

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

1. Call to Order

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

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

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

Roll Call

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

Absent: Ryan Peterson, James Thompson

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

2. Agenda Approval

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

The roll call vote was as follows:

Ayes: Katner, Fink, Moses, Stigger, Burke

Nays: None

The motion passed unanimously 5 to 0.

3. Approval of the Draft Transportation Commission Meeting Minutes

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

The roll call vote was as follows:

Ayes: Stigger, Fink, Katner, Moses, Burke

Nays: None

The motion passed unanimously 5 to 0.

4. Non-Agenda Public Comment

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

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

5. New Business

None

6. Old Business

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Commission discussed the following topics:

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

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

The roll call vote was as follows:

Ayes: Katner, Fink

Nays: Moses, Stigger, Burke

The motion failed 2 to 3.

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

The roll call vote was as follows:

Ayes: Moses, Stigger, Burke

Nays: None

Abstain: Fink, Katner

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

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

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

The Commission reviewed the document and discussed the following topics:

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

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

7. Adjourn

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

The roll call vote was as follows:

Ayes: Stigger, Fink, Katner, Moses, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting adjourned at 9:06pm.

Submitted by:

Anna Muench

Customer Service Representative II

Juliano, Jill

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

Follow Up Flag: Follow up
Flag Status: Flagged

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

Hi, Oak Park:

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

My question is:

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

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

Can you add fewer spaces?

Thank you for the opportunity to comment.

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

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

Juliano, Jill

From: Carol McNally [REDACTED]
Sent: Sunday, November 7, 2021 10:17 AM
To: Transportation
Subject: Overnight permit parking on 500 block of South Cuyler

Follow Up Flag: Follow up
Flag Status: Flagged

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

To Whom It May Concern,

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

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

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

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

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

Thank you for allowing me to voice my opinion.

Carol McNally

Juliano, Jill

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

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

Dear Transportation Commission,

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

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

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

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

On three random nights I noted the number of cars parked on the street between the T alley and Adams. I tried to get as close to midnight as possible since most cars parked then are likely to be there all night.

Sunday Oct 24th 12:12 AM 10 cars on the west side and 11 cars on the east side

Friday Oct 29th 12:02 AM 7 cars on the west side and 8 cars on the east side

Sunday Oct 31 10:30 pm 7 cars on the west side and 10 on the east side

I have no idea whether the cars are legally parked or not. But at this time Parking Permit lot 44 is still open and functioning. If you allow 18 permit parking spaces on the west side of Cuyler, where will all the cars currently parked overnight on both sides of Cuyler go? They will be forced to park on the east side of Cuyler. During holidays the restrictions are lifted. If the permit parking takes up the west side of the street all the holiday parking will end up on the east side of the street.

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

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

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

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

Thank you,
Ann Collins

Juliano, Jill

From: Clare McDermott [REDACTED]
Sent: Tuesday, November 9, 2021 2:37 PM
To: Transportation
Subject: Public comment

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

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

Juliano, Jill

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

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

Dear Transportation Commissioners,

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

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

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

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

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

We are asking the following:

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

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

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

Sincerely,

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

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

Juliano, Jill

From: Suzen [REDACTED]
Sent: Tuesday, November 9, 2021 3:15 PM
To: Transportation
Subject: Transportation Commission public comment

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

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

Suzen Riley

Juliano, Jill

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

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

Dear Commission Members,

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

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

Thank you,
Anna Ogier-Bloomer
Oak Park Resident

Juliano, Jill

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

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

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

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

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

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

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

Jason Jenkins
[REDACTED]
Oak Park, IL.

--
Jason Ray Jenkins



Google



1140 S Cuyler Ave

