

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, JANUARY 8, 2018 - 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 October 9, 2017 Transportation Commission Meeting Minutes
 - 4.2 Draft November 27, 2017 Transportation Commission Meeting Minutes
5. REVIEW AND DISCUSSION OF PROPOSED PARKING PILOT PROGRAM
 - 5.1 Staff Agenda Item Commentary – Final Draft Proposal on Parking Pilot
 - 5.2 Pilot Proposals
 - 5.3 Public Testimony (up to this point)
 - 5.4 Parking Permit Map
 - 5.5 Daytime Restrictions Map
6. OTHER ENCLOSURES
 - OE1 12 months of P&T traffic item activity summary: January 2017 - December 2017
 - OE2 Village Board action on Trans Com recommendations thru 11/27/2017
7. Adjourn

For additional information regarding the proposed Parking Pilot Program and to leave a comment, visit the following Village of Oak Park webpage:

www.oak-park.us/village-services/parking/parking-pilot-program

A second public forum to give your public testimony regarding the proposed parking pilot program will be held later this month at a date, time, and location still to be determined. Keep checking the Village meeting calendar at www.oak-park.us/calendar in order to learn the exact date, time, and location of the public forum.

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
Monday, October 9, 2017
Council Chambers – Village Hall

Call to Order and Roll Call

Chair Chalabian called the meeting to order at 7:00 PM.

Present: Jack Chalabian, Kyle Eichenberger, James Thompson, Joel Schoenmeyer,
Robert Taylor, Michael Stewart

Excused: Roya Basirirad

Staff: Jill Juliano, Mike Koperniak, Mary Avinger

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

Commissioner Stewart motioned to approve the agenda as presented and was seconded by Commissioner Eichenberger. The motion was approved by a unanimous voice vote.

Approval of of the Draft September 25, 2017 Meeting Minutes

Commissioner Eichenberger motioned to approve the draft September 25, 2017, Transportation Commission meeting minutes as modified and was seconded by Commissioner Taylor. The motion was approved by a unanimous voice vote

REVIEW THE EFFECTIVENESS OF TEMPORARY BUMP-OUTS ON BERKSHIRE STREET & GROVE AVENUE TRAFFIC

Transportation Engineer, Jill Juliano gave a presentation speaking about the history on the petition, when it came to the Transportation Commission earlier this year, and how the Village Board of Trustees directed staff to install temporary bump-outs at the intersection. Staff was to conduct an after implementation traffic study and compare it to previous results to determine the effectiveness of the calming measure on traffic. Jill stated based on the mixed results of the after implementation traffic study, staff recommends not to install permanent bump-outs on Grove Avenue at Berkshire Street; rather install north-south stop signs on Grove Avenue at Berkshire Street so as to upgrade to all-way stop signs at the intersection of Grove Avenue and Berkshire Street.

Commissioner Eichenberger asked if the petition was scored with the traffic calming toolbox and Jill responded no because Commission was still working on the toolbox at that time. Commissioner Eichenberger asked what the temporary set up looked like

and Jill showed him and the Commissioners what it looked like. He also asked if there were thoughts to adding a crosswalk during testing and if it would affect the results. Jill responded no and that she wouldn't have any before data to refer to.

Commissioner Taylor asked is there different results between temporary devices and permanent ones and Jill explained why temporary devices are less effective than permanent devices. Commissioner Taylor also asked about stop signs not being speed control devices and Jill explained why stop signs were recommended by staff.

Commissioner Stewart stated he agrees with Commissioner Eichenberger and also likes the idea of continental crosswalks and would like to see scoring of petition in the traffic calming toolbox. Commissioner Stewart spoke about speed and crash data and asked if stop signs don't slow cars down why recommend all-way stop signs. Jill responded that this was the original recommended option from the Commission that went to the Village Board of Trustees. Commissioner Stewart asked how many east/west stop signs are in the area and Jill responded.

A discussion about proliferation of stop signs took place.

Chair Chalabian stated there is not a proliferation of stop signs and questioned how many the Village Board of Trustees approved in the past five years. Commissioner Stewart then questioned how many stop signs have been put in and indicated that his reason for voting against stop signs is because of rolling stops. Chair Chalabian spoke about Mann School users going through Berkshire and Grove and how established walking routes are not in the best layout. Chair Chalabian stated the safe walking route is not working and something must be done to protect pedestrians. Chair Chalabian also spoke about Mann School being an established pedestrian generator especially from the east and spoke about enforcement efforts.

Commissioner Schoenmeyer asked if going forward if the Village will look at stop signs the way staff is doing the pilot parking program study and Transportation Engineer, Mike Koperniak, spoke about the Village traffic study done in 1997-1999 that took three years to study the entire Village.

A discussion about a future traffic study to review and maybe reducing stop signs occurred.

Commissioner Stewart asked Jill Juliano if she had another traffic calming device to try what would it be and Jill responded she would have to look at the traffic calming toolbox to review options but she would most likely pick stop signs or pinch points.

Commissioner Thompson asked Jill Juliano about the 85th percentile speeds on northbound and southbound Grove and if the speeds were acceptable in her opinion and Jill responded from the traffic calming toolbox standpoint no but from her professional opinion yes.

A brief discussion about speed, letters received talking about speed, and no residents showing up tonight occurred.

Commissioner Taylor motioned to reaffirm the original recommendation to upgrade to all-way stop signs and to install continental crosswalks at all four legs of the Berkshire Street and Grove Avenue intersection. Commissioner Eichenberger seconded the motion.

The voice vote was as follows:

Ayes: Chalabian, Eichenberger, Schoenmeyer, Taylor

Nays: Thompson, Stewart

The motion passed four to two.

Commissioner Thompson thinks the petition should be tabled until someone shows up.

Commissioner Stewart quoted Village Engineer, Bill McKenna, stating it is within traffic engineering guidelines, the Manual on Uniform Traffic Control Devices (MUTCD) says stop signs should not be used for speed control. Commissioner Stewart stated he sees no one in the audience and according to Jill Juliano, 27-28 miles per hour is an acceptable speed and that he is against putting in the stop sign.

Commissioner Eichenberger stated the Commission already voted on this once before. Commissioner Eichenberger spoke about stop signs not being used for speed control and asked if staff should try something else and figure out the worth of doing so.

Commissioner Taylor stated they got petitions, got emails, has little opposition, and spoke about safe routes to school and having a second grader himself. Commissioner Taylor would like more crosswalks and supports the stop signs.

Commissioner Schoenmeyer stated he supports the stop sign and that people already did their work and showed up at the first meeting even though no one is here tonight.

Commissioner Thompson asked if staff should look at another traffic calming device.

Commissioner Eichenberger spoke about how long this process takes and that the Commission could resolve this and move forward or not do anything. He would like a resolution after all this time.

Chair Chalabian stated he agrees the stop signs should be installed but that the school walking plan is fatally flawed, especially for people from the east.

A discussion on changing the safe routes to school walking plan route, the process and cost, who owns the school route map, adding crosswalks, previous motion made, and what to recommend took place.

Commissioner Taylor motioned to modify the safe walking route at the Berkshire Street and Grove Avenue intersection using the south leg to accommodate all-way stop signs. Commissioner Schoenmeyer seconded the motion.

A brief discussion about looking at the safe route to schools maps for effectiveness, policy changes, to change or keep routes, and sidewalk painting occurred.

The voice vote was as follows:

Ayes: Chalabian, Eichenberger, Schoenmeyer, Taylor, Thompson, Stewart

Nays: None

The motion passed unanimously.

Transportation Engineer, Mike Koperniak had a discussion with the Commission about future meetings. The discussion included information on tentative public meetings on November 8th and 9th, the final review of the parking pilot program at the Commission meeting on November 27th, if a meeting should be held in December, and possibly tabling traffic meetings until January.

Commissioner Schoenmeyer stated tonight was his last Commission meeting.

Commissioner Thompson motioned to adjourn the meeting and the motion was seconded by Commissioner Eichenberger.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 8:05 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

Draft Transportation Commission Meeting Minutes
Monday, November 27, 2017
Council Chambers, Village Hall

Call to Order and Roll Call

Jack Chalabian called the meeting to order at 6:58 PM

Present: Jack Chalabian, Kyle Eichenberger, James Thompson, Robert Taylor,
Michael Stewart, Roya Basirirad

Excused: None

Staff: John Youkhana, Mike Koperniak, Allison Von Ebers, Dorothy Benson-Baker

Parking Consultant: Julie Dixon

Approval of Tonight's Meeting Agenda

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

Approval of the Draft October 23, 2017 Meeting Minutes

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

Approval of the Draft November 9, 2017 Meeting Minutes

Commissioner Basirirad motioned to approve and submit the draft minutes as presented. The motion was seconded by Commissioner Eichenberger. The motion passed unanimously.

There wasn't any non-agenda public testimony.

REVIEW AND DISCUSSION OF PROPOSED PARKING PILOT

Chair Chalabian gave background history about the parking charge given to the Transportation Commission by the Village Board of Trustees and why this study is being conducted.

Parking Services Manager John Youkhana gave a brief presentation. He started with the background history and spoke about the public forum of November 9, 2017.

John Youkhana spoke about contents of agenda item 5.

Julie Dixon, of Dixon Resources Unlimited, gave a PowerPoint presentation. She did a recap of the November 9, 2017 forum. Julie spoke about the feedback from the forum and from on-line comments about the various plans.

Ms. Dixon introduced and summarized the “Barry” plan (named after the resident who developed it) and how it was popular with other residents that responded on-line.

Commissioner Thompson inquired if January will be the start date for the new tentative changes and Julie Dixon responded no. She added it would more likely be a spring or an early summer start date.

Commissioner Thompson asked if there will be a six-month study and Ms. Dixon responded yes.

John Youkhana spoke about the unified parking technology system Request For Proposal (RFP) now out.

There was a discussion about working the unified parking technology system together with the parking pilot program.

Commissioner Eichenberger spoke about visitors and service workers using the technology and how it would work with the pilot program.

There was a discussion about the vendor RFP and what is being proposed.

Commissioner Basirirad inquired what is the goal at the end of this program. Then, there was a discussion about measurable goals and quantifiable results.

Commissioner Stewart commented that this is a recipe for disaster should we implement a plan before the technology is installed and tested.

Commissioner Stewart spoke about the “Barry” plan and the need to review it the same as was done for the odd/even and 72 hour plans.

Julie Dixon responded about the “Barry” plan and the need for more feedback about the plan. She agreed there is a need for the technology to be implemented and tested.

Chairman Chalabian spoke about the three plans: odd/even, 72 hour and now the “Barry” plan. He added the Hybrid and combination of two or more of the plans. He then asked what the staff’s preference is.

Parking Consultant, Ms. Dixon, responded that she likes the “Barry” plan and she gave reasons.

John Youkhana favored the Hybrid plan. He spoke about various Village department and their responses.

Chair Chalabian spoke on the “Barry” plan and how it included not eliminating the overnight ban, but instead, utilizes the parking permit system to overcome the overnight parking ban. Then zones would no longer exist.

Julie Dixon spoke on how the 24 hour lots could be “premium parking” with premium prices and spoke on the inventory that is within the South Boulevard-Harrison Street-Oak Park Avenue-Harlem Avenue (SHOH) District.

Chair Chalabian spoke about the importance of the 3800 parking spaces. He also spoke on street maintenance and about supply and demand.

Chair Chalabian asked about long-term parking of a week or more and how will this be addressed and Julie Dixon responded about creating a program for long-term parkers using Village garages.

Commissioner Thompson inquired under the “Barry” plan, what would be the incentive to get your car off the street and Julie Dixon expressed the importance of developing a long term parking plan to use the Village garages.

There were discussions about posted time limits — 2-hour limit versus 3-hour limit, raising the vehicle sticker fee and how Sundays and holidays would be impacted.

The floor was opened to public testimony.

David Baker read his statement and turned it in with his form. He currently resides at Kinzer Court, a 42-unit development at Washington and Kenilworth and has lived there for 15 years. He has served as president of his condominium association for 8 years. Mr. Baker thanked the Commission for opportunity to speak. He pointed out the lack of parking spaces for residents in his building and his disappointment with the decision for the Village now limiting each household to only one parking permit when it’s clear that most homes have two working adults and each needs a vehicle to travel to and from work. He also recognized that many of the parking spaces included in the new inventory counts are south of Madison. Mr. Baker opposed both the odd/even plan and the 72-hour plan and feels some single family homeowners are opposed to ending the overnight parking ban because they lease their extra parking spaces sometimes up to three times the cost of a permit.

Monique Hudson spoke about parking around Oak Park Avenue and Randolph. It is difficult parking there overnight. Ms. Hudson does not know where to park her car since the rules changed and she can no longer park on Randolph Street.

James Gates, 42 year resident, opposes the pilot program. He also opposes the removal of the overnight parking ban. He gave reasons for his opposition including that

Oak Park would remain quieter, cleaner, and safer if overnight ban is kept. Mr. Gates would like to see a ban on trucks overnight on street. He wants the Village of Oak Park to not become the City of Oak Park and to keep quality of life as it is. Finally, Mr. Gates stated the Transportation Commission is being rushed to make a recommendation.

Clair Mason, 41 year resident, wants to maintain the overnight parking ban. She explained if the ban is removed, cars would fill up her block; however, she is very concerned about the 2-hour daytime parking restrictions not being long enough.

Stewart Goldman, another resident, has spent most of his life here in the Village of Oak Park. He expounded on how this is a complicated issue. Mr. Goldman is concerned that if existing rules are not enforced then why residents should believe that the Village of Oak Park would enforce new rules.

Public testimony was closed out.

Chair Chalabian started a discussion by asking if the Commission should proceed in making a decision or get more needed information.

Commissioner Taylor mentioned he is concerned about the drafts and revisions and about what is being discussed. He talked about prioritizing and opening meter spots for overnight parking and for guests. He also inquired on how the “Barry” plan came about. Commissioner Taylor added that consistent enforcement is the key. He is concerned about 2-hour limit being too short and spoke about progressive rates. He likes the idea of encouraging public garage use, however, he is concerned with Sundays and holiday parking exceptions and how to implement them.

Commissioner Basirirad admitted she does not like the odd/even plan and then she spoke about the “Barry” plan.

Commissioner Kyle commented that there is an appetite for change and this is a vehicle for change. The Commission still has to talk about plan details and how they will be influenced by coming technology. In abstract, he likes the pilot program. He commented that it should be first come first served.

Commissioner Thompson suggested that everyone should think outside the box. He continued explaining that the Village could get rid of permits and make the vehicle sticker a permit to park on the street overnight. He added day parking could be broken into 3 hour increments with progressive rates to pay. All of this would require strict enforcement.

Commissioner Thompson further expressed that the “Barry” plan has no incentive to “not” park long term. He believes the Village should get out of the permit business.

Commissioner Stewart expounded that we all have heard about parking accommodations from existing parking rules. He stated there is no blanket solution

because residents still want and need accommodations. The Commissioner does not want to restart past Transportation Commission decisions and stated the Commission must respect decisions made in the past.

Commissioner Stewart spoke about online changing of license plate numbers. He also mentioned that the public seems to be against the odd/even plan; the 2 hour limit is too short and mentioned how the Commission should not shake things up just to make a change. He opposes both odd/even and the 72 hour plan and wanted more information about the “Barry” plan. He had ideas for a 4th plan. (Stewart’s conservative plan).

Commissioner Stewart spoke about the previous Y2, Y3 and Y4 plan and creating 75 new spaces: combining the three zones and adding the Y9 zone; opening up meter spaces, keep 2 hour limit in commuter zone blocks but don’t expand it; keep 3-hour limit on meters in business zones; clean up signage; change street sweeping to every 3 weeks or when machine actually comes about; keep 24-hour lots; keep permit rate the same. This plan can be implemented immediately. It just needs consistent enforcement. The Village needs immediate parking and the Commission has to address current parking problems.

Commissioner Stewart expressed the “Barry” plan encourages more car purchases and he was very suspicious about the “premium” parking rates in the 24 hour lots.

Commissioner Taylor spoke about adding guest passes and how they would fit into Commissioner Stewart’s plan. There was a brief discussion about guest passes.

Chair Chalabian spoke about one group of residents saying we have a parking problem and another group says there is no problem. He recalled arguments about the overnight ban since the early 2000’s.

Chair Chalabian liked several of the suggestions: idea of consolidation; parking at meters after 6pm and overnight; making signage easier; using technology to improve enforcement; and premium parking in lots. He also supports the parking business district and liked the “Barry” plan although it has some details to work out.

Chair Chalabian opposes the odd/even plan; the 72 hour plan has problems too; opposes the 3 hour limits; and is concerned about the 3 hour rule for parking meters.

The Chair spoke on how the Commission has to concentrate on supply and demand and is being rushed to judgement on this plan.

Chair Chalabian spoke on combining the “Barry” plan with the Conservative option and the need for another forum.

Chair Chalabian spoke on how the study goes hand in hand with technology and about the RFP out there.

Chair Chalabian does not want the Commission to make a hasty decision. He reiterated how the Commission is not ready to make a decision now.

Commissioner Stewart asked if the Commission should make a decision on what has been proposed, the odd/even and 72 hour plans.

Commissioner Eichenberger suggested the Village could roll out a perfect plan later or an experimental not perfect plan now.

Chair Chalabian spoke about the public participation.

Commissioner Eichenberger suggested the Village let people park anywhere for one week to see what happens and Chair Chalabian related a Europe study where this was tried.

Chair Chalabian asked for votes on various plans and the tally was as follows:

Odd/Even Plan – Commission vote unanimously against.

Free for all parking plan – Commission voted unanimously against.

72-hour plan – Commissioner Thompson and Commissioner Taylor were in favor, the other Commissioners were against it.

“Barry” plan – Commissioner Thompson in favor, Commissioner Taylor not in favor, all others needed more information.

Combo plan – Commissioner Basirirad in favor. All other Commissioners not in favor or needed more information.

Do nothing plan – Commissioners unanimously voted no.

Thompson plan – Commissioner Thompson in favor, Commissioner Basirirad needed more information and Commissioners Stewart, Eichenberger and Taylor were not in favor.

Commissioner Thompson added the “Barry” plan should be the basis with some tweaking.

John Youkhana commented on the plans.

Chair Chalabian asked Julie Dixon what types of benchmarks are used in parking industry and Julie Dixon responded that sales tax, revenue in business districts and EMT lead times. John Youkhana added that the street width is important and needs to be inventoried and citation numbers are other factors.

There was a discussion on how to move forward. Put the various plans in writing for comparing.

Chair Chalabian spoke on the hybrid plan and conservative plan.

Commissioner Basirirad asked to include supply and demand—increase supply and reduce demand.

Commissioner Stewart spoke about sales tax data. He mentioned if sales tax goes down, businesses might move out.

Commissioner Thompson likes the idea of comparing various plans on paper.

John Youkhana mentioned there will be two meetings in January.

Chair Chalabian spoke about the Open Meeting Act and John Youkhana's survey idea.

There was another brief discussion about how to proceed.

Chair Chalabian asked what happens if the consultant contract ends and we are not done yet. John Youkhana responded that staff will make a decision on the base plan then at the January meeting we can modify plan to present to the public.

Julie Dixon outlined how staff's plan would be developed.

Note: Mike Koperniak will ask Jill Juliano about traffic items coming up.

There will be another public forum, tentatively, at Brooks School on January 22, 2018.

CONFIRM FUTURE TRANSPORTATION COMMISSION MEETINGS

All Commissioners agreed upon no meetings in December and confirmed availability for two January 2018 Transportation Commission meetings.

Commissioner Roya 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 10:08PM.

Respectively submitted

Dorothy Benson-Baker

Dorothy Benson-Baker
Administrative Secretary

My name is David Baker. I currently reside at [redacted], a 42-unit development at the corner of Washington and Kenilworth. I have lived at Kinzer Court for the past 15 years and, for the last 8 years, I have served as the President of the condominium association.

Thanks to the Transportation Commission for this opportunity to comment.

Dixon Resources Unlimited defined the parking problems the Village is attempting to solve this way during the public forum on Nov. 9th

- Confusion surrounding parking guidelines and restrictions
- Inconsistent signage
- Enforcement challenges
- Commuters and employees of local business parked in residential districts
- Lack of spaces for residents

* My primary interest is in the lack of spaces for residents, a problem I fear will grow worse following the October 4th mailing to some Overnight Zone Parking Permit Holders which limited renewals to 1 parking permit per household and required residents seeking a second permit to apply in person on November 2nd and in each quarter thereafter.

"You are receiving a renewal notice for one permit purchase for your household. Since Village ordinance requires that all units/households within a parking zone have an equal opportunity to purchase at least one zone permit, if you require an additional or second permit at your address you can purchase this on Thursday, November 2, 2017...on this date you will be required to apply in person and each quarter thereafter."

It is hard for me to understand why the Village concluded it is practical and fair to its tax paying residents to limit a household – which frequently consists of 2 working adults each with a vehicle - to 1 parking permit. And, as surprising, it creates a situation where residents must wait in line in the pre-dawn hours at Village Hall for the chance to gain a second parking permit with no indication – in the mailing piece - as to the remedies available if a second parking permit isn't granted. There must be a better way. The last time I waited in line like this was

respectively. However, many of the parking spaces included in these new inventory counts are south of Madison, far from residents of multi-unit dwellings who need them. How is either recommendation expected to benefit residents in practice? It isn't clear.

*Agreed
both
plans*

More simply, how does it benefit the residents of Oak Park who pay \$130 per quarter right now for the privilege of parking on a public street to also have to move their car every 24 or 72 hours? I argue it doesn't. Again, instead of creating benefit for residents the provisions make residential parking experiences more of a hassle. Moreover, the recommendations don't seem to have contemplated people working from home, traveling for work or leisure for a few days or those residents who may enjoy a long Thanksgiving weekend at home, thankful they don't have to drive and instead can enjoy walking around Oak Park.

Perhaps less often talked about, how do single family home owners with garage spaces and outdoor parking in alleys benefit from the expansion of street parking in Oak Park? They don't.

Many single family home owners won't benefit from such an expansion because they rent parking spaces to residents of multi-unit dwellings at a rate as much as 3x the cost of the quarterly parking permit from the Village (or more). There's an incentive problem which may explain some of the resistance to expand the inventory of available parking. The resistance by some may be more about money than safety or aesthetics.

I urge the Transportation Commission to reject each of the recommendations for the Parking Pilot Program presented during the public forum. I think many of us impacted by the proposed rules agree each recommendation fails to balance the interests of all residents of Oak Park. Please continue to engage residents until, together, we create an equitable solution that does.

Village of Oak Park Transportation Commission Agenda Item

Item Title: Presentation and Community Forum on Parking Pilot Program

Review Date: January 8, 2018

Prepared By: Parking and Mobility Services

Abstract (briefly describe the item being reviewed):

In early 2017 the Village Board began reviewing ways to streamline the wide array of parking rules and regulations by gathering public input on various parking topics during a series of special meetings, community forums and online comments.

In order to balance need with supply, available spaces have been managed through parking regulations put in place over time, typically driven by residents petitioning the Transportation Commission in what became a near block-by-block approach. The result of this approach is a complicated web of rules spelled out in 120 parking ordinances and communicated on more than 10,000 signs throughout the Village.

Months of studying Oak Park's wide array of parking rules and regulations is evolving into a pilot program designed to test a wide range options for simplifying and standardizing the Village's residential parking system.

The proposed pilot area is from Harlem Avenue east to Oak Park Avenue and South Boulevard south to Harrison Street. This area was chosen because it contains virtually every parking challenge in Oak Park with single-family and multi-family residences overlapping with commuter and business parking.

Staff in conjunction with Dixon has broken down each aspect of parking in the area with 3 options, a conservative approach, a progressive approach, and a hybrid approach. The Parking Division's recommendations for each are indicated in **RED** on Attachment 5.2.

Based on community input, recommendations for a parking pilot program will be reviewed and finalized by the Transportation Commission and then presented to the Village Board to consider for implementation in 2018.

Staff Recommendation(s):

Supporting Documentation Is Attached

PARKING PILOT

Parking Division Staff's Recommendations In RED

ON-STREET	Day Restrictions	Conservative	Hybrid	Progressive
	Unrestricted	As-Is	As-Is	As-Is
	Time Restrictions	As-Is	No Parking 8-10	No Restriction
	Time Limits	As-Is	3 Hour Parking	No Limit
	Days	As-Is	Mon - Fri	Mon - Sun
	Meters	Conservative	Hybrid	Progressive
	6AM - 8AM	No Parking	Paid - Graduated Rates	Free
	8AM - 6PM	Paid w/ Time Limit	Paid - Graduated Rates	Free
	6PM - 11PM	Paid w/ Time Limit	Paid - Graduated Rates	Free
	11PM - 3AM	Paid	Paid with Some Permit/Passes	Free
	3AM - 6AM	No Parking	Paid with Some Permit/Passes	Free
	Days	Mon - Sun	Mon - Sat	Mon - Sun
	Permit/Pass Parking (1.1pm - 6am)	Conservative	Hybrid	Progressive
	Existing Permit Spaces	As-Is	Permit/Guest Pass	No Ban
	Existing Pass Spaces	As-Is	Permit/Guest Pass	No Ban
	How Long?	As-Is	72 Hour or Odd/Even	Move only for Street Maintenance/Snow
OFF-STREET				
	Day Restrictions	Conservative	Hybrid	Progressive
	Unrestricted	As-Is	As-Is	As-Is
	Time Limits	As-Is	3 Hour Parking	No Limit
	Meters/Pay Stations	Conservative	Hybrid	Progressive
	6AM - 8AM	No Parking	Permit/Paid - Graduated Rates	Free
	8AM - 6PM	Paid w/ Time Limit	Paid - Graduated Rates	Free
	6PM - 11PM	Paid w/ Time Limit	Paid - Graduated Rates	Free
	11PM - 2AM	Paid with Some Permit/Passes	Permit	Free
	2AM - 5AM	Paid with Some Permit/Passes	Permit	Free
	Days	Mon - Fri	Mon - Sat	Mon - Sun
	Permit Parking	Conservative	Hybrid	Progressive
	Existing Permit Spaces	Paid as you use	As-Is (w/ Future Staff Review)	24 Hour Permits

Considerations
<p>Do permits override daytime parking restrictions/limits?</p> <p>Is a registered service worker permit created? (for construction or medical caregivers)</p> <p>Do passes override daytime parking restrictions/limits?</p> <p>Can blocks still petition for changes to current/new daytime restrictions?</p> <p>Can blocks have 2 daytime restrictions?</p> <p>Do meter rates increase?</p> <p>Does technology bring graduated pricing?</p> <p>Demand based parking is also an option but due to price in additional technology & equipment, is not feasible.</p> <p>Are passes free? What should the charge be?</p> <p>Will cleaning be scheduled for once a week or month?</p> <p>Staff will review existing allocation of off-street permit parking and make changes accordingly.</p>

Space Inventory	
Total # of on-street spaces in pilot	3003
On-street metered spaces	117
On-street non-metered spaces	2886
Odd spaces	1469
Even spaces	1534
Off-street spaces	223

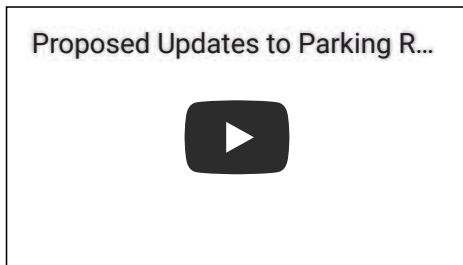
Parking Pilot Program

Months of studying Oak Park's wide array of parking rules and regulations led to a pilot program designed to test a range of options for simplifying and standardizing the Village's residential parking system.

Recommendations for the pilot project were presented to the public at a forum on Nov. 9, 2017 at Brooks Middle School hosted by the citizen volunteers on the Transportation Commission, Village staff and consultant [Dixon Resources Unlimited](#). A PDF of the presentation slides and a video recording of the presentation are posted below.

Feedback provided at the forum and in comments section below on this webpage will be reviewed by the Village's Transportation Commission prior to making a recommendation regarding the proposed parking pilot program at its Nov. 27 meeting.

Presentation



[Click here to see a PDF version of the presentation](#)

Proposed pilot area

Oak Park parking background

Next steps

Comments posted below are monitored and may not appear immediately.

Add new comment

Comments

Parking in Oak Park

Submitted by Lisa Ruhland on Fri, 2017-11-10 10:34

I attended the meeting on November 9 and listened to the proposal given by Dixon Resources Unlimited and to a number of those making comments and asking questions. I felt that the proposed 72 hour plan is preferred to the Odd/Even plan. I don't know how you can even think that you could propose a plan with only 1400 available parking spots when you have concluded that there are roughly 4500 residences. At least with the 72 hour plan, there are 3800 parking spots. I very much like living in Oak Park and parking is my only complaint and frustration about living there. I live at and that location is ideal due to proximity to I-290 and also to Metra, CTA, and downtown. Due to the abundance of Multi-unit dwellings in this area, parking is difficult. And has become more difficult with the removal of a number of parking spots in front on my building and across the street. I don't think I should have to be stressed about finding a place to park when I am driving home. I believe that I should be able to drive to my home and park. I am mindful of the street cleaning days but feel that weekly street cleaning is going overboard. Maybe this could move to once a month.

In proposing the Odd/Even plan with only 1400 parking spots available, what would you have the remaining people do with their cars? Are you trying to say that people want to have a car they should live in a house with a garage or they should move out of Oak Park? That's what it feels like. Like I said, I love living in Oak Park and I don't want a single family home. When I moved in, I rented a parking spot in a lot which now has townhomes on it so I am parking on the street. And I am okay with parking on the street, I would just like to know that there will be a place for me to park my car.

reply

Parking

Submitted by Laura JN Rodriguez on Tue, 2017-11-21 07:56
I agree with all your proposals

0118-1 5.3 2/55

reply

Parking Pilot Program

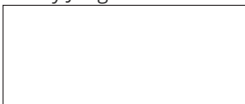
Submitted by Barry Jung on Fri, 2017-11-10 10:36

Several people at the 11/9 forum spoke in favor of the overnight parking ban and indicated they did "not want cars on MY STREET". The ban is an aesthetics issue, not one of safety, and it is pitting single family residents against condo/rental residents. I don't have children. Should I refer to schools as "YOUR SCHOOLS" when issues of new construction, teacher hiring, new programs are proposed? Should I tell parents those are YOUR schools, don't ask me to pay. This is supposed to be a COMMUNITY of the WHOLE not one of narrow interests. It should be OUR streets and OUR schools. There are those who say that demand will meet the supply if overnight parking is allowed. School demand is currently chasing and meeting supply but we don't penalize parents who have more than one child in school.

Eliminate the overnight ban and create the following truly simple resident parking plan: 1. issue upon request an on-street permit to any RESIDENT car owner (one permit per car), at cost (administrative cost only) 2. the permit would allow parking on any street subject only to snow and street cleaning restrictions (and enforce the restrictions with tickets/towing) 3. cars without permits would be subject to X hour time limits 4. raise the cost of the village vehicle sticker to cover the lost permit revenue.

The aesthetic of an overnight parking ban has long since lost any justification in equity in such a densely populated area as the WHOLE COMMUNITY of Oak Park.

Barry Jung



reply

I agree

Submitted by Kathleen Huttner on Fri, 2017-11-10 11:46
Wonderful idea !!

reply

I agree!

Submitted by Leila El-Badawi on Fri, 2017-11-10 22:07

I think the suggestion above is completely reasonable. The two plans suggested just don't seem feasible. If there were only 1,400 spots with the odd/even plan, I don't understand what the remaining residents are supposed to do. I feel that that plan should be completely excluded as it really does not work for the number of residents in the area. In regard to the 72-hour plan, I don't understand what is supposed to happen after 72 hours. Say that someone moves their car to another spot but it's in the same area, would they get a ticket?

Ultimately, it seems like Barry has come up with the best plan. Parking is a pain right now, but that's primarily because the construction limits the number of spots. If Oak Park stopped the construction and allowed residents to park on any street with a pass, parking would not be an issue.

reply

agreed, Barry Jung's plan is simpler than the proposals

Submitted by Shar Mac on Mon, 2017-11-13 16:40

The proposals are confusing and it's unclear what the benefits of overnight parking bans are in the first place. One sticker, park anywhere. Thanks, Barry!

reply

Couldn't agree more! Cheers.

Submitted by Laura K. on Fri, 2017-11-10 22:24

Couldn't agree more!

Cheers.

reply

Great idea

Submitted by Steph C on Sat, 2017-11-11 05:31

I wholeheartedly agree with Barry's idea! I also agree that the Weekly street cleaning is excessive and seems to rarely happen as it is, two weeks a month seems more practical. I like the idea of issuing special permits for local business employees and opening up the meters by the train stations to

all day. This would surely keep some commuters off the residential streets. Both plans appear to require an awful lot of moving around and having to keep track of what day a car was parked in a certain place and that just seems unnecessary. If I had to pick one, definitely the 72 hour as

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[reply](#)
I agree

Submitted by Jennifer E. Bell on Sat, 2017-11-11 17:59

I totally agree with Mr. Jung. The overnight parking ban is outdated. I asked at the forum what actual data/research the Village is using to justify the overnight parking ban. There was no answer to this--only that this was the "status quo" and "this is a historical decision." The current density issue and the changing of Oak Park from an suburb to urban center with increased highrises and reduced parking lots in the neighborhoods calls for a total reevaluation of outdated policies such as the overnight parking ban. There are more people who live in Oak Park besides single-family homeowners, and yet multiunit dwellers, many of whom own their condos and pay taxes, deserve the same respect that single family home owners get. We also have needs. The overnight parking ban is outdated and unrealistic considering the era we are living in. The proposed parking changes for our area are punitive and treat the multiunit residents of the Oak Park community like second-class citizens who are "lucky to have this option at all." The proposed changes are overly simplistic and only seem to address keeping commuters from parking in the area. The proposed changes do not do anything to actually improve the parking situation for residents who actually live in the area. I am against both of the proposed changes. Neither will work. Neither addresses the issue. This is just a "bandaid" instead of really analyzing other options and changing old policies which only appease the single family homeowners who don't even have a parking problem.

[reply](#)
Parking

Submitted by Simone on Wed, 2017-11-15 07:31

I agree with Barry! The 2 plans suggested are awful and we really need to do away with the overnight parking ban. I feel overnight parking bans work best in communities of mostly single family homes. Oak Park is densely populated and has a large number of condos and apartments so residents should be able to park on any street if they own a village sticker. This is the only plan that is fair to ALL residents. I already have to remember to move my car every Tues/Wed and park my car 5 blocks away (extended pass) when I'm out of town. Now this! It is ridiculous!!

[reply](#)
Agreed with barry

Submitted by Julie on Wed, 2017-11-15 10:50

This is the simplest solution. I've never lived anywhere that parking is so complicated for no reason. NO EVEN/ODD. I also like the idea of being able to purchase visitors passes like the city of Chicago has, for visitors over 4 hours. NO OVERNIGHT PARKING BAN. Its unrealistic and regressive and punishes those who can't afford single-family homes.

[reply](#)
Agree!

Submitted by Knelson on Thu, 2017-11-16 17:09

Agree!

[reply](#)
overnight parking ban

Submitted by Annette Miller on Mon, 2017-11-20 11:51

I totally agree with Barry Jung's suggestion. While I own a house with a detached garage, I very much resent paying a ticket for parking in front of my own house. I pay property taxes which should allow me to park in front of my own house on the rare occasion.

[reply](#)
Yes!

Submitted by Matt Cormack on Tue, 2017-11-21 14:52

Excellent Idea Mr. Jung!

[reply](#)
Overnight parking ban is ridiculous in this day and age

Submitted by SiDi Huang on Sat, 2017-12-02 23:00

3 nights a month for parking is simply lacking in a day and age where having a car for the commute is necessary for so many of us. Why is there a parking ban where I can't even park in front of my own house? As long as I have a village sticker, I should be able to freely park in front of my house and vacate the street for cleanings. Currently I am just penalized for having a car and no space to park it due to an archaic bylaw.

[reply](#)

Residential Permit Pass

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Submitted by peter harlan on Fri, 2017-11-10 11:13

It was not discussed at the November 9 meeting about what the cost of the Residential/Visitor Permit would cost? Is it a yearly cost? And the cost of parking from 9am to 9pm (to park in front of your home/condo in a residential area) is absolutely unacceptable. Come on people, I really have to move every 120 minutes during the day?

[reply](#)

2 hour limit for residents

Submitted by Loretta Olive on Wed, 2017-11-15 12:39

The 2 hour limit is a burden. Can't get the flu, can't work from home, can't take the el downtown for a day, can't just relax at home. You're bound to your car's parking requirements!

[reply](#)

Parking Pilot Program

Submitted by Kathleen Huttner on Fri, 2017-11-10 11:45

Barry Jung has the best idea yet !! Please take notice of what he outlined in his comment. It would surely satisfy a lot of people and potentially prevent a lot of people from leaving Oak Park.

[reply](#)

Suggestions

Submitted by Marc B. on Fri, 2017-11-10 12:44

Here are a few suggestions that incorporate some of what is being proposed.

- 1.) I agree the two hour limit for non-residence is unacceptable for GUESTS of residence. I understand the need to deter commuters from parking all day on Oak Park streets then taking the 'L' downtown, but for guests this is more complicated. Three alternatives: apply the two hour limit to Mon. - Fri. only since most residence would have guests over on weekends (granted, this does nothing for residence who do not work on weekdays), implement a way for residence to register guests so they can stay parked longer, or change the limit from 2 hours to 4 hours. This still deters commuters but opens it up for guests bit.
- 2.) I'm not a big fan of either Odd/Even or 72-hr simply because you're forcing residence to constantly move and still fight for spaces. My proposal would be that, unlike now that requires us to move two days a week because of street cleaning (which they never do, by the way), change it to two street cleaning once a month. On those days that street cleaning is in effect require no parking on one side during the day.
- 3.) Change the paid parking spaces near the 'L' stations back to all day instead of 3 hours. It generates money for the village as well as gets those people off residential streets.
- 4.) There was some discussion about the number of permits for residence and their cost. It was proposed that the first permit is one cost, and each additional vehicle permit is more expensive. There seemed some resistance to that so I would suggest perhaps two permits per household at the same cost, and any additional vehicle per household is more expensive. Example: the first two permits are \$75/quarter each while anything more than that is \$125+. Sorry, but not everyone in the house needs their own personal car.
- 5.) Also related to cost, there was concern regarding owners and/or employees of businesses and where they can park. I would suggest a special permit the owner of the business can purchase and provide to their employees that allow for parking in residential areas near the business.

Something obviously needs to be done and I applaud those working on it for trying to find common ground for a relatively difficult problem. As mentioned in the meeting last night there is no perfect solution and it's all about compromise.

[reply](#)

More headaches/no (much needed) parking solutions...

Submitted by Laura K. on Fri, 2017-11-10 22:22

After recently taking away about 22 parking spaces on Washington between the west and east alleys of Wisconsin, as well as approximately 100-plus spots in the former YMCA parking lot in the lot behind Washington and Pennsylvania Avenue in the recent past, so the Village could earn more revenue on real estate taxes for all the townhomes they agreed to have built instead, AND hiring a professional consulting group to come up with supposedly better and more fair parking solutions, I am astounded by the proposed asinine solutions they seem to have come up with by merely placing more restrictions on people and parking than currently in place. There should be no need for anyone to have to move their car on a daily basis, nor every three days -- as a lot of people either do travel/vacation -- in order to accommodate for so-called street sweeping, which I haven't personally seen in at least two years, and/or supposedly making it harder for snow cleaning crews to get in and out. What about families w/babies having to park blocks away w/child carriers, elderly people who don't simply want to be dropped off at a door unassisted while their other companion parks the car?!

Luckily I have secured private parking, by the grace of God, since my car was declared a total loss after our mid-October flooding and the unlevel street due to all the construction around Washington/Wisconsin, but this still concerns me, especially for the guest parking proposed, nonsensical rules. I had asked

MANY moons ago to get a light over here at Washington and Wisconsin, after countless accidents, including me and my former dog getting nearly struck by a car, only to be told by the Village that the light would be "too close to Harlem and would delay traffic; therefore a light would be put in at H guess what? Now we have a light at Harlem, will have one at Washington, and already have one at Home. My only hope is that drivers will take routes and not want to be stopped at every single light on Washington, backed up, with their fumes coming into my home with my windows summer, as well as horns blowing at those who don't move fast enough for others' lack of patience. The Village cares about absolutely nobody themselves and the kickbacks they get for awarding these contracts to others. It had already been publicly stated online how much we were intending/budgeted on spending for the light at the corner of Washington and Wisconsin versus what we are paying in reality.

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What a real shame...

Shame on you, Village of Oak Park!!

[reply](#)

Parking Pilot Program

Submitted by Gloria Hearn on Sat, 2017-11-11 07:57

I wanted to attend the meeting very much but didn't because I feared I would not get a parking spot when I returned back home. I have lived in Oak Park about 20 years and I enjoy living here. However parking has become a real challenge. Non residents (many working out at the YMCA, taking the trains or attending events) are allowed to park in the spots that the residents pay for.

When I come home from work or grocery shopping I have to circle the block several times just to find a park or park on another street. Then I have to remember to call in my car, otherwise I'll get a ticket. And whenever there is an event in the area, forget about it, I can't find a park. This just doesn't seem fair. Why do I have to call in my car when parking on another street when clearly I can't find a park on the street where I pay to park on?

Now because parking is allowed on both sides of the street, it's a REAL NIGHTMARE!

Someone hit my car while it was parked. There's no common courtesy anymore because people just refuse to slow down or pull over to the side just for a moment to allow another driver to pass. I really dread when we get a lot of snow.

Many people I know have moved because they could no longer deal with all the parking tickets and constantly having to move their cars. They refer to Oak Park as No Park.

I'm glad for opportunity for us to voice our opinions and will try to come up with suggestions. I would really like to stay in Oak Park and I'm hopeful the parking will get better.

[reply](#)

Y4 parking

Submitted by THERESE DOYLE on Sat, 2017-11-11 08:11

Hello, Thank you for looking at the parking issue. I have lived at [redacted] for 3 years. Parking is a never ending source of frustration. I am a nurse midwife at Univ of Illinois Med Center and I work varied shifts - sometimes coming home at midnight - other times leaving at 430 am. Frequently I have to drive around and around looking for parking - always concerned with getting a ticket. Sometimes I have no choice but to park in an illegal area on Grove only to get a ticket - and I find it extremely frustrating. So much so that I am considering moving out of the area. One morning at 430 am I had to walk more than 1/2 block to my car - passing by a man sleeping on the sidewalk. Since Randolph is now open I need to walk through the alley at night to get to my apt. Isn't there a way to assign spots? The parking is NOT CHEAP - and the ticket costs add an additional burden - not to mention the anxiety - so many people park without consideration of others - taking up 2 spots when all parking is at a premium. Why cant Grove be opened up? Thank you

Therese Doyle

[reply](#)

residential daily visitor parking

Submitted by Nora Abboreno on Sat, 2017-11-11 11:03

The main issue we have with parking is that guests can only park for two hours near our house (Oak Park Avenue). I am aware that this is an issue mainly with people who are home during the day. That demographic, however, includes those who work from home and retired people. When you include the snow restrictions, I have friends that will not come to Oak Park at any time during the winter. I would like to see a program similar to Chicago's. Residents buy a certain number of stickers each quarter. Displaying the sticker allows any car to park in a two hour restricted zone for an extended time (in the city that is 24 hours, but it could be 4 or 6 hours in Oak Park). People who do not want the stickers don't have to buy them. Signage definitely has to be clarified. The snow restrictions in particular are poorly labeled.

[reply](#)

guest passes/hang tags: see Somerville, MA

Submitted by Shar Mac on Mon, 2017-11-13 16:37

I love the idea of residents buying passes for visitors. I do like the temporary overnight passes you can obtain online, but the current system for temporary daytime passes is not efficient or convenient (you have to call the parking office before 8:00am, so if you miss the window you're out of

luck). I would use a booklet of temp passes for when I'm sick or have a babysitter or relative stay for a few hours.

In Somerville, MA you can purchase a reusable guest pass that visitors display in their car. The pass is good for daytime hours only for a year (or a quarter?). It is useful for businesses and individuals.

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[reply](#)

[Parking Pilot Program](#)

Submitted by Mark Blum on Sat, 2017-11-11 13:36

Barry Jung said it best!! If the village is trying to simplify parking for residents, they simply should issue a residential parking pass to all residents, who may park anywhere in the village except the central business district. We should scrap y1,Y2,Y3,Etc. parking. A resident should be able to park their car anytime day or night on the street except when we have street cleaning or snow removal. It should be that simple. If you need to block out a few of the streets for the individuals who feel unsafe (the highfalutin powers-that-be on the single family streets) you can just install signs on those streets that say no parking on this street because the residents feel unsafe with cars parked overnight!! There is no reason to have this incredibly complicated parking system...let's go back to basics folks.

[reply](#)

[Get rid of overnight parking](#)

Submitted by Duane James on Sat, 2017-11-11 21:37

I've been a resident of Oak Park for 10 years. It's a great home for my children but I can't afford to continue to pay for permits at night and the cost of living. Tickets being issued for residents that shop in Oak Park fund Oak Park as well as an active member in the 97 school district. An Oak Park resident sticker should be enough. My daughter is becoming a driver in the spring of 2018 and I won't be able to afford 2 overnight parking passes. I'm not fortunate enough to own a home with a garage in Oak Park

[reply](#)

[Even/Odd](#)

Submitted by Elizabeth O. on Sun, 2017-11-12 20:32

It's hard enough remembering to go out and move my car on snow days. I can't imagine having to do this year-round. PLEASE do not choose an even-odd system!

[reply](#)

[Even/Odd Days](#)

Submitted by Karen H. on Mon, 2017-11-13 12:02

I would like to suggest allowing residents who live in Oak Park to be able to purchase Village stickers which will allow you to park anywhere in Oak Park. Having to purchase a night sticker along with a Village sticker just to park your car on the street is becoming expensive. If you purchase a 24-hour sticker, you need to walk several blocks just to retrieve/park your car which is so ridiculous. My daughter attends UofI in Urbana and comes home for holidays/breaks/some weekends just to unwind and she shouldn't be penalized to park her car. It's very difficult remembering to move your car on Tuesdays and Wednesdays to the correct side of the street. I'm not too familiar with the snow parking ban but it seems to me that knowing what side of the street (odd/even) to park on when it's snowing is crazy. If it's snowing, most people would want to be inside their homes instead of outside driving around to find a parking spot. I'm a new resident in Oak Park and I find these procedures very hard to understand. I've received over 6 tickets since moving to Oak Park just because of the so-called parking bans/street cleaning restrictions for parking. I believe the Village makes a lot of money on parking alone. There is no need to discourage your residents who live in Oak Park with more ridiculous restrictions or having us pay more money than we are already paying. Thank you!

[reply](#)

[Listen to Barry or build a garage](#)

Submitted by Katy Groves on Mon, 2017-11-13 22:50

Barry Jung's solution is the clear winner. There are also large lots of unused storefronts and space on Madison, including the old Robinson's, that could be made into a residential multi level garage with no restrictions. The spurious \$40 parking tickets I've paid since moving from a place with a garage in July should cover the costs of construction. The odd/even solution is monstrous and obviously a ploy to make the 72 hour plan seem generous and well-planned, which it is not. I am a single mother with an adorable one year old who works a second shift job as a therapist. Just tonight I had to take my child in the cold at 9pm for a three block walk home because there were no spots left on the non-street cleaning side of the street anywhere near our home at Madison and Kenilworth. Parking on the wrong side means I'd need to wake up early and leave my child alone in order to move my car, and I'm so worried about missing it that I barely sleep. Is the street cleaned weekly? No. I have one permit, one extremely small Honda Fit, family in the area, and only two major complaints about Oak Park: exclusionary and silly parking rules and weekly mail delivery. No one is going to move out of Oak Park if parking is expanded to be in front of their homes, but people will definitely leave Oak Park for farther west suburbs if you lose your progressive credibility and become a crowded and boring baby Hinsdale.

[reply](#)

[I want to echo Barry Jung's](#)

Submitted by JP on Mon, 2017-11-13 23:52

I want to echo Barry Jung's and others comments. A simple village wide resident permit makes so much more sense than the Byzantine system in place.

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If the odd even or 72 hour rules are adopted I can honestly say that I'll be moving out of the village. Parking is such a headache already, I am sure people were paid money to come up with such ridiculous options. I have never seen such a GREAT community make it so difficult for non home owning residents. Oak Park likes to talk up their liberal and inclusive values, but anyone who can't afford a million dollar home with a garage is treated like a second class citizen. The simple suggestion made by Barry is a great opportunity to rectify this.

[reply](#)

Parking Pilot program

Submitted by Echelon Jackson on Tue, 2017-11-14 16:22

I have been a Oak Park resident for over 11 years. And I have to say that the past 3 months have been the most frustrating. Since the parking spaces were removed in front of my building, to make way for unnecessary left turn lanes on Washington Blvd, I have been inconvenienced. During construction, I had to walk blocks just to get to my home. Many times, rushing from work just to get a so-called "good park". Or trying to figure out how to carry groceries in stages. Or delaying plans because I don't want to come home after a certain time because I'd have to park so far away late at night. Now, the village proposes these completely ridiculous odd/even or 72 hour programs. I am awe struck that this is even a consideration. I can not believe any reasonable person would think an odd/even parking option is fair to residents who pay to park!! And the 72 hr option is nearly as bad. PLEASE VILLAGE OFFICIALS: stop with the parking shenanigans. Stop pitting home owners against condo owners/renters of multi-unit buildings. Just stop the madness. If the option is to choose one or the other, I choose none. Keep the overnight parking ban in effect if this is really the best that you can come up with. These proposed pilot programs are not going to help Oak Park residents. These odd/even or 72 hr programs are unreasonable and do NOT solve our parking issues. They only make more people seriously consider leaving this village!!!

[reply](#)

Questions

Submitted by Judith Warren on Tue, 2017-11-14 16:29

How much will the permits be? Paid quarterly or yearly? Yearly could be a hardship to those who aren't qualified for income. How do you plan to fit all the cars on an odd/even schedule? How many people deciding these things actually use the current permits and understand the issues from personal experience? Where do I put my car during vacation? It seems instead of simplifying for those who need overnight parking you are causing much stress.

[reply](#)

Look to other communities too

Submitted by Daniel Lauber on Tue, 2017-11-14 17:40

As Oak Park's senior planner many years ago, I was told point blank by the Chief of Police that the overnight parking ban bore no relationship to preventing crime. The sole purpose, quite honestly, was as so many Oak Park leaders would say, "So we don't look like Chicago." (I'll skip over the many disgusting aspects of that attitude.)

Oak Park, however, should also look at how other higher density, inner ring suburbs have dealt with the overnight parking issue. When I lived in southeast Evanston, we went to an even-odd overnight parking regime when it snowed -- otherwise you could park on both sides of the street overnight. To avoid the expense of posting signs for each street cleaning, a two-hour time period one day a week was designated no parking for street cleaning purposes. It worked.

I hope that Oak Park's leadership won't make overnight parking more complicated than it has to be. And I hope that anybody who opposes easing this inexcusable ban be asked whether they rent spaces on their property to others. In the past, there have been village trustees who rented out spaces thanks to the overnight ban who voted to continue the ban rather than recuse themselves due to this obvious conflict of interest which had financial implications for them.

By the way, there is even less of an excuse for banning overnight parking in River Forest. But with the paucity of multifamily housing (especially affordable housing), I don't have high hopes that any relaxation or elimination of this needless restriction has a chance in hell.

So kudos to Oak Park's leadership for finally doing something about this. Hopefully they will not yield to the regressive elements who seem to treat residents of multifamily buildings as second class citizens.

[reply](#)

Parking Pilot

Submitted by Brandi Carson on Tue, 2017-11-14 20:51

I attended the meeting on November 9, and I just want to start by first saying thank you for sharing the information and for seeking resident feedback. I feel like the conversation was helpful and much needed, and I really appreciated what everyone had to contribute.

I would agree with most of my neighbors who spoke with the concern regarding an odd/even program. Like most of them, I do not understand how an odd/even situation would be helpful or what "problem" it's even solving. I currently pay \$540 a year to park on the streets near my apartment building.

Potentially having to move my car whenever I'm home (sick, vacation, late work day start, etc) during restricted daytime hours sounds like a punishment I'm paying a steep amount for. I guess my main question would be...why should residents who PAY to park their cars have to move them in the understand moving my car for cleaning and snow, but I think what we have now for that works just fine. I can also see why there may be day restrictions for visitors in some situations, but why as a resident who displays the proper sticker should it matter which side of the street I'm paying to do so? I think one of the questions asked on the evening of Nov 9 was "how long is too long for a resident to be parked on the street to that would be that if I'm paying to park my car by my residence, and I don't own a garage, what is the alternative? I have lived in Oak Park for 15 years. I work as a home visiting therapist...serving children with disabilities. I have to have a car for my job. I live in a studio apartment in an apartment complex. I do not have access to a garage. The issue to me is not in resident parking during the day; it is not having enough spaces to park as a resident in the evening. I have found myself many a time having to call in my car to park on a residential street (not in my zone parking area) because depending on when I get home in the evening all the spots are taken or people have not parked in a way that allows for all space to be utilized.

In a general statement, I really worry about my future in Oak Park. I absolutely LOVE living here, and I feel like I'm a person who does her part to add value to this community. But I worry that with the growth and expansion, I'm also going to be one of the first people to be pushed out of a community I can no longer afford. I do not make a lot of money, but I'm pretty sure I fall into that category of "well, you make too much to get assistance".

Thank you for your time in reading these comments and considering the concerns. I really hope that if a parking pilot is implemented in 2018, that it addresses the true parking issues that we currently have and it does not make unnecessary and punishing changes to residents who pay for parking and call Oak Park home.

[reply](#)

Parking Pilot Feedback

Submitted by Bruce DeViller on Tue, 2017-11-14 22:17

After attending the 8:00 PM meeting I did not come away with as much info as I expected. The consultant sped through the presentation, which I know was intended to allow as much time for feedback. But it was difficult to offer informed feedback with such little information. And with no time-limit enforcement on each person's chance to vent, few had the opportunity to ask for greater details.

It wasn't clear how the odd/even option creates more spaces (if that was the message). On the surface it would seem that such a plan would diminish available spaces by at least half.

The 72-hour option seems to mean that permit holders would need to frequently jockey their vehicles, which somehow would make room for other vehicles. To where are permit holders moving their vehicles if not to another space within the permitted area? This option adds a lot of "busy work" to residents who don't move their vehicle almost everyday (like many did in past days of traditional M-F, 9-5 jobs). Today many residents require a vehicle even if that requirement does not involve driving it every day. (e.g., telecommuters, part-timers, "gig economy" workers)

The same is true with the 3-hour limit. If I don't drive to work everyday, am I moving my car two or more times in a single day just to avoid ticketing? Or, what if I get home @ 5:30 pm, and the permit hours don't begin until 9:00 pm? Am I at risk of citation from 8:30 - 9:00? The benefits of an expensive permit seems greatly diminished.

I understand and agree that the current rules and regs are complex and complicated, and we would all prefer better solutions. I don't know that these proposed options are the best options.

(Less complicated than this problem is knowing that Oak Park is a village and not a city. The presentation materials shared with villagers should reflect that knowledge, and help the esteemed consultant avoid being tagged as a carpetbagger.)

[reply](#)

Parking on Pleasant

Submitted by MJohnson on Tue, 2017-11-14 23:50

I have been in Oak Park for over 25 years but recently moved into apartments near Mills Park on Pleasant (between Marion and Home). It has been extremely frustrating finding a place to park when I arrive home late evenings. I do not understand the many restrictions when there are several places to park right outside my building...but it is not for "overnight parking". I find it quite confusing and frankly do not understand the restrictions. I live on a street with the new signage---don't get how it is legal to park in back of the sign, but you get a ticket if your car is just in front of the same sign. Huh??

My suggestion is to simply eliminate the overnight ban. Since this IS a pilot program...try something totally different (NOT the odd/even street musical chairs). Of course if the pilot program is not successful---try your PlanB. To simply move cars to different sides---of the street is not very innovative and not sure why something that simplistic needs to Pilot.

My bigger concern when parking late at night is safety. I am a single female and walking a few blocks in the dark I think is more dangerous for OP residents than some cars on the street. I would not mind paying more for my vehicle sticker if I am able to park closer to my residence.

Thank you for this opportunity to share ideas on this matter.

[reply](#)

Parking Pilot

Submitted by Angel on Wed, 2017-11-15 13:49

I would rather do the 72-hour proposal or keep it as it is right now. With the new signs & how they have it set up in my area (near Washington) finally works better than in prior years. Anything is better than what it was. But the even/odd will not & does not work.

0118-1
5.3
9/55

[reply](#)
Parking

Submitted by Kristen on Thu, 2017-11-16 14:46

As a resident of Oak Park for the last seven years, parking has been a constant headache. I feel that I pay a lot of money, but I do not know what I am 'getting' for that money. I walk a block or two to get to my lot from my house and other non-permit cars park in my lot constantly with seemingly no or little repercussion.

If the Village does not care who parks in the lot, then why am I paying \$215 a quarter? If they do care, then signs need to be clear, and tickets should be issued out of respect for the residents. (To be clear, there is TONS of non-resident parking by my lot. I am not trying to sound territorial, but, again, I am paying for this 'privilege'. I would park in the non-resident parking, but I cannot leave my car there overnight.)

I am hopeful that the Village is requesting these comments, and I am thankful for the conversation. I trust they will do what is best to respect the residents, our guests, and the mission of beloved Village.

[reply](#)
Parking zones

Submitted by Knelson on Thu, 2017-11-16 17:02

If the zones are opened up to a wider area, then anyone within the zone with a sticker can park on the streets by the el stops. This is going to be a new nightmare for those folks close to the commuter lines with parking as well as increased traffic-especially if the owner of the parking pass can easily change the license plate associated with it. It will be much worse on the weekends too, etc. Someone suggested opening up the metered spots to all day. That makes sense plus encourage the garages close by.

[reply](#)
Pilot program not a solution

Submitted by Dawn on Thu, 2017-11-16 19:45

If it comes down to the odd/even days or 72-hour approach, I vote keep what we have. Those are the only two choices? You can do better!!

We keep paying for these parking studies and it only gets more expensive, restrictive and complicated for those of us who don't have garages or driveways. Stop penalizing us.

My first choice is to eliminate the overnight parking ban. Second, don't make us move our cars continually. Think about how you'd feel if you had to do that. That's right, give up your garage or driveway and do what I have to do by parking on the street. I already fight for parking as it is.

I've lived in the village nearly 20 years and this is the third time I've been asked to submit my opinions and every time, it's the same old story. Those of us who live in multi-tenant buildings are paying out the nose for the "privilege" of parking on the street and ask to eliminate the overnight bans and the homeowners who have garages and driveways win. The overnight ban stays. I'm paying nearly \$700 a year for the "privilege" of parking on my street and it's a total hassle. I already have to move my car twice a week for so-called street cleaning that never happens. A week ago, there were so many leaves piled up, I finally threw them out in the middle of the street to force cleaning. Ding! It worked.

Third, make enforcement consistent and stop giving exceptions to people at random. There are three people who live in my building in the Y9/A6 zone that each drives his/her own car and park without restrictions 24/7 on the A6 "residential" side of the street and at least one of the three does not have any permits. I can't park there 24/7. So why is it that you're making exceptions like this? In other words, you're allowing a couple of multi-tenant people to park in the "residential" zone around-the-clock 365 days a year. I'd sure love to be able to do that. That's a pretty sweet deal. Jennifer is aware -- I've spoken to her about it. Still, nothing changes.

Meanwhile, the parking fees increase \$5 each quarter consistently. So next quarter, I'll be paying even more while the neighbors who park on the A6 side day and day out pay nothing -- and don't get tickets.

Fourth: Since you're not cleaning our street regularly (I often work from home, so I know you're not), adjust your schedule and stop making us move for no reason. Stop with the pretense of cleaning.

Bottom line: If you continue to make it more difficult and expensive for me to park, I will move elsewhere. Adding an odd/even rule or 72-hour rule fits that description. You're literally driving people away.

[reply](#)
The pilot sounds worse

Submitted by Stephanie on Sat, 2017-11-18 15:58

Both of the proposed ideas sound like they will be worse than the current situation. The odd/even plan seems to eliminate MORE spaces. How is that even considered an option? The 72 hour plan sounds completely ineffective as someone can just move their car to another space nearby for another 72 hours. How can either of these ideas even be considered as options? They're both terrible.

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I live near Mills Park and it's insane that you can't park on Pleasant Street overnight. Why? Why do I pay so much money to walk blocks back to my apartment late at night (if I can find a space, that is), only to see the street in front of my building is completely empty! Why won't the city prioritize the safety of its residents by opening up parking on that street, or any of the other streets where parking is currently banned?

I find it very hard to believe these two options are the best that the city can provide as solutions to this problem.

When will a decision be made about these programs? My lease is up in the spring and if we have to do either one of these pilot programs, I'm moving out of Oak Park.

[reply](#)

Pilot doesn't seem to solve anything

Submitted by JC on Mon, 2017-11-20 09:08

I am in a single family home on a residential street that typically is filled with parking from non-residents during the day (hospital is just a block away). It doesn't really bother me since we park in our garage. What I like about our current parking rules is that when we have folks over for dinner, Thanksgiving, Christmas, etc., they have plenty of street parking without having to worry about moving the car. With the proposed parking rules, they can only park for two hours. And then where would they go? So they have to run out of Thanksgiving dinner to park on another street? Totally doesn't make sense.

By the way, your "weekly" leaf pickup does not occur on a weekly basis.

[reply](#)

2 Hour Parking Restrictions

Submitted by Ken Munz on Mon, 2017-11-20 09:51

2 hour restrictions for parking will create problems for the residents who have guests visiting. I am against it or at least make it M-F and not on weekends.

[reply](#)

K.I.S.S.

Submitted by JPerez on Mon, 2017-11-20 16:46

I moved to Oak Park nearly 5 years ago and wholeheartedly regret my decision because of the ridiculous parking situation. I've paid thousands of dollars to park on a main street near my home. I've had 3 cars hit (1 totaled) while parked on this main street, so you can tack on the cost of repairs and a new car to that. This pilot only serves to further complicate a system that is already too complicated and wholly unnecessary (if the overnight parking ban is truly not about crime prevention, as another commenter mentions).

[reply](#)

Here's a thought....

Submitted by MJohnson on Mon, 2017-11-20 22:06

We all know that the parking ban will be relaxed during the Thanksgiving holiday---why not see how it works with no ban as Oak Parkers can simply park their cars as needed!

Since your meeting is just after the holiday, assess the street during the ban hours and let's see if mayhem exists. I know it is only for a few days, but why not utilize this 4day weekend as a 'pilot' to see if removing the ban makes a big difference on the street.

I know it's not "The Purge" but hey...let's see if we can survive without a ban for four days! ;-)

[reply](#)

Another One Bites the Dust

Submitted by Cheryl on Mon, 2017-11-20 22:58

After seeing both proposals for parking, I regret my decision on purchasing a condo in Oak Park. I have been a resident for the past few years and have been hunting for a new town to live in due to all this parking non-sense. We live in a household of 2 working people that each need a car. Sometimes you get sick or work from home. I really do not think either plan is conducive to this. We pay enough money to park our cars on the street without these weird parking plans. Now we are going to add confusion to the mix? I thought the goal was to lessen confusion of parking, not make it more complicated and frustrating.

Do the proposers of the two new parking ideas actually park their cars in Oak Park on the street? Both ideas sound awful and very unpractical. The odd/even plan only allows 1 permit per household. If this gets implemented, I believe many people will move out of oak park if they are a 2 household working family. It isn't feasible. Plus moving your car everyday sounds horribly tiresome. The 72 hour plan how will anyone be able to monitor if people are actually moving their car? It seems hard to enforce, so what is the point? If I got a ticket for having my car in the same spot for 72 hours, I would contest it and say I moved it and it happened to fall on the same spot.

Sounds like Barry introduced a simpler idea to the village. Maybe the village should consider taking a step back and listen to their residents who actually park their cars on the street to see how it would change their day-to-day lives.

0118-1
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11/55

I hope these comments are actually read and taken into consideration by the proposers.

[reply](#)

Y4 - Parking BAD PROPOSAL for any zone - 72h or odd/even

Submitted by Mareczku on Tue, 2017-11-21 08:37

Barry Jung has the best idea yet. It is simple and easy to understand. Also cleaning street doesn't happen every week Tuesday/Wednesday . I would say ones or twice a month is OK. Many families with kid or kids have two cars and prefer to park as close as possible to their home or apartment but school events are nightmare during school year. I got tickets for not parking in my zone , but I parked in my zone next to the sign or a few meters behind sign. I am not in favor of proposal and PILOT program - badly done . Barry Jung has the best idea yet.

[reply](#)

These "new" ideas are more of the same

Submitted by C. May on Tue, 2017-11-21 08:48

We live on a quiet one way residential street that's half houses, half multi family building and inexplicably have 2 hour parking all the time even though parking is not particularly highly in demand. Then I have a friend on the other side of town who has no parking from 8-10 on her entire street and for several blocks on either side which means no one can visit her at all between 8-10. But why? We all know the current rules are random and confusing. Even/odd and 72 hour plans will be more of the same. The comments on these proposals are overwhelmingly against either of these new pilot ideas. Just because you paid someone to come up with them doesn't mean you HAVE to try them. They're just more of the same. Since it's a pilot program, try something truly revolutionary and simplify the whole thing to one permit sticker as Barry Jung suggested. It would be less of headache for residents AND the village!

[reply](#)

I attended the meeting on 11

Submitted by L. Larsen on Tue, 2017-11-21 10:50

I attended the meeting on 11/9 and also have attended many a transportation meeting or other meetings to express my opinion on the parking. And my feeling is no matter what we say on here or at meetings it will just fall on deaf ears. If we live in multi unit buildings or condos then we are 2nd class citizens to anyone in a house even though all buildings pay property taxes in Oak Park, yet the people in houses who typically have garages get to determine who, how and when everyone else parks on the street. There is no "safety" issue for cars being parked on the street. The safety issues lies in having to walk blocks from you car to your house in the dark. The two recommendations are both jokes. Neither will help it just will cause more confusion. I agree with Barry Jung's ideas. We pay a premium to park on the street in Oak Park and for a lot of us its a giant hassle especially when you come home to no spot and no one enforcing it. I also hate having to call the police all the time to tell them to ticket in the area that I park as this still does not open up a parking space to me. And forget when downtown oak park is having an event because either you can't move your car all weekend or come home till the event is over because NO ONE reads the signs and just park in all the permit areas. All downtown events should be using the garages not allowing people to take our parking on the street. Same with the YMCA, they need to tell members to park in their lot or at meters not in the permit areas. The recommendation needs to be to simplify the parking not make it more complex for the residents of the community. The overnight parking ban needs to go.

[reply](#)

Big picture and bottom line

Submitted by Encourage Civility on Tue, 2017-11-21 12:10

1) Any new parking 'solution' that doesn't generate more permitted spaces is a failure. In addition to meeting demand, more permitted spaces are needed to cover the expense of new signage, consultant fees, and enforcement. Someone with line-of-sight to the finances needs to determine the minimum number of new spaces needed to break-even within 1-3 years (without adding cost per vehicle).

2) Less people would drive (or need parking) if Pace bus connections were more frequent and reliable. The buses bunch up and are delayed during afternoon rush hour; it only takes me only 20 minutes to get in from the Medical District by train, and then the Pace bus is ~45 minutes away in Oak Park - RIDICULOUS. If we can do a better job of connecting people to-and-from the THREE rail lines that cross Oak Park we can significantly reduce our driving/parking dependency. For the few times a month where a car would be absolutely necessary, there are zip cars and uber/lyft. This won't work for everyone, but some cars can be eliminated.

3) Meters and non-permitted-street-parking near rail lines should not be extended to all day - we need to encourage car-to-rail commuters to use (pay) our village parking lots and garages, like the one near the Oak Park Green Line stop. Our tax dollars continue to pay for these structures whether or not they are used. Moving commuters to the garages also improves residents' ability to find parking in our permitted zones.

[reply](#)

1 2 [next >](#) [last »](#)

Add new comment

Parking Review - Signage

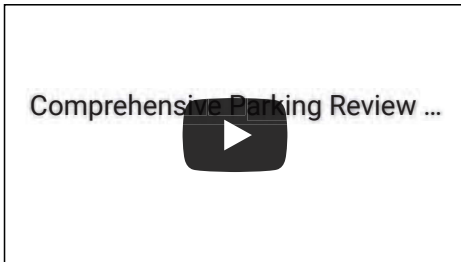
Proposed changes to the design of Oak Park's on-street parking restriction signs will be discussed at a Village Board study session scheduled for 7 p.m. on Mon., March 13, 2017 in Village Hall, 123 Madison Street.

Village staff has been researching efforts made by other communities to consolidate signage and improve understanding of parking restrictions. One concept gaining attention across the country involves changing the traditional text-based design of parking regulation signs to a visual explanation that answers two main questions: Can I park here? And for how long?

Residents are invited to watch the video below, [review two sample signs by clicking here](#) and share their comments with the Village Board. The sample signs incorporate restrictions currently found in Oak Park and are not meant to be separate options, but instead offer examples of two different ways the signs would be used.

Comments may be posted on this page until noon, March 13, 2017. All comments will be provided to the Village Board prior to its meeting that evening.

Comments will be moderated and will not appear immediately. Comments expressed on this page do not reflect the opinions or positions of the Village of Oak Park municipal government or its officers and employees. However, Village staff may reply to comments to clarify information or provide details that may be requested in a post.



A Few Rules About Commenting

Comments

Parking

Submitted by Linley Thomas on Mon, 2017-03-06 11:26

I really liked the idea of parking sign recommendation 2! This is beneficial for residents who park on the street who have various work schedules. Everyone doesn't work a 9-5 and restricting parking daily from 8-10 would be a hassle.

Parking sign

Submitted by Resident on Mon, 2017-03-06 16:24

I like the sample 1 sign better.

Parking signs

Submitted by Megan cericola on Mon, 2017-03-06 16:53

I prefer the look of 2 as it adds more flexibility 4 days a week. However I do not like the even days tow zone in small print. Many people will miss this. It makes parking even more complicated than it is now.

Font size

Submitted by Andrea Lee on Mon, 2017-03-06 17:51

I worry that the lettering is too small for visually-impaired people. But the concept is good.

Text

Submitted by Joe on Mon, 2017-03-06 18:00

Great signs. Might be wise to include basic text descriptions as well for those with color blindness.

0118-1 5.3 13/55

Parking Signage

Submitted by Jon Mizgala on Mon, 2017-03-06 22:26

I do not particularly care for either.

We're swapping multiple signs being used now, for one large sign with multiple areas of fine print within it. This doesn't alleviate the confusion of what the signs represent, but rather shoves them all into one sign. I suspect this information will be just as difficult to read, in any format, when you're in your car deciding if you can park on that block for a few hours.

The bigger issue, hopefully to be addressed in later discussions, is the number of restrictions we currently have for parking. Limit those first, then decide which sign best conveys that information.

New parking signs

Submitted by Steven Glass on Tue, 2017-03-07 06:44

The proposed design is simple and clear to understand. My concern. Is that people who are color blind may have difficulty deciphering between the green and red blocks. Have they been tested for this? If the "P" symbols could be delineated more that could help, too. Nicely done. Thank you.

Parking signage

Submitted by PM on Tue, 2017-03-07 07:01

How big will the new signs be? Must be pretty large in order to read while driving by. I think the "universal" snowflake should be added to the snow restrictions section.

Parking

Submitted by Sherry Jones on Tue, 2017-03-07 07:25

The signs seem too complicated for when you are driving and trying to figure out parking regulations. Signs are supposed to be short and sweet for ease of driving and paying attention to the road, and both signs seem complicated. The "Except Y2 Permit" and "2 Hour Parking" text is too small on the signs especially when you are trying to read and drive, which seems dangerous. I also think that by getting rid of the No Parking from Here to Corner sign would create confusion as well. Even with the arrow in the black box saying "Parking Guide", people will not quite understand that you can only park on the one side of the arrow and will end up parking to the corner since there is no explicit, universal sign saying no parking here to corner like other cities/towns have. Finally, this seems like a lot of tax dollars to be spent on new signs (the signs themselves and paying someone to change them all out). There is a reason there are many different parking signs around Oak Park because different areas have different hours of restriction (example - I live by a school and they don't want the kids parking along the street so there is a no parking restriction from 8am-10am so the kids purchase a permit in the respective lot instead of taking all the free street parking in the residential neighborhoods).

New signage

Submitted by Paula on Tue, 2017-03-07 08:02

Both options are much clearer than the signage we have at present. The visual representation is great.

Other design concepts?

Submitted by Alison B on Tue, 2017-03-07 08:39

The two sign samples seem to be the same design concept referred to above (changing text-based communication for a more visual representation). I like this general direction, but I wonder: what other design ideas being considered? How satisfied are residents of other communities who have adopted similar design concepts?

Clarity, people. CLARITY.

Submitted by LH on Tue, 2017-03-07 08:39

I prefer #1 because it includes information on attaining overnight parking and the zone #. But there has to be a far clearer indication of "no parking from here to corner." Instead of that arrow, add type in red, in all caps. Also, the font size for the days of the week needs to be bigger if it's to be readable by drivers.

new sign proposal

Submitted by Sandra J Rowe on Tue, 2017-03-07 08:47

Generally good, but still doesn't solve the issue of easy to miss small print for exceptions. Perhaps one additional sign in larger font noting all exceptions wouldn't been too confusing/an issue? (Still would be replacing 4-5 competing signs per pole.)

0118-1
5.3
14/55

Separate messaging areas

Submitted by Milos Z. on Tue, 2017-03-07 09:43

I like Design 1 much better since it separates information on parking, snow restrictions, and overnight parking permits. I agree with PM that adding a snowflake would be more in spirit with visual messaging. Similarly, a "Permit" icon or something should be where the overnight parking pass information is.

Also, as remarked by several people above, the designers need to make sure to incorporate principles of universal design so that people with disabilities can read the signs.

new parking signs

Submitted by Susan Roberts on Tue, 2017-03-07 11:27

They are clearer, but I was unclear about the passport app. Is it only for overnight parking and is overnight parking valid in all green areas. Looks like permit parking only is in red areas with the permit # needed. If so that seems clear.

Proposed New Signage

Submitted by Robin Wienke on Tue, 2017-03-07 11:33

I like the new signage. Much easier to understand. Snow information does need to be larger font and both even and odd days covered.

Big improvement

Submitted by Alex on Tue, 2017-03-07 12:07

The proposed signage is, from my perspective, a big improvement over the current signage. Please adopt and implement as soon as feasible. Thanks for encouraging the comment.

Parking signage

Submitted by Leigh Eicher on Tue, 2017-03-07 13:30

Still too complicated to understand all the rules on these signs. Imagine you are not familiar with the Oak Park parking regulations, all of this is still complicated to decipher when there is up to 5 different regulations one sign.

It needs to be clear if the

Submitted by Anonymous on Tue, 2017-03-07 15:24

It needs to be clear if the color is Green, it should suggest FREE. If parking is not free, there needs to be a different color code.

I also assume the alignment of the times and the time blocks will be improved for a final version. When it is not precise, there will be confusion.

The SNOW parking sign on the new versions is very poor compared to the original. The text is unorganized. Lack of snowflake image makes it hard to recognize. Putting all the text in one line (Even dates 4-6pm tow zone) is very confusing.

Before investing in these signs, be sure to test how understandable they are.

Parking arrow

Submitted by ARD on Tue, 2017-03-07 16:00

I find the calendar portion of the samples very helpful. I did not understand the meaning of the arrow at the top until I read the comments. It is rather subtle.

Much easier

Submitted by Judith on Tue, 2017-03-07 16:48

Will there be signs along a block when permit areas change midblock? Easier to understand.

parking signage

Submitted by Lisa Sorensen on Tue, 2017-03-07 17:17

I love the cleaner visuals, combining several signs into one, simplifying the amount of information that needs to be conveyed. I agree with others about the concern for colorblind drivers (my husband is one). Perhaps leave the time periods that are no parking shaded medium-light grey, with heavily bolded

red/black no parking symbol, but leave the background bright white with solid black Parking symbol in the time periods that are ok to park. - the contrast needs to be high between the two when you are driving by. Also, a little worried about sample 2 with 3 columns of info. a lot to digest. I like cut into sections from top to bottom for different types of info.

0118-1
5.3
15/55

Ball of Confusion

Submitted by Tanesha on Tue, 2017-03-07 20:32

I'm not sure why this has to be so difficult; it almost seems like the village wants people to be confused to be able to issue tickets. The day time restrictions, especially on residential streets, are bothersome. Why, if I'm off for a day, can I not park in front of my home for more than 2 hours. The signs can be simplified if the parking restrictions weren't so ridiculously restrictive.

Too confusing

Submitted by Joseph on Thu, 2017-03-09 10:56

As a new resident of Oak Park who doesn't have a garage, the parking situation makes living in Oak Park a big hassle, not to mention expensive. There were so many regulations to learn that I ended up with several hundred dollars of fines before I understood where I could park, and under what circumstances. This makes Oak Park feel very unwelcoming. I constantly have to move my car around to make sure I don't get a ticket, which wastes time and fuel. The new signs are a Band-Aid and do not fix the problem of excessively convoluted regulations. Make it simple: Do you have a parking permit? Yes? Then you can park on any side street (Odd sides odd days, even sides even days if you want). Leave the main streets clear for snow removal and safety except for metered areas in front of businesses.

better than a ton of signs

Submitted by Lucy on Thu, 2017-03-09 12:39

Anything to condense all those signs! I think the current concept is great, and I feel its user friendly, especially the color coding. I think letters representing days/times should be larger. I see some people complaining about restrictions...if people were allowed to park between 8-10 then the streets surround the L would become a giant parking lot, including people driving from other surrounding areas. Not cool for homeowners!

Agree with "Too Confusing"

Submitted by AH on Sat, 2017-03-11 19:13

I echo Joseph's comments above. I too, am a new resident to Oak Park and feel like I am playing Tetris with my car to dodge tickets, despite paying a good amount of money for permits. The town purports progressive values and inclusivity, but these parking regulations seem more like a means to raise funds by exploiting human fallibility and making visitors feel unwelcome. I understand that regulations allow for street cleaning and safety, which I agree with- but not to the extreme that we now need verbose and overwhelming signs to decipher. I also agree with Lucy about commuters parking along residential streets by the L. This happens already, and it is not safe for driving. The larger picture of parking permits needs to be addressed before spending tax money to make even more confusing signs.

Residential Parking Signage

Submitted by Helene on Mon, 2017-03-13 10:34

To ensure residents have nightly parking, don't allow random parking between 4p-10p in a permitted zone i.e., Zone Y6. Make it simple, a residential parking zone should be for residents only. One car permit per resident. This will alleviate additional confusion on where to park and help those who regularly get ticketed for being forced to park out of the zone they paid for.

CONTACT US

708.358.7275

parking@oak-park.us

Useful Links

[Contest/Pay a Parking Ticket](#)

[Employee Discount Parking](#)

[Overnight Parking Pass](#)

[Online Permit Renewals](#)

[Online Vehicle Sticker Renewals](#)

[Pay by Phone Parking](#)

Parking Review - North Avenue, Roosevelt Road & Adjacent Neighborhoods

As the comprehensive review of Oak Park's wide array of parking rules and regulations continues, the discussion is focused on improving the customer experience, enhancing public safety and implementing strategies that can adapt to meet parking needs as they change.

This latest in the series of Village Board parking discussions is scheduled for 7 p.m., Mon., July 10 at Village Hall, 123 Madison St.

During this discussion, the Village Board will examine current restrictions on two of the Village's heavily traveled border streets - North Avenue and Roosevelt Road. These two sections of the Village share similar traffic patterns and regulations, and have busy commercial properties directly adjacent to residential neighborhoods. They also have experienced changes in demand over the years that may no longer be properly reflected in the current regulations.

Officials say comparing these two high-traffic routes could offer insights into how regulations, restrictions and technology could help simplify parking rules not only along our borders, but on other Village streets as well.

As the Village Board considers regulation changes, residents are invited to read the information below and watch the video, then share their comments with the Village Board.

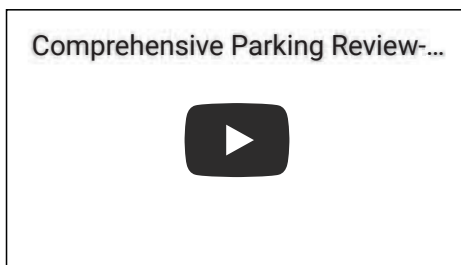
Comments posted on this page by noon [the day of the scheduled meeting](#) will be shared with the Village Board prior to the meeting. Comments will be moderated and will not appear immediately.

Comparing North Avenue and Roosevelt Road

On North Avenue, the issue primarily is customer parking. Restrictions vary from block to block, space is limited and the old meter technology is outdated and inefficient for managing current parking needs.

To the south on Roosevelt Road, parking rules also vary greatly and may not accurately reflect today's needs. Developing opportunities for permit holders to share limited space with employees and customers of local businesses is essential.

Among the ideas for improvements on these two important roadways are standardizing time restrictions, testing flexible, new meter technologies and identifying new parking spaces.



A Few Rules About Commenting

Comments

[N. Humphrey at North Avenue](#)

Submitted by Mindy Wade on Wed, 2017-07-05 10:51

Our block currently has parking prohibited M-F 8-10 a.m. I believe that's more of an inconvenience to the residents of our block than a worthwhile restriction to deter parking from North Avenue businesses.

Samuels

Submitted by Julie on Wed, 2017-07-05 11:31

Please require alternate side of the street parking. We have rental units on our block and our street is never completely swept by the street vehicles, As a result I have to clean off our street sewer or our sidewalk and parkway will flood.

0118-1 5.3 17/55

Please do this!

Overnight permit parking

Submitted by Holly on Wed, 2017-07-05 12:22

We live on a block that only allows overnight parking for permit holders. This is a huge hassle for our overnight guests and babysitters. Can you start allowing residents to buy booklets of single-use overnight permits, so our guests don't have to park over a block away?

Parking restrictions

Submitted by RichF on Wed, 2017-07-05 15:43

I am against overnight parking. Cars parked overnight limit the police in curbing crime. Police can check on cars parked illegally overnight easier than if a street is filled with cars not knowing if they belong or not. A ban on parking also makes it easier to clean the streets. Towns that have overnight parking have streets that are not swept properly and are cluttered which is not what people living in Oak Park are paying taxes for.

A general observation is signage can be very confusing especially if a lot is used for multiple purposes. An example is the lot in the 900 block of S. Oak Park Ave. There's around 5 signs that make it almost impossible to figure out if you can park or not.

Parking restrictions

Submitted by John Vicars on Thu, 2017-07-06 09:10

I live on the 1150 block on S. Scoville, bounded by Roosevelt Rd on the south. We are required to comply w the same 2-hour daytime parking restriction that non-residents and commercial users do. As a homeowner on this block, I believe I should be entitled to park on my own block during the daytime without restrictions just as those homeowners on blocks north of us can. Property owners on our block should issued permits to display on our cars - and those permits should be free and not involve an added fee anymore than other blocks have to pay to park in front of their homes.

Maple Park - South on Roosevelt Road

Submitted by Stan on Thu, 2017-07-06 18:17

We have a park across the street from our house where lots of kids play; I do not believe laxing the parking restrictions in the area would be good for the neighborhood due to the increased traffic it would produce. Allowing additional non-permitted parking on Maple Ave would create a public hazard. I am witness, many baseballs and soccer balls find there way across Maple Ave. Besides that, every single home bordered by Maple Park has a garage.

Lincoln School area

Submitted by Dan Seltzer on Sat, 2017-07-08 15:54

We have no parking allowed on the 900 block of S. Kenilworth between 8 and 10. Clearly the purpose is to prevent folks from outside the neighborhood from parking on our street all day while they catch the Blue Line back and forth from work. I agree that this is a reasonable restriction - it would add traffic and use to our street and result in higher upkeep costs and make safety more difficult (especially bad since we're only a couple blocks from Lincoln). My beef is that there are times when it makes sense for me to park my vehicle in front during those hours, and I am prevented. Since Oak Park publishes the license plates on Village Vehicle Stickers, why not make an exception for those living on the block - ticket writers can check plates and Village Sticker and if the plate is registered to someone living on the block - then no ticket should be issued.

Please keep the overnight restrictions

Submitted by Jacob on Sun, 2017-07-09 16:42

We live in SE Oak Park, near Roosevelt. Many cars park on our SE street during the day, and some residents park on their garage aprons overnight. We support continuing the regs on overnight parking. It's our understanding that overnight is permitted during the holidays and up to 10 nights per month with notice to the OP police, and the first 3 are free. Our block can get noisy late at night, especially when the weather is nice. Much of that is due to visitors parking late at night, playing music from their cars and engaging in conversation. Any relaxation of the overnight parking restrictions on our block is likely to result in more of this, and cause a reduction in quality of life (esp. sleep) for residents, and conflicts. As far as I can tell, there is plenty of parking on Roosevelt for customers. Frankly, there isn't much commercial activity on either side of Roosevelt (esp. the Oak Park side) where we live, and more would be welcome, except we do not need more slots. We would welcome economic development initiatives from the village along Roosevelt and support a relaxation of parking regs needed to support those initiatives. However, at this time, parking doesn't seem to be a barrier to current business activity. It also seems there is capacity to support more business activity without making parking reg changes.

Parking Restrictions

Submitted by Nancy Collis on Mon, 2017-07-10 07:28

Whatever you decide, the signage needs to be much better than the new signs recently installed mid-town. Several of us - honors college graduates - failed to be able to interpret them. Thanks.

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CONTACT US

708.358.7275
parking@oak-park.us

Useful Links

[Contest/Pay a Parking Ticket](#)

[Employee Discount Parking](#)

[Overnight Parking Pass](#)

[Online Permit Renewals](#)

[Online Vehicle Sticker Renewals](#)

[Pay by Phone Parking](#)

[Parking Garage Rates](#)

[Parking Permit Map](#)

Village Hall | 123 Madison St. | Oak Park, IL 60302 | 708.383.6400 | village@oak-park.us | 8:30 a.m. - 5 p.m., M-F |
Parking 7 p.m. Mondays

- | | |
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Parking Review - Austin, Harlem on-street parking

As the Village Board continues its comprehensive review of Oak Park's wide array of parking rules and regulations, the focus will shift next to standardizing overnight permit times and identifying potential new spaces. This latest in the series of Village Board parking discussions is scheduled for 7 p.m., Mon., May 8 at Village Hall, 123 Madison St.

During this meeting, the Village Board will discuss current restrictions on two of the Village's most traveled daytime commuter routes - Austin Boulevard and Harlem Avenue north of Division Street, the only Oak Park section of Harlem where the state allows on-street parking. These two sections of the Village share similar traffic patterns, but differ greatly in parking demand and regulations.

Officials say comparing these two high-traffic routes could offer insights into how regulations – or lack of them – could help simplify parking rules on other Village streets.

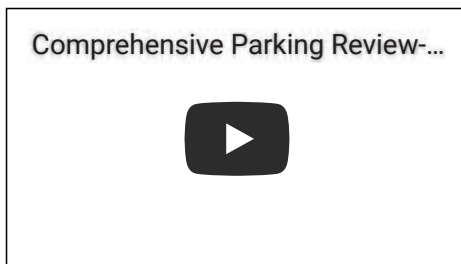
As the Village Board considers regulation changes, residents are invited to read the information below and watch the video, then share their comments with the Village Board.

Comments may be posted on this page until noon, May 8, 2017. Comments will be moderated and will not appear immediately.

Austin and Harlem - their similarities and differences

Austin Boulevard is among the largest and most in-demand overnight parking zones in Oak Park. Long-established zones along Austin provide overnight parking for residents of the many multifamily buildings along the entire length of the boulevard, from North Avenue to Roosevelt Road. Parking on Austin Boulevard also is prohibited from 7 to 9 a.m. and 4 to 6 p.m. to facilitate rush hour traffic flow. In addition, daytime parking on Austin is limited to two hours at other times, a rule the evidence suggests does little more than add to the inventory of regulatory signs.

On Harlem Avenue, also a busy daytime commuter route, overnight parking has never been in demand along Oak Park's northernmost section. The only parking restrictions here are the standard overnight ban and snow emergency rules.



A Few Rules About Commenting

Comments

Parking near Blue Line stations

Submitted by Eulalia Puig Abril on Mon, 2017-05-01 16:48
Hello,

This comment may not be fully related to the parking situation in the video, but I am out of options as to where to send it. Why is it that Oak Park commuters that use the blue line need to park almost four long blocks away from the Oak Park stations (e.g., Austin)? What does this say about commuting with the train from Oak Park? Why is it so difficult to do one of the most environmentally friendly activities? Why, why, why? We need to find a solution to ENHANCE, FACILITATE, SUPPORT commuters to the blue line—not hinder them.

Thank you for listening.

Parking on Austin Blvd, Oak Park Side

Submitted by Josh Jackson on Mon, 2017-05-01 20:54

I think it would be great if a parking permit wasn't needed to park on the Oak Park side. Since one isn't needed to park on the Chicago side of

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Parking

Submitted by Ivan Story on Tue, 2017-05-02 07:21

I believe parking need to be expanded in Oak Park you haha
Have overcrowded parking on one block and the next block
You have no parking allowed over night and the homes have garages
Garages and drive ways and no cars parked on the street
The logistics for parking is not good for residents that pay
For on street parking overnight sometimes having to walk
Blocks late at night and seeing streets within your grid with open
Parking spaces but you can't park there.

Village parking

Submitted by Oak Park Reside... on Tue, 2017-05-02 07:35

Oak Park Village needs to ease parking restrictions for its residents. I pay almost \$90 /month to park in a garage, and I was recently ticket an additional \$30 for parking at a meter near an Oak Park restaurant that I patronized for 40 minutes without putting additional money in a meter. This is despite the fact that my car is practically covered with Oak Park Village and parking stickers. The Village (whether thru tickets or the ballot box) is constantly trying to gouge its residents. We can only take so much.

2h parking

Submitted by Magda on Tue, 2017-05-02 08:54

I think Oak Park needs more parking spots that allow parking for longer than 2h. There are several appointments that take longer than 2h and it's extremely difficult to find anywhere to park for longer than 2h, especially in downtown of oak Park.

Overnight Permit Times in OP Lots

Submitted by Brian on Tue, 2017-05-02 10:54

Quick comment on permit starting time in OP lots. I would suggest the "free parking" slice of the day after 6pm still remain free until the restaurants close (11pm?). I parked in the permit lot at a meter that was free after 6 near OP Ave and the Ike to eat dinner and was surprised to get a ticket because I stayed too long into the "permit only" slice of the evening, I believe 8pm. Makes it difficult to have a later dinner out.

Street cleaning in relation to overnight parking

Submitted by Julie Samuels on Tue, 2017-05-02 13:13

Our street has many more overnight parkers and as a result it is rarely if every cleaned. Currently we have 3 inches of mud along the length of our gutter. Please institute alternate side of the street parking so our streets will be swept.

Street cleaning in relation to overnight parking

Submitted by Julie Samuels on Tue, 2017-05-02 13:16

Please institute alternate side of the street parking for this reason. We have many more overnight parkers on our street and as a result our street is rarely if ever swept. The mud in our gutter (near the sewer that is usually stopped up) is 3 inches deep. Thank you for considering this.

Parking regulations unfairly burden working class residents

Submitted by J. Cooper on Tue, 2017-05-02 21:05

Village wide rules prohibiting more than one parking permit per residence discourages working families from living in this community. For many, rent prices necessitate two incomes but it is exceptionally difficult for both members of a household to work if only one has reliable onsite parking/transportation. Although the village allows for additional permits to be purchased, the demand is such that people must take time off work in order to wait at the village hall. For example, permits went on sale 5/5/17 at 8:30am and people were waiting in the village hall at 7am. Soon after doors opened, the line to pay for permits extended throughout the lobby and it took approximately 1.5 to 2 hours to complete the entire process. That is time that residents could otherwise spend providing for their families if they were allowed to purchase permits online. Oak Park strives to be a welcoming and progressive community, but their parking regulations actively discourage working class residents from participating in this vision. If substantive changes are not made, Oak Park will continue to ostracize an essential component of the community, leading to further segregation between the haves and the have nots.

Overnight parking

Submitted by Blair Johnson on Wed, 2017-05-03 07:04

I moved to oak park from Chicago with my pregnant wife and 4 year old daughter for safety and a better neighborhood for my children to grow up in. I was completely unaware of the parking restrictions when I signed my lease. I live in one of three apartment buildings on the 400 block of Hump three properties without garages. I find it ridiculous that I'm not able to park in front of my own apartment at night. I have to park blocks away blvd. in the Chicago area. I work very early mornings which leaves my wife and kids to have to walk blocks away in order to retrieve the car. \$1000 in rent and I would expect to not have to buy \$100+ parking passes, to not have to get ticketed or go thru these extreme lengths to park my own property. I would like to ask is there a better solution to this problem maybe even removing the overnight parking ban on residential blocks..

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alley parking

Submitted by Rita A. on Wed, 2017-05-03 15:23

I'd like to request that the "comprehensive parking study" create "parking ordinances" for the village that "create ordinances" and "standardize" regulations for parking in alleys, especially on garage aprons. In my alley, parking on garage aprons serves as a substitute for purchasing parking permits.

Parking on Harlem

Submitted by (M) Norene Jamieson on Thu, 2017-05-04 09:38

I have lived on Harlem most of my life and I appreciate the fact that parking on Harlem is available during the day. I would not like to see daytime parking on Harlem restricted. I have an invalided neighbor and it would make it very difficult to transport her. Thank you so much

Street Parking Permits

Submitted by Anna Alecci on Fri, 2017-05-05 22:36

After not owning a car for 15 years, I bought a car when I had a baby last winter to get her to the doctor, grocery shop, etc. However, I am not allowed to park on the side street I live on- the 200 block of Cuyler. It isn't a permit area. The closest parking spot I was able to rent is 4 blocks away. With any child, especially an infant, this is a challenge- particularly in freezing weather, nighttime or in an emergency situation. My street is not busy and my building is the only one on the block without a garage or parking lot. I would urge the city to open up more areas to 24-hour parking permits. I have still never heard an explanation as to why that would be a problem.

Overnight Parking

Submitted by Sarah on Sat, 2017-05-06 06:25

For the amount of money I pay in property taxes I shouldn't have to spend \$130 every three months to park in front of my condo. Which for a 51 unit building only allows 6 spots. All other parking must be done on busy chicago Ave. this is ridiculous and if I'd know I'd never have moved to this town. I've spent more in parking than I ever did in Chicago or Schaumburg. I understand the city needs to make revenue but the amount of parking tickets and restrictions is insane. Why can't homeowners have a 1 car limit to park on the street without additional fees? Why do I have to park in Z3 on a dangerous street where my neighbors have been held up at gun point? The parking situation has made me hate living in Oak Park.

Overnight parking Yes Please

Submitted by Debbie Holliday... on Sat, 2017-05-06 12:11

It is clear that parking regulations currently in place north of division on Harlem Ave affects oak park residents in need of parking space in this area. Since night traffic seem to be less congested, allowance for overnight parking on Harlem Ave would greatly benefit the residents in this area.

Parking

Submitted by K. Reed on Sun, 2017-05-07 18:19

I think it terrible to be charged so much to park where you live and i think the number parking passes is ridiculous for any adult who may be in a relationship with someone that stay over more than 10 days within a year.

Austin parking and OP traffic mgmt

Submitted by Anonymous OP Re... on Sun, 2017-05-07 18:54

While I recognize the safety purpose and nature landscape that "road verges" provide (the grass section between the curb and sidewalk)... What if some of those along Austin Ave we're converted to parking spots?! Thoughts? During rush hour Austin must be a two lane road. Also, I think along all major North-South OP streets we need better public transit - particularly Ridgeland and OP Ave - to connect people to rail lines; the Pace busses are often bunched and constantly behind schedule. It's no magic bullet, you but improving those North-South bus routes could help reduce dependency on cars/parking.

Parking on Austin and Parking Overnight

Submitted by JC Barber on Sun, 2017-05-07 19:11

I do not know why the village has restricted parking hours on Austin; since they are not enforced. The traffic from my place down Austin to the 290 entrance ALWAYS has at least 2 parked cars and my commute starts at 715am.

On the other hand; the village gouges its residents for parking passes and stickers and I see no reason why we cannot parking on side streets in residential areas freely with a simple Village Sticker (in the front window) overnight.

Overnight parking

Submitted by P. O'Connor on Mon, 2017-05-08 10:41

A frustrating topic to say the least ! Two of the same offense tickets on my windshield within minutes of one another last month forced me to the village hall to rectify the problem . Speaking with five village employees until a remedy was in place took about an hour . Was my time worth excusing the ticket ? No , not at all ! My vehicle had a dead battery before I left for work before midnight , had to get to work anyway . Called parking services , all automated , no luck . Called front desk and explained , had minimal help . Went back to automated parking services phone line and thought I went thru the process . A ticket waited for me when I arrived home from work . The last problem was a debatable ticket hand-written at 232AM as I arrived at my vehicle at 230AM . All of this occurred within the month . Bad luck or misfortune maybe . User unfriendly and less helpful village employees I think so ! Trying to resolve these issues is time consuming , distractive , and such an energy-waster in such a " progressive " community . Ironic !

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Overnight and lot parking in Oak Park

Submitted by Nancy Nemetz on Mon, 2017-05-08 12:04

I respectfully request this comment be submitted for review. I was first informed at 10:38am this morning about the board meeting this evening and the call for any commentary to be received by 12:00 noon today. I just spent 1/2 hour writing a comment and with no "submit" icon, the comment was erased! I now have to rewrite my comment. Apparently one is supposed to hit the "save" icon. This is very confusing! I will send my comments in 1/2 hour and expect them to be accepted due to this "late" notice and very inappropriate send mechanism. I am a board member of the Pleasant District and find the lateness in communication very disappointing given such a controversial and critical subject.

Nancy Nemetz

Re: Overnight and lot parking in Oak Park

Submitted by erik.jacobsen on Mon, 2017-05-08 13:13

Hi Nancy,

Thank you for your interest in providing feedback. I'm also sorry to hear you are having issues with submitting your comment.

We are now closing the commenting section so we can prepare the feedback for the Village Board. However, if you send your comments to parking@oak-park.us by 5 p.m. we will be sure your feedback reaches the Village Board before tonight's meeting.

We spread word about the commenting section through the Village's E-News e-mail, the Village's Facebook and Twitter accounts and via signs posted along and near Harlem Avenue and Austin Boulevard, which are the main subjects of this particular meeting.

Here are some ways to be sure you hear about the opportunity to comment as the Village's comprehensive parking review continues in the coming months:

- [Sign up for E-News](#)
- Follow us on [Facebook](#)
- Follow us on [Twitter](#)

Next month's topic will focus on parking near North Avenue and Roosevelt Road. For more information about the comprehensive review, including a list of upcoming topics, [click here](#).

Best,

Erik
Communications

Oak Park Parkin

Submitted by Neil on Mon, 2017-05-08 13:03

I moved to Oak Park and found parking to be a hassle. To begin with, there are certain streets you can park until 2am then you have to move your car to a zone spot after 2? What sense does that make to allow parking till 2am but then you have to move your vehicle to somewhere else onward. Also there needs to be more zone parking in the side streets to accommodate all the residents. Its like parking wars looking for a parking spot for your vehicle. We are already paying rent and all the taxes associated with living in the village, why not allow more parking spots?

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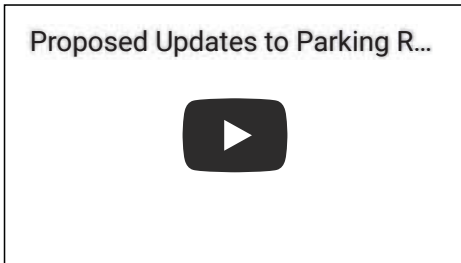
Parking Pilot Program

Months of studying Oak Park's wide array of parking rules and regulations led to a pilot program designed to test a range of options for simplifying and standardizing the Village's residential parking system.

Recommendations for the pilot project were presented to the public at a forum on Nov. 9, 2017 at Brooks Middle School hosted by the citizen volunteers on the Transportation Commission, Village staff and consultant [Dixon Resources Unlimited](#). A PDF of the presentation slides and a video recording of the presentation are posted below.

Feedback provided at the forum and in comments section below on this webpage will be reviewed by the Village's Transportation Commission prior to making a recommendation regarding the proposed parking pilot program at its Nov. 27 meeting.

Presentation



[Click here to see a PDF version of the presentation](#)

Proposed pilot area

Oak Park parking background

Next steps

Comments posted below are monitored and may not appear immediately.

Add new comment

Comments

Parking in Oak Park

Submitted by Lisa Ruhland on Fri, 2017-11-10 10:34

I attended the meeting on November 9 and listened to the proposal given by Dixon Resources Unlimited and to a number of those making comments and asking questions. I felt that the proposed 72 hour plan is preferred to the Odd/Even plan. I don't know how you can even think that you could propose a plan with only 1400 available parking spots when you have concluded that there are roughly 4500 residences. At least with the 72 hour plan, there are 3800 parking spots. I very much like living in Oak Park and parking is my only complaint and frustration about living there. I live at [redacted] and that location is ideal due to proximity to I-290 and also to Metra, CTA, and downtown. Due to the abundance of Multi-unit dwellings in this area, parking is difficult. And has become more difficult with the removal of a number of parking spots in front on my building and across the street. I don't think I should have to be stressed about finding a place to park when I am driving home. I believe that I should be able to drive to my home and park. I am mindful of the street cleaning days but feel that weekly street cleaning is going overboard. Maybe this could move to once a month.

In proposing the Odd/Even plan with only 1400 parking spots available, what would you have the remaining people do with their cars? Are you trying to say that people want to have a car they should live in a house with a garage or they should move out of Oak Park? That's what it feels like. Like I said, I love living in Oak Park and I don't want a single family home. When I moved in, I rented a parking spot in a lot which now has townhomes on it so I am parking on the street. And I am okay with parking on the street, I would just like to know that there will be a place for me to park my car.

reply

Parking

Submitted by Laura JN Rodriguez on Tue, 2017-11-21 07:56
I agree with all your proposals

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reply

Parking Pilot Program

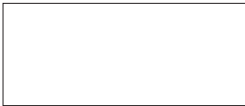
Submitted by Barry Jung on Fri, 2017-11-10 10:36

Several people at the 11/9 forum spoke in favor of the overnight parking ban and indicated they did "not want cars on MY STREET". The ban is an aesthetics issue, not one of safety, and it is pitting single family residents against condo/rental residents. I don't have children. Should I refer to schools as "YOUR SCHOOLS" when issues of new construction, teacher hiring, new programs are proposed? Should I tell parents those are YOUR schools, don't ask me to pay. This is supposed to be a COMMUNITY of the WHOLE not one of narrow interests. It should be OUR streets and OUR schools. There are those who say that demand will meet the supply if overnight parking is allowed. School demand is currently chasing and meeting supply but we don't penalize parents who have more than one child in school.

Eliminate the overnight ban and create the following truly simple resident parking plan: 1. issue upon request an on-street permit to any RESIDENT car owner (one permit per car), at cost (administrative cost only) 2. the permit would allow parking on any street subject only to snow and street cleaning restrictions (and enforce the restrictions with tickets/towing) 3. cars without permits would be subject to X hour time limits 4. raise the cost of the village vehicle sticker to cover the lost permit revenue.

The aesthetic of an overnight parking ban has long since lost any justification in equity in such a densely populated area as the WHOLE COMMUNITY of Oak Park.

Barry Jung



reply

I agree

Submitted by Kathleen Huttner on Fri, 2017-11-10 11:46
Wonderful idea !!

reply

I agree!

Submitted by Leila El-Badawi on Fri, 2017-11-10 22:07

I think the suggestion above is completely reasonable. The two plans suggested just don't seem feasible. If there were only 1,400 spots with the odd/even plan, I don't understand what the remaining residents are supposed to do. I feel that that plan should be completely excluded as it really does not work for the number of residents in the area. In regard to the 72-hour plan, I don't understand what is supposed to happen after 72 hours. Say that someone moves their car to another spot but it's in the same area, would they get a ticket?

Ultimately, it seems like Barry has come up with the best plan. Parking is a pain right now, but that's primarily because the construction limits the number of spots. If Oak Park stopped the construction and allowed residents to park on any street with a pass, parking would not be an issue.

reply

agreed, Barry Jung's plan is simpler than the proposals

Submitted by Shar Mac on Mon, 2017-11-13 16:40

The proposals are confusing and it's unclear what the benefits of overnight parking bans are in the first place. One sticker, park anywhere. Thanks, Barry!

reply

Couldn't agree more! Cheers.

Submitted by Laura K. on Fri, 2017-11-10 22:24

Couldn't agree more!

Cheers.

reply

Great idea

Submitted by Steph C on Sat, 2017-11-11 05:31

I wholeheartedly agree with Barry's idea! I also agree that the Weekly street cleaning is excessive and seems to rarely happen as it is, two weeks a month seems more practical. I like the idea of issuing special permits for local business employees and opening up the meters by the train stations to

all day. This would surely keep some commuters off the residential streets. Both plans appear to require an awful lot of moving around and having to keep track of what day a car was parked in a certain place and that just seems unnecessary. If I had to pick one, definitely the 72 hour as

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[reply](#)
I agree

Submitted by Jennifer E. Bell on Sat, 2017-11-11 17:59

I totally agree with Mr. Jung. The overnight parking ban is outdated. I asked at the forum what actual data/research the Village is using to justify the overnight parking ban. There was no answer to this--only that this was the "status quo" and "this is a historical decision." The current density issue and the changing of Oak Park from an suburb to urban center with increased highrises and reduced parking lots in the neighborhoods calls for a total reevaluation of outdated policies such as the overnight parking ban. There are more people who live in Oak Park besides single-family homeowners, and yet multiunit dwellers, many of whom own their condos and pay taxes, deserve the same respect that single family home owners get. We also have needs. The overnight parking ban is outdated and unrealistic considering the era we are living in. The proposed parking changes for our area are punitive and treat the multiunit residents of the Oak Park community like second-class citizens who are "lucky to have this option at all." The proposed changes are overly simplistic and only seem to address keeping commuters from parking in the area. The proposed changes do not do anything to actually improve the parking situation for residents who actually live in the area. I am against both of the proposed changes. Neither will work. Neither addresses the issue. This is just a "bandaid" instead of really analyzing other options and changing old policies which only appease the single family homeowners who don't even have a parking problem.

[reply](#)
Parking

Submitted by Simone on Wed, 2017-11-15 07:31

I agree with Barry! The 2 plans suggested are awful and we really need to do away with the overnight parking ban. I feel overnight parking bans work best in communities of mostly single family homes. Oak Park is densely populated and has a large number of condos and apartments so residents should be able to park on any street if they own a village sticker. This is the only plan that is fair to ALL residents. I already have to remember to move my car every Tues/Wed and park my car 5 blocks away (extended pass) when I'm out of town. Now this! It is ridiculous!!

[reply](#)
Agreed with barry

Submitted by Julie on Wed, 2017-11-15 10:50

This is the simplest solution. I've never lived anywhere that parking is so complicated for no reason. NO EVEN/ODD. I also like the idea of being able to purchase visitors passes like the city of Chicago has, for visitors over 4 hours. NO OVERNIGHT PARKING BAN. Its unrealistic and regressive and punishes those who can't afford single-family homes.

[reply](#)
Agree!

Submitted by Knelson on Thu, 2017-11-16 17:09

Agree!

[reply](#)
overnight parking ban

Submitted by Annette Miller on Mon, 2017-11-20 11:51

I totally agree with Barry Jung's suggestion. While I own a house with a detached garage, I very much resent paying a ticket for parking in front of my own house. I pay property taxes which should allow me to park in front of my own house on the rare occasion.

[reply](#)
Yes!

Submitted by Matt Cormack on Tue, 2017-11-21 14:52

Excellent Idea Mr. Jung!

[reply](#)
Overnight parking ban is ridiculous in this day and age

Submitted by SiDi Huang on Sat, 2017-12-02 23:00

3 nights a month for parking is simply lacking in a day and age where having a car for the commute is necessary for so many of us. Why is there a parking ban where I can't even park in front of my own house? As long as I have a village sticker, I should be able to freely park in front of my house and vacate the street for cleanings. Currently I am just penalized for having a car and no space to park it due to an archaic bylaw.

[reply](#)

Residential Permit Pass

Submitted by peter harlan on Fri, 2017-11-10 11:13

It was not discussed at the November 9 meeting about what the cost of the Residential/Visitor Permit would cost? Is it a yearly cost? And the cost of parking from 9am to 9pm (to park in front of your home/condo in a residential area) is absolutely unacceptable. Come on people, I really have to move every 120 minutes during the day?

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[reply](#)

2 hour limit for residents

Submitted by Loretta Olive on Wed, 2017-11-15 12:39

The 2 hour limit is a burden. Can't get the flu, can't work from home, can't take the el downtown for a day, can't just relax at home. You're bound to your car's parking requirements!

[reply](#)

Parking Pilot Program

Submitted by Kathleen Huttner on Fri, 2017-11-10 11:45

Barry Jung has the best idea yet !! Please take notice of what he outlined in his comment. It would surely satisfy a lot of people and potentially prevent a lot of people from leaving Oak Park.

[reply](#)

Suggestions

Submitted by Marc B. on Fri, 2017-11-10 12:44

Here are a few suggestions that incorporate some of what is being proposed.

- 1.) I agree the two hour limit for non-residence is unacceptable for GUESTS of residence. I understand the need to deter commuters from parking all day on Oak Park streets then taking the 'L' downtown, but for guests this is more complicated. Three alternatives: apply the two hour limit to Mon. - Fri. only since most residence would have guests over on weekends (granted, this does nothing for residence who do not work on weekdays), implement a way for residence to register guests so they can stay parked longer, or change the limit from 2 hours to 4 hours. This still deters commuters but opens it up for guests bit.
- 2.) I'm not a big fan of either Odd/Even or 72-hr simply because you're forcing residence to constantly move and still fight for spaces. My proposal would be that, unlike now that requires us to move two days a week because of street cleaning (which they never do, by the way), change it to two street cleaning once a month. On those days that street cleaning is in effect require no parking on one side during the day.
- 3.) Change the paid parking spaces near the 'L' stations back to all day instead of 3 hours. It generates money for the village as well as gets those people off residential streets.
- 4.) There was some discussion about the number of permits for residence and their cost. It was proposed that the first permit is one cost, and each additional vehicle permit is more expensive. There seemed some resistance to that so I would suggest perhaps two permits per household at the same cost, and any additional vehicle per household is more expensive. Example: the first two permits are \$75/quarter each while anything more than that is \$125+. Sorry, but not everyone in the house needs their own personal car.
- 5.) Also related to cost, there was concern regarding owners and/or employees of businesses and where they can park. I would suggest a special permit the owner of the business can purchase and provide to their employees that allow for parking in residential areas near the business.

Something obviously needs to be done and I applaud those working on it for trying to find common ground for a relatively difficult problem. As mentioned in the meeting last night there is no perfect solution and it's all about compromise.

[reply](#)

More headaches/no (much needed) parking solutions...

Submitted by Laura K. on Fri, 2017-11-10 22:22

After recently taking away about 22 parking spaces on Washington between the west and east alleys of Wisconsin, as well as approximately 100-plus spots in the former YMCA parking lot in the lot behind Washington and Pennsylvania Avenue in the recent past, so the Village could earn more revenue on real estate taxes for all the townhomes they agreed to have built instead, AND hiring a professional consulting group to come up with supposedly better and more fair parking solutions, I am astounded by the proposed asinine solutions they seem to have come up with by merely placing more restrictions on people and parking than currently in place. There should be no need for anyone to have to move their car on a daily basis, nor every three days -- as a lot of people either do travel/vacation -- in order to accommodate for so-called street sweeping, which I haven't personally seen in at least two years, and/or supposedly making it harder for snow cleaning crews to get in and out. What about families w/babies having to park blocks away w/child carriers, elderly people who don't simply want to be dropped off at a door unassisted while their other companion parks the car?!

Luckily I have secured private parking, by the grace of God, since my car was declared a total loss after our mid-October flooding and the unlevel street due to all the construction around Washington/Wisconsin, but this still concerns me, especially for the guest parking proposed, nonsensical rules. I had asked

MANY moons ago to get a light over here at Washington and Wisconsin, after countless accidents, including me and my former dog getting nearly struck by a car, only to be told by the Village that the light would be "too close to Harlem and would delay traffic; therefore a light would be put in at H guess what? Now we have a light at Harlem, will have one at Washington, and already have one at Home. My only hope is that drivers will take routes and not want to be stopped at every single light on Washington, backed up, with their fumes coming into my home with my windows summer, as well as horns blowing at those who don't move fast enough for others' lack of patience. The Village cares about absolutely nobody themselves and the kickbacks they get for awarding these contracts to others. It had already been publicly stated online how much we were intending/budgeted on spending for the light at the corner of Washington and Wisconsin versus what we are paying in reality.

What a real shame...

Shame on you, Village of Oak Park!!

[reply](#)

Parking Pilot Program

Submitted by Gloria Hearn on Sat, 2017-11-11 07:57

I wanted to attend the meeting very much but didn't because I feared I would not get a parking spot when I returned back home. I have lived in Oak Park about 20 years and I enjoy living here. However parking has become a real challenge. Non residents (many working out at the YMCA, taking the trains or attending events) are allowed to park in the spots that the residents pay for.

When I come home from work or grocery shopping I have to circle the block several times just to find a park or park on another street. Then I have to remember to call in my car, otherwise I'll get a ticket. And whenever there is an event in the area, forget about it, I can't find a park. This just doesn't seem fair. Why do I have to call in my car when parking on another street when clearly I can't find a park on the street where I pay to park on?

Now because parking is allowed on both sides of the street, it's a REAL NIGHTMARE!

Someone hit my car while it was parked. There's no common courtesy anymore because people just refuse to slow down or pull over to the side just for a moment to allow another driver to pass. I really dread when we get a lot of snow.

Many people I know have moved because they could no longer deal with all the parking tickets and constantly having to move their cars. They refer to Oak Park as No Park.

I'm glad for opportunity for us to voice our opinions and will try to come up with suggestions. I would really like to stay in Oak Park and I'm hopeful the parking will get better.

[reply](#)

Y4 parking

Submitted by THERESE DOYLE on Sat, 2017-11-11 08:11

Hello, Thank you for looking at the parking issue. I have lived at for 3 years. Parking is a never ending source of frustration. I am a nurse midwife at Univ of Illinois Med Center and I work varied shifts - sometimes coming home at midnight - other times leaving at 430 am. Frequently I have to drive around and around looking for parking - always concerned with getting a ticket. Sometimes I have no choice but to park in an illegal area on Grove only to get a ticket - and I find it extremely frustrating. So much so that I am considering moving out of the area. One morning at 430 am I had to walk more than 1/2 block to my car - passing by a man sleeping on the sidewalk. Since Randolph is now open I need to walk through the alley at night to get to my apt. Isn't there a way to assign spots? The parking is NOT CHEAP - and the ticket costs add an additional burden - not to mention the anxiety - so many people park without consideration of others - taking up 2 spots when all parking is at a premium. Why can't Grove be opened up? Thank you

Therese Doyle

836 Washington Blvd

[reply](#)

residential daily visitor parking

Submitted by Nora Abboreno on Sat, 2017-11-11 11:03

The main issue we have with parking is that guests can only park for two hours near our house (Oak Park Avenue). I am aware that this is an issue mainly with people who are home during the day. That demographic, however, includes those who work from home and retired people. When you include the snow restrictions, I have friends that will not come to Oak Park at any time during the winter.

I would like to see a program similar to Chicago's. Residents buy a certain number of stickers each quarter. Displaying the sticker allows any car to park in a two hour restricted zone for an extended time (in the city that is 24 hours, but it could be 4 or 6 hours in Oak Park). People who do not want the stickers don't have to buy them.

Signage definitely has to be clarified. The snow restrictions in particular are poorly labeled.

[reply](#)

guest passes/hang tags: see Somerville, MA

Submitted by Shar Mac on Mon, 2017-11-13 16:37

I love the idea of residents buying passes for visitors. I do like the temporary overnight passes you can obtain online, but the current system for temporary daytime passes is not efficient or convenient (you have to call the parking office before 8:00am, so if you miss the window you're out of

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luck). I would use a booklet of temp passes for when I'm sick or have a babysitter or relative stay for a few hours.

In Somerville, MA you can purchase a reusable guest pass that visitors display in their car. The pass is good for daytime hours only for a year (or a quarter?). It is useful for businesses and individuals.

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[reply](#)

[Parking Pilot Program](#)

Submitted by Mark Blum on Sat, 2017-11-11 13:36

Barry Jung said it best!! If the village is trying to simplify parking for residents, they simply should issue a residential parking pass to all residents, who may park anywhere in the village except the central business district. We should scrap y1,Y2,Y3,Etc. parking. A resident should be able to park their car anytime day or night on the street except when we have street cleaning or snow removal. It should be that simple. If you need to block out a few of the streets for the individuals who feel unsafe (the highfalutin powers-that-be on the single family streets) you can just install signs on those streets that say no parking on this street because the residents feel unsafe with cars parked overnight!! There is no reason to have this incredibly complicated parking system...let's go back to basics folks.

[reply](#)

[Get rid of overnight parking](#)

Submitted by Duane James on Sat, 2017-11-11 21:37

I've been a resident of Oak Park for 10 years. It's a great home for my children but I can't afford to continue to pay for permits at night and the cost of living. Tickets being issued for residents that shop in Oak Park fund Oak Park as well as an active member in the 97 school district. An Oak Park resident sticker should be enough. My daughter is becoming a driver in the spring of 2018 and I won't be able to afford 2 overnight parking passes. I'm not fortunate enough to own a home with a garage in Oak Park

[reply](#)

[Even/Odd](#)

Submitted by Elizabeth O. on Sun, 2017-11-12 20:32

It's hard enough remembering to go out and move my car on snow days. I can't imagine having to do this year-round. PLEASE do not choose an even-odd system!

[reply](#)

[Even/Odd Days](#)

Submitted by Karen H. on Mon, 2017-11-13 12:02

I would like to suggest allowing residents who live in Oak Park to be able to purchase Village stickers which will allow you to park anywhere in Oak Park. Having to purchase a night sticker along with a Village sticker just to park your car on the street is becoming expensive. If you purchase a 24-hour sticker, you need to walk several blocks just to retrieve/park your car which is so ridiculous. My daughter attends UofI in Urbana and comes homes for holidays/breaks/some weekends just to unwind and she shouldn't be penalized to park her car. It's very difficult remembering to move your car on Tuesdays and Wednesdays to the correct side of the street. I'm not too familiar with the snow parking ban but it seems to me that knowing what side of the street (odd/even) to park on when it's snowing is crazy. If it's snowing, most people would want to be inside their homes instead of outside driving around to find a parking spot. I'm a new resident in Oak Park and I find these procedures very hard to understand. I've received over 6 tickets since moving to Oak Park just because of the so-called parking bans/street cleaning restrictions for parking. I believe the Village makes a lot of money on parking alone. There is no need to discourage your residents who live in Oak Park with more ridiculous restrictions or having us pay more money than we are already paying. Thank you!

[reply](#)

[Listen to Barry or build a garage](#)

Submitted by Katy Groves on Mon, 2017-11-13 22:50

Barry Jung's solution is the clear winner. There are also large lots of unused storefronts and space on Madison, including the old Robinson's, that could be made into a residential multi level garage with no restrictions. The spurious \$40 parking tickets I've paid since moving from a place with a garage in July should cover the costs of construction. The odd/even solution is monstrous and obviously a ploy to make the 72 hour plan seem generous and well-planned, which it is not. I am a single mother with an adorable one year old who works a second shift job as a therapist. Just tonight I had to take my child in the cold at 9pm for a three block walk home because there were no spots left on the non-street cleaning side of the street anywhere near our home at Madison and Kenilworth. Parking on the wrong side means I'd need to wake up early and leave my child alone in order to move my car, and I'm so worried about missing it that I barely sleep. Is the street cleaned weekly? No. I have one permit, one extremely small Honda Fit, family in the area, and only two major complaints about Oak Park: exclusionary and silly parking rules and weekly mail delivery. No one is going to move out of Oak Park if parking is expanded to be in front of their homes, but people will definitely leave Oak Park for farther west suburbs if you lose your progressive credibility and become a crowded and boring baby Hinsdale.

[reply](#)

[I want to echo Barry Jung's](#)

Submitted by JP on Mon, 2017-11-13 23:52

I want to echo Barry Jung's and others comments. A simple village wide resident permit makes so much more sense than the Byzantine system in place.

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If the odd even or 72 hour rules are adopted I can honestly say that I'll be moving out of the village. Parking is such a headache already, I am sure people were paid money to come up with such ridiculous options. I have never seen such a GREAT community make it so difficult for non home owning residents. Oak Park likes to talk up their liberal and inclusive values, but anyone who can't afford a million dollar home with a garage is treated like a second class citizen. The simple suggestion made by Barry is a great opportunity to rectify this.

[reply](#)

Parking Pilot program

Submitted by Echelon Jackson on Tue, 2017-11-14 16:22

I have been a Oak Park resident for over 11 years. And I have to say that the past 3 months have been the most frustrating. Since the parking spaces were removed in front of my building, to make way for unnecessary left turn lanes on Washington Blvd, I have been inconvenienced. During construction, I had to walk blocks just to get to my home. Many times, rushing from work just to get a so-called "good park". Or trying to figure out how to carry groceries in stages. Or delaying plans because I don't want to come home after a certain time because I'd have to park so far away late at night. Now, the village proposes these completely ridiculous odd/even or 72 hour programs. I am awe struck that this is even a consideration. I can not believe any reasonable person would think an odd/even parking option is fair to residents who pay to park!! And the 72 hr option is nearly as bad. PLEASE VILLAGE OFFICIALS: stop with the parking shenanigans. Stop pitting home owners against condo owners/renters of multi-unit buildings. Just stop the madness. If the option is to choose one or the other, I choose none. Keep the overnight parking ban in effect if this is really the best that you can come up with. These proposed pilot programs are not going to help Oak Park residents. These odd/even or 72 hr programs are unreasonable and do NOT solve our parking issues. They only make more people seriously consider leaving this village!!!

[reply](#)

Questions

Submitted by Judith Warren on Tue, 2017-11-14 16:29

How much will the permits be? Paid quarterly or yearly? Yearly could be a hardship to those who aren't qualified for income. How do you plan to fit all the cars on an odd/even schedule? How many people deciding these things actually use the current permits and understand the issues from personal experience? Where do I put my car during vacation? It seems instead of simplifying for those who need overnight parking you are causing much stress.

[reply](#)

Look to other communities too

Submitted by Daniel Lauber on Tue, 2017-11-14 17:40

As Oak Park's senior planner many years ago, I was told point blank by the Chief of Police that the overnight parking ban bore no relationship to preventing crime. The sole purpose, quite honestly, was as so many Oak Park leaders would say, "So we don't look like Chicago." (I'll skip over the many disgusting aspects of that attitude.)

Oak Park, however, should also look at how other higher density, inner ring suburbs have dealt with the overnight parking issue. When I lived in southeast Evanston, we went to an even-odd overnight parking regime when it snowed -- otherwise you could park on both sides of the street overnight. To avoid the expense of posting signs for each street cleaning, a two-hour time period one day a week was designated no parking for street cleaning purposes. It worked.

I hope that Oak Park's leadership won't make overnight parking more complicated than it has to be. And I hope that anybody who opposes easing this inexcusable ban be asked whether they rent spaces on their property to others. In the past, there have been village trustees who rented out spaces thanks to the overnight ban who voted to continue the ban rather than recuse themselves due to this obvious conflict of interest which had financial implications for them.

By the way, there is even less of an excuse for banning overnight parking in River Forest. But with the paucity of multifamily housing (especially affordable housing), I don't have high hopes that any relaxation or elimination of this needless restriction has a chance in hell.

So kudos to Oak Park's leadership for finally doing something about this. Hopefully they will not yield to the regressive elements who seem to treat residents of multifamily buildings as second class citizens.

[reply](#)

Parking Pilot

Submitted by Brandi Carson on Tue, 2017-11-14 20:51

I attended the meeting on November 9, and I just want to start by first saying thank you for sharing the information and for seeking resident feedback. I feel like the conversation was helpful and much needed, and I really appreciated what everyone had to contribute.

I would agree with most of my neighbors who spoke with the concern regarding an odd/even program. Like most of them, I do not understand how an odd/even situation would be helpful or what "problem" it's even solving. I currently pay \$540 a year to park on the streets near my apartment building.

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Potentially having to move my car whenever I'm home (sick, vacation, late work day start, etc) during restricted daytime hours sounds like a punishment I'm paying a steep amount for. I guess my main question would be...why should residents who PAY to park their cars have to move them in the understand moving my car for cleaning and snow, but I think what we have now for that works just fine. I can also see why there may be day restrictions for visitors in some situations, but why as a resident who displays the proper sticker should it matter which side of the street I'm paying to do so? I think one of the questions asked on the evening of Nov 9 was "how long is too long for a resident to be parked on the street to that would be that if I'm paying to park my car by my residence, and I don't own a garage, what is the alternative? I have lived in Oak Park for 15 years. I work as a home visiting therapist...serving children with disabilities. I have to have a car for my job. I live in a studio apartment in an apartment complex. I do not have access to a garage. The issue to me is not in resident parking during the day; it is not having enough spaces to park as a resident in the evening. I have found myself many a time having to call in my car to park on a residential street (not in my zone parking area) because depending on when I get home in the evening all the spots are taken or people have not parked in a way that allows for all space to be utilized.

In a general statement, I really worry about my future in Oak Park. I absolutely LOVE living here, and I feel like I'm a person who does her part to add value to this community. But I worry that with the growth and expansion, I'm also going to be one of the first people to be pushed out of a community I can no longer afford. I do not make a lot of money, but I'm pretty sure I fall into that category of "well, you make too much to get assistance".

Thank you for your time in reading these comments and considering the concerns. I really hope that if a parking pilot is implemented in 2018, that it addresses the true parking issues that we currently have and it does not make unnecessary and punishing changes to residents who pay for parking and call Oak Park home.

[reply](#)

Parking Pilot Feedback

Submitted by Bruce DeViller on Tue, 2017-11-14 22:17

After attending the 8:00 PM meeting I did not come away with as much info as I expected. The consultant sped through the presentation, which I know was intended to allow as much time for feedback. But it was difficult to offer informed feedback with such little information. And with no time-limit enforcement on each person's chance to vent, few had the opportunity to ask for greater details.

It wasn't clear how the odd/even option creates more spaces (if that was the message). On the surface it would seem that such a plan would diminish available spaces by at least half.

The 72-hour option seems to mean that permit holders would need to frequently jockey their vehicles, which somehow would make room for other vehicles. To where are permit holders moving their vehicles if not to another space within the permitted area? This option adds a lot of "busy work" to residents who don't move their vehicle almost everyday (like many did in past days of traditional M-F, 9-5 jobs). Today many residents require a vehicle even if that requirement does not involve driving it every day. (e.g., telecommuters, part-timers, "gig economy" workers)

The same is true with the 3-hour limit. If I don't drive to work everyday, am I moving my car two or more times in a single day just to avoid ticketing? Or, what if I get home @ 5:30 pm, and the permit hours don't begin until 9:00 pm? Am I at risk of citation from 8:30 - 9:00? The benefits of an expensive permit seems greatly diminished.

I understand and agree that the current rules and regs are complex and complicated, and we would all prefer better solutions. I don't know that these proposed options are the best options.

(Less complicated than this problem is knowing that Oak Park is a village and not a city. The presentation materials shared with villagers should reflect that knowledge, and help the esteemed consultant avoid being tagged as a carpetbagger.)

[reply](#)

Parking on Pleasant

Submitted by MJohnson on Tue, 2017-11-14 23:50

I have been in Oak Park for over 25 years but recently moved into apartments near Mills Park on Pleasant (between Marion and Home). It has been extremely frustrating finding a place to park when I arrive home late evenings. I do not understand the many restrictions when there are several places to park right outside my building...but it is not for "overnight parking". I find it quite confusing and frankly do not understand the restrictions. I live on a street with the new signage---don't get how it is legal to park in back of the sign, but you get a ticket if your car is just in front of the same sign. Huh??

My suggestion is to simply eliminate the overnight ban. Since this IS a pilot program...try something totally different (NOT the odd/even street musical chairs). Of course if the pilot program is not successful---try your PlanB. To simply move cars to different sides---of the street is not very innovative and not sure why something that simplistic needs to Pilot.

My bigger concern when parking late at night is safety. I am a single female and walking a few blocks in the dark I think is more dangerous for OP residents than some cars on the street. I would not mind paying more for my vehicle sticker if I am able to park closer to my residence.

Thank you for this opportunity to share ideas on this matter.

[reply](#)

Parking Pilot

Submitted by Angel on Wed, 2017-11-15 13:49

I would rather do the 72-hour proposal or keep it as it is right now. With the new signs & how they have it set up in my area (near Washington) finally works better than in prior years. Anything is better than what it was. But the even/odd will not & does not work.

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[reply](#)
Parking

Submitted by Kristen on Thu, 2017-11-16 14:46

As a resident of Oak Park for the last seven years, parking has been a constant headache. I feel that I pay a lot of money, but I do not know what I am 'getting' for that money. I walk a block or two to get to my lot from my house and other non-permit cars park in my lot constantly with seemingly no or little repercussion.

If the Village does not care who parks in the lot, then why am I paying \$215 a quarter? If they do care, then signs need to be clear, and tickets should be issued out of respect for the residents. (To be clear, there is TONS of non-resident parking by my lot. I am not trying to sound territorial, but, again, I am paying for this 'privilege'. I would park in the non-resident parking, but I cannot leave my car there overnight.)

I am hopeful that the Village is requesting these comments, and I am thankful for the conversation. I trust they will do what is best to respect the residents, our guests, and the mission of beloved Village.

[reply](#)
Parking zones

Submitted by Knelson on Thu, 2017-11-16 17:02

If the zones are opened up to a wider area, then anyone within the zone with a sticker can park on the streets by the el stops. This is going to be a new nightmare for those folks close to the commuter lines with parking as well as increased traffic-especially if the owner of the parking pass can easily change the license plate associated with it. It will be much worse on the weekends too, etc. Someone suggested opening up the metered spots to all day. That makes sense plus encourage the garages close by.

[reply](#)
Pilot program not a solution

Submitted by Dawn on Thu, 2017-11-16 19:45

If it comes down to the odd/even days or 72-hour approach, I vote keep what we have. Those are the only two choices? You can do better!!

We keep paying for these parking studies and it only gets more expensive, restrictive and complicated for those of us who don't have garages or driveways. Stop penalizing us.

My first choice is to eliminate the overnight parking ban. Second, don't make us move our cars continually. Think about how you'd feel if you had to do that. That's right, give up your garage or driveway and do what I have to do by parking on the street. I already fight for parking as it is.

I've lived in the village nearly 20 years and this is the third time I've been asked to submit my opinions and every time, it's the same old story. Those of us who live in multi-tenant buildings are paying out the nose for the "privilege" of parking on the street and ask to eliminate the overnight bans and the homeowners who have garages and driveways win. The overnight ban stays. I'm paying nearly \$700 a year for the "privilege" of parking on my street and it's a total hassle. I already have to move my car twice a week for so-called street cleaning that never happens. A week ago, there were so many leaves piled up, I finally threw them out in the middle of the street to force cleaning. Ding! It worked.

Third, make enforcement consistent and stop giving exceptions to people at random. There are three people who live in my building in the Y9/A6 zone that each drives his/her own car and park without restrictions 24/7 on the A6 "residential" side of the street and at least one of the three does not have any permits. I can't park there 24/7. So why is it that you're making exceptions like this? In other words, you're allowing a couple of multi-tenant people to park in the "residential" zone around-the-clock 365 days a year. I'd sure love to be able to do that. That's a pretty sweet deal. Jennifer is aware -- I've spoken to her about it. Still, nothing changes.

Meanwhile, the parking fees increase \$5 each quarter consistently. So next quarter, I'll be paying even more while the neighbors who park on the A6 side day and day out pay nothing -- and don't get tickets.

Fourth: Since you're not cleaning our street regularly (I often work from home, so I know you're not), adjust your schedule and stop making us move for no reason. Stop with the pretense of cleaning.

Bottom line: If you continue to make it more difficult and expensive for me to park, I will move elsewhere. Adding an odd/even rule or 72-hour rule fits that description. You're literally driving people away.

[reply](#)
The pilot sounds worse

Submitted by Stephanie on Sat, 2017-11-18 15:58

Both of the proposed ideas sound like they will be worse than the current situation. The odd/even plan seems to eliminate MORE spaces. How is that even considered an option? The 72 hour plan sounds completely ineffective as someone can just move their car to another space nearby for another 72 hours. How can either of these ideas even be considered as options? They're both terrible.

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I live near Mills Park and it's insane that you can't park on Pleasant Street overnight. Why? Why do I pay so much money to walk blocks back to my apartment late at night (if I can find a space, that is), only to see the street in front of my building is completely empty! Why won't the city prioritize the safety of its residents by opening up parking on that street, or any of the other streets where parking is currently banned?

I find it very hard to believe these two options are the best that the city can provide as solutions to this problem.

When will a decision be made about these programs? My lease is up in the spring and if we have to do either one of these pilot programs, I'm moving out of Oak Park.

[reply](#)

Pilot doesn't seem to solve anything

Submitted by JC on Mon, 2017-11-20 09:08

I am in a single family home on a residential street that typically is filled with parking from non-residents during the day (hospital is just a block away). It doesn't really bother me since we park in our garage. What I like about our current parking rules is that when we have folks over for dinner, Thanksgiving, Christmas, etc., they have plenty of street parking without having to worry about moving the car. With the proposed parking rules, they can only park for two hours. And then where would they go? So they have to run out of Thanksgiving dinner to park on another street? Totally doesn't make sense.

By the way, your "weekly" leaf pickup does not occur on a weekly basis.

[reply](#)

2 Hour Parking Restrictions

Submitted by Ken Munz on Mon, 2017-11-20 09:51

2 hour restrictions for parking will create problems for the residents who have guests visiting. I am against it or at least make it M-F and not on weekends.

[reply](#)

K.I.S.S.

Submitted by JPerez on Mon, 2017-11-20 16:46

I moved to Oak Park nearly 5 years ago and wholeheartedly regret my decision because of the ridiculous parking situation. I've paid thousands of dollars to park on a main street near my home. I've had 3 cars hit (1 totaled) while parked on this main street, so you can tack on the cost of repairs and a new car to that. This pilot only serves to further complicate a system that is already too complicated and wholly unnecessary (if the overnight parking ban is truly not about crime prevention, as another commenter mentions).

[reply](#)

Here's a thought....

Submitted by MJohnson on Mon, 2017-11-20 22:06

We all know that the parking ban will be relaxed during the Thanksgiving holiday---why not see how it works with no ban as Oak Parkers can simply park their cars as needed!

Since your meeting is just after the holiday, assess the street during the ban hours and let's see if mayhem exists. I know it is only for a few days, but why not utilize this 4day weekend as a 'pilot' to see if removing the ban makes a big difference on the street.

I know it's not "The Purge" but hey...let's see if we can survive without a ban for four days! ;-)

[reply](#)

Another One Bites the Dust

Submitted by Cheryl on Mon, 2017-11-20 22:58

After seeing both proposals for parking, I regret my decision on purchasing a condo in Oak Park. I have been a resident for the past few years and have been hunting for a new town to live in due to all this parking non-sense. We live in a household of 2 working people that each need a car. Sometimes you get sick or work from home. I really do not think either plan is conducive to this. We pay enough money to park our cars on the street without these weird parking plans. Now we are going to add confusion to the mix? I thought the goal was to lessen confusion of parking, not make it more complicated and frustrating.

Do the proposers of the two new parking ideas actually park their cars in Oak Park on the street? Both ideas sound awful and very unpractical. The odd/even plan only allows 1 permit per household. If this gets implemented, I believe many people will move out of oak park if they are a 2 household working family. It isn't feasible. Plus moving your car everyday sounds horribly tiresome. The 72 hour plan how will anyone be able to monitor if people are actually moving their car? It seems hard to enforce, so what is the point? If I got a ticket for having my car in the same spot for 72 hours, I would contest it and say I moved it and it happened to fall on the same spot.

Sounds like Barry introduced a simpler idea to the village. Maybe the village should consider taking a step back and listen to their residents who actually park their cars on the street to see how it would change their day-to-day lives.

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I hope these comments are actually read and taken into consideration by the proposers.

[reply](#)

Y4 - Parking BAD PROPOSAL for any zone - 72h or odd/even

Submitted by Mareczku on Tue, 2017-11-21 08:37

Barry Jung has the best idea yet. It is simple and easy to understand. Also cleaning street doesn't happen every week Tuesday/Wednesday . I would say ones or twice a month is OK. Many families with kid or kids have two cars and prefer to park as close as possible to their home or apartment but school events are nightmare during school year. I got tickets for not parking in my zone , but I parked in my zone next to the sign or a few meters behind sign. I am not in favor of proposal and PILOT program - badly done . Barry Jung has the best idea yet.

[reply](#)

These "new" ideas are more of the same

Submitted by C. May on Tue, 2017-11-21 08:48

We live on a quiet one way residential street that's half houses, half multi family building and inexplicably have 2 hour parking all the time even though parking is not particularly highly in demand. Then I have a friend on the other side of town who has no parking from 8-10 on her entire street and for several blocks on either side which means no one can visit her at all between 8-10. But why? We all know the current rules are random and confusing. Even/odd and 72 hour plans will be more of the same. The comments on these proposals are overwhelmingly against either of these new pilot ideas. Just because you paid someone to come up with them doesn't mean you HAVE to try them. They're just more of the same. Since it's a pilot program, try something truly revolutionary and simplify the whole thing to one permit sticker as Barry Jung suggested. It would be less of headache for residents AND the village!

[reply](#)

I attended the meeting on 11

Submitted by L. Larsen on Tue, 2017-11-21 10:50

I attended the meeting on 11/9 and also have attended many a transportation meeting or other meetings to express my opinion on the parking. And my feeling is no matter what we say on here or at meetings it will just fall on deaf ears. If we live in multi unit buildings or condos then we are 2nd class citizens to anyone in a house even though all buildings pay property taxes in Oak Park, yet the people in houses who typically have garages get to determine who, how and when everyone else parks on the street. There is no "safety" issue for cars being parked on the street. The safety issues lies in having to walk blocks from you car to your house in the dark. The two recommendations are both jokes. Neither will help it just will cause more confusion. I agree with Barry Jung's ideas. We pay a premium to park on the street in Oak Park and for a lot of us its a giant hassle especially when you come home to no spot and no one enforcing it. I also hate having to call the police all the time to tell them to ticket in the area that I park as this still does not open up a parking space to me. And forget when downtown oak park is having an event because either you can't move your car all weekend or come home till the event is over because NO ONE reads the signs and just park in all the permit areas. All downtown events should be using the garages not allowing people to take our parking on the street. Same with the YMCA, they need to tell members to park in their lot or at meters not in the permit areas. The recommendation needs to be to simplify the parking not make it more complex for the residents of the community. The overnight parking ban needs to go.

[reply](#)

Big picture and bottom line

Submitted by Encourage Civility on Tue, 2017-11-21 12:10

1) Any new parking 'solution' that doesn't generate more permitted spaces is a failure. In addition to meeting demand, more permitted spaces are needed to cover the expense of new signage, consultant fees, and enforcement. Someone with line-of-sight to the finances needs to determine the minimum number of new spaces needed to break-even within 1-3 years (without adding cost per vehicle).

2) Less people would drive (or need parking) if Pace bus connections were more frequent and reliable. The buses bunch up and are delayed during afternoon rush hour; it only takes me only 20 minutes to get in from the Medical District by train, and then the Pace bus is ~45 minutes away in Oak Park - RIDICULOUS. If we can do a better job of connecting people to-and-from the THREE rail lines that cross Oak Park we can significantly reduce our driving/parking dependency. For the few times a month where a car would be absolutely necessary, there are zip cars and uber/lyft. This won't work for everyone, but some cars can be eliminated.

3) Meters and non-permitted-street-parking near rail lines should not be extended to all day - we need to encourage car-to-rail commuters to use (pay) our village parking lots and garages, like the one near the Oak Park Green Line stop. Our tax dollars continue to pay for these structures whether or not they are used. Moving commuters to the garages also improves residents' ability to find parking in our permitted zones.

[reply](#)

1 2 [next >](#) [last »](#)

Add new comment



0118-1
5.3
34/55

The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302

708.383.6400
Fax 708.383.6692
village@oak-park.us
www.oak-park.us

May 26, 2017

John Hill

Oak Park, IL 60304

Dear Mr. Hill:

I apologize for the late response to your letter and any difficulties that you have encountered.

I am forwarding your concerns to John Youkhana the Deputy parking Director. I am asking him to contact you regarding your concerns regarding the overnight parking that occurs in front of your home.

If you have further questions, please contact me by mail or at 708-358-5632 or randerson@oak-park.us. You may contact Mr. Youkhana at 708-358-5754 or jyoukhana@oak-park.us.

I am returning your correspondence with this letter.

Sincerely,

Robert H. Anderson
Director of Adjudication

Enclosures

cc. John Youkhana, Deputy Parking Director

Robert 4/5/17
FVI

0118-1
5.3
35/55

March 29, 2017

TO - Oak Park Parking Tickets Supervisor,
TOU

I am writing regarding citation P10 215511 -
I have written a check to pay it and that is being
mailed separately - Therefore, this is not a formal
protest of the citation, but I want to let you know
that there is a LOT wrong with the overnight
parking system in Oak Park -

I will try to be brief - I live at [redacted]
[redacted] and have a driveway - I moved my
SUV over to Humphrey around SAM because it
is sometimes very difficult to back onto Austin
later, given the traffic - That is why I moved my
vehicle one block west - There are only two driveways
on the 1100 block of South Austin on the Oak
Park side, so there are a lot of places to park
away from the driveway (my neighbor to the north has
the other) - My thoughtless, inconsiderate neighbors
(who are renters) often park in front of my house because
they are too lazy to walk a few extra feet - Here's
my point - This stretch of Austin is just south of

the expressway ramps - Traffic can be heavy here - At 5 AM today, three or four drivers waited behind me as I finished backing out - Oak Park should NOT allow overnight parking on main streets, but certainly not on the stretches of Austin and Harlem around the expressway ramps, both to the north and to the south - As you know, Oak Park has a 1939 ordinance banning overnight street parking - Our village has taken the shameful position of renting out Austin and other main streets as overnight parking lots (for a lousy dollar a day per car here on South Austin) I would REALLY appreciate it if the powers that be would ban overnight parking on the 1100 Block of South Austin because of traffic flow and other reasons - Is Oak Park so broke that it needs the money from overnight parking on my street? Only about five cars are parked overnight on my block - I am a homeowner who has lived here for almost 37 years - Why should a renter have more right to park in front of my house, messing me up, when I pay thousands of dollars in real estate taxes (over a dollar a day)?

Thank you, John Hill
[Redacted]

Oak Park, IL 60304

Von Ebers, Allison

0118-1 5.3 37/55

From: Youkhana, John
Sent: Wednesday, July 26, 2017 8:06 PM
To: Von Ebers, Allison
Subject: FW: Oak Park Parking Study

Add to feedback for parking study file

From: Jennifer Renee [redacted]
Sent: Thursday, March 30, 2017 12:03 PM
To: Youkhana, John
Subject: Re: Oak Park Parking Study

John,

Thanks for all the information regarding the process. That was helpful.

And yes it would be helpful if you can keep me in the loop, particularly if there is anything on the agenda specifically regarding overnight parking ban vs overnight pass, as well as regrading street sweeping, leaf pick-up and snow removal issues that affect such a heavily parked block like ours on the 100 N. Humphrey block.

Regards,
Jennifer Misiak
[redacted]

On Thu, Mar 30, 2017 at 9:46 AM, Youkhana, John <jyoukhana@oak-park.us> wrote:

Jennifer,

Good to speak with you. Let's keep in touch on your block, I can understand your concerns.

John Youkhana

Assistant Director

Parking and Mobility Services

The Village of Oak Park

123 Madison Street

Oak Park, Illinois 60302

[708.358.5754](tel:708.358.5754)

[708.358.5119](tel:708.358.5119) fax

jyoukhana@oak-park.us

www.oak-park.us

0118-1 5.3 38/55

From: Jenna Vondrasek
Sent: Thursday, August 17, 2017 11:20 AM
To: Parking Services
Subject: Parking Pilot Study Feedback

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Allison

Hi There--

I am a resident of the condominium association on the corner of South and Marion above the Oak Park Jewelers shop.

Address:

I am writing to offer feedback on parking in the area to support your study on parking near the Green Line/metra station.

Resident Parking--

1. I have to walk quite far to park my car--the nearest 24hour lot is at Holly Court. This is not ideal, as there are limited 24 hour parking zones on the South side of the tracks. I believe that the parking spaces along the L tracks should be offered to residents within a certain radius so that they can have easier access to their vehicles on a 24hour basis. If not, additional on street parking should be available to those who need 24hour access.

Construction--

1. I believe strongly that those living in a certain radius of construction should be considered in the urban planning of these projects. For example, the projects on Harlem both north and south of the tracks (Elevate Oak Park and the new project on South Blvd) have dominated the parking in the area and the streets in general. Residents near construction zones should be able to park temporarily in zones near their apartments or homes for free. For example, due to construction closing the free hour spots on Maple Ave, it would be great to be able to park on Marion for a few hours for free...or to park in the spots along the L for free.
2. If this is not possible, there should be loading zones or temporary parking zones to accommodate the residents of these areas.

Guest Parking for Residents Near L--

1. I like the conceptual thought of Zone 206 and believe it has been working well with the passport app. However, there are not many options for overnight or day guest parking near the L tracks or the downtown Oak Park area. Additionally, residents of these areas should be allowed to have guest passes to allow guests to park for free near their homes.

Thank you for considering my feedback.

Best,
Jenna Vondrasek

0118-1 5.3 40/55

Von Ebers, Allison

0118-1 5.3 41/55

From: Von Ebers, Allison
Sent: Wednesday, August 02, 2017 9:23 AM
To: 'David Hubbell'
Subject: RE: new parking meters on Oak Park Ave

Good morning David –

Thank you for your feedback and we will include it in the review of the pilot program.

Please let me know if you need any further assistance.

Kind regards,

Allison von Ebers
Parking Restrictions Coordinator
Village of Oak Park
123 Madison Street
Oak Park, IL 60302
Ph. 708-358-7275
Fax 708-358-5119
avonebers@oak-park.us
www.oak-park.us/parking

From: David Hubbell [redacted]
Sent: Tuesday, August 01, 2017 10:59 PM
To: Parking Services
Subject: new parking meters on Oak Park Ave

Hello –

I am writing to let you know of my displeasure with the new parking meters on Oak Park Ave near the 290. I find them to be difficult to use. For just a few minutes to run into oak park bakery a 5 minute visit you have to fill in your license plate number, figure it out and then figure out how to pay. The old coin meters were far superior and easier to use. It was a poor decision to install these new ones. I have no intention

either of getting a OP parking app another
hassle.

0118-1
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42/55

Thank you for listening.

David Hubbell

[Redacted]

Oak Park, IL 60304

From: Jeffrey Roberts [redacted]
Sent: Thursday, November 16, 2017 2:22 PM
To: Parking Services
Subject: Parking Inquiry - pilot program

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Allison

Parking and Vehicle Services

I have been reading about the new pilot program and have read some of the multitude of commentary from the Nov. 9th meeting. I have been in Oak Park since 1996 and have lived in a rental apartment building (no allotted parking), a rental house (without garage), a vintage condominium near Fenwick (one parking spot), and now in a single family home near the Ridgeland Green Line stop. In that time, myself and my wife have generally been able to work very well with the Oak Park street parking rules.

From my perspective, the adjustments to the overnight parking structure from a few years ago fixed the areas my family deemed problematic. When you move to Oak Park you do so for a variety of reasons, one of which is the inherent character of the city. The relatively clear streets contribute to this. To see contrast, one sees a dramatic change in streetscape character traveling from Berwyn into Oak Park. Part of this is courtesy of the parking rules. I believe it is benefit that contributes to not only aesthetic, but also safety, walkability, and property value.

I find it interesting that a city that professes to be so progressive is now looking at ADDING car density when other cities in the U.S. and abroad are reducing the same. The city has the benefit of two L lines and the Metra. These are enviable public assets that allow us to be less reliant on autos. In a time when American leadership is divorcing sensible international climate accords, Oak Park is changing municipal guidelines to encourage growth in its carbon footprint.

The parking rules have been in place for a long time and have contributed to Oak Park. If you move to Oak Park, you know the gig, typical Oak Parkers use a mix of walking, bikes, public transit, and autos. It represents an environmental and socially conscious attitude, and it makes for a better city. The parking rules do not need changed.

Regards,

Jeffrey Roberts
[redacted]
Oak Park

Jeffrey S. Roberts Architect, LEED AP, NCARB
Principal



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Von Ebers, Allison

0118-1
5.3
45/55

From: Wendy Daniels [redacted]
Sent: Tuesday, March 28, 2017 2:45 PM
To: Parking Services
Subject: July – Parking on and near Madison Street and Washington Boulevard

Follow Up Flag: Follow up
Flag Status: Completed

To Whom it May Concern,

as a homeowner who lives on Washington, I find the parking regulations to be unreasonable on my block (between Humphrey and Taylor). Our block is permit parking only between 9 p.m. and 10 a.m. I don't know what reasoning was used to determine this time frame, but it isn't for the benefit of tax paying residents. It is a hassle to have company over in the morning or in the evening, as our guests would need to park on another block before 10 a.m. and after 9 p.m. It's also a hassle for our family to not be able to park in front of our house before 10 and after 9. Why wasn't our block given 11 p.m. to 7 a.m. as are some other blocks in Oak Park, particularly on the north side?

I hope that during the review of the parking regulations for Washington, that the needs of the residents would be a concern, rather than having times that are an inconvenience and seem to have been determined primarily to obtain funds from ticketing.

Thank you,

Wendy Daniels

[redacted]

Von Ebers, Allison

0118-1 5.3 46/55

From: Tom Lindsey [redacted]
Sent: Tuesday, July 18, 2017 7:18 AM
To: Parking Services
Subject: North Ave. business district

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Parking Services- Allison

I live on the 1200 block of N. East Ave. Our residential block is constantly used as a parking lot by people using the North Ave business district. Parkers constantly ignore the no parking from 8:00am-10:00am restriction and the 2 hour parking limitation. The police department does not enforce these restrictions; the only time these restrictions are enforced is when I or one of my neighbors calls the department and complains.

I strongly oppose the proposal to restrict parking on North Ave.; this would only increase the number of cars parking on the 1200 blocks of Oak Park. Instead, I would like to see no daytime parking restrictions on North Ave. and the removal of parking meters- so that parkers can park closer to their destinations and NOT on our RESIDENTIAL STREETS.

Sincerely,
Thomas Lindsey

Sent from my iPad

Von Ebers, Allison

0118-1 5.3 47/55

From: Jennifer R Cunningham [redacted]
Sent: Monday, July 17, 2017 1:29 PM
To: Parking Services
Subject: North Ave Parking

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Parking Services- Allison

As you consider changing parking restrictions on North Avenue, please consider those of us that live on on the 1200 blocks without diverters or cul-de-sacs (there are only a few of us left). Less restriction on North Ave means less cars parking on our blocks!

I rarely see cars parked on North Ave. Why would you when you can Park on a side street for free and get out of your car safely? Make it free and easy to park on North Ave. so they don't park on the side streets.

Restrict overnight parking but let customers start parking early when businesses open. If I'm going to pick my dry cleaning up at 8:00 am, I'd like to park in front of my dry cleaner.

Thank you.

Jennifer Cunningham

[redacted]

Sent from my iPhone

Von Ebers, Allison

0118-1
5.3
48/55

From: Youkhana, John
Sent: Wednesday, June 28, 2017 9:07 AM
To: Von Ebers, Allison
Subject: FW: North Ave. Parking

Add to feedback for north ave

Thanks

From: Logan, Vanetta
Sent: Monday, June 26, 2017 2:11 PM
To: Velan, Jill
Cc: Youkhana, John
Subject: FW: North Ave. Parking

FYI -

From: Mary Ann Bender [redacted]
Sent: Monday, June 26, 2017 12:36 PM
To: VOP Board
Subject: North Ave. Parking

Dear Board of Trustees-

The purpose of this letter is to ask for your support in finding workable solutions for the parking issues that occur on the Northside of Oak Park on and along North Avenue. As many of you know, I am an Oak Park resident, Mann mom, OPRF Chamber and Rotary Board member, and finally, a full-time podiatrist who works in a large multi-specialty group at the corner of North and Woodbine in Oak Park. Our building owners also own the Onion Roll, which is right next to my office. Thus, we have a large number of restaurant patrons, patients, physicians, and staff members that access our corner in Oak Park.

Last week, representatives from the Oak Park Parking Services Department (Jill Velan and John Youkhana) met with representatives of NABA and T-NAD and a handful of North Avenue business owners. This was a very productive and positive meeting, as we learned that the Parking Services Department is looking for workable solutions to benefit both the businesses and residents along North Avenue and the 1200 blocks of Oak Park streets in this area. Additionally, a parking study directly in front of my office will be starting on July 10 with parking kiosks. We are thrilled that Oak Park is committed to finding parking solutions in our area.

As many of you know, the street closures that have taken place along North Avenue and various residential Oak Park streets have created traffic issues (especially speeding) on many of these side streets and have also led to a variety of parking issues. For example, some 1200 blocks allow for NO parking, no parking 8-10 am (many business owners on North Avenue are already at work by then), and 2 hour parking limits. There is no consistency as you go from Harlem to Austin with the parking restrictions on these blocks. This is confusing and unnecessary. There should be parking on all of these blocks from 8-10 am. Parked cars on the streets in the mornings would also slow down drivers

and reduce speeding on these blocks, making it safer for families trying to get kids to camp school. There should be parking available on every 1200 block that abuts North Avenue. It no sense to have blocks that allow for NO Parking at all. This is not good for residents or businesses. Finally, if there needs to be a parking time restriction, it should be 3 hours. They allow customers, restaurant patrons, or my patients to complete their activities on North Avenue without fear of a ticket if they are not able to move their cars.

Next, North Avenue is extremely dangerous for people who park directly on the street. Cars drive very fast on North Avenue and there is a high volume of vehicles during most hours of the day and night. This is extremely dangerous for families unloading multiple people at my office, for my surgery patients and people with injuries that require walking boots, casts, crutches, walkers, and knee scooters, and it is very dangerous for the elderly. Recessing the parking inward to give people some space to exit their cars would be a very helpful solution.

Finally, I know that the Village of Oak Park does own land at North and Kenilworth that is currently a grassy area. Due to the high parking utilization rates in my area, which I believe the parking study will show are over 80-85 percent, I would urge the Board to consider creating a Village owned parking lot in this space. It would allow business owners and staff members to park here (maybe with a day permit), would allow home owners or renters on North Avenue to purchase a night time parking permit (and not park illegally behind their garages if they have too many vehicles), and would give customers, patients, and visitors to North Avenue to have a safe option for parking.

You will be getting official letters from NABA and Judith Alexander of T-NAD. However, I wanted to let your know that this is a serious issue that businesses on North Avenue need your support with in the next year. The Village of Oak Park is already spending money on a parking study in our area. It makes sense to make parking regulations standard along the 1200 blocks and North Avenue. Plus, it makes sense to find solutions that work for businesses and residents, as we are all members of this amazing community.

Thank you for making this a Board priority in the year to come.

Thank you.

Dr. Mary Ann Bender



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From: Bernard Murray [redacted]
Sent: Thursday, May 04, 2017 12:42 PM
To: Parking Services; bernardmurray1@me.com
Subject: Feedback Roosevelt Road & 1150 block of S Grove".

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon and thank you for allowing the residents of the 1150 block of south Grove Avenue have a voice in the overcrowding and illegal parking that takes place on a daily basis.

After meeting and conversing with most if not all of the residents on the 1150 block of south Grove Avenue...it is unanimously agreed that there is a major problem of disrespect for the residents who pay high property taxes and not be able to conveniently park in front of their house to unload groceries, children, medical supplies and just running day to day errands!

PARKING PROBLEMS

Workers of businesses on Roosevelt Rd park daily from 8:30 am to 5 pm blocking walk ways (especially in the winter after residents have shoveled to clear a pathway)

Patrons of bars and clubs and even Dunkin Donuts, park and camp out for hours at a time inconveniencing many residents especially on the weekends! Then when the venues end at night they linger, converse, argue, smoke and sometimes drink at their cars on south Grove Ave before they drive home to their neighborhoods!

It's ironic that cars are not allow to park on the other side of Roosevelt Rd in Berwyn but Oak Park allows for parking? Even overnight for people who don't reside in Oak Park or know anyone who lives here!!!?

Lastly, there are several senior citizens on this block and just recently a handicapped sign was install after months and months of delay and promises... let's hope this email doesn't get the same treatment and fall on deaf ears after all the residents complaining about the parking issues on south Grove Av!

On 2 occasions, a car backed into a residents parked car trying to make a turn into the driveway of 1166 S Grove

We already have a new neighbor building a home from the ground up and construction will be ongoing...do we need to add existing parking problems in top of that this summer!!!?

PARKING SOLUTIONS:

Posting a 2 hour parking ban sign for non residents with strict parking enforcement presence every other hour

Allow for residents to have a sticker on vehicle to park and to call in guest visiting for longer than 2 hours

Restrictions on Saturday/Sunday parking and special events that occur at the Wire, Friendly Tap, Brewery etc will be ticketed for patrons parking in residential area. Oak Park isn't getting any revenue for people who attend events on Roosevelt Rd yet the revenue goes directly into the pockets of the businesses and the city of Berwyn!

CLOSE THE BLOCK AT THE END OF THE ALLEY WHERE CUL DE SAC DEAD END SIGN IS POSTED!

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There are many young children that play on the block and in streets and cars continue to ignore sign that street ends!

Cars zooms down block to get short cut to avoid traffic light!

PUT 2 LARGER SPEED HUMPS IN ALLEYS TO SLOW DOWN SPEEDERS!

The residents have begun parking their cars on the streets all day Saturday/Sunday just to block the visitors from parking from 8:00 pm 1:00 am

Please respond to me with answers to end this very dangerous situation of parking and speeding down the streets of the 1150 block of S Grove Av!

Thank you,
Bernard Murray



Sent from my iPhone

Von Ebers, Allison

0118-1 5.3 52/55

From: Cheryl Tartakoff [redacted]
Sent: Thursday, March 09, 2017 11:42 AM
To: Parking Services
Cc: David Tartakoff
Subject: Parking on the 1200 block of N. Kenilwoth

Follow Up Flag: Follow up
Flag Status: Completed

I am a resident at [redacted] who has become increasingly concerned about the amount of parking on our block. It is particularly bad on the east side of the street. Parking has seemed to increase now that Grove and Woodbine have restrictions so that our block seems to be the one of choice. I suspect that some of it comes from the Woodbine nursing on North Ave., much of it for hours a day, and from the dentist and doctors offices at the end of the block on North Avenue. I hate to see our block used as a parking lot for these enterprises.

I was pleased to realize this situation will be under review in May. It would helpful to know when you are holding meetings on this issue

Thank you for your efforts,

Cheryl Tartakoff

Von Ebers, Allison

0118-1 5.3 53/55

From: Cheryl Tartakoff [redacted]
Sent: Thursday, March 09, 2017 11:30 AM
To: Parking Services
Cc: David Tartakoff
Subject: Parking on 1200 block of N. Kenilworth

Follow Up Flag: Follow up
Flag Status: Completed

I am a resident of [redacted] who has become increasingly concerned about the amount of parking, often long term, on our block. It is particularly bad on the east side of the block. It seems that since Grove and Woodbine now have restrictions our block is the one of choice. I suspect a good deal of it is from the Woodbine nursing home on North Ave. Also there are dentist and doctor offices at the end of the block on North Avenue. I hate so see our street used as a parking lot for these enterprises. On many occasions I can't even park in front of my house to unload groceries.

I was pleased to hear that the parking situations for streets near North Ave. will be under review in May. It would be helpful to know when you are having meetings on this issue.

Thank you for your consideration.

Cheryl Tartakoff

Von Ebers, Allison

0118-1
5.3
54/55

From: Cheryl Tartakoff [redacted]
Sent: Thursday, March 09, 2017 11:30 AM
To: Parking Services
Cc: David Tartakoff
Subject: Parking on 1200 block of N. Kenilworth

Follow Up Flag: Follow up
Flag Status: Completed

I am a resident of [redacted] who has become increasingly concerned about the amount of parking, often long term, on our block. It is particularly bad on the east side of the block. It seems that since Grove and Woodbine now have restrictions our block is the one of choice. I suspect a good deal of it is from the Woodbine nursing home on North Ave. Also there are dentist and doctor offices at the end of the block on North Avenue. I hate so see our street used as a parking lot for these enterprises. On many occasions I can't even park in front of my house to unload groceries.

I was pleased to hear that the parking situations for streets near North Ave. will be under review in May. It would be helpful to know when you are having meetings on this issue.

Thank you for your consideration.

Cheryl Tartakoff

From: Marc B.
Sent: Friday, May 12, 2017 1:00 PM
To: Parking Services
Subject: Parking Comments

Follow Up Flag: Follow up
Flag Status: Completed

I noticed the new parking signs on Randolph over the weekend and while it is good to consolidate several signs into a single one, the signage is still confusing. It's not because of the the design but rather the convoluted parking restrictions in these areas in general.

First an example: where I live on Washington/Grove it's a disaster keeping things straight. Between 9PM and 10AM only people with permits can park, and from 10AM - 9PM anyone can park for as long as they want along the entire length of the block. Except on Tues. and Wed, where cars need to be moved from 8AM - 10AM for street cleaning, though that rarely happens, so I don't understand why we need to move our cars.

On Grove going south of Washington it's 2-hr parking only except for 1/4 of the block on one side that is permit parking. There is no street cleaning on this street so no one has to move on Tues. or Wed. Go on Grove north of Washington and it's permit parking on either side -- the east side can hold about 3 cars, the west side about 6 -- everything north of that is 2-hr parking. Also, just in that permit area, parking needs to move again on Tues. and Wed. for street cleaning. Let me stay that again: just in the permit area. Who cleans just a small portion of the street?

The next street over is Kenilworth and is almost identical to this convoluted system.

Here is my suggestion, though I realize single family home owners will reject this idea. The easiest solution is to open the streets as zoned permit areas. People who hold permits can park there 24/7 except on designated days for street cleaning, snow removal, etc. Everyone else is limited to 2-hours. For guests, they can continue to use the overnight/day pass system.

That's it. It's easy to understand and enforce. It doesn't really need to be any more complicated then that. Or if you want to open it up to anyone to park, remove the 2-hr restriction between certain times, say 9AM - 6PM. If you're concerned about commuters parking there and then taking the 'L', most people are at work by 9AM and this should reduce the number of commuters parking the entire day.

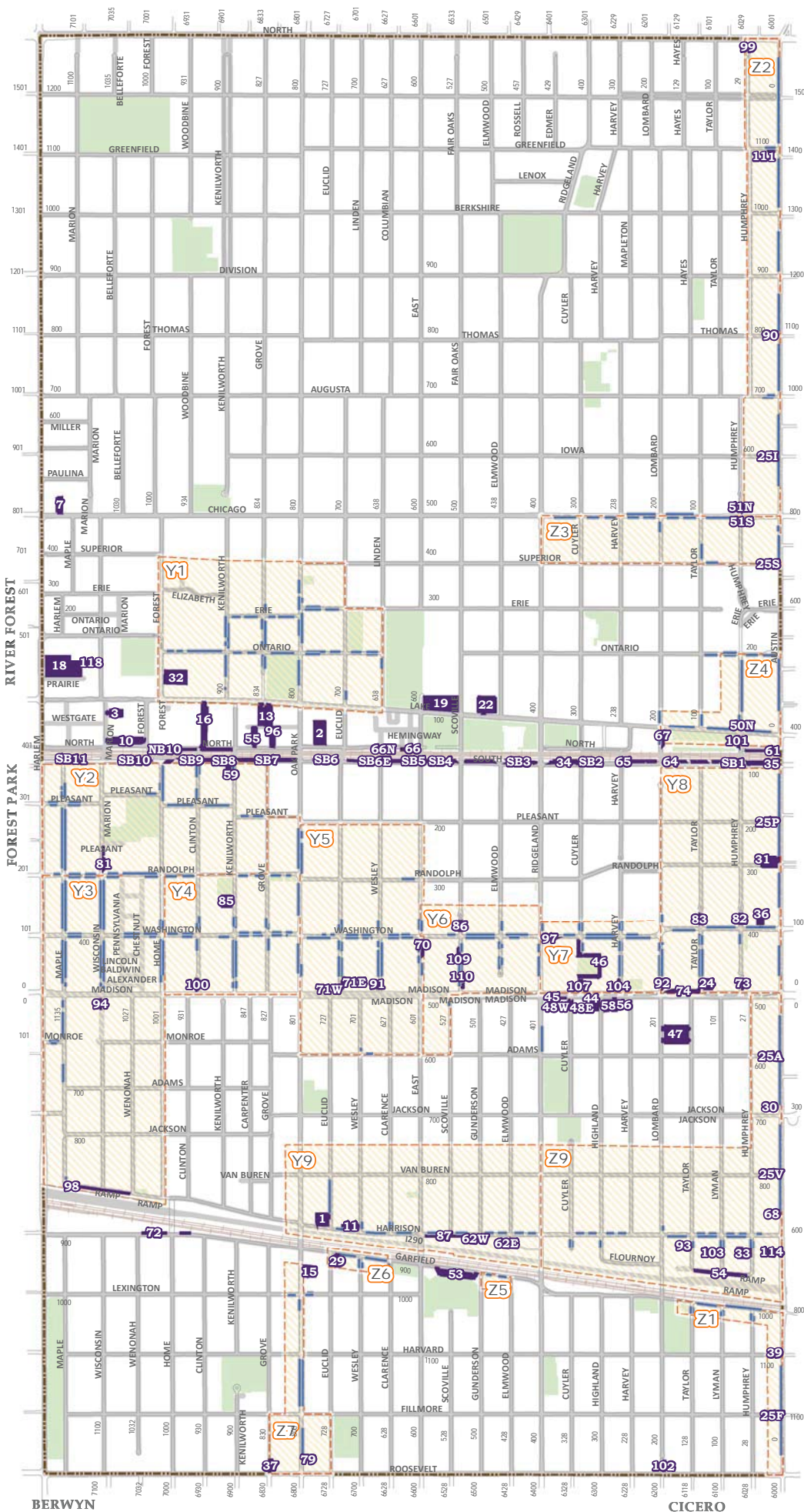
There are other, better, options that don't make parking such a chore for residents and visitors to our great village. Please don't rush this through and make the situation worse. I would encourage actual one-on-one meetings with the community so we can actually talk it out in a public forum. Maybe then we can agree on what's best for the community as a whole.

Best Regards,

Marc Buhmann

Parking Permit Map

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1/2



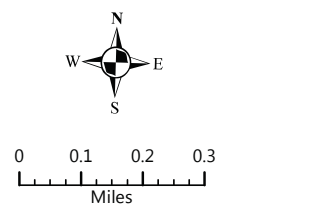
Legend

- On-Street
- Off-Street
- Multi-Family dwellings eligible for overnight

Please refer to specific permit lot/zone guidelines for additional information.

*For the interactive, online map use www.oak-park.us/parkingmap

** This map is a graphic representation of the parking areas. Always park in areas designated by signs in the field and follow applicable guidelines.



1:12,750

DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Oak Park shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact Parking and Mobility Services.

Parking Information Guide

0118-1
5.4
2/2

Lot #	Location	Meters/ Pay By Space	24- Hour	Day	Night
1	Euclid N. of Harrison	✓	✓		✓
2	North Blvd E. of Oak Park - Garage	✓	✓	✓	✓
3	Marion S. of Lake	3 HR LIMIT			
7	Chicago E. of Harlem	✓			✓
10	North Blvd W. of Forest	3 HR LIMIT			
11	Wesley N. of Harrison				✓
13	Lake W. of Grove	✓	✓		✓
15	Oak Park S. of Garfield	✓	✓		✓
16	Lake W. of Kenilworth	✓	✓		✓
18	Marion/Lake & Harlem/Ontario - Garage	✓	✓	✓	✓
19	Scoville N. of Lake - OPRFHS Garage	✓			✓
22	Lake W. of Elmwood				✓
24	Taylor N. of Madison	✓	✓		
25A	Adams W. of Austin		✓		
25F	Fillmore W. of Austin		✓		
25I	Iowa W. of Austin		✓		
25P	Pleasant W. of Austin		✓		
25S	Superior W. of Austin		✓		
25V	Van Buren W. of Austin		✓		
29	Garfield E. of Jackson		✓		
30	Austin N. of Jackson		✓		
31	Austin N. of Randolph		✓		
32	Forest N. of Lake - Garage	✓	✓	✓	✓
33	Humphrey S. of Harrison		✓		
34	South Blvd E. of Ridgeland	✓			✓
35	South Blvd. W. of Austin	✓	✓		
36	Washington W. of Austin		✓		
37	Grove N. of Roosevelt		✓		
39	Harvard W. of Austin		✓		
44	W. Side of Highland S. of Madison		✓		
45	Madison W. of Cuyler				✓
46	Cuyler S. of Washington		✓		✓
47	Lombard S. of Madison				✓
48E	Cuyler S. of Madison (E. side)				✓
48W	Cuyler S. of Madison (W. side)	✓			
50N	Humphrey N. of Lake	✓			✓
51N	Humphrey N. of Chicago	✓			✓
51S	Humphrey S. of Chicago	✓			✓
53	Garfield E. of East		✓		
54	Flournoy E. of Taylor		✓		
55	North Blvd E. of Kenilworth		✓	✓	
56	Madison W. of Harvey				✓
58	Madison E. of Highland		✓		
59	Kenilworth S. of South Blvd		✓		
61	North Blvd W. of Austin		✓	✓	
62E	Harrison W. of Elmwood				✓
62W	Harrison W. of Gunderson				✓
64	South Blvd W. of Taylor		✓		
65	South Blvd W. of Lombard		✓		
66	North Blvd, Bishop to East		✓	✓	✓
66N	North Blvd, E. of Euclid to Bishop	✓	✓		
67	Lombard S. of Lake				✓
68	Austin N. of Harrison		✓		
70	East S. of Washington		✓		
71E	Euclid N. of Madison (E. side)				✓
71W	Euclid N. of Madison (W. side)				✓
72	Garfield W. of Clinton				✓
73	Humphrey N. of Madison	✓	✓		✓
74	Madison E. of Lombard				✓
79	Roosevelt W. of Euclid				✓
81	Marion N. of Randolph				✓
82	Humphrey N. of Washington				✓

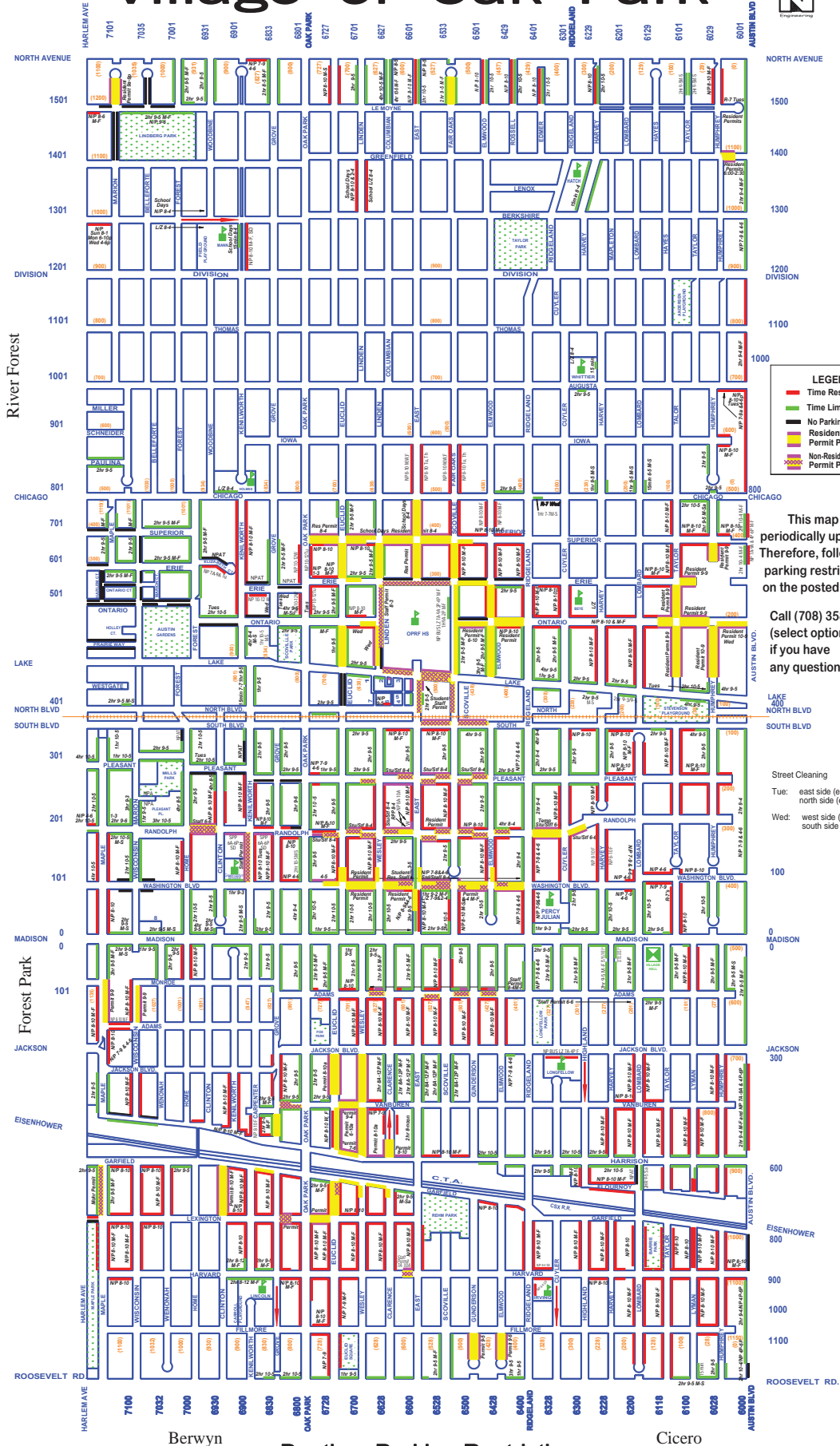
Lot #	Location	Meters/ Pay By Space	24- Hour	Day	Night
83	Taylor N. of Washington				✓
85	Kenilworth S. of Randolph (Brooks Middle School)				✓
86	Scoville N. of Washington				✓
87	Harrison E. of East				✓
90	Thomas W. of Austin		✓		
91	Wesley N. of Madison				
92	Lombard N. of Madison	✓			✓
93	Taylor S. of Harrison				✓
94	Wisconsin S. of Madison	✓			✓
96	North Blvd W. of Oak Park		✓	✓	
97	Washington E. of Ridgeland				✓
98	Harrison E. of Maple		✓		
99	Humphrey S. of North Ave	✓	✓		✓
100	Clinton N. of Madison				✓
101	Humphrey S. of Lake		✓		
102	Lombard N. of Roosevelt	✓			✓
103	Lyman S. of Harrison		✓		
104	Harvey N. of Madison	✓	✓		✓
107	Cuyler N. of Madison				✓
109	Scoville S. of Washington	✓			✓
110	Scoville N. of Madison		✓		
111	Greenfield W. of Austin		✓		
114	Austin S. of Harrison		✓		✓
118	Marion N. of Lake	3 HR LIMIT			
SB1	South Blvd W. of Humphrey		✓	✓	✓
SB2	South Blvd W. of Harvey	✓	✓	✓	✓
SB3	South Blvd W. of Ridgeland	✓	✓	✓	✓
SB4	South Blvd E. of East	✓	✓	✓	✓
SB5	South Blvd E. of Wesley		✓		✓
SB6	South Blvd E. of Oak Park	3 HR LIMIT	✓		
SB6E	South Blvd E. of Euclid	✓			✓
SB7	South Blvd W. of Oak Park	3 HR LIMIT	✓	✓	✓
SB8	South Blvd W. of Kenilworth		✓	✓	✓
SB9	South Blvd W. of Clinton	✓	✓		✓
SB10	South Blvd W. of Home			✓	
SB11	South Blvd W. of S Marion				✓
NB10	North Blvd E. of Forest	3 HR LIMIT	✓	✓	

0 Indicates lots available for temporary overnight passes.
Call 708.358.7275 for more information

Village of Oak Park



0118-1
5.5
1/1



- LEGEND**
- █ Time Restrictions
 - █ Time Limits
 - █ No Parking Anytime
 - █ Resident Daytime
 - █ Permit Parking
 - █ Non-Resident Daytime
 - █ Permit Parking

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Call (708) 358-7275 (select option 4) if you have any questions

Street Cleaning
Tue: east side (even)
north side (even)
Wed: west side (odd)
south side (odd)

Berwyn

Cicero

Daytime Parking Restrictions

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Revised on 09/14/2017

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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
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	09/15/17			Crosswalk markings on Randolph St west of Maple St		no Trans Com involvement necessary Part of RB 2017 resurfacing project
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
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	09/14/17	05/02/17	07/28/17	Request for alley speed bump petition on the 1100 block of Clinton Ave		no Trans Com involvement necessary TWO #12610 written on 09/14/2017
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 TWO #12600 written on 08-18-2017 TWO #12602 written on 08-29-2017
1431	05/05/17	JAJ	11/06/17		05/08/17	Petition for traffic calming device on 1200 block of Columbian		VBOT approved installation of speed table to be financed via Special Service Area tax
1432	04/28/17	JAJ		05/04/17		Petition for ONE WAY street or traffic calming on 822 Cuvler Ave		

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
						name change on 625 Saylor 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		Request 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	STOP Sign Petition at Kenilworth & Adams intersection & KKAD25 signs on 700 block of S Kenilworth Ave.		Awaiting additional signatures TWO 12595 written on 08-03-2017
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	08/25/17			Rush Hospital Plan Development		Trans Com recommendations to Plan Com 08-25-2017 Comments provided to the Plan Commission
1447	07/20/17	JAJ			09/01/17	Request for alley speed bump petition (300 blocks of S Ridgeland & Cuyler)		no Trans Com involvement necessary TWO # 12620 was written on 10-16-2017
1448	07/24/17	MJK	08/08/17			request for better NO OUTLET signage on the 1150 S Lombard block		no Trans Com involvement necessary TWO # 12598 was written on 08/08/2017
1449	07/19/17	MJK	08/07/17			request for improved pedestrian crossing safety across Madison St at Humphrey Ave.		no Trans Com involvement necessary TWO # 12594 written on 08/07/2017
1450	07/24/17	MJK				report of driving on sidewalk in cul-de-sac by main public library		no Trans Com involvement necessary
1451	07/18/17	JAJ	08/10/17			Request for 4 barricades for St Giles School operations		no Trans Com involvement necessary TWO #12599 was written on 08/10/2017
1452	07/31/17	JAJ				Request of pavement markings on Garfield St at Oak Park Ave, ADA ramps on Garfield, west side of Oak Park Ave		no Trans Com involvement necessary Pavement markings done, ADA ramp in 2018
1453	08/03/17	JAJ				Request for alley speed bumps in NS alley 400 N Humphrey/700 N Austin		no Trans Com involvement necessary
1454	08/10/17	MJK				inquiry about pedestrian safety at Jackson and Euclid		no Trans Com involvement necessary
						Speed limit adjacent to alley by 4400		no Trans Com involvement necessary

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
1455	08/18/17	JAJ				Guardrail adjacent to alley by 1195 S Grove Ave		
1456	08/18/17	JAJ	10/23/17			request to prohibit Chicago Ave traffic from turning onto Maple Ave		no Trans Com involvement necessary TWO #12623 written on 10/23/2017
1457	08/24/17	JAJ				Resident request for HAWK signal on Ridgeland Ave at Erie St		
1458	08/24/17	MJK				Resident request for traffic signal at Oak Park Ave & Randolph St		
1459	08/28/17	JAJ				Review Jackson/Grove crash history to see if any patterns or possibly what could be enhanced (BMck)		
1460	08/29/17	JAJ				Issues with traffic control devices		
1461	08/09/17	JAJ			09/05/17	Petition for traffic calming on the 1200 block of N Taylor Ave		
1462	09/12/17	JAJ				Request for review of crash data for Lombard/Division intersection to see what could be done		TWO 12607 written on 09-12-2017
1463	09/12/17	JAJ	10/23/17			Questions regarding bicycling accidents and process for stop signs etc.		no Trans Com involvement necessary Completed
1464	09/13/17	JAJ	10/06/17			crosswalk markings on Greenfield St at Kenilworth Ave (one block north of Mann School)		no Trans Com involvement necessary TWO # 12616 written on 10/06/2017
1465	09/22/17	MJK		09/25/17		wants Keep Kids Alive Drive 25 banners		no Trans Com involvement necessary at this time
1466	09/27/17	JAJ				Request for ONE WAY on 100 block of South Harvey Ave		
1467	09/27/17	JAJ				Retime pedestrian signals at Forest/Lake, modify signal heads at intersection		TWO #12618 written on 10-13-2017
1468	09/28/17	JAJ	10/01/17			Parking and traffic issues on Maple Ave adjacent to Rush Hospital		Forwarded to DCS (Parking and Planning)
1469	09/29/17	JAJ				Crash/hear crash issues at Kenilworth & North Blvd		
1470	10/09/17	JAJ	10/19/17			Issue with Washington/Wisconsin signal and loss of parking		Responded to resident / forwarded to Parking no Trans Com involvement necessary
1471	10/02/17	JAJ				Request for STOP sign or go slow sign on 100 S Euclid alley		
1472	10/02/17	JAJ				Request for review/improvement of Washington/Euclid intersection		
1473	10/05/17	JAJ				Issues with non-Village alley traffic		no Trans Com involvement necessary
1474	10/09/17	JAJ	10/23/17			Safety issue as vehicles driving wrong way on 400 block of N Marion, also vehicles parking up to corner		no Trans Com involvement necessary TWO #12621 (10-16-2017) & #12622 (10-23-2017)
1475	10/09/17	JAJ	10/18/17			Traffic/safety issues in Holley Court & Trader Joes parking lot.		Responded to resident/forwarded to DCS
1476	10/09/17	MJK				request to install RRFB lights on Washington at Kenilworth		
1477	10/10/17	JAJ			10/10/17	Petition for alley speed humps in 300 block of N Humphrey		no Trans Com involvement necessary



Village of Oak Park

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

0118-1
OE2
1/11

Meeting Minutes

President and Board of Trustees

Monday, November 6, 2017

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 6:34 P.M.

II. Roll Call

Present: 5 - Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, and Village Trustee Andrews

Absent: 2 - Village Trustee Button, and Village Trustee Boutet

III. Consideration of Motion to Adjourn to Executive Session to Discuss Pending Litigation, Collective Bargaining Purchase and Sale of Property and the Review of Minutes.

It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, to enter into Executive Session pursuant to 5 ILCS 120/2(c)(11) - pending litigation, 5 ILCS 120/2(c)(2) - collection bargaining, 5 ILCS 120/2(c)(5) - purchase of property, 5 ILCS 120/2(c)(6) - sale of property and 5 ILCS 120/2(c)(21) - review of minutes. The motion was approved. The roll call on the vote was as follows:

AYES: 5 - Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, and Village Trustee Andrews

NAYS: 0

ABSENT: 2 - Village Trustee Button, and Village Trustee Boutet

V. Reconvene to Regular Meeting in Council Chambers and Call to Order

The Regular Meeting reconvened at 7:31 P.M.

VI. 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

VII. Agenda Approval

Village Manager Pavlicek commented that Items Q, AI and AJ have been removed from the Agenda.

It was moved by Village Trustee Boutet, seconded by Village Trustee Andrews, to

This Ordinance was adopted.

- M. [ORD 17-292](#) An Ordinance Amending Section 15-1-14 (“Prohibited Turn Locations”) of the Oak Park Village Code to Prohibit Left Turns for Northbound Traffic on Maple Avenue at Lake Street

This Ordinance was adopted.

- N. [MOT 17-247](#) A Motion to Concur with the Transportation Commission’s Recommendation to Upgrade the Two-Way STOP Signs to All-Way STOP Signs at the Intersection of East Avenue and Division Street and Direct Staff to Prepare the Necessary Ordinance

This Motion was approved.

- O. [ORD 17-257](#) An Ordinance Updating and Replacing the Map Codified as Part of Section 15-1-26 of the Oak Park Village Code to Reflect the Village’s Current Time Restrictions, Time Limits and Prohibited Parking Areas

This Ordinance was adopted.

- P. [ORD 17-267](#) An Ordinance Amending Chapter 15, Article 3, Section 18 (I) and (K) of the Village Code Entitles “Village Operated Surface Parking Lot, Parking Garage and Parking Enclave Permit Parking Rates” for Designated Areas

This Ordinance was adopted.

- R. [ORD 17-276](#) An Ordinance Amending the Third Quarter, Fiscal Year 2017 Annual Budget

This Ordinance was adopted.

- T. [RES 17-680](#) A Resolution Approving a Parking Lot Temporary License Agreement with Joseph Dombrowski and Authorizing Its Execution

This Resolution was adopted.

- U. [RES 17-689](#) A Resolution Approving an Independent Contractor Agreement with Forward Space, LLC, d/b/a/ Office Concepts, for the Purchase and Installation of Locker Room Materials for the Police Sergeants Locker Room in an Amount not to exceed \$ 13,422.24 and Authorizing its Execution

This Resolution was adopted.

- V. [RES 17-688](#) A Resolution Authorizing the Village Manager to Enter into A Memorandum of Understanding with the Illinois Fraternal Order of Police Labor Council for the Purposes of Establishing an Alternate Work Schedule for Police Department Sergeants and Lieutenants

This Resolution was adopted.

- W. [RES 17-690](#) A Resolution Authorizing the Village Manager to Enter into A

Mr. Charley described the process, which began with a community survey in Oak Park and River Forest. He discussed the national benchmarks. The data was assessed on a local level by a broad range of stakeholders who were invited to review and process the data to prioritize problems, risk factors and contributing factors. The outcome of the assessment resulted in six prioritized problems: Obesity, chronic disease, under-addressed behavioral health needs, youth alcohol and substance abuse, illicit opioid use and under-addressed needs of people with developmental disabilities. They also identified the key stakeholders who would help in addressing these issues. They will be working on next steps soon. He requested that the Board approve the plan, authorize submission to the State of Illinois and to move forward with strategies.

Mr. Charley answered questions and listened to comments from the Board. He thanked Lisa DeVivo from the Oak Park Community Mental Health Board. Ms. DeVivo discussed the plan.

It was moved by Village Trustee Andrews, seconded by Village Trustee Boutet, that this Resolution be adopted. 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

AF. [MOT 17-216](#) A Motion to Reject the Transportation Commission's Recommendations for the Use of a Traffic Calming Toolbox to be used in the Development and Implementation of a Neighborhood Traffic Management Program for Residential Streets

Village Manager Pavlicek stated that the Transportation Commission has developed a traffic calming toolbox to address problems related to speeding, vehicle crashes, excessive traffic and pedestrian and bicycle safety on residential streets. Staff does not support the inclusion of speed bumps and speed tables in the toolbox.

Tom Lindsey. Mr. Lindsey commented that 17 of 21 streets that intersect with North Avenue have become restricted. The traffic on his street has increased 38% because of that. He expressed concern about speeding vehicles and stated that this should have been addressed two and a half years ago, when his block petitioned for help with this problem.

Kelly Arquette. Ms. Arquette expressed dissatisfaction with how the Village is addressing her concerns regarding traffic on her block. There is no collaboration between the Transportation Commission, Village employees and the Village Board.

Michael Stewart. Mr. Stewart, a member of the Transportation Commission, urged the Board to keep all tools in the toolbox.

Janis Smith. Ms. Smith had requested a cul-de-sac and was denied due to emergency vehicle access. She is concerned about the safety of children in regards to speeding cars.

Steve Wendel. Mr. Wendel urged the Board to choose a traffic calming tool to help

decrease speed.

Village Engineer Bill McKenna gave an overview.

Transportation Commission Chair Jack Chalabian stated that the commission began a concerned effort to about two years ago to get this on their work plan and to the Board for approval. He believes it is a good program and for the first time, the Village will have a guideline for review and the commission will have a "scorecard" to get a firm understanding of the petitions in front of them. In addition, if the Board approves this, there would be a user friendly page of the Village's website to address traffic calming concerns.

Village Trustee Andrews supports the plan. He appreciates staff's concern regarding speed bumps, etc., but in this document, the Village should reserve every tool available. He urged his colleagues to retain the speed bumps and accept this plan. Village Trustee Button agreed.

Mr. McKenna stated that they are in substantial concurrence with the Transportation Commission, however, there are four items that staff disagreed with. He noted that cul-de-sacs and diverters are not on the list, as the commission voted to remove those from the toolbox. If approved, those items would no longer be available for residents to petition for. Staff recommends removing any raised conditions, such as speed bumps, speed tables, raised crosswalks on intersections, etc. There are minor operational impacts, such as snow removing and street sweeping. However, the Fire Department has the most concerns with raised condition in terms of response times. They are looking for the Board to provide direction on preferred tools when addressing traffic concerns. The Board will always make the final decision regarding which tools are used on a case by case basis.

Village Trustee Button commented that cul-de-sacs are not welcoming and asked if there was a process to open them up over time. Mr. McKenna replied no and noted that they are tied to property values. It would be very difficult to remove them.

Village Trustee Moroney thanked the Transportation Commission and staff for their work and understands it could be problematic to have speed bumps scattered throughout the Village. He proposed a compromise of only allowing them on 1200 north and 1150 south blocks.

Village Trustee Taglia noted that traffic has increased on North East Avenue over the past several years and referred to it as a major thoroughfare. He asked Fire Chief Ebsen why emergency response cannot use streets with speed bumps and tables.

Chief Ebsen stated that response time is everything. Whether it be a fire or medical emergency, their target is to be on the scene within four to six minutes. One block with a speed table or bump takes 15 seconds more. He agrees with Village Trustee Moroney regarding speed tables at the perimeter blocks only.

Village Trustee Boutet agreed with Village Trustee Moroney regarding limiting it to the end blocks.

Village Trustee Tucker also agreed. He has seen them in other municipalities that they somehow deal with them.

Village President Abu-Taleb asked Chief Ebsen to address how speed tables would affect assistance from other communities. Chief Ebsen stated that it is not as critical for

support to be on the scene as it is for a first responder. Cul-de-sacs are more of a challenge.

Village President Abu-Taleb asked Village Manager Pavlicek if she had any additional information, as staff is recommending to reject the Transportation Commission's proposal. She stated that she is comfortable with staff's recommendation and expressed her concerns regarding the possibility of too many cul-de-sacs and raised conditions overall.

After discussion, the motion was amended to "Approve the Transportation Commission's Recommendation for the Use of a Traffic Calming Toolbox with the Caveat to Limit Speedbumps to the 1220 North Blocks and 1150 South Blocks of the Village, to be used in the Development and Implementation of a Neighborhood Traffic Management Program for Residential Streets".

It was moved by Village Trustee Taglia, seconded by Village Trustee Moroney, to approve the Transportation Commission's recommendation for the use of a traffic calming toolbox, with the caveat to limit speed bumps and tables to the 1220 North blocks and 1150 South blocks of the Village, to be used in the development and implementation of a Neighborhood Traffic Management Program for residential streets. The motion was approved as amended. 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

AG. [MOT 17-248](#) A Motion to Reject the Transportation Commission's Recommendation to Install Speed Tables or Bumps on the 1200 Blocks of Columbian, North Euclid, Linden, and North East Avenues

Jennifer Cunningham. Ms. Cunningham commented that more cars are speeding down her street in recent years due to trying to avoid lights on North Avenue and the addition of diverters in the area. She urged the Board to approve this recommendation of the Transportation Commission.

Matt Kemper. Mr. Kemper thanked the Board for adopting the toolkit with the speed table options.

Rich Schurr. Mr. Schurr discussed the increased traffic to avoid congestion on North and Oak Park Avenues. He recommends using speed bumps rather than speed tables.

Mr. McKenna commented that these are four of the last remaining blocks off North Avenue without some type of restriction. He gave an explanation as to why staff is rejecting the Transportation Commission's recommendation. However, with the approval of the use of speed bumps and tables in the traffic calming toolbox, there would need to be follow-up Board Meetings regarding implementing the Special Service Area so that residents can fund those improvements. A number of public meetings are required by State Statute for Special Service Areas, as it involves the residents' taxes. That can be done prior to construction in 2018. Staff would recommend installing speed tables mid-block on each block. Mr. McKenna and Mr. Chalabian answered questions from the Board.

There was discussion regarding the SSA process and speed tables versus speed bumps.

It was moved by Village Trustee Boutet, seconded by Village Trustee Andrews to approve the Transportation Commission's recommendation to install speed tables on the 1200 blocks of Columbian, North Euclid, Linden and North East Avenues. The motion was approved as amended. 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

AH. [RES 17-660](#) A Resolution Approving an Employee Leasing Agreement for a Temporary Development Customer Services Assistant Director with GovTemps USA, LLC and Authorizing its Execution

Village Manager Pavlicek noted that when the Board approved adding the Parking Division to Development Customer Services, staff recommended that the Parking Director position be eliminated and replaced with the position of Assistant Director of Development Customer Services. During the recruitment process, staff would like to use temporary services. The individual is a retired City Manager of Evanston, who is providing a significant amount of assistance to Director Grossman.

Village Trustee Boutet commented that although GovTemps and GovHR provide a valuable service, they are overused and negatively affect employee morale. She stated that an existing competent staff person should be used and that temps fill lower level positions.

Village Trustee Andrews agreed, however, this is the Manager's decision.

Village Trustee Button appreciates that Director Grossman needs the assistance; Trustee Tucker agreed.

Village President Abu-Taleb disagreed with Village Trustee Boutet, as there are times when the temporary person could end up being the permanent person. It is good business practice.

It was moved by Village Trustee Taglia, seconded by Village Trustee Button, 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 Andrews

NAYS: 1 - Village Trustee Boutet

ABSENT: 0

XIX. Regular Agenda for Items Pursuant to Village Code Chapter 3 Alcoholic Liquor Dealers or Related (President Pro-Tem Trustee Boutet)

Village President Abu-Taleb recused himself from the Meeting and Village President Pro Tem Boutet presided over the following Items.



Village of Oak Park

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

0118-1
OE2
7/11

Meeting Minutes

President and Board of Trustees

Monday, November 20, 2017

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 6:30 P.M.

II. Roll Call

Present: 6 - Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 1 - Village Trustee Button

III. Consideration of Motion to Adjourn to Executive Session to Discuss Purchase and Sale of Property, Collective Bargaining, Pending Litigation and Insurance.

Village Trustee Boutet asked for an explanation as to why the subject of purchasing insurance is being discussed in Executive Session. Village Attorney Stephanides responded, pursuant to 5 ILCS 120/2(c)(12).

It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, to enter into Executive Session pursuant to 5 ILCS 120/2(c)(5) - purchase of property, 5 ILCS 120/2(c)(6) - sale of property, 5 ILCS 120/2(c)(2) - collective bargaining, 5 ILCS 120/2(c)(11) - pending litigation and 5 ILCS 120/2(c)(12) - insurance. The motion was approved. The roll call on the vote was as follows:

AYES: 5 - Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, and Village Trustee Andrews

NAYS: 1 - Village Trustee Boutet

ABSENT: 1 - Village Trustee Button

V. Reconvene to Regular Meeting in Council Chambers and Call to Order

The Regular Meeting reconvened at 7:36 P.M.

VI. Roll Call

Present: 6 - Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 1 - Village Trustee Button

VII. Agenda Approval

Village Manager Pavlicek commented that staff had requested that Item R be removed from the Agenda and brought back to the Board on December 4.

It was moved by Village Trustee Andrews, seconded by Village Trustee Taglia, to

in an Amount Not to Exceed \$96,514.80 for New Services in 2018 and Authorizing its Execution

This Resolution was adopted.

- T. [MOT 17-260](#) A Motion to Concur with the Transportation Commission's Recommendation to Upgrade the Two-Way STOP Signs to All-Way STOP Signs at the intersection of Berkshire Street and Grove Avenue and Direct Staff to Prepare the Necessary Ordinance
- This Motion was approved.

XVI. Regular Agenda

There were no Items on the Regular Agenda.

XVII. Regular Agenda for Items Pursuant to Village Code Chapter 3 Alcoholic Liquor Dealers or Related (President Pro-Tem Button)

Village President Abu-Taleb recused himself from the Meeting and the following Item was presided over by Village President Pro Tem Moroney.

- U. [ORD 17-313](#) Second Reading and Adoption of an Ordinance Amending Chapter 3 ("Alcoholic Liquor Dealers"), Section 3-4-2 ("Classification and Number of Liquor Licenses and Fees"), Section 3-8-1 ("Number of Licenses Permitted to be Issued") and Section 3-8-2 ("Licenses by Name and Address Per License") of the Oak Park Village Code Regarding Liquor License Annual Fees and the Names and Numbers of Current Licensees

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

AYES: 5 - Village Trustee Taglia, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

NAYS: 0

ABSENT: 1 - Village Trustee Button

ABSTAINED: 1 - Village President Abu-Taleb

XVIII. Call to Board and Clerk

Village Clerk Scaman wished all a happy Thanksgiving.

Village Trustee Taglia did as well.

Village Trustee Boutet spoke about her attendance at a meeting of the Community Relations Commission. She encouraged the other trustees to attend meetings of their liaison commissions. She discussed the I-Gov assembly and noted that she and Village Trustee Moroney were the only Village Board members in attendance, while the other taxing bodies had full board attendance. She wished everyone happy Thanksgiving.

Village Trustee Andrews wished all a happy Thanksgiving.



Village of Oak Park

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

0118-1
OE2
9/11

Meeting Minutes

President and Board of Trustees

Monday, November 27, 2017

7:00 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 7:02 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. Public Comment

Bonita Robinson. Ms. Robinson expressed her dissatisfaction with the Village Board and staff's response to her complaint regarding enforcement of the nuisance code.

Cate Readling. Ms. Readling discussed a shooting that occurred just outside of Oak Park this afternoon.

V. Consent Agenda

Approval of the Consent Agenda

It was moved by Village Trustee Tucker, seconded by Village Trustee Andrews, to approve the Items under the Consent Agenda. The motion was approved. The roll call 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

A. [RES 17-700](#) A Resolution Approving a Parking Lot License Agreement with Bridgestone Retail Operations, LLC and Authorizing Its Execution

This Resolution was adopted.

hour is the only suggestion he could tolerate.

There was additional discussion.

Village President Abu-Taleb asked who would be in favor of suggestion number 4, charging \$1 per hour at all parking meters. Village Trustees Tucker, Andrews, Taglia and Moroney, as well as Village President Abu-Taleb were supportive. The Board gave direction to staff to move forward.

Village President Abu-Taleb asked who would be in favor of keeping the metered parking to 6:00 P.M. All but Trustees Moroney and Andrews were supportive.

Village President Abu-Taleb asked who would be in favor of charging for parking on Sundays. Trustees Tucker, Button, Taglia and Boutet, and Village President Abu-Taleb did not support charging for parking on Sundays.

There was no support for any changes in garage parking, however Village Trustee Boutet would support charging for parking in garages on Sundays.

G. [ID 17-714](#)

Presentation on the Valet Program

Ms. Grossman discussed changes made to valet station locations in the downtown area. SP Plus, the provider, also agreed to set up an additional four stations, for a total of six, at no extra cost to the Village. She noted the locations. Ms. Grossman stated that staff and businesses have been promoting the valet service. She commented that most of the users are non-residents. Staff is recommending continuing through the next six months to test their promotional tactics and build on the success of the program.

Village Trustee Andrews calculated that for a cost of \$206,000 a year to the Village, to park an average of 4,341 vehicles, \$23,000 in revenue is generated. This means that the Village pays a subsidy of \$42 for every vehicle on top of what the customer pays. He commented that no other business districts have valet parking and if the downtown businesses want valet parking, that is something that should be done through Downtown Oak Park and/or Visit Oak Park. He is supportive of ending the valet parking. Village Trustees Boutet, Tucker and Button also agreed. Village Trustee Taglia commented that it served its purpose during construction and there is no reason to keep it.

Ms. Grossman noted that the contract does not end until January and it is being promoted heavily for the holiday season. The Board agreed to honor the contract until the end of January. Village Manager Pavlicek stated that staff would appropriate four weeks worth of the service in the budget.

F. [ID 17-713](#)

Presentation on Divvy Bike Share System

Village Trustee Moroney discussed data regarding revenue and expenses from Divvy, noting that it cost the Village \$208,000 this past year. There were 12,000 rides, which comes to a cost of \$17 per ride to the Village. He does not believe that Oak Park is a prime candidate for Divvy, which is described as a means of travel for the last mile. Most Oak Park residents do not travel that way. In addition, those who are inclined to ride a bike ride their own. He also expressed concern regarding safety and the Village's liability if there is an accident.

Village Trustee Boutet commented that Divvy is great for Chicago or Evanston but not Oak Park. Most tourist that come to Oak Park want to walk. She would like to see the money currently going to Divvy to go towards enhancing the Village's bike racks, etc.

Village Trustee Button disagreed. In regards to the "last mile", the entire northeast section of Oak Park has no access to public transportation. She was in favor of giving the program more time to succeed.

Village Trustee Tucker agreed with Village Trustee Moroney regarding the numbers not being sustainable. However, he believes there is value in the program and would support it through next summer. If the numbers do not change by that time, he is in favor of ending the program.

Village Trustee Andrews agreed and discussed additional figures pointing to the Village's loss. In order for this to succeed, there needs to be additional stations, but the cost will increase. He is uncomfortable signing a 5-year contract. He also expressed concern that sponsorship that benefits Chicago does not benefit Oak Park, yet Oak Park shares in the loss for theft of bikes. He would be in favor of keeping the program only if the Board agreed to specific benchmarks.

Ms. Grossman stated that she has not had any conversations with anyone regarding renegotiating the contract. There is also a possibility that the grant the Village received from the City of Chicago to expand Divvy to Oak Park may have to be paid back if they end the program.

There was further discussion regarding possible locations of additional stations and items to ask for in the new contract.

For purposes of presenting a budget, Village Manager Pavlicek commented that staff will put in for a full year until a new contract is negotiated.

H. [ID 17-723](#)

Additional Review of General Fund Expenses

Village Trustee Boutet asked Village Clerk Scaman to present her budget requests.

Village Clerk Scaman asked that the Records Coordinator position, currently in the Finance Department, be returned to the Clerk's Office, as the Clerk is by State Statute the keeper of records for the Village. She read portions of the Village Code that described duties of the Clerk regarding records. This change would not affect day to day functions at the Village. It would save money, as this position would be combined with the duties of the vacant Administrative Clerk position in charge of coordinating FOIA requests. A temp has been doing this task since June 1. In addition, there is software that specializes in FOIA requests, Gov QA, that she would like to purchase as well as the addition of a Boards and Commissions module in the Granicus software. Village Clerk Scaman discussed what these softwares can do that cannot be done with current technology at the Village.

Village Trustee Boutet asked CFO Steven Drazner what the duties of the Record Coordinator are. Mr. Drazner replied that one of his duties is related to special events. There was a discussion regarding the roles of the Clerk and Records Coordinator in regards to special events. Village President Abu-Taleb acknowledged that half of the Record Coordinator's duties are related to the Clerk's Office.

Village Trustee Boutet asked how the Gov QA software operates. Village Clerk Scaman stated that the software includes an automatic redaction function, as well as a search function that directs FOIA requesters to the web page containing the information they are seeking, if it is available on the website. She added that by law, all communications regarding each request must be retained. Currently, it is done manually. Village Trustee