

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
TUESDAY, FEBRUARY 9, 2021 - 7:00 PM**

SPECIAL NOTE - The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during the Governor's disaster proclamation. It is not feasible to have a person present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak during the Governor's disaster proclamation. A special meeting is being conducted remotely with live audio available and optional video. The meeting will be streamed live and archived online for on-demand viewing at www.oak-park.us/commissiontv as well as cablecast on VOP-TV, which is available to Comcast subscribers on channel 6 and ATT Uverse subscribers on channel 99. Remote meetings of Oak Park Citizen Commissions are authorized pursuant to Section 6 of Governor J.B. Pritzker's Executive Order 2020-07, with limitations. Governor Pritzker's Executive Order allows for remote participation meetings by public bodies, but public bodies are "encouraged to postpone" meetings and should only hold meetings when "necessary." Executive Order No. 2020-07 (COVID-19 Executive Order No. 5) at Section 6. The Illinois Attorney General issued "Guidance to Public Bodies" regarding the Governor's Executive Order on April 9, 2020. In that guidance, the Attorney General states, "Where a public body does not have critical issues that must be addressed because time is of the essence, cancelling or postponing public meetings may be prudent during the COVID-19 outbreak, rather than holding meetings that could pose a risk of danger to the public." Thus, the test as to whether to hold a meeting is an issue to be discussed is "critical" that must be addressed immediately.

PUBLIC COMMENT - Oak Park Citizen Commissions welcome your statement to be read into the public record at a meeting. Public statements of up to three minutes will be read into the record during Non-Agenda public comment or Agenda Item public comment, as an individual designates. Statements will be provided to the Commission members in their entirety as a single document. Please follow the instructions for submitting a statement provided below. Questions regarding public comment can be directed to (708) 358-5672 or email clerk@oak-park.us.

Non-Agenda public comment is a time set aside at the beginning of each Citizen Commission meeting for public statements about an issue or concern that is not on that

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

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

meeting's agenda. Individuals are asked to email statements to transportation@oak-park.us to be received no later than 60 minutes (6:00 PM) prior to the start of the meeting. If email is not an option, you can drop comments off in the Oak Park Payment Drop Box across from the entrance to Village Hall, 123 Madison Street, to be received no later than 5 PM on the day of the Commission meeting. Agenda item public comment will be limited to 30 minutes with a limit of three minutes per statement. If comment requests exceed 30 minutes, public comment will resume after the items listed under the agenda are complete.

AGENDA

1. Call to Order
2. Non-Agenda Public Comment - Up To 15 Minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
 - 4.1 January 12, 2021 draft Transportation Commission meeting minutes
5. REVIEW THE EFFECTIVENESS OF THE EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF WARRANTED
 - 5.1 Staff Agenda Item Commentary
 - 5.2 Supporting Documents
6. OTHER ENCLOSURES
 - OE1 Village Board of Trustees actions through 12/07/2020 regarding recent Transportation Commission recommendations
 - OE2 12 months activity summary of P&T traffic items: Feb 2020 - Jan 2021
7. Adjourn

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DRAFT Meeting Minutes
Transportation Commission
Tuesday, January 12, 2021 - 7:00 PM
Remote Participation Meeting

Engineer 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 the Governor's disaster proclamation. It is not feasible to have a person present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak during the Governor's disaster proclamation."

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:01 PM

Roll Call

Present: Camille Fink, Garth Katner, Meghann Moses, James Thompson, Chair Ron Burke

Absent: Aaron Stigger

Staff: Traffic/Transportation Engineer Jill Juliano, Development Customer Services Director Tammie Grossman, Parking Restrictions Coordinator (PRC) Cinthya Calderon, Staff Liaison Michael Koperniak

2. Non-Agenda Public Comment

None

3. Agenda Approval

Commissioner Thompson made a motion to approve tonight's agenda.

Commissioner Katner seconded the motion.

The following was briefly discussed before the vote was taken:

- Several Commissioners would like to see the work plan items on the agenda.
- The contents of the Other Enclosures found in tonight's meeting agenda packet.

Commissioner Moses made a motion to amend the motion by adding an item to tonight's agenda to discuss the Other Enclosures.

Commissioner Thompson seconded the motion.

The roll call vote was as follows:

Ayes - Thompson, Katner, Fink, Moses, Burke

Nays - None

The motion passed unanimously 5 to 0.

4. Approval of the draft October 28, 2020 Transportation Commission meeting minutes

Commissioner Thompson made a motion to approve the draft October 28, 2020 Transportation Commission meeting minutes as presented.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

Ayes - Thompson, Fink, Katner, Moses, Burke

Nays - None

The motion passed unanimously 5 to 0.

5. PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 800 BLOCKS OF NORTH CUYLER AND NORTH HARVEY AVENUES

Jill Juliano gave a presentation covering: the petitions, the scoring tables, the aerial map of the area in question, speed data, vehicle volume data, AM & PM peak period turning movement counts, 36-month collision diagrams, and the Traffic Calming Toolbox Matrix table.

Jill commented that the two petitions were combined because:

- The two petitioning blocks are adjacent to each other.
- Both petitions expressed similar traffic problems.
- Both petitions indicated that their streets were being used as a bypass to the Ridgeland Avenue and Division Street signalized intersection.

Staff and the Commission briefly discussed the following during Jill's presentation:

- The typical average daily traffic (ADT) volume on local Village of Oak Park streets ranges between 800 and 1,200 vehicles.
- All of the traffic counts were taken in early 2020 before the State of Illinois issued its Shelter in Place Order.
- A two-day September 2003 vehicle volume on Cuyler Avenue showed similar ADT volumes as those taken for this agenda item.
- How peak traffic volumes vary based on the time of the year and the location of the traffic counts in the Village.
- These traffic volumes are relatively low compared to the Village wide local street ADT volumes.
- Vehicle speeds appear to be slightly above the posted 25 mile per hour speed limit.
- The Staff's recommendation to install portable speed radar signs and/or the Police speed wagon.
- The petition comment that the speed wagon was already tried but that the vehicle speeds went backup once the speed wagon was removed.
- The duration of the lingering positive effects of speed radar signs and speed wagons after they've been removed.

The floor was now opened to public comment.

Mike Trumbell of the 800 block of N. Cuyler Avenue commented that the February 19th & 20th traffic surveys were on days when it had freezing rain and that could have affected the vehicle speeds, the March 10th turning counts were taken four days after the pandemic announcement and his child's school was closed, all of his data is anecdotal, has three young children that play outside, he is concerned about speeding vehicles, he used a baseball pitcher's speed radar gun to conduct his own speed survey and noted the speeding vehicles up to 50 miles per hour, inquired about the top speed vehicles in the Village speed surveys, and on the various traffic calming measures available.

In response to Chair Burke's comment about the shelter-in-place being in effect during the collection of some of the traffic data, Jill Juliano replied that all of the data was collected before the schools closed due to the pandemic.

Olivia Schreiner of the of the 800 block of N. Harvey Avenue commented that she supports Mike Trumbell's comments, that her data is also anecdotal, sees the speeding vehicles herself, supports either a cul-de-sac or a one-way diverter, temporary speed radar devices don't work, on the Hayes Avenue one-way diverter, both Cuyler and Harvey dead end at Thomas Street and how it affects vehicle volumes but not speed, and would appreciate any kind of remediation.

The floor was closed to public testimony.

The Commission discussed the following:

- The Staff's recommendations for speed radar signs and/or a speed wagon.
- The Village's traffic calming budget, how much is in it and how is it utilized.
- The cost of various traffic calming devices.
- Their understanding of the petitioner's comments regarding safety on and adjacent to the streets.
- The time of the year and weather conditions the traffic data was collected under.
- Written public testimony to make northbound Cuyler Avenue a right turn only exit onto eastbound Division Street.
- The Village looks for traffic calming solutions that address the problem but are not so draconian that they stop traffic from driving on the street.
- The option of using a turn restriction from the traffic calming toolbox.
- The higher volume local and arterial streets are mostly located in the central and south parts of the Village.
- The vehicle turning counts from Cuyler and Harvey Avenues onto Division Street and how right turn only restrictions would not have much impact.
- The difficulty of making left turns from Cuyler and Harvey Avenues onto Division Street.
- How often speed radar signs / wagons are deployed and for how long at one location.
- The long-term effectiveness of speed radar signs / wagons.
- Possible alternatives to speed radar signs / wagons.
- Targeted speed enforcement in addition to the speed trailer.
- Possibly collect additional speed and volume data after the pandemic is over and when it could be done.
- How the Police targeted enforcement process works.

Commissioner Thompson made a three-part motion to:

- Support the Staff recommendation to implement portable speed radar signs or speed wagons on an intermittent basis on the 800 blocks of both N. Harvey Avenue and N. Cuyler Avenue.

- Staff requests the Police to use targeted speed enforcement.
- Staff revisits the traffic data on these two blocks at some point in the future.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

Ayes: Thompson, Fink, Katner, Moses, Burke

Nays: None

The motion passed unanimously 5 to 0.

The Transportation Commission took a two-minute break and then reconvened.

6. PETITION TO REMOVE DAYTIME PARKING RESTRICITONS ON THE 600 CLARENCE AVENUE BLOCK

Cinthya Calderon gave a presentation covering the reason the petition was submitted, the historical background of why the existing No Parking 8 AM – 10AM Monday – Friday restriction was installed in 1998, the fact that Fenwick High School completed construction of its multi-story onsite student / staff parking garage in 2020, and the fact that Fenwick High School has not purchased any daytime on-street parking permits for the current school year.

The Commission and Staff had a brief discussion regarding if the new parking garage would generate similar petitions from adjacent streets since the high school's students and staff would be moving off of the streets and into the parking garage and if Staff was looking at proactively recommending parking restriction changes on adjacent streets due to the new parking garage.

The floor was opened to public testimony.

Kevin Shalla of the 600 Clarence Avenue block mentioned: the Fenwick parking garage, the fact that the residents of the block don't like not being able to park on their block between 8 AM and 10 AM, that he doesn't see a parking problem if the existing restriction is removed.

The Commission, Staff, and Mr. Shalla briefly discussed the possibility of spill-over parking onto the streets in spite of the availability of the parking garage.

The floor was closed to public testimony.

There was no further Commission discussion on this item.

Commissioner Katner made a motion to accept the staff recommendation to remove the No Parking 8 AM – 10 AM Monday – Friday parking restriction from the 600 Clarence Avenue block.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

Ayes: Katner, Fink, Moses, Thompson, Burke

Nays: None

The motion passed unanimously 5 to 0.

The Commission began discussing the agenda's Other Enclosures with Staff. The discussion covered:

- The Slow Streets Pilot Program report.
- The Staff's ability to further summarize or analyze the report.
- The possibility of the Commission members or Bike Walk Oak Park to further analyze the report.
- The next steps the Commission might take to address the Slow Streets.
- The general 61 percent public support for the pilot program.
- Should the Commission recommend to implement the Slow Street program again if the Covid pandemic restrictions remain in place this year.
- That the Village Engineer needs to weigh in on this in order to explain his long-term work plans for the year.
- The difficulties of scheduling meetings due to current pandemic restrictions with many commissions / committees competing for limited meeting dates.
- A master commission / committee meeting schedule is currently being developed.
- If any further counts or surveys would be taken in the future.
- Putting this and/or another work plan item onto the next agenda if possible.
- The desire to see the work plan items on upcoming agendas.
- The possibility of developing a Transportation Commission meeting calendar about what will be discussed at future meetings.
- Possibly adding a review of the Slow Street Pilot Program report to the next agenda.

- Possibly adding the Neighborhood Greenways bicycle plan to the next agenda.
- Possibly adding prioritizing the funding for the traffic calming toolbox to the next agenda.
- Possibly add the Transportation Goals discussion to a future agenda
- Some goals to be considered include crash reduction, increasing bicycle / walking / transit usage, and transportation equity.

7. ADJOURN

There being no further business, Commissioner Moses made a motion to adjourn the meeting.

The motion was seconded by Commissioner Thompson.

The roll call vote was as follows:

Ayes: Moses, Thompson, Fink, Katner, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting was adjourned at 8:51 PM.

Submitted by:

Michael Koperniak

Staff Liaison to the Transportation Commission

Village of Oak Park

Transportation Commission Agenda Item

Item Title: Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted
Review Date: <u>February 9, 2021</u>
Prepared By: <u>Mike Koperniak</u>
<p>Abstract (briefly describe the item being reviewed):</p> <p>The draft 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 was carried over from the approved 2020 Work Plan.</p> <p>The two stated outcomes for this item are: (1) implement a more efficient and effective process for addressing citizen traffic calming requests and (2) Develop an adopted vision for transportation in the Village of Oak Park.</p> <p>This work plan item is scheduled to be completed by the 3rd quarter of 2021.</p> <p>Tonight is the first of several meetings being held to discuss this item in order to possibly recommend modifications to, or replacement of, the existing system, if warranted.</p>
<p>Staff Recommendation(s):</p> <p>Staff is recommending that tonight's meeting be geared towards reviewing the existing citizen petition process, developing goals, and developing a schedule to discuss the issue.</p>
Supporting Documentation Is Attached

MEMORANDUM

0221-1
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Date: February 9, 2021

To: Transportation Commission

From: Mike Koperniak, Staff Liaison

Parking and Traffic Commission M.K.

Re: Supporting documents for the reviewing the effectiveness of the existing citizen petition process / system

Following and attached are documents related to the Village's existing Transportation Commission citizen petition process.

The mission of the Transportation Commission is to hear parking and traffic concerns and make recommendations for improved parking and traffic conditions, the administration and enforcement of traffic regulations and for public education about traffic safety.

Chapter 2 - Article 15, of the Oak Park Village Code enumerates the creation and duties of the Transportation Commission.

2-15-1: CREATION: - There is hereby established a Transportation Commission to serve without compensation and to consist of a chairperson and six (6) members to be appointed by the Village President with the consent of the Village Board.

All new appointments to the Commission shall be on a staggered basis for three (3) year terms (except to fill unexpired terms) with the chairperson and two (2) members being appointed during one year and two (2) members being appointed in each of the two (2) succeeding years. (Ord. 2005-0-72, 12-5-05)

2-15-2: DUTIES: - It shall be the duty of the Transportation Commission to submit recommendations to the Village Board for official action. Such recommendations shall be aimed at improving parking and traffic conditions, the administration, and enforcement of traffic regulations, and educational activities in the field of traffic safety. The Commission shall also conduct hearings for cul-de-sacs and other types of street closings in accordance with established guidelines and shall also submit recommendations to the Village Board with regard to same. The Village Manager shall provide for such staff

assistance as the Commission may need to carry out these functions. The Commission shall follow the policies established by the President and Board of Trustees in carrying out the above prescribed duties and responsibilities. (Ord. 2005-0-72, 12-5-05)

Each year, the Village Board of Trustees (VBOT) approves a Transportation Commission Work Plan. The first item on every Work Plan states:

Project - Continue to review the following issues brought before the Commission and make recommendations to the Village Board:

- Parking
- Traffic
- Transportation related items referred by the Board from other Commissions
- Various school traffic plans
- Pavement geometric changes
- Electrical powered traffic control devices

Outcomes:

- Improved utilization and efficiency of on-street and off-street parking resources
- Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way.
- Improved level of safety for school children walking to and from school

Time-frame: These are recurring annual projects

Attached are exhibits related to the performance of the Transportation Commission.

- A. Parking and Traffic Policies adopted by the VBOT on September 22, 1998
- B. Guidelines For Permit Parking adopted by the VBOT on September 3, 2002
- C. Village Attorney memorandums related to Daytime Permit Parking
- D. Village of Oak Park's Transportation Commission web page
- E. Village of Oak Park's Addressing Neighborhood Traffic Issues web page
- F. Petition For Traffic Calming Measures
- G. Traffic Calming Scoring Table
- H. Traffic Calming Measures matrix table

- I. Petition for Non-Permitted Parking Restrictions
- J. Petition for Permit Parking Restrictions
- K. Extract from the February 25, 2019 Transportation Commission meeting minutes related to Developing a Neighborhood Traffic Management Plan (NTMP)

Village of Oak Park
Parking and Traffic Policies
as developed by
the Parking and Traffic Commission
and as adopted by
the Village Board of Trustees
on September 22, 1998

VILLAGE OF OAK PARK
PARKING POLICIES

GENERAL

1. The Village must regulate parking to address conflicting demands.
2. Safety, quality of life, traffic flow, community and economic development should be primary concerns in parking issues.
3. Parking issues should be dealt with considering the local area as well as impacts on the entire Village.
4. The Village should work in partnership with the community to solve as many parking issues as possible.
5. The "Community" should have adequate input and timely notice regarding parking issues.
6. Ordinances should be easy to understand and to enforce.

PRIORITIES

1. Parking must be shared.
2. In Business Zones: customers have the highest priority for parking, followed by,
 - a) service
 - b) employees
 - c) residents
 - d) commuters
 - e) students
3. In Resident Zones: residents should have the highest priority for parking followed by,
 - a) service
 - b) employees
 - c) students
 - d) commuters
4. Parking for commuters should be provided near Transit Facilities.
5. On arterial, secondary arterial and collector streets, traffic should have priority over parking during rush hours.

VILLAGE OF OAK PARK PARKING POLICIES

FUNDING

1. If special funding is required for the development of appropriate parking spaces, the users should pay for some share of the cost.
2. The owners/operators of rental/commercial units should participate with the Village in the solution, financing, management and maintenance of parking spaces.
3. The Village may share in the cost of parking where it is in the Village's interest. For example, economic development, to help meet demand, and to enhance the neighborhood.
4. Pricing for on and off street parking, except for on-street permits, should be utilized to help regulate demand and to increase supply. Pricing should also consider time, duration and location.
5. All permitted parking revenues shall be dedicated to operations and maintenance as well as the development of off-street parking.
6. The Village should investigate the feasibility of low cost loans/grants for private parking development.

OVERNIGHT

1. Overnight parking on some streets should be allowed.
2. The current overnight parking policy should be reviewed for possible modifications.
3. Overnight parking permits may be assigned to individual one-block areas, where feasible.

PARKING DEVELOPMENT

1. All new development and redevelopment should be required to provide adequate off-street parking according to that area's zoning.
2. Alleys should be considered for parking as long as it does not create obstructions and is within standards. Standards for alley parking are to be developed.
3. The adequacy of off-street parking should be reviewed.

Traffic Policies continued on next page

VILLAGE OF OAK PARK TRAFFIC POLICIES

GENERAL

1. Traffic Issues should be addressed as Village-wide issues. The "Community" should have input on traffic issues.
2. The cost of traffic control devices shall be included as a line item in the budget.
3. Cost will be considered a factor in the implementation of policies.
4. All modes of transportation will be considered in traffic planning.

TRAFFIC CONTROL

1. When traffic control devices are necessary, they are to be implemented according to a master plan. All intersections do not need to be controlled.
2. Pedestrian access routes should be established at all parks, schools, hospitals and other high pedestrian traffic areas through the use of traffic control devices.
3. The accident rate (per million entering vehicles) should be a significant factor in determining traffic controls.
4. Any uncontrolled intersection, with at least three accidents in a 12-month period, will automatically be investigated for potential traffic controls, by Village staff.
5. "Cross Traffic Does Not Stop" signage should be used initially for a 6-month transition period for all two-way stops.
6. New technology should be implemented to improve traffic control and flow where economically feasible.
7. Traffic signals shall be used only where warranted by the latest edition of the Manual on Uniform Traffic Devices, as adopted by the Illinois Department of Transportation, and where less restrictive measures have failed.

ONE-WAY TRAFFIC

1. One-way traffic is acceptable if it substantially maintains access by residents or businesses within the affected area..
2. One-way traffic may be considered if it substantially facilitates parking issues.

THROUGH-TRAFFIC

1. Encourage through-traffic on major streets by improving traffic flow, use: a) primary arterial streets, b) secondary arterial streets, and c) collector streets.
2. Plan for volume growth in regard to through-traffic and also consider rush hour restrictions.
3. Discourage through-traffic on local streets, except in cases where a cul-de-sac is appropriate.

TRAFFIC QUIETING

1. Any form of traffic quieting devices may be considered where they do not conflict with other traffic policies. These methods include, but are not limited to circles, diverters, signs and signals.

SPEED

1. Speed limit on local streets should be 25 mph.
2. Design elements should be used to control speed.
3. Speed humps are not an acceptable method on streets, but may be considered in alleys.
4. Police should strictly enforce speed limits.

BICYCLE ISSUES

1. Bicycle needs should be considered in traffic planning.

PARKING & TRAFFIC PROCESS TO ADDRESS CITIZEN'S REQUESTS

Types of Issues to be Reviewed by the P&T Commission	Comments
<ol style="list-style-type: none"> Items Referred by the Board of Trustees Items Arising from P&T Commission Previous Actions Items Initiated By Village Staff Petitions Submitted By Residents Installation of Permit Parking Items With Competing Interests or Opposing Views Appeals of Village Staff Administrative Decisions 	<ol style="list-style-type: none"> The Board may refer issues. The Commission may study an issue in further detail or a related issue. Staff may forward an issue to the Commission for additional input. Petition requests are standard procedures for the Commission. Permit Parking requests are standard procedures for the Commission. Commission may wish to hear possibly controversial issues. In regard to Appeals, the Commission will determine which cases they believe are necessary to be re-heard.
Types of Issues To Be Handles Administratively By Village Staf	Comments
<p><i>Parking (Based on Village wide parking plan)</i></p> <ol style="list-style-type: none"> Time Restricted Parking Parking Meter Time Location and Time Duration Handicapped Parking Requests Installation of Specialty Zones (Loading, Taxi, Drop-Off) Off-Street and Enclave Parking <p><i>Traffic (Based on Village wide traffic plan)</i></p> <ol style="list-style-type: none"> Investigate the need for traffic control devices based on accident history Implement traffic controls dealing with the installation of traffic control devices, which are part of an approved plan, or are clearly within established parking policies. 	<p>The intent is for staff to only act in situations that are clearly in the parameters of the Commission's policies approved by the Village Board.</p> <p>Staff will provide the Commission a monthly status report of all Village staff administrative decisions.</p>
Administrative Staff Procedures	Comments
<ol style="list-style-type: none"> Parking & Traffic petitions must have signatures representing 51% of the frontage properties in the affected area. <p><u>1a. Parking and Traffic petitions for permit parking must have signatures representing at least 75% of the street frontage in the affected areas. (Recommended by the P&T Commission on 03-26-02. Adopted by the Village Board of Trustees on 09-03-02.)</u></p> <ol style="list-style-type: none"> Then check to see if parking & traffic requests are within policy guidelines if so, address them without going to Parking & Traffic Commission. P&T Commission will have no more than 3 items on an agenda. 	<ol style="list-style-type: none"> Currently petitions require 75% of the frontage properties, however the Commission proposes 51% to be consistent with other petition requirements <p><u>1a. The taking of public land for private use by a select group of persons should require approval of an "extra-ordinary" majority, and not a simple majority, of residents on the block or in the designated area where permit parking restrictions are being requested.</u></p> <ol style="list-style-type: none"> The Commission and Staff agreed that agendas with more than (3) items are not productive due to the length of meetings. Resident testimony becomes lengthy and it becomes difficult for the Commission to make good policy decisions

Overall Procedures

All parking related requests will be handled by the Parking Services Divisor

- Receive all requests for parking related matters
- Investigate and study all requests for parking related matters
- Develop proposals to address all requests for parking related matters
- Administratively implement applicable requests for parking related matters
- Present to Parking Traffic Commission applicable requests for parking related matters
- Present to Board of Trustees applicable recommendations from the Parking & Traffic Commission for parking related matters

All traffic related requests will be handled by the Engineering Divisor

- Receive all requests for traffic related matters
- Investigate and study all requests for traffic related matters
- Develop proposals to address all requests for traffic related matters
- Administratively implement applicable requests for traffic related matters
- Present to Parking Traffic Commission applicable requests for traffic related matters
- Present to Board of Trustees applicable recommendations from the Parking & Traffic Commission for traffic related matters

Both Divisions, Parking and Engineering will provide to the other Division any matters that may require technical advice from the other Division and both Divisions will be responsible to write work orders to implement actions needed to be taken by the other Division.

Process for area wide parking and/or traffic issues	
<p>1. Conduct public meeting(s) to identify issues and concerns with adequate public notice.</p>	<p>It is important to identify all of the stakeholders. A field check should be used to check the area for businesses and institutions which may not show up on mailing lists. Direct mailings and public notice will be used. These meetings will be facilitated in order to get the most input. The initial meeting(s) are to ensure that we understand ALL of the issues and concerns BEFORE presenting alternatives or solutions.</p>
<p>2. Staff develops and presents alternative solutions at a public meeting and develops acceptable Community alternatives.</p>	<p>The purpose of this phase is to look at and develop as many solutions as possible. Alternatives should not be dismissed out of hand. The stakeholders should be encouraged to consider as many alternatives as possible. Pros and Cons of each alternative may be noted, but, the analysis phase follows this phase. This would be a facilitated meeting.</p>
<p>3. Staff and the Parking and Traffic Commission have a working session to analyze the alternatives and prepare a preliminary proposal.</p>	<p>This phase includes the initial analysis of the various alternatives. The Staff and the P&T Commission discuss the alternatives, weigh the alternatives and develop a preliminary proposal. The preliminary proposal MAY include alternatives.</p>
<p>4. A public hearing is held before the Parking and Traffic Commission to present the preliminary proposal to the community. The number of meetings may vary depending on the community response to the preliminary proposal.</p>	<p>At the public hearing, the Staff and the P&T Commission will present the analysis of the alternatives and reasons for selecting various alternatives for inclusion in the preliminary proposal. The meeting will be facilitated in order to get input from the community on the proposed solutions. Depending on the response, the P&T Commission may hold additional meetings or proceed to the final step.</p>
<p>5. The final proposal is presented to the Village Board of Trustees for consideration.</p>	<p>If the P&T Commission, Staff, and community are not able to develop a consensus on the issues, the recommendation may include some alternatives along with the analysis of those alternatives.</p>

- end -

These Guidelines For Permit Parking, approved by the Village Board of Trustees on September 3, 2002, replace those Guidelines adopted by the Village Board of Trustees on May 2, 1983.

0221-1
5.2
9/27

GUIDELINES FOR PERMIT PARKING

RECOMMENDED BY THE PARKING AND TRAFFIC COMMISSION ON
MARCH 26, 2002

APPROVED BY THE VILLAGE BOARD OF TRUSTEES ON
SEPTEMBER 3, 2002

- I. Approval of the permit parking system in designated areas shall be made by the Board of Trustees of the Village of Oak Park.
- II. The issuance of such permits shall be the responsibility of the Parking Supervisor of the Village.
 - A. A permit will allow holder to park in the designated parking area.
 - B. The total number of permits issued shall not exceed total number of available spaces.
 - C. Any individual may purchase a permit for the designated area upon meeting the following requirements.
 1. Presentation of proof of residency or if applicable, proof of employment.
 - 1a. For daytime on-street resident permit parking - "resident" is defined as a resident of the Village of Oak Park who lives on the block or within the designated area where the permit parking is being requested.
 2. Presentation of proof of ownership (or other proof of possession) of the vehicle to which the permit will apply.
 3. Presentation of proof of purchase of vehicle sticker, if applicable.
 4. Payment of a fee to be determined by the Village. The fee shall be collected through the office of the Parking Supervisor.
 - D. Period for which permits are valid.
 1. Permits for usage of employees will be issued quarterly and shall not be automatically renewable.


- E. The Parking Supervisor shall determine and publish the procedure for obtaining the permit.
- III. Requests for designation or elimination of permit parking areas shall be considered by the Parking and Traffic Commission.
- IV. The criteria for approving the designation of an area for permit parking will be as follows:
- A. An influx of non-resident vehicles into a residential neighborhood which creates child, pedestrian and vehicular safety problems, traffic and parking congestion, noise pollution, air pollution or other problems which affect the health, safety and welfare of the residents of such neighborhood and no other reasonable solution to the parking problem can be identified.
- B. It is in the best interest of the community to limit parking to particular users.
- V. No area shall be designated for non-resident permit parking should such designation reduce existing available parking shown to be necessary for shoppers.
- VI. The street must be wide enough to safely allow one lane of traffic in each direction in addition to the parking lane.
- VII. The following conditions must be met:
- A. Parking is not normally available or is determined to be insufficient (e.g. 60% of the available spaces in the designated area are occupied and 40% of the vehicles occupying those spaces are determined to be non-resident vehicles, and NOTE: Non-resident is defined as a person who does not live on the block or within the designated area where the permit parking is being requested).
- B. A minimum of four parking surveys, at one survey per day at different times, shall be taken and that at least 50 percent of the surveys must show that both the 60 percent and 40 percent requirements are met or exceeded.
- C. No other parking restrictions can be justifiably changed to provide additional parking.
- D. No additional off-street parking is expected to be made available.

- VIII. A. Daytime on-street non-resident permit parking shall be restricted to locations on streets that are not adjacent to residential frontage.
- B. Daytime on-street resident permit parking may be placed at locations on streets regardless of whether those locations are adjacent to residential frontage or not.
- IX. The emergency snow parking ordinance shall take preference over permit parking.

LAW DEPARTMENT MEMORANDUM

DATE: April 23, 1997

TO: Mike Koperniak

FROM: Raymond L. Heise 

SUBJECT: Daytime Permit Parking

Issuing on-street parking permits to individuals for their exclusive use of some portion of the public way is an extreme measure and should only be considered as a solution of last resort for parking and traffic problems. All other standard forms of regulating parking and traffic should be exhausted before on-street permit parking is considered as the solution. In a manner consistent with the Supreme Court decision upholding permit parking in Arlington, Virginia, the Village has used daytime on-street permit parking to address serious nonresident parking and traffic congestion problems in areas such as the hospitals, and high schools and near passenger train stations.


The use of other less restrictive types of parking regulations can provide a double benefit. If the less restrictive regulations are monitored for effectiveness by conducting periodic "car counts" and the less restrictive regulations prove not to be effective, this information can then be used to support findings of fact that will justify the implementation of a permit parking system.

RLH:kmc

memorandum

DATE: March 24, 2004

TO: Jill Juliano
Mike Koperniak ✓

FROM: Raymond L. Heise 

RE: Daytime Permit Parking

Providing for the private use of the public way should be the last alternative turned to when all other standard forms of parking regulation fail. The object is to limit the non-resident influx of vehicles into a residential neighborhood using normal parking regulations such as "No Parking 8:00 a.m. to 10:00 a.m." or "2 hour parking only" and enforcing the regulation.

The object is not to enact effective regulations and then provide permit parking so that residents can override them. There is no ordinance or program designed or intended to accomplish such a result within the Village. Obviously, if the regulation is working the "non-resident vehicle parking standards" for daytime permit parking cannot be met in any event.

When the U.S Supreme Court in 1976 permitted the private use of public streets in Arlington, Virginia by residents for the purpose of avoiding specific public health and safety problems created by non-resident parking, it did not contemplate permitting the exclusive private use of otherwise public streets to alleviate the minor resident inconvenience caused by obeying an otherwise effective time limit based parking restriction where non-resident parking and the public health and safety issues associated with it are not even issues.

RLH:kdb

cc: John Wielebnicki
Alva Johnson
Carl Swenson



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QUICK LINKS ▼

Transportation Commission

During the COVID-19 pandemic, meetings are virtual and may be shifted from the regularly scheduled dates to a different day/time.

Mission: The Transportation Commission hears parking and traffic concerns and makes recommendations for improved parking and traffic conditions, the administration and enforcement of traffic regulations and for public education about traffic safety.

Membership: 7 members

Qualifications: N/A

Length of Term: 3 years

Meeting Schedule: Meets at 7 p.m., the second Tuesday of every month at Village Hall, 123 Madison St. If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or e-mail adacoordinator@oak-park.us at least 48 hours before the scheduled activity.

Work Plans: [2020](#)

Traffic Calming Toolbox: [Click here](#) for information about options and analytical tools to help address and remedy common traffic problems on residential streets.

Agendas

[February 9, 2021](#)

[January 12, 2021](#)

[December 8, 2020 - cancelled](#)

[November 10, 2020 - canceled](#)

[October 28, 2020](#)

[October 13 2020](#)

[September 8, 2020 - cancelled](#)

[August 11, 2020](#)

[July 14, 2020 - cancelled](#)

[June 9, 2020](#)

[May 12, 2020 - cancelled](#)

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April 14, 2020 - cancelled

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Minutes

- [October 13, 2020](#)
- [August 11, 2020](#)
- [June 9, 2020](#)
- [February 24, 2020](#)
- [January 27, 2020](#)
- [December 16, 2019](#)
- [October 28, 2019](#)
- [September 23, 2019](#)
- [August 26, 2019](#)
- [July 22, 2019](#)
- [May 30, 2019](#)
- [April 22, 2019](#)

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CONTACT US

clerk@oak-park.us
708.358.5672

Useful Links

- [Apply Online](#)
- [Volunteer Application \(PDF\)](#)
- [Enabling Language](#)
- [Procedure Manual](#)
- [Meeting Videos](#)



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QUICK LINKS ▼

Addressing neighborhood traffic issues

With 100 miles of streets in Oak Park, the Village Board relies on residents to help identify traffic issues on neighborhood streets. When issues are raised by residents, the Village uses an established review process that includes a resident-initiated petition, traffic data collection and analysis, public hearings and final action by the Village Board. Typical issues reviewed through this process include remedies for excessive vehicle crashes, traffic speeds and volumes, and pedestrian and bicyclist safety.

To effectively respond to resident-initiated petitions, the Village has developed a list of accepted options and analytical tools to help address and remedy common traffic problems on residential streets. In addition to the petition, this *Traffic Calming Toolbox* includes a scoring table that allows for consistent and objective evaluation of possible causes and a matrix of available measures that can be used to address most traffic issues.

How the process works

- A resident submits a petition for implementation of traffic calming measure that may remedy a perceived neighborhood traffic problem. The petition must be signed by residents representing at least 51 percent of the properties along the street frontage where the traffic calming measures are being requested.

[Click here to download a petition and list of petition requirements](#)

- Village staff reviews the petition to verify that the required number of signatures has been acquired. This review can take up to three weeks. Petitions with an insufficient number of signatures are returned to the petitioner, who can continue to seek additional signatures and re-submit the petition.
- Traffic data is collected and analyzed, a process that can take up to six weeks to complete. Traffic data collection may be delayed for a variety of reasons specific to the site, such as schools not in session or road construction on adjacent streets.
- Valid petitions and related data are scheduled for review by the [Transportation Commission](#), a volunteer citizen body that advises the Village Board on matters related to parking and transportation. The Commission meets monthly in public meetings. Residents are invited and encouraged to attend Transportation Commission meetings and present testimony.
- During the public meetings, the Transportation Commission reviews petitions and traffic data, listens to public testimony, discusses issues and makes recommendations to the Village Board for consideration of final action. Petitioners are urged to monitor the Village Board calendar to determine when final action on a particular item is scheduled.
- The Village Board's final decision is implemented by Village staff.

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About the Traffic Calming Toolbox

Staff from the Village's Engineering Division uses the scoring table in the Traffic Calming Toolbox to help determine if a petition should advance to the Transportation Commission for review. The toolbox matrix helps focus the public review process.

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Scoring Table - A numerical score is calculated for six measures that are typical reasons for a petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 points is required to bring a petition before the Transportation Commission. A valid petition – one with the signatures from the owners of a majority of properties within the petition area – automatically earns 10 points. Three points also are assigned automatically if the issue is on a street that is not a proposed bicycle route or boulevard. This means that 13 of the needed 25 points are earned by default. [Click here to view the scoring table.](#)

Matrix - The Transportation Commission has 32 traffic calming measures available to help address issues raised in a petition. Measures are grouped within a matrix of least restrictive and least costly to most restrictive and most costly. Traffic engineering best practice is to remedy a traffic problem by implementing the least restrictive measure that is appropriate for a given situation. Only if less restrictive measures prove ineffective, should more restrictive measures be considered. The matrix also includes a column indicating who would pay for implementation of any particular traffic-calming measure – the Village or the petitioning residents. If residents are to pay, they may agree to form a Special Service Area to allow a property tax surcharge to be collected over a set period such as five or 10 years. If the Village is to pay, implementation timelines will be determined by the availability of funds and construction resources. [Click here to view the matrix table.](#)

Help with the petition process

Village staff is available to provide residents with assistance through the petition process. For assistance, call 708.358.5700 from 8:30 a.m. to 5 p.m., weekdays and ask for the Engineering Division.

CONTACT US

publicworks@oak-park.us

708.358.5700

201 South Blvd.

Useful Links

[Basement Flooding Prevention](#)

[Capital Improvements Projects](#)

[Lead Water FAQs](#)

[National Arbor Day Foundation](#)

[Refuse & Recycling](#)

[Safe Walking Routes to Schools](#)

[Traffic Calming Toolbox](#)

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PETITION FOR TRAFFIC CALMING MEASURES

Date: _____
0221-1
5.2
19/27

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

on the _____ block of _____ or _____
at the intersection of _____ and _____
in the Village of Oak Park.

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

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

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

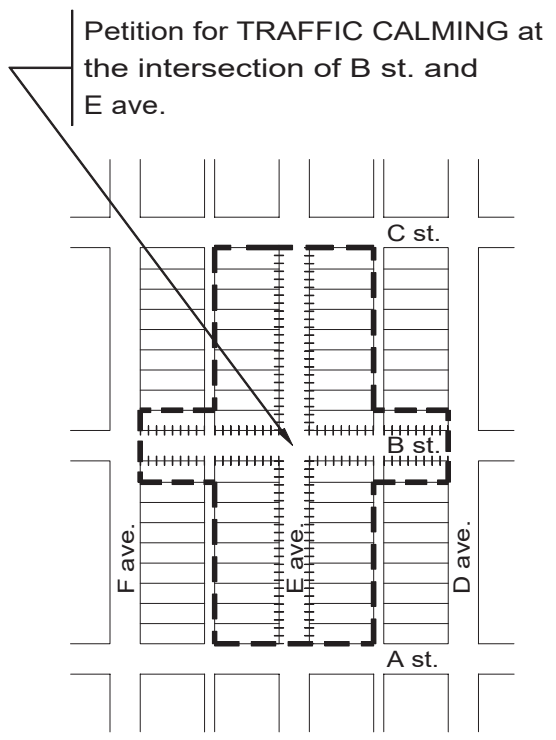
Only one signature per property is required.

	Signature	Address	Phone number	Email
1.	*	_____	_____	_____
2.		_____	_____	_____
3.		_____	_____	_____
4.		_____	_____	_____
5.		_____	_____	_____
6.		_____	_____	_____
7.		_____	_____	_____
8.		_____	_____	_____
9.		_____	_____	_____
10.		_____	_____	_____
11.		_____	_____	_____
12.		_____	_____	_____

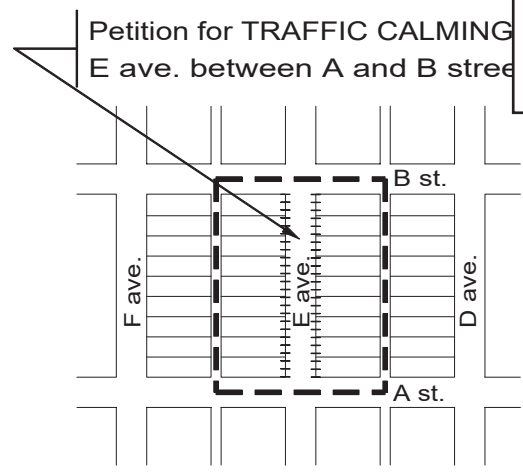
This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

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

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



For INTERSECTIONS, the typical boundary for obtaining signatures is ONE BLOCK in each direction from the intersection.



For BLOCKS, the typical boundary for obtaining signatures is the ONE BLOCK itself

- = Typical boundary for obtaining signatures
- +++++ = Street Frontage

$$\frac{\text{Street frontage (in feet) represented by signatures}}{\text{Total street frontage (in feet)}} \geq 51\%$$

Petitions should be signed by residents representing at least 51% of the STREET FRONTAGE where the traffic calming measure is being requested.

Street frontage is measured in feet. As an example, the signature of a resident with 50 feet of street frontage counts two times as much as the signature of a resident with 25 feet of street frontage.

Only one signature per property is required.

For businesses, the business owner or manager must sign the petition. If there are multiple businesses within one building, signatures from at least 51% of the businesses within the building must be obtained OR the building owner must sign the petition.

If there is a school or church within the boundary area, the principal or pastor can represent the entire property.

If there is an apartment bldg./condo bldg. within the boundary area, you must obtain signatures from at least 51% of the tenants/owners OR the signature of the apartment bldg. owner/condo association president.

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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	81%	- 100%	=	- 5 points																																																																																						
Maximum Score	100	Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.																																																																																							

Traffic Calming Measures that can be used by the Transportation Commission to address resident generated petitions for traffic calming / controls as approved by the Oak Park Village Board of Trustees on November 6, 2017

Available Traffic Calming Measures Levels 1 through 4 are sorted from least severe to most severe	Not Bicycle Friendly (NBF)	Who should pay for traffic calming device (SSA = Special Service Area = 100% funded by petitioners)	Remarks
Level 1 - No Traffic Flow Changes			
Targeted Speed Enforcement		Village	
Speed Radar Trailer		Village	
Speed Feedback Sign		Village	
Centerline / Edgeline Lane Striping		Village	
Optical Speed Bars / Speed Reduction Markings		Village	
Signage		Village	
Speed Limit Signage		Village	
STOP / YIELD Signage		Village	Should not be used for speed control according to federal Manual on Uniform Traffic Control Devices
Flashing Stop Signs		Village	
Speed Legend		Village	
Speed Limit Pavement Markings		Village	
High Visibility Crosswalks		Village	
Educational Community Involvement		Village	
Level 2 - Some Traffic Flow Changes			
Sign Turn Restrictions/Turn Movement Restrictions		Village	
Angled Parking		Village	
Parking Strategies		Village	
Textured Pavement		SSA	brick paver street for example
Rumble Strip		Village	
Level 3 - Significant Traffic Flow Changes			
Neckdown / Bulbout	NBF	Village	to be designed and built as bicycle friendly
Center Island Narrowing / Pedestrian Refuge		Village	
One-Lane and Two-Lane Chokers	NBF	Village	to be designed and built as bicycle friendly
Rapid Rectangular Flashing Beacons		Village	
Chicane		Village	
Lateral Shift		Village	
Realigned Intersection		Village	
Medians & Partial Medians		Village	
Speed Hump		SSA	only on the 1200 North and 1150 South blocks
Speed Table		SSA	only on the 1200 North and 1150 South blocks
Level 4 - Street Closures			
Median Barrier		SSA	
Forced Turn Island		SSA	
One-Way and Two-Way Street Conversion		Village	
One-Way Couplet Conversions		Village	

PETITION FOR PARKING RESTRICTIONS
(Non-Permitted)

0221-1
5.2
23/27

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that parking restrictions be established in the _____ block of _____ in the Village of Oak Park, Illinois.

We further petition the Commission to regulate parking in this manner: _____

We understand that these restrictions, if adopted by the Board of Trustees, will be enforced without any special parking privileges being granted to the residents on our block.

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

	Name	Address and Phone No.
1.	* _____	_____
2.	_____	_____
3.	_____	_____
4.	_____	_____
5.	_____	_____
6.	_____	_____
7.	_____	_____
8.	_____	_____
9.	_____	_____
10.	_____	_____
11.	_____	_____
12.	_____	_____
13.	_____	_____
14.	_____	_____
15.	_____	_____

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

Return to: Village of Oak Park's Parking Services Division; 123 Madison St, Oak Park, IL 60302; Attention: Cinthya Redkva

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

PETITION FOR PERMIT PARKING RESTRICTIONS

0221-1
5.2
24/27

We, the undersigned, respectfully petition the Transportation Commission to recommend to the O Board of Trustees that permit parking restrictions be established in the _____ of _____ in the Village of Oak Park, Illinois.

We further petition the Commission to regulate permit parking in this manner: _____

We understand that these restrictions, if adopted by the Board of Trustees, will be enforced without any special parking privileges being granted to the residents on our block.

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

	Name	Address and Phone No.
1. *	_____	_____
2.	_____	_____
3.	_____	_____
4.	_____	_____
5.	_____	_____
6.	_____	_____
7.	_____	_____
8.	_____	_____
9.	_____	_____
10.	_____	_____
11.	_____	_____
12.	_____	_____
13.	_____	_____
14.	_____	_____
15.	_____	_____

This petition should be signed by residents representing at least 75% of the street frontage where the permit parking restrictions are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING REQUESTED.

Return to: The Parking Services Division, Village of Oak Park, 123 Madison Street, Oak Park, IL 60302, Attention: Cinthya Redkva

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

APPROVED Meeting Minutes
Transportation Commission
Monday, February 25, 2019 – 7:00 p.m.
Room 101 – Village Hall

1. Call to Order

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

Roll Call

Present: Interim Chair Kyle Eichenberger, Garth Katner, James Thompson, Robert Taylor, Meghann Moses, Aaron Stigger

Absent: Roya Basirrad

Staff: Public Works Civil Engineer/Transportation Commission Staff Liaison Mike Koperniak, Jill Juliano, Recording Secretary Kevin Cassidy, Parking Restrictions Coordinator Jennifer Jones

2. Non-Agenda Public Comment

None

3. Agenda Approval

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

4. Approval of Draft Transportation Commission Meeting Minutes

Commissioner Katner made a motion to approve the draft January 28, 2018 Transportation Commission meeting minutes with the following modifications:

- Add Garth Katner as a non-voting member
- Correct the spelling of Aaron Stigger's name

The motion was seconded by Commissioner Taylor. The motion was approved by a unanimous voice vote.

5. EVALUATE THREE KEY INTERSECTIONS TO IMPROVE A PEDESTRIAN'S SAFETY AND EXPERIENCE

Engineer Mike Koperniak presented information based on crash reports regarding Village street intersections, recommending that the Commission review it toward selecting six for which staff would compile full, detailed information on April 22. The final three key intersections will be chosen at that time.

- Oak Park Ave and Adams
- Oak Park Ave and Augusta
- Oak Park Ave and Garfield
- Pleasant and Lombard
- The Traffic Commission requested the following information for the next review (April 2019 Traffic Commission meeting)
 - More detail from the crash reports
 - Pictures of the approach to each intersection
 - Report any intersection improvements before and following any crash
 - Traffic volumes and average speeds at intersections wherever that information is available
 - Identification of the intersections included in existing resurfacing and/or reconstruction plans
- A clarification of the Commission's mission regarding the key intersection evaluation
- Engineer Koperniak expects to report on intersections on April 22.

6. DEVELOP A NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN (NTMP)

Engineer Mike Koperniak described the Village of Oak Park intention of developing an over-all Neighborhood Traffic Management Plan (NTMP) to be completed by the end of 2019.

The Commission discussed:

- The history and application of existing traffic calming toolbox
- What is the commission trying to accomplish? Engineer asked the Commission to describe the involvement they wished to have in the development of the Neighborhood Traffic Management Plan (NTMP)
 - The Commission desires to be involved early on
 - The Commissioners will provide comments to be incorporated into the RFP
- How will the commission go about the evaluation of intersections toward increasing pedestrian safety
- How far must a pedestrian go out of the way in order to reach a safe crossing
- Review NTMP from El Cerrito California as a model plan
- Flexibility that exists in the month by month milestones and timeline but the deadline is set for November 2019
- A transparent process through adapting and streamlining computer technologies for public access and input.
- A review of websites at comparable municipalities to review other NTMPs. Looked to on-line FAQs
- Inclusion in the NTMP of a set of standard policies (best practices) and the need to publish goals and standards

- A draft RFP to review the NTMP. The Commission would like a draft of the RFP at the March meeting.

7. REVIEW REPORT ON STATUS OF WORKING AND NON-WORKING DETECTOR LOOPS AND HOW THEY ARE MAINTAINED AND MONITORED

Engineer Mike Koperniak presented a description of vehicle detector loops, explaining what they are and how they work to adjust duration in actuated traffic signals. The report also included information regarding “faults” in the system.

The Commission discussed:

- A 40% failure rate of Centracs reporting. Concluded that the system is not working.
- Engineer Koperniak explained a number of extenuating circumstances.
 - Some repairs require warm weather
 - Some errors occur within the Centracs system but there is no fault at the intersection itself.
 - Some faults have been observed within the system but have not been reported by the Centracs system
 - Engineer Juliano reports “freeze and thaw” damage loop detectors
- A problem of “no response” in reporting faulty traffic signals.
- The inspection schedule is not accurate. Centracs is not functionally sufficient.
 - All faults need to be investigated and repaired.
 - The need for a repair schedule
- Jill Juliano reports that Centracs system is undergoing an upgrade
- Engineer Koperniak requested that commissioners send him suggestions by e-mail.

The Commission requested a follow up review of the Centracs system. They requested a detailed description of the issues along with a repair schedule. The review is tentatively scheduled for the May 2019 Traffic Commission meeting.

8. OTHER

Jennifer Jones reported on new parking rules and the installation of new meters on Madison Street.



Village of Oak Park

123 Madison St
Oak Park, Illinois 60452
www.oak-park.il.gov

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Meeting Minutes

President and Board of Trustees

Monday, December 7, 2020

5:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 5:32 P.M. He authorized a statement be read providing that the meeting is being held remotely due to COVID-19 restrictions and guidelines and that it is not prudent to have people present at the Village Board's regular meeting location due to public health concerns related to that pandemic.

II. Roll Call

Present: 7 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

Absent: 0

III. Agenda Approval

Village Trustee Boutet asked that Item R and Item S are moved from the Consent Agenda to the Regular Agenda.

Village Manager Pavlicek announced that Item M is tabled to the next Regular Meeting due to a technical challenge in viewing the Resolutions attached to Item M.

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

AYES: 7 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

IV. Minutes

- A.** [MOT 20-085](#) **Motion to Approve Minutes from Regular Remote Meeting of November 16, 2020, Remote Joint Board Meeting of School District 97, School District 200, and the Village Board of Trustees with the Collaboration of Early Childhood on November 18, 2020 and Remote Special Meeting of November 23, 2020 of the Village Board.**

ABSENT: 0

XI. Consent Agenda

Approval of the Consent Agenda

Village Trustee Andrews moved and Village Trustee Taglia seconded to approve the Items under the Consent Agenda. The roll call was as follows:

AYES: 7 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

- E.** [RES 20-249](#) A Resolution Approving a Purchase Price Agreement with C.D.S. Office Systems Incorporated for the Acquisition of Arbitrator Camera Equipment in an Amount Not to Exceed \$40,966.00, Authorizing Its Execution and Waiving the Village's Bidding Process

This Resolution was adopted.
- F.** [RES 20-223](#) A Resolution Approving a Professional Services Agreement with HR Green, Inc. to Provide Plan Review and Inspection Services for a Three (3) Year Term and Two Optional One Year Renewal Terms in an Amount Not to Exceed \$900,000 Per Year and Authorizing its Execution

This Resolution was adopted.
- G.** [RES 20-253](#) A Resolution Approving a Purchase Price Agreement with SNI Solutions, Inc. for the Purchase of Winter De-icing Materials in Fiscal Year 2021 in an Amount Not to Exceed \$35,000.00, Waiving the Village's Bid Process and Authorizing its Execution

This Resolution was adopted.
- H.** [RES 20-241](#) A Resolution Approving an Amendment to the Independent Contractor Agreement with Revcon Technology Group, Inc. for the Service and Maintenance of the Parking Access and Revenue Control Systems at the Village's Parking Garages to Change the Not to Exceed Amount from \$45,000 to \$51,000 in 2020 and Authorizing Its Execution

This Resolution was adopted.
- I.** [RES 20-245](#) A Resolution Approving an Independent Contractor Agreement with Revcon Technology Group, Inc. for the Service and Maintenance of Parking Access and Revenue Control Systems at the Village's Holley Court and Avenue Parking Garages for Fiscal Year 2021 in an Amount Not to Exceed \$86,300, Authorizing its Execution and Waiving the Village's Bid Process

- U.** [ORD 20-102](#) An Ordinance Providing for the Abatement of \$251,845 Against the 2020 Tax Levy (2012A General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- V.** [ORD 20-103](#) An Ordinance Providing for the Abatement of \$766,181 Against the 2020 Tax Levy (2016E General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- W.** [ORD 20-104](#) An Ordinance Providing for the Abatement of \$419,090 Against the 2020 Tax Levy (2015B General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- X.** [ORD 20-105](#) An Ordinance Providing for the Abatement of \$173,298 Against the 2020 Tax Levy (2016D General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- Y.** [ORD 20-106](#) An Ordinance Providing for the Abatement of \$324,055 Against the 2020 Tax Levy (2016B General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- Z.** [ORD 20-107](#) An Ordinance Providing for the Abatement of \$1,079,108 Against the 2020 Tax Levy (2018A General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- AA.** [ORD 20-108](#) An Ordinance Providing for the Abatement of \$2,806,762 Against the 2020 Tax Levy (2016C General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- AB.** [ORD 20-109](#) An Ordinance Providing for the Abatement of \$903,317 Against the 2020 Tax Levy (2020B General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- AC.** [ORD 20-110](#) An Ordinance Providing for the Abatement of \$141,470 Against the 2020 Tax Levy (2017A General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- AD.** [ORD 20-111](#) An Ordinance Providing for the Abatement of \$12,537 Against the 2020 Tax Levy (2020A General Obligation Corporate Purpose Bonds)
This Ordinance was adopted.
- AE.** [ORD 20-123](#) An Ordinance Updating and Replacing the Map Codified as Part of Section 15-1-26 of the Oak Park Village Code to Reflect the Village's Current Time

Restrictions, Time Limits and Prohibited Parking Areas

This Ordinance was adopted.

AF. [ORD 20-128](#) An Ordinance Amending Village of Oak Park Ordinance 1995-0-68 to Increase the Street Frontage of Overnight Parking Zones to 750 Feet from 500 Feet as Reviewed at the November 23, Village Board Meeting.

This Ordinance was adopted.

AG. [MOT 20-082](#) A Motion to Approve Staff’s Recommendation to Overhire Police Officer, Community Service Officer and Firefighter/Paramedic Positions in Fiscal Year 2021

This Motion was approved.

AH. [MOT 20-083](#) A Motion to Approve the 2021 Village Board Regular Meeting Calendar

This Motion was approved.

AI. [MOT 20-078](#) A Motion to Approve the Bills in the Amount of \$4,276,829.18 from November 6, 2020 through November 24, 2020

This Motion was approved.

AJ. [MOT 20-077](#) A Motion to Approve the November 2020 Monthly Treasurer’s Report for All Funds

This Motion was approved.

XII. Regular Agenda

M. [RES 20-255](#) Resolutions Retroactively Authorizing the Use of Motor Fuel Tax Funds in the Aggregate Amount of \$3,091,828.68 for Eligible Local Street Improvements in the Village of Oak Park for Fiscal Years 2007, 2009, 2010, 2011, and 2013

The Resolutions attached to item M were not viewable.

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

AYES: 5 - Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 2 - Village President Abu-Taleb, and Village Trustee Moroney

ABSENT: 0

R. [MOT 20-067](#) A Motion to Adopt the Five Year Capital Improvement Plan (2021-2025) as Reviewed and Discussed by the Village Board on October 12, 2020

Village Trustee Boutet requested that item R be removed from the consent agenda. She asked about the large increase of water user fees from year

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Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1685	02/10/20	JAJ		02/11/20	07/06/20	request for alley speed bumps in alley		no Trans Com involvement necessary
1686	02/19/20	JAJ				request for alley speed bumps in N/S alley east of OPA and between Erie & Ontario		no Trans Com involvement necessary
1687	02/20/20	JAJ	02/26/20			review street width and distance from traffic control devices on Harvard at Oak Park Ave		no Trans Com involvement necessary Information provided to decisionmakers
1688	02/21/20	JAJ	03/04/20			possible request for pedestrian crossing signs on Marion at Westgate		no Trans Com involvement necessary TWO # 12882 written on 03/04/2020
1689	02/24/20	JAJ	03/03/20			inquiry about crosswalk on North Ave at 6150 North Ave		no Trans Com involvement necessary Provided requested information to resident
1690	02/28/20	JAJ				Request for list of schools that are approved to close streets during arrival and dismissal		no Trans Com involvement necessary
1691	02/28/20	JAJ				traffic issues with 1144 Lake St alley		no Trans Com involvement necessary
1692	03/02/20	JAJ	03/10/20			Jackson Blvd traffic data request from 2010 to present		no Trans Com involvement necessary info provided in email to McKenna with link to data
1693	03/09/20	JAJ		03/16/20		request for traffic calming petition on the 900 block of N Harvey		
1694	03/11/20	JAJ		03/11/20		request for alley speed humps on the 1100 block of S Humphrey		no Trans Com involvement necessary
1695	03/12/20	JAJ	03/16/20			request for barricades with DNE & RTO signs for use by OPTSS		no Trans Com involvement necessary TWO #12886 written on 03-13-2020
1696	03/11/20	JAJ				Request for pedestrian crossing signs on Austin at LeMoyne		no Trans Com involvement necessary
1697	03/27/20	JAJ	03/28/20			Request for temporary loading zone by YMCA on Marion St & Randolph St		no Trans Com involvement necessary TWO #12888 written on 03-28-2020
1698	04/22/20	JAJ				Request for traffic calming on Iowa from OPA to Kenilworth.		
1699	04/22/20	JAJ				request to place pedestrian signals into recall during coronavirus		no Trans Com involvement necessary
1700	04/20/20	JAJ				issues with alley speed humps on 1150 S Grove Ave		no Trans Com involvement necessary
1701	05/01/20	JAJ	05/01/20			request for NPAT signs on north side 1116 South Blvd by CTA station		no Trans Com involvement necessary TWO #12892 written on 05/01/2020
1702	05/20/20	MJK				request for pedestrian safety improvements on Washington at Kenilworth		IDOT approval will be required
1703	05/12/20	JAJ	07/13/20			review of Pleasant St from Euclid to Elmwood		no Trans Com involvement necessary Analysis & reports provided by 06/05/2020 TWO #12898 & 12899 written on 07/13/2020
1704	06/01/20	JAJ	06/02/20			request for traffic & speed data for 1100 block of S Maple Ave		no Trans Com involvement necessary Sent information via email 06/02/2020 09:04
1705	06/02/20	JAJ		06/08/20		request for speed humps in their alley		no Trans Com involvement necessary
1706	06/03/20	JAJ		06/08/20		request for speed humps in their alley		no Trans Com involvement necessary
						Request for Child at Play		no Trans Com involvement necessary

Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1707	06/05/20	JAJ				(KKAD25) signs at intersection of Elmwood & Ontario		
1708	06/15/20	JAJ		06/15/20		request for traffic calming petition for Greenfield St & Bellforte Ave intersection		
1709	06/15/20	JAJ		06/24/20	07/21/20	request for alley speed hump		no Trans Com involvement necessary
1710	06/17/20	JAJ		06/19/20		request for alley speed hump		no Trans Com involvement necessary
1711	06/22/20	JAJ		06/22/20		request for alley speed hump		no Trans Com involvement necessary
1712	06/24/20	JAJ		08/21/20		request for cul-de-sac on 300 N Humphrey by West Suburban Hospital		
1713	06/25/20	MJK	06/26/20			investigate dual left turn lanes on Ontario at Harlem		No Trans Com involvement necessary dual left turn sign is at 1136 Ontario. 2 voicemail messages left for Maureen
1714	06/26/20	JAJ				request for speed bumps or traffic calming on streets around Lindberg Park		
1715	06/29/20	JAJ		07/01/20	10/06/20	request for speed bumps on 900 & 1000 blocks of N Humphrey Ave and 1 & 29 blocks of Berkshire St		
1716	06/25/20	JAJ	07/01/20			replacement of NPAT sign on Belleforte near Chicago		no Trans Com involvement necessary TWO #12897 was written on 07/01/2020
1717	07/01/20	JAJ		07/11/20		request for STOP signs at Iowa St & Lombard Ave		
1718	07/14/20	JAJ		07/22/20		request for cul-de-sac on the block due to speeding traffic - 300 block of S Cuyler		
1719	07/14/20	JAJ	07/20/20			request for NPHTC signage on the Cuyler Ave at Washington Blvd (NW corner)		no Trans Com involvement necessary TWO #12904 was written on 07/20/2020
1720	07/24/20	JAJ	07/27/20			NO LEFT TURN sign missing for SB Harlem at South Blvd		no Trans Com involvement necessary TWO #12910 was written on 07/27/2020
1721	07/27/20	JAJ		08/04/20		request to prohibit Division St traffic from turning onto Humphrey Ave		
1722	08/03/20	JAJ				prohibiting left turns on East Ave at Washington Blvd		
1723	08/05/20	KB	08/07/20			request to install NO OUTLET or DEAD END signage on 100 block of S Maple Ave		no Trans Com involvement necessary TWO #12913 written on 08/07/2020
1724	08/12/20	JAJ				request to close Columbian between Greenfield St & 250 feet south of Greenfield St during Covid		no Trans Com involvement necessary
1725	08/17/20	JAJ				request for traffic calming on Home Ave south of I-290		
1726	08/17/20	JAJ		08/19/20		speed humps & NO THRU TRAFFIC signs on N/S alley btwn 700 blocks of S Ridgeland & Cuyler		no Trans Com involvement necessary TWO #12916 written on 08-19-2020
1727	08/17/20	JAJ	08/31/20			analyze Austin/Fillmore intersection data and provide comments		no Trans Com involvement necessary Provided comments on 08/31/2020
1728	08/24/20	JAJ				request to slow traffic via speed recording device on Fillmore east of Oak Park Ave		No Trans Com involvement necessary
1729	08/28/20	JAJ				forwarded message - issue with speed humps in alley north of		No Trans Com involvement necessary

Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
						Roosevelt Rd		
1730	09/01/20	JAJ				request for DO NOT ENTER barricades for Alcuin Montessori		no Trans Com involvement necessary
1731	09/01/20	JAJ				request for calming in alley in 1150 block of S Maple Ave		no Trans Com involvement necessary
1732	09/04/20	JAJ		09/30/20		request for alley speed hump on the 1200 block of N Marion		no Trans Com involvement necessary
1733	09/08/20	JAJ		09/09/20		request for alley speed hump		no Trans Com involvement necessary
1734	09/08/20	JAJ			09/08/20	traffic calming petition for the 1100 block of Home Ave		
1735	09/11/20	JAJ	12/16/20	09/30/20	10/01/20	request for KKAD25 banners on 900 block of Wisconsin Ave		no Trans Com involvement necessary
1736	09/21/20	MJK	11/18/20			improve visibility of NRT sign at North Blvd. & Euclid Ave.		no Trans Com involvement necessary TTD # 6716 TWO # 12925 written on 11-18/2020
1737	09/29/20	JAJ	10/08/20			speeding issue on the 400 block of Wisconsin		no Trans Com involvement necessary Responded to resident - enforcement as well as speed radar signs will be implemented on block
1738	09/29/20	JAJ		09/29/20		traffic calming petition for 700 block of S Taylor Ave		
1739	09/29/20	JAJ			09/29/20	traffic calming petition for the 400 block of Berkshire St		
1740	10/19/20	JAJ	01/25/21			request for NO PARKING signs adjacent to Fire Station #2		no Trans Com involvement necessary TWO #12935 & 12936 written on 01/25/2021
1741	11/02/20	JAJ		11/04/20		request for alley speed bump		no Trans Com involvement necessary
1742	11/05/20	JAJ	11/06/20			request for push buttons on Lake/Forest & issue with crossing during NB phase		no Trans Com involvement necessary Village Engr responded to resident's concerns.
1743	11/05/20	JAJ				request for more ONE WAY signs on 100 N Scoville due to repeat offenders driving the wrong way		no Trans Com involvement necessary
1744	11/18/20	JAJ				Complaints about NO TURN ON RED signs at Lake/Oak Park Ave		No Trans Com involvement necessary
1745	11/23/20	JAJ				safety concerns about Austin/Fulton intersection		No Trans Com involvement necessary
1746	12/07/20	JAJ				request warning sign children in area at end of alley		no Trans Com involvement necessary
1747	12/07/20	JAJ				request for STOP sign in east-west alley north of Chicago just west of Austin Blvd		no Trans Com involvement necessary
1748	12/08/20	JAJ				request traffic control device to slow down cars at Lake/Humphrey intersection		no Trans Com involvement necessary
1749	12/14/20	JAJ				resident request to move HOSPITAL signage at ROPH to new emergency room location		no Trans Com involvement necessary
1750	12/14/20	JAJ	01/25/21			NPAT signs on Augusta by North Fire Station to allow FD vehicles ingress/egress to the station		no Trans Com involvement necessary TWO #12935 & 12936 written on 01/25/2021
1751	12/29/20	JAJ				request for all-way STOP signs at Home/Pleasant intersection		

