

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, FEBRUARY 25, 2019 - 7:00 PM
ROOM 101 – 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 January 28, 2019 Transportation Commission Meeting Minutes
5. EVALUATE THREE KEY INTERSECTIONS TO IMPROVE A PEDESTRIAN'S SAFETY AND EXPERIENCE
 - 5.1 Agenda Item Commentary
 - 5.2 Background Information
 - 5.3 Tabular 36 Month Crash History July 2015 through June 2018
 - 5.4 Maps Showing the Crash Locations
6. DEVELOP A NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN (NTMP)
 - 6.1 Agenda Item Commentary
 - 6.2 Background Information
7. REVIEW REPORT ON STATUS OF WORKING AND NON-WORKING DETECTOR LOOPS AND HOW THEY ARE MAINTAINED AND MONITORED
 - 7.1 Agenda Item Commentary
 - 7.2 Background Information
 - 7.3 Exhibit A - Plan Drawing Of Washington Blvd. And Wisconsin Ave. Signalized Intersection
 - 7.4 Exhibit B - Screenshots Of The Centracrs® Reporting Capabilities
 - 7.5 Exhibit C - Map Showing The Status Of Detector Loops On February 14, 2019
 - 7.6 Exhibit D - Tabular Summary Showing The Status Of Detector Loops On February 14, 2019
8. OTHER ENCLOSURES
 - OE1 12 months of P&T traffic item activity summary: February 2018 - January 2019
 - OE2 Village Board action on Trans Com recommendations thru 01/28/2019 inclusive
9. Adjourn

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

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DRAFT Meeting Minutes
Transportation Commission
Monday, January 28, 2018 – 7:00 p.m.
Room 101 – Village Hall

1. Call to Order

Interim Chair Kyle Eichenberger called the meeting to order at 7:00 PM.

Roll Call

Present: Interim Chair Kyle Eichenberger, James Thompson, Robert Taylor, Meghann Moses, non-voting member Aaron Stigler

Absent: Roya Basirirad

Staff: Public Works Civil Engineer/Transportation Commission Staff Liaison Mike Koperniak, Recording Secretary Mary Avinger, Parking and Mobility Services Division Manager, Will Gillespie, Parking Restrictions Coordinator Jennifer Jones

2. Non-Agenda Public Comment

None

3. Agenda Approval

Commissioner Taylor made a motion to approve the agenda as presented which was seconded by Commissioner Moses. The motion was approved by a unanimous voice vote.

4. Approval of Draft Transportation Commission Meeting Minutes

Commissioner Thompson made a motion to approve the draft December 10, 2018 Transportation Commission meeting minutes as presented which was seconded by Commissioner Taylor. The motion was approved by a unanimous voice vote.

5. PETITION FOR DAYTIME PARKING RESTRICTIONS ON THE 1000 BLOCK OF SOUTH SCOVILLE AVENUE

Parking Restrictions Coordinator, Jennifer Jones, gave a presentation on the petition requesting daytime parking restrictions on the 1000 block of South Scoville Avenue. Staff recommends the approval of no parking 8am – 10am Monday through Friday restrictions. Parking and Mobility Services Division Manager, Will Gillespie, spoke about lack of criteria for non-day residential permits.

The Commission discussed

- Family members who lived on a block that got 8am-10am restrictions and the cars moved to another block.
- Long term solutions
- The nearest daytime commuter specific parking area
- Why parking restrictions are limited to 8am-10am instead of three hour parking
- Why restrictions are not instituted on all blocks in the area
- Process is not proactive
- Time cars start parking on the 1000 S Scoville block
- Percentage of houses in favor of the petition
- What happens to non-residential vehicles if restrictions are implemented
- What will be approved if Commission recommends restrictions
- Explanation of parking pilot program restrictions and restrictions elsewhere in the Village
- What to do when neighbors have a nanny or caregivers during the day

The floor was opened to public testimony.

William Dringim of the 1000 block of South Scoville spoke about people parking on the block from 6:00am for more than half of the block. Mr. Dringim wants two hour parking restrictions over the no parking 8am-10am restrictions. He also spoke for a neighbor who wasn't at the meeting who is concerned what would happen if residents of the block need to park or have all day caregivers or someone who needs to park before 10:00am. Mr. Dringim spoke about not being able to park near his house and is just looking for help.

Louis Levin of the 1000 block of South Scoville spoke about living in the Village for ten years and being home a lot during the day where people are parked in front of his house from 7:00 am through sometimes 8:00 pm at night. Mr. Levin asked if the Rhem pool lot is available during the winter for commuters. Mr. Levin is in favor of the no parking 8am-10am restrictions. He spoke about the north half of the block being typically parked up and the difficulty with clearing snow with cars parked directly in front of his house.

Public testimony was closed out.

The commission discussed:

- Two hour parking restrictions between 8am-10am versus no parking 8am-10am
- Technology to track two hour restrictions
- Justifiable need for restrictions and the hardship it could pose on caregivers
- Why staff made a recommendation when there isn't a consensus
- Other options for restrictions

- Other blocks with no parking 8am-10am restrictions and what's done
- Similarities to petition around Rush Oak Park hospital
- Dedicated parking spaces for commuters
- Clarity of petition which has two options
- If restriction petition request form can be revised to include options

Commissioner Moses made a motion to recommend three hour parking restrictions on the 1000 block of South Scoville Avenue Monday through Friday between 9am and 5pm and was seconded by Commissioner Thompson.

The voice vote was as follows:

Ayes – Moses, Thompson, Eichenberger

Nays – Taylor

Recommendation passed with a three to one voice vote.

6. REVIEW OF APPROVED 2019 TRANSPORTATION COMMISSION WORK PLAN

Public Works Civil Engineer/Transportation Commission Staff Liaison Mike Koperniak and the Commission discussed what was removed and why from the 2019 work plan. The Commission plans to talk to the trustee liaison about putting some items back on. The Commission also voiced their concern with what was taken out and discussed how other Commissions operate.

The Commission continued discussing

- The approved work plan,
- First quarter work plan items, and
- Number of upcoming petitions

The Commission would like staff to obtain crash data for intersections thought to be dangerous from last three years of top ten intersections with more than one pedestrian incident. Staff should bring the data to the February 25th meeting for the Commission to choose three intersections.

The discussion continued:

- How staff presentation on how five year CIP plan overlaps with bike plan
- Wants for February meeting
- Staff approaching oldest reviewed school safety plan for possible updates
- Home Avenue and Madison Street and Oak Park Avenue and Garfield Street loop detectors not working
- Update on Parking Pilot

7. Adjourn

Commissioner Moses made a motion to adjourn the meeting which was seconded by Commissioner Taylor. The motion was approved by a unanimous voice vote and the meeting was adjourned at 8:32p.m.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Evaluate Three Key Intersections To Improve A Pedestrian's Safety And Experience

Review Date: February 25, 2019

Prepared By: Michael Koperniak

Abstract (briefly describe the item being reviewed):

One item on the Transportation Commission's approved 2019 Work Plan is to evaluate three key intersections in order to improve a pedestrian's safety and experience. The expected outcomes are:

- Improve the level of safety for pedestrians moving about in key street intersections.
- Improve the physical environment in key street intersections in order to encourage increased pedestrian usage.

The time frame for this item is to start in the first quarter and finish by the third quarter of 2019.

This meeting presents a summary of pedestrian & bicyclist crashes with vehicles. All that is provided is the number of crashes at these intersections. It is advised that six potential intersections be selected tonight. Staff will then proceed to provide more details for these six potential intersections at the April 22nd Transportation Commission meeting. At this time, the Transportation Commission can select the final three intersections for evaluation. Also, the Commission can start to determine what criteria to use for evaluation purposes.

Staff Recommendation(s):

Select six potential intersections today for a more detailed analysis. At the April 22nd meeting, use the more detailed analysis and select the final three intersections from the potential six. Evaluate these three intersections at future meetings.

Supporting Documentation Is Attached

MEMORANDUM

0219-1
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Date: February 12, 2019

To: Transportation Commission

From: Mike Koperniak, Staff Liaison
Parking and Traffic Commission M.K.

Re: Evaluate Three Key Intersections To Improve A Pedestrian's Safety And Experience

One item on the Transportation Commission's approved 2019 Work Plan is to evaluate three key intersections in order to improve a pedestrian's safety and experience. The expected outcomes are:

- Improve the level of safety for pedestrians moving about in key street intersections.
- Improve the physical environment in key street intersections in order to encourage increased pedestrian usage.

The time frame for this item is to start in the first quarter and finish by the third quarter of 2019.

Staff reviewed vehicle crash reports for the thirty-six month period between July 2015 and June 2018 and identified 281 crashes involving pedestrians and/or bicyclists and vehicles occurring at 169 locations (not including on private property). Some of the earlier crash reports did not distinguish between pedestrians and bicyclists. Therefore, pedestrians and bicyclists will be combined into one group (Pede/Bicyclists) for future analysis.

Included is a tabular summary of crash locations and the number of crashes at those locations. Of the 169 intersections, 1 had 7 crashes, 1 had 6 crashes, 5 had 5 crashes, 6 had 4 crashes, 17 had 3 crashes, 33 had 2 crashes, and 106 had 1 crash.

Included is a map showing all of the crash locations throughout the Village. This map also includes as reference, 2019 Safe Route To School Grant Application locations, signalized intersections, schools, parks, and select streets.

Certain streets were selected to be identified for unique reasons. Staff recommends that intersections on these streets not be investigated for the following reasons.

The Madison Street Road Diet Project, between Austin Boulevard and Harlem Avenue, is scheduled to begin constructions this spring. All of the intersections along

Madison Street have already been evaluated and improvements have been incorporated into the plans when required. There is nothing to be gained by a further evaluation of these intersections.

The Lake Street Streetscape Project, between Euclid Avenue and Harlem Avenue, is scheduled to begin construction in 2020. All of the intersections falling within this project have already been evaluated and improvements have been incorporated into the plans when required. There is nothing to be gained by a further evaluation of these intersections. However, street intersections east of Euclid Avenue are still candidates for the Transportation Commission evaluation.

The entire lengths of Roosevelt Road, Harlem Avenue, and North Avenue all fall under the jurisdiction of the Illinois Department of Transportation (IDOT). As such, any evaluation must be done in conjunction with IDOT and recommendations must comply with IDOT policies, procedures, practices, and time tables.

Likewise, the entire length of Austin Boulevard is under the jurisdiction of the City of Chicago (CDOT). As such, any evaluation must be done in conjunction with CDOT and recommendations must comply with CDOT policies, procedures, practices, and time tables.

The entire length of Washington Boulevard and Ridgeland Avenue between Roosevelt Road and Augusts Street are unmarked State of Illinois Highways. As such, results and recommendations for intersections along these streets must be evaluated and approved by IDOT before implementation can occur. In the past several years, the Village had made recommendations for improvements at a number of intersections on these streets only to have them rejected by IDOT. To be fair, some Village recommendations have been approved by IDOT and subsequently implemented by the Village.

Village resources can be better utilized on evaluating streets that are one hundred percent under the jurisdiction of the Village of Oak Park.

The remaining six maps show the crash locations in more detail and indicate by symbolization, the number of crashes that have occurred at the various locations.

Given that there are 169 crash locations, Staff is recommending that the Transportation Commission today choose six possible intersections for evaluation. Staff will provide additional details for these six locations at the April 22nd meeting. Using the additional details, the Commission can select three intersections out of the six for evaluation during the remaining year. The Commission can also discuss what criteria it wants to use to evaluate the three intersections.

Village of Oak Park			
Pedestrian & Bicyclist crashes with vehicles			
for the 36 month period of July 2015 through June 2018			
	Intersection	Number of Crashes	IntersectionID
1	OAK PARK AVE at GARFIELD ST	7	1056
2	RIDGELAND AVE at MADISON ST	6	1114
3	KENILWORTH AVE at LAKE ST	5	1085
4	MARION ST at LAKE ST	5	1091
5	RIDGELAND AVE at LAKE ST	5	1093
6	SCOVILLE AVE at LAKE ST	5	1094
7	AUSTIN BLVD at LAKE ST	4	1017
8	FOREST AVE at LAKE ST	4	1054
9	HARLEM AVE at LAKE ST	4	1065
10	HARLEM AVE at NORTH AVE	4	1069
11	RIDGELAND AVE at ROOSEVELT RD	4	1151
12	SCOVILLE AVE at MADISON ST	4	1116
13	AUSTIN BLVD at I-290	3	1014
14	AUSTIN BLVD at MADISON ST	3	1019
15	EAST AVE at MADISON ST	3	1042
16	EUCLID AVE at SOUTH BLVD	3	1050
17	HARLEM AVE at MADISON ST	3	1067
18	HARLEM AVE at SOUTH BLVD	3	1164
19	KENILWORTH AVE at NORTH BLVD	3	1086
20	KENILWORTH AVE at SOUTH BLVD	3	1087
21	OAK PARK AVE at ADAMS ST	3	1001
22	OAK PARK AVE at AUGUSTA ST	3	1009
23	OAK PARK AVE at DIVISION ST	3	1038
24	OAK PARK AVE at LAKE ST	3	1092
25	OAK PARK AVE at MADISON ST	3	1113
26	OAK PARK AVE at SOUTH BLVD	3	1136
27	RIDGELAND AVE at WASHINGTON BLVD	3	1154
28	WEST OF HARVEY AVE at LAKE ST	3	1090
29	WISCONSIN AVE at MADISON ST	3	1117
30	AUSTIN BLVD at AUGUSTA ST	2	1002
31	AUSTIN BLVD at GARFIELD ST	2	1012
32	AUSTIN BLVD at RANDOLPH ST	2	1022
33	CARPENTER AVE at MADISON ST	2	1105
34	EAST AVE at CHICAGO AVE	2	1028
35	EAST AVE at DIVISION ST	2	1036
36	EUCLID AVE at HARVARD ST	2	1079
37	EUCLID AVE at LAKE ST	2	1089
38	FAIR OAKS AVE at AUGUSTA ST	2	1004
39	FOREST AVE at NORTH BLVD	2	1128
40	GROVE AVE at MADISON ST	2	1108
41	GROVE AVE at THOMAS ST	2	1061

Village of Oak Park			
Pedestrian & Bicyclist crashes with vehicles			
for the 36 month period of July 2015 through June 2018			
	Intersection	Number of Crashes	IntersectionID
42	GUNDERSON AVE at MADISON ST	2	1109
43	HARLEM AVE at DIVISION ST	2	1037
44	HARLEM AVE at GARFIELD ST	2	1063
45	HARLEM AVE at ROOSEVELT RD	2	1070
46	HOME AVE at LEXINGTON ST	2	1096
47	HOME AVE at MADISON ST	2	1110
48	KENILWORTH AVE at MADISON ST	2	1111
49	KENILWORTH AVE at WASHINGTON BLVD	2	1088
50	LOMBARD AVE at CHICAGO AVE	2	1029
51	LOMBARD AVE at JACKSON BLVD	2	1084
52	LOMBARD AVE at ONTARIO ST	2	1101
53	LOMBARD AVE at WASHINGTON BLVD	2	1104
54	OAK PARK AVE at HARRISON ST	2	1130
55	OAK PARK AVE at HARVARD ST	2	1131
56	OAK PARK AVE at JACKSON BLVD	2	1133
57	OAK PARK AVE at NORTH BLVD	2	1129
58	OAK PARK AVE at PLEASANT ST	2	1135
59	OAK PARK AVE at ROOSEVELT RD	2	1161
60	RIDGELAND AVE at HARRISON ST	2	1077
61	RIDGELAND AVE at NORTH AVE	2	1126
62	SCOVILLE AVE at CHICAGO AVE	2	1030
63	AUSTIN BLVD at DIVISION ST	1	1011
64	AUSTIN BLVD at ERIE CT	1	1046
65	AUSTIN BLVD at HARRISON ST	1	1075
66	AUSTIN BLVD at HARVARD ST	1	1013
67	AUSTIN BLVD at IOWA ST	1	1015
68	AUSTIN BLVD at JACKSON BLVD	1	1016
69	AUSTIN BLVD at LEMOYNE PKWY	1	1018
70	AUSTIN BLVD at NORTH AVE	1	1120
71	AUSTIN BLVD at ONTARIO ST	1	1020
72	AUSTIN BLVD at PLEASANT ST	1	1021
73	AUSTIN BLVD at ROOSEVELT RD	1	1023
74	BELLEFORTE AVE at CHICAGO AVE	1	1027
75	BELLEFORTE AVE at DIVISION ST	1	1034
76	BERKSHIRE ST at HARLEM AVE	1	1024
77	CLARENCE AVE at FILLMORE ST	1	1032
78	CLINTON AVE at JACKSON BLVD	1	1082
79	CLINTON AVE at MADISON ST	1	1106
80	COLUMBIAN AVE at DIVISION ST	1	1035
81	CUYLER AVE at HARVARD ST	1	1078
82	CUYLER AVE at MADISON ST	1	1107

Village of Oak Park			
Pedestrian & Bicyclist crashes with vehicles			
for the 36 month period of July 2015 through June 2018			
	Intersection	Number of Crashes	IntersectionID
83	CUYLER AVE at PLEASANT ST	1	1142
84	CUYLER AVE at RANDOLPH ST	1	1033
85	CUYLER AVE at ROOSEVELT RD	1	1155
86	CUYLER AVE at WASHINGTON BLVD	1	1169
87	EAST AVE at AUGUSTA ST	1	1003
88	EAST AVE at HARRISON ST	1	1076
89	EAST AVE at JACKSON BLVD	1	1040
90	EAST AVE at LEMOYNE PKWY	1	1041
91	EAST AVE at NORTH BLVD	1	1127
92	EAST AVE at ROOSEVELT RD	1	1156
93	EAST AVE at SOUTH BLVD	1	1043
94	EAST AVE at THOMAS ST	1	1044
95	ELMWOOD AVE at MADISON ST	1	1045
96	EUCLID AVE at ROOSEVELT RD	1	1157
97	FAIR OAKS AVE at NORTH AVE	1	1051
98	FOREST AVE at AUGUSTA ST	1	1053
99	GROVE AVE at GARFIELD ST	1	1057
100	GROVE AVE at HARRISON ST	1	1058
101	GROVE AVE at IOWA ST	1	1059
102	GROVE AVE at LEMOYNE PKWY	1	1060
103	GROVE AVE at ROOSEVELT RD	1	1158
104	GUNDERSON AVE at ROOSEVELT RD	1	1159
105	HARLEM AVE at AUGUSTA ST	1	1005
106	HARLEM AVE at CHICAGO AVE	1	1062
107	HARLEM AVE at ERIE ST	1	1047
108	HARLEM AVE at I 290	1	1064
109	HARLEM AVE at LEMOYNE PKWY	1	1066
110	HARLEM AVE at MONROE ST	1	1068
111	HARLEM AVE at ONTARIO ST	1	1138
112	HARLEM AVE at PAULINA ST	1	1141
113	HARLEM AVE at SUPERIOR ST	1	1071
114	HARLEM AVE at THOMAS ST	1	1072
115	HARLEM AVE at WASHINGTON BLVD	1	1073
116	HARLEM AVE at WESTGATE ST	1	1074
117	HARVEY AVE at AUGUSTA ST	1	1006
118	HARVEY AVE at NORTH AVE	1	1121
119	HAYES AVE at GREENFIELD ST	1	1080
120	HOME AVE at GARFIELD ST	1	1055
121	HOME AVE at RANDOLPH ST	1	1144
122	HOME AVE at ROOSEVELT RD	1	1160
123	KENILWORTH AVE at AUGUSTA ST	1	1007

Village of Oak Park			
Pedestrian & Bicyclist crashes with vehicles			
for the 36 month period of July 2015 through June 2018			
	Intersection	Number of Crashes	IntersectionID
124	KENILWORTH AVE at BERKSHIRE ST	1	1025
125	KENILWORTH AVE at JACKSON BLVD	1	1083
126	KENILWORTH AVE at NORTH AVE	1	1122
127	LINDEN AVE at ERIE ST	1	1097
128	LOMBARD AVE at ADAMS ST	1	1098
129	LOMBARD AVE at AUGUSTA ST	1	1008
130	LOMBARD AVE at GARFIELD ST	1	1099
131	LOMBARD AVE at MADISON ST	1	1100
132	LOMBARD AVE at NORTH AVE	1	1123
133	LOMBARD AVE at PLEASANT ST	1	1102
134	LOMBARD AVE at RANDOLPH ST	1	1103
135	LOMBARD AVE at VAN BUREN ST	1	1168
136	MADISON ST at HOME AND CLINTON ALLEY	1	1081
137	MAPLE AVE at MADISON ST	1	1112
138	MAPLE AVE at PLEASANT ST	1	1118
139	MAPLE AVE at WASHINGTON BLVD	1	1170
140	MARION CT at ONTARIO ST	1	1139
141	MARION ST at BERKSHIRE ST	1	1119
142	MARION ST at NORTH AVE	1	1124
143	MARION ST at PLEASANT ST	1	1143
144	OAK PARK AVE at ERIE ST	1	1048
145	OAK PARK AVE at IOWA ST	1	1132
146	OAK PARK AVE at LEMOYNE PKWY	1	1134
147	OAK PARK AVE at NORTH AVE	1	1125
148	OAK PARK AVE at ONTARIO ST	1	1140
149	OAK PARK AVE at WASHINGTON BLVD	1	1137
150	RIDGELAND AVE at AUGUSTA ST	1	1146
151	RIDGELAND AVE at BERKSHIRE ST	1	1147
152	RIDGELAND AVE at CHICAGO AVE	1	1148
153	RIDGELAND AVE at FILLMORE ST	1	1052
154	RIDGELAND AVE at HARVARD ST	1	1149
155	RIDGELAND AVE at PLEASANT ST	1	1150
156	RIDGELAND AVE at RANDOLPH ST	1	1145
157	RIDGELAND AVE at SOUTH BLVD	1	1152
158	RIDGELAND AVE at SUPERIOR ST	1	1153
159	SCOVILLE AVE at ERIE ST	1	1049
160	SCOVILLE AVE at ONTARIO ST	1	1162
161	SCOVILLE AVE at WASHINGTON BLVD	1	1163
162	TAYLOR AVE at CHICAGO AVE	1	1031
163	TAYLOR AVE at FLOURNOY ST	1	1165
164	TAYLOR AVE at NORTH AVE	1	1166

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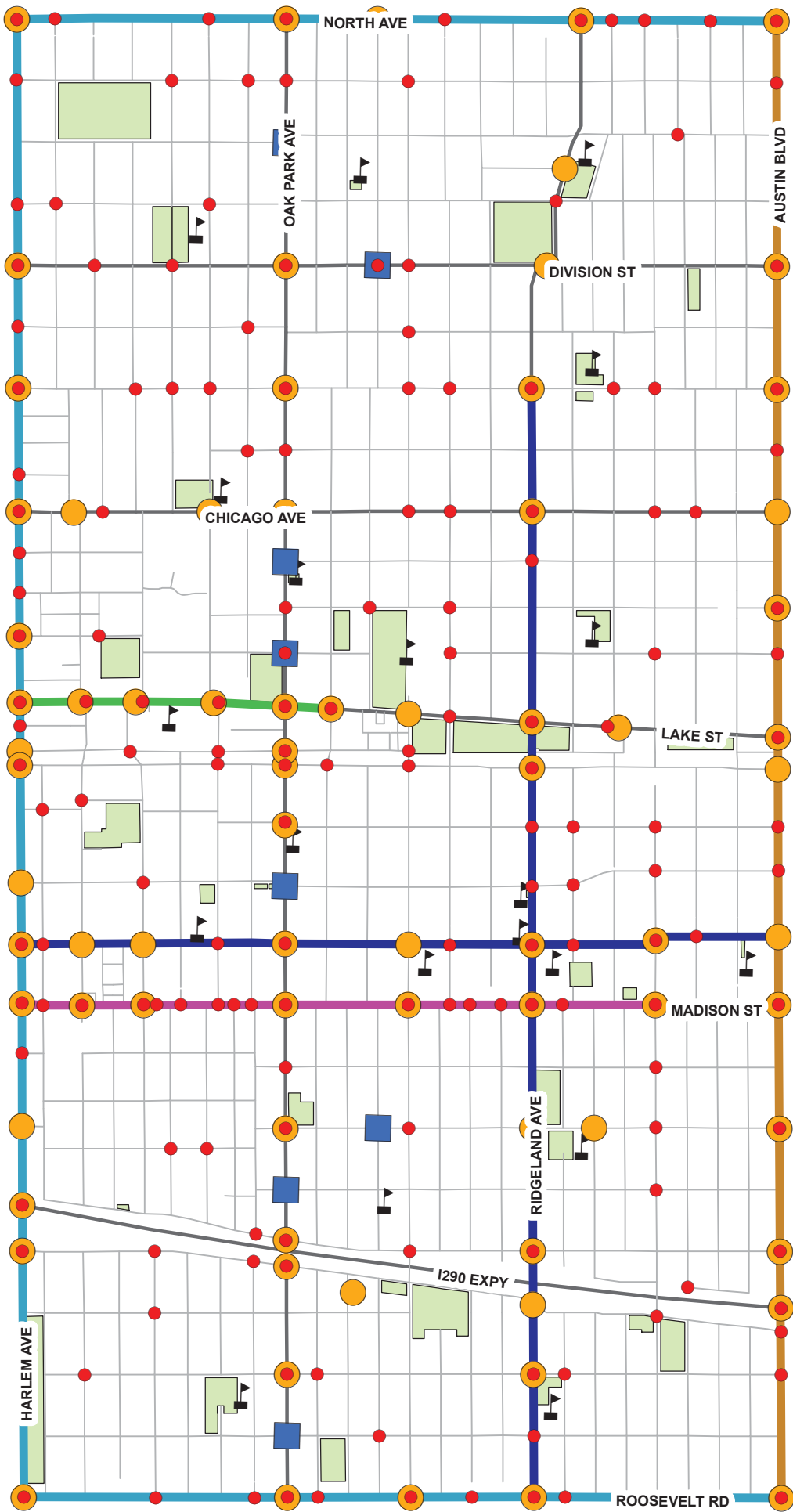
Village of Oak Park			
Pedestrian & Bicyclist crashes with vehicles			
for the 36 month period of July 2015 through June 2018			
	Intersection	Number of Crashes	IntersectionID
165	TAYLOR AVE at WASHINGTON BLVD	1	1167
166	WISCONSIN AVE at HARVARD ST	1	1171
167	WOODBINE AVE at AUGUSTA ST	1	1010
168	WOODBINE AVE at DIVISION ST	1	1039
169	WOODBINE AVE at LEMOYNE PKWY	1	1095
TOTAL NUMBER OF CRASHES		281	

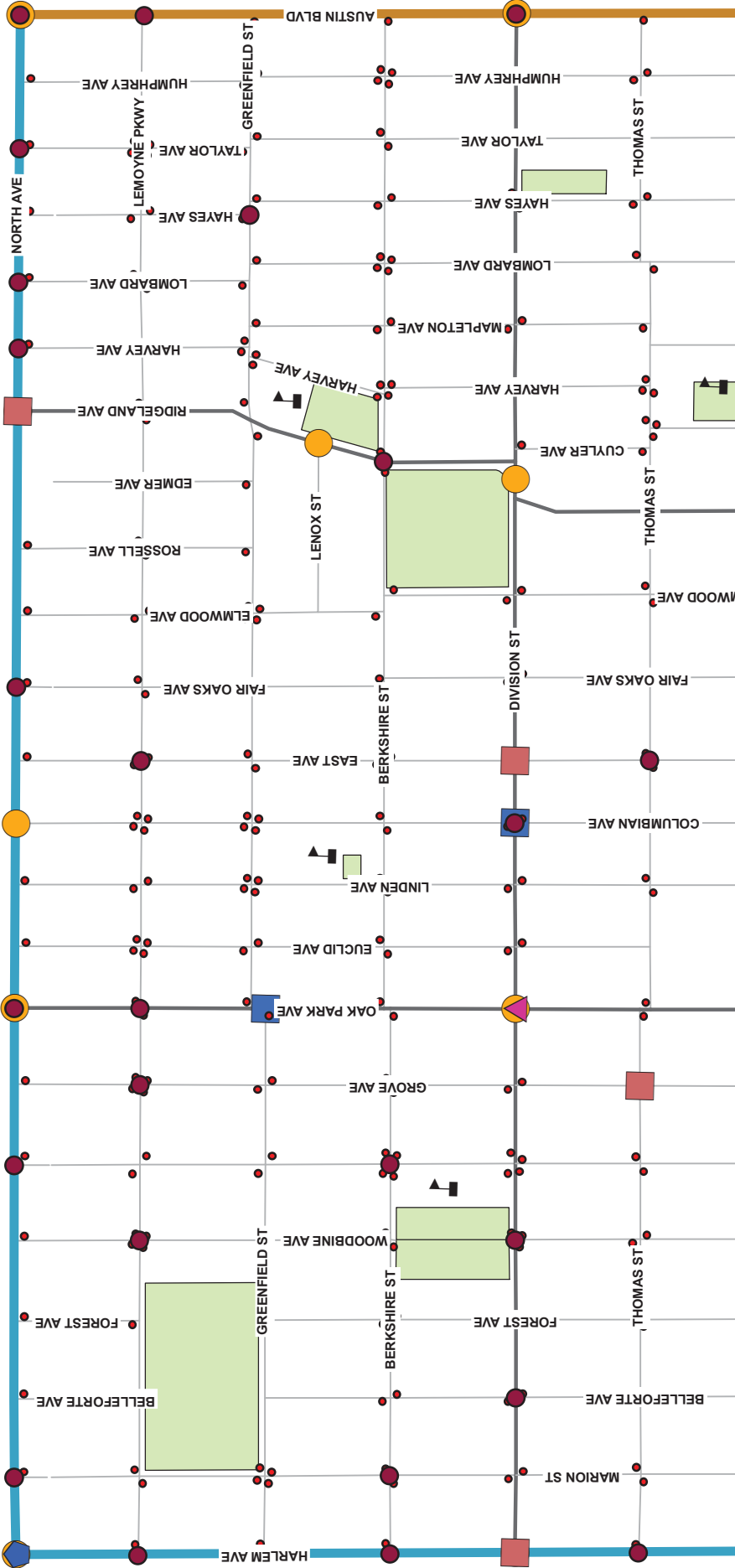
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Village of Oak Park pedestrian & bicyclist crashes with vehicles for the 36 month period of July 2015 - Jun 2018

- All Crashes
- Safe Route To School Locations
- Signalized Intersections
- ▣ Schools

- Streets**
- Description**
- 2019 MADISON STREET ROAD DIET PROJECT
 - 2020 LAKE STREET STREETSCAPE PROJECT
 - CITY OF CHICAGO JURISDICTION
 - IDOT JURISDICTION
 - UNMARKED STATE OF ILLINOIS HIGHWAY
 - Park District



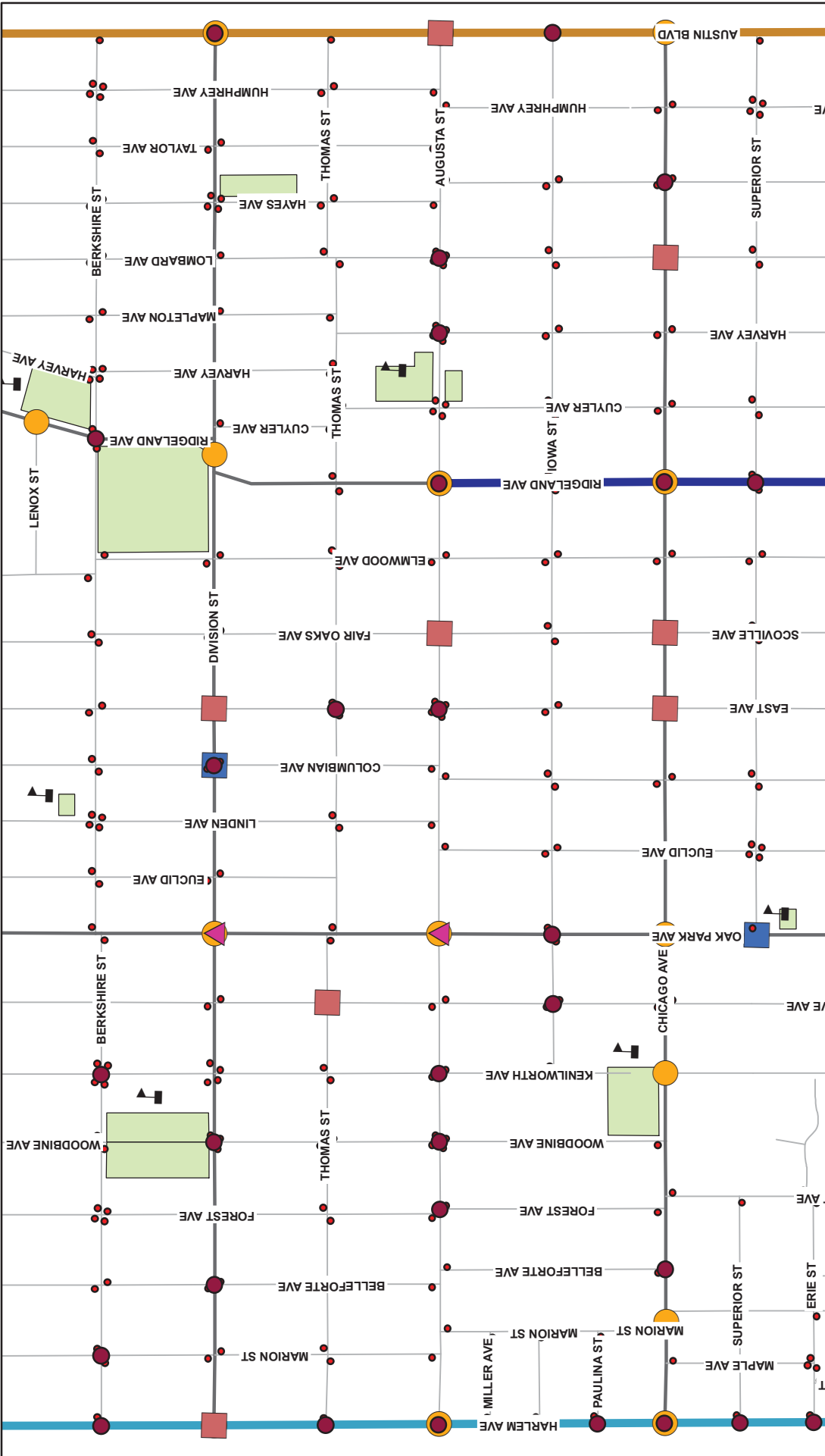


**Village of Oak Park pedestrian & bicyclist
crashes with vehicles for the 36 month
period of July 2015 - Jun 2018
North Avenue - Division Street**

● Stop and Yield Signs	● IDOT JURISDICTION	● 1 Crash
■ Safe Route To School Locations	■ UNMARKED STATE OF ILLINOIS HIGHWAY	● 2 Crashes
● Signalized Intersections	■ 2019 MADISON STREET ROAD DIET PROJECT	■ 3 Crashes
■ Schools	■ 2020 LAKE STREET STREETSCAPE PROJECT	▲ 4 Crashes
■ Streets	■ CITY OF CHICAGO JURISDICTION	● 5 Crashes
		◆ 6 Crashes
		★ 7 Crashes
		● Park District

February 25, 2019
Transportation Commission meeting
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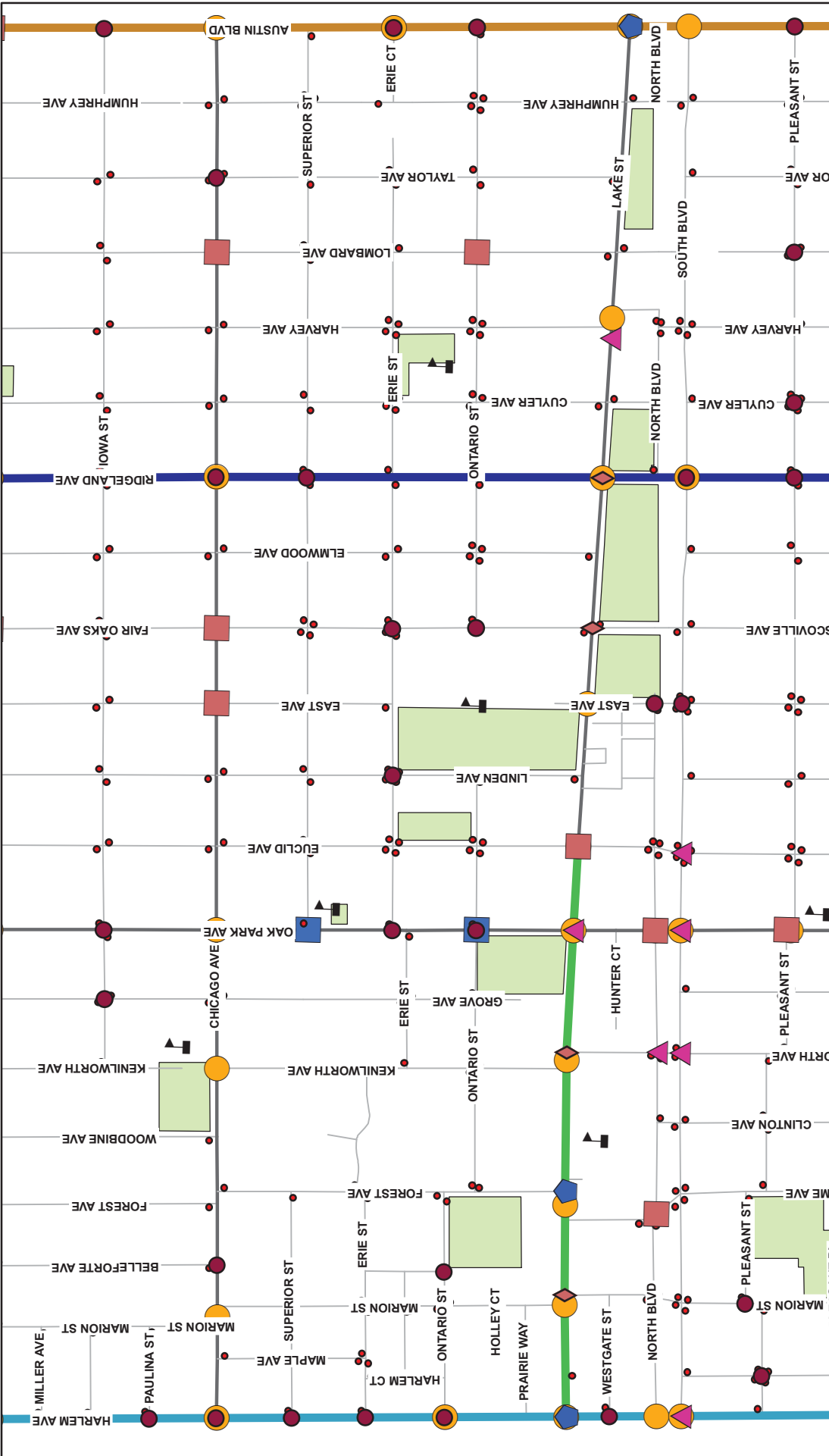


**Village of Oak Park pedestrian & bicyclist
crashes with vehicles for the 36 month
period of July 2015 - Jun 2018
Division Street - Chicago Avenue**

●	Stop and Yield Signs	●	1 Crash
■	Safe Route To School Locations	■	2 Crashes
●	Signalized Intersections	■	3 Crashes
▲	Schools	▲	4 Crashes
○	Streets	◆	5 Crashes
○	DOT JURISDICTION	★	6 Crashes
○	2019 MADISON STREET ROAD DIET PROJECT	○	7 Crashes
○	2020 LAKE STREET STREETSCAPE PROJECT	○	Park District
○	CITY OF CHICAGO JURISDICTION	○	UNMARKED STATE OF ILLINOIS HIGHWAY

February 25, 2019
Transportation Commission meeting
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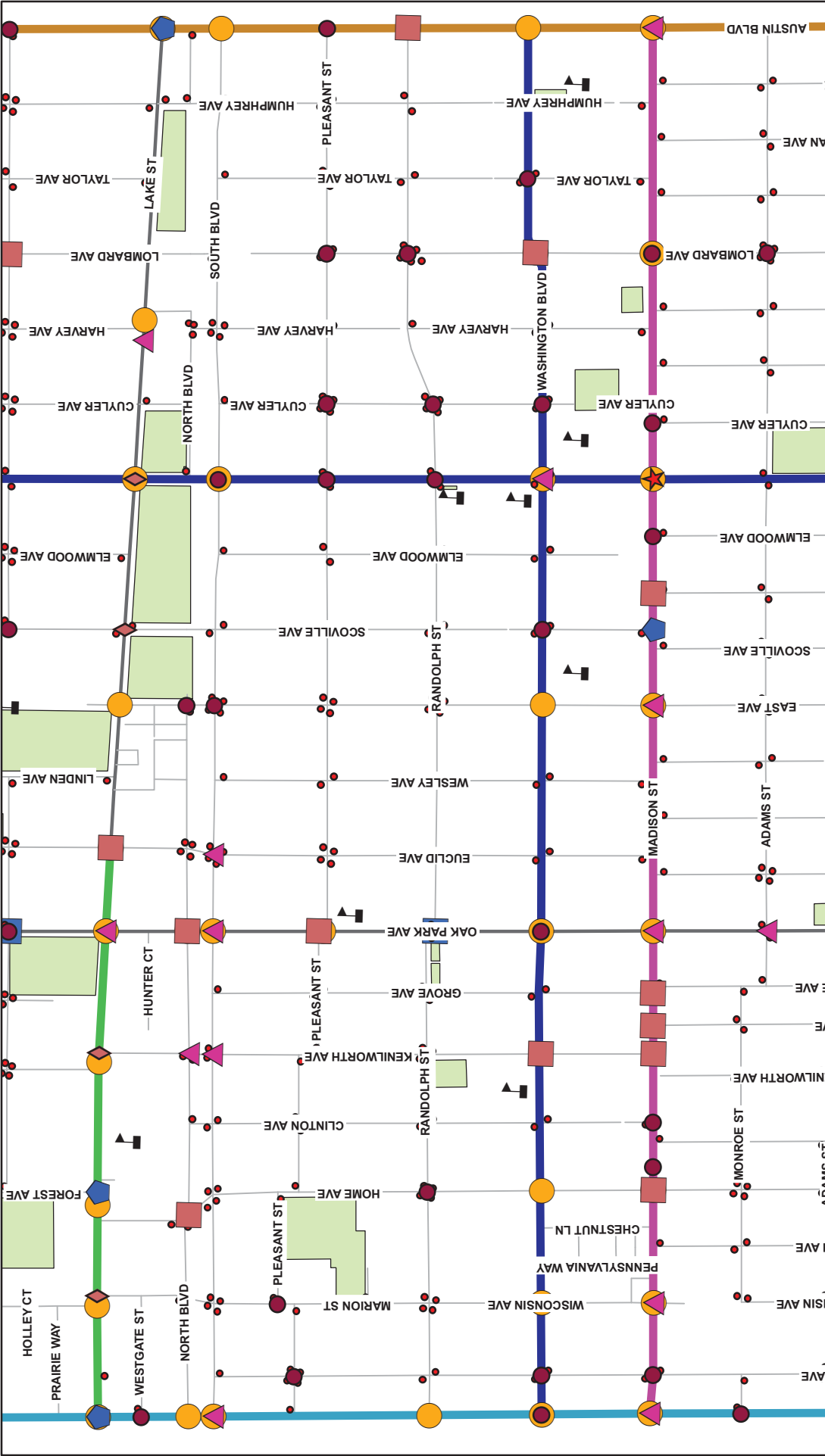
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**Village of Oak Park pedestrian & bicyclist
crashes with vehicles for the 36 month
period of July 2015 - Jun 2018
Chicago Avenue - South Boulevard**

- Stop and Yield Signs
- Safe Route To School Locations
- Signalized Intersections
- ▲ Schools
- IDOT JURISDICTION
- 2019 MADISON STREET ROAD DIET PROJECT
- 2020 LAKE STREET STREETSCAPE PROJECT
- CITY OF CHICAGO JURISDICTION
- 1 Crash
- 2 Crashes
- 3 Crashes
- ▲ 4 Crashes
- 5 Crashes
- ◆ 6 Crashes
- ★ 7 Crashes
- Park District
- UNMARKED STATE OF ILLINOIS HIGHWAY

February 25, 2019
Transportation Commission meeting
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Village of Oak Park pedestrian & bicyclist
 crashes with vehicles for the 36 month
 period of July 2015 - Jun 2018
 South Boulevard - Madison Street

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- Stop and Yield Signs
- Safe Route To School Locations
- Signalized Intersections
- ▲ Schools
- IDOT JURISDICTION
- 2019 MADISON STREET ROAD DIET PROJECT
- 2020 LAKE STREET STREETScape PROJECT
- CITY OF CHICAGO JURISDICTION
- 1 Crash
- 2 Crashes
- 3 Crashes
- ▲ 4 Crashes
- ◆ 5 Crashes
- ◆ 6 Crashes
- ★ 7 Crashes
- Park District
- UNMARKED STATE OF ILLINOIS HIGHWAY

February 25, 2019
 Transportation Commission meeting
 GIS0120190212B05.mxd

Streets

0219-1
5.4
6/7



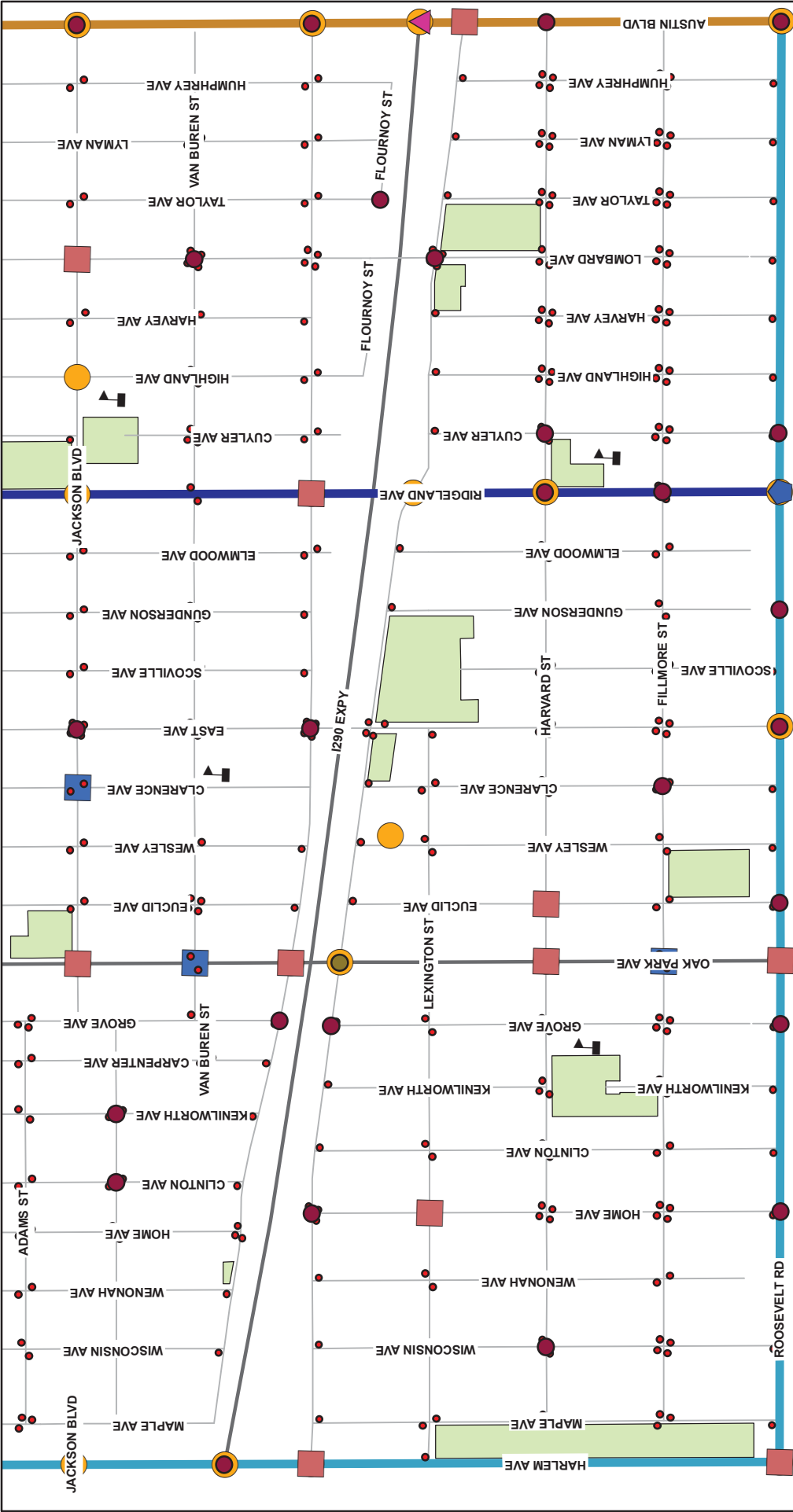
**Village of Oak Park pedestrian & bicyclist
crashes with vehicles for the 36 month
period of July 2015 - Jun 2018
Madison Street - I-290 Expressway**

Description

- Stop and Yield Signs
- Safe Route To School Locations
- Signalized Intersections
- ▲ Schools
- ▬ Streets
- ▬ IDOT JURISDICTION
- ▬ 2019 MADISON STREET ROAD DIET PROJECT
- ▬ 2020 LAKE STREET STREETSCAPE PROJECT
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- ★ 7 Crashes
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February 25, 2019
Transportation Commission meeting
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7/7



**Village of Oak Park pedestrian & bicyclist
crashes with vehicles for the 36 month
period of July 2015 - Jun 2018
Madison Street - I-290 Expressway**

- Stop and Yield Signs
- ▲ Safe Route To School Locations
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- IDOT JURISDICTION
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- UNMARKED STATE OF ILLINOIS HIGHWAY

February 25, 2019
Transportation Commission meeting
GIS0120190212B07.mxd

Streets

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Develop a Neighborhood Traffic Management Plan (NTMP)
<p>Review Date: <u>February 25, 2019</u></p> <p>Prepared By: <u>Michael Koperniak</u></p>
<p>Abstract (briefly describe the item being reviewed):</p> <p>One item on the Transportation Commission's approved 2019 Work Plan is to develop a Neighborhood Traffic Management Plan (NTMP). This was carried over from the 2018 work plan. The expected outcomes are:</p> <ul style="list-style-type: none"> • Takes approved traffic calming toolbox and incorporates it into a complete management plan. • Provides an objective and consistent way to respond to and manage traffic problems. <p>The time frame for this item is to start in the first quarter and finish by the fourth quarter of 2019.</p> <p>In 2017, Village Staff in conjunction with the Transportation Commission developed and the Village Board of Trustees approved a Traffic Calming Toolbox for use in evaluating traffic calming requests. The Commission has subsequently used this toolbox during its evaluation of petitions for traffic calming measures.</p> <p>The next step is for the Village to develop a Neighborhood Traffic Management Plan (NTMP) which will incorporate the traffic calming toolbox. The Village is intending to retain the services of a consultant experienced in developing such plans. Staff will today be presenting a brief timeline for developing the NTMP.</p>
<p>Staff Recommendation(s):</p> <p>The Transportation Commission should decide what level of involvement it wants in the process of developing an NTMP and what it would like to see included in the NTMP.</p>
<p>Supporting Documentation Is Attached</p>

MEMORANDUM

0219-1
6.2
1/4

Date: February 12, 2019

To: Transportation Commission

From: Mike Koperniak, Staff Liaison
Parking and Traffic Commission M.K.

Re: Develop a Neighborhood Traffic Management Plan (NTMP)

One item on the Transportation Commission's approved 2019 Work Plan is to develop a Neighborhood Traffic Management Plan (NTMP). This was carried over from the 2018 work plan. The expected outcomes are:

- Takes approved traffic calming toolbox and incorporate it into a complete management plan.
- Provides an objective and consistent way to respond to and manage traffic problems.

The time frame for this item is to start in the first quarter and finish by the fourth quarter of 2019.

The Village will be retaining the services of a transportation consultant to develop the NTMP document.

Does the Transportation Commission have items they want included in the NTMP?

What level of involvement does the Transportation Commission want in the creation and review of the NTMP document? This will have an effect on the timeline.

One item to be incorporated into the NTMP document is to use photographs and existing locations in the Village of Oak Park to illustrate the various traffic calming measures available in the traffic calming toolbox.

A good description of an NTMP can be found on the City of El Cerrito, California NTMP website. The description is as follows:

Requests regarding neighborhood traffic concerns such as speeding, high traffic volumes, and pedestrian and bicycle issues can be numerous from residents across the City. The problem is how to place these requests in context - which ones have priority and which ones represent "normal" traffic conditions on residential streets. The criteria for when a street qualifies for the evaluation of neighborhood traffic management measures are based on

thresholds for which research shows a majority of residents would likely agree that there is a problem. The NTMP process involves well-defined approval metrics and procedures, as well as, active neighborhood participation to evaluate neighborhood traffic concerns in an efficient, fair, and timely manner. Neighborhood stakeholders include homeowners, residents, business owners and other property owners. A successful NTMP process will include a submission of NTMP request petition(s), preliminary evaluation, project prioritization, neighborhood meeting(s), engineering analyses, and neighborhood consensus to implement traffic management solutions that are uniquely tailored to each neighborhood.

Some key NTMP approval metrics and steps are described below and shown on the NTMP flow chart in Appendix B2 of the NTMP. After evaluation of the initial traffic request, staff will lead residents through the NTMP process if determined to be necessary. See Sections 2 and 3 of the NTMP Report for additional information.

Petition Request
Qualifying Criteria
Project Prioritization
Tiered Measures

A proposed timeline for developing a Neighborhood Traffic Management Plan (NTMP) this year is as follows:

February and March - Write a request for proposal and send it out to consultants.

April - Receive back proposals and evaluate them.

May - Award a contract to a consultant to develop the NTMP.

June through August - consultant develops a draft NTMP document.

September - settle on a final version of the NTMP document.

October - Obtain Village Board of Trustees approval of the NRTMP.

November - Implement the NTMP.

A single NTMP document is not a one size fits all document that can be used by local governments across the country. NTMP documents are created specific to the community. Here are some website URLs for existing NTMP documents for local governments across the country. Review them to get an idea of what a NTMP contains and what the Trans Com would like to see incorporated into the Village of Oak Park's NTMP.

You may be able to click on the following websites and be taken directly to the website. If this doesn't work then you can always copy and paste the URL from this document into your web browser.

El Cerrito, CA

<https://www.el-cerrito.org/428/Neighborhood-Traffic>

<https://www.el-cerrito.org/429/The-Complete-NTMP-Process>

Madison, WI

<https://www.cityofmadison.com/trafficEngineering/ntmpfaq.cfm>

Anaheim, CA

<https://www.anaheim.net/2841/NTMP>

Centennial, CO

<http://www.centennialco.gov/Public-Works/neighborhood-traffic-management.aspx>

Albuquerque, NM

<https://www.cabq.gov/neighborhood-traffic-management-program>

Menlo Park, CA

<http://www.safeopenstreets.net/bb5/ntmp.html>

<https://www.menlopark.org/DocumentCenter/View/300/Neighborhood-Traffic-Management-Program>

Placer County, CA

<https://www.placer.ca.gov/Search?searchPhrase=Neighborhood%20Traffic%20Management%20Program>

Prince George's County, CA

<http://www.pgchealthzone.org/promisepractice/index/view?pid=81>

Sacramento County, CA

<http://www.sacdot.com/Pages/NeighborhoodTrafficManagement.aspx>

Rancho Cordova, CA

<https://www.cityofranhocordova.org/government/public-works/services-and-programs/neighborhood-traffic-management-program>

Roseville, MN

<https://www.cityofroseville.com/2329/Traffic-Management-Program>

Salem, OR

<https://www.cityofsalem.net/CityDocuments/tsp-neighborhood-traffic-management.pdf>

San Mateo, CA

<https://www.cityofsanmateo.org/2122/Neighborhood-Traffic-Management-Program>

West Jordan, UT

<https://www.westjordan.utah.gov/trafficalming>

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: REVIEW REPORT ON STATUS OF WORKING AND NON-WORKING DETECTOR LOOPS AND HOW THEY ARE MAINTAINED AND MONITORED
Review Date: <u>February 25, 2019</u>
Prepared By: <u>Michael Koperniak</u>
<p>Abstract (briefly describe the item being reviewed):</p> <p>One item on the Transportation Commission's approved 2019 Work Plan is to review a report on the status of working and non-working traffic signal detector loops and how they are maintained and monitored. This was carried over from the 2018 work plan. The expected outcomes are:</p> <ul style="list-style-type: none"> • Inform the Transportation Commission about the status, extent and workings of the Village's vehicle detector loop system. • Educate the Transportation Commission on what detector loops are and how they work. <p>This item is to be completed by the first quarter of 2019.</p> <p>Village Staff hereby provides a presentation on the Village of Oak Park's vehicle detector loop system. The presentation includes a description of what vehicle detector loops are, how they work, the status of the loops as of February 14, 2019, how they are maintained, how faulty loops are identified, and how faulty loops are repaired.</p>
<p>Staff Recommendation(s):</p> <p>This is a presentation so no recommendation is expected.</p>
Supporting Documentation Is Attached

MEMORANDUM

0219-1

7.2

1/8

Date: February 12, 2019

To: Transportation Commission

From: Mike Koperniak, Staff Liaison
Parking and Traffic Commission M.K.

Re: Review report on status of working and non-working detector loops and how they are maintained and monitored

One item on the Transportation Commission's approved 2019 Work Plan is to review a report on the status of working and non-working traffic signal detector loops and how they are maintained and monitored. This was carried over from the 2018 work plan. The expected outcomes are:

- Inform the Transportation Commission about the status, extent and workings of the Village's vehicle detector loop system.
- Educate the Transportation Commission on what detector loops are and how they work.

This item is to be completed by the first quarter of 2019.

This presentation includes a description of what vehicle detector loops are, how they work, how they are maintained, how faulty loops are identified, how faulty loops are repaired, the Centrac[®] system, and the status of the loops on February 14, 2019,

What vehicle detector loops are

The simplest type of traffic signal system is known as a 'fixed time' system. In a fixed time system, the traffic signal controller is programmed to always provide X seconds of green time, Y seconds of yellow time, and Z seconds of red time. These times remain constant regardless of the volume of vehicle traffic, the direction of vehicle traffic, or time of day.

A more sophisticated type of traffic signal system is known as an 'actuated' system. In an actuated system the traffic signal controller has the ability to alter its behavior based upon sensory data it receives from sensor devices that are strategically located

in the intersection. For example, it may lengthen the green time depending on the volume of vehicles it senses entering the intersection. It may add an exclusive left turn phase depending on if it senses a vehicle waiting to turn left. It may add a pedestrian walk phase if it senses a pedestrian waiting to cross the street.

A detector loop is one of the types of sensor devices that are used to provide the sensory data to the traffic signal controller that allows the controller to alter its behavior based upon the traffic conditions at the intersection at the time it receives the data. In simple terms, vehicle detector loops are a series of looped wires embedded into the roadway pavement at strategic locations that detect the presence of vehicles as they enter the intersection.

As an example, exhibit A shows the detectors loops at the Washington Boulevard and Wisconsin Avenue intersection. These detector loops provide six different sensory inputs based upon their location in the intersection.

The 'A' detector loops are used to identify the volume of vehicles entering the intersection on the major road. The 'B' detector loops are used to identify vehicles that want to make left turns. The 'C' detector loops are used to identify vehicles on the minor street that want to enter the intersection.

The quantity and placement of detectors loops determines in part how complicated a series of actions a traffic signal controller can perform. The most sophisticated actuated signal systems use twelve sets of detector loops to sense the twelve possible vehicle movements at the four legs of a typical intersection. Each left turn vehicle movement, through vehicle movement, and right turn vehicle movement on all four legs has its own dedicated set of detector loops that send twelve sets of sensory input data to the traffic signal controller.

How vehicle detector loops work

The configuration of the looped wires is designed to create an electrical field around them. When a metal object, such as a car or truck, passes over the detector loop it disturbs the electric field surrounding the wires.

Equipment called loop detectors are installed inside the traffic signal control cabinet along with the traffic signal controller. Each set of detector loops in the roadway has its

own loop detector. The loop detector receives sensory input data from the detector loops by sensing the disturbance in the electric field around the detector loops. The loop detector passes this sensory input data to the traffic signal controller notifying the controller that a vehicle has passed over the detector loop. The traffic signal controller is programmed to accept this signal and use it to perform a prescribed series of actions that control the activation of the red, yellow, and green signals at the intersection.

The following verbatim text regarding how vehicle detector loops are maintained, how faulty detector loops are identified, and how faulty detector loops are repaired was supplied by the Village's Street Lighting Division. The Street Lighting Division is responsible for maintaining the street lighting systems and traffic signal systems in the Village.

How vehicle detector loops are maintained

We maintain the detector loops with a few different techniques. Firstly we visually inspect the inground saw cuts for damage. The main damage that can occur is to the sealing epoxy on the roadway. We do that approximately twice a year or as needed to each intersection. To elaborate on "As needed" that means anytime we see there is construction/excavation at or near an intersection we do a pre-inspection of the intersection before any work is done, so that we can note the condition and operation of the system. After the work is completed we will again inspect the intersection to ensure proper operation of the loops. We also utilize the hardware inside the control cabinet to corroborate physical inspection. We can verify that signals of vehicle movement are accurately registering into the traffic controller through said hardware. Finally we do daily patrols of the intersections and note any traffic movement anomalies that would lead us to believe there could be an issue with the detectors. There are a variety of different aspects to note and watch for. Part of that patrol is to drive over the loops and visually confirm that they are in correct order. In addition to the above we also do an annual in depth maintenance inspection of every component of the intersection for correct function, operation, and safety.

How faulty detector loops are identified

Identifying loops that are not working can come from a couple of techniques. We have a remote operating system called Centraqs that can detect some loop detector faults. We investigate any complaints we receive from motorists about traffic conditions that are not satisfactory. When we receive those complaints we will use the hardware in

the traffic control cabinet to start the troubleshooting process for any issues that can occur on the hardware end. That is done by ensuring the proper hardware is being activated upon a vehicle roll-over of the detector loops. Sometimes that is as simple as adjusting the strength of the magnetic field needed to “trip” the sensors. Also during the identification process we will inspect the handholes where the splices are to make sure they are not corroded or damaged. We also make use of electrical testing devices to check the resistance of the loop wires underground. We do that by either disconnecting the loop feeds from inside the control cabinet and taking measurements there. Taking measurements of the wires validates their integrity, and that they are within normal operating tolerances. The other way we can check is go to the handholes with the splices, and take measurements from the splices after we disconnect them.

How faulty detector loops are repaired

Repairing the loops depends on the problem with the loop. One of the most common issues is that the on the road epoxy becomes damaged. When that happens we scrape out the old epoxy and pour a new epoxy fill into the saw cuts. Another common fault is a hardware failure, we can troubleshoot, diagnose, and repair hardware issues through a couple of ways. There is specific hardware inside the traffic cabinet that will give trouble codes some of the time. When those occur we will replace the damaged hardware with our stock of parts. Other occasions the hardware does not report itself as being damaged although it is not functioning properly. With a couple of tests from a multimeter we can tell that the piece of hardware is in fact not in correct operation, which we then replace the faulty device. Splices in handholes also deteriorate overtime due to weather and other factors such as natural corrosion. If that is the suspected issue we dismantle the splice and inspect it for signs of degradation. On occasion there will be other factors to a continuity fault in a splice, which we will then remove and replace with new splices. At times there are signal strength and/or frequency adjustments that need to be made over a periods of time as well. Those adjustments are made at the hardware responsible for that loop. There is also the matter of cable damage, that comes from an array of different possibilities. We will typically need to run a span of wire through existing underground duct work to rectify that, if the damage is minimal we can butt splice in a new section. If the cable trouble is underground in the roadway we will sometimes use contractors to saw cut new loops for us.

Centracs®

The Village uses a software application known as Centracs®, as provided by Econolite Corporation. Centracs® is an advanced transportation management system that allows the Village to not only monitor the condition of the Village's forty-one signalized intersections but also to alter the timing of the signals from a central location.

Exhibit B shows screenshots from three signalized intersections taken from the Centracs® system. Each screenshot shows the type of information that the Centracs® system is receiving from the traffic signal controllers.

The first screenshot shows the condition of the Madison Street and Lombard Avenue signalized intersection as it existed at 10:08:58 AM on Thursday, February 14, 2019. Everything appears to be running normally. The detector loops are indicated by black rectangles in the intersection. The blue rectangle on the north leg indicates that the detector loop has identified a vehicle sitting over it.

The second screenshot shows the condition of the Madison Street at East Avenue signalized intersection as it existed at 10:09:49 AM on Thursday, February 14, 2019. It can be seen in the image that there is a symbol consisting of a red circle with a red diagonal line over a black rectangle.

This symbol indicates that some type of fault is occurring in one or more of the detector loops. The symbol indicates that there is a fault but it does not indicate which of the six detector loops are causing the fault, how many of the detector loops are causing the fault, or if the fault is in the detector loop or its associated loop detector.

The third screenshot shows the condition of the Lake Street and Forest Avenue signalized intersection as it existed at 10:xx:xx AM on Thursday, February 14, 2019. It can be seen that there is no traffic signal controller data being displayed. This lack of data is indicated by the symbol consisting of a blue square with a black question mark and by the text 'Comm is bad' in the lower left portion of the screenshot. Data is not being transmitted from the traffic signal controller to the Centracs® system. In this case, the lack of data is intentional because the traffic signal controller was disconnected because the traffic control cabinet that it's located in has been removed due to it being in the construction zone of the multi-story mixed-use building currently being built on the

northwest corner. Data transmission to Centrac[®]s will be restored once the construction is over and the traffic signal controller has been reactivated.

As a side note related to the 'Comm is bad' warning, it should be noted that there is some type of intermittent communication fault occurring at the Washington Boulevard and East Avenue intersection. The 'Comm is bad' warning and symbol were not displayed during the Centrac[®]s screen review for the week of February 4th. The 'Comm is bad' warning and symbol were displayed during the Centrac[®]s screen review on February 14th. However, the 'Comm is bad' warning and symbol were not displayed during the Centrac[®]s screen review on February 15th. This intermittent 'Com is bad' warning is currently being investigated.

As sophisticated a piece of software that Centrac[®]s is, the Village does not rely solely on it alone to identify faults at signalized intersections. It has been known to falsely report intersections as being on red flash, not reporting a faulty detector loop at Madison Street and Home Avenue when there is one, and other anomalies. The Village considers it to be just one of several methods that are used to indicate the conditions of signalized intersections. The text above regarding how faulty detector loops are identified describes additional methods.

Status of detector loops on February 14, 2019

Village Staff used the Centrac[®]s system on Thursday, February 14, 2019, to review the status of the detector loops at all forty-one signalized intersection maintained by the Village.

Exhibit C is a graphical summary of the review showing the locations of the signalized intersections, the status of the detector loops, and relevant remarks related to their status.

Exhibit D is a tabular summary of the review listing each intersection, the status of the detector loops, the loop configuration, and relevant remarks related to their status.

The review found that there were 23 signalized intersections in which all the detectors loops were working properly, 3 intersections where a 'Comm is bad' warning was given, and 15 intersections where a 'faulty detector loop' warning was given.

Relevant remarks related to why faulty detector loop or 'Comm is bad' warnings are given for the various intersections include:

- Chicago Avenue at Marion Street - The fault is attributed to the use of bicycle detector loops at this intersection
- Lake Street at Forest Avenue - put on recall due to building construction on the NW corner. Communication to Centracs[®] has been temporarily suspended.
- Lake Street at Marion Street - being bad is a consequence of being interconnected to and downstream from the Lake and Forest traffic signal controller
- Madison Street at Home Avenue - Centracs[®] does not report a faulty loop. However, observation over time reveals that the northbound detector loop may be faulty
- Oak Park Avenue at North & South Boulevards - North Blvd. has detector loops but South Blvd. does not. Both intersections are controlled by a single traffic signal controller
- Ridgeland Avenue at South Boulevard - This location is purposely faulted because a parking space was added on top of a far back loop. It was disconnected because cars parked on it were putting in constant calls making the light think there was a backup
- Washington Boulevard at East Avenue - intermittent communication problem that is being investigated

Concluding remarks

Weather can play a role in the ability to repair faulty detector loops in a timely manner. For some repair operations, like replacing road epoxy, the repair material has a minimum installation temperature requirement. Therefore, this type of repair cannot be performed during the cold weather months and must wait until the warm weather months.

Another factor affecting the ability to repair faulty detector loops in a timely manner involves the type of repair that's needed. While Village Staff has the knowledge and skill

required to perform any type of detector loop repair, some repairs require material and/or equipment that Village Staff does not have ready access to. In these cases, Village Staff has to retain the services of full time electrical contractors who as a requirement of their business always have ready access to all of the material and equipment required to perform all types of detector loop repairs. Making arrangements to obtain and schedule the services of a full time electrical contractor adds to the time interval between when a faulty detector loop is identified and when it is repaired.

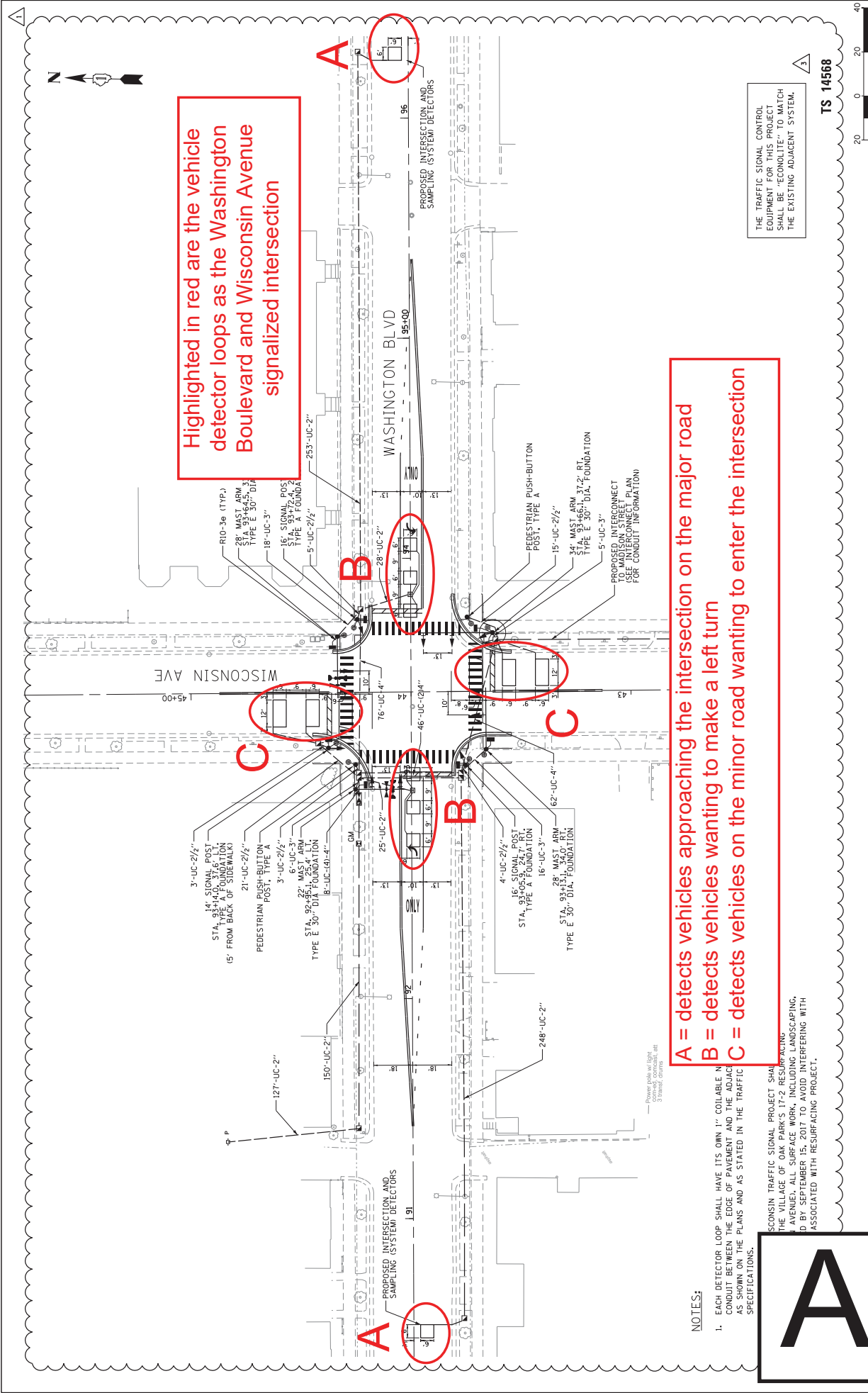
At some locations, the detector loop sensitivity settings have been modified to identify bicycle traffic. In the typical case, a detector loop and its loop detector are set to identify large metal objects such as cars and trucks. In these cases, the detector loops will not detect the relatively small amount of metal present in a bicycle. The detector loop sensitivity has to be altered to detect bicycles. This affects the signals sent by large metal objects.

To accommodate increased bicycle traffic on bike routes, the Village has in the past and will in the future install dedicated bicycle detector loops. The Village recently did this on Chicago Avenue and intends to do this on Madison Street. This will allow the regular detector loops to be set to detect large metal vehicles and the bicycle detector loops to be set to detect bicycles.

For the 2020 Lake Street Streetscape Project between Marion Street and Euclid Avenue, the Village will be replacing the existing road detector loops with new overhead video detectors. Video detectors have several advantages over loop detectors. Less maintenance being one of the advantages.

The Village is working with the Centracs[®] vendor to develop more enhanced reports that will more precisely identify the types of faults and in a more timely manner. Another enhancement will be that Centracs[®] will automatically notify Village Staff when certain faults occur instead of the current requirement where Village staff must manually query Centracs[®] on a periodic basis to ascertain if and where there are faults in the system.

This concludes the presentation.



Highlighted in red are the vehicle detector loops as the Washington Boulevard and Wisconsin Avenue signalized intersection

A = detects vehicles approaching the intersection on the major road
 B = detects vehicles wanting to make a left turn
 C = detects vehicles on the minor road wanting to enter the intersection

THE TRAFFIC SIGNAL CONTROL EQUIPMENT TO BE USED SHALL BE "ECONITEC" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE N CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT DETECTOR LOOP. DETECTOR LOOPS SHALL BE INSTALLED AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

SCONSIN TRAFFIC SIGNAL PROJECT SHOWN ON THE VILLAGE OF OAK PARK'S I-72 RESURFACING PROJECT. THIS PROJECT IS TO BE COMPLETED BY SEPTEMBER 15, 2017 TO AVOID INTERFERING WITH THE TRAFFIC SIGNAL PROJECT ASSOCIATED WITH RESURFACING PROJECT.



TEKRA
ENGINEERING LTD.

DESIGNED - CH
 DRAWN - SJM
 CHECKED - JRM
 DATE - 10/07/2016

REVISIONS:
 REVISION - 02/13/2017
 REVISION - 04/11/2017
 REVISION - 04/26/2017

WASHINGTON BOULEVARD AT WISCONSIN AVENUE
TRAFFIC SIGNAL INSTALLATION PLAN

TS 14568
 SHEET 1 OF 1 SHEETS STA. TO STA.

SHEET NO. 13

0219-1
 7.3
 1/1

Centrac[®] screenshot
 Madison Street at Lombard Avenue
 10:08:58 AM on Thursday, February 14, 2019
 Normal operations

204 Madison St @ Lombard Ave - Madison St @ Lombard Ave (ASC2) - S...

Mode / Pattern	Coordination		Time	Preempt	Alarms
Desired NON/NON	Current TOD/1	Actual	Prog	Last 10:08:58	
		Cycle 82	80	Error: 0s	
		Offset 47	46		

Phase	1	2	3	4	5	6	7	8	9	10	11	12
Actual	23	25		20	9	25		20				
Prog	12	35		33	12	35		33				
On	●	●	●	●	●	●	●	●				
Ped	●	●	●	●	●	●	●	●				
Call				■								
Ped Call												
Next												
Overlap	A	B	C	D								
Time												
On	●	●	●	●								
Ped												

Unit control is in timebase mode

Comms 100.0%

B

Centrac[®] screenshot
 Madison Street at East Avenue
 10:09:49 AM on Thursday, February 14, 2019
 Faulty detector loop(s) reported

203 Madison St @ East Ave - Madison St @ East Ave (Cobalt) - Sec:2

Mode / Pattern		Coordination		Time		Preempt	Alarms						
Desired NON/NON	Current TOD/1	Actual 64	Prog 80	Last 10:09:49	Error: 1s		1						
Phase	1	2	3	4	5	6	7	8	9	10	11	12	
Actual	16	8		17	13G	8		17					
Prog	10	38		31	10	38		31					
On	●	●	●	●	●	●	●	●					
Ped		▲		▲		▲		▲					
Call													
Ped Call													
Next													
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	
Time													
On													
Ped													

Detector is faulted
Unit control is in timebase mode

Ring 1: Min Green
Ring 2: Min Green

Comms
100.0%

Centrac[®] screenshot
 Lake Street at Forest Avenue
 10:xx:xx AM on Thursday, February 14, 2019
 No communication between the traffic signal controller and Centrac[®]

102 Lake St @ Forest Ave - Lake St @ Forest Ave (ASC2) - Sec:1

Mode / Pattern		Coordination			Time	Preempt	Alarms
Desired ?/?	Current ?/?	? Cycle Offset	Actual	Prog N/A N/A	Last ? Error: ? 		

Phase	1	2	3	4	5	6	7	8	9	10	11	12
Actual												
Prog	<i>Data Unavailable for Current Pattern</i>											
On	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Call	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ped Call	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Next												
Overlap	A	B	C	D								
Time												
On	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
Ped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								

Comm is bad

Comms
?



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Traffic Signal Detector Loop status on Thursday, February 14, 2019

- Working Detector Loops (23 each)
- ▲ Communication Is Bad (3 each)
- Faulty Detector Loop(s) (16 each)
- ◆ Not an Oak Park Signal (34 each)

The Village of Oak Park maintains 41 signalized intersections

All of the signalized intersections are Fully Actuated (detector loops on all legs of the intersection) except for at Oak Park Avenue at North/South Boulevards where there are detector loops at North Boulevard but no detector loops at South Boulevard

Notes:

1 = put on recall due to building construction on the NW corner.

Communication to Centrac's has been temporarily suspended

2 = being bad is a consequence of being interconnected to and downstream from the Lake and Forest traffic signal controller

3 = intermittent communication problem that is being investigated

4 = the traffic signals at North and South Boulevards are controlled by a single traffic signal controller

5 = Centrac's does not report a faulty loop. However, observation over time reveals that the northbound detector loop may be faulty

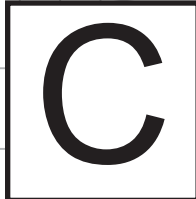
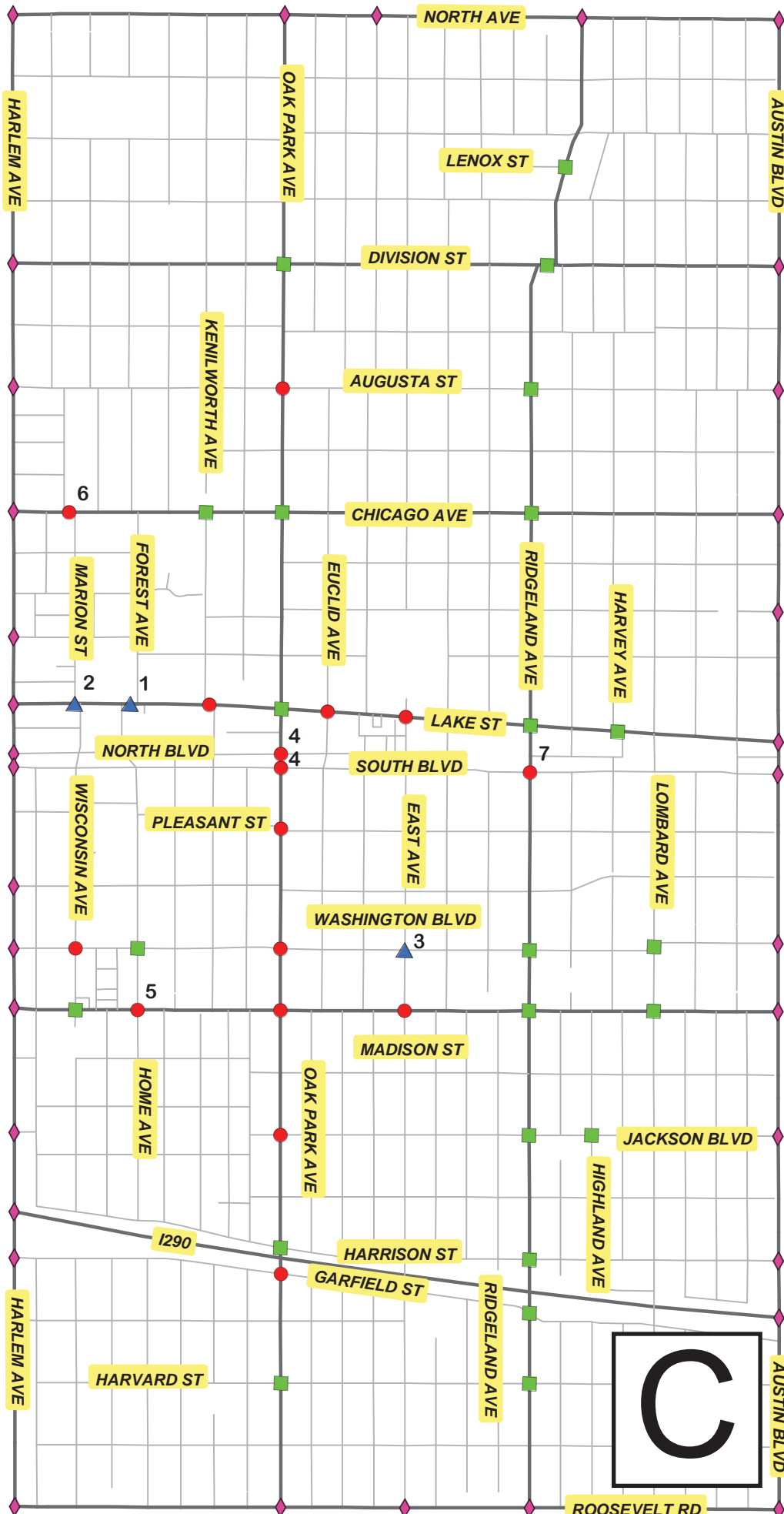
6 = The fault is attributed to the use of bicycle detector loops at this intersection

7 = This location is purposely faulted because a parking space was added on top of a far back loop. It was disconnected because cars parked on it were putting in constant calls making the light think there was a backup.

Traffic Signal Detector Loop status on Thursday, February 14, 2019 as reported by the Village of Oak Park's Centrac's traffic signal interconnect monitoring system

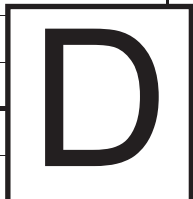


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Traffic Signal Detector Loop status on Thursday, February 14, 2019 as reported by
Village of Oak Park's Centrac's traffic signal interconnect monitoring system

	Signalized Intersection		loop status	loop configuration	Remarks
1	Chicago Ave	Kenilworth Ave	ok	Actuated	
2	Chicago Ave	Marion Ave	fault	Actuated	The fault is attributed to the use of bicycle detector loops at this intersection
3	Highland Ave	Jackson Blvd	ok	Actuated	
4	Lake St	East Ave	fault	Actuated	
5	Lake St	Euclid Ave	fault	Actuated	
6	Lake St	Forest Ave	Comm is bad	Actuated	put on recall due to building construction on the NW corner. Communication to Centrac's has been temporarily suspended
7	Lake St	Harvey Ave	ok	Actuated	
8	Lake St	Kenilworth Ave	fault	Actuated	
9	Lake St	Marion Ave	Comm is bad	Actuated	being bad is a consequence of being interconnected to and downstream from the Lake and Forest traffic signal controller
10	Lake St	Oak Park Ave	ok	Actuated	
11	Madison St	East Ave	fault	Actuated	
12	Madison St	Home Ave	fault	Actuated	Centrac's does not report a faulty loop. However, observation over time reveals that the northbound detector loop may be faulty
13	Madison St	Lombard Ave	ok	Actuated	
14	Madison St	Wisconsin Ave	ok	Actuated	
15	Oak Park Ave	Augusta St	fault	Actuated	
16	Oak Park Ave	Chicago Ave	ok	Actuated	
17	Oak Park Ave	Division St	ok	Actuated	
18	Oak Park Ave	Garfield St	fault	Actuated	
19	Oak Park Ave	Harrison St	ok	Actuated	
20	Oak Park Ave	Harvard St	ok	Actuated	
21	Oak Park Ave	Jackson Blvd	fault	Actuated	
22	Oak Park Ave	Madison St	fault	Actuated	
23	Oak Park Ave	North/South Blvds	fault	Semi-Actuated	North Blvd. has detector loops but South Blvd. does not. Both intersections are controlled by a single traffic signal controller
24	Oak Park Ave	Pleasant St	fault	Actuated	
25	Oak Park Ave	Washington Blvd	fault	Actuated	
26	Ridgeland Ave	Augusta St	ok	Actuated	



Traffic Signal Detector Loop status on Thursday, February 14, 2019 as reported by
Village of Oak Park's Centrac's traffic signal interconnect monitoring system

	Signalized Intersection		loop status	loop configuration	Remarks
27	Ridgeland Ave	Chicago Ave	ok	Actuated	
28	Ridgeland Ave	Division St	ok	Actuated	
29	Ridgeland Ave	Garfield St	ok	Actuated	
30	Ridgeland Ave	Harrison St	ok	Actuated	
31	Ridgeland Ave	Harvard St	ok	Actuated	
32	Ridgeland Ave	Jackson Blvd	ok	Actuated	
33	Ridgeland Ave	Lake St	ok	Actuated	
34	Ridgeland Ave	Lenox St	ok	Actuated	
35	Ridgeland Ave	Madison St	ok	Actuated	
36	Ridgeland Ave	South Blvd	fault	Actuated	This location is purposely faulted because a parking space was added on top of a far back loop. It was disconnected because cars parked on it were putting in constant calls making the light think there was a backup.
37	Ridgeland Ave	Washington Blvd	ok	Actuated	
38	Washington Blvd	East Ave	Comm is bad	Actuated	intermittent communication problem that is being investigated
39	Washington Blvd	Home Ave	ok	Actuated	
40	Washington Blvd	Lombard	ok	Actuated	
41	Washington Blvd	Wisconsin Ave	fault	Actuated	

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
1504	02/02/18	JAJ	07/02/18	07/03/18		Issues with bypass traffic on 500 block of N Grove Ave		Merged into PF #1554
1505	02/05/18	JAJ				Request for in-street pedestrian crossing sign on Oak Park Ave at Erie St		
1506	02/09/18	JAJ	02/09/19	02/09/18	?	Issues with speeding cars in alleys		no Trans Com involvement necessary
1507	02/12/18	JAJ	02/12/19	02/15/18	?	Issues with cars driving down alley		Item closed due to no resident response in 1 year
1508	02/18/18	JAJ	02/18/19		?	Issues with vehicles on Jackson Blvd at Maple Ave		no Trans Com involvement necessary
1509	02/12/18	JAJ	02/28/18			Request for traffic data adjacent to various PDOP facilities		Item closed due to no resident response in 1 year
1510	02/09/18	JAJ	02/09/19		?	Request for more school signage, lower speed limit signs, etc. around Longfellow School.		Responded to request on 02-27-2018
1511	02/21/18	JAJ	02/27/18			Request for NO PARKING at 1346 N Austin driveway.		Merged into PF #1605
1512	03/02/18	JAJ	04/19/18			CMAP request for VOP traffic signal inventory data		Closed when merged into other item.
1513	03/05/18	JAJ		03/07/18		Request for STOP signs on South Blvd at Humphrey Ave		no Trans Com involvement necessary
1514	03/09/18	MJK	06/09/18			Resident complaint about sight line problems on Humphrey at Lake		TWO # 12692 written on 02-27-2018
1515	03/09/18	MJK				request for petition for stop signs at Taylor and Erie		no Trans Com involvement necessary
1516	03/01/18	JAJ				IDOT Request for lane movement signage on mast arm on Harlem at Ontario		spreadsheet emailed to CMAP on 04/19/2018 by Mike Koperniak
1517	03/20/18	JAJ		04/05/18		Request for NO THRU TRAFFIC signs in alley/Request for speed bump petition		no Trans Com involvement necessary
1518	03/20/18	JAJ		03/28/18		Request for STOP sign at East/Greenfield intersection		TWO #12693 written on 04/04/2018
1519	03/21/18	JAJ	04/09/18			Request for crash data to determine which areas have most crashes.		no Trans Com involvement necessary
1520	03/26/18	JAJ		03/26/18		Issue with vehicles leaving Julian Middle School speeding in alley		Information provided via email on 04/09/2018
1521	03/26/18	JAJ		03/28/18		Request to address traffic issues on 1150 block of Clarence Ave		
1522	03/27/18	JAJ	08/31/18			Issue with wrong way traffic on 400 N Maple		no Trans Com involvement necessary
1523	03/06/18	JAJ				Request for signage/pavement markings at East/Harvard for pedestrian safety		TWO #12622, 12623 was written on 10/23/2017
1524	04/03/18	JAJ		04/03/18		Request for traffic calming on the 800 block of Home Avenue		no Trans Com involvement necessary
1525	04/03/18	JAJ	04/20/18	04/20/18		Request for traffic safety plan for Oak Park Friends School		Provided petition for traffic calming devices
1526	04/04/18	JAJ	06/07/18		04/04/18	Request for speed bumps in the north-south alley of 1150 S		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
1549	06/18/18	JAJ		06/19/18		Request for alley speed hump - 1200 block of Rossell			
1550	06/18/18	JAJ				Issues with traffic at Chicago/Maple			
1551	06/25/18	MJK				email request for a crosswalk/mph sign at the Oak Park Ave/Berkshire intersection			
1552	06/29/18	JAJ		06/29/18	09/14/18	request for petition for STOP signs or ONE WAY restriction (Adams & Wisconsin)			
1553	07/02/18	JAJ	07/23/18			Request to review Home/South Blvd intersection for pedestrian signage			TWO #12744 written on 07/23/2018
1554	07/02/18	JAJ		07/03/18		Issues with bypass traffic, speeding vehicles on the 500 block of N Grove			
1555	07/05/18	JAJ				Request to review/analyze crash data for Chicago/Lombard			no Trans Com involvement necessary
1556	07/09/18	JAJ				Look at possible changes at Randolph & Marion/Wisconsin to enhance safety			no Trans Com involvement necessary
1557	07/09/18	JAJ		07/19/18		Traffic issues on Greenfield btwn OPA & Forest Ave			
1558	07/11/18	MJK				pedestrian hit & run incident at the Chicago and Scoville/Fair Oaks intersection			no Trans Com involvement yet...
1559	07/16/18	MJK				request for traffic calming on 800 S Elmwood block, preferably cul-de-sac			
1560	07/16/18	JAJ				request for information on school traffic safety plans			no Trans Com involvement necessary
1561	07/17/18	JAJ		07/17/18		request for speed humps in alley adjacent to 1200 Edmer			no Trans Com involvement necessary
1562	07/19/18	JAJ		07/19/18	10/01/18	Request for traffic calming on the 800 block of N Cuyler Avenue			
1563	07/19/18	JAJ		07/19/18		Request for STOP sign petition			
1564	08/03/18	JAJ		08/03/18		Request for speed bumps in alley			no Trans Com involvement necessary
1565	08/03/18	JAJ		08/06/18		Request for speed bump in alley and street on the 1100 block of N Taylor Ave			
1566	07/25/18	JAJ	08/06/18			Traffic Safety Plan for Children's School at St Edmund's School location			School does not think a TSP is necessary now.
1567	08/06/18	JAJ		08/06/18		Request for alley speed bumps			no Trans Com involvement necessary
1568	08/06/18	JAJ	08/07/18			Request for crosswalk markings on Ridgeland Ave at Pleasant St			no Trans Com involvement necessary TWO #12753 written on 08/07/2018
1569	08/23/18	JAJ	10/17/18	08/30/18	09/24/18	Request for alley speed bumps			no Trans Com involvement necessary TWO 12769 written on 10/17/2018
1570	08/29/18	JAJ				Traffic concerns about the Chicago/Grove intersection			
1571	09/04/18	JAJ				Safety concerns in alley in back of Beyond Properties			

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
1572	09/05/18	JAJ				Traffic issues in alleys adjacent to Madion St, Austin Blvd and Humphrey Ave		no Trans Com involvement necessary
1573	09/05/18	JAJ		09/06/18	10/17/18	Request for traffic calming on the 1150 block of Home		
1574	09/06/18	JAJ			09/24/18	Parking and traffic issues at Iowa & Kenilworth during arrival/dismissal time periods for Holmes School		
1575	09/06/18	JAJ				More noticeable signage on Euclid Ave at Washington Blvd to reduce violation rates		no Trans Com involvement necessary
1576	09/10/18	JAJ				Traffic/parking issues on the 800 block of S Scoville		
1577	09/12/18	JAJ				Requesting traffic calming at intersection of Jackson Blvd & East Ave		
1578	09/17/18	JAJ				Request to review Julian Middle School traffic safety plan		
1579	09/20/18	JAJ				Safety concerns regarding Ridgeland Ave traffic @ Van Buren		
1580	09/20/18	JAJ		10/12/18		Request for traffic calming petition for 1100 block of S Euclid Ave		
1581	09/26/18	JAJ		09/27/18		Request for alley speed hump petition		no Trans Com involvement necessary
1582	09/26/18	JAJ				Request for traffic data		no Trans Com involvement necessary
1583	10/01/18	JAJ			10/01/18	Traffic calming petition 500 block of S Harvey		
1584	10/05/18	JAJ		10/08/18		Request for alley speed hump petition		no Trans Com involvement necessary
1585	10/08/18	JAJ			10/08/18	Traffic Calming petition for Washington/Grove intersection		TWO # 12772 written on 10/17/2018
1586	09/27/18	MJK	10/17/18			parked cars blocking alley. Request NPAT signs or painted yellow curb		TWO 12770 written on 10/17/18
1587	10/15/18	MJK	10/17/18			change the way ped push buttons work so that they activate immediately when pressed		MJK notified street lighting about reported locations. closed.
1588	10/16/18	MJK				concerned about blocked alley returns on the 900 S. Humphrey Avenue block		no Trans Com involvement necessary
1589	10/16/18	MJK	10/17/18			report 20 mph school speed limit sign is blocked by parking sign		no Trans Com involvement necessary TWO 12771 written for this
1590	10/19/18	JAJ		10/23/18	11/20/18	Bypass traffic issue in east-west alleys south of North Ave		no Trans Com involvement necessary TWOs 12793 & 1294 written on 02-04-2019
1591	10/25/18	MJK/JAJ		11/15/18	12/07/18	Traffic Calming Petition questions (600 N Euclid)		
1592	10/29/18	JAJ	11/02/18			Issue with pedestrian signal timing at Ridgeland/Harrison - near miss with vehicle traffic		no Trans Com involvement necessary Talked w/resident, PW to check ped PBs
1593	11/02/18	JAJ	11/09/18			Request for NO LEFT TURN on NE Maple Ave at Chicago Ave during the holidays		no Trans Com involvement necessary TWO written on 11/09/2018
1594	11/26/18	MJK		11/26/18		upgrade South Blvd. and Scoville to all-way stop signs		

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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
						request alley stop signs		
1595	11/26/18	MJK				request alley NO THRU TRAFFIC sign on 1200 Linden block		no Trans Com involvement necessary
1596	12/04/18	JAJ				issues with pedestrian crossing on Washington Blvd at Maple Ave		no Trans Com involvement necessary
1597	12/08/18	JAJ	12/10/18			Traffic data request Lake/Forest, Forest/Ontario, Forest/Marion for meeting w Mayor & residents		no Trans Com involvement necessary
1598	12/12/18	MJK	12/18/18			review pedestrian safety at South Blvd & Marion intersection		Provided historical ADT & TMC data requested by McKenna via email recommendations submitted to McKenna on 12/18/2018
1599	12/18/18	JAJ				traffic issues on 1100 block of Lyman Ave		explained petition process, would send petition resident will check with neighbors before starting
1600	12/03/18	MJK				problem crossing at a stop sign location		Koperniak left voice mail message on his machine at 1:29 PM on 12/6/2018
1601	01/11/19	JAJ				Traffic issues on the 100 block of N East Ave		
1602	01/17/19	JAJ		01/18/19		Request for NO THRU TRAFFIC signs at alley adjacent to 800 N Cuyler & Ridgeland		no Trans Com involvement necessary TWO 12789 written on 1/18/2019
1603	01/18/19	JAJ				Request for crosswalk markings across Ridgeland on southern leg of Ontario		no Trans Com involvement necessary



Village of Oak Park

123 Madison Str
Oak Park, Illinois 6
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Meeting Agenda President and Board of Trustees

Monday, December 10, 2018

7:00 PM

Village Hall

Special Meeting at 7:00 p.m., Council Chambers.

The President and Board of Trustees welcome you. Statements may be made by citizens at the beginning of the meeting, as well as when agenda items are reviewed. If you wish to make a statement, please complete the "Instructions to Address the Village Board" form which is available at the back of the Chambers, and present it to the staff table at front. When recognized, approach the podium, state your name and address first, and please limit your remarks to three minutes.

Instructions for Non-Agenda Public Comment

Non-agenda public comment is a time set aside at the beginning of each regular meeting for citizens to make statements about an issue or concern that is not on that meeting's agenda. It is not intended for a dialogue with the board. You may also communicate with the board at 708.358.5784 or e-mail board@oak-park.us.

Non-agenda public comment will be limited to 30 minutes with a limit of three minutes per person. If comment requests exceed 30 minutes, public comment will resume after the items listed under the regular agenda are complete.

Instructions for Agenda Public Comment

Comments are three minutes per person per agenda item with a maximum of three agenda items to which you can speak. In addition, the Village Board permits a maximum of three persons to speak to each side of any one topic that is scheduled for or has been the subject of a public hearing by a designated hearing body. These items are noted with ().*

I. Call to Order

II. Roll Call

III. Agenda Approval

IV. Minutes

- A. [MOT 18-421](#) Motion to Approve Minutes from the November 19, 2018 Regular Meeting, November 26, 2018 Special Meeting and December 3, 2018 Regular Meeting of the Village Board.

V. Non-Agenda Public Comment

- H. [ORD 18-450](#) An Ordinance Supplementing and Amending the Redevelopment Plan and Redevelopment Project for the Madison Street Business Corridor Redevelopment Project Area of the Village of Oak Park by Providing for Receipt of the 23rd Year of Incremental Property Taxes in the 24th Year
- I. [ORD 18-451](#) An Ordinance Supplementing and Amending the Redevelopment Plan and Redevelopment Project for the Greater Downtown Redevelopment Area of the Village of Oak Park by Providing for Receipt of the 35th Year of Incremental Property Taxes in the 36th Year
- J. [RES 18-1058](#) A Resolution Authorizing the Release of the Draft Program Year 2017 Consolidated Annual Performance and Evaluation Report ("CAPER") for a Comment Period and Approval Thereafter
- K. [RES 18-1052](#) A Resolution Approving a Funding Grant Agreement between the Village of Oak Park and the Oak Park Regional Housing Center in the Amount of \$391,382 for 2019 and Authorizing Its Execution
- L. [RES 18-1065](#) A Resolution Approving a Renewal of a Professional Services Agreement between HR Green, Inc. to Provide Plan Review and Inspection Services in an Amount not to Exceed \$1,120,000 and Authorizing its Execution
- M. [MOT 18-423](#) A Motion to Approve Support for Friends of the Children Chicago in an Amount not to Exceed \$15,000 for FY18 as Provided for in the Current Year Adopted Budget
- N. [MOT 18-420](#) Motion to Accept the 2019 Village Board Regular Meeting Calendar

XII. Consent Agenda

- O. [ORD 18-411](#) An Ordinance for the Levy and Assessment of Taxes in the Amount of \$25,000 for the 2018 Property Tax Year for Village of Oak Park Special Service Area Number One
- P. [ORD 18-412](#) An Ordinance for the Levy and Assessment of Taxes in the Amount of \$7,500 for the 2018 Property Tax Year for Village of Oak Park Special Service Area Number Seven
- Q. [ORD 18-414](#) An Ordinance for the Levy and Assessment of Taxes in the Amount of \$5,000 for the 2018 Property Tax Year for Village of Oak Park Special Service Area Number Eight
- R. [ORD 18-415](#) An Ordinance Providing for the Abatement of \$1,729,800 Against the 2018 Tax Levy (2010C General Obligation Corporate Purpose Bonds)
- S. [ORD 18-416](#) An Ordinance Providing for the Abatement of \$700,400 Against the 2018 Tax Levy (2011A General Obligation Corporate Purpose Bonds)

- T. [ORD 18-421](#) An Ordinance Providing for the Abatement of \$113,044 Against the 2018 Tax Levy (2011B General Obligation Corporate Purpose Bonds)
- U. [ORD 18-422](#) An Ordinance Providing for the Abatement of \$292,020 Against the 2018 Tax Levy (2012A General Obligation Corporate Purpose Bonds)
- V. [ORD 18-423](#) An Ordinance Providing for the Abatement of \$766,831 Against the 2018 Tax Levy (2016E General Obligation Corporate Purpose Bonds)
- W. [ORD 18-424](#) An Ordinance Providing for the Abatement of \$611,686 Against the 2018 Tax Levy (2015B General Obligation Corporate Purpose Bonds)
- X. [ORD 18-425](#) An Ordinance Providing for the Abatement of \$245,260 Against the 2018 Tax Levy (2016D General Obligation Corporate Purpose Bonds)
- Y. [ORD 18-426](#) An Ordinance Providing for the Abatement of \$926,428 Against the 2018 Tax Levy (2017C General Obligation Corporate Purpose Bonds)
- Z. [ORD 18-427](#) An Ordinance Providing for the Abatement of \$325,995 Against the 2018 Tax Levy (2016B General Obligation Corporate Purpose Bonds)
- AA. [ORD 18-428](#) An Ordinance Providing for the Abatement of \$1,171,368 Against the 2018 Tax Levy (2018A General Obligation Corporate Purpose Bonds)
- AB. [MOT 18-414](#) A Motion to Concur with the Transportation Commission's Recommendation to Install Bike-Friendly Chokers on the 1200 Blocks of North Lombard Avenue and North Taylor Avenue
- AC. [ORD 18-452](#) Concur with the Plan Commission's Recommendation and Adopt an Ordinance Amending Article 2 ("Definitions and Rules of Measurement"), Section 2.3 ("Definitions") and Article 8 ("Uses"), Section 8.3 ("Use Restrictions") Table 8-1 ("Use Matrix") of the Village of Oak Park Zoning Ordinance Regarding Work Lounges
- AD. [ORD 18-453](#) Concur with the Plan Commission's Recommendation and Adopt an Ordinance Granting a Special Use Permit to Operate a Work Lounge in the DT-1 Downtown Central Sub-District at 193 North Marion Street
- AE. [MOT 18-419](#) A Motion to Approve the Bills in the Amount of \$1,227,450.64 from November 9, 2018 through November 20, 2018
- AF. [RES 18-1027](#) A Resolution Approving an Amendment to the Dumping of Excavated Materials Price Agreement with Waste Management of Illinois, Inc. to Increase the Not to Exceed Amount to \$140,000.00 and Authorizing its Execution



Village of Oak Park

123 Madison St
Oak Park, Illinois 60454
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Meeting Minutes

President and Board of Trustees

Monday, December 10, 2018

7:00 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 7:03 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

Village Trustee Boutet commented that Item M has been removed from the Agenda.

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

IV. Minutes

- A. [MOT 18-421](#) Motion to Approve Minutes from the November 19, 2018 Regular Meeting, November 26, 2018 Special Meeting and December 3, 2018 Regular Meeting of the Village Board.**

Village Trustee Boutet asked that the Minutes of the December 3 Meeting be amended to quote her as saying that all services of the OPEDC should be run in-house by the Village, not just the marketing portion.

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

V. Non-Agenda Public Comment

Kitty Conklin. Ms. Conklin referred to the Item removed from the Agenda, funding for Friends of the Children. She expressed concern that this conflicts with the Village's Code of Ethics, as the Village Manager is on the Board of Directors for that organization.

VI. Village Manager Reports

There was nothing to report.

VII. Village Board Committees

ABSENT: 0

N. [MOT 18-420](#) Motion to Accept the 2019 Village Board Regular Meeting Calendar

Village Trustee Boutet suggested that the Board meet on January 7.

Village Trustee Moroney stated that he is willing to meet if the Village Manager feels it is necessary.

Village Manager Pavlicek explained that staff usually takes time off during the holiday weeks and that is when the agenda would have to be prepared. However, if there was urgent business to address, a meeting could be arranged.

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

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

NAYS: 0

ABSENT: 0

XII. Consent Agenda

Approval of the Consent Agenda

It was moved by Village Trustee Button and seconded by Village Trustee Tucker to approve the items under the Consent Agenda. 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

O. [ORD 18-411](#) An Ordinance for the Levy and Assessment of Taxes in the Amount of \$25,000 for the 2018 Property Tax Year for Village of Oak Park Special Service Area Number One

This Ordinance was adopted.

P. [ORD 18-412](#) An Ordinance for the Levy and Assessment of Taxes in the Amount of \$7,500 for the 2018 Property Tax Year for Village of Oak Park Special Service Area Number Seven

This Ordinance was adopted.

Q. [ORD 18-414](#) An Ordinance for the Levy and Assessment of Taxes in the Amount of \$5,000 for the 2018 Property Tax Year for Village of Oak Park Special

- AB.** [MOT 18-414](#) A Motion to Concur with the Transportation Commission's Recommendation to Install Bike-Friendly Chokers on the 1200 Blocks of North Lombard Avenue and North Taylor Avenue
This Motion was approved.
- AC.** [ORD 18-452](#) Concur with the Plan Commission's Recommendation and Adopt an Ordinance Amending Article 2 ("Definitions and Rules of Measurement"), Section 2.3 ("Definitions") and Article 8 ("Uses"), Section 8.3 ("Use Restrictions") Table 8-1 ("Use Matrix") of the Village of Oak Park Zoning Ordinance Regarding Work Lounges
This Ordinance was adopted.
- AD.** [ORD 18-453](#) Concur with the Plan Commission's Recommendation and Adopt an Ordinance Granting a Special Use Permit to Operate a Work Lounge in the DT-1 Downtown Central Sub-District at 193 North Marion Street
This Ordinance was adopted.
- AE.** [MOT 18-419](#) A Motion to Approve the Bills in the Amount of \$1,227,450.64 from November 9, 2018 through November 20, 2018
This Motion was approved.
- AF.** [RES 18-1027](#) A Resolution Approving an Amendment to the Dumping of Excavated Materials Price Agreement with Waste Management of Illinois, Inc. to Increase the Not to Exceed Amount to \$140,000.00 and Authorizing its Execution
This Resolution was adopted.
- AG.** [RES 18-1042](#) A Resolution Approving the Renewal of a Professional Services Agreement with Thompson Elevator Inspection Service, Incorporated to Provide Elevator Inspection Services in an Amount not to Exceed \$40,000 and Authorizing its Execution
This Resolution was adopted.
- AH.** [RES 18-1047](#) A Resolution Approving a Professional Services Agreement with Wight & Company for Fiscal Year 2019 and an Option to Renew for Two Additional One Year Terms for Architectural Design Review Services in an Amount Not to Exceed \$40,000 Each Year and Authorizing its Execution
This Resolution was adopted.
- AI.** [RES 18-1048](#) A Resolution Approving a Renewal of a Professional Services Agreement with Securitas Security Services USA, Inc., in an Amount Not to Exceed \$530,000 for Security Services at Village Parking Structures and Not to Exceed \$30,000 for Security Services at Village Hall for Fiscal Year 2019 and Authorizing its Execution



Village of Oak Park

123 Madison Street
Oak Park, Illinois 60454
www.oak-park.org

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Meeting Minutes

President and Board of Trustees

Monday, January 14, 2019

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 Andrews, to approve the Agenda. A voice vote was taken and the motion was approved.

IV. Minutes

There were no Minutes for approval.

V. Public Comment

Jim Peters. Mr. Peters suggested alternative methods of budgeting for 2020 in order to reduce taxes and spending.

Kitty Conklin. Ms. Conklin discussed the importance of intergovernmental collaboration, noting that the e-cigarette discussion is an opportunity for that. She also spoke in favor of priority budgeting.

VI. Regular Agenda

A. [MOT 19-3](#)

A Motion to Receive the Board of Health's Report and Recommendations Regarding the Use of E-Cigarettes Among Youth

Board of Health Chair Florence Miller stated that the commission did an extensive study. The current tobacco ordinance includes prohibiting the sale of e-cigarettes to those under 21.

Director of Public Health Mike Charley discussed statistics regarding the use of e-cigarettes by youths in Oak Park and River Forest.

Ms. Miller commented that businesses understand the consequences of selling these items to youths. She gave additional recommendations, including signage and placement within a store, as well as alternative packaging and flavors that do not appeal

She discussed the duties of the Clerk and believes that without an independent elected Clerk reviewing FOIA's, less transparency will become inevitable. She urged the Board to consider returning FOIA requests to the Clerk's Office.

B. [MOT 19-1](#)

A Motion to Concur with the Staff Recommendations and Approve the 2019 Citizen Commission Work Plans as Amended

Joshua Klayman. Mr. Klayman expressed concern that items have been removed from work plans by staff. He discussed the value of advisory commissions versus the cost of a consultant.

Village Trustee Andrews commented that it should be easier to get items on a commission work plan. He believes that commissions should be a little more in control of their work plans.

Village Trustee Button commented that commissions have healthy work plans and some of the items suggested to be removed are redundant or not specified in their ordinance. She spoke about how much she values commissions and asked for staff to speak of any new projects coming in 2019.

Deputy Village Manager Shelley discussed why some of the projects have been removed.

Village Trustee Boutet commented that the feedback she has received from commission members are feelings of frustration, being undervalued and not being able to advance initiatives. She feels that the Village is missing an opportunity by not taking advantage of these resources. Commissions should be able to have their own initiatives that coincide with their areas of interest and expertise. She would like status reports every six months from commissions that the Board generally doesn't hear from. She supports citizens engaged in democracy.

Village Trustee Tucker reiterated the value of the work of the commissions.

Village Trustee Moroney acknowledged the staff commitment to supporting commissions and the value of public input.

Village Trustee Taglia suggested a summary of the commissions' previous year's accomplishments when submitting their work plans.

Village President Abu-Taleb discussed the workload of the Village Board; they depend on staff and commissions for support. However, it is the Village Board who is accountable to taxpayers and they should be the ones who direct what work is given to commissions.

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

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

NAYS: 0

ABSENT: 0

C. [MOT 19-10](#)

A Motion to Amend the Work Plan of the Disability Access Commission to Add a Review of Accessibility Options to Village Hall, Including the Elevator