

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
TUESDAY, AUGUST 10, 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.

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

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

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
 - 2.1 Written Public Comment
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
 - 4.1 July 13, 2021 draft Transportation Commission meeting minutes
5. REVIEW THE EFFECTIVENESS OF THE EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF WARRANTED (CONTINUATION FROM THE FEBRUARY 9, 2021, MAY 11, 2021, JUNE 8, 2021 & JULY 13, 2021 TRANSPORTATION COMMISSION MEETINGS)
 - 5.1 Staff Agenda Item Commentary and Background Information
 - 5.2 Sample Heat Maps
 - 5.3 Existing and Proposed Scoring Tables
 - 5.4 Compare Existing and Proposed Scoring Tables Using Previously Submitted Petitions
 - 5.5 Previous Months Transportation Commission Meeting Minutes Regarding this Issue
6. RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (CONTINUATION FROM THE JUNE 8, 2021 & JULY 13, 2021 TRANSPORTATION COMMISSION MEETINGS)
 - 6.1 Staff Agenda Item Commentary and Background Information
 - 6.2 Draft Oak Park Transportation Goals
 - 6.3 Chapter 10 (Transportation, Infrastructure, and Communication Technologies) from Envision Oak Park
 - 6.4 Previous Months Transportation Commission Meeting Minutes Regarding this Issue
7. DEVELOP THE TRANSPORTATION COMMISSION'S DRAFT 2022 WORK PLAN

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

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- 7.1 Staff Agenda Item Commentary
- 7.2 Approved 2021 Transportation Commission Work Plan
- 7.3 Draft 2022 Work Plan Template

8. OTHER ENCLOSURES

- OE1 Information on the Village's Park Speed Zones
- OE2 Village Board of Trustees actions through 07/12/2021 regarding recent Transportation Commission recommendations

9. Adjourn

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

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Juliano, Jill

0821-1

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1/2

From: Laura D [REDACTED]
Sent: Wednesday, July 14, 2021 11:25 AM
To: Transportation
Subject: Euclid Square park traffic

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

Hello,

I am a resident of the 1100 block of south Euclid, near Euclid Square Park. At the northwest corner of the park, and the northeast corner of the park (where Fillmore meets Euclid, and where Fillmore meets Wesley), the streets are only 2-way stops, not 4-way stops. As I have two young children, we go to the park frequently and I have witnessed a significant number of near miss accidents. Two summers ago, a young boy was hit by a car at the corner of Wesley and Fillmore and sustained serious injuries that had him confined to a wheelchair for months. Several weeks ago, two cars collided at the corner of Euclid and Fillmore, and I know of numerous other accidents over the 6 years I have lived here. It is truly shocking to me that these intersections are not 4-way. Why? Why is there no concern for the safety of the children in our community? How many accidents need to occur? How many children need to be gravely injured before you respond to the requests of the community to make these intersections safer with 4-way stop signs?

Respectfully,
Laura Duel

Juliano, Jill

0821-1

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From: Meghan P <[REDACTED]>
Sent: Wednesday, August 4, 2021 1:01 PM
To: Transportation; Juliano, Jill
Subject: Public Comment for August Transportation Commission Meeting

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

August 4, 2021

Dear Transportation Commission of Oak Park,

Thank you again for your service to our community. I thank you for considering the issues raised in my July comment: the Euclid Square Park Traffic Study and the Safe Park Zone Initiative.

- **Euclid Square Park Traffic Study**. My neighbors and I were grateful to learn that we are nearing the top of the queue for a traffic study. We have seen speed measurement westbound on Fillmore, and hope it will continue northbound and southbound on Euclid and Wesley, and eastbound on Fillmore. We also hope that any traffic study will take into consideration the high level of pedestrian and cyclist traffic surrounding Euclid Square Park. It is our understanding that the IDOT data discussed in the July meeting does not take into account pedestrian traffic. Pedestrian and bike traffic is essential to consider in an area closely located to many schools and daycares and used for several recreational activities.

We also appreciated the Commissioners' suggestions of increasing transparency of the process, including proactively informing residents of their status in the traffic study queue. We did not know our status until our July public comment was submitted.

- **Safe Park Zone Initiative**. The streets surrounding Euclid Square Park are dangerous, but we have heard similar concerns about traffic safety surrounding other parks in our village. Parks are high pedestrian zones, and many of the pedestrians are children who lack the decades of experience we have in navigating crossroads. I kindly request that the Commission consider the steps taken in the past to utilize Safe Park Zones in Oak Park and recommend that the Village Board establish Safe Park Zones through the passage of a Safe Park Zone Ordinance in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3 (the Illinois Safe Park Zone eff. 7-1-2019).

Sincerely,

Meghan Paulas

[REDACTED]

DRAFT Meeting Minutes
Transportation Commission
Tuesday, July 13, 2021 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:00 PM.

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

"The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during 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, Ryan Peterson, James Thompson, Ron Burke

Absent: Meghann Moses, Aaron Stigger

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Development Customer Services (DCS) Director Tammie Grossman, DCS Budget & Revenue Analyst Sean Keane

Guest: Village Trustee Arti Walker-Peddakotla

2. Non-Agenda Public Comment

Staff Liaison Juliano read the non-agenda written public comment from Meghan Paulas aloud. The statement, in its entirety, is attached to these minutes.

3. Agenda Approval

Chair Burke requested that the agenda be amended to include time at the end of the meeting to discuss the non-agenda public comment item.

Commissioner Peterson made a motion to amend the agenda, seconded by Commissioner Katner.

DCS Director Grossman asked that Agenda Item 8 (Discussion of the Parking Pilot Program Survey) be moved up to follow Agenda Item 5 since they are both parking-related items.

Commissioner Peterson made a motion to approve the agenda as amended and was seconded by Commissioner Thompson.

The roll call on the vote was as follows:

Ayes: Peterson, Thompson, Fink, Katner, Burke

Nays: None

The motion passed unanimously 5 to 0.

4. Approval of the Draft June 8, 2021 Transportation Commission Meeting Minutes

Commissioner Thompson made a motion to approve the draft June 8, 2021 Transportation Commission meeting minutes and was seconded by Commissioner Peterson.

The roll call on the vote was as follows:

Ayes: Thompson, Peterson, Fink, Katner, Burke

Nays: None

The motion passed unanimously 5 to 0.

5. REMOVAL OF THE FENWICK ON-STREET PERMIT PARKING WITH THE COMPLETION OF THE FENWICK PARKING GARAGE (CONTINUATION FROM THE June 8, 2021 TRANSPORTATION COMMISSION MEETING)

DCS Director Grossman gave a presentation about this item.

Chair Burke stated that it is good to have consistency along the streets and not leave the areas unrestricted instead allowing for more parking for residents.

Commissioner Thompson asked why the decision was not made to make all the streets 2 Hour Parking, 9AM-5PM, Monday through Saturday. DCS Director Grossman responded the No Parking 8AM-10AM is meant to deter commuters from leaving their car in one spot all day. Current restrictions allow residents to park in these areas for longer periods of time. Staying consistent with the regulations on these

blocks will help prevent pushback from residents. Once the results are in from the Parking Pilot survey, recommendations for further changes could be made.

Chair Burke states that the staff recommendation seems consistent with previous discussions.

Commissioner Peterson asked if No Parking 8AM-10AM would be seven days a week. DCS Director Grossman responded that it is only Monday through Friday and 2 Hour Parking is Monday through Saturday.

Commissioner Thompson asked if residents of the blocks can override restrictions in the same way they can in the Pilot Program. DCS Director Grossman responded that they can't and it would be a recommendation the Commissioners would bring to the Village Board for consideration.

Commissioner Peterson made a motion to approve staff recommendations and was seconded by Commissioner Katner.

The roll call on the vote was as follows:

Ayes: Peterson, Katner, Fink, Thompson, Burke

Nays: None

The motion passed unanimously 5 to 0.

6. DISCUSSION OF THE PARKING PILOT PROGRAM SURVEY

DCS Budget & Revenue Analyst Keane gave a brief presentation about the Parking Pilot Program. He wanted to clarify that questions 7 and 8 (about the Daytime Pass System) are specifically targeted at residents' guests, not just anyone who wanted to utilize the Daytime Pass System. Staff will be clarifying the language in those questions. He also mentioned that two elements of the survey relating to parking meters will also benefit from business district responses. Staff will be developing a separate survey to distribute directly to the business districts. The floor was opened for any questions.

Commissioner Thompson requested staff go through the survey question by question and explain the logic of each question. Chair Burke agreed with the request.

Staff went through the survey question by question.

Chair Burke requested the wording be changed for question 5, as he found it confusing. Trustee Walker-Peddakotla agreed that it was confusing and asked if vehicle license is the same as a vehicle sticker. Staff responded yes.

Commissioner Thompson mentioned that the question 5 asks if the residents are aware of the override rules but wonders if it should be re-phrased to find out if they're satisfied or if it is working for them. Chair Burke agreed that if they are not satisfied, it would be good to know why.

In response to questions 7 and 8, Chair Burke both wanted clarification that these questions are targeting guests of residents. Staff clarified the questions were asked to ensure that the system is being used as intended.

Commissioner Fink asked if limit on how many times a week were imposed. Staff responded no.

Commissioner Thompson asked how the results of this question would be used and how it might affect the policy. Staff responded if a large population is using it more than three times per week, they could look at implementing limits or they could also consider creating a special daytime pass that wouldn't require the residents to sign up for it every day.

Commissioner Fink asked if data could be validated separately. Staff responded yes.

Chair Burke mentioned that this data may be skewed because of the pandemic and something to consider.

In response to question 9, Commissioner Fink asked if the question could be made open-ended. Staff suggested leaving the question as is but adding a comments field.

In response to question 10, Chair Burke suggested adding a sign that tells residents their Village sticker overrides the restrictions as many are not aware of that. Staff suggested adding another set of signs not as frequently with the information throughout the Pilot area.

In response to question 11, Chair Burke suggested reordering or rewording the question to make it clearer. Staff agreed.

In response to questions 12 and 13, Commissioner Fink wondered why the questions were asking for the opinions of residents on information they may not know. Staff acknowledged the concern.

Chair Burke agreed that the focus should be on intent and perhaps explaining the reasoning for the changes. He also mentioned that he is glad these questions are included because many residents don't understand why they are charged for parking and it is an opportunity to educate. Commissioner Fink agreed that providing the rationale behind the changes would be beneficial for residents. Staff agreed those changes could be made.

In response to question 14, Commissioner Fink asked if all respondents would answer, or only members of the Pilot Program. Staff responded the question would be open to everyone.

Commissioner Fink asked how staff planned to reach people who don't have parking permits or don't have a car. Staff responded it can be added as an option.

Commissioner Fink also mentioned large amount of private/off-street parking options that may be missed if staff is depending on responses only from people who get permits. Staff mentioned it does maintain a private parking space list with information for the people who rent out spaces. The survey could be given to them to pass along to the people who rent their spaces.

Trustee Walker-Peddakotla mentioned the Village Board goal for reviewing parking fell under the affordability column. Including questions about if the program is financially feasible/affordable would provide helpful information for the Village Board to have when evaluating and moving forward.

Chair Burke responded that it seems like a reasonable time to ask if parking is affordable or a hardship since we are already surveying residents. Staff will add a question to address this.

DCS Director Grossman mentioned that staff will take all of tonight's comments, update the survey before sending it back to the Commissioners. Additional comments should be directed to DCS Budget and Revenue Analyst Keane. Staff is hoping to have the survey out to residents by Labor Day and accepting responses until early October.

DCS Director Grossman states that staff will make changes to the survey and email to Commissioners for approval to make sure that they have enough time to put the survey in the FYI and promote it as well as providing enough time for residents to respond.

Commissioner Thompson stated that initially, the Pilot had as much to do with nighttime parking as daytime and the initial hearing had to do with the frustrations of residents who were purchasing overnight passes and their inability to find spots. It is important to address this with the survey and ask if residents are satisfied with the availability of parking spots.

DCS Director Grossman agreed with Commissioner Thompson, the initial recommendation from the Transportation Commission was to allow anyone who purchased an overnight parking permit to park anywhere in the Pilot area, but the Board at that time did not accept that recommendation. The compromise was to allow residents who were unable to find a spot in their overnight zone to park in a

metered space. DCS Director Grossman stated that staff will work on adding this issue to the survey.

Commissioner Fink asked about the outreach issue and wanted to know how staff plans to ensure that residents of multi-family residences are not missed.

DCS Director Grossman replied that staff have the email addresses for 85-90% of permit holders, which they have not previously had. They are anticipating an increased response from residents of multi-family residences.

With no more questions from the Commission, Chair Burke stated that there was no need to vote on this item since it is a discussion item.

7. REVIEW EFFECTIVENESS OF EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES; THEN MODIFYING OR REPLACING THEM IF WARRANTED (CONTINUATION FROM THE FEBRUARY 9, 2021, MAY 11, 2021, & JUNE 8, 2021 TRANSPORTATION COMMISSION MEETINGS)

Staff Liaison Juliano provided an update on information discussed at previous meetings.

Chair Burke mentioned that the Commission is interested in 1) developing a prioritization/pre-screening method to bring the most urgent petitions to the Commission and 2) have a more robust call for petitions, particularly from multi-family residences.

Village Engineer McKenna provided information about proposed budget amendment regarding bringing on a consultant to assist with backlog of petitions. With current staffing, it is estimated to take approximately three years to get through the backlog. With a consultant, it is estimated to take one and a half to two years. The amendment is scheduled for review at the July 19th meeting.

Village Engineer McKenna next spoke about pre-screening process and how staff is working with GIS consultant to develop a heat map that is reflective of crash data and traffic volumes. A rough draft of the map with data received from IDOT was shared. The color-coded map is based on type of accident and severity of injury. The goal is to create a heat map that is accident rate based and includes weight factors based on injuries and bike or pedestrian related accidents. The map would be the key component in the pre-screening process. The next step would be to define minimum thresholds needed to meet to continue in the process.

Chair Burke asked if staff is thinking to change from the point scoring system to leaning heavily or exclusively on crash and injury rates.

Village Engineer McKenna replied that would be up to the Commission. If the Commission wants to create a pre-screening tool, that would be the staff's recommendation. If the Commission would rather work within the confines of current system and modify minimum threshold, that is another option to be considered.

Chair Burke asked if using an application based on a heat map would save staff time.

Village Engineer McKenna replied that it would because there would be no need to conduct a traffic study for each valid petition, which is the main benefit of the pre-screening tool using existing data that staff already has.

Commissioner Peterson suggested removing the community interest portion of the current process, as well as automating the process, to help with efficiency.

Chair Burke mentioned Commissioner Peterson's suggestion would still require a traffic study and asked for clarification about how that would help.

Commissioner Peterson said while he understands the need for there to be some criteria, he wouldn't want a petition to not be considered because it isn't in a high traffic/crash area. He suggested that perhaps using the heat map during first phase to help weed out petitions, then using current process from that point forward.

Commissioners Katner and Fink agreed with Commissioner Peterson's suggestion.

Commissioner Thompson stated he loves the heat map and agrees a hybrid model makes the most sense. Commissioner Peterson followed up his previous statements by saying he thinks the heat map should show graduated levels for visual purposes and several categories for determining prioritization.

Chair Burke mentioned if the heat map is ultimately used he hopes the number of crashes would still be used, and that staff would not rely solely on crash rates as that information could be skewed.

Village Engineer McKenna stated that any staff recommendation would have limitations for which locations would be allowed to submit petitions.

Chair Burke agreed that it makes no sense to accept petitions for IDOT roads and that staff should be encouraging those residents to reach out to IDOT.

Village Engineer McKenna clarified that staff is still open to hearing and advancing items from the Commission, but do not want to accept those requests from residents in the form of petitions.

Chair Burke said the Commissioners support the use of a heat map for the initial screening process. He suggested the scoring system be discussed further at next meeting.

Commissioner Peterson stated it's still worthwhile to collect resident feedback and data regarding IDOT roads so the Village can present the data to IDOT during the public comment period that follows the release of IDOT's 5 year programs.

Chair Burke stated that no vote is needed. He mentioned that he will be looking to staff to bring a more detailed recommendation on the pre-screening tool and the 100 point scoring system would be discussed further at the next meeting.

Village Engineer McKenna mentioned the speed component of the point system has a lot of points attributed to it such as 4 points for one mile over the speed limit and should be reconsidered. Also, there would be budget implications if the Commission wants to move forward with solicitations of public input such as residents of multi-family residences, as there isn't the capacity to handle that type of broad input. A lower cost option would be to obtain input from an online survey and use existing media outlets which would impact staff and budget less.

Chair Burke clarified the Commission recognizes this is not the time to do that and is hoping the outreach could happen once the backlog is managed and a new process is in place for reviewing petitions.

Commissioner Thompson expressed concern over the cost of hiring a consultant to assist with the backlog when that cost greatly exceeds the budget for traffic calming measures themselves. Village Engineer McKenna explained the work the consultant would be responsible for to process the petitions and ultimately have the Village Board make a decision. He also mentioned more than likely, not all petitions would make it all the way through the process to the point where a traffic calming measure would be implemented.

Chair Burke stated this is exactly why the Commissioners want to find a way to prioritize the petitions that warrant action. His hope is the Commission will be able to make a recommendation which helps whittle down the number of petitions so more money is spent on improvements and less money is spent on consultants. He hopes to hear more from staff at the next meeting.

8. RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (CONTINUATION FROM THE JUNE 8, 2021 TRANSPORTATION COMMISSION MEETING)

Staff Liaison Juliano reminded the Commissioners that at the last meeting, they had decided to wait until July to see if the Village Board offered any tools, resources, or

plans for public outreach or made progress regarding the revision of goals based on public outreach. The Commission also decided if no progress was made by the Board, they would start the process of creating goals with public input, using tools presently available.

Chair Burke said he was not aware of any additional guidance, resources, or plans from the Village Board related to outreach and asked staff if they were aware of any.

Village Engineer McKenna replied looking at alternate processes for outreach was part of an implementation goal and not the goal itself. He also stated the only goal the Village Board related to transportation was the Vision Zero, which the Board wanted presented to the Transportation Commission in the first quarter of 2022.

Chair Burke suggested the Commission start drafting an outline of some high-level goals/principles for transportation in Oak Park and they could solicit input on that document via a survey, public comments at Commission meetings, or through people commenting directly to the Commission via staff. Once the Commission has feedback, they can make any changes and send a recommendation to the Village Board.

Chair Burke asked if staff had any ideas for how the Commission should proceed. Village Engineer McKenna recommended the Commission review the Village's Comprehensive Plan (Envision Oak Park) and published goals and then determine what role the Commission would play or what changes they would like to make.

Chair Burke stated he would like to work with staff, if willing, to come up with some questions that the Commissioners could ask themselves at the next meeting to provide some structure for the discussion. Village Engineer McKenna asked if it would be a survey and Chair Burke replied yes and that he would like to come up with some basic concepts and principles as a starting point. All agreed that this item would be on the agenda for the next meeting on August 10.

9. DISCUSSION OF PUBLIC COMMENT

Commissioner Peterson would like to table this until the next meeting and asked that staff provide input and data at that time. He also suggested inviting the resident to the next meeting so that they could have the opportunity to share any additional information.

Commissioner Fink asked how this is different from other petitions in the queue. Staff responded that it is a petition, one of two petitions for adjacent intersections, and it is high up in the queue and close to being reviewed by the Commission.

Chair Burke mentioned that he thought the resident was unable to file a petition and that was why they submitted the comment.

Village Engineer McKenna clarified the resident did ask for additional locations to be studied in the comment that weren't in their initial petition. Further while they are almost next on the list for data collection, data collected now will be skewed because of the construction on Oak Park Ave.

Chair Burke stated part of the request is essentially asking the Village to pass an ordinance to lower speed limits, which is different than typical toolbox petition requests.

Village Engineer McKenna explained the Village does have park and school speed zones, but not at all parks. He mentioned the item previously went to the Commission and Village Board. Using input from the Park District, there were priorities established knowing the zones would not be at every park. He said staff has received some concerns from residents regarding the effectiveness and enforcement of the speed zones. So the Village does have some experience, but will come back to the next meeting with more feedback and history.

Commissioner Peterson asked if the queue, status, and rankings are made public. Village Engineer McKenna responded not at the moment. Commissioner Peterson suggested this might be a good change to make in the next iteration of the process to allow for transparency and so that residents could see where they are in the queue.

Village Engineer McKenna responded if there were a metric for how the petitions are prioritized; it would be helpful to publish and give residents a convenient spot to look, as long as staff could have some leeway in instances of extenuating circumstances (i.e. construction preventing the collection of data).

Chair Burke suggested the petition should stay in the queue until it is presented to the Commission but asked if temporary signs could be placed, since the issue is probably exacerbated by the work on Oak Park Ave. Staff responded temporary signs have been placed and Oak Park Ave is open again.

Chair Burke asked if there was recent historical data that would be adequate to proceed. Village Engineer McKenna responded that what he previously showed on the heat map was the most recent information available. He also mentioned the traffic levels were normal for the area, but there was one accident with injury so that could be looked into based on severity.

Trustee Walker-Peddakotla shared that she lives in the area. There was an incident involving a child prior to construction. Traffic diversions from the Oak Park Avenue construction have exacerbated the existing problem.

Chair Burke asked if the incident was too recent to show on the heat map.

Village Engineer McKenna responded that staff are working with the IT and Police Departments to see if crash data can be updated faster because sometimes an accident that prompts a petition might not be reflected on the heat map. It would have to be an understanding by the Commission and the Board if we were to use a tool like that it would be based on readily available data.

Chair Burke stated he looks forward to seeing the petition come to the Commission through the regular process and suggested that it might be helpful to take another look at the park speed zones since some time has passed since it was last reviewed.

All Commissioners agreed to let this petition stay in the queue and continue focusing on creating the prioritization process to help get through the backlog of petitions and accelerate the pace with which the Commission can review the more important, higher priority petitions.

Commissioner Thompson asked if Slow Streets could be added to the next meeting's agenda. Chair Burke responded staff recommended that it be taken out of the work plan, the Village Board had not included funding for Slow Streets. Therefore, this is not something the Village Board wanted the Commission to tackle.

For it to be considered by the Commission again, it would need to be at the direction of the Village Board. Trustee Walker-Peddakotla clarified the previous Board approved that work plan and that she would follow up with the current Village Board to gauge interest. Chair Burke shared that generally speaking the Commission is supportive of Slow Streets. Commissioner Peterson agreed.

10. Adjourn

With no further business, Commissioner Peterson made a motion to adjourn the meeting and was seconded by Commissioner Thompson.

The roll call on the vote was as follows:

Ayes: Peterson, Thompson, Fink, Katner, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting was adjourned at 9:08pm.

Submitted by:

Anna Muench

Customer Service Representative II

Juliano, Jill

0821-1

4.1

12/35

From: Meghan P [REDACTED]
Sent: Sunday, July 11, 2021 10:31 PM
To: Transportation
Subject: Public Comment for Tuesday's Transportation Commission Meeting
Attachments: Transportation Commission Public Comment - MPaulas - 7.2021.pdf; Creating-a-Safe-Park-Zone-for-Communities-in-Illinois-Active-Transportation-Alliance_BGW.pdf; 625 ILCS 5_ Illinois Vehicle Code_.pdf

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Dear Friends,

Below and attached please find a public comment for Tuesday's meeting. If you have any questions, please feel free to reach me at [REDACTED]. Thank you for your time, consideration, and service to our community.

Meghan

July 11, 2021

Dear Transportation Commission of Oak Park,

Thank you for allowing me the opportunity to provide public comment, and thank you for your service to our community. I live on the 1100 block of South Euclid and over the past seven years, my neighbors and I have twice attempted the onerous process of collecting signatures to petition for traffic calming measures. To date, no meaningful action has been taken by the Village in response to our concerns.

My neighbors and I request the following action to be immediately taken by the Transportation Commission during the July 2021 meeting:

- **Euclid Square Park Traffic Study.** Approval by the Commission for a traffic study of the area surrounding Euclid Square Park. Specifically, the 2-way stop intersections on Euclid/Fillmore, Wesley/Fillmore, Euclid/Harvard, and Wesley/Harvard.

If you are unfamiliar with the area surrounding South Oak Park, these intersections are nearby or adjacent to Euclid Square Park. These intersections are incredibly dangerous and there are many, many pedestrians and cyclists in the area. We have worked with staff at the Village, and we still have not been able to get a traffic study conducted. To our knowledge, there have been several accidents over a 3-year period, including an accident involving severe injury to a child who was struck by a vehicle. There is also frequent excessive speeding, most often in the after school hours and evening rush hour.

Recently, the traffic concerns were exacerbated to the point of imminent danger because of the water main construction and closure of Oak Park Avenue. Traffic on Oak Park Avenue detoured onto Euclid Avenue. We appreciate that Village Staff were responsive to our requests for temporary road closure on the 1150 S. Euclid block, but this is – of course – a temporary measure and the problem predates the Oak Park Avenue construction.

- **Passage of Safe Park Zone Ordinance and Implementation.** Approval by the Transportation Commission to recommend that the Village Board establish Safe Park Zones through the passage of a Safe Park Zone Ordinance in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3 (the Illinois Safe Park Zone eff. 7-1-2019).

When surveying the amazing quantity of parks in our village, it struck me that we are not using all of the traffic calming measures and safety measures at our disposal with minimal cost/effort by the Transportation Commission and Village Board. A copy of the Illinois Vehicle Code section and a copy of the Safe Park Zone resource from the Illinois Active Transportation Alliance are attached.

I recognize the backlog of petitions as reflected in the May meeting minutes, and appreciate that we are still working through a global pandemic. In response, I urge the Commissioners to recommend that the Village Board use its authority to promote and maintain public safety. I do not believe that the current process supports public safety when petitioning leads nowhere because of an extensive backlog, a point system only affords 1/5 of the requisite points to trigger the Commission's review when a pedestrian is injured in a "correctible crash,"^[1] and no automatic traffic review is conducted after a severe accident.

In conclusion, I respectfully request that the Transportation Commissioners move to: **(1)** approve a traffic study of the 1100 block of South Euclid (at a minimum) and the 2-way stop intersections on Euclid/Fillmore, Wesley/Fillmore, Euclid/Harvard, and Wesley/Harvard; **(2)** recommend that the Village Board enact a Safe Park Zone Ordinance, conduct a survey of all village park adjacent streets, and implement the ordinance as provided by Illinois Vehicle Code, 625 ILCS 5/11-605.3.

Sincerely,

Meghan Paulas

██████████. Euclid Avenue

^[1] https://www.oak-park.us/sites/default/files/public-works/scoring_table.pdf

Safe Park Zones

0821-1

4.1

14/35



CREATING SAFE PARK ZONES FOR COMMUNITIES IN ILLINOIS



ACTIVE TRANSPORTATION
ALLIANCE

CREATING SAFE PARK ZONES FOR COMMUNITIES IN ILLINOIS

Presented by Active Transportation Alliance, January 2012



ABOUT THE CONSULTANTS

The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking and transit and a premier consultancy. Our staff includes specialists who work with communities throughout the region to develop plans, policies, and education programs based on national best practices. When you partner with us on projects, you not only get the best results possible, but you also support our mission to improve active transportation throughout the region.

The Active Transportation Alliance Project Team:

Dan Persky - Director of Policy and Planning

Amanda Woodall - Policy Manager

Jason Jenkins - Education Specialist

For technical assistance developing your policy, implementation strategies, and training, please contact us.

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This guide was made possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

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Public parks are essential destinations for physical activity, but the transportation environment in many communities *limits access to local parks.*

Transportation impacts human health and the quality of life in every community. Biking, walking, and other modes of active transportation are the simplest ways for people to get the activity they need to boost physical and mental health, and to prevent obesity and related conditions, such as heart disease and diabetes. However, many physical and social barriers to walking and bicycling exist in communities across Illinois. One of the most prevalent of these barriers is insufficient traffic safety. When parks are more accessible, more people use them for activity.

One way to boost access is to improve traffic safety and pedestrian facilities around parks. The State of Illinois has provided a powerful new means for municipalities to do this: the establishment of Safe Park Zones. Similar to School Zones, these are sections of roadway near parks where speed limits are lowered, and fines for traffic infractions are raised. Routine enforcement spreads awareness about safety, and revenue from fines can be used to fund pedestrian facility improvements. [See page 5 for the full text of Illinois Safe Park Zones Law.]

The Safe Park Zones Guide was created to help communities through the successful implementation of municipal Safe Park Zones. In this guide you will find resources for developing a local policy, Illinois requirements regarding signage, and strategies for public outreach and involvement. The steps to effectively establish and implement Safe Park Zones can be found in this guide as follows:

STEP 1 Adopting an Ordinance

STEP 2 Establishing a Funding Stream

STEP 3 Installing Signs

STEP 4 Educating the Public and Building Support



PHOTO: Vipal Greens

Text for Relevant Illinois Statute

In 2006, the Illinois General Assembly enacted Public Act 94-808, amending the Illinois Vehicle Code and making Illinois the first state to provide legal protection for Safe Park Zones. Below is an excerpt of the relevant section of the Illinois Vehicle Code, which may serve as the basis for the establishment of Safe Park Zones within your community.

Illinois State Vehicle Code

(625 ILCS 5/11-605.3)

Sec. 11-605.3. Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) “Park district” means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a)(1).

(2) “Park zone” means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) “Park zone street” means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street.

(4) “Safety purposes” means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 20 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of \$250. A second or subsequent violation of this Section is a petty offense with a minimum fine of \$500.

(f) When a fine for a violation of this Section is imposed, the person who violates this Section shall be charged an additional \$50, to be paid to the park district for safety purposes.

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: “park zone”, “park zone speed limit”, and “warning: approaching a park zone”. The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage.

(Source: P.A. 94-808, eff. 5-26-06.)

STEP 1 ADOPTING AN ORDINANCE

The first step in establishing and enforcing Safe Park Zones is to draft and adopt a municipal ordinance.

The language of these ordinances varies depending on whether or not a community is established as a home rule authority. Municipalities with home rule authority may choose to draft and adopt a version of the ordinance that varies from the state statute with regards to fine structure and application of monies collected so as to allow more flexibility. See samples below.

Sample #1: Ordinance for Non-Home Rule Authorities

In this example, the municipality simply designates the street segments upon which it is establishing Safe Park Zones and then applies the state law as defined in the Illinois Compiled Statutes.

[MUNICIPAL CODE CHAPTER AND SECTION]

For the purposes of this section and 625 ILCS 5/11-605.3, the following streets are designated park zone streets with maximum speed limit of 20 miles per hour when children are present. The penalties for violation of speed limits, stop signs, and traffic control devices shall be issued in accordance with 625 ILCS 5/11-605.3

[Insert list of street segments]

Sample #2: Ordinance for Home Rule Authorities

In lieu of adopting the ILVC Safe Park Zones statute, some municipalities with home rule authority may simply lower speed limits to 20 MPH on their selected park zone streets, using the approved IDOT park zone signs. Citations issued in this scenario would be standard speeding violations. While this strategy will not generate specific funds for safety improvements, it will still lower speeds, raise awareness, and increase safety around parks.

[INSERT MUNICIPAL CODE CHAPTER AND SECTION] PARK ZONE STREETS AND SPEED LIMITS

A. As used in this section “Park Zone Street” means any portion of any street or intersection adjacent to or within a Park Zone that has been established as a Park Zone Street in Section D of this ordinance where appropriate signs have are posted by the [Municipality].

B. Between the hours of 7:00 a.m. and 8:00 p.m., Monday thru Sunday, no person shall drive a motor vehicle at a speed in excess of twenty (20) miles per hour, or any lower posted speed limit, while traveling on a Park Zone Street.

C. This Section does not apply unless appropriate signs are posted upon Park Zone Streets maintained by the Department or by the unit of local government in which the park zone is located.

D. For purposes of this chapter the following streets are designated Park Zone Streets:

[Insert list of street segments]

STEP 2 ESTABLISHING A FUNDING STREAM

Municipalities will need to establish a funding stream to ensure that monies collected from Safe Parks Zone violations are routed to the appropriate park districts for use in improving safety around the parks.

Agencies should partner to establish goals and ensure that fees are used for appropriate safety improvements, as prescribed by the language of the ordinance.

Municipalities that adopt a version of the ordinance under home rule authority and who adjudicate their own traffic violations will need to establish a funding stream in accordance with their own municipal rules and regulations.

Municipalities in which traffic violations are adjudicated by

the Circuit Court of Cook County can expect revenues to be disbursed as follows: Whenever a police officer issues a ticket for a violation under the state law (625 ILCS 5/11-605.3), and the traffic court assesses the fee, the Office of the Clerk of the Circuit Court will deposit the money into a disbursement “fund” where funds will accumulate prior to periodic disbursements to the municipality that issued the ticket. Note, this only applies to the “additional \$50.00” referenced in subsection (f) of the Illinois Vehicle Code.

Additional questions about collection and disbursement of funds from the Circuit Court of Cook County should be directed to: General Counsel, Office of the Clerk of the Circuit Court of Cook County, (312) 603-6946

STEP 3 INSTALLING SIGNS

When a Safe Park Zone speed limit is established, Illinois state law requires the adopting municipality or park district to install certain signage assemblies in a specific order before the Safe Park Zone penalties for speeding and traffic signal violations can be legally enforced.

Funding

Some communities may not have the resources to sign all their Safe Park Zone streets at the time of their establishment under local ordinance. However, accumulation of revenue from Safe Park Zone traffic fines may be used to purchase and install signs for those areas incrementally over a number of years. When this is the case, it is recommended that communities analyze pedestrian and bicycle crash data as well as police records of traffic violations issued in order to select priority streets for signage.

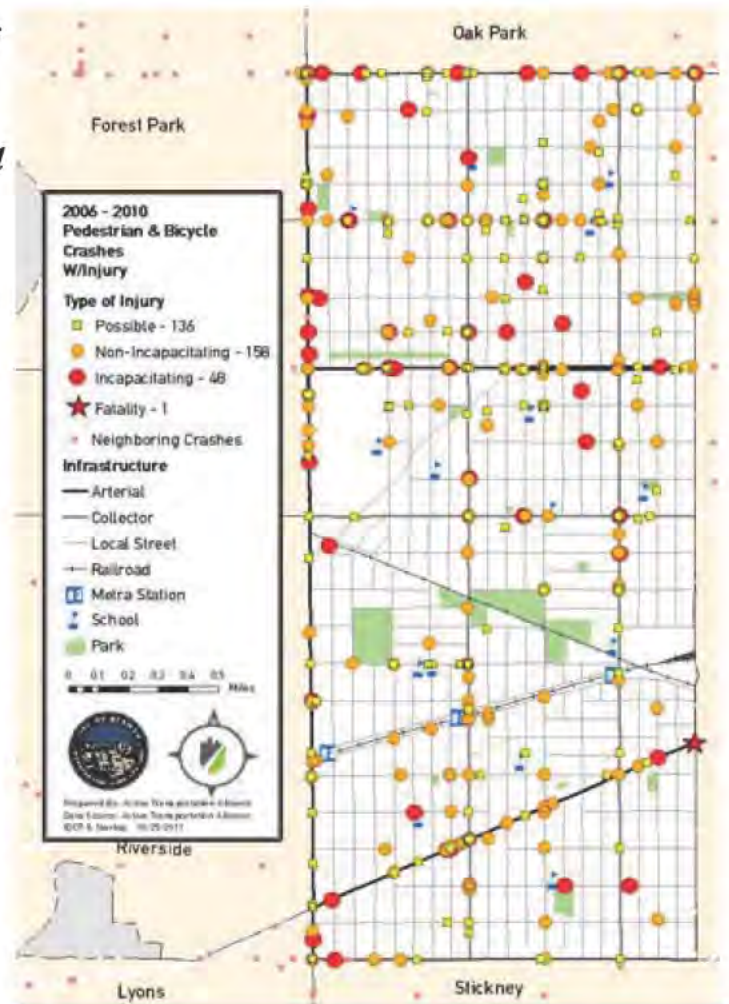


PHOTO: Safe Routes to School

One way to prioritize locations for Safe Park Zones is to map and analyze bicycle and pedestrian crash data for hot spots.

PHOTO: Active Transportation Alliance

Signage Placement Guidelines

The Illinois Department of Transportation (IDOT) requires the installation of signage in a specific sequence in order to designate a Safe Park Zone. The “Safe Park Zones Signage Placement” illustration on page 19 demonstrates an overview of placement requirements.

Each section of roadway designated as a Safe Park Zone will require a **PARK ZONE, W15-I100 sign** (Figure A, pg 12 in Safe Park Zone Signage section) to be installed in advance of the Safe Park Zone street segment to inform road users that they are approaching a Safe Park Zone.

Following this, a **SPEED ZONE AHEAD** assembly, also in advance of the zone is required. This assembly shall consist of a fluorescent yellow-green **W3-5 sign** (Fig. B, pg 13) or **W3-5a sign** (Fig. C, pg 14) with the **W15-I100p plaque** (Fig. D, pg 15) mounted beneath.

Finally, at the entrance to the new speed zone itself the **PARK ZONE SPEED LIMIT WHEN CHILDREN ARE PRESENT, R2-I108** (Fig. E, pg 16) assembly shall be used. Within the Safe Park Zone street segment, there is no minimum requirement for spacing of additional speed

limit signs, but IDOT recommends approximately every two to four blocks (650 – 1,300 feet).

The location and spacing of the PARK ZONE sign approaching the Safe Park Zone, in relation to the SPEED ZONE AHEAD assembly, should be based on engineering judgment, but IDOT recommends spacing of at least 100 feet between signs. The PARK ZONE SPEED LIMIT WHEN CHILDREN ARE PRESENT assembly must always be installed at the exact boundaries of where the speed limit is in effect. For more information on national minimum standards for the placement of warning signs, see Table 2C-4 of the National Manual on Uniform Traffic Control Devices. These values can be adjusted so that proposed signs do not interfere with driveways, entrances, etc.

(Excerpted From) Illinois Manual on Uniform Traffic Control Devices

SECTION 2B.I70 (ILLINOIS) PARK ZONE SPEED LIMIT SIGNS

Support: Section 5/11-605.3 of the Illinois Vehicle Code allows local agencies to establish Park Zones and Park Zone Speed Limits by ordinance or resolution on streets and highways under their jurisdictions which abut parks.

Standard: The PARK ZONE SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT sign (R2 I108) shall be used by local agencies in establishing park zone speed limits authorized by Section 5/11-605.3 of the Illinois Vehicle Code (see also Sec. 2C.30 (Illinois)). The R2-I108 sign shall not be used on roadways under the jurisdiction of the Illinois Department of Transportation.

Guidance: Any municipality or park district requesting to establish a park zone or park zone speed limit on streets and highways not under their jurisdiction should consult with the agency having jurisdiction over those roads.

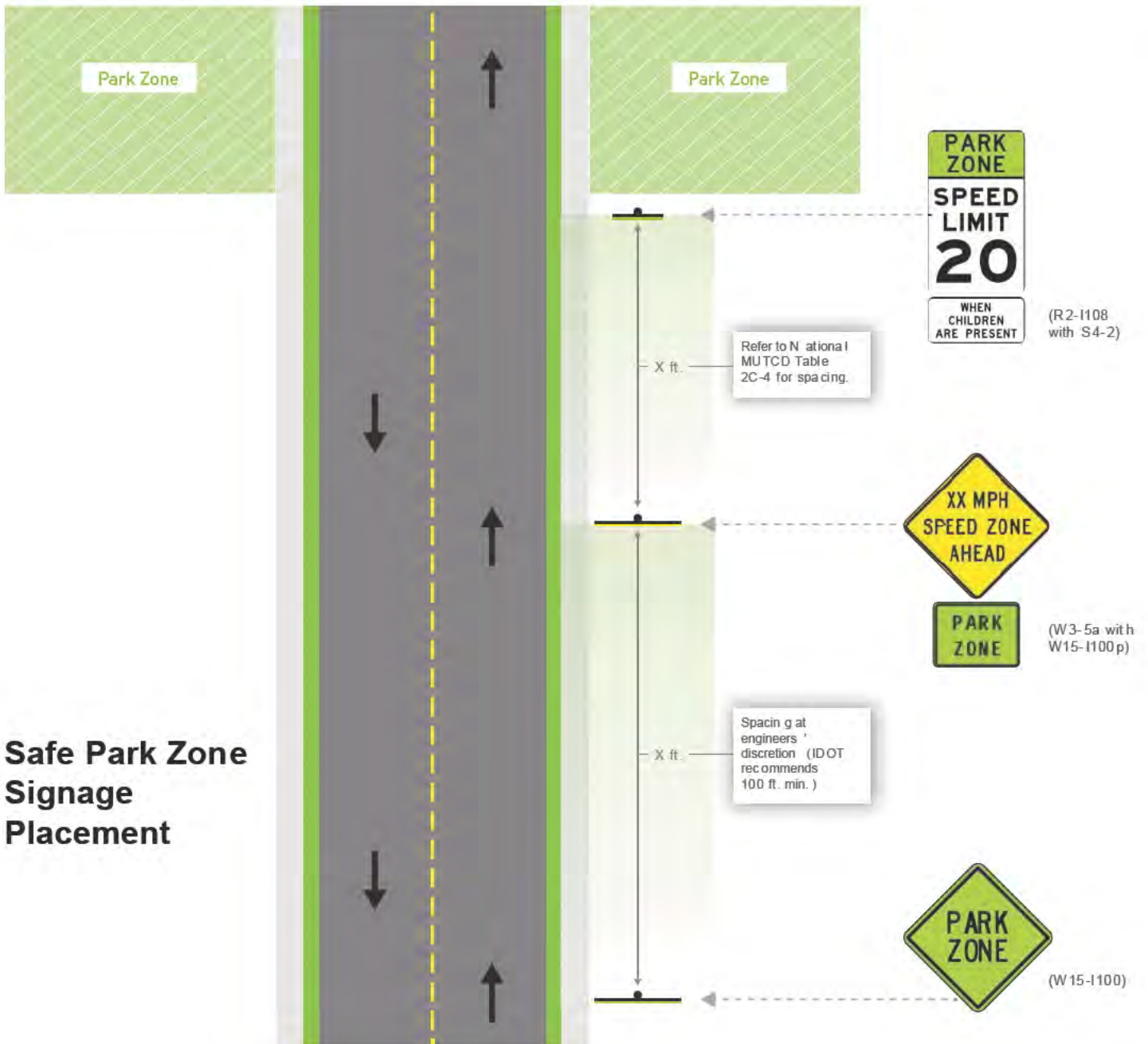
Option: If the local ordinance or resolution establishing a Park Zone Speed limit includes the hours the limit is in effect, the hours may be included on the lower portion of the PARK ZONE SPEED LIMIT sign (R2-I108) such as “8 AM - 8 PM WHEN CHILDREN ARE PRESENT.”

Signage Placement Guidelines (cont.)

SECTION 2C.I70 (ILLINOIS) PARK ZONE SIGN (W15-I100)

Standard: A Park Zone (W15-I100) sign shall be used by local agencies to inform road users of a park zone. It shall be located in advance of any Reduced Speed Limit Ahead (W3-5, W3-5a) sign in advance of a park zone (see Sec. 2C.38).

Option: The sign may also be used alone in advance of park zones which have been established by local agencies but where park zone speed limits have not been established. It may also be used alone on streets and highways under the jurisdiction of the Illinois Department of Transportation which abut parks where local agencies have established park zones along their abutting streets.



STEP 4 EDUCATE THE PUBLIC AND BUILD SUPPORT

An education campaign should be undertaken to build public support for the law and to inform and educate the public, community organizations, law enforcement, and the courts about the new laws, their importance, and the expected outcomes.

Phase 1: Building Consensus

BEGIN by connecting with stakeholders in order to build community support and provide political cover for the municipal government and law enforcement agencies tasked with enforcing the new law.

MAKE AN EFFORT to build a consensus of support for the new Safe Park Zones by doing outreach with local community groups, churches, and youth and senior citizen service providers who use the affected areas around the park.

ESTABLISH a partnership between these groups and the park district, municipality, and law enforcement. It may be useful to create a document that expresses the combined community support for the law to be endorsed by all the above-mentioned parties for use in future media and outreach efforts.

Phase 2: Educating Law Enforcement

Law enforcement is a key player in informing and educating the public about the new Safe Park Zones.

To this end, make sure that law enforcement officers are trained and educated about the new law, the location of the Safe Park Zones, and how to issue tickets for these violations, and make sure that law enforcement activities are incorporated into public education efforts.

Also provide officers with talking points for how to respond to public concerns and questions about the law. These talking points should focus on the safety of vulnerable road users and parks as priority destinations for children and families who are biking and walking.

Also remind officers the Safe Park Zone speed limit is in effect “when children are present” within 50 feet of the roadway, providing them with flexibility of enforcement.



Build community support by connecting with stakeholders, conducting outreach with local community and establishing a partnerships.

PHOTO: Climate Action Programme



A strong commitment to enforcement is the key to effective Safe Park Zones.

PHOTO: National Center for Safe Routes to School

Educate the Public and Build Support



Hold highly publicized education and enforcement events conducted by local law enforcement.

PHOTO: National Center for Safe Routes to School



Media and enforcement events can serve as opportunities to educate the public about the new law and to create awareness about pedestrian safety.

PHOTO: Streets Blog

• Phase 3: Educate and Inform the Public

Provide the public with information about the new laws before issuing citations. At minimum, issue a press release about the new law, its purpose, and the locations of the Safe Park Zones. Announcements and information about the Safe Park Zone law should also be posted on the municipal, police, and park district websites, as well as on any social networking sites for all of the above-listed agencies.

Another great way to kick off the new initiative is to hold highly publicized education and enforcement events conducted by local law enforcement. These events will provide motorists with information about the new law before routine enforcement begins. Be sure to conduct events on a day when children are in and around the park. At these events, officers should:

- Place a sign in advance of the park zone indicating that a Safe Park Zones speed limit education and enforcement event is in effect.
- Stop all motorists violating the new 20 mph speed zone or disobeying traffic signals or signs within the zones.
- Focus on issuing warnings, informing motorists of the new law and its purpose. Distribute safety literature to violators. Citations should only be issued for serious infractions at the officers' discretion.

Approach these events as opportunities to educate the public about the new law and to create awareness about pedestrian safety. Ensuring media coverage is a great way of garnering more public awareness. With television coverage, safety messages can reach millions throughout the region.

• Phase 4: Educate the Judges

The courts will need to uphold the fines in order for the law to be as effective as possible. Make sure that judges who will be hearing these cases are contacted by the appropriate agencies to inform them of the new law, its purpose, and importance. Provide these judges with the document of support referenced in Step 1 “Building Consensus” as a way of encouraging judges to uphold the new law and impose the full fines.

• Phase 5: Routine Enforcement

After an appropriate education and awareness campaign period has been completed, officers should switch from education mode to routine enforcement, issuing tickets for violations.

Figure A: Park Zone, W15-I100 Sign

ILLINOIS STANDARD

W15-I100



COLOR

LEGEND AND BORDER
BACKGROUND

BLACK
YELLOW/GREEN

NON-REFLECTORIZED
REFLECTORIZED

| SIGN SIZE | DIMENSIONS | | | | | | |
|-----------|------------|------|-------|-------|-------|------|------|
| | A | B | C | D | E | F | G |
| 30 X 30 | 30.00 | 2.25 | 16.90 | 16.60 | 12.40 | 6.00 | 3.00 |
| 36 X 36 | 36.00 | 2.25 | 22.50 | 22.10 | 16.40 | 8.00 | 2.20 |

| SIGN SIZE | SERIES BY LINE | | MARGIN | BORDER |
|-----------|----------------|----|--------|--------|
| | 1 | 2 | | |
| 30 X 30 | 6C | 6C | 0.625 | 0.875 |
| 36 X 36 | 8C | 8C | 0.625 | 0.875 |

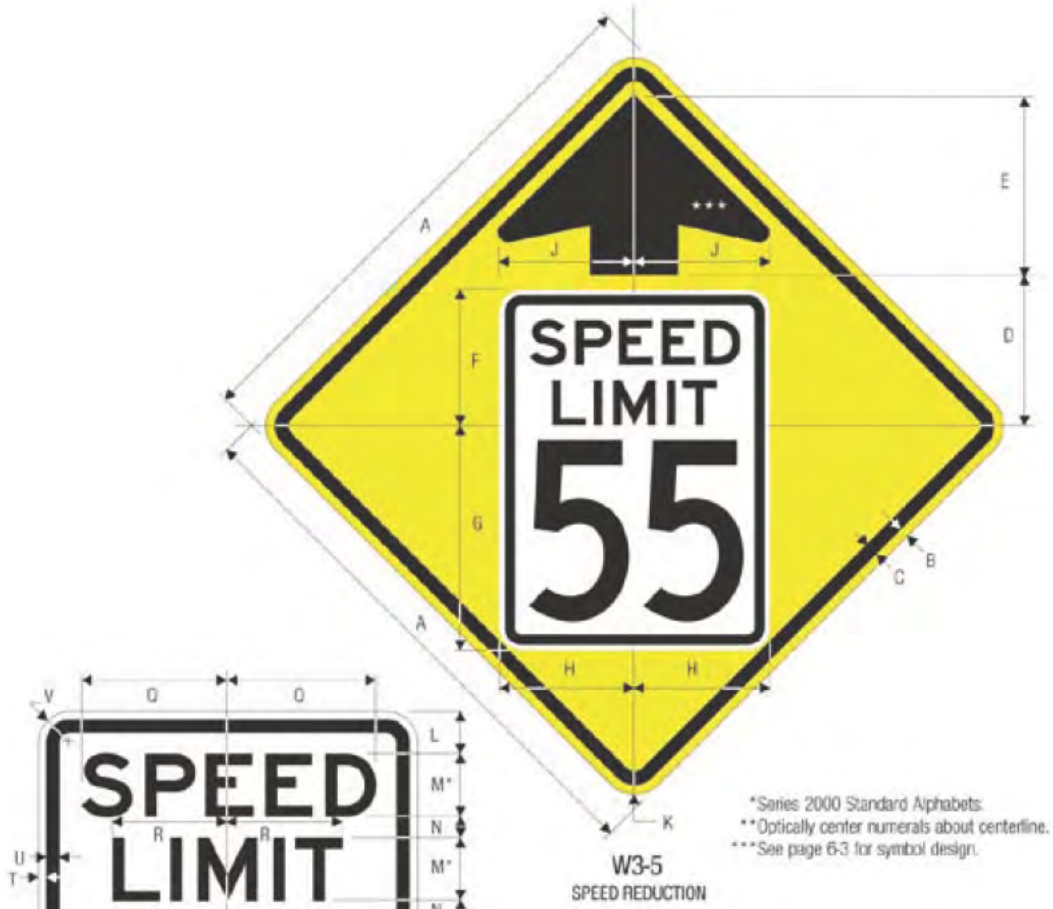
All dimensions in inches.

Sign not to scale.

SIGN: Illinois Manual on Uniform
Traffic Control Devices

SAFE PARK ZONE SIGNAGE

Figure B: Speed Zone Ahead W3-5 Sign



| | | | | | | | |
|----------|-------|-------|-------|-------|------|-------|-------|
| | A | B | C | D | E | F | G |
| C | 36 | .625 | .875 | 10 | 12 | 9 | 15 |
| | 48 | .75 | 1.25 | 11.75 | 18 | 10.75 | 19.25 |
| | H | J | K | L | M | N | P |
| | 9 | 9 | 2.25 | 2 | 3 E | 1 | 12 C |
| | 12 | 12 | 3 | 2.25 | 4 E | 1.25 | 15 C |
| | Q | R | S | T | U | V | |
| | 7 | 5.46 | 7.126 | .375 | .625 | 2.25 | |
| | 9.327 | 7.279 | 9.258 | .375 | .625 | 3 | |

WARNING SIGN COLORS:
 BORDER & ARROW – BLACK
 SYMBOL – SEE R2-1
 BACKGROUND – YELLOW (RETROREFLECTIVE)

TTC COLORS:
 BORDER & ARROW – BLACK
 SYMBOL – SEE R2-1
 BACKGROUND – ORANGE (RETROREFLECTIVE)

SAFE PARK ZONE SIGNAGE

Figure C: Speed Zone Ahead W3a-5 Sign



W3-5a
SPEED REDUCTION (ENGLISH)

W3-5a
SPEED REDUCTION (METRIC)

*Series 2000 Standard Alphabets:

| | A | B | C | D | E | F | G | H | J | K |
|----------|----|------|------|-----|-----|-------|--------|--------|-------|-------|
| | 30 | .5 | .75 | 2 | 4 C | 3 | 13.5 | 6.985 | 2.7 C | 1.875 |
| C | 36 | .625 | .875 | 2.5 | 5 C | 3.625 | 16.892 | 8.726 | 3.4 C | 2.25 |
| | 48 | .75 | 1.25 | 3.5 | 7 C | 4.625 | 23.657 | 12.209 | 4.7 C | 3 |
| | 60 | .75 | 1.25 | 4 | 8 C | 6 | 27.019 | 13.944 | 5.4 C | 3 |

WARNING SIGN COLORS:
LEGEND — BLACK
BACKGROUND— YELLOW (RETROREFLECTIVE)

TTC SIGN COLORS:
LEGEND — BLACK
BACKGROUND— ORANGE (RETROREFLECTIVE)

SAFE PARK ZONE SIGNAGE

Figure D: Park Zone, W15-I100p Sign



W15-I100p;

1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;

"PARK" D; "ZONE" D;

SAFE PARK ZONE SIGNAGE

Figure E: Park Zone Speed Limit When Children Are Present

ILLINOIS STANDARD

R2-I108



Federal Standard S4-2 shall be used on lower portion of sign. If local ordinance or resolution includes hours those may be included as well and placed on lower portion. Example: (8 AM - 8 PM)

S4-2 Placement Shown

| | | | |
|-------|---------------------|--------------|-------------------|
| COLOR | LEGEND AND BORDER | BLACK | NON-REFLECTORIZED |
| | BACKGROUND (TOP) | YELLOW/GREEN | REFLECTORIZED |
| | BACKGROUND (BOTTOM) | WHITE | REFLECTORIZED |

| SIGN SIZE | DIMENSIONS | | | | | | | | | | | | | |
|-----------|------------|-------|------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|
| | A | B | C | D | E | F | G | H | J | K | L | M | N | O |
| 24 X 42 | 24.00 | 42.00 | 1.50 | 14.00 | 13.20 | 19.20 | 15.00 | 18.40 | 1.90 | 4.00 | 1.00 | 3.60 | 2.00 | 10.00 |
| 36 X 60 | 36.00 | 60.00 | 3.00 | 20.80 | 19.80 | 28.80 | 22.40 | 27.40 | 2.30 | 6.00 | 1.50 | 4.00 | 3.00 | 15.00 |

| SIGN SIZE | SERIES BY LINE | | | | | MARGIN | BORDER |
|-----------|----------------|----|----|----|-----|--------|--------|
| | 1 | 2 | 3 | 4 | 5 | | |
| 24 X 42 | 4D | 4D | 4E | 4E | 10E | 0.375 | 0.625 |
| 36 X 60 | 6D | 6D | 6E | 6E | 15E | 0.625 | 0.875 |

All dimensions in inches. Sign not to scale.

SIGN: Illinois Manual on Uniform Traffic Control Devices

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(625 ILCS 5/11-605.3)

Sec. 11-605.3. Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) "Park district" means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a)(1).

(2) "Park zone" means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) "Park zone street" means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street.

(4) "Safety purposes" means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 20 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of \$250. A second or subsequent violation of this Section is a petty offense with a minimum fine of \$500.

(f) (Blank).

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: "park zone", "park zone speed limit", and "warning: approaching a park zone". The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage.

(Source: P.A. 100-987, eff. 7-1-19.)

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, May 11, 2021, June 8, 2021 and July 13, 2021 Transportation Commission Meetings)

Review Date: August 10, 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.

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.

Tonight is a continuation of the discussion of this item which occurred in four previous Commission meetings this year. The Commission requested staff to bring more detail regarding tools that could be used to help prioritize or pre-screen submitted traffic calming petitions.

Staff Recommendation(s):

Staff will be presenting new heat maps showing additional detail for both volumes and crashes. Along with the new heat maps, staff will also be sharing a modified version of the existing scoring table for traffic calming petitions. Staff is looking for feedback from the Commission to improve upon these tools.

The Commission can also begin to discuss what are the next steps to developing recommendations for increasing the efficiency of the traffic calming petition process so the petitions with the most pressing issues will be sent to the Commission.

Supporting Documentation Is Attached

Memorandum

Date: August 6, 2021

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related Review the Effectiveness of the Existing Citizen Petition Process/System for Implementing Traffic Calming Measures and Then Modifying or Replacing Them If Warranted (Continuation from the February 9, 2021, May 11, 2021, June 8, 2021 and July 13, 2021 Transportation Commission Meetings)

At the last meeting, the Commission requested staff to bring more information regarding the pre-screening or prioritization tools that could be used on submitted traffic calming petitions. These tools might be part of the recommendations by the Commission to increase the effectiveness of the petition process.

First are new maps of the GIS data from the Illinois Department of Transportation (IDOT). Although data was provided for years 2016 through 2020; this first set of maps only shows data from the years 2019 and 2020. We expect to have maps indicating 5 years' worth of crashes at an upcoming meeting.

The first is a map detailing crashes with injury or fatality. The others are heat maps for bike and pedestrian involved crashes, injury accidents, fatal accidents and all crashes. Please ignore the legend and intervals shown for both crashes and vehicle volumes. They are not correct. We have questions into the GIS consultant to get clarification and determine how to resolve the issue so the information depicted on the maps is accurate.

Another modification will be to change the colors used for the different roadway classifications. In these maps, all classifications use the same colors which makes it hard for those who are not well acquainted with the classification of the Village's roadway to determine what type of road it is. Using different colors for the three classification: local, secondary and major will make it so anyone viewing the map can figure out what class of road it is.

Staff is looking for feedback from the Commission to further improve upon these maps for use in the proposed prioritization process of traffic calming petitions.

While heat maps might be the first step in the prioritization process of submitted traffic calming petitions; use of a modified scoring table from the existing petition process may be a second step to be considered. Included in this item is a copy of the existing scoring table, a markup of possible changes and cleaned up version of the proposed scoring table. Note this proposed scoring table is only a starting point and staff is looking for comments from the Commission to improve upon them.

Memorandum

The pages following the scoring tables is a spreadsheet showing scores for 22 of the petitions submitted to the Village using both the existing and the proposed scoring tables. Some of the petitions are from before the adoption of the Traffic Calming Toolbox in November 2017 while others are subsequent to that time period.

The tables indicate both the values and scores for each of the measures with a total score at the bottom. Below the tables are the Transportation Commission's recommendations made for each of the petitions.

Staff has reordered the pages of the two scoring tables to make it easier when comparing them. This is so you can see the first page of the proposed table right after the first page of the existing table. And each of the petitions has a number above its column so the viewer can keep track which petitions he or she is comparing when flipping back and forth between the pages.

An item noticed by staff is that many of the petition scores in the proposed table is lower than the proposed minimum 40 points required. This would be one area to consider. The petition with the highest score in the proposed table is petition #2, Jackson Blvd & Cuyler Ave. One of the roads, Jackson Blvd is a collector, or secondary street. Twenty-five of its 55 points in the proposed scoring table are from the vehicle volume measure. As previously mentioned, staff would not accept petitions for certain major roads under the petition process. For example, the Village received a petition for the intersection of Oak Park Ave and LeMoyne Parkway. The petition was pulled. Instead the issues indicated as in the related letter of explanation were included in the evaluation and improvements made as part of the Oak Park Ave resurfacing project.

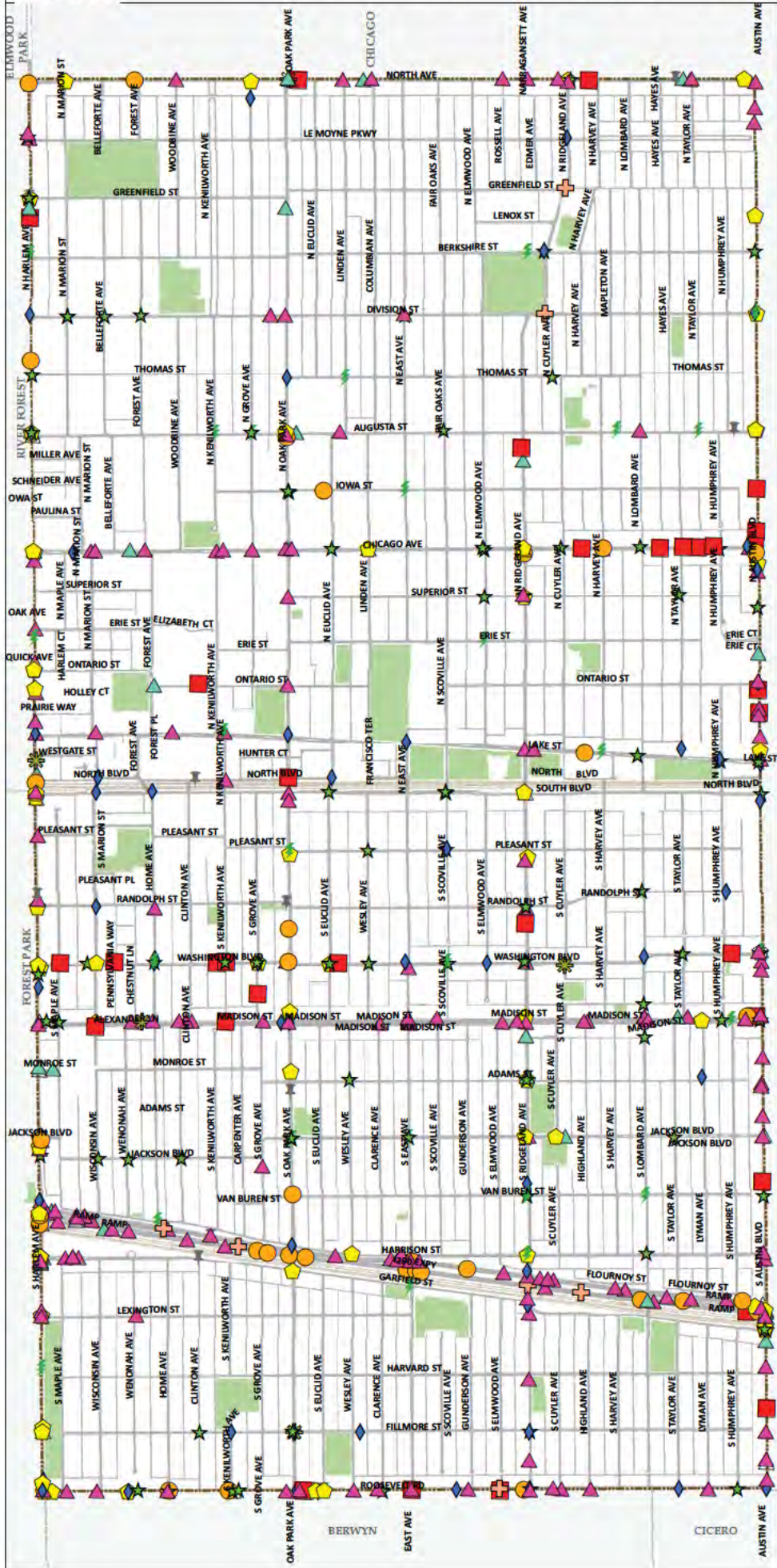
As mentioned before, the Engineering Division is working with the Police and IT Departments to investigate if we can receive crash reports as they are submitted electronically to IDOT for more immediate access to the crash information.

At its July 19, 2021 meeting, the Village Board approved the budget amendment to hire a consultant to process the queue of existing petitions via the current traffic calming petition process; including presenting them to the Transportation Commission and Village Board for recommendation and a decision. Staff is generating a request for proposal (RFP) so that it will put the RFP out for bid in the fall.



Village of Oak Park 2019-2020 Crashes with Injury or Fatality

Last updated 7/27/2021



Map Legend

Crashes with Injury or Fatality

TYPE

- Front to Rear
- Parked Motor Vehicle
- Sideswipe Same Direction
- Turning
- Angle
- Fixed Object
- Pedestrian
- Other Object
- Sideswipe Opposite Direction
- Pedalcyclist
- Other

- Park
- Village of Oak Park Boundary
- Other Municipalities
- Railroad
- Road



0 500 1,000 2,000 Feet

1:13,500

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



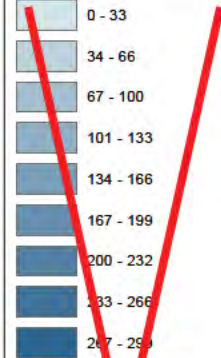
Village of Oak Park 2019 - 2020 Bike & Pedestrian Crashes

Last updated 8/3/2021



Map Legend

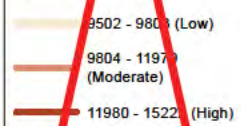
Heat Analysis Bike and Pedestrian Crashes



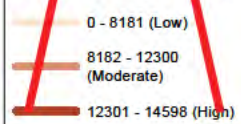
2019 ADT Local Roads



2019 ADT Secondary Roads



2019 ADT Major Road



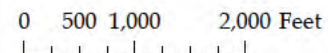
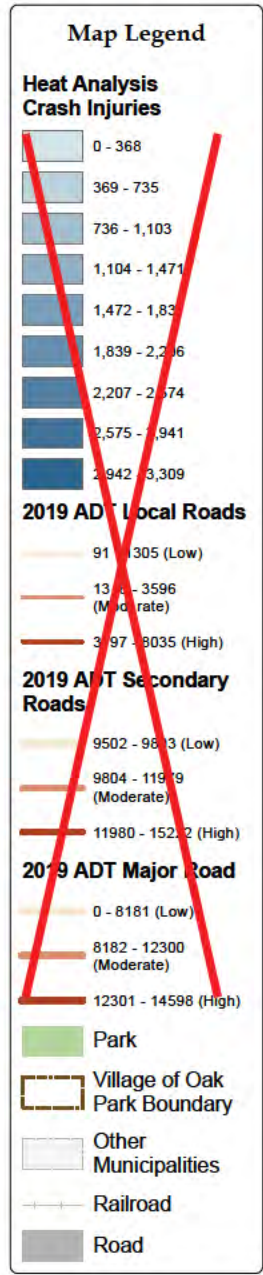
- Park
- Village of Oak Park Boundary
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- Railroad
- Road



0 500 1,000 2,000 Feet

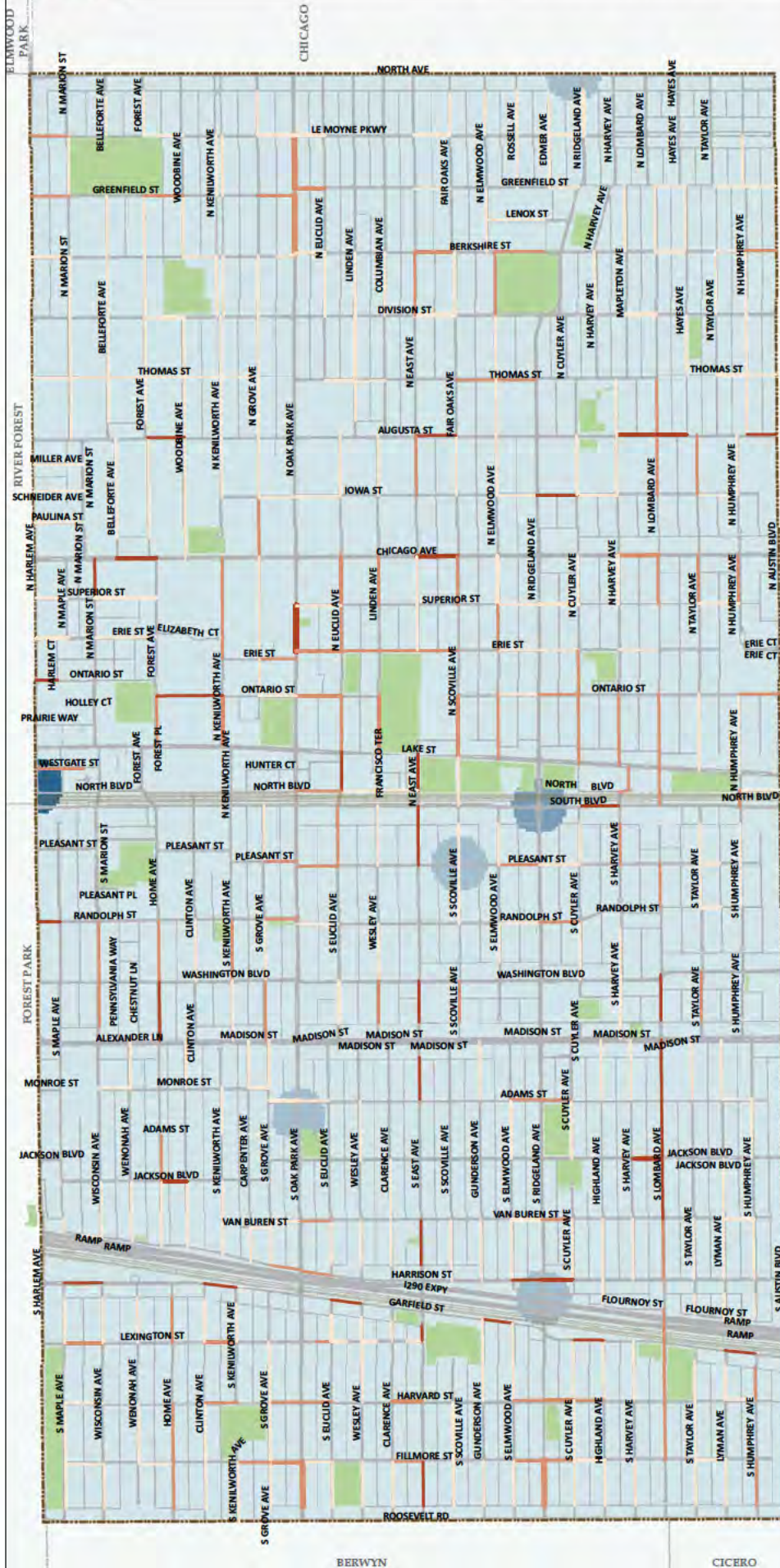
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Map Legend

Heat Analysis Crash Fatalities

- 0 - 43
- 44 - 87
- 88 - 130
- 131 - 173
- 174 - 216
- 217 - 260
- 261 - 303
- 304 - 346
- 347 - 389

2019 ADT Local Roads

- 911 - 1305 (Low)
- 1306 - 3596 (Moderate)
- 3597 - 8035 (High)

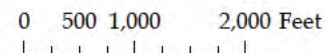
2019 ADT Secondary Roads

- 9502 - 9613 (Low)
- 9804 - 11979 (Moderate)
- 11980 - 15212 (High)

2019 ADT Major Road

- 0 - 8181 (Low)
- 8182 - 12300 (Moderate)
- 12301 - 14598 (High)

- Park
- Village of Oak Park Boundary
- Other Municipalities
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- Road



1:13,500

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Map Legend

Heat Analysis Total Crashes

- 0 - 2,725
- 2,726 - 5,450
- 5,451 - 8,175
- 8,176 - 10,900
- 10,901 - 13,625
- 13,626 - 16,350
- 16,351 - 19,075
- 19,076 - 21,800
- 21,801 - 24,525

2019 ADT Local Roads

- 91 - 305 (Low)
- 306 - 3596 (Moderate)
- 3597 - 8035 (High)

2019 ADT Secondary Roads

- 9502 - 9613 (Low)
- 9804 - 11519 (Moderate)
- 11980 - 15212 (High)

2019 ADT Major Road

- 0 - 8181 (Low)
- 8182 - 12300 (Moderate)
- 12301 - 14598 (High)

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0 500 1,000 2,000 Feet

1:13,500

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

| Measure | Maximum Number of Points | Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures as approved by the Village Board of Trustees on November 6, 2017 | minimum possible score | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|---|------------------------------|-----------|--|---------------|--|--|-----|---|-----|---|-----------|--|-----|---|-----|---|----|--|-----|---|-----|---|----|--|-----|---|-----|---|----|--|-----|---|-----|---|----|--|-----|---|------|---|----|--|-----------------------|--|----------|----------------------------|--|--------------|---|----------|-------------|-----------|-------|-----------|-------|-----------|-------|------------|--------------|---|
| Crash History | 20 25 points | 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 any correctible crash involving injury to a pedestrian/cyclist = 20 points 1-2 corr crashes = 5 points 3-4 corr crashes = 10 points 5-6 corr crashes = 15 points more than 6 crashes = 20 points crash involving injury to ped/bike = 5 points | 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Speed | 20 25 points | 85th percentile speed is not over the speed limit = 0 85th percentile speed is 1 mph over the speed limit = 5 85th percentile speed is 2 mph over the speed limit = 10 85th percentile speed is 3 mph over the speed limit = 15 85th percentile speed is 4 mph over the speed limit = 20 85th percentile speed is 5 mph or more over the speed limit = 25 outlier excessive speeding = 5 points 85th %ile < 3 mph over speed limit = 0 points 85th %ile is 3-4 mph over speed limit = 5 points 85th %ile is 5-6 mph over speed limit = 10 points 85th %ile is 7-8 mph over speed limit = 15 points 85th %ile is 9 mph over speed limit = 20 points 85th %ile is 10 mph+ over speed limit = 25 points outlier excessive speeding = 5 points | 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Volume | 20 25 points | 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 ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points | 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points | 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points 0 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum | 0 pts. 3 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Interest | 15 | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3">51% petitions</th> <th colspan="3">75% petitions</th> </tr> </thead> <tbody> <tr> <td>51%</td> <td>-</td> <td>59%</td> <td>=</td> <td>10 points</td> <td></td> </tr> <tr> <td>60%</td> <td>-</td> <td>68%</td> <td>=</td> <td>11</td> <td></td> </tr> <tr> <td>69%</td> <td>-</td> <td>77%</td> <td>=</td> <td>12</td> <td></td> </tr> <tr> <td>78%</td> <td>-</td> <td>86%</td> <td>=</td> <td>13</td> <td></td> </tr> <tr> <td>87%</td> <td>-</td> <td>95%</td> <td>=</td> <td>14</td> <td></td> </tr> <tr> <td>96%</td> <td>-</td> <td>100%</td> <td>=</td> <td>15</td> <td></td> </tr> </tbody> </table> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2">% of negative replies</th> <th>Subtract</th> </tr> </thead> <tbody> <tr> <td colspan="2">Less than 10 or 16 replies</td> <td>= - 0 points</td> </tr> <tr> <td rowspan="5">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td> <td>1% - 20%</td> <td>= - 1 point</td> </tr> <tr> <td>21% - 40%</td> <td>= - 2</td> </tr> <tr> <td>41% - 60%</td> <td>= - 3</td> </tr> <tr> <td>61% - 80%</td> <td>= - 4</td> </tr> <tr> <td>81% - 100%</td> <td>= - 5 points</td> </tr> </tbody> </table> | 51% petitions | | | 75% petitions | | | 51% | - | 59% | = | 10 points | | 60% | - | 68% | = | 11 | | 69% | - | 77% | = | 12 | | 78% | - | 86% | = | 13 | | 87% | - | 95% | = | 14 | | 96% | - | 100% | = | 15 | | % of negative replies | | Subtract | Less than 10 or 16 replies | | = - 0 points | If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative | 1% - 20% | = - 1 point | 21% - 40% | = - 2 | 41% - 60% | = - 3 | 61% - 80% | = - 4 | 81% - 100% | = - 5 points | 10 pts. (5 pts. with minimum petition score + maximum external negative support) |
| 51% petitions | | | 75% petitions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51% | - | 59% | = | 10 points | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60% | - | 68% | = | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69% | - | 77% | = | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78% | - | 86% | = | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87% | - | 95% | = | 14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96% | - | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required) 40 points | 13 pts. 0 pts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

Applying Criteria to score reviewed items by the Transportation Commission

1 2 3 4 5 6 7 8

| Measure | Maximum Number of Points | Criteria approved by the Village Board at its 11/06/2017 meeting | 0816-1 upgrade to all-way stop signs at Grove and Berkshire | | 0216-1 upgrade to all-way stop signs at Jackson and Cuyler | | 0116-1 & 0416-1 upgrade to all-way stop signs at Thomas and Lombard | | 0216-1 upgrade to all-way stop signs at Berkshire and Columbian | | 0216-1 make 1000 columbian one-way SB during school hours | | 1114-1 upgrade to all-way stop signs at Randolph and Grove | | 0113-1 1200 Woodbine speed reduction request | | 1113-1 1200 Woodbine review of NRT restriction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------|--------------------------|--|--|-------|--|------------------------------|---|---------------|---|-------|---|-------|--|----------|--|-------|--|-------|-------|-----------|------------------------------|--|--|------------|-----|-----|----|-----|-----|----|----|-----|---|-----------|-----|-----|----|-----|-----|----|-----|----|---|-----|-----|-----|----|-----|-----|----|----|-----|---|-----|-----|-----|----|-----|-----|----|-----|-----|---|---|-----|------|----|-----|------|----|-----|------|---|------------|-------|----|-----|----|-------|----|-------|----|-------|----|-------|----|-------|----|-------|----|
| | | | value | score | value | score | value | score | value | score | value | score | value | score | value | score | value | score | value | score | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | intersection | | intersection | | intersection | | intersection | | road segment | | intersection | | road segment | | road segment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 1 ^a | 5 | 2 ^a | 5 | 1 ^a | 5 | 1 ^a | 5 | 0 ^e | 0 | 3 ^a | 5 | 3 ^e | 5 | 1 ^{e,f} | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 26.3 ^b | 8 | vehicle speeds not taken | 4 ^b | 26 ^b | 4 | 25.3 ^b | 4 | 26 ^d | 1 | 25.5 ^b | 4 | 31 ^d | 20 | 29 ^d | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 1857 ^c | 10 | 6584 ^{c,i} | 20 | 1799 ^c | 10 | 2030 ^c | 15 | 1000 ^d | 5 | 3878 ^c | 20 | 922 ^d | 5 | 925 ^d | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 2-3 blocks (1,320 to 1,980 ft.) away = 3 points Any school, park, library, church, CTA station one block (660 ft.) or less away = 5 points | 3+5 | 8 | 5+5+5 | 15 | 5+5+3 | 13 | 5+3 | 8 | 5+3 | 8 | 5+5+3 | 13 | 5 | 5 | 5 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as an alternative bike route/boulevard* = 6 points Identified as a bike route/boulevard* = 10 points * Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum | not bike route | 3 | marked shared lane | 10 | neighborhood greenway | 10 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Community Interest | 15 | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. | <table border="1"> <thead> <tr> <th colspan="3">51% petitions</th> <th colspan="3">75% petitions</th> <th colspan="3">% of negative respies</th> <th>Subtract</th> </tr> <tr> <th>51%</th> <th>59%</th> <th>10 points</th> <th>75%</th> <th>78%</th> <th>10 points</th> <th colspan="3">Less than 10 or 16 respies =</th> <th>- 0 points</th> </tr> </thead> <tbody> <tr> <td>80%</td> <td>68%</td> <td>11</td> <td>79%</td> <td>82%</td> <td>11</td> <td>1%</td> <td>20%</td> <td>=</td> <td>- 1 point</td> </tr> <tr> <td>69%</td> <td>77%</td> <td>12</td> <td>83%</td> <td>86%</td> <td>12</td> <td>21%</td> <td>0%</td> <td>=</td> <td>- 2</td> </tr> <tr> <td>78%</td> <td>86%</td> <td>13</td> <td>87%</td> <td>90%</td> <td>13</td> <td>1%</td> <td>60%</td> <td>=</td> <td>- 3</td> </tr> <tr> <td>87%</td> <td>95%</td> <td>14</td> <td>91%</td> <td>94%</td> <td>14</td> <td>61%</td> <td>80%</td> <td>=</td> <td>-</td> </tr> <tr> <td>96%</td> <td>100%</td> <td>15</td> <td>95%</td> <td>100%</td> <td>15</td> <td>81%</td> <td>100%</td> <td>=</td> <td>- 5 points</td> </tr> </tbody> </table> | | 51% petitions | | | 75% petitions | | | % of negative respies | | | Subtract | 51% | 59% | 10 points | 75% | 78% | 10 points | Less than 10 or 16 respies = | | | - 0 points | 80% | 68% | 11 | 79% | 82% | 11 | 1% | 20% | = | - 1 point | 69% | 77% | 12 | 83% | 86% | 12 | 21% | 0% | = | - 2 | 78% | 86% | 13 | 87% | 90% | 13 | 1% | 60% | = | - 3 | 87% | 95% | 14 | 91% | 94% | 14 | 61% | 80% | = | - | 96% | 100% | 15 | 95% | 100% | 15 | 81% | 100% | = | - 5 points | 53.7% | 10 | 74% | 12 | 57.5% | 10 | 71.2% | 12 | 73.4% | 12 | 60.3% | 11 | 71.8% | 12 | 71.8% | 12 |
| 51% petitions | | | 75% petitions | | | % of negative respies | | | Subtract | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 51% | 59% | 10 points | 75% | 78% | 10 points | Less than 10 or 16 respies = | | | - 0 points | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80% | 68% | 11 | 79% | 82% | 11 | 1% | 20% | = | - 1 point | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 69% | 77% | 12 | 83% | 86% | 12 | 21% | 0% | = | - 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78% | 86% | 13 | 87% | 90% | 13 | 1% | 60% | = | - 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 87% | 95% | 14 | 91% | 94% | 14 | 61% | 80% | = | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 96% | 100% | 15 | 95% | 100% | 15 | 81% | 100% | = | - 5 points | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

Applying Criteria to score reviewed items by the Transportation Commission

1 2 3 4 5 6 7 8

| Measure | Maximum Number of Points | DRAFT Criteria recommended by Staff as of 08/10/2021 | 0816-1 upgrade to all-way stop signs at Grove and Berkshire | | 0216-1 upgrade to all-way stop signs at Jackson and Cuyler | | 0116-1 & 0416-1 upgrade to all-way stop signs at Thomas and Lombard | | 0216-1 upgrade to all-way stop signs at Berkshire and Columbian | | 0216-1 make 1000 columbian one-way SB during school hours | | 1114-1 upgrade to all-way stop signs at Randolph and Grove | | 0113-1 1200 Woodbine speed reduction request | | 1113-1 1200 Woodbine review of NRT restriction | | | |
|--|--------------------------|--|---|-------|--|----------------|---|-------|---|-------|---|-------|--|-------|--|-------|--|-------|-------|-------|
| | | | value | score | value | score | value | score | value | score | value | score | value | score | value | score | value | score | value | score |
| | | | intersection | | intersection | | intersection | | intersection | | road segment | | intersection | | road segment | | road segment | | | |
| Crash History | 25 | 1-2 correctible crashes in a 3 year period = 5 points 3-4 correctible crashes in a 3 year period = 10 points 5-6 correctible crashes in a 3 year period = 15 points more than 6 correctible crashes in a 3 year period = 20 points any correctible crash involving injury to a pedestrian/cyclist = 5 points | 1 ^a | 5 | 2 ^a | 5 | 1 ^a | 5 | 1 ^a | 5 | 0 ^e | 0 | 3 ^a | 10 | 3 ^a | 10 | 1 ^{a,f} | 5 | | |
| Vehicle Speed | 25 | 85th percentile speed is less than 3 mph over the speed limit = 0 points 85th percentile speed is 3-4 mph over the speed limit = 5 points 85th percentile speed is 5-6 mph over the speed limit = 10 points 85th percentile speed is 7-8 mph over the speed limit = 15 points 85th percentile speed is 9 mph over the speed limit = 20 points 85th percentile speed is 10 mph or more over the speed limit = 25 points outlier excessive speeding = 5 points | 26.3 ^b | 0 | vehicle speeds not taken | 0 ^b | 26 ^b | 0 | 25.3 ^b | 0 | 26 ^d | 0 | 25.5 ^b | 0 | 31 ^d | 10 | 29 ^d | 5 | | |
| Vehicle Volume | 25 | ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points | 1857 ^c | 10 | 6584 ^{c,i} | 25 | 1799 ^c | 10 | 2030 ^c | 15 | 1000 ^d | 0 | 3878 ^c | 25 | 922 ^d | 0 | 925 ^d | 0 | | |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 2-3 blocks (1,320 to 1,980 ft.) away = 3 points Any school, park, library, church, CTA station one block (660 ft.) or less away = 5 points | 3+5 | 8 | 5+5+5 | 15 | 5+5+3 | 13 | 5+3 | 8 | 5+3 | 8 | 5+5+3 | 13 | 5 | 5 | 5 | 5 | | |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as an alternative bike route/boulevard* = 6 points Identified as a bike route/boulevard* = 10 points * Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum | not bike route | 3 | marked shared lane | 10 | neighborhood greenway | 10 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 35 points (minimum required) | | 26 | | 55 | | 38 | | 31 | | 11 | | 51 | | 28 | | 18 | | |
| Transportation Commission Recommendation | | | upgrade to all-way stop signs | | install RRFB flashing lights | | upgrade to all-way stop signs | | upgrade to all-way stop signs | | deny one-way SB during school hours | | upgrade to all-way stop signs | | NRT 7am-9am & 4pm-6pm | | install test speed table | | | |

- Notes:
- a = crashes at intersections
 - b = 4-leg entering volumes and 85th percentile speeds
 - c = 4-leg entering volumes
 - d = 2-way midblock volumes, speeds, crashes
 - e = includes crashes at both intersections at the end of the road segment
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Applying Criteria to score reviewed items by the Transportation Commission

9 10 11 12 13 14 15 16

| Measure | Maximum Number of Points | Criteria approved by the Village Board at its 11/06/2017 meeting | 1013-1 upgrade to all-way stop signs at Van Buren and Carpenter | | 0812-1 install cul-de-sac on the 1200 N Elmwood block | | 0812-1 install cul-de-sac on the 1200 Rossell block | | 0517-2 upgrade to all-way stop signs at Linden and Superior | | 0318-1 upgrade to all-way stop signs at Adams and Kenilworth | | 0318-1 upgrade to all-way stop signs at Iowa and Cuyler | | 0918-1 traffic calming on the 1200 block of N Lombard | | 0918-1 traffic calming on the 1200 block of N Taylor | |
|-------------------------------|--------------------------|--|---|-------|---|-------|---|-------|---|-------|--|-------|---|-------|---|-------|--|-------|
| | | | value | score | value | score | value | score | value | score | value | score | value | score | value | score | value | score |
| | | | intersection | | road segment | | road segment | | intersection | | intersection | | intersection | | road segment | | road segment | |
| 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 | 5 ^a | 10 | 1 ^e | 5 | 7 ^{d,e} | 10 | 0 ^a | 0 | 0 ^a | 0 | 0 ^a | 0 | 0 ^{d,e} | 0 | 0 ^{d,e} | 0 |
| 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 | 22.5 ^h | 0 | 27 ^d | 8 | 26 ^d | 4 | 26.9 ^b | 8 | 27.0 ^b | 8 | 25.0 ^b | 0 | 27.0 ^d | 8 | 29.0 ^d | 16 |
| 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 | 792 ^c | 5 | 817 ^d | 5 | 544 ^d | 0 | 2073 ^b | 15 | 587 ^b | 0 | 1380 ^b | 10 | 740 ^d | 0 | 689 ^d | 0 |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 2-3 blocks (1,320 to 1,980 ft.) away = 3 points Any school, park, library, church, CTA station one block (660 ft.) or less away = 5 points | 3+3+3 | 9 | 3+3+3 | 9 | 3+3+3 | 9 | 5+3+3 | 11 | 0 | 0 | 5+3+3 | 11 | 5 | 5 | 0 | 0 |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as an alternative bike route/boulevard* = 6 points Identified as a bike route/boulevard* = 10 points * Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum | neighborhood greenway | 10 | 3 | 3 | 3 | 3 | 3 | 3 | neighborhood greenway | 10 | 3 | 3 | neighborhood greenway | 10 | 3 | 3 |
| Community Interest | 15 | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. | 80.9% | 13 | 86.3% | 13 | 86.3% | 13 | 72.1% | 12 | 52.9% | 10 | 51.1% | 10 | 58.5% | 10 | 51.4% | 10 |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required) | | 47 | | 43 | | 39 | | 49 | | 28 | | 34 | | 33 | | 29 |
| | | Transportation Commission Recommendation | upgrade to all-way stop signs | | install traffic diverter | | install cul-de-sac | | upgrade to all-way stop signs | | upgrade from yield signs to 2-way stop signs | | deploy speed radar signs | | install chokers | | install chokers | |

Notes:

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

Applying Criteria to score reviewed items by the Transportation Commission

9 10 11 12 13 14 15 16

| Measure | Maximum Number of Points | DRAFT Criteria recommended by Staff as of 08/10/2021 | 1013-1 upgrade to all-way stop signs at Van Buren and Carpenter | | 0812-1 install cul-de-sac on the 1200 N Elmwood block | | 0812-1 install cul-de-sac on the 1200 Rossell block | | 0517-2 upgrade to all-way stop signs at Linden and Superior | | 0318-1 upgrade to all-way stop signs at Adams and Kenilworth | | 0318-1 upgrade to all-way stop signs at Iowa and Cuyler | | 0918-1 traffic calming on the 1200 block of N Lombard | | 0918-1 traffic calming on the 1200 block of N Taylor | |
|--|--------------------------|--|--|-------|--|-------|--|-------|--|-------|---|-------|--|-------|--|-------|---|-------|
| | | | value | score | value | score | value | score | value | score | value | score | value | score | value | score | value | score |
| | | | intersection | | road segment | | road segment | | intersection | | intersection | | intersection | | road segment | | road segment | |
| Crash History | 25 | 1-2 correctible crashes in a 3 year period = 5 points 3-4 correctible crashes in a 3 year period = 10 points 5-6 correctible crashes in a 3 year period = 15 points more than 6 correctible crashes in a 3 year period = 20 points any correctible crash involving injury to a pedestrian/cyclist = 5 points | 5 ^a | 15 | 1 ^e | 5 | 7 ^{d,e} | 20 | 0 ^a | 0 | 0 ^a | 0 | 0 ^a | 0 | 0 ^{d,e} | 0 | 0 ^{d,e} | 0 |
| Vehicle Speed | 25 | 85th percentile speed is less than 3 mph over the speed limit = 0 points 85th percentile speed is 3-4 mph over the speed limit = 5 points 85th percentile speed is 5-6 mph over the speed limit = 10 points 85th percentile speed is 7-8 mph over the speed limit = 15 points 85th percentile speed is 9 mph over the speed limit = 20 points 85th percentile speed is 10 mph or more over the speed limit = 25 points outlier excessive speeding = 5 points | 22.5 ^h | 0 | 27 ^d | 0 | 26 ^d | 0 | 26.9 ^b | 0 | 27.0 ^b | 0 | 25.0 ^b | 0 | 27.0 ^d | 0 | 29.0 ^d | 5 |
| Vehicle Volume | 25 | ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points | 792 ^c | 0 | 817 ^d | 0 | 544 ^d | 0 | 2073 ^b | 15 | 587 ^b | 0 | 1380 ^b | 5 | 740 ^d | 0 | 689 ^d | 0 |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 2-3 blocks (1,320 to 1,980 ft.) away = 3 points Any school, park, library, church, CTA station one block (660 ft.) or less away = 5 points | 3+3+3 | 9 | 3+3+3 | 9 | 3+3+3 | 9 | 5+3+3 | 11 | 0 | 0 | 5+3+3 | 11 | 5 | 5 | 0 | 0 |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as an alternative bike route/boulevard* = 6 points Identified as a bike route/boulevard* = 10 points * Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum | neighborhood greenway | 10 | 3 | 3 | 3 | 3 | 3 | 3 | neighborhood greenway | 10 | 3 | 3 | neighborhood greenway | 10 | 3 | 3 |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 35 points (minimum required) | | 34 | | 17 | | 32 | | 29 | | 10 | | 19 | | 15 | | 8 |
| Transportation Commission Recommendation | | | upgrade to all-way stop signs | | install traffic diverter | | install cul-de-sac | | upgrade to all-way stop signs | | upgrade from yield signs to 2-way stop signs | | deploy speed radar signs | | install chokers | | install chokers | |

Notes:

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Applying Criteria to score reviewed items by the Transportation Commission

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| Measure | Maximum Number of Points | Criteria approved by the Village Board at its 11/06/2017 meeting | 0319-1 traffic calming at Adams and Wisconsin | | 0419-1 traffic calming at Lexington and Kenilworth | | 0719-1 traffic calming on the 600 block of N Euclid | | 0819-1 traffic calming on the 500 block of N Euclid | | 0121-1 traffic calming on the 800 block of N Cuyler | | 0121-1 traffic calming on the 800 block of N Harvey | |
|--|--------------------------|--|---|-------|--|-------|---|-------|---|-------|---|-------|---|-------|
| | | | value | score | value | score | value | score | value | score | value | score | value | score |
| | | | intersection | | intersection | | road segment | | road segment | | road segment | | road segment | |
| 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 | 1 ^a | 5 | 0 ^a | 0 | 3 ^{d,e,i} | 5 | 3 ^{d,e,i} | 5 | 0 ^{d,e,i} | 0 | 2 ^{d,e,i} | 5 |
| 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 | 23.2 ^b | 0 | 24.5 ^b | 0 | 29.0 ^d | 16 | 28.0 ^d | 12 | 29.0 ^d | 16 | 28.0 ^d | 12 |
| 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 | 1170 ^b | 5 | 1959 ^b | 15 | 790 ^d | 5 | 899 ^d | 5 | 391 ^b | 0 | 371 ^b | 0 |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 2-3 blocks (1,320 to 1,980 ft.) away = 3 points Any school, park, library, church, CTA station one block (660 ft.) or less away = 5 points | 0 | 0 | 5+3+3+3 | 14 | 3 | 3 | 5+3 | 8 | 5+5+5 | 15 | 5+5+5 | 15 |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as an alternative bike route/boulevard* = 6 points Identified as a bike route/boulevard* = 10 points * Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum | neighborhood greenway | 10 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Community Interest | 15 | Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. | 51.4% | 10 | 67.0% | 11 | 91.1% | 14 | 56.3% | 10 | 70.8% | 12 | 53.0% | 10 |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required) | | 30 | | 43 | | 46 | | 43 | | 46 | | 45 |
| Transportation Commission Recommendation | | | upgrade to all-way stop signs | | upgrade to all-way stop signs | | install pinch-points | | install pinch-points | | deploy speed radar signs | | deploy speed radar signs | |

Notes:

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- b = 4-leg entering volumes and 85th percentile speeds
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- d = 2-way midblock volumes, speeds, crashes
- e = includes crashes at both intersections at the end of the road segment
- f = 9 month crash history
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- h = 2-leg entering speeds
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Applying Criteria to score reviewed items by the Transportation Commission

17

18

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| Measure | Maximum Number of Points | DRAFT Criteria recommended by Staff as of 08/10/2021 | 0319-1 traffic calming at Adams and Wisconsin | | 0419-1 traffic calming at Lexington and Kenilworth | | 0719-1 traffic calming on the 600 block of N Euclid | | 0819-1 traffic calming on the 500 block of N Euclid | | 0121-1 traffic calming on the 800 block of N Cuyler | | 0121-1 traffic calming on the 800 block of N Harvey | |
|--|--------------------------|--|---|-------|--|-------|---|-------|---|-------|---|-------|---|-------|
| | | | value | score | value | score | value | score | value | score | value | score | value | score |
| Crash History | 25 | 1-2 correctible crashes in a 3 year period = 5 points 3-4 correctible crashes in a 3 year period = 10 points 5-6 correctible crashes in a 3 year period = 15 points more than 6 correctible crashes in a 3 year period = 20 points any correctible crash involving injury to a pedestrian/cyclist = 5 points | intersection | | intersection | | road segment | | road segment | | road segment | | road segment | |
| | | | 1 ^a | 5 | 0 ^a | 0 | 3 ^{d,e,i} | 10 | 3 ^{d,e,i} | 10 | 0 ^{d,e,i} | 0 | 2 ^{d,e,i} | 5 |
| Vehicle Speed | 25 | 85th percentile speed is less than 3 mph over the speed limit = 0 points 85th percentile speed is 3-4 mph over the speed limit = 5 points 85th percentile speed is 5-6 mph over the speed limit = 10 points 85th percentile speed is 7-8 mph over the speed limit = 15 points 85th percentile speed is 9 mph over the speed limit = 20 points 85th percentile speed is 10 mph or more over the speed limit = 25 points outlier excessive speeding = 5 points | 23.2 ^b | 0 | 24.5 ^b | 0 | 29.0 ^d | 5 | 28.0 ^d | 5 | 29.0 ^d | 5 | 28.0 ^d | 5 |
| Vehicle Volume | 25 | ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points | 1170 ^b | 5 | 1959 ^b | 15 | 790 ^d | 0 | 899 ^d | 0 | 391 ^b | 0 | 371 ^b | 0 |
| Pedestrian Traffic Generators | 15 | Any school, park, library, church, CTA station 2-3 blocks (1,320 to 1,980 ft.) away = 3 points Any school, park, library, church, CTA station one block (660 ft.) or less away = 5 points | 0 | 0 | 5+3+3+3 | 14 | 3 | 3 | 5+3 | 8 | 5+5+5 | 15 | 5+5+5 | 15 |
| Bike Routes / Non-Bike Routes | 10 | Not identified as a proposed bike route/boulevard* = 3 points Identified as an alternative bike route/boulevard* = 6 points Identified as a bike route/boulevard* = 10 points * Per the VOP Bike Plan 2008 or 2015 VOP Bike Plan Addendum | neighborhood greenway | 10 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Maximum Score | 100 | Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 35 points (minimum required) | | 20 | | 32 | | 21 | | 26 | | 23 | | 28 |
| Transportation Commission Recommendation | | | upgrade to all-way stop signs | | upgrade to all-way stop signs | | install pinch-points | | install pinch-points | | deploy speed radar signs | | deploy speed radar signs | |

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DRAFT Meeting Minutes
Transportation Commission
Tuesday, July 13, 2021 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:00 PM.

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

"The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during 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, Ryan Peterson, James Thompson, Ron Burke

Absent: Meghann Moses, Aaron Stigger

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Development Customer Services (DCS) Director Tammie Grossman, DCS Budget & Revenue Analyst Sean Keane

Other: Village Trustee Arti Walker-Peddakotla

2. Non-Agenda Public Comment

Staff Liaison Juliano read the non-agenda written public comment from Meghan Paulas aloud. The statement, in its entirety, is attached to these minutes.

3. Agenda Approval

Chair Burke requested that the agenda be amended to include time at the end of the meeting to discuss the non-agenda public comment item.

Commissioner Peterson made a motion to amend the agenda, seconded by Commissioner Katner.

metered space. DCS Director Grossman stated that staff will work on adding this issue to the survey.

Commissioner Fink asked about the outreach issue and wanted to know how staff plans to ensure that residents of multi-family residences are not missed.

DCS Director Grossman replied that staff have the email addresses for 85-90% of permit holders, which they have not previously had. They are anticipating an increased response from residents of multi-family residences.

With no more questions from the Commission, Chair Burke stated that there was no need to vote on this item since it is a discussion item.

7. REVIEW EFFECTIVENESS OF EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES; THEN MODIFYING OR REPLACING THEM IF WARRANTED (CONTINUATION FROM THE FEBRUARY 9, 2021, MAY 11, 2021, & JUNE 8, 2021 TRANSPORTATION COMMISSION MEETINGS)

Staff Liaison Juliano provided an update on information discussed at previous meetings.

Chair Burke mentioned that the Commission is interested in 1) developing a prioritization/pre-screening method to bring the most urgent petitions to the Commission and 2) have a more robust call for petitions, particularly from multi-family residences.

Village Engineer McKenna provided information about proposed budget amendment regarding bringing on a consultant to assist with backlog of petitions. With current staffing, it is estimated to take approximately three years to get through the backlog. With a consultant, it is estimated to take one and a half to two years. The amendment is scheduled for review at the July 19th meeting.

Village Engineer McKenna next spoke about pre-screening process and how staff is working with GIS consultant to develop a heat map that is reflective of crash data and traffic volumes. A rough draft of the map with data received from IDOT was shared. The color-coded map is based on type of accident and severity of injury. The goal is to create a heat map that is accident rate based and includes weight factors based on injuries and bike or pedestrian related accidents. The map would be the key component in the pre-screening process. The next step would be to define minimum thresholds needed to meet to continue in the process.

Chair Burke asked if staff is thinking to change from the point scoring system to leaning heavily or exclusively on crash and injury rates.

Village Engineer McKenna replied that would be up to the Commission. If the Commission wants to create a pre-screening tool, that would be the staff's recommendation. If the Commission would rather work within the confines of current system and modify minimum threshold, that is another option to be considered.

Chair Burke asked if using an application based on a heat map would save staff time.

Village Engineer McKenna replied that it would because there would be no need to conduct a traffic study for each valid petition, which is the main benefit of the pre-screening tool using existing data that staff already has.

Commissioner Peterson suggested removing the community interest portion of the current process, as well as automating the process, to help with efficiency.

Chair Burke mentioned Commissioner Peterson's suggestion would still require a traffic study and asked for clarification about how that would help.

Commissioner Peterson said while he understands the need for there to be some criteria, he wouldn't want a petition to not be considered because it isn't in a high traffic/crash area. He suggested that perhaps using the heat map during first phase to help weed out petitions, then using current process from that point forward.

Commissioners Katner and Fink agreed with Commissioner Peterson's suggestion.

Commissioner Thompson stated he loves the heat map and agrees a hybrid model makes the most sense. Commissioner Peterson followed up his previous statements by saying he thinks the heat map should show graduated levels for visual purposes and several categories for determining prioritization.

Chair Burke mentioned if the heat map is ultimately used he hopes the number of crashes would still be used, and that staff would not rely solely on crash rates as that information could be skewed.

Village Engineer McKenna stated that any staff recommendation would have limitations for which locations would be allowed to submit petitions.

Chair Burke agreed that it makes no sense to accept petitions for IDOT roads and that staff should be encouraging those residents to reach out to IDOT.

Village Engineer McKenna clarified that staff is still open to hearing and advancing items from the Commission, but do not want to accept those requests from residents in the form of petitions.

Chair Burke said the Commissioners support the use of a heat map for the initial screening process. He suggested the scoring system be discussed further at next meeting.

Commissioner Peterson stated it's still worthwhile to collect resident feedback and data regarding IDOT roads so the Village can present the data to IDOT during the public comment period that follows the release of IDOT's 5 year programs.

Chair Burke stated that no vote is needed. He mentioned that he will be looking to staff to bring a more detailed recommendation on the pre-screening tool and the 100 point scoring system would be discussed further at the next meeting.

Village Engineer McKenna mentioned the speed component of the point system has a lot of points attributed to it such as 4 points for one mile over the speed limit and should be reconsidered. Also, there would be budget implications if the Commission wants to move forward with solicitations of public input such as residents of multi-family residences, as there isn't the capacity to handle that type of broad input. A lower cost option would be to obtain input from an online survey and use existing media outlets which would impact staff and budget less.

Chair Burke clarified the Commission recognizes this is not the time to do that and is hoping the outreach could happen once the backlog is managed and a new process is in place for reviewing petitions.

Commissioner Thompson expressed concern over the cost of hiring a consultant to assist with the backlog when that cost greatly exceeds the budget for traffic calming measures themselves. Village Engineer McKenna explained the work the consultant would be responsible for to process the petitions and ultimately have the Village Board make a decision. He also mentioned more than likely, not all petitions would make it all the way through the process to the point where a traffic calming measure would be implemented.

Chair Burke stated this is exactly why the Commissioners want to find a way to prioritize the petitions that warrant action. His hope is the Commission will be able to make a recommendation which helps whittle down the number of petitions so more money is spent on improvements and less money is spent on consultants. He hopes to hear more from staff at the next meeting.

8. RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (CONTINUATION FROM THE JUNE 8, 2021 TRANSPORTATION COMMISSION MEETING)

Staff Liaison Juliano reminded the Commissioners that at the last meeting, they had decided to wait until July to see if the Village Board offered any tools, resources, or

APPROVED Meeting Minutes
Transportation Commission
Tuesday, June 8, 2021 – 7:00 PM
Remote Participation Meeting

0821-1
5.3
5/18

1. Call to Order

Transportation Commission Chair Ron Burke called remote participation meeting to order at 7:09 PM

Staff Liaison Jill Juliano 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, Meghan Moses, Ryan Peterson, Aaron Stigger, James Thompson, Ron Burke

Absent: None

It was noted that the Transportation Commission is now fully staffed with 7 members.

Staff: Parking Restrictions Coordinator (PRC) Cinthya Redkva, Transportation Engineer/Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Development Customer Services Director Tammie Grossman

2. Non-Agenda Public Comment

None

3. Agenda Approval

Commissioner Stigger made a motion to approve the agenda as presented. Commissioner Thompson seconded the motion.

The roll call vote was as follows:

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

Nays – None

The roll call vote was as follows:

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

Nays – None

The motion passed 6 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 8, 2021 & MAY 11, 2021 TRANSPORTATION COMMISSION MEETINGS).

Chair Burke reminded the Commission on prior discussions regarding this item, which included: staff prescreen traffic calming petitions due to existing backlog; make petition process easier for multi-unit housing residents; utilize a marketing approach or call for proposals. Consideration was also given to testing out this prescreen on current backlog of petitions along with staff coming up with ideas on how to achieve these goals.

Village Engineer McKenna responded that staff has begun conversations with Oak Park Police Department and the Traffic Unit to get its observations and accident data to create a GIS Map combining existing traffic and accident data to serve as a prescreening tool. Staff is still in conversations with the Police Department and awaiting a conversation with the Village Manager's Office for final recommendations on screening options. Staff currently has no numbers to ascribe to a prescreening method to establish a threshold. Staff expressed apprehensions about using a prescreen method on existing petitions, as they were submitted under the current guidelines.

Chair Burke inquired about the current language or guidelines which guarantees a petition will be heard. He sees this as a good opportunity to apply the prescreen approach to get through the existing back log of petitions.

Village Engineer McKenna replied there is a Board adopted rule for the Commission along with a traffic calming toolbox and scoring system for evaluating applications to determine if they will go forward to recommendation by the Transportation Commission. All of which is published on the Village's website.

Chair Burke opened the floor for questions/comments. The Commission had the following questions/concerns:

Commissioner Peterson asked if traffic calming measures first go through the petition process to be considered or implemented? Can they be done at the request of the Village or can a resident initiate pointing out an unsafe area and be remedied by additional infrastructure measures?

Village Engineer McKenna answered yes to all the questions, a resident can approach the Board a public comment or email, leading to implementation without going to the Commission. There has also been Board involvement post-Commission recommendations. Staff looks at traffic daily for safety issues around intersection treatments like stop signs, line of sight and minor traffic calming things, like 'Keep Kids Alive, Drive 25' program and speed radar sign monitoring.

Commissioner Peterson followed up by saying that a more individualized petition process would be more powerful than having one person go out and collect signatures. With limited staff capacity, if we have this amount of resources to deal with this amount of projects in 2022; then have a call for projects in late 2021 and leaning on quantitative analysis to determine which projects are most practical, which are most immediate and which could pose an immediate danger to the roadway users.

Chair Burke summed things up this way: staff needs more time to come back with a more rounded out recommendation. Staff also has concerns with the Commission's idea of prioritizing the backlogged 18 petitions and putting the Tier 2 petitions off to the side.

Commissioner Thompson added that petitions of the same concern can be grouped and looked at collectively.

Village Engineer McKenna stated that the Village does try to bundle petitions for the Commission and sometimes reach out to multiple blocks dealing with the same issue. He affirmed that some of the 18 petitions will be bundled before reaching the Commission. Regarding public outreach, what is the Commission's vision?

Burke reiterated the prescreening process which would help pare down petitions with no plans for a large call for petitions considering staff's inability to manage many petitions.

Village Engineer McKenna stated that a prescreen tool is realistic option moving forward. Largely geared toward multifamily population which is hard to reach. Is the Commission looking at web-based outreach or mail outreach?

Chair Burke thought the Commission's next agenda item might address staff's question on how outreach will be done. While the Commission could try to come up with a recommendation, they would largely rely on staff resources and paring down of petitions to process. If there is not a prescreening process in place then we wouldn't do a call for proposals because staff doesn't have the capacity to do it. The Commission is looking for staff to share with us a way to streamline and prioritize this process to allow to process a larger number of petitions coming in the door.

Village Engineer McKenna suggested that the goals should be tackled first such as confirming process for petitions, so they aren't creating a process not in line with the Commission's goals, then using existing staff tools for outreach efforts.

Chair Burke thinks even to set/reach goals public input is needed and currently tools for doing so don't exist. He is recommending for next meeting staff recommendations on how to get through backlog of petitions. Streamline data crunching. Additional information on how prescreen should go, hopefully with information from Village Board included. How do we get through these petitions in a more streamlined way than we normally do it? Also, he would like to hear from staff how the prescreening approach could go.

Village Engineer McKenna thought this was doable, because staff is looking at hiring consultants to do work in other areas where they are short staffed, so this might be an option in this situation.

Commissioner Katner agreed with Chair Burke's recommendation as well as emphasizing transparency.

Commissioner Peterson motioned to adopt that approach for the next Commission meeting which includes strategy to get through prescreening, get through backlog while being transparent.

Commissioner Moses wanted to confirm work to determine prescreen criteria, centered around high crash areas. Her concern is making sure to not just weed out petitions that don't make the cut but making a difference when possible. Particularly when it comes to addressing Oak Park's high crash rate. Otherwise she also agrees with the recommendation.

Village Engineer McKenna confirmed that crash data would be a key component and whether it would be coupled with staff observations, specifically the Police Department's Traffic Unit. He also stated that a motion wouldn't be needed for these recommendations.

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

Chair Burke gave a summary of previous discussions on this item. He suggested two options: 1) the Commission don't wait for the Village Board and move ahead on their own in coming up with goals. 2) Put the item on back burner for the time being and wait to see what new Village Board comes up with in terms of outreach and piggyback on those goals. He then opened it up to the Commission on suggestions for what should be the transportation goals be for the Village.

Commissioner Moses wondered if the Village Board was working on its own goal-setting process.

Village Engineer McKenna confirmed that the Village Board had begun this process in May and didn't know if they were finalized. McKenna also advised that the Commission review the comprehensive plan from 2014 for this item, before discussing it again. It identified goals, objectives and metrics for the transportation network and is the most relevant Board-approved planning document to date.

APPROVED 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

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

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 have one or two options for the Commission to vote on.

6. ADJOURN

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

The motion was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Stigger, Fink, Katner, Thompson, Burke

Nays: None

The motion passed unanimously 6 to 0.

The meeting was adjourned at 8:20 PM.

Submitted by:

Jill Juliano

Traffic/Transportation Engineer

Village of Oak Park
Transportation Commission Agenda Item

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

Review Date: August 10, 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.

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 the June 8, 2021 meeting, the Transportation Commission discussed aspects of the item including: what are the outreach options to obtain optimum or at least increased feedback from the residents, especially those in multi-unit buildings, on any draft recommendations. Ultimately it was decided to defer it until July to see what, if any, new guidance, outreach resources or tools from the Village Board. If none, the Commission would start the process to create goals with public input using tools presently available to the Commission.

At the July 13, 2021 meeting, it was suggested the Commission start drafting an outline of some high-level goals/principles for transportation in Oak Park and they could solicit public input on the document. Staff recommended the Commission review the Village's Comprehensive Plan (Envision Oak Park) then determine what role the Commission would play; or determine what changes they would like to make. Chair Burke said he would work with staff to come up with some questions that the Commissioners could ask themselves at the next meeting to provide some structure for the discussion.

Ultimately, the proposed revised goals for the Village's transportation system would be reviewed and approved by the Village Board. The goal is to have the Village government on record with goals and priorities for its transportation system network to help form what the Commission does, and the decisions the Commission and Village Board make.

Staff Recommendation(s):

At tonight's meeting, develop high level goals and principles for transportation in Oak Park. These initial goals could then be used to solicit public response and involvement about the goals using the existing outreach methods. Then at a subsequent meeting, the Commission can refine or change the draft goals before sending to the Village Board for review and approval.

Supporting Documentation Is Attached

Memorandum

Date: August 6, 2021

To: The Transportation Commission

From: Jill Juliano, Staff Liaison JJ

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

At its June 8, 2021 meeting, the Transportation Commission discussed how best to proceed to develop revised principles and goals for the Village's transportation system network while collecting comments from Village residents. Of special concern is gathering feedback from some of the harder to reach segments of the population, notably residents of multi-unit buildings. Ultimately it was decided the Commission would wait until July for guidance, resources, tools from the Village Board and make a decision. If there is no guidance from the Village Board, the Commission would start the process to create goals with public input with tools that are currently available to the Commission.

At its July 13, 2021 meeting, the Transportation Commission discussed drafting an outline of some high level goals or principles for transportation in Oak Park. The Commission could then solicit comment on the document from the public via tools available for public input.

It was recommended the Commission review the Village's most recent Comprehensive Plan (Envision Oak Park) and published goals. Included as a reference [5.3] for this item is Chapter 10 (Transportation, Infrastructure, and Communication Technologies) from the Oak Park's most recent Comprehensive Plan, Envision Oak Park (2014).

Chair Burke stated he would work with staff to come up with some questions that the Commissioners could ask themselves at the next meeting to provide some structure for the discussion. The email from Chair Burke with the list of questions is included in this package [5.2]. At the end of his email are additional questions submitted by your fellow Commissioners to also consider as part of this endeavor.

Also included are sections of the July 13, 2021, June 8, 2021 and May 11, 2021 Transportation Commission meeting minutes [5.4] related to this item to provide a synopsis of what was discussed in the previous meetings.

Additionally, a video of the Transportation Commission meetings can be found the Village's Commission TV webpage.

Below is the link to the Commission TV webpage:

<https://www.oak-park.us/your-government/citizen-commissions/commission-tv>

Juliano, Jill

From: Ron Burke [REDACTED]
Sent: Thursday, August 5, 2021 4:59 PM
To: Juliano, Jill; McKenna, Bill
Subject: Re: Transportation Commission

Please share this with commissioners. Thx.

Draft Oak Park Transportation Goals

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

Safety

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

Sustainability, Affordability, and Transportation Options

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

Transportation Operations and Infrastructure

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

Transportation Equity

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

Community Engagement

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

On Wed, Aug 4, 2021 at 3:22 PM Juliano, Jill <JJuliano@oak-park.us> wrote:

Hi Ron –

Below are a few questions your fellow Commissioners forwarded to staff. Please include them in your document.

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

* What are the best assets of our Village's transportation network? How can we enhance them? What are its shortcomings?

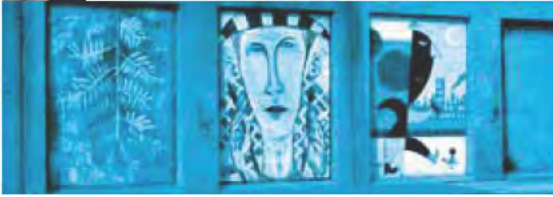
* In Oak Park, is the car king or the pedestrian/cyclist?

Finally, I need you to share your document with me by the close of business tomorrow; for me to be able to insert it into the agenda that will be posted the following day.

Thanks,
Jill

Jill Juliano, P.E.
Transportation Engineer
Village of Oak Park
201 South Blvd
Oak Park, IL 60302
708.358.5732
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Envision Oak Park

A Comprehensive Plan for the Oak Park Community

Adopted September 15, 2014





Transportation, Infrastructure, & Communication Technologies

Oak Park is a community that is well-connected through transportation, infrastructure, and communication. The ability to move people, goods, resources, and information is critical in supporting a high quality of life and emerging commerce. To ensure all people enjoy personal mobility, Village government adopted a Complete Streets Policy that pledges to be inclusive of all people whether they are walking, biking, taking transit or driving. The Statement speaks to the role of the Comprehensive Plan in helping set a course that achieves a stronger community through mobility and connectivity.

The Village of Oak Park seeks to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone by planning, designing, operating, and maintaining a network of Complete Streets.

Three distinct yet interrelated elements of this chapter – transportation, infrastructure, and communication systems – represent how people in Oak Park remain connected both physically and virtually. The goals of this chapter relate in some way to all other chapters in this Plan and strive to ensure that all residents of Oak Park are served by mobility, infrastructure, and communications systems that meet the needs of the community.

From sewers to water to digital information, infrastructure sustains daily quality of life and makes Oak Park competitive for investment in cutting-edge and creative jobs.

STATEMENT OF IMPORTANCE

Transportation and infrastructure systems provide the physical connections to services, activities, and people that define and strengthen the sense of community in Oak Park. Mobility is an important part of daily life, and the variety of transportation modes in Oak Park must ensure that everyone has access throughout and around the village. Whether access to local shopping or a job in Downtown Chicago, residents should have choices in how they move. Quality and accessible transit services and facilities, appropriate parking supply and clear policies, and comprehensive bikeability, walkability, and pedestrian mobility are all integral parts of mobility.

Transportation facilities, utility infrastructure, and communication systems are all important components that make Oak Park function and that must be consistent with the character and history of the village. From sewers to water to digital information, infrastructure sustains daily quality of life and makes Oak Park competitive for investment in cutting-edge and creative jobs. Bicycle and pedestrian networks, roadways, and transit systems connect residents to the critical services they need. Transportation facilities, including rights-of-way, parking lots, and rail corridors, are major users of land. It is critical that this land is recognized as a valuable resource that must effectively serve surrounding uses, particularly in areas near public transit that call for universal accessibility and increased housing diversity. The design and functionality of major transportation infrastructure, such as the Eisenhower Expressway, have major impacts on local mobility, neighborhood character and traffic, and air quality.

VISION STATEMENT

The Vision Statement describes Transportation and Infrastructure as it exists in Oak Park in 2030.

Oak Park's transportation and infrastructure systems create a safe, connected, and equitable community where personal choice in transportation enhances quality of life and community health. A high level of accessibility, and appropriately managed mobility, attracts people to live and invest in neighborhoods and businesses in Oak Park. Destinations throughout the community are easily accessed by all modes of travel. The design of the transportation network conveys a hierarchy of travel modes along connected routes around the village and encourages diverse travel choices. The Eisenhower transportation corridor enhances local quality of life and the negative impacts of the corridor are minimized. Each travel mode has a defined role to play and different modes serve different types of trips.

Local awareness and education ensure that people living and working in the community understand the benefits of all different transportation choices and are encouraged to choose a healthy mode of travel. Transit serves the community at all times of day and parking policies consider all modes of access (vehicular, bicycles, pedestrians, and transit). Development will support walking, bicycling, and transit use. Children are able to safely and conveniently walk or bike to school. All transportation and infrastructure networks are well maintained through proactive capital programming and coordination with other construction projects.

Oak Park will have comprehensive and reliable infrastructure. This will be in place as a result of collaboration among service providers, local taxing bodies, residents and businesses. The local business economy is robust and market competitive as the result of comprehensive and reliable technology infrastructure. Public services are exceptional because of the technology infrastructure and resulting electronic access to public information.



David Harmantas, Flickr

GOALS, OBJECTIVES, AND METRICS

GOAL 10.1. DEVELOP TRANSPORTATION, INFORMATION, AND OTHER INFRASTRUCTURE NETWORKS THAT SUPPORT MULTIMODAL AND UNIVERSAL ACCESS TO DESTINATIONS IN OAK PARK AND ELSEWHERE.

The people and places in Oak Park are connected through the village's transportation and information networks. These networks help connect people to places and information. The following are actions Village government can take to support pedestrian, bike, transit, auto and information access in Oak Park that not only enhance mobility but also reduce reliance on pollution-generating means of transportation.

Accessing Businesses by Foot, Bike, Transit, and Automobile

Objective 10.1.1 - Ensure that business districts benefit from multi-modal access that balances the needs of pedestrians, bicyclists, transit users, and motorists.

Business districts that support a pedestrian, bicycle and transit friendly environment, in addition to automobiles, often lead to a higher level of commercial "traffic." Efficiently using the public right of way to accommodate all modes of travel ensures that all people, regardless of their mode of travel, are able to access goods and services. In order to support this objective, Village government could ensure that all modes of transportation are accommodated within the public right of way and that commercial developments are built in a manner that is welcoming to people arriving on foot, bike transit and in a car. Examples include orienting building entrances to the sidewalk, parking lots designed with pedestrian walkways and crosswalks, and prominently located bicycle parking.

Planning for Information Systems

Objective 10.1.2 - Maintain and update a strategic information plan that evaluates the feasibility of developing an open, high-speed broadband communication network and guides the development of civic information systems.

Information systems are constantly changing and evolving. To maintain Oak Park's high quality of life, it is important for Village government to plan for and accommodate new and changing information networks. To sustain and increase the village's level of connectivity, they could continue to work with information systems providers to ensure residents and businesses are well connected. To move forward, Village government could study the feasibility, cost and benefits of developing and maintaining a high-speed broadband communication network and Wi-Fi service.

Modernizing Transit Facilities

Objective 10.1.3 - Advocate for and partner with CTA, Pace, and Metra to modernize facilities to safely accommodate users of all modes and all abilities by ensuring that transit stations and stops meet or exceed ADA guidance and easily transfer from transit to walking or bicycling.

Oak Park has a rich network of transit options offered by Pace, CTA and Metra. Transit trips often end with a rider walking, bicycling, carpooling, or transferring to another bus or train. In order to ensure that all people of all ages and abilities using all modes of transportation are able to access transit, Village government could continue to work with transit service providers to ensure that every transit station and bus stop in Oak Park meets or exceeds current accessibility guidelines, and that all stops and stations are easily accessible to people on foot and bike.



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Completing the Streets

Objective 10.1.4 - Plan and install “complete streets” on key corridors that accommodate bus transit, bicycle, and pedestrian trips.

Streets are considered complete when any person, regardless of their age, ability or mode of travel, can comfortably travel along and across that street. Many of Oak Park’s streets already have sidewalks, bike lanes, and transit stops and shelters that allow for multi-modal travel. Yet some streets are more comfortable to walk, bike or access transit on than others. In 2010, Village government adopted a resolution supporting the Complete Streets concept. Then, in January 2012, Village government adopted a Complete Streets Policy where they seek “to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone by planning, designing, operating, and maintaining a network of Complete Streets.” In order to ensure that people can get from place to place within the village, Oak Park should continue with implementation of its Complete Streets Policy and design sidewalks and pedestrian crossings that ensure safe, walkable neighborhoods and business districts.

Managing Parking

Objective 10.1.5 - Ensure that the land use impacts of parking are efficiently managed and continue to regularly review the village parking strategy to incorporate best practices for travel demand management, pricing, and both on-street and off street parking supply.

Oak Park has been managing parking since the 1920’s when Village government began regulating overnight parking. To more effectively manage parking, Village government, in 2007, studied its existing parking and has been pricing public parking based on location and demand. In order to continue to effectively manage parking, Village government could regularly review its parking strategy with a focus on demand for both on-street and off street. In commercial and employment districts, convenient short term parking could be available for customers and visitors to businesses. They could also investigate parking pricing options in areas of high parking demand. In residential areas, Village government could periodically review on-street overnight parking requirements, specifically looking at requirements like snow parking.

Potential Metrics

The following metrics may be used to measure the success of the Village in supporting universal access throughout the community.

Metric: Adoption of a Strategic Information Plan

Desired Trend: Adoption of a Plan

Potential Data Resource: Municipal Board and Commission agendas and minutes

Metric: Total miles of Complete Streets upgrades in the community

Desired Trend: Increase in total miles of Complete Streets projects

Potential Data Resource: Municipal design plans and IDOT engineering plans



GOAL 10.2. DESIGN TRANSPORTATION NETWORKS THAT PROTECT, SUPPORT, AND ENHANCE THE SAFETY AND HERITAGE OF OAK PARK'S NEIGHBORHOODS AND BUSINESS DISTRICTS.

Transportation network design and safety can greatly affect a person's mode choice and neighborhood vitality. The following are actions Village government can take to enhance its existing bicycle, pedestrian, transit and automobile transportation networks, and reduce dependence on automobiles for access to local goods and services.

Coordinating Traffic Signals

Objective 10.2.1 - Continue enhancing the integrated traffic signal network to discourage cut through traffic.

Encountering too many red lights, or having a street with a reputation for being slow due to the traffic signals, can cause motorized traffic to utilize a local street to bypass a congested arterial road. For several years, Oak Park has used technology to create a connected network of traffic signals that enhances traffic flow. Village government could continue to maintain and enhance this network of interconnected traffic signals in order to concentrate car traffic on arterial roadways and discourage cut through traffic on neighborhood streets.

Creating a Walkable Community

Objective 10.2.2 - Enhance sidewalks and crossings infrastructure to ensure safe, walkable and accessible neighborhoods and business districts.

Walking is a healthy and affordable way to get around. Oak Park already has sidewalks on every street and crosswalks with curb ramps at most intersections. To maintain its existing sidewalk network, Village government could continue to sustain and grow its sidewalk maintenance and replacement programs and explore options for funding the removal of from sidewalks. In order to make Oak Park an even more walkable community, Village government could continue to use traffic calming tools, such as curb bump outs, one-way streets, traffic circles, textures and surfaces, signal timing, signs, and access management, to increase awareness of pedestrians. At intersections, Village government could phase traffic signals for pedestrian crossing times that allow people with various levels of mobility and speeds of travel to safely cross the street. Village government could also install more pedestrian signals, curb ramps, signals for the visually impaired, and crossing warning signs, especially in high pedestrian traffic areas or locations with frequent pedestrian incidents.

What others are doing...

Encouraging Active Transportation

Go Bronzeville – A New Transportation Options Marketing Program in Chicago

Go Bronzeville is a City of Chicago program that offers free resources, activities, and support to Bronzeville residents to encourage them to walk, bicycle, and take transit more often. The Go Bronzeville program invited 7,500 Bronzeville residents to order customized information packets containing their choices of maps, brochures, and helpful resources on transportation options for getting around Bronzeville, the City of Chicago and beyond. Local outreach staff, hired from within the neighborhood, assembled customized packets and delivered them throughout the fall and winter to residents' homes, along with an incentive gift.

For more information visit: <http://www.obronzeville.org/>



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What others are doing...

Active transportation education in the classroom

Safe Routes and Bicycling Ambassadors, Chicago, IL

Safe Routes Ambassadors are a group of bicycle and pedestrian safety experts that have been encouraging Chicago youth and adults to walk and bike for transportation since 2001. During the school year, ambassadors visit elementary school classrooms and teach students about bicycle and pedestrian safety. In warmer months, they also offer outdoor classes where students apply their classroom learning, and work with police officers to educate people on bike and in cars about safe driving behaviors.

More information about the program can be found at <http://chicago.com/letestreets> or <http://your-sa.org/education-encouragement/ambassadors/>

Educating and Encouraging Safe, Active Travel

Objective 10.2.3 - Educate and encourage students on safe use of the transportation network.

As children grow up, they begin to travel longer distances independently, which may require making choices between driving, walking, biking and taking transit. In order to help Oak Park youth make safe transportation decisions, Village government should work with local schools and advocacy groups to provide educational resources related to the safe use of the transportation network. This would include awareness for both parents and children regarding the modes of choice that are available throughout the village, factors in determining the safety of a certain mode for different age groups and levels of mobility, and safe practices that would minimize the risk of injury.

Connecting the Bicycle Network

Objective 10.2.4 - Regularly update the Oak Park Bike Plan to ensure that the Village creates a safe, logical, and integrated cycling network that connects to surrounding communities.

Oak Park adopted a bicycle plan in 2008 that identifies where to install bike lanes and other types of bicycle facilities. Village government has implemented many of the recommendations in that plan. There are now many dedicated bike lanes, shared lanes, bike route signs and bike parking throughout the village. Since adoption of that plan, the City of Chicago and the City of Berwyn, both adjacent to Oak Park, have adopted and are working to implement bike plans. To continue to develop Oak Park's bicycle network, Village government could utilize incremental capital improvements to implement the remaining components of its Bike Plan, and update the plan to ensure coordination with neighboring communities and integration of the most current bicycle facility design standards.

Encouraging All Modes of Travel

Objective 10.2.5 - Encourage travel demand management to support use of the street by all modes and encourage employers to offer incentives to employees to carpool or take transit to work.

Travel demand management encourages the use of all modes of transportation as a means of commuting. Some people may not be aware of their travel options and could benefit from information and encouragement by their employer. This can lead to personal economic benefits as well as local and regional environmental benefits. In order to encourage use of the streets by all modes of travel, Village government could encourage employers to identify opportunities for and implement incentives for employees that carpool, take transit, walk or bike to work. Village government could work with employers to help them understand and take advantage of state and federal programs that provide such incentives but mitigate any direct costs to businesses. Finally, Village government could support the implementation of a bike share and car share programs that reduce the reliance on private automobile ownership and use barriers to non-motorized local transportation.

Potential Metrics

The following metrics may be used to measure the success of the Village in supporting Oak Park's heritage and character.

Metric: Walk Score

Desired Trend: Maintenance or increase in walk score

Potential Data Resource: walkscore.com or equivalent

Metric: Number of shared bike or car parking spaces available in Oak Park

Desired Trend: Maintenance or increase in amount of parking spaces

Potential Data Resource: Municipal permits, inventories of shared service providers



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GOAL 10.3. BUILD INFORMATION AND COMMUNICATION INFRASTRUCTURE THAT ENHANCES NEIGHBORHOOD ENGAGEMENT, GOVERNMENT TRANSPARENCY, ECONOMIC DEVELOPMENT, AND ENVIRONMENTAL SUSTAINABILITY.

Communications networks are key to sharing information and ideas between and among the Oak Park community. The following are actions that Village government can take to enhance engagement, transparency, sustainability and support economic development through communications.

Regulating for the Information Age

Objective 10.3.1 - Review and amend regulations, as appropriate, to remove barriers and provide incentives to expanding information infrastructure.

Village government's regulations influence what types of information infrastructure are permissible within the village. As information infrastructure evolves, Village government's zoning regulations need to keep up with the changing demands. Village government could regularly review and update as necessary use regulations related to information infrastructure. As they are drafted, proposed amendments should consider the impacts on the municipality's long-term infrastructure, community character, and existing development context.

Leveraging Technology to attract business

Objective 10.3.2 - Work with local and regional business leaders to identify needs and deficiencies with respect to upcoming information technologies and identify scalable and expandable projects to attract business and industries of the future.

Technology, and industry needs for I.T., are constantly evolving. Businesses are often seeking new and innovative ways to leverage emerging technologies. In order to attract businesses and industries of the future, Village government can work with local economic development partners and existing industry to identify the demands for emerging technologies with real application in the village. Village government could also identify opportunities for the upgrading of existing infrastructure, or installation of new infrastructure, in order to meet anticipated demands and support emerging business development. As regularly programmed or special capital improvements are made to municipal infrastructure, Village government should consider and design for long-term flexibility that supports the evolution and expansion of reliable and flexible infrastructure and technology systems.



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Communicating with Other Public Agencies

Objective 10.3.3 - Build civic communication infrastructure among the six governmental units in Oak Park.

Oak Park has a total of six taxing bodies; the Village, Oak Park Township, Oak Park-River Forest High School, the Elementary School District, the Oak Park Public Library District and the Park District of Oak Park. To a large extent, these districts work well together to share information with each other's constituents when warranted. Village government could continue to explore opportunities to formalize communication with these districts, including shared communication lists (with user permissions provided at the time of registration) and a central clearinghouse for posts, articles, and documents distributed by all partners.

Potential Metrics

The following metrics may be used to measure the success of the Village in supporting infrastructure development that fosters communication and growth.

Metric: Investment in modern infrastructure development

Desired Trend: Maintenance or increase in total annual investment

Potential Data Resource: Municipal or private infrastructure development permits

GOAL 10.4. MAKE THE EISENHOWER TRANSPORTATION CORRIDOR SAFE, CONVENIENT, AND RELIABLE WITH MULTI-MODAL OPTIONS THAT SUPPORT ENVIRONMENTAL SUSTAINABILITY AND LIVABLE COMMUNITIES.

The Eisenhower corridor is a major transportation asset for residents of Oak Park and the western portion of the Chicagoland region. The following are actions Village government can take to support the local and regional benefits provided by the Eisenhower transportation corridor, and sustain the natural, physical, and economic development environment in Oak Park.

Supporting Local and Regional Travel

Objective 10.4.1 - Ensure that the Eisenhower supports both local and regional travel needs and improves public transit access to destinations to the west and east of Oak Park.

The Eisenhower corridor provides access to destinations in Oak Park and to the City of Chicago and its western suburbs. The corridor is unique because it was one of the first expressways in the country to incorporate a train line within the expressway. Today Oak Park's section of the Eisenhower includes both the expressway and three CTA Blue line train stops that allow for east-west travel into and out of the village. As improvements to the corridor are considered, Village government should work closely with IDOT, CTA, and Pace to advocate for the extension of rail transit services beyond Forest Park, enhanced local and regional bus routes that increase mobility to surrounding communities, and improved transit stations that integrate fully accessible platforms and more comfortable waiting areas.



David Wilson, Flickr

Maintaining the Expressway Footprint

Objective 10.4.2 - Maintain the existing expressway footprint, soften the visual barrier and preserve the established built form, character, and historic assets.

The Eisenhower corridor is a tremendous asset for Oak Park, but it also imposes significant impacts related to noise and community aesthetics. Village government should work with IDOT as improvements to the corridor are planned in order to minimize the impacts of the corridor on surrounding development, and integrate appropriate noise and visual buffers that mitigate the impacts of traffic along the corridor on nearby development. Two primary areas of focus should be the design of the corridor trench (i.e. footprint, landscaping, etc.), and the design of north-south overpasses that span across the trench and impact the perceived character of the community.

Connecting People on Foot and Bike

Objective 10.4.3 - Improve non-motorized mobility across the Eisenhower corridor by widening bridge sidewalks to safely accommodate bicycles and pedestrians and create small areas of open space.

There are currently six bridges that allow people on foot or on bike to cross the Eisenhower. One of these bridges is designed exclusively for pedestrians, while the other bridges accommodate all modes of traffic. Bridges are spaced approximately every half mile. These bridges provide varying levels of protection for pedestrians and cyclists. Some have fast moving traffic with minimal separation between the traffic and the sidewalk, and none of the bridges have a designated bicycle facility. Village government could work with IDOT to implement improvements to roadway overpasses that include increased sidewalk widths, enhanced pedestrian signalization, buffers from vehicular traffic, and bike lanes where space allows. Improvement plans should explore opportunities for expanded bridge decking that could accommodate wider sidewalks, bike trails, open space, or active development.

Exploring Creative Solutions

Objective 10.4.4 - Explore and test creative solutions for managing transportation patterns, integrating all modes of travel, and designing infrastructure in order to maximize mobility and minimize impacts on surrounding neighborhoods and commercial districts.

The village has always been proactive regarding the design of the Eisenhower corridor and its potential benefits and impacts on the community. Village government could continue to work with IDOT, CTA, Pace, and other partners in exploring and implementing innovative solutions to transportation mobility and safety. While specific solutions will depend upon local and regional priorities, issues and challenges to be addressed, and the availability of funding from various sources, consideration should be given to creative infrastructure and design solutions that address important issues, including increased physical connections and open space across the corridor, increasing the efficiency of travel along I-290 through managed traffic and transit lanes, innovative interchange designs, and investment in transit infrastructure, stations, and access points.

Potential Metrics

The following metrics may be used to measure the success of the Village in managing the impacts of potential modifications to the Eisenhower Expressway corridor.

Metric: Amount of funding identified by IDOT or FHWA for aesthetic or impact-mitigating measures to the proposed design plan

Desired Trend: Increase in IDOT funding

Potential Data Resource: IDOT cost estimates and design proposals



GOAL 10.5. SUPPORT A STRONG INFRASTRUCTURE SYSTEM THAT LEVERAGES SUSTAINABLE TECHNOLOGIES.

Infrastructure provides necessary and sustaining resources to residents and businesses in the village. Water, sewer, electric, gas, cable/internet, cellular and transportation networks support local development and keep citizens connected. The following are actions Village government can take to ensure residents have access to resilient infrastructure, while minimizing environmental impact and addressing local impacts of climate change.

Integrating New Technologies

Objective 10.5.1 - Regularly review and update the capital improvement program in order to maintain existing systems and integrate new infrastructure technologies.

The Village's Capital Improvement Program (CIP) is a plan for near-term infrastructure improvements. It is used as a tool for planning and budgeting major capital projects within the village. As systems and technologies improve, it is important that Village government consider adoption and integration of these systems and technologies into their existing networks. Municipal staff could monitor the development of new infrastructure techniques and technologies, and consider their applicability within Oak Park. New technologies could be implemented incrementally over time, taking into account the long-term financial and social benefits they may provide to the community. In the short-term, infrastructure improvements should be designed and installed to provide for the integration of emerging infrastructure technologies as appropriate.

Utilizing Renewable Resources

Objective 10.5.2 - Use renewable energies that are easily scalable, environmentally sound, efficient, and adaptable to environmental change and community demand.

A community's energy sources can greatly impact the environment and the community. Renewable energies have a lower impact than older, "dirty" energy sources. Using solar energy, wind energy, geothermal heating, biofuels, and other renewable energy sources significantly decreases the village's environmental impact caused by energy consumption. In order to allow for renewable energies, Village government could review and amend its zoning code to ensure that it permits residents to utilize these energy sources. Village government could also continue to identify sources of and purchase renewable energy for public distribution and use through local utilities.

Focusing on Sustainable Systems

Objective 10.5.3 - Update the municipal infrastructure plan to focus more specifically on sustainable systems.

Village government regularly drafts and updates long-term plans intended to guide investment in existing and future infrastructure. These infrastructure systems represent a significant investment, and are necessary to support local development. Village government could prioritize the examination and integration of sustainable and resilient infrastructure in its long-term planning. This will ensure that the community remains up to date regarding emerging technologies, and that municipal infrastructure is resilient to local impacts of climate change.



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David Wilson, Flickr

Managing Stormwater

Objective 10.5.4 - Encourage on-site stormwater detention with processing strategies, such as rain gardens, rain barrels, bioswales, and permeable paving that take stress off the combined sewer system.

Traditional stormwater infrastructure is designed to receive runoff from surrounding properties, collect it into sewers, and transmit it for cleansing and discharge. However, major storm events or snow melts place significant strain on stormwater and sanitary infrastructure, often resulting in flooded streets, sidewalks, and structures. The village is a leader in sustainable development, and is taking positive steps to manage the impacts of stormwater runoff. Village government should continue to allow and encourage the use of rain gardens, rain barrels, bioswales and permeable pavers on both public and private properties to help retain and filtrate water prior to releasing it into the ground locally. This will help reduce the demand placed on public infrastructure and sustain local groundwater reserves.

Potential Metrics

The following metrics may be used to measure the success of the Village in supporting the development of sustainable infrastructure.

Metric: Linear feet or total area of sustainable infrastructure in Oak Park

Desired Trend: Increase in linear feet or total area

Potential Data Resource: Public Works inventories and private development proposals approved by Village government

Metric: Number of permits issued for renewable energy systems

Desired Trend: Increase in the amount of permits issued

Potential Data Resource: Village permitting

Metric: Amount of stormwater managed on-site and diverted away from municipal infrastructure systems

Desired Trend: Increase in the amount of managed or diverted stormwater

Potential Data Resource: Development applications approved by Village government

What others are doing...

Integrating stormwater management into the streetscape

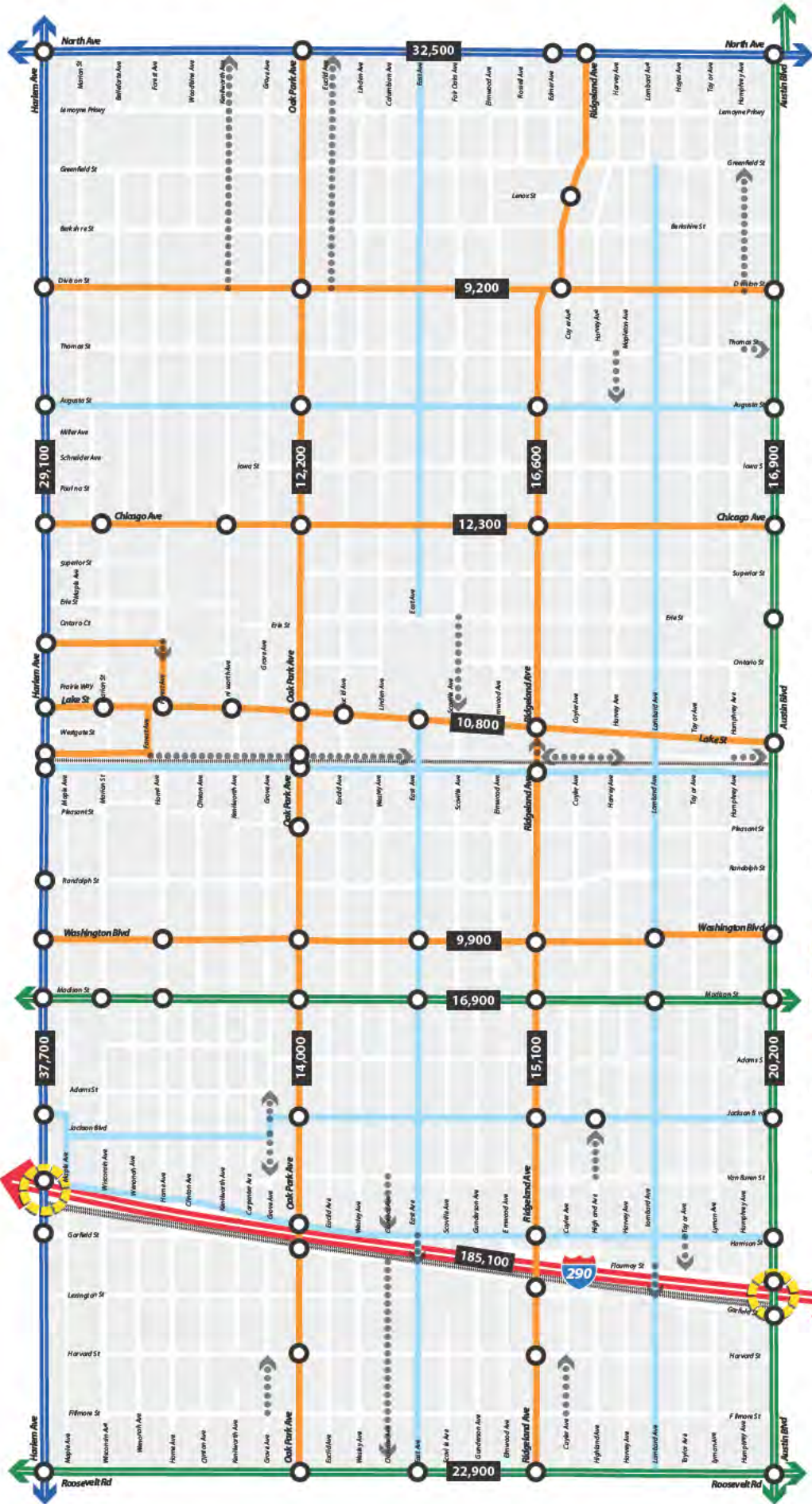
Uptown Normal, Illinois Roundabout

Normal, Illinois turned a busy 5-way intersection in the middle of their business district into an attractive civic space with sustainable features. The roundabout moves traffic through the intersection at predictable speeds that allow for safe and easy crossing by people in cars, walking or biking. The center of the roundabout is also large enough to serve as the central gathering space within the Uptown Normal business district. Families are often found picnicking and students from nearby Illinois State University come there to study. A water feature is integrated into the center of the roundabout. Its design captures stormwater and prevents runoff from flowing directly into a nearby creek by treating it in an underground system of aquatic plants.

For more information visit: http://www.e-n.org/dced/awards/s_awards_publication_2011.htm#civic_places



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Village of Oak Park Transportation & Roadways

Oak Park benefits from a well-established grid of arterials, collectors, and local roads, while the Eisenhower Expressway provides regional mobility to Downtown Chicago and the western suburbs. Future improvements should focus on enhancing the efficiency of the current system and eliminating safety concerns for motorists, cyclists, pedestrians, and transit riders.

One specific area of concern for the Oak Park community is the Eisenhower corridor. As Village government and the community work with IDOT to define an appropriate design for the interstate, consideration should be given to a broad range of impacts that go beyond the area immediately surrounding the corridor. These include physical impacts (the actual footprint of the expressway corridor and its impact on community character), environmental impacts (air quality, noise, vibration, etc.), mobility impacts (connectivity across the corridor and access to transit services), and economic impacts (property values, business viability, etc.)

Legend

- Interstate
- State Arterial
- Principal Arterial
- Minor Arterial
- Collector
- Potential One Way Street Conversion
- Expressway Interchange
- Traffic Light
- Average Daily Traffic

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Village of Oak Park Bicycle, Transit, & Pedestrians

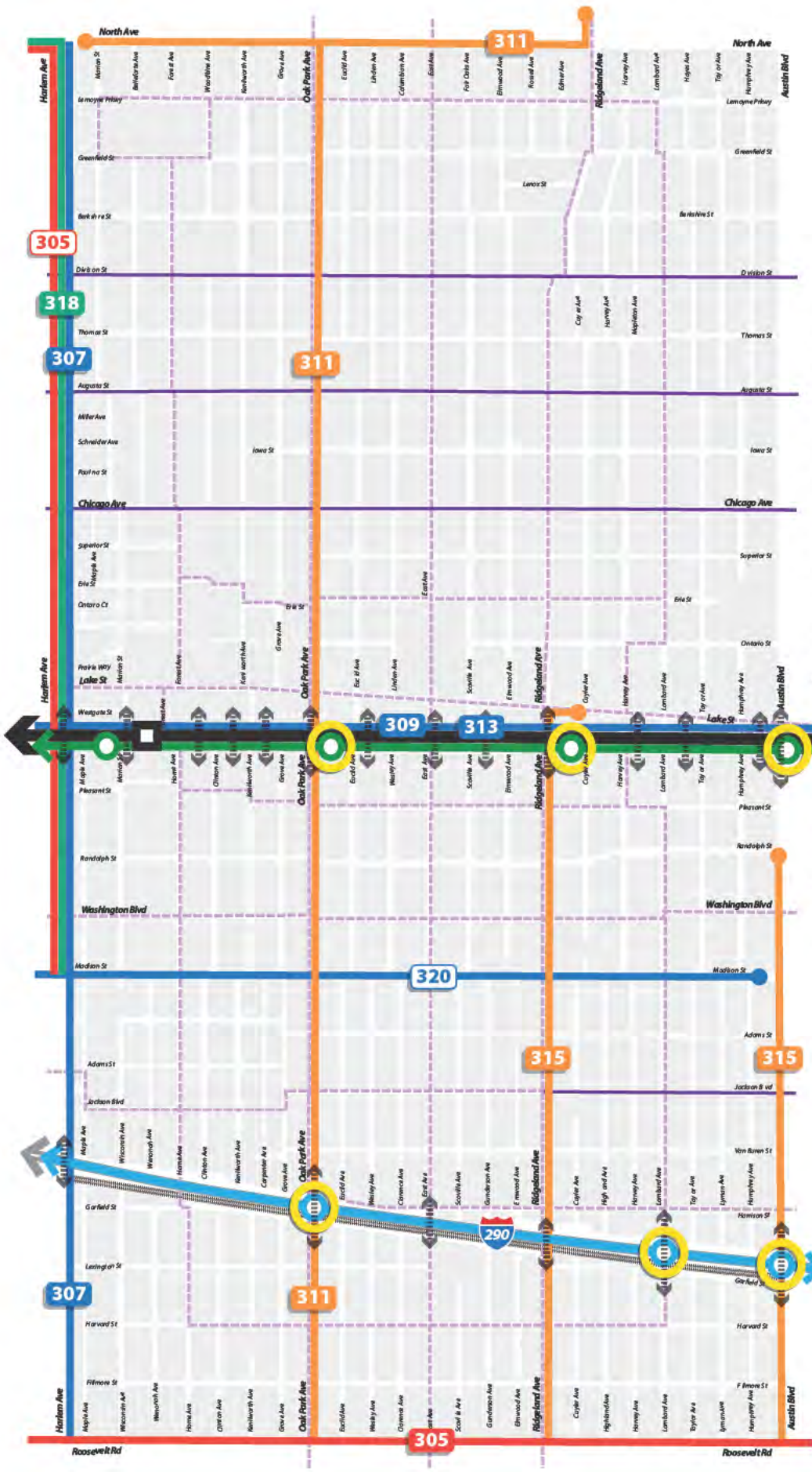
Metra commuter rail service, CTA rail and bus services, and Pace bus services create a robust local transit network that provides connections to communities throughout the region. Local bicycle and pedestrian networks lay the foundation for active transportation alternatives throughout Oak Park. Comprehensive Plan recommendations aim to ensure the mobility of all users, regardless of physical ability, through targeted improvements to existing and evolving systems.

Transit Routes

- Metra UP-W Rail Line
- CTA Blue Line
- Pace Bus Routes
- CTA Green Line

Pedestrian Circulation

- Existing Bike Trail
- Proposed Bike Trail
- I-290 & Transit Corridor Bridge Crossings
- Transit Station Upgrades/ Accessibility Improvements
- Priority Pedestrian Areas



GOALS & OBJECTIVES SUMMARY MATRIX TRANSPORTATION, INFRASTRUCTURE, & COMMUNICATION TECHNOLOGIES

Recommendation Types

See Chapter 15: Plan Implementation for detailed recommendations related to the following recommendation types:

- **Village Administration:** the day-to-day use of the Comprehensive Plan to guide decision-making, communication with the community, and internal operations.
- **Policies and Regulations:** the use of local plans, ordinances and statutes to ensure development, investment, and priorities reflect the vision for the community.
- **Capital Improvements:** the use of municipal resources to invest in infrastructure, facilities, “bricks and mortar,” vehicles, and other elements that advance the objectives of this Plan.
- **Governmental Collaboration:** the coordination among local forms of government in order to implement recommendations that go beyond the jurisdiction or capacity of Village government.
- **Funding and Incentives:** the use of resources to encourage implementation of Plan recommendations.

| Objective | Recommendation Type | Key Partners | Metrics |
|---|---|---|--|
| Goal 10.1 – Develop transportation, information, and other infrastructure networks that support multimodal and universal access to destinations in Oak Park and elsewhere. | | | |
| 10.1.1 | Ensure that business districts benefit from multi-modal access that balances the needs of pedestrians, bicyclists, transit users, and motorists. | Policies and Regulations, Capital Improvements | |
| 10.1.2 | Maintain and update a strategic information plan that evaluates the feasibility of developing an open, high-speed broadband communication network and guides the development of civic information systems. | Capital Improvement Program | |
| 10.1.3 | Advocate for and partner with CTA, Pace, and Metra to modernize facilities to safely accommodate users of all modes and all abilities by ensuring that transit stations and stops meet or exceed ADA guidance and easily transfer from transit to walking or bicycling. | Governmental Collaboration | Transit service providers and facility managers |
| 10.1.4 | Plan and install “complete streets” on key corridors that accommodate bus transit, bicycle, and pedestrian trips. | Policies and Regulations, Capital Improvements | IDOT |
| 10.1.5 | Ensure that the land use impacts of parking are efficiently managed and continue to regularly review the village parking strategy to incorporate best practices for travel demand management, pricing, and both on-street and off street parking supply. | Policies and Regulations | |
| Goal 10.2 – Design transportation networks that protect, support and enhance the safety and heritage of Oak Park’s neighborhoods and business districts. | | | |
| 10.2.1 | Continue enhancing the integrated traffic signal network to discourage cut through traffic. | Capital Improvement Program | IDOT |
| 10.2.2 | Enhance sidewalks and crossings infrastructure to ensure safe, walkable and accessible neighborhoods and business districts. | Capital Improvement Program | IDOT |
| 10.2.3 | Educate and encourage students on safe use of the transportation network. | Governmental Collaboration | School Districts |
| 10.2.4 | Regularly update the Oak Park Bike Plan to ensure that the Village creates a safe, logical, and integrated cycling network that connects to surrounding communities. | Policies and Regulations, Capital Improvement Program | |
| 10.2.5 | Encourage travel demand management to support use of the street by all modes and encourage employers to offer incentives to employees to carpool or take transit to work. | Village Administration | |
| | | | Adoption of a Strategic Information Plan Total miles of Complete Streets upgrades in the community Walk score Number of shared bike or car parking spaces available in Oak Park |

| Objective | Recommendation Type | Key Partners | Metrics |
|---|--|--|---|
| Goal 10.3 – Build information and communication infrastructure that enhances neighborhood engagement, government transparency, economic development, and environmental sustainability. | | | |
| 10.3.1 | Review and amend regulations, as appropriate, to remove barriers and provide incentives to expanding information infrastructure. | Policies and Regulations, Funding/Incentives | |
| 10.3.2 | Work with local and regional business leaders to identify needs and deficiencies with respect to upcoming information technologies and identify scalable and expandable projects to attract business and industries of the future. | Capital Improvement Program | Investment in modern infrastructure development |
| 10.3.3 | Build civic communication infrastructure among the six governmental units in Oak Park. | Governmental Collaboration | |
| | | Units of local government | |

| | | | |
|--|---|-----------------------------|---|
| Goal 10.4 – Make the Eisenhower transportation corridor safe, convenient and reliable with multi-modal options that support environmental sustainability and livable communities. | | | |
| 10.4.1 | Ensure that the Eisenhower supports both local and regional travel needs and improves public transit access to destinations to the west and east of Oak Park. | Governmental Collaboration | IDOT, CTA, and Pace |
| 10.4.2 | Maintain the existing expressway footprint, soften the visual barrier and preserve the established built form, character, and historic assets. | Governmental Collaboration | IDOT |
| 10.4.3 | Improve non-motorized mobility across the Eisenhower corridor by widening bridge sidewalks to safely accommodate bicycles and pedestrians and create small areas of open space. | Governmental Collaboration | IDOT |
| 10.4.4 | Explore and test creative solutions for managing transportation patterns, integrating all modes of travel, and designing infrastructure in order to maximize mobility and minimize impacts on surrounding neighborhoods and commercial districts. | Capital Improvement Program | IDOT, CTA, and Pace |
| | | | Amount of funding identified by IDOT and FHWA for aesthetic or impact-mitigating measures to the proposed design plan |

| Objective | Recommendation Type | Key Partners | Metrics |
|--|--|--|--|
| Goal 10.5 – Support a strong infrastructure system that leverages new sustainable technologies. | | | |
| 10.5.1 | Regularly review and update the capital improvement program in order to maintain existing systems and integrate new infrastructure technologies. | Capital Improvements, Policies and Regulations | Linear feet or total area of sustainable infrastructure in Oak Park |
| 10.5.2 | Use renewable energies that are easily scalable, environmentally sound, efficient, and adaptable to environmental change and community demand. | Capital Improvements, Policies and Regulations | Number of permits issued for renewable energy systems |
| 10.5.3 | Update the municipal infrastructure plan to focus more specifically on sustainable systems. | Policies and Regulations | Amount of stormwater managed on-site and diverted away from municipal infrastructure systems |
| 10.5.2 | Encourage on-site stormwater detention with processing strategies, such as rain gardens, rain barrels, bioswales, and permeable paving that take stress off the combined sewer system. | Policies and Regulations | |

DRAFT Meeting Minutes
Transportation Commission
Tuesday, July 13, 2021 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:00 PM.

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

"The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during 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, Ryan Peterson, James Thompson, Ron Burke

Absent: Meghann Moses, Aaron Stigger

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Development Customer Services (DCS) Director Tammie Grossman, DCS Budget & Revenue Analyst Sean Keane

Other: Village Trustee Arti Walker-Peddakotla

2. Non-Agenda Public Comment

Staff Liaison Juliano read the non-agenda written public comment from Meghan Paulas aloud. The statement, in its entirety, is attached to these minutes.

3. Agenda Approval

Chair Burke requested that the agenda be amended to include time at the end of the meeting to discuss the non-agenda public comment item.

Commissioner Peterson made a motion to amend the agenda, seconded by Commissioner Katner.

Chair Burke said the Commissioners support the use of a heat map for the initial screening process. He suggested the scoring system be discussed further at next meeting.

Commissioner Peterson stated it's still worthwhile to collect resident feedback and data regarding IDOT roads so the Village can present the data to IDOT during the public comment period that follows the release of IDOT's 5 year programs.

Chair Burke stated that no vote is needed. He mentioned that he will be looking to staff to bring a more detailed recommendation on the pre-screening tool and the 100 point scoring system would be discussed further at the next meeting.

Village Engineer McKenna mentioned the speed component of the point system has a lot of points attributed to it such as 4 points for one mile over the speed limit and should be reconsidered. Also, there would be budget implications if the Commission wants to move forward with solicitations of public input such as residents of multi-family residences, as there isn't the capacity to handle that type of broad input. A lower cost option would be to obtain input from an online survey and use existing media outlets which would impact staff and budget less.

Chair Burke clarified the Commission recognizes this is not the time to do that and is hoping the outreach could happen once the backlog is managed and a new process is in place for reviewing petitions.

Commissioner Thompson expressed concern over the cost of hiring a consultant to assist with the backlog when that cost greatly exceeds the budget for traffic calming measures themselves. Village Engineer McKenna explained the work the consultant would be responsible for to process the petitions and ultimately have the Village Board make a decision. He also mentioned more than likely, not all petitions would make it all the way through the process to the point where a traffic calming measure would be implemented.

Chair Burke stated this is exactly why the Commissioners want to find a way to prioritize the petitions that warrant action. His hope is the Commission will be able to make a recommendation which helps whittle down the number of petitions so more money is spent on improvements and less money is spent on consultants. He hopes to hear more from staff at the next meeting.

8. RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (CONTINUATION FROM THE JUNE 8, 2021 TRANSPORTATION COMMISSION MEETING)

Staff Liaison Juliano reminded the Commissioners that at the last meeting, they had decided to wait until July to see if the Village Board offered any tools, resources, or

plans for public outreach or made progress regarding the revision of goals based on public outreach. The Commission also decided if no progress was made by the Board, they would start the process of creating goals with public input, using tools presently available.

Chair Burke said he was not aware of any additional guidance, resources, or plans from the Village Board related to outreach and asked staff if they were aware of any.

Village Engineer McKenna replied looking at alternate processes for outreach was part of an implementation goal and not the goal itself. He also stated the only goal the Village Board related to transportation was the Vision Zero, which the Board wanted presented to the Transportation Commission in the first quarter of 2022.

Chair Burke suggested the Commission start drafting an outline of some high-level goals/principles for transportation in Oak Park and they could solicit input on that document via a survey, public comments at Commission meetings, or through people commenting directly to the Commission via staff. Once the Commission has feedback, they can make any changes and send a recommendation to the Village Board.

Chair Burke asked if staff had any ideas for how the Commission should proceed. Village Engineer McKenna recommended the Commission review the Village's Comprehensive Plan (Envision Oak Park) and published goals and then determine what role the Commission would play or what changes they would like to make.

Chair Burke stated he would like to work with staff, if willing, to come up with some questions that the Commissioners could ask themselves at the next meeting to provide some structure for the discussion. Village Engineer McKenna asked if it would be a survey and Chair Burke replied yes and that he would like to come up with some basic concepts and principles as a starting point. All agreed that this item would be on the agenda for the next meeting on August 10.

9. DISCUSSION OF PUBLIC COMMENT

Commissioner Peterson would like to table this until the next meeting and asked that staff provide input and data at that time. He also suggested inviting the resident to the next meeting so that they could have the opportunity to share any additional information.

Commissioner Fink asked how this is different from other petitions in the queue. Staff responded that it is a petition, one of two petitions for adjacent intersections, and it is high up in the queue and close to being reviewed by the Commission.

Chair Burke mentioned that he thought the resident was unable to file a petition and that was why they submitted the comment.

APPROVED Meeting Minutes
Transportation Commission
Tuesday, June 8, 2021 – 7:00 PM
Remote Participation Meeting

0821-1
6.3
4/11

1. Call to Order

Transportation Commission Chair Ron Burke called remote participation meeting to order at 7:09 PM

Staff Liaison Jill Juliano 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, Meghan Moses, Ryan Peterson, Aaron Stigger, James Thompson, Ron Burke

Absent: None

It was noted that the Transportation Commission is now fully staffed with 7 members.

Staff: Parking Restrictions Coordinator (PRC) Cinthya Redkva, Transportation Engineer/Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Development Customer Services Director Tammie Grossman

2. Non-Agenda Public Comment

None

3. Agenda Approval

Commissioner Stigger made a motion to approve the agenda as presented. Commissioner Thompson seconded the motion.

The roll call vote was as follows:

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

Nays – None

Chair Burke thinks even to set/reach goals public input is needed and currently tools for doing so don't exist. He is recommending for next meeting staff recommendations on how to get through backlog of petitions. Streamline data crunching. Additional information on how prescreen should go, hopefully with information from Village Board included. How do we get through these petitions in a more streamlined way than we normally do it? Also, he would like to hear from staff how the prescreening approach could go.

Village Engineer McKenna thought this was doable, because staff is looking at hiring consultants to do work in other areas where they are short staffed, so this might be an option in this situation.

Commissioner Katner agreed with Chair Burke's recommendation as well as emphasizing transparency.

Commissioner Peterson motioned to adopt that approach for the next Commission meeting which includes strategy to get through prescreening, get through backlog while being transparent.

Commissioner Moses wanted to confirm work to determine prescreen criteria, centered around high crash areas. Her concern is making sure to not just weed out petitions that don't make the cut but making a difference when possible. Particularly when it comes to addressing Oak Park's high crash rate. Otherwise she also agrees with the recommendation.

Village Engineer McKenna confirmed that crash data would be a key component and whether it would be coupled with staff observations, specifically the Police Department's Traffic Unit. He also stated that a motion wouldn't be needed for these recommendations.

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

Chair Burke gave a summary of previous discussions on this item. He suggested two options: 1) the Commission don't wait for the Village Board and move ahead on their own in coming up with goals. 2) Put the item on back burner for the time being and wait to see what new Village Board comes up with in terms of outreach and piggyback on those goals. He then opened it up to the Commission on suggestions for what should be the transportation goals be for the Village.

Commissioner Moses wondered if the Village Board was working on its own goal-setting process.

Village Engineer McKenna confirmed that the Village Board had begun this process in May and didn't know if they were finalized. McKenna also advised that the Commission review the comprehensive plan from 2014 for this item, before discussing it again. It identified goals, objectives and metrics for the transportation network and is the most relevant Board-approved planning document to date.

Commissioner Moses thinks there may be a third option because the Village Board is developing goals. Out of this Board process, there may be a transportation related goal that gets handed to the Commission.

Commissioner Peterson agreed on waiting and see to what the Board comes up with.

Commissioner Thompson thinks that anything that comes from the Board will be very general and not useful to the Commission in its deliberations. He recommends the Commission coming up with its own vision and acting on that vision and when things go before the Board, the Board will say whether they agree with the Commission's vision.

Commissioner Peterson offered that the Commission could wait for an agreed upon time to get direction from the Board, but if it didn't happen within the timeframe, the Commission could move ahead establishing its own process.

Commissioner Katner agreed with Commissioner Thompson in thinking the Commission would only get the most general of guidelines from the Board and then fill in the details. He also thought the Commission should be careful when approaching the Board without the benefit of meeting wholly, as it might give the idea of coordination behind the scenes. He suggested the Commission move forward on its own and see where negotiations need to happen based on what the Board finally says.

Chair Burke rebutted that although they serve on the Commission, they are still residents allowed to speak with the Board and that his conversations were not as a directive to the Board, but the Commission's interest in creating mechanisms through which public outreach can happen in Oak Park better; and sharing those with the Board.

Commissioner Katner added with not knowing the entire sense of the Village Board, the Commission should operate very carefully especially with having conversations with a couple of Trustees..

Commissioner Fink wondered how waiting for the Board would affect the upcoming survey process?

Village Engineer McKenna thought these would be separate.

McKenna asked for clarification on the intent of the Work Plan item. Is it about not establishing goals for itself and mainly establishing them through a more robust public input process; more of a grass roots item? Or is the Commission creating its own goals for the transportation network?

Chair Burke affirmed the latter. Transportation goals for the Village that would be approved by the Village Board. The Commission would then say, those goals would inform what we do.

Commissioner Fink asked why can't the Commission be proactive and come up with recommendations as a Board. How did it evolve into a public outreach process? She thought the outreach was more in terms of the parking pilot.

Chair Burke feared criticism if there were not public input.

Commissioner Fink agreed with public input in the way of feedback for established goals.

Chair Burke stated that struggle has always been the Commission needs proper tools and resources to capture the public input, whether meetings, survey, etc. He also stated that he had the same conversation with two trustees that said the Board was working on establishing tools, resources and processes to do that.

Commissioner Katner asked who the trustees were. Chair Burke did not disclose. Commissioner Katner questioned the transparency of the Commission as discussed earlier as being a caveat to the Commission's goal.

Commissioner Fink offered creating goals with current tools, that may help expose gaps in the tools in what they need and who they need to hear from.

Commissioner Thompson stated that parking is this single biggest issue to transportation/parking. The parking pilot was an attempt to make policy around parking. In essence the Commission is going to be making recommendations to the Village Board on the single biggest transportation issue in the Village in the context of the parking pilot program. Why do they need to reframe it around some major goal setting exercise? The Commission is actually making policy in the process of making decisions around issues. I'm not sure we need reframe it around some high level goal setting process; we're doing it as we go.

Chair Burke stated that the goal was to have the Village government on record with goals and priorities for transportation to help form decisions the Commission makes, and the Village Board makes.

Chair Burke ask the Commission to vote on these points: 1) wait until July for new guidance, resources, tools from the Village Board and make decision; or 2) start at the July Commission meeting the process to create goals with public input with tools currently available to the Commission.

Commissioner Fink suggested since both options are due next month, why can't they both be done and see what happens with the Village Board? If there is no new guidance, get started.

Commissioner Thompson agreed with Commissioner Fink's proposal

Commissioner Katner concurred. Commissioner Moses also agreed. Commissioner Peterson had no input.

Chair Burke stated the Commissioner will work with staff starting in July on developing a management process

9. Adjourn

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

The roll call vote was as follows:

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

Nays – None

The motion passed unanimously 6 to 0.

The meeting was adjourned at 9:34 PM.

Submitted by:

Shawnya Williams

Public Works Customer Service Representative

APPROVED 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

Village Of Oak Park
Transportation Commission Agenda Item

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|---|
| Item Title: Develop the Draft 2022 Transportation Commission Work Plan |
| Review Date: <u>August 10, 2021</u> |
| Prepared By: <u>Jill Juliano</u> |
| Abstract (briefly describe the item being reviewed): Every year the Village's Boards, Commissions and Committees develop work plans for the coming year. These plans are reviewed and approved by the Village Board of Trustees. The approved work plans outline the activities that the Village Board wants each board, commission and committee to perform. The draft plans will be submitted to the Village Manager's Office later this year for review and approval by the Village Board early next year. Included with this agenda item is a copy of the approved 2021 Transportation Commission work plan and a blank template for the draft 2022 work plan. The draft 2022 work plan lists the Commission's 2021 accomplishments as of July 2021. There were no meetings in April. As a reminder, as part of the 2021-2023 Village Board goals is for staff to present to the Transportation Commission a Vision Zero plan for improved pedestrian safety in the first quarter of 2022. |
| Staff Recommendation(s): In addition to the standard "continue to review parking and traffic issues brought to the Commission by Staff" work plan item, the Commission should develop a list of three to five additional items to include on the draft 2022 work plan. The Commission may want to carry over some 2021 work items into 2022. |
| Supporting Documentation Is Attached |

Approved 2021 Work Plan for Transportation Commission

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

2021 Initiatives and Ongoing Projects

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

Approved 2021 Work Plan for Transportation Commission

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

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

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

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

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

2020 Completed Initiatives as of September 2020

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

Approved 2021 Work Plan for Transportation Commission

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

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

Approved 2021 Work Plan for Transportation Commission

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

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

Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2021 Initiatives & On-Going Projects

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

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

Column 3: Indicate what outcomes your project will produce.

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

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

Chart Two: 2020 Accomplishments

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

Column 2: List your 2020 Accomplishments

Column 3: Indicate what outcomes you achieved

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

2022 Initiatives and Ongoing Projects

| ENABLING LANGUAGE | PROJECT | OUTCOMES | TIME FRAME | COST (if any) |
|-------------------|--|---|-------------------------------------|---|
| Recommendations | Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> • Parking • Traffic • Transportation related items referred by the Board from other Commissions • Various school traffic plans | <ul style="list-style-type: none"> • Improved utilization and efficiency of on-street and off-street parking resources • Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way. • Improved level of safety for school children walking to and from school | These are recurring annual projects | from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training |
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Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

| ENABLING LANGUAGE | PROJECT | OUTCOMES | TIME FRAME | COST (if any) |
|-------------------|---------|----------|------------|---------------|
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Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

2021 Completed Initiatives as of August 2021 (no meeting in April)

| ENABLING LANGUAGE | PROJECT | OUTCOMES |
|-------------------|--|---|
| Recommendations | January – Petition to remove daytime parking restrictions on the 600 block of Clarence Ave. | Village Board of Trustees approved this at its February 16, 2021 meeting. |
| Recommendations | January – Petition to install a traffic calming device on the 800 blocks of N. Cuyler and N Harvey Aves | The Commission recommended: 1. Accept staff's recommendation for temporary speed trailer or radar signs on the blocks on an intermittent basis, 2. For Police to use targeted speed enforcement, and 3. Staff revisits traffic data on these blocks in the future. The Village Board of Trustees concurred at its March 15, 2021 meeting. |
| Recommendations | March – Discussion of Multiple Location Overnight Trial Permit | The Commission discussed with Staff the different aspects of related to the proposed overnight parking permit. The Commission provided feedback on the quantity of permits issued, price of permits and the length of the trial period. |
| Recommendations | May – Extension of the Y8 Permit Parking on southside of Washington Blvd from Humphrey Ave to Taylor Ave | Village Board of Trustees approved this item at its June 7, 2021 meeting. |
| Recommendations | June – Removal of Fenwick On-Street Permit Parking (with Completion of | The Commission concurred with Staff's recommendation to replace the Fenwick on-street permit parking with other parking restrictions as identified on the map. This item was discussed at the June and July |

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

| | | |
|-----------------|---|--|
| | Fenwick Parking Garage) | Commission meetings. Village Board of Trustees approved this at its August 2, 2021 meeting. |
| Recommendations | June – Petition for Resident Parking Only 10:00PM - 2:30AM on the 1150 block of S Harvey Ave | Village Board of Trustees approved this at its July 6, 2021 meeting. |
| Recommendations | July – Discussion of the Parking Pilot Program Survey | Staff went through survey questions one by one with the Commission. The Commissioners provided feedback to staff on how to improve questions, make the questions clearer. The Commission also suggested additional questions that would enhance survey results and increase response rate. Staff will take all of the comments, update the survey before sending it back to the Commission for further review. |
| Recommendations | Review Effectiveness of Existing Petition Process/System for Implementing Traffic Calming Measures and then Modifying Them if Warranted | This item was discussed at five of their meetings so far this year. Evaluation and possible recommendations to increase effectiveness of the existing petition process is still underway as of August 2021. |
| Recommendations | Recommend to the Village Board Revised Principles and Goals for the Village's Transportation System Network | This item has been discussed by the Commission at its June and July meetings. Discussion and development of proposed recommendations are still underway as of August 2021. |

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2021 Initiatives & On-Going Projects

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

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

Column 3: Indicate what outcomes your project will produce.

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

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

Chart Two: 2021 Accomplishments

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

Column 2: List your 2021 Accomplishments

Column 3: Indicate what outcomes you achieved

Memorandum

0821-1
OE1
1/35

Date: August 6, 2021

To: The Transportation Commission

From: Jill Juliano, Staff Liaison JJ

Re: Background Information Regarding the Village of Oak Park's Park Speed Zones

During its July 13, 2021, the Transportation Commission talked about Village's Park Speed Zones. At that time, the Commission asked questions of staff regarding Oak Park's Park Speed Zones. Staff responded to the questions but would provide more information at the next Commission meeting.

Included in this enclosure are the following agenda item commentaries related to Park Speed Zones submitted to the Village Board of Trustees in 2011 for their review and action. These documents provide background information on the speed zones.

1. Recommendation to Establish Park Speed Zones Adjacent to Several Park District Parks in the Village of Oak Park and Direct Staff to Prepare the Necessary Documents (recommendation approved by the Village Board at its February 22, 2011 meeting)
2. Adopt Ordinance Amending Chapter 15, Article 1, Section 10 Regarding Speed Limits to Establish Park Speed Zones (Ordinance adopted by the Village Board at its November 7, 2011 meeting)

VILLAGE OF OAK PARK

CITIZEN ADVISORY BOARD AND COMMISSION RECOMMENDATION

AGENDA ITEM COMMENTARY

Item Title: Recommendation to Establish Park Speed Zones Adjacent to Several Park District Parks in the Village of Oak Park and Direct Staff to Prepare the Necessary Documents

Resolution or Ordinance No. _____

Date of Board Action February 22, 2011

Submitted by:

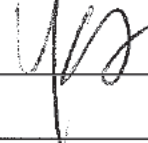

Michael Koperniak, Staff Liaison to the Transportation Commission

Staff Review:

Village Engineer


Jim Budrick

Village Manager's Office



Citizen Advisory Board Or Commission Issue Processing (Dates of Related Commission Meetings):

At its June 7, 2010 meeting, the Village Board of Trustees voted unanimously to refer to the Transportation Commission the issue of possibly establishing a 20 mile per hour (mph) Park Speed Zone on Division Street adjacent to Field Center and on streets adjacent to other parks in the Village of Oak Park.

The Transportation Commission reviewed this issue over several meetings. The Commission discussed: the need for reduced speed limits around parks, the speed limits around parks in adjacent communities, the speed limits around parks in this Village, the Illinois Compiled Statute 625 ILCS 5/11-605.3 which allows for the establishment of Park Speed Zones, the possible overlapping of school speed zones and park speed zones at certain locations, the possible need to enhanced pedestrian crossing signage adjacent to parks, the prioritization of parks to sign, maps showing proposed Park Speed Zones on streets adjacent to eighteen parks owned by the Park District of Oak Park, and the benefit of obtaining support from the Park District.

The Commission concluded its review at its January 24, 2011 meeting. The Commission initially decided to recommend to do four test sites to determine the effectiveness of the park speed zones. They chose Taylor, Lindberg, Barrie and Maple Parks. After further discussion, the motion was amended to include Ridgeland Common and Rehm Pool and Park, for a total of six test sites. The Commission ultimately voted unanimously to make the recommendation below.

VILLAGE OF OAK PARK

CITIZEN ADVISORY BOARD AND COMMISSION RECOMMENDATION

AGENDA ITEM COMMENTARY

A letter, along with maps showing proposed park speed zones around eighteen parks was sent to the Park District for review and concurrence. The Commission's recommendation was reviewed by the Park District Board at its February 3rd Committee of the Whole meeting. The Park Board endorsed the proposed speed zones around the parks and specifically at this time at the six parks recommended by the Commission. In addition, the Park Board asked the Village Board of Trustees to consider adding Longfellow Park to the list. The Park Board is expected to officially take action on this issue at its regular February 17th Park Board meeting. Attached is a copy of an email from Park District of Oak Park Executive Director Gary Balling summarizing the Park Board's February 3rd meeting.

Item Policy Commentary (Previous Board Review, History, Key Points, Current Issue, Commission Recommendation):

The Transportation Commission voted unanimously to make the following recommendation:

Establish 20 mile per hour Park Speed Zones on streets adjacent to Taylor Park, Lindberg Park, Barrie Park, Maple Park, Ridgeland Common, and Rehm Pool and Park and seek Park District of Oak Park concurrence regarding these six parks.

If the Village Board concurs with the Commission's recommendation tonight, Staff will prepare the necessary draft Ordinance for adoption at a later date.

Attached exhibits:

- (A) Illinois Compiled Statute 625 ILCS 5/11-605.3
- (B) Maps showing the proposed park speed zones around the six parks
- (C) Copy of email from Park District

Staff Commentary (If applicable or different than Commission):

Staff concurs with the Commission's recommendation. Staff intends to perform 'before and after' speed surveys around the six parks to determine the effectiveness of the park speed zones. Information from these surveys will be presented to the Transportation Commission for consideration to recommend implementing the park speed zones around the remaining parks.

Staff will review the Park District Board's February 17th meeting results regarding the proposed park speed zones. Staff will present these results to the Village Board if

VILLAGE OF OAK PARK

CITIZEN ADVISORY BOARD AND COMMISSION RECOMMENDATION

AGENDA ITEM COMMENTARY

and when it acts on the draft Ordinance to establish the park speed zones. At that time, Staff will also present its recommendation regarding adding park speed zones on the streets adjacent to Longfellow Park.

Item Budget Commentary (If applicable, Account #, Balance, Cost of Contract):

Staff estimates that it would cost less than five thousand dollars (\$5,000) to establish the park speed zones around the six proposed parks. This works out to approximately \$800 per park.

Proposed Commission Action:

Concur with the Transportation Commission's recommendation and Direct Staff to Prepare the Necessary Documents.

Proposed Staff Action (if different):

Village of Oak Park

Parking and Traffic Commission and Staff Comparison Matrix

REVIEW OF DETAILED MAPS OF PROPOSED PARK SPEED ZONES AROUND PUBLIC PARKS

| Number | P&T Commission Recommendation | Staff Recommendation | Remarks |
|--------|--|----------------------|---------|
| 1 | Establish 20 mile per hour Park Speed Zones on streets adjacent to Taylor Park, Lindberg Park, Barrie Park, Maple Park, Ridgeland Common, and Rehm Pool and Park and seek Park District of Oak Park concurrence regarding these six parks. | Concur | |
| 2 | | | |
| 3 | | | |

Information maintained by the Legislative Reference Bureau

Updating the database of the Illinois Compiled Statutes (ILCS) is an ongoing process. Recent laws may not yet be included in the ILCS database, but they are found on this site as Public Acts soon after they become law. For information concerning the relationship between statutes and Public Acts, refer to the Guide.

Because the statute database is maintained primarily for legislative drafting purposes, statutory changes are sometimes included in the statute database before they take effect. If the source note at the end of a Section of the statutes includes a Public Act that has not yet taken effect, the version of the law that is currently in effect may have already been removed from the database and you should refer to that Public Act to see the changes made to the current law.

**VEHICLES
(625 ILCS 5/) Illinois Vehicle Code.**

(625 ILCS 5/Ch. 11 Art. VI heading)
ARTICLE VI. SPEED RESTRICTIONS

**See the next page for 625 ILCS 5/11-605.3 - Special traffic
protections while passing parks and recreation facilities and
areas**

(625 ILCS 5/11-605.3)

Sec. 11-605.3. Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) "Park district" means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a) (1).

(2) "Park zone" means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) "Park zone street" means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street.

(4) "Safety purposes" means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 20 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed

limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of \$250. A second or subsequent violation of this Section is a petty offense with a minimum fine of \$500.

(f) When a fine for a violation of this Section is imposed, the person who violates this Section shall be charged an additional \$50, to be paid to the park district for safety purposes.

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: "park zone", "park zone speed limit", and "warning: approaching a park zone". The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage.

(Source: P.A. 94-808, eff. 5-26-06.)

0821-1
OE1
9/35



Park District of Oak Park

Parks & Facilities

- | | |
|----|---------------------------------|
| 1 | Anderson Center |
| 2 | Austin Gardens |
| 3 | Barrie Center |
| 4 | Barrie Park |
| 5 | Carroll Center |
| 6 | Cheney Mansion |
| 7 | Conservatory |
| 8 | Dole Center |
| 9 | Euclid Square |
| 10 | Field Center |
| 11 | Fox Center |
| 12 | Lindberg Park |
| 13 | Longfellow Center |
| 14 | Maple Park |
| 15 | Mils Park / Pleasant Home |
| 16 | Gymnastics Ctr. / Admin. Bldg. |
| 17 | Randolph Tot Lot |
| 18 | Rehm Pool and Park |
| 19 | Ridgeland Common |
| 20 | Scoville Park |
| 21 | Stevenson Center |
| 22 | Taylor Park |
| 23 | Tennis & Fitness Ctr. (private) |
| 24 | Wenonah Tot Lot |

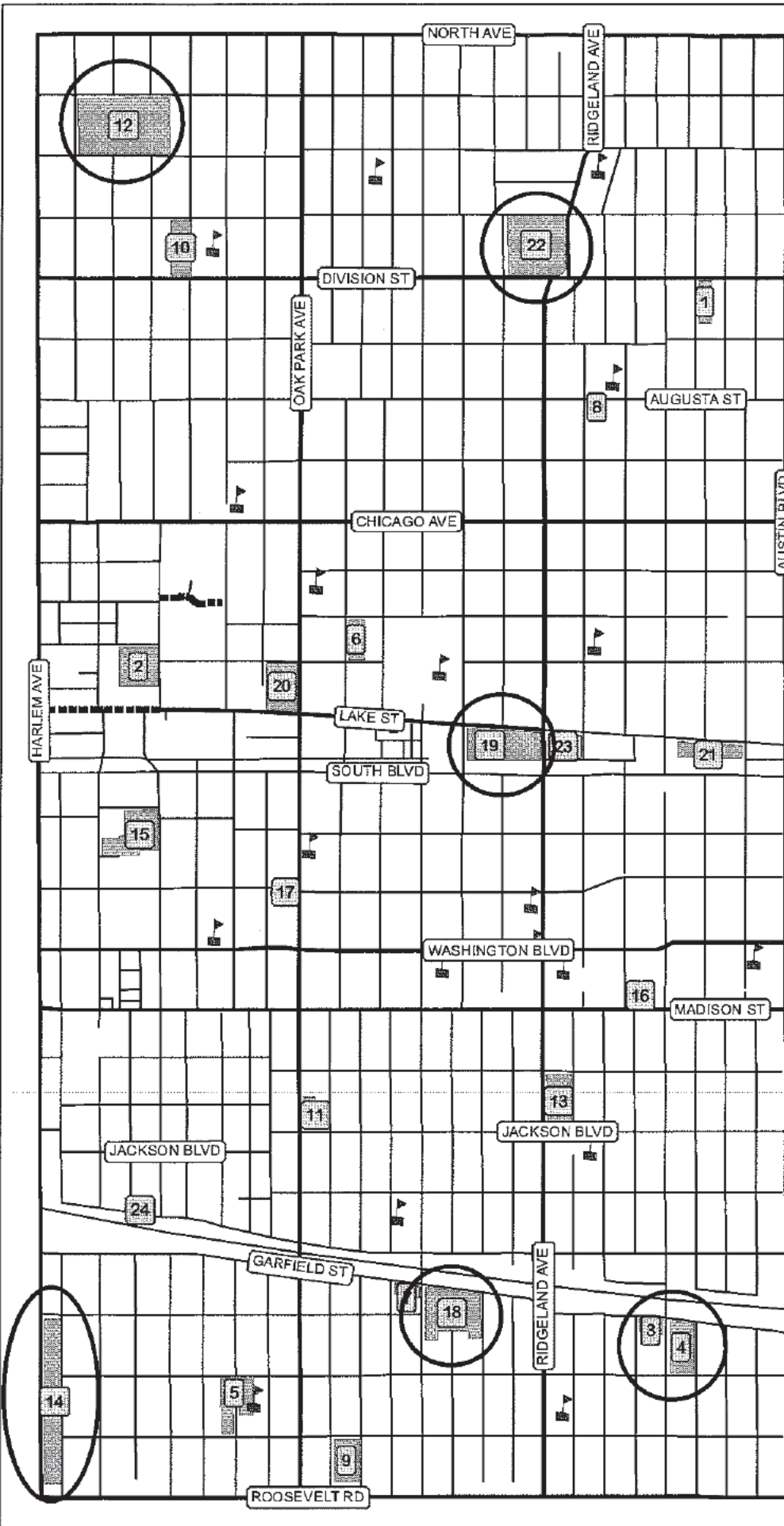
| | |
|--|---------------------|
| | Schools |
| | Speed Limits |
| | 20 mph |
| | 25 mph |
| | 30 mph |

Park District of Oak Park
Parks & Facilities and
Posted Speed Limits
as of the Summer of

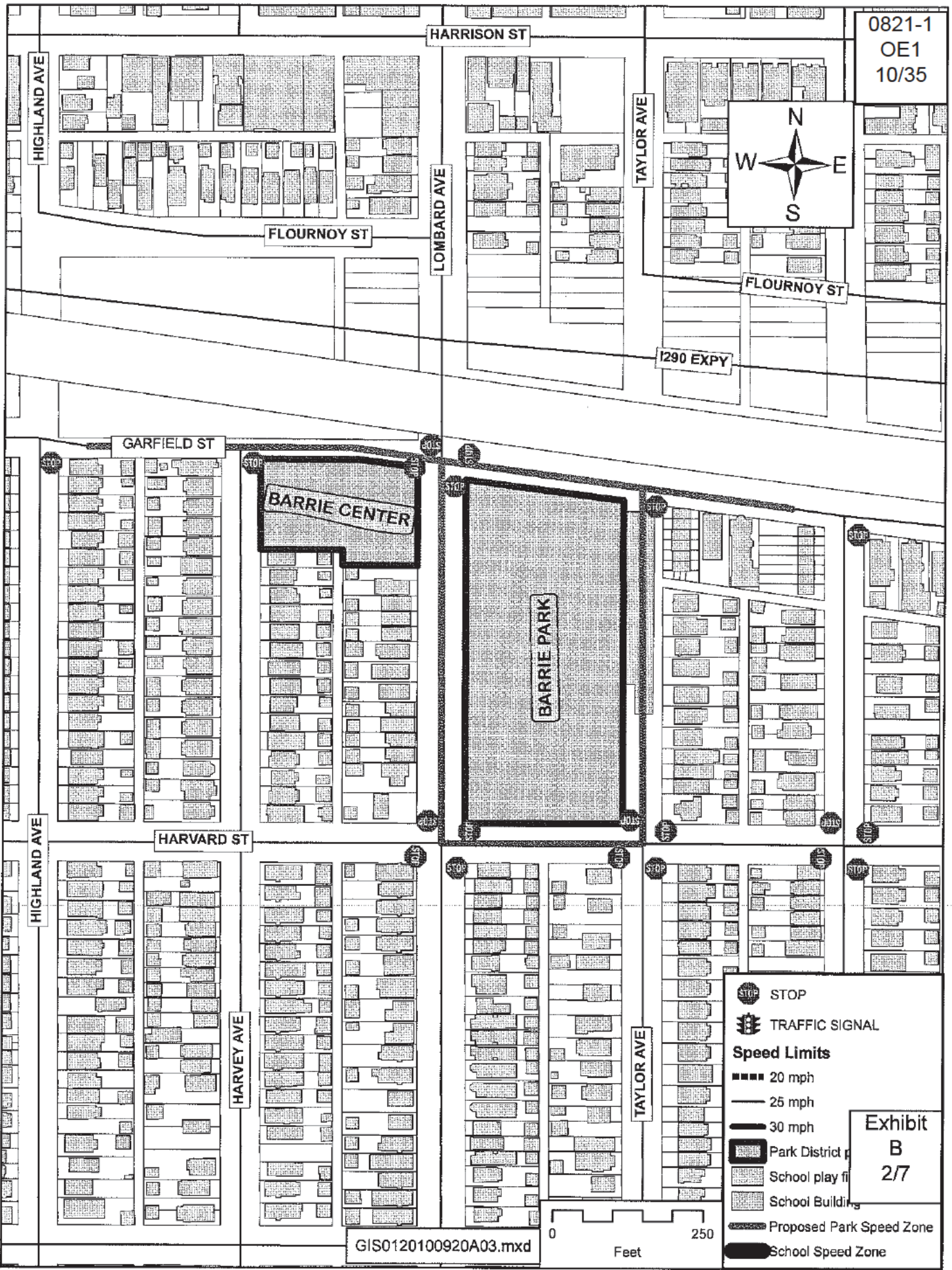
Exhibit B
1/7

Engineering Division
Created By: Michael
Created On: Sept
Printed On: Sept
Filename: GIS0120

GIS
Providing Answers To Your Questions



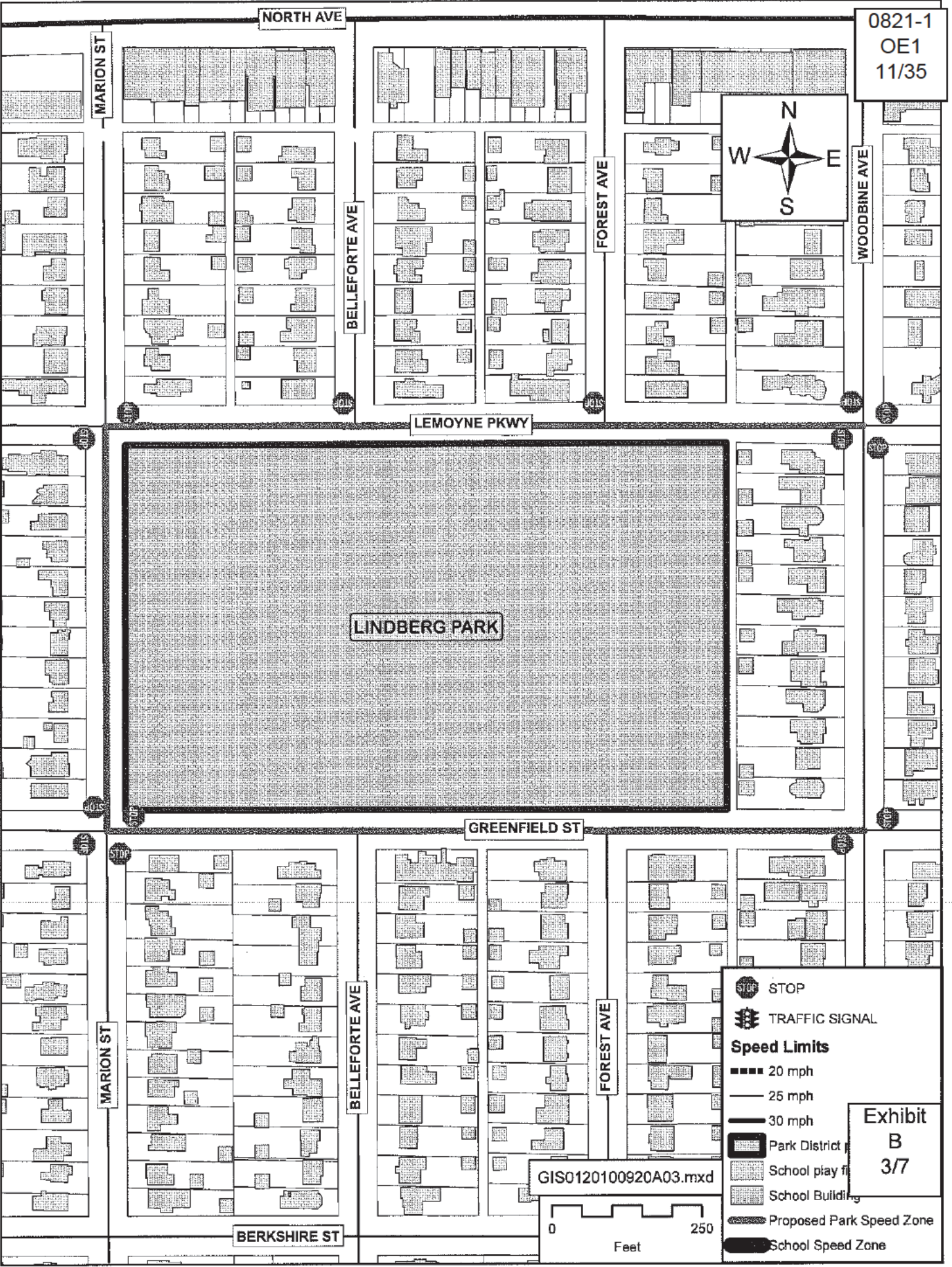
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Exhibit
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0821-1
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11/35



LINDBERG PARK

LEMOYNE PKWY

GREENFIELD ST

BERKSHIRE ST

MARION ST

BELLEFORTE AVE

FOREST AVE

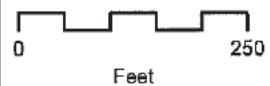
WOODBINE AVE

MARION ST

BELLEFORTE AVE

FOREST AVE

GIS0120100920A03.mxd



STOP (STOP sign symbol)

TRAFFIC SIGNAL (Traffic signal symbol)

Speed Limits

- 20 mph (Dashed line symbol)
- 25 mph (Thin solid line symbol)
- 30 mph (Thick solid line symbol)

Park District (Thick black outline symbol)

School play field (Stippled pattern symbol)

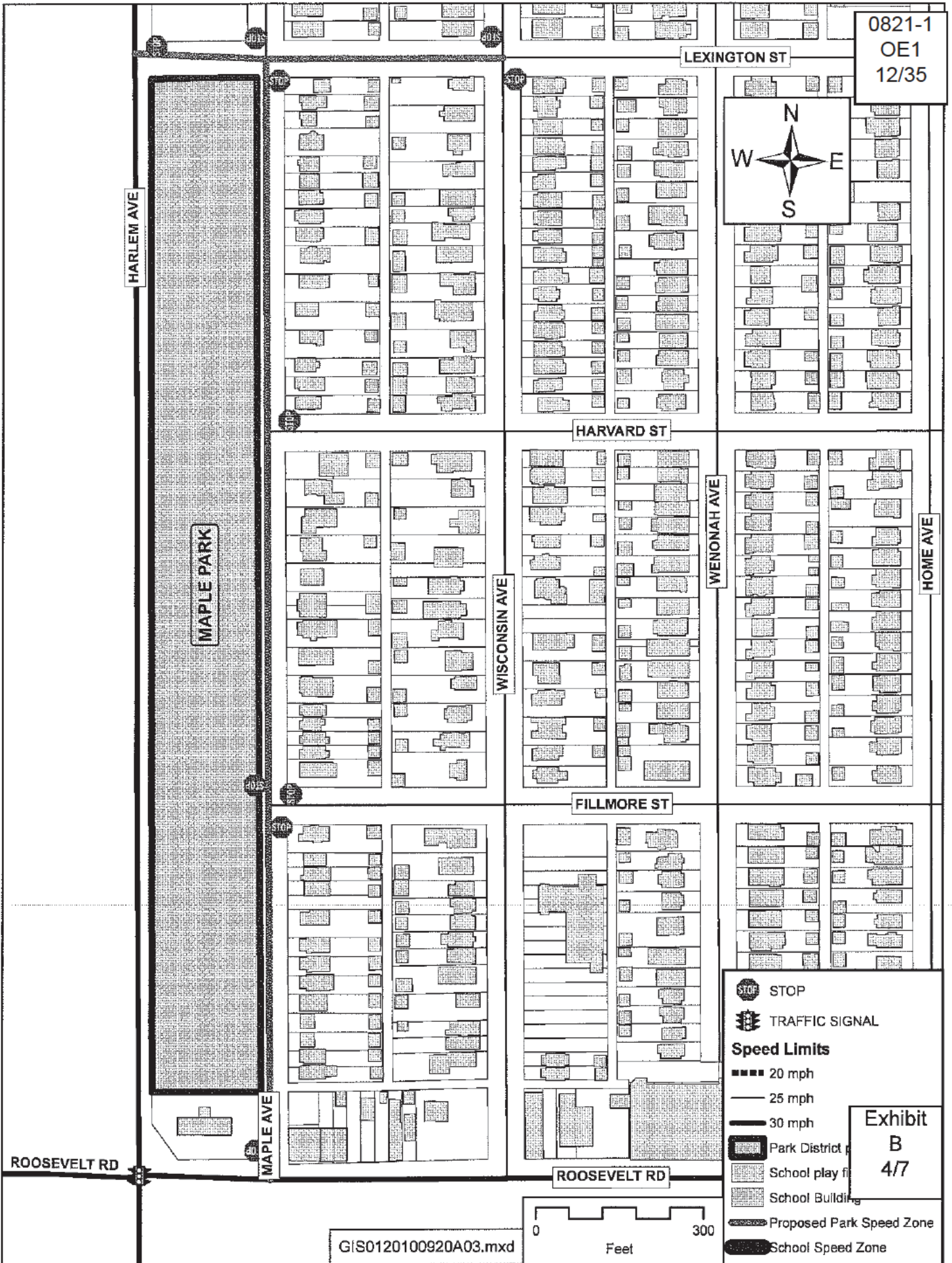
School Building (Cross-hatched pattern symbol)

Proposed Park Speed Zone (Dashed line symbol)

School Speed Zone (Thick solid line symbol)

Exhibit B 3/7

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12/35



STOP

TRAFFIC SIGNAL

Speed Limits

- 20 mph
- 25 mph
- 30 mph

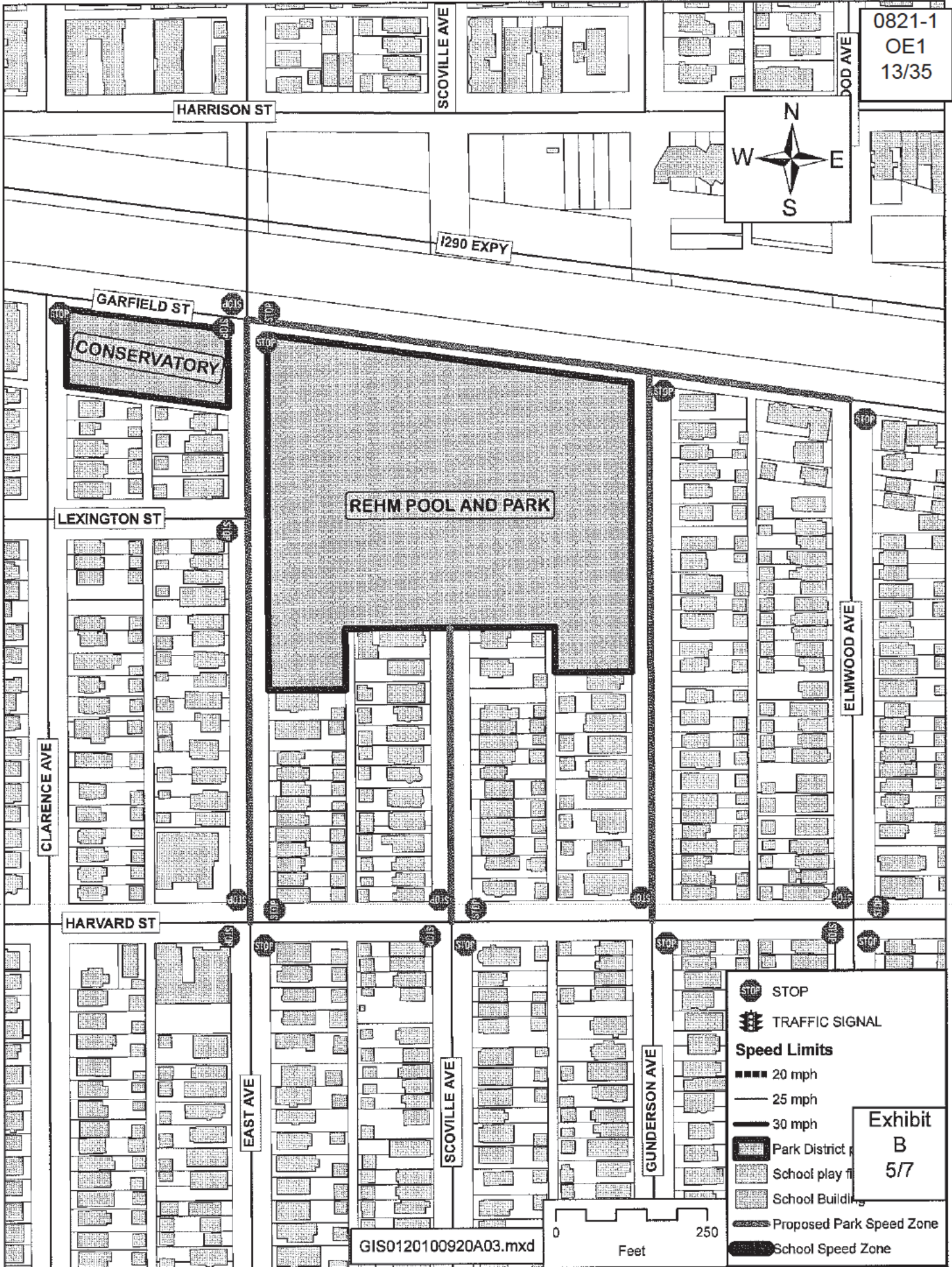
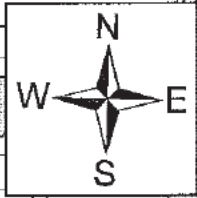
Legend:

- Park District
- School play field
- School Building
- Proposed Park Speed Zone
- School Speed Zone

Exhibit
B
4/7



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0 250
Feet

Exhibit
B
5/7

OPRF HS



SCOVILLE AVE

ONTARIO ST

ELMWOOD AVE

RIDGELAND AVE

LAKE ST

RIDGELAND COMMON

SOUTH BLVD

EAST AVE

ELMWOOD AVE

PLEASANT ST

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0 250
Feet

- STOP
- TRAFFIC SIGNAL
- Speed Limits**
- 20 mph
- 25 mph
- 30 mph
- Park District
- School play field
- School Building
- Proposed Park Speed Zone
- School Speed Zone

Exhibit
B
6/7

0821-1
OE1
15/35

HATCH



LENOX ST

ELMWOOD AVE

HARVEY AVE

BERKSHIRE ST

TAYLOR PARK

DIVISION ST

ELMWOOD AVE

RIDGELAND AVE

CUYLER AVE

HARVEY AVE

STOP

TRAFFIC SIGNAL

Speed Limits

- 20 mph
- 25 mph
- 30 mph

Park District

School play field

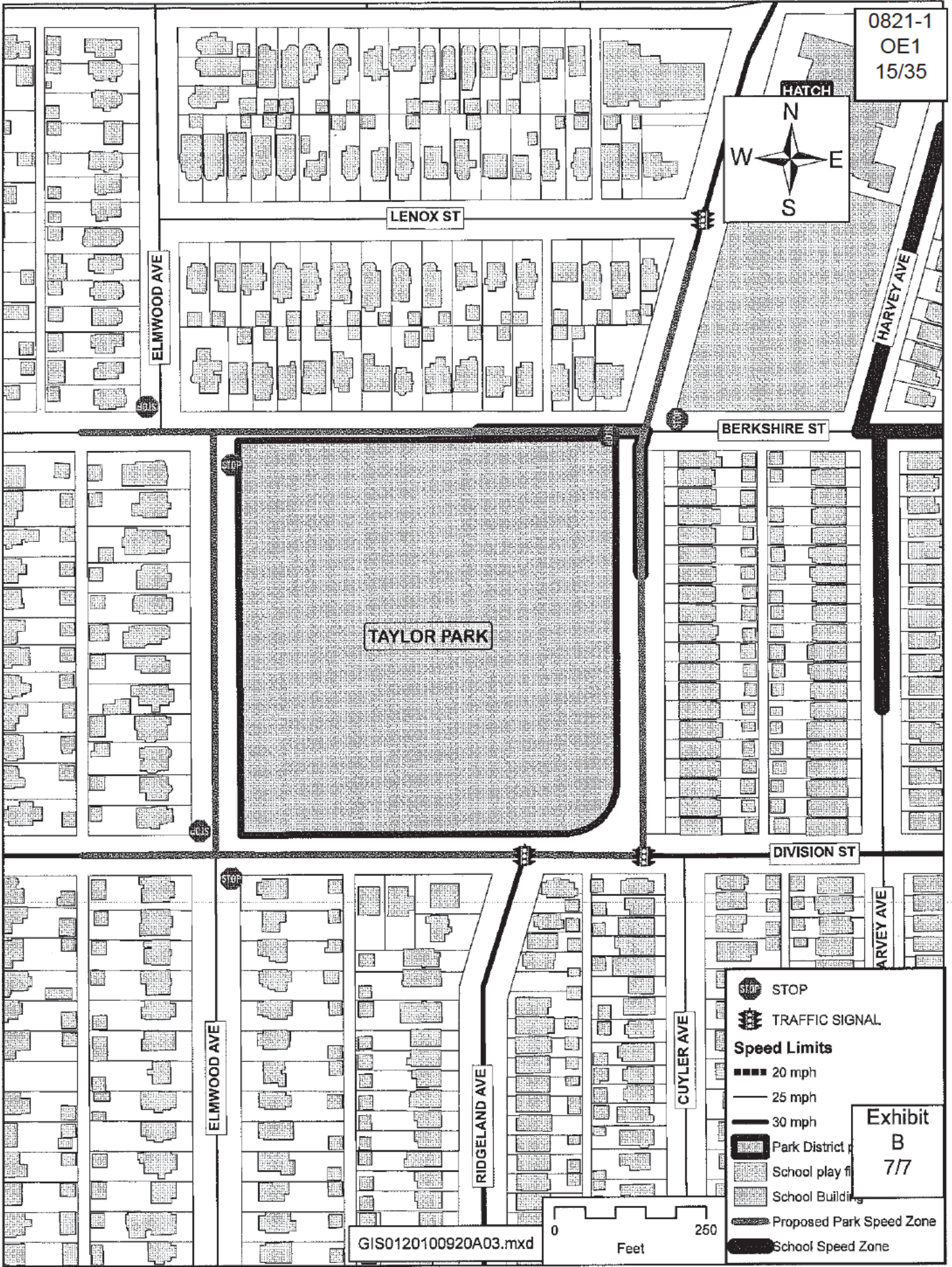
School Building

Proposed Park Speed Zone

School Speed Zone

Exhibit
B
7/7

GIS0120100920A03.mxd



Koperniak, Mike

From: Gary Balling [garyb@oakparkparks.com]
Sent: Friday, February 04, 2011 9:03 AM
To: Koperniak, Mike
Cc: 'Paul Aeschleman'; dianes@oakparkparks.com; 'Karen Gruszka'; 'Neil Adams'
Subject: Proposed Park Speed Zones

Mike,

All went well last evening at the Park Board Committee of the Whole Meeting. Transportation Commission Chair Paul Aeschleman did a good job of reviewing the issue of establishing speed zones on streets adjacent to parks. There was Park Board consensus to endorse the proposed speed zones at parks and specifically at this time at the six parks recommended by the Transportation Commission of the Village of Oak Park. The six parks as recommended by the Commission are Barrie, Lindberg, Maple, Rehm, Ridgeland Common and Taylor. If a seventh park could be considered it would be Longfellow Park. The Park Board will consider action to affirm their endorsement as part of the agenda for the Regular Park Board Meeting on Thursday, February 17 since no official action can be taken at the Committee of the Whole Meeting. Once the Park Board takes action it will be followed by a letter from Park Board President Mark Gartland.

Resident Rick Kuner was also at the meeting presenting information on a Travel Study he was working on with our staff members and recommended to Paul, pending the Village Board authorization (approval to proceed by Village Trustees) of the speed zones that we should provide for communication to the public. We can be of assistance in this area by providing information through our eNews, posters around parks and in our Park District Brochure. We also have many lines of communications with partner groups.

Thank you and the Traffic Commission for your work on this issue. If I can be of further assistance or provide additional information please let me know.

Gary Balling, CPRP
Executive Director
Park District of Oak Park
218 Madison Street
Oak Park, IL 60302
708.725.2020
fax 708.725.2095
garyb@oakparkparks.com

In partnership with the community, we provide quality parks and recreation experiences for the residents of Oak Park.



Please consider the environment before printing this email.

January 26, 2011

Gary Balling
Executive Director
Park District of Oak Park
218 Madison Street
Oak Park, IL 60302

Re: Proposed Park Speed Zones

Dear Gary:

At its January 24, 2011 meeting, the Transportation Commission of the Village of Oak Park discussed the issue of establishing park speed zones on the streets adjacent to eighteen public parks in the Village. These twenty mile per hour park speed zones would be similar in nature to existing school speed zones adjacent to schools. After considerable discussion, the Commission voted unanimously to recommend to the Village Board of Trustees to establish the park speed zones.

Given the cost and time involved in establishing the speed zones around all eighteen parks at the same time, the Commission voted to recommend to establish the park speed zones around what they considered to be the six most used parks. The Village could then review the effectiveness of the park speed zones before implementing them around the remaining parks. The six parks recommended by the Commission are Barrie, Lindberg, Maple, Rehm, Ridgeland Common, and Taylor.

The Commission and Village Staff are requesting that the Park District review the six recommended parks and reply with its written concurrence or nonoccurrence. The Commission and Village Staff are amenable to the Park District recommending a different mix of six parks if it believes that the park speed zones are more needed at one or more other parks.

Once the Park District has provided its written response, Village Staff will prepare the necessary documents for submitting the Commission's recommendations and the Park District's response to the Village Board for action.

Please review the attached maps showing the proposed park speed zones around eighteen Park District parks. Respond in writing indicating either that the Park District concurs with the six recommended parks or is recommending a different mix of six parks. If possible, return the response to my attention on or before Friday, February 4, 2011.

Contact me by phone at (708) 358-5724 or by email at koperniak@oak-park.us if you have any questions.

Sincerely,

THE VILLAGE OF OAK PARK

Michael Koperniak, P.E.
Civil Engineer II
Engineering Division
Village of Oak Park
Public Works Center
201 South Boulevard
Oak Park, Illinois 60302
phone: (708) 358-5724
fax: (708) 434-1600
email: koperniak@oak-park.us
web: www.oak-park.us

**Approved Minutes of Meeting
Transportation Commission
Monday, January 24, 2011 - 7:00 PM
Council Chambers - Village Hall**

Call to Order and Roll Call Chair Aeschleman called the meeting to order at 7:15PM.

Present: Chair Paul Aeschleman, John Abbott, Charles Frangos, Laszlo Medgyesy

Excused: Jack Chalabian II (arrived at 7:45 PM)

Absent: John Dagnon, Beth Marek

Staff Present: Jim Budrick, Michael Koperniak, John Kloak

Approval Of Tonight's Meeting

Commissioner Medgyesy motioned to approve tonight's agenda as presented. Commissioner Abbott seconded the motion. The motion was approved by a 4 to 0 voice vote.

Approval Of Draft Minutes From Previous Meetings

Commissioner Medgyesy motioned and Commissioner Abbott seconded to approved the draft November 22, 2010 Transportation Commission meeting minutes as submitted. The motion passed 4 to 0.

1st item - Referral From The Plan Commission To Provide An Opinion Regarding Specific Parking And Traffic Issues Related To The Proposed Interfaith Housing Development Project At The Corner Of Madison Street And Grove Avenue

Village Engineer Jim Budrick gave a presentation on this issue, including background information. He indicated that the Commission was being asked to review two specific issues, (a) a possible traffic diverter on Grove Avenue, and (b) the use of on-street commercial parking to meet zoning requirements.

Chair Aeschleman inquired about the existing parking restrictions on Madison Street. Budrick responded that there is a 2 hour 9AM - 5PM parking restriction on Madison Street.

There was a discussion about the proposed developments project timeline.

Chair Aeschleman asked how the issue of overnight guest parking was addressed. A short discussion of this followed.

Tim Dorn of DeWalt Hamilton, the developer's traffic engineers, explained the details of the their parking study.

Commissioner Medgyesy asked Staff where overnight guests would park. Budrick responded that Grove Avenue would be the first choice and then the on-site employee parking spaces.

The Commission discussed the need for a possible traffic diverter on Grove Avenue. Budrick responded that the traffic data does not support a traffic diverter at this time. He further stated that the Village has requested some developer's to establish a fifty-thousand dollar escrow account for the possible future installation of a traffic diverter.

Chair Aeschleman asked if a precedent would be established if on-street parking spaces could be used to meet zoning parking requirements for private developments. A discussion about this followed.

The Commission discussed and agreed that it could concur with using the on-street commercial parking to meet zoning requirements as long as overnight guests can also use the spaces.

Commissioner Abbott expressed concern about using existing Madison Street parking spaces for overnight guests because they could hinder daytime commercial users.

Commissioner Abbott motioned and Commissioner Medgyesy seconded to recommend to concur with the following staff recommendations.

- (a) Do not install a traffic diverter on Grove Avenue at this time. However, if the Plan Commission deems is warranted, the Village should require the Developer to establish a five year long escrow account for the possible installation of a traffic diverter at some point in the future.
- (b) Allow the use of existing Madison Street parking spaces to satisfy the zoning requirements for commercial parking by the proposed development.

AYES: Abbott, Aeschleman, Medgyesy, Frangos

NAYES: none

ABSTENTION: none

The motion passed 4 to 0.

Staff indicated that the Commission's recommendations would be forwarded to the Plan Commission.

2nd item - Review Of Draft Speed Table Policy

This is a continuation of the Commission's review of a draft speed table policy.

John Kloak gave a presentation and outlined the proposed draft speed table policies.

Commissioner Frangos inquired if a 51 percent petition requirement was standard. Budrick responded in the affirmative. Commissioner Frangos then asked how Staff would determine if traffic has moved to adjacent streets.

The Commission and Staff had a discussion on various ways to reduce speeding.

Commissioner Abbott asked why the Village shouldn't always use speed cushions instead of speed tables. Kloak responded that speed cushions would only be used on emergency fire routes.

The Commission and Staff had a discussion of the different types of permanent speed tables and speed cushions and their use on local streets.

Commissioner Medgyesy indicated that the proposed criteria # 3 was vague.

The Commission and staff had a discussion about requiring residents to pay for the installation of speed tables and cushions. Commission Abbott gave his views on sharing costs.

Chair Aeschleman expressed concern about the 1,000 ADT criteria because ADT's vary throughout the year and by parks and schools. Aeschleman also inquired about how to deal with the 51 percent petition requirement when one side of the block is a park.

Commissioner Medgyesy inquired about the speed table on Gunderson by Rehm Park. Budrick explained the background on this speed table.

The Commission also inquired about the cases like along Lemoyne Parkway by Lindberg park where there are only two houses on the block and a park on one side.

Commissioner Chalabian also indicated that the 3rd criteria is vague. He also indicated that it should be made clear during the petition process that resident would be required to pay for the speed tables.

Chair Aeschleman expressed concern about intergovernmental agreements if parks and or schools requested the speed tables or cushions.

Budrick suggested that the Village would pay for temporary testing of the speed tables and for a shared cost for a permanent installation.

Commissioner Chalabian concurred with the comments regarding intergovernmental agreements.

Chair Aeschleman inquired as to how speed tables and cushions would affect bicyclists. Staff responded that bicyclists could ride in between the speed cushions.

Budrick indicated that Staff would present the final draft speed table policies at the next Commission meeting.

Commissioner Medgyesy indicated that Staff should add text about testing procedures.

This item was tabled until the next meeting.

3rd item - Review Of Detailed Maps Of Proposed Park Speed Zones Around Public Parks

Staff Liaison Koperniak gave a PowerPoint presentation regarding the proposed Park Speed Zones around eighteen parks in the Village. It was indicated that the speed limit would be 20 miles per hour in these zones.

Commissioner Medgyesy asked about the locations where the proposed park speed zones would overlap with existing school speed zones.

Chair Aeschleman asked about the possibility of improved pedestrian crossing signage and motorists stopping for pedestrians. Staff replied that the village could look at additional signage.

There was a discussion regarding if Ridgeland Avenue and/or Washington Boulevard were to retain their existing 30 miles per hour speed limits. Staff replied that these are unmarked State of Illinois highways and therefore, the State has jurisdiction regarding the posted speed limit.

Chair Aeschleman asked the if the Village would be shortchanging itself by only implementing the park speed zones without considering enhanced pedestrian crossings. Commissioner Abbott supported the notion of enhanced signage including the possible use of portable Stop For Pedestrian signs in the middle of the road.

The Commission and Staff had a discussion about the cost and time of implementing the park speed zones at all 18 park locations. This discussion included prioritizing the parks for signage. Commissioner Frangos suggested prioritizing based on pedestrian / vehicle collisions. Another suggestion was to prioritize based on park usage statistics. Another suggestion was to implement Staff's recommendations unless the Park District says otherwise. It was suggested to have the Park District review the recommended park speed zone locations.

Commissioner Medgyesy asked Staff if the Village ever removes or consolidates signs. Village Engineer Jim Budrick responded yes.

The Commission used their knowledge of park usage to discuss and then recommend four test sites: Taylor Park, Lindberg Park, Barrie Park, and Maple Park. The Commission also wants these recommendations reviewed by the Park District.

Commissioner Medgyesy motioned to recommend establishing park speed zones around Taylor Park, Lindberg Park, Barrie Park, and Maple Park and to request concurrence by the Park District. Commissioner Abbott seconded the motion.

Chair Aeschleman proposed a friendly amendment to add Ridgeland Common and Rehm Park/Pool to the list of proposed sites.

The revised list now includes: Taylor Park, Lindberg Park, Barrie Park, and Maple Park, Ridgeland Common and Rehm Park/Pool.

AYES: Abbott, Aeschleman, Medgyesy, Chalabian, Frangos

NAYES: none

ABSTENTION: none

The motion passed 5 to 0.

Staff indicated that it would forward the Commission's recommendations on to the Park District for its review and concurrence.

Adjournment:

There being no other business, it was moved and seconded to adjourn. The motion was approved unanimously by voice vote. The meeting was adjourned at 9:10 PM.

Respectfully submitted,

Michael Koperniak, Staff Liaison
Transportation Commission

VILLAGE OF OAK PARK

CITIZEN ADVISORY BOARD AND COMMISSION RECOMMENDATION

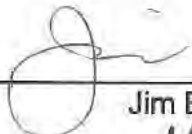
AGENDA ITEM COMMENTARY

Item Title: Adopt Ordinance Amending Chapter 15, Article 1, Section 10 Regarding Speed Limits to Establish Park Speed Zones

Resolution or Ordinance No. _____

Date of Board Action _____ November 7, 2011 _____

Village Engineer _____


Jim Budrick

Village Manager's Office _____

Citizen Advisory Board Or Commission Issue Processing (Dates of Related Commission Meetings): January 24, 2011 Transportation Commission voted unanimously to make the following recommendation to establish a 20 mile per hour (mph) Park Speed Zone on streets adjacent to Taylor Park, Lindberg Park, Barrie Park, Maple Park, Ridgeland Common, and Rehm Pool and Park, as shown on the attached maps.

Item Policy Commentary (Previous Board Review, History Key Points, Current Issue, Commission Recommendation):

The Transportation Commission reviewed this issue over several meetings this year. The Commission discussed: the need for reduced speed limits around parks, the speed limits around parks in adjacent communities, the speed limits around parks in this Village, the Illinois Compiled Statute 625 ILCS 5/11-605.3 which allows for the establishment of Park Speed Zones, the possible overlapping of school speed zones and park speed zones at certain locations, the possible need to enhanced pedestrian crossing signage adjacent to parks, the prioritization of parks to sign, maps showing proposed Park Speed Zones on streets adjacent to eighteen parks owned by the Park District of Oak Park, and the benefit of obtaining support from the Park District.

The Commission ultimately voted unanimously to make the recommendation to establish 20 mile per hour Park Speed Zones on streets adjacent to Taylor Park, Lindberg Park, Barrie Park, Maple Park, Ridgeland Common, and Rehm Pool and Park. Park Board of Commissioners concurred with the Commission's recommendation regarding these six parks on Thursday February 3, 2011.

VILLAGE OF OAK PARK

CITIZEN ADVISORY BOARD AND COMMISSION RECOMMENDATION

AGENDA ITEM COMMENTARY

The Village Board of Trustees reviewed the Commissions recommendations at it's February 22, 2011 meeting and approved a motion to direct staff to prepare an Ordinance to establish 20 mile per hour Park Speed Zones on streets adjacent to Taylor Park, Lindberg Park, Barrie Park, Maple Park, Ridgeland Common, and Rehm Pool and Park.

The draft Ordinance is attached for adoption by the Village Board.

Proposed Board Action:

Adopt the Ordinance.

**ORDINANCE AMENDING CHAPTER 15, ARTICLE 1,
SECTION 10 REGARDING SPEED LIMITS TO
ESTABLISH PARK SPEED ZONES**

Whereas, the Park District of Oak Park is a duly authorized park district within the State of Illinois; and

Whereas, the Park District of Oak Park has established Taylor Park, located at 400 W Division Street; Lindberg Park, located on Greenfield Street between Marion and Woodbine Avenues; Barrie Park, located at 1011 S. Lombard Avenue; Maple Park, located at 1105 S. Maple Avenue; Ridgeland Common, located at 415 W. Lake Street; and Rehm Pool and Park, located at 515 Garfield Street as parks within the Village of Oak Park; and

Whereas, Section 5/11-605.3 of the Illinois Vehicle Code 625 ILCS, authorizes local governmental entities to designate certain streets adjacent to recreational facilities and areas on any land owned and operated by a park district that is used for recreational purposes as "park zone streets," so as to reduce speed limits on such streets to (20) miles per hour on any day when children are present and within fifty (50) feet of motorized traffic; and

Whereas, the Transportation Commission of the Village of Oak Park, at it's January 24, 2011 meeting, voted unanimously to make the recommendation to the Village Board of Trustees to establish Park Zones Streets adjacent to Taylor Park, Lindberg Park, Barrie Park, Maple Park, Ridgeland Common and Rehm Pool and Park; and

Whereas, The Park District Board of Commissioners of Oak Park endorsed the proposed Park Zones Streets at all six parks which were recommended by the Transportation Commission of Oak Park at it's February 7, 2011 commission meeting; and

Whereas, The Oak Park Village Board of Trustees reviewed the Transportation Commissions recommendations at it's February 22, 2011 meeting and approved a motion to direct staff to prepare an Ordinance to designate Park Zone Streets with a (20) mile per hour speed limit on streets adjacent to Taylor Park, Lindberg Park, Barrie Park, Maple Park, Ridgeland Common and Rehm Pool and Park.

Now Therefore, Be it Ordained by the President and Board of Trustees of the Village of Oak Park, Cook County, IL, that Chapter 15, Article 1, Section 10 of the Village Code be amended to read as follows:

15-1-10: SPEED LIMITS:

- A.** The maximum speed limit for a motor vehicle in the Village shall be twenty (20) miles per hour on Elizabeth Court and Lake Street from Harlem Avenue to Forest Avenue and shall be twenty five (25) miles per hour on all other streets except the following:

Austin Boulevard
Harlem Avenue
Madison Street
North Avenue
Ridgeland Avenue
Roosevelt Road
Washington Boulevard

On these specifically named streets the maximum speed limit shall be as specified in 625 Illinois Compiled Statutes 5/11-601 et seq., adopted in section 15-1-1 of this article.

- B.** The maximum speed limit for a motor vehicle shall be (20) miles per hour in a Park Speed Zone. The following locations shall be designated as Park Speed Zones:

1. Ridgeland Avenue from a point approximately 50 feet south of Lenox Street to Division Street.
2. Division Street from a point approximately 220 feet west of Elmwood Avenue to Ridgeland Avenue.
3. Elmwood Avenue from Division Street to Berkshire Street.
4. Berkshire Street from a point approximately 220 feet west of Elmwood Avenue to Ridgeland Avenue.
5. LeMoyne Parkway from Marion Street to Woodbine Avenue.
6. Marion Street from LeMoyne Parkway to Greenfield Street.
7. Greenfield Street from Marion Street to Woodbine Avenue
8. Garfield Street from a point approximately 90 feet east of Highland Avenue to a point approximately 90 feet west of Lyman Avenue.
9. Lombard Avenue from Garfield Street to Harvard Street.

10. Taylor Avenue from Garfield Street to Harvard Street.
11. Harvard Street from Lombard Avenue to Taylor Avenue.
12. Lexington Street from Harlem Avenue to Wisconsin Avenue.
13. Maple Avenue from Lexington Street to Roosevelt Road.
14. Lake Street from East Avenue to Ridgeland Avenue.
15. East Avenue from Lake Street to South Boulevard.
16. Scoville Avenue from Lake Street to South Boulevard.
17. Ridgeland Avenue from Lake Street to South Boulevard
18. Garfield Street from East Avenue to Elmwood Avenue.
19. East Avenue from Garfield Street to Harvard Street.
20. Scoville Avenue from Harvard Street to a point approximately 490 feet north of Harvard Street.
21. Gunderson Avenue from Garfield Street to Harvard Street.

THIS ORDINANCE shall be in full force and effect from and after its adoption, approval, publication, and posting of appropriate signs, as provided by law.

ADOPTED this 7th day of November, 2011, pursuant to a roll call vote as follows:

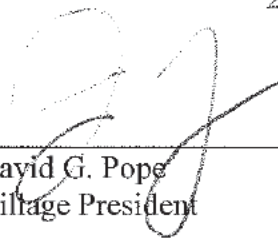
AYES: Trustees Brewer, Hedges, Lueck, Salzman and Tucker; President Pope

NAYS: None

ABSENT: Trustee Johnson

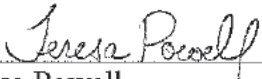
APPROVED by me this 7th day of November, 2011.

| |
|------------------------|
| 0821-1 OE1 29/35 |
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David G. Pope
Village President

ATTEST:



Teresa Powell
Village Clerk



TAYLOR PARK

BERKSHIRE ST

DIVISION ST

ELMWOOD AVE

LENOX ST

HARVEY AVE

ELMWOOD AVE

RIDGELAND AVE

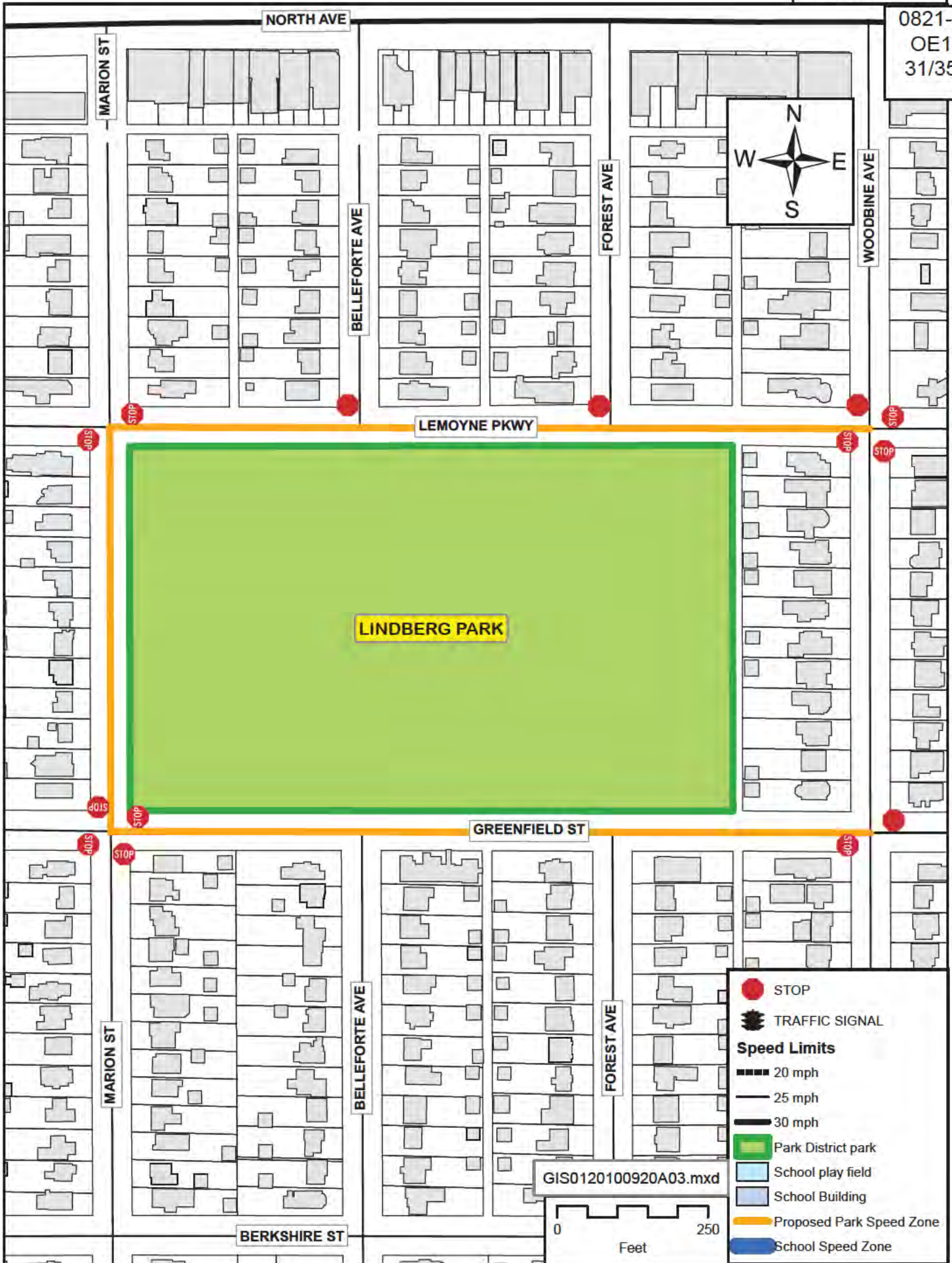
CUYLER AVE

HARVEY AVE

- STOP
- TRAFFIC SIGNAL
- Speed Limits**
 - 20 mph
 - 25 mph
 - 30 mph
- Park District park
- School play field
- School Building
- Proposed Park Speed Zone
- School Speed Zone

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0 250 Feet



LINDBERG PARK

LEMOYNE PKWY

GREENFIELD ST

NORTH AVE

MARION ST

BELLEFORTE AVE

FOREST AVE











WOODBINE AVE

MARION ST

BELLEFORTE AVE

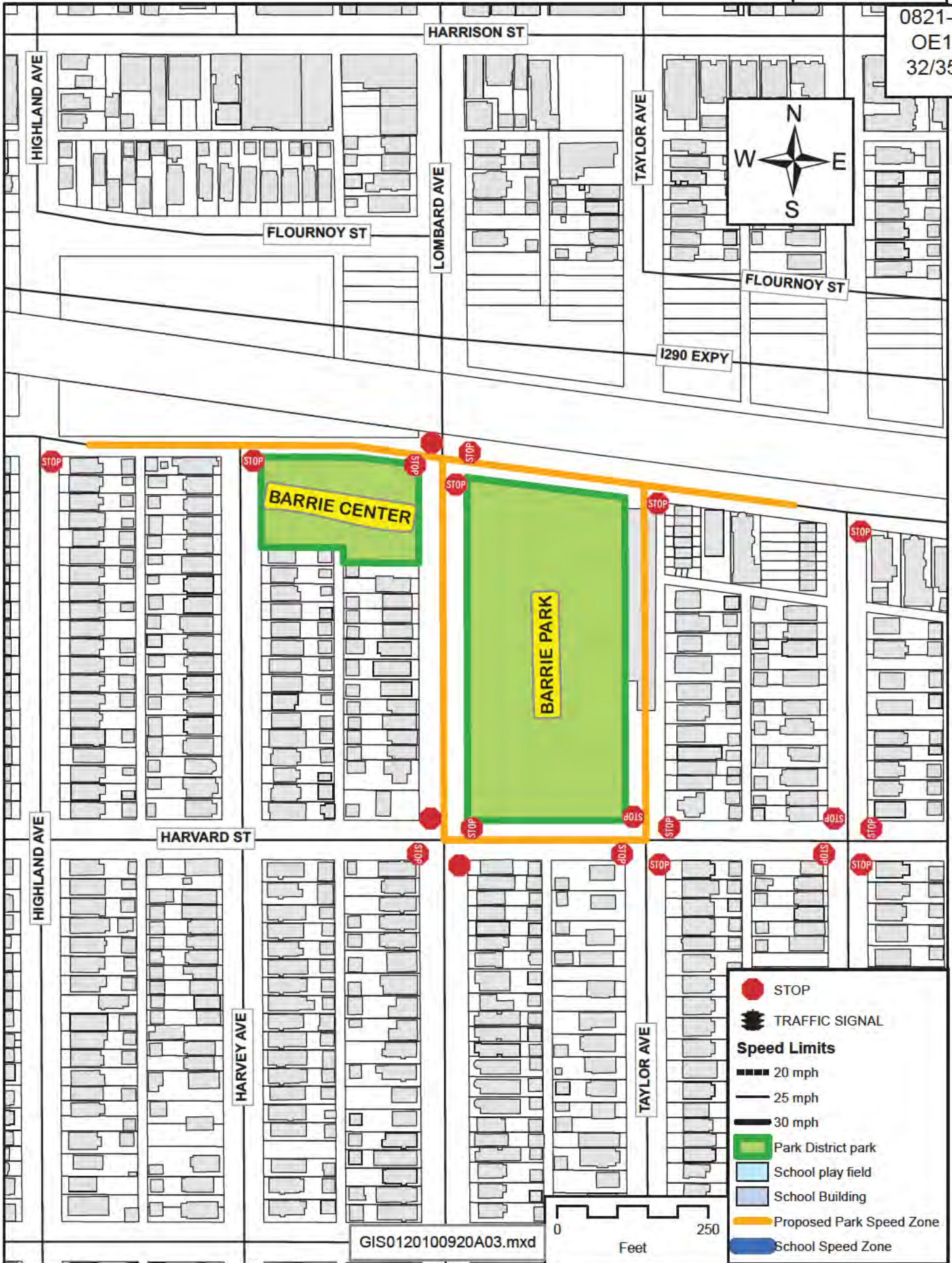
FOREST AVE

BERKSHIRE ST

-  STOP
-  TRAFFIC SIGNAL
- Speed Limits**
-  20 mph
-  25 mph
-  30 mph
-  Park District park
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-  School Speed Zone

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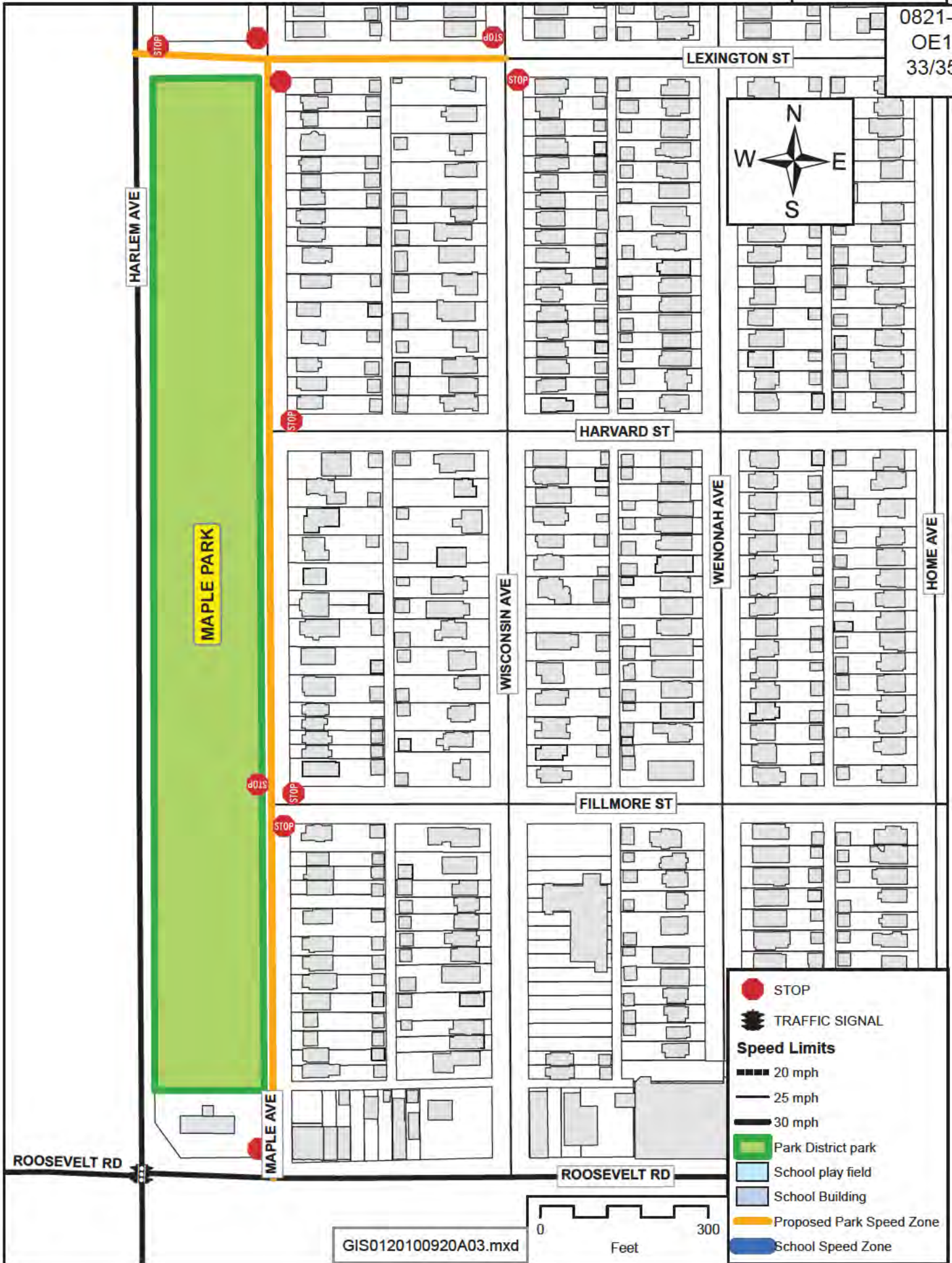
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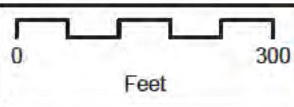
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
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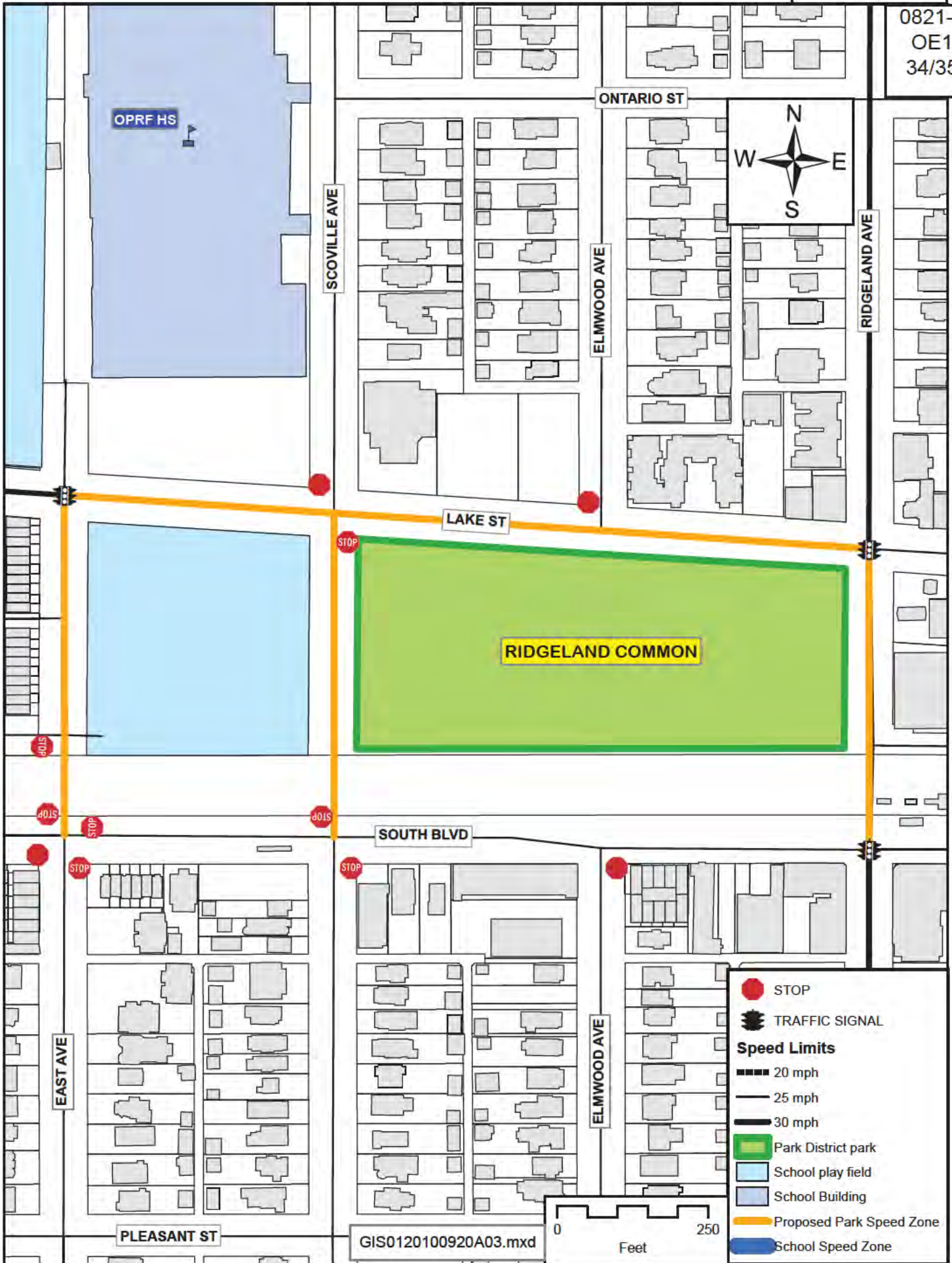
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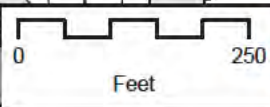


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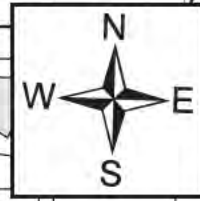


Legend

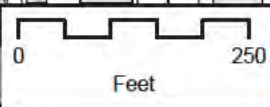
- STOP
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Village of Oak Park

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

0821-1
OE2
1/6

Meeting Minutes

President and Board of Trustees

Monday, June 7, 2021

6:30 PM

Village Hall

I. Call to Order

Village President Scaman called the meeting to order at 6:33 P.M. She authorized a statement be read providing that the meeting is being held remotely due to COVID-19 restrictions and guidelines and that it is not prudent to have people present at the Village Board's regular meeting location due to public health concerns related to that pandemic.

II. Roll Call

Present: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

Absent: 0

III. Consideration of Motion to Adjourn to Executive Session to Discuss Collective Bargaining and Litigation

It was moved by Village Trustee Buchanan, seconded by Village Trustee Robinson that this motion be approved for Approval of Executive Session Minutes pursuant to 5 ILCS 12/2(c)(21), Pending Litigation pursuant to 5 ILCS 120/2(c)(11), and Collective Bargaining pursuant to 5 ILCS 120/2(c)(2). The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

V. Reconvene to Regular Meeting in Council Chambers and Call to Order

The Regular Meeting reconvened at 7:34 P.M.

VI. Roll Call

Present: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

Absent: 0

VII. Agenda Approval

clarified the reasons behind the decision.

XII. Village Board Committees

Village President Scaman stated that moving forward this section will include the Trustee Citizen Commission reports as well.

Village Trustee Buchanan provided information regarding InterGovernmental Assembly (IGOV) and the Oak Park Economic Development Corporation (OPEDC).

Village Trustee Taglia provided an update as a member to the Firefighters Pension Board.

XIII. Citizen Commission Vacancies

E. [ID 21-161](#) Board & Commission Vacancy Report for June 7, 2021.

There were no comments.

XIV. Citizen Commission Appointments, Reappointments and Chair Appointments

F. [ID 21-162](#) Motion to Consent to the Village President’s Appointment of:
Aging in Place Commission - Marion Baumgarten, Appoint as Member
Board of Health - Wynne Lacey, Appoint as Member
Building Codes Advisory Commission - Rick Easty, Appoint as Member
Civic Information Systems Commission - Siva Balu, Appoint as Member
Civic Information Systems Commission - Thomas Ptacek, Appoint as Member
Transportation Commission - Ryan Peterson, Appoint as Member

Village Clerk Waters read the names aloud.

It was moved by Village Trustee Walker-Peddakotla, seconded by Village Trustee Robinson to approve the Motion. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

XV. Consent Agenda

Approval of the Consent Agenda

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

AYES: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

G. [RES 21-112](#) A Resolution Approving a Capital Lease with Huntington Public Capital Corporation in the Amount of \$244,720 to Finance the Purchase of a Pelican Street Sweeper and Authorizing the Village Manager to Execute Any and All Documents for the Capital Lease

This Resolution was adopted.

H. [ORD 21-40](#) Concur with the Plan Commission’s Recommendation and Adopt an Ordinance Amending Article 8 (“Uses”) of the Oak Park Zoning Ordinance to Add Outpatient Behavioral Health in the HS-Harrison Street Zoning District as a Special Use

This Ordinance was adopted.

I. [ORD 21-41](#) Concur with the Plan Commission’s Recommendation and Adopt an Ordinance Granting a Special Use Permit for an Outpatient Behavioral Health Establishment at 213-215 Harrison Street

This Ordinance was adopted.

J. [ORD 21-43](#) Concur with the Zoning Board of Appeals’ Recommendation and Adopt An Ordinance Granting a Special Use Permit to Operate a Physical Therapy Clinic at 221 Harrison Street

This Ordinance was adopted.

K. [MOT 21-63](#) A Motion to Concur with the Transportation Commission’s Recommendation to Extend the Zone Y8 Overnight Parking Permit from 9:00 p.m. - 10:00 a.m. for the South Side of Washington Boulevard from Humphrey Avenue to Taylor Street

This Motion was approved.

L. [RES 21-128](#) A Resolution Approving an Intergovernmental Agreement between the Villages of Oak Park and River Forest and the Townships of Oak Park and River Forest to Create a Home Repair Program and Authorizing its Execution

Public comment submitted, but not read aloud.

Valerie Lester: Valerie Lester submitted a comment in support of the intergovernmental agreement between the Villages of Oak Park and River Forest and the Townships of Oak Park and River Forest to Create a Home



Village of Oak Park

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

0821-1
OE2
4/6

Meeting Minutes

President and Board of Trustees

Tuesday, July 6, 2021

7:00 PM

Village Hall

I. Call to Order

Village President Scaman called the meeting to order at 7:00 P.M. She authorized a statement be read providing that the meeting is being held remotely due to COVID-19 restrictions and guidelines and that it is not prudent to have people present at the Village Board's regular meeting location due to public health concerns related to that pandemic.

II. Roll Call

Present: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

Absent: 0

III. Agenda Approval

It was moved by Village Trustee Walker-Peddakotla, seconded by Village Trustee Enyia, to approve the Agenda. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

IV. Minutes

A. [MOT 21-76](#) Motion to Approve Minutes from Regular Remote Meeting of June 24, 2021 and Special Remote Meeting of June 28, 2021 of the Village Board.

It was moved by Village Trustee Robinson, seconded by Village Trustee Walker-Peddakotla, to approve the Minutes. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

VIII. Citizen Commission Vacancies

C. [ID 21-190](#) Board & Commission Vacancy Report for July 6, 2021.

President Scaman mentioned the village is looking for more members for the Citizen Involvement Commission.

IX. Citizen Commission Appointments, Reappointments and Chair Appointments

D. [ID 21-191](#) Motion to Consent to the Village President’s Appointment of:
Citizen Police Oversight Committee - Justin Johnson, Appoint as Member
Community Relations Commission - Cathy Flowers, Appoint as Member
Housing Programs Advisory Committee - Juanta Griffin, Appoint as Member
Housing Programs Advisory Committee - Keith Spencer, Appoint as Member

Deputy Village Clerk DeViller read the names aloud.

It was moved by Village Trustee Enyia, seconded by Village Trustee Buchanan, to approve the Motion. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

X. Consent Agenda

Approval of the Consent Agenda

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

AYES: 7 - Village President Scaman, Village Trustee Buchanan, Village Trustee Enyia, Village Trustee Parakkat, Village Trustee Robinson, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

E. [RES 21-148](#) A Resolution Approving an Amendment to the Independent Contractor Agreement with Meade, Inc. for Emergency Street Lighting and Traffic Signal Repair Services to Change the Not to Exceed Amount from \$20,000.00 to \$26,000.00 and Authorizing its Execution

This Resolution was adopted.

- F.** [MOT 21-74](#) A Motion to Concur with the Transportation Commission's Recommendation to Restrict Parking on the 1150 Block of South Harvey to Residents Between the Hours of 10:00 p.m. and 2:30 a.m. and Directing Staff to Install Signage Regarding Said Restriction
- This Motion was approved.
- G.** [ORD 21-52](#) An Ordinance Updating and Replacing the Map Codified as Part of Section 15-1-26 of the Oak Park Village Code to Reflect the Village's Current Time Restrictions, Time Limits, and Prohibited Parking Areas
- This Ordinance was adopted.
- H.** [RES 21-139](#) A Resolution Approving an Amendment to the Professional Services Agreement with Advanced Security Solutions, Inc. for Security Services at Village Parking Structures and Village Hall to Change the Not to Exceed Amount for Security Services Provided at Village Hall from \$30,000.00 to \$55,000.00 and Authorizing its Execution
- This Resolution was adopted.
- I.** [RES 21-149](#) A Resolution Approving an Independent Contractor Agreement with JIJ Contracting, Inc. for the Construction of an Enclosure Adjacent to the Northeast Elevator/Stair Tower on the Second Level of the Village-Owned Oak Park River Forest High School Parking Structure in an Amount Not to Exceed \$73,450.00, Authorizing Its Execution and Waiving the Village's Bid Process
- This Resolution was adopted.
- J.** [RES 21-150](#) A Resolution Approving and Adopting an Amendment to Section IV ("Compensation") of the Village of Oak Park Personnel Manual to add Juneteenth as an Employee Holiday
- This Resolution was adopted.
- K.** [RES 21-153](#) A Resolution Authorizing the Execution of a Settlement Agreement in Workers' Compensation Case Numbers 2018 WC 38478 and 2018 WC 36092
- This Resolution was adopted.
- L.** [RES 21-155](#) A Resolution Approving a Memorandum of Understanding Between the Village of Oak Park and Cook County from the United States Department of Housing and Urban Development for Lead Removal Activities and Authorizing its Execution
- This Resolution was adopted.

XI. Regular Agenda

- M.** [RES 21-157](#) A Resolution Appointing Lisa Shelley Interim Village Manager