



## SPECIAL REMOTE MEETING AGENDA TRANSPORTATION COMMISSION – September 13, 2022 at 7:00p.m.

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A Special Remote Meeting will be conducted with live audio and optional video of participants. The meeting will be available live at <https://us06web.zoom.us/j/81274251522> and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://www.oak-park.us/commissiontv) the following day. Remote meetings are authorized pursuant to Section 7(e) of the Illinois Open Meetings Act. 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.

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Remote Meeting Minutes
  - 3.1) August 9, 2022 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to [transportation@oak-park.us](mailto:transportation@oak-park.us), indicating an intent to speak at the meeting or including a statement to be read into the record. Requests must be received no later than 30 minutes prior to the start of the meeting. Written comments also may be placed in the Oak Park Payment Drop Box across from the south entrance to Village Hall, 123 Madison St., no later than the day prior to the meeting.

- 5) New Business
  - a) None
- 6) Old Business
  - a) Petition to Install a Traffic Calming Device on the 500 Block of South Harvey Avenue
  - b) Review of Recommended Revisions to the Existing Overnight On-Street Permit Zones
- 7) Other Enclosures
  - a) Possible Second Meeting in September to Discuss the Draft 2023 Work Plan
  - b) Transportation Commission Meetings Remain Remote
  - c) Trustee Walker-Peddakotla's Resignation
- 8) Adjourn

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or email [ADACoordinator@oak-park.us](mailto:ADACoordinator@oak-park.us) at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes  
Transportation Commission  
Tuesday, August 9, 2022 – 7:00 PM  
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:02 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 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."*

Chair Burke asked when in-person meetings would resume and staff responded.

Roll Call

Present: Camille Fink, Brian Straw, Ron Burke

Absent: Garth Katner, Meghann Moses

Staff: Parking & Mobility Services Manager Sean Keane, Village Engineer Bill McKenna, Staff Liaison Jill Juliano

Guests: Mike Stewart, Members of Bike Walk Oak Park (BWOP): Rachel Poretzky, Franny Ritchie, Sylvia Schweri, and Jenna Holzberg

Staff Liaison Juliano noted that with three Commissioners, there is a quorum.

2. Agenda Approval

Chair Burke asked when a recommendation would come from staff for the 500 block of S Harvey Ave. Staff responded that they anticipate bringing it to the Commission in September.

Commissioner Straw asked for clarification about when more petitions would be presented to the Commission as he was surprised to not see any on the agenda for this meeting considering the extensive backlog. Staff responded that not all petitions will be presented individually, especially when there are several that are adjacent to one another. They are working to get a consultant on board to assist with the backlog but are continuing to gather data and work through the petitions in the meantime. There are other items on the Commission's work plan that need to be addressed and even once a consultant is on board, there will be meetings where petitions aren't presented to allow for the other items to be tackled.

Chair Burke asked when the next letter would be going out discussing the proposed overnight parking changes. Staff responded that they hope to have the letter out within the next week or so.

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

The roll call vote was as follows:

Ayes: Straw, Fink, Burke

Nays: None

The motion passed unanimously 3 to 0.

### 3. Approval of the Draft July 12, 2022 Transportation Commission Meeting Minutes

Commissioner Fink made a motion to approve the draft July 12, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Fink, Straw, Burke

Nays: None

The motion passed unanimously 3 to 0.

### 4. Non-Agenda Public Comment

Staff Liaison Juliano and Parking and Mobility Services Manager Sean Keane read the two written public testimony aloud. The comments, in their entirety, are attached to these minutes.

Kim O'Donnell, whose written public testimony was read, requested that the questions in her testimony be answered. She also reiterated her request that the petitions be reviewed expeditiously.

Chair Burke asked if staff had provided an update to those who'd submitted petitions. Staff responded no.

Village Engineer Bill McKenna clarified that a consultant has not yet been hired, but they are hoping to hire one this fall to help work through Commission items. Staff have continued to work through petitions and other Commission items and the first petition item for the year was presented in June. They hope to accelerate the process once a consultant is hired, but it will likely still take years to get through the existing backlog. Staff is working with the Village Manager's office to determine ways to streamline the process to get through the backlog and apply a consistent approach on a neighborhood or Village-wide basis.

## 5. New Business

### 5a) REVIEW THE OAK PARK BICYCLE PLAN AND NEIGHBORHOOD GREENWAYS SYSTEM STUDY TO EVALUATE OPPORTUNITIES TO CREATE ADDITIONAL DEDICATED OR PROTECTED BIKE LANES (2022 WORK PLAN ITEM)

Staff Liaison Juliano explained that this is an item from the Commission's 2022 work plan and is scheduled to be completed by the fourth quarter. She shared the listed outcomes and noted that tonight's discussion will focus on determining recommendations for locations for dedicated or protected bike lanes.

Village Engineer McKenna provided additional background information and explained the Village Board's direction for the Commission to look for opportunities to modify the adopted Neighborhood Greenways Plan to include dedicated and/or protected bike lanes. Staff did convey to the Board that modifying the plan to include dedicated and/or protected bike lanes will come at the expense of on-street parking.

Commissioner Straw asked for clarification about whether this will be a new plan or if it will be modifying the existing plan. Staff responded that the end result will be a recommendation for a revised Greenways/Bike Lane Network. It will realistically be a hybrid approach as there are areas of the village where there won't be too many opportunities to fit protected bike lanes due to existing demands.

Rachel Poretsky spoke about the importance of a connected bike network, specifically in terms of safety, and noted that protected bike lanes encourage more people to bike. She is eager to see the Neighborhood Greenways Plan implemented and believes it will encourage more people to walk and bike in Oak Park, help reduce the climate impact, and end traffic violence in the community.

Franny Ritchie spoke on behalf of Bike Walk Oak Park (BWOP) and said that the organization supports the addition of dedicated or protected bike lanes and is eager to see the implementation of the Neighborhood Greenways Plan. She shared concerns that dedicated or protected bike lanes would be on-off projects and that the connectivity of the Neighborhood Greenways Plan would be lost. She urged the Village to establish a plan to implement greenways and offered the assistance of BWOP.

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

Following the presentation and public testimony, Chair Burke asked staff to identify the goal for the conversation and lay some groundwork. Village Engineer McKenna mentioned that staff invited members of Bike Walk Oak Park and Mike Stewart, a local bike advocate, to the meeting for the Commissioners to use as resources during the discussion. He then explained how much space would be needed on a street to allow for the possibility of a

dedicated or protected bike lane and shared a map to illustrate potential viable locations. He explained that there are few opportunities for this in the Village and that each of them comes with a cost, usually loss of parking, which will also need to be considered. The goal is for staff to get feedback from the Commission on the existing Neighborhood Greenways map, including any modifications they'd like to see or any sections that they'd like to see prioritized for those bike lanes.

Commissioner Fink mentioned that she thought the Commission previously recommended priority segments and Chair Burke agreed, noting the area around OPRF as an example. Village Engineer McKenna responded that the initial implementation, which staff is still planning on getting through as part of the Greenways Network, are the segments right by the high school. With the Lake St and Oak Park Ave projects, crossing components were implemented to accommodate future greenways. Now the focus is the on-street conditions that will be done in that first priority area.

Commissioner Fink asked about the timeline. Village Engineer McKenna responded that staff wanted to build it this year, but it will most likely turn into a 2023 build due to staffing. There is still money in the budget for it, but staff will probably try to just get the design done this year.

The Commissioners discussed the following items:

- The importance of the “three cs” for biking and walking networks (comfortable, close, and connected)
- Two- way bike lanes on one-way streets
- The possibility of converting streets to one-way and potential impacts
- Adding east-west routes in south Oak Park, particularly on streets where there is less demand for on-street parking
- If utilizing traffic controls to slow down traffic on particular streets, making them less appealing for cars, would be more effective
- Using the Greenways Plan, but adding protected bike lanes to improve safety on a couple of busier routes that already have bike lanes
- Prioritizing intersection improvements and creating the safest possible crossing conditions at intersections where a greenway meets a busy street as a way to kick-start the program and promote connectivity
- The addition of diverters because if through traffic isn't being limited on a street, you won't get the full greenways experience that lures people to use that street for biking

Rachel Poretsky shared her concern about the cost of protected bike lanes and asked if they would come at the expense of the network as a whole or would the Village be willing to expand the budget for the project.

Village Engineer McKenna responded that standard striped bike lanes that leave a dedicated space for a cyclist are relatively inexpensive. It would actually be cheaper than many of the elements in the Greenway/Boulevard Plan, especially the treatments at intersections. Protected bike lanes do get expensive. Once we start talking about implementation, if the Commission wanted to recommend moving forward with the less expensive option of dedicated bike lanes to see if it's popular and encourages more cycling, it might make it an easier sell in the future to allow for room in the budget to make those protected lanes. From my perspective, we're looking at modifying the Greenways Network to see where the greenway could be converted to lanes and where it should stay just a greenway.

Rachel Poretsky commented that some of the intersection mitigations are necessary, even with bike lanes, because a bike lane that ends at an intersection with no controlled crossing is almost as useless as not having a bike lane at all. Village Engineer McKenna and Chair Burke agreed.

Jenna Holzberg shared her excitement that the project is moving forward and supports bike lanes but noted that the overarching priority is the Greenways Network, which will create safer streets across the entire Village. She shared her concerns about traffic violence in Oak Park and believes that a safety plan that takes the entire Village into consideration will benefit everyone. She noted that while she's supportive of bike lanes, and protected bike lanes in certain areas, she is concerned that if the focus shifts to a connected bike lane network at the expense of a safety plan, the project will come up short of its goal.

Franny Ritchie mentioned that some cities have short lengths of protected bike lanes at intersections and that might work in Oak Park as a way to bridge the gap between the idea of adding protected bike lanes and the existing infrastructure recommendations. She believes that by doing this, fewer parking spaces would need to be removed while still reaping the benefits for a longer stretch, particularly if used in succession.

Mike Stewart liked the idea of extending the use of Home Ave, especially from the Home Ave Bridge north as far as possible, to keep the path continuous and make it safer for all who use it. He loved that the Village was able to implement and try out the Slow Streets Program, giving residents the opportunity to get used to it and see that Oak Park doesn't have to be car centric. He suggested that as part of any plan that moves forward, an element of education needs to be added both for drivers and cyclists regarding shared use, as well as an element of enforcement. The streets are really dangerous these days and enforcement needs to be increased.

Staff recommended that the Commissioners review the existing Neighborhood Greenways map per Village Board direction and relay any modifications they'd like to see to staff. Staff will then prepare a more formalized recommendation that includes images of potential treatments that could be presented to the Commission at the September

meeting, if the agenda allows. With upcoming work plan items, particularly Vision Zero, the Commissioners and staff discussed the possibility of adding additional meetings if necessary.

6. Old Business

None

7. Adjourn

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

The roll call vote was as follows:

Ayes: Straw, Fink, Burke

Nays: None

The motion passed unanimously 3 to 0.

The meeting adjourned at 9:03 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

**Juliano, Jill**

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**From:** Kimberly O'Donnell [REDACTED]  
**Sent:** Monday, August 8, 2022 8:57 AM  
**To:** Transportation  
**Cc:** Clerk Waters  
**Subject:** Public Comment

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

Hello,

I'm submitting a public comment to be read at the meeting on Aug 9th.

2 years ago, I submitted a petition for traffic calming measures to be taken on the 900 N Humphrey block. The 1000 N Humphrey block submitted a petition 2 years ago as well.

This Spring, Jill Juliano said that a consultation committee would be hired to address the petitions. Has this consultation crew been hired? Where does the village and transportation committee stand on this? I'm here to say that I have gotten no communication about this. In the Spring it was suggested that the blocks awaiting petitions to be addressed would get emailed about progress and how this will be addressed. I have received nothing.

On July 20th at the intersection of Berkshire and Taylor there was a car collision, which sent a car driving down the sidewalk of the 900 N block of Taylor down to almost Division. This is a sidewalk, where children play daily. This happened at about 5 pm in the evening, a time when families are out in their yards.

How much longer do we need to wait for this problem to be addressed? Tonight's agenda includes a bicycle pathways plan. When will the agenda include the speeding and wreck less driving?

Thank you for sharing my comment.

Sincerely,

Kim O'Donnell



August 6,2022

Dear Transportation Commission, Jill Juliano, Sean Keane,

This correspondence is regarding the Transportation Commissions proposals for extended over night parking permits in Zone Z7 and other changes to parking restrictions to be referred back to the Oak Park Village Board. I have been in contact with Sean Keane regarding some basic information and learned that there are 57 permit parking spots on the block of S. Oak Park Ave between Harvard and Fillmore which includes both sides of the street. Currently there is a proposal to increase overnight permit parking to the block of S. Oak Park Ave between Harvard and Lexington on both sides of the street. This would make three continues blocks of overnight parking permits on S Oak Park Ave from Roosevelt Rd to Lexington. There is also a proposal to increase overnight parking permits on Lexington and Fillmore both side streets to those three blocks inn question. I was curious as to any data that supported the need for this increase. When I asked Mr Keane about utilization of the current overnight parking areas he was not aware of any data in regards to that question. I conducted an informal survey by counting the cars parked on the block of S. Oak Park Ave both sides of the street from Thursday July 14th through Thursday July 21st at 9:00 am and at 9:00 pm between Harvard and Fillmore. This street has current overnight parking permits on both sides of the street. Follows is a summary of what was observed:

East Side of S Oak Park Ave:		West Side of S Oak Park Ave:	
Thursday	July 14th		
	9 am	13 cars	8 cars
	9 pm	11 cars	10 cars
			Total 21 cars am
			Total 21 cars pm
Friday	July 15th		
	9 am	11 cars	11 cars
	9 pm	14 cars	12 cars
			Total 22 cars am
			Total 26 cars pm
Saturday.	July 16th		
	9 am	8 cars	16 cars
	9 pm	7 cars	10 cars
			Total 24 cars am
			Total 17 cars pm
Sunday	July 17th		
	9 am	8 cars	13 cars
	9 pm	11 car	12 cars
			Total 21 cars am
			Total 23 cars pm
Monday	July 18th		
	9am	7 cars	8 cars
	9pm	8 cars	16 cars
			Total 15 cars am
			Total 24 cars pm

Tuesday July 19th				
9am	1 car		12 cars	Total 13 cars am
9pm	14 cars		8 cars	Total 22 cars pm
Wednesday July 20th				
9am	1 car		12 cars	Total 13 cars am
9pm	12 cars		8 cars	Total 20 cars pm
Thursday July 21st				
9am	21 cars		4 cars	Total 25 cars am
9pm	16 cars		8 cars	Total 24 cars pm

From the data on the number of cars parked at the two time frames on S Oak Park between Harvard and Fillmore, it never reached half of the possible parking capacity. This is only the next block from where there is a proposed increase to the overnight parking permitted area on S Oak Park Ave between Harvard and Lexington. I question the need for this increase based on the above numbers and would be interested in what data was used to drive this proposal. This increase in permit parking would make three blocks of S Oak Park Ave permit parking on both sides of the street from Lexington to Roosevelt Road. With the inability of streets with overnight parking permits to accommodate pay by plate parking, that means any guests for those three block which are blocks with high density housing are then pushed to the side streets. That could mean that guests needing overnight pay by plate parking are not able to park anywhere close to where they are visiting. That creates congested parking on S. Oak Park Ave and on the surrounding side streets. The multitude of problems for the side streets put forth by a lot of residents this area includes; 1. Decreased safety, from a policing standpoint for example criminals coming into the area for the theft of catalytic converters 2. Problems with snow and leaf removal 3. Aesthetics of the area that decreases property values when it looks like the city of Chicago. 4. Difficult navigation for bicycles and drivers with only a single lane in the middle on side streets with cars parked on both sides of the street. I would also be interested in the data for usage of the monthly parking lot located on S Oak Park Ave between the block of Lexington and Garfield. That is relatively close to the proposed parking between Harvard and Lexington, a block to a block and a half away. Having all of the overnight permit parking on S. Oak Park Ave restricted when they did water main work was a good example of the lack of snow and leaf removal on the Harvard side street that I experienced. Multiple calls did not solve the problem when street access was blocked by parked cars. I listened on the zoom call to over 25 people concerned about overnight permit parking at the last meeting and several of them did not realize that the overnight permit parking would not affect them directly. But it would affect them indirectly since any pay by

plate parking is going to move to those streets since they are adjacent the areas looking to increase overnight permit parking.

I would like to put forth two considerations for zone Z7 S. Oak Park Ave overnight permit parking solutions. One would be that you only allow overnight permit parking on one side of S. Oak Park Ave and the other side would be pay by plate parking, guest parking. This means that pay by plate and guest parking would be available to everyone equally on each block of S. Oak Park even in a high density multiple family buildings area. I should have the ability for my guests to pay by plate and park in proximity to my residence even if I live on S Oak Park Ave. The second would be that you do not allow overnight permit parking on any side street where there is already ample overnight parking permits on S Oak Park Ave and the monthly lot mentioned earlier.

Additionally I would like to address the issue of conformity for the hours of no parking on streets for example of no parking from 8:00 to 10:00 am. From what I could discern from the discussions that these restrictions would then become no parking for a 3 hour time block. That would necessitate the need for manual chalk marking of tires for enforcement. My understanding in the past was that the no parking on side streets from 8-10:00 am was to prevent people living outside of Oak Park who commute on the L-trains and Metro coming into the community and parking long term to take L-Trains and Metro downtown, I have not been able to figure out any reason that this you would want to change this system to one that necessitated more people power to enforce. Again I would like to understand the data driving this recommendation if my understanding of this proposal is correct.

In closing I would like to know the data driving some of these proposed changes for S Oak Park Ave and suggest that it needs to be collected if it has not been done so already. A lot of parking issues would seem to have an easier solution if the ability to have pay by plate/guest parking and permit parking could be accommodated on the same side of the street. In addition clearly stated proposals for change and consideration would be greatly appreciated. The format of making statements without the ability to ask questions can be very confusing. I understand to undertake more information for each proposed change across all of the zones will create a lot more work but seems necessary to avoid creating more problems than it fixes. Or simply move the parking problems from one street to another.

Sincerely,  
Carla Burdock

**Juliano, Jill**

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**From:** nikhil trivedi [REDACTED]  
**Sent:** Sunday, August 7, 2022 10:17 AM  
**To:** Transportation  
**Subject:** Public comment

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

I'd like to see a road diet on Chicago Ave like they did on Madison Ave with protected bike lanes. Lots of high schoolers park on Chicago creating a lot of pedestrian traffic. The lanes are so wide right now that if you drive the speed limit cars will speed around you.

[REDACTED]

. Pronouns: he/him

**Juliano, Jill**

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**From:** Gretchen Straw [REDACTED]  
**Sent:** Sunday, August 7, 2022 11:44 AM  
**To:** Transportation  
**Subject:** Comment on Oak Park Bicycle Plan and Neighborhood Greenways System Study to Evaluate Opportunities to Create Additional Dedicated or Protected Bike Lanes

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

I am pleased that you are actively considering Oak Park's bike infrastructure. As you discuss options, I hope you will consider the following:

1. I agree that the priority should, in fact, be dedicated lanes rather than shared lanes. Whether driving a car when bikes are squeezed between parked cars and moving traffic or riding a bike in tight quarters where a car door being opened or a slight swerve could spell disaster, shared lanes are dangerous.
2. The Dutch/Scandinavian model of having bike lanes that are raised above the level of the street adjacent to or parallel to the sidewalk is the ideal. It effectively separates walkers, bicyclists, and motor vehicles. It reduces the dangers of cars using the bike lane to pass on the right. It gives a greater physical separation than the lines that simply identify a bike lane.
3. Prioritize routes that run parallel to major north/south or east/west roads with heavy traffic. In other words, rather than trying to carve bike lanes out of roads such as Oak Park Avenue, identify parallel streets that could transport bicyclists safely with less interaction with car traffic.

[REDACTED]

**Juliano, Jill**

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**From:** Lauren Hyde [REDACTED]  
**Sent:** Monday, August 8, 2022 4:30 PM  
**To:** Transportation  
**Subject:** Bike Boulevards and Traffic

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

Hello,

My name is Lauren Hyde and I live on the 800 block of Home Ave. Home Avenue is listed as a "Bike Boulevard" on the 2008 Proposed Oak Park Bicycle Network (page. 56 of the agenda). However, on the Greenway Plan (page 57) the plan has the "Bike Boulevard" bump over to Kenilworth after the Home Ave. pedestrian bridge.

I am asking that 800 Home Ave stay the designated bike boulevard. It is the natural route for both walkers and bike riders. The pedestrian bridge feeds onto Home Ave, there is a stop sign at Jackson and a stop light at Madison. Instead of shifting the Bike Boulevard, I would like to see the village focus on making Home Ave safer for all.

I am asking that the Bike Plan focus on building bike boulevards that include physically protected bike lanes, traffic calming strategies at intersections, and a focus on creating safe bike paths for kids going to and from school.

I am also calling for the village board and staff to create a comprehensive approach to improving the safety of our streets. There needs to be a better plan to approach traffic systematically, including additional traffic calming measures added to the "Traffic Toolbox" We must create an actual plan to slow down vehicle traffic and create streets and pathways where people are able to bike and walk safely.

Thank you

Lauren Hyde

**Juliano, Jill**

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**From:** Mark Smith [REDACTED]  
**Sent:** Monday, August 8, 2022 5:35 PM  
**To:** Transportation  
**Subject:** Greenways project

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

I am writing to urge you NOT to use Harvard as part of the Greenways project.

We park in the alley between East Ave and Clarence, and there is already zero pedestrian visibility at the north entrance to the east because the church is built up to the sidewalk. Even if a car can manage getting past the sidewalk without hitting anyone, there is nearly zero visibility at the street because of the constant parked cars on both sides of the street. I have nearly been hit several times because you have to just ease out with no ability to see if someone is coming. No way anyone can see if a cyclist is coming either. The last thing we need is a bunch of cyclists along with all the cars. It a public safety issue already, and the transportation commission should not make it worse. (All this in addition to the fact that cars already have to wait at each end of the block to let other cars through because the street is narrow and with parking there is only one lane - don't add bikes to that craziness - there is no space.)

There is near constant parking because of the school and the church on the northwest and southwest corners of East and Harvard. On the occasions when those facilities aren't using the street parking, people park for the blue line or Rehm park.

Again, no Greenways on Harvard. At least not between Oak Park Ave and East. Someone from the Village staff and from the committee should come down here and take a look at the craziness we have here (between Clarence and East) that does not need to get any more crazy.

Thanks.

**Juliano, Jill**

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**From:** Gary Arnold [REDACTED]  
**Sent:** Monday, August 8, 2022 11:10 PM  
**To:** Transportation  
**Subject:** public comments for August 9 Transportation Commission

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

Hi,

My name is Gary Arnold. I am a resident of Oak Park.

I would like the comments below to be read into the record at the Transportation Commission Meeting on Tuesday evening.

thanks

Comments:

Meeting of the Oak Park Transportation Commission

Tuesday, August 9, 2022

Public Comments from Oak Park Resident Gary Arnold

My name is Gary Arnold. I am an Oak Park resident, a member of the Disability Access Commission, and a member of Bike Walk Oak Park.

I would like to comment on two items.

First, I am happy to learn the Transportation Commission Meeting includes an agenda item focused on opportunities to create additional bike lanes in Oak Park. There is an opportunity for so many streets across Oak Park to benefit from protected bike lanes, including existing Bike Routes such as Ridgeland and Augusta. Increasing the number of protected bike lanes and prioritizing high-traveled roadways would benefit not only residents of Oak Park, but those traveling to and through the village.

I urge the commission and the village to put discussions and recommendations regarding bike lanes within the framework for an implementation plan for the Greenways Plan. Bike safety and bike lanes should be critical elements of a broader plan for approaching traffic safety across Oak Park.

Second, though the issue of "Beg Buttons" (buttons pedestrians are required to push in order to trigger a "walk" signal at many Oak Park intersections) is not on the agenda, I want to take a moment to encourage the Transportation Commission to recommend that the Village of Oak Park eliminate beg buttons from all intersections in Oak Park, including those along State Roads that pass through or run along the perimeter of Oak Park.

As a member of the Disability Access Commission, I can list a number of reasons that the buttons are inaccessible:

- The buttons can not be seen by some members of the disability community



- Some members of the disability community can not physically access the buttons because of the button location
- Some members of the disability community do not have the physical capacity to push the buttons

As a resident of Oak Park who rides a bicycle, I can list at least one reason why these buttons are inaccessible and discourage biking:

- The tire of a bike won't trigger a light the same way that an automotive vehicle would. At some intersections with beg buttons, a cyclist is forced to push the button in order to trigger a green light. That means getting off the bike, and walking up to the curb to hit the button.

Finally, as an Oak Park resident who enjoys walking around their neighborhood, I can give you my opinion that Oak Park is not a safe place for a pedestrian or a biker. There are too many intersections that encourage and favor aggressive drivers, sometimes at the expense of bikers and pedestrians. Some of this may be outside of Oak Park's control, but not all of it is. Beg buttons discourage pedestrians from following appropriate signals and moving with the flow of traffic. When a button can not be accessed or when a pedestrian misses the beg button cycle and is required to wait for the next round of green lights, the system encourages a pedestrian to move against the signal. The system forces the pedestrian to be aggressive. Pedestrians shouldn't need to be aggressive in order to cross a street. The system of beg buttons in Oak Park should be eliminated.

Thank you.

**Juliano, Jill**

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**From:** Rachel Poretsky [REDACTED]  
**Sent:** Tuesday, August 9, 2022 6:19 PM  
**To:** Transportation  
**Subject:** 8/9 meeting public comment

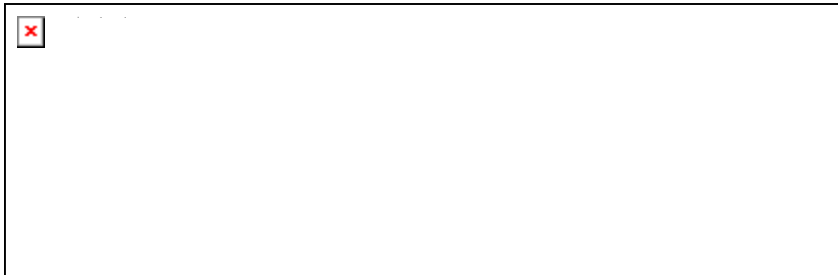
WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Dear Commissioners,

Individual and unconnected bike lanes can more dangerous than no infrastructure at all. There is academic research and data supporting this, but we can just look at Jackson, which has fairly well-marked bike lanes, but has had multiple incidents of traffic violence against people riding bikes in the past year. Please push a commitment to the Greenways, which promotes connectivity and safety. It is well-established that protected bike lanes encourage more people to bike than simple painted lanes, and that most cyclists feel safer riding through a protected intersection as opposed to navigating shared space with cars. Importantly, though, recent research showed that a connected bicycle network - not individual bike lane segments or intersections, but the overall connection between places - is a big factor in people's decision to bike. This is especially true for disadvantaged populations, including females and low income families. Oak Park has been discussing Greenways for years; it is high time a plan is established to implement them. This will get more people to walk and bike, furthering our goals to reduce our climate impact, and help put an end to traffic violence in our community. Enough is enough.

Rachel Poretsky

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**Juliano, Jill**

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**From:** Tiffany Draine [REDACTED]  
**Sent:** Saturday, August 20, 2022 8:02 PM  
**To:** Clerk Waters; President Scaman; VOP Village; Transportation  
**Cc:** Kimberly ODonnell; Jillian Williams  
**Subject:** 900 Block of North Humphrey

[REDACTED]

Good evening-

I hope you both are doing well. Over here on the 900 Block of North Humphrey, unfortunately, we are not. I felt compelled to reach out this evening for a few reasons. For YEARS now, the families on this block have literally lived in fear and have been reaching out to the village for some form of attention to our concerns, and at this point, desperation for the village to take action on the terrifying threat to safety happening on our block.

Several residents have attempted to follow the procedures of the city in regards to traffic calming petitions, (including speed bumps and a request to make the street a one way with a forced right turn onto Division ave), speaking out at meetings, putting in complaints with the police department, emails, and more. To this day, NOTHING has happened. Today, I witnessed a speeding car hit a dog on the corner of Division and Humphrey as a family was attempting to cross the street. The screams of the dog and it's owner prompted everyone in the vicinity to run out to find the horrified owner carrying her injured dog away from the scene. As expressed by a fellow resident in the most recent transportation commission meeting, about 2 weeks ago, a car actually ran up onto the curb on the opposite end of the block, near Humphrey and Berkshire.

In case you are not aware, school starts Wednesday, and there is a bus stop for Brooks Middle School on the southwest corner of Humphrey. Everyday, at least 15 children stand on that corner while I watch from my porch and pray a speeding car does not run up on the curb into the crowd of children waiting for the bus.

While we sit, impatiently, waiting for all the excuses given by the commission as to why our concerns are being addressed, (which include hiring a consultant to evaluate the ability to execute the ever growing list of traffic petitions) cars are literally driving down our sidewalks, speeding up and down our block putting our children playing outside at risk, and hitting our pets. Next time, it may be one of our children.

I hope that the Village of Oak Park will make some form of effort to address our concerns. The last time we heard from Clerk Waters was April, and no one else has even reached out to inquire about the state of what is happening on our block.

As an Oak Park taxpayer, I am done begging. Something needs to be done. Please follow up with us and share what steps the Village will be taking to address what is happening on our block.

Looking forward to hearing back from you-

**Juliano, Jill**

---

**From:** Tiffany Draine [REDACTED]  
**Sent:** Sunday, August 28, 2022 10:39 AM  
**To:** Clerk Waters; McKenna, Bill; VOP Board; President Scaman; Transportation; VOP Village; Logan, Vanetta  
**Cc:** Jillian Williams; Kimberly ODonnell  
**Subject:** Re: 900 Block of North Humphrey

[REDACTED]

Thank you for taking the time to respond to my email.

Again, while the village is “considering” methods and “working” on the growing backlog, just last night, while sitting on my porch, a car burst through the block party barrier on the corner of Humphrey and Division and proceeded to drive down the block, during our block party. Even while we were frantically trying to put up with broken barrier, we were putting ourselves in danger as several cars attempted to make a right turn onto the block while we stood at the intersection. This was about 9:25, and a neighbor did call the police to report it.

It is clear that the village is not taking the safety of the residents of our block very seriously.

On Fri, Aug 26, 2022 at 4:59 PM McKenna, Bill [REDACTED] wrote:

Thank you for the email and I am sorry to hear about the recent incident on Division Street. Staff and the Transportation Commission are currently working through the existing traffic calming petitions but due to the large backlog of petitions this will take over a year to get through these petitions with the commission, even with consultant support. The Village is currently working on ways to modify and expedite this process and opportunities to group petitions together to shorten these time frames. The Village is also considering developing a Vision Zero plan which will identify areas of concerns and would look at ways of improving safety for all users including bikes and pedestrians. While I understand this response does not address your comments surrounding immediate safety concerns in your area, we are looking at ways of moving faster and being more responsive to these concerns comprehensively.

In the interim, we’re asking the Police Department for assistance by using of various measures such as increased enforcement and deploying temporary speed radar signs in your part of the Village.

Bill McKenna, P.E.

Village Engineer

Village of Oak Park

[201 South Blvd](#)

[Oak Park, IL 60302](#)

[REDACTED]

[REDACTED]

**From:** Tiffany Draine [REDACTED]  
**Sent:** Saturday, August 20, 2022 8:02 PM  
**To:** Clerk Waters [REDACTED]; President Scaman [REDACTED] VOP Village  
[REDACTED]; Transportation [REDACTED]  
**Cc:** Kimberly ODonnell [REDACTED] Jillian Williams [REDACTED] >  
**Subject:** 900 Block of North Humphrey

[REDACTED]

Good evening-

I hope you both are doing well. Over here on the 900 Block of North Humphrey, unfortunately, we are not.

I felt compelled to reach out this evening for a few reasons. For YEARS now, the families on this block have literally lived in fear and have been reaching out to the village for some form of attention to our concerns, and at this point, desperation for the village to take action on the terrifying threat to safety happening on our block.

Several residents have attempted to follow the procedures of the city in regards to traffic calming petitions, (including speed bumps and a request to make the street a one way with a forced right turn onto Division ave), speaking out at meetings, putting in complaints with the police department, emails, and more. To this day, NOTHING has happened.

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As an Oak Park taxpayer, I am done begging. Something needs to be done. Please follow up with us and share what steps the Village will be taking to address what is happening on our block.

Looking forward to hearing back from you-

**Juliano, Jill**

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**From:** Colleen Stanton [REDACTED]  
**Sent:** Monday, August 29, 2022 11:31 AM  
**To:** Transportation  
**Subject:** Info on OP Traffic Safety

[REDACTED]

Hi,

Where can I find information about what the village is doing to keep residents safe from all the speeding and running stop signs? I moved here during COVID while traffic was light, but it has gotten unsafe to walk or even drive anywhere with multiple cars being flipped at stop signs recently and I am scared to walk across Jackson at East to take my toddler to school. I only ever see notices about permit parking. If parking can be enforced, what resources are being dedicated to safety?

Thanks

[REDACTED]


**Village Of Oak Park**  
**Transportation Commission Agenda Item**

<b>Item Title:</b>	<b>Petition for the Implementation of a Traffic Calming Device on the 500 Block of South Harvey Avenue</b>
Review Date:	<u>September 13, 2022</u>
Prepared By:	<u>Jill Juliano</u>
<b>Abstract (briefly describe the item being reviewed):</b>  At their July 12th meeting, the Transportation Commission discussed the traffic calming petition submitted by the residents of the 500 block of South Harvey Avenue. Ultimately, the Commission made the recommendation for staff to come back with an option on how to limit traffic flowing from the north end of the 500 block of South Harvey Avenue through to the residential end of the block and consider how to reduce or eliminate traffic in the alleys that run parallel to Madison Street.  Staff has provided sketches of the calming option that it believes will address the concerns expressed by the residents as well as an alternate option the Commission was discussing at the July 12th meeting.  At tonight's meeting, staff will give a short introduction to the item. The Commission will then continue their deliberations on the item to determine what traffic calming measures they will recommend to the Village Board of Trustees for the 500 block of South Harvey Avenue.	
<b>Staff Recommendation(s):</b>  For the Transportation Commission to review the information provided by staff but ultimately make a recommendation on this petition for a traffic calming device on the 500 block of South Harvey Avenue that will be forwarded to the Village Board for review and action.	
Supporting Documentation Is Attached	

# Memorandum

Date: September 8, 2022

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer 

Re: Background Information – Petition for the Implementation of a Traffic Calming Device on the 500 block of South Harvey Avenue

At their July 12th meeting, the Transportation Commission discussed the traffic calming petition submitted by the residents of the 500 block of South Harvey Avenue. Resident concerns included volume and speed of traffic on the residential portion of the block; traffic, noise and trash generated by the Dunkin’ Donuts on the northern end of the block as well as possible effects of the construction of the Park District of Oak Park’s (Park District) Community Recreation Center (CRC).

Ultimately, the Commission made the recommendation for staff to come back with an option on how to limit traffic flowing from the north end of the 500 block of South Harvey Avenue through to the residential end of the block and consider how to reduce or eliminate traffic in the alleys that run parallel to Madison Street.

Please see Exhibit A for written public testimony the Village has recently received on this item.

To start, staff’s goal when determining which traffic calming measure to implement is: what measure will address the traffic issue yet is least restrictive to the overall transportation system. With that said, staff believes a pinch point to be installed directly south of the east-west alley would limit traffic while minimizing constraints to the overall system. See Exhibit C for sketches of this option. Pinch points have been found to be effective in mitigating both the speed and volume of vehicle traffic on the Village’s residential blocks.

Because the Transportation Commission discussed having a pinch point installed north of the east-west alley at its July meeting; staff has included sketches of this option as Exhibit D. Staff has also generated a table listing the effects of pinch points installed north or south of the east-west alley (see Exhibit B). Also included for information purposes is the CRC Site Dimension Plan Sheet as Exhibit E.

If the Commission believes additional restrictions such as signage is needed, staff suggests installing a DO NOT ENTER (DNE) sign at the pinch point rather than a ONE WAY sign as it is less restrictive to the system but has the same effect, prohibiting southbound traffic from continuing to travel south on the residential section of the block.

To minimize alley traffic, a petition for an alley speed hump can be submitted by residents and businesses whose properties are adjacent to the east-west alley. This only pertains to the western end of the east-west alley as the eastern end is owned by the Park District. The eastern section was vacated by the Village as part of private development of the property years before the Park District became owner of the land.



**Juliano, Jill**

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**From:** derek strain [REDACTED]  
**Sent:** Monday, September 5, 2022 8:35 AM  
**To:** Transportation  
**Subject:** Petition to Implement Traffic Calming Device on 500 Block of South Harvey Avenue

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

Dear Transportation Commission,

I am writing to express my strong support of the installation of traffic calming devices on the 500 Block of South Harvey Avenue. Having lived on the 600 block of Harvey for over 20 years, I can personally attest that the dramatic increase in automobile traffic brought about by the construction of Dunkin Donuts on the corner of Harvey and Madison has had a severely negative affect on our neighborhood and on the safety of the neighbors on our block. Cars routinely turn off of Jackson and travel down Harvey at excessive rates of speed, disturbing the peace in the neighborhood and endangering pedestrians and cyclists in the area, all so they can arrive to the drive-through of Dunkin Donuts.

In addition, the intersection of Harvey and Madison is severely congested due to Dunkin Donuts traffic. The intersection is a hazard to cars, pedestrians, and cyclists attempting to cross either Harvey or Madison. The drive through service offered by Dunkin Donuts causes lines of traffic which block Harvey and extend out onto Madison. The chaos caused by this traffic is only likely to increase with the construction of the Community Recreation Center (CRC).

1. I strongly urge the Commission to install a culdesac at the North end of the 500 block of South Harvey. This would decrease the traffic on our block and would allow our neighbors to safely cross the street. Other blocks throughout Oak Park that have culdesacs do not have the traffic draw of a Dunkin Donuts but have somehow been deemed to be in need of a culdesac. There are many other routes that motorists can take to reach Dunkin Donuts. For example, Lombard is a thoroughfare street that includes a traffic light at Madison. Motorists coming from Jackson could either go down Lombard or could go down Ridgeland.

2. I strongly urge the Commission to install pedestrian friendly stop buttons to allow pedestrians to cross Madison at Harvey Avenue. To try to cross Madison from Harvey as a pedestrian is completely unsafe and can only be done at the mercy of drivers. The "State Law Stop for Pedestrians" signs posted at the intersection are completely ineffective and are routinely ignored by motorists.

A pedestrian friendly flashing light that actually works in response to a pedestrian pressing a button, similar to that located at Harvey and Chicago, is urgently needed here. The button located at Harvey and Chicago, unlike most "beg buttons" in Oak Park, actually changes when a pedestrian presses it. In addition, that button, causes a "RED" light, unlike the buttons further east on Madison (by the Sugar Beet for example) which only flash yellow and are mostly ignored by cars.

As someone who drives, bikes, and walks around Oak Park, I recognize that cars are part of the reality of life here. However, we have a choice as to how much we allow cars to dominate the priorities of the Village. Safety and livability for the people that live in Oak Park should be the top priority. When I look at Madison Street in Forest Park and actual speed and traffic enforcement in River Forest, I can see there is a difference with Oak Park. I hope that Oak Park will follow their examples and prioritize people over cars.

Thank you for your attention to this important issue.

Sincerely,

Derek Strain

[REDACTED] South Harvey

Exhibit A  
Page 1 of 2

Oak Park, IL 60304



Sent from my iPad

Exhibit A  
Page 2 of 2

## Comparison of the Effects Where the Pinch Point Is Located

<u>Pinch Point South of the East-West Alley (Exhibit C)</u>	<u>Pinch Point North of the East-West Alley (Exhibit D)</u>
Limited restriction in area of Dunkin' Donut driveway/CRC exitway as pinch point would be approximately 40 feet south of both driveways	Further restricts Dunkin' Donut driveway/CRC exitway area due to being directly south of both driveways
Minimal effect to congestion and conflict points in area of Dunkin' Donut driveway/CRC exitway as it would be approximately 40 feet south	Congestion intensified and possible conflict points increase in area of Dunkin' Donut driveway/CRC exitway due to pinch point being directly adjacent
Allows southbound vehicle access to alley system	Impedes southbound vehicle access to alley system
Alley traffic more likely to travel northbound on commercial portion of the block	Alley traffic more likely to travel southbound onto residential section of the block
With DNE sign at pinch point, southbound vehicles can make left turn into DD or turn into alley system	With DNE sign at pinch point, southbound vehicles can only make left turn into DD or illegal U turn







MADISON

DUNKIN' DONUTS

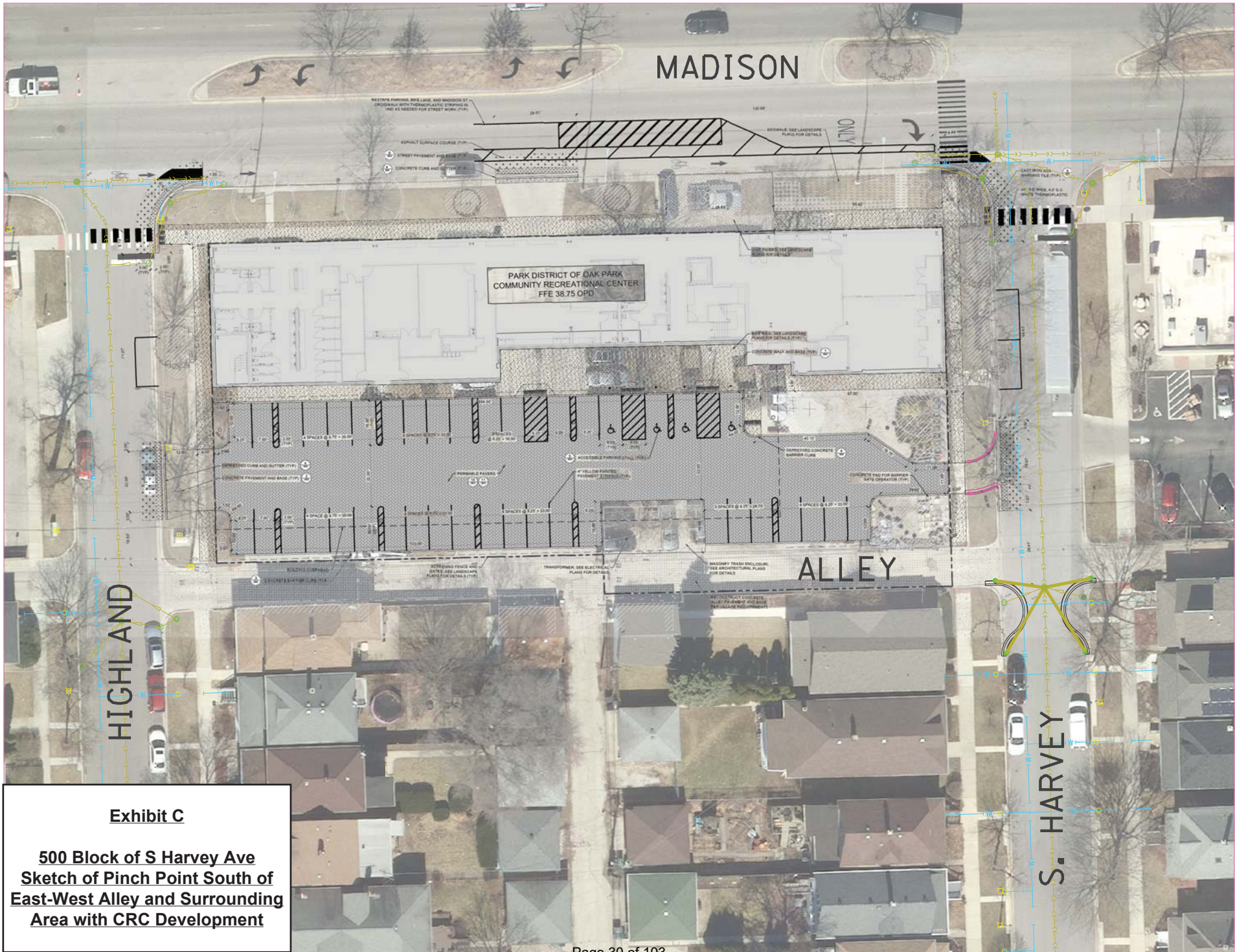
FUTURE PARK DISTRICT ENTRANCE

ALLEY

S. HARVEY

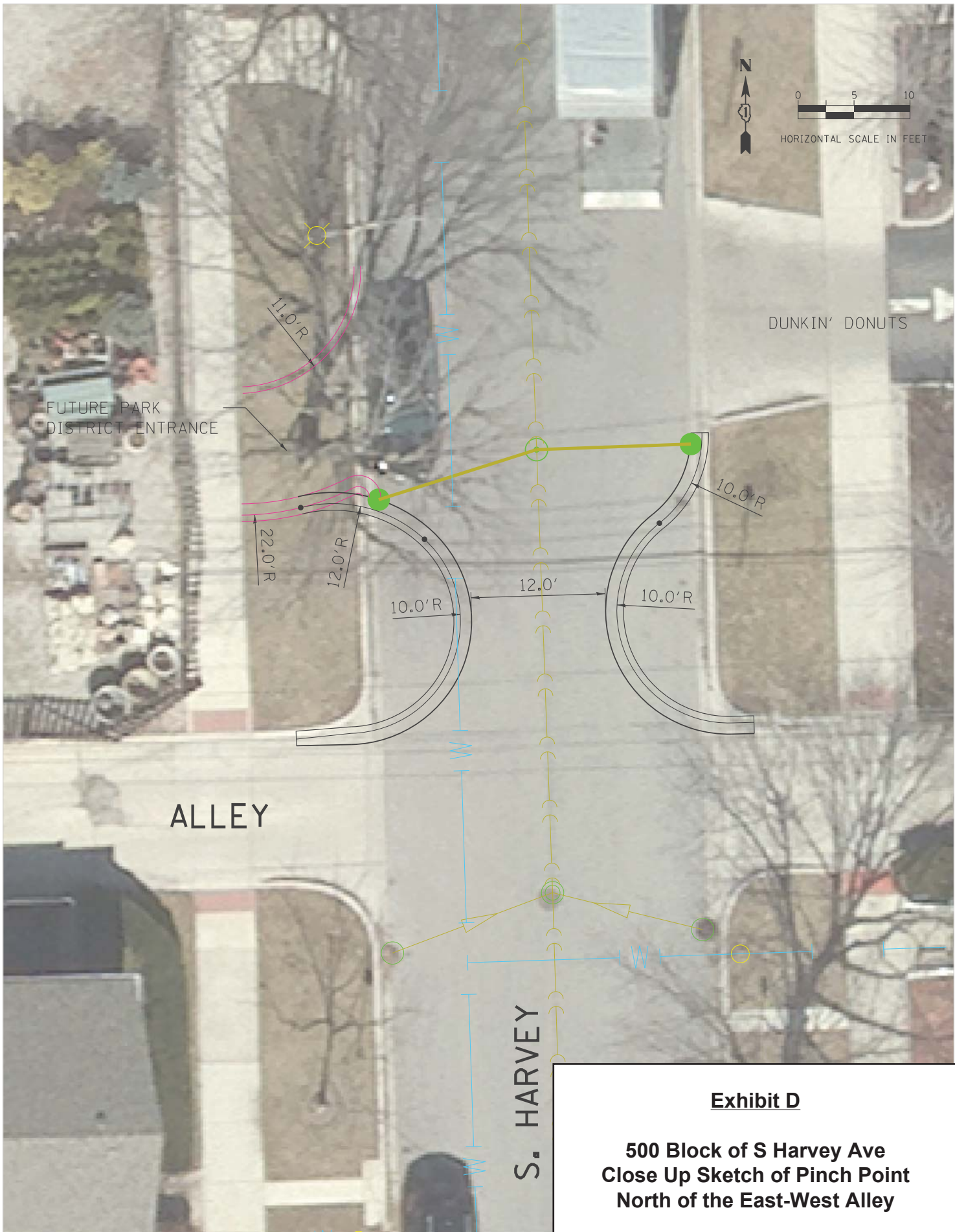
**Exhibit C**  
**500 Block of S Harvey Ave**  
**Sketch of Pinch Point South of East-West Alley and Surrounding Area**





**Exhibit C**  
**500 Block of S Harvey Ave**  
**Sketch of Pinch Point South of**  
**East-West Alley and Surrounding**  
**Area with CRC Development**





**Exhibit D**

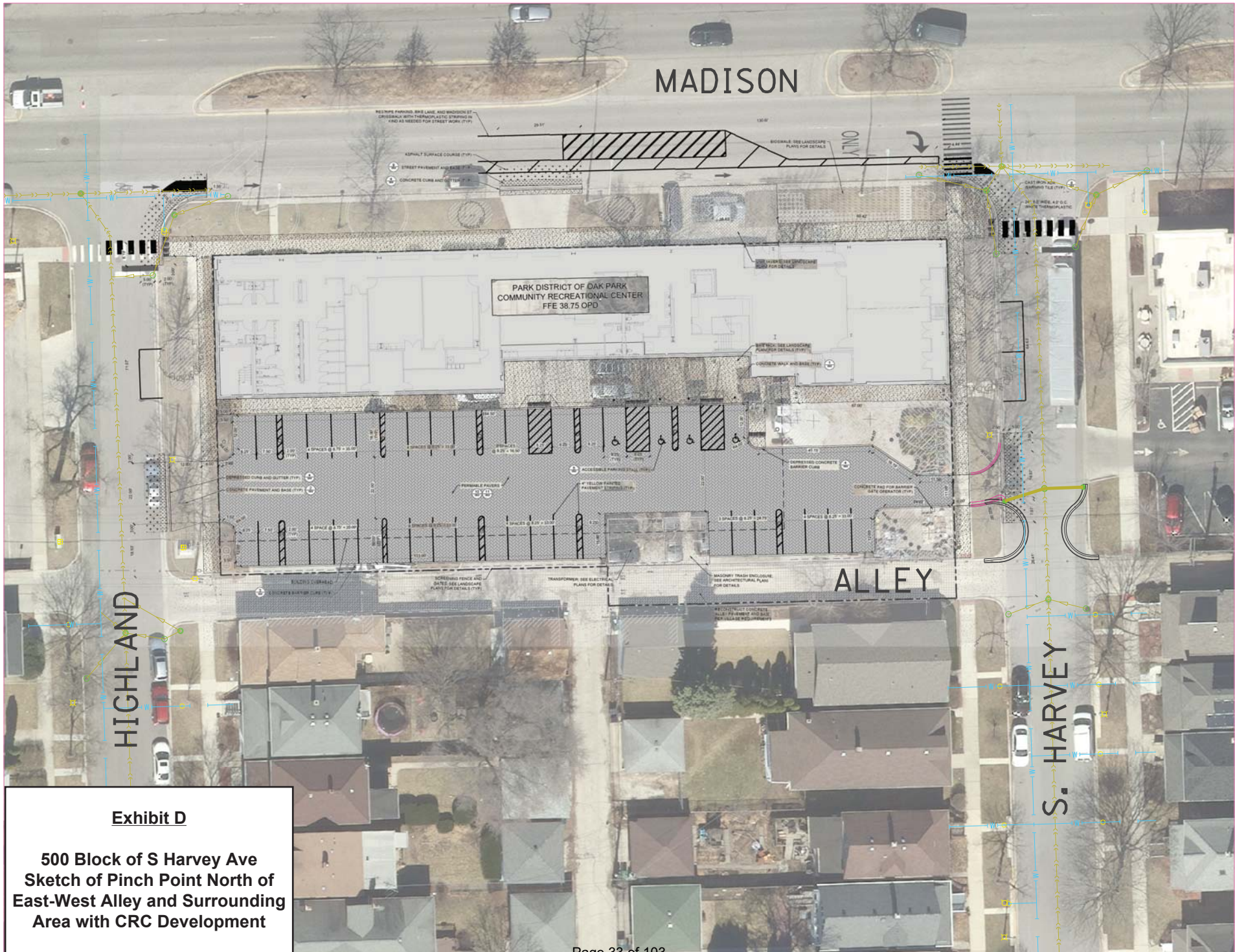
**500 Block of S Harvey Ave  
Close Up Sketch of Pinch Point  
North of the East-West Alley**





**Exhibit D**  
**500 Block of S Harvey Ave**  
**Sketch of Pinch Point North of East-**  
**West Alley and Surrounding Area**





**Exhibit D**  
**500 Block of S Harvey Ave**  
**Sketch of Pinch Point North of**  
**East-West Alley and Surrounding**  
**Area with CRC Development**







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

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

August 30, 2022

TO: RESIDENTS OF THE 500 & 600 BLOCKS OF S HARVEY AVE.  
RESIDENTS OF THE 500 BLOCK OF S CUYLER AVE.  
RESIDENTS OF THE 500 BLOCK OF HIGHLAND AVE.  
RESIDENTS OF THE 500 BLOCK OF S LOMBARD AVE.  
BUSINESSES ON THE 200 BLOCK OF MADISON ST.

RE: PETITION TO IMPLEMENT TRAFFIC CALMING DEVICE ON THE 500 BLOCK OF SOUTH HARVEY AVE

Dear Resident or Business Owner:

At their July 12, 2022 meeting, the Transportation Commission asked staff to come back at a future meeting and provide the Commission with options on how to limit commercial related traffic on the north end of the 500 block of South Harvey Avenue from traveling onto the residential portion of the block; as well as consider how to mitigate traffic in the east-west alley south of Madison Street. Staff will be bringing back this item to the Transportation Commission at its September 13th meeting.

The Transportation Commission is scheduled to continue the review of this petition remotely at 7:00 PM on Tuesday, September 13, 2022. A Special Remote Meeting will be conducted with live audio and optional video of participants. The meeting will be available live at <https://us06web.zoom.us/j/81274251522> and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://www.oak-park.us/commissiontv) the following day.

The Transportation Commission welcomes your public testimony at this meeting. If you wish to comment but are unable to attend the remote meeting, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 358-5711 or by email at [transportation@oak-park.us](mailto:transportation@oak-park.us). All comments must be received by Friday, September 9, 2022 at 12:01 PM for inclusion in the agenda. Any comments received after this date will be read into the record at the Transportation Commission meeting.

A copy of the Commission's agenda will be posted on the Village of Oak Park's website ([www.oak-park.us](http://www.oak-park.us)) for public review and inspection. Look for the agenda on the website after 5:00 PM on Friday, September 9th.

Sincerely,

THE VILLAGE OF OAK PARK

*Jill Juliano*

Jill Juliano, P.E.  
Transportation Engineer

Village of Oak Park  
Public Works Center  
201 South Boulevard  
Oak Park, IL 60302

**Village Of Oak Park**  
**Transportation Commission Agenda Item**

**Item Title: Review of Recommended Revisions to the Existing Overnight On-Street Parking Permit Zones**

Review Date: September 13, 2022  
Prepared By: Sean Keane, Parking & Mobility Services Manager

**Abstract:**

Overnight on-street parking is allowed in designated multi-family zones with the proper permit. There are currently seventeen (17) overnight on-street parking permit zones located throughout the Village. The zones dictate which residential addresses qualify to purchase a permit in that particular zone. Currently, only specific street frontages within the zones are eligible for overnight permit parking.

At its January 11, 2022 meeting, the Transportation Commission, as part of its recommendations to the Village Board regarding the Pilot Program evaluation, recommended expanding overnight on-street permit parking to all street frontages that lie within the boundaries of the current overnight zones. As a condition of the recommendation, the Commission requested staff analyze the existing boundaries of the overnight on-street permit parking zones for any needed adjustments.

At its February 14, 2022 meeting, the Village Board concurred with the Transportation Commission's request for staff to further analyze the existing boundaries of the overnight parking zones.

At its March 8, 2022 meeting, the Transportation Commission directed staff to come back to the Commission with recommended revisions to only *select* zones where permit holders experience particular hardship due to shared use regulations and lack of availability

At its April 12, 2022 meeting, the Transportation Commission reviewed maps depicting staff's recommended revisions to seven (7) overnight on-street parking zones. The Commission directed staff to prepare a comprehensive map showing all overnight parking zones, inclusive of the changes to the seven (7) zones.

At its June 14, 2022 meeting, the Transportation Commission reviewed the revisions again and made a motion to direct staff to provide notification to all those properties adjacent to or near the affected street frontages within the seven (7) select zones.

At its July 12, 2022 meeting, the Transportation Commission reviewed the revisions again and made a motion to direct staff to provide a second notification to all properties adjacent to or near the affected street frontages within the seven (7) selected zones in order to allow adequate time for residents to submit their public comments.

**Staff Recommendation(s):**

Staff is seeking the Commission's feedback.

Pending the Commission's approval and/or direction, the recommendation would be discussed by the Village Board.

# *Review of Recommended Revisions to the Existing Overnight On-Street Permit Zones*

September 13, 2022

Transportation Commission Meeting

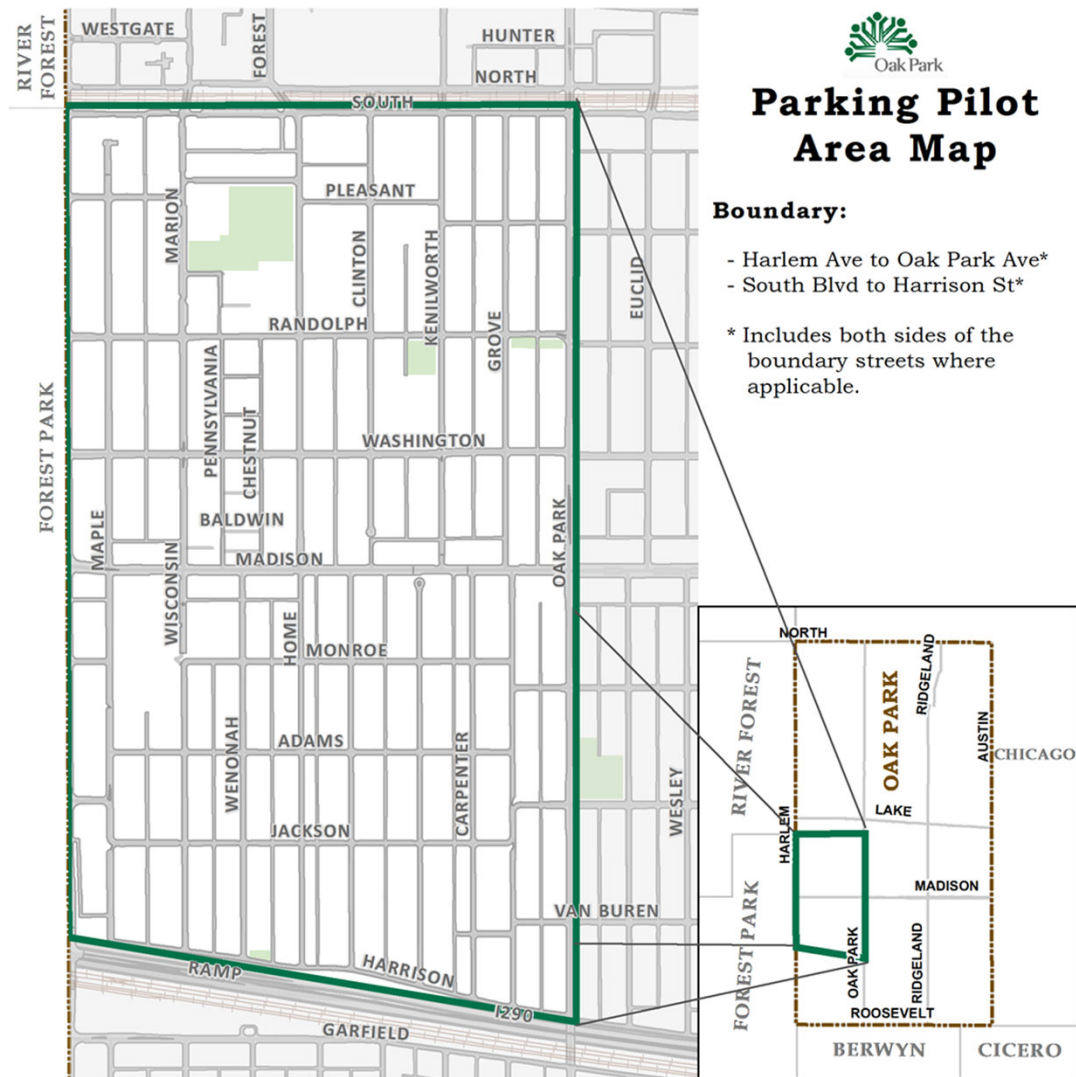


# Presentation Road Map

- History of the Parking Pilot Program
- Parking Pilot Program recommendations
- Review of the Commission's discussions / actions
- Recommended revisions to select overnight on-street permit zones
- Next steps

# Parking Pilot Program

- Approved in 2019
- Elements tested:
  - Standardized daytime parking limits
  - Vehicle license exemption from daytime limits
  - Extend pay-by-plate parking
  - Dynamic / Graduated pay-by-plate space fees
  - Additional night permit parking
  - License Plate Recognition (LPR)
- Survey period: 09/27/21 – 11/15/21





# Parking Pilot Program Recommendations

1. Extend time and implement a dynamic fee structure for pay-by-plate parking
  - ✓ Pay-by-plate spaces enforced until 8 p.m.
  - ✓ \$1/hr. for first 3 hours, \$3/hr. thereafter
  
2. Simplify and standardize daytime restrictions
  - ✓ 3 hour standardized daytime, weekday restriction
  - ✓ Vehicle license exemption from daytime restriction
  - ✓ Daytime guest passes
  
3. Improve access to night permit parking
  - ✓ Allow night parking in pay-by-plate spaces
  - ✓ Allow night parking on all streets within overnight parking zones (analyze existing zones)



# Transportation Commission Action History

**January 11, 2022** – review of staff recommendations regarding the Parking Pilot Program, including *improving access to night parking*.

**March 8, 2022** – discussion concerning analysis of current overnight on-street parking zones. Directed staff to come back to the Commission with recommended revisions to only *select* zones where permit holders experience particular hardship due to shared use regulations and lack of availability.

**April 12, 2022** – the Commission reviewed maps depicting staff’s recommended revisions to seven (7) overnight parking zones. The Commission directed staff to prepare a comprehensive map showing all overnight parking zones, inclusive of the changes to the seven (7) zones.

**June 14, 2022** – the Commission reviewed the recommended revisions again and made a motion to direct staff to provide notification to all those properties adjacent or near the affected street frontages within the seven (7) select zones.

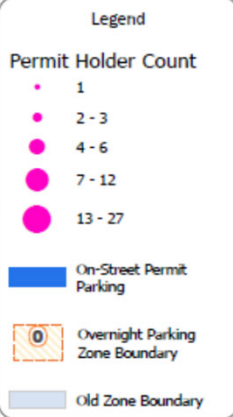
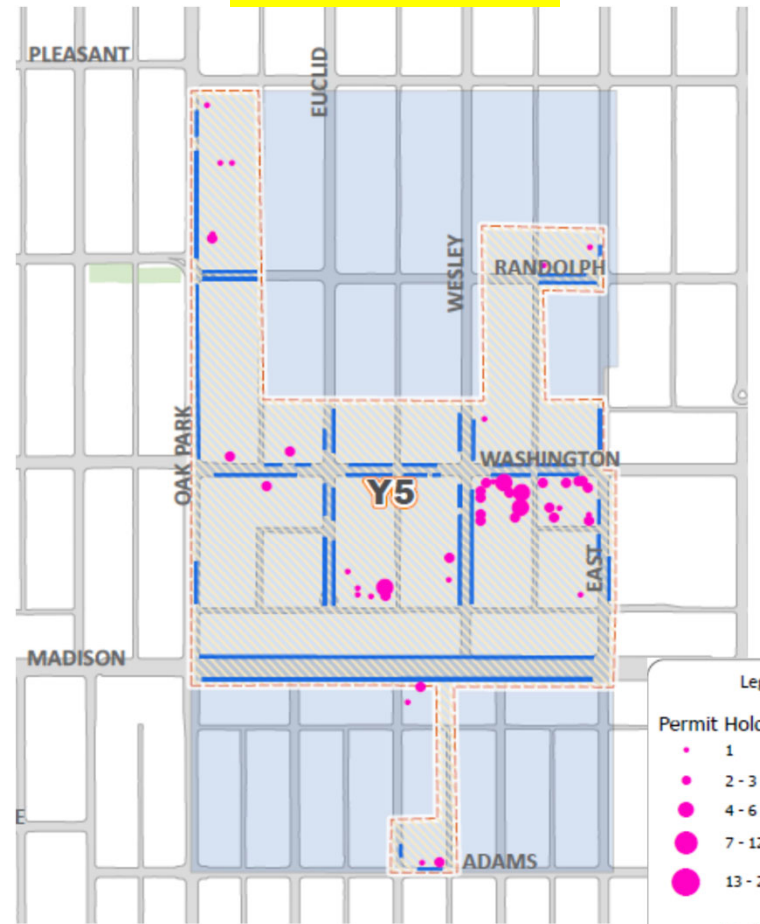
**July 12, 2022-** the Commission reviewed the recommended revisions again and made a motion to direct staff to provide a second notification to all those properties adjacent to or near the affected street frontages within the seven (7) select zones in order to allow adequate time for residents to submit their public comments.

### Current Y5 Zone

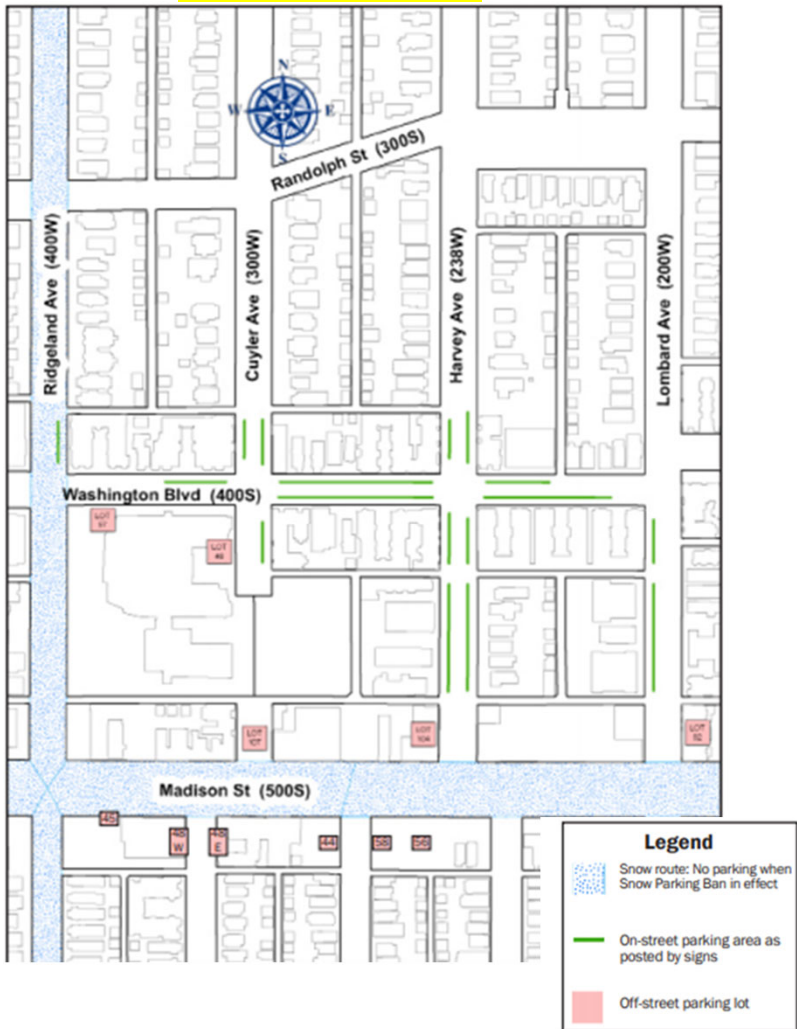


Rev. 12/17

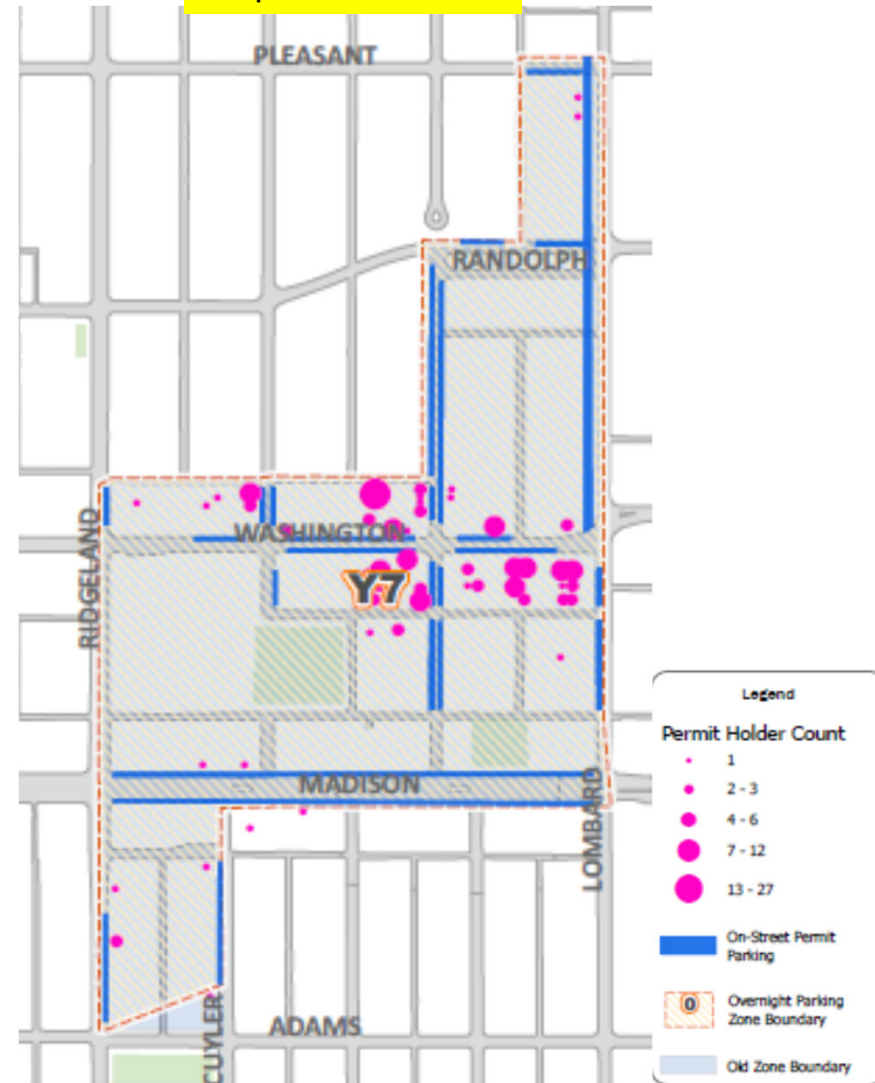
### Proposed Y5 Zone



### Current Y7 Zone



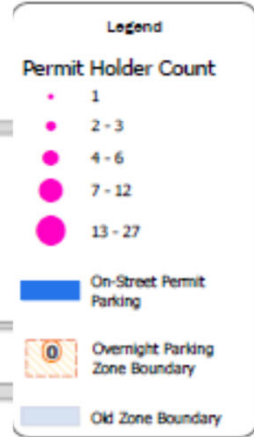
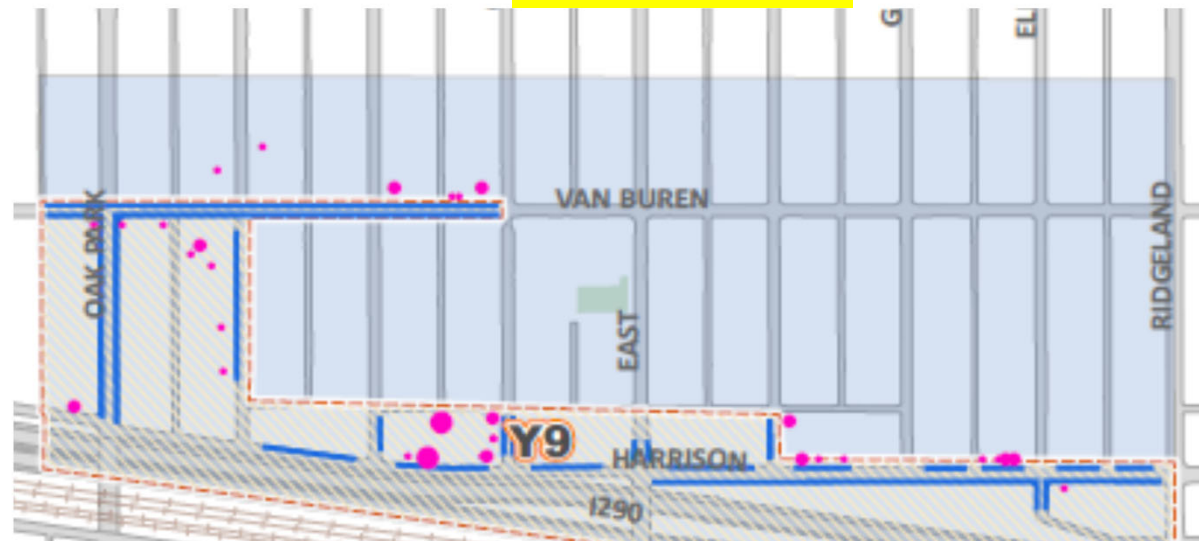
### Proposed Y7 Zone



**Current Y9 Zone**



**Proposed Y9 Zone**

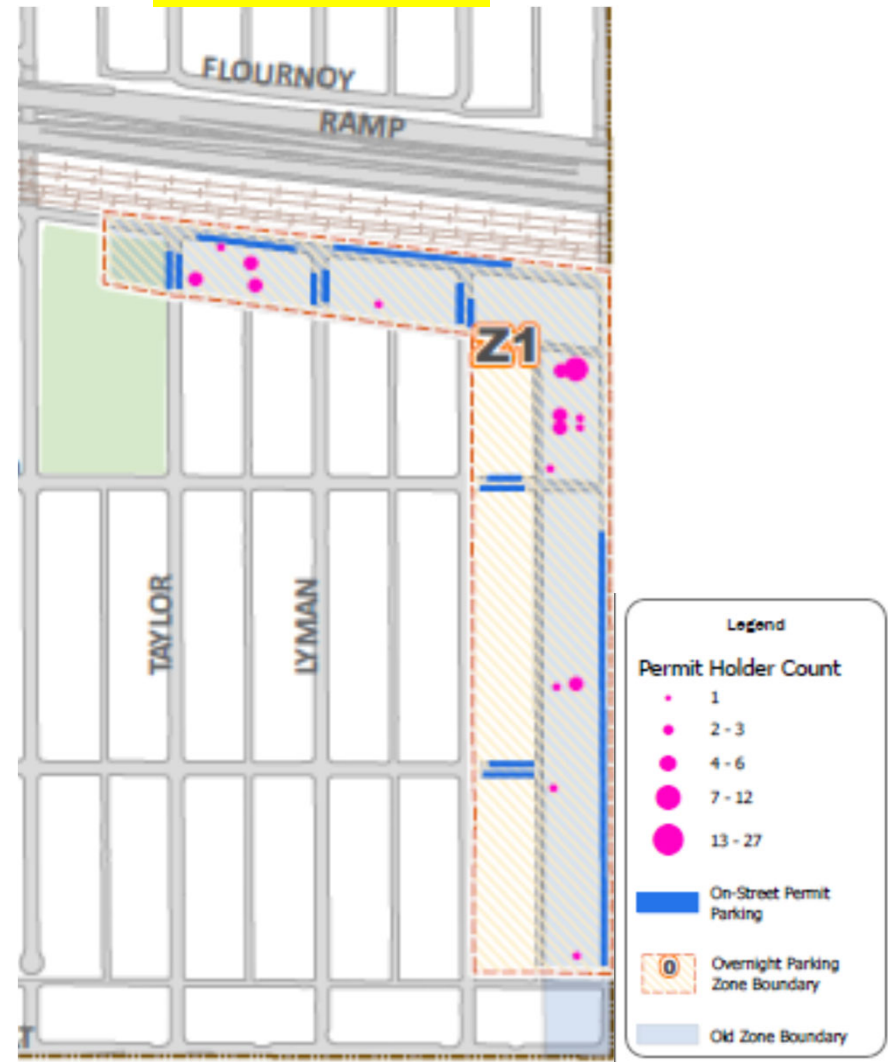




### Current Z1 Zone

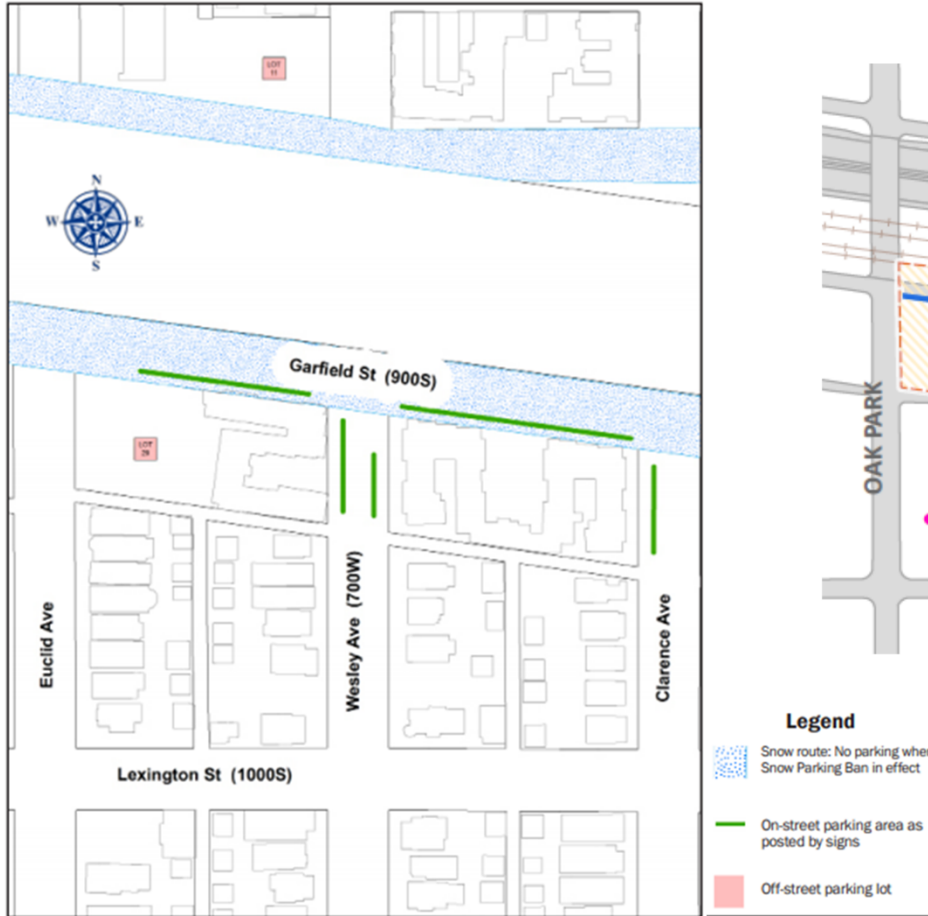


### Proposed Z1 Zone

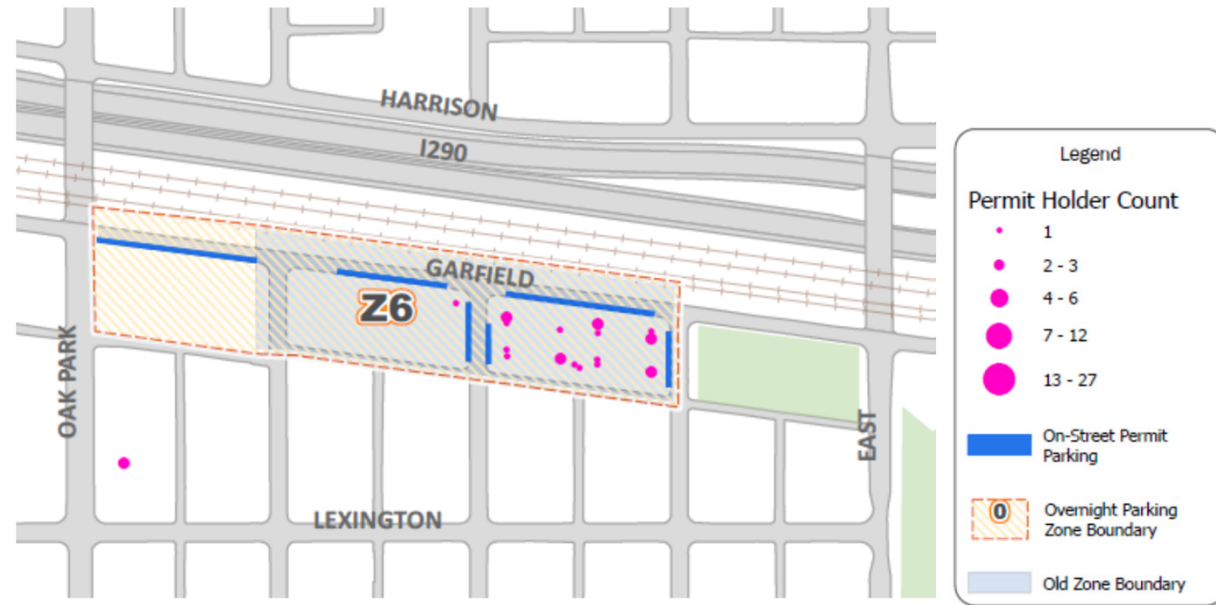




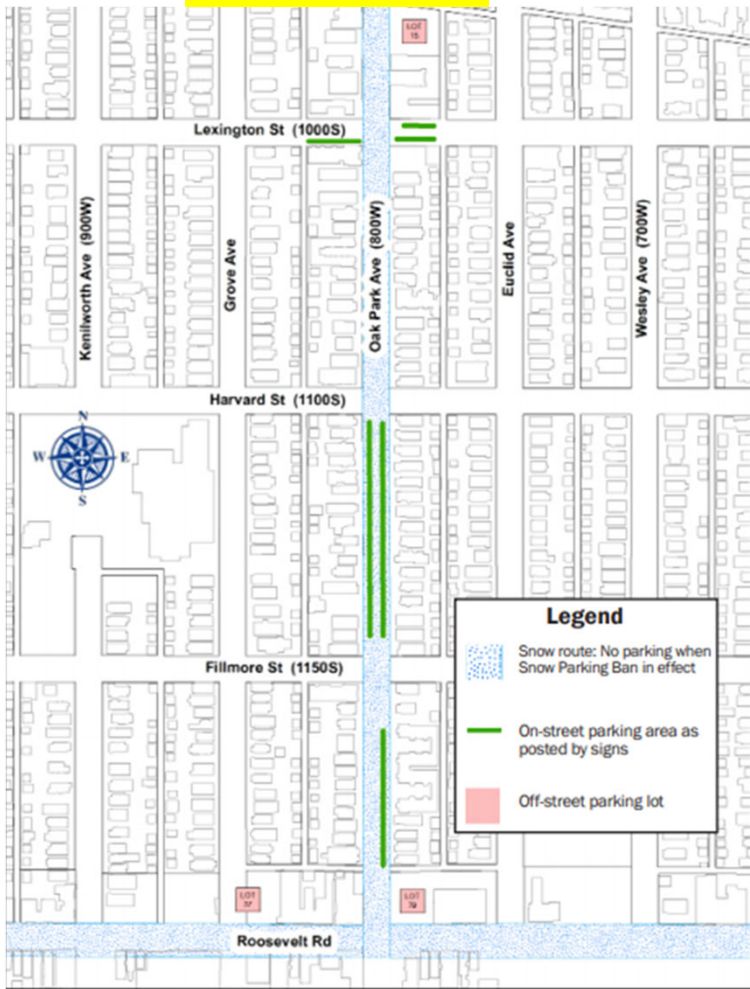
### Current Z6 Zone



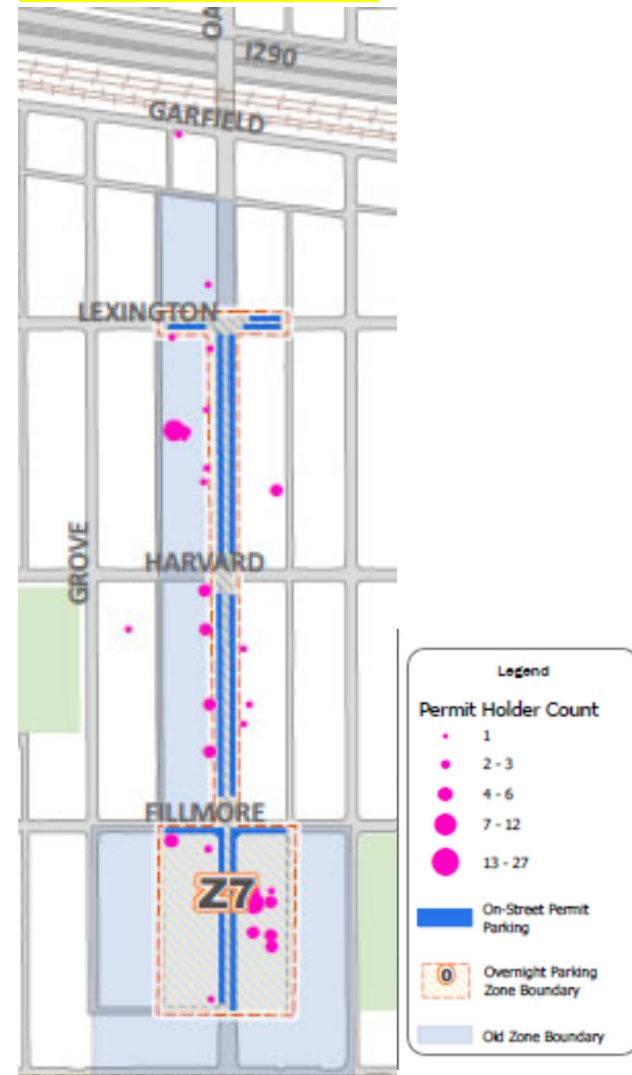
### Proposed Z6 Zone



### Current Z7 Zone



### Proposed Z7 Zone





# Next Meeting / Next Steps

- Consideration of the recommended revisions by the Village Board of Trustees.

Questions?



Zone Name	Active Zone Permits	Number of Zone Permits	# of Spaces Proposed to
		Available	be added to Zone
Y1	208	226	N/A
Y2	187	220	N/A
Y3	198	300	N/A
Y4	218	231	N/A
Y5	119	172	109
Y6	54	109	N/A
Y7	179	179	147
Y8	139	168	N/A
Y9	58	115	109
Z1	27	87	16
Z2	21	157	23
Z3	99	121	N/A
Z4	76	85	N/A
Z5	3	12	N/A
Z6	25	37	13
Z7	54	85	93
Z9	82	115	N/A
<b>TOTAL</b>	<b>1,747</b>	<b>2,419</b>	<b>510</b>



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

Fax 708.383.6692  
www.oak-park.us  
village@oak-park.us

August 16, 2022

Resident  
Address Line 1  
Address Line 2  
City, State Zip Code

**Re: Overnight On-Street Permit Parking**

Dear Resident:

You are receiving this correspondence because your address is adjacent to or near a street frontage on which the Village is considering extending the overnight on-street permit parking zone. Please note that this proposed change would not increase the number of vehicles that are eligible to purchase overnight parking permits. Rather, it would expand the number of available parking spots to address the difficulties some permit holders have in finding parking near their homes. Specifically, Zone Y5 permit parking is proposed to be added to the following areas:

- North and South sides of Madison Street (**from Oak Park Avenue to East Avenue**)
- North and South sides of the 700 block of Randolph Street (**from Oak Park Avenue to the north and south alley, west of Euclid**)
- South side of the 600 block of Randolph Street (**from south alley east of Wesley Avenue to East Avenue**)
- East side of the 300 block of South Wesley Avenue (**from Washington to north side of driveway by 330-332 S. Wesley**)
- South side of Washington Blvd (**from south alley east of Wesley Avenue to East Avenue**)

Attached to this correspondence, you will find a map of the current Zone Y5 permitted area and a map of the recommended extended overnight on-street permit parking.

This topic is tentatively scheduled to be discussed by the Village's Transportation Commission on **Tuesday, September 13<sup>th</sup> 2022 at 7 p.m.** The meeting will be streamed live and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://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.

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If you wish to provide any comments regarding the potential extension of overnight on-street permit parking, you may submit your comments in writing to the Transportation Commission by U.S. mail, by fax to 708-434-1600, or by email at [transportation@oak-park.us](mailto:transportation@oak-park.us). All comments must be received by **Friday, September 9<sup>th</sup>, 2022 at 12:00 noon** for inclusion in the Commission's agenda. Any comments received after **Friday, September 9<sup>th</sup>, 2022 at 12:00 noon**, will be read out loud at the meeting.

Respectfully,

Current Y5 Permitted Area

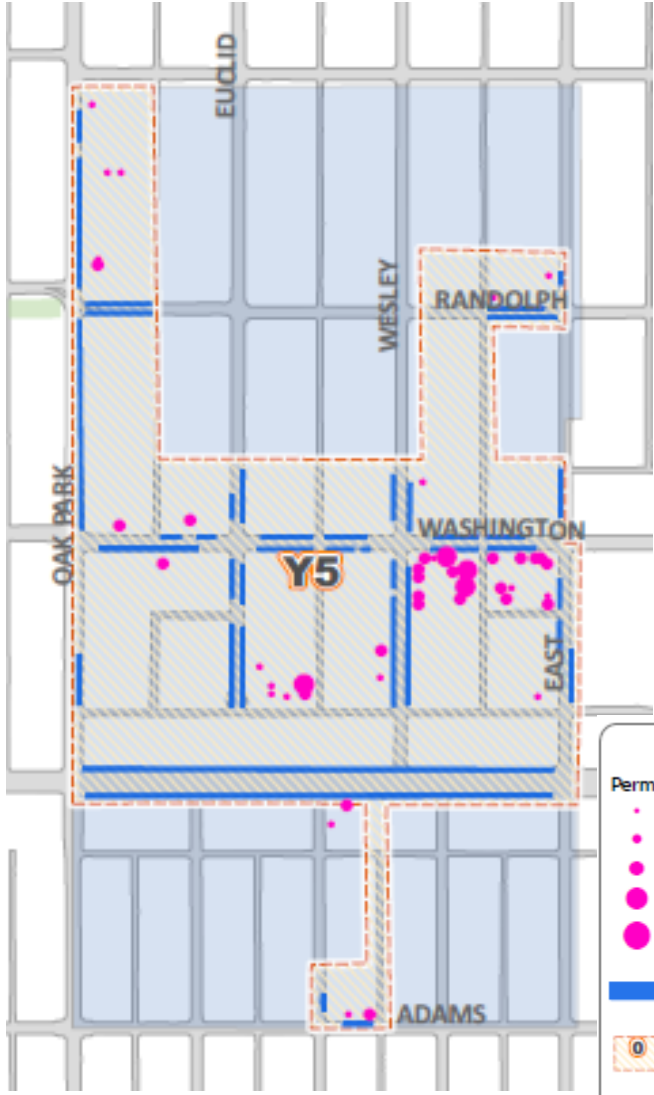


**Legend**

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






Rev. 12/17




Proposed Y5 Permitted Area



**Legend**

**Permit Holder Count**

-  1
-  2 - 3
-  4 - 6
-  7 - 12
-  13 - 27

-  On-Street Permit Parking
-  Overnight Parking Zone Boundary
-  Old Zone Boundary



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

Fax 708.383.6692  
www.oak-park.us  
village@oak-park.us

August 16, 2022

Resident  
«Address»  
«Community\_Name», IL «Zip\_Code»

**Re: Overnight On-Street Permit Parking**

Dear Resident:

You are receiving this correspondence because your address is adjacent to or near a street frontage on which the Village is considering extending the overnight on-street permit parking zone. Please note that this proposed change would not increase the number of vehicles that are eligible to purchase overnight parking permits. Rather, it would expand the number of available parking spots to address the difficulties some permit holders have in finding parking near their homes. Specifically, Zone Y7 permit parking is proposed to be added to the following areas:

- North and South sides of Madison Street (from Lombard Avenue to Ridgeland Avenue)
- East side of the 300 block of South Harvey Avenue (from west alley, north of Washington Blvd to Randolph Street)
- West side of the 300 block of South Harvey Avenue (from northside of driveway, north of Washington Blvd. to Randolph Street)
- East side of the 200 & 300 block of South Lombard Avenue (from Washington Blvd. to Pleasant Street)

Attached to this correspondence, you will find a map of the current Zone Y7 permitted area and a map of the recommended extended overnight on-street permit parking.

This topic is tentatively scheduled to be discussed by the Village's Transportation Commission on **Tuesday, September 13<sup>th</sup> 2022 at 7 p.m.** The meeting will be streamed live and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://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.

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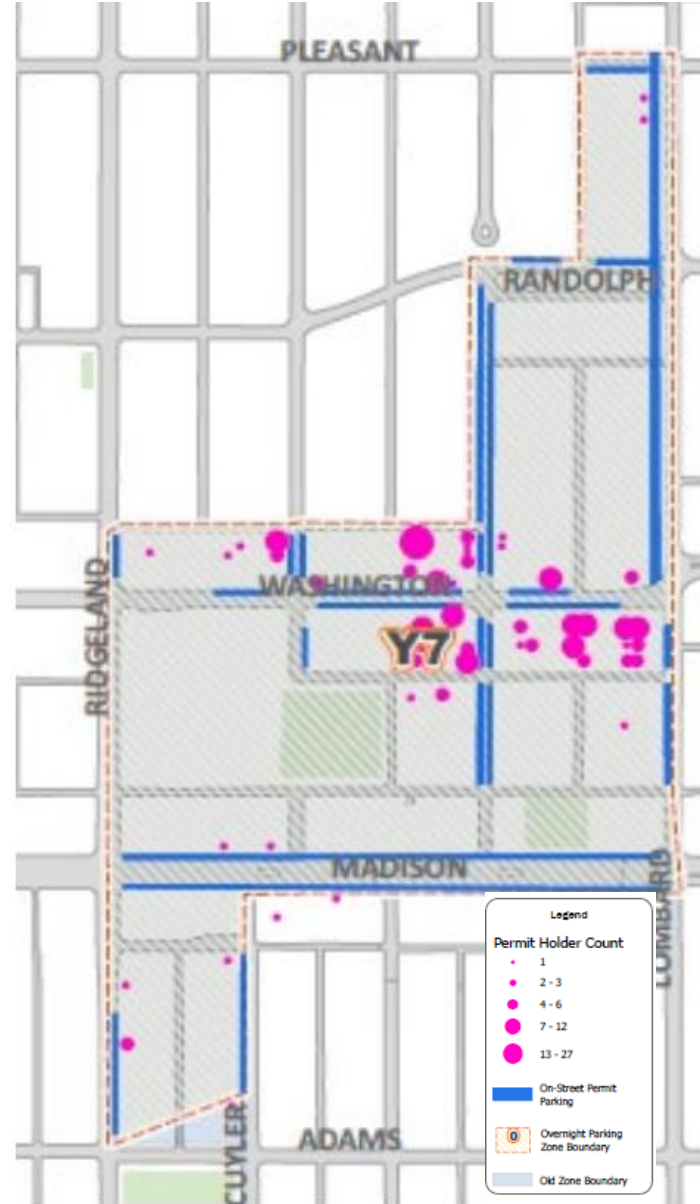
Respectfully,

**VILLAGE OF OAK PARK**  
Parking & Mobility Services Division

Current Y7 Permitted Area



Proposed Y7 Permitted Area







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

Fax 708.383.6692  
www.oak-park.us  
village@oak-park.us

August 16, 2022

Resident  
, IL

**Re: Overnight On-Street Permit Parking**

Dear Resident:

You are receiving this correspondence because your address is adjacent to or near a street frontage on which the Village is considering extending the overnight on-street permit parking zone. Please note that this proposed change would not increase the number of vehicles that are eligible to purchase overnight parking permits. Rather, it would expand the number of available parking spots to address the difficulties some permit holders have in finding parking near their homes. Specifically, Zone Y9 permit parking is proposed to be added to the following areas:

- North and South sides of Van Buren Street (**from Clarence Avenue to the north and south alley, east of Grove Avenue**)
- East and west sides of the 800 block of South Oak Park Avenue (**from Harrison Street to Van Buren Street**)
- East side of the 800 block of South East Avenue (**from Harrison Street to south side of driveway at 844 S. East Avenue**)
- West side of 800 block of South East Avenue (**from Harrison Street to tree past walkway in front of 845-847 S. East Avenue**)
- West side of the 800 block of South Scoville Avenue (**from Harrison Street to the alley**)
- South side of Harrison Street (**from East Avenue to Ridgeland Avenue**)
- East and west side of 900 block of South Elmwood Avenue (**from Harrison Street to Lot 62E**)

Attached to this correspondence, you will find a map of the current Zone Y9 permitted area and a map of the recommended extended overnight on-street permit parking.

This topic is tentatively scheduled to be discussed by the Village's Transportation Commission on **Tuesday, September 13<sup>th</sup> 2022 at 7 p.m.** The meeting will be streamed live and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://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.

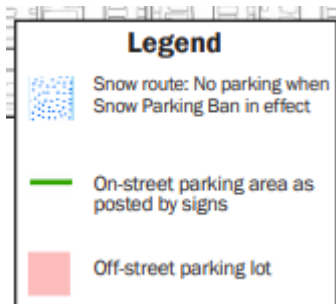
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If you wish to provide any comments regarding the potential extension of overnight on-street permit parking, you may submit your comments in writing to the Transportation Commission by U.S. mail, by fax to 708-434-1600, or by email at [transportation@oak-park.us](mailto:transportation@oak-park.us). All comments must be received by **Friday, September 9<sup>th</sup>, 2022 at 12:00 noon** for inclusion in the Commission's agenda. Any comments received after **Friday, September 9<sup>th</sup>, 2022 at 12:00 noon**, will be read out loud at the meeting.

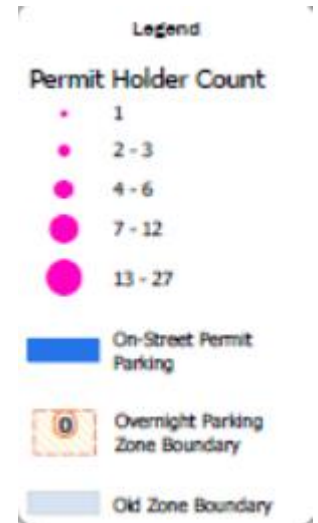
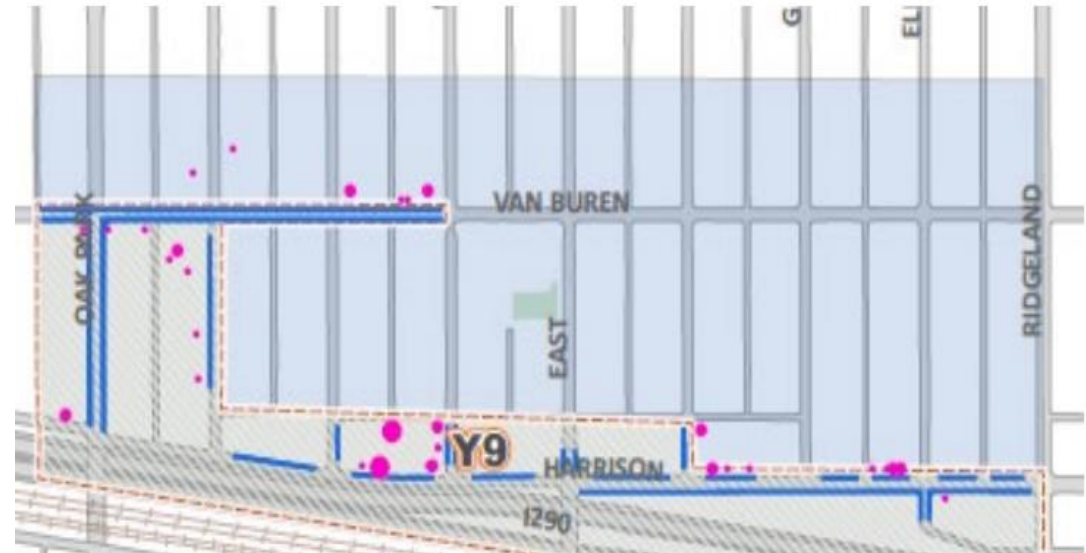
Respectfully,  
**VILLAGE OF OAK PARK**  
Parking & Mobility Services Division



Current Y9 Permitted Area



Proposed Y9 Permitted Area





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

Fax 708.383.6692  
www.oak-park.us  
village@oak-park.us

August 16, 2022

Resident

OAK PARK, IL 60304

**Re: Overnight On-Street Permit Parking**

Dear Resident:

You are receiving this correspondence because your address is adjacent to or near a street frontage on which the Village is considering extending the overnight on-street permit parking zone. Please note that this proposed change would not increase the number of vehicles that are eligible to purchase overnight parking permits. Rather, it would expand the number of available parking spots to address the difficulties some permit holders have in finding parking near their homes. Specifically, Zone Z1 permit parking is proposed to be added to the following areas:

- North and South sides of Fillmore Street (from north and south alley, west of Austin Blvd. to Humphrey Avenue)
- North and South sides of Harvard Street (from north and south driveway, west of Austin Blvd. to Humphrey Avenue)

Attached to this correspondence, you will find a map of the current Zone Z1 permitted area and a map of the recommended extended overnight on-street permit parking.

This topic is tentatively scheduled to be discussed by the Village's Transportation Commission on **Tuesday, September 13<sup>th</sup> 2022 at 7 p.m.** The meeting will be streamed live and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://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.

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If you wish to provide any comments regarding the potential extension of overnight on-street permit parking, you may submit your comments in writing to the Transportation Commission by U.S. mail, by fax to 708-434-1600, or by email at [transportation@oak-park.us](mailto:transportation@oak-park.us). All comments must be received by **Friday, September 9<sup>th</sup>, 2022 at 12:00 noon** for inclusion in the Commission's agenda. Any comments received after **Friday, September 9<sup>th</sup>, 2022 at 12:00 noon**, will be read out loud at the meeting.

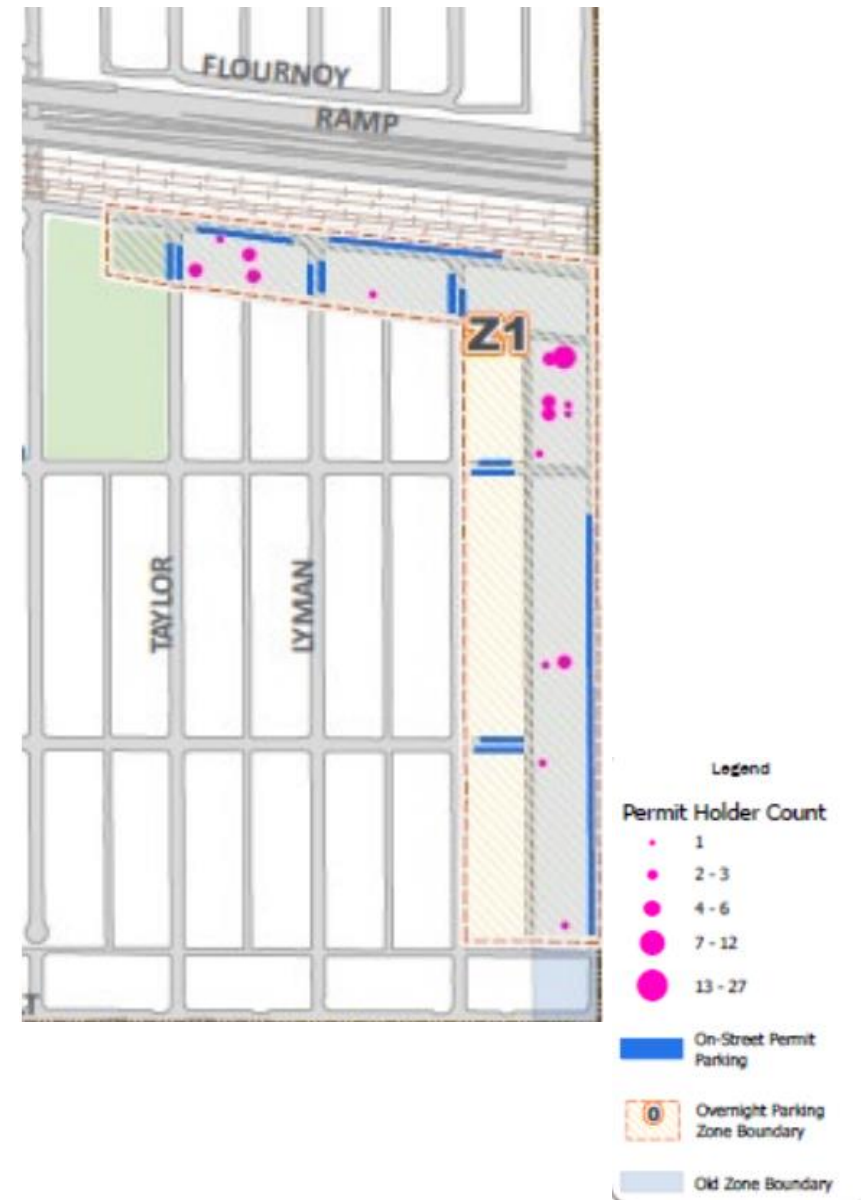
Respectfully,

**VILLAGE OF OAK PARK**  
Parking & Mobility Services Division

Current Z1 Permitted Area



Proposed Z1 Permitted Area





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

Fax 708.383.6692  
www.oak-park.us  
village@oak-park.us

August 26, 2022

Resident  
«Address»  
«Community\_Name», IL «Zip\_Code»

**Re: Overnight On-Street Permit Parking**

Dear Resident:

You recently received correspondence regarding extending the Zone Z2 overnight on-street permit parking zone. Please note, there was an error in the letter where we did not include Iowa Street or Thomas Street as part of the proposed additions.

Please note that this proposed change would not increase the number of vehicles that are eligible to purchase overnight parking permits. Rather, it would expand the number of available parking spots to address the difficulties some permit holders have in finding parking near their homes. Specifically, Zone Z2 permit parking is proposed to be added to the following areas:

- North and South sides of Greenfield Street (from north and south alley, west of Austin Blvd. to Humphrey Avenue)
- North and south sides of Thomas Street (from north and south alley, west of Austin Blvd. to Humphrey Avenue)
- South side of Iowa Street (from south alley, west of Austin Blvd. to Humphrey Avenue)
- South side of Iowa Street (from south alley, east of Taylor Avenue to Humphrey Avenue)

Attached to this correspondence, you will find a map of the current Zone Z2 permitted area and a map of the recommended extended overnight on-street permit parking.

This topic is tentatively scheduled to be discussed by the Village's Transportation Commission on **Tuesday, September 13<sup>th</sup> 2022 at 7 p.m.** The meeting will be streamed live and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://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.

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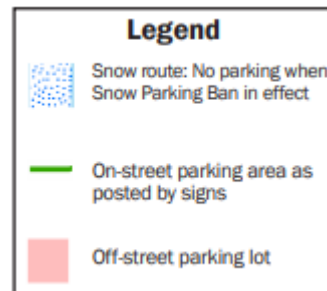
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Respectfully,

**VILLAGE OF OAK PARK**  
Parking & Mobility Services Division



Current Z2 Permitted Area



Proposed Z2 Permitted Area





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

Fax 708.383.6692  
www.oak-park.us  
village@oak-park.us

August 16, 2022

Resident

OAK PARK, IL 60304

**Re: Overnight On-Street Permit Parking**

Dear Resident:

You are receiving this correspondence because your address is adjacent to or near a street frontage on which the Village is considering extending the overnight on-street permit parking zone. Please note that this proposed change would not increase the number of vehicles that are eligible to purchase overnight parking permits. Rather, it would expand the number of available parking spots to address the difficulties some permit holders have in finding parking near their homes. Specifically, Zone Z6 is being considered to extend to the following areas:

- South side of the 700 block of Garfield Street (**from Euclid Avenue to Oak Park Avenue**)

Attached to this correspondence, you will find a map of the current Z6 permitted area and a map of the recommended extended overnight on-street permit parking.

This topic is tentatively scheduled to be discussed by the Village's Transportation Commission on **Tuesday, September 13<sup>th</sup> 2022 at 7 p.m.** The meeting will be streamed live and archived online for on-demand viewing at [www.oak-park.us/commissiontv](http://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.

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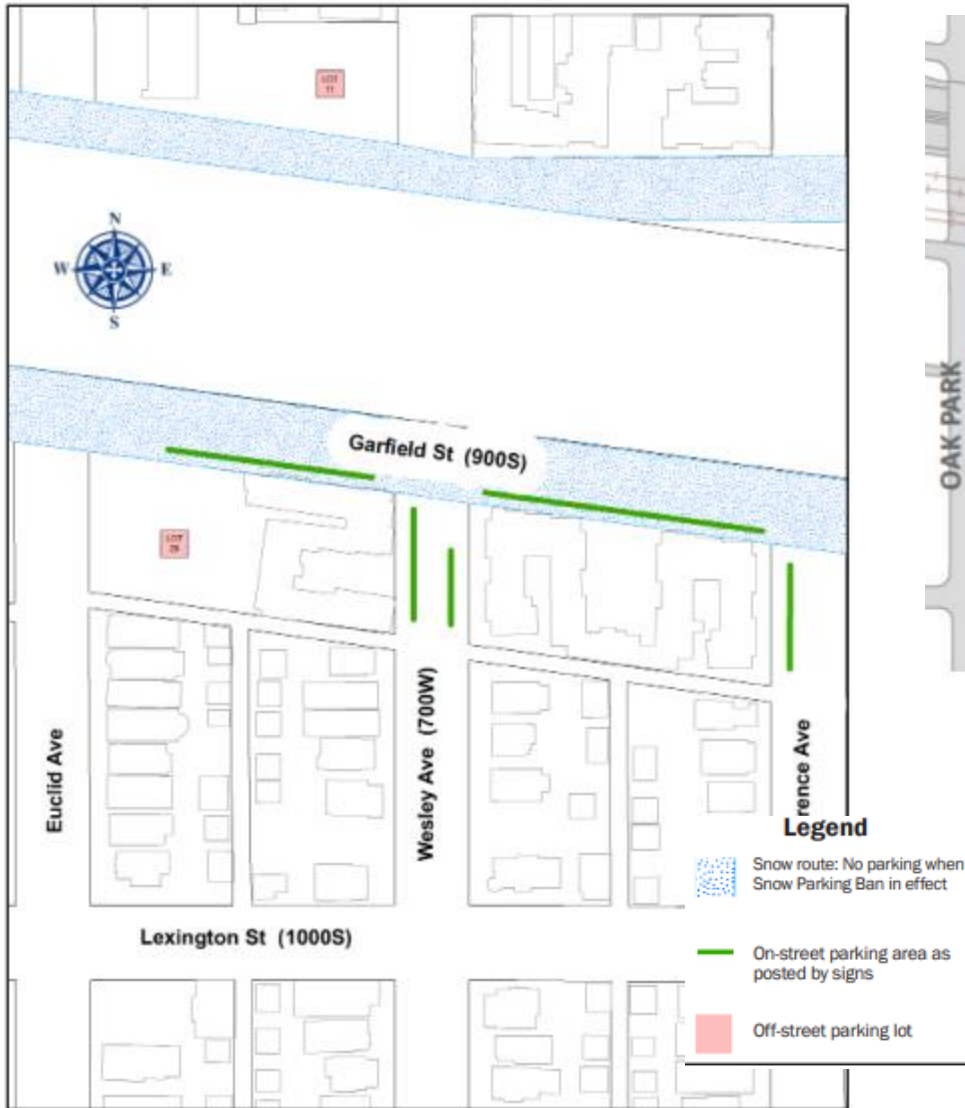
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Respectfully,

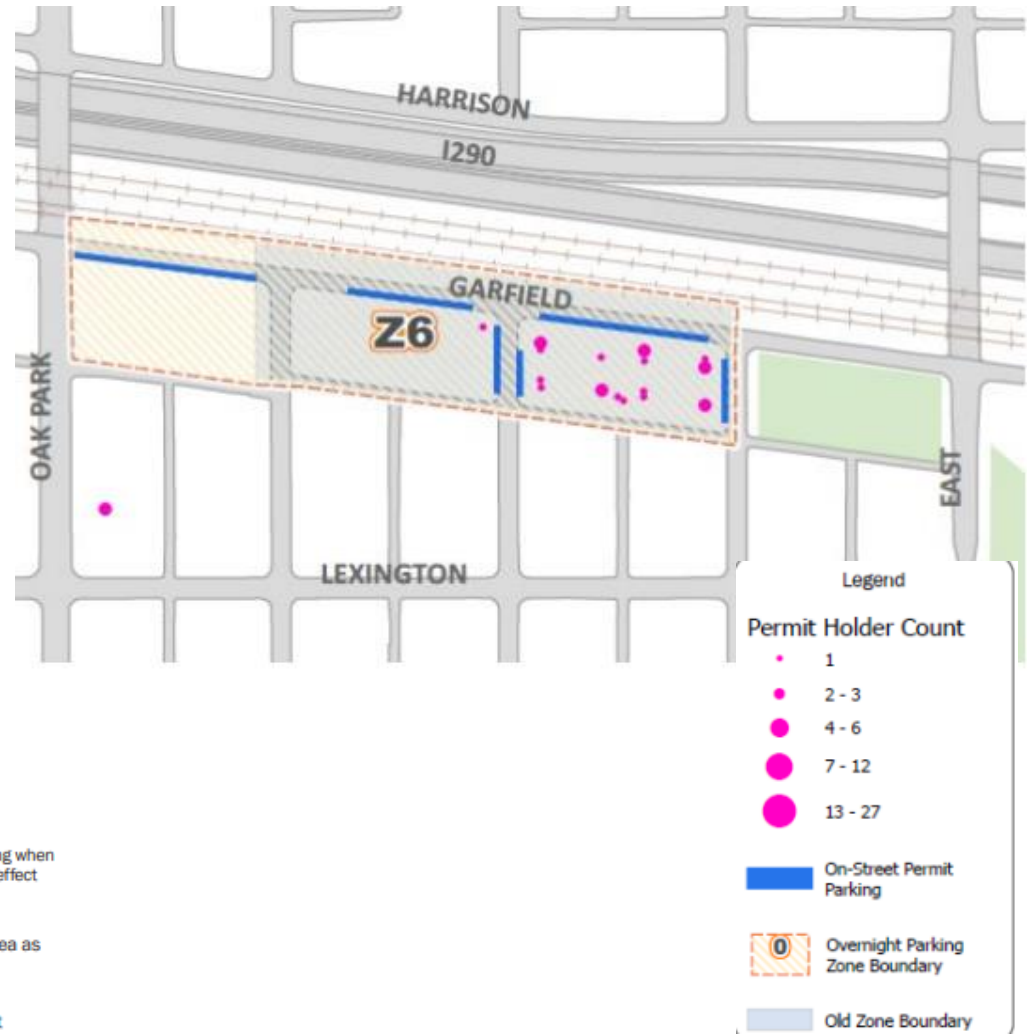
**VILLAGE OF OAK PARK**  
Parking & Mobility Services Division



Current Z6 Permitted Area



Proposed Z6 Permitted Area





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

Fax 708.383.6692  
www.oak-park.us  
village@oak-park.us

August 16, 2022

Resident  
«Address»  
«Community\_Name», IL «Zip\_Code»

**Re: Overnight On-Street Permit Parking**

Dear Resident:

You are receiving this correspondence because your address is adjacent to or near a street frontage on which the Village is considering extending the overnight on-street permit parking zone. Please note that this proposed change would not increase the number of vehicles that are eligible to purchase overnight parking permits. Rather, it would expand the number of available parking spots to address the difficulties some permit holders have in finding parking near their homes. Specifically, Zone Z7 permit parking is proposed to be added to the following areas:

- East and West sides of the 1000 block of south Oak Park Avenue (**from Lexington to Harvard**)
- South side of the 800 block of Fillmore (**from the south alley, east of Grove Avenue to Oak Park Avenue**)
- South side of the 700 block of Fillmore (**from the south alley, west of Euclid Ave to Oak Park Avenue**)
- West side of 1100 block of South Oak Park Avenue (**from the west alley, north of Roosevelt Road to Fillmore**)
- East side of the 1100 block of South Oak Pak Avenue (**from southeast corner of Oak Park Avenue & Fillmore to first light pole south of Fillmore**)

Attached to this correspondence, you will find a map of the current Zone Z7 permitted area and a map of the recommended extended overnight on-street permit parking.

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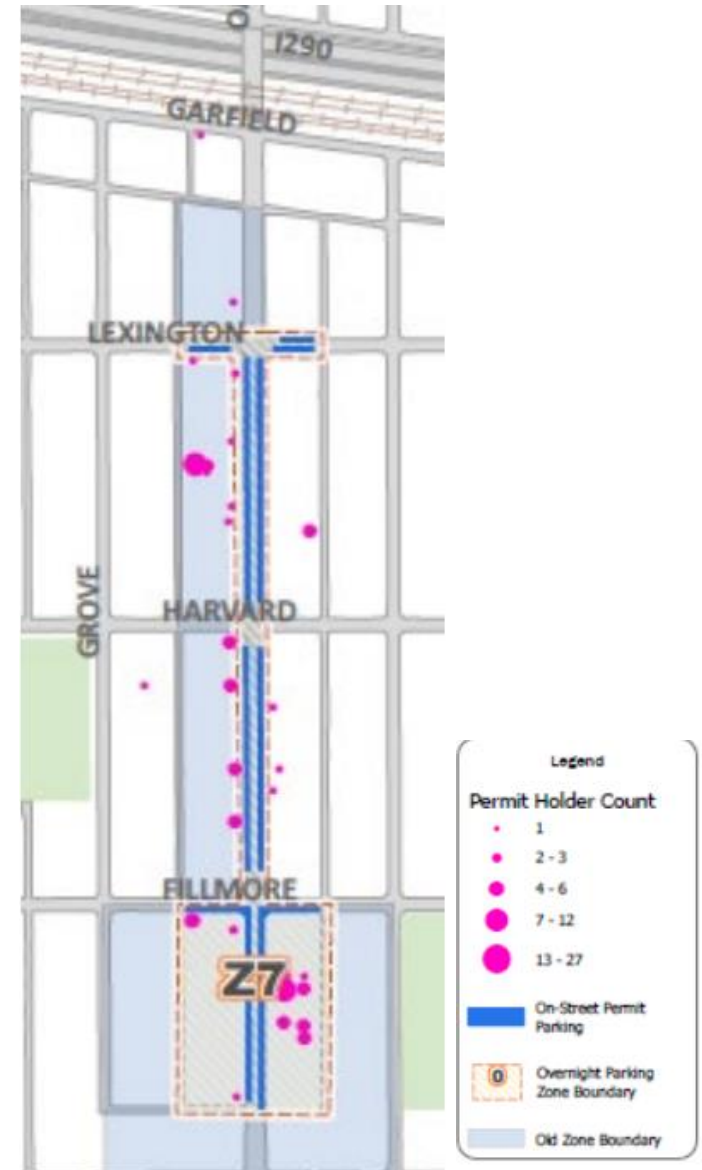
Respectfully,

**VILLAGE OF OAK PARK**  
Parking & Mobility Services Division

Current Z7 Permitted Area



Proposed Z7 Permitted Area



**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** \*PLEASE READ AT 9/13 TRANSPORTATION COMMISSION MEETING\*  
**Date:** Thursday, August 18, 2022 3:50:49 PM

---

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

\*I submitted these comments July 15 2022 and did not see them show up on the 8/9/22 agenda. Please have this message read at the 9/13/22 transportation commission meeting.\*

Hi all,

I would like to submit some comments to the Transportation Commission regarding the proposed parking zone revisions. I recently moved to Oak Park and have never had this much difficulty with parking ever before in my life.

I live in an apartment building on the corner of Greenfield St. and Austin Blvd., thus, I have a zone Z2 parking permit. The street I live on (Greenfield) has 3 available spots for overnight permit holders located between Austin Blvd. and the alley (4 if you are really squeezing it). The rest of Greenfield on my block is daytime residential parking. Because the few spots available on Greenfield are always full, I am finding it extremely difficult to find parking without having to constantly move my car around. Austin has major parking restrictions during the weekdays (no parking 7-9am and 4-6pm with a two hour limit in between). I leave for work at 8am or after and get home before 6pm, meaning that if I park on Austin, I have to wake up before 7am every day to move my car, then have to return to my car every evening after 6pm to move my car again. The hassle of having to constantly move my car around just to ensure I do not receive citation fees on top of the already barely-affordable permit costs is absurd.

I am reaching out to the Commission in hopes that mine and my neighbors' experiences are heard when considering the zone revisions for zone Z2. Allowing more spaces for overnight parking and/or spaces without restrictions for days when residents are not using their vehicles would make an extreme difference to the quality of living in Oak Park. Specifically, I ask that more spaces on Greenfield Street between Austin and Humphry be made available, without restriction, so that residents like myself do not have to worry about moving their car two times every day.

My experience living in Oak Park has been great so far - the village, the people, and the community are amazing. However, if I had known how difficult the parking situation was before I moved here, it would have been a huge deterrent.

I hope that my comments will be thoroughly considered when planning the parking zone revisions for overnight parking. Thank you so much for your time in reading this and listening to residents' experiences.

Cordially,

Grace Dodis

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** 300 S. Lombard Ave Parking  
**Date:** Friday, September 9, 2022 9:38:13 AM

---

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

I am writing to you regarding my concerns about the new overnight parking proposal.

- The street is currently not wide enough for parking on both sides of the street. Lombard south of Washington are significantly wider, easily allowing for parking on both sides. It is a heavily used street and is an "unofficial" one way street for this block only as there are so many cars parked here during the day. This morning there were 14 cars parked outside of the legal overnight parking (north of alley) which causes a daily nuisance. There are at least 2 cars with a parking ticket every night.
- The alley next to the apartment building is heavily used. During the morning rush, you cannot see in both directions due to the extensive parking on each side of the street. I have to take the minivan out the other exist just so I don't have to take a left out of the alley.
- I have personally seen 4 side mirrors side swiped in 7 years; I am sure there are many more. That proves that this road is too narrow for parking on both sides as it is already a busy "unofficial" one way street.
- There are 21 kids under the age of 16 on this block. People fly down this thoroughfare as it is a major street to avoid Austin or Ridgeland.

I would propose additional parking on the streets to the east of Lombard as the apartment buildings back up to the alley and it might even be a shorter walk.

Robert Lamont  
[REDACTED]

Sent from [Outlook](#)

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Overnight Permit - Alma Delgado  
**Date:** Tuesday, July 12, 2022 6:55:42 PM

---

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

To whom this may concern,

I am writing this email in regards to the overnight permit that is being considered. I disagree with considering adding overnight parking. I am a single mother, I have many bills that I have to pay. I am working part-time and could not afford the overnight permit pass. This would be very hard for me. If you need any further information, please let me know.

Thank you,

Alma Delgado  
[REDACTED]



**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Comment for Transportation Commission Meeting (7/12)  
**Date:** Tuesday, July 12, 2022 6:16:21 PM

---

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

I live in the Y9 zone and currently my disabled wife has to walk at least a block to get to her car. My family and my neighbors would benefit if the village expands the Y9 parking zone. We strongly support the change.

[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Comments on 9/13 Transportation Commission Agenda Item: Overnight On-Street Permit Parking  
**Date:** Thursday, September 8, 2022 7:14:19 PM

---

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

I am opposed to the proposal to add Zone Y7 permit parking to the East and West side of the 300 block of South Harvey Avenue. I live at [REDACTED].


If this is approved, it will prevent 300 S Harvey property owners and our guests from parking on the street after 9:00 pm. This is unfair to residents on the block. I am also concerned about impacts to leaf pickup, snow removal, and street cleaning.

We've had a taste of what this would be like over the last few weeks (at least). There have been cars parked overnight on both sides of the 300 S Harvey block. Many of these cars are still there in the morning, even though parking between 8 am and 10 am is not allowed. It makes it difficult to drive up the street, especially if there is a car coming from the other side. In addition, I have been woken up by the sound of car doors being closed and the beeping sound after locking when people are parking late at night.

I understand the need to make more parking available for apartment dwellers in the area. Although my preference is not to allow any permit parking on the 300 S Harvey Ave block, if it's necessary to allow some permit parking, please consider adding Y7 permit parking to only one side of the 300 S Harvey block, and adding additional Y7 permit parking to other nearby streets, such as Cuyler and Taylor.

Thank you.

Bonnie Edwalds

**From:**   
**To:** [Transportation](#)  
**Subject:** Comments on overnight on street parking  
**Date:** Wednesday, September 7, 2022 10:17:38 PM

---

<p><span style="background-color: #ffff00;">WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.</span></p>

Hello,

I offer the following comments on the proposal

1). There is discrepancy in the descriptions provided with letter. Within the Y7 zone, the Village letter indicates that parking is being added to the east side of Lombard. However the east side of Lombard is not in Y7. So is parking being added to the west side which is in Y7? If so I think this location should again be tabled because the letter was misleading and people might have responded if the information was more accurate.

2) A comment was made by the chair at the last meeting that people act like they own the street when they oppose the on street parking. I don't think that is a fair characterization. What we are asking for is a compromise that is fair to all parties and does not unduly burden a few blocks. What is that compromise? Add parking to east west streets that do not have home frontages instead. Another compromise is to spread the load to more than just Lombard and Harvey in Y7. A third compromise is to increase parking capacity in the zone to the east of Y7 and or combine zones ( that would be REAL flexibility). Perhaps those other streets or zones own their parking so that is off the table. We certainly do not own the right of way but we should receive equitable leaf removal and snow plow service. Do we deserve the right to maintain our neighborhood character and property value?

3). We never received a response to the FAQ that were asked in the last meeting such as will these streets be temporary permit eligible? Will parking be still restricted from 8-10am to ensure cars turn over? What will be done about leaf pick up and snow removal? What time of the night does overnight enforcement permit begin on these streets? Will holiday and other visitors be ticketed? Is this a data based or gut feel8ng decision? What did the Village learn from the pilot study ( are those people happy and did the street become permanently parked up)? What happens with block parties? ( for the record I bring up block parties not as hyperbole, but because we had the police called on us two years in a row by permit Holders for closing Lombard)

4) I had the impression that the commission was ready to act last meeting and had the notice not been bumbled they would have. If we really want to have equitable use of the right of way I hope you direct your attention to the following areas next: A) Parking zones that restrict parking adjacent to public transportation. This disincentivizes taking public transportation, encourages driving, and is an unsustainable practice. B) The holy grail of SFH privilege, the resident zones around the high school that causes kids to park as far away as a Chicago avenue. They may be privileged to drive to school but why do those homes get to be more privileged and own the ROW and force kids to get up earlier and walk many blocks to school. 3). Resident parking zones on SFH street near business districts. We should be supporting our businesses not the adjacent mansions on blocks like 200 n Euclid. If you don't confront these and other blatant right of way land grabs for resident parking then the hypocrisy will be clear. Perhaps our funky ridgeland historic district just isn't up to snuff in this case?

5). I am still unclear if this is a capacity or flexibility issue. If it is a capacity issue then the analysis was flawed because the map misses some of the existing y7 zones on pleasant and Randolph. If it is a flexibility issue, then do homeowners not deserve the same flexibility consideration? See compromises in item 2.

6). I have probably lost your attention by now, but I ask that the vote is again tabled until all questions are answered and the information provided by the Village staff is accurate, comprehensive, and forthwith.

If you push this through then I hope when the worst predictions about permanently parked up blocks come true that the commission will reconsider this decision.

Last but not least thank you again for your service. Reading rants like this is probably not something you want to do. Thanks for humoring me if nothing else.

Cheers

Thomas Powers

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Comments on Overnight Street Parking change Zone Y7  
**Date:** Monday, September 5, 2022 11:57:03 AM

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Hello,

Thank you for the opportunity to send comments and concerns over this proposed parking zone change. I live in the 300 block of Harvey Avenue now, however I lived in a few apartments in Oak Park in the past and have used the permit system to park on the street, so I understand the frustration of not finding nearby street parking.

However Harvey Avenue is fairly narrow and difficult to drive down when cars are parked on both sides of the street; residents of homes will not be easily able to park on the street; and I think more cars will travel down the alley creating more disturbance for my adjacent 2-flat

As a compromise, I'd like to propose that only one side of Harvey Ave be designated for overnight Y7 permit parking instead of both sides of the street. And perhaps utilize one side of the street on the 300 block of Cuyler to add more permit parking. It seems like this could help all residents if this change is accepted.

Thank you,  
Carla Veneziaie  
[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Cc:** [REDACTED]  
**Subject:** Strongly Support Adding Parking To Zone 5  
**Date:** Monday, August 22, 2022 10:35:18 AM

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To: Parking & Mobility Services Division

I am the property manager and part owner of the building located at 645-49 Madison/502-10 S Wesley. My office is also located at this location. The building ownership and the M&M Property Management team strongly support adding overnight on-street parking to Zone 5. The tenants at this location have lost off street parking due to new development and desperately need more parking options.

Please contact me with any questions.

Ed Field

[REDACTED]



**From:** [Clerk Waters](#)  
**To:** [Juliano, Jill](#); [Ron Burke](#)  
**Subject:** FW: Transportation Commission Public Comment  
**Date:** Monday, August 22, 2022 2:05:16 PM

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Good afternoon Chair Burke & Jill,  
The Clerk's Office received the public comment below for the Transportation Commission meeting.

Thank you,

Christina M. Waters

Village Clerk – Primary FOIA Officer | Village Clerk's Office

123 Madison Street Oak Park, IL 60302

Mobile 708.548.2242

Office 708.358.5672

[clerkwaters@oak-park.us](mailto:clerkwaters@oak-park.us)

[www.oak-park.us](http://www.oak-park.us)

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**From:** Jacquelyn Rodriguez [REDACTED]  
**Sent:** Monday, August 22, 2022 10:27 AM  
**To:** Clerk Waters <[clerkwaters@oak-park.us](mailto:clerkwaters@oak-park.us)>  
**Subject:** Transportation Commission Public Comment

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Clerk Waters,

Please enter the following public comment for the upcoming transportation commission meeting.

- Jacquelyn Rodriguez

Hello Commissioners,

I have lived in Zone Y8 for 5 years, and I have always had a parking permit. What I haven't always had is parking. The entire time I have lived here I have had a terrible time finding parking after 5:30 or so. It is quite annoying to pay such enormous fees to park and still not have a spot if I have dinner with a friend or work a late shift.

I understand the commission is working to solve this problem. I propose that the north side of Washington between Lombard and Taylor is included in the Y8 Zone. Including that side of the block would create space for at least five more cars. Five spaces is not an incredible improvement, but it is a start. There are 2 large apartment buildings on that small block, it doesn't make much sense why it wasn't included in the zone to begin with.

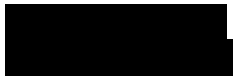
Thank you for your time,

Jacquelyn Rodriguez

August 28, 2022

To: Village of Oak Park  
Parking and Mobility Services Division  
123 Madison Street  
Oak Park, IL 60302  
village@oak-park.us

From: Isaac D. Johnson



To whom it may concern:

I am responding to the letter received on August 16, 2022 describing the proposed increase of overnight on-street Zone Y7 permit parking.

I have been a homeowner in Oak Park for the past 47 years since 1975. All my three children were born and raised in Oak Park. My son currently lives in Oak Park and my 2 daughters and their families visit me frequently in Oak Park multiple times a year. I previously lived in the city of Chicago but specifically chose to make the historic village of Oak Park my home for the past 47 years due to the excellent schools and family friendly, historic suburban neighborhoods that have been maintained with high standards. This type of proposed parking ordinance is common in the city but is not unexpected in a historic village such as Oak Park.

I am strongly opposed to the proposed increase of overnight on-street Zone Y7 permit parking on the streets of Oak Park homeowners as this will degrade the high standards that the historic Oak Park neighborhoods are known for. The suburban feel of our town will be lost and this proposal will decrease our property values. This ordinance does not affect renters negatively but will negatively impact dedicated homeowners in Oak Park. I request that this proposal be cancelled for the sake of dedicated Oak Park homeowners as this will be detrimental to the quality of our historic village.

Thank you.

Sincerely,

Isaac D. Johnson



**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Overnight On-Street Permit Parking  
**Date:** Tuesday, July 26, 2022 10:25:36 AM

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I am writing in response to your letter regarding overnight parking near our home. I reside at [REDACTED], and I believe a trial of of parking on both sides of Augusta Avenue between Austin Boulevard and Humphrey Avenue has been ongoing for some period of time. I am writing to make you aware of issues we have had with this.

1. The location of marked parking spaces on the south side of Augusta is such that being able to see traffic on August going east and west from our alley is very difficult. We would propose eliminating the parking spaces on either side of the alley (a reduction of 2 spaces total) to provide better sight of traffic going east and west, or perhaps putting up mirrors so that one exiting from the alley can see traffic in both directions.
2. Traffic on Austin Boulevard to the east of our alley routinely speeds up to go through yellow lights at that intersection, resulting in faster oncoming cars, making it more dangerous to exit from our alley a half block to the west.
3. Parking in non-marked (illegal) spots is also occurring on both sides of Augusta adjacent to our alley, and we are not seeing any ticketing of vehicles parked illegally. This adds to the difficulty indicated in the first and second items.

We desire that these issues be considered in any plan with regard to parking on Augusta between Austin Blvd. and Humphrey Ave. Feel free to contact me if you have questions.

Thank you for your consideration,  
Nola Roth

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Oppose overnight on-street permit parking on 300 South Lombard  
**Date:** Thursday, September 8, 2022 8:31:40 PM

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To the Transportation Commission,

I strongly oppose extending overnight on-street permit parking on the 300 block of South Lombard ave. The street is too narrow for cars to be parked on both sides of the street to have cars safely pass each other when going opposite directions. At present, when two cars are trying to pass each other while driving in opposite directions one car must move to the side of the street to allow the other car to safely pass. If both sides of the street are routinely filled there will not be the ability for cars to pass which will result in accidents. Compounding this issue is that Lombard is a thoroughfare and most cars driving down our street are speeding well in excess of 35+ miles/hour. If there is no room for oncoming traffic to move over to allow the speeding car to pass them there with certainty there will be accidents. Even prior to this proposal I was concerned about the safety on Lombard ave.

I absolutely understand the need for additional parking and in fact will likely need an extra parking spot in the next year. However I will not put the safety of our Oak Park neighbors before my need for an extra parking spot. The Village has the obligation to provide parking that is safety-centered. I strongly believe these proposed changes would lead to an increase in accidents.

Regards,  
Dr. Jessica Cherikos

[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Overnight On Street Parking Complaint (335 S. Harvey)  
**Date:** Thursday, September 1, 2022 7:57:27 AM

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To Whom it May Concern

I received a notice dated Aug 16 regarding consideration of extending the overnight parking permit zone on our block.

We consistently have guests that utilize these spots. We also feel like the limitation of our access to street parking would set a precedent for additional incursions that would further limit our access as owners (i.e., daytime or 24 hour parking). Finally, we anticipate that our future home value may be impacted by having our street occupied.

For the reasons listed above, I am opposed to this proposition and respectfully request that the Transportation Commission not approve this measure.

With Regards

Jeff Griffin  
[REDACTED]

--

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Jeff Griffin, MBA  
[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Overnight On-Street Parking Permits Y7- Harvey - Current Resident  
**Date:** Wednesday, August 31, 2022 10:29:19 AM

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Hello,

My family and I are the current residents at [REDACTED].

As I understand it, there is discussion surrounding allowing additional overnight parking to stretch over onto our entire block. I hope the city will reconsider this since Y7 will place considerable restrictions on parking for any of us who have a home on this block. Coming from the city, I completely understand the need for street parking, but do homeowners not deserve the same?

As a parent and resident, I also worry about the noise and crime. We've already had a carjacking right by our homes. We also had some theft reported. Literally had detectives knocking on our door asking to see doorbell camera footage. You have people sitting in their cars, late at night blaring music. Our street has already been packed with cars overnight and not a single citation has gone out for weeks. There has to be strict enforcement - too many people are already abusing this.

As a compromise, I think it's fair to ask that one side of the street has parking - not both sides. Additionally, I think it's fair to ask that S Cuyler and S Taylor to extend parking on their blocks. Why only Harvey? Cuyler and Taylor also have apartment buildings located nearby. The more streets that can compromise, the more we can avoid overcrowding certain streets.

Appreciate your time and consideration.

Thank you,

--

Katherine Penick  
[REDACTED]



**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Overnight On-Street Parking  
**Date:** Thursday, September 8, 2022 10:41:00 AM

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As a homeowners in the On-Street Permit area Zone Z7, we would like to point out that Fillmore is not currently Zoned for permit parking. The Zone Z7 map, shows permit parking being added to the south side of Fillmore from Oak Park Ave to the alleys on the east and west side (our house and the apartment building across street). This is overall seems very arbitrary, as Fillmore has three single family homes and one apartment building (southwest corner). Harvard Street, which has two-flats, three-flats and apartments on the corners, is not currently nor planned to be permit parking.

We do not agree with the proposal to have Fillmore added to Permit parking. We currently often have 7-8 people parking overnight on Fillmore between Oak Park Ave & Euclid, even though not permitted. Occasionally we've even had cars blocking our driveway. These are likely people who should be parking in Zone Z7.

Additionally, the corner of Oak Park Ave and Fillmore is very accident prone. We believe that allowing overnight parking on Fillmore would make this corner even more dangerous as having more cars parked would significantly decrease visibility on that corner, particularly of pedestrians in the cross walks. We've already seen one stroller get hit, and a kid on a bike nearly hit. Thank goodness neither of these incidents was serious.

We do not believe that expanding this parking is necessary. It would lead to even more cars parked on Fillmore. The single family homes facing Oak Park Avenue already have permit parking in the front of their homes, and it should not also be on the side streets. However, if additional permit areas are needed, why not add them around Euclid park, on the street side adjacent to the park, rather than in front of people's homes.

Regards,

Mark & Carla Bukalski  
[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Overnight permit parking  
**Date:** Thursday, September 8, 2022 2:30:51 PM

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To whom it may concern:

Thank you for taking the time to review this email.

I am a house owner in the block of 300 S Harvey Ave- [REDACTED], to be precise. It has come to our attention that the village is considering creating a parking zone on our block.

I would like to respectfully ask that this consideration is declined or be made with further changes. We, homeowners, should have the right to park in front of our streets, along with our guests and visitors, even past 9pm. While renters do have a need for parking, their living situation is not permanent the way ours is. After all, our home taxes are high enough that being able to park in front of our street should not be in question or a complicated task. Homeowners should have priority on parking restrictions in block.

If this parking permit is truly a need for our zone, then adjacent streets should also share the load. This will eliminate having one block bear the load of so much permit parking for rentals. Acting with fairness and justly should be done with parking zones.

Also, if permit parking is to be put into effect, then only one side of the block should have it, not both. It is difficult to drive in a block when there's parking on both side of the streets, especially during winter when the snow makes roads narrower. I experience this daily when I drive my children to Beye Elementary in the 100 S block of Harvey. That block is not easy to navigate in the morning or afternoon drive because of how narrow streets feel on a regular basis- the snow makes it even harder.

I ask that this plan to have permit parking on our street be dismissed or only put in place with the conditions that adjacent streets have it as well AND the permit is only for one side of the street as well.

I look forward to a positive discussion on the next meeting.

Rebeca Griffin  
[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Parking on South Harvey  
**Date:** Thursday, September 8, 2022 12:41:30 PM  
**Attachments:** [REDACTED]

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Hello,

I own [REDACTED] and I am writing you about my growing concern with the Y7 permit parking. Currently, there is already parking on both sides of the street which makes it difficult to drive down the street and unsafe for my kids. My kids are unable to see on going traffic to cross the street on either side because all the cars block their view. In addition, when my sister comes to visit, she must park almost to the end of the block (5 or 6 house away) because both sides are full of cars. My nanny's car was broken into parked in the back of my house thus she prefers to park in the front. However, her (like my sister) must park so far away from my house that is also unsafe for her at night.

I understand that we need to add space for people that live in the apartments, but does it need to be at the compromise of the homeowners? Could there be a compromise of allowing parking on one side of the street for multiple streets instead of allowing parking on both sides for a few streets?

In addition, I was told that as a homeowner I cannot have my guest park on the street after 9pm which means I am back to my family/company having no place to park.

My worry is that if this passes, the parking situation on 300 block S. Harvey will be worse than it is currently and punishing the homeowners with no parking allowed. There has got to be a better way.

Respectfully,  
-Wendy Borlabi

**Dr. Wendy Borlabi | Chicago Bulls**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** parking  
**Date:** Monday, September 5, 2022 6:34:09 PM

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Village of Oak Park  
Transportation Commission

Please reconsider changing the parking restriction proposed for the south side of Randolph Street from the alley to East Avenue. I understand you are planning to make it overnight permit parking, which would start sometime between 9 and 11 pm and end at 6 am.

This would effect Good Shepherd Lutheran Church's ability to hold evening programs, AA would not be able to use the building to meet. There would not be able to be concerts which we are proud to hold in our building by outside groups. Music teachers would not be able to hold evening recitals of their students. The congregation itself would be unable to hold Fri evening meetings.

Closing this street would be detrimental to our church and the neighborhood that uses the space. Please do not allow this to happen.

Sincerely,

Linda Bernat

[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** PC 22-03 Comments  
**Date:** Monday, August 29, 2022 10:47:10 AM

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<p><span style="background-color: #ffff00;">WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.</span></p>

Good Morning,

I am the owner of [REDACTED] and I am writing in support of the proposed increase for the Y5 Overnight Parking permitted areas. I believe that increasing street parking options supports the overall goal of increased housing density in Oak Park and will provide Oak Park residents more parking flexibility.

Additionally, it is my opinion that the goal for this increase in permitted areas should be to increase parking options for Oak Park residents and not revenue generation for the Village. Therefore, I would like to see an offset of the permit fees proportionate to the number of new spots created.

Respectfully,

- Cephas Knausenberger

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Cc:** [REDACTED]  
**Subject:** Permit Parking along the south side of Randolph Street  
**Date:** Tuesday, September 6, 2022 4:36:03 PM

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Transportation Commission  
Village of Oak Park  
123 Madison Street  
Oak Park, IL 60302

We are members of Good Shepherd Lutheran Church (the “Church”) and are writing in connection with the recent proposal to designate the section of the south side of Randolph Street between East Avenue and the alley immediately west of the Church as overnight permit parking beginning daily between either 9pm or 11pm and ending at 6am. This proposal has the potential to adversely impact the ministry of the Church for the following reasons:

1. Other than 4 parking spaces off the alley next to the church (which are reserved for the pastor and staff) the Church does not have designated parking, requiring members and visitors to park on the street;
2. The Church does have an entrance on East Avenue and there is some parking available on that street but that entrance leads directly to the sanctuary. The Randolph Street entrance is the entrance where a lift (making the Church handicapped accessible) is located as well as a handicapped parking space. This entrance also leads directly to Fellowship Hall where church groups and outside groups (such as AA) meet;
3. The start time of permit parking (9pm versus 11pm) would have some impact on evening meetings (such as the above mentioned AA meetings), Wednesday evening choir practice or Church committee meetings and events (such as concerts and recitals) since they often run past 9pm. For those events, an 11pm start time for permit parking would be better but, as explained in my paragraph 4, the entire proposal has the potential of creating major disruptions for the Church;
4. The north side of Randolph Street immediately across from the Church is already designated as parking for residents of the condominiums that are on the north side of this section of Randolph Street during certain times and members of the Church have tried to be mindful of the concerns of the condominium owners by not parking on that side of the street at any time. To designate both sides of that section of Randolph Street



as permit only parking, would eliminate parking on both sides of the street for non permit holders at certain times. This would have the potential to make parking on the south side of Randolph Street a huge issue, especially during high volume times for the Church, such as Sunday morning services. For example, if a permit holder is allowed by permit to park there until 6am, what is to prevent him/her from just leaving their vehicle there when it becomes public parking again after 6am, effectively monopolizing the space and blocking members or visitors to the Church from parking there? This is detrimental to our Sunday morning worship service.

Our preference would be to leave parking as is and not have permit parking on the south side of Randolph.

Thank You.  
Gail and Paul Frost

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Permit Parking Changes  
**Date:** Thursday, September 8, 2022 12:56:31 PM

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Hello-

I am a member of Good Shepherd Lutheran Church. I understand you all are planning to make overnight permit parking on Randolph from the alley to East Avenue adjacent to our Church. I write to ask you to reconsider this due to the effect such a change will have on our Church's members, events, and programs.

Could there be some acceptable alternative solution considered?

Peace,

Larry Guagenti

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Overnight On-Street Permit Parking  
**Date:** Friday, September 9, 2022 11:16:52 AM

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

I am writing to ask that you do not expand parking on Randolph St. between Oak Park Avenue and Euclid Avenue because this stretch of road is already dangerous due to its proximity to the intersection of Oak Park and Randolph without the addition of vehicles parked on the street which will further obscure visibility of cars exiting the alleyway and children walking on riding bicycles and skateboards in the street.

I am concerned that proposed parked vehicles would create less visibility and increase the number of accidents. As the Transportation Commission is already undoubtedly aware, the intersection of Oak Park and Randolph is highly regulated: (i) westbound traffic on Randolph is supposed to turn right onto Oak Park; (ii) eastbound traffic on Randolph is supposed to turn right onto Oak Park; and (iii) southbound traffic on Oak Park is prohibited from turning east onto Randolph. However, despite these posted prohibitions, many cars illegally cross through this intersection. In the two years I have lived near this intersection, I have witnessed many accidents involving cars undertaking illegal turns. In fact, as of the writing of this email, broken glass still remains on Randolph from the last accident which occurred in this intersection. These accidents stop traffic on Oak Park for an extended period of time, further delaying and frustrating drivers.

The illegal crossing of this intersection is such a problem that Oak Park police often station a squad car in the nearby alley to pull over cars turning illegally or speeding down Randolph. The cars are often pulled over on the south side of Randolph, which would be unavailable for such purposes if there were cars parked on this stretch of road.

Additionally, there are many children crossing this intersection due to its proximity to the Randolph tot lot and Brooks Middle School. There are also two bus stops in this area: one which picks up a child at an apartment building on Randolph between Oak Park and Euclid, and another at the intersection of Randolph and Euclid. There are no traffic control signals at the intersection of Oak Park and Randolph, and crossing Oak Park is already very challenging without sightlines being further obscured down Randolph. Moreover, students who attend OPRF often ride their bicycles down Randolph on their way to and from school. Additional parking on Randolph would problematically reduce the usable area of Randolph which must be shared by vehicles and bicyclists during the morning rush.

Increasing parking on Randolph Street between Oak Park Avenue and Euclid Avenue will make

an unsafe intersection even more unsafe, and I ask this Transportation Commission to not expand the parking on Randolph Street.

Thank you.

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Cc:** [REDACTED]  
**Subject:** Overnight On-Street Permit Parking  
**Date:** Friday, September 9, 2022 9:26:56 AM

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WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments.  
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To: Transportation Commission  
Re: September 13, 2022 Agenda - Overnight Parking (Y7) South Lombard Avenue

Regarding proposal to extend overnight on-street parking. Zone Y7 - 200/300 blocks South Lombard

South Lombard is an extremely busy street pretty much all of the time, on weekdays and weekends as well. We already have a tremendous amount of traffic moving both north and south, and it is difficult to imagine the stress to the block, if overnight on-street permit parking is permitted. Lombard is only wide enough to allow one vehicle through, if cars are parked on both sides of the street. Just yesterday, there was a loud exchange as cars were queued up to get through, because cars were parked on both sides. This exchange will occur more frequently if you extend the overnight on-street parking permit zone to the 200/300 blocks of Lombard. As there are many young children on the block, this also becomes a safety issue. Visibility becomes limited and you have to believe that part of neighborhood safety, is knowing who is coming and going.

I also imagine that this will make it more difficult for my family and guests to find parking close to our home. Perhaps this is not a guaranteed right, it is a privilege, but it is one that I assumed, when we purchased the house. Here's another point to consider. If new apartment construction does not accommodate parking needs of renters, and this trend continues, are homeowners essentially "subsidizing" the cost of this construction. (Yes, ...the streets are public. domain...I get it)

We understand the need to support all village residents and their parking needs, but it should be done in a "do no harm" approach to all residents, including those who live on the blocks being considered for overnight parking. The implementing of policies that do harm to residents negatively impacts the quality of life in Oak Park and should be carefully considered.

My final point. The current policies do not appear to be fully enforceable. We have witnessed at least one individual who parked illegally overnight, come out in the morning, remove the ticket from the car, toss it on the ground and return the following night.

(Question. The proposal references extending overnight parking to the East Side of the 200 & 300 blocks of South Lombard. The map appears to show permitted parking on the West side of the street. Which of these is correct?)

Thank you for sending the information in sufficient time to process, considering resident feedback, for holding the public discussion AND tackling the various parking and transportation issues in Oak Park. We understand that this is not easy.

Regards,

Phyllis Walden  
[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Proposed change to parking on Randolph Street  
**Date:** Tuesday, September 6, 2022 9:57:36 AM

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To: Transportation Commission

I'm writing to oppose the proposed overnight permit parking along the south side of Randolph Street from East Avenue west to the alley. Good Shepherd Lutheran Church functions as a community and events center, serving the Oak Park community at large with meetings, concerts, recitals occurring multiple times during the week. This section of Randolph Street is prime parking for elderly and disabled people, or for musicians or sound technicians transporting lots of instruments or equipment (such as drummers) as it is closest to the entrances. Many of these events extend beyond 9pm, including Good Shepherd's own worship services and meetings. Placing additional overnight parking on the northside of Randolph west of the alley would better serve the community as a whole.

Thanks for your consideration,

Lynn Railsback

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[REDACTED]



**From:** [REDACTED]  
**To:** [Transportation](#)  
**Cc:** [REDACTED]  
**Subject:** Public Comment - 9/13/22 Transportation Commission Meeting  
**Date:** Thursday, September 8, 2022 4:15:49 PM  
**Attachments:** [REDACTED]

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Hello,

I am submitting a public comment on behalf of District 97 (see attached). I have included the letter in the body of the email for convenience.

Thank you,

**Amanda Siegfried**  
Senior Director of Communications  
Oak Park Elementary School District 97

**PUBLIC COMMENT**

Sept. 9, 2022  
VIA EMAIL

Village of Oak Park - Transportation Commission  
Village Hall  
123 Madison St.  
Oak Park, IL 60302

**Re: Overnight On-Street Permit Parking - PUBLIC COMMENT**

Dear Village Officials and Transportation Commission Members,

We are writing on behalf of Oak Park Elementary School District 97 in regards to the proposal to extend the overnight permit parking zone (Zone Y7). Our administration building is located at 260 Madison St., between Lombard Avenue and Ridgeland Avenue, and would be impacted by the changes that are being considered by the commission. We are seeking to learn more about the proposal, and wanted to share our concerns regarding parking on Madison Street.

**Can the commission please provide clarification on when overnight parking would end? Will this be enforced by the village?**

District 97 opens at 8 a.m. and we are concerned that residents parking in front of our building overnight will not remove their cars by the start of the business day. In addition to parents and guardians who visit our office daily, we often host guests for meetings and trainings throughout the week. The parking on Madison is vital to our visitors, given that our private lot only has capacity for employees' vehicles and parking on the surrounding streets is extremely limited.

We appreciate the opportunity to provide public comment regarding this proposal, and look forward to receiving additional information as soon as possible.

In partnership,  
Oak Park Elementary School District 97

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Public Comments 9.13.22 meeting  
**Date:** Wednesday, September 7, 2022 2:55:13 PM

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Dear transformation committee,

I am writing in response to the letter mailed August 16th in regards to proposed overnight permit parking for the 300 S Harvey block. As a resident who already sees the 300 S Harvey block full of cars most nights, I request that Y7 not be allowed. We already have a full block of cars each night and anticipate further density if the Y7 permit request passes.

However, noting that compromise is in order, as I requested in the last Transportation Committee meeting, I respectfully ask the committee to extend this permit to only one side of the street. As a resident who lives on the block, I would like the option of parking my own car on the street or extending the option to my guests. Opening up the permit will result in an increase of cars and I believe will prevent me from parking on the street after 9pm (per the Y7 permit rules posted). Restricting the Y7 permit to one side provides a compromise to both homeowners who live on the block and residents who live in condos and apartments nearby. I would also request that the Y7 permit parking be extended to other nearby blocks including Cuyler. Why should the 300 block of Harvey bear the weight of added vehicles exclusively? Spreading the option of available streets will help even out the amount of cars parked each night.

Please strike a balanced approach and allow Y7 one side of the street only while also extending the Y7 to one street on 300 S Cuyler as well.

Thank you,  
Lori Browder

[REDACTED]

**Lori Browder**  
she/her/hers

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Re: Overnight On-Street Permit Parking Comment for September Transportation Commission's Agenda  
**Date:** Friday, September 9, 2022 11:53:59 AM

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To Transportation Commission:

We are writing as homeowners in the 1000 block of south Oak Park Avenue for 17 years to let you know that we are **opposed** to the proposed expansion of the current Z7 parking permit area that would include the addition of overnight parking on the 1000 block of south Oak Park Avenue. Specifically, the east side of the 1000 block of south Oak Park Avenue (from Lexington to Harvard) is mostly single-family homes that have existing garage parking and do not need additional parking spots in front of their homes. This is confirmed by your own August 16th letter to us that included the “Proposed Z7 Permitted Area” map and current permit holder count that doesn't show sufficient need from residents on the east side of Oak Park avenue to justify any proposal to expand parking there.

In addition, any proposed expansion of overnight on-street permit parking needs to consider additional factors that directly impact existing homeowners and residents such as pedestrian and residential safety beyond just convenience and availability of street parking. In our immediate area, the intersection of Oak Park and Lexington is a grade school crossing and a heavily

pedestrian trafficked area that is already dealing with safety concerns, where often times cars are traveling at a high rate of speed and visibility is restricted by the vehicles parked on Oak Park avenue and Lexington. Major accidents have occurred every year in this intersection due to limited visibility that will only get worse with additional parking on the east side of Oak Park avenue which severely limits the visibility of vehicles turning onto Oak Park avenue from Lexington, or crossing over from the east to west sides of Lexington. We can't count the number of times we have seen close calls where vehicles have almost hit pedestrians crossing these intersections, even with the new crosswalk lights that were installed recently, and additional permit parking in this area is not going to improve the situation.

My wife and I chose to buy our home on Oak Park Avenue because, among other things, of the urban feel of the oak park avenue area and the convenience of the blue line, but the fact that there was no overnight parking on Oak Park avenue also eased our concerns regarding safety. In the last year and a half, we have seen a large increase of foot traffic at odd hours in our area, which is near the Oak Park Blue line transit stop, and more cars parked on Oak Park avenue at night will create more hiding places and less visibility for police patrols. In addition, we already have issues with commuter parkers that clean their cars out and leave their trash in the street and in front of our home which is just an inconvenience, but now we'll have the added burden of overnight parked

cars doing the same. If you don't think this is a real issue, just visit the Lexington sides of this intersection and you can see for yourselves. Thank you again for the opportunity to submit comments, and as I mentioned before, these issues need to be addressed before moving forward with any parking expansion considerations.

Respectfully,

Frank & Marsha Acevedo





**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Extended Z7 Parking Comments  
**Date:** Saturday, August 20, 2022 1:00:05 PM

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Good Afternoon,

I am one of the permit holders that live on the [REDACTED]  
Currently, I am only allowed to park on the 1100th block of Oak Park, a small but significant inconvenience.

I am a high school teacher, who lives by herself. I teach night school (credit recovery) most of the school year, meaning I get home after the sun sets. With the recent cases of carjackings, I've made it a point to come home before it gets dark. However, with the beginning of the school year, I am worried about signing up for night school.

Additionally, early this spring, my catalytic converter was stolen. I had no idea it happened until the next morning because my car was parked a block away. If it had been parked in front of my apartment complex, I am certain someone would have heard the incident and would have called the police. Most of us sleep with the windows open since we don't have central air conditioning, we are vigilant of suspicious activity.

Paying \$137 to park a block away seems a little silly to me, it would be amazing to park in front of my apartment building.

If the change were to occur, I also encourage the village to consider changing the no parking from 8 AM to 10 AM Monday through Friday law. The 1100 block currently implements no parking 8 AM to 10 AM every Tuesday on the east side of the block and on the West side every Wednesday.

Thank you for considering this new zoning change,

[REDACTED]

**From:** [REDACTED]  
**To:** [Transportation](#)  
**Subject:** Y7 permit for 300 block S Harvey  
**Date:** Thursday, September 8, 2022 4:23:32 PM

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To whom it may concern,

We strongly oppose turning our block into a Y7 parking lot. While we believe that neighbors with special needs should be allowed to park where it's most convenient, we think to confer Y7 status to our entire block is bad policy and bad planning. With the current restrictions, which are unevenly enforced at best, keeping our street clean and plowed in winter is a struggle for the Village.

Having lived in apartments when we first moved here, we appreciate the parking challenges those residents face. But we think it's incumbent upon the Village to find a more equitable solution. Why, for example, is S Cuyler not included in the current proposal? And why does the proposal fail to include blocks north of 300 south?

The current plan seems rushed and ill-conceived. The Village needs a more thoughtful solution for homeowners and apartment residents alike.

Robert Becker and Karen Heller  
[REDACTED]

Village of Oak Park  
Department of Public Works  
Engineering Division

**MEMORANDUM**

DATE: September 8, 2022

TO: Transportation Commission

FROM: Jill Juliano, Staff Liaison

RE: Possible Second Meeting in September for Draft 2023 Work Plan

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Due the number of upcoming items that is expected to be on the Commissions docket, staff is asking the Commission if they wish to have a second meeting in September to be able to develop and recommend the Commission's draft 2023 work plan.

The additional meeting would be held on the fourth Tuesday of the month, that is September 27th. Otherwise, it will be on the agenda for the October 11<sup>th</sup> Transportation Commission meeting.

Village of Oak Park  
Department of Public Works  
Engineering Division

**MEMORANDUM**

DATE: September 8, 2022

TO: Transportation Commission

FROM: Jill Juliano, Staff Liaison

RE: Transportation Commission Meetings Remain Remote

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It was recently announced the Village Board is exploring a return to in-person meetings in September. A specific date has not yet been determined.

At this point, there has been no discussion on when citizen commissions will be returning to in-person meetings as there are a number of logistics issues to be addressed.

Staff will provide the Commission with an update when we receive additional information.

Village of Oak Park  
Department of Public Works  
Engineering Division

**MEMORANDUM**

DATE: September 8, 2022

TO: Transportation Commission

FROM: Jill Juliano, Staff Liaison

RE: Resignation of Trustee Walker-Peddakotla

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On August 18, 2022, the Village of Oak Park learned that Arti Walker-Peddakotla had resigned her position as Village Trustee effective immediately. She was the trustee liaison to the Transportation Commission.

The search for the new trustee is underway. Applications were accepted through September 7th. Under Illinois state statute, the Village President has 60 days to nominate a replacement. The Village Board will then have 30 days to act on the nomination. Staff may not know until early November who the new trustee will be.

Once the new trustee is appointed, the trustee liaison will be assigned.