

## **600 North Euclid Ave Traffic Calming Background and Analysis**

### **Background**

Village staff received a petition from the 600 block of North Euclid Avenue for a traffic calming device. The Village conducted crash analysis and traffic studies for the petitioning and adjacent blocks. The Transportation Commission voted unanimously (4-0) at its July 22, 2019 meeting to recommend: 1) install a pinch point on the 600 block of North Euclid Avenue. However, if a sufficient number of the block's residents approve the installation of brick street pavers and agree to pay the added cost, then the Transportation Commission recommends installation of brick street pavers; 2) install a temporary pinch point in order to evaluate its effectiveness; and 3) request increased police enforcement on the 500 and 600 blocks of North Euclid Avenue during peak traffic hours.

Village Staff supports the Transportation Commission's recommendation. Pending Board concurrence, staff will install a temporary pinch point near the middle of the block for the 600 block of North Euclid Avenue to reduce the width of the driving lanes to slow traffic using delineator posts since it is too late in the year to design and install the permanent version. The permanent chokers which include new curbs and grass parkways would then be installed as part of the 2020 local street resurfacing project next summer. Based on the Traffic Calming Toolbox, traffic chokers are paid for by the Village.

A detailed background for the petition process and traffic analysis is below.

#### **Petition Submittal for the 600 Block of North Euclid Avenue**

On December 7, 2018, the Village of Oak Park received a petition to install a traffic calming device on the 600 block of North Euclid Avenue. Residents representing 91.14% of the street frontage on the block signed the petition. The petition was certified as a valid petition. Reasons provided for the petition include: speeding vehicles, cut thru traffic (alternative route to Oak Park Avenue), and aggressive driving by frustrated drivers trying to make up for lost time. See Attachment A for a copy of this petition and accompanying letter of explanation.

See Attachment B for written public testimony received by the Village of Oak Park regarding this item. [Note: Two emails regarding this petition were received at the end of August. They are included in the following synopsis.] There are 9 emails in support of the petition, 2 emails opposed to the petition, and 2 emails that are neutral to the petition but comment on other issues that should be addressed. Also, 3 of the 13 emails also supported implemented a traffic calming measure on the 500 block of North Euclid Avenue.

A directional twenty-four hour traffic volume and speed study was conducted on Thursday, May 23, 2019 for the 600 blocks of North Euclid, Linden, and Fair Oaks Avenues and the 500 block of North Euclid Avenue. The results were analyzed and then summarized (see

Attachment E). Staff also reviewed the crash history of the intersections on each end of both blocks and generated a collision diagram based on the results (see Attachment F).

Originally, this petition was to be reviewed by the Transportation Commission at its June 24, 2019 meeting. However due to a lack of quorum, the meeting was cancelled.

At the cancelled June 24, 2019 Transportation Commission meeting, it was mentioned by a resident of the block, they might also be interested in textured pavement (brick pavers) as a traffic calming measure for the block. The resident asked about the cost of installing textured pavement as it would be paid for by the residents via a Special Service Area tax. Staff would get the cost information to the resident so that he could talk with neighbors on the block.

The petition was reviewed by the Transportation Commission at its July 22, 2019 meeting. Staff gave a presentation on the issue including: background on the petition, analysis of the collected traffic data and collision diagram. Area residents provided public testimony on the item.

During the meeting, certain residents expressed an interest in the possible installation of brick pavers as a traffic calming measure. Residents are aware they would have to pay for the installation of the brick pavers via a Special Service Area (SSA) tax. Staff had provided some information related to the brick pavers and the SSA process. [On August 21st, the Village Engineer met with interested residents from the 500 and 600 blocks of North Euclid Avenue to discuss the process and details of the SSA and brick streets.]

After hearing Staff's presentation and public testimony, the Transportation Commission deliberated on the item. The relevant pages of the approved minutes for the July 22, 2019 Transportation Commission meeting are included as Attachment G.

At its July 22, 2019 meeting, the Transportation Commission voted unanimously (4-0) to recommend 1) install a pinch point on the 600 block of North Euclid Avenue. However, if a sufficient number of the block's residents approve the installation of brick street pavers and agree to pay the added cost, then the Transportation Commission recommends installation of brick street pavers; 2) install a temporary pinch point in order to evaluate its effectiveness; and 3) request increased police enforcement on the 500 and 600 blocks of North Euclid Avenue during peak traffic hours.

## **ANALYSIS SECTION**

### Geometry of the Petitioning Blocks and Neighborhood Context (Attachments C & D)

Attachment C includes digital aerial photographs of the 600 block of North Euclid Avenue and neighboring area. This block is one block to the east of Oak Park Avenue, just south of Augusta Street and one block north of Chicago Avenue.

Attachment D displays the traffic control devices on Iowa Street between Oak Park Avenue and Ridgeland Avenue as well as the other following east-west streets: Chicago Avenue and Augusta Street. There are north-south STOP signs on each end of the 600 block of North Euclid Avenue.

#### Traffic Study – Volume and Speed (Attachment E)

Reviewing the 24-hour volumes for the four blocks studied (Attachment E), the two-way average daily traffic (ADT) ranged from a low of 774 vehicles (600 block of Fair Oaks Avenue) to a high of 975 vehicles (600 block of Linden Avenue). The volumes for all blocks in this study are within or below the 800 to 1,200 vehicle range for typical daily volume on residential streets in the Village of Oak Park.

Note: data collection was also attempted on the 600 block of North East Avenue. On the first attempt, the detection equipment was found detached from the data collection box. Staff thought the equipment might have accidentally become separated. In a successive attempt, again detection equipment was disconnected from the data collection box and the nails used to keep the equipment in place were removed. As a result, data was not collected on the 600 block of North East Avenue.

Regarding vehicular speeds, it is an accepted traffic engineering practice to set the speed limit to the 5 mile per hour (mph) increment above or below the 85th percentile speed. Village Staff holds the opinion that the majority of drivers will drive at or near the posted speed limit. In addition, it is an accepted fact that the speed indicated on speedometers can vary up to 2 percent above or below the actual speed of the vehicle.

By definition, the 85th percentile speed is the speed at which 85 percent of the vehicles are traveling at or less than. Conversely, 15 percent of the vehicles will be traveling faster than the 85th percentile speed. It has already been stated that speed limits are typically set to the 5 mph increment above or below the 85th percentile speed. This implies that it is expected that approximately 15 percent of vehicles will be traveling faster than the speed limit, if the speed limit is in the 5 mph increment below the 85th percentile speed.

Looking at the 85th percentile speeds for the 500 & 600 blocks of North Euclid Avenues, and the 600 blocks of Linden and Fair Oaks Avenues, the directional speeds for the blocks in this study ranged between 27 and 31 miles per hour (mph).

While each block in this study has vehicles traveling in excess of the posted speed limit (25 mph); only on the 600 block of North Euclid Avenue is the percentage of vehicles exceeding the posted speed limit above 50% (50.9% for northbound traffic, 56.3% for southbound traffic, and 52.9% for the bi-directional traffic).

Based on the collected data, it appears there may be a speeding issue on the 600 block of North Euclid Avenue.

#### Crash History – Collision Diagrams (Attachment F)

Next, thirty-six months of vehicle crash reports covering the period of January 2016 through December 2018 were reviewed for the 600 block of North Euclid Avenue. Please see Attachment F for the collision diagrams.

For the thirty-six months ended December 31, 2018, the number of reported crashes that occurred at the Euclid Avenue and Iowa Street intersection totaled one. It was a right angle collision in 2018. The average daily traffic for the intersection as determined as part of the Village's 1998 area-wide traffic study was 1,497 vehicles. From this data, the 2018 crash rate for the Euclid Avenue and Iowa Street intersection is calculated to be 0.610 accidents per million entering vehicles (Acc/MEV).

The intersection crash rate is compared to the critical crash rate for the particular section of the Village's area-wide traffic study. For the north middle section of the area-wide traffic study (North Boulevard up to but not including Augusta Street and Harlem Avenue to Austin Boulevard), the critical crash rate is 0.860 Acc/MEV. If an actual accident rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance.

The 2018 crash rate for the intersection (0.610 Acc/MEV) is lower than the critical crash rate for this section of the area-wide traffic study (0.860 Acc/MEV).

For the thirty-six months ended December 31, 2018, the number of reported crashes that occurred at the Euclid Avenue and Augusta Street intersection totaled two. Both crashes occurred in 2016. The average daily traffic for the intersection as determined as part of the Village's 1997 area-wide traffic study was 6,113 vehicles. From this data, the 2018 crash rate for the Euclid Avenue and Augusta Street intersection is calculated to be 0.299 Acc/MEV.

The intersection crash rate is then compared to the critical crash rate for the particular section of the Village's area-wide traffic study. For the northern section of the area-wide traffic study (Augusta Street to North Avenue and Harlem Avenue to Austin Boulevard), the critical crash rate is 0.686 Acc/MEV. If an actual accident rate exceeds the critical crash rate then it is highly probable that the accidents were caused by factors other than chance.

The 2018 crash rate for the intersection (0.299 Acc/MEV) is again lower than the critical crash rate for this section of the area-wide traffic study (0.686 Acc/MEV).

In conclusion, there does not appear to be an issue with vehicle crashes on the 600 block of North Euclid Avenue.

Based on the studies conducted by the Village, it appears there is a speeding issue on the 600 block of North Euclid Avenue. Village staff recommends the implementation of a mid-block pinch point (choker) on the 600 block of North Euclid Avenue to calm traffic on the block. [This is consistent with staff's recommendation for the 500 block of North Euclid Avenue.]

Staff suggests whatever treatment(s) recommended and ultimately approved should be the same for both the 500 and 600 blocks of North Euclid Avenue, if at all possible, so as to provide consistency of maintenance and esthetics along this stretch of Euclid Avenue.

### **Citizen Advisory Commission Action**

The Transportation Commission recommended the following at its August 26, 2019 meeting:

1. Install a pinch point on the 500 block of North Euclid Avenue. However, if a sufficient number of the block's residents approve installation of brick street pavers and agree to pay the added cost, then the Transportation Commission recommends installation of brick street pavers;
2. Install a temporary pinch point in order to evaluate its effectiveness;
3. Request increased police enforcement on the 500 and 600 blocks of North Euclid Avenue during peak traffic hours.

### **Attachments**

- A – Resident's Petition and Letter of Explanation
- B – Submitted Written Public Testimony
- C – Aerial Views of the 500 Block of North Euclid Avenue and Neighboring Area
- D – Sketch of the Traffic Control Devices in the Area
- E – Speed & Volume Data for the 500 Block of North Euclid Avenue and Adjacent Blocks
- F – Collision Diagrams for the 500 Block of North Euclid Avenue
- G – Relevant Pages from the Approved Minutes from August 26, 2019 Transportation Commission Meeting
- H – Comparison Matrix



## PETITION FOR TRAFFIC CALMING MEASURES

Date: 11/20/18

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic calming measures be implemented:

on the 600 block of North Euclid Avenue or  
at the intersection of \_\_\_\_\_ and \_\_\_\_\_  
in the Village of Oak Park.

Traffic problems to be remedied by the use of traffic calming measures include:

- Excessive vehicle crashes 3
- Excessive vehicle speeds 1 (rank these in order of importance with 1
- Excessive vehicle volumes 4 being most problematic and 5 being least
- Pedestrian/Bicyclist safety issues 2 problematic)
- Other 5

\* = This petition is being circulated by: (signature, address, telephone number, and email)

Only one signature per property is required.

	Signature	Address	Phone number	Email
1. *				
2.				
3.				
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12.				

This petition should  
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WHY THIS PETITION

Return to: The Transportation Commission, Attention: Jill Juliano, The Village of Oak Park,  
Public Works Center, 201 South Boulevard, Oak Park, IL 60302.

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:

[www.oak-park.us/your-government/citizen-commissions/transportation-commission](http://www.oak-park.us/your-government/citizen-commissions/transportation-commission)

Residents of the 600 Block of N. Euclid Avenue

November 20, 2018

Village of Oak Park  
Transportation Commission  
Village Hall  
123 Madison Street  
Oak Park, IL 60302

To Whom It May Concern:

We write to request that the Village of Oak Park identify and implement the appropriate traffic calming measure(s) in the 600 block of North Euclid.

As residents, we have experienced a worrying number of vehicles traveling at dangerous speeds in excess of the speed limit on our block, particularly Northbound. This public danger needs to be addressed immediately for a number of obvious health and safety reasons, including there being a number of families with older persons and/or young children, as well as an OPRFHS bus stop at the north end of the block at Augusta Avenue and Euclid Avenue.

It has been our observation that there are a number of apparent causes for why people are speeding dangerously on our block. Primarily, they relate to motorists utilizing Euclid as a means of avoiding Oak Park Avenue, using our block as a "time-saving" alternative route. While one might think that the difficulty of crossing traffic at Chicago Avenue and the stop sign for North/South traffic at the intersection of Iowa Avenue and Euclid Avenue, at which many drivers frankly do not stop fully if at all, would be a deterrent. However, it would appear that for certain drivers these "obstacles" are only a frustration and cause them to accelerate even more on our block in order to make-up this "lost" time. (It has also been observed that with no stop sign east/west at Iowa and Euclid, there are also a number of drivers speeding on Iowa between Oak Park Avenue and Linden.) This dynamic also appears to exist for drivers that turn right off westbound Chicago Avenue onto northbound Euclid Avenue in order to avoid the light/intersection at Oak Park Avenue and Chicago Avenue. Further, a Village official commented that the greater width of the street on our block can also cause drivers to feel more comfortable traveling at excessive speeds, thereby exacerbating the problem.

For historical reference, while we do not have access to recent, specific traffic data for our block, residents do recall that there have been several serious accidents with material property damage at the intersection of Euclid and Iowa, one of which led to the placement of the north/south stop signs on Euclid Avenue at Iowa Avenue. Unfortunately, however, there was another accident with property damage within the last year, and again it seems to only exacerbate some drivers' frustrations that are utilizing Euclid as a cut-through as described above. Additionally, residents recall a dog being killed by a speeding driver in front of 620 N. Euclid a few years ago.

Upon the suggestion of the Engineering Division, we contacted our Resident Beat Officer, Officer Verge, to request increased supervision for our block. Officer Verge was helpful and responsive, placing a speed trailer facing northbound traffic at 620 N. Euclid Avenue for a few days, as an admittedly temporary measure. The display of the drivers speed did appear to have a positive effect on reducing speeds, as many drivers were observed to slow down when their speed was displayed. Not surprisingly, however, during the three days that the monitor was in place, residents also observed a significant number of vehicles registering the "Slow Down" response for speeds over 30 MPH, even though again there is a stop sign less than one half

November 20, 2018

block away. While some neighbors have observed an increase in speeding cars at the time children are being driven to or from school, the broader observation has been that there are cars speeding at all times of the day and night, and that there is no discernible demographic of motorist that is the predominant cause.

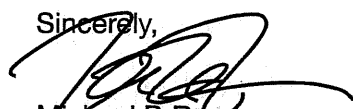
One last note in terms of the unanimity of support by the neighborhood for this petition. Of the 13 properties on the block, 12 have signed this petition, with the only remaining property being unoccupied with a shell corporation owner with no known individual with whom to discuss the matter. Consequently, we would respectfully request that this petition be considered for scoring purposes as having 100% adoption, as all 12 identifiable individual owners occupying residences on the block have signed the petition.

In terms of potential solutions, there are several that would seem to merit consideration:

1. First, it would certainly help if more was done to relieve the congestion on Oak Park Avenue, and to a lesser extent Chicago Avenue. It bears noting that both of these major arterial streets are 25 MPH, the same speed limit as Euclid, a residential street. There is also concern about the timing of these lights with nearby lights, and whether they encourage traffic to keep moving instead of purposefully slowing them down. Were those streets moving better, or if the speed limit of our street was less than Oak Park Avenue and Chicago Avenue, perhaps motorists would not feel the need, nor sense the opportunity, to use residential streets such as ours to make better time.
2. For Euclid Avenue, as speed tables and speed bumps are apparently not an option in this part of Oak Park, there is interest in exploring rumble strips, as these would seem to be the most similar available measure, and cause greater vibration to the driver the faster they travel over them.
3. A suggestion has also been made by one Village official that a "pinch point" could be helpful in this circumstance. While there are concerns that they can surprise motorists and provide less room for them to avoid collision with pedestrians, bicyclists and other cars, it may merit further consideration.
4. It also bears noting that it is the understanding of the residents from several Village officials that there is little value in static signage as a stand alone solution, though perhaps it could be helpful if employed as a supplement to one or more of the other devices.
5. We are certainly also interested to hear what other recommendations the Engineering Division or Traffic Commission may have (perhaps even to consider some other changes that have been voiced such as speed cameras, making the street one way south or putting in a cul de sac), upon the completion and analysis of their collected traffic data for our block.

Thank you in advance for your attention to this matter, and we look forward to working with the Engineering Division, the Transportation Commission and the Village Board to identify and implement the appropriate traffic calming measure(s) to address this increasingly dangerous situation.

Sincerely,



Michael P. Rose

Residents of the 600 Block of N. Euclid Avenue



**Juliano, Jill**

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**From:** Victoria Lowdon [REDACTED]  
**Sent:** Saturday, June 15, 2019 10:12 AM  
**To:** Transportation  
**Subject:** Traffic Calming Measures/Petition

Hello there,

I live on the 500 block of Euclid Avenue and Chicago Avenue. I am also a mother of two small kids. I have to mention the increase in motorists on Chicago Avenue, including people speeding and major congestion. When I turn onto Chicago Avenue to take my kids to school it is so busy and to be honest, quite scary at how fast some people are driving, people trying to cross over Chicago Avenue while on Euclid, and over all just busy. I have lived on our street, same house since 2011. Although the traffic was still busy at that time, I feel like Chicago Avenue has become a super highway and I fear for any pedestrian that has to cross or even walk along Chicago Avenue. Not to mention my kids school, Holmes Elementary is along one of the busiest sections. We have witnessed 3 accidents on our corner of the same nature, someone trying to cross Euclid over Chicago Avenue, it's a death trap in my opinion. Forget about pedestrians trying to cross, it's very dangerous most anytime of the day. I wanted to not only convey my concerns at how bad this has become but also to figure out from a city planning perspective how can we alleviate and disperse all of the cars coming through Oak Park. My impression is that many people try to avoid Lake street due to all the new construction. Can anyone tell me if once the construction of the high-rises on Lake are complete, that the traffic flow will be better? Is this being taken into account? What would be our options as far as putting either STOP signs at that cross section of Euclid and Chicago or a pedestrian sign? Is there a limit on the distance that you can or can not have signage so close to a traffic light? There is one obviously at Oak Park and Chicago but I truly feel we need more deterrents for motorists to pay attention in such a high traffic area. As a resident off of Chicago avenue this puts us as residents along the blocks of Euclid and the following side streets, at danger as well. There are many people that speed off of Chicago Avenue onto either side of Euclid Avenue. As I see from the petition, we are not the only residents fearful that this traffic will be more and more problematic. There is now going to be a second school along the intersection of Chicago and Oak Park avenue along with Holmes elementary, so many kids and too many cars. I fear that more and more accidents are going to occur and God forbid it doesn't involve any pedestrians. I hope that some suggestions can be proposed to the community and we can make the streets safer.

Thank you for your time,

Tory Lowdon

**Juliano, Jill**

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**From:** Julie Noonan [REDACTED]  
**Sent:** Saturday, June 15, 2019 2:10 PM  
**To:** Transportation  
**Cc:** Tom Noonan - Husband  
**Subject:** Traffic Calming Measure - 600 Block of N. Euclid Ave

Dear Ms. Juliano and Traffic Engineers,

We received your letter dated June 12, 2019 - thank you. However, we believe that the focus on traffic for N. Euclid should be on the 500 Block. The 500 Block is immediately north of Chicago Avenue, houses 13 families, over 1/2 of which have children under the age of 18 and of that 1/2, 4 families with 10 children/grandchildren under the age of 10 who regularly play outside together in the front yards. We have seen a dramatic increase in cars "speeding over Chicago" from the 400 block of Euclid onto the 500 block - often without regard for safety. Such vehicles regularly use the 500 block of Euclid to avoid the light at Chicago Avenue and Oak Park Avenue.

Risk of loss or harm on the 500 N. Euclid block is as great or more so than the 600 Block. We strongly request and encourage a re-evaluation of the 500 block for a speed table or other traffic slowing device. Further, I believe that if asked, you will find that the families on our block concur that a speed table, speed trap or other such safety implementation is strongly desired. Speaking for us at [REDACTED] N. Euclid, we'd be happy to have such a device immediately in front of our front yard.

Please (re) consider the placement of safety devices/traffic calming measures on the 500 N. block of Euclid for our and our children's' safety in concert with those on the 600 N. Euclid block. Should a formal petition be required to include the 500 N Euclid block, please advise and I'm certain we can gain all needed signatures.

Thank you,

Tom and Julie Noonan

**Juliano, Jill**

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**From:** Christina Welter [REDACTED]  
**Sent:** Monday, June 17, 2019 10:06 PM  
**To:** Transportation; david muzic  
**Subject:** Support for traffic calming approaches for 500 and 600 block of N Euclid

Dear Oak Park Transportation Commission,

We are residents and owners at [REDACTED] N Euclid Avenue, Oak Park, IL 60302. I am a faculty member at University of Illinois at Chicago, School of Public Health and my husband is a physician. We are also parents of two young children, ages 5 and 7. We have been residents of Oak Park since 2005, and I have worked here since 2001.

As professionals, we know that traffic and road safety is the utmost importance toward the prevention of injury for our community and to promote healthy living. The more we can do to increase safety measures on our roads, the more we can be active in a safe manner.

As parents who are out biking, walking, and playing with our kids often on our sidewalks and at times crossing the street, we have seen not only increased traffic on the 500-600 block of N Euclid, likely due to people avoiding Chicago/Oak Park avenue traffic, but also MANY vehicles driving extremely fast down our N Euclid street.

As such, we fully support traffic calming measures proposed for the 600 block of N. Euclid. We also support expanding these measures to the 500 block of N Euclid.

We are unable to attend the June 24 hearing as we are out of town. However, please feel free to contact us with any questions, and any follow-up action we can take to make these changes implemented.

Thank you for your efforts and consideration.

Regards,  
Christina Welter, DrPH, MPH  
David Muzic, MD

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Christina R. Welter, DrPH, MPH  
Interim Director, DrPH in Leadership  
Director, MidAmerica Center for Public Health Practice  
Clinical Assistant Professor, Community Health Sciences  
University of Illinois at Chicago, School of Public Health

[REDACTED]

**Juliano, Jill**

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**From:** Brooke Long [REDACTED]  
**Sent:** Tuesday, June 18, 2019 9:41 AM  
**To:** Transportation; Stephen L. Long  
**Subject:** Request for Traffic Calming Devices for 500 and 600 Block of N. Euclid in Oak Park

Dear Transportation Commission,

I live at [REDACTED] N Euclid Ave, Oak Park, IL 60302 and would like to express my support for Traffic Calming Devices for 500 and 600 Block of N. Euclid in Oak Park.

North Euclid is susceptible to traffic overflow when Chicago and Oak Park Avenues experience rush hour and event traffic. People speed through our block to avoid the thoroughfares, and we have a lot of children and pets that are endangered. A stop sign to slow North-South bound traffic at the top of our block, or better yet a speed bump would be absolutely welcome.

Please accept this as a formal request for measures from me and my husband, Stephen Long.

Thank you,  
Brooke

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**Brooke Long**  
[REDACTED]

**Juliano, Jill**

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**From:** Lisa Mulligan [REDACTED]  
**Sent:** Tuesday, June 18, 2019 2:01 PM  
**To:** Transportation  
**Cc:** [REDACTED]  
**Subject:** Traffic issues on 600 block of Euclid Ave.

My name is Lisa Mulligan and I have owned my home at [REDACTED] N Euclid Ave in Oak Park since 5/1990. This was always a quiet neighborhood and was a key reason I moved my young family here. Over the years there have been significant changes in Oak Parks traffic patterns. My formerly quiet block and neighborhood have become a secondary route for traffic trying to avoid other major travel arteries in Oak Park. The 500 and 600 blocks of Euclid Ave have become a primary traffic block for people trying to avoid lights and backups on Chicago Avenue, Augusta Avenue and surrounding streets.

It's unsafe and it's only a matter of time before we have a major incident on our hands. We've already experienced some unusual traffic accidents THAT SHOULD NOT OCCUR ON A QUIET NEIGHBORHOOD STREET.

Please take this request to address our street traffic and speed issues seriously. We need help to get our street back to a neighborhood access street, not a major shortcut thoroughfare.

If you need additional information or input from me please feel free to contact me at [REDACTED]. I am unfortunately out of town on Monday during the hearing on this important subject.

Thank you for considering my input.

Lisa Mulligan

Sent from my iPhone

**Juliano, Jill**

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**From:** [REDACTED]  
**Sent:** Tuesday, June 18, 2019 2:03 PM  
**To:** Transportation  
**Subject:** Traffic calming in the 600 block of North Euclid

We support the petition to implement Traffic Calming Measures on the 600 block of North Euclid. Our block is frequently used by motorists bypassing traffic and signals on Oak Park Avenue. This traffic regularly exceeds the speed limit. The motorists also make dangerous turns onto Euclid from both Augusta and Iowa, sometimes at excessive speeds. The traffic also ignores or rolling stops at the stop sign at Euclid and Iowa.

Thanks for your attention to this matter.

Marc Martinez and Susan Price  
[REDACTED] N Euclid

**Juliano, Jill**

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**From:** [REDACTED]  
**Sent:** Tuesday, June 18, 2019 2:10 PM  
**To:** Transportation  
**Subject:** Traffic calming on the 600 block of North Euclid

I support the petition to implement traffic calming on the 600 block of North Euclid. I am concerned for the young children on the block as well as for the older residents, like myself.

Bill Martinez  
[REDACTED] N Euclid

**Juliano, Jill**

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**From:** Dina Mansour [REDACTED]  
**Sent:** Wednesday, June 19, 2019 11:52 AM  
**To:** Transportation  
**Subject:** Traffic Hearing - 600 N Euclid

My apologies for a rushed email however my father-in-law passed away and his funeral is today. We are unable to make the Monday meeting but would like to comment.

I have lived in oak park my whole life and on the 600 block of Euclid in two different houses since 2004. My husband grew up in our current home. We have seen first hand how often Euclid is used as a bypass for Oak Park Avenue with disregard for the speed limit. Prior to the stop signs at Iowa and Euclid there were numerous accidents. And even after those were installed there are still people speeding down - not realizing the stop they would have to make.

Day after day I witness cars speeding through - weaving around parked cars - no regard for children. The block is definitely seen as a through street from Lake street and off of Augusta south.

As I said my thoughts are difficult to express because if time but I support the recommendations of Michael Rose and others on the block.

Thank you for your consideration.

Dina Mansour  
[REDACTED] N Euclid

Sent from my iPhone



**Juliano, Jill**

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**From:** Gary McCullough [REDACTED]  
**Sent:** Wednesday, June 19, 2019 2:53 PM  
**To:** Transportation  
**Cc:** Gary McCullough  
**Subject:** Traffic Calming Measures-- 600 Block of North Euclid Avenue  
**Attachments:** Traffic Calming 600.pdf

To Whom it May Concern:

A Hearing is scheduled for Monday, June 24, 2019 on our request for Traffic Calming Measures to be implemented in the 600 Block of North Euclid Avenue in Oak Park. I want my support for the request to be on the record should I be unable to attend the Hearing in person due to business travel.

Sincerely,

Gary E. McCullough  
Owner/Resident  
[REDACTED] North Euclid Avenue  
Oak Park, Illinois 60302

Gary E. McCullough  
[REDACTED] North Euclid Avenue  
Oak Park, Illinois 60302

June 19, 2019

Village of Oak Park  
Transportation Commission  
Village Hall  
123 Madison Street  
Oak Park, IL 60302

Transmitted via Email

**Subject:** Traffic Calming Measures—600 Block of North Euclid Avenue

To Whom It May Concern:

I have been an Oak Park resident I currently reside at [REDACTED] North Euclid Avenue. In fact, our family have been residents of the 600 block of North Euclid almost continuously for nineteen (19) years. Because my travel schedule may preclude my ability to attend the Transportation Commission Hearing on the subject mentioned above, I am registering my strong support for our Block's request that the Village of Oak Park identify and implement the appropriate traffic calming measures in our block.

As was indicated in the letter submitted to the Village dated November 20, 2018, in recent there has been a notable and alarming increase in the volume of high-speed and dangerous traffic on our Block as well as the 500 Block of North Euclid Avenue. The November 20 letter communicated a number of apparent causes for the increase in traffic. I believe those to be true.

If the Village is going to act on our request, now is the time to do so. Ours is a vibrant Block that experiences a good deal of foot traffic from residents, train commuters and tourists. That vibrancy is only enhanced by the presence of young children. Both the 500 & 600 Blocks of North Euclid are experiencing the inevitable change that occurs as long-time (i.e. older) residents give way to young and growing families. My concern is for the increased number of young children and their families who now live on our Block. I believe that, if a remedy is not put in place by the Village, a preventable tragedy is likely to occur.

If I am unable to attend the Hearing due to business travel, please know that I am fully supportive of the request. If necessary, I can be reached at [REDACTED].

Sincerely,

  
Gary E. McCullough

**Juliano, Jill**

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**From:** Hans Lagoni [REDACTED]  
**Sent:** Wednesday, July 17, 2019 3:33 PM  
**To:** Transportation  
**Cc:** Hans Lagoni  
**Subject:** 600 Euclid Traffic Calming Measure

My wife and I are against installing any more 'traffic calming measures' or speed bumps, in Oak Park.

Sincerely,

Hans and Barbara Lagoni

[REDACTED] Fair Oaks

**Juliano, Jill**

---

**From:** Dina Mansour [REDACTED]  
**Sent:** Wednesday, August 28, 2019 8:42 AM  
**To:** Transportation  
**Subject:** 600 Block of North Euclid

To the Village Transportation Board -

I am writing with respect to the proposals for traffic calming measures for the 600 Block of North Euclid. Back in June I had provided an email in support of such measures. I was not aware of the results of that meeting until last Wednesday when Bill McKenna came to speak to the neighbors about the proposals in play.

Obviously I was naive as to what various traffic calming measures were available. I was expecting another stop sign at Iowa and Euclid or maybe suggestions for restrictions at the corner of Chicago and Euclid. I did not expect or was aware of measures such as pinchers or brick pavers.

I would like this email to clearly state my position that I am not throwing blanket support behind any type of traffic calming measure. I am open to hearing more information however at this point I am not in support of pinchers or pavers without additional information and the opportunity to comment.

Thank you.

Dina Mansour  
[REDACTED] N. Euclid

**Juliano, Jill**

---

**From:** McKenna, Bill  
**Sent:** Thursday, August 29, 2019 3:32 PM  
**To:** Juliano, Jill  
**Subject:** FW: 600 Euclid

FYI

Bill McKenna, P.E.  
Village Engineer  
Village of Oak Park  
201 South Blvd  
Oak Park, IL 60302  
708.358.5722  
[mckenna@oak-park.us](mailto:mckenna@oak-park.us)

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

From: Suzanne Saxman [REDACTED]  
Sent: Tuesday, August 27, 2019 7:03 PM  
To: McKenna, Bill  
Subject: 600 Euclid

Hi Bill. Many thanks for taking time out of your evening last week

I honestly don't think most neighbors support the physical constraints- of any variety. I've been here 27 years, and many neighbors have indicated that to me

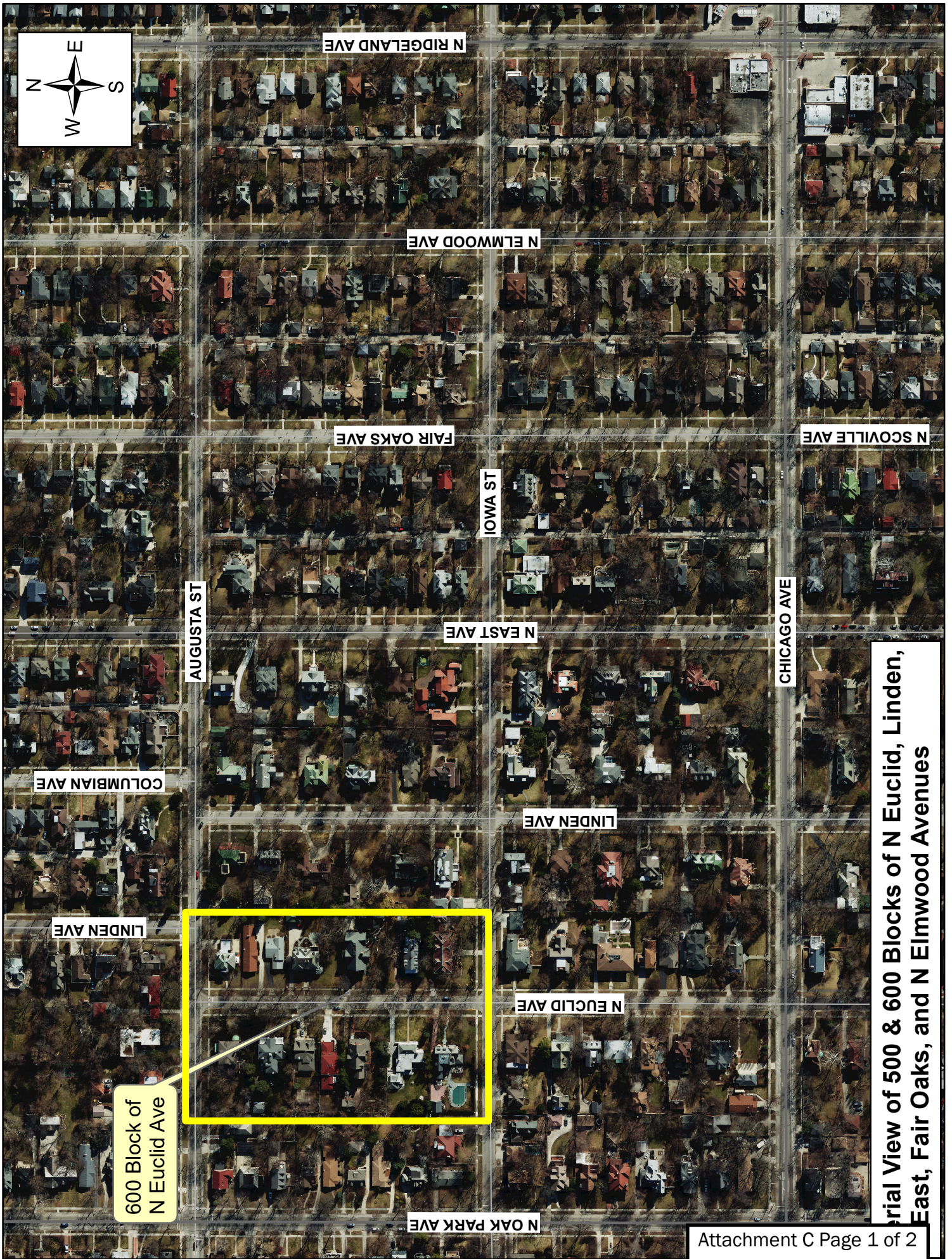
Bricks are widely opposed in my recent discussions with neighbors

I will try to attend future meetings in person!

Suzie

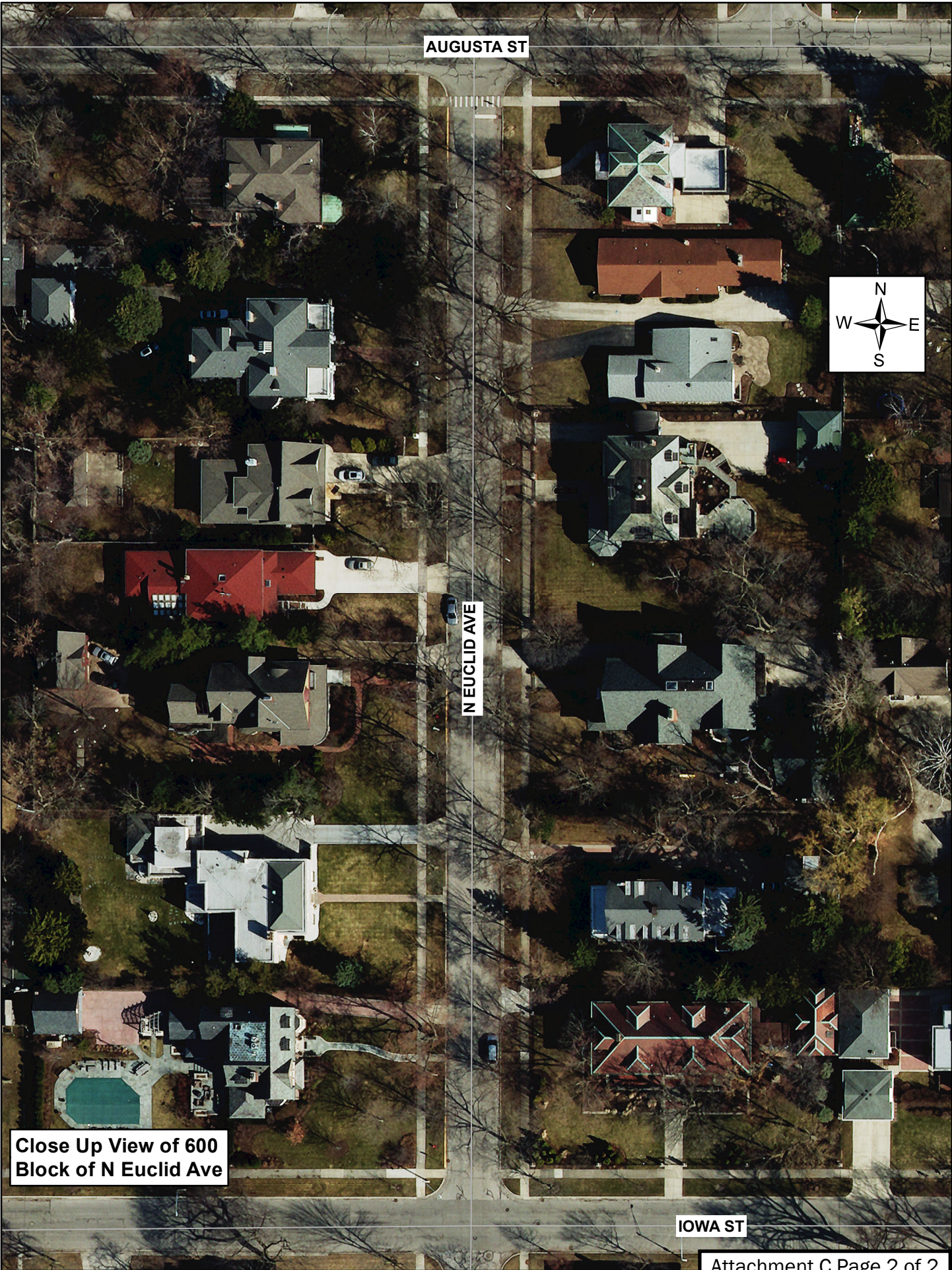
Sent from my iPhone  
Suzie Saxman  
[REDACTED]





Aerial View of 500 & 600 Blocks of N Euclid, Linden, East, Fair Oaks, and N Elmwood Avenues





AUGUSTA ST



N EUCLID AVE

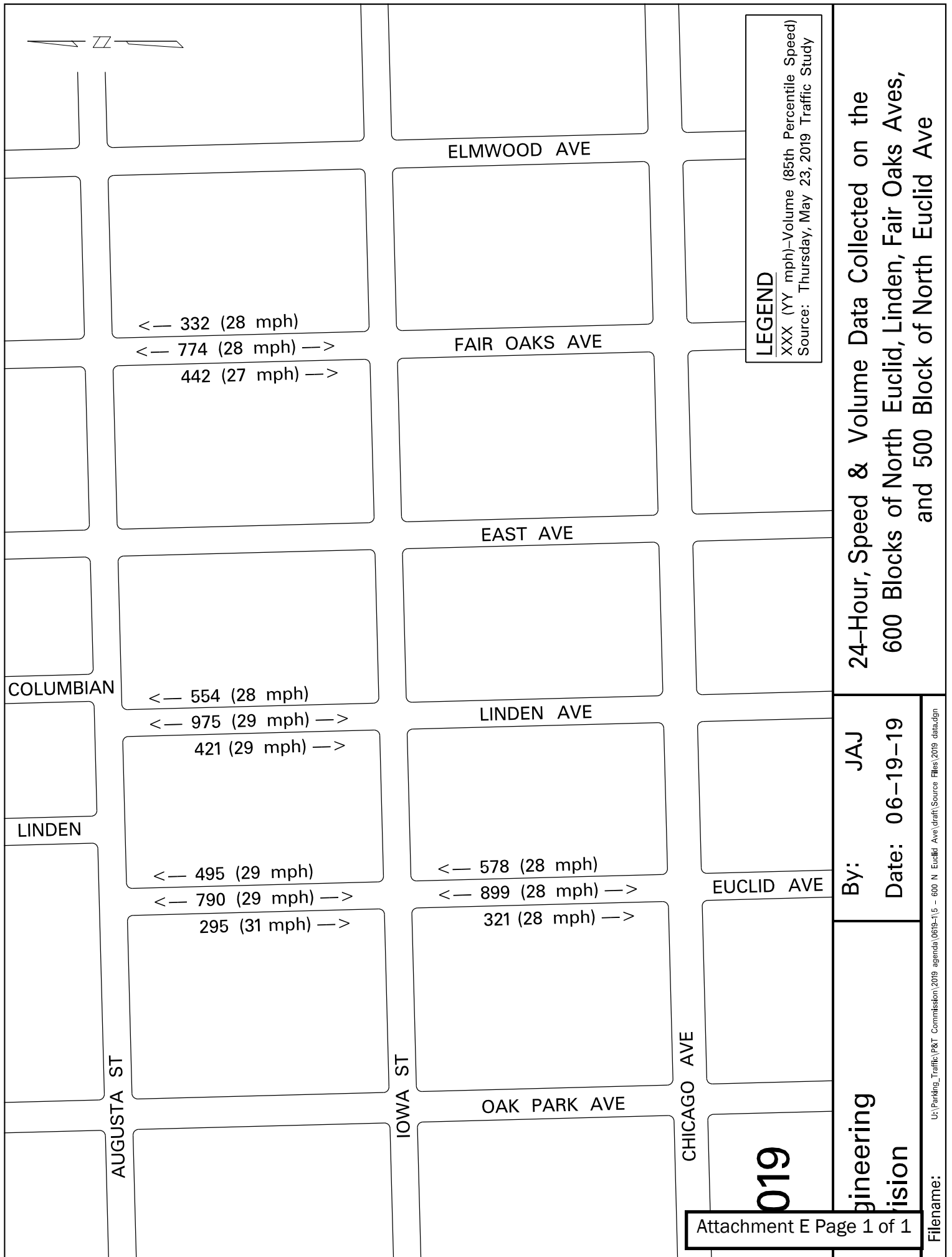
IOWA ST

Close Up View of 600  
Block of N Euclid Ave

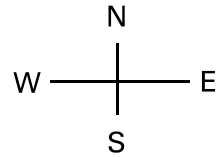




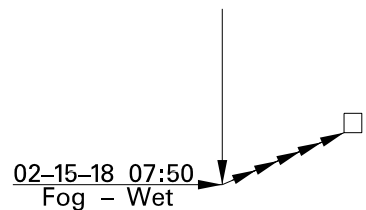




# VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1996-DEC 1998  
 EB-WB STOP INSTALLED PRIOR TO 12-31-95  
 1996-1998 # OF CRASHES=0, ADT=1497  
 1998 CRASH RATE=0.000 Acc/MEV  
 CRITICAL CRASH RATE=0.860 Acc/MEV  
 EB-WB STOP REMOVED, NB-SB STOP INSTALLED ON 03-29-00  
 2016-2018 # OF CRASHES=1  
 2018 CRASH RATE=0.610 Acc/MEV



Iowa St

2016 = 0  
 2017 = 0  
 2018 = 1

Euclid Ave



## SYMBOLS

- ← MOVING VEHICLE
- ← → → → BACKING VEHICLE
- - - PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

## TYPES OF COLLISIONS

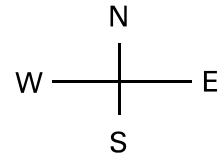
- ← ← REAR END
- → HEAD ON
- ← → SIDE SWIPE
- ← ~ ~ ~ OUT OF CONTROL
- ↘ LEFT TURN

## RIGHT ANGLE

1. Date and Time
2. Weather and Road Surface Conditions

INTERSECTION of Euclid Avenue and Iowa Street  
 PERIOD: 36 Months FROM: January 2016 TO: December 2018  
 BY: JAJ DATE: June 14, 2019 NO SCALE

# VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1995-DEC 1997  
 UNCONTROLLED PRIOR TO 12-31-95  
 1995-1997 # OF CRASHES=2, ADT=6113  
 1997 CRASH RATE=0.299 Acc/MEV  
 CRITICAL CRASH RATE=0.686 Acc/MEV  
 NB STOP INSTALLED ON 11-05-98  
 2016-2018 # OF CRASHES=2  
 2018 CRASH RATE=0.299 Acc/MEV

Augusta St

12-20-16 19:59  
Clear - Ice

06-07-16 20:53  
Clear - Dry

Euclid Ave

2016 = 2  
 2017 = 0  
 2018 = 0



## SYMBOLS

- ← MOVING VEHICLE
- ← → → → BACKING VEHICLE
- - - PEDESTRIAN
- ▣ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

## TYPES OF COLLISIONS

- ← ← REAR END
- → HEAD ON
- ← → SIDE SWIPE
- ← ~~~~~ OUT OF CONTROL
- ← ↘ LEFT TURN

## RIGHT ANGLE

1. Date and Time
2. Weather and Road Surface Conditions

INTERSECTION of Euclid Avenue and Augusta Street  
 PERIOD: 36 Months FROM: January 2016 TO: December 2018  
 BY: JAJ DATE: June 18, 2019 NO SCALE