

Juliano, Jill

From: Jean Magee [REDACTED]
Sent: Friday, March 3, 2023 10:37 AM
To: Transportation
Subject: Euclid Park

[REDACTED]

I am writing in support of the request of the neighborhood to have a 4 way stop at Euclid Park.

The parks are heavily used by those in the neighborhood and designed to attract families WITH CHILDREN! Not have 4 way stops at each park is criminal in my view.and I mean all the parks in Oak Park.

Juliano, Jill

From: Lucy Byrne [REDACTED]
Sent: Friday, March 3, 2023 9:04 PM
To: Transportation
Subject: Traffic claiming at Euclid and Fillmore

I support the neighbors petitioning to have a four-way stop implemented along Fillmore, at Euclid and Wesley. It is unbelievable that cars can drive along Fillmore, often as an east west alternative to Roosevelt Road, and there is no attempt to slow them down. PLEASE, at least try. If not a stop sign then a speed bump, or flashing lights. SOMETHING. Same goes for maple park at Maple and Harvard. WHY is there no stop sign there?

Thank you,
Lucy Byrne

[REDACTED]

Juliano, Jill

From: Maura Clevenger [REDACTED]
Sent: Sunday, March 5, 2023 8:12 AM
To: Transportation
Subject: Euclid and Fillmore traffic calming devices: Jill Juliano

[REDACTED]

I live at [REDACTED] I don't have a car, so I walk multiple times a day through the neighborhood.

There is a serious problem with speeding cars on Fillmore--from Oak Park Ave to East Ave. I am concerned about the safety of the many children and their parents crossing daily near the intersection of Fillmore and Euclid who use Euclid Park.

Cars parked on both sides of Fillmore (near Oak Park Ave and Euclid Ave) decrease visibility for pedestrians crossing Fillmore. I am often surprised by a fast moving car, even when I have looked both ways before crossing.

I hope that devices can be installed to slow down cars in this area of the neighborhood.

Thx
Maura Clevenger

Juliano, Jill

From: Kevin Hooper [REDACTED]
Sent: Sunday, March 5, 2023 11:57 AM
To: Transportation
Subject: Public Comment: Euclid & Fillmore/Wesley & Fillmore - Hooper - [REDACTED]

[REDACTED]

Greetings,

My name is Kevin Hooper and I have been an Oak Park resident for over 16 years. My wife and I have lived at [REDACTED] since 2012, and we have been walking to Euclid Square Park with our two children on, at least, a weekly basis since 2014. As we have spent more time as a family at Euclid Square Park than any other outdoor recreation area, we are extremely familiar with the intersection at **Euclid & Fillmore**, and are keenly aware of the dangers of the insufficient 2-way stop that is currently there. On a daily basis, vehicles speed through the current right of way, while others either speed through or hesitate at the stop signs in a confused, dangerous fashion due to the lack of a 4-way stop. Consequently, this gives rise to numerous potential collisions, as well as accidents involving the pedestrians entering the park. Moreover, visibility at the intersection is poor, as cars are frequently parked on all eight curbs at the intersection since it is a popular park without a dedicated parking lot.

Quite frankly, we have been appalled ever since we first walked our children to that park that there has not been a 4-way stop at this intersection that a) lies directly in front of the main entrance to this children's playground, youth baseball/softball field and popular public park, b) has such congested street parking and low visibility around the corners, and c) has already been the site of an accident in which an automobile hit a child walking across the street from the park. It is our understanding that there have been multiple attempts by our neighbors over the years to appeal to the Village for a 4-way stop at this intersection, but those attempts were unsuccessful. We are overjoyed and relieved that after a decade of community efforts, this intersection is finally getting the attention it deserves and child safety is finally being prioritized.

If the conclusion of this study and public hearing process results in anything other than a 4-way stop at this location at this children's playground entrance, I respectfully request a statement from the Commission, citing public safety best-practice, of how keeping this intersection at the main entrance of a children's playground as a 2-way stop is more advantageous and provides a higher degree of safety to residents than a 4-way stop.

If there were no 4-way stops anywhere in the Village, I would understand that the lack of one here would be a result of maintaining a Village-wide policy. But why the Village currently does not employ a 4-way stop at this intersection that lies directly at the entrance of a children's playground, while it employs 4-way stops elsewhere throughout the Village in areas with lower levels of automobile and pedestrian traffic, seems not only illogical, but negligent in its duty of providing as much safety to its public as possible, especially in light of my neighbors' numerous appeals to the Village to ameliorate the situation. Every day that this intersection remains a 2-way stop, the Village is courting unnecessary risk of otherwise avoidable automobile accidents and severe personal injury.

In addition, I also speak for my neighbors in asking this Commission for a 4-way stop at the corner of **Euclid & Harvard**. I work from home and am home frequently on the weekends, and I can report with honesty and accuracy that there is a near collision at this intersection on a daily basis. Similarly to the aforementioned intersection, drivers here are frequently confused by the lack of a 4-way stop here, while others (many of which are attempting to avoid backups on Oak Park Ave.) speed through the current right of way, and every single day, there is a near collision. All of my neighbors within 5 houses at each direction of this intersection can attest to these incessant honking and near collision incidents, and our previous attempts to appeal the Village for a 4-way stop at this intersection have also been

unsuccessful. If a study is required in order to begin the process of employing a 4-way stop at Euclid & Harvard as well, I can state with the utmost confidence that it would take a traffic observer or camera system less than an hour to witness this dangerous incident.

We appreciate your time and attention to these critical matters, and extend our deep and sincere gratitude to the Commission members and Village staff that serve our community by providing safety to its residents.

Thank You,

Kevin Hooper

[REDACTED]

Oak Park

16-Year Resident

[REDACTED]

Juliano, Jill

From: Laura D [REDACTED]
Sent: Tuesday, March 7, 2023 8:20 AM
To: Transportation
Subject: public testimony re: Euclid/Fillmore/Wesley traffic

[REDACTED]

To whom it may concern,

I am writing to urge the transportation commission to implement traffic calming measures at the intersections of Euclid & Fillmore and Wesley & Fillmore. I am a resident of the [REDACTED], and I regularly hear the sounds of car accidents as well as squealing tires indicating near misses. I would guess that the village of Oak Park is not even aware of the number of accidents that occur near these intersections, since many people deal with accidents without involving authorities. These "minor" accidents can prove to be seriously dangerous for the families who live near these intersections, as well as everyone who uses Euclid Square Park. Several years ago, a young child was hit by a car at the corner of Wesley & Fillmore and spent several months in a wheelchair. I am truly shocked that the commission has not yet taken these concerns seriously. People regularly zoom down Euclid, Wesley, and Fillmore in efforts to avoid traffic on both Roosevelt and Oak Park Ave. The park needs to be a safe space for the children of our community, and currently families can't trust that cars will drive safely down these streets. In other parts of south Oak Park, it is common to see cul-de-sacs adjacent to big streets such as Roosevelt, Austin, and Harlem. While I do not support the addition of cul-de-sacs (for a variety of reasons), it is quite clear that something needs to change. The residents of Euclid have been working on this issue for five years. FIVE. How many children need to be injured? How many petitions do we need to sign? The priority of the village should be public safety, not prioritizing cars. Two-way stop intersections are not a safe option near a park, but particularly when the park is in such close proximity to busy streets with congested traffic. I urge you to take our concerns seriously, before another child is gravely injured.

--
Laura Duel

Juliano, Jill

From: Jason Koransky [REDACTED]
Sent: Tuesday, March 7, 2023 5:08 PM
To: Transportation
Subject: Comment in support of petition to implement traffic calming devices on Fillmore Street at Wesley and Euclid Avenues

[REDACTED]

Dear Ms. Juliano

I am writing in strong support of installing additional stop signs at the corners of Wesley Ave. and Fillmore St. and Euclid Ave, and Fillmore St., making these intersections four-way stops. My family and I live at [REDACTED] so we are just a few houses south of the intersection at Wesley and Fillmore. As a result, we drive and walk through this intersection frequently. In addition, I play tennis often at Euclid Square Park, so I observe the traffic at this intersection on a regular basis.

Simply put, this intersection is extremely dangerous. This is because drivers frequently believe it is a four-way stop, when of course, it is not. Frankly, it makes sense that drivers believe this should be a four-way stop, considering it is at a park. As a result, there have been countless times when I have been driving north or south on Wesley through this intersection and have had to slam on my brakes when a driver traveling east or west on Fillmore, who has stopped at the stop sign, starts driving through the intersection assuming I am going to stop. Because the north-south drivers do not have a stop sign, these drivers should be able to proceed through the intersection using their right-of-way and not worry about being cut off or hit by another car. Yet this is not the case because of driver confusion.

Further, in addition to at least one accident I have witnessed, I have seen myriad close accidents, angry confrontations, and confused encounters between cars, pedestrians, and/or bikers at this intersection. Cars travelling north or south with the right of way may stop, even though they currently do not have to. Or, as explained above, cars traveling east or west cut off cars, bikes, or pedestrians.

I note that speed is not the paramount issue with this intersection. While cars do speed down the street, considering it is bordered on the south by Roosevelt, I believe the lack of a four-way stop creates a significantly higher danger.

Thank you for your attention to my comment, and thank you in advance for taking the proper action and installing additional stop signs at these intersections.

Sincerely,

Jason Koransky
[REDACTED]

Juliano, Jill

From: Meghan P [REDACTED]
Sent: Wednesday, March 8, 2023 9:54 AM
To: Transportation
Subject: Public Comment
Attachments: PXL_20230307_140715027.MP~2.jpg; 625 ILCS 5_ Illinois Vehicle Code_.pdf; Creating-a-Safe-Park-Zone-for-Communities-in-Illinois-Active-Transportation-Alliance_BGW.pdf

[REDACTED]

Dear Transportation Commission Members,

I am thrilled that you are reviewing the petitions for traffic safety improvements on the streets surrounding Euclid Park. I will be at the meeting on Tuesday and would be happy to answer any questions about my experience living on Euclid Ave since 2012. This has been an ongoing area of concern for decades, and I personally started petitioning for review of Euclid Avenue at Fillmore and Harvard when I was on parental leave with my now-9 year old. I'm sharing a public comment I submitted almost two years ago below, urging the Commission to implement more Safe Park Zones. You do not need to recite the prior comment during the meeting, but I ask that it be entered into the public record again.

At the July 2021 meeting, it was discussed there was a pilot surrounding Safe Park Zones, but there was little clarity about the progress of the pilot or if it was ever reviewed.

I now again urge this Commission to consider recommending 4-way stops surrounding Euclid Park and strongly recommend speed reduction by creating an Illinois Safe Park Zone around Euclid Park (and every Oak Park park) in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3. I appreciate the addition of speed monitoring in very recent weeks near Euclid Park; however, 25 mph is still too fast in this high-density recreational area. I'm sharing a photo of the notice of the Park Zone at Harvard and Gunderson, over one block away from Rehm Park. This bright attention-grabbing sign alerts the driver that the speed limit will decrease to 20 mph; there is also a speed bump on Gunderson. I encourage the same level of attentiveness to be employed near Euclid Park. Euclid Avenue serves as a frequent bypass during busy rush hour traffic for folks to avoid Oak Park Avenue. It's dangerous and we have solutions readily available, supported by law and research. I encourage the Commission to recommend the Village use every tool at its disposal to make our community safer for pedestrians, bikers, and everyone.

Thank you for your time.

July 11, 2021

Dear Transportation Commission of Oak Park,

Thank you for allowing me the opportunity to provide public comment, and thank you for your service to our community. I live on the [REDACTED] and over the past seven years, my neighbors and I have twice attempted the onerous process of collecting signatures to petition for traffic calming measures. To date, no meaningful action has been taken by the Village in response to our concerns.

My neighbors and I request the following action to be immediately taken by the Transportation Commission during the July 2021 meeting:

- **Euclid Square Park Traffic Study**. Approval by the Commission for a traffic study of the area surrounding Euclid Square Park. Specifically, the 2-way stop intersections on Euclid/Fillmore, Wesley/Fillmore, Euclid/Harvard, and Wesley/Harvard.

If you are unfamiliar with the area surrounding South Oak Park, these intersections are nearby or adjacent to Euclid Square Park. These intersections are incredibly dangerous and there are many, many pedestrians and cyclists in the area. We have worked with staff at the Village, and we still have not been able to get a traffic study conducted. To our knowledge, there have been several accidents over a 3-year period, including an accident involving severe injury to a child who was struck by a vehicle. There is also frequent excessive speeding, most often in the after school hours and evening rush hour.

Recently, the traffic concerns were exacerbated to the point of imminent danger because of the water main construction and closure of Oak Park Avenue. Traffic on Oak Park Avenue detoured onto Euclid Avenue. We appreciate that Village Staff were responsive to our requests for temporary road closure on the 1150 S. Euclid block, but this is – of course – a temporary measure and the problem predates the Oak Park Avenue construction.

- **Passage of Safe Park Zone Ordinance and Implementation.** Approval by the Transportation Commission to recommend that the Village Board establish Safe Park Zones through the passage of a Safe Park Zone Ordinance in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3 (the Illinois Safe Park Zone eff. 7-1-2019).

When surveying the amazing quantity of parks in our village, it struck me that we are not using all of the traffic calming measures and safety measures at our disposal with minimal cost/effort by the Transportation Commission and Village Board. A copy of the Illinois Vehicle Code section and a copy of the Safe Park Zone resource from the Illinois Active Transportation Alliance are attached.

I recognize the backlog of petitions as reflected in the May meeting minutes, and appreciate that we are still working through a global pandemic. In response, I urge the Commissioners to recommend that the Village Board use its authority to promote and maintain public safety. I do not believe that the current process supports public safety when petitioning leads nowhere because of an extensive backlog, a point system only affords 1/5 of the requisite points to trigger the Commission's review when a pedestrian is injured in a "correctible crash," [\[4\]](#) and no automatic traffic review is conducted after a severe accident.

In conclusion, I respectfully request that the Transportation Commissioners move to: **(1)** approve a traffic study of the 1100 block of South Euclid (at a minimum) and the 2-way stop intersections on Euclid/Fillmore, Wesley/Fillmore, Euclid/Harvard, and Wesley/Harvard; **(2)** recommend that the Village Board enact a Safe Park Zone Ordinance, conduct a survey of all village park adjacent streets, and implement the ordinance as provided by Illinois Vehicle Code, 625 ILCS 5/11-605.3.

Sincerely,

Meghan Paulas





(625 ILCS 5/11-605.3)

Sec. 11-605.3. Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) "Park district" means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a)(1).

(2) "Park zone" means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) "Park zone street" means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street.

(4) "Safety purposes" means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 20 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of \$250. A second or subsequent violation of this Section is a petty offense with a minimum fine of \$500.

(f) (Blank).

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: "park zone", "park zone speed limit", and "warning: approaching a park zone". The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage.

(Source: P.A. 100-987, eff. 7-1-19.)

Safe Park Zones



CREATING SAFE PARK ZONES FOR COMMUNITIES IN ILLINOIS



ACTIVE TRANSPORTATION
ALLIANCE

CREATING SAFE PARK ZONES FOR COMMUNITIES IN ILLINOIS

Presented by Active Transportation Alliance, January 2012



Acknowledgements

ABOUT THE CONSULTANTS

The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking and transit and a premier consultancy. Our staff includes specialists who work with communities throughout the region to develop plans, policies, and education programs based on national best practices. When you partner with us on projects, you not only get the best results possible, but you also support our mission to improve active transportation throughout the region.

The Active Transportation Alliance Project Team:

Dan Persky - Director of Policy and Planning

Amanda Woodall - Policy Manager

Jason Jenkins - Education Specialist

For technical assistance developing your policy, implementation strategies, and training, please contact us.

Active Transportation Alliance

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Contents

About the Consultants	2
Introduction	4
Text of Relevant Illinois Statute	
Illinois State Vehicle Code	
STEP 1 Adopting an Ordinance	6
Sample #1: Ordinance for Non-Home Rule Authorities	
Sample #2: Ordinance for Home Rule Authorities	
STEP 2 Establishing a Funding Stream	7
STEP 3 Installing Signs	7
Funding	
Signage Placement Guidelines	
Illinois Manual on Uniform Traffic Control Devices (Excerpt)	
STEP 4 Educating and Informing the Public	10
Building Consensus	
Educating Law Enforcement	
Educating and Informing the Public	
Educating Judges	
Routine Enforcement	
STEP 5 Illinois Safe Park Zone Specifications	12
Figure A: Park Zone, W15-I100 Sign	12
Figure B: Speed Zone Ahead W3-5 Sign	13
Figure C: Speed Zone Ahead W3a-5 Sign	14
Figure D: Park Zone, W15-I100p Sign	15
Figure E: Park Zone Speed Limit When Children Are Present	16
References	17

Public parks are essential destinations for physical activity, but the transportation environment in many communities *limits access* to local parks.

Transportation impacts human health and the quality of life in every community. Biking, walking, and other modes of active transportation are the simplest ways for people to get the activity they need to boost physical and mental health, and to prevent obesity and related conditions, such as heart disease and diabetes. However, many physical and social barriers to walking and bicycling exist in communities across Illinois. One of the most prevalent of these barriers is insufficient traffic safety. When parks are more accessible, more people use them for activity.

One way to boost access is to improve traffic safety and pedestrian facilities around parks. The State of Illinois has provided a powerful new means for municipalities to do this: the establishment of Safe Park Zones. Similar to School Zones, these are sections of roadway near parks where speed limits are lowered, and fines for traffic infractions are raised. Routine enforcement spreads awareness about safety, and revenue from fines can be used to fund pedestrian facility improvements. [See page 5 for the full text of Illinois Safe Park Zones Law.]

The Safe Park Zones Guide was created to help communities through the successful implementation of municipal Safe Park Zones. In this guide you will find resources for developing a local policy, Illinois requirements regarding signage, and strategies for public outreach and involvement. The steps to effectively establish and implement Safe Park Zones can be found in this guide as follows:

STEP 1 Adopting an Ordinance

STEP 2 Establishing a Funding Stream

STEP 3 Installing Signs

STEP 4 Educating the Public and Building Support



PHOTO: Vival Greens

Text for Relevant Illinois Statute

In 2006, the Illinois General Assembly enacted Public Act 94-808, amending the Illinois Vehicle Code and making Illinois the first state to provide legal protection for Safe Park Zones. Below is an excerpt of the relevant section of the Illinois Vehicle Code, which may serve as the basis for the establishment of Safe Park Zones within your community.

Illinois State Vehicle Code

(625 ILCS 5/11-605.3)

Sec. 11-605.3. Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) “Park district” means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a)(1).

(2) “Park zone” means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) “Park zone street” means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street.

(4) “Safety purposes” means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 20 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of \$250. A second or subsequent violation of this Section is a petty offense with a minimum fine of \$500.

(f) When a fine for a violation of this Section is imposed, the person who violates this Section shall be charged an additional \$50, to be paid to the park district for safety purposes.

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: “park zone”, “park zone speed limit”, and “warning: approaching a park zone”. The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage.

(Source: P.A. 94-808, eff. 5-26-06.)

The first step in establishing and enforcing Safe Park Zones is to draft and adopt a municipal ordinance.

The language of these ordinances varies depending on whether or not a community is established as a home rule authority. Municipalities with home rule authority may choose to draft and adopt a version of the ordinance that varies from the state statute with regards to fine structure and application of monies collected so as to allow more flexibility. See samples below.

Sample #1: Ordinance for Non-Home Rule Authorities

In this example, the municipality simply designates the street segments upon which it is establishing Safe Park Zones and then applies the state law as defined in the Illinois Compiled Statutes.

[MUNICIPAL CODE CHAPTER AND SECTION]

For the purposes of this section and 625 ILCS 5/11-605.3, the following streets are designated park zone streets with maximum speed limit of 20 miles per hour when children are present. The penalties for violation of speed limits, stop signs, and traffic control devices shall be issued in accordance with 625 ILCS 5/11-605.3

[Insert list of street segments]

Sample #2: Ordinance for Home Rule Authorities

In lieu of adopting the ILVC Safe Park Zones statute, some municipalities with home rule authority may simply lower speed limits to 20 MPH on their selected park zone streets, using the approved IDOT park zone signs. Citations issued in this scenario would be standard speeding violations. While this strategy will not generate specific funds for safety improvements, it will still lower speeds, raise awareness, and increase safety around parks.

[INSERT MUNICIPAL CODE CHAPTER AND SECTION] PARK ZONE STREETS AND SPEED LIMITS

A. As used in this section “Park Zone Street” means any portion of any street or intersection adjacent to or within a Park Zone that has been established as a Park Zone Street in Section D of this ordinance where appropriate signs have are posted by the [Municipality].

B. Between the hours of 7:00 a.m. and 8:00 p.m., Monday thru Sunday, no person shall drive a motor vehicle at a speed in excess of twenty (20) miles per hour, or any lower posted speed limit, while traveling on a Park Zone Street.

C. This Section does not apply unless appropriate signs are posted upon Park Zone Streets maintained by the Department or by the unit of local government in which the park zone is located.

D. For purposes of this chapter the following streets are designated Park Zone Streets:

[Insert list of street segments]

STEP 2 ESTABLISHING A FUNDING STREAM

Municipalities will need to establish a funding stream to ensure that monies collected from Safe Parks Zone violations are routed to the appropriate park districts for use in improving safety around the parks.

Agencies should partner to establish goals and ensure that fees are used for appropriate safety improvements, as prescribed by the language of the ordinance.

Municipalities that adopt a version of the ordinance under home rule authority and who adjudicate their own traffic violations will need to establish a funding stream in accordance with their own municipal rules and regulations.

Municipalities in which traffic violations are adjudicated by

the Circuit Court of Cook County can expect revenues to be disbursed as follows: Whenever a police officer issues a ticket for a violation under the state law (625 ILCS 5/11-605.3), and the traffic court assesses the fee, the Office of the Clerk of the Circuit Court will deposit the money into a disbursement “fund” where funds will accumulate prior to periodic disbursements to the municipality that issued the ticket. Note, this only applies to the “additional \$50.00” referenced in subsection (f) of the Illinois Vehicle Code.

Additional questions about collection and disbursement of funds from the Circuit Court of Cook County should be directed to: General Counsel, Office of the Clerk of the Circuit Court of Cook County, (312) 603-6946

STEP 3 INSTALLING SIGNS

When a Safe Park Zone speed limit is established, Illinois state law requires the adopting municipality or park district to install certain signage assemblies in a specific order before the Safe Park Zone penalties for speeding and traffic signal violations can be legally enforced.

Funding

Some communities may not have the resources to sign all their Safe Park Zone streets at the time of their establishment under local ordinance. However, accumulation of revenue from Safe Park Zone traffic fines may be used to purchase and install signs for those areas incrementally over a number of years. When this is the case, it is recommended that communities analyze pedestrian and bicycle crash data as well as police records of traffic violations issued in order to select priority streets for signage.

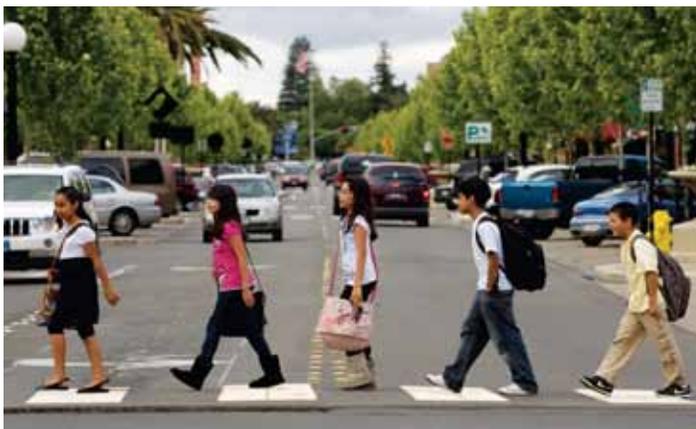
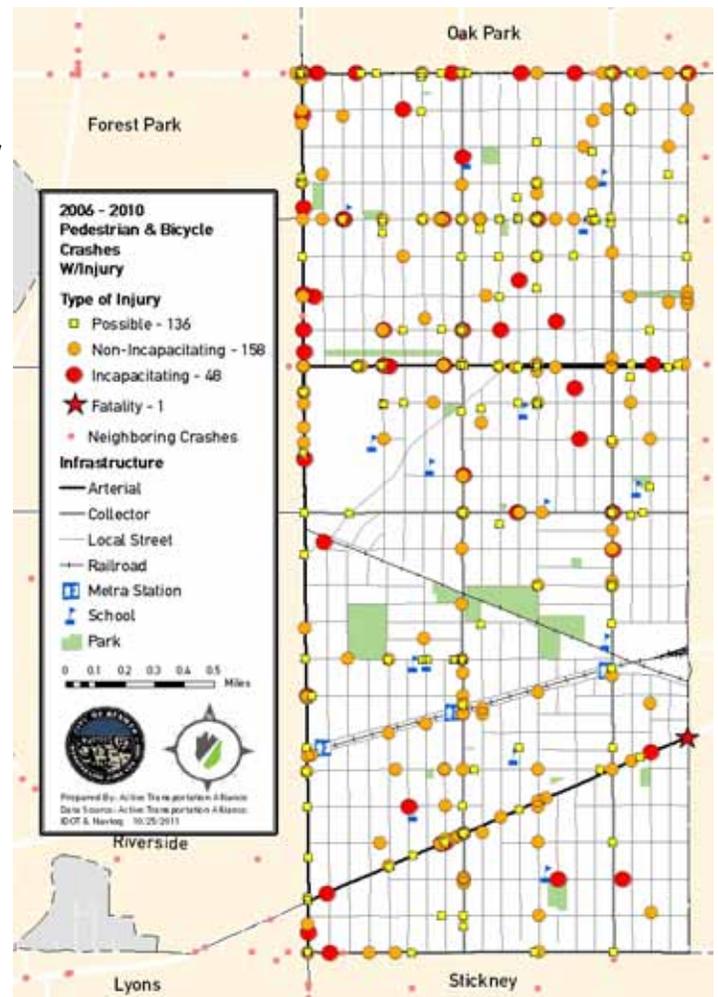


PHOTO: Safe Routes to School



One way to prioritize locations for Safe Park Zones is to map and analyze bicycle and pedestrian crash data for hot spots.

PHOTO: Active Transportation Alliance

Signage Placement Guidelines

The Illinois Department of Transportation (IDOT) requires the installation of signage in a specific sequence in order to designate a Safe Park Zone. The “Safe Park Zones Signage Placement” illustration on page 19 demonstrates an overview of placement requirements.

Each section of roadway designated as a Safe Park Zone will require a **PARK ZONE, W15-I100 sign** (Figure A, pg 12 in Safe Park Zone Signage section) to be installed in advance of the Safe Park Zone street segment to inform road users that they are approaching a Safe Park Zone.

Following this, a **SPEED ZONE AHEAD** assembly, also in advance of the zone is required. This assembly shall consist of a fluorescent yellow-green **W3-5 sign** (Fig. B, pg 13) or **W3-5a sign** (Fig. C, pg 14) with the **W15-I100p plaque** (Fig. D, pg 15) mounted beneath.

Finally, at the entrance to the new speed zone itself the **PARK ZONE SPEED LIMIT WHEN CHILDREN ARE PRESENT, R2-I108** (Fig. E, pg 16) assembly shall be used. Within the Safe Park Zone street segment, there is no minimum requirement for spacing of additional speed

limit signs, but IDOT recommends approximately every two to four blocks (650 – 1,300 feet).

The location and spacing of the PARK ZONE sign approaching the Safe Park Zone, in relation to the SPEED ZONE AHEAD assembly, should be based on engineering judgment, but IDOT recommends spacing of at least 100 feet between signs. The PARK ZONE SPEED LIMIT WHEN CHILDREN ARE PRESENT assembly must always be installed at the exact boundaries of where the speed limit is in effect. For more information on national minimum standards for the placement of warning signs, see Table 2C-4 of the National Manual on Uniform Traffic Control Devices. These values can be adjusted so that proposed signs do not interfere with driveways, entrances, etc.

(Excerpted From) Illinois Manual on Uniform Traffic Control Devices

SECTION 2B.I70 (ILLINOIS) PARK ZONE SPEED LIMIT SIGNS

Support: Section 5/11-605.3 of the Illinois Vehicle Code allows local agencies to establish Park Zones and Park Zone Speed Limits by ordinance or resolution on streets and highways under their jurisdictions which abut parks.

Standard: The PARK ZONE SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT sign (R2 I108) shall be used by local agencies in establishing park zone speed limits authorized by Section 5/11-605.3 of the Illinois Vehicle Code (see also Sec. 2C.30 (Illinois)). The R2-I108 sign shall not be used on roadways under the jurisdiction of the Illinois Department of Transportation.

Guidance: Any municipality or park district requesting to establish a park zone or park zone speed limit on streets and highways not under their jurisdiction should consult with the agency having jurisdiction over those roads.

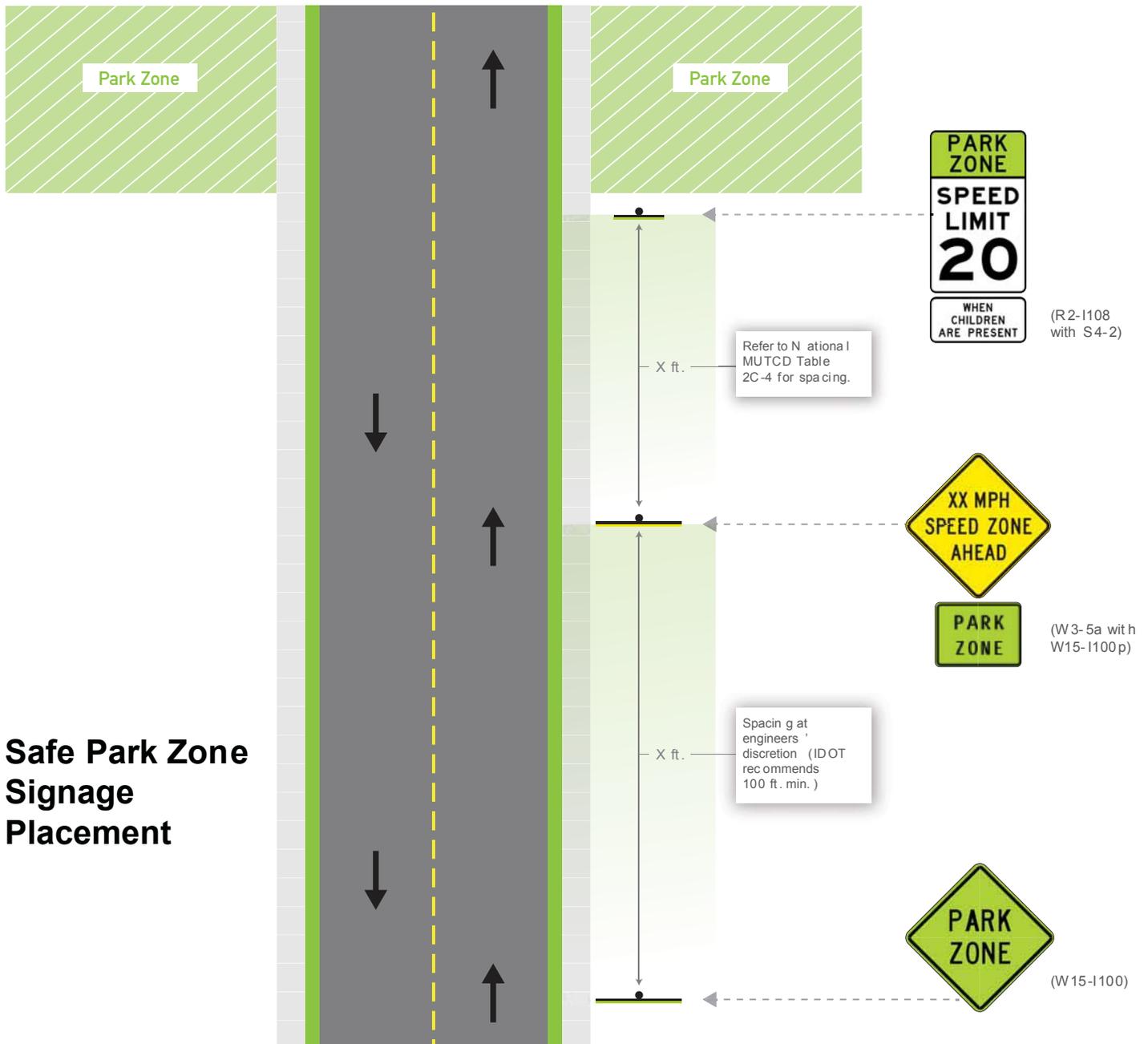
Option: If the local ordinance or resolution establishing a Park Zone Speed limit includes the hours the limit is in effect, the hours may be included on the lower portion of the PARK ZONE SPEED LIMIT sign (R2-I108) such as “8 AM - 8 PM WHEN CHILDREN ARE PRESENT.”

Signage Placement Guidelines (cont.)

SECTION 2C.I70 (ILLINOIS) PARK ZONE SIGN (W15-I100)

Standard: A Park Zone (W15-I100) sign shall be used by local agencies to inform road users of a park zone. It shall be located in advance of any Reduced Speed Limit Ahead (W3-5, W3-5a) sign in advance of a park zone (see Sec. 2C.38).

Option: The sign may also be used alone in advance of park zones which have been established by local agencies but where park zone speed limits have not been established. It may also be used alone on streets and highways under the jurisdiction of the Illinois Department of Transportation which abut parks where local agencies have established park zones along their abutting streets.



STEP 4 EDUCATE THE PUBLIC AND BUILD SUPPORT

An education campaign should be undertaken to build public support for the law and to inform and educate the public, community organizations, law enforcement, and the courts about the new laws, their importance, and the expected outcomes.

• Phase 1: Building Consensus

BEGIN by connecting with stakeholders in order to build community support and provide political cover for the municipal government and law enforcement agencies tasked with enforcing the new law.

MAKE AN EFFORT to build a consensus of support for the new Safe Park Zones by doing outreach with local community groups, churches, and youth and senior citizen service providers who use the affected areas around the park.

ESTABLISH a partnership between these groups and the park district, municipality, and law enforcement. It may be useful to create a document that expresses the combined community support for the law to be endorsed by all the above-mentioned parties for use in future media and outreach efforts.

• Phase 2: Educating Law Enforcement

Law enforcement is a key player in informing and educating the public about the new Safe Park Zones.

To this end, make sure that law enforcement officers are trained and educated about the new law, the location of the Safe Park Zones, and how to issue tickets for these violations, and make sure that law enforcement activities are incorporated into public education efforts.

Also provide officers with talking points for how to respond to public concerns and questions about the law. These talking points should focus on the safety of vulnerable road users and parks as priority destinations for children and families who are biking and walking.

Also remind officers the Safe Park Zone speed limit is in effect “when children are present” within 50 feet of the roadway, providing them with flexibility of enforcement.



Build community support by connecting with stakeholders, conducting outreach with local community and establishing a partnerships.

PHOTO: Climate Action Programme



A strong commitment to enforcement is the key to effective Safe Park Zones.

PHOTO: National Center for Safe Routes to School

Educate the Public and Build Support



Hold highly publicized education and enforcement events conducted by local law enforcement.

PHOTO: National Center for Safe Routes to School



Media and enforcement events can serve as opportunities to educate the public about the new law and to create awareness about pedestrian safety.

PHOTO: Streets Blog

• Phase 3: Educate and Inform the Public

Provide the public with information about the new laws before issuing citations. At minimum, issue a press release about the new law, its purpose, and the locations of the Safe Park Zones. Announcements and information about the Safe Park Zone law should also be posted on the municipal, police, and park district websites, as well as on any social networking sites for all of the above-listed agencies.

Another great way to kick off the new initiative is to hold highly publicized education and enforcement events conducted by local law enforcement. These events will provide motorists with information about the new law before routine enforcement begins. Be sure to conduct events on a day when children are in and around the park. At these events, officers should:

- Place a sign in advance of the park zone indicating that a Safe Park Zones speed limit education and enforcement event is in effect.
- Stop all motorists violating the new 20 mph speed zone or disobeying traffic signals or signs within the zones.
- Focus on issuing warnings, informing motorists of the new law and its purpose. Distribute safety literature to violators. Citations should only be issued for serious infractions at the officers' discretion.

Approach these events as opportunities to educate the public about the new law and to create awareness about pedestrian safety. Ensuring media coverage is a great way of garnering more public awareness. With television coverage, safety messages can reach millions throughout the region.

• Phase 4: Educate the Judges

The courts will need to uphold the fines in order for the law to be as effective as possible. Make sure that judges who will be hearing these cases are contacted by the appropriate agencies to inform them of the new law, its purpose, and importance. Provide these judges with the document of support referenced in Step 1 "Building Consensus" as a way of encouraging judges to uphold the new law and impose the full fines.

• Phase 5: Routine Enforcement

After an appropriate education and awareness campaign period has been completed, officers should switch from education mode to routine enforcement, issuing tickets for violations.

Figure A: Park Zone, W15-I100 Sign

ILLINOIS STANDARD W15-I100



COLOR

LEGEND AND BORDER
BACKGROUND

BLACK
YELLOW/GREEN

NON-REFLECTORIZED
REFLECTORIZED

SIGN SIZE	DIMENSIONS						
	A	B	C	D	E	F	G
30 X 30	30.00	2.25	16.90	16.60	12.40	6.00	3.00
36 X 36	36.00	2.25	22.50	22.10	15.40	8.00	2.20

SIGN SIZE	SERIES BY LINE		MARGIN	BORDER
	1	2		
30 X 30	6C	6C	0.625	0.875
36 X 36	8C	8C	0.625	0.875

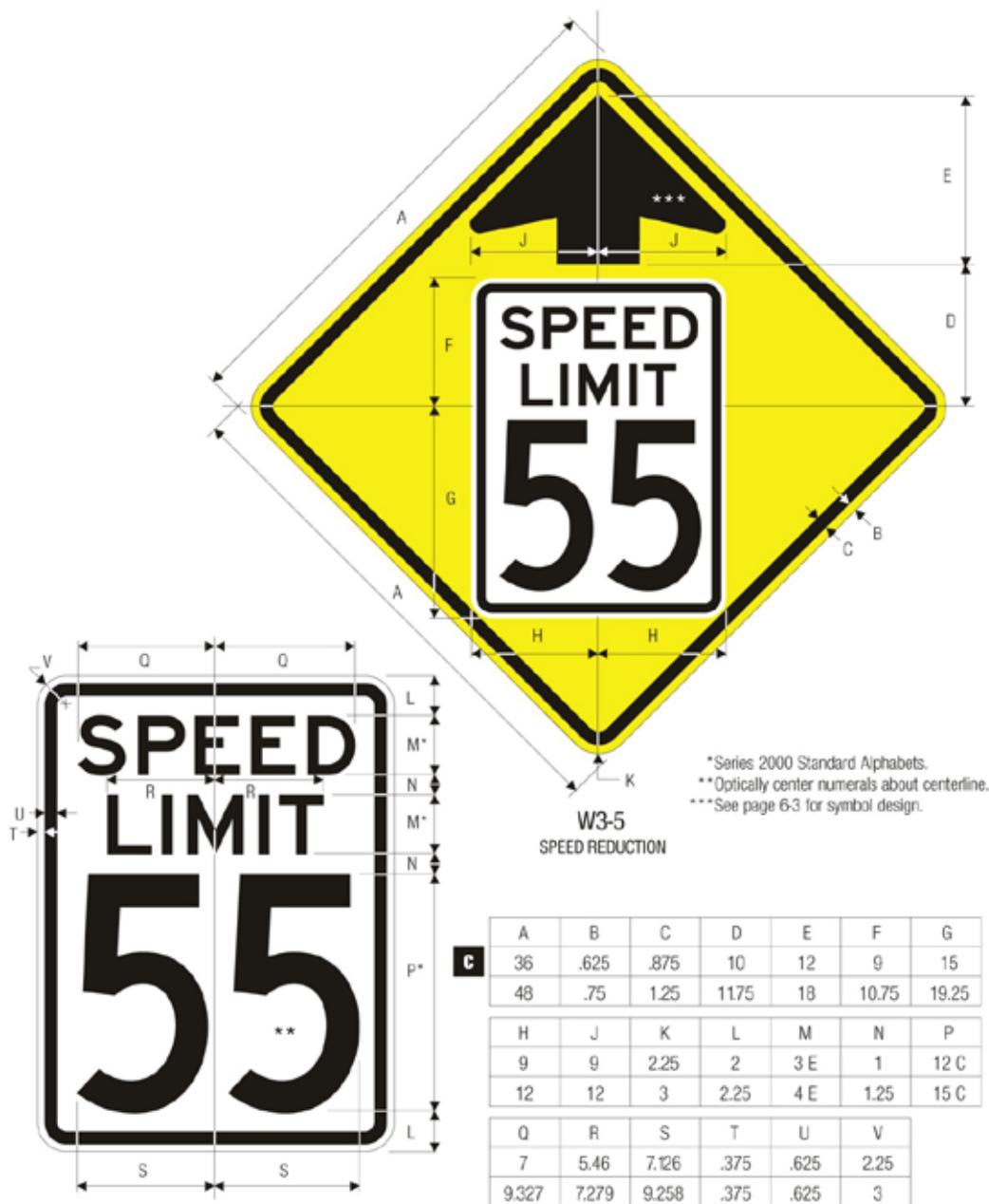
All dimensions in inches.

Sign not to scale.

SIGN: Illinois Manual on Uniform
Traffic Control Devices

SAFE PARK ZONE SIGNAGE

Figure B: Speed Zone Ahead W3-5 Sign



WARNING SIGN COLORS:

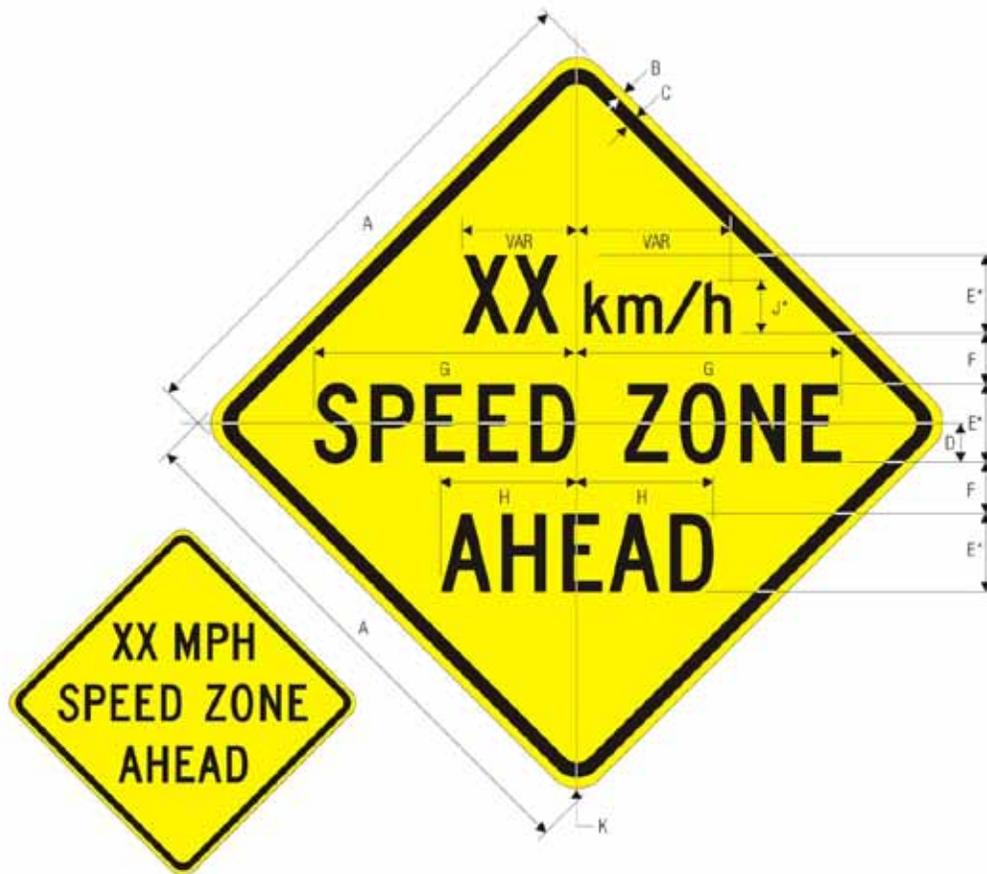
- BORDER & ARROW — BLACK
- SYMBOL — SEE R2-1
- BACKGROUND — YELLOW (RETROREFLECTIVE)

TTC COLORS:

- BORDER & ARROW — BLACK
- SYMBOL — SEE R2-1
- BACKGROUND — ORANGE (RETROREFLECTIVE)

SAFE PARK ZONE SIGNAGE

Figure C: Speed Zone Ahead W3a-5 Sign



W3-5a
SPEED REDUCTION (ENGLISH)

W3-5a
SPEED REDUCTION (METRIC)

*Series 2000 Standard Alphabets.

	A	B	C	D	E	F	G	H	J	K
	30	.5	.75	2	4 C	3	13.5	6.985	2.7 C	1.875
C	36	.625	.875	2.5	5 C	3.625	16.892	8.726	3.4 C	2.25
	48	.75	1.25	3.5	7 C	4.625	23.657	12.209	4.7 C	3
	60	.75	1.25	4	8 C	6	27.019	13.944	5.4 C	3

WARNING SIGN COLORS:
LEGEND — BLACK
BACKGROUND— YELLOW (RETROREFLECTIVE)

TTC SIGN COLORS:
LEGEND — BLACK
BACKGROUND— ORANGE (RETROREFLECTIVE)

SAFE PARK ZONE SIGNAGE

Figure D: Park Zone, W15-I100p Sign



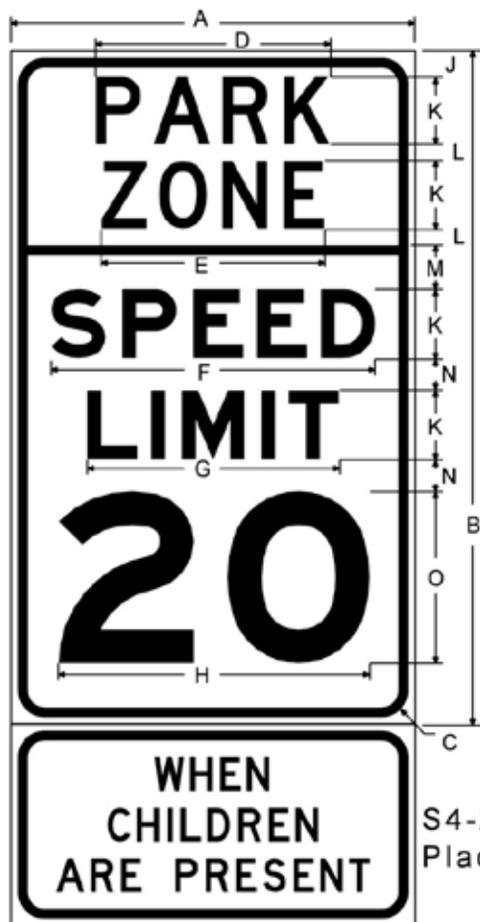
W15-I100p;

1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;

"PARK" D; "ZONE" D;

Figure E: Park Zone Speed Limit When Children Are Present

ILLINOIS STANDARD R2-I108



Federal Standard S4-2 shall be used on lower portion of sign. If local ordinance or resolution includes hours those may be included as well and placed on lower portion. Example: (8 AM - 8 PM)

S4-2 Placement Shown

COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND (TOP)	YELLOW/GREEN	REFLECTORIZED
	BACKGROUND (BOTTOM)	WHITE	REFLECTORIZED

SIGN SIZE	DIMENSIONS													
	A	B	C	D	E	F	G	H	J	K	L	M	N	O
24 X 42	24.00	42.00	1.50	14.00	13.20	19.20	15.00	18.40	1.90	4.00	1.00	3.60	2.00	10.00
36 X 60	36.00	60.00	3.00	20.80	19.80	28.80	22.40	27.40	2.30	6.00	1.50	4.00	3.00	15.00

SIGN SIZE	SERIES BY LINE					MARGIN	BORDER
	1	2	3	4	5		
24 X 42	4D	4D	4E	4E	10E	0.375	0.625
36 X 60	6D	6D	6E	6E	15E	0.625	0.875

All dimensions in inches. Sign not to scale.

SIGN: Illinois Manual on Uniform Traffic Control Devices

REFERENCES

“Children Living Near Green Spaces Are More Active,” American Heart Association, 2009; Marie Lamber, Yan Kestens, Lise Gauvin, Andraea Van Hulst and Mark Daniel.

“Parks, Playgrounds and Active Living,” Robert Wood Johnson Foundation, February, 2010; http://www.activelivingresearch.org/files/Synthesis_Mowen_Feb2010.pdf

Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation and Federal Highway Administration, 2009;
<http://mutcd.fhwa.dot.gov/pdfs/2009/mutcd2009edition.pdf>

Illinois Supplement to the National Manual on Uniform Traffic Control Devices, Illinois Department of Transportation, 2009; <http://www.dot.state.il.us/mutcd/2009%20ILMUTCDOnline.pdf>



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ALLIANCE

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Chicago, IL 60654-6545

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F 312.427.4907
info@activetrans.org
www.activetrans.org

Juliano, Jill

From: Tara Dull [REDACTED]
Sent: Wednesday, March 8, 2023 3:01 PM
To: Transportation
Cc: Tim Dull; [REDACTED]
Subject: Euclid Ave, Wesley Ave, Fillmore St traffic calming -reduce dangerous speeding!

[REDACTED]

Dear Oak Park Transportation Commission,

We are Oak Park residents and **STRONGLY** support implementing traffic calming measures around Euclid Square Park. We reside at [REDACTED] and walk or bike Euclid/Wesley/Fillmore streets on a daily basis. We observe vehicles traveling at high speeds through these intersections creating dangerous conditions for all, particularly pedestrians and cyclists (often children!) who utilize Euclid Park tennis courts, playing fields, or playground. As a matter of public safety, we ask that you implement measures as soon as possible. Thank you.

Sincerely,

Tara and Tim Dull

[REDACTED]
Oak Park, IL 60304
[REDACTED]

Juliano, Jill

From: Stephen Moyer [REDACTED]
Sent: Wednesday, March 8, 2023 8:08 PM
To: Transportation
Cc: [REDACTED]
Subject: Traffic Calming Devices at Euclid & Fillmore

[REDACTED]

Hello, I'm writing on behalf of the Joyce-Moyer family at [REDACTED] in Oak Park regarding the proposed traffic calming devices per the letter dated 3/1/2023.

Our family is in full support of additional devices to protect pedestrians at the intersections of Euclid/Fillmore and Wesley/Fillmore. As the parents of an infant who will all-too-soon be a walking toddler, we are genuinely very nervous about the traffic on our route to Euclid Sq park. Traffic calming devices are a necessity to keep children like our son, Owen, safe, given the volume of vehicles and pedestrians in the area and the lack of stop signs.

We appreciate the Village's response to the petitions, the Transportation Commission's studies of the area to date, and trust the right decision will be made to prioritize the safety of pedestrians.

The walkability and proximity to so many wonderful parks drew us to Oak Park initially—the proper measures to make them accessible will make it our home for years and decades to come.

Thank you,
Stephen Moyer

Juliano, Jill

From: Erin O'Neill Mott [REDACTED]
Sent: Wednesday, March 8, 2023 9:34 PM
To: Transportation; Erin O'Neill
Subject: Fwd: Euclid Ave, Wesley Ave, Fillmore St traffic calming -reduce dangerous speeding!

[REDACTED]

Dear Oak Park Transportation Commission,

I'm very disappointed not to be able to attend the meeting on Tuesday, March 14, as this is an issue I've been advocating for, for many years, and I appreciate the opportunity to contribute my comments in writing, to be read in my absence.

As a native of both the Oak Park and River Forest communities, I was thrilled to move back to Oak Park 12 years ago to raise our children, and felt beyond lucky to move to the [REDACTED]. Our new block had a wonderful community feel, promoted the walkability and green space that Oak Park prides itself on, and was less than a block away from Euclid Park, where my children could play for years to come. Within a few years of moving back in 2010, I witnessed countless traffic accidents at the corner of Wesley and Fillmore, largely caused by either drivers not realizing it was a 2-way stop (and assuming it was a 4-way) or people trying zooming down side streets to evade traffic on Roosevelt, driving at high and reckless speeds down Fillmore, in both directions.

After years of watching accident after accident--including a high-speed crash into our neighbor's yard/fence at that very corner--in spring of 2018, my son Aengus "Gus" Mott who was then 4 years old, was hit by a car, while our 19-year-old babysitter and my 7-year-old daughter stood by to watch in horror, nearly feet from having been hit, themselves. Gus was crossing Fillmore in the crosswalk, and was hit squarely, head on, by a sober driver, who is an Oak Park resident, who was heading east on Fillmore to avoid traffic on Roosevelt, and who thought it was a 4-way stop. She had grown distracted by another driver on Wesley, coming up from Roosevelt Road, and she didn't realize she had hit my son, and inadvertently dragged his tiny body under her suspension for nearly a block, before Gus was miraculously able to pull his small body sideways, and she felt her tires run over his leg with both of her axels. Had she not been driving an SUV, and instead been in a vehicle with a lower carriage, my son would absolutely have died in that accident. Thankfully, he ultimately recovered, but he started kindergarten that fall in a wheelchair, required years of therapy and still struggles with some long-term physical and emotional issues due to the accident.

My son is now 9 years old, and despite numerous neighbors petitioning, accidents continuing to happen, and citizens begging for help, absolutely nothing has been done about this public safety issue at our corner. Given that this intersection borders a playground, tennis court, baseball diamond and large park, it's a matter of public safety that we implement traffic safety measures at our corner, immediately.

I know there are a number of measures being considered this evening, but given Oak Park's documented resistance to four-way-stops (due to their assertion that they don't aid in reducing speed, and increase carbon emissions), I'd like to request that we seriously consider a cul-de-sac at the end of Wesley and Roosevelt or speed bumps to deter vehicles from dodging off of Roosevelt and onto side streets. I believe utilizing either speed bumps or a cul de sac to prevent drivers (many of whom are our

own fellow residents) from racing down residential streets, would help to protect our local pedestrians (many of whom are children), cyclists, and the members of our community utilizing Eulid Park, from motorists misusing Fillmore as a higher-speed alternative route to Roosevelt.

Thank you for your time and consideration,
Erin Mott

[REDACTED]
Oak Park IL 60304
[REDACTED]

Juliano, Jill

From: Lucas Schroeder [REDACTED]
Sent: Thursday, March 9, 2023 10:28 AM
To: Transportation
Subject: Re: Petitions to implement traffic calming measures at Euclid & Fillmore and Wesley & Fillmore

[REDACTED]

Dear Oak Park Transportation Commission,

Thanks for taking the time to review the dangerous conditions at these intersections. My name is Lucas Schroeder and I am a resident at [REDACTED]

One evening in August of 2018, I took a one-minute phone call in my backyard for my new job, the same job that had moved us to Oak Park weeks earlier. When I hung up, I looked around and couldn't find my son, Ian. In the short time I was distracted, my three-year-old Ian had run down to Euclid Square Park. He crossed Fillmore at a point that traffic does not stop, despite it being the entrance to a newly renovated playground. Ian made it safely to the park, but it was pure coincidence. At the time, there were few, if any, traffic calming measures in the area. I also want to be clear that I understand my role and error in this story, but I assure you I am not the first—nor the last—parent who has gotten distracted and taken their eyes off their child.

Our proximity to the park had been one of the appeals of us choosing this house. After that scary event, we understood the double-edged sword of said appeal: if our three-year-old, who happens to have Down syndrome and had only been familiar with the park for two weeks understood the appeal of the park, he cannot have been the first child to run across the street without parents. At three years old, Ian was 2'9", far shorter than the cars that park along Fillmore, blocking visibility for cars driving East/West. At three, he hadn't yet mastered looking both ways. At that time of evening, West-facing cars are facing into the sun. And at that time of day, traffic is increased in both volume and speed due to commuters using our intersection as a cut-through to avoid buildup at the light at Roosevelt and Oak Park Avenue.

Since 2018, we've been personally connected to four pedestrians hit by cars in Oak Park, one of which was a fatality. Let that sink in. In four and a half years since our arrival in Oak Park, we've averaged a person a year who has been hit by a car. A member of this commission, Brian Straw, recently posted that 100 people per year are hit by a car in Oak Park. One is too many.

I urge you to prioritize people over cars, to review traffic safety across Oak Park, and to specifically implement traffic calming measures all around Euclid Square Park in accordance with the Safe Park Zone Ordinance. After the Ian story, our family made major changes to protect our children—unfailingly closing our gates, tirelessly teaching our children to freeze at intersections and look both ways, submitting this petition. Will our village do their part to protect all of its children?

Thank you,

Lucas Schroeder

Juliano, Jill

From: Nancy Schroeder [REDACTED]
Sent: Thursday, March 9, 2023 10:42 AM
To: Transportation
Subject: Public comment for 3/14/2023

[REDACTED]

Dear Transportation Commission,

Thank you for taking the time to host this hearing on the intersections of Wesley at Fillmore and Euclid at Fillmore. My name is Nancy Schroeder [REDACTED] and with Gena Crane [REDACTED] I submitted the original petition for these intersections. As such, you already have some of my public comments on hand, but today I would like to add the following:

1. One of the guiding principles and values stated on the Village of Oak Park's website is "customer service: Understanding and providing for the needs of our customers in a prompt, courteous and *caring manner*." Please let care be at the forefront of your decision-making for these intersections, which are frequently used by our youngest, most vulnerable pedestrians as they visit the adjacent park.
2. The 2022 National Community Survey for Oak Park demonstrates that residents indicated the overall feeling of safety in Oak Park has decreased. Results also indicated a "much higher" response rate for residents choosing to walk or bike instead of driving. This petition represents an opportunity to increase the feeling of safety for a population that is indicating that walking and biking are increasingly a part of their lifestyle.
3. In November, The New York Times reported on rising roadway deaths in America (despite the opposite being true in other comparably developed countries). I believe that the Village of Oak Park is capable of looking critically at data and choosing an appropriate response to this—we have the tools at our disposal. We understand this very petition has been tried before and failed, but we have hope in this current group of commissioners. I am urging you to acknowledge the problem and make changes.
4. The Village of Oak Park adopted "Climate Ready Oak Park" in August 2022. According to the adopted plan, Oak Park is aiming to decrease community-wide greenhouse gas emissions by 60% by 2030 and net zero by 2050. While some traffic calming measures may increase car idling, you know what reduces emissions? Walking. Biking. The goals in Climate Ready Oak Park cannot be accomplished until such time that all pedestrians feel safe to utilize the walkways and all cyclists feel safe to share our roads.
5. At the time of my initial petition and appeal, I mentioned that cars park along Fillmore, thereby further obscuring visibility for small children. I want to call to your attention that in the past two years this issue has gotten drastically worse since the creation of the pickleball courts.

I will be in attendance at the hearing should you have any questions about my observations and experiences with the intersections in question. Thanks again for your time and consideration.

Nancy

Juliano, Jill

From: Alix Strunk [REDACTED]
Sent: Thursday, March 9, 2023 4:16 PM
To: Transportation
Subject: public comment - Euclid Park traffic

[REDACTED]

Dear Transportation Commission Members,

I write regarding traffic safety improvements on the streets surrounding Euclid Park.

I urge this Commission to recommend 4-way stops surrounding Euclid Park, for the safety of especially children but also everyone who uses the park. I also recommend implementing speed reduction by creating an Illinois Safe Park Zone around Euclid Park in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3 (I would also recommend this for every park in Oak Park).

I have seen other options around Oak Park that could be easily implemented at Euclid Park. For example, near Rehm Park, on Harvard and Gunderson, there is attention-grabbing signage regarding speed reduction because of the park. Such signage could easily be placed near Euclid. Euclid park is closer than Rehm to big, busy streets (Rehm is on East, while Euclid is on the intersection of Roosevelt and Oak Park Ave and frequently used as a traffic by-pass). Such signage would both serve to help reduce speed and also promote driver alertness to the possible presence of children (playing at the park).

I live on Clarence Ave, with Roosevelt as my cross street. I frequently see cars speed down Clarence (and Euclid when we are at the park), and down Fillmore, especially at rush hour, given the congestion on Roosevelt and Oak Park Ave. These drivers are thinking only about avoiding traffic and not about the presence of children or others at the park. Our current traffic stops do not provide adequate protection. Traffic around Euclid Park is dangerous but it doesn't have to be. We have solutions readily available, supported by law and research. I encourage the Commission to recommend using every tool at the Village's disposal to make our community safer for children, pedestrians, bikers, and everyone.

Thank you,
Alix Strunk

Juliano, Jill

From: Brenan Smith-Evans [REDACTED]
Sent: Thursday, March 9, 2023 4:29 PM
To: Transportation
Subject: Euclid and Filmore

Please accept this email as an indication of my support for additional traffic calming measures at Euclid and Fillmore. The combination of the playground, plus people cutting through because the corner is so close to roosevelt and oak park avenue—it is due for additional calming. Thank you, Brenan Smith-Evans

[REDACTED]

[REDACTED]

Juliano, Jill

From: Leslie Kwilas [REDACTED]
Sent: Thursday, March 9, 2023 4:48 PM
To: Transportation
Subject: Transportation Commission Comment

[REDACTED]

I have been very concerned about the intersection of Wesley and Filmore since moving to Oak Park 11 years ago. When leaving my alley, I typically have to drive through this intersection. At least one a week or more I avoid an accident only due to constantly being on high alert. Most drivers going east or west stop quickly or don't stop at all to avoid the having to wait for the car going north and south. This is concerning in general and seems to be worse than most intersections, but what is even more concerning is that is next to a park attracting families and children. The traffic going north from Roosevelt is typically travelling at extremely high speeds and children must maneuver this intersection to get to the park. The village needs to intervene and add additional safety measures.

Leslie Kwilas [REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Juliano, Jill

From: Ryan Abbott [REDACTED]
Sent: Thursday, March 9, 2023 4:49 PM
To: Transportation
Subject: Public Comment
Attachments: signal-2023-03-09-16-41-23-046.jpg

[REDACTED]

Dear Transportation Commission Members,

Attached is a public comment from my 9 year old child, on the traffic safety improvements on the streets surrounding Euclid Park.

Transcribing here as well:

The street is very dangerous because my friend got hit by a car once. I want to walk to the park myself one day safely.

Sincerely,
Liam A
Age 9

The Street is very
dangerous because my friend got
hit by a car once. I want to walk
to the park myself one day safely.

Sincerely, Liama.

age: 9

Juliano, Jill

From: Alaina Lawson [REDACTED]
Sent: Thursday, March 9, 2023 4:59 PM
To: Transportation
Subject: Public Comment - traffic at Euclid and Filmore

[REDACTED]

Traffic is dangerous at this intersection (Euclid and Filmore) and we need 4 way stop signs. It's a park and people speed through. My son has almost been hit 3 times. Thank you,
Alaina Lawson

Juliano, Jill

From: Taissa Bielaga [REDACTED]
Sent: Friday, March 10, 2023 4:12 PM
To: Transportation
Subject: Fwd: Support for Traffic Calming Measures at S. Euclid Ave. and Fillmore St.

[REDACTED]

Please see below, which was mistakenly sent to the incorrect email address.

Thanks,
Taissa Bielaga

Begin forwarded message:

From: Taissa Bielaga [REDACTED]
Date: March 9, 2023 at 3:56:49 PM CST
To: transportation@oakpark.us
Cc: [REDACTED]
Subject: Support for Traffic Calming Measures at S. Euclid Ave. and Fillmore St.

Good afternoon,

I am writing in support of traffic calming measures at the intersections of S. Euclid Ave./Fillmore St. and S. Wesley Ave./Fillmore St. that will be addressed at the public meeting on March 14, 2023. Specifically, I would like to see a four-way stop sign at both corners and would welcome any additional calming measures. Euclid Square is a wonderful park that is frequented by members of our surrounding communities and we should strive to keep everyone safe. I would like to call out two major considerations:

-Children are one of the main users of the playground, baseball fields, and park in general. It is important to keep the surrounding streets safe for pedestrians, and we should take into account the increased number of children who frequent this area.

-The park is near two major thoroughways (Roosevelt Rd. and Oak Park Ave.), which results in increased traffic on the nearby residential streets (including Fillmore St., Euclid Ave., and Wesley Ave.). Drivers are often just passing through and are therefore unaware of the park location. Additionally, drivers trying to avoid traffic on Roosevelt Rd. or Oak Park Ave. are often in a hurry and driving faster than necessary past the park.

Thank you for taking the time to read my email of support and I look forward to hearing the results of the upcoming meeting.

Sincerely,
Taissa Bielaga
[REDACTED]

Juliano, Jill

From: josh andersson [REDACTED]
Sent: Tuesday, March 14, 2023 12:07 PM
To: Transportation
Subject: Traffic Calming Devices at Wesley/Fillmore, etc.

Hello,

This note is in regards to tonight's discussion on Traffic Calming Measures on Fillmore and Wesley Streets.

I am in support of slowing vehicular traffic flow and making the public ROW safer for pedestrians and cyclists near our public parks and throughout The Village. "Playground" signage and automated speed indicators are not sufficient methods to notify drivers that they should be driving safer.

Post-pandemic, drivers have gotten more entitled with riskier behavior while we (peds) have lost our safe streets for walking. It is beyond me that there the intersections at parks remain partially-controlled. Drivers can be slowed, it is a minor inconvenience. You have a responsibility to make the community safe for pedestrians, please follow through.

Josh Andersson
[REDACTED]
[REDACTED]

Juliano, Jill

From: Ali Donoghue Holdorf [REDACTED]
Sent: Tuesday, March 14, 2023 6:27 PM
To: Transportation
Subject: Euclid Park Safety Measures needed

[REDACTED]

Dear Village of Oak Park Transportation Commission,

I am writing to bring your attention to the urgent need for traffic calming measures near Euclid park in Oak Park. As a concerned resident of the area, I have witnessed several incidents of reckless driving and near misses that have put the safety of pedestrians and children at risk.

In particular, I would like to highlight a recent incident where a little boy was hit by a car at the park corner and seriously injured. This unfortunate incident has highlighted the need for immediate action to be taken to improve the safety of the area.

There has also been dangerous traffic overflow from violent incidents at the District nightclub and rowdy funeral processions down Roosevelt.

Every day, drivers speed down the road near the park with screeching brakes, creating a hazardous environment for pedestrians and cyclists. I have personally witnessed several near misses and collisions, and it is only a matter of time before a fatal accident occurs.

In light of these incidents, I strongly urge the council to install a four-way stop and cul-de-sac near the park to slow down traffic and prevent accidents. These measures will also encourage drivers to be more cautious and aware of their surroundings, especially when children are present.

We would also love to see pedestrian crossing beacons at the crosswalk at Filmore and Oak Park (like those at Oak Park and Lexington)

As a community, we must prioritize the safety of our residents and visitors, and taking action to address the traffic issues near the park is an essential step towards achieving this goal.

Thank you for your attention to this matter, and I hope that you will take immediate action to implement the necessary traffic calming measures.

Sincerely,

Ali Holdorf
[REDACTED]

Juliano, Jill

From: Laura D [REDACTED]
Sent: Wednesday, March 15, 2023 9:48 AM
To: Transportation; VOP Village; President Scaman; Trustee Buchanan; Trustee Enyia; Trustee Parakkat; Trustee Robinson; Trustee Taglia; Trustee Wesley; Clerk Waters
Subject: transportation commission recs- board meeting

[REDACTED]

Dear Village Board,

I am writing to urge you to review the Transportation Commission recommendations from the March 14 meeting, item 5A, during your next board meeting on March 20th, 2023. This safety matter and Transportation Commission recommendations require expedited attention due to the ongoing petition backlog. Please confirm that this will be added to the March 20th agenda. I also urge you to consider that the traffic calming measures such as speed bumps should be present on Fillmore between Roosevelt and East Ave, the 1100 block of Euclid, and the 1100 and 1150 blocks of Wesley, and not necessarily the 1150 block of Euclid as proposed. Given where the current stop signs are located the high speed "zooming" traffic is on the blocks I noted. Below you will find my further comments on the matter:

It is imperative that the village implement traffic calming measures at the intersections of Euclid & Fillmore and Wesley & Fillmore. I am a resident of the [REDACTED], and I regularly hear the sounds of car accidents as well as squealing tires indicating near misses. I would guess that the village of Oak Park is not even aware of the number of accidents that occur near these intersections, since many people deal with accidents without involving authorities. These "minor" accidents can prove to be seriously dangerous for the families who live near these intersections, as well as everyone who uses Euclid Square Park. Several years ago, a young child was hit by a car at the corner of Wesley & Fillmore and spent months in a wheelchair. People regularly zoom down Euclid, Wesley, and Fillmore in efforts to avoid traffic on both Roosevelt and Oak Park Ave. On the stretch of Fillmore between Oak Park Ave and Austin, the majority of the intersections (80%) have either a cul de sac or a 4-way stop. The only streets that do not have these are Euclid, Wesley, and Clarence (plus Ridgeland, but obviously Ridgeland is a big street). Why would all the other side streets have these safety measures, and not the three in a ROW, two of which are immediately adjacent to a park? The residents of Euclid have been working on this issue for five years. FIVE. How many children need to be injured? How many petitions do we need to sign? The priority of the village should be public safety, not prioritizing cars. Two-way stop intersections are not a safe option near a park, but particularly when the park is in such close proximity to busy streets with congested traffic. I urge you to take our concerns seriously, before another child is gravely injured.

Respectfully,
Laura Duel
[REDACTED]

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Laura Duel