

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
TUESDAY, MAY 11, 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 meeting's agenda. Individuals are asked to email statements to transportation@oak-park.us.

Please call (708) 358-5732 if you are unable to attend

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Also, follow us on *facebook*, *twitter* and *YouTube*.

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

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 February 9, 2021 draft Transportation Commission meeting minutes
5. REMOVAL OF FENWICK ON-STREET PERMIT PARKING (WITH THE COMPLETION OF THE FENWICK PARKING GARAGE)
 - 5.1 Staff Agenda Item Commentary and Background Information
 - 5.2 Current Student Permit Parking Map Around Fenwick High School
 - 5.3 Student Permit Parking Map with Proposed Changes by Staff
 - 5.4 Daytime Parking Restrictions Map
6. EXTENSION OF Y8 PERMIT PARKING ON THE SOUTHSIDE OF WASHINGTON BLVD FROM HUMPHREY AVE TO TAYLOR AVE
 - 6.1 Staff Agenda Item Commentary
 - 6.2 Letter Sent to Y8 Permit Holders
 - 6.3 Zone Y8 Overnight Permit Parking Map
 - 6.4 Digital Image of Overnight Permit Parking Only Sign
 - 6.5 Digital Photographs of Parking Along Southside of Washington Blvd between Humphrey Ave and Taylor Ave
 - 6.6 Written Public Testimony

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7. REVIEW THE EFFECTIVENESS OF THE EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF WARRANTED (CONTINUATION FROM THE FEBRUARY 9, 2021 TRANSPORTATION COMMISSION MEETING)

- 7.1 Staff Agenda Item Commentary
- 7.2 Supporting Documents
- 7.3 February 9, 2021 draft Transportation Commission meeting minutes

8. OTHER ENCLOSURES

- OE1 Village Board of Trustees actions through 03/22/2021 regarding recent Transportation Commission recommendations
- OE2 Approved 2021 Transportation Commission Work Plan

9. Adjourn

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DRAFT Meeting Minutes
Transportation Commission
Tuesday, February 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 7:02 PM

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."

Roll Call

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

Absent: none

Staff: Village Engineer Bill McKenna, Parking Restrictions Coordinator (PRC) Cinthya Calderon, Development Customer Service Budget and Revenue Analyst Sean Keane, Traffic/Transportation Engineer Jill Juliano

2. Non-Agenda Public Comment

None

Prior to the Agenda Approval, Chair Burke spoke about the status of the Transportation Commission's 2021 Work Plan and Village staff's position on certain items. Village Engineer McKenna provided additional detail.

3. Agenda Approval

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

Commissioner Katner seconded the motion.

The roll call vote was as follows:

Ayes – Thompson, Katner, Fink, Moses, Stigger, Burke

Nays – None

The motion passed unanimously 6 to 0.

4. Approval of the draft January 12, 2021 Transportation Commission meeting minutes

Commissioner Thompson made a motion to approve the draft January 12, 2021 Transportation Commission meeting minutes as presented.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

Ayes – Thompson, Fink, Katner, Moses, Stigger, Burke

Nays – None

The motion passed unanimously 6 to 0.

5. REVIEW THE EFFECTIVENESS OF THE EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF WARRANTED

Engineer Juliano gave a short summary about the item. She mentioned:

This is an item from the Transportation Commission's current work plan; and a carryover from the 2020 work plan. 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. The item is scheduled to be completed by the third quarter of 2021.

Chair Burke spoke of the Transportation Commission's concern with limited resources for projects associated with the traffic calming toolbox and want to make sure the money is being used as effectively as possible. The Commission is wondering if there is another process to bring in good projects to recommend for implementation and funding that is different from the present petition process.

Commissioner Moses reiterated Chair Burke's comments on wanting to use the funds effectively as possible.

Commissioner Moses stated one possible option is to keep the petition process but have a due date to bring all submitted petitions before the Transportation Commission once or twice a year to compare and see which would have the most impact on traffic calming. And for staff to provide input where there are hot spots in the Village for the Commission to consider. Then the Commission can prioritize the funds for the projects with the most impact. Petitions not selected as a traffic calming project can be reviewed again in the following year.

Issues or topics discussed by the Commissioners included:

- Not all residents know there is funding for traffic calming.
- Locations where traffic calming is requested but not on resident's block (by schools, transit stops, parks, etc.); possible other process for these locations.
- Increase equity to advertise these funds for those not keyed into the Village's processes.
- If resident petitions remains in this process and doesn't get traffic calming toolbox funds, does the Transportation Commission still review them under a separate system and make a recommendation on them?
- The Transportation Commission doesn't have a good way to judge how STOP signs at an intersection affect the whole transportation network.
- Maybe a different process to evaluate petitions without expending as much staff resources, maybe a truncated approach.
- Possible initial screening process to make the first cut where limited staff resources are spent.

Commissioner Fink asked staff to explain 1) what petitions make it to the Transportation Commission, and 2) does the Village normally use the funding available each year?

Engineer Juliano explained the traffic calming petition process and what petitions (alley speed bump and Keep Kids Alive Drive 25 signs) are handled administratively.

Village Engineer McKenna stated once over the initial hurdle of verifying and determining the petition has the necessary signatures is when the Village starts spending money on data collection, etc. If getting away from petition process, it would be good to have something fill that space. He also provided information on the funding as well as vetting that Village staff already does on traffic calming issues that are submitted by residents.

Commissioner Moses asked if staff could look at crash hotspots. She also asked if the petition process is the best practice for traffic calming.

Village Engineer McKenna spoke of what staff already does as a starting point based on GIS crash data from the state and internal volume data. He stated the petition process is a way to give residents a voice and a process to work through the traffic concerns that they have.

Chair Burke questioned if there could be a hybrid of the petition process and a staff or Commission identified locations and engage residents near those locations.

Village Engineer McKenna provided background, what staff already does and what some possible options.

Commissioner Moses asked if there is an automatic review of a particularly bad crash.

Village Engineer McKenna responded there is no predefined process for severe crashes.

Chair Burke summarized that besides the petition process; there is an option of asking for staff input on hot spots. The Commission would review those areas and an additional option of putting out a call for petitions to the public and look at them biannually.

Commissioner Fink mentioned she thought it was to make the process more equitable and increase community engagement and not just the most effective use of funds.

Chair Burke responded he thought it was both.

A discussion took place on the following topics:

- How to get more engagement from residents living in multi-unit buildings.
- Have staff provide input on hot spots and the Commission may identify additional locations that need to be investigated and analyzed.
- The timing of the prioritized list of recommended locations for calming projects to be incorporated in the next year's budget and its effects.
- Residents may go through this process and there's no funding.

Commissioner Katner stated it's a balancing act between equity and efficiency. Given what he reads is the mood in the Village and nationally, he thinks we should err on the side of equity. He would love people living in apartments to see they can take control of the transportation needs on their block.

Chair Burke said if we were to get more petitions in maybe it sends a signal to the Village Board there is a lot of interest in this; and maybe that budget should be a little bit higher.

Commissioner Stigger mentioned one of the discrepancies he sees in the past from the Village Board is there's data which indicates it's okay and there's people who say it doesn't feel okay. He would like to see some actions to coming together on that. How do we address the fact that people don't feel safe to riding their bikes on their street? Regardless of the national standard says, maybe we need to set a higher standard and trickle down to

the traffic calming issues. There's also room for improvement on how to motivate or incentivize better driver behavior even if it's small.

Commissioner Thompson spoke about the suggested idea of asking Village staff to come up with a map of hot spots based on some pattern of accidents; but most of what we get are people complaining cars are going too fast down their blocks and asking for measures. That's not going to show up on a map of hot spots. Are we telling those people we are not going to address their concerns? It affects the enjoyment of their neighborhood. We would be telling the people we have other priorities.

A discussion occurred about whether or not the Commission is already doing that because when people come in for a solution, the Commission doesn't give them anything. It is also the case with the decisions that are made at the Village Board level as well. It was stated maybe if more people are invested in this, then maybe the Village Board won't make those kinds of decisions in the future.

Chair Burke suggested the Commissioners contemplate the items discussed as there was a good discussion and place this on the agenda for the next meeting. He would like to revisit this at the next meeting and have one or two options for the Commission to vote on.

6. ADJOURN

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

The motion was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Stigger, Fink, Katner, Thompson, Burke

Nays: None

The motion passed unanimously 6 to 0.

The meeting was adjourned at 8:20 PM.

Submitted by:

Jill Juliano

Traffic/Transportation Engineer

Village Of Oak Park
Transportation Commission Agenda Item

**Item Title: Removal and Replacement of Fenwick On-Street Student Permit
Parking Signs**

Review Date: May 11, 2021

Prepared By: Tammie Grossman

Abstract (briefly describe the item being reviewed):

In the summer of 2020, Fenwick High School, located at 505 Washington Blvd, completed its five-story parking garage. With the new addition of the parking garage, Fenwick High School will not need on-street parking for their students. To improve parking options for Oak Park residents, Village staff reviewed the permitted locations and proposed removing or replacing the student permit parking restrictions.

Staff Recommendation(s):

In today's meeting, staff will present the areas with current (S4) parking and propose restriction changes. In addition, staff is recommending removing the daytime restrictions adjacent to the student permit parking. Which were installed to assist in compliance.

See Documentation needed for this request.

MEMORANDUM

0521-1

5.1

2/3

Date: May 11, 2021

To: Transportation Commission

From: Tammie Grossman

Re: Removal and Replacement of Fenwick On-Street Student Permit Parking Signs.

Fenwick High School completed its parking garage last year, 2020. The parking garage has approximately 350 parking spaces. Fenwick usually purchases 265 student permits a year. Fenwick parking liaison confirmed they no longer need the S4 reserved spaces. Therefore, on-street student permits can be repurposed to accommodate parking for residents.

A. On Pleasant Street from Oak Park to Ridgeland, staff is recommending removing four (4) out of the six (6) “Student Permit Parking 8 am - 4pm Monday – Friday” locations.

The other two (2) S4 locations displayed in blue on the map have been converted to overnight parking permit. The Village Board approved this restriction change in November 2020.

Daytime Restrictions on Pleasant Street:

- **2Hr parking 9am-5pm Monday – Saturday (Green)**
- **1Hr parking Monday-Saturday (Green)**
- **No parking 8am-10am Monday - Saturday (Red)**

Staff recommends removing the daytime restrictions on Pleasant Street

B. On Randolph Street from Oak Park to Ridgeland, staff recommends removing four (4) out of the nine (9) Student Permit Parking 8 am - 4pm Monday - Friday.”

The remaining five (5) S4 parking locations displayed in blue on the map have been changed to overnight parking. The Village Board approved this restriction change in November 2020.

Daytime Restrictions on Randolph Street:

- **No Parking 8am-10am Monday - Friday (Red)**
- **2Hr parking 9am-5pm Monday - Friday (Green)**

Staff recommends removing the daytime restrictions on Randolph Street

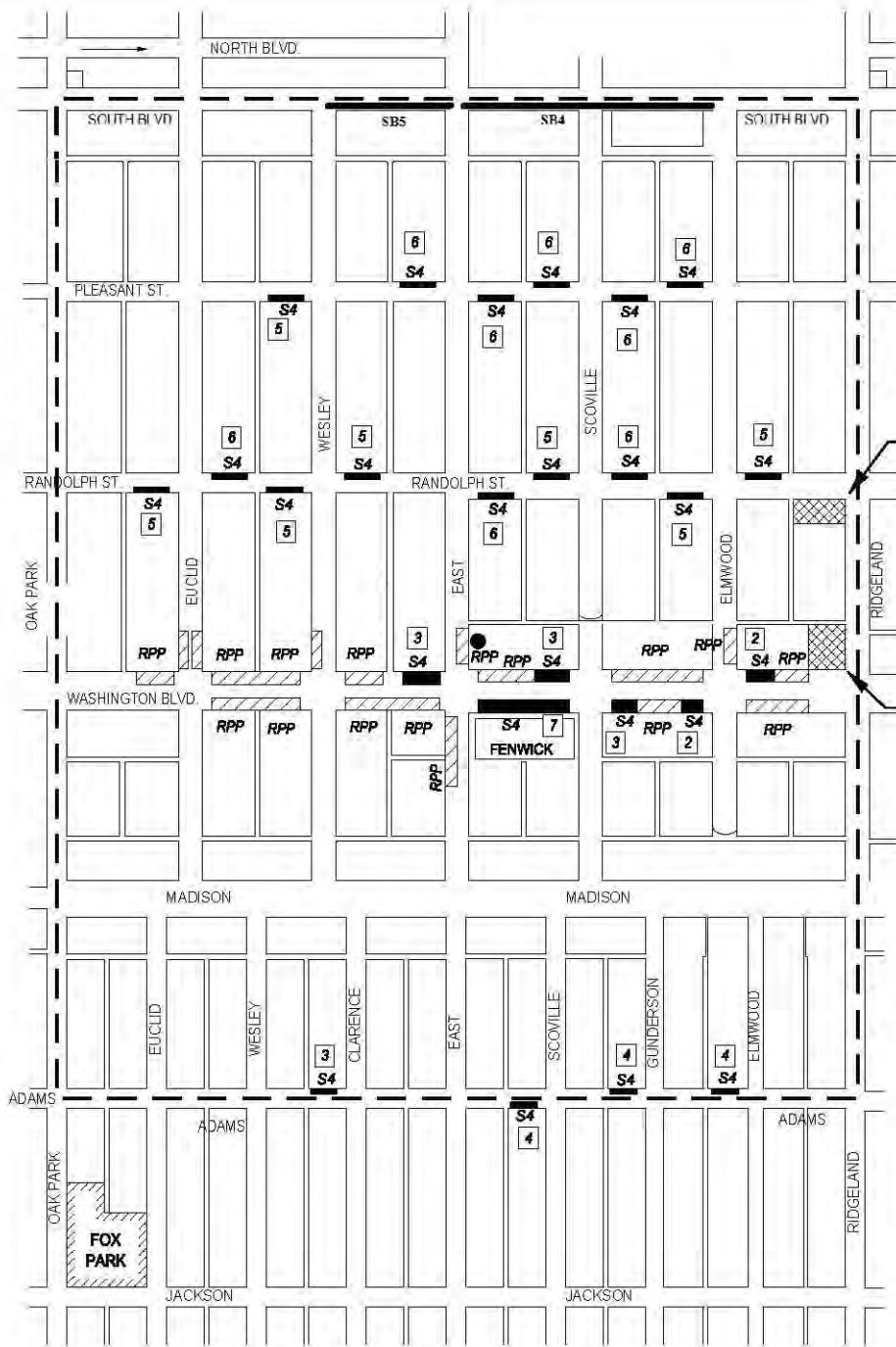
C. Washington Blvd from Oak Park to Ridgeland Avenue staff recommends converting all S4 parking spaces to E6 and E8 resident permit parking only 8am - 4pm Monday - Friday. By converting the student permit parking with residential parking, it will allow residents to park both day and night on Washington Blvd except for street cleaning. Staff also recommends adding overnight on-street permit parking on Washington Blvd between East Avenue and Scoville Avenue. This will allow extra parking space for residents to park their vehicle.

D. Adams Street from Oak Park to Ridgeland, staff, recommends removing the (4) four the four "Student Permit Parking 8 am - 4 pm Monday - Friday."

Daytime restrictions on Adams Street:

- **No Parking 8am-10am**
- **Monday - Friday 2Hr Parking 9am-5pm Monday - Friday**

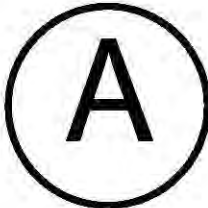
Staff recommends removing the daytime restrictions on Adams Street



INTERCULTURA MONTESSORI SCHOOL @ 301 SOUTH RIDGELAND

OUR LADY IMMACULATE ACADEMY SCHOOL @ 410 WASHINGTON BLVD.

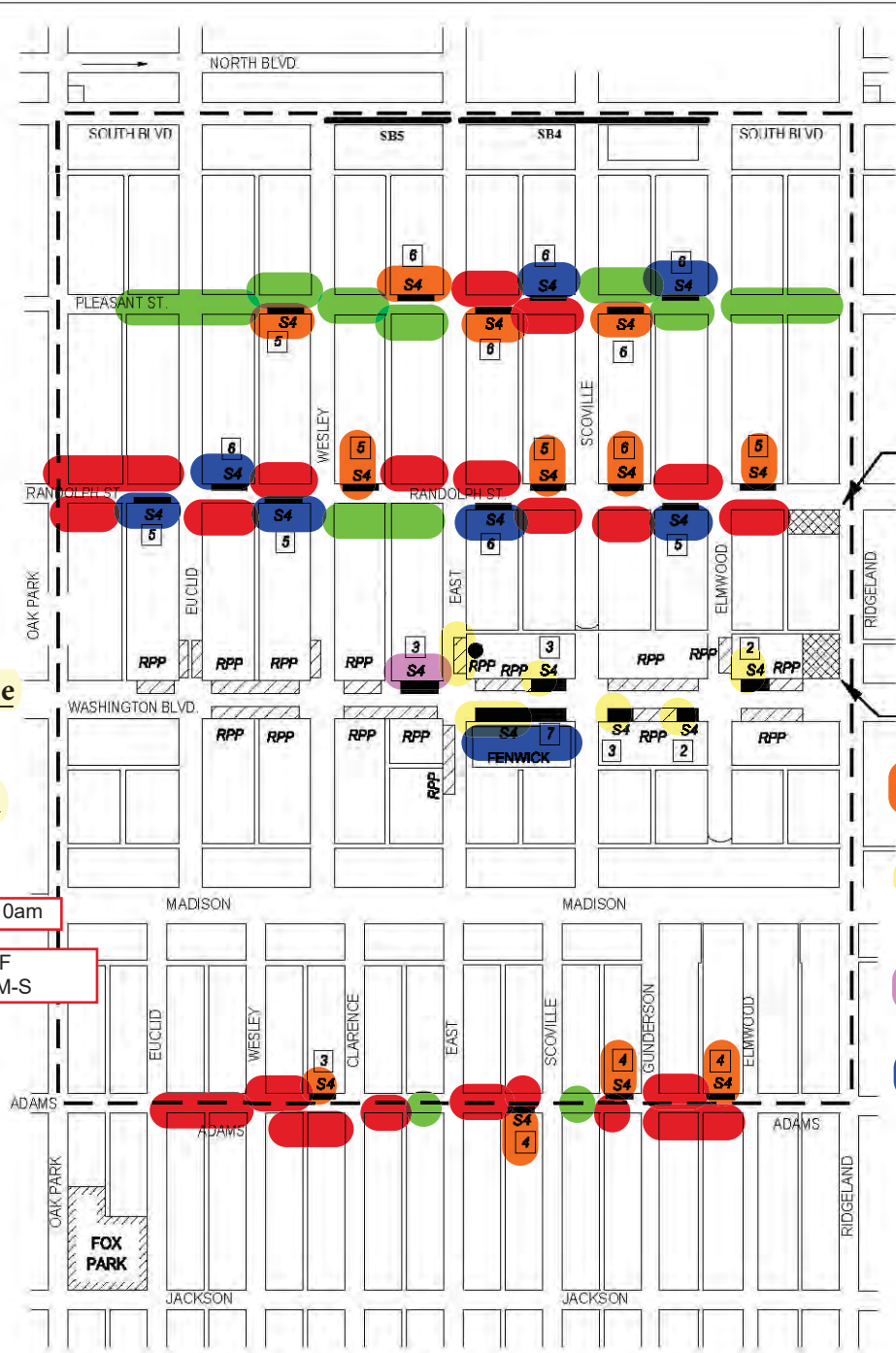
- = S4 = STUDENT PERMIT PARKING 8AM-4PM
- = RPP = RESIDENT ONLY PERMIT PARKING 8AM - 4PM MONDAY - FRIDAY
- = FRONT DOOR OF HOUSE
- = NUMBER OF "S4" SPACES PER AREA
THIS NUMBER IS 90% OF THE TOTAL AVAILABLE "S4" SPACES
- = BORDER OF FENWICK HIGH SCHOOL AREA
INCLUDES BOTH SIDES OF ADAMS STREET AND BOTH SIDES OF SOUTH BOULEVARD



VOP Engineering

Scale: 1" = Ft.
By: MJK Date: 03/20/17
Filename: Parking Around Fenwick HS 21 as amended.dc
U:\Parking_Traffic\Permit Parking\Fenwick High School Area\Parking Around Fenwick HS 21 as amended.dc

STUDENT AND RESIDENT PERMIT PARKING AROUND FENWICK H.S. AS AMENDED TO SHOW 'S4' STUDENT PERMIT PARKING ZONES AS OF MARCH 2017



Proposed Restrictions to be removed if Approved by Transportation Commission

- No Parking 8am-10am
- 2Hr Parking 9-5 M-F & 1Hr Parking 9-5 M-S

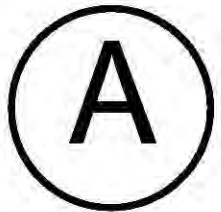
Proposed Changes By Staff

- Remove "S4" Student Parking
- E6 Resident Only Permit Monday-Friday 8am- 4pm
- E8 Resident Only Permit Monday - Friday 8am-4pm
- Overnight Parking

INTERCULTURA MONTESSORI SCHOOL @ 301 SOUTH RIDGELAND

OUR LADY IMMACULATE ACADEMY SCHOOL @ 410 WASHINGTON BLVD.

S4 = S4 = STUDENT PERMIT PARKING 8AM-4PM
RPP = RPP = RESIDENT ONLY PERMIT PARKING 8AM - 4PM MONDAY - FRIDAY
 = FRONT DOOR OF HOUSE
5 = NUMBER OF "S4" SPACES PER AREA
 THIS NUMBER IS 90% OF THE TOTAL AVAILABLE "S4" SPACES
 - - - - - = BORDER OF FENWICK HIGH SCHOOL AREA
 INCLUDES BOTH SIDES OF ADAMS STREET AND BOTH SIDES OF SOUTH BOULEVARD



VOP Engineering

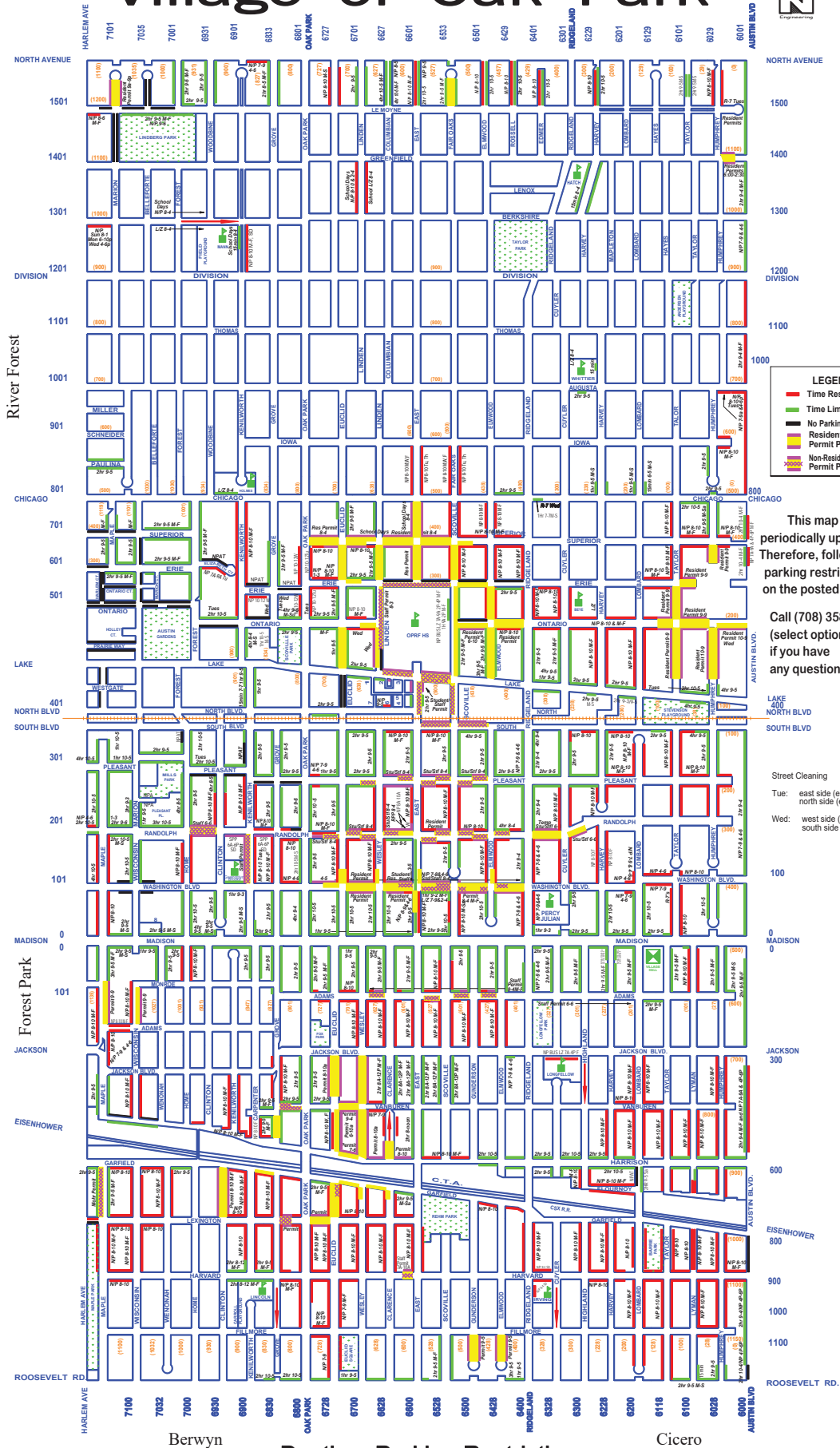
Scale: 1" = Ft.
By: MJK Date: 03/20/17
Filename: Parking Around Fenwick HS 21 as amended.dc
U:\Parking_Traffic\Permit Parking\Fenwick High School Area\Parking Around Fenwick HS 21 as amended.dc

STUDENT AND RESIDENT PERMIT PARKING AROUND FENWICK H.S. AS AMENDED TO SHOW 'S4' STUDENT PERMIT PARKING ZONES AS OF MARCH 2017

Village of Oak Park



0521-1
5.4
1/1



LEGEND

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

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

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

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

Berwyn

Cicero

Daytime Parking Restrictions

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

copy_of_VOPStreetSigns_Rev20180117.dc
Revised on 01/17/2018

Revised on 09/14/2017

CHICOParkingcopy_of_VOPStreetSigns_Rev20170814.doc

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Extend Y8 Overnight Parking on the Southside of Washington Blvd from Humphrey Avenue to Taylor Street.

Review Date: May 11, 2021

Prepared By: Tammie Grossman

Abstract (briefly describe the item being reviewed):

On April 26, 2021, Parking and Mobility Services Staff sent out a reminder of Y8 parking guidelines to permit holders. The letter was sent to all Y8 permit holders because several residents contacted Parking and Mobility Services regarding Y8 zone restrictions. A field study determined that an old sign was present on the southside of Washington Blvd west of Humphrey Avenue. Staff proposes that a Y8 overnight permit be extended to include that side of the block.

Staff installed temporary Y8 permit parking signs and No Parking 8 am-10am Wednesday for street cleaning on both ends of the block to allow parking until the Transportation Commission reviews the area.

Staff Recommendation(s):

Staff recommends that the Transportation Commission approves the extension the Y8 overnight permit parking only 9:00 pm - 10:00 am on the southside of Washington Blvd from Humphrey Avenue to Taylor Street.

See Documentation needed for this request.



0521-1 6.2 1/2

Parking and Mobility Services Division
Development Customer Services Department
Village of Oak Park
123 Madison Street
Oak Park, IL 60302

To: Y8 Permit Holders
Re: Overnight Parking Locations
Date: April 26, 2021

Dear Zone Y8 permit holder

Please review the map as a reminder of where legal parking spaces for zone Y8 permits are located. (Disregard the mention of decals as the permit are now electronic, so paperless).

There is currently no overnight zone Y8 parking on the south side of Washington between Taylor and Austin or on the north side of Washington between Taylor and Lombard. By parking in those spaces, Y8 permit holders risk being ticketed by Police enforcement.

Y8 overnight parking spaces are marked by appropriate signage. Please keep a copy of this map in your vehicle or on your phone to avoid future citations.

Thank you for your cooperation.

Respectfully,

VILLAGE OF OAK PARK
Parking and Mobility Services Staff
708-358-7275



On-street Permit Sales Zone Y8

Vehicles displaying a valid on-street overnight permit may park in the permit zone designated by the permit. Park only in areas designated by posted signs. A zone permit does not authorize parking in a lot.

Generally, zone permits are valid from 11 p.m. to 6 a.m., seven days per week. However, times may vary by zone. Specific permit hours are posted on street signs within the zones. Zone permits do not override other posted parking restrictions, such as for street maintenance, time of day limitations and time limits.

New Permit Purchase

Permits are sold quarterly: February – April, May – July, August – October and November – January. The fee may be prorated if the permit is purchased after the beginning of a quarter. Proof of residency and vehicle owner information is required to purchase a zone permit. Vehicles must display license plates with a valid vehicle state registration sticker, as well as a current Oak Park vehicle sticker. All unpaid parking citations and fines due the Village must be paid in full to purchase a permit. Only one permit may be purchased per household.

Permit Renewals

Renewals must be made prior to the deadline. Renewal letters are sent as a courtesy reminder, but do not guarantee a new permit. Permits may be renewed three weeks prior to the start of each quarter. Renew on-line, by mail or at Village Hall, 123 Madison St., either in person or via a drop box by the south entrance.

Office hours are 8:30 a.m. to 7 p.m. Mondays and 8:30 a.m. to 5 p.m., Tuesday through Friday. The drop box is accessible 24 hours a day, seven days per week. Payment may be made by cash, check or credit card. Mail renewals should be made by check or credit card. Do not mail cash. Online renewals require a credit card. Deadlines for renewal via mail and online are approximately six business days prior to quarter's end. All unpaid parking citations and other fines must be paid in full to renew a permit.

Where to Place Permit

Affix the permit to the outside of the rear window on the driver's side, in the lower corner. A vehicle with a no rear window, such as a convertible, should display the permit on the front window, driver's side. Remove expired parking permits and vehicle stickers. Clean window and allow it to dry thoroughly. Remove backing and fully attach permit to the window, making sure the information is not obstructed from view.

Permit Transfer or Reissue

Zone permits are not transferable unless authorized by the Village. Report any change in vehicle, vehicle owner, address or license plate information. Providing false or inaccurate information, or failing to notify the Village of changes in information, may result in loss of parking privileges. A \$5 administrative fee is charged to replace a permit that is lost or transferred to another vehicle.




Refunds

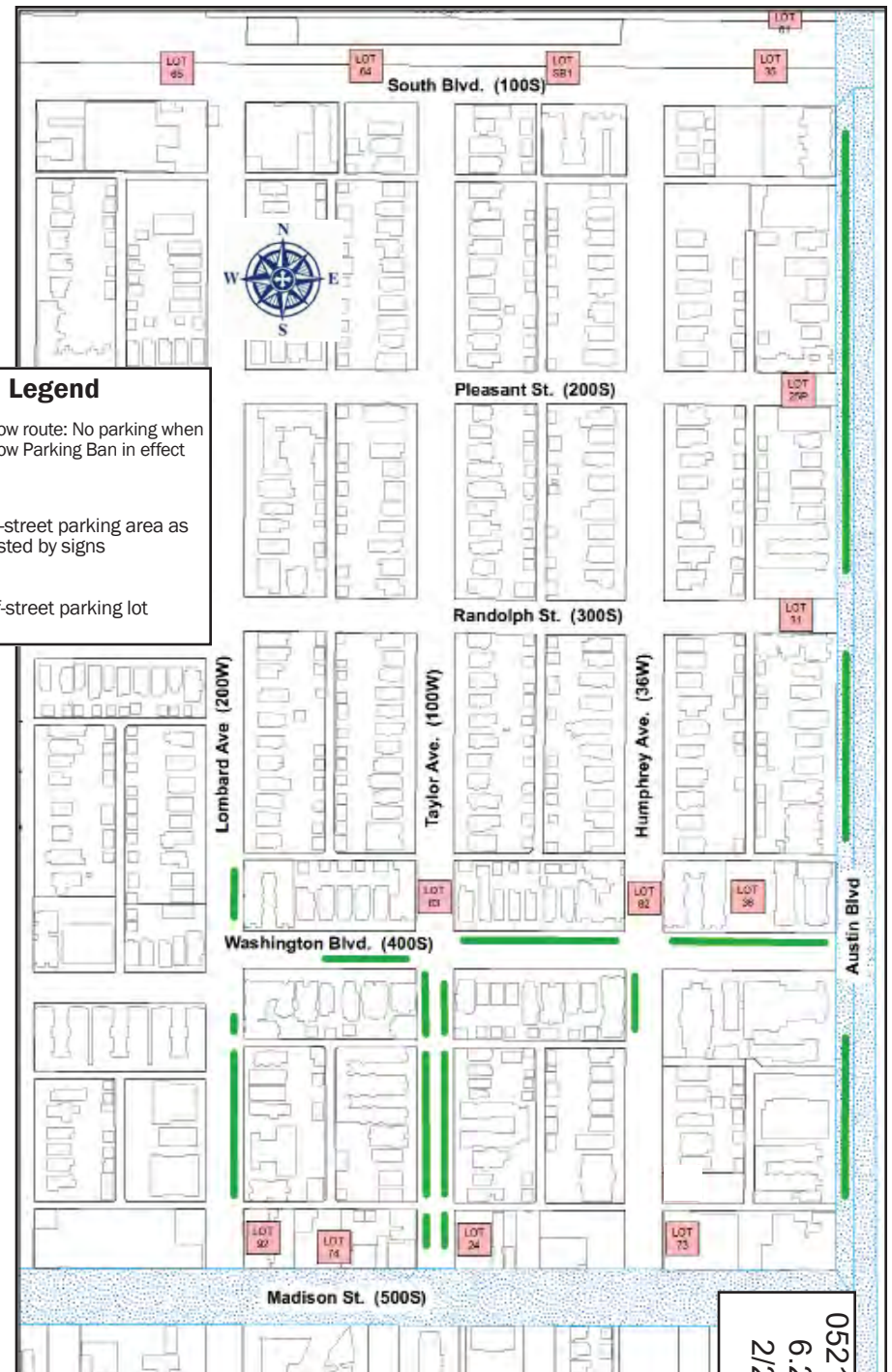
A permit holder who is moving or no longer in need of a permit may be eligible for a prorated refund. Peel off the decal and return it to Village Hall to apply. If approved, refunds are pro-rated for the remainder of the quarter.

Restrictions

The Village may revoke or cancel any permit issued for a vehicle that is too large to park within a single parking space without parking on the curb or protruding into the driving lane. Vehicles cannot be covered.

Legend

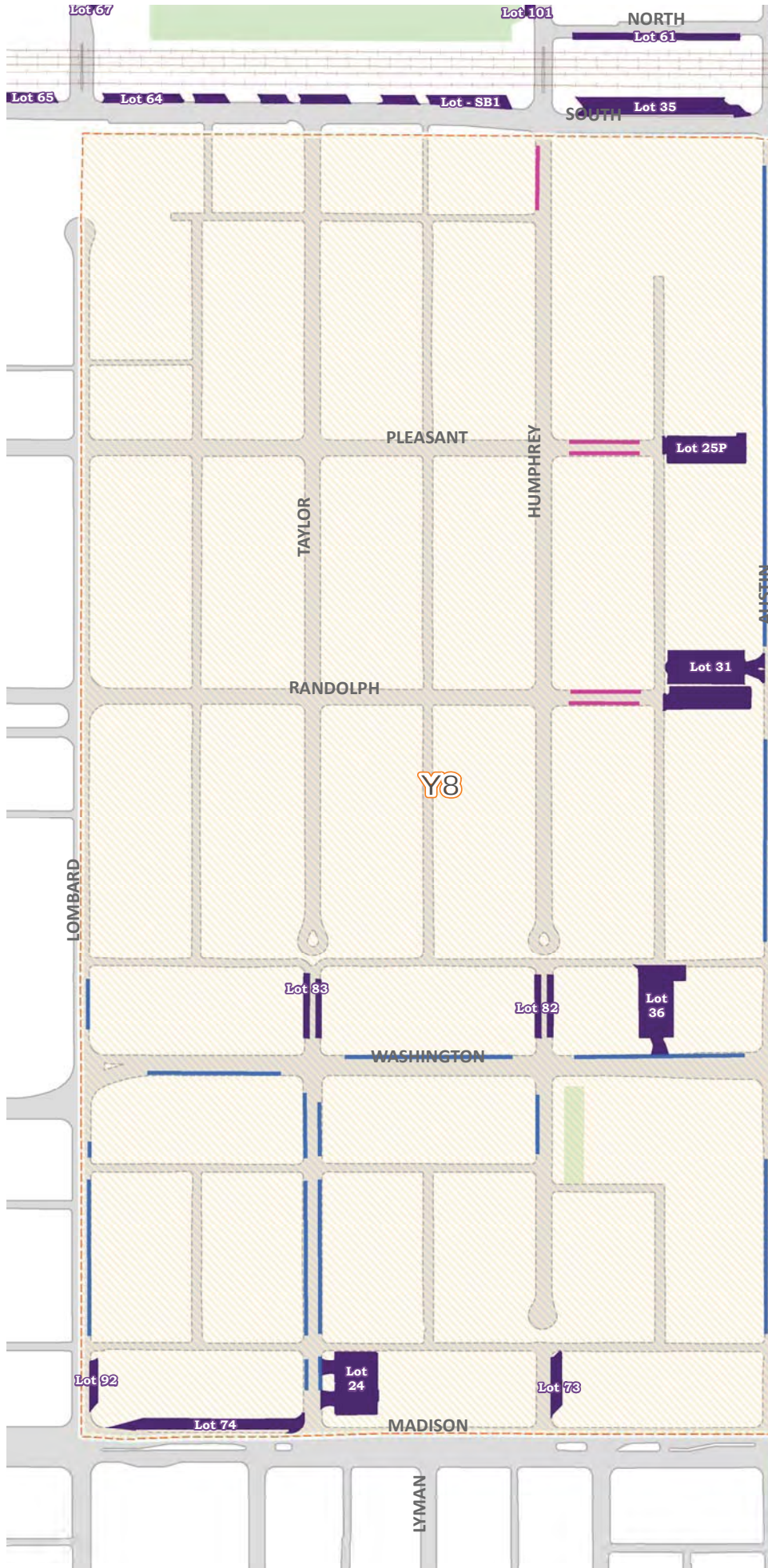
-  Snow route: No parking when Snow Parking Ban in effect
-  On-street parking area as posted by signs
-  Off-street parking lot



For more information, call 708.358.7275. For snow parking information and rules, visit www.oak-park.us/snow.

Parking Permit Map - Y8

0521-1
6.3
1/1



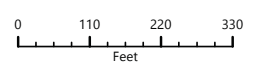
Legend

- Y8 On-Street Permit Parking
- Y8 On-Street Permit Parking - Extended Area
- Multi-Family dwellings eligible for overnight zone permit Extended Area
- 0 Off-Street Lot
- Multi-Family dwellings eligible for overnight zone permit

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

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

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



1:2,293

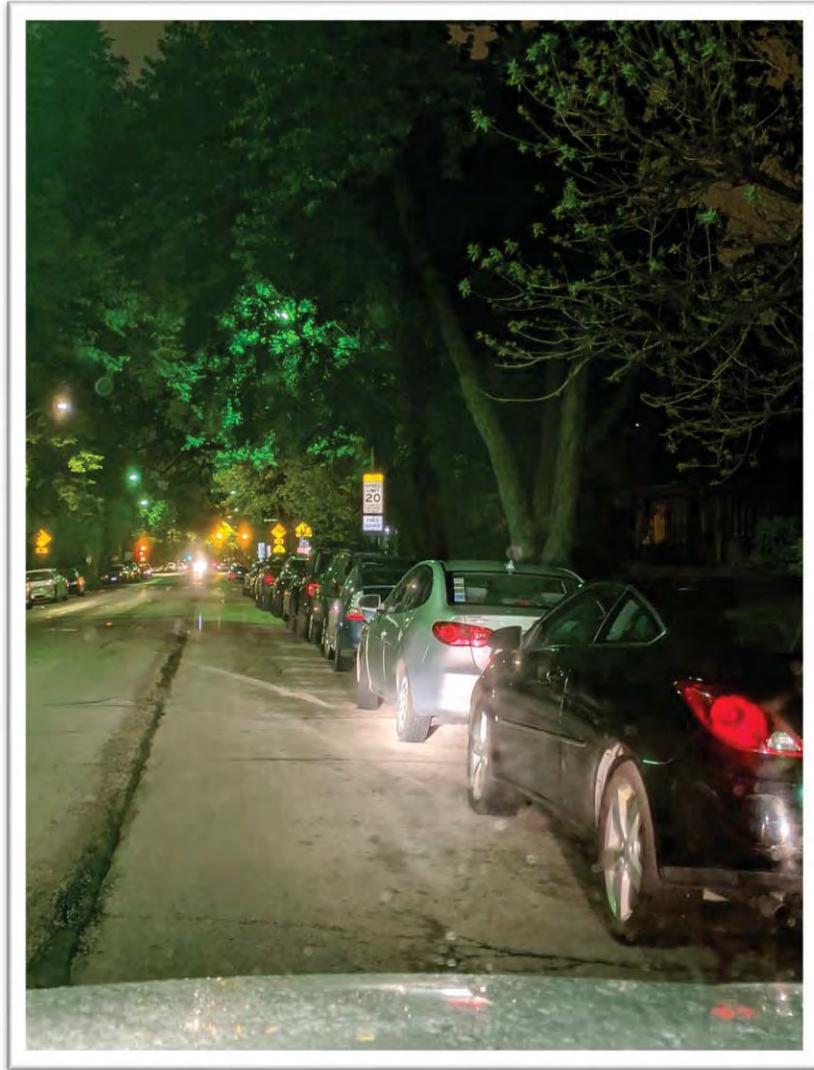
DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used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

Daytime Picture Washington Blvd southside (Humphrey to Taylor)



0521-1
6.5
1/2

Night-time Picture Washington Blvd southside (Humphrey to Taylor)



0521-1
6.5
2/2

Redkva, Cinthya

From: Mairead Saleh [REDACTED]
Sent: Friday, April 30, 2021 4:11 PM
To: Redkva, Cinthya
Subject: Fwd: Unacceptable Y8 parking permit zone changes

I just left you a voicemail — here is the email I said I would forward. Thank you for getting back to me ASAP.

Sent from my iPhone

Begin forwarded message:

From: Mairead Saleh [REDACTED]
Date: April 29, 2021 at 7:52:34 PM CDT
To: parking@oak-park.us
Cc: Hisham Saleh [REDACTED]
Subject: Unacceptable Y8 parking permit zone changes

Our license is [REDACTED] and our address is [REDACTED] Washington Blvd, Oak Park IL 60302 — we park in the Y8 zone.

The changes to the Y8 zone that were not shared in advance of the permit renewal and have now been presented as already in effect are unacceptable for numerous reasons, including but not limited to: safety, legality, and community. That I cannot find this information on line publicly via the village parking site, and that the link to the permit maps in the Useful Links section is broken? Also unacceptable.

You cannot expect people who live on our block of Washington to park on Austin that far from our homes. You cannot expect all of us to fit on one side of Washington. There are 19 units in our building! This is predatory and demonstrates how little you regard and value the community you are paid to serve.

Email me the name and phone number of the head of Parking Services immediately.

Sent from my iPhone

Redkva, Cinthya

From: Jaclene Robinson-Ivy <[REDACTED]>
Sent: Tuesday, May 4, 2021 9:13 AM
To: Redkva, Cinthya
Cc: Jaclene Robinson-[REDACTED]
Subject: Y8 Parking on Washington street between Taylor and Austin

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I was given your name to inquire about parking on Washington on the South side of the street between Taylor. Why are we not being permitted to park there any longer? The Y8 parking is hard enough as it is, and now you cut out more spaces? Please explain?

Thank you,

Jacki Robinson-Ivy

Redkva, Cinthya

From: Lindsay Friedman [REDACTED]
Sent: Friday, April 30, 2021 5:04 PM
To: VOP Village; Redkva, Cinthya
Subject: Fwd: Y8 Permit Parking

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I just received an updated map for the Y8 permit from your mailer. I'm a resident of [REDACTED] Washington Blvd and have lived in the community here for the last 4 years. I've also had to pay for overnight Y8 permits during that time as my career in medicine required me to have a car to commute safely to Rush University Medical Center. As the current overnight parking issue is very competitive/congested, I've had to park on the guest overnight parking areas multiple times due to not finding a space, when overnight parking was BOTH sides of Washington.

I have multiple issues regarding this parking restriction you are attempting to enforce while taking out an entire block of Washington Blvd.

- 1) I noticed that you've taken out the south side of the Washington block between Taylor and Humphrey - I was wondering if there's also a corresponding decrease in permit numbers to accommodate the parking and numbers of cars that currently park there? On that part of Washington there are multiple Multifamily buildings that require parking. I counted today that there are at least 14-16 cars that will be displaced as a part of these nightly restrictions.
- 2) You posted this notice right after we renewed our permits for the quarter, not before. This is breaking our legal agreement and would like your comments on that.
- 3) I would like to know why was this policy/zone changed? It was done without rationale and I know I and a lot of other residents of Y8 would appreciate transparency in this decision.
- 4) The parking zone that includes blocks all the way up to South street is a health and property hazard. As a young woman, I do not feel comfortable parking my car on Austin almost all the way up to the green line on South, especially working late at night as a resident physician at Rush. I've been cat-called multiple times, intimidated, and harassed by people who lurk there in the early hours of the morning when I used public transit. Parking there frequently is a risk to my physical health and car property to have a 10-15 minute, 4 large block walk from where you're stating we should park. There has been enough stress this past year because of the COVID-19 Pandemic on the healthcare industry and the last thing I should be having to worry about and lose sleep over is my walk to my car and whether or not my car will be stolen or broken into.

Please respond to this email or give me a call [REDACTED] at your earliest convenience.

I look forward to hearing from you soon.

Lindsay Friedman
General Surgery Resident, Rush University Medical Center
Rush Medical College 2021, Doctor of Medicine
The George Washington University 2017, Master of Science: Anatomical and Translational Sciences
Saint Louis University 2015, Bachelor of Science: Biology and Psychology

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 (continuation from the February 9, 2021 Commission Meeting)
Review Date:	<u>May 11, 2021</u>
Prepared By:	<u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed):	
<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 was carried over from the approved 2020 Work Plan.</p> <p>Tonight is a continuation of the discussion of this item which occurred on the February 9, 2021 Transportation Commission meeting. See Exhibit 7.3 for the draft minutes from the February 9, 2021 meeting. Below is a link to the video of the February 9, 2021 Transportation Commission meeting. Discussion of the item begins at 13:05.</p> <p>https://oak-park.granicus.com/MediaPlayer.php?view_id=3&clip_id=1420</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>	
Staff Recommendation(s):	
<p>Staff is recommending that tonight's meeting be geared towards finalizing recommendations to possibly modify the process by which: 1) solicit public input on where traffic calming is needed, 2) identify locations in need of traffic calming, and 3) ways to prioritize where traffic calming measures will be implemented. Once the Commission's recommendations are finalized, they will be forwarded to the Village Board of Trustees for review and possible approval to possibly modify or replace the existing citizen traffic calming petition process.</p>	
Supporting Documentation Is Attached	

MEMORANDUM

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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"> 1. Items Referred by the Board of Trustees 2. Items Arising from P&T Commission Previous Actions 3. Items Initiated By Village Staff 4. Petitions Submitted By Residents 5. Installation of Permit Parking 6. Items With Competing Interests or Opposing Views 7. Appeals of Village Staff Administrative Decisions 	<ol style="list-style-type: none"> 1. The Board may refer issues. 2. The Commission may study an issue in further detail or a related issue. 3. Staff may forward an issue to the Commission for additional input. 4. Petition requests are standard procedures for the Commission. 5. Permit Parking requests are standard procedures for the Commission. 6. Commission may wish to hear possibly controversial issues. 7. 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"> 1. Time Restricted Parking 2. Parking Meter Time Location and Time Duration 3. Handicapped Parking Requests 4. Installation of Specialty Zones (Loading, Taxi, Drop-Off) 5. Off-Street and Enclave Parking <p><i>Traffic (Based on Village wide traffic plan)</i></p> <ol style="list-style-type: none"> 1. Investigate the need for traffic control devices based on accident history 2. 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"> 1. 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"> 2. Then check to see if parking & traffic requests are within policy guidelines if so, address them without going to Parking & Traffic Commission. 3. P&T Commission will have no more than 3 items on an agenda. 	<ol style="list-style-type: none"> 1. 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"> 2. 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

1. Receive all requests for parking related matters
2. Investigate and study all requests for parking related matters
3. Develop proposals to address all requests for parking related matters
4. Administratively implement applicable requests for parking related matters
5. Present to Parking Traffic Commission applicable requests for parking related matters
6. 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

1. Receive all requests for traffic related matters
2. Investigate and study all requests for traffic related matters
3. Develop proposals to address all requests for traffic related matters
4. Administratively implement applicable requests for traffic related matters
5. Present to Parking Traffic Commission applicable requests for traffic related matters
6. 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.

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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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18/27

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

E 2 of 2

PETITION FOR TRAFFIC CALMING MEASURES

Date: _____
0521-1
7.2
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.	_____	_____	_____	_____

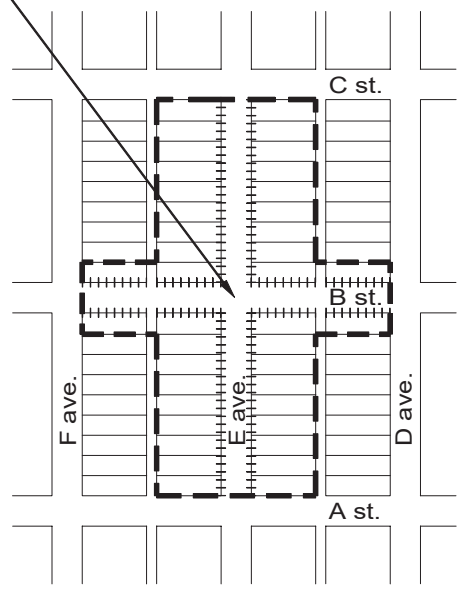
This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

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:

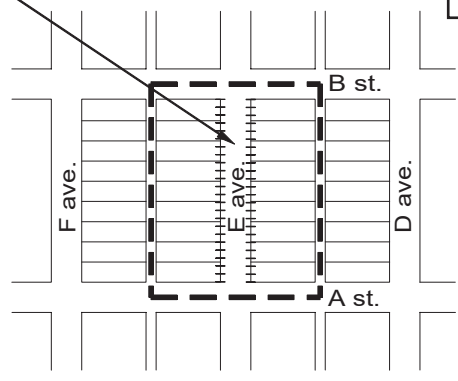
www.oak-park.us/your-government/citizen-commissions/transportation-commission

Petition for TRAFFIC CALMING at the intersection of B st. and E ave.



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

Petition for TRAFFIC CALMING E ave. between A and B street



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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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)

0521-1
7.2
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

0521-1
7.2
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.

DRAFT Meeting Minutes
Transportation Commission
Tuesday, February 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 7:02 PM

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."

Roll Call

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

Absent: none

Staff: Village Engineer Bill McKenna, Parking Restrictions Coordinator (PRC) Cinthya Calderon, Development Customer Service Budget and Revenue Analyst Sean Keane, Traffic/Transportation Engineer Jill Juliano

2. Non-Agenda Public Comment

None

Prior to the Agenda Approval, Chair Burke spoke about the status of the Transportation Commission's 2021 Work Plan and Village staff's position on certain items. Village Engineer McKenna provided additional detail.

3. Agenda Approval

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

Commissioner Katner seconded the motion.

The roll call vote was as follows:

Ayes – Thompson, Katner, Fink, Moses, Stigger, Burke
Nays – None

The motion passed unanimously 6 to 0.

4. Approval of the draft January 12, 2021 Transportation Commission meeting minutes

Commissioner Thompson made a motion to approve the draft January 12, 2021 Transportation Commission meeting minutes as presented.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

Ayes – Thompson, Fink, Katner, Moses, Stigger, Burke
Nays – None

The motion passed unanimously 6 to 0.

5. REVIEW THE EFFECTIVENESS OF THE EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF WARRANTED

Engineer Juliano gave a short summary about the item. She mentioned:

This is an item from the Transportation Commission's current work plan; and a carryover from the 2020 work plan. 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. The item is scheduled to be completed by the third quarter of 2021.

Chair Burke spoke of the Transportation Commission's concern with limited resources for projects associated with the traffic calming toolbox and want to make sure the money is being used as effectively as possible. The Commission is wondering if there is another process to bring in good projects to recommend for implementation and funding that is different from the present petition process.

Commissioner Moses reiterated Chair Burke's comments on wanting to use the funds effectively as possible.

Commissioner Moses stated one possible option is to keep the petition process but have a due date to bring all submitted petitions before the Transportation Commission once or twice a year to compare and see which would have the most impact on traffic calming. And for staff to provide input where there are hot spots in the Village for the Commission to consider. Then the Commission can prioritize the funds for the projects with the most impact. Petitions not selected as a traffic calming project can be reviewed again in the following year.

Issues or topics discussed by the Commissioners included:

- Not all residents know there is funding for traffic calming.
- Locations where traffic calming is requested but not on resident's block (by schools, transit stops, parks, etc.); possible other process for these locations.
- Increase equity to advertise these funds for those not keyed into the Village's processes.
- If resident petitions remains in this process and doesn't get traffic calming toolbox funds, does the Transportation Commission still review them under a separate system and make a recommendation on them?
- The Transportation Commission doesn't have a good way to judge how STOP signs at an intersection affect the whole transportation network.
- Maybe a different process to evaluate petitions without expending as much staff resources, maybe a truncated approach.
- Possible initial screening process to make the first cut where limited staff resources are spent.

Commissioner Fink asked staff to explain 1) what petitions make it to the Transportation Commission, and 2) does the Village normally use the funding available each year?

Engineer Juliano explained the traffic calming petition process and what petitions (alley speed bump and Keep Kids Alive Drive 25 signs) are handled administratively.

Village Engineer McKenna stated once over the initial hurdle of verifying and determining the petition has the necessary signatures is when the Village starts spending money on data collection, etc. If getting away from petition process, it would be good to have something fill that space. He also provided information on the funding as well as vetting that Village staff already does on traffic calming issues that are submitted by residents.

Commissioner Moses asked if staff could look at crash hotspots. She also asked if the petition process is the best practice for traffic calming.

Village Engineer McKenna spoke of what staff already does as a starting point based on GIS crash data from the state and internal volume data. He stated the petition process is a way to give residents a voice and a process to work through the traffic concerns that they have.

Chair Burke questioned if there could be a hybrid of the petition process and a staff or Commission identified locations and engage residents near those locations.

Village Engineer McKenna provided background, what staff already does and what some possible options.

Commissioner Moses asked if there is an automatic review of a particularly bad crash.

Village Engineer McKenna responded there is no predefined process for severe crashes.

Chair Burke summarized that besides the petition process; there is an option of asking for staff input on hot spots. The Commission would review those areas and an additional option of putting out a call for petitions to the public and look at them biannually.

Commissioner Fink mentioned she thought it was to make the process more equitable and increase community engagement and not just the most effective use of funds.

Chair Burke responded he thought it was both.

A discussion took place on the following topics:

- How to get more engagement from residents living in multi-unit buildings.
- Have staff provide input on hot spots and the Commission may identify additional locations that need to be investigated and analyzed.
- The timing of the prioritized list of recommended locations for calming projects to be incorporated in the next year's budget and its effects.
- Residents may go through this process and there's no funding.

Commissioner Katner stated it's a balancing act between equity and efficiency. Given what he reads is the mood in the Village and nationally, he thinks we should err on the side of equity. He would love people living in apartments to see they can take control of the transportation needs on their block.

Chair Burke said if we were to get more petitions in maybe it sends a signal to the Village Board there is a lot of interest in this; and maybe that budget should be a little bit higher.

Commissioner Stigger mentioned one of the discrepancies he sees in the past from the Village Board is there's data which indicates it's okay and there's people who say it doesn't feel okay. He would like to see some actions to coming together on that. How do we address the fact that people don't feel safe to riding their bikes on their street? Regardless of the national standard says, maybe we need to set a higher standard and trickle down to

the traffic calming issues. There's also room for improvement on how to motivate or incentivize better driver behavior even if it's small.

Commissioner Thompson spoke about the suggested idea of asking Village staff to come up with a map of hot spots based on some pattern of accidents; but most of what we get are people complaining cars are going too fast down their blocks and asking for measures. That's not going to show up on a map of hot spots. Are we telling those people we are not going to address their concerns? It affects the enjoyment of their neighborhood. We would be telling the people we have other priorities.

A discussion occurred about whether or not the Commission is already doing that because when people come in for a solution, the Commission doesn't give them anything. It is also the case with the decisions that are made at the Village Board level as well. It was stated maybe if more people are invested in this, then maybe the Village Board won't make those kinds of decisions in the future.

Chair Burke suggested the Commissioners contemplate the items discussed as there was a good discussion and place this on the agenda for the next meeting. He would like to revisit this at the next meeting and have one or two options for the Commission to vote on.

6. ADJOURN

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

The motion was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Stigger, Fink, Katner, Thompson, Burke

Nays: None

The motion passed unanimously 6 to 0.

The meeting was adjourned at 8:20 PM.

Submitted by:

Jill Juliano

Traffic/Transportation Engineer



Village of Oak Park

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

0521-1
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Meeting Minutes

President and Board of Trustees

Tuesday, February 16, 2021

5:30 PM

Remote Meeting

I. Call to Order

Village President Abu-Taleb called the meeting to order at 5:30 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. Consideration of Motion to Adjourn to Executive Session to Discuss Personnel

It was moved by Village Trustee Andrews, seconded by Village Trustee Walker-Peddakotla, to enter into Executive Session pursuant to 5 ILCS 120/2/(c) (21) Approval of Meeting Minutes from September 21, 2020 and 5 ILCS 120/2/(c)(1) - The Compensation and Performance of Specific Employees of the Village. 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

V. Reconvene to Regular Meeting in Council Chambers and Call to Order at Approximately 6:00p.m.

The Regular Meeting reconvened at 6:05 P.M.

VI. 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

VII. Agenda Approval

Village Manager Pavlicek responded that individuals who are requesting overnight passes can not park in spaces which have been designated for overnight parking permit holders.

- E.** [ORD 21-15](#) **First Reading of An Ordinance Amending Chapter 22 (“Streets and Sidewalks”), Article 3 (“Excavations”) of the Oak Park Village Code to Add a New Section 22-3-8 (“Pavement Openings Moratorium and Restrictions”)**

Village Manager Cara Pavlicek introduced Village Engineer Bill McKenna to provide an overview of this agenda item.

Village Engineer McKenna shared that staff is recommending creating an ordinance to establish a moratorium on pavement openings for newly built roads for a period of five years, for resurfaced roads for a period of three years and a restriction for pavement openings in the greater downtown area from Thanksgiving to New Years.

Village Trustee Susan Buchanan, Village Trustee Simone Boutet, Village Trustee Jim Taglia, and Village Trustee Dan Moroney asked questions and were each in support of this Ordinance.

XIV. Consent Agenda

Approval of the Consent Agenda

It was moved by Village Trustee Andrews and seconded by Village Trustee Moroney to approve the items under the Consent Agenda. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, and Village Trustee Taglia

NAYS: 1 - Village Trustee Walker-Peddakotla

ABSENT: 0

- F.** [ORD 21-13](#) **An Ordinance Authorizing the Disposal of Surplus Posts, Signs, and Scrap Owned by the Village of Oak Park**

This Ordinance was adopted.

- G.** [RES 21-35](#) **A Resolution Approving a Professional Services Agreement with Carrie B. Washington to Act as an Administrative Law Judge for the Village of Oak Park for a One Year Period and Authorizing Its Execution**

This Resolution was adopted.

- H.** [RES 21-36](#) **A Resolution Approving a Professional Services Agreement with Susan Davis Brunner to Act as an Administrative Law Judge for the Village of Oak Park for a One Year Period and Authorizing Its Execution**

This Resolution was adopted.

- X. [RES 21-62](#) A Resolution Approving a Purchase Price Agreement with Mid-American Water, Inc., for Materials for Repair of Water Mains and Sewer, Fire Hydrants, Water Services and Sewer Services in an Amount not to Exceed \$50,000.00 in Fiscal Year 2021 and Authorizing its Execution
This Resolution was adopted.
- Y. [RES 21-63](#) A Resolution Approving a Purchase Price Agreement with Core & Main LP for Materials for Repair of Water Mains and Sewers, Fire Hydrants, Water Services and Sewer Services in an Amount not to Exceed \$30,000.00 in Fiscal Year 2021 and Authorizing its Execution
This Resolution was adopted.
- Z. [RES 21-64](#) A Resolution Approving a Contract with Swallow Construction Corporation for Project 21-19, Oak Park Avenue Water and Sewer Main Improvements-South Contract, in an Amount not to Exceed \$2,415,524 and Authorizing its Execution
This Resolution was adopted.
- AA. [RES 21-65](#) A Resolution Approving a Contract with Cerniglia Co. for Project 21-20, Oak Park Avenue Water and Sewer Main Improvements-North Contract, in an Amount Not to Exceed \$1,907,617 and Authorizing its Execution
This Resolution was adopted.
- AB. [RES 21-66](#) A Resolution Approving a Point of Use Water Filter Pitcher Program for Partial Lead Water Service Line Replacements and Authorizing the Purchase of Water Filter Pitchers and Replacement Filters
This Resolution was adopted.
- AC. [MOT 21-9](#) A Motion to Concur with the Transportation Commission's Recommendation to Remove the Daytime Parking Restriction on the 600 Block of Clarence Avenue
This Motion was approved.
- AD. [MOT 21-16](#) A Motion to Approve the January 2021 Monthly Treasurer's Report for All Funds
This Motion was approved.
- AE. [MOT 21-17](#) A Motion to Approve the Bills in the Amount of \$5,543,669.94 from January 9, 2021 through February 5, 2021
This Motion was approved.

XV. Regular Agenda



Village of Oak Park

123 Madison St
Oak Park, Illinois 60454
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Meeting Minutes

President and Board of Trustees

Monday, March 8, 2021

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 6:36 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

Village Trustee Taglia joined the meeting at 6:46 pm following technical difficulties with remote access meeting management.

III. Agenda Approval

It was moved by Village Trustee Andrews, seconded by Village Trustee Boutet, to approve the Agenda. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 1 - Village Trustee Taglia

IV. Presentation: Employee Years of Service Awards

Village President Abu-Taleb expressed his excitement in recognizing staff. Village Manager Cara Pavlicek said although due to COVID the Village is recognizing employee's years of service virtually, she expressed how invaluable it is to have these employees on the team. Village Trustees thanked each of the employees. Many thanked them especially for this last year.

clearance rate is low? Chief Reynolds clarified that it is not the clearance rate, but the arrest rate. We are looking at the number of arrests for those particular crimes. Village Trustee Walker-Peddakotla asked how many arrests resulted in conviction? Chief Reynolds said that data must be coordinated through state's attorney's office.

Village Trustee Jim Taglia asked about the firearms recovered and what percent of the guns recovered were related to criminal activity. Chief Reynolds said eleven firearms were voluntarily turned in to police and the rest were recovered during criminal investigations. Village Trustee Taglia expressed his concern that approximately three to four handguns are taken away from criminals within the Village of Oak Park each month. Village Trustee Taglia also noted the Oak Park Police Department does a good job in deescalating situations and in community policing. When the Oak Park Police are faced with taking a gun away from people and they do so successfully each month. Village Trustee Taglia asked Chief Reynolds if he could recall the last time an Oak Park police officer has fired their weapon. Chief Reynolds confirmed it has been a decade since an Oak Park police officer has fired a weapon. Village Trustee Taglia expressed his gratitude for having a well-trained police force who has not overreacted or done the wrong thing. He referenced the Freedom to Thrive report which suggested a reduction in the Oak Park Police force from one-hundred and twenty sworn officers to eighty-eight, which is approximately a twenty-eight percent reduction. In correlation with taking three to four guns off the street a month, a proposed reduction could have a big impact on Oak Park. Trustee Taglia would like to see zero guns on the street. If the Village were to reduce the sworn officers by twenty-eight percent the force would recover fewer guns and that would not make the Village safer, but rather less safe. Trustee Taglia also shed light on the victims of gun related issues. There were twelve people shot in Oak Park last year.

Village President Abu-Taleb agrees with Village Trustee Walker-Peddakotla that profiling and discrimination are wrong, and shared his personal experience with both. He believes that police are people and are men and women of our community. He said he is proud of Chief Reynolds and the work he does.

B. [RES 21-87](#) A Motion to Concur with Staff Recommendations and Adopt a Resolution Approving the Work Plans of the Village of Oak Park's Boards and Commissions for 2021

Environment and Energy Commission via Chair Laura Derks: Dear Mayor Abu Taleb and Village Board: At our last meeting, the EEC voted to recommend to the Village Board that your use of the Sustainability Fund be limited programs that are specifically designed to reduce greenhouse gas emissions from the atmosphere. These parameters include:

--Renewable energy
--Energy Reduction and improved efficiencies
--Climate action planning and staffing to support that planning and program development that is recommended as a result. We would like to reiterate the urgency in spending the money accumulated in the Sustainability Fund. Up to this point, the non-use of these dollars has resulted in no climate.

Rebecca Andree O'Brien: Rebecca Andree O'Brien was recently appointed to the Citizen Involvement Commission. She believes the Citizen Involvement Commission's work plan is quite broad, which will allow the commission to adapt as necessary particularly as we navigate the effects of the pandemic. Members of the Community Relations Commission resigned citing frustrations with being undervalued, and Trustees publicly indicated a lack of trust in the recommendations of the CIC. Rebecca suspects this creates a lack of trust with potential volunteers, who might feel their time and voice will not be valued in a commission role. Rebecca hopes that the Citizen Involvement Commission can work with the Village Board members as the commission reviews the interview and selection process to better understand what information the board would value in approving Citizen Involvement Commission appointments. In doing so, she hopes the Board will trust and value the recommendations that come from the Citizen Involvement Commission and ultimately avoid outside appointments which have not gone through a formal vetting process. She believes this will build trust in our community and encourage more participation from community members, particularly those who are typically underrepresented their local government. Rebecca will advocate for this step within the Citizen Involvement Commission, and when the time is right, she hopes the Village Board will join the Citizen Involvement Commission in strengthening the communication and trust between the board, the commissions, and the people of the Oak Park community.

Village Trustee Walker-Peddkotla asked the Transportation Commission why the slow streets pilot is crossed out and if this pilot program will be evaluated? Staff liaison and Village Engineer, Bill McKenna said staff recommended removing this item from the work plan because it was meant to be temporary. Funds were not allocated for the slow streets program in the fiscal year 2021 budget.

Commission Chairs who were present include
Iris Sims, Chair of the Plan Commission
Stephen Morales, Chair of the Community Development Citizens Advisory Committee
David Baker, Chair of the Civic Information Systems Commission

Ron Burke, Chair of the Transportation Commission
 Tim Kelly, Chair of the Building Codes Advisory Commission
 Juan Betancur, Chair of the Community Design Commission
 Lance Taylor, Chair of the Aging in Place Commission
 Donovan Pepper, Chair of the Citizen Police Oversight Committee

Transportation Commission Chair, Ron Burke said the Transportation Commission is interested in evaluating how the slow streets pilot went and make recommendations to the Village Board of Trustees once the pilot has been fully evaluated. Village Trustee Walker-Peddakotla and Village Trustee Buchanan would like is interested in hearing from the slow streets program and would like to have it included in their work plan. Village Trustee Buchanan would also like for the Transportation Commission's recommendation.

Village President Abu-Taleb said he originally voted in favor of the slow streets project, but did not think the slow streets was a good project for the Village as it cost the Village approximately \$60,000. Village Trustee Boutet agrees and does not think the program was well executed. Village Trustee Moroney also stated he has gotten feedback that it was not valuable. Village Trustee Andrews also agreed with his colleagues that sidewalks are for pedestrians and streets are for bikes and cars.

It was moved by Village Trustee Andrews, seconded by Village Trustee Walker-Peddakotla, that this Resolution be adopted. 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

VII. Adjourn

It was moved by Village Trustee Boutet, seconded by Village Trustee Walker-Peddakotla, to adjourn. Meeting adjourned at 9:13 P.M., Monday March 8, 2021.

Respectfully Submitted,

Christina Waters, Deputy Village Clerk

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



Village of Oak Park

123 Madison St
Oak Park, Illinois 60454
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0521-1
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8/10

Meeting Minutes

President and Board of Trustees

Monday, March 15, 2021

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 6:33 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

Village Trustee Walker-Peddakotla arrived at 6:34 pm.

III. Agenda Approval

It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, to approve the agenda. 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 21-42](#) Motion to Approve Minutes from Regular Remote Meeting of March 1, 2021 and Special Remote Meeting of March 8, 2021 of the Village Board.

It was moved by Village Trustee Moroney, seconded by Village Trustee Andrews, to approve the Regular Meeting minutes of March 1, 2021. A roll call vote was taken and the motion was approved. The roll call vote was as follows:

X. Consent Agenda

This was approved.

Approval of the Consent Agenda

It was moved by Village Trustee Walker-Peddakotla and seconded by Village Trustee Andrews to approve the items under the Consent Agenda. 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

E. [ORD 21-22](#) An Ordinance Amending the Fiscal Year 2021 Annual Budget

This Ordinance was adopted.

F. [ORD 21-24](#) An Ordinance Amending Chapter 18 (“Peddlers and Solicitors”), Article 2 (“Farmers’ Market”) of the Oak Park Village Code to Add a New Section 18-2-12 (“Farmer’s Market Online Sales Program”)

Village Trustee Walker-Peddakotla is supportive of the ordinance amendment for the aggregation program to make it self-funding. She requested that staff work with a non-profit partner that the Farmer’s Market has to ensure no one is restricted from using the aggregation program due to the \$3 fee.

This Ordinance was adopted.

G. [ORD 21-28](#) An Ordinance Granting an Extension of Time to Complete Construction of the Planned Development at 715-717 South Boulevard (Residences of South Boulevard)

This Ordinance was adopted.

H. [ORD 21-29](#) Concur with the Plan Commission’s Recommendation and Adopt an Ordinance Amending Article 8 (“Uses”) of the Oak Park Zoning Ordinance Regarding Live/Work Dwellings in the MS-Madison Street Zoning District

This Ordinance was adopted.

I. [ORD 21-30](#) Concur with the Plan Commission’s Recommendation and Adopt an Ordinance Granting a Special Use Permit for a Live/Work Dwelling Unit at 1114 Madison Street

This Ordinance was adopted.

This Resolution was adopted.

- R. [RES 21-93](#) A Resolution Approving a Memorandum of Agreement between the Village of Oak Park and the Teamsters Union Local No. 705 for the Period of April 1, 2021 to March 31, 2022 and Authorizing its Execution

This Resolution was adopted.

- S. [RES 21-94](#) A Resolution Approving a Collective Bargaining Agreement between the Village of Oak Park and the International Brotherhood of Electrical Workers, AFL-CIO, Local Union No. 9 for the Period of January 1, 2021 to December 31, 2023 and Authorizing Its Execution

This Resolution was adopted.

- T. [RES 21-98](#) A Resolution Authorizing the Submission of a Bulletproof Vest Partnership (BVP) Grant Application with the United States Department of Justice with an Anticipated Funding Amount of \$5,002.50

This Resolution was adopted.

- U. [MOT 21-31](#) A Motion to Concur with the Transportation Commission's Recommendation to Implement Portable Speed Radar Signs or Speed Wagons on an Intermittent Basis on the 800 Blocks of North Cuyler Avenue and North Harvey Avenue and for Targeted Speed Enforcement by the Village of Oak Park Police Department

This Motion was approved.

- V. [MOT 21-28](#) A Motion to Approve the February 2021 Monthly Treasurer's Report for All Funds

This Motion was approved.

- W. [MOT 21-29](#) A Motion to Approve the Bills in the Amount of \$4,769,854.88 from February 6, 2021 through March 5, 2021

This Motion was approved.

XI. Regular Agenda

- X. [ORD 21-31](#) Concur with the Plan Commission's Recommendation and Adopt an Ordinance Granting a Special Use Permit for a Major Planned Development Containing a Seven Story Mixed-Use Building Consisting of 158 Dwelling Units, Commercial Space and Parking at the Property Located at 203 South Marion Street

Forty-six public comments opposed to the proposed development and four in favor of the proposed development were provided to the Village Clerks Office for this agenda item. Up to five on each side are read aloud on

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

2021 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> • Parking • Traffic • Transportation related items referred by the Board from other Commissions • Various school traffic plans • Pavement geometric changes • Electrical powered traffic control devices 	<ul style="list-style-type: none"> • 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 	These are recurring annual projects	from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
	Evaluate Parking Pilot Program after 180 days with periodic interim status reports (carried over from 2020)	<ul style="list-style-type: none"> • Review results of parking pilot plan developed for the area bounded by South Boulevard, Oak Park Avenue, Harrison Street, and Harlem Avenue. • If necessary, recommend changes to the plan based upon results • Determine whether the Parking Pilot Program has met its objectives. 	Due by the 3rd quarter of 2021	

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Review update of Village's Neighborhood Greenways (NG) plan and its implementation	<ul style="list-style-type: none"> • Make Village more bike, mobility challenged, and pedestrian friendly • Prioritize streets for implementing the plan • Review how bike plan interacts with Village's 5-year capital improvement plan program • Implement a public education campaign • Engage the public to improve and accelerate implementation of the bike plan • Increase the level of bike sharing • Make the Neighborhood Greenways more user friendly for all users 	Start in the 1st quarter and finish by the 4th quarter of 2021	
	Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted (carried over from 2020 work plan)	<ul style="list-style-type: none"> • Implement a more efficient and effective process for addressing citizen traffic calming requests • Develop an adopted vision for transportation in the Village of Oak Park 	Due by the 3rd quarter of 2021	
		-- continued on next page --		

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Review the effects of the 2019 Madison Street corridor traffic calming project (carried over from 2020 work plan)	<ul style="list-style-type: none"> • Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street 	Due by the 4th quarter of 2021	
	Develop mission statement and/or guiding principles for the Transportation Commission and the Village's transportation network	<ul style="list-style-type: none"> • Recommend to the Village Board revised principles and goals for the Village's transportation system network 		

- continued on next page -

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

2020 Completed Initiatives as of September 2020

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	January - Petition for overnight on-street permit parking on the 400 block of N. Taylor Ave.	Village Board of Trustees approved this at its March 2, 2020 meeting.
Recommendations	January - Petition to install a traffic calming device on the 1150 blocks of Home and Clinton Avenues	The Commission recommended: 1. Accept staff's recommendation for the 1150 blocks of Home and Clinton Avenues for a temporary speed trailer and radar signs, 2. For staff to investigate flashing stop signs or other Level 1 traffic calming measures, and 3. Support installation of speed tables on the 1150 blocks of Home and Clinton Avenues as long as neighbors support it.
Recommendations	January - Discussion regarding parking permits for registered local businesses	The Commission discussed with Staff the possibility of implementing a permit parking system for registered local businesses.
Recommendations	February - Verbal update to Transportation Commission's recommendation to amend parking pilot regulations	Staff provided an update on this topic. Commission discussion was held regarding: three hour parking restrictions in the pilot area, parking passes on Madison Street, the various parking needs of residents of multi-unit buildings vs. the needs of residents in single family homes, the parking needs survey and how it will be managed, and an indicator of demand for passes and use of parking meters
Recommendations	February - Discussion about permanently	The Commission approved permanently changing the meeting date to the second Tuesday of the month.

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

	changing the meeting day of the monthly Transportation Commission meeting	
Recommendations	February - Discussion to prioritize 2020 Transportation Commission work plan items	The Commission discussed: developing a vision statement, developing a Complete Streets Plan, reviewing plans from other communities, and develop a five-year rolling bike plan
Recommendations	March	Meeting cancelled due to COVID-19 pandemic.
Recommendations	April	Meeting cancelled due to COVID-19 pandemic.
Recommendations	May	Meeting cancelled due to COVID-19 pandemic.
Recommendations	June - Discussion about implementing a Slow Streets Pilot Program on residential streets in Oak Park for social distancing	Village Board of Trustees adopted a Slow Streets Pilot Program Ordinance at its July 20, 2020 meeting. The 1st phase of the Pilot Program was implemented on August 3, 2020 on Kenilworth Ave., Van Buren St., and Harvey Ave. all south of Madison Street.
Recommendations	July	Meeting cancelled due to COVID-19 pandemic.

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

Recommendations	August	Developed draft 2021 Transportation Commission work plan
Recommendations	September	Meeting cancelled due to COVID-19 pandemic.

Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2021 Initiatives & On-Going Projects

Column 1: Provide enabling language for your commission by topic. Use exact references only.

Column 2: List your 2021 Initiatives/projects you propose to the Village Board.

Column 3: Indicate what outcomes your project will produce.

Column 4: Indicate the proposed time frame for this project, including one which may be multi-year.

Column 5: If required for your project, indicate your proposed budget for this project.

Chart Two: 2020 Accomplishments

Column 1: Provide enabling language for your commission by topic. Use exact references only.

Column 2: List your 2020 Accomplishments

Column 3: Indicate what outcomes you achieved