VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
TUESDAY, JUNE 8, 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

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 May 11, 2021 draft Transportation Commission meeting minutes

5. PETITION FOR RESIDENT PARKING ONLY 10:00PM – 2:30AM ON THE 1150 BLOCK OF SOUTH HARVEY AVENUE
   - 5.1 Petition for Resident Parking and Letter of Explanation
   - 5.2 Staff Agenda Item Commentary
   - 5.3 Sketch of Area
   - 5.4 Photographs
   - 5.5 Public Testimony
   - 5.6 Letter to Area Residents 1150 South Harvey

6. REMOVAL OF FENWICK ON-STREET PERMIT PARKING (WITH THE COMPLETION OF THE FENWICK PARKING GARAGE)
   - 6.1 Staff Agenda Item Commentary and Background Information
   - 6.2 Current Student Permit Parking Map Around Fenwick High School
   - 6.3 Student Permit Parking Map with Proposed Changes by Staff

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 & MAY 11, 2021 TRANSPORTATION COMMISSION MEETINGS)

7.1 Staff Agenda Item Commentary
7.2 Supporting Documents
7.3 Previous Months Transportation Commission Meeting Minutes

8. RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (2021 WORK PLAN ITEM)

8.1 Staff Agenda Item Commentary
8.2 Pages from the draft May 11, 2021 Transportation Commission Meeting Minutes
8.3 Transportation Commission Enabling Language from the Village Code
8.4 Pages from the Parking and Traffic Policies developed by the Parking & Traffic Commission and adopted by Village Board of Trustees on September 22, 1998

9. OTHER ENCLOSURES

OE1 Village Board of Trustees actions through 05/17/2021 regarding recent Transportation Commission recommendations

10. Adjourn

DRAFT Meeting Minutes
Transportation Commission
Tuesday, May 11, 2021 - 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Staff Liaison Jill Juliano called the remote participation meeting to order at 7:05 PM

Staff Liaison 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, Chair Ron Burke

Absent: Aaron Stigger, James Thompson

Staff: Development Customer Service Director Tammie Grossman, Village Engineer Bill McKenna, Parking Restrictions Coordinator (PRC) Cinthya Redkva, Development Customer Service Budget and Revenue Analyst Sean Keane, Staff Liaison Jill Juliano

2. Non-Agenda Public Comment

Commissioner Katner asked when the Commission will be able to meet in person and is the Village thinking about it. Director Grossman responded the Village has not made a decision yet. The Village is waiting to see what the Governor's orders are relating to the phases and when it will be feasible to start holding public meetings.

3. Agenda Approval

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

Chair Burke stated if there's enough time, he believes the work plan item to recommend to the Village Board revised principles and goals for the Village's transportation system network

could be included in the tonight's Item 7, review the effectiveness of the existing citizen petition process/system for implementing traffic calming measures.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

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

The motion passed unanimously 4 to 0.

4. Approval of the draft February 9, 2021 Transportation Commission meeting minutes

Commissioner Fink made a motion to approve the draft February 9, 2021 Transportation Commission meeting minutes as presented.

Commissioner Katner seconded the motion.

The roll call vote was as follows:

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

The motion passed unanimously 4 to 0.

5. REMOVAL OF FENWICK ON-STREET PERMIT PARKING (WITH THE COMPLETION OF THE FENWICK PARKING GARAGE)

PRC Redkva stated Fenwick High School completed construction on their parking garage and it was thought they wouldn't need any on-street permit parking. Recently Village staff received calls from parents concerned about parking availability. Staff is requesting to withdraw or table this item until staff can have another meeting with Fenwick to confirm they have sufficient parking spaces before removing any on-street parking.

Chair Burke asked the timeline for resubmitting this item.

PRC Redkva responded staff expects the item will be at the next Transportation Commission meeting.

The item is withdrawn by Village Staff.

6. EXTENSION OF Y8 PERMIT PARKING ON THE SOUTHSIDE OF WASHINGTON BLVD FRO HUMPHREY AVE TO TAYLOR AVE

PRC Redkva gave a brief presentation on the item summarizing why staff is looking to extend the Y8 permit parking area.

- Staff sent a courtesy letter to permit holders with map showing where they can park.
- Staff received feedback from residents stating there is permit parking on south side Washington Blvd between Humphrey Ave and Taylor Ave but it is not shown on the map.
- Staff reviewed the site and noted old permit parking sign on south side of Washington Blvd west of Humphrey Ave.
- Sign has been there since 2006
- Because enforcement had not been issuing tickets in that section, many residents thought that section was part of the overnight zone
- Presently staff have installed temporary Y8 permit parking signs in that section.
- To avoid confusion and clean up the maps, staff is recommending to extend Y8 permit parking zone to include the southside of Washington Blvd between Humphrey Ave and Taylor Ave

Below is a summary of the Commissioners' questions with staff response.

- Why wasn't that area originally parking of the Y8 permit parking area? Typically, permit parking is not on both sides of Washington Blvd. But because residents have been parking there for so long, staff was not aware, parking enforcement recognized it as a valid zone. Staff wants to clean up the map so it matches the actual zone.
- Are the signs temporary or permanent? The signs will be permanent if the Village Board approves.
- Didn't the Commission already recommend expansion of the permit parking zones? Yes, but this section wasn't one of the areas of expansion.
- Why was the letter sent out? Courtesy letters are sent out when a permit parking area is expanded or when a lot of residents call to ask where they can park.
- Is this information online? Yes

Commissioner Fink made a motion to approve the staff recommendation. The motion was seconded by Commissioner Katner.

Ayes: Fink, Katner, Moses, Burke
Nays: none

The motion passed 4 to 0.

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 11, 2021 TRANSPORTATION COMMISSION MEETING)

Chair Burke provided a short summary of what was discussed at the February 9th Transportation Commission meeting.

Key points are:

- The overall goal is good.
- Want to make it easier for citizens to engage in the process, especially those in multi-unit homes.
- Make the process more equitable.
- Limited funds in the budget for traffic calming measures.
- Is there a better way to prioritize use of the funds rather than first come, first served?
- Came up with some alternatives but they seemed to have downsides as well.
- Struggling to find effective ways to achieve these goals within the limitations.

Chair Burke would like to see if the Commission could come up with one or two suggestions for improving the process to forward as recommendations to the Village Board. If the Commission can't come up with anything, we can stay the course and keep things the way they are.

Chair Burke reiterated asking the Village Board to adopt goals that would help inform the Commission's decision-making around items like this. What are the priorities for the Village when it comes to transportation?

Village Engineer McKenna stated while the Commission is looking for methods to improve the ease of the petition process for residents; presently, staff can't keep pace with the current process. He wants to make sure whatever the Commission may recommend is doable from a staffing standpoint. There is a backlog of petitions. Staff is looking for ways to vet the petitions before going to the Commission or even before the traffic data collection process because staff can't keep pace.

Chair Burke said there could be a way to prescreen based on some criteria to prioritize the petitions into Tier 1 which go to the Commission and Tier 2 which are filtered out.

Village Engineer McKenna indicated staff does have good volume data which is generally related to speeds and crash data from the State; but it is dated. Most recent crash data is

from 2019. An issue is if road conditions change or a recent severe crash is not included in the analysis. It would get pushback from residents. If the Commission is supportive of some kind of methodology for prescreening; any procedure that streamlines the petition process for other applicants might work as long as there are prescreening tools.

The Commission discussed aspects of a prescreening approach.

- How does it affect the equity issue?
- While concerns may be legitimate, due to capacity limitations it needs to rise to a certain level to make it to the Tier 1 within a specific time frame.
- What happens if petition remains in Tier 2? What is the process?
- Crash data is broken out by mode including pedestrians and bicyclist as well as severity of crash.
- How to score for crash information.
- Are there areas people avoid walking or biking because they are dangerous?
- Staff to bring suggestions to the Commission on how to prescreen.
- Is there way to truncate the data collection and analysis to expedite the process?

Commissioner Katner asked about backlog of petitions and how has Covid contributed to not being able to collect traffic data. Staff responded there are 19 petitions in the queue. Traffic volumes on Village streets had been low and not consistent with what was observed on a typical day. Many people were working from home or not at all. Traffic needs to return to typical patterns for data collection to occur. Only recently have workers been called back into the office and traffic volumes and patterns started to return to what had been observed on a typical day. Staff have begun to resume traffic data collection

Discussion occurred regarding the problem of an issue (parking or traffic) being bumped over to another block when it is addressed on a petitioning block. Discussion regarding if a measure is placed on petitioning blocks could the Village preemptively decide to do it on other blocks and put it out for comment?

The Commission next discussed possible options to make it easier for people to participate in the petition process. They include:

- Development of a document to gauge interest that a resident can send to his/her neighbors
- Electronic docu-sign document forwarded between residents of a block for signature.
- Announce a call for petitions/proposals to the residents
- Is the equity issue being addressed? Commission is struggling to think of ways to address this aspect.

- There is an outreach issue based on comments on different Oak Park social media groups or forums
- Include a data element such as crashes so people understand where their block falls in terms of being a hot spot or not. Try to be as transparent as possible regarding the screening process.
- All items including prescreening tools would be recommendations to the Village Board for the consideration and a decision.

The comment was made that maybe the prescreening process should be tested on the backlog of existing petitions to see if it works before a call for petitions/proposals is announced.

The discussion turned to the work plan item: developing mission statement and/or guiding principles for the Transportation Commission and the Village's transportation system.

The Commission decided to hold off debating this item but instead discussed what the Commissioners and staff could do between the Commission meetings to prepare for this topic. Items discussed included:

- Chair Burke to talk with different Village Board Trustees regarding getting input from the public on what they want
- Commission needs agreed upon goals to be guideposts for the Transportation Commission when making decisions or recommendations.
- Use community input to inform the Commission's recommendations to the Village Board for the Village's transportation goals.
- Recommend to Village Board process of getting community input.
- Using public input, draft recommendations for the Village's transportation goals to forward to the Village Board for review and a decision.
- Want Village Board approval to move forward on getting public input process due to staff involvement and associated costs for a robust public input campaign.
- Possible option: public meeting to discuss what the Village's transportation goals are and invite the public to the meeting to participate and not involve staff resources.
- Question of: how broad of an audience do you want to reach.
- Public input could be in the form of both public meeting and a survey.
- Due to Covid and backlog, need to be realistic on level of public input and what is feasible.

For the next meeting, Staff:

- To provide recommendations regarding preapproval/prescreening process for petition backlog. If viable, may use for items such as call for petitions/proposals.

For the next meeting, the Commissioners:

- Think about ways for getting community input so the Commission is ready to discuss the issue. In addition, what are goals, product and deliverable for the process.
- Research what other similar type agencies or municipalities have done regarding this process and their transportation goals.

8. ADJOURN

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

The motion was seconded by Commissioner Moses.

The roll call vote was as follows:

Ayes: Fink, Moses, Katner, Burke
Nays: None

The motion passed unanimously 4 to 0.

The meeting was adjourned at 9:02 PM.

Submitted by:
Jill Juliano
Staff Liaison Jill Juliano

PETITION FOR PERMIT PARKING RESTRICTIONS

0621-1
5.1
1/3

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oa Board of Trustees that permit parking restrictions be established in the 1150 block of South Harvey Ave in the Village of Oak Park, Illinois.

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

RESTRICT PARKING TO PERMANENT RESIDENTS OF THE 1150 BLOCK OF S. HARVEY AVE BETWEEN THE HOURS OF 10:00 PM AND 2:30 AM.

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.	* Lindsey Textor	[redacted]
2.	Laura Angelet	
3.	Nicolas Stauff	
4.	Nicole McCann-Davis	
5.	Amy Harris	
6.	Michael Black	
7.	Adrienne Bell	
8.	Shawna Anderson	
9.	Maria De La Torre	
10.	CHARLES (RYAN) LEWIS	
11.	Daniel Rohde	
12.	Keri Meacham	
13.	Katie Arnold	
14.	Melanie Silos	
15.	Dominique Tucker	

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 Calderon**

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.

0621-1
5.1
2/3

PETITION FOR PERMIT PARKING RESTRICTIONS

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oa Board of Trustees that permit parking restrictions be established in the 1150 block of SOUTH HARVEY AVE in the Village of Oak Park, Illinois.

We further petition the Commission to regulate permit parking in this manner: RESTRICT PARKING TO PERMANENT RESIDENTS OF THE 1150 BLOCK OF S. HARVEY AVE BETWEEN THE HOURS OF 10:00 PM AND 2:30 AM.

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.	*Romiesha Tucker	[redacted]
2.	Felicia Niermann	
3.	KRISTEN REZNY	
4.	Shawn Marks	
5.	Emily Leinss	
6.	Jacqueline Iwanowski	
7.	Adon Horning	
8.	Steven Lyle	
9.	GEOFFREY LEWIS	
10.	Walter Mills	
11.	Kristen J. Gehrig	
12.	Krista Madison	
13.	[illegible]	
14.	[illegible]	
15.	Adebola Kombolafe	

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.

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0621-1
5.1
3/3

4/27/2021

Dear Mrs. Redkva,

I'm writing you on behalf of the residents of the 1150 block of South Harvey Avenue in Oak Park. For the past couple months we have had issues on our block stemming from drunken patrons of Mike's Place on Roosevelt in Berwyn. The Oak Park police have been involved regarding the problems coming from drunk and/or rowdy people parking on our block for their night out at Mike's. Aside from littering, noise, and overall nuisance, the dispatcher also mentioned that one of them has assaulted a parking enforcement officer. The police indicated that they are expecting our calls in the future, as summer approaches and Covid-19 restrictions are reduced.

They're parking on Harvey because both Cuyler and Highland successfully petitioned the Village Board to restrict parking on their blocks to "residential only" between 10:00 PM and 2:30 AM. Unless we do the same, the police and parking enforcement officers cannot address the issues until violence breaks out or until after 2:00 AM when overnight parking limits can be enforced. We have reached out to our beat officer Derrick Verge, who volunteered to park his patrol car overnight on our block to deter the aforementioned situations, but the issues have nonetheless continued to worsen.

We have gathered the signatures of more than 75.0 percent of the residents on our block, as well as personal testimonials and photographs.

Thank you for your help and please feel free to reach out with any questions,

Yara Crobach

0621-1
5.2
1/1

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: Petition for Resident Parking Only 10:00 PM - 2:30 AM on the 1150 block of South Harvey Avenue

Review Date: June 8, 2021

Prepared By: Tammie Grossman

Abstract (briefly describe the item being reviewed):

On April 27, 2021, the Village of Oak Park received a petition to install “Resident Permit Parking on the 1150 Block of South Harvey between the hours of 10:00 PM - 2:30 AM.”

The residents maintain that most disturbances on the block are caused by Mike’s Place, a sports bar located in Berwyn on 6319 Roosevelt Rd. The residents of the 1150 block of South Harvey state most vehicles are parking in their block because both the 1150 block of South Cuyler and 1150 block of Highland have “Resident Parking Only This Block 10:00 PM - 2:30 AM” parking restrictions.

On May 7, staff installed temporary signage “No Parking Friday - Sunday 10:00 PM - 2:30 AM” to calm the disorder until the Transportation Commission reviews this item. The Transportation Commission can either approved the staff recommendation or suggest other alternatives to be installed on the 1150 block of South Harvey.

Staff Recommendation(s):

Staff is recommending installing “Resident Parking Only This Block 10:00 PM - 2:30 AM on the 1150 block of South Harvey from the alley North of Roosevelt Rd to Fillmore Street.”

See Documentation needed for this request.


0621-1
5.3
1/1
FILLMORE ST
RESIDENT PARKING ONLY THIS BLOCK 10PM TO 2:30AM
RESIDENT PARKING ONLY THIS BLOCK 10PM TO 2:30AM
CUYLER AVE
HIGHLAND AVE
HARVEY AVE
Oak Park Friend's School
ROOSEVELT RD
MIKE'S PLACE Sports Bar & Grill

0621-1
5.4
1/2

Photographs of trash left behind by patrons of Mike's place. We have to clean this up ourselves three times a week.

0621-1
5.4
2/2

Photographs of patrons of Mike's Place returning to their cars on our block at 2:00 AM. The two cars marked with the arrow are blocking the fire hydrant.

Testimonials from residents

Each Friday and Saturday night our street has filled up with cars and revelers heading to Mike's Place. As the weather has warmed and Covid restrictions are lifting people are hanging out in their parked vehicles playing loud music, drinking and loudly socializing before and after going to the club. Each weekend the situation seems to be getting worse. The noise level has woken me and my baby up multiple times a night. These patrons have left alcohol bottles, red solo cups and cigarette butts all over the street and parkway, as well as used our yards as a public bathroom. When they leave, there is a lot of drunk driving and we have seen the aftermath of people hitting trees and parked cars. There have been fights and even an assault on a public employee in our neighborhood.

I feel like I have been put in a situation where I have to sacrifice my sleep and act as an unpaid janitorial service to subsidize a business that pays no taxes to our community and by design offers no patron parking. The situation has become unacceptable.

Sincerely,

Laura Angalet
[redacted]

To Whom It May Concern,

I am writing this letter in response to the petition for the 1150 S. Harvey block to have Residential Parking Only signs installed during the evening hours. I strongly support this petition for several reasons. On the evenings on Friday and Saturday nights, our block is being used for parking for the patrons of Mike's Place Sports Bar and Grill in Berwyn. During these evenings, the following incidents are sure to occur; littering, loud music, car alarms or horns frequently going off and loud talking.

Saturday and Sunday mornings, our block, especially the houses closest to Roosevelt Road, are covered in various types of litter. The litter usually consists of cigarette buds, bottles of alcohol and beer, fast food containers and bags and used face masks. The alley behind the new Dollar Tree is full of empty bottles as well. I called the village to have it cleaned on Monday April 5th.

I sleep towards the front of my house, and from about 10:00 pm to 2:00 am I will be woken up at least two to three times from loud talking, loud music (one time it shook my entire house), car alarms or honking horns. One particular evening, the loud talking/arguing was so loud that I felt compelled to call the Oak Park Police non-emergency number. As soon as I talked to the dispatcher, they immediately knew why I was calling and sent a squad car over to check out the situation.

Please strongly consider granting our block the Residential Parking Only signs during the late evening and early morning hours due to the reasons I have described.

Thank you,

Adrienne and Daniel Rohde
[redacted]

The south Harvey Avenue residents - 1050 south Harvey Ave to Roosevelt - respectfully request residential only parking after 10 p.m. primarily to deter guests visiting Mike's Place from parking on our block. Mike's Place is a sports bar and grill located in Berwyn on Roosevelt Road. The Mike's Place patrons park on our block on Fridays and Saturdays from 10:30 p.m. to 2:15 a.m. The guests also occasionally park at the aforementioned times on Thursdays as well. The guests are generally quite loud as they exit their vehicles and walk to Mike's Place from 10:30 p.m. to 12:30 a.m. The patrons are also quite loud as they come back to their vehicles from 1:30 to 2:15 a.m. Guests often talk loudly and play loud music before entering Mike's Place and after. Patrons often hang out on our block for 15 to 30 minutes before entering and after leaving Mike's Place. On several evenings, Harvey Ave residents have noticed the patrons drinking alcohol and smoking marijuana within and outside of their cars before walking over to Mike's Place. We expect this activity to increase as the weather gets warmer. Based on what Harvey residents have seen and heard, guests often return to their vehicles under the influence of alcohol and / or marijuana. Guests driving while under the influence of alcohol and marijuana pose a health and property risk for Harvey Ave residents. The guests also pose a health and property risk to the broader public as they're driving home. On one occasion, one patron almost hit a Harvey Ave resident as the resident attempted to move their car from the street to their garage. Patrons often litter our block with plastic cups and liquor bottles. Harvey Ave residents are tasked with cleaning up the litter. The loud talking, slamming car doors, loud music, and sing alongs at 2 a.m. often result in loss of sleep for Harvey Ave residents as well. Due to the aforementioned, Harvey Ave residents respectfully request signage indicating residential only parking after 10 p.m.

Sincerely,

Phillip Davis
[redacted]

0621-1
5.6
1/1

The Village of Oak Park
Village Hall
123 Madison Street
Oak Park, Illinois 60302-4272

708.383.6400
Fax 708.383.9584
TTY 708.383.0048
village@vil.oak-park.il.us

June 1, 2021

TO: RESIDENTS OF THE 1150 BLOCK OF SOUTH HARVEY

RE: PETITION FOR RESIDENT PARKING ONLY 10:00 PM - 2:30 AM ON BOTH SIDES OF THE STREET FROM THE ALLEY NORTH OF ROOSEVELT RD TO FILLMORE STREET.

Dear Business Owner and/or Resident:

The Village of Oak Park has received a petition for resident parking only 10:00 PM - 2:30 AM on both sides of the 1150 block of South Harvey.

The Transportation Commission is scheduled to review this petition remotely at 7:00 PM on Tuesday, June 8, 2021. 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.

Oak Park Citizen Commissions welcome your statement to be read into the public record at a meeting. If you wish to provide any comments regarding the petition, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 434-1600, or by email at transportation@oak-park.us. All comments must be received by Friday, June 4, 2021 at 12:00 noon for inclusion in the Commission's agenda.

A copy of the Transportation Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) on Tuesday, June 8 after 5:00PM for public review and inspection.

Sincerely,

THE VILLAGE OF OAK PARK

Parking and Mobility Services Division
Cinthya Redkva
Parking Restrictions Coordinator
The Village of Oak Park
123 Madison Street Oak Park, IL 60302
www.oak-park.us

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: Removal and Replacement of Fenwick On-Street Student Permit Parking Signs
Review Date: June 8, 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

Date: June 8, 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 yearly. On May 21, 2021, Parking and Mobility Services Staff had a virtual meeting with Fenwick high school to discuss parking permits and the plan to remove on-street S4 permit areas. In the conference, Fenwick parking liaison confirmed they no longer need the S4 on-street permit parking spaces.

If Fenwick sells out permits in their parking garage, the high school will contact the parking department, and we can provide an additional 79 permitted parking spaces in South Blvd in parking lots SB4 and SB5.

Below are staff suggestions to remove/replace S4 on-street parking spaces.

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 - Friday2Hr Parking 9am-5pm Monday - Friday**

Staff recommends removing the daytime restrictions on Adams Street

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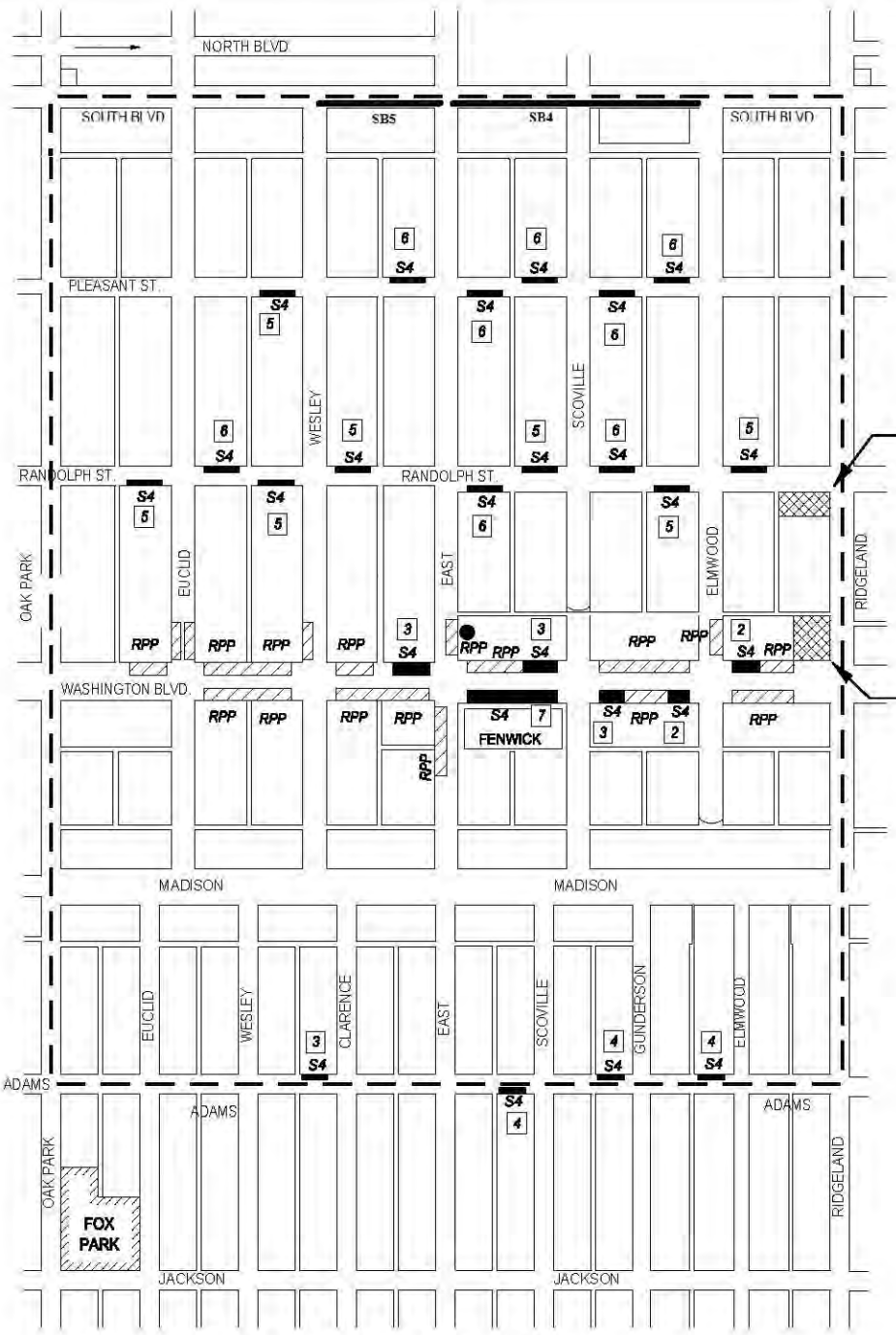

= S4 = STUDENT PERMIT PARKING 8AM-4PM

= 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 BOULVARD

A

VOP Engineering

Scale: 1" = Ft.
By: MJK Date: 03/20/17
Filename: Parking Around Fenwick HS 21 as amended.dc
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STUDENT AND RESIDENT PERMIT PARKING AROUND FENWICK H.S. AS AMENDED TO SHOW 'S4' STUDENT PERMIT PARKING ZONES AS OF MARCH 2017

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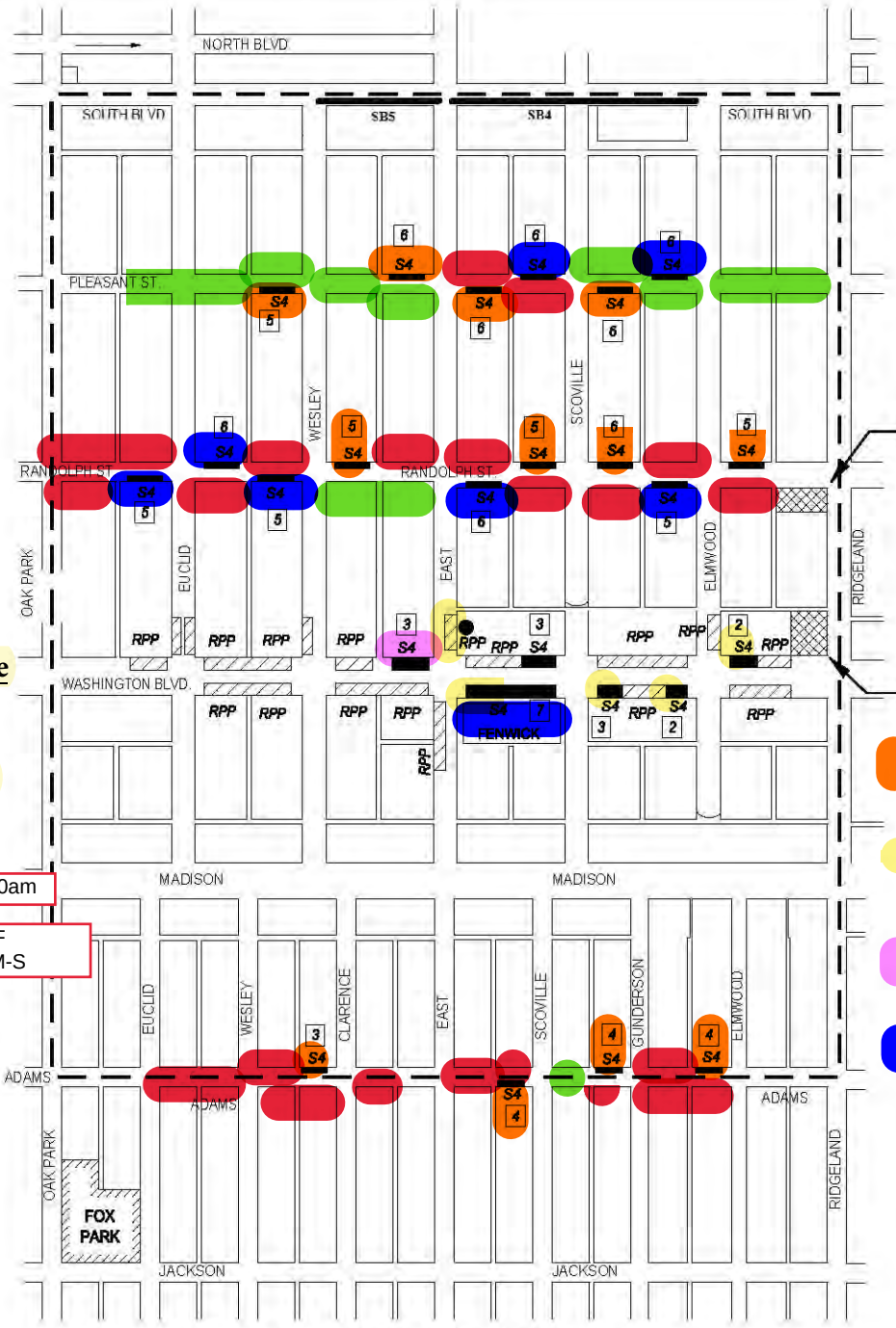

INTERCULTURA MONTESSORI SCHOOL @ 301 SOUTH RIDGELAND

OUR LADY IMMACULATE ACADEMY SCHOOL @ 410 WASHINGTON BLVD.

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

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

= S4 = STUDENT PERMIT PARKING 8AM-4PM

= 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 BOULVARD

A

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

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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 and May 11, 2021 Transportation Commission Meetings)

Review Date: June 8, 2021

Prepared By: Jill Juliano

Abstract (briefly describe the item being reviewed):

The approved 2021 Transportation Commission Work Plan includes an item entitled: Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted. This was carried over from the approved 2020 Work Plan.

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 approved minutes from the February 9, 2021 meeting and the draft minutes from the May 11, 2021 meeting.

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.

This work plan item is scheduled to be completed by the 3rd quarter of 2021.

Staff Recommendation(s):

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.

Supporting Documentation Is Attached

MEMORANDUM

0621-1
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Date: February 9, 2021

To: Transportation Commission

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

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

---

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

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

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

> 2-15-1: CREATION: - There is hereby established a Transportation Commission to serve without compensation and to consist of a chairperson and six (6) members to be appointed by the Village President with the consent of the Village Board.
>
> All new appointments to the Commission shall be on a staggered basis for three (3) year terms (except to fill unexpired terms) with the chairperson and two (2) members being appointed during one year and two (2) members being appointed in each of the two (2) succeeding years. (Ord. 2005-0-72, 12-5-05)
>
> 2-15-2: DUTIES: - It shall be the duty of the Transportation Commission to submit recommendations to the Village Board for official action. Such recommendations shall be aimed at improving parking and traffic conditions, the administration, and enforcement of traffic regulations, and educational activities in the field of traffic safety. The Commission shall also conduct hearings for cul-de-sacs and other types of street closings in accordance with established guidelines and shall also submit recommendations to the Village Board with regard to same. The Village Manager shall provide for such staff

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

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

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

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

Outcomes:

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

Time-frame: These are recurring annual projects

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

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

I. Petition for Non-Permitted Parking Restrictions

J. Petition for Permit Parking Restrictions

K. Extract from the February 25, 2019 Transportation Commission meeting minutes related to Developing a Neighborhood Traffic Management Plan (NTMP)

Village of Oak Park

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

VILLAGE OF OAK PARK
PARKING POLICIES

GENERAL

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

PRIORITIES

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

VILLAGE OF OAK PARK
PARKING POLICIES

FUNDING

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

OVERNIGHT

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

PARKING DEVELOPMENT

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

Traffic Policies continued on next page

VILLAGE OF OAK PARK
TRAFFIC POLICIES

GENERAL

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

TRAFFIC CONTROL

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

ONE-WAY TRAFFIC

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

THROUGH-TRAFFIC

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

TRAFFIC QUIETING

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

SPEED

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

BICYCLE ISSUES

1. Bicycle needs should be considered in traffic planning.

PARKING & TRAFFIC PROCESS TO ADDRESS CITIZEN'S REQUESTS

Types of Issues to be Reviewed by the P&T Commission	**Comments**
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	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**
Parking (Based on Village wide parking plan) 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 *Traffic (Based on Village wide traffic plan)* 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.	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. Staff will provide the Commission a monthly status report of all Village staff administrative decisions.
Administrative Staff Procedures	**Comments**
1. Parking & Traffic petitions must have signatures representing 51% of the frontage properties in the affected area. **<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>** 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.	1. Currently petitions require 75% of the frontage properties, however the Commission proposes 51% to be consistent with other petition requirements **<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>.** 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 Divisio
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 Divisio
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	
1. Conduct public meeting(s) to identify issues and concerns with adequate public notice.	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.
2. Staff develops and presents alternative solutions at a public meeting and develops acceptable Community alternatives.	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.
3. Staff and the Parking and Traffic Commission have a working session to analyze the alternatives and prepare a preliminary proposal.	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.
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.	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.
5. The final proposal is presented to the Village Board of Trustees for consideration.	If the P&T Commission, Staff, and community are not able to develop a concensus on the issues, the recommenation may include some alternatives along with the analysis of those alternatives.

- 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

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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.

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 t helps focus the public review process.

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

PETITION FOR TRAFFIC CALMING MEASURES

Date: _____

0621-1
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)

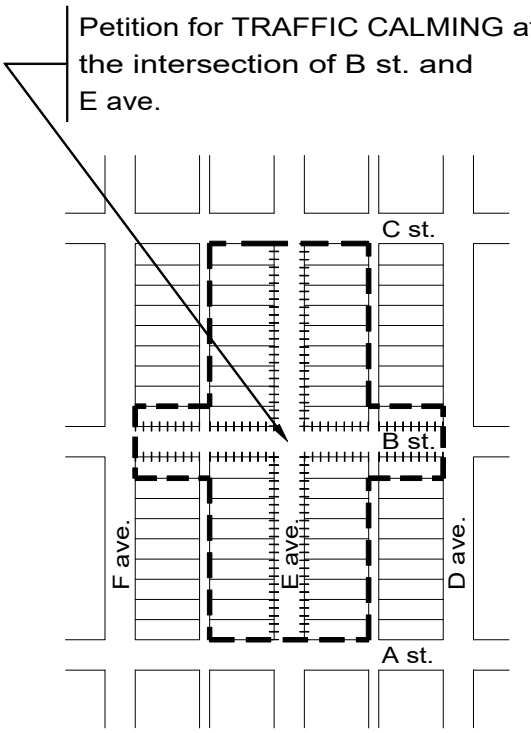
Only one signature per property is required.

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

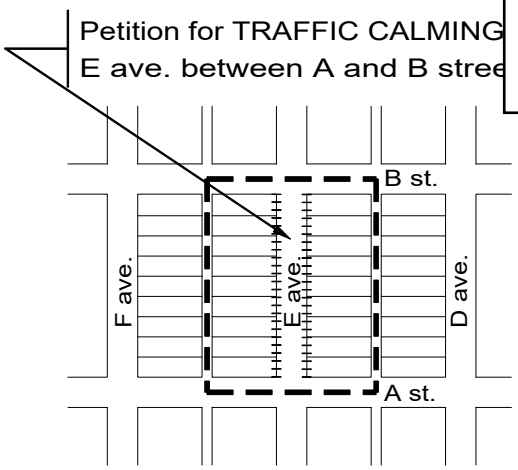
This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, *ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED*.

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



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



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

= Typical boundary for obtaining signatures

= Street Frontage

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

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

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

Only one signature per property is required.

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

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

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

VOP Engineering

Scale: 1" = Ft.
By: MJK Date: 05/06/2019
Filename:
U:\Engineering\Designcad_LT\Symbols\Templates\Stop Sign Petition Requirements.dcd

REQUIREMENTS FOR A
TRAFFIC CALMING PETITION

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	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.	10 pts. (5 pts. with minimum petition score + maximum external negative support)
Maximum Score	**100**	**Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)**	13 pts.

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

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)

0621-1
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 t
Upon receipt of your completed signed petition, the circulator will be advised as to wh
will meet to review this petition.

PETITION FOR PERMIT PARKING RESTRICTIONS

0621-1
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 Basirirad

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 MANANGEMENT PLAN (NTMP)

Engineer Mike Koperniak described the Village of Oak Park intention of developing an over-all Neighborhood Traffic Managment 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 Managment 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 R 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.

APPROVED 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 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

DRAFT Meeting Minutes
Transportation Commission
Tuesday, May 11, 2021 - 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Staff Liaison Jill Juliano called the remote participation meeting to order at 7:05 PM

Staff Liaison 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, Chair Ron Burke

Absent: Aaron Stigger, James Thompson

Staff: Development Customer Service Director Tammie Grossman, Village Engineer Bill McKenna, Parking Restrictions Coordinator (PRC) Cinthya Redkva, Development Customer Service Budget and Revenue Analyst Sean Keane, Staff Liaison Jill Juliano

2. Non-Agenda Public Comment

Commissioner Katner asked when the Commission will be able to meet in person and is the Village thinking about it. Director Grossman responded the Village has not made a decision yet. The Village is waiting to see what the Governor's orders are relating to the phases and when it will be feasible to start holding public meetings.

3. Agenda Approval

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

Chair Burke stated if there's enough time, he believes the work plan item to recommend to the Village Board revised principles and goals for the Village's transportation system network

could be included in the tonight's Item 7, review the effectiveness of the existing citizen petition process/system for implementing traffic calming measures.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

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

The motion passed unanimously 4 to 0.

4. Approval of the draft February 9, 2021 Transportation Commission meeting minutes

Commissioner Fink made a motion to approve the draft February 9, 2021 Transportation Commission meeting minutes as presented.

Commissioner Katner seconded the motion.

The roll call vote was as follows:

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

The motion passed unanimously 4 to 0.

5. REMOVAL OF FENWICK ON-STREET PERMIT PARKING (WITH THE COMPLETION OF THE FENWICK PARKING GARAGE)

PRC Redkva stated Fenwick High School completed construction on their parking garage and it was thought they wouldn't need any on-street permit parking. Recently Village staff received calls from parents concerned about parking availability. Staff is requesting to withdraw or table this item until staff can have another meeting with Fenwick to confirm they have sufficient parking spaces before removing any on-street parking.

Chair Burke asked the timeline for resubmitting this item.

PRC Redkva responded staff expects the item will be at the next Transportation Commission meeting.

The item is withdrawn by Village Staff.

6. EXTENSION OF Y8 PERMIT PARKING ON THE SOUTHSIDE OF WASHINGTON BLVD FROM HUMPHREY AVE TO TAYLOR AVE

PRC Redkva gave a brief presentation on the item summarizing why staff is looking to extend the Y8 permit parking area.

- Staff sent a courtesy letter to permit holders with map showing where they can park.
- Staff received feedback from residents stating there is permit parking on south side Washington Blvd between Humphrey Ave and Taylor Ave but it is not shown on the map.
- Staff reviewed the site and noted old permit parking sign on south side of Washington Blvd west of Humphrey Ave.
- Sign has been there since 2006
- Because enforcement had not been issuing tickets in that section, many residents thought that section was part of the overnight zone
- Presently staff have installed temporary Y8 permit parking signs in that section.
- To avoid confusion and clean up the maps, staff is recommending to extend Y8 permit parking zone to include the southside of Washington Blvd between Humphrey Ave and Taylor Ave

Below is a summary of the Commissioners' questions with staff response.

- Why wasn't that area originally parking of the Y8 permit parking area? Typically, permit parking is not on both sides of Washington Blvd. But because residents have been parking there for so long, staff was not aware, parking enforcement recognized it as a valid zone. Staff wants to clean up the map so it matches the actual zone.
- Are the signs temporary or permanent? The signs will be permanent if the Village Board approves.
- Didn't the Commission already recommend expansion of the permit parking zones? Yes, but this section wasn't one of the areas of expansion.
- Why was the letter sent out? Courtesy letters are sent out when a permit parking area is expanded or when a lot of residents call to ask where they can park.
- Is this information online? Yes

Commissioner Fink made a motion to approve the staff recommendation. The motion was seconded by Commissioner Katner.

Ayes: Fink, Katner, Moses, Burke
Nays: none

The motion passed 4 to 0.

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 11, 2021 TRANSPORTATION COMMISSION MEETING)

Chair Burke provided a short summary of what was discussed at the February 9th Transportation Commission meeting.

Key points are:

- The overall goal is good.
- Want to make it easier for citizens to engage in the process, especially those in multi-unit homes.
- Make the process more equitable.
- Limited funds in the budget for traffic calming measures.
- Is there a better way to prioritize use of the funds rather than first come, first served?
- Came up with some alternatives but they seemed to have downsides as well.
- Struggling to find effective ways to achieve these goals within the limitations.

Chair Burke would like to see if the Commission could come up with one or two suggestions for improving the process to forward as recommendations to the Village Board. If the Commission can't come up with anything, we can stay the course and keep things the way they are.

Chair Burke reiterated asking the Village Board to adopt goals that would help inform the Commission's decision-making around items like this. What are the priorities for the Village when it comes to transportation?

Village Engineer McKenna stated while the Commission is looking for methods to improve the ease of the petition process for residents; presently, staff can't keep pace with the current process. He wants to make sure whatever the Commission may recommend is doable from a staffing standpoint. There is a backlog of petitions. Staff is looking for ways to vet the petitions before going to the Commission or even before the traffic data collection process because staff can't keep pace.

Chair Burke said there could be a way to prescreen based on some criteria to prioritize the petitions into Tier 1 which go to the Commission and Tier 2 which are filtered out.

Village Engineer McKenna indicated staff does have good volume data which is generally related to speeds and crash data from the State; but it is dated. Most recent crash data is

from 2019. An issue is if road conditions change or a recent severe crash is not included in the analysis. It would get pushback from residents. If the Commission is supportive of some kind of methodology for prescreening; any procedure that streamlines the petition process for other applicants might work as long as there are prescreening tools.

The Commission discussed aspects of a prescreening approach.

- How does it affect the equity issue?
- While concerns may be legitimate, due to capacity limitations it needs to rise to a certain level to make it to the Tier 1 within a specific time frame.
- What happens if petition remains in Tier 2? What is the process?
- Crash data is broken out by mode including pedestrians and bicyclist as well as severity of crash.
- How to score for crash information.
- Are there areas people avoid walking or biking because they are dangerous?
- Staff to bring suggestions to the Commission on how to prescreen.
- Is there way to truncate the data collection and analysis to expedite the process?

Commissioner Katner asked about backlog of petitions and how has Covid contributed to not being able to collect traffic data. Staff responded there are 19 petitions in the queue. Traffic volumes on Village streets had been low and not consistent with what was observed on a typical day. Many people were working from home or not at all. Traffic needs to return to typical patterns for data collection to occur. Only recently have workers been called back into the office and traffic volumes and patterns started to return to what had been observed on a typical day. Staff have begun to resume traffic data collection

Discussion occurred regarding the problem of an issue (parking or traffic) being bumped over to another block when it is addressed on a petitioning block. Discussion regarding if a measure is placed on petitioning blocks could the Village preemptively decide to do it on other blocks and put it out for comment?

The Commission next discussed possible options to make it easier for people to participate in the petition process. They include:

- Development of a document to gauge interest that a resident can send to his/her neighbors
- Electronic docu-sign document forwarded between residents of a block for signature.
- Announce a call for petitions/proposals to the residents
- Is the equity issue being addressed? Commission is struggling to think of ways to address this aspect.

- There is an outreach issue based on comments on different Oak Park social media groups or forums
- Include a data element such as crashes so people understand where their block falls in terms of being a hot spot or not. Try to be as transparent as possible regarding the screening process.
- All items including prescreening tools would be recommendations to the Village Board for the consideration and a decision.

The comment was made that maybe the prescreening process should be tested on the backlog of existing petitions to see if it works before a call for petitions/proposals is announced.

The discussion turned to the work plan item: developing mission statement and/or guiding principles for the Transportation Commission and the Village's transportation system.

The Commission decided to hold off debating this item but instead discussed what the Commissioners and staff could do between the Commission meetings to prepare for this topic. Items discussed included:

- Chair Burke to talk with different Village Board Trustees regarding getting input from the public on what they want
- Commission needs agreed upon goals to be guideposts for the Transportation Commission when making decisions or recommendations.
- Use community input to inform the Commission's recommendations to the Village Board for the Village's transportation goals.
- Recommend to Village Board process of getting community input.
- Using public input, draft recommendations for the Village's transportation goals to forward to the Village Board for review and a decision.
- Want Village Board approval to move forward on getting public input process due to staff involvement and associated costs for a robust public input campaign.
- Possible option: public meeting to discuss what the Village's transportation goals are and invite the public to the meeting to participate and not involve staff resources.
- Question of: how broad of an audience do you want to reach.
- Public input could be in the form of both public meeting and a survey.
- Due to Covid and backlog, need to be realistic on level of public input and what is feasible.

For the next meeting, Staff:

- To provide recommendations regarding preapproval/prescreening process for petition backlog. If viable, may use for items such as call for petitions/proposals.

For the next meeting, the Commissioners:

- Think about ways for getting community input so the Commission is ready to discuss the issue. In addition, what are goals, product and deliverable for the process.
- Research what other similar type agencies or municipalities have done regarding this process and their transportation goals.

8. ADJOURN

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

The motion was seconded by Commissioner Moses.

The roll call vote was as follows:

Ayes: Fink, Moses, Katner, Burke
Nays: None

The motion passed unanimously 4 to 0.

The meeting was adjourned at 9:02 PM.

Submitted by:
Jill Juliano
Staff Liaison Jill Juliano

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Village of Oak Park

Transportation Commission Agenda Item

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

Review Date: June 8, 2021

Prepared By: Jill Juliano

Abstract (briefly describe the item being reviewed):

The approved 2021 Transportation Commission Work Plan includes an item entitled: Develop mission statement and/or guiding principles for the Transportation Commission and the Village's transportation system. This is a new work plan item for 2021.

There is one stated outcome for this topic: Recommend to the Village Board revised principles and goals for the Village's transportation system network.

This work plan item does not have a specified time frame.

At their May 11, 2021 meeting, the Transportation Commission discussed what steps staff and the Commissioners could take between the two meetings to prepare for the discussion of this work plan item.

Enabling language from the Village Code for the Transportation Commission is included as part of the support documentation.

Traffic policies as developed by the Parking and Traffic Commission and adopted by the Village Board of Trustees on September 22, 1998 is also included as part of the support documentation.

Staff Recommendation(s):

Based on their research, the Commission deliberate the various methods available to obtain community input regarding the Village's transportation goals. Based on the outcome of that discussion, the Commission may make recommendation(s) regarding the process of attaining public input on the Village's transportation goals to the Village Board for their review and approval.

Supporting Documentation Is Attached

DRAFT Meeting Minutes
Transportation Commission
Tuesday, May 11, 2021 - 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Staff Liaison Jill Juliano called the remote participation meeting to order at 7:05 PM

Staff Liaison 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, Chair Ron Burke

Absent: Aaron Stigger, James Thompson

Staff: Development Customer Service Director Tammie Grossman, Village Engineer Bill McKenna, Parking Restrictions Coordinator (PRC) Cinthya Redkva, Development Customer Service Budget and Revenue Analyst Sean Keane, Staff Liaison Jill Juliano

2. Non-Agenda Public Comment

Commissioner Katner asked when the Commission will be able to meet in person and is the Village thinking about it. Director Grossman responded the Village has not made a decision yet. The Village is waiting to see what the Governor's orders are relating to the phases and when it will be feasible to start holding public meetings.

3. Agenda Approval

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

Chair Burke stated if there's enough time, he believes the work plan item to recommend to the Village Board revised principles and goals for the Village's transportation system network

- There is an outreach issue based on comments on different Oak Park social media groups or forums
- Include a data element such as crashes so people understand where their block falls in terms of being a hot spot or not. Try to be as transparent as possible regarding the screening process.
- All items including prescreening tools would be recommendations to the Village Board for the consideration and a decision.

The comment was made that maybe the prescreening process should be tested on the backlog of existing petitions to see if it works before a call for petitions/proposals is announced.

The discussion turned to the work plan item: developing mission statement and/or guiding principles for the Transportation Commission and the Village's transportation system.

The Commission decided to hold off debating this item but instead discussed what the Commissioners and staff could do between the Commission meetings to prepare for this topic. Items discussed included:

- Chair Burke to talk with different Village Board Trustees regarding getting input from the public on what they want
- Commission needs agreed upon goals to be guideposts for the Transportation Commission when making decisions or recommendations.
- Use community input to inform the Commission's recommendations to the Village Board for the Village's transportation goals.
- Recommend to Village Board process of getting community input.
- Using public input, draft recommendations for the Village's transportation goals to forward to the Village Board for review and a decision.
- Want Village Board approval to move forward on getting public input process due to staff involvement and associated costs for a robust public input campaign.
- Possible option: public meeting to discuss what the Village's transportation goals are and invite the public to the meeting to participate and not involve staff resources.
- Question of: how broad of an audience do you want to reach.
- Public input could be in the form of both public meeting and a survey.
- Due to Covid and backlog, need to be realistic on level of public input and what is feasible.

For the next meeting, Staff:

- To provide recommendations regarding preapproval/prescreening process for petition backlog. If viable, may use for items such as call for petitions/proposals.

For the next meeting, the Commissioners:

- Think about ways for getting community input so the Commission is ready to discuss the issue. In addition, what are goals, product and deliverable for the process.
- Research what other similar type agencies or municipalities have done regarding this process and their transportation goals.

8. ADJOURN

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

The motion was seconded by Commissioner Moses.

The roll call vote was as follows:

Ayes: Fink, Moses, Katner, Burke
Nays: None

The motion passed unanimously 4 to 0.

The meeting was adjourned at 9:02 PM.

Submitted by:
Jill Juliano
Staff Liaison Jill Juliano

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Article 15
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)

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**
1. Items Referred by the Board of Trustees	1. The Board may refer issues.
2. Items Arising from P&T Commission Previous Actions	2. The Commission may study an issue in further detail or a related issue.
3. Items Initiated By Village Staff	3. Staff may forward an issue to the Commission for additional input.
4. Petitions Submitted By Residents	4. Petition requests are standard procedures for the Commission.
5. Installation of Permit Parking	5. Permit Parking requests are standard procedures for the Commission.
6. Items With Competing Interests or Opposing Views	6. Commission may wish to hear possibly controversial issues.
7. Appeals of Village Staff Administrative Decisions	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**
Parking (Based on Village wide parking plan)	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.
1. Time Restricted Parking	
2. Parking Meter Time Location and Time Duration	
3. Handicapped Parking Requests	Staff will provide the Commission a monthly status report of all Village staff administrative decisions.
4. Installation of Specialty Zones (Loading, Taxi, Drop-Off)	
5. Off-Street and Enclave Parking	
Traffic (Based on Village wide traffic plan)	
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.	

Administrative Staff Procedures	**Comments**
1. Parking & Traffic petitions must have signatures representing 51% of the frontage properties in the affected area.	1. Currently petitions require 75% of the frontage properties, however the Commission proposes 51% to be consistent with other petition requirements
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.)	**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.**
2. Then check to see if parking & traffic requests are within policy guidelines if so, address them without going to Parking & Traffic Commission.	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
3. P&T Commission will have no more than 3 items on an agenda.	

Overall Procedures

All parking related requests will be handled by the Parking Services Divisio
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 Divisio
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	
1. Conduct public meeting(s) to identify issues and concerns with adequate public notice.	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.
2. Staff develops and presents alternative solutions at a public meeting and develops acceptable Community alternatives.	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.
3. Staff and the Parking and Traffic Commission have a working session to analyze the alternatives and prepare a preliminary proposal.	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.
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.	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.
5. The final proposal is presented to the Village Board of Trustees for consideration.	If the P&T Commission, Staff, and community are not able to develop a concensus on the issues, the recommenation may include some alternatives along with the analysis of those alternatives.

- end -

Memorandum

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Date: June 1, 2021

To: Transportation Commission

From: Jill Juliano, Engineering Division JJ

Re: Village Board of Trustees action on Transportation Commission recommendations thru 05/17/2021 inclusive

The Village Board of Trustees did not review any Transportation Commission recommendations at its April 19th through May 17th meetings.