



**SPECIAL REMOTE MEETING AGENDA**  
**TRANSPORTATION COMMISSION – January 11, 2022 at 7:00p.m.**

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A Special Remote Meeting will be conducted with live audio and optional video of participants. The meeting will be available live at <https://us06web.zoom.us/j/85637070806> and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://www.oak-park.us/commissiontv) the following day. Remote meetings are authorized pursuant to Section 7(e) of the Illinois Open Meetings Act. The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak.

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Remote Meeting Minutes
  - 3.1) November 9, 2021 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to [transportation@oak-park.us](mailto:transportation@oak-park.us), indicating an intent to speak at the meeting or including a statement to be read into the record. Requests must be received no later than 30 minutes prior to the start of the meeting. Written comments also may be placed in the Oak Park Payment Drop Box across from the south entrance to Village Hall, 123 Madison St., no later than the day prior to the meeting.

- 5) New Business
  - a) Staff's Recommendations Regarding the Parking Pilot Program
- 6) Old Business
  - a) Recommend to the Village Board Revised Principles and Goals for the Village's Transportation System Network – Work Plan item
  - b) Review Effectiveness of Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and then Modifying or Replacing Them if Warranted – Work Plan item
- 7) Adjourn

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or email [ADACoordinator@oak-park.us](mailto:ADACoordinator@oak-park.us) at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes  
Transportation Commission  
Tuesday, November 9, 2021 – 7:00 PM  
Remote Participation Meeting

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:04 PM.

Staff Liaison Jill Juliano read the following statement into the record:

*"The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak."*

Roll Call

Present: Camille Fink, Garth Katner, Meghann Moses, Aaron Stigger, Ron Burke

Absent: Ryan Peterson, James Thompson

Staff: Parking & Mobility Services Manager Sean Keane, Parking Restrictions Coordinator (PRC) Cinthya Redkva, Staff Liaison Jill Juliano

2. Agenda Approval

Commissioner Katner made a motion to approve the agenda. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Katner, Fink, Moses, Stigger, Burke

Nays: None

The motion passed unanimously 5 to 0.

3. Approval of the Draft Transportation Commission Meeting Minutes

Commissioner Stigger made a motion to approve the draft October 12, 2021 Transportation Commission meeting minutes. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Stigger, Fink, Katner, Moses, Burke

Nays: None

The motion passed unanimously 5 to 0.

4. Non-Agenda Public Comment

Staff Liaison Juliano read the five written public testimony aloud. The comments, in their entirety, are attached to these minutes.

As a result of the public comment, Commissioner Stigger spoke of the Commission should be looking at issues as a community rather than on a block by block basis.

5. New Business

None

6. Old Business

6a) RECOMMENDATION TO ADD Y7 OVERNIGHT ON-STREET PERMIT PARKING AND REMOVE DAYTIME PARKING RESTRICTIONS AT 511 - 531 S CUYLER AVENUE

Parking & Mobility Services Manager Keane provided background information about the agenda item, including the differences between staff's recommendation and the recommendation the Commission proposed at the previous meeting.

- Staff met with the Park District of Oak Park (PDOP) and an agreement was reached to allow Lot 44 to remain permit parking through February 2022.
- Staff brought the item back before the Commission because 1) when staff sent out the notice for the residents of the 500 block of S Cuyler Ave, they did not reference the removal of daytime restrictions and for transparency, wanted to allow residents the opportunity to comment and 2) after speaking with the Village attorney, staff wanted to make it clear that extending the permitted area would not just be a waiver or exception, it would require a change of ordinance. That means it would change the ordinance governing overnight on-street zones moving forward and that distance (915 feet as opposed to 750 feet) would become the distance for all overnight on-street zones.

Chair Burke requested clarification regarding the ordinance change. Staff responded that the Village attorney made it clear that the precedent of the overnight parking ban is all or nothing and exceptions cannot be made.

PRC Redkva presented additional data gathered since the last meeting, including permit availability and car counts for the 500 block of S Cuyler Ave. She also clarified differences between staff's recommendation and the Transportation Commission's recommendation.

PRC Redkva read three written public testimony aloud. The comments, in their entirety, are attached to these minutes. She also read an additional testimony that was submitted prior to the deadline but requested to be read aloud. The comments, in their entirety, were included in the November 9, 2021 Transportation Commission meeting agenda.

Chair Burke asked staff to clarify the public comment process and staff provided a detailed explanation.

Resident Carol Wilkins asked staff to clarify why Adams St or the 600 block of S Cuyler Ave were not considered as substitutes for additional permit parking. Staff responded they did consider those areas, but both are too far from the R7 Zone.

Resident Art Pedraza reiterated his comments that were previously read aloud by PRC Redkva.

Following the presentations, the Commission asked questions regarding the item. Below is a summary of the questions and staff responses.

Q: Is the staff recommendation the same? A: Yes, we just wanted to clarify those two points. Also, in terms of scheduling, if the Commission were to keep their same recommendation, it's likely that it couldn't be scheduled with the Village Board until January for consideration. However, if staff's recommendation were to go through, it would be on consent agenda and would likely be addressed this year.

Q: What would be the process for changing the ordinance? Is it likely that it wouldn't happen? A: Along with the recommendation from the Commission, there would be a motion to approve an ordinance amending the street frontage required for overnight parking zones. The Commission did this in November 2020 and it was increased from 500 to 750 feet at that time. Ultimately, it would go before the Board as a recommendation from the Commission to do this on Cuyler and then also a recommendation to amend the ordinance governing on-street permit zones.

Q: That's because of the 18 spots, right? And if we went back down to the 11 spots, this wouldn't be an issue? A: Correct.

Q: Would it automatically add those spaces to other blocks and it wouldn't come back before the Commission if the Board changed the ordinance? A: Yes.

Q: Request for clarification by staff of procedure for snow removal and towing. A: Staff detailed the process but were unable to speak to the policies of Parking Enforcement.

Q: What happens in February if no alternative has been found? The 19 spots are just lost?

A: The 24-hr parking in the vicinity are all at capacity. There are some on-street options available, but those are only night parking, not 24-hr.

Q: Are the Parking Pilot restrictions part of staff's recommendation? A: No, staff plan to present the results to the Board soon and don't see the need to make an exception for one block until a recommendation is made stemming from the results of the survey.

The Commission discussed the following topics:

- The need to consider the Village-wide impact of an ordinance change and whether there is enough reasoning to warrant a change
- The option to purchase land to designate for parking
- How to find a solution that isn't simply pushing the problem from one block to another
- The desire to see staff continue to look for a permanent solution that inconveniences as few residents as possible
- Suggestion that the income generated from the new parking spots be allocated to the residents of the block either via increased services from the Village or direct payments
- Potential changes to the overnight parking permit program
- Long-term goal of making it easier to live in Oak Park while driving less and owning fewer cars
- How to support those losing their spots in Lot 44
- The need to find a more sustainable long-term parking solution

Commissioner Katner made a motion for the Commission to endorse staff's recommendation. It was seconded by Commissioner Moses.

The roll call vote was as follows:

Ayes: Katner, Fink

Nays: Moses, Stigger, Burke

The motion failed 2 to 3.

Commissioner Moses made a motion to recommend that staff look for off-street parking to replace the lost parking spaces from Lot 44 and use the lessons from the Parking Pilot to help make better decisions in the future to help meet parking needs such as those created by the loss of this lot. The motion was seconded by Commissioner Stigger.

The roll call vote was as follows:

Ayes: Moses, Stigger, Burke

Nays: None

Abstain: Fink, Katner

The motion failed with a vote of 3 to 0, 2 abstentions.

6b) RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGES'S TRANSPORTATION SYSTEM NETWORK

Staff Liaison Juliano briefed the Commission on the updates to the document originally developed by Chair Burke. Several Commissioners provided feedback following the previous meeting and those changes were included in the latest iteration of the document.

The Commission reviewed the document and discussed the following topics:

- Inclusion of the Neighborhood Greenways and Complete Streets plans
- If strategies should be included in the document, or should the focus be on goals
- The feasibility of some of the suggested goals
- The need for more clarification/rewording of some goals
- The need to accommodate all modes of travel while still acknowledging the desire to focus on supporting alternative modes
- The need to determine who we're building our infrastructure around and the importance of the community in making that decision

It was determined that staff would revise the document and send it to the Commissioners for further input before discussing at the next meeting.

7. Adjourn

With no further business, Commissioner Stigger made a motion to adjourn the meeting. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Stigger, Fink, Katner, Moses, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting adjourned at 9:06pm.

Submitted by:

Anna Muench

Customer Service Representative II

**Juliano, Jill**

0122-1 3.1 6/15
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**From:** Clare McDermott [REDACTED]  
**Sent:** Tuesday, November 9, 2021 2:37 PM  
**To:** Transportation  
**Subject:** Public comment

**WARNING- EXTERNAL EMAIL:** If unknown sender, do not click links/attachments. Never give out your user ID or password.

As a member of Bike Walk Oak Park, and a Longfellow parent, I was shocked and terrified to learn a child was hit yesterday while crossing Jackson. We must do better to keep our kids safe while traveling to and from school. Thank you.  
Clare McDermott

**Juliano, Jill**

0122-1  
3.1  
7/15

**From:** Bike Walk Oak Park [REDACTED]  
**Sent:** Tuesday, November 9, 2021 2:42 PM  
**To:** Transportation  
**Cc:** [REDACTED]  
**Subject:** Public Comment: Longfellow Student Hit By Car Nov. 8th

**WARNING- EXTERNAL EMAIL:** If unknown sender, do not click links/attachments. Never give out your user ID or password.

Dear Transportation Commissioners,

Bike Walk Oak Park was saddened and angered to learn about the Longfellow Elementary School student who was hit by a car on Jackson Blvd on Monday, November 8<sup>th</sup>. Much of our work as an advocacy organization has focused on improving traffic safety around schools, and this crash underscores how urgently safety improvements are needed around our community schools.

Oak Park must implement safety measures to protect our most vulnerable residents, and prioritize safety improvements around schools. Furthermore, this is **not** an isolated incident: there have been other traffic crashes involving Oak Park students this fall, and many more near-misses. These crashes – not accidents – are unacceptable and preventable.

The Village has invested in plans for making our streets safer, but has lagged on implementation. It is time for the Village, Township, Park District and School Districts to work together with other stakeholders (such as IDOT) to prioritize and invest in safer streets that center the movement of people, not the movement of cars.

BWOP calls on the Village to immediately enhance safety around schools, using a mix of short-term strategies (expanding school based road-closure and reducing speed limits) and long-term strategies (reevaluating and updating Safe Routes to Schools plans, enhancing traffic calming and infrastructure improvements around schools). We are eager to make Oak Park safer for all residents, no matter how they walk, ride, or roll through our community.

There is urgency to act. The community is overwhelmingly concerned about the way traffic moves about this village, putting our most vulnerable residents at risk.

We are asking the following:

- How is the Village engaging with other stakeholders to address these safety concerns around our schools?
- What kind of conversations, if any, have occurred with District 97?
- What is the plan to engage the school community with these safety issues? Please note that D97 Safe Routes to Schools plans have not been updated since 2009.

Bike Walk Oak Park understands that there are processes and procedures that need to be followed with implementing the Greenways Network around our schools and across our Village, which can be painfully slow. However, immediate action can and desperately needs to be taken.

Additionally, it is important for us to flag to the Commission the discussions occurring at the Village Board regarding Vision Zero. The vast majority of the board trustees do not understand Vision Zero. Bike Walk Oak Park will be reaching out to the board to help with this understanding but it is important for the Transportation Commissioners to assist with this process as well. Especially now as the board plans to vote on the Capital Improvement Budget in the next few weeks.

Sincerely,

**Bike Walk Oak Park Advocacy Team**  
<https://www.bikewalkoakpark.org/>



Follow Bike Walk Oak Park on [Facebook](#) and [Instagram](#)!

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3.1
8/15

Juliano, Jill

0122-1 3.1 9/15
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**From:** Suzen [REDACTED]  
**Sent:** Tuesday, November 9, 2021 3:15 PM  
**To:** Transportation  
**Subject:** Transportation Commission public comment

**WARNING- EXTERNAL EMAIL:** If unknown sender, do not click links/attachments. Never give out your user ID or password.

I am not a parent but a pedestrian who uses a power wheelchair. I have near misses often. Thank goodness I have not been hit but the fear of being hit by a car is ever present. Many of my near misses are when a driver fails to see me. Even though I am right in front of them. Or they do not look before they decide to turn at a stop light. When they have the red light. Or at a stop sign. This happened just recently. They had a stop sign and I did not. They stopped for a minute but then decided to go forward without even looking to see if I was in the intersection. Near Trader Joes is a horrid location. Cars do not stop at that stop sign. There is Brookdale right there. The senior citizens go to the store. Not that long ago I was crossing Ridgeland at Pleasant. I was waiting to cross the Ridgeland going eastbound. The car was going south bound. They decided they did not want to wait for the traffic. So they attempted to zoom around the car in front of them. I do not know if there is a dedicated bike lane or parking lane that they were using. But I nearly got hit. Thank goodness I was able to back up. There is only 1 lane of traffic each direction. I am really quick sick of the driver calling out "Sorry I did not see you!"

Suzen Riley

**From:** Anna Ogier-Bloomer [REDACTED]  
**Sent:** Tuesday, November 9, 2021 5:26 PM  
**To:** Transportation  
**Subject:** Dangerous Streets!

<p><span style="background-color: #ffff00;"><strong><span style="font-family: 'Calibri',sans-serif; color: red;">WARNING</span></strong>- <span class="x-hidden-focus"><strong><span style="color: red;">EXTERNAL EMAIL:</span></strong></span> If unknown sender, <span style="color: red;">do not </span>click links/attachments. <span style="color: red;">Never </span>give out your user ID or password.</span></p>

Dear Commission Members,

Please, please take immediate action to address the rampant reckless and dangerous driving in Oak Park. It is not an isolated problem—it is not simply people passing through our community, it is also careless or self-absorbed OP residents of all ages and backgrounds. The culture here needs to change. Children are getting hit by cars. Recently a woman crossing the street with her baby stroller saw the stroller get struck but a turning car and flung through the air. There have been a number of crashes involving children just since September this year. How many people—CHILDREN—must be injured or worse before the Village decides to ramp up protections? Install speed cameras everywhere, post more cops, lower speed limits near schools, pull over and ticket drivers for reckless driving—zooming down the street in the wrong side of the road into oncoming traffic, an OP past time—give out more speeding tickets! I recently saw a police officer give a warning to a driver speeding on Randolph at East Ave, just a couple of blocks from where a pedestrian was killed by a car in 2019. Why wouldn't they get a speeding ticket? Chicago has zero tolerance for this, why shouldn't we? The crashes keep wracking up yet nothing is done.

Please please put the safety of our residents ahead of cars' ability to go as fast as humanly possible whenever possible.

Thank you,  
Anna Ogier-Bloomer  
Oak Park Resident

**Juliano, Jill**

0122-1 3.1 11/15
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**From:** JRJ [REDACTED]  
**Sent:** Tuesday, November 9, 2021 6:16 PM  
**To:** Transportation  
**Subject:** Traffic Calming Infrastructure Needed Near Oak Park Schools  
**Attachments:** Cuyler and Fillmore.jpg

**WARNING- EXTERNAL EMAIL:** If unknown sender, do not click links/attachments. Never give out your user ID or password.

I am saddened and angered to learn about the Longfellow Elementary School student who was hit by a car on Jackson Blvd on Monday, November 8th. This crash underscores how urgently safety improvements are needed around our community schools.

In 2019 the Village installed temporary bump-outs (image attached) at the intersection of Cuyler and Fillmore to reduce crossing distances for pedestrians, increase pedestrian visibility, reduce vehicle speeds and slow turning speeds. This low cost, rapidly deployable and if necessary, adjustable piece of infrastructure has increased safety at this intersection and similar innovative designs should be deployed as soon as possible around Oak Park schools. Our children deserve to be able to walk and bike to and from school safely. No parent should receive a call that their child has been hit by a car, in a crosswalk, directly in front of one of our schools. It is inexcusable.

Oak Park must implement safety measures to protect our most vulnerable residents, and prioritize safety improvements around schools. Furthermore, this is not an isolated incident: there have been other traffic crashes involving Oak Park students this fall, and many more near-misses. These crashes – not accidents – are unacceptable and preventable.

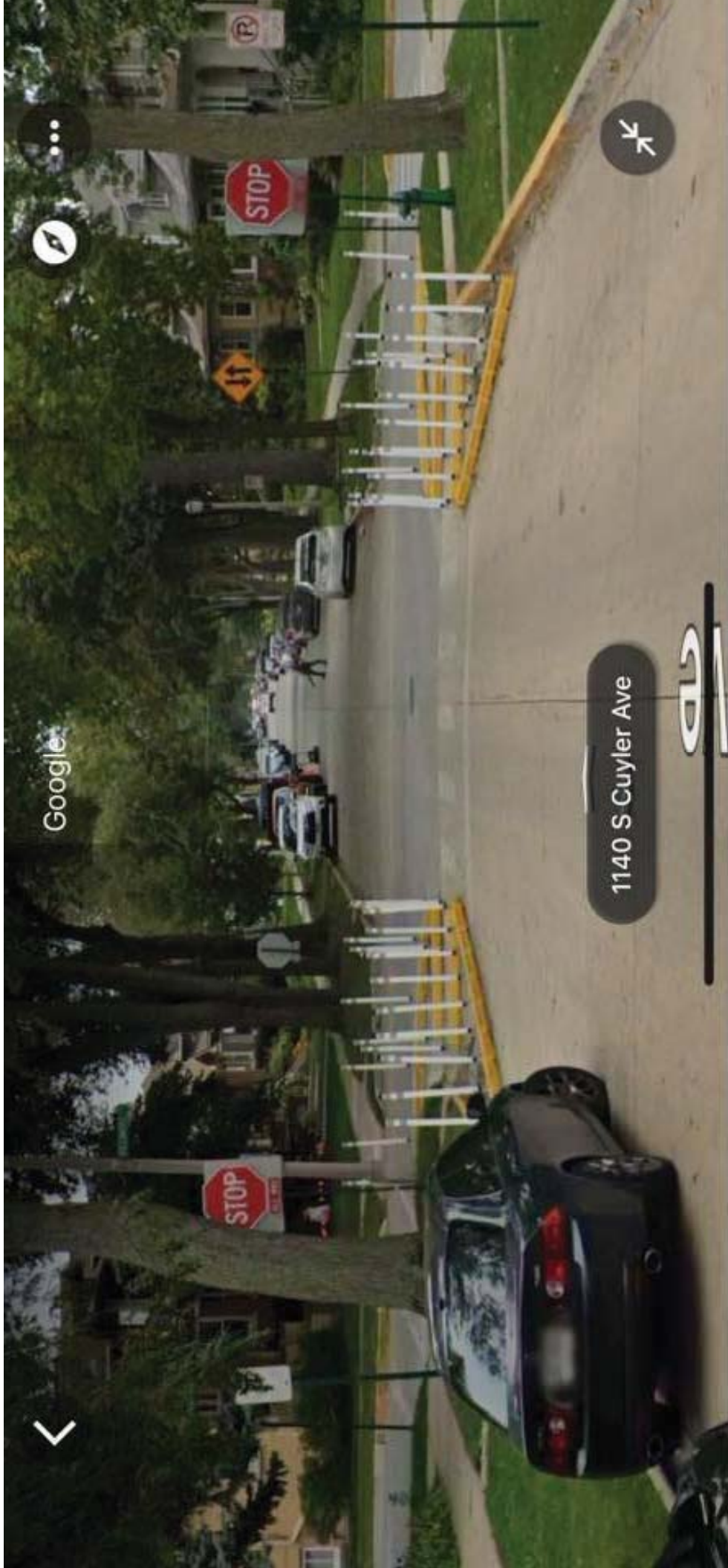
The Village has invested in plans for making our streets safer, but has lagged on implementation. It is time for the Village, Township, Park District and School Districts to work together with other stakeholders (such as IDOT) to prioritize and invest in safer streets that center the movement of people, not the movement of cars.

I would like to call on the Village to immediately enhance safety around schools, using a mix of short-term strategies (expanding school based road-closure and reducing speed limits) and long-term strategies (reevaluating and updating Safe Routes to Schools plans, enhancing traffic calming and infrastructure improvements around schools).

Jason Jenkins  
[REDACTED]  
Oak Park, IL.

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Jason Ray Jenkins

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12/15



Google

1140 S Cuyler Ave



Juliano, Jill

0122-1  
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13/15

**From:** M. James [REDACTED]  
**Sent:** Friday, November 5, 2021 6:35 PM  
**To:** Transportation  
**Subject:** Petition to Add Overnight Permit Parking

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**WARNING- EXTERNAL EMAIL:** If unknown sender, do not click links/attachments. Never give out your user ID or password.

Hi, Oak Park:

We received the explanation letter about the proposed permit changes for the 500 S. Cuyler block.

My question is:

If the additional spaces are added, what plan does Oak Park have when snow comes & the street needs plowing? Those cars will have a right to be on the street during plowing.

When the plowing occurs, spaces not serviced mean the cars are out in the middle of the street, thus greatly reducing how & if residents on the block can get through.

Can you add fewer spaces?

Thank you for the opportunity to comment.

Marilynn James  
[REDACTED] S. Cuyler Ave.  
Oak Park, IL 60304

[Sent from AT&T Yahoo Mail on Android](#)

**Juliano, Jill**

0122-1 3.1 14/15
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**From:** Carol McNally [REDACTED]  
**Sent:** Sunday, November 7, 2021 10:17 AM  
**To:** Transportation  
**Subject:** Overnight permit parking on 500 block of South Cuyler

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**WARNING- EXTERNAL EMAIL:** If unknown sender, do not click links/attachments. Never give out your user ID or password.

To Whom It May Concern,

I am currently a homeowner on the block of South Cuyler and have been one for 14 years. Being one of the two home owners on this block that do not have a garage to park in and have been utilizing permit parking for the past 14 years I feel I have more of voice in this consideration than others on the block. For the past 14 years I have faithfully followed the rules regarding the villages overnight parking ban and paid to park my car in the assigned permit parking areas. In the past 5 years the parking situation on my block has consistently worsen. As a homeowner my basic rights from paying property taxes, such as adequate snow removal (plowing) and leaf pick up have not occurred due to those who rent apartments parking their cars/vans/trucks on my side of the street making it impossible for this to happen.

Additionally, simple tasks like unloading groceries or other parcels from my vehicle to my home have at time required me to walk at least a block to do this as the street is or has been consistently parked up. It would be nice when needed to park in front of my own home.

I do not agree with the rational that was presented in the past meeting from some of the renters. The safety concerns that one particular renter had expressed is something that I have been doing every day for the past 14 years. Requiring me to walk to and from my car from the permit lots. At times with two children under the ages of 10 years old in tow. At never any point was there a safety issue.

If we allow permit parking it would be easier on me to then just park across the street, if I were to get a permit spot, but it would only create more of an issue on the block were those that do not have permit parking to continue to park on the homeowner side.

Please do not allow this permit parking to occur. I am sure there are still many spots open for the apartment residence to park their vehicles in the appropriate area, unfortunately, it may not be convenient for them to get to these spots and will require them to commute back and forth as I have done for the past 14 years and counting.

Thank you for allowing me to voice my opinion.

Carol McNally

Juliano, Jill

0122-1  
3.1  
15/15

**From:** Ann Collins [REDACTED]  
**Sent:** Tuesday, November 9, 2021 1:07 PM  
**To:** Transportation  
**Subject:** Permit Parking on the 500 block of South Cuyler Ave

**WARNING- EXTERNAL EMAIL:** If unknown sender, do not click links/attachments. Never give out your user ID or password.

Dear Transportation Commission,

I live and own the single family home at [REDACTED] S Cuyler Ave. I watched the commission make assumptions about the 500 block at the last meeting. I would like to clarify a few things.

1) There are already two village permit parking lots on our block. Lot 48E (the east side of the street) has 4 spots and Lot 48W has 8 spots (angled) on the west side of the street. These lots are between Madison and the T alley on Cuyler.

2) On the west side of Cuyler there is CVS the T alley and a large courtyard apt building next to the T alley and then there are nine 2-flats. Every one of the two flats has 3 parking spaces behind the building. On the east side there is one courtyard apt building between Madison and the T alley. Beyond the T alley is one 2 flat and 15 residences (plus a second residence in the back of one).

3) Residents are complaining about too many cars currently parking overnight on the street NOW. They are NOT talking about Covid parking issues.

On three random nights I noted the number of cars parked on the street between the T alley and Adams. I tried to get as close to midnight as possible since most cars parked then are likely to be there all night.  
Sunday Oct 24th 12:12 AM 10 cars on the west side and 11 cars on the east side  
Friday Oct 29th 12:02 AM 7 cars on the west side and 8 cars on the east side  
Sunday Oct 31 10:30 pm 7 cars on the west side and 10 on the east side  
I have no idea whether the cars are legally parked or not. But at this time Parking Permit lot 44 is still open and functioning. If you allow 18 permit parking spaces on the west side of Cuyler, where will all the cars currently parked overnight on both sides of Cuyler go? They will be forced to park on the east side of Cuyler. During holidays the restrictions are lifted. If the permit parking takes up the west side of the street all the holiday parking will end up on the east side of the street.

Most of the village services like street cleaning, pushing leaves, and snow plowing happen late at night or very early morning. If cars are parked overnight in permit parking that will not happen.

If you allow 24 hour permits, the residents will rarely be able to park on the street to even unload groceries, much less allow for resident guests' parking.

Since we already have permit lots on the block there are alternatives. Some permit parking can be on Adams, both north and south sides of the street, On the west of the 600 of Cuyler by the park and even on Highland close to Lot 44.

Please reconsider the permit parking on the 500 block of south Cuyler.

Thank you,  
Ann Collins



**Village Of Oak Park**  
**Transportation Commission Agenda Item**

<b>Item Title:</b>	<b>Staff Recommendations Regarding the Parking Pilot Program</b>
Review Date:	<u>January 11, 2022</u>
Prepared By:	<u>Sean Keane, Parking &amp; Mobility Services Manager</u>
<p><b>Abstract:</b></p> <p>In 2019, the Village created a pilot program aimed at testing simplified parking restrictions and regulations. The pilot area is from Harlem Ave. east to Oak Park Ave. and South Blvd. south to Harrison St., including the adjoining business districts. This area was chosen because it contains virtually every parking challenge and opportunity in Oak Park, with single-family and multi-family residences overlapping with commuter and business parking. The program was originally intended to end in September 2019 but was delayed. The COVID-19 pandemic further delayed the evaluation of the program.</p> <p>An online survey to gather public input on the Village’s parking pilot program was open to the public September 27 through November 15, 2021. Prior to publishing the survey, the Transportation Commission reviewed the questions at its July 13, 2021 meeting and made various revisions.</p> <p>While the online survey was directed to those who park within the pilot area, the survey was open to the entire community. Village staff promoted the survey as follows:</p> <ul style="list-style-type: none"> <li>- Social media posts on Facebook, Twitter and LinkedIn</li> <li>- Article in the November edition of the OP / FYI Village newsletter</li> <li>- Direct email to 1,800 residential vehicle license holders</li> <li>- Direct email to 417 businesses</li> <li>- 75 promotional signs with QR code to survey, placed throughout the pilot area.</li> </ul> <p>In total, the survey collected 878 responses. The complete survey results are included in the agenda packet for review by the Commission and the public. Also included is a presentation prepared by a group of residents from the 300 block of S. Grove, outlining their observations of the parking pilot program and a petition for change.</p> <p><b>Staff Recommendation(s):</b></p> <p>Staff prepared three (3) recommendations regarding the pilot program for the Commissions’ consideration, as outlined in the attached presentation slides.</p> <p>Recommendations regarding the parking pilot program are tentatively scheduled for a Village Board study session in early 2022.</p>	
Supporting documentation attached.	

# Parking Pilot Program

Staff Recommendations

January 11, 2022

Transportation Commission Meeting



# Presentation Road Map

- Parking Pilot Program Background
- Survey Overview
- Staff Recommendations Regarding the Pilot Program

0122-1  
5a.2  
3/21

# Parking Pilot Program Background

- Approved in 2019
- Elements tested:
  - Standardized daytime parking limits
  - Vehicle license exemption from daytime limits
  - Extend pay-by-plate parking
  - Dynamic / Graduated pay-by-plate space fees
  - Additional night permit parking
  - License Plate Recognition (LPR)
- Survey period: 09/27/21 – 11/15/21



# Survey Population

- 878 total responses
- 52% of respondents live within the pilot area
- 58% single-family / 42% multi-family
- 70% have lived in Oak Park for 3 or more years
- Type of parking
  - 66% – private parking
  - 40% – on-street daytime
  - 34% – on-street overnight
  - 9% – metered space
  - 8% – Village-operated parking lot



# Staff Recommendations Regarding the Pilot Program

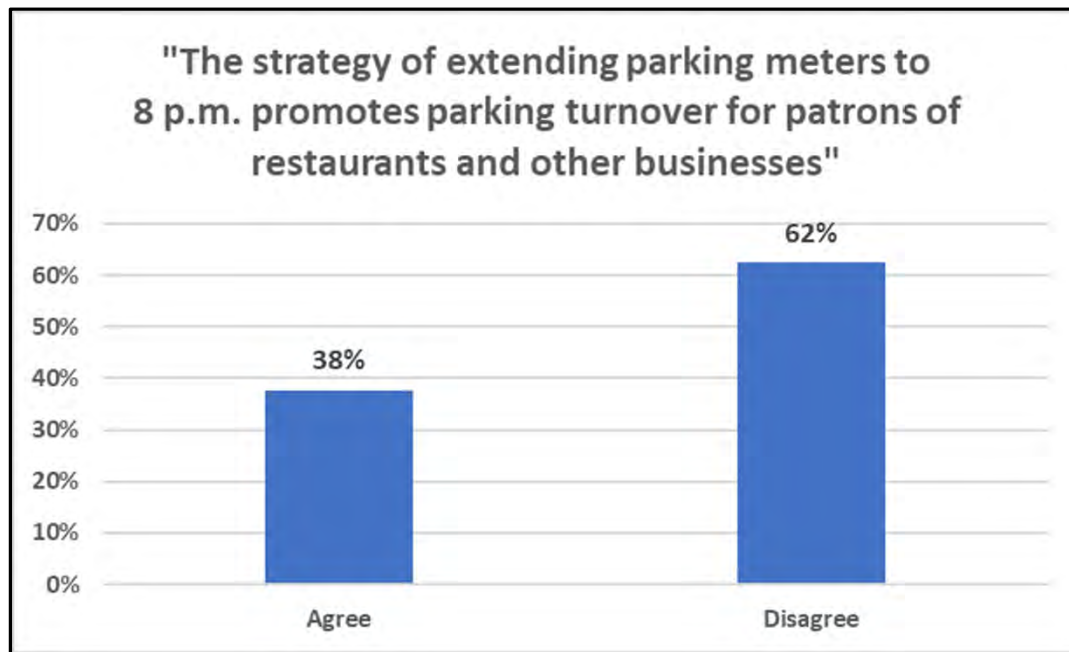
1. **Extend time and implement a dynamic fee structure for pay-by-plate parking**
  - ✓ Pay-by-plate spaces enforced until 8 p.m.
  - ✓ \$1/hr. for first 3 hours, \$3/hr. thereafter
2. **Simplify and standardize daytime restrictions**
  - ✓ 3 hour standardized daytime, weekday restriction
  - ✓ Vehicle license exemption from daytime restriction
  - ✓ Daytime guest passes
3. **Improve access to night permit parking**
  - ✓ Allow night parking in pay-by-plate spaces
  - ✓ Allow night parking on all streets within overnight parking zones

# *Recommendation 1*

Extend time and implement a dynamic fee structure for  
pay-by-plate parking



## Extend time and implement a dynamic fee structure for pay-by-plate parking



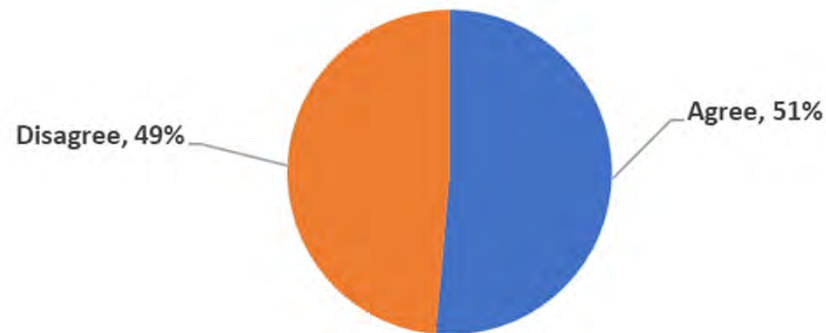
“Parking-derived revenue should not be a goal in itself, but rather a benefit of a well-managed parking system.”

-Improving equity in transportation fees, fines and fares (Chicago Metropolitan Agency for Planning)



# Extend time and implement a dynamic fee structure for pay-by-plate parking

"The strategy of graduated meter fees to encourage parking turnover for patrons of restaurants and other businesses during busy times of the day"



- \$1 / hour for first three hours
- \$3 / hour for each additional hour
- Implemented in the South Town, DTOP, Pleasant and Hemingway business districts.

# *Recommendation 2*

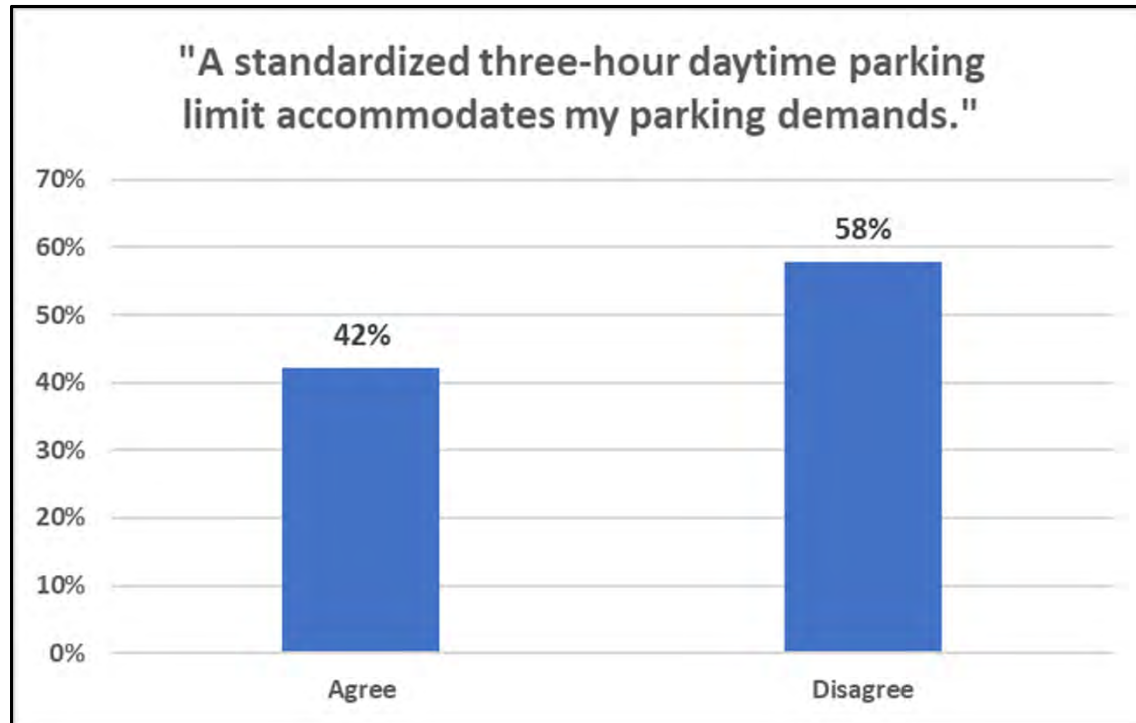
Simplify and standardize daytime restrictions



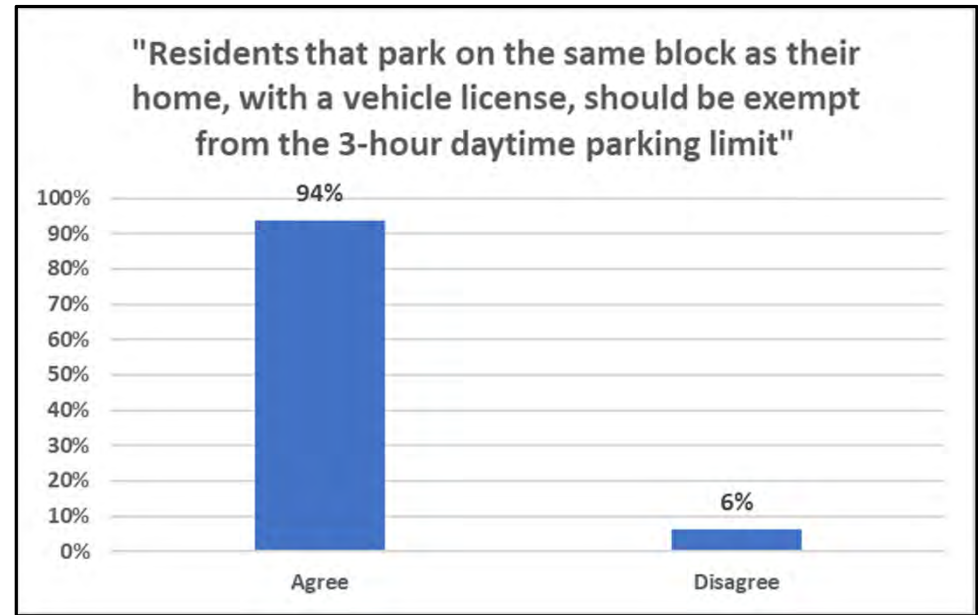
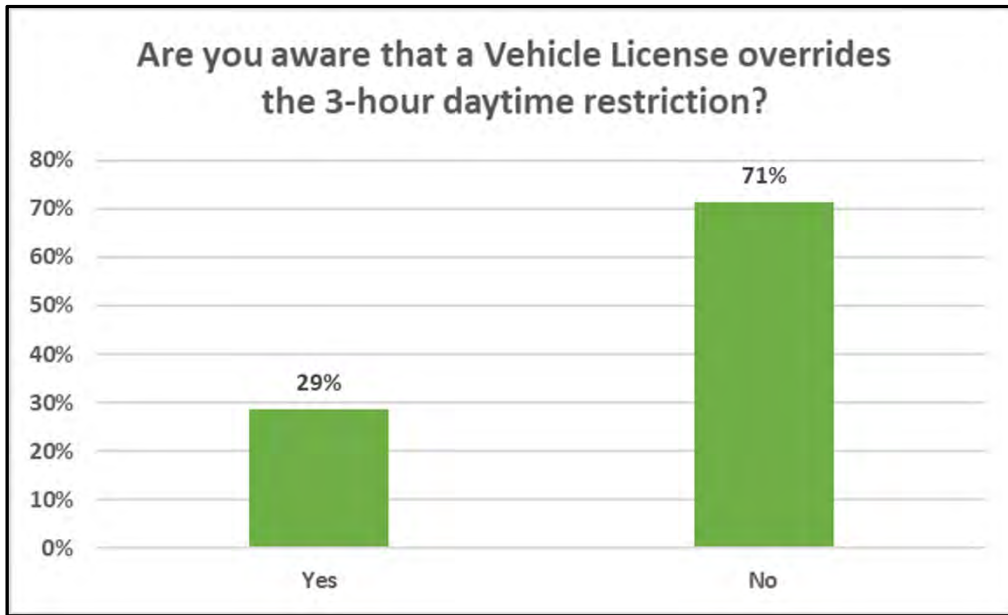
# Simplify and standardize daytime restrictions

Current Residential Daytime Restrictions	New Residential Daytime Restriction*
<ul style="list-style-type: none"> <li>• 1-hour parking, 10AM-5PM</li> <li>• 1-hour parking, 9AM-5PM</li> <li>• 2-hour parking, 9AM-5PM, Mo-Sa</li> <li>• 2-hour parking, 10AM-5PM</li> <li>• 2-hour parking, 9AM-6PM</li> <li>• 4-hour parking, 9AM-5PM</li> <li>• 4-hour parking, 9AM-4PM</li> <li>• 4-hour parking, 8AM-5PM</li> <li>• 3-hour parking, 9AM-5PM, Mo-Fr</li> <li>• 3-hour parking, 9AM-3PM</li> <li>• No Parking, 8AM-10AM, Mo-Fr</li> <li>• Others, not listed</li> </ul>	<ul style="list-style-type: none"> <li>• 3-hour parking, 8AM-8PM, Mo-Fr</li> </ul>
<p>*Special restrictions will not be changed over to the new standard.            These include:            State level, safety related, school safety, hospital area, day permits.            Examples: No parking here to Corner, 15-minute parking, Staff Parking</p>	

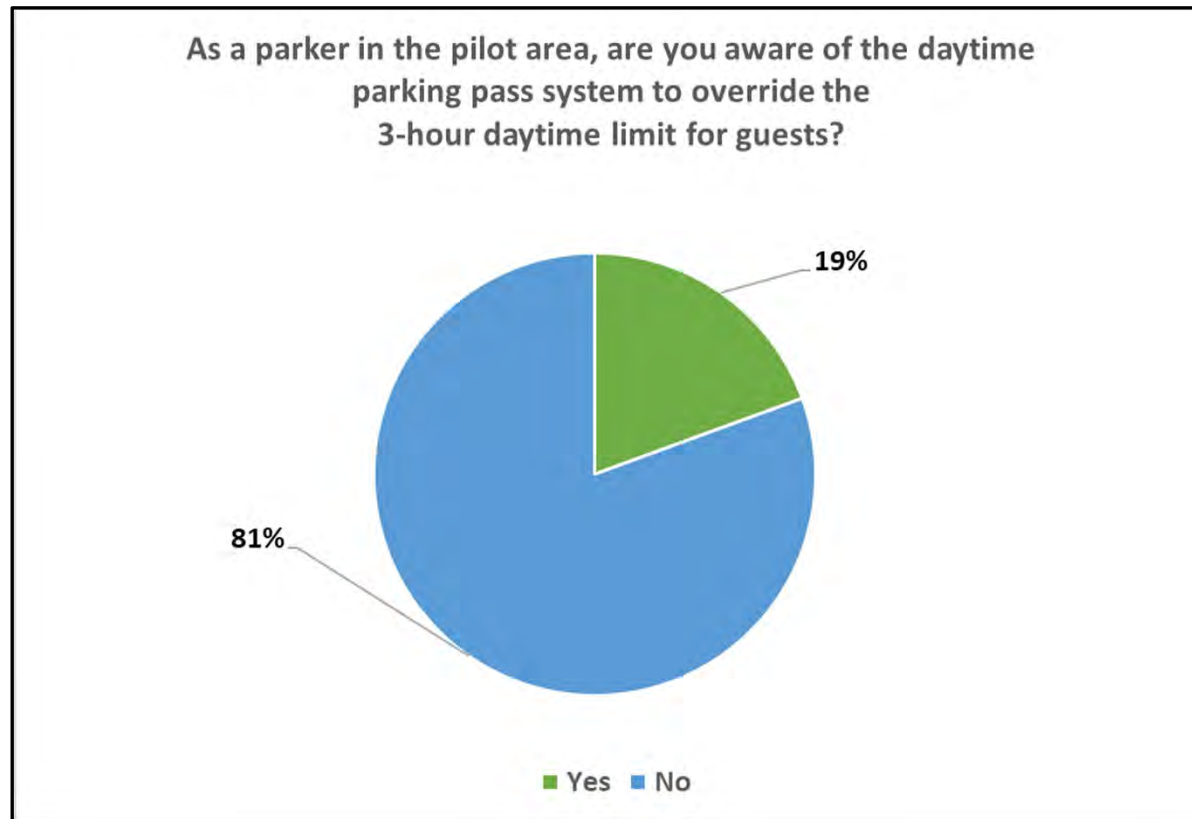
# Simplify and standardize daytime restrictions



# Simplify and standardize daytime restrictions



# Simplify and standardize daytime restrictions



## Simplify and standardize daytime restrictions



- **Phased** conversion of on-street daytime restriction signage (including parking limits, restrictions, permit zones) **Village-wide.**
  - **2022-** South Boulevard south to Harrison Street and Oak Park Ave east to Austin Boulevard.
  - **2023-** Garfield Street south to Roosevelt Road and Harlem Avenue east to Austin Boulevard and North Avenue south to North Boulevard and Harlem Avenue east to Austin Boulevard.

# *Recommendation 3*

Improve access to night permit parking





# Improve access to night permit parking

Transportation Commission original recommendation for Pilot Program:  
Overnight permit parking would be added to all streets within the pilot area.

The Village Board directed staff to modify the proposed pilot program, such that overnight on-street permit parking only be added to certain pay-by-plate spaces in the pilot area.

The Village Board approved a revised pilot program, limiting the additional overnight on-street permit parking to metered spaces on Madison, Marion and Pleasant Streets.

The Village Board approved increasing the street frontage of overnight parking zones to 750 feet from the previous 500 feet of an R-7 Zoned (multi-family) parcel.

# Improve access to night permit parking



## Zone Y4 - 2019 Parking Pilot Update



# Improve access to night permit parking



- Expand overnight on-street permit parking (11 p.m. to 6 a.m.) to all street frontages within current overnight parking zones.
- Overnight, on-street permit parking zones would no longer be limited to street frontages within 750 feet of a parcel zoned R-7.
- Number of permits sold per zone would not be increased.
- Overnight parking pass holders would be eligible to park within street frontages that are on-street overnight permit parking under this proposal.
- If approved, implementation of new zone street frontages would be phased.

# Staff Recommendations Regarding the Pilot Program

1. **Extend time and implement a dynamic fee structure for pay-by-plate parking**
  - ✓ Pay-by-plate spaces enforced until 8 p.m.
  - ✓ \$1/hr. for first 3 hours, \$3/hr. thereafter
2. **Simplify and standardize daytime restrictions**
  - ✓ 3 hour standardized daytime, weekday restriction
  - ✓ Vehicle license exemption from daytime restriction
  - ✓ Daytime guest passes
3. **Improve access to night permit parking**
  - ✓ Allow night parking in pay-by-plate spaces
  - ✓ Allow night parking on all streets within overnight parking zones

# Pilot Program Next Steps

- Second Transportation Commission Meeting (if needed).
- Village Board Meeting Study Session (February, 2022)

# Questions?



**From:** [Chad Ingram](#)  
**To:** [Parking Services](#); [VOP Board](#); [Transportation](#); [President Scaman](#)  
**Subject:** 300 block of South Grove Petition  
**Date:** Monday, November 22, 2021 12:24:01 PM  
**Attachments:** [300GroveParking.pdf](#)

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**WARNING- EXTERNAL EMAIL:** If unknown sender, do not click links/attachments.  
Never give out your user ID or password.

## Good morning Transportation Commission, Village Trustees, and President Scaman -

The neighbors of the 300 block of South Grove have come together to formally share our overall frustrations and observations over the past 18 months regarding the Oak Park parking pilot program.

While we understand the survey which has been in place since September is now closed, we would like to voice our concern and suggestions for improvement in further detail.

Please see the attached. We are hopeful that compromise can be found. We look forward to hearing how changes can be implemented on our block—in a timely manner—to make this situation work for all parties involved.

Sincerely,

**The owners of the 300 Block, South Grove Avenue, Oak Park**

CC:

*Ingram Family*  
■ S Grove

*Katz Family*  
■ S Grove

*Mason Family*  
■ S Grove

*Casson Family*  
■ S Grove

*Hellstrom-Ali Family*  
■ S Grove

*Staples Family*  
■ S Grove

*Boon Family*  
■ S Grove

*Shofner Family*  
■ S Grove

*Coke Family*  
■ S Grove

*Becker Family*  
■ S Grove

*Kebinger Family*  
■ S Grove

*Riley Family*  
■ S Grove

*Halfpenny Family*  
■ S Grove

# 300 Block, S Grove

Parking Pilot Observations and Petition for Change

November 2021



# The Situation

0122-1  
5a.3  
3/7

- Email correspondence was sent to the Trustees in October of 2020 discussing the block's frustration, but was made clear the Village would reinforce restrictions on 10/26/2020
  - Noting that parking challenges still exist with overnight parking a year later
  - The parking survey was poorly crafted with a bias toward multi-unit owners; lengthy, complex and difficulty-crafted questions
- Parking rules are still unclear—simply by signage or absence thereof—to single-unit and multi-unit residents, and non-residents. Ticketing is inconsistent.
  - Enforcement must be addressed before winter to avoid additional congestion and lack of snow removal. This has already proven to be an issue with Fall leaf cleanup, leaving our block less than desirable when compared to other streets north of our block.
  - The current 3-hour parking limit makes it much more difficult for enforcement, since the pilot rule requires more man hours to frequent the block, when the previous No Parking from 8a-10a limit required less return trips by enforcement officers.
  - Many cars that are parked on the block for several days and nights go without citation.
- Cars parked down the entire street overnight are a safety concern, especially given the uptick in car jackings, theft and assault over the past several months
  - Lighting is very poor on Grove from Randolph headed south to Madison, lighting also poor in alleyways
  - We recognize the road/sewer work on Oak Park added to the problem over the summer, but the issue still persists after the completion of the work today
- Grove has become unsafe for children and pedestrians with the influx of cars parked on both sides of the street, while cars speed down the street with complete disregard for stop signs and crosswalks.
  - Speeding has also increased along Washington E&W bound, being in a school zone we would like to re-evaluate a mandatory crosswalk at the intersection of Grove and Washington given the obstructed view of parked vehicles
- Landlords are required to disclose if permanent parking spaces are included in rental agreements and residents are made aware upon signing the lease. Homeowners were not made aware of changing street regulations in their purchase agreements and pay unweighted property taxes as a result.

# Oak Park Crime Report, September 2019-2021, YOY

Note: This just represents month to month, not aggregate year to year. *Burglary from Motor Vehicle from Oct 18-31, 2021 was +13*

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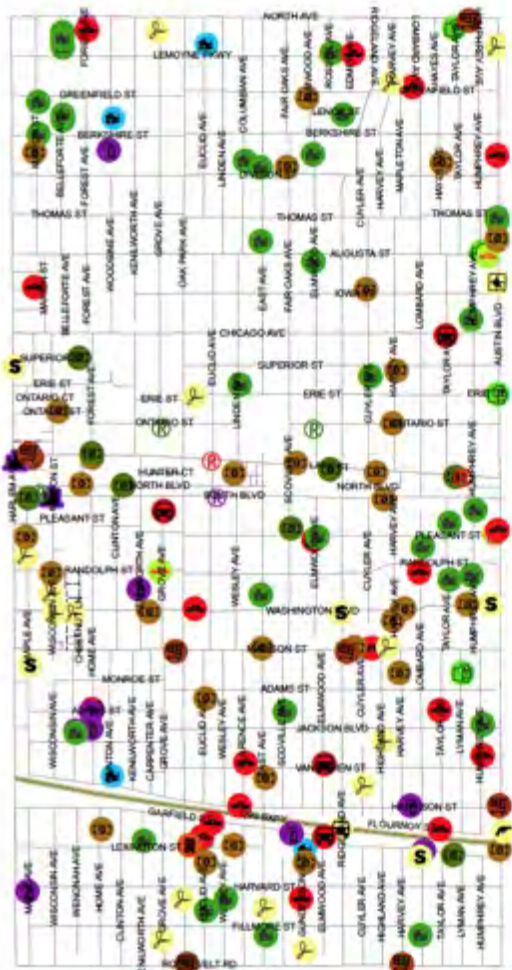
## Village of Oak Park



- PART 1 CRIME AND GRAFFITI  
SEPTEMBER 2019**
- Agg Assault -1
  - Agg Battery -3
  - Agg Domestic Battery -1
  - Criminal Sexual Assault -2
  - Robbery -6
  - Agg Robbery -1
  - Vehicular Hijacking -1
  - Agg Vehicular Hijacking -1
  - Armed Robbery -3
  - Burglary to Apt -6
  - Burglary to Apt - Storage Ltr -2
  - Burglary to Business -3
  - Burglary to Garage -6
  - Burglary to House -8
  - Graffiti -2
  - Motor Vehicle Theft -9
  - Identity Theft -9
  - Theft of Lost or Mislaid Property -3
  - Retail Theft -16
  - Burglary From Motor Vehicle -22
  - Theft From Motor Vehicle -1
  - Theft of MV Parts / Accessories -4
  - Theft \$500 and Under -50
  - Theft Over \$500 -17

Sept 2019

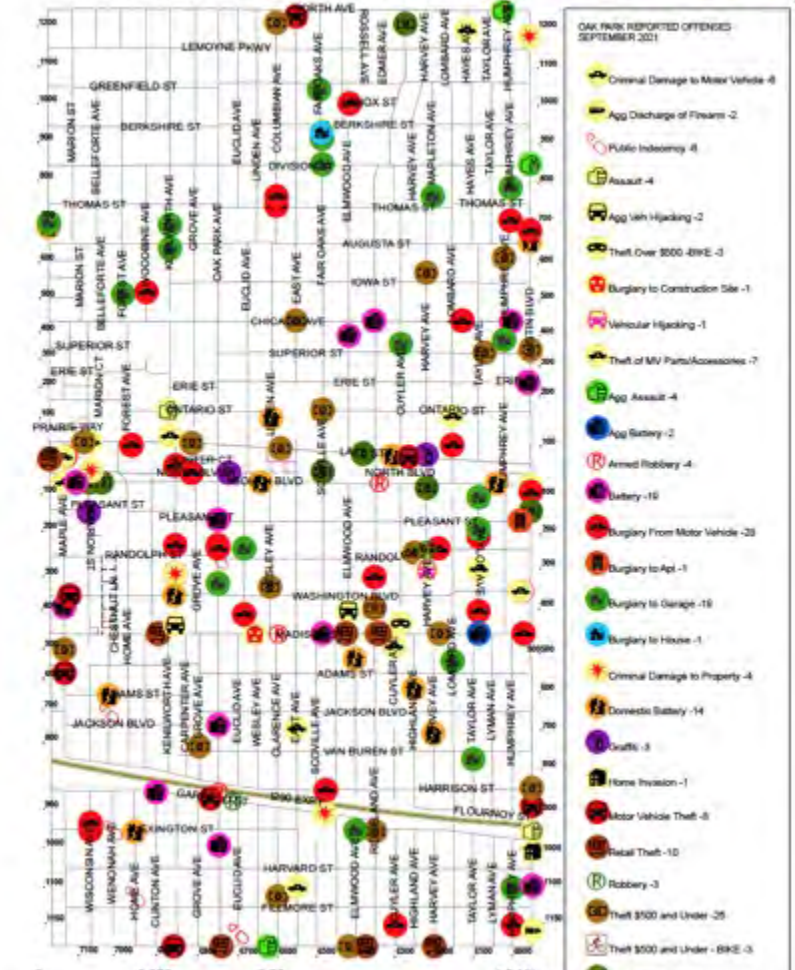
## Village of Oak Park



- PART 1 CRIMES AND GRAFFITI  
SEPTEMBER 2020**
- Agg Battery with a Firearm -1
  - Crim Sexual Assault 5
  - Agg Assault -4
  - Agg Battery -1
  - Agg Domestic Battery -1
  - Vehicular Hijacking -1
  - Robbery -5
  - Agg Robbery -2
  - Armed Robbery -3
  - Burglary to Apt Storage Ltr -1
  - Burglary to Apt -1
  - Burglary to Business -2
  - Burglary to Garage -34
  - Burglary to House -4
  - Graffiti -9
  - Motor Vehicle Theft -7
  - Identity Theft -15
  - Theft of Lost or Mislaid Property -1
  - Retail Theft -12
  - Burglary From Motor Vehicle -20
  - Theft \$500 and Under -32
  - Theft Over \$500 -9
  - Theft of MV Parts / Accessories -2

Sept 2020

## Village of Oak Park



- OAK PARK REPORTED OFFENSES  
SEPTEMBER 2021**
- Criminal Damage to Motor Vehicle -8
  - Agg Discharge of Firearm -2
  - Public Intoxication -8
  - Assault -4
  - Agg Veh Hijacking -3
  - Theft Over \$200 -BKE -3
  - Burglary to Construction Site -1
  - Vehicular Hijacking -1
  - Theft of MV Parts/Accessories -7
  - Agg Assault -4
  - Agg Battery -2
  - Armed Robbery -4
  - Battery -19
  - Burglary From Motor Vehicle -28
  - Burglary to Garage -18
  - Burglary to House -1
  - Criminal Damage to Property -4
  - Domestic Battery -14
  - Graffiti -3
  - Home Invasion -1
  - Motor Vehicle Theft -8
  - Retail Theft -10
  - Robbery -3
  - Theft \$500 and Under -25
  - Theft \$200 and Under -BKE -3
  - Theft Over \$200 -10

Sept 2021

Burglary from motor vehicle +8  
Vehicle hijacking +3

# Petition / Call to Action

- The residents of the 300 Block of S Grove urge the Village of Oak Park and the Board of Trustees to reinstate and enforce the **OVERNIGHT** parking ban and install **CLEAR** parking signage. There should be a **CAP** in place on Passport parking app overrides and more consistency in regulation.
- The residents of the 300 Block of S Grove urge the Village of Oak Park and the Board of Trustees to enforce and regulate **DAYTIME** parking limits to ensure **ALL** residents have a right to park and to help prevent vehicles from parking on the street for prolonged periods (multiple days) of time.

Signed, the residents of 300 Block, S Grove

DocuSigned by: <i>Naomi Katz</i> 909626EFD244A1 [REDACTED] S Grove	DocuSigned by: <i>Clare F Mason</i> 0EABB62F17EC44D [REDACTED] S Grove	DocuSigned by: <i>[REDACTED] S Grove - A Casson</i> 57FA3E0A6B67415... [REDACTED] S Grove	DocuSigned by: <i>[REDACTED] S Grove - A Casson</i> A4358B3982D74D4... [REDACTED] Grove	
DocuSigned by: <i>Chad Ingram</i> 470206D0B0C4414... [REDACTED] S Grove	DocuSigned by: <i>Del M Boone</i> E095438053DA4E0... [REDACTED] S Grove	DocuSigned by: <i>[REDACTED] S Grove</i> AC01BEF9C77C4EF... [REDACTED] S Grove	DocuSigned by: <i>[REDACTED] S Grove - K Cole</i> 266A7E714543446... [REDACTED] S Grove	DocuSigned by: <i>[REDACTED] S Grove - J Kelly</i> 0121781336B8402... [REDACTED] S Grove
DocuSigned by: <i>[REDACTED] S Grove - B Riley</i> AB0D98F333D74C6... [REDACTED] S Grove	DocuSigned by: <i>[REDACTED] S Grove</i> 61A0841137C0409... [REDACTED] S Grove			

# Images captured during weekday in November 2021

0122-1  
5a.3  
6/7



Y4 Permit Sign, W side of Grove, Just N of Washington



Y4 Permit Sign, E side of Grove, Just N of Washington



3 Hr Parking Sign, E side, near 332 S Grove



3 Hr Parking Sign, E side, near 320 S Grove

# Video captured during weeknight in October 2021

0122-1  
5a.3  
7/7



**Do you have any other comments regarding the parking pilot program that you would like to share with the Village?**

**Open-Ended Response**

Parking in this city is [redacted] for anyone who doesn't own a home here. There are PLENTY of apartments & not as much parking & y'all clearly don't give [redacted] about it. Fantastic systemic [redacted] y'all are continuing in this city. Why is street parking not allowed more frequently? & especially overnight. Be better. It's easier to park in CHICAGO & they have a bunch of [redacted] rules. But here, it's absolutely ridiculous. Plus with the 80 signs you have per street, nothing makes sense.

Creating more parking (for example, not allowing high rises w/out adequate parking and taking away parking for outdoor space) will help people frequent oak park businesses. The outdoor use of businesses are also out of control. Post-pandemic, it will be nice to be able to walk sidewalks without running into restaurant tables. It is also a major accessibility issue—those who are visually impaired or use wheelchairs aren't easily able to get around DtOP

signs are terrible and confusing.

Don't increase the hours of metered parking. It will make it less likely that we will eat out at local restaurants. The 6pm cut off really helps provide an incentive to go out (easy and free parking).

It is difficult to have parking for workmen on Maple. Having to have license plates for every workers vehicles and let the village know every day is terrible

I live on the 700 block of Ontario and though I pay to park in the south Blvd garage, I cannot even find a spot on my block to park quickly to unload groceries. People who do not live on this block but who work at ATT on Lake street take up all the spots on our block all day every weekday!! There should also be a two hour limit on this block PLEASE: Ontario between Oak Park Avenue and Euclid. Thank you.

Owners of vintage condominiums without off street parking (who pay half the residential taxes in the VOP) should be entitled to no cost parking permits in the block of their residency.

I sometimes rent cars and need to park overnight on my block on N. Lombard (Zone 206). If the rental car has previously been in Zone 206 by some other renter, then I do not get the 3 free nights. I am charged \$7 per night even though I have never had the car at my address before. Is there a solution?

No

Overly complicated, mirror what Chicago does with permit zones (24 Hours not separate day and night) and guest passes and unrestricted areas

No

Signage is much improved especially for blocks with many restrictions.

I wish the Village would look at street parking as part of an overall safety plan for the streets. There are too many narrow streets with two way traffic and parking on both sides. It creates a hazard and traffic backups.

I think if you live on a block or a street you should be able to park in front of your house without getting a ticket. It is absolutely [REDACTED] that you cant park in front of your own house. Oak Park makes it almost impossible sometimes to find parking. It is one more thing I have to worry about now since so many work from home at least 2-3 days a week.

Since my understanding is that these questions only apply to the specific area of Oak Park they should not apply to any other area of Oak Park (west side or downtown). My answers would be extremely different if that was the case.

make it easier for residents to understand how to secure overnight on street parking on their block for guests

My biggest need as a resident with private spots is to ensure that my guests have a place to park both during the day and in the evening. I do not want them ticketed and I believe they should be able to park outside of my home.

We should have unlimited overnight passes in front of our own house when it's a vehicle registered to the home.

There is no guidance on these signs for weekends. Is this just another revenue source for the village? What is the value of parking turnover every 3 hours? Where did that number come from?

Our street is a disaster. It's a free for all. There is more garbage, more deitrus, poor visibility, and unlimited cars parking block the ability to clean the streets or to remove snow. There is no enforcement either. My street (south grove) has degraded and looks like I live in Lincoln park, not oak park. The Village has spent years in resource time and expense catering to businesses and renters, not the homeowners who maintain historic and architectural properties that make this community attractive. Please stop trying to overengineer this. Simple is best, less is more. Instead of trying to simplify the Village has made it much more complex. Please restore the former parking policies and enforce them.

I live at [REDACTED] S Grove Ave, next to a giant apartment building and I can NEVER, day or night park less than 4 or 5 doors away. That goes for any visitors I may have. I have no idea what the parking rules are any more.

Please enforce the need to remove cars from street parking on leaf pickup or snow removal days.

I am strongly in favor of reinstating the ban on general overnight parking. Now my residential side street is packed with cars 24/7, including all night. This makes the street feel busy. Importantly, my wife walks our dog at night, and she has safety concerns because it's easier for someone to conceal themselves between cars.

I am NOT in favor of adding more over night street parking on side streets anywhere in Village. Too much crime opportunity such as hiding between cars, people waiting in cars for opportunity to commit a crime. Having clear streets assists police in detecting and finding perpetrators. Additionally, Occupancy codes should be heavily enforced by VOP in multi dwelling buildings to contain the number of vehicles parking on streets. Too many people especially in vintage buildings that do not have adequate parking spaces should have restrictions on how many residents allowed per unit or apartment to help reduce street parking needs.

I think we need to lighten overnight parking restrictions or widen y4 parking on Grove. I have often had to pay for overnight passes to park anywhere near my home.

Homeowners should be given at least 1 vehicle sticker/pass, included with our extremely high property taxes.

Remove the convince fee

I don't know if my responses make sense since this the parking situation in Oak Park is made more complex than it needs to be. I also don't agree that we should be made to pay for any parking. Our taxes are too high to validly require parking fees.

the times are very hard to discern. too many different hours. Longer hours on meters just means more money for me to pay to park on the street in the village where I have lived 45 years.

Metered parking is too expensive and fees too high.

No

I think the parking daytime limits should be removed for guests especially for the side streets.



I live at [REDACTED] S Maple Ave (the dead end bock between Pleasant & South Blvd). While I strongly agree that local businesses should have a fair amount of parking for employees, clients, etc. I believe on street parking on Pleasant (between Harlem Ave & Marion St) should be residential parking only. Or at the very least, be "metered parking" to none residents of the immediate area. Only because, I have seen many people who (I believe) are customers of the local restaurants park on said block instead of using the metered parking spaces available on Marion st (between Pleasant and Randolph). By 10 PM on most nights, the block of pleasant street is completely empty. I have spoken to and witnessed neighbors (including myself) having to park at least a block or two away, due to the high volume of customers for local businesses. Or maybe, dedicate a small section of Marion St parking as a "free for all" zone as a way for customers of restaurants to have a chance at free parking. But as of right now, myself and others pay for a parking permit, only to have to park a block or two away, because folks are parking where it is "free" instead of the meter parking on Marion. Or due to the high volume of traffic, increase the rate for hourly parking on this block. For example, I usually get home from work anywhere between 5 PM and 8 PM. Pleasant st is always filled with cars of people staying at the Carleton Hotel or going to eat at Poor Phil's, take up spaces for residents who are actually paying for parking. Most of the time these spaces become empty by 10 PM. Perhaps, I'm misunderstanding the rules, but I find it frustrating that I have to pay for a permit, but people going to a restaurant/shops are able to park for free for 2-3 hours on street, screwing over residents who pay for a parking permit and would like to park a reasonable distance from their homes. Hopefully, this all makes sense. Thank you for taking the time to read my comment!

Current enforcement of 3 hour limit is weak (non residents parking on street for most of day). Enforcement should be stronger

The Village budget expects \$2.0MM revenue from parking fines. The immorality of this practice is unconscionable. The Village has stated, in effect, "we are making laws intentionally designed so that residents and visitors break it, in order to raise revenue." Parking permits are no different than paying protection money. Keep on extorting your own residents, and wonder why property values have been stagnant for a decade, and residents move as soon as their children reach college age.

I should be able to park in front of my home during the day and overnight

Why have three hour parking limits if it's not enforced? Also, I often have difficulty finding legal parking late afternoon/evening because guests and visitors are parked in the Y4 permit area. Why not make the overnight hours start to earlier so people who pay to park overnight because they live on the block can park?

Parking Pilot program, am I happy with it? A resounding NO!!! The signage is horrible, you have to take the time to read it. More cars parked on streets, for longer periods of time, along the side streets adjacent to the business districts. Very few cars pay to park at the meters. Why? They can park for free on the residential streets, for as long as they want, with no enforcement!

As a homeowner and tax payer in Oak Park, I don't believe I should have to pay to park my car on my block (residential area) overnight...especially after also registering my car with the village and paying for the sticker/permit. So I pay taxes on my property, then pay for the registration/permit for each vehicle, then also pay for overnight parking on the street.

Re my "somewhat agree" to question #6 (first part): If there is a 3 hour restriction on residential side street parking then the exemption for those with a valid village vehicle license must be broad and not further limit available parking. What is meant by residents who "park on the same block as their home"? What area does that entail? Just one street (how far in each direction?) or the four streets making up the four sides of the block (again, how far in each direction?). Condo and apt residents have a hard enough time now finding available spots within the overnight Y zone without further restrictions such as "parking on the same block" during the day. If there is a 3 hour limit then the exemption for those with a valid village vehicle license should extend to those "parking anywhere in the same Y zone as is required for overnight parking", not just on the same block, however that is defined. It would be intolerable to have to keep moving a car to avoid the 3 hour limit. It is inconvenient already with moving from one side of the street to the other to accommodate the Tue / Wed street cleaning. Many people have cars but take public transportation to work or are retired and having to move a car because of a "same block parking restriction" is just intolerable and or unworkable. Everyone is already familiar with and acclimated to the Y zone concept. Make use of it for the exemption from any 3 hour rule. No one needs the anxiety of constantly being subject to a parking ticket for lack of an available, conforming parking space. Further, paying \$137/quarter (\$548 annual) for overnight parking IS unaffordable even though stating it as a cost per month in this survey makes it seem less so. What do close-by communities (Forest Park, Cicero, Brookfield, Riverside, LaGrange, etc.) charge for overnight parking? And finally, if you want to expand parking for village residents then make having a valid village vehicle license the only criteria for parking ANYWHERE / ANYTIME on residential side streets, limited only by street cleaning and snow. Further restrictions beyond that should apply only to non-residents (those without a valid village license). Please don't restrict residential parking any further and/or make it difficult to comply. PS I marked the signage as "neutral" because when you combine it with other restrictions for street cleaning (Tues/ Wed, various times) and snow restrictions (odd / even days, etc.) it is very confusing and will have drivers stopping in the street to figure it all out. My comments reflect a condo owner's viewpoint so I did not weigh in on the business restrictions -- that is for those directly affected to address. Their opinion and comments should count the most. Barry Jung [REDACTED]

Most signage is halfway down a block. And if parking near the front of the block, are not visible. I've been ticketed in areas where I've been unable to see any signage restricting parking or request parking permits. Only till later discovered there was signage of the other edge of the block! Remark it is unlikely for me to park and then walk the full length of a block looking for signage!

Don't charge the \$0.35 convenience fee for using credit card and the app. Who has coins these days?!

Need to define what is meant by "...Residents that park on the same block as their home..." Does that mean literally on the same street? Or does it mean on the four streets that make up the block? How far from the home. A 3 hour limit on residential streets a bad idea. It creates more anxiety about parking...now you have to find a specific street to park on. And with the street cleaning restrictions on Tuesday and Wednesday there will be even more confusion and conflict as people hunt for spots on specific streets. The only restrictions on residential streets should be street cleaning.

The Village has approved getting rid of multiple parking areas/ lots in this area putting up more housing without adequate parking. Downtown Oak park is not even included. These rules should be throughout Oak Park especially North Oak park. How can this not be implemented on North Blvd or Lake St?

Go back to no street parking. I found a homeowner to rent a space from and so can other people. It was safer to walk the sidewalks when street parking was prohibited.

I live at [redacted] S Marion and observe that the spaces in front are generally empty, so I strongly agree with reducing the meter time to 6 pm instead of 8 pm. We're far enough away from downtown that parking isn't a premium here, so it doesn't make sense to charge until 8 pm. It's just affecting our guests, not patrons of downtown.

Parking should be free

No

Again. Home owning residents, by the taxes they pay, should get more consideration than transient residents. Please support the \$18,000 I pay in property taxes alone each year with such parking consideration such as diligent leaf and snow removal along the entire block and turnover in parking to avoid abandoned or long-term, unmoved transient parking.

This program was awful and a waste of taxpayer money. Signs were put up and the limits were never enforced.

Signage is incomprehensible

I really don't like having to feed meters until 8pm vs. 6pm. Please return to the 6pm time!!

Stop charging for overnight parking. The prices are unreasonable and are not supporting the financial means of the residents, condo and apartment dwellers in op. Please implement a free "park and ride" . Charging high monthly permit prices on top of cost of commuting is red-lining. Keep prices high and unaffordable is deplorable immoral and unacceptable. Do better with your parking staff. The group are unmotivated and below any "good" customer service level standard. They are just doing enough to appear as they are working as an FYI. Parking has been the biggest disappointment. Incredibly disappointed to have purchased a home in this area.

At this point, I will not visit businesses in Oak Park. This is purely because of parking problems. Keep the meters to short time frames for those that want to get in and get out. Make garages FREE for those that want to shop and spend their money. I would rather drive anywhere else so I don't have to pay for parking.

Enforcement seemed inconsistent but likely due to pandemic exceptions.

No

The parking is absolutely awful for having guests over. Living in the area where most apartments are, I feel as though I can never have guests over for the day due to the parking restrictions. Parking is also overpriced and extremely inconvenient. Other neighborhoods nearby have much more affordable parking, and during the winter months, I feel as though it would be extremely inconvenient to have a car here with Oak Park's current parking policies. The parking in Oak Park is a huge factor in why I am strongly considering leaving Oak Park when it comes time to renew my lease, and I know of many others who feel the same way. Please provide better communication about guest parking for people who do not hold stickers on your website... I've seen programs where you can have an overnight guest a few times a month, but I do not trust that it works/that the person would not be ticketed. Three hour parking is not sufficient for having people over to spend the day with them.

Please allow residents to have guest passes or a way to have more than the 3 free overnights or have a discounted rate. Maybe make it per household and not per car. I frequently stay at my extended families multiple weekends and it is a pain playing rotating cars.

There should be a grace program for overnight parking in front of your house, on accident.

I've gotten a ticket for "being parked too long" in front of my own home before. I could not find any policy online justifying that ticket. It felt like a direct attack because my car was old and rusted. I ultimately sold my car due to how unfair and unjust these parking restrictions are. Oak Park parking needs a huge revamp

If you are going to put a 3 hour limit on parking near rush hospital, and put 2 sign in my parkway, which are an eye sore, then you should ticket abusers. EVERYONE who works at the hospital still parks all day on my block. I cannot park near my house on weekdays. For 20 years!!!!!!!!!!

I avoid doing anything in oak park because of all the parking hassles. Because of pay boxes if you park at the other end of the street of the pay box you have to walk down to it usually farthest from my destination meters were much better. It's hard to just quick run in and get the dry cleaning. Hence I don't eat or shop in town.

If I live on my block I should be able to park there overnight at no additional cost.

There are too many parking restrictions on the Oak Park residential streets aimed at not helping residents but increasing revenue. I do not agree with this.

Parking is expensive and an illusion e commodity now in Oak Park. Definitely impacts my willingness to shop locally.

Way too confusing. Too many iterations. Just have a reasonable rate and time frame.

I think it is grossly unfair to charge homeowners for parking when they have guests. on top of our taxes, I cant believe you are soaking us for \$7.00 a day after 3 days. Terrible

Received way too many tickets just for being parked in front of my highly taxed house.

leave it alone - it hasn't been a problem in our neighborhood for ever - and now all of a sudden it is - crazy changes for no reason except making the residents pay even more money to the coffers !!!

Parking is very difficult in OP, especially since parking permits are not the most affordable. Also, considering that many individuals who do not own a single-family home with a drive way or lack of funds to afford private parking is very problematic. This continues the cycle of keeping OP for a certain demographic. Not being able to park in front of your residence during the day is very hard, especially when there are an extreme lack of free 24 hour parking spots in the OP area.

We shouldn't have to pay for parking. It should be free for residents.

I believe the most important point is that a resident should never get a ticket for parking on their own block during the day.

You have made it so people go shop in Forest Park instead of Oak Park.

Several times I have been tempted to move out of Oak Park simply because I think the price for street parking is insanely high. It puts a strain on my budget, especially with the current cost of gas and groceries. \$137 a quarter to park on the street? Then to get plowed in during the winter and loose pay because you can't get to work. Insane. Any further increase in parking will cause me to move from here.

This is not specific to the pilot program, but would love to see the village explore parking on one side of the street only for busy, crowded streets like East Ave and Home Ave. I grew up in Glendale Heights, IL and parking was only allowed on one side of the street. It was always the same side, but I've heard of communities that alternate even and odd sides of the street asked on the date (which would be easy to follow once residents get used to it. Overly crowded streets are dangerous for drivers and bikers.

The overnight parking regulations (e.g., you can only park under this Y2 sign between 11 pm and 6 am) is ridiculous. Many people live in the area, many in apartment buildings, and there aren't always enough spaces. We shouldn't be restricted to our own street if there are other streets in a Y2 zone that have parking spaces available. We shouldn't be getting tickets when this situation arises because we already pay the Village for the privilege to park on its streets. No one should have to get up at 6 am just to move their car; it is completely unreasonable to penalize us with a parking ticket.

Thanks for attempting to simplify and standardize the rules.

Yes. I have visitors and they worry about getting tickets everytime. I pay property taxes and can't enjoy hours of company because they keep checking there cars for tickets. Its ridiculous

The permit zones in residential areas are too small and there is often not enough parking per block which results in extremely inconvenient parking or having to pay for an overnight pass. The permit rates are quite steep and elitist as the people who tend to need permits are the people who live in low rent apartments. Paying for parking is a huge financial strain for my household.

What is the benefit of parking turnover and is more important than providing easy parking for residents? Also, there is no reason a homeowner should have to pay to park in front of their home.

The overnight parking system for residents who pay for a nighttime parking permit needs a complete overhaul. I shouldn't have to pay for a quarterly nighttime parking permit and when I go on vacation pay to store it at a parking lot. Especially when the street is rarely cleaned during that time when I would need to move it. The old system of calling it in and letting parking services know about the vacation should be re-instituted. Especially when there is a DAILY parking rate regardless of why you may be in that lot. Next, the overnight parking situation for non-oak park residents is abysmal. First, after a certain time in the early morning the app no longer allows visitors to buy a permit in Zone 206, which can be a huge problem if the ticket folks are out later that morning. Second, if I want my guest to stay over more than 15 times per month, that is my right. I don't understand why it is limited in this way. Additionally, if I, a permit carrying resident cannot park in the overnight area near my apartment and choose to park across the street on the daytime side to avoid walking a block or more in the evening. I shouldn't have to pay if I park there more than 3 times a month.

Enforcement should be uniform. On our street (mostly no overnight parking with some permit area) cars are only ticketed overnight if they have no permit tag. Permitted cars outside the permit area are given a pass. If you are going to ticket illegal parking, it should apply to everyone. If I leave my car outside in front of my house at night by mistake, I get a ticket, as I should. Multiple cars with permit tags parked outside the permit area do not. Either enforce rules for everyone or don't pretend there are rules.

Multiple signs are unbelievably confusing. In the photo, you have: rush-hour parking + resident parking + 3-hour parking + no parking to corner, \_four\_ instructions with all different hours we have to sift thru to figure out if we are legal. Instead of no parking to corner signs, paint the forbidden curb red. Instead of goofy hourly ranges, have one street sign that says: DAYTIME: 3 HOURS / OVERNIGHT: RESIDENT Y3 If there are shops on a block, you should enforce one hour parking, with no fee. Have one street sign that says: DAYTIME: 1 HOUR / OVERNIGHT: NO PARKING For a longer stay, direct cars to a parking high-rise and charge \$1/hour. Issue a seasonal notice to residents that defines DAYTIME and OVERNIGHT hours, so you do not need to repaint signs.

there should be a way to apply for a parking permit to park on the street overnight (24/7) if your house does not have a driveway/alley and/or garage.

Having no overnight street parking is bananas, especially on single family home streets that rarely utilize street parking

We really need exemptions for parking for service providers. While I'm not in the designated area, we have parking restrictions during the school year that are fine but we've had to pay tickets for an electrician, a sitter and a house cleaner in the past. There should be some method to manage this.

I think I should be able to park on the street where I live for free, no restrictions. the only exceptions are street cleaning and snow removal

no

Lift the overnight parking ban for residents parking in front of their own home. I do not think it's safe for my teenage daughter to park in our garage when she comes home alone later at night given the car jacking incidents in Oak Park.

Since Covid 19 working from home, Hybrid working has become the new work environment for Employees. Oak Park need to recognize the new normal when it come to parking.

Glad the daytime parking option has been available, it has improved my quality of life. Next you need to consider income based sliding scale overnight permits. As a grad student on 26K take home pay the current cost is extreme, I imagine it is the same for those on social security.



I live on a street without an alley (west side of Grove south of Madison, same applies to east side of Carpenter). Garbage pick up us on Thursdays. Parking should be restricted in the morning on our side of the street that has refuse cans out for pickup. Alternatively, the collection crew should not leave emptied cans off the curb in what could be a usable parking space. This interferes with parking. If the village wants to play fair, this behavior on the part of WMX crews should be fined. My block (500 S.) has significant business overflow parking at the same time refuse is being collected. I also want access to free guest passes for my regular visitors (house cleaner, home health aide) who will be here for 4 hours each week. Senior and disabled residents should especially have such guest passes.

Not sure what the Village is trying to accomplish except to continue to make parking miserable. I've given up on shopping or going to restaurants because parking is too much of a hassle. The ongoing building of high rises and multi-dwelling housing with no parking will only continue to make it worse.

Easier free parking means more shopping for just a quick trip, grabbing takeout, etc, all things I actively avoid if I have to pay to park my car for 15 mins!

snow days are confusing.

You always need to turn over where the businesses are

None

The hours on the No Parking signs need to be bigger. It's always hard to read when I'm driving and looking for a spot.

I think parking in OP is only affordable if you also have a garage and can walk to the trains. If either of those things aren't the case, then parking is problematic

Please let me park on my block, overnight too.

I think it's ridiculous to limit parking in shopping areas to three hours. You want people to stay and shop/spend for as long as they like. People can always find parking (especially if they really wanted to be in the area). If they have to walk, oh well. They should've come during a less busy time. This policy would just add to the already ridiculous notion of entitlement in Oak Park. People shouldn't have to leave just so you can park. Park somewhere else and walk. That's what normal people do.

I don't live in the pilot area but I do pay for a 24 hour lot which gets more expensive every quarter. There should be more cost efficient ways to park in Oak Park. It's ridiculous

If there are going to be hours that I can get tickets for street cleaning, the village should be ACTUALLY cleaning the street. Tickets are always given and my court is rarely ever cleaned.

Free parking

I did not know that I was able to park in front of my house for longer than the 3 hour limit since I have an OP vehicle sticker.

No

Increasing metered hours or costs has a greater effect on the economically disadvantage and restricts access to our business corridors. This should be avoided. Time limits on commercial corridors and adjacent streets present an even impact on all drivers and a more reliable amount of turnover. Private parking access should be a required component of any new developments to avoid pushing longer-period parking on public ways by residents. Last thought: private companies shouldn't profit from public resources like parking - meter infrastructure should be focused on producing revenue for the village with minimum expense or service fees to outside entities.

It takes much too long to pay at the machines.

The Village should mandate that new construction include enough parking for residents. Adding housing without adding parking only increases congestion and makes Oak Park a less desirable place to live.

Driving and parking in OP is a constant nightmare the zone signs don't work on the app.

The parking piolet program has had a huge impact on our work from home lives, especially during COVID-19 when so many people are working from home. Having the flexibility to not need to move the car every 3 hours, while fighting others for a parking spot, has increased the quality of our personal and professional lives. 1 item that would improve the parking situation would be to eliminate the point that you can only park "on your address block". Our "block" has extremely limited Y2 parking, despite the large number of multi-resident buildings. Additionally, you seemingly can't park along Mills Park, which doesn't make sense. Please change the parking policies to extend parking as long as you want within your designated zone. 3 hours doesn't make sense, and parking "on your block" makes even less when parking in your block is seemingly prohibited...

Awful parking, no consideration for people who live and work in the area who have to drive

The parking fees in this area prevent me from patronizing businesses in my hometown. I would like to visit them but I can't afford the fees plus the shipping and eating I would like to do, on top of the other taxes that I pay in this town. A valid vehicle license should mean something when it comes to parking.

The village spends an inordinate amount of time on parking when it would be much better time spent making active modes of getting around safer and more viable. This should be the most bikeable suburb ever, a model for the nation, and yet we have built zero protected bike lanes. The village absolutely prioritizes parking convenience over safe walking and biking, climate friendly solutions.

I previously lived in the arts district and paid for street parking. Even living in the area and knowing the restrictions (I thought), I still ended up with tickets. Clearer signage and less confusing restrictions are a must.

Why is the village license sticker expensive for it being digital compared to other village stickers in other city. It should be going digital should be cheaper compared to actually have a physical copy of a sticker.

Who came up with the wording for these questions?? Also parking rules in the village should be easier to navigate. They are not visitor or resident friendly.

The cost of parking and lack of availability results in us frequenting businesses outside of Oak Park.

Don't restrict parking

Oak Park only cares about their wealthy residents. It's obviously!!!

We need a system to share private parking resources in the neighborhood (e.g., households with extra parking pads, garage spaces, etc.).

No

Oak park school employees really struggle with parking without getting ticketed.

The cost of quarterly 24 hr parking permits is too expensive. Parking permit costs need to be lowered and should transition to being renewed annually to align with the vehicle registration renewal in July.

No

Parking in the Village is completely and unnecessarily complicated. Make it more simple. Maybe make parking fees income based. How do you expect people who make less than \$50k/year to pay \$700/month on parking?

Why make parking so hard for Those who live in Oak park? I get it for those who don't live here, but I've seen it better for residents in highly sought after towns in NJ!!! This is ridiculous

More expensive parking in business districts makes people go to neighboring towns where parking is easy and inexpensive. Stop making parking so restrictive for our renters and their guests. The guest policies in particular are ridiculous. Charge the guests if you want to, why limit how often people can have guests over.

When you take parking spaces away for the bike path redone and there are condos there...where do you expect people to be able to park when there is already not enough parking in the streets for residential purposes. The cost of living here keeps going up and we have to pay for parking on top of the rent prices and then the crime is going up. I've lived in oak park since 1993, we wanted our kids to be raised here but if we have to continue to pay for a private space because street parking is sparse and costs just as much...and then have to keep up with rent increases we will need to move to a suburb that is safer and lower costing over all. Stop making us pay for parking if we pay for the resident sticker. Let visitors pay for overnight passes

Why so expensive.

It should remain a pilot project for a minimum period of two years

If the village tries this strategy, it should be as a trial. If it does not prove to accomplish stated goals, the policy should end.

We should be able to park on our own street at any time. We pay high enough taxes for this

When someone gets an overnight parking pass, that should extend to the next morning. On my block, █ S. Lombard, even if you have an overnight pass, it expires at some ridiculously early time, and when I have a guest they still have to get up and move the car.

We should be able to park in front of our HOMES any time, day or night!!

Much of the village's parking signage (the red/green signs) are not ADA compliant for those who have color blindness.

We need to buy a sticker quarterly yo park in a zone. Hiwerver the zone fills up quickly and we either pay an additional \$7 just to park for 4 hours overnight. I would like for the sticker to allow us to park on the street where we live. We now have to park and walk hime with groceries and thus contributes to being robbed at gunpoint instead of taking away from it. Especially when you get home well after dark. Stopping residents from parking from 2 to 6 am is ridiculous especially when we already pay to park

restaurants and businesses aren't open late enough to generate turnover for spaces. Signs are still too confusing.

Going into city hall for parking issues is ALWAYS an aggravating experience.

The rules continue to be horrific and beyond all common sense. Extending parking meters to 8pm was only a money grab, and has nothing to do with parking turn over. Why should I only be allowed to park near my house for 3 hours during the day?

My parking life has been a nightmare since the pandemic. I work from home and am parked all day but there's no parking to accommodate me. It was worse when the snow hit last winter. I have spent a ton in tickets and it's never ending. Something has to change.

We would like the Village to do a better job of snow removal and access to payment kiosks in the winter. Thank you.

I have great concern living on the [REDACTED] block of North East that our street becomes parking for businesses and apartments on North Avenue or from the city. The parking restrictions on our block are NEVER enforced unless we call the police and even then are only sometimes enforced. There are cars that park for days on end without being moved on our block. There are cars that park daily in no parking zones on our block. There are cars that park blocking fire hydrants on our block. Yet rarely do they get ticketed. One reason I chose Oak Park over Chicago or Berwyn is that I feel the residential streets being free of lines and lines of cars is nice. I hate to see the rules are only enforced in downtown and not in other areas of the town.

I wasn't clear what the rules were regarding Saturday and Sunday, from the sign that you showed us a few questions ago

With many of us continuing to work from home, the daytime limits should consider those of us who need to be parked at home for extended hours. For example, the parking near me by the Scoville tennis courts is included in my overnight parking zone, but I have to move my car around during the day because of 2 and 4 hour parking restrictions. Please also consider that street cleaning does not need to be done on a weekly basis. We learned during the early quarantine days when parking rules were eased that there were no major issues when streets weren't cleaned as often. Please also consider changing parking in front or around churches. I live near First Baptist on Ontario and N OP Ave. All of the NW facing diagonal parking was able to be used overnight during quarantine and it was a GAME CHANGER. Having this included in our overnight zone parking would make a huge difference. Lastly, the snow ban rules are a major cause of confusion every year, so people can't figure out where to park and streets don't get cleaned. Please consider simplifying the rules and signage around this. It's always hugely helpful when those of us with overnight parking permits are allowed to park in village garages when there's snow at no additional cost.

I would prefer free parking (streets and garages) for the first 30 minutes throughout the entire Village and then increased rate (\$3/hr?) for every hour thereafter.

It should not take 3 different signs to explain parking restrictions. It adds confusion and lessens the likelihood that people will read each sign.

What happens if there is more than 2 inches of snow, and we can't park in our zone? Where are we supposed to park? I feel like three hour Hour parking zones where our "overnight" zone doesn't cover should be used as a safe gate to park if we can't park in our overnight zone, I.e. Y4. Also I received a ticket parking my car in a "three hour zone" for the day because my zone had to be street cleaned. I work in the city and when I came back to move my car I received a ticket. I pay the oak park sticker license and the quarterly overnight parking, but still received a ticket. Where am I supposed to park my car if my zone is being street cleaned?

Create more overnight permit areas. There are no overnight permit zones in Northwest Oak Park. The area near Harlem and Division is full of Condos, Townhomes and apartments but 0 options to park overnight. No village lots no permitted streets. The village employee shrugged when I asked where I could legally park my car. Please provide homeowners and residents in this area with overnight parking options

The number of "free" overnight parking passes should be raised from 3 per month to at least 5 per month. Those of us who work nights and have to walk home from a parking lot at midnight or 1 a.m. or 2 a.m. should not be ignored. The village is very poorly lighted, especially in the spring and summer when the leaves from the trees block what little light there is, and the police do not patrol. The village is neither pedestrian- nor driver-friendly. That needs to change.

Stop doing pilots. Just implement a simple system like forest park.

You do realize that only a two block area may have over 84 tenants all with cars. Where are they supposed to park.

Parking overnight for guests should be FREE. It's ridiculous we have to register cars overnight and only have 3 free nights a month. You should be able to park on the street in front of your house overnight at any time you want.

Although I live in a single family home I used to live in a condo in a business / residential district. Parking was extremely limited and the rules made it confusing and often difficult to find a spot. In general I think as long as you are a resident of oak park and your car is registered you should be exempt from overnight and 3 hr limits if you park in any residential area. Visitors could still be subject to the restrictions

We have lived in VOP for over 30 years. I find parking information generally horrible.

We need to have the ability to park on the streets overnight without paying exorbitant sums of money.

Program does not work! More parked cars using the residential street, spending 6+ hours parked as if it was their parking lot, therefore not having to pay to park. Very,very,very, sporadic enforcement, if at all. No enforcement, more parked cars for longer periods of time.

There should be a program for low income families. The parking situation can be very unaffordable for someone who makes below poverty level. We also pay all this money yearly and every 3 months and sometimes there are no spots available leaving me to park somewhere where I am more likely to get a ticket. I think this program overall disproportionately affects low income families. Please consider this from a person who is struggling to afford the parking

I think there needs to be better advertising of things like the exemption regarding the three hour parking limit for those with a Village sticker.

I don't believe residents should have to pay to park in front their own home during 8-10am restrictions. We already pay hefty property taxes

Make the program more easy to understand for new residents

There seems to be no enforcement of the time limits on residential streets that border commercial areas. Out of village cars and residential homeowners who do not park on their own street, take up parking spaces for long, long periods of time. Again, seems no time enforcement is happening. Take a drive down residential streets that border parking meters and you will see few cars paying for a meter but the residential streets are "clogged" with cars all day long.

The parking situation in Oak Park is geared strongly towards homeowners. It is expensive and very limited for renters. It is also VERY difficult to get in touch with people in the parking office or access information on the website about parking

Extending the meter hours until 8 PM penalizes the residence of Oak Park as well as the businesses that stay open until eight

Need more relaxed overnight parking for residents

Business parking on the south side of the intersection of Madison and Home should be allowed on one side of the street only. The current parking is extremely hazardous. Please address RV's moved throughout the neighborhood daily to get around parking requirements. If a resident doesn't have ample space on their own property they should not be permitted to park a RV in the Village. We've had problems with an unreasonable neighbor at Madison and Oak Park Ave for years. If this change is enabling her behavior then I am 100% against this parking policy.

Lots of residents on the local streets don't have parking spaces or garages.... Hospital employees are allowed to park on our streets all day long penalty free, we should be allowed to do the same overnight.

The expensive parking fees have chased many retail customers out of oak park, that goes for meter parking & garage parking. I can go to oak brook for free parking & go to Naperville for free parking & better shopping.

This program has resulted in people in apartments leaving their cars in front of my house for days and even weeks. The village should not be selling overnight passes that allow people to park anywhere they want for as long as they want.



During the pilot, parking on my block has significantly increased while enforcement of parking rules has not occurred. Also, an issue not addressed in the pilot is parking on Washington Boulevard between Oak Park Ave and Kenilworth. Cars parked in those block significantly impair visibility of drivers entering Washington Blvd from South Grove where I live. Dangerous because traffic on Washington is often fast and dense.

Parking should be free for Oak Park residents 24/7

I do not understand how there are so many cars parked overnight on my street where it is not designated as overnight parking. The south end of the 400 block of Clinton. I do not see tickets issued

I currently reside at [REDACTED] North Boulevard and when I moved to the area I was excited to live in Oak Park and love its culture, but am dismayed at the economic barriers that exist for renters in regards to the affordability of parking, on my street and in my area the majority of renters are minorities, students, or elderly people on fixed incomes, there are no affordable parking options in the vicinity for 2 blocks. You can pay for street parking which is far away or pay \$145 per month at the parking lot at the Emerson apartments, most of the people rent on my block because they cannot afford other housing in other parts of Oak Park. It is frustrating that residents on lower incomes have to pay such high prices to park in are area that has lower priced rent amounts. We can't park or use the lots on our block or even have permits that would allow their use for certain periods of time. It is unaffordable and makes it more inaccessible.

I have lived in Oak Park for four years. I will say that in the last year, the integration with the passport app has been a welcome change. However, despite that, I still think the parking system in Oak Park is laughably complex. I've lived in 7 different states prior to moving to Oak Park, and never have a seen more difficult to understand parking. I've received tickets after I have earnestly read and (thought!) I understood parking directions on the 4 or more signs that accompany every posting. I avoid driving and parking in Oak Park because of this. I avoid buying stickers with the village and instead opt for private residence parking because of this. My guests that visit me from out of state always feel on edge that they are going to get a ticket. For the life of me, I cannot understand how all the rules help the situation. Parking is supposed to be simple. From the outside looking in, it seems that the complexity is mainly there to make money.

I hate the parking app bc it charges a fee to use it each time you park

With limited parking, I disagree with fall leaves occupying parking spaces. Also with winter storms finding parking is very challenging.

There us a really important issue that wasn't on this survey. Why am I not able to park in front of my house every day of the week. The reason I am spending so much on parking is because of the ridiculous number of parking tickets because I work from home and have no reason to move my car to the other side of the street. Why???? There is seriously no reason to do that other than to make people pay the Village. There is not space for everyone working from home to park on one side of the street. And I am really angry about it.

I have a business in this arae for which I pay rent and find parking expense inhibitive. I understand the intent.

I would prefer on some streets like Carpenter that parking be limited to one side of the road as the street is no wide enough for 4 vehicles and barely accommodates 3

The village continues to make parking an expensive, confusing option for residents. And who runs a 10 plus year pilot program???

Again if you are a homeowner parking should be free!

The snow removal system is very confusing. The following are my needs: park 24 hours on a village street. I live in an apartment building and it is very difficult to find parking spaces. Is it possible for renters to park on streets with houses? I would pay an additional fee to be able to park in more areas especially overnight. The pilot program is a lifesaver. Thank you for implementing it. I know this is not your fault, but there is not enough parking space in my area Y2. Parking on residential side streets would help. I purposely do not go out at night if I have a good parking space. I'm worried I won't be able to find one later. I'm a woman and feel more comfortable the closer I park to my building.

I think allowing overnight parking in areas with multi unit housing should be allowed without fees or fines

The time limits make it very hard for workers such as contractors to park long enough to work without having to stop and move their vehicles. My biggest complaint is the difficulty of reading and comprehending the bunch of signs that are together for parking.

No

If you became a resident after the program was implemented it's not easy to find or understand these rules.

Please don't consider "free" overnight parking on South Grove. There was an armed robbery a few weeks ago

There needs to be stronger enforcement of the 3 hour parking limit M-F, 8-8. Signs are not enough. Especially around Rush Oak Park Hospital.

NA

Stop with the horrible street parking rules. All you do is hurt the middle class who work multiple jobs to pay for your high taxes. Isn't the taxes enough? No. You want more. It's horrible.

Parking in oak park is ridiculously expensive! As a renter there is no where for guests to park overnight

People who rent apartments on the block should be allowed to park overnight on their block.

No

Was on street overnight parking included in the pilot? Several vehicles are frequently street parked on our block most nights.

This seems to be a waste of our time and tax dollars to implement new programs when you are not enforcing the parking restrictions

Signage is, as always has been, a mess. For example, I am learning for the first time that the 3-hour limit on my block does not apply to me.

Dislike the pay til 8pm all over the village. It's just looking for incremental revenue.

Residents should be allowed to use guest passes (similar to how night permits are done using the Passport app) for guests to be exempt from daytime restrictions. I also disagree with weekend parking restrictions.

Being so stringent about street parking is very classist. I listened in to a recent transportation commission meeting and was stunned at the lack of empathy and solutions offered to a fellow resident (this was re parking on 500 S Cuyler.) It's not OK that some residents have no reliable parking options. the village needs to reckon with these classist outcomes.

N/a

Things were unclear from the very beginning when we moved here which resulted in misunderstandings on the metered parking areas that are also residential parking areas and getting many tickets. Some tickets overturned, some not and resulted in mixed signals for what was appropriate until I actually got to speak with a parking officer.

The people who pay Oak Park property taxes should not be subject to any parking restrictions or additional costs.

Many more of us are and will be working from home on a permanent basis. I find myself going and moving my car around the surrounding blocks several times a week just because I have to comply with daytime parking restrictions even though I have a permit. With so many of us working from home, we are all competing for those limited restricted spots. Please consider how a growing wfh force is affecting neighborhood/resident parking needs.

Parking in Oak Park is very stressful for residents and visitors. Running short errands in Oak Park is burdensome if driving. I am now a renter and procuring safe parking close to my apartment is extremely burdensome and for some impossible.

It's ridiculously expensive & difficult. You are constantly looking to bury your lower income residents in parking tickets to push them out.

I stopped shopping, visiting friends or attending events in the pilot areas because it's so restrictive. I head west for anything requiring parking except for large grocery stores with free and plentiful parking. I'm considering moving out of Oak Park

You're rules for resident parking are offensive. The fact that you fail to post signage and/or publish the informing an easily understood fashion is harmful to the community. When you turn your public police officers into "parking nazis" it hurts their image in the community too!

Those who live on a street that is one zone on one side and a different zone on the other should be allowed to park on either side for the same permit price. not fair to only have one side of the street available.

Cannot stress enough that the change to charging up to 8pm was ridiculous--never seemed like it had anything to do with turnover; just stinks like a shameless money-grab

Still seems excessively complicated. Out of town patrons of restaurants who are ticketed between 6-8 are not likely to return to Oak Park.

On our street (Maple Ave) we can park one side on Tuesday's 8-10am and the other side on Wednesdays 8-10am for street cleaning. This is in effect the entire year even when there is no street cleaning. That should change. Also, weekly cleaning seems excessive and it should be changed to once per month like it was where we lived previously in Chicago and the streets still looked fine.

With all the money the village of Oak Park generates by these parking fees. Why doesn't any of this translate in better paved streets, in particular South BLVD which sees heavy traffic.

residents that live in less densely populated parts of Oak Park should not be restricted from parking in front of their own home overnight. I understand the need for permitting for multi unit or business districts -but why do parts of town with different make-up have to live under the same umbrella?

The more meters go up, the more I shop online. I can't be bothered with all of this.

There is a lot of misunderstanding and unclear rules on parking - communicating these parking restrictions and how to get a permit would be most appreciated.

The fees charged using Passport app are excessive and high percentage to fee amount. Please consider another system. Also, the app often doesn't work/recognize the zone number.

Don't like the convenience fee for using app to pay on line.

Make all metered parking same time like 8a - 8p and not have some only to 6p. Also don't charge fee for using app for parking.

I would prefer shorter periods of parking without paying for parking on the street. The current system doesn't support shorter parking needs, such as when stopping at a business to pick something up.

Parking Pilot Program does not work. People with cars would rather park on the residential streets than pay for parking, therefore there being more metered parking spaces open. What is needed is a specific survey for the residents who are DIRECTLY IMPACTED by the amount of cars and the time that they sit on the residential street. Parking on the residential streets has gotten worse, since the pilot program started. Give employees, who work in the area, a VERY DISCOUNTED RATE to park on the top floor in the Avenue garage. They have a lot of spaces open in that garage. Again, Parking Pilot Program DOES NOT work for the residents. It does work for the army of cars that park over the 3 hour limit, since they are not ticketed and get to park for FREE all day.

The signage is a mess because the rules are complicated. It's difficult to convey the rules in a comprehensible manner with a cluster of competing signs.

This is an excellent policy and should be extended to the entire village. Also, Home is impossible to drive on, south of the tracks, and should be made one-side parking. Many other streets would benefit from parking allowed on only one side of the street, as well, but Home is especially bad.

I'm so glad you seem to have gotten away from those horrible, ugly signs that try to put everything in small type on one sign.

You used to be able to enjoy going places in OP, but all these parking fees and regulations makes you want to go elsewhere where you can park free for 3 hrs. Living by the middle school, I've seen teachers and staff parking of the 400 block of Clinton all school day and not getting a ticket. The blocks for teacher parking are clearly marked, but they seem to do what they want since the pandemic.

Some areas, particularly street parking on main shopping streets could be further limited to increase turnover.

I always park a block or 2 away and walk because I dislike these meters so much. Too complicated. Or I go to areas that don't have them at all. I avoid shopping where I have to use meters. No for cost but for hassle.

I can only express my frustration with parking costs and how they actually do more damage to the business district than good. I shouldn't have to pay to run into a business to get, for example, a can of paint. That should not cost me \$1. Ridiculous. Sends me over to Forest Park to get essentials. I had dinner one evening on Harrison Street--had a lovely time, spent close to \$200 and came out to find a ticket on my car. Infuriating. To have to worry about moving my car or shoving even more \$ at the meter when I want to relax with friends. This is why people do not shop in OP. I would be happy to walk but it's too dangerous at night given OP's proximity to Chicago. (Yay to OP police. I think they are very responsible so this is not a complaint about them.) OPer's pay A LOT in taxes already. Nickel and diming residents over parking costs with the goal of helping local business seems counterproductive. The net effect of OP parking restrictions/costs, at least for me, is to NOT consider OP first when I do my shopping or when I go out to eat.

Stop giving tickets to cars parked outside the owners house

Parking policies and permitting are confusing as a resident and a commercial user. If I had more limited resources it might keep me from coming to the village and spending time and disposable income here. I suggest simplifying and streamlining throughout the village.

Make it easier for guests to park overnight

I would like to see more clear signage so that each area has only one sign which clearly spell out all the restrictions, instead of the confusing situation with multiple signs now. I also think that increasing the meter fee after one hour seems like a money grab. Either the value of a spot at a given time is \$1 or \$3, but it shouldn't be different depending on who parks there.

Don't spend another cent on parking signs

Does not work on S Grove and South Blvd. Employees of businesses park all day with no tickets. Call the parking department to complain, they appease me and send someone to ticket, then forget about coming back on a regular basis. Once had over 12 tickets issued but now none! Village losing money because car owners would rather park for free on the residential street rather than pay to park. Evidence? Do some field trips to see how many cars park on the first blocks of the street along South Blvd, then look how many empty spaces there are at the parking meters. Pilot program just does not work if it is not enforced.

make all the parking/no parking signs the exact same size. differentiate them by color. return to 6pm end time for meters

Tired of Oak Park gouging citizens when it comes to parking meters. They are everywhere and the number needs to be reduced. Also, handicapped parkers should not have to pay at all.

I don't know the location of the zones, but do consider people who need to park somewhere for longer periods. Think of residents who may not be able to move their cars at 6:00 am or employees. Perhaps there are easy options on nearby streets- that could work. I don't know the zones. But, it's important to differentiate the areas just in front of businesses from close side streets and provide options for people.

I view extended parking meter hours as implemented mostly as a tool to earn more money for village government, not as a business support measure. What does the majority in the local business community think?

Residents should not be nicked and dimed to park in the Village. All residents who pay an annual license should have no parking restrictions except where parking is always prohibited.

Raise the parking rates across all times, and reduce parking spaces for more bike lanes. Oak Park is a wonderful place to bike.

How about inform us of all these policies without having to dig around your parking permit numbers

You need to simplify the signs through out the village. Allow the owners of cars park in front of their home to park all day. It is difficult to always remember about the time the car was park and the need to move it.

Now that the village does not issue village stickers for vehicles, we are not comfortable parking our new car on our street. I spoke with the parking attendant when this started and he said he had to guess whether we lived there or not. Is there a way to get a village sticker for new cars?

Parking is way too complicated in Oak Park and is unfair for renters or people that live in multi-family units. The parking pilot program was too complicated and didn't make sense. Better policies should be enacted to include and accommodate the needs of renters and those in multi-family homes.



There is still no evidence that the 3-hour limit is enforced, as evidenced by all of the Rush Oak Park employees parking on residential streets in the adjoining neighborhood. Also, is there evidence that there is a need to create parking turnover? If people need to be in the neighborhood or business district for more than 3 hours, they are going to be there regardless. Making them move their car just inconveniences residents and discourages customers from patronizing our businesses.

Parking in Oak Park is not only impossible, but the signage is confusing. During snow storms it's virtually impossible to find parking. The cost for parking at night is too high for retired patrons.

No

Bring back meters & eliminate Pay to Park boxes!

I'm rather confused-where do people who works in this district park? Was that considered?

I feel that Oak Park is getting more and more restrictive with parking and I find myself going elsewhere if I have the opportunity because I know I will have easier/less expensive options elsewhere.

Why are you making everything so complicated and expensive? I actually, no-kidding, really think that Oak Park should get rid of parking meters (except for near transit stations). Add \$5 to everyone's sticker fee and let everyone park for free. You are trying to improve things for businesses with turnover, but I NEVER shop in Oak Park anymore because of the parking fees. I used to always shop in Forest Park because of the wonderful meter-free Madison Street - it was great! Now that is history, too, (though I can usually find a free spot a street over). Why don't you be revolutionary, Oak Park, and get rid of parking meters? Or make super cheap ones with free parking for 2 hours and then a small charge after or something. Sheesh, you are nickel and diming people to death.

sloppy inconsistent enforcement, poor signage, not enough spaces per block with multi-family for concepts like park on the street you live on.

It is obvious that parking rates and restrictions have negatively impacted businesses. Look at LaGrange for inspiration

Multi unit buildings on Oak Park Avenue are targeted for tickets.No one can visit me in my condo building or provide service to me conveniently because of parking restrictions although I pay taxes.

Very confusing signage, much prefer metered parking to the current pay by plate system

The present program discourages Oak Park events and business participation.

Residents should be able to park on their street if they have a vehicle license over night, especially if they already have to pay for a ridiculously priced parking lot pass

I would love to be able to park on my own street for safety reasons. My house does not have a driveway or garage

Make sure all new/converted buildings have 1 1/2 X's the parking spaces as # of apartments.

Too many signs and the ones about snow are never enforced. The streets that allow all this parking are never cleaned either with street cleaning, leaves or snow and it's a big mess.

I believe the village is looking at the whole parking thing wrong. If you are a resident of the village, with a parking sticker, you should be exempt from ALL parking meters throughout the village. IF, however, this is viewed, and has been studied in some way that shows that the village NEEDS these funds, and that a difference between residents and non residents can be shown, I for one would rather the price of the village parking sticker be raised so that I'm not having to make small parking payments on my app when I am trying to pick up dinner and cant find anywhere to park for a 5 minute errand. Again, increasingly my family is finding that we would rather spend money outside of our own village because of parking, instead of supporting the local businesses because of short sighted village parking programs.

I wish parking were metered the old way. 25 cents an hour was very reasonable and encouraged people to shop in the village. A dollar an hour in the business district is a pain.

Adding parking on the side of a street where it had previously been prohibited has made it difficult for two-way traffic to pass. This creates a bottleneck and annoyed drivers. I'd like to see this changed back (particularly on Randolph St. between Home and Wisconsin)

No

Return to parking meters

Less parking more restaurant seating / bike lanes

Please get rid of the no parking on 1200 Belleforte, it's ridiculous that the 1200 blocks all have different rules.

The parking pilot program is overly complex and poorly communicated; and appears to be primarily focused on revenue generation thru tickets and extended meter hours. A simplified strategy would be helpful.

Well I always hear Oak Park No Park

The needs of residents who live in Oak Park should be focused on, along with waivers for the occasional parking ticket. It is ridiculous that residents who live here are constantly having to move their cars to avoid paying potentially hundreds of dollars simply because their work/life schedules don't allow for moving vehicles multiples times per day at odd hours.

Please allow people who live outside of this area to have more overnight parking options (preferably right outside our home!). I own a multi family in the FLW district w/o parking and we have such limited options for us and our tenants. It's a hard ship and not one that is easily solved, and which makes us reliant on a few neighbors to rent out spots. We are too far from the overnight parking zones or metered lots. It's really unclear to me what harm would be done if we were to be allowed to park in front of our home from 2-6 am. If we can do this as many as 10 times per month ... why isn't it ok to do it all the time? I know at one point the Trustees discussed a pilot that would allow any residents to park overnight on the street - I fully support that. Why can't we do that? We should require a permit to do so (so it's residents only), and continue to allow (paid) overnight guest parking with zone 206. I find it weird that I am regarded by the Village the same as any out of town visitor, despite owning a home here and paying taxes. I've been following the transportation commission closely this year think more needs to be done to accommodate all residents of the Village.

Too many streets has no parking from 8-10 am. Then it is hard to find parking before 10 am

Non-oak park residents (visitors) parking overnight options are unclear if there are any at all?

One should be able to park out in front of their residence without having to move their car every couple of hours. Also businesses should not be allowed unless they have ample parking. We live near the Chicago Waffle restaurant and the street is filled with people eating at the restaurant since the restaurant has NO parking lot and limited parking on Madison street. Food containers and trash are routinely dropped on our lawn.

It's impossible to find parking on our block so overriding the 3 hour rule becomes impossible also

I think that overnight guest passes should cost less. When I have a guest and they park on Adams where I was told they could park at, a ticket is received. We need better signs on Adams. Seems like tickets are only given every once in a while on Adams so now I'm confused as to where my guests can park after I run out of passes

Its really hard to find a parking spot at block 1030 Randolph street, after 20.00

Free daytime parking and free Night parking for property owners who already pay OUTRAGEOUS village taxes.....you are DISCRIMINATING against those who do not own a garage!!!!

Parking fees have the tendency to adversely affect lower income folks more than folks of means. The parking rules also makes it more difficult to have company.

No.

If you own property you should be able to park in front of your home with no restrictions, no fees, no additional tax for breathing

Village lot overnight parking costs are too high. We have to pay for two cars. If we pay quarterly, we should get a month free. We get smash and dashed, plowed in in the winter....and crazy high over night prices. Boooooo

I actually love parking restrictions, but I think all regs on a street should be posted together on one sign in a readable way. In your example, what are the parking rules from 6-7am? Is it allowed? Not allowed? It's too confusing.

It's expensive to live here. Those who reside in Oak Park should be exempt from paying for parking

i think residents should be allowed to park in front of their homes. i live at [REDACTED] N Kenilworth and can't even park to unload groceries. also the mail trucks park for HOURS with no repercussions. why can they park on the street and homeowners can not?

Parking in Oak Park is over regulated. Ticketing is predatory and penalties are too high. Not all of us have deep pockets like residents of north Oak Park. I would like to see the whole Parking concept overhauled, made less punitive. Boomers are aging, many can no longer walk or bike. Make money for the Village some other way. Our taxes are too high to be hassled by parking programs and fees.

As an oak park resident, I avoid the downtown district because parking is so confusing and difficult and congestion is high.

If what you really want is for people to spend time spending money in Oak Park restaurants and businesses, you should be focused on safer pedestrian and cycling around the village (including more bike racks) and worry less about creating revenue streams that rely on vehicles. Wouldn't you rather see money flowing into local businesses than into the pockets of auto manufacturers and gasoline companies? Let's not even talk about the damage that system is wreaking on the environment. Get creative and focus on creating a welcoming, safe, bike- and pedestrian-friendly community.

Na

Street parking should not be a ticketable offense.

I don't own a car but often rent one. The overnight parking pass works well. If I owned a car and if I had a Village sticker, the 3 hour override in front of my home fails. Due to stoplights, snow routes, and street cleaning, there is literally "no parking" signage on my multi-residential block. The three hour override would be more useful if it included the nearby blocks. Having parking fees from 6-8 discourages people from dining at local restaurants. I would change parking fees to STOP at 4:30 pm to encourage. Also no fees on Sat or Sunday. Street signs at every intersection would be useful. Thanks to the people working on this project.

Parking should be not come as an additional cost to residents of Oak Park; period. It's biased and classist.

For the question about parking affordability, I feel that street and lot parking is affordable. I think the Village charges people without garages too much for street parking.

Stop gauging us with fees. The real estates taxes is more than enough!

Get rid of overnight parking on on your own block for residents.

lower the fees!

Parking in Oak Park is so bad, I would have never moved here if I had known. It is complicated, expensive and having guests over is a nightmare so I rarely do it. A large, multi level, affordable parking garage is badly needed and would solve all of these problems. I overpay for a parking space in a residents backyard so I don't have to deal with the waiting lists on parking garages, unbelievable amount of zones and crazy complicated time restrictions. This is clearly a problem and the village has just over complicated things making it worse.

No

Hate the 3 hr limit unless residents are exempt, at least on their own block. Live with an 8-10am no parking and hate that too. Meters going to 8 instead of 6 just brings in more \$, not creates turnover. I would be fine with eliminating the overnight parking ban too but that's crazy talk I know. :)

There should be a ticket amnesty for people who consistently pay but have 1 or 2 ticket "mishaps" (forget, can't get wifi, etc).

The 8-10am parking ban on streets should be eliminated for residents of that street. It's ridiculous to get ticketed in front of my house M-F. I'm clearly not parking there to use transit. I'm parking there to unload groceries, or because a trash truck was blocking my alley during that time, etc.

Street parking should be free for residents, adjacent to their homes. I live in North OP and am happy to pay metered parking in the business district. But, I very strongly object to receiving a ticket for being parked overnight, in front of my home, on an empty street. That is ridiculous. Conversely, residents who live in the busy districts should be able to park on the street for free 24/7. Also please look at the income distribution of who pays for parking and review for equity!

All parking fees should be payable in cash, at the parking location. I appreciate having the app available, but people shouldn't have to own a smartphone or a credit card to park. Every spot should have a meter that accepts coins.

I am a business owner in the Hemingway District

Increasing the cost of parking is unfair to those with limited income. Having a parking permit in general do park on the street in front of my condo is infuriating due to limited permits being available and having to move my vehicle for street cleaning and snow, especially when we receive additional parking tickets. It's unfair that parking overnight for my guests is also limited as my own private parking is not available.

If there are exemptions for day time parking restrictions if you have a permit, that language should be clear when purchasing a permit, renewing a permit, or posted.

Oak Park is a joke, high property taxes with no free street parking for residents

Please return to more free overnight parking spots per month. As a hospital employee I come home very late at night and even though I pay for on street parking, there are rarely spots and I am paying extra fees every month, which seems unfair.

Parking is so bad that people are routinely parking in front of driveways now because they cannot find another spot. Open up unused parking lots for nighttime parking.

The current parking rules as well as the pilot program target renters in ways that are predatory and make it difficult to live / park / work in oak park.

Parking on all residential streets should be free and without limitations to oak park residents. The current system is too complicated and is a regressive fee on those earning less income.

Parking should be free outside the business district. We're not Chicago and are our property taxes not enough?

No.

Renters need more options for parking, specifically overnight. Having the daytime option alone would be a good start.

N/a

It's all confusing.

Getting people to understand about parking in the garages is most effective for cost and convenience

No

The Village parking fees are really high and not comparable to what we pay to live here between mortgages and taxes. Cars will sit for days and even months sometimes with an abundance of tickets before they are towed leaving less parking for residents

Why can't we have overnight parking in this area? This survey misses the mark of a lot of our frustrations, e.g. having to pay exorbitant prices to rent out someone's private parking spot.

Lived here a long time and no longer shop nor attend venues in Oak Park because of the nightmare parking. I'm not alone in doing this. The parking in Oak Park has greatly reduced the quality of living here.

Paying to park downtown for business wouldn't be so bad if we didn't also have to pay ridiculous amounts to park in lots/on the street in condos/apt building areas.

I used to live in Y4, please ensure the residents can park there unlimited and have passed they can purchase for friends or family who may visit like the other zones.

Parking options should be available for nonresident employees/contractors working at households during any parking limit times. This would allow parking on residential streets for caretakers and construction crews without risk of their vehicle(s) being ticketed. A nominal monthly fee (say \$10) could increase revenue.

If all of this is secretly to drive revenue, then great job. Otherwise, I believe that anything outside of business Parking and garages should be free Parking with 3hr limits from 8a-6p. 6p-8a should be free unrestricted Parking.

street parking overnight should be much cheaper and more wide spread. The people who make the least are forced to pay for parking lots spots while the streets remain wide open all night long. The fear of over night street parking has always confused me, since I moved out here from the city.

Pak park needs to get rid of overnight parking ban on residential streets!

The time for meters should stop at 6 pm around businesses. People will avoid restaurants and go elsewhere to eat to avoid paying for parking .

The best thing the Village could do for parking is to undo the lane changes to Madison Ave and make it 4 lanes again, so Washington isn't ████████ up

We should continue to not have on street overnight parking. Parking machines are too complicated for older people and those without smart phones.

Get readable signs, allow residents with registered vehicle to park in front of their own property without needing day/night passes

I currently live in an apartment with a nighttime parking pass for street parking. I have lived here and paid quarterly parking for 15 years. If the village makes parking more difficult or expensive - especially during the day - or harder to park anytime near home, then we will need to consider leaving Oak Park when our lease is up. Parking near home at anytime of the day or night should not be the stress inducer that it is in Oak Park

All of the signs are confusing. Adding meters to business districts doesn't encourage turnover- it encourages going or to dinner somewhere other than Oak Park where I don't have to worry about parking. Furthermore, I'm annoyed with using the parking pass app (which charges a fee) or pushing a bunch of buttons on a machine, all so I can pay .25 so I can run into the dry cleaners or get a cup of coffee. It's really ridiculous. I'm lucky to have a townhouse with a parking spot. I feel so bad for those that rent here without understanding the mess parking is- and the expense.

It's very confusing and makes visiting downtown too complicated. I always choose to visit Berwyn or another neighbor instead of downtown OP because I don't want to risk a ticket



The overnight parking ban should not apply to residents. I find most of the parking restrictions to be predatory and it seems like they affect residents with lower incomes more than residents who can afford expensive private parking. Parking regulations in Oak Park are terrible and need to be reviewed.

Parking is clearly run by a bunch of completely uneducated, self centered, cop loving, problematic, hateful people. I've advised multiple people from moving to Oak Park because of the ridiculous and the intentionally poorly done parking here.

The next step in this plan should be making driving less appealing and walking, bike riding, or public transport more appealing. Because while parking is an issue, traffic is more of an issue.

The revised signage was not visible during the pilot in the areas where I parked. The meters are confusing.

Abusers of the 3hr parking limits should be ticketed. Many people who do not live on my block overstay that limit.

W regards to the Fenwick parking structure, I would like to see the 8-10a parking restrictions lifted around the adjacent areas for VALID residents of the area. The signage is fine, I'm not looking to allow student parking on our block, but residential tickets should be suspended when parking in front of personal residences.

While it seems this pilot has a scope limited to storing cars, my hope is that every car study like this includes components to understand the needs of non-car users. I own a car and can store it off the street, but bike so much more frequently.

Never allow overnight street parking, not having that means fewer cars and the fewer cars the better our lives are. Anything that can be done to slow drivers down or have them consider alternative transportation is good. If anything the parking is too cheap still.

I hate the paying after 6 pm...at this time you just want to go out to dinner or a movie and not worry about feeding a meter. It is annoying. I also think that the graduated meter fees are a money grab and do not lead to turnover of parking...the \$3 an hour after 3 hours is greedy.

I think parking should be free everywhere after 6pm.

Confusing. Complicated. Don't like my street (S Grove 300 block) so crammed w cars it looks like a Chicago city street. People have left cars parked for many consecutive days.

I live on the 300 block of grove and am very frustrated with the parking situation. Over the last several years, the amount of traffic, trash and parking has significantly grown. This neighborhood block used to be a quiet street which has transformed to a busy city street which is not what we sought when moving to Oak Park 5 years ago. The restrictions are unclear and residents have figured out how to "game" the system. Quite often we have had to call in unmanned vehicles that are parked days at a time. This is unacceptable. While I appreciate the parking situation is complicated, the lawless driving, trash, crime and increased parked cars on the block needs to change.

No

Too many of the signs were installed so that the bolts go directly through important am/pm hour information, making it hard to read the TIME. Can the sign installers PAY ATTENTION to where the bolts are or is this intentional on the Village's part to collect more fees? As a home owner, I cannot park in front of my own house and WAS TOTALLY UNAWARE of my ability to do so for longer than 3 hours during the day. VISITOR restrictions are ridiculous - the 11 pm time limit should be extended later for those rare times when I have people over until midnight or 1:00 am, so they don't have to walk far in order to get car-jacked on another block instead of on my block. The park pass system is NOT user friendly at all. Despite all of the parking regulations, inconsiderate drivers (of cars/motorcycles/bikes) continue to dump their trash all over the parkway, block the alley which remains a parking area and thoroughfare, allow their car alarms to blare in the middle of the night, drive into pedestrians instead of giving them the right-of-way, and play loud music at all hours of the day and night. Why doesn't the Village crack down on these offenses? Having lived here for 27 years, parking, noise and congestion ARE WORSE and the Village continues to build more tall-population dense structures while my taxes continue to rise. All while making it impossible for people to visit me on my block.

As a homeowner with a garage and driveway, I think the hourly rates for parking rates are too low. However, the financial burden for residents without dedicated parking is too high from the Village. Those are the costs that should be lowered. It is also ridiculous that people have to purchase day and night zone parking permits. There should just be a single permit for residents to park in their zone. Finally, we should remove the overnight parking ban. That is a racist outdated policy that does not use a community asset (street parking) to the benefit of our residents.

The program is not well-understood by residents. I didn't know that having an OP vehicle sticker exempted me from the 3 hour limit if I park on my block.

None

Parking needs to be more affordable and accessible. It is ridiculous that I can get ticketed for parking directly in front of my residence during certain hours, even if I have a vehicle sticker and residential permit.

Metered parking on main streets results in non residents parking on the side streets for much longer than three hours. This results in side streets being lined with cars with little room for residents to park. Is the revenue that is collected worth having residential streets being congested? I doubt it. I do not like what has happened to our nice residential block as a result of the changes

There should be parking on only one side of Randolph between Marion/Wisconsin and Home Ave. Driving down that block is like driving through a parking lot, dangerous situation.

It's very difficult to understand parking limits when there are more than two signs describing all the limitations. You think you're okay but then you still get a ticket because you violated one that you didn't think applied to you.

Again - the proposed new signs are ridiculously complex. Also - why did you not ask about how I feel about folks from within our parking zone that do not live on my block are allowed to park on my block for the 3 hours. I live right next to the el. I watch folks park all day. The pilot is not being enforced. We've said all along this does not work. No one parks in the metered spots by the el - they park all day on our streets that are only supposed to be 3 hours. All the businesses also park all day on our block. B

As a business owner in zone 319, I am pleased with the newer parking restrictions. I feel they do open up spaces for customers. My biggest complaint, and the biggest complaint from my clients, is the lack of maintenance for the meter boxes. They have been there, seemingly with little maintenance, for ,any years. Buttons stick, and are hard to work. For all the funds that I imagine are paid to the company, these machines should be serviced regularly.

The current parking policy by Oak Park Ave. and Harrison has helped alleviate the parking problems from people parking in the area to take the Blue Line train downtown. I like the current system; thanks.

I'd like the ability to purchase multi-day passes for when I have guests staying for more than one day.

no

Overnight parking is more of a problem than daytime parking. Too many people refuse to use their driveways and garages and simply leave their cars on the street overnight.

Meter fees are too high. I also dislike the pay to park machines.This is an impediment to shopping in the business district.

I have lived in Oak Park for 4+ years...parking on the street is impossible to figure out, each block is different, signs are confusing, I am TOTALLY confused by the signs.

1. I didn't know (I don't think this is the case) and am now confused about whether there is a 3 hour limit on my street (100 block of Clinton). I don't remember seeing signs stating that, but I rarely park on the street so maybe I've missed them. 2. The questions referencing the picture of the parking signs in the survey should be at the beginning of the survey, because the respondents have been primed by all the preceding questions. Had I seen that question before having read all the questions about there being a three hour limit, I don't think I would have known that the big 3 on the left-hand side of the green sign meant three hours. I probably would have thought it was a zone number or something like that, and then the sign would have confused me. But since I was made aware of a three hour limit by all the questions before it, it shaped my response, and may have done the same for many other respondents without them realizing it. 3. There were questions which were not applicable to me, but there was no N/A answer option, so some people will choose from the answers that are listed and some will skip the question. Either way, it will change your results. Feel free to reach out to me if you'd like me to look at surveys before they go live. Social science research is something that I was educated in and can spot problems with surveys that will render the data flawed. Hope this helps. Jason Rosado [REDACTED]

Expand the 3 hr daytime exception for permit holders to within their zone, not just on their block. Not all blocks have the same amount of parking, and it can be difficult to park specifically on your block.

Not addressed by the survey: in many areas parked cars severely impair visibility for drivers entering an intersection. For example, it is normally perilous to enter Washington from S Grove because the parked cars on Washington obscure the line of sight into oncoming traffic on Washington. The same is true in many intersections where heavily trafficked through streets intersect with residential streets.

On the northern part our block, I do not find any information for street cleaning. Even though this end of the block is not a permit parking area, cars are parked here most of the day and night. The only time I see/hear street cleaning is during the middle of the night when the sweeper cannot get anywhere near the curb.

I have cars parked in front of my house all the time now (█████ South Kenilworth). There is no where for visitors to our home to park anymore. Also there are people placing cones and horses in front of my house to save parking spaces. This must stop.

Please bring individual meters back. In theory, the passport app is nice if you don't have change for a meter. However, in reality, the Passport app is poorly designed and difficult to use. It is frustrating for older users and not inclusive of people from out of town. It takes 10 additional minutes of my time every time I want to park. Plus, the fees are ridiculous.

I pay a fortune in property tax on my modest \$200K condo at Maple and Washington Aves.—and I have no kids in school. Exempting me, as a resident, from the 3 hour daytime limit is the least the Village can do to afford me some of the benefits of living in OP for which I am heavily paying. Thank you.

Can you please get rid of it and let people parking where they want who are resident of Oak Park! It is pricey for the overnight sticker.

It feels like no matter what the rules are, parking regulations, much like traffic laws are merely suggestions in Oak Park. My block (300 S grove) is routinely close to full overnight despite overnight parking being allowed only at the very south end of the block. Whatever the rules are, can we please just enforce them?

Parking can still be an issue as it is not enforced the same everyday. Plenty of people are parking in permitted areas at night who don't have passes and a lot of time you have to call in just to get them ticketed which still does not create parking for the permit holders. Enforcement has to be better or get rid of the restrictions. Also events in downtown need to advertise parking at meters or in garages as then those people park in permit spaces and once again don't adhere to signage. The downtown & pleasant district are very congested with businesses & residents trying to get space to park and it tends to be a disadvantage to the residents. Saying that being close to public transportation would decrease # of cars is a joke. Everyone still has a car and needs parking.

I am very displeased with the situation. We pay 20k in taxes and my entire blocked is covered in trash from cars and I can't even walk my dog without him going for fast food trash on the ground.

The current parking restrictions are fine. As someone who generally uses the garage and occasional street parking near my home, I have had very little issue personally. My issue as a resident is enforcement. My block (300 s grove Ave) is constantly filled with parked cars, both during the day and overnight. When we do park on the street we usually have to park half a block away. As a parent with small children, I am concerned about how this would impact emergency services if we needed them to come to my home. As long as the parking rules are clearly marked, I am indifferent to them, provided that they prevent my block from becoming a semi permanent parking lot. Please start enforcing the 3 hour rule through ticketing as well as the restriction on overnight parking.

Thanks for asking our opinions.

Having three hour limits precludes me from going to the Lake Theater and having dinner. Also the 8 pm versus 6 pm is ridiculous. Stops me from patronizing the businesses on Lake which is not the goal.

NO

Parking in the village, for a village resident is too expensive. The village sticker should exempt the vehicle from paying for parking or have a 2-3 hr limit.

I've lived in OP for almost five years and my only parking issue is moving my car on Tuesdays so the street can be cleaned but they are not. Please don't ask me to move my car if street is not being cleaned. Thank you.

Please see prior question / that contains all of our feedback. Please address this parking situation for all of us.

There should be free parking in the downtown area for 2 hours at a time

As it is now I feel the 3 hrs street parking allotment on the same block that you live on works very well that doesn't have multiple units within a 2 block radius. Anything more than that just results in parking congestion especially on a block with multiple units with private parking and access to a village lot. Those that have private and or access to village parking tend to abuse the beyond 3hrs limit and clog up the street parking that hinder parking turnaround for businesses and residents alike. This especially the case on oak park ave and van buren which is a business district and has multiple units and residential homes within a two block radius with private parking and access to a village lot on Euclid and Harrison. Beyond 3 hrs parking during business hours in this area just ties up an already limited supply of available street parking in the area. So no beyond the 3hrs limit especially in areas with multiple units with private parking and village lots. I and my neighbors have experienced the congestion that has occurred with extended parking in this area since the start of this pilot program. Perhaps even a reduction to less parking hours in this area can increase parking turnaround for businesses and residents alike - strict parking enforcement on top of that is the way.

If the village really wanted to help business owners in the lake street business district, they would work on encouraging the owner of the parking lot behind byline bank to make it available for after hours parking when businesses are open. Shame you have to pay in one of the private garages on forest to be able to go to the lake.

There are people who mis-use the parking on my block, especially when there is leaf pick up and snow plowing. They leave their cars out 24 hours a day and the leaf and snow plowing are not done to the curb and create a hazard for the rest of the people on the block who abide by the signage.

I like to discourage overnight parking on street



1) Interestingly, you "frame" the "Pilot Program" as something that will benefit those who park in the Village. Demonstrate who that's going to happen. 2) From your survey, it's not clear how the "Pilot Program" is going to make parking easier Village inhabitants who have to park outside of our homes/garages. 3) Clarify how occasional visitors during daylight hours, and overnight visitors will be able to park on the streets. Will that occur only by getting the 3-hour pass, which appears to be a new program. How much will the 3-hour passes cost (annually, for example)? 4) For occasional overnight visitors, are "passes" still available by notifying the non-emergency Police number to obtain an "OK" to avoid ticketing? 5) Since the advent of kiosks, have net revenues to the Village increased (secondary to both increased rates and aggressive ticketing)? I can't believe that this isn't true. Will the Village board ever make a public accounting of how parking revenues have made the "cost of living" in the Village increase? Or where the extra revenues are going?

Just stop changing the rules! Pick them and leave them.

I want unlimited parking in front of my house overnight.

The one thing that I'm very confused about is the overnight parking restrictions. I repeatedly hear that there is a "parking problem", but in the 5 months we have never had a problem finding a space, it's just the fact that we aren't allowed to park on the street in front of single-family homes. These homes, almost all have alleys with garages and/or driveways. It seems like the problem is just catering to wealthy homeowners who apparently like to see empty streets in front of their house? I think the "problem" would be solved if the zones were simply extended onto the full length of all streets.

no

**Village of Oak Park**  
**Transportation Commission Agenda Item**

**Item Title:** Develop Mission Statement and/or Guiding Principles for the Transportation Commission and the Village's Transportation Network

Review Date: January 11, 2022

Prepared By: Jill Juliano

**Abstract (briefly describe the item being reviewed):**

The 2022 Transportation Commission Work Plan includes an item entitled: Develop mission statement and/or guiding principles for the Transportation Commission and the Village's transportation system. This item was carried over from the approved 2021 Work Plan.

The one stated outcome for this topic is: Recommend to the Village Board revised principles and goals for the Village's transportation system network. This work plan item is scheduled to be completed by the 2nd quarter of 2022.

The Transportation Commission has been discussing and developing a document detailing revised goals for the Village of Oak Park's transportation system since its June 8th meeting.

**Staff Recommendation(s):**

It's anticipated the Commission will come to a consensus on what will be included in the document at tonight's meeting, staff will generate a clean copy of the document and the Commission will vote on the document at the next Commission meeting.

Supporting Documentation Is Attached

# Memorandum

0122-1  
6a.1  
2/2

Date: January 7, 2022

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information on Develop Mission Statement and/or Guiding Principles for the Transportation Commission and the Village's Transportation Network

The Transportation Commission started to discuss this work plan item at its June 8, 2021 meeting. In the ensuing months, Chair Burke provided a draft set of proposed goals and the Commission provided input, changes and comments about the draft document.

There are three versions of the draft document included in this agenda. They are showing the evolution from the initial draft on August 10th through the most recent review with Commission comments from the November 9th meeting. Comments and revisions are shown in a quasi-track changes form and color coding based on the Commissioner providing the input. Attribution is provided as well.

Exhibit 6a.2 is the initial draft document provided by Chair Burke of proposed goals for the Village's transportation system with three additional possible goals submitted by other commissioners. It was initially viewed by the Transportation Commission at the August 10th meeting.

Exhibit 6a.3 is the draft document with input submitted by commissioners via email prior to the November 9, 2021 Transportation Commission meeting.

Exhibit 6a.4 is the most recent version of the draft document which includes revisions suggested and comments made by commissioners at the November 9, 2021 Transportation Commission meeting.

Below is the list of colors and which commissioner's comments/input/revisions it is associated with in the documents.

Medium blue - Commissioner Thompson  
Purple - Commissioner Moses  
Green - Commissioner Peterson  
Sky blue - Commissioner Stigger  
Red - Chair Burke & Commissioner Moses at the November 9th meeting.

It's anticipated the Commission will reach a consensus as to what should be included in the document indicating recommended goals for the Village's transportation system that will ultimately be submitted to the Village Board of Trustees for review and action.

## Draft Oak Park Transportation Goals from Chair Burke

Note: This list of high-level goals doesn't include strategies to implement the goals nor performance measure to evaluate progress. Whether the Commission wants to incorporate these elements is a question to be discussed.

### Safety

- Design, upgrade and regulate OP's streets to be safer for people using all transportation modes, with a long-term "Vision Zero" goal to significantly reduce crashes and injuries and eliminate fatalities.

### Sustainability, Affordability, and Transportation Options

- Support Oak Park's climate goals, minimize roadway congestion, and reduce the expense of car ownership by making it safer, easier, and more affordable to walk, bicycle, use transit, and carpool, with a higher percentage of trips using these modes.

### Transportation Operations and Infrastructure

- Operate transportation infrastructure more efficiently in order to limit congestion and improve reliability.
- Bring OP's transportation infrastructure into a state of good repair.
- Make more efficient use of the existing parking and curbside infrastructure to accommodate parking and pick-ups/drop-offs.

### Transportation Equity

- Prioritize village investments and make decisions with a focus on improving outcomes for Oak Park residents that experience higher mobility and economic hardship.

### Community Engagement

- Improve the quality and timeliness of resident engagement in transportation decisions, with a focus on increasing participation by residents living in multi-family housing.

### Additional questions from fellow Commissioners:

- With the Transportation Commission meeting approximately 10 times per year, resulting in around 20 hours total of meeting time. What topics should be discussed during these 20 hours to most effectively utilize our time together? What topics have taken up too much time in the past?<sup>(RPeterson)</sup>
- What are the best assets of our Village's transportation network? How can we enhance them? What are its shortcomings?<sup>(RPeterson)</sup>
- In Oak Park, is the car king or the pedestrian/cyclist?<sup>(Astigger)</sup>

## Draft Oak Park Transportation Goals from Chair Burke

[comment: these goals are excellent but will become more meaningful when we identify the means by which to achieve them.](JThompson)

Note: This list of high-level goals doesn't include strategies to implement the goals nor performance measure to evaluate progress. Whether the Commission wants to incorporate these elements is a question to be discussed.

### Safety

- Design, upgrade and regulate Oak Park's streets to be safer for people using all transportation modes especially pedestrians and cyclists(MMoses), with a long-term "Vision Zero" goal to significantly reduce crashes and injuries and eliminate fatalities.

### Sustainability, Affordability, and Transportation Options

- Support Oak Park's climate goals, minimize roadway congestion, and reduce the expense of car ownership personal transportation(MMoses) by making it safer, easier, and more affordable to walk, bicycle, use transit, and carpool, with a higher percentage of trips using these modes.
- Incorporate micromobility options that enhance the quality of life for Oak Park residents, especially those who do not have access to an automobile.(RPeterson)
- Incentivize new developers, businesses, and stores to place bike parking, bike lanes, and/or bike commuting facilities, where appropriate, to reduce the capital expenses on the Village.(RPeterson)

### Transportation Operations and Infrastructure

[comment: need to specifically include implementing Neighborhood Greenways & Complete Streets in this section.](MMoses)

- Operate transportation infrastructure more efficiently in order to limit congestion and improve reliability.  
[comment: clarify context of "more efficiently". If for motorists, could mean fewer STOP signs, traffic signals which could be in conflict with the Safety goal.](JThompson)
- Work with partner agencies to assist in more efficient transit operation in order to limit congestion and improve reliability.(RPeterson)
- Bring Oak Park's current(RPeterson) transportation infrastructure into a state of good repair. Ensure that Oak Park has the capacity and resources to support all new infrastructure that's constructed or implemented.(RPeterson)  
[comment: to implement this goal requires a set of metrics.](JThompson)
- Make more efficient use of the existing parking and curbside infrastructure to accommodate parking and pick-ups/drop-offs.  
[comment: this could be interpreted that the Village should eliminate the overnight parking ban which has been justified on the basis of public safety. How do we prioritize efficient use of curb space versus public safety considerations?](JThompson)
- Utilize regularly scheduled roadway maintenance and rehabilitation to incorporate bicycle infrastructure, lessening expenditures by the Village.(RPeterson)

## Transportation Equity

- Prioritize village investments and make decisions with a focus on improving outcomes for Oak Park residents that experience higher mobility and economic hardship.  
[comment: possible implementation option is to eliminate overnight parking ban which disproportionately affects renters. How do we prioritize equity versus purported public safety benefits of the ban?](JThompson)
- Create an ADA Transition Plan to ensure that the Village is committed to creating accessible facilities.(RPeterson)
- Engage community organizations and educational institutions to create bicycle safety curriculum.(RPeterson)

## Community Engagement

- Improve the quality and timeliness of resident engagement in transportation decisions, with a focus on increasing participation by residents living in multi-family housing.

## Additional questions from fellow Commissioners:

- With the Transportation Commission meeting approximately 10 times per year, resulting in around 20 hours total of meeting time. What topics should be discussed during these 20 hours to most effectively utilize our time together? What topics have taken up too much time in the past?(RPeterson)
- What are the best assets of our Village's transportation network? How can we enhance them? What are its shortcomings?(RPeterson)
- In Oak Park, is the car king or the pedestrian/cyclist?(AStigger)

## Draft Oak Park Transportation Goals from Chair Burke

[comment: these goals are excellent but will become more meaningful when we identify the means by which to achieve them.](JThompson)

Note: This list of high-level goals doesn't include strategies to implement the goals nor performance measure to evaluate progress. Whether the Commission wants to incorporate these elements is a question to be discussed.

### Safety

- Design, upgrade and regulate Oak Park's streets to be safer for people using all transportation modes especially pedestrians and cyclists(MMoses), with a long-term "Vision Zero" goal to significantly reduce crashes and injuries and eliminate fatalities.

### Sustainability, Affordability, and Transportation Options

- Support Oak Park's climate goals, minimize roadway congestion, and reduce the expense of car ownership personal transportation(MMoses) by making it safer, easier, and more affordable to walk, bicycle, use transit, and carpool, with a higher percentage of trips using these modes.
- Incorporate micromobility options that enhance the quality of life for Oak Park residents, especially those who do not have access to an automobile.(RPeterson)

[comment: don't like or understand the term "micromobility"- would rather use "bicyclist and pedestrian", if that's what that means](MMoses)

- Incentivize new developers, businesses, and stores to place bike parking, bike lanes, and/or bike commuting facilities, where appropriate, to reduce the capital expenses on the Village.(RPeterson)

[comments: not sure the Commission can do this, needs to be reworked.(MMoses) Both additions are strategies, not goals. Do we want to include strategies in this document or just goals?(RBurke) Agree that this should be a goals document and that these items would need to be reworked if kept in the document.(MMoses)]

### Transportation Operations and Infrastructure

[comment: need to specifically include implementing Neighborhood Greenways & Complete Streets in this section.](MMoses)

- Operate transportation infrastructure more efficiently in order to limit congestion and improve reliability.

[comment: clarify context of "more efficiently". If for motorists, could mean fewer STOP signs, traffic signals which could be in conflict with the Safety goal.](JThompson) [agree that "more efficiently" needs to be better defined](MMoses)

- ~~Work with partner agencies to assist in more efficient transit operation in order to limit congestion and improve reliability.~~(RPeterson)

[comment: doesn't seem like a goal.(MMoses) I agree.(RBurke)]

- Bring Oak Park's current(RPeterson) transportation infrastructure into a state of good repair and when undertaking infrastructure projects implement Complete Streets policy.(MMoses) Ensure

that Oak Park has the capacity and resources to support all new infrastructure that's constructed or implemented.<sup>(RPeterson)</sup>

[comment: to implement this goal requires a set of metrics.](JThompson)

[comments: makes sense and maybe this is where we can add complete streets.<sup>(MMoses)</sup> That's a good idea. A goal for the Village should be to consistently and appropriately implement the Complete Streets policy. Our transportation system needs to work for all modes and I tried to capture that with this goal.<sup>(RBurke)</sup>]

- Make more efficient use of the existing parking and curbside infrastructure to accommodate parking and pick-ups/drop-offs.

[comment: this could be interpreted that the Village should eliminate the overnight parking ban which has been justified on the basis of public safety. How do we prioritize efficient use of curb space versus public safety considerations?](JThompson)

[comment: we should use this to accommodate bicycles so I'd want that word added.<sup>(MMoses)</sup> In my mind, "parking" includes bike parking as well.<sup>(RBurke)</sup> I mean bike movement, protected bike lanes.<sup>(MMoses)</sup>]

- ~~Utilize regularly scheduled roadway maintenance and rehabilitation to incorporate bicycle infrastructure, lessening expenditures by the Village.~~<sup>(RPeterson)</sup>

[comment: this isn't needed because it's part of Complete Streets.<sup>(MMoses)</sup> It is, yep.<sup>(RBurke)</sup>]

## Transportation Equity

- Prioritize village investments and make decisions with a focus on improving outcomes for Oak Park residents that experience higher mobility and economic hardship.

[comment: possible implementation option is to eliminate overnight parking ban which disproportionately affects renters. How do we prioritize equity versus purported public safety benefits of the ban?](JThompson)

- Create an ADA Transition Plan to ensure that the Village is committed to creating accessible facilities.<sup>(RPeterson)</sup>

- ~~Engage community organizations and educational institutions to create bicycle safety curriculum.~~<sup>(RPeterson)</sup>

[comments: doesn't seem like a goal.<sup>(MMoses)</sup> Agreed. I support the concept but it's more of a strategy than a goal.<sup>(RBurke)</sup>]

## Community Engagement

- Improve the quality and timeliness of resident engagement in transportation decisions, with a focus on increasing participation by residents living in multi-family housing.

## Additional questions from fellow Commissioners:

- With the Transportation Commission meeting approximately 10 times per year, resulting in around 20 hours total of meeting time. What topics should be discussed during these 20 hours to most effectively utilize our time together? What topics have taken up too much time in the past?<sup>(RPeterson)</sup>



- What are the best assets of our Village's transportation network? How can we enhance them?  
What are its shortcomings?<sup>(RPeterson)</sup>
- In Oak Park, is the car king or the pedestrian/cyclist?<sup>(ASTigger)</sup>

**Village of Oak Park**  
**Transportation Commission Agenda Item**

<b>Item Title:</b>	<b>Review the Effectiveness of the Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and Then Modifying or Replacing Them if Warranted</b>
Review Date:	<u>January 11, 2022</u>
Prepared By:	<u>Jill Juliano</u>
<b>Abstract (briefly describe the item being reviewed):</b>	<p>The approved 2021 Transportation Commission Work Plan includes an item entitled: <u>Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted</u>. This item was carried over from the approved 2021 Work Plan.</p> <p>This work plan item is scheduled to be completed by the 1st quarter of 2022.</p> <p>At the November 9, 2021 Transportation Commission meeting, the discussion involved a number of topics including: feedback on the most recent scoring table, what measures will be used in the prescreening and/or prioritization process, and how the critical crash rate is calculated.</p> <p>The Commission asked staff to come back with an updated scoring table based on comments made as well as a spreadsheet displaying the score for previously submitted petitions and recommendations as to what variables should be used in the prescreening/prioritization process.</p>
<b>Staff Recommendation(s):</b>	<p>The Commission review the updated scoring table to see if it is satisfactory or if other issues need to be addressed. And start the discussion on how the prescreening/prioritization tools will be utilized.</p>
Supporting Documentation Is Attached	

# Memorandum

0122-1  
6b.1  
2/2

Date: January 11, 2022

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related Review the Effectiveness of the Existing Citizen Petition Process/System for Implementing Traffic Calming Measures and Then Modifying or Replacing Them If Warranted

At the last meeting, the Commission requested staff to bring more information regarding the pre-screening or prioritization tools that could be used on submitted petitions, updated scoring table based on their comments and spreadsheet detailing the scores for previously submitted petitions.

Exhibit 6b.2 is the updated scoring table using the measures and values from the proposed August 10 scoring table. The minimum score necessary to submit the petition to the Transportation Commission for review was lowered to 30 points.

Exhibit 6b.4 is provided as a reference. It is the four versions of the scoring table from newest (today's proposed version) to the oldest (the table approved by the Village Board of Trustees on November 6, 2017 as part of the original traffic calming toolbox).

Exhibit 6b.3 is a spreadsheet indicating what scores eight previously submitted petitions would have been given under the revised scoring system. Most petition total scores are within or close to +/- 10 points of the minimum score of 30.

Regarding a prioritization/prescreening process, using the critical crash rates calculated as part of the 1997 - 1999 Village of Oak Park Area-Wide Traffic Studies as one of the tools is recommended by Village staff. Critical crash rate is a standard tool used in traffic engineering discipline.

Exhibit 6b.5 is a table from the Village's Area-Wide Traffic Study (south middle section - from South Blvd to I-290) listing information for the intersections including: traffic control type, date installed, number of crashes, average daily traffic and intersection crash rate. Interior and perimeter intersections are segregated. The critical crash (accident) rate calculation is shown on the page 8 of Exhibit 6b.5 and is only for the interior intersections. You will note that Madison St intersections are not included in the calculation but all other interior streets are. The Village used a k value of 2.576 or 99% level of confidence. The significance of the critical crash rate is: if an actual crash rate exceeds the critical crash rate then there is a 99% chance that the accidents were caused by factors other than chance.

The other tool that is being recommended for the prioritization process is the use of portable speed radar signs to collect speed and volume data.

Measure	Maximum Number of Points	Proposed at 01-11-2022 Trans Com Meeting Criteria Detail	Minimum Possible Score
Crash History	25	1 correctible crash in a 3 year period = 5 points 2 correctible crashes in a 3 year period = 10 points 3 correctible crashes in a 3 year period = 15 points 4 correctible crashes in a 3 year period = 20 points 5 correctible crashes in a 3 year period = 25 points more than 5 correctible crashes in a 3 year period = 30 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.
Vehicle Speed	25	85th percentile speed is less than 2 mph over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 5 points 85th percentile speed is 3 mph over the speed limit = 10 points 85th percentile speed is 4 mph over the speed limit = 15 points 85th percentile speed is 5 mph over the speed limit = 20 points 85th percentile speed is 6 mph over the speed limit = 25 points 85th percentile speed is 7 mph or more over the speed limit = 30 points outlier excessive speeding = 5 points	0 pts.
Vehicle Volume	25	ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points	0 pts.
Pedestrian Traffic Generators	15	Any school, park, library, church, transit station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, transit station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, transit station more than 2 blocks away = 0 points	0 pts.
Bike Routes / Non-Bike Routes	10	Not identified as a proposed Bike Route or Boulevard* = 0 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	0 pts.
<b>Maximum Score</b>	<b>100</b>	<b>Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 30 points (minimum required)</b>	0 pts.

Applying Criteria to score reviewed items by the Transportation Commission

Measure	Maximum Number of Points	DRAFT Criteria recommended by Staff as of 01/11/2022	0116-1 & 0416-1 upgrade to all-way stop signs at Thomas and Lombard		1114-1 upgrade to all-way stop signs at Randolph and Grove		1013-1 upgrade to all-way stop signs at Van Buren and Carpenter		0318-1 upgrade to all-way stop signs at Adams and Kenilworth		0318-1 upgrade to all-way stop signs at Iowa and Cuyler		0918-1 traffic calming on the 1200 block of N Taylor		0419-1 traffic calming at Lexington and Kenilworth		0121-1 traffic calming on the 800 block of N Cuyler	
			value	score	value	score	value	score	value	score	value	score	value	score	value	score	value	score
Crash History	25	1 correctible crashes in a 3 year period = 5 points 2 correctible crashes in a 3 year period = 10 points 3 correctible crashes in a 3 year period = 15 points 4 correctible crashes in a 3 year period = 20 points 5 or more correctible crashes in a 3 year period = 25 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	1 <sup>a</sup>	5	3 <sup>a</sup>	15	5 <sup>a</sup>	25	0 <sup>a</sup>	0	0 <sup>a</sup>	0	0 <sup>d,e</sup>	0	0 <sup>a</sup>	0	0 <sup>d,e,i</sup>	0
Vehicle Speed	25	85th percentile speed is less than 2 mph over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 5 points 85th percentile speed is 3 mph over the speed limit = 10 points 85th percentile speed is 4 mph over the speed limit = 15 points 85th percentile speed is 5 mph over the speed limit = 20 points 85th percentile speed is 6 mph or more over the speed limit = 25 points outlier excessive speeding = 5 points	26 <sup>b</sup>	0	25.5 <sup>b</sup>	0	22.5 <sup>h</sup>	0	27.0 <sup>b</sup>	5	25.0 <sup>b</sup>	0	29.0 <sup>d</sup>	15	24.5 <sup>b</sup>	0	29.0 <sup>d</sup>	15
Vehicle Volume	25	ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points	1799 <sup>c</sup>	10	3878 <sup>c</sup>	25	792 <sup>c</sup>	0	587 <sup>b</sup>	0	1380 <sup>b</sup>	5	689 <sup>d</sup>	0	1959 <sup>b</sup>	10	391 <sup>b</sup>	0
Pedestrian Traffic Generators	15	Any school, park, library, church, transit station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, transit station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, transit station more than 2 blocks away = 0 points	5+3+3	11	5+5+3	13	3+3+3	9	3+3+3	9	5+3+3	11	5	5	5+3+3+3	14	5+5+3+3	16
Bike Routes / Non-Bike Routes	10	Not identified as a proposed Bike Route or Boulevard* = 0 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	neighborhood greenway	10	0	0	neighborhood greenway	10	neighborhood greenway	10	0	0	neighborhood greenway	10	0	0	neighborhood greenway	10
Maximum Score	100	Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 30 points (minimum required)		36		53		44		24		16		30		24		41

- Notes:
- a = crashes at intersections
  - b = 4-leg entering volumes and 85th percentile speeds
  - c = 4-leg entering volumes
  - d = 2-way midblock volumes, speeds, crashes
  - e = includes crashes at both intersections at the end of the road segment
  - f = 9 month crash history
  - g = 24 month crash history
  - h = 2-leg entering speeds
  - i = collector street

Measure	Maximum Number of Points	Proposed at 01-11-2022 Trans Com Meeting Criteria Detail	Minimum Possible Score
Crash History	25	1 correctible crash in a 3 year period = 5 points 2 correctible crashes in a 3 year period = 10 points 3 correctible crashes in a 3 year period = 15 points 4 correctible crashes in a 3 year period = 20 points 5 or more correctible crashes in a 3 year period = 25 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.
Vehicle Speed	25	85th percentile speed is less than 2 mph over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 5 points 85th percentile speed is 3 mph over the speed limit = 10 points 85th percentile speed is 4 mph over the speed limit = 15 points 85th percentile speed is 5 mph over the speed limit = 20 points 85th percentile speed is 6 mph or more over the speed limit = 25 points outlier excessive speeding = 5 points	0 pts.
Vehicle Volume	25	ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points	0 pts.
Pedestrian Traffic Generators	15	Any school, park, library, church, transit station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, transit station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, transit station more than 2 blocks away = 0 points	0 pts.
Bike Routes / Non-Bike Routes	10	Not identified as a proposed Bike Route or Boulevard* = 0 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	0 pts.
<b>Maximum Score</b>	<b>100</b>	<b>Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)</b>	0 pts.

Measure	Maximum Number of Points	Proposed at 09-14-2021 Trans Com Meeting Criteria Detail	Minimum Possible Score
Crash History	30	1 correctible crash in a 3 year period = 5 points 2 correctible crashes in a 3 year period = 10 points 3 correctible crashes in a 3 year period = 15 points 4 correctible crashes in a 3 year period = 20 points 5 correctible crashes in a 3 year period = 25 points more than 5 correctible crashes in a 3 year period = 30 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.
Vehicle Speed	30	85th percentile speed is less than 2 mph over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 5 points 85th percentile speed is 3 mph over the speed limit = 10 points 85th percentile speed is 4 mph over the speed limit = 15 points 85th percentile speed is 5 mph over the speed limit = 20 points 85th percentile speed is 6 mph over the speed limit = 25 points 85th percentile speed is 7 mph or more over the speed limit = 30 points outlier excessive speeding = 5 points	0 pts.
Vehicle Volume	25	ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points	0 pts.
Pedestrian Traffic Generators	10	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.
Bike Routes / Non-Bike Routes	5	Not identified as a proposed Bike Route or Boulevard* = 0 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	0 pts.
<b>Maximum Score</b>	<b>100</b>	<b>Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 35 points (minimum required)</b>	0 pts.

Measure	Maximum Number of Points	Proposed at 08-10-2021 Trans Com Meeting Criteria Detail	Minimum Possible Score
Crash History	25	1-2 correctible crashes in a 3 year period = 5 points 3-4 correctible crashes in a 3 year period = 10 points 5-6 correctible crashes in a 3 year period = 15 points more than 6 correctible crashes in a 3 year period = 20 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.
Vehicle Speed	25	85th percentile speed is less than 3 mph over the speed limit = 0 points 85th percentile speed is 3-4 mph over the speed limit = 5 points 85th percentile speed is 5-6 mph over the speed limit = 10 points 85th percentile speed is 7-8 mph over the speed limit = 15 points 85th percentile speed is 9 mph over the speed limit = 20 points 85th percentile speed is 10 mph or more over the speed limit = 25 points outlier excessive speeding = 5 points	0 pts.
Vehicle Volume	25	ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points	0 pts.
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.
Bike Routes / Non-Bike Routes	10	Not identified as a proposed Bike Route or Boulevard* = 0 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	0 pts.
<b>Maximum Score</b>	<b>100</b>	<b>Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 40 points (minimum required)</b>	0 pts.



Measure	Maximum Number of Points	Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures - as approved by the Village Board of Trustees on November 6, 2017 -	minimum possible score																																																																																							
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.																																																																																							
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	0 pts.																																																																																							
Vehicle Volume	20	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0 pts.																																																																																							
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.																																																																																							
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	3 pts.																																																																																							
Community Interest	15	<p>Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) Exteral Negative Score is from responses from outside of the affected petition zone.</p> <table border="1" data-bbox="537 1310 1235 1541"> <thead> <tr> <th colspan="4">51% petitions</th> <th colspan="4">75% petitions</th> </tr> </thead> <tbody> <tr> <td>51%</td><td>-</td><td>59%</td><td>= 10 points</td> <td>75%</td><td>-</td><td>78%</td><td>= 10 points</td> </tr> <tr> <td>60%</td><td>-</td><td>68%</td><td>= 11</td> <td>79%</td><td>-</td><td>82%</td><td>= 11</td> </tr> <tr> <td>69%</td><td>-</td><td>77%</td><td>= 12</td> <td>83%</td><td>-</td><td>86%</td><td>= 12</td> </tr> <tr> <td>78%</td><td>-</td><td>86%</td><td>= 13</td> <td>87%</td><td>-</td><td>90%</td><td>= 13</td> </tr> <tr> <td>87%</td><td>-</td><td>95%</td><td>= 14</td> <td>91%</td><td>-</td><td>94%</td><td>= 14</td> </tr> <tr> <td>96%</td><td>-</td><td>100%</td><td>= 15</td> <td>95%</td><td>-</td><td>100%</td><td>= 15</td> </tr> </tbody> </table> <table border="1" data-bbox="667 1577 1105 1808"> <thead> <tr> <th></th> <th colspan="2">% of negative replies</th> <th colspan="2">Subtract</th> </tr> </thead> <tbody> <tr> <td></td> <td colspan="2">Less than 10 or 16 replies</td> <td>=</td> <td>- 0 points</td> </tr> <tr> <td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> <td>1%</td><td>- 20%</td><td>=</td><td>- 1 point</td> </tr> <tr> <td>21%</td><td>- 40%</td><td>=</td><td>- 2</td> </tr> <tr> <td>41%</td><td>- 60%</td><td>=</td><td>- 3</td> </tr> <tr> <td>61%</td><td>- 80%</td><td>=</td><td>- 4</td> </tr> <tr> <td>81%</td><td>- 100%</td><td>=</td><td>- 5 points</td> </tr> </tbody> </table>	51% petitions				75% petitions				51%	-	59%	= 10 points	75%	-	78%	= 10 points	60%	-	68%	= 11	79%	-	82%	= 11	69%	-	77%	= 12	83%	-	86%	= 12	78%	-	86%	= 13	87%	-	90%	= 13	87%	-	95%	= 14	91%	-	94%	= 14	96%	-	100%	= 15	95%	-	100%	= 15		% of negative replies		Subtract			Less than 10 or 16 replies		=	- 0 points	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	- 20%	=	- 1 point	21%	- 40%	=	- 2	41%	- 60%	=	- 3	61%	- 80%	=	- 4	81%	- 100%	=	- 5 points	10 pts.  (5 pts. with minimum petition score + maximum external negative support)
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<b>Maximum Score</b>	<b>100</b>	<b>Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)</b>	<b>13 pts.</b>																																																																																							

# South Blvd. to I-290 Traffic Study

## Crashes at Interior Intersections- No Pedestrians Involved

### For the Study Period of Jan. 1995 - Dec. 1997

0122-1  
6b.5  
1/8

Intersection	Location	Traffic Controls	Date Controls Installed	Traffic Ratio	# of crashes	ADT	Acc Rate Acc./MEV
ADAMS and CLARENCE	Interior	~ Uncontrolled		E-W 1.60:1	6	1,367	4.01
VAN BUREN and CARPENTER	Interior	~ Uncontrolled		E-W 1.80:1	4	1,002	3.65
WASHINGTON and EUCLID	Interior	N-S Stop	12/31/94	E-W 4.17:1	48	12,279	3.57
MONROE and CLINTON	Interior	E-W Stop	7/27/98	E-W 1.30:1	5	1,287	3.55
WASHINGTON and WISCONSIN	Interior	N-S Stop	12/31/94	E-W 5.24:1	48	12,583	3.48
MONROE and WISCONSIN	Interior	~ Uncontrolled		E-W 1:1	3	792	3.46
ADAMS and LYMAN	Interior	~ Uncontrolled		E-W 1.01:1	5	1,328	3.44
VAN BUREN and HUMPHREY	Interior	~ Uncontrolled		N-S 2.71:1	5	1,573	2.90
VAN BUREN and WESLEY	Interior	~ Uncontrolled		E-W 3.79:1	8	2,534	2.88
ADAMS and WISCONSIN	Interior	~ Uncontrolled		E-W 1.66:1	6	1,911	2.87
SOUTH BLVD. and SCOVILLE	Interior	N-S Stop	12/31/94	E-W 7.71:1	15	5,103	2.68
PLEASANT and ELMWOOD	Interior	N-S Yield	12/31/94	E-W 2.02:1	5	1,774	2.57
WASHINGTON and KENILWORTH	Interior	N-S Stop	12/31/94	E-W 6.64:1	31	12,744	2.22
PLEASANT and TAYLOR	Interior	~ Uncontrolled		N-S 1.09:1	3	1,235	2.22
VAN BUREN and GUNDERSON	Interior	~ Uncontrolled		E-W 2.32:1	4	1,663	2.20
RANDOLPH and WESLEY	Interior	~ Uncontrolled		E-W 2.38:1	6	2,498	2.19
WASHINGTON and HARVEY	Interior	N-S Stop	12/31/94	E-W 11.9:1	21	8,899	2.16
VAN BUREN and HARVEY	Interior	~ Uncontrolled		E-W 3.18:1	4	1,740	2.10
ADAMS and TAYLOR	Interior	~ Uncontrolled		N-S 1.15:1	4	1,747	2.09
WASHINGTON and HOME	Interior	N-S Stop	12/31/94	E-W 3.56:1	29	13,532	1.96
ADAMS and WESLEY	Interior	N-S Yield	8/24/95	E-W 1.60:1	3	1,409	1.94
SOUTH BLVD. and HUMPHREY	Interior	N-S Stop	12/31/94	E-W 4.13:1	11	5,248	1.91
HARRISON and RIDGELAND	Interior	All Way Signal	12/31/94	N-S 2.49:1	50	25,221	1.81
MONROE and WENONAH	Interior	~ Uncontrolled		E-W 1.04:1	3	1,527	1.79
PLEASANT and MARION	Interior	E-W Stop	12/31/94	N-S 1.39:1	14	7,167	1.78
HARRISON and WESLEY	Interior	SB Only Stop	12/31/94	E-W 8.76:1	10	5,124	1.78
SOUTH BLVD. and RIDGELAND	Interior	All Way Signal	12/31/94	N-S 4.49:1	47	24,450	1.76
SOUTH BLVD. and EUCLID	Interior	All Way Stop	12/31/94	E-W 1.29:1	16	8,385	1.74
ADAMS and MAPLE	Interior	All Way Stop	12/31/94	N-S 1.08:1	5	2,638	1.73
PLEASANT and GROVE	Interior	~ Uncontrolled		E-W 1.58:1	6	3,301	1.66
WASHINGTON and ELMWOOD	Interior	N-S Stop	12/31/94	E-W 22.3:1	15	8,601	1.59
WASHINGTON and SCOVILLE	Interior	N-S Stop	12/31/94	E-W 8.49:1	16	9,219	1.58
WASHINGTON and WESLEY	Interior	N-S Stop	12/31/94	E-W 9.26:1	17	9,920	1.57
JACKSON and LOMBARD	Interior	N-S Stop	12/31/94	E-W 3.63:1	21	12,360	1.55
JACKSON and RIDGELAND 35	Interior	All Way Signal	12/31/94	N-S 1.65:1	49	28,908	1.55

# South Blvd. to I-290 Traffic Study

## Crashes at Interior Intersections- No Pedestrians Involved

### For the Study Period of Jan. 1995 - Dec. 1997

0122-1  
6b.5  
2/8

Intersection	Location	Traffic Controls	Date Controls Installed	Traffic Ratio	# of crashes	ADT	Acc Rate Acc./MEV
SOUTH BLVD. and OAK PARK	Interior	All Way Signal	12/31/94	N-S 3.94:1	41	24,450	1.53
PLEASANT and LOMBARD	Interior	~ Uncontrolled (X)		N-S 1.05:1	3	1,813	1.51
WASHINGTON and OAK PARK	Interior	All Way Signal	12/31/94	N-S 1.85:1	49	29,754	1.50
HARRISON and WISCONSIN	Interior	SB Only Stop	12/31/94	E-W 1.50:1	2	1,236	1.48
ADAMS and EAST	Interior	E-W Stop	12/31/94	N-S 6.91:1	10	6,334	1.44
WASHINGTON and LOMBARD	Interior	All Way Signal	12/31/94	E-W 2.55:1	18	11,423	1.44
VAN BUREN and LYMAN	Interior	N-S Yield	11/5/96	E-W 1.40:1	2	1,348	1.35
WASHINGTON and MAPLE	Interior	N-S Stop	12/31/94	E-W 5.03:1	18	12,666	1.30
WASHINGTON and RIDGELAND	Interior	All Way Signal	12/31/94	N-S 2.43:1	40	28,215	1.29
WASHINGTON and EAST	Interior	All Way Signal	12/31/94	E-W 1.24:1	21	14,937	1.28
RANDOLPH and ELMWOOD	Interior	N-S Yield	12/31/94	E-W 2.77:1	3	2,214	1.24
RANDOLPH and GROVE	Interior	N-S Stop	12/31/94	E-W 4.46:1	7	5,211	1.23
ADAMS and SCOVILLE	Interior	N-S Stop	12/31/94	E-W 1.08:1	2	1,518	1.20
VAN BUREN and EUCLID	Interior	All Way Stop	12/31/94	E-W 2.68:1	4	3,042	1.20
PLEASANT and OAK PARK	Interior	All Way Signal	12/31/94	N-S 10.2:1	28	21,407	1.19
SOUTH BLVD. and CLINTON	Interior	N-S Stop	12/31/94	E-W 5.97:1	8	6,145	1.19
VAN BUREN and TAYLOR	Interior	N-S Yield	12/31/94	E-W 1.66:1	2	1,547	1.18
HARRISON and OAK PARK	Interior	All Way Signal	12/31/94	N-S 4.74:1	27	20,946	1.18
RANDOLPH and HUMPHREY	Interior	~ Uncontrolled (X)		E-W 1.04:1	1	781	1.17
HARRISON and GROVE	Interior	SB Only Stop	12/31/94	E-W 7.68:1	4	3,134	1.17
SOUTH BLVD. and HARVEY	Interior	All Way Stop	12/31/94	E-W 3.63:1	7	5,580	1.15
HARRISON and LOMBARD	Interior	All Way Stop	12/31/94	E-W 2.76:1	15	12,717	1.08
ADAMS and CARPENTER	Interior	N-S Yield	12/31/94	N-S 1.06:1	1	852	1.07
PLEASANT and RIDGELAND	Interior	E-W Stop	12/31/94	N-S 14.6:1	25	21,367	1.07
PLEASANT and KENILWORTH	Interior	E-W Stop	12/31/94	N-S 1.58:1	6	5,140	1.07
RANDOLPH and OAK PARK	Interior	E-W Stop	12/31/94	N-S 6.95:1	26	22,296	1.06
ADAMS and RIDGELAND	Interior	E-W Stop	12/31/94	N-S 16.5:1	22	19,092	1.05
HARRISON and EUCLID	Interior	SB Only Stop	12/31/94	E-W 5.55:1	6	5,232	1.05
VAN BUREN and EAST	Interior	All Way Stop	12/31/94	N-S 3.45:1	8	7,049	1.04
PLEASANT and HOME	Interior	~ Uncontrolled (X)		N-S 1.33:1	7	6,407	1.00
MONROE and KENILWORTH	Interior	~ Uncontrolled (X)		E-W 3.16:1	1	925	0.99
RANDOLPH and EUCLID	Interior	All Way Stop	12/31/94	N-S 1.61:1	5	4,695	0.97
JACKSON and GROVE <sup>60</sup>	Interior	N-S Stop	12/31/94	E-W 40.0:1	7	6,583	0.97
WASHINGTON and TAYLOR	Interior	N-S Stop	12/31/94	E-W 5.81:1	10	9,620	0.95
VAN BUREN and SCOVILLE	Interior	N-S Yield	4/18/96	E-W 2.49:1	2	1,925	0.95

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**South Blvd. to I-290 Traffic Study**  
**Crashes at Interior Intersections- No Pedestrians Involved**  
**For the Study Period of Jan. 1995 - Dec. 1997**

0122-1  
6b.5  
3/8

Intersection	Location	Traffic Controls	Date Controls Installed	Traffic Ratio	# of crashes	ADT	Acc Rate Acc./MEV
JACKSON and OAK PARK <sup>71</sup>	Interior	All Way Signal	12/31/94	N-S 1.87:1	27	26,574	0.93
JACKSON and MAPLE <sup>72</sup>	Interior	NB Only Stop	12/31/94	E-W 32.1:1	10	9,869	0.93
PLEASANT and MAPLE	Interior	All Way Stop	12/31/94	E-W 1.77:1	5	5,069	0.90
HARRISON and CLINTON	Interior	SB Only Stop	12/31/94	E-W 5.03:1	2	2,106	0.87
VAN BUREN and RIDGELAND	Interior	E-W Stop	12/31/94	N-S 13.8:1	18	19,308	0.85
WASHINGTON and GROVE	Interior	N-S Stop	12/31/94	E-W 12.4:1	11	11,861	0.85
JACKSON and EAST	Interior	All Way Stop	12/31/94	E-W 2.21:1	16	17,625	0.83
RANDOLPH and RIDGELAND	Interior	E-W Stop	12/31/94	N-S 14.5:1	19	21,377	0.81
PLEASANT and WESLEY	Interior	N-S Yield	12/31/94	E-W 2.44:1	2	2,356	0.78
ADAMS and CLINTON	Interior	~ Uncontrolled (X)		E-W 1.53:1	1	1,201	0.76
RANDOLPH and MAPLE	Interior	N-S Stop	12/31/94	E-W 4.55:1	9	10,915	0.75
VAN BUREN and CLARENCE	Interior	N-S Stop	2/13/98	E-W 2.70:1	2	2,459	0.74
RANDOLPH and MARION	Interior	All Way Stop	12/31/94	E-W 2.57:1	9	11,131	0.74
VAN BUREN and ELMWOOD	Interior	~ Uncontrolled (X)		E-W 3.21:1	1	1,248	0.73
ADAMS and GUNDERSON	Interior	E-W Stop	12/31/94	E-W 1.54:1	1	1,256	0.73
SOUTH BLVD. and CUYLER	Interior	NB Only Stop	12/31/94	E-W 5.14:1	4	5,276	0.69
SOUTH BLVD. and MAPLE	Interior	NB Only Stop	12/31/94	E-W 2.95:1	5	6,964	0.66
WASHINGTON and HUMPHREY	Interior	N-S Stop	12/31/94	E-W 54.7:1	6	8,357	0.66
HARRISON and TAYLOR	Interior	N-S Stop	12/31/94	E-W 28.1:1	7	9,793	0.65
MONROE and MAPLE	Interior	EB Only Stop	12/31/94	E-W 1.43:1	3	4,199	0.65
HARRISON and SCOVILLE	Interior	SB Only Stop	12/31/94	E-W 10.1:1	4	5,604	0.65
SOUTH BLVD. and MARION	Interior	All Way Stop	12/31/94	E-W 1.11:1	7	9,911	0.65
SOUTH BLVD. and LOMBARD	Interior	SB Only Stop	12/31/94	E-W	3	4,325	0.63
RANDOLPH and HARVEY	Interior	~ Uncontrolled (X)		E-W 2.85:1	1	1,468	0.62
JACKSON and LYMAN	Interior	N-S Stop	12/31/94	E-W 15.9:1	7	10,300	0.62
ADAMS and HUMPHREY	Interior	~ Uncontrolled (X)		N-S 3.12:1	1	1,473	0.62
HARRISON and HUMPHREY	Interior	N-S Stop	12/31/94	E-W 13.4:1	7	10,412	0.61
RANDOLPH and EAST	Interior	All Way Stop	12/31/94	N-S 3.36:1	5	7,471	0.61
JACKSON and WENONAH <sup>99</sup>	Interior	NB Only Stop	12/31/94	E-W 17.0:1	6	8,996	0.61
ADAMS and OAK PARK	Interior	E-W Stop	12/31/94	N-S 18.5:1	12	18,257	0.60
HARRISON and HIGHLAND	Interior	N-S Stop	12/31/94	E-W 22.9:1	6	9,502	0.58
HARRISON and CLARENCE	Interior	~ Uncontrolled (X)		E-W 7.05:1	3	4,765	0.57
ADAMS and WENONAH	Interior	N-S Yield	11/25/96	E-W 1.66:1	1	1,662	0.55
SOUTH BLVD. and TAYLOR	Interior	NB Only Stop	12/31/94	E-W 5.43:1	3	5,062	0.54
JACKSON and HOME <sup>105</sup>	Interior	N-S Stop	12/31/94	E-W 9.56:1	5	8,593	0.53

# South Blvd. to I-290 Traffic Study

## Crashes at Interior Intersections- No Pedestrians Involved

### For the Study Period of Jan. 1995 - Dec. 1997

0122-1 6b.5 4/8
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Intersection	Location	Traffic Controls	Date Controls Installed	Traffic Ratio	# of crashes	ADT	Acc Rate Acc./MEV
HARRISON and EAST	Interior	All Way Stop	12/31/94	N-S 1.10:1	6	10,379	0.53
ADAMS and HIGHLAND	Interior	E-W Stop	12/31/94	E-W 2.49:1	1	1,745	0.52
SOUTH BLVD. and EAST	Interior	All Way Stop	12/31/94	E-W 1.04:1	5	8,934	0.51
VAN BUREN and LOMBARD	Interior	All Way Stop	12/31/94	N-S 2.17:1	2	3,626	0.50
RANDOLPH and CUYLER	Interior	All Way Stop	12/31/94	E-W 1.49:1	1	1,815	0.50
JACKSON and KENILWORTH <sup>117</sup>	Interior	N-S Stop	12/31/94	E-W 20.2:1	4	7,264	0.50
ADAMS and EUCLID	Interior	All Way Stop	12/31/94	N-S 1.05:1	1	1,824	0.50
SOUTH BLVD. and HOME	Interior	All Way Stop	12/31/94	E-W 1.34:1	5	9,153	0.50
PLEASANT and HARVEY	Interior	~ Uncontrolled (X)		E-W 1.75:1	1	1,860	0.49
RANDOLPH and KENILWORTH	Interior	All Way Stop	12/31/94	E-W 2.25:1	4	7,508	0.49
VAN BUREN and OAK PARK	Interior	E-W Stop	12/31/94	N-S 10.9:1	10	18,877	0.48
JACKSON and CLINTON <sup>117</sup>	Interior	N-S Stop	12/31/94	E-W 18.6:1	4	7,645	0.48
HARRISON and HARVEY	Interior	SB Only Stop	12/31/94	E-W 22.2:1	5	9,638	0.47
RANDOLPH and SCOVILLE	Interior	~ Uncontrolled (X)		E-W 6.30:1	1	1,935	0.47
ADAMS and CUYLER	Interior	N-S Stop	12/31/94	E-W 2.17:1	1	2,028	0.45
SOUTH BLVD. and KENILWORTH	Interior	All Way Stop	12/31/94	E-W 1.68:1	4	8,444	0.43
PLEASANT and EAST	Interior	All Way Stop	12/31/94	N-S 3.21:1	3	6,352	0.43
WASHINGTON and CUYLER	Interior	N-S Stop	12/31/94	E-W 12.0:1	4	8,892	0.41
WASHINGTON and CLINTON	Interior	N-S Stop	12/31/94	E-W 15.1:1	5	11,447	0.40
HARRISON and CUYLER	Interior	N-S Stop	12/31/94	E-W 32.7:1	4	9,262	0.39
RANDOLPH and HOME	Interior	All Way Stop	12/31/94	E-W 2.26:1	4	10,208	0.36
JACKSON and CUYLER	Interior	SB Only Stop	12/31/94	E-W 15.1:1	4	10,329	0.35
ADAMS and LOMBARD	Interior	All Way Stop	12/31/94	N-S 4.60:1	2	5,351	0.34
HARRISON and ELMWOOD	Interior	SB Only Stop	12/31/94	E-W 19.5:1	2	5,707	0.32
HARRISON and LYMAN	Interior	N-S Stop	12/31/94	E-W 28.0:1	3	9,914	0.28
PLEASANT and CLINTON	Interior	All Way Stop	12/31/94	E-W 2.56:1	1	3,487	0.26
JACKSON and HUMPHREY	Interior	N-S Stop	12/31/94	E-W 8.56:1	3	10,822	0.25
RANDOLPH and CLINTON	Interior	All Way Stop	12/31/94	E-W 5.23:1	2	7,307	0.25
JACKSON and ELMWOOD	Interior	N-S Stop	12/31/94	E-W 36.3:1	3	12,460	0.22
SOUTH BLVD. and ELMWOOD	Interior	NB Only Stop	12/31/94	E-W 7.65:1	1	5,070	0.18
JACKSON and HIGHLAND	Interior	N-S Stop	12/31/94	E-W 20.7:1	2	10,157	0.18
JACKSON and TAYLOR	Interior	N-S Stop	12/31/94	E-W 12.8:1	2	10,448	0.17
PLEASANT and EUCLID	Interior	All Way Stop	12/31/94	N-S 1.86:1	1	5,243	0.17
FLOURNOY and LOMBARD	Interior	EB Only Stop	12/31/94	N-S 13.6:1	1	5,494	0.17
JACKSON and CLARENCE	Interior	N-S Stop	12/31/94	E-W 19.9:1	2	12,737	0.14

**South Blvd. to I-290 Traffic Study**  
**Crashes at Interior Intersections- No Pedestrians Involved**  
**For the Study Period of Jan. 1995 - Dec. 1997**

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Intersection	Location	Traffic Controls	Date Controls Installed	Traffic Ratio	# of crashes	ADT	Acc Rate Acc./MEV
JACKSON and SCOVILLE	Interior	N-S Stop	12/31/94	E-W 18.9:1	2	12,767	0.14
JACKSON and EUCLID	Interior	N-S Stop	12/31/94	E-W 13.2:1	2	13,006	0.14
SOUTH BLVD. and GROVE	Interior	NB Only Stop	12/31/94	E-W 3.59:1	1	6,627	0.14
JACKSON and WISCONSIN <sup>144</sup>	Interior	N-S Stop	12/31/94	E-W 16.2:1	1	9,781	0.09
JACKSON and GUNDERSON	Interior	N-S Stop	12/31/94	E-W 24.4:1	1	12,624	0.07
MADISON and RIDGELAND	Interior	All Way Signal	12/31/94	Unknown 1.44:1	0	46,385	0.00
MADISON and OAK PARK	Interior	All Way Signal	12/31/94	E-W 1.48:1	0	45,222	0.00
MADISON and EAST	Interior	All Way Signal	12/31/94	E-W 4.44:1	0	34,484	0.00
MADISON and LOMBARD	Interior	All Way Signal	12/31/94	E-W 5.53:1	0	31,436	0.00
MADISON and EUCLID	Interior	N-S Stop	12/31/94	E-W 18.3:1	0	29,682	0.00
MADISON and SCOVILLE	Interior	N-S Stop	12/31/94	E-W 32.3:1	0	29,017	0.00
MADISON and WESLEY	Interior	N-S Stop	12/31/94	E-W 32.9:1	0	28,999	0.00
MADISON and GUNDERSON	Interior	NB Only Stop	12/31/94	E-W 57.2:1	0	28,636	0.00
MADISON and CLARENCE	Interior	NB Only Stop	12/31/94	E-W 58.1:1	0	28,628	0.00
MADISON and ELMWOOD	Interior	NB Only Stop	12/31/94	E-W 72.5:1	0	28,532	0.00
MADISON and HOME	Interior	All Way Signal	12/31/94	E-W 10.6:1	0	28,248	0.00
MADISON and MAPLE	Interior	N-S Stop	12/31/94	E-W 12.7:1	0	27,851	0.00
MADISON and TAYLOR	Interior	N-S Stop	12/31/94	E-W 21.9:1	0	27,844	0.00
MADISON and HUMPHREY	Interior	N-S Stop	12/31/94	E-W 24.1:1	0	27,732	0.00
MADISON and HARVEY	Interior	N-S Stop	12/31/94	E-W 37.5:1	0	27,336	0.00
MADISON and LYMAN	Interior	NB Only Stop	12/31/94	E-W 38.8:1	0	27,311	0.00
MADISON and CUYLER	Interior	N-S Stop	12/31/94	E-W 41.7:1	0	27,264	0.00
MADISON and WISCONSIN	Interior	N-S Stop	12/31/94	E-W 17.9:1	0	27,253	0.00
MADISON and HIGHLAND	Interior	NB Only Stop	12/31/94	E-W 51.5:1	0	27,142	0.00
MADISON and KENILWORTH	Interior	SB Only Stop	12/31/94	E-W 19.8:1	0	27,117	0.00
MADISON and WENONAH	Interior	NB Only Stop	12/31/94	E-W 31.9:1	0	26,623	0.00
MADISON and GROVE	Interior	N-S Stop	12/31/94	E-W 32.9:1	0	26,599	0.00
MADISON and CLINTON	Interior	N-S Stop	12/31/94	E-W 43.0:1	0	26,414	0.00
MADISON and CARPENTER	Interior	NB Only Stop	12/31/94	E-W 51.8:1	0	26,312	0.00
JACKSON and WESLEY	Interior	N-S Stop	12/31/94	E-W 22.6:1	0	12,662	0.00
JACKSON and HARVEY	Interior	N-S Stop	12/31/94	E-W 23.2:1	0	10,106	0.00
JACKSON and CARPENTER <sup>172</sup>	Interior	N-S Stop	12/31/94	E-W 16.6:1	0	6,987	0.00
HARRISON and GUNDERSON	Interior	SB Only Stop	12/31/94	E-W 10.5:1	0	5,765	0.00
SOUTH BLVD. and WESLEY	Interior	NB Only Stop	12/31/94	E-W 6.99:1	0	5,240	0.00
PLEASANT PL. and MARION	Interior	WB Only Stop	12/31/94	N-S 24.3:1	0	3,796	0.00

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Printed on 01/25/99

**South Blvd. to I-290 Traffic Study**  
**Crashes at Interior Intersections- No Pedestrians Involved**  
**For the Study Period of Jan. 1995 - Dec. 1997**

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Intersection	Location	Traffic Controls	Date Controls Installed	Traffic Ratio	# of crashes	ADT	Acc Rate Acc./MEV
RANDOLPH and LOMBARD	Interior	All Way Stop	12/31/94	N-S 2.64:1	0	3,043	0.00
HARRISON and CARPENTER	Interior	SB Only Stop	12/31/94	E-W 7.20:1	0	2,773	0.00
HARRISON and KENILWORTH	Interior	SB Only Stop	12/31/94	E-W 5.85:1	0	2,454	0.00
MONROE and HOME	Interior	All Way Stop	12/31/94	N-S 2.14:1	0	2,366	0.00
PLEASANT and CUYLER	Interior	All Way Stop	12/31/94	E-W 1.81:1	0	2,295	0.00
ADAMS and HOME	Interior	E-W Stop	12/31/94	N-S 1.37:1	0	2,095	0.00
HARRISON and HOME	Interior	SB Only Stop	12/31/94	E-W 2.31:1	0	2,033	0.00
VAN BUREN and CUYLER	Interior	N-S Stop	8/20/96	E-W 5.61:1	0	1,981	0.00
VAN BUREN and HIGHLAND	Interior	All Way Stop	12/31/94	E-W 3.46:1	0	1,937	0.00
PLEASANT and SCOVILLE	Interior	N-S Stop	12/31/94	E-W 2.79:1	0	1,832	0.00
HARRISON and WENONAH	Interior	SB Only Stop	12/31/94	E-W 2.46:1	0	1,518	0.00
ADAMS and HARVEY	Interior	N-S Stop	12/31/94	E-W 2.63:1	0	1,517	0.00
ADAMS (EAST LEG) and GROVE	Interior	~ Uncontrolled (X)		E-W 2.00:1	0	1,455	0.00
MONROE and CARPENTER	Interior	All Way Stop	12/31/94	E-W 1.41:1	0	1,154	0.00
MONROE and GROVE	Interior	~ Uncontrolled (X)		E-W 1.37:1	0	1,148	0.00
PLEASANT and HUMPHREY	Interior	~ Uncontrolled (X)		N-S 2.77:1	0	1,115	0.00
ADAMS and ELMWOOD	Interior	N-S Stop	8/2/95	E-W 1.99:1	0	1,106	0.00
RANDOLPH and TAYLOR	Interior	~ Uncontrolled (X)		E-W 2.17:1	0	1,036	0.00
VAN BUREN and GROVE	Interior	~ Uncontrolled (X)		E-W 2.78:1	0	1,005	0.00
ADAMS and KENILWORTH	Interior	~ Uncontrolled (X)		E-W 1.83:1	0	881	0.00
ADAMS (WEST LEG) and GROVE	Interior	~ Uncontrolled (X)		E-W 1.28:1	0	598	0.00
HARRISON and MAPLE	Interior	~ Uncontrolled (X)		E-W 1.05:1	0	584	0.00
FLOURNOY and HIGHLAND	Interior	~ Uncontrolled (X)		Unknown 1.00:1	0	376	0.00
FLOURNOY and TAYLOR	Interior	~ Uncontrolled (X)		N-S 1.24:1	0	165	0.00
FLOURNOY and LYMAN	Interior	~ Uncontrolled (X)		Unknown 1.02:1	0	146	0.00
FLOURNOY and HUMPHREY	Interior	~ Uncontrolled (X)		N-S 1.99:1	0	144	0.00
Number of Intersections = 201			Total Crashes	1,321	Total ADT =	1,966,962	

ALL STREETS EXCEPT MADISON = 1,254,895  
MADISON STREET = 712,067  


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TOTAL ADT = 1,966,962

ADT = AVERAGE DAILY TRAFFIC

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**South Blvd. to I-290 Traffic Study**  
**Crashes at Perimeter Intersections- No Pedestrians Involved**  
**For the Study Period of Jan. 1995 - Dec. 1997**

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Intersection	Location	Traffic Controls	Date Controls Installed	Traffic Ratio	# of crashes	ADT	Acc Rate Acc./MEV
HARRISON and AUSTIN	Perimeter	All Way Signal	12/31/94	N-S 2.67:1	75	35,748	1.92
JACKSON and HARLEM	Perimeter	All Way Signal	12/31/94	N-S 3.13:1	70	39,570	1.62
WASHINGTON and AUSTIN	Perimeter	All Way Signal	12/31/94	E-W 3.17:1	50	34,207	1.33
JACKSON and AUSTIN	Perimeter	All Way Signal	12/31/94	N-S 2.68:1	48	35,689	1.23
PLEASANT and HARLEM	Perimeter	WB Only Stop	12/31/94	N-S 8.93:1	37	33,360	1.01
SOUTH BLVD. and HARLEM	Perimeter	All Way Signal	12/31/94	N-S 5.77:1	38	35,200	0.99
RANDOLPH and HARLEM	Perimeter	All Way Signal	12/31/94	N-S 3.19:1	35	39,419	0.81
WASHINGTON and HARLEM	Perimeter	All Way Signal	12/31/94	N-S 2.83:1	26	40,567	0.59
SOUTH BLVD. and AUSTIN	Perimeter	All Way Signal	12/31/94	N-S 6.19:1	15	30,200	0.45
MONROE and HARLEM	Perimeter	WB Only Stop	12/31/94	N-S 12.1:1	16	32,471	0.45
ADAMS and AUSTIN	Perimeter	~ Uncontrolled		N-S	12	26,000	0.42
VAN BUREN and AUSTIN	Perimeter	~ Uncontrolled		N-S	10	26,000	0.35
RANDOLPH and AUSTIN	Perimeter	~ Uncontrolled		N-S	8	26,000	0.28
PLEASANT and AUSTIN	Perimeter	~ Uncontrolled		N-S	7	26,000	0.25
ADAMS and HARLEM	Perimeter	~ Uncontrolled		N-S	2	30,000	0.06
MADISON and HARLEM	Perimeter	All Way Signal	12/31/94	N-S 1.16:1	0	55,814	0.00
MADISON and AUSTIN	Perimeter	All Way Signal	12/31/94	E-W 1.02:1	0	52,625	0.00
Number of Intersections =		17	Total Crashes		449	Total ADT =	598,870

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# Traffic Study For The Village Of Oak Park South Blvd. to I-290

## Interior Intersections Accident Analysis

Study period is the 36 month period between January 1995 and December 1997

- **Actual Accident Rate:** The accident rate at an intersection in accidents per million entering vehicles

$$\text{Actual Accident Rate} = R_i = \frac{\text{No. of Acc.} \times 10^6}{\text{ADT} \times (3 \times 365 \text{ days})} \quad \text{Acc/MEV}$$

- **Average Accident Rate:** The average accident rate for the 201 interior intersections in the study area

$$\text{Average Accident Rate} = R_a = \frac{\sum \text{No. of Acc.} \times 10^6}{\sum \text{ADT} \times (3 \times 365 \text{ days})} \quad \text{Acc/MEV}$$

- **Critical Accident Rate:** If the actual accident rate exceeds the critical accident rate then there is a 99% chance that the accidents were caused by factors other than chance.

$k = 2.576$  for 99% level of confidence

$M$  = vehicle exposure in millions of entering vehicles

$$\text{Critical Accident Rate} = R_{CI} = R_a + k(R_a \div M)^{1/2} - \frac{1}{2M} \quad \text{Acc/MEV}$$

Number of interior intersections = 201

Number of accidents at interior intersections = 1,321 (not including Madison St.)

Sum of ADTs for the 201 interior intersections = 1,254,895 (not including Madison St.)

$$\text{Average Accident Rate} = R_a = \frac{1,321 \times 10^6}{1,254,895 \times (3 \times 365)} = 0.961 \text{ Acc/MEV}$$

$$M = \frac{1,254,895 \times (3 \times 365)}{10^6} = 1,374.11 \text{ MEV}$$

$$\text{Critical Accident Rate} = R_{CI} = 0.961 + 2.576(0.961 \div 1,374.11)^{1/2} - \frac{1}{2 \times 1,374.11} = 1.029 \text{ Acc/MEV}$$

(not including Madison St.)