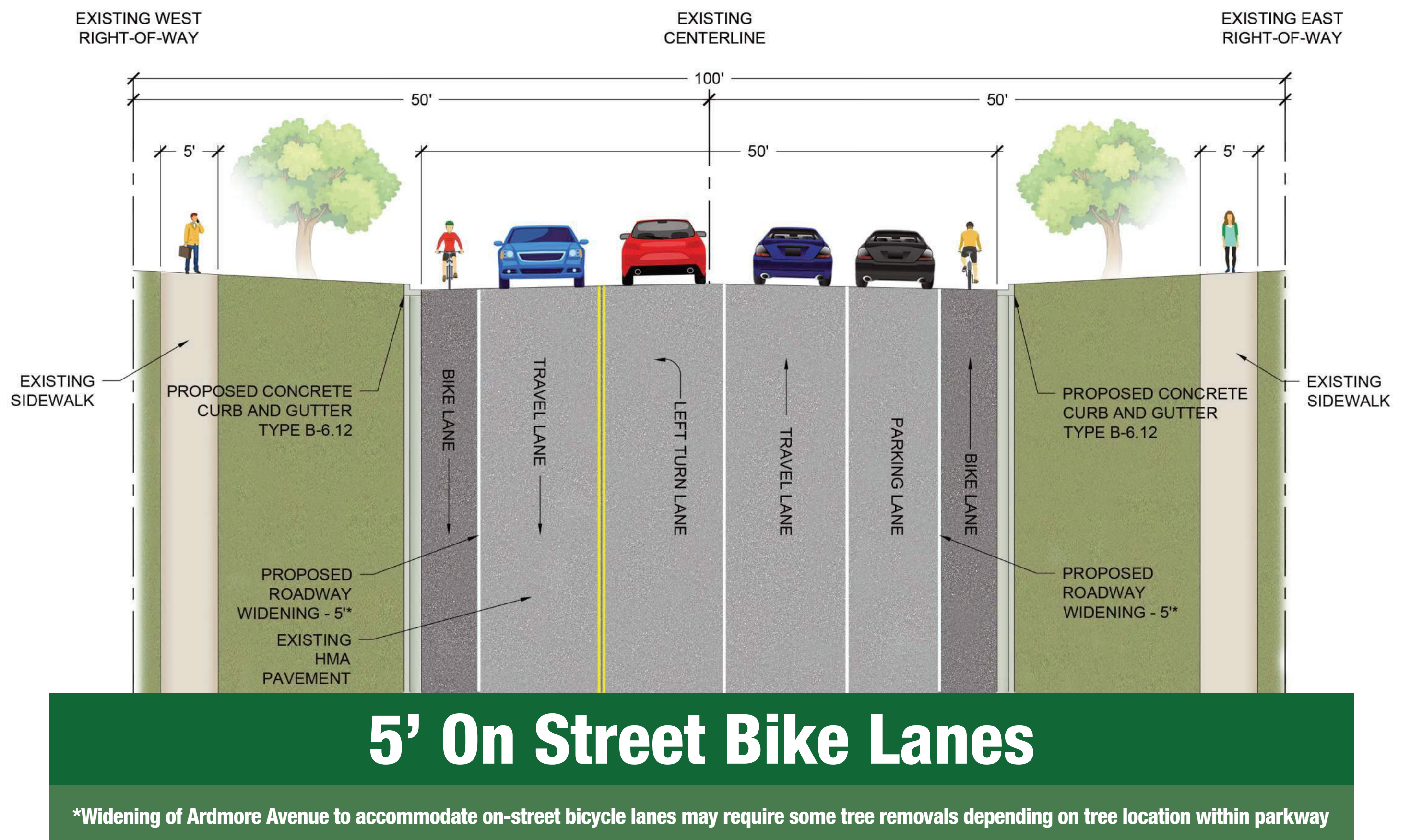
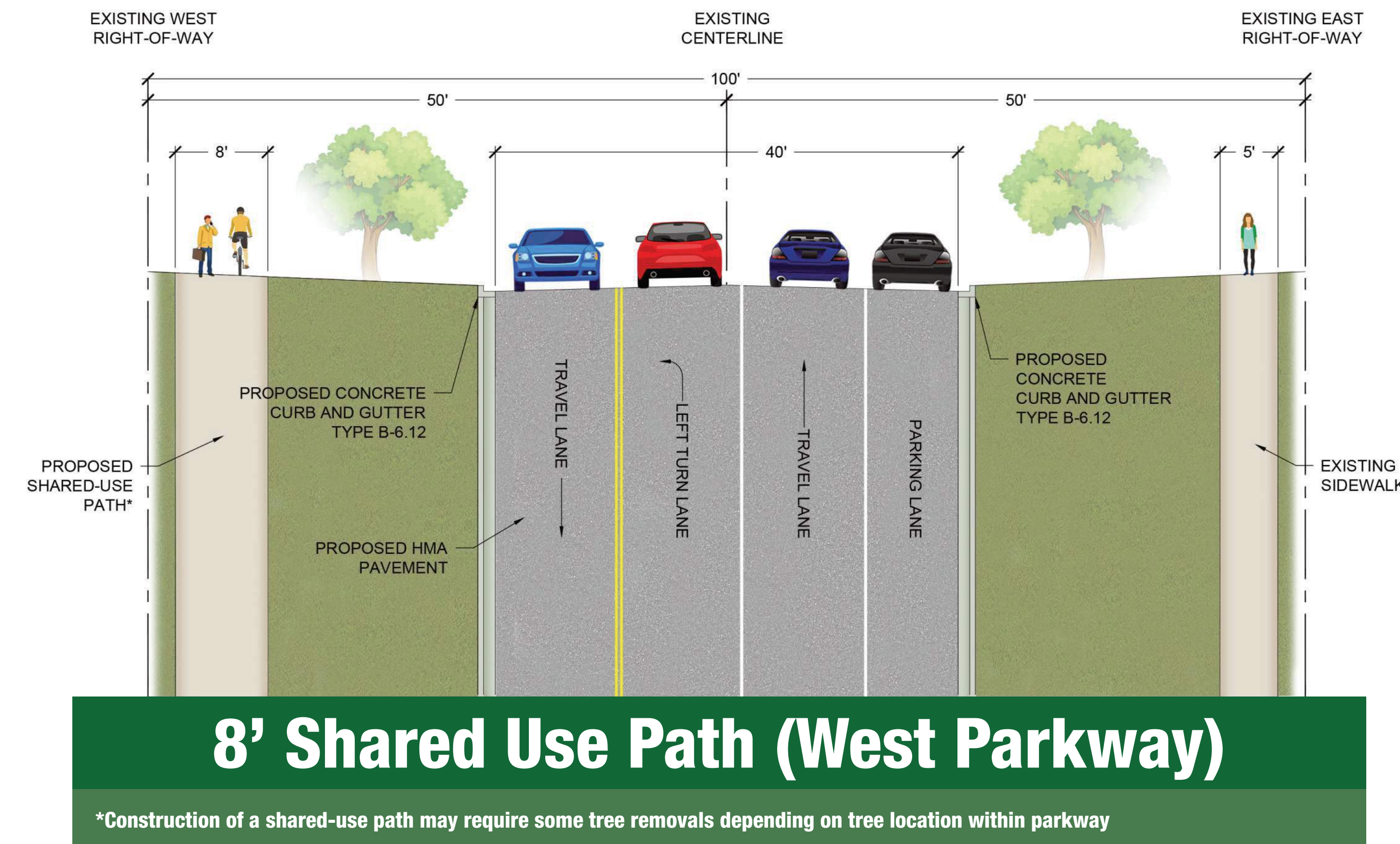
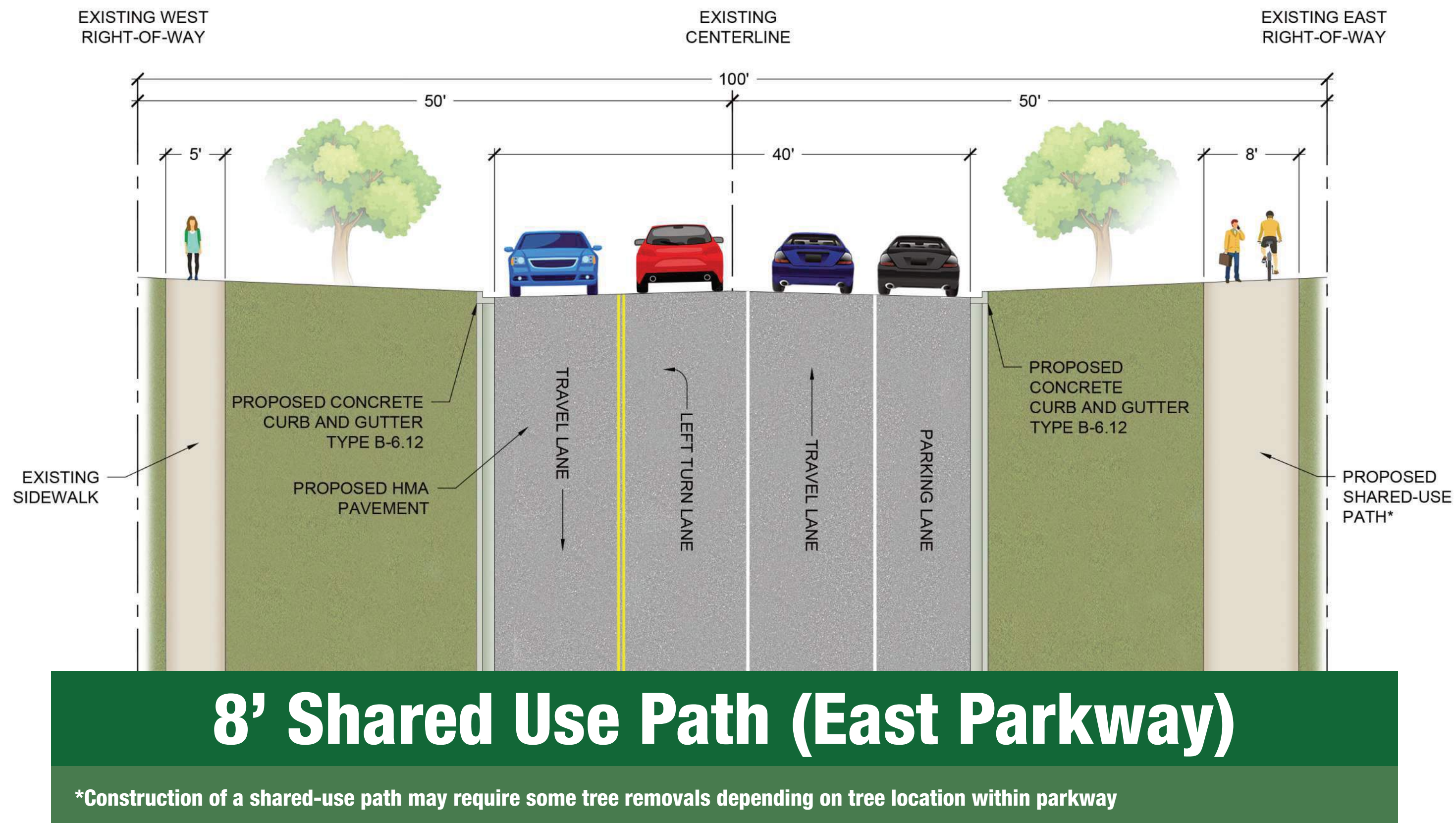
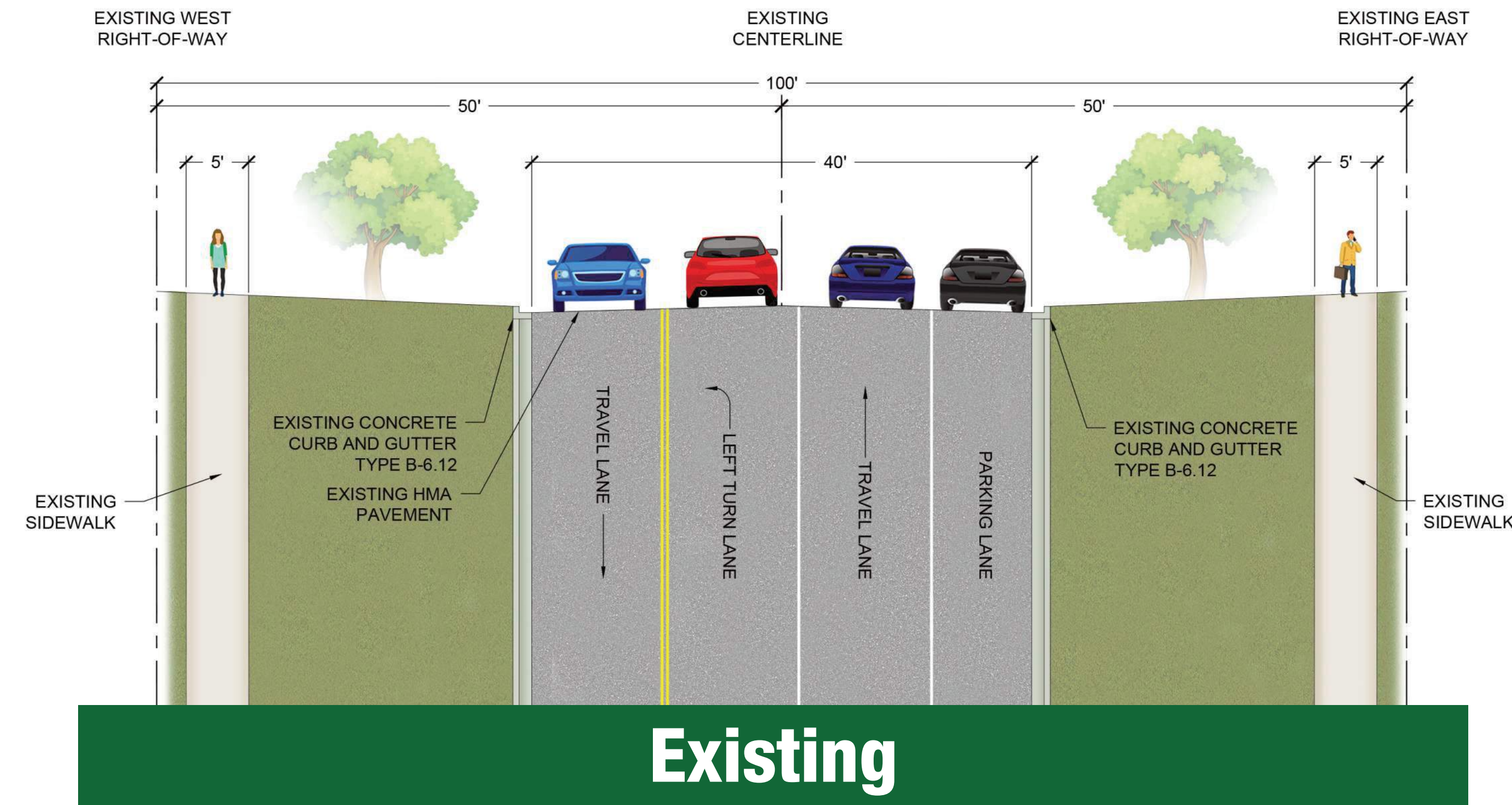
8' Shared Use Path (West Parkway)

*Construction of a shared-use path is anticipated to require tree removal for the entire section.
Right-of-way acquisition from private properties is an alternative option to avoid tree removal.

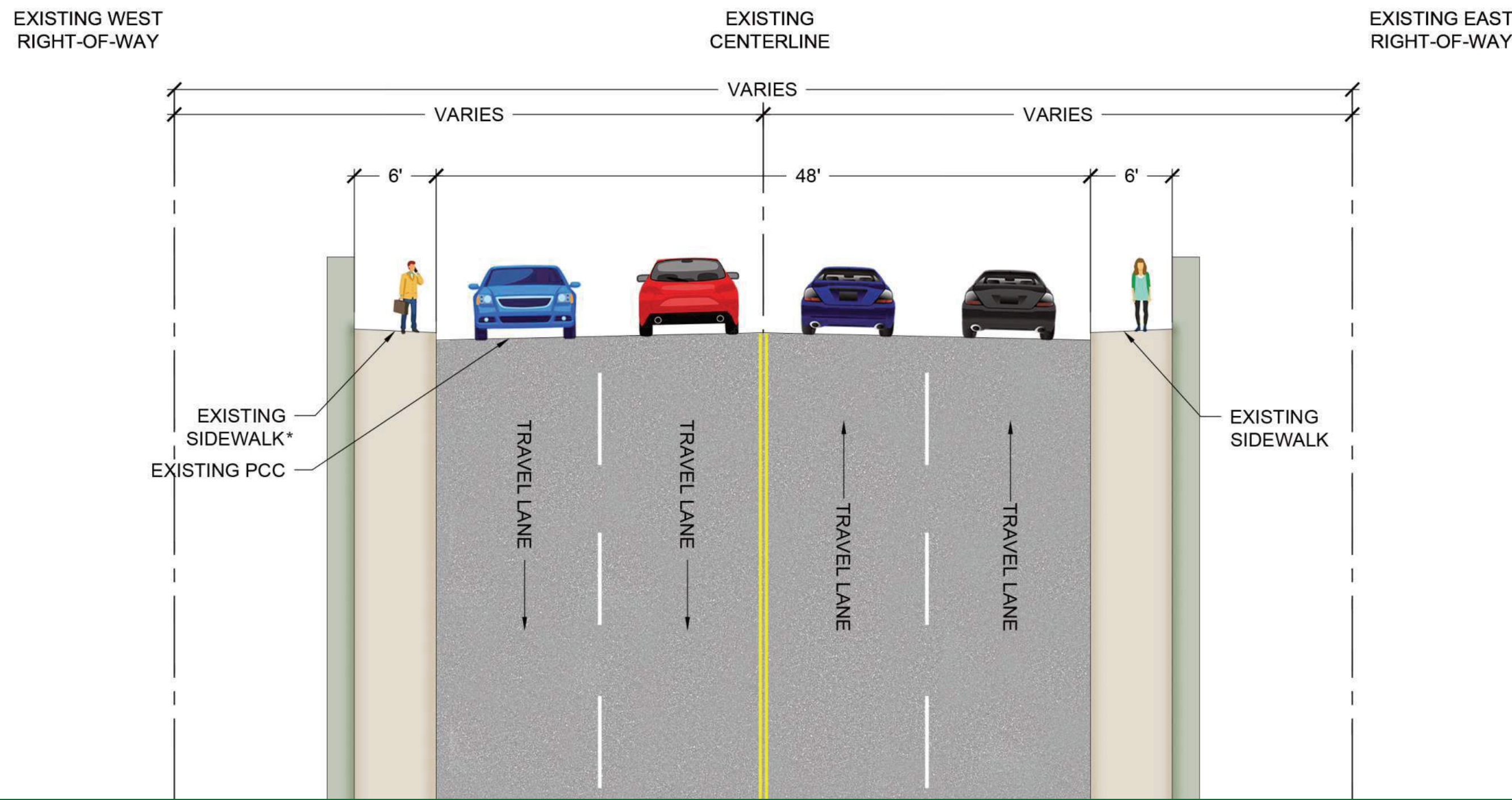


5' On Street Bike Lanes

Typical Sections - UPRR to Bridge

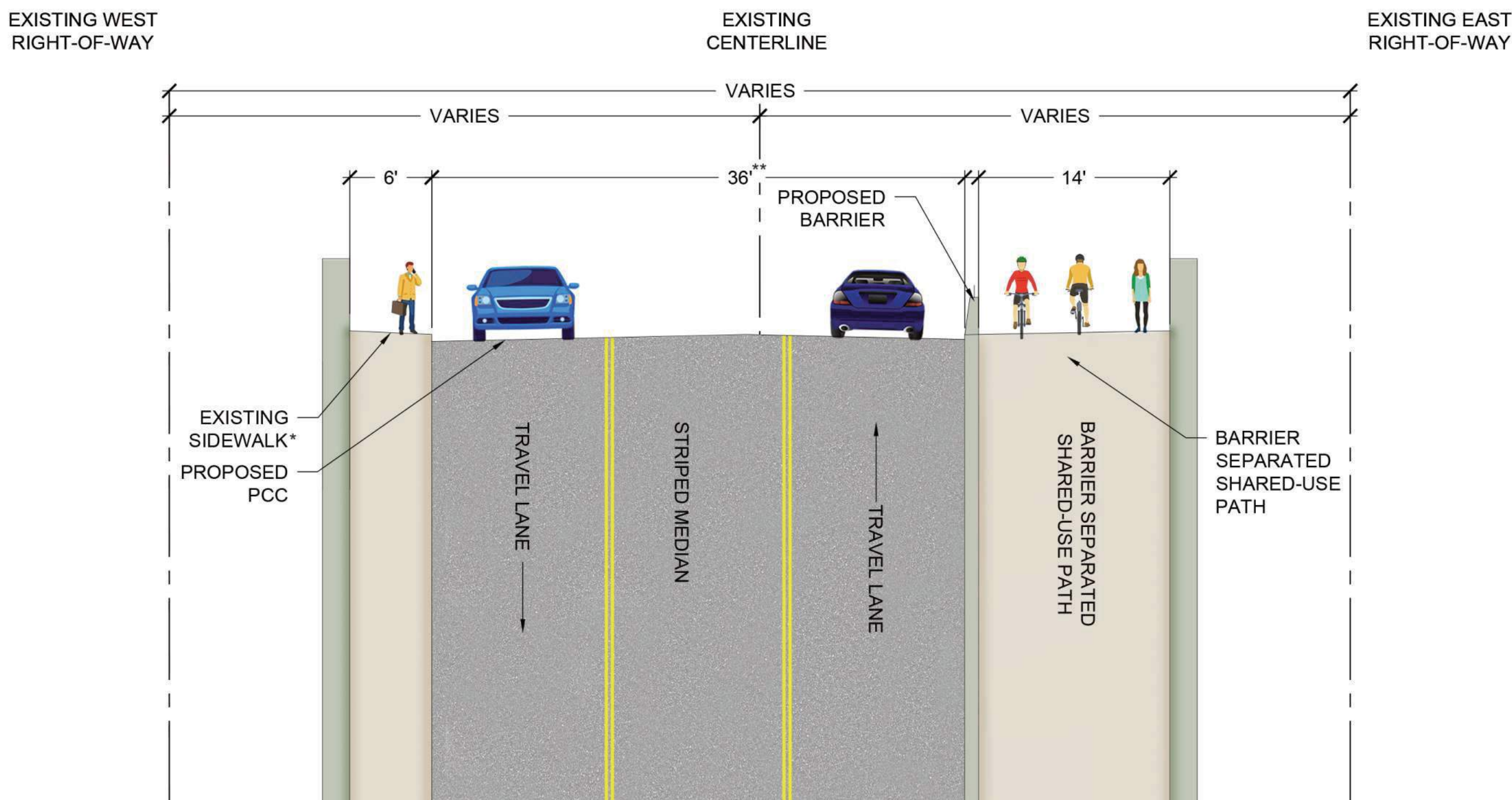


Typical Sections - Bridge Over CNR



Existing

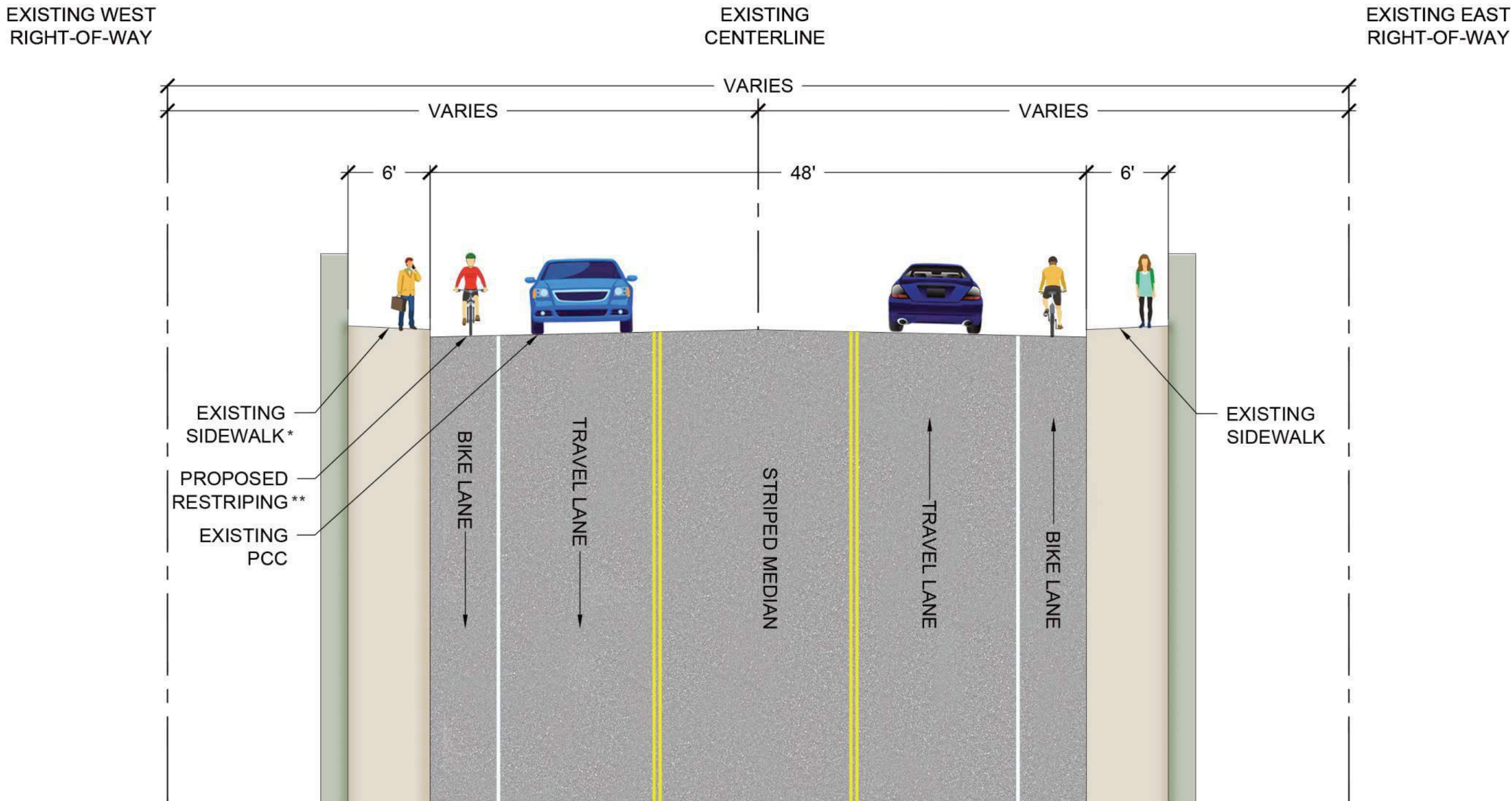
*Existing west sidewalk only located on the bridge and does not extend north or south of the bridge structure



Barrier Separated Path on East

*Existing west sidewalk only located on the bridge and does not extend north or south of the bridge structure

**Existing structure width to be maintained, travel lane to be removed to accomodate space for barrier separated shared-use path



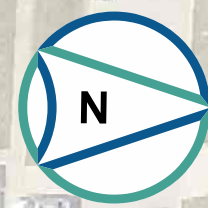
5\' On-Street Bike Lanes

*Existing west sidewalk only located on the bridge and does not extend north or south of the bridge structure

**Proposed pavement marking restriping only, no changes to existing PCC pavement

Access to Lufkin Park

Ardmore Avenue
IMPROVEMENT PROJECT
Village of Villa Park



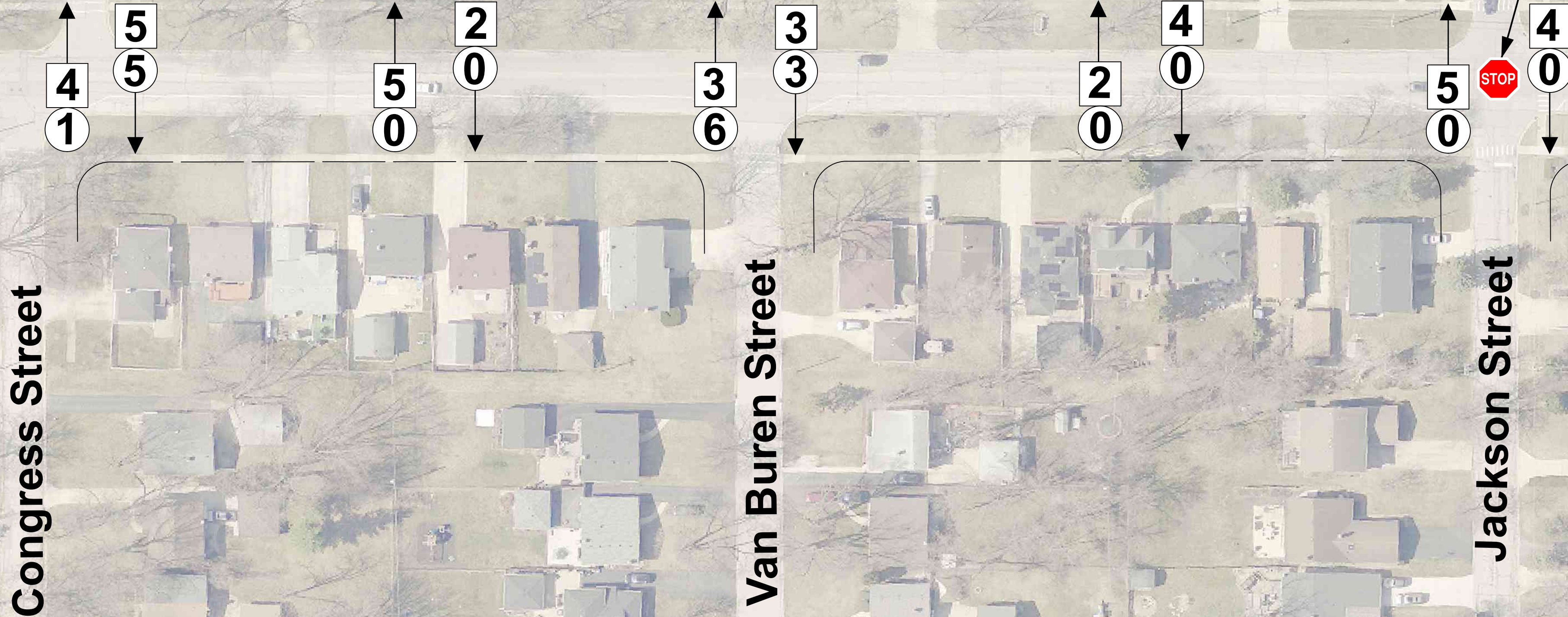
Lufkin Park

Leslie Lane

Rand Road

Existing All-way Stop

Ardmore Avenue



Note: Crossing Data was collected June 10, 2025 Between 5:00 A.M. and 9:00 P.M.

Total Crossing Count:
37 Pedestrians
15 Bicycles

LEGEND	
X	Number of Pedestrian Crossings
X	Number of Bicycle Crossings

Submit Your Comments

Comment Form

Ardmore Avenue

IMPROVEMENTS PROJECT

Village of Villa Park

Public Information Meeting | June 24, 2026

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

Project information and updates will be posted to the Village of Villa Park website. Please visit invillapark.com

Thank you for your time and the information provided. This completed form may be submitted during the Public Information Meeting or submitted to the Village of Villa Park by mail or email via the contact information below. Comments submitted on or before July 8, 2026 will be included as part of the project record.

Kevin Mantels

Village Engineer

Village of Villa Park

20 S. Ardmore Ave

Villa Park, IL 60181

(630)-834-8505

engineering@invillapark.com







Your comments are valuable to us.

We encourage comments throughout the course of the study. Comments received by **July 8, 2026** will be added to this public information meeting record.

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MEMORANDUM

TO: Plan Commission
FROM: Mike Guerra, Assistant Village Manager
DATE: August 19, 2026
SUBJECT: Request to review the Lufkin Park location for a pedestrian crosswalk

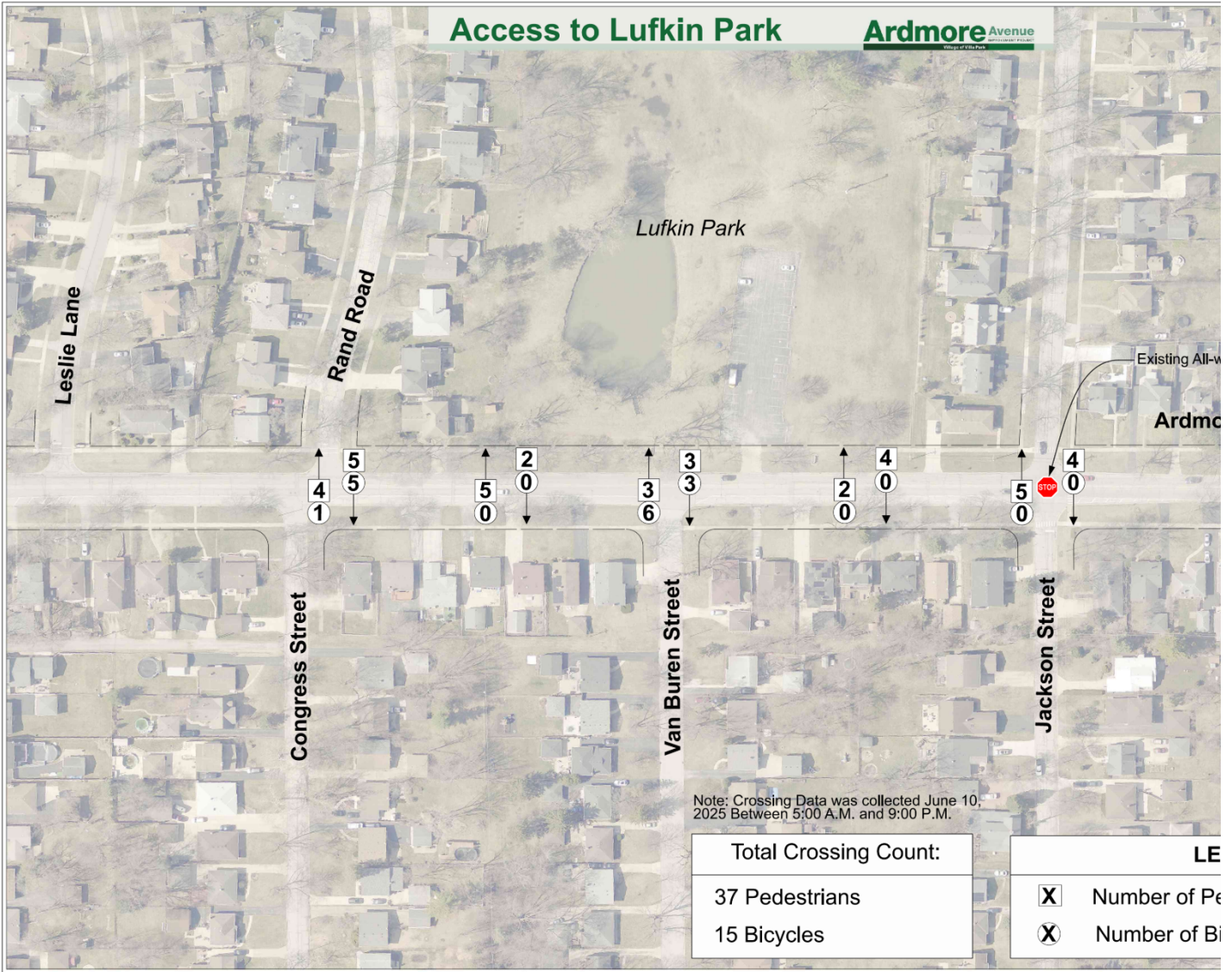
RECOMMENDED ACTION:

The Village received a request to review Lufkin Park for a pedestrian crossing at the intersection of Ardmore and VanBuren.

BACKGROUND:

The Village has received federal funding for improvements to Ardmore Ave from IL 38 Roosevelt to IL 64 North Ave and is in the preliminary design phases. Village staff hosted a public meeting regarding possible improvements and are looking at this location for consideration of a pedestrian crossing. More information on what was presented at the meeting and possible improvements that would be under consideration can be found on our website at <https://www.invillapark.com/1207/Ardmore-IL-38-to-IL-64>.

This intersection was specifically targeted for review to have pedestrian counts included in the preliminary design. Those counts showed the following for a 24-hour period.



DISCUSSION:

While it will be several years before this project is constructed, Village staff has directed the engineering consultant to review the crossing for determination on what enhancements will comply with the requirements of the federal funding. Once that determination is made, it is the intent of the Village to construct the crossing in advance of the project.