

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, JULY 24, 2017 - 7:00 PM
COUNCIL CHAMBERS – VILLAGE HALL**

AGENDA

1. Call to Order
2. Non-agenda Public Comment - up to 15 minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
 - 4.1 Draft June 12, 2017 Transportation Commission meeting minutes
5. CONTINUED REVIEW OF ORD 17-183 G 022117 (REFERRED BY THE VILLAGE BOARD OF TRUSTEES AT ITS JUNE 5, 2017 MEETING)
 - 5.1 Staff Agenda Item Commentary
 - 5.2 Photo Attachments
 - 5.3 Public Testimony
6. UPDATE ON THE VILLAGE WIDE PARKING STUDY, PARKING NEAR TRANSIT (CTA & METRA LINES)
 - 6.1 Staff Agenda Item Commentary
 - 6.2 Photo Attachments
7. TRAFFIC CALMING TOOLBOX, FINAL COMMISSION REVIEW AND APPROVAL
 - 7.1 Staff Agenda Item Commentary
 - 7.2 Background Information Regarding Traffic Calming Toolbox
 - 7.3 Final Draft Proposed Scoring Table
 - 7.4 Final Draft Traffic Calming Measures Summary Table
 - 7.5 Revised Petition For Traffic Calming Measures
 - 7.6 11-26-2012 Draft Speed Table Policy
8. OTHER ENCLOSURES
 - OE1. 12 Months of P&T Traffic Item Activity Summary: July 2016 - June 2017
 - OE2. Village Board of Trustees Actions on Transportation Commission Recommendations Thru 07/10/17
9. Adjourn

Please call (708) 358-5724 if you are unable to attend

Get the latest Village news via e-mail. Just go to www.oak-park.us and click on the e-news icon to sign up. Also, follow us on *facebook*, *twitter* and *YouTube*.

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at (708) 358-5430 or e-mail building@oak-park.us at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes
Transportation Commission
Wednesday, June 12, 2017
Council Chambers, Village Hall

Call to Order and Roll Call

Mike Koperniak called the meeting to order at 7:00 PM

Present: Kyle Eichenberger, Joel Schoenmeyer, Michael Stewart, James Thompson and Roya Basirirad.

Staff: Mike Koperniak, Jill Velan, Dorothy Benson-Baker

Excused Absences: Jack Chalabian, Craig Chesney

Kyle Eichenberger was voted in by other the Transportation Commission members as the Acting Chair.

Approval of Tonight's Meeting Agenda

Commissioner Stewart made a motion to approve tonight's meeting. Commissioner Schoenmeyer seconded. The motion passed unanimously.

Approval of the Draft May 10, 2017 Meeting Minutes

Commissioner Schoenmeyer motioned to approve and submit the draft minutes as is. The motion was seconded by Commissioner Thompson. The motion passed unanimously.

PETITION TO UPGRADE TO ALL-WAY STOP SIGNS AT FOREST AND GREENFIELD

Jill Juliano gave a presentation on the petition the Village received to upgrade to all-way stop signs at Forest and Greenfield which included an overview of the petition and the reasons for submitting. The presentation included some results of data collected as follows: no collisions have been documented of this vicinity in the past 3 years, there has been speeding on Greenfield but not on Forest, there is more daily car volume on Greenfield, and a low/below daily car volume on Forest. The Village recommendation would be to add bump out to reduce speed and add crosswalk markings.

Acting Chair Eichenberger asked to confirm that this is an uncontrolled intersection with no stop signs and Jill Juliano verified that it is.

Acting Chair Eichenberger also asked about the parking alongside Greenfield.

Commissioner Stewart inquired if any speeding tickets have been issued and Jill Juliano answered no tickets has been issued that we can verify.

Commissioner Stewart spoke on the Village doing a similar study for Belleforte and Jill Juliano responded that the Village is looking into that.

The floor was open to public testimony.

Royace Prather of 1103 Woodbine stated he has lived at Woodbine and Greenfield for 36 years. He spoke about his traffic observations at Woodbine and Greenfield and his perception about speeding bypass traffic. He spoke about trying to get copies of police reports of this area. Also, Mr. Prather mentioned the need for adding a "When Children are Present" sign below the 20mph park speed sign. Finally, he strongly believes there should be all-way stop signs at Woodbine and Greenfield to prevent a fatality.

Martin Rhomberg of 1138 Woodbine was present with his wife Jennifer. He pointed out that safety is the issue. Mr. Rhomberg stated there is no history of reported accidents and he believes adding stop signs is not the answer. The stop signs would make for more carbon monoxide in this area. He agrees with Jill Juliano's recommendation to add a bump out to reduce speed and add crosswalk markings.

Jennifer Sabatino of 1035 Forest has kids who play at Lindberg Park. Ms. Sabatino spoke about cars using Woodbine as a bypass while driving from Oak Park to Harlem. During sports events, she mentioned, parked cars block vision of pedestrians at crosswalks. Ms. Sabatino stated that she has witnessed lots of near missed even though no accidents have been reported and thinks not having a stop sign could be dangerous. She supports adding stop signs because a safe pedestrian crossing is most important.

Elaine Spoerer of 1047 Forest, (the Petitioner), stated that the crosswalks from Lindberg Park lets kids on bicycles drive right out into the street. She mentioned cars that parked on Greenfield along the park hinder visibility. Ms. Spoerer spoke further on how we have to find a way to slow cars down for our children. She stated she calls police every day about these problems and they do not write the tickets. Finally, she mentioned that Lindberg Park is in use more frequently.

The floor was closed to public testimony.

Commissioner Thompson asked about the uncontrolled intersection and how it works. He mentioned that it makes a lot of sense to have stop signs on Forest with the dangerous situations.

Commissioner Schoenmeyer spoke on the goal of cutting down the speed. He inquired about the most effective way to control speed and asked how we could clearly mark the street and use the bump outs.

Jill Juliano responded that we would have to change geometrics and mark crosswalks.

Commissioner Schoenmeyer stated he thinks speeds are too fast on Greenfield and more appropriate measures might be necessary.

Commissioner Thompson asked besides marked crosswalks, can signage be added to draw more attention.

Jill Juliano explained the benefits of using the curb bump outs.

There was a discussion about how parking would work with curb bump outs and stop signs.

Commissioner Stewart stated there is a speeding issue and also illegal parking that needs to be addressed. He spoke about adding more striping, and that the Commissioners could recommend more than the usual 20 ft. "No Parking Here to Corner".

Commissioner Stewart added his bicyclist friends are opposed to curb bump outs and they gave reasons on the website and six bike-friendly bump options to Jill Juliano.

Commissioner Stewart believes the most effective measure would be speed bumps.

Mike Koperniak agreed with the Acting Chair that enforcement is needed and striping should be added. There should be no parking in the intersection.

Commissioner Schoenmeyer spoke on if stop signs are overused, then they can become ineffective and he gave reasons. Enforcement seems to be a big problem. He seemed to prefer bike-friendly bump outs. In addition to enforcement, we are looking for a proven method that is safe for bikers as well as pedestrians. He concluded that speed have to be monitored and also the parked cars that are causing problems.

Commissioner Basirirad spoke about making a decision in regards to the illegal parked cars and she wants more improved enforcement.

Commissioner Thompson asked about continental crosswalks and in-road stop for pedestrians sign.

Jill Juliano commented that we would have to do an Engineering study to add additional signage.

Commissioner Schoenmeyer asked can we test the bump outs and Jill Juliano responded yes. He further asked how long would we have to test and Jill Juliano responded that we would want to encompass sports season so until sometime in the fall.

Acting Chair inquired when Greenfield was last paved and Jill Juliano could not recollect. He further asked has the Village been approached by the Park District to develop park safety plans and Jill Juliano responded not to her knowledge.

Acting Chair spoke on the parks needing a traffic management plan. He mentioned the No Parking Here to Corner on the east side of Marion. And added that we should treat this process holistically. We need to look at making recommendations around the whole park.

Next, there was a discussion about how bump out geometrics would work with turning cars and parked vehicles

Commissioner Schoenmeyer asked about installing bump outs on Forest.

Commissioner Stewart spoke about the park and parking. He concluded that this looks like a 6-month study. He agreed with the Acting Chair that we should look at park holistically.

Commissioner Schoenmeyer added we should partner with the Park District to make it safer for park users.

There was a discussion on what recommendations should be included in a motion.

Commissioner Stewart motioned to add continental striping across Greenfield and on Forest and expand the "No Parking Here to Corner" to 30 feet from crosswalks. Commissioner Schoenmeyer seconded the motion.

The voice vote was as follows:

Ayes: Eichenberger, Stewart, Schoenmeyer, Thompson, Basirirad

Nays: None

The motion passed unanimously.

Commissioner Schoenmeyer motioned to add a northbound stop sign at Forest. At Greenfield. Commissioner Thompson seconded the motion.

The voice vote was as follows:

Ayes: Eichenberger, Schoenmeyer, Thompson, Basirirad

Nays: Stewart

The motion passed four to one.

Commissioner Schoenmeyer motioned to add a temporary bike friendly bump out on Greenfield and test for several months and bring back for discussion. Commissioner Thompson seconded the motion.

The voice vote was as follows:
Ayes: Chalabian, Thompson, Eichenberger, Basirrad
Nays: Stewart

The motion passed four to one.

Commissioner Stewart motioned to put in additional speed signage on Greenfield and seek further parking enforcement around the park (or parking restriction signage). Commissioner Basirrad seconded the motion.

The voice vote was as follows:
Ayes: Eichenberger, Stewart, Schoenmeyer, Thompson, Basirrad
Nays: None

The motion passed unanimously.

CONTINUED DEVELOPMENT OF THE TRAFFIC CALMING TOOLBOX

Mike Koperniak gave presentation which included a revised draft. The Transportation Commission is ok with the criteria table.

The Transportation Commission is okay with the revised traffic calming measures table.

The Transportation Commission wants to look at the November 26, 2012 draft speed table policy again in light of the traffic calming toolbox approach.

The Transportation Commission agreed that the revised petition form is ok.

After a brief discussion, the Transportation Commission agreed to keep the 51% signature requirement and not to use 75%.

Staff and the Transportation Committee reviewed the staff recommendations about paying for various traffic calming measures. It was agreed to by all parties that further discussion would take place at the next meeting.

Transportation Commission agreed with a staff recommendation that the funding mechanism discussion with Village Board of Trustees should take place and results will be incorporated into final document.

Staff mentioned possible use of a consultant to take Transportation Commission toolbox product and make it into a finished publishable product.

Transportation Commission and staff agrees that this is a living document and can be changed in the future.

Commissioner Basirirad suggested adding the Transportation Commission Website URL on to the revised petition. All parties agreed that this was a good idea.

CONFIRM FUTURE TRANSPORTATION COMMISSION MEETING DATES

Five present Commissioners confirmed availability for June through October Transportation Commission meetings.

Commissioner Schoenmeyer motioned to adjourn the meeting and the motion was seconded by Commissioner Stewart.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:15 PM.

Respectively submitted

Dorothy Benson-Baker

Dorothy Benson-Baker
Administrative Secretary

Village Of Oak Park Transportation Commission Agenda Item

Item Title: 2nd Review of Ord 17-183_G_022117 (referred by the Village Board of Trustees at its June 5, 2017 meeting)

Review Date: July 24, 2017

Prepared By: Parking and Mobility Services

Abstract (briefly describe the item being reviewed):

Pursuant to direction from the Village Board at the June 5, 2017 Board meeting this item is being referred to the Transportation Commission for additional review.

At the June 26, 2017 transportation commission meeting, the commission requested that staff evaluate relocating lot 119 permit holders in a fashion that would create the least impact on other stake holders in the area.

Staff began investigating all options including working with Mills Park Tower to evaluate the most efficient use of parking spaces in the area and on Mills Park Tower property.

Due to limitations in the willingness of the Mills Park Tower management to evaluate the best use and management of parking spaces on the Mill Park Tower property, staff is limited in the ability to create creative solutions and options for all users, specifically the management of daytime spaces for care givers, residents, resident visitors, deliveries, medical providers, and service providers. This type of parking need could be efficiently managed on the premises of the facility, however, not by village staff and not on village parking spaces. Historically, the Village does not manage the use of public parking spaces for a specific user. The limitations in the willingness of the Mills Park Tower management to look at these options also created limitations in the recommendations staff could provide.

Per David Kelm who met with Mills Park Residents on 07/13/2017, the residents are requesting the parking spaces to go back to unpermitted spaces with daytime restrictions and allowing for overnight passes in the evening. Mr. Kelm also mentioned Mills Park Tower residents are strongly against making modifications to the Mills Park Tower private parking lot and the assigned spaces within.

Background:

At the August 24, 2015 Transportation Commission meeting public input was solicited related to parking challenges and suggested parking improvements from residents and business owners in the three on-street overnight parking zones. Over 4,000 public meeting notices were mailed to

individual residents and business owners who live within the Boundaries of Harlem and Oak Park Avenues, South Blvd and Madison Street.

At the September 28, 2015 Transportation Commission meeting there was a review and discussion of the walk-around study performed by the Commissioners during August and September 2015. At that time staff asked to conduct a review and make recommendations for increasing the on-street overnight parking areas within the Y2, Y3, and Y4 on-street overnight parking zones in 2016.

At the May 9, 2016 Transportation Commission meeting staff presented a recommendation to add an additional 75 overnight permit parking spaces at seven locations (one location to be designated as 24hr permit parking) within the Y2, Y3, and Y4 overnight permit parking zones and to standardized the permit parking hours to 11 pm - 6 am, thereby increasing the availability for shared parking between visitors, customers and residents within the zones.

Staff was then asked to conduct a parking count survey in the Y2 on-street overnight parking zone, to determine the number of permit holders and non-permit holders parking on the residential streets during the day. Also the Commission asked the Parking and Mobility Director to solicit additional information from the Pleasant District and Y2 area residents.

At the October 24, 2016 Transportation Commission meeting staff shared the results of the parking count survey showing on a typical day there were 40% permit holders and 60% non-permit holders parking on residential streets within the Y2 on-street overnight parking zone (this area encompasses the Pleasant Business District).

Staff received a significant amount of emails and telephone calls with the majority of the citizens reporting that the signage was an issue, not necessarily the regulations. In addition, the residents and business owners of the Y2 on-street overnight permit parking area voiced their opinion that any changes to daytime restrictions should be done after the new development at South Blvd/Harlem Avenue is completed.

Based on the survey results and further discussions, the Transportation Commission decided to defer any daytime restriction recommendations until construction at South Blvd/Harlem Avenue is completed and move forward with recommendations regarding the overnight parking in the study area. In addition, the Commission wanted to seek direction from the Village Board about parking priorities when conducting area parking studies and to make a recommendation that the priorities be residents, businesses, commuters.

At the January 23, 2017 Village board Meeting, the Transportation Commission recommended parking restriction changes that would increase resident on-street overnight permit parking by adding seventy-five spaces. Included within the seventy-five spaces would be up to eight spaces on Pleasant Place that were designated as 24hr hour permits for residents in the area.

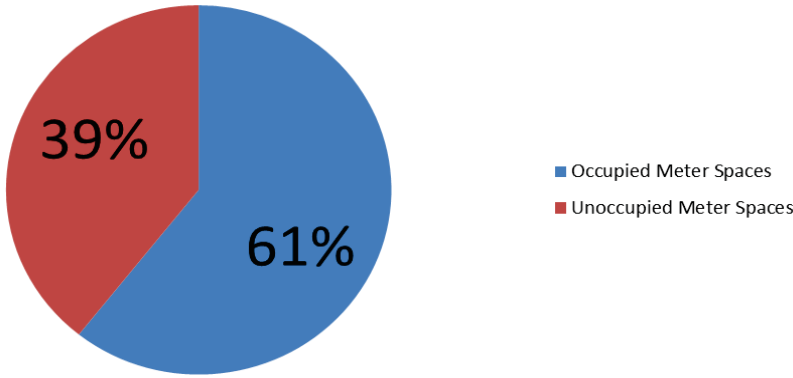
In addition, the recommendations included standardizing on-street overnight permit parking hours in the Pleasant Business District and Gwendolyn Brooks Middle School area also referred to as the Y2, Y3, and Y4 Zone to 11:00 pm - 6:00 am consistent with the “shared parking” concept used in other mixed use areas which have successfully allowed improved parking for business customers and residents during the evening hours.

Upon implantation of the ordinance a number of residences in the area have expressed concerns regarding the parking changes and availability for daytime guest/visitors in the Y2 area.

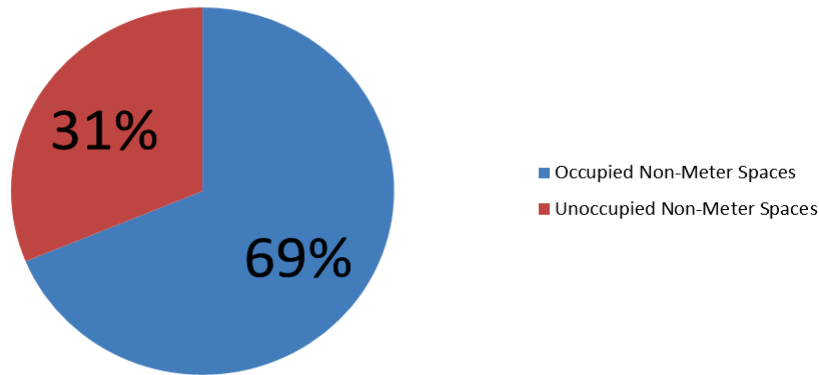
Previous studies have shown that multiple daytime parking options exist and are available for parking in the Y2 parking area. However, that parking on Pleasant Place was parked and resulted in little turnaround for guests and visitors.

Recent studies have shown that multiple daytime parking options continue to exist in the Y2 parking area.

Parking Survey of the Pleasant District 6/5/17-6/13/17 - Meter Spaces



Parking Survey of the Pleasant District 6/5/17-
6/13/17 - Non-Meter Spaces



On February 21, 2017 the Village Board approved an ordinance authorizing sixty-seven (67) additional on-street overnight permit parking spaces, establishing a new lot 119 with up to eight (currently has seven) permit parking spaces on Pleasant Place, and standardizing permit parking hours to 11:00 pm to 6:00 am on the Y2, Y3, Y4 On-street overnight permit parking zones as reviewed at the January 23, 2017 special Board meeting.

Staff Recommendation(s):

10 diagonal spaces in Lot 81 become Lot 120 which will consist only of "24 hour" permit spaces;

- 7 spaces will be offered to the existing lot 119 permit holders
- 3 spaces will be offered by upgrade to existing lot 81 "night" permit holders on a first come – first serve basis

4 parallel spaces in lot 81 remain as-is to existing lot 81 "night" permit holders

7 parallel spaces in lot 119 become "night" permit parking spaces;

- 7 spaces will be offered to the existing lot 81 permit holders
- "Night Permit Parking" consists of Mon-Fri (6 pm-8 am) & Sat-Sun (24 hours)
- Metered Parking Spaces from 8 am – 6 pm Mon-Fri

Alternative Options: The 7 spaces at lot 119 could become open parking or 4 hour time limit parking during the day time. This could create abuse of the parking spaces and the Village does not have the resources to manage these 7 spaces continuously from 8 am – 6 pm Mon-Fri.

Based on permit renewals the staff is recommending that the changes and transfers become effective Oct 1st during the next permit sales renewal, thus allows existing permit holders the

proper understanding of all changes. During this time residents of Mills Park Tower are welcome to participate in opens sales for the opportunity to purchase permit parking spaces as they become available.

Supporting Documentation Is Attached



Marion, west side, north of Randolph



Marion, east side, north of Randolph (diagonal spaces)– Lot 81

0717-1
5.2
2/3



Marion, east side, north of Randolph (parallel spaces) – Lot 81

Von Ebers, Allison

0717-1

5.3

1/2

From: Marlene <russumscottm@aol.com>
Sent: Wednesday, July 19, 2017 9:20 PM
To: Transportation
Subject: 7/24 Transportation Commission Meeting

Thank you for informing residents and businesses about the meeting and giving us the option to express our opinions via email.

Pleasant Place has to be shared, certainly during the day, using short term parking options. Park District vehicles park there while employees work in Mills Park. Saw them there several times in the past week. What about everyone else who needs to make a quick grocery delivery, install wifi, deliver the mail, care for someone in Mills Park Tower, etc.? Shouldn't they have the option to park briefly, too?

Please get the use of Pleasant Place right this time. It will take a miracle to make everyone happy, but I think you know that many more than the 9 (?) people with 24/7 parking need to be accommodated.

Thank you,
Marlene Scott
1025 Pleasant Place

Von Ebers, Allison

| |
|--------|
| 0717-1 |
| 5.3 |
| 2/2 |

From: MARY SMITH <marysmith1946@att.net>
Sent: Thursday, July 20, 2017 12:06 PM
To: Transportation
Subject: Parking space

Hello,

My name is Mary Sith 71 years old resident of 1025 Pleasant pl oak park. My problem is I have a paid parking place 4 blocks way from my apartment and is really hard in winter time and grocery shopping. If possible to get closer to my place .

SBE/8 24 HRS PRESENT LOCATION
PLATE NUMBER 3723339
WEB ID 792754
WEB KEY 978337

Thank You very much

Village Of Oak Park Transportation Commission Agenda Item

Item Title: Parking near & adjacent to Public Transit/Residential/Mixed Use Areas – Metra, CTA Green Line, CTA Blue Line

Review Date: July 24, 2017

Prepared By: Parking and Mobility Services

Abstract (briefly describe the item being reviewed):

At the January 23, 2017 Village Board Study Session, the Board approved a monthly schedule of topics.

The current topic included a study of Parking near & adjacent to Public Transit/Residential/Mixed Use Areas – Metra, CTA Green Line, CTA Blue Line and looking at the overall parking rules and needs in these areas. These areas were specifically designated as Randolph Street to Lake Street and Harvard Street and Jackson Boulevard. This subject area will be discussed over several meetings.

Topics for discussion are as follows:

(A) On-Street Daytime Parking Time Restrictions:

1. Staff recommends standardizing all current streets with posted daytime restrictions to ‘No Parking 8AM-10AM M-F.’

This recommendation is in keeping with the prior recommendations for other parking areas. This includes changing all ‘No Parking Anytime’ to be standardized to ‘No Parking 8AM-10AM M-F’, unless a street is too narrow or the restriction was implemented as part of a traffic safety plan (i.e. a safety plan example is Austin Blvd “No Parking 7am-9am”).

This recommendation is an effort to consolidate signage and improve understanding of parking restrictions. Standardization of daytime restrictions will simplify the process for residents, visitors, business operators and Village operations.

Other regulations that would change to ‘No Parking 8am-10am M-F’ with this recommendation include, No Parking 7 am-9 am, No Parking 8am-10am M-F, No Parking 8 am-10 am M-Sa, and No Parking 8 am- 10 am 7 days.

This also assists with easier enforcement and keeps most employees from parking on these blocks all day but allows residents and guests to park all day besides 8 am-10 am and always for shared parking on weekends.

(B) On-Street Daytime Parking Time Limits:

1. Staff recommends standardizing all current streets with posted time limits to '3 Hour Parking 10AM-5PM M-F.'

This recommendation is in keeping with the prior recommendations for other parking areas. Standardize all current time limits, such as 1 hour, 2 hour, 3 hour and 4 hour parking, and change them to 3 Hour Parking 10am-5 pm M-F. This allows for more shared parking for consumers and residents, allows visitors and residents to park for short time in front of or near their house, and prevents employees from parking all day and allows for shared parking on the weekends.

(C) Multiple On-Street Daytime Parking Restrictions:

1. Staff recommends removing any 2nd daytime restriction/time limit on a street, unless the restriction is due to rush hour restriction, traffic safety plans, or other major safety concerns.

With the goal of making restrictions easier and less complicated, staff recommends removing multiple daytime restrictions on a street. In addition, some restrictions were instituted many years ago that documentation doesn't exist as to why there is a need for the restriction. Staff recommends sending a letter to the block asking if they would, (1) remove the restriction or time limit completely, and if not, (2) select one restriction only to remain.

Streets should have no more than one daytime restriction. If the proper restriction is in place and it is simple to understand it will properly be followed and there will not be a need for a second restriction or for passes that override restrictions.

Below are examples of how a resident would be asked to choose between two current restrictions on a block:

- Remove all time-limit restrictions and keep No Parking restrictions (which would be changed to No Parking 8 am-10 am M-F per the new standardization recommended by staff under (A)). Blocks would then only have No Parking 8 am-10 am M-F.

OR

- Remove No Parking restrictions and keep current time-limit restriction (which would be changed to 3-Hour Parking 10 am-5 pm M-F per the new standardization recommended by staff under (B)). Blocks would then only have 3 Hour Parking 10 am-5 pm M-F.

OR

- Completely remove all daytime restrictions.

(D) On-Street Daytime Parking Permits:

1. Staff recommends the Village to remove daytime permit zones B1 (900 block of Clarence), A1 (900 block of Clinton), A9 (600 block of Garfield), B3 (700 block of Garfield), B9 (600 block of Harrison), C1 (600 block of Harrison), A5 (700 block of South Euclid), K3 (800 block of South Grove), E3 (600 block of Van Buren), E5 (800 block of Van Buren), B2 (900 block of Wesley), B4 (900 block of Wesley), C2 (800 block of Wesley), E4 (700 block of Wesley), E9 (700 block of Wesley), F1 (800 block of Wesley), and C4 (any Y9 permit holders).

In these areas, Resident Day Time Permit parking exists but has not been utilized. Staff recommends that any Resident Daytime Permit zones which have not sold any permits in 2016 should be considered for removal. In addition, staff recommends that all Resident Daytime Permits have a sunset clause as follows:

Current Resident Daytime Permit Parking with No or Very Low (<20%) Permit Sales will receive notice that they need to meet and maintain 75% sold (avg. over 3 years) to keep the Resident Daytime Permit Parking area (75% is the current percentage of residents which need to sign the petition to be eligible to get Resident Daytime Permit Parking). Blocks that do not maintain 75% sold will be removed.

Daytime Permit Parking is the most restrictive parking in the Village and has only been used after all other options have been exhausted. There may be many cases in which residents have petition for Resident Permit Parking not for the purpose of using the permits, but for the purpose of restricting cars on the streets on their block.

2. Staff recommends the Village to remove Daytime Business Permit Parking: Removal of all on-street daytime business permits parking. H1 (900 block of S. Maple), H2 (900 block of S. Euclid), H3 (700 block of Lexington), H4 (800 block of Lexington), H5 (800 block of Van Buren).

Business day time permit parking exists but has not been utilized. Based on utilization rates daytime permit zones have not sold any permit areas should be considered for removal. These areas have sold less than 1%. Removing the permit parking will allow the existing permit parkers to continue parking while opening the space up to all users.

3. Staff recommends the Standardization of Hours for Remaining Daytime Parking Permit Hours:

- Near Schools: No Parking on School Days 8am-6pm except with "x" permit (OPRF High School to be reviewed at future meeting)
- Near Hospitals: No Parking Monday-Sunday 8am-6pm except with "x" permit

- Near Commuter Areas and other areas: No Parking Monday-Friday 8am-10am except with “x” permit

(E) On-Street Overnight Parking Permit Hours:

1. Staff recommends Zones Z6 and Z5 be standardized to 11pm-6am overnight permit parking hours.

This recommendation is in keeping with the prior recommendations for other areas. As part of an effort to standardize the on-street overnight parking zone hours, staff has researched the existing posted hours as well as potential implementation of standardized hours similar to those recently agreed upon in the Y2, Y3, Y4 zones and previously in the Y1, Y9 and Z9.

Staff suggests to continue with the standard hour changes in Z7 (located near Roosevelt Road), 11 pm-6 am.

Under current ordinances regarding where on-street overnight parking can be added, there are no additional areas near Roosevelt or North Ave where on-street overnight permit parking can be added.

(F) Non-Resident Permit Parking Rates in High Demand Areas:

1. Staff is recommending increasing the non-resident rate of all parking permits in high demand areas.

This increase would increase the number of spaces available to residents in these areas while giving opportunities to convert more spaces to 24 hours spaces. Commuters have the options to use the parking garages (which are priced equally between residents and non-residents) and staff is looking at offering subsidies for employees of Oak Park businesses in these areas.

2. Staff recommends subsidizing these permits for local business staff to be equivalent to the resident rate.

(G) Garage Rates:

1. Staff is recommending standardizing the garage rates at Holley Court, The Avenue, and Lake and Forest as follows.

These rates create consistency among all three garages and promote short term parking options without discouraging shoppers to stay and shop. Assigning a value to the free period allows understanding of the discount value and subsidy the village provides to local businesses and customers alike.

Recommended Garage Rates

- 0 to 1 hours \$ 1.00 (Subsidized)
- 1 to 2 hours \$ 2.00
- 2 to 3 hours \$ 3.00
- 3 to 4 hours \$ 4.00
- 4 to 5 hours \$ 5.00
- 5 to 6 hours \$ 6.00
- 6 to 10 hours \$ 10.00
- 11 to 24 hours \$ 16.00

2. Staff is recommending modifications to the Employee Discount Program in the Holley Court and Avenue Garage.

- a. Raise max hourly wage from \$14/hr. to \$16/hr.
- b. Limit each company to 25 cards

3. Staff is recommending no changes to the High Volume Discount Program based on the "recommended garage rates."

- a. Rules are based on 1st hour free and 2nd hour sold at discounted rate to business

(H) On-Street Meter:

1. Staff is recommending the implementation of License Plate based parking payment system; graduated parking rates, designated short-term parking areas within business districts, validated parking options for businesses to validate for consumers payments, and employee discount programs in areas not near a garage.

2. Meter rates could begin as early as 6:00 am when the meters are open for parking and could continue as late as 2:30 am, when the overnight ban goes into effect. Staff is requesting the recommendation of the Transportation Commission on paid metered hours.

*Some on-street metered spaces become overnight permit parking at 11pm.

| Hours | Cost | Total | Opening Time |
|-------|---------|----------|--------------|
| 1 | \$ 1.00 | \$ 1.00 | 6:00 AM |
| 2 | \$ 1.00 | \$ 2.00 | 7:00 AM |
| 3 | \$ 1.00 | \$ 3.00 | 8:00 AM |
| 4 | \$ 3.00 | \$ 6.00 | 9:00 AM |
| 5 | \$ 3.00 | \$ 9.00 | 10:00 AM |
| 6 | \$ 3.00 | \$ 12.00 | 11:00 AM |
| 7 | \$ 3.00 | \$ 15.00 | 12:00 PM |
| 8 | \$ 3.00 | \$ 18.00 | 1:00 PM |
| 9 | \$ 3.00 | \$ 21.00 | 2:00 PM |

| | | | | | |
|----|----|------|----|-------|----------|
| 10 | \$ | 3.00 | \$ | 24.00 | 3:00 PM |
| 11 | \$ | 3.00 | \$ | 27.00 | 4:00 PM |
| 12 | \$ | 3.00 | \$ | 30.00 | 5:00 PM |
| 13 | \$ | 3.00 | \$ | 33.00 | 6:00 PM |
| 14 | \$ | 3.00 | \$ | 36.00 | 7:00 PM |
| 15 | \$ | 3.00 | \$ | 39.00 | 8:00 PM |
| 16 | \$ | 3.00 | \$ | 42.00 | 9:00 PM |
| 17 | \$ | 3.00 | \$ | 45.00 | 10:00 PM |
| 18 | \$ | 3.00 | \$ | 48.00 | 11:00 PM |
| 19 | \$ | 3.00 | \$ | 51.00 | 12:00 AM |
| 20 | \$ | 3.00 | \$ | 54.00 | 1:00 AM |
| 21 | \$ | 3.00 | \$ | 57.00 | 2:00 AM |

3. Staff discussed the conversion to metered parking spaces on Kenilworth at Lake, South of Lake Street (in front of the post office) and parking spaces on Marion Street at Randolph, North of Randolph including the diagonal parking spaces located on the East side of the street (lot 81).

(I) Discussion on Schools

A number of schools exist in the study area. The surrounding areas of these schools contain restrictions which were put in place as part of a Board approved traffic safety plan.

Unless needed sooner, staff will internally review the traffic plans every 5 years. During this recap, staff will make sure that the plan is still in practice and that the principals are still relevant. If necessary, staff will contact the school to assist.

Due to roadway geometrics, different school layouts, the equipment and needs that are unique to each school (including buses, walking routes, etc.), consideration of neighbors and other local users, feedback from stakeholders during each traffic safety plan review; staff does not recommend standardizing the parking restrictions adjacent to school property. Additionally, staff does not recommend making changes to the existing study recommendations unless at least 1 full year of the recommendations have been in place and in practice by the school. However staff will consider emergency situations.

(J) Discussion on Parks

1. Staff recommends standardizing parking hours around parks to ‘No Parking 11PM-6AM except with “x” permit...’ allowing an existing permit holder or overnight pass to override the restriction. This will keep only registered vehicles parked along parks after 11PM. Please note all parks in Oak Park have a closing time of no later than 10PM.

(K) Discussion on Rideshare/Taxi

1. Staff is recommending the conversion of 2 existing parking booths into 'Taxi/Ride Share Stops' this would allow users of these services a place to wait with less exposure to the elements. The location of these stops would also allow a wait area of the vehicle of the Taxi/Ride Share. These will be painted by local artists and placed in well-lit areas.

Example Locations:

Oak Park Ave, W. side of street, south of Garfield

Near Metra, meters south of Lot 10 OR 1107 North Blvd

(L) Miscellaneous Restrictions to Standardize

700 Clarence & 700 S. East & 700 S. Scoville – 2hr 8am-12pm M-F approved by VBOT due to commuters and Fenwick students 1.18.11

Standardization: Change to 3 hour 10-5 M-F

100 S. Kenilworth NPAT – approved by VBOT 07.05 was for traffic calming

Standardization: Change to 3 hour 10-5 M-F

900 S. Grove – 2 meters, which are not used

Standardization: Remove meters and match remainder of the block NP 8-10 M-F

900 S. Lombard, No Parking Anytime, keep due to street width

South side of Pleasant from Oak Park to Home, No Parking Anytime, keep due to street width

Garfield (Wesley-Clarence) – Street too narrow for parking and fire response

Standardization: Change to No Parking Anytime

Carpenter (Harrison-Jackson – Street too narrow for parking and fire response

Standardization: Change to No Parking Anytime on 1 side of the street

200 Clinton – Multiple Restrictions; 4hr parking in front of row houses and NP 8-10 in front of single family.

Standardization: Change to 3 hour 10-5 M-F

800 Block of south Euclid (west side of the street) - Street cleaning on Wednesday and Fridays

Standardization: Change to "Street Cleaning" No Parking Wednesdays 8-10am

In business districts where overnight parking zone exists on the main business street (i.e. Harrison Street) either '3 Hour Parking 10AM-5PM 7 days' or add meters for better parking management. For Harrison Street in specific, interdepartmental group suggests meters.

Conservatory 1 hour parking near Rehm Park due to pool hours

Staff Recommendation(s):

Based on comments received from Village of Oak Park Board of Trustees the recommendations are listed above within the topic area.

Additionally, there is a request for direction from the Transportation commission on a number of topics.

Supporting Documentation Is Attached



Kenilworth, west side, south of Lake

0717-1
6.2
1/10



Marion, west side, north of Randolph

0717-1
6.2
2/10



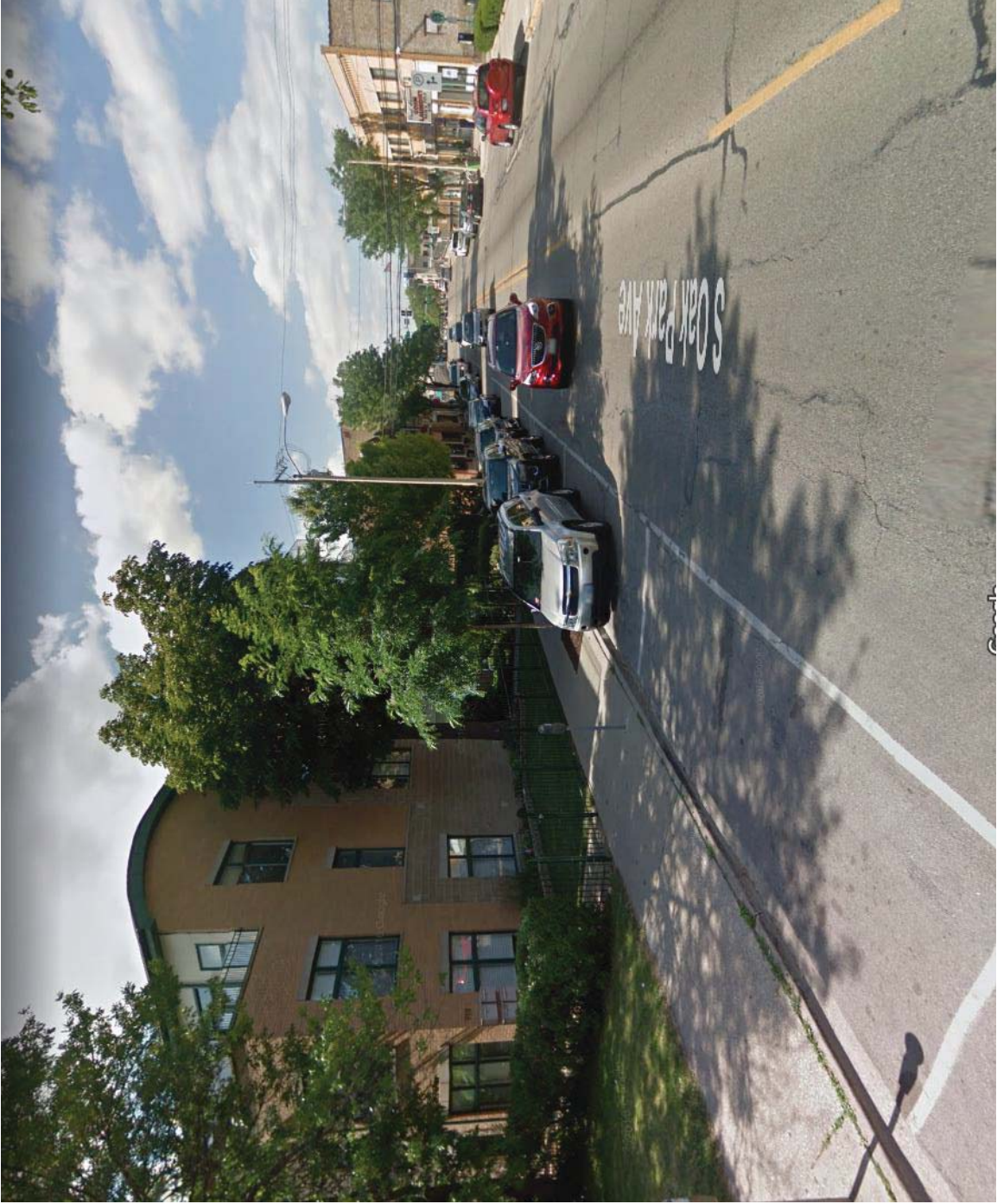
Marion, east side, north of Randolph (diagonal spaces)– Lot 81

0717-1
6.2
3/10



Marion, east side, north of Randolph (parallel spaces) – Lot 81

0717-1
6.2
4/10



Oak Park Ave, south of Garfield



North Blvd, south of Lot 10



1107 North Blvd

0717-1
6.2
8/10



100 block of S. Kenilworth



Garfield, Clarence to Wesley



0717-1
6.2
10/10

Carpenter, Jackson to Harrison

Village Of Oak Park
Transportation Commission Agenda Item

| |
|---|
| Item Title: Continued Development of the Traffic Calming Toolbox |
| Review Date: <u>July 24, 2017</u> |
| Prepared By: <u>Mike Koperniak</u> |
| Abstract (briefly describe the item being reviewed): Tonight's meeting is a continuation of the Transportation Commission's work plan item to develop a traffic calming toolbox for use to more effectively address traffic calming petitions that are brought before it. At its June 12th meeting, the Commission: (a) approved the draft Criteria Detail Scoring table, (b) approved the draft Available Traffic Calming Measures table, (c) approved the revised Petition For Traffic Calming Measures form with modifications, (d) decided to review at a future date its November 26, 2012 draft Speed Table Policy for its integration into the traffic calming toolbox, and (e) agreed that a discussion with the Village Board of Trustees regarding a funding mechanism for expensive traffic calming measures should take place at a future date and the results be incorporated into the final traffic calming toolbox document. |
| Staff Recommendation(s): Staff recommends that the Commission submit to the Village Board for review and approval the draft Criteria Detail Scoring table and the draft Available Traffic Calming Measures table. In addition, Staff recommends that the Commission submit a recommendation that the Commission and the Village Board discuss a funding mechanism for expensive traffic calming measures. Finally, Staff recommends that the Commission continue with the next phase of developing a publishable traffic calming toolbox document. This item will be included on each Transportation Commission agenda until the Commission votes to recommend to submit the two tables to the Village Board. |
| Supporting Documentation Is Attached |

Memorandum

0717-1

7.2

1/2

Date: July 24, 2017

To: The Transportation Commission

From: Mike Koperniak, Staff Liaison mk

Re: Continuation in the Development of a Traffic Calming Toolbox

The Transportation Commission has now developed a draft Criteria Detail Scoring table and a draft Available Traffic Calming Measures table that is in Staff's opinion, ready for submission to the Village Board of Trustees for review and approval.

At its June 12, 2017 meeting, the Transportation Commission approved the draft Criteria Detail Scoring table (exhibit 7.3), approved the draft Available Traffic Calming Measures table (exhibit 7.4), and approved the approved the revised Petition For Traffic Calming Measures form with modifications(exhibit 7.5).

For the draft Available Traffic Calming Measures table (exhibit 7.4), a column was added to more explicitly indicate the measures that the Commission thought were not bicycle friendly.

During its review of the revised Petition For Traffic Calming Measures form with modifications, the Commission decided to keep the minimum percentage requirement at 51 percent and to add the Commission's public website URL to the petition form. The form (exhibit 7.5) has been revised to incorporate both of these changes.

The Commission also decided to review its November 26, 2012 draft Speed Table Policy (exhibit 7.6) in order to review how best to integrate it into the traffic calming toolbox. The draft speed table policy indicates that that installation of a speed table should be 100 percent taxpayer funded by the properties on the petitioning block. Should this requirement be kept for the traffic calming toolbox? If so, should the same requirement be used for other Level 3 and 4 traffic calming options. Or should some combination of public / private payment be used? This issue can be discussed at a future meeting.

In addition, staff is recommending that the Transportation Commission, as part of the development of the traffic calming toolbox, should discuss with the Village Board of Trustees and come to an agreement as to how level 3 and 4 traffic calming options

Memorandum

0717-1

7.2

2/2

should be paid for. Should they be 100 percent petitioner funded, or 100 percent Village funded, or some combination of the two. The outcome of this discussion can then be incorporated into the traffic calming toolbox. It should be noted that this discussion can take place after the draft Criteria Detail Scoring table and draft Available Traffic Calming Measures table have been approved by the Village Board.

This is to avoid the situation in which the Transportation Commission publically recommends to the Village Board an expensive traffic calming measure that potentially the Village Board cannot or does not want to pay for. And if the Village Board does want to expend money on the option it will then have to decide if it should be paid for from the current budget or added to next year's budget.

Once the criteria table and measures table are approved by the Village Board, Staff will be working on retaining a consultant to take the approved tables and develop a finished publishable document around them. This work will include, but is not limited to, developing an introductory section describing how the tables will be used, developing a Village of Oak Park unique description page for each of the available traffic calming measures (description pages from other government agencies were used to develop the measures table), and a concluding section.

Once the two tables have been approved by the Village Board, the Commission can begin to use the two tables in the course of its work while the development of the publishable traffic calming toolbox continues.

| Measure | Maximum Number of Points | <u>DRAFT</u> Criteria Detail as approved by the Transportation Commission at its 06/12/2017 meeting | mi possible score | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|--|-------------------|---------------|---|------|---------------|--|--|--|-----|---|-----|-------------|-----|---|-----|-------------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|-----|------|-----|---|------|------|-----|---|------|------|--|--|-----------------------|---|----------|--|--|----------------------------|---|------------|---|----|---|-----|-------------|-----|---|-----|-------|-----|---|-----|-------|-----|---|-----|-------|-----|---|------|--------------|---|
| Crash History | 20 | 1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points | 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Speed | 20 | 85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points | 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Volume | 20 | ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points | 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points | 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum | 3 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Interest | 15 | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4">51% petitions</th> <th colspan="4">75% petitions</th> </tr> </thead> <tbody> <tr> <td>51%</td><td>-</td><td>59%</td><td>= 10 points</td> <td>75%</td><td>-</td><td>78%</td><td>= 10 points</td> </tr> <tr> <td>60%</td><td>-</td><td>68%</td><td>= 11</td> <td>79%</td><td>-</td><td>82%</td><td>= 11</td> </tr> <tr> <td>69%</td><td>-</td><td>77%</td><td>= 12</td> <td>83%</td><td>-</td><td>86%</td><td>= 12</td> </tr> <tr> <td>78%</td><td>-</td><td>86%</td><td>= 13</td> <td>87%</td><td>-</td><td>90%</td><td>= 13</td> </tr> <tr> <td>87%</td><td>-</td><td>95%</td><td>= 14</td> <td>91%</td><td>-</td><td>94%</td><td>= 14</td> </tr> <tr> <td>96%</td><td>-</td><td>100%</td><td>= 15</td> <td>95%</td><td>-</td><td>100%</td><td>= 15</td> </tr> </tbody> </table> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2"></th> <th>% of negative replies</th> <th>=</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td colspan="2"></td> <td>Less than 10 or 16 replies</td> <td>=</td> <td>- 0 points</td> </tr> <tr> <td rowspan="5" style="font-size: small;">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> <td>1%</td><td>-</td><td>20%</td><td>= - 1 point</td> </tr> <tr> <td>21%</td><td>-</td><td>40%</td><td>= - 2</td> </tr> <tr> <td>41%</td><td>-</td><td>60%</td><td>= - 3</td> </tr> <tr> <td>61%</td><td>-</td><td>80%</td><td>= - 4</td> </tr> <tr> <td>81%</td><td>-</td><td>100%</td><td>= - 5 points</td> </tr> </tbody> </table> | 51% petitions | | | | 75% petitions | | | | 51% | - | 59% | = 10 points | 75% | - | 78% | = 10 points | 60% | - | 68% | = 11 | 79% | - | 82% | = 11 | 69% | - | 77% | = 12 | 83% | - | 86% | = 12 | 78% | - | 86% | = 13 | 87% | - | 90% | = 13 | 87% | - | 95% | = 14 | 91% | - | 94% | = 14 | 96% | - | 100% | = 15 | 95% | - | 100% | = 15 | | | % of negative replies | = | Subtract | | | Less than 10 or 16 replies | = | - 0 points | If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative | 1% | - | 20% | = - 1 point | 21% | - | 40% | = - 2 | 41% | - | 60% | = - 3 | 61% | - | 80% | = - 4 | 81% | - | 100% | = - 5 points | 10 pts. (5 pts. with minimum petition score + maximum external negative support) |
| 51% petitions | | | | 75% petitions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51% | - | 59% | = 10 points | 75% | - | 78% | = 10 points | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60% | - | 68% | = 11 | 79% | - | 82% | = 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69% | - | 77% | = 12 | 83% | - | 86% | = 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78% | - | 86% | = 13 | 87% | - | 90% | = 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87% | - | 95% | = 14 | 91% | - | 94% | = 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96% | - | 100% | = 15 | 95% | - | 100% | = 15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | % of negative replies | = | Subtract | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Less than 10 or 16 replies | = | - 0 points | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative | 1% | - | 20% | = - 1 point | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 21% | - | 40% | = - 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 41% | - | 60% | = - 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 61% | - | 80% | = - 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 81% | - | 100% | = - 5 points | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Score | 100 | Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required) | 13 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Created 8/18/2016
Revised 5/10/2017
Revised 5/22/2017
Approved 6/12/2017

Traffic Calming Measures as reviewed and recommended by the Village of Oak Park's Fire, Police, and Public Works Departments in March 2017 and approved by the Transportation Commission on June 12, 2017

| Types of Traffic Calming Measures that can be used by the Transportation Commission to address resident generated petitions for traffic calming / controls | Not Bicycle Friendly | No impacts | | | Minor negative impacts / can work around | | | Major negative impacts / opposed to | | | Staff Recommendation as to whom should pay | |
|--|----------------------|-------------------|--------|--------------|--|--------|--------------|-------------------------------------|--------|--------------|--|--|
| | | Fire | Police | Public Works | Fire | Police | Public Works | Fire | Police | Public Works | | |
| Level 1 - No Traffic Flow Changes | | | | | | | | | | | | |
| Targeted Speed Enforcement (Page 1) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| Speed Radar Trailer (Page 1) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| Speed Feedback Sign (Page 2) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| Centerline / Edgeline Lane Striping (Page 2) | | ✓ | | ✓ | | ✓ | | | | | Village | |
| Optical Speed Bars / Speed Reduction Markings (Page 3) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| Signage (Page 3) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| Speed Limit Signage (Page 4) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| STOP / YIELD Signage (Page NA) | | ✓ | ✓ | | | | ✓ | | | | Village | |
| Flashing Stop Signs | | | | | | | | | | | Village | |
| Speed Legend (Page 5) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| Speed Limit Pavement Markings (Page 6) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| High Visibility Crosswalks (Page 7) | | ✓ | ✓ | | | | ✓ | | | | Village | |
| Educational Community Involvement (Page 8) | | ✓ | ✓ | ✓ | | | | | | | Village | |
| Level 2 - Some Traffic Flow Changes | | | | | | | | | | | | |
| Sign Turn Restrictions/Turn Movement Restrictions (Page 9) | | ✓ | ✓ | | | | ✓ | | | | Village | |
| Angled Parking (Page 7) | | ✓ | ✓ | | | | ✓ | | | | Village | |
| Parking Strategies (Page 10) | | | | | ✓ | ✓ | ✓ | | | | Village | |
| Textured Pavement (Page 11) | | ✓ | ✓ | | | | ✓ | | | | SSA | |
| Rumble Strip (Page 11-12) | | ✓ | | ✓ | | ✓ | | | | | Village | |
| Centerline Botts Dots / Raised Pavement Markers (Page 5) - Not Recommended by Staff | | ✓ | | | | ✓ | ✓ | | | | Village | |
| Level 3 - Significant Traffic Flow Changes | | | | | | | | | | | | |
| Neckdown / Bulbout (Page 13) | NBF | ✓ | | | | ✓ | ✓ | | | | Village | |
| Center Island Narrowing / Pedestrian Refuge (Page 14) | | ✓ | | | | | ✓ | | ✓ | | Village | |
| One-Lane and Two-Lane Chokers (Page 15 and 16) | NBF | ✓ | | | | | ✓ | | ✓ | | Village | |
| Rapid Rectangular Flashing Beacons (RRFB) | | | | | | | | | | | Village | |
| Chicane (Page 19) | | ✓ | | | | ✓ | ✓ | | | | Village | |
| Lateral Shift (Page 20) | | | | | ✓ | ✓ | ✓ | | | | Village | |
| Realigned Intersection (Page 21) | | | | | ✓ | ✓ | ✓ | | | | Village | |
| Medians & Partial Medians (Page 22) | | | | | ✓ | ✓ | ✓ | | | | Village | |
| Speed Hump (Page 23) - Not recommended by Staff | | | | | | ✓ | ✓ | ✓ | | | SSA | |
| Speed Table (Page 26) - Not recommended by Staff | | | | | | ✓ | ✓ | ✓ | | | SSA | |
| Raised Crosswalk (Page 28) - Not recommended by Staff | | | | | | ✓ | ✓ | ✓ | | | SSA | |
| Raised Intersection (Page 29) - Not recommended by Staff | | | | | | ✓ | ✓ | ✓ | | | SSA | |
| Level 4 - Street Closures | | | | | | | | | | | | |
| Median Barrier (Page 34) | | | | | ✓ | ✓ | ✓ | | | | SSA | |
| Forced Turn Island (Page 35) | | | | | ✓ | ✓ | ✓ | | | | SSA | |
| One-Way and Two-Way Street Conversion (Page 36) | | | | ✓ | ✓ | ✓ | | | | | Village | |
| One-Way Couplet Conversions (Page 37) | | | | | ✓ | ✓ | ✓ | | | | Village | |
| Full Closure (Page 30) - Not recommended by Staff | | | | | | | ✓ | ✓ | | | SSA | |
| Partial Closure (Page 31) - Not recommended by Staff | | | | | ✓ | ✓ | ✓ | | | | SSA | |
| reviewed by the three Village departments in March 2017 | | | | | | | | | | | | |
| reviewed by the Transportation Commission on May 10, 2017 | | Recommended payer | | | Village = Village of Oak Park | | | | | | | |
| reviewed by the Transportation Commission on May 22, 2017 | | | | | SSA = Special Service Area, 100% funded by petitioners | | | | | | | |
| approved by the Transportation Commission on June 12, 2017 | | | | | | | | | | | | |
| NBF = Not Bicycle Friendly | | | | | | | | | | | | |

PETITION FOR TRAFFIC CALMING MEASURES

Date: _____

0717-1
7.5
1/1

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

* = This petition is being circulated by: (list name, address, and telephone number)

| Name | Address and Phone Number |
|------------|--------------------------|
| 1. * _____ | _____ |
| 2. _____ | _____ |
| 3. _____ | _____ |
| 4. _____ | _____ |
| 5. _____ | _____ |
| 6. _____ | _____ |
| 7. _____ | _____ |
| 8. _____ | _____ |
| 9. _____ | _____ |
| 10. _____ | _____ |
| 11. _____ | _____ |
| 12. _____ | _____ |
| 13. _____ | _____ |
| 14. _____ | _____ |
| 15. _____ | _____ |

This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

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

DRAFT SPEED TABLE POLICY

0717-1

7.6

1/2

As approved by the Transportation Commission at its November 26, 2012 meeting

How to Request a Speed Table

- a. A petition request must be submitted and signed by the residents representing at least 51% of the street frontage on the block on which the speed table will be installed.
- b. The "Speed Table Policy" will only apply to local streets as defined in the City of Oak Park's Comprehensive Plan.
- c. Blocks having a limited number of houses that are adjacent to commercial properties (parks, schools, etc.), will require a letter of support from a non-residential property representative of the non-residential property for the petition.
- d. Petitioners will be notified as to the estimated shared cost of installation of a speed table. Cost for the installation of the speed table will be 100% taxpayer funded by the properties on the petitioning block.
- e. The Department of Public Works will solicit input from Police and Fire Departments for their recommendations regarding the petitioning block(s).
- f. The Department of Public Works will initiate the collection of traffic data after the petition has been validated.

This section needs to be revised to conform to the process by which the Transportation Commission recommends the use of a speed table from the Traffic Calming Toolbox.

Initial Collection of Traffic Data

- a. Staff will perform traffic speed and volume studies which may take up to three (3) months to complete depending on weather conditions.
- b. Average Daily Traffic (ADT) volumes must exceed 850 vehicles per 24-hour period and the 85th percentile vehicle speed must exceed 27 miles per hour in order to qualify for speed tables.
- c. If volume and speed criteria are not met, residents will be notified of the situation. The residents may petition for an alternative solution.
- d. If the volume and speed criteria are met, Village staff will start the process of installing temporary speed tables on the petitioning block.

Temporary Installation and Final Collection of Traffic Data

- a. Temporary speed table(s) will be installed on the petitioning block(s).
- b. Within six months of the temporary speed table installation, additional traffic data will be collected to evaluate the effectiveness of said device.

DRAFT SPEED TABLE POLICY

Transportation Commission and Village Board Review

- a. Traffic data results from before and after the temporary speed table installation will be presented to the Transportation Commission for their review and recommendation to the Village Board as to the installation of a permanent speed table.
- b. The Village Board of Trustees will review the Transportation Commission recommendation and make a determination as to the installation of a permanent speed table.

Permanent Installation

- a. Staff will make a determination as to the design of the speed table on the petitioned block.
- b. The installation of speed tables is subject to the availability of funding. Those blocks not meeting the above criteria will be considered for alternative measures where appropriate.
- c. Permanent speed table will be installed on petitioned block(s).

General Notes:

1. Due to resource constraints, no more than three (3) blocks during any year will be eligible for temporary speed tables.
2. Maintenance of speed tables will be funded through the Public Works Department.

| Parking and Traffic Action Item Activity Summary | | | | | | | | Grayed out row indicates the item has been completed and closed |
|--|-------------|-----------|-------------|------------------------|----------------------|--|---------------------------|---|
| Project No. | Date Opened | Opened By | Date Closed | Petition mailed out on | Petition received on | Action Item Description | Name Address Phone Number | Commission Recommendation Village Board Action Final Disposition |
| 1356 | 07/06/16 | JAJ | | | | Request for traffic calming across Kenilworth medians between Division and North Ave | | |
| 1357 | 07/11/16 | JAJ | 10/31/16 | | | Request for change in signage adjacent to 300 S Humphrey CDS | | No Trans Com involvement necessary TWO #12510 written on 10/31/2016 |
| 1358 | 06/29/16 | JAJ | 02/11/17 | 07/13/16 | | Resident concerns about Marion/Erie intersection | | TWO 12528 & 12532 written on 02/11/2017 |
| 1359 | 07/14/16 | JAJ | | 07/21/16 | | Requesting STOP signs at Berkshire & Grove | | See PF #1339 |
| 1360 | 07/14/16 | JAJ | 10/05/16 | 07/15/16 | 09/08/16 | Request for speed bumps in alley adjacent to Oak Park Ave & Jackson Blvd | | no Trans Com involvement necessary TWO #12497 written on 10/05/2016 |
| 1361 | 07/15/16 | JAJ | | | | Concerns regarding Harlem/Ontario intersection. | | |
| 1362 | 07/28/16 | JAJ | | | | Data for consultant for North Ave report | | No Trans Com involvement necessary |
| 1363 | 07/29/16 | JAJ | | | | Issues with alley behind Lake St | | No Trans Com involvement necessary |
| 1364 | 08/01/16 | JAJ | | | | Traffic issues on Marion St south of South Blvd | | |
| 1365 | 08/04/16 | JAJ | 08/05/16 | | | Request for existing traffic data on Oak Park Ave near residence | | No Trans Com involvement necessary mail.com |
| 1366 | 08/08/16 | JAJ | | | | Interested in traffic speed reduction options for 1100 block of Home Ave | | |
| 1367 | 08/23/16 | JAJ | | 08/24/16 | 10/19/16 | Request for STOP signs at Harvey & LeMoyne | | |
| 1368 | 08/29/16 | MJK | | n/a | | Resident request for flashing lights on Ridgeland at Ontario | | |
| 1369 | 08/31/16 | MJK | | 08/31/16 | | request to install stop sign at Erie and Taylor | | potential Trans Com item |
| 1370 | 08/31/16 | MJK | | | | morning traffic controls at Madison and East caused by Fenwick trafficdeal with | | |
| 1371 | 09/01/16 | JAJ | | | | concerns about safety at Lombard & Superior (2 accidents in a week's time) | | |
| 1372 | 08/29/16 | JAJ | | | | parking and traffic issues on the 200 to 400 blocks of N Kenilworth | | |
| 1373 | 09/06/16 | JAJ | | 09/23/16 | 10/19/16 | Request for STOP sign petition for Forest /Greenfield intersection (near Lindberg Park) | | |
| 1374 | 09/06/16 | JAJ | | | | requesting multiple crosswalks / signage on Chicago between OPA & Ridgeland - for peds & OPRF kids | | |
| 1375 | 09/08/16 | JAJ | 09/08/16 | | | Request for NO PARKING HERE TO CORNER signage at the NW corner of Division & Kenilworth | | no Trans Com involvement necessary TWO # 12494 written on 09/08/2016 |
| 1376 | 09/07/16 | JAJ | | 09/28/16 | | Request for all-way STOP signs at Home/Lexington intersection | | |
| 1377 | 09/09/16 | JAJ | | | | Request for STOP sign petition for Kenilworth/Greenfield intersection | | |
| 1378 | 09/09/16 | JAJ | | | | Request for speed bumps in alley | | |

| Parking and Traffic Action Item Activity Summary | | | | | | | | Grayed out row indicates the item has been completed and closed |
|--|-------------|-----------|-------------|------------------------|----------------------|--|---------------------------|---|
| Project No. | Date Opened | Opened By | Date Closed | Petition mailed out on | Petition received on | Action Item Description | Name Address Phone Number | Commission Recommendation Village Board Action Final Disposition |
| 1379 | 09/13/16 | JAJ | | | | Request for crosswalk on Ridgeland at Adams | | |
| 1380 | 09/14/16 | JAJ | | | | Request for enhanced safety at OPA/Van Buren crosswalk | | |
| 1381 | 09/14/16 | JAJ | | 09/23/16 | 10/18/16 | Petition for all-way STOP signs at East Ave & Division St intersection | | |
| 1382 | 09/21/16 | JAJ | | | | Request for additional SCHOOL ZONE signage at St Giles School | | no Trans Com involvement necessary |
| 1383 | 09/22/16 | JAJ | 09/22/16 | | | Refresh crosswalk pavement markings at the Washington/Wisconsin intersection | | no Trans Com involvement necessary SMO 30078 written on 09/22/2016 |
| 1384 | 09/21/16 | JAJ | | | | Reopening of Euclid/Harvard & Euclid/Fillmore STOP Sign petitions | | formerly PF #1243 - no action in over 1 year. |
| 1385 | 09/23/16 | JAJ | | | | Request for speed bump or cul-de-sac on 1150 block of Home Ave | | |
| 1386 | 09/27/16 | MJK | | 09/27/16 | 10/06/16 | requested stop sign petition for an unnamed location | | |
| 1387 | 09/29/16 | JAJ | | 09/29/16 | | Request for speed bumps in the 1600 block of Austin alley | | no Trans Com involvement necessary |
| 1388 | 09/29/16 | JAJ | 10/04/16 | | | Request for certain traffic control devices data for VBOT meeting | | no Trans Com involvement necessary |
| 1389 | 10/05/16 | JAJ | | | | Request for installation of crosswalk at an unnamed location. | | no Trans Com involvement necessary |
| 1390 | 10/10/16 | JAJ | 10/14/16 | | | Request for safety information regarding red light cameras for discussions | | no Trans Com involvement necessary replied to request on 10/14/2016 |
| 1391 | 10/12/16 | JAJ | | | | Request for traffic calming device on the 1200 block of Columbian Ave | | |
| 1392 | 10/12/16 | JAJ | | | | Request for cul-de-sac petition on the 1200 block of N Taylor | | |
| 1393 | 10/12/16 | JAJ | 10/12/16 | | | Request for CROSS TRAFFIC DOES NOT STOP plaque on East Ave STOP signs at Division St | | no Trans Com involvement necessary TWO #12503 written on 10/12/2016 |
| 1394 | 10/12/16 | JAJ | 10/24/16 | | | Request for additional barricade to block off alley by Ascension School | | no Trans Com involvement necessary Responded to request & provided options |
| 1395 | 10/24/16 | JAJ | | | | Request for in-street pedestrian crossing signage on Washington at Kenilworth | | no Trans Com involvement necessary |
| 1396 | 10/21/16 | JAJ | | | | Issues with pedestrian push buttons in downtown Oak Park | | no Trans Com involvement necessary |
| 1397 | 10/21/16 | JAJ | | | | Concerns about Washington Blvd at Kenilworth intersection (vehicle & pedestrian interaction) | | |
| 1398 | 11/02/16 | JAJ | 11/10/16 | | | Request for NO LEFT TURN sign for NB Maple St at Chicago Ave during holiday season | | no Trans Com involvement necessary |
| 1399 | 11/04/16 | JAJ | | 11/04/16 | | Request for all-way STOP signs at Wesley & Fillmore | | |
| 1400 | 11/04/16 | JAJ | 02/11/17 | | | Request for all-way STOP signs at Erie & Marion | | TWO 12528 & 12532 written on 02/11/2017 |

| Parking and Traffic Action Item Activity Summary | | | | | | | | Grayed out row indicates the item has been completed and closed |
|--|-------------|-----------|-------------|------------------------|----------------------|--|---------------------------|---|
| Project No. | Date Opened | Opened By | Date Closed | Petition mailed out on | Petition received on | Action Item Description | Name Address Phone Number | Commission Recommendation Village Board Action Final Disposition |
| 1401 | 11/09/16 | JAJ | | 11/09/16 | | Petition for STOP signs at the intersection of Cuyler & Iowa | | |
| 1402 | 11/28/16 | JAJ | | 11/29/16 | | Request for KKAD25 banners on block | | no Trans Com involvement necessary |
| 1403 | 11/29/16 | JAJ | | 11/29/16 | | Request for alley speed bumps in adjacent north-south alley | | no Trans Com involvement necessary |
| 1404 | 12/01/16 | MJK | | 12/01/16 | 01/30/17 | request traffic calming device on 1200 Linden block | | |
| 1405 | 12/01/16 | JAJ | 12/02/16 | | | Request for NO OUTLET sign on North Ave at Fair Oaks | | no Trans Com involvement necessary TWO #12507 written on 12/02/2016 |
| 1406 | 12/15/16 | JAJ | 12/19/16 | | | Resident complaint of back up of traffic on Chicago Ave at Ridgeland Ave intersection | | no Trans Com involvement necessary Adjusted timing via Centrats, responded to resident |
| 1407 | 12/29/16 | JAJ | | | | Request for signage to prohibit blocking of walkway | | no Trans Com involvement necessary |
| 1408 | 12/30/16 | JAJ | | | | Concern about North Blvd & Forest Ave intersection | | no Trans Com involvement necessary |
| 1409 | 12/30/16 | JAJ | 01/05/17 | | | Request for warning signage for 1200 Woodbine speed table | | no Trans Com involvement necessary TWO # 12514 written on 01/05/2017 |
| 1410 | 01/17/17 | JAJ | 02/08/17 | | | Vehicle & pedestrian traffic data collection for the intersection of Jackson Blvd & Wesley Ave | | no Trans Com involvement necessary Data provided to Village Engineer |
| 1411 | 01/25/17 | JAJ | | | | Request for crosswalk markings on Chicago Ave at Grove Ave | | no Trans Com involvement necessary |
| 1412 | 02/01/17 | JAJ | 02/13/17 | | | Issues with traffic in alley Marion to Forest 1 block N of Lake St | | no Trans Com involvement necessary TWO #12534 was written on 02/13/2017 |
| 1413 | 02/03/17 | JAJ | | | | Request for in-street pedestrian crossing signs / crosswalk markings on Oak Park Ave at Erie St | | |
| 1414 | 02/06/17 | JAJ | 03/27/17 | | | Request for BLIND PERSON warning signage | | no Trans Com involvement necessary |
| 1415 | 01/30/17 | JAJ | 03/20/17 | | | Chicago/Ridgeland traffic signal timing is off since construction ended | | no Trans Com involvement necessary |
| 1416 | 02/06/17 | JAJ | | | | Request for crosswalk sign on Jackson Blvd between Oak Park Ave & Carpenter Ave | | no Trans Com involvement necessary TWO #12560 written on 05-15-2017 |
| 1417 | 02/06/17 | MJK | | | | Request for sign to prohibit NB OPA traffic from blocking parking lot entrance at North Ave traffic signal | | no Trans Com involvement necessary |
| 1418 | 02/09/17 | JAJ | | | | Crash at Erie Street & Grove Ave, request for all-way STOP signs at intersection | | |
| 1419 | 02/09/17 | JAJ | | | | Crosswalk markings on Randolph St west of Maple St | | no Trans Com involvement necessary |
| 1420 | 02/13/17 | JAJ | 02/17/17 | | | Request for various petitions for the 500 block of N Taylor Ave | | .com Item referred to Police Dept |
| 1421 | 03/07/17 | JAJ | | | | Request for NPBS at alley access 300 block of S Maple (both Washington & Randolph) | | no Trans Com involvement necessary |
| 1422 | 03/27/17 | JAJ | | | | Request to modify turn restrictions or timing on Harvard at Ridgeland Ave | | no Trans Com involvement necessary |
| 1423 | 04/03/17 | JAJ | 04/14/17 | | | Request for signage to have turning vehicles yield to pedestrians at Madison/Wisconsin. | | no Trans Com involvement necessary TWO #12540 written on 04/14/2017 |

| Parking and Traffic Action Item Activity Summary | | | | | | | | Grayed out row indicates the item has been completed and closed |
|--|-------------|-----------|-------------|------------------------|----------------------|---|---------------------------|--|
| Project No. | Date Opened | Opened By | Date Closed | Petition mailed out on | Petition received on | Action Item Description | Name Address Phone Number | Commission Recommendation Village Board Action Final Disposition |
| 1424 | 04/07/17 | JAJ | | 04/07/17 | | Request for alley speed bump petition | | no Trans Com involvement necessary |
| 1425 | 04/10/17 | JAJ | | 04/13/17 | | Request for KKAD25 banners for 500 block fo Lyman | | no Trans Com involvement necessary |
| 1426 | 04/17/17 | JAJ | | | | Modify Lake/Harvey signal timing as students from Oak Park Academy cannot cross in the allotted time | | no Trans Com involvement necessary |
| 1427 | 05/01/17 | JAJ | 05/01/17 | | | Replace signage on Hayes at North Ave cul-de-sac | | no Trans Com involvement necessary TWO #12554 written on 05/01/2017 |
| 1428 | 04/20/17 | JAJ | | 05/02/17 | | Request for alley speed bump petition on the 1100 block of Clinton Ave | | no Trans Com involvement necessary |
| 1429 | 05/02/17 | JAJ | | | | Traffic safety issues at intersection of east-west alley north of Chicago west of Austin and Austin Blvd. | | |
| 1430 | 05/01/17 | JAJ | 06/21/17 | | | Concern of doubleparked vehicles on Harvey at Lake that affects traffic safety | | no Trans Com involvement necessary Notice given to business of traffic/safety issue citations may be written if they do not comply. |
| 1431 | 05/05/17 | JAJ | | | 05/08/17 | Petition for traffic calming device on 1200 block of Columbian | | |
| 1432 | 04/28/17 | JAJ | | 05/04/17 | | Petition for ONE WAY street or traffic calming on 822 Cuyler Ave | | |
| 1433 | 05/09/17 | JAJ | 05/15/17 | | | Request for CROSS TRAFFIC DOES NOT STOP signage at Taylor & Ontario intersection | | no Trans Com involvement necessary TWO #12561 was written on 05/15/2017 |
| 1434 | 05/17/17 | JAJ | 05/19/17 | | | Request for in-street pedestrian crossing signs in Forest/Ontario curve by Austin Gardens | | no Trans Com involvement necessary TWO #12562 was written on 05/18/2017 |
| 1435 | 05/24/17 | MJK | | | | Request for convex mirror in their alley | | |
| 1436 | 05/22/17 | JAJ | | 05/24/17 | | Request for STOP signs at the intersection of Lexington & Clinton | | |
| 1437 | 05/23/17 | JAJ | | 05/24/17 | | Request for STOP signs at the intersection of Lombard & Iowa | | |
| 1438 | 05/25/17 | JAJ | | 05/25/17 | | Reqeust for speed bumps in alley 600 S Grove | | no Trans Com involvement necessary |
| 1439 | 06/06/17 | JAJ | 06/08/17 | | | Request for CROSS TRAFFIC DOES NOT STOP plaques for Harvard STOP signs at Wisconsin | | no Trans Com involvement necessary TWO #12563 was written on 06/08/2017 |
| 1440 | 06/12/17 | JAJ | | | | Request for cul-de-sac petition for 500 block of S Harvey | | |
| 1441 | 06/16/17 | JAJ | 07/10/17 | 06/21/17 | 06/29/17 | Request for speed bumps in east-west alley | | no Trans Com involvement necessary TWO #12572 was written on 07/10/2017 |
| 1442 | 06/21/17 | JAJ | | 06/26/17 | | Request for Child at Play (KKAD25) signs on 1000 block of Wenonah | | no Trans Com involvement necessary |
| 1443 | 06/21/17 | JAJ | | 06/22/17 | 06/26/17 | Request for Petition for STOP signs at Kenilworth/Adams intersection and KKAD25 signs on the 700 block of S Kenilworth Ave. | | |
| 1444 | 06/26/17 | JAJ | | | | Traffic concerns about traffic on the 400 block of Forest Ave | | |
| 1445 | 07/11/17 | MJK | | 07/11/17 | | request for petition for stop signs at Home and Lexington intersection | | this is an item for the Trans Com |
| 1446 | 07/14/17 | JAJ | | | | Rush Hospital Plan Development | | |



Village of Oak Park

123 Madison St
Oak Park, Illinois 60454
www.oak-park.il.gov

0717-1
OE2
1/3

Meeting Minutes

President and Board of Trustees

Monday, June 19, 2017

7:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 7:35 P.M.

II. Roll Call

Present: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 0

III. Agenda Approval

It was moved by Village Trustee Tucker, seconded by Village Trustee Button, to approve the Agenda. A voice vote was taken and the motion was approved.

IV. Minutes

- A. [MOT 17-190](#) Motion to Approve Minutes from June 5, 2017 Regular Meeting of the Village Board.

It was moved by Village Trustee Button, seconded by Village Trustee Tucker, to approve the Minutes. A voice vote was taken and the motion was approved.

V. Non-Agenda Public Comment

Dr. Robert Kleps. Dr. Kleps stated that agendas should be posted by Thursday afternoon.

Chris Donovan. Mr. Donovan discussed the Oak Park Economic Development Corporation and asked Trustee Moroney how he plans to increase its transparency.

Cathy Yen, representing OPRF Chamber of Commerce. Ms. Yen was disappointed that a discussion of the Minimum Wage Ordinance was not on the agenda. She noted that many local businesses will probably have to lay off employees or raise prices. She asked for the public's help in order for them to stay in business.

Kent Dean, representing OP Call to Action and Democratic Party of OP. Mr. Dean urged the Board to consider supporting raising the minimum wage state wide.

Mary Dungy. Ms. Dungy, an unemployed single parent, discussed the challenge of paying her bills if she takes a job that pays minimum wage. She thanked the Board for siding with families.

AYES: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

NAYS: 0

ABSENT: 0

AA. [RES 17-560](#) A Resolution Approving an Amendment to the Professional Services Agreement with Dixon Resources Unlimited to Provide Parking Support Services for the Village-Wide Parking Study in a Total Amount not to Exceed \$116,694.00 and Authorizing its Execution

Village Manager Pavlicek summarized the Village's agreement with Dixon Resources. Staff is recommending an amendment to that agreement, which will provide support services related to the parking study for the next six months.

Village Trustee Andrews commented that it was his understanding that this item was previously tabled in order for the consultant to provide more deliverables from the first part of the agreement before considering an amendment. He asked if there was any update to deliverables since the last time this was presented.

Director of Parking and Mobility Services Jill Velan clarified that these agreements are for two different projects. She noted that her impression as to why this item was tabled was in order to discuss the project with the Transportation Commission. The Transportation Commission has stated that they wanted to be involved in the process but are not interested in taking on the task of rewriting and consolidating the Village's parking ordinances.

Village Trustee Tucker spoke about his conversation with the Transportation Commission. They are willing to take public comment regarding the issues and may schedule additional meetings in order to give the public the opportunity to voice their concerns.

Village Trustee Andrews asked the status of deliverables from the original agreement. Ms. Velan stated that the consultant is midway through the items noted in the agreement. Village Trustee Andrews noted that many previous parking studies have been done and that this is a poor use of public funds, as the contractor is not local and unfamiliar with Oak Park's geography.

Village Trustee Boutet expressed frustration regarding the general task of re-doing all of parking. She suggested it be more compartmentalized.

Village Trustee Button stated that the law regarding parking is extraordinarily complex. The responsibility of the contractor is to take all parking ordinances and streamline them, making them more consistent and predictable across the entire Village of Oak Park.

Village Manager Pavlicek commented that the previous agreement was regarding upgrading parking technology, which will include vehicle stickers, permits, garages, etc., and will work cross-departmentally. As part of the Village Board's goals of 2015, they wanted to review on a monthly basis, recommendations regarding various parking issues. She discussed some of the piecemeal ordinances and some of the possible changes that can be made to parking regulations.

Village Trustee Tucker spoke in favor of the consultants. It will be helpful to get an outside

opinion.

Village Trustee Moroney expressed uncertainty as to whether parking issues in Oak Park will ever be fully resolved.

Village Manager Pavlicek discussed changes that were implemented resulting from the 2007 parking study. The work of the new consultant will not overlap what was done in 2007.

It was moved by Village Trustee Button, seconded by Village Trustee Taglia, that this Resolution be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, and Village Trustee Boutet

NAYS: 1 - Village Trustee Andrews

ABSENT: 0

AB. [MOT 17-180](#) A Motion to Amend the 2017 Work Plan for Transportation Commission to Include "Conduct Public Meetings for the Comprehensive Parking Study, Identify Community Needs and Develop Recommendations within the Approved Timeline in Conjunction with the Parking Consultant and Village Staff for Consideration by the the Village Board."

Village Manager Pavlicek noted that during the May 15 Special Meeting, the Board discussed having the Transportation Commission become more involved in the parking study. Village Trustee Tucker attended a meeting with them and as a result, staff has prepared an amendment to the Transportation Commission's work plan to clarify that.

There was a discussion regarding how information will be relayed to the Board from the commission and the consultant.

It was moved by Village Trustee Tucker, seconded by Village Trustee Button, that this Motion be approved. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

NAYS: 0

ABSENT: 0

XIII. Call to Board and Clerk

Village Clerk Scaman acknowledged those who were appointed to commissions at tonight's meeting and thanked them for their patience.

Village Trustee Andrews discussed his meetings with business owners this week and stated that taking the Minimum Wage discussion off the agenda sent an unintentional negative message to the business community. This needs to be addressed.

Village Trustee Taglia stated that the timing of the Minimum Wage Ordinance did not allow for an engaged discussion. He did not agree with pulling the item off of the agenda.