



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

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/85923378901> and archived online for on-demand viewing at 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) November 8, 2022 Draft Transportation Commission Remote 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, 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) Parking Petition for the 200 Block of Randolph Street
 - b) Recommend Processes to Develop the Vision Zero Plan; and Elements That Should Be Included in the Plan (2022 Transportation Commission Work Plan Item)
- 6) Old Business
 - a) None
- 7) Other Enclosures
 - a) Crash information for Chicago Avenue from Oak Park Avenue to Ridgeland Avenue.
 - b) Traffic Calming Petition and Other Updates
- 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 at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes
Transportation Commission
Tuesday, November 8, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:03 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."

Roll Call

Present: Camille Fink, Julie Johnston-Ahlen, Garth Katner, Brian Straw, Ron Burke

Absent: None

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

2. Agenda Approval

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

The roll call vote was as follows:

Ayes: Straw, Katner, Fink, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 5 to 0.

3. Approval of the Draft October 11, 2022 Transportation Commission Meeting Minutes

Commissioner Fink made a motion to approve the draft October 11, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Fink, Straw, Katner, Burke

Nays: None

Abstain: Johnston-Ahlen

The motion passed 4 to 0, with one abstention.

4. Non-Agenda Public Comment

Colleen Stroiman spoke about the issues she experiences with parking on the 700 block of Erie St. She thinks that the daytime parking restrictions in the Y1 Zone should be modified due to a lack of available parking in the area and street sweeping only occurring eight times a year based on information she received from a Freedom of Information Act (FOIA) request. She also believes there isn't enough overnight on-street permit parking available in the Y1 Zone and hopes that the zone might be expanded in the same way that others were.

Parking & Mobility Services Manager Sean Keane responded that the Commission recently put forth some recommendations that will hopefully be reviewed by the Village Board in early 2023. The Y1 Zone was not one of the zones that was recommended for expansion in the initial round of changes, but there was interest during discussions with the Commission to look at other zones in the future. The issues with daytime parking restrictions are unfortunately not unique to this area, but they are in place for street sweeping and snow removal.

Chair Burke urged staff to work with Colleen directly about her concerns and noted that if based on her comments, further review of the Y1 Zone is warranted, the Commission would be open to a discussion.

5. New Business

Commissioner Straw suggested adding a discussion of the stretch of Chicago Ave from N Oak Park Ave to N Ridgeland Ave to a future agenda. It would ideally include a short presentation of crash data on that stretch for the past several years to see if there are any patterns that merit further traffic studies to determine if any traffic calming measures should be affirmatively taken to slow traffic down and prevent anti-social driving behaviors. He shared that he often sees cars driving in the parking lane and based on the speed radar signs, going five to ten miles over the posted speed limit. He also shared that he spoke to an individual who has had three cars end up going through their fence, front yard, and most recently, their front porch. That pattern indicates that there may be some unsafe conditions in that stretch that need to be considered.

Chair Burke mentioned that staff previously discussed updating and assembling more recent crash data that would be used as part of the screening process. He asked staff where they stand with that because it would be nice to not only review the crash data for this stretch, but also more broadly to see if there are hot-spots. Village Engineer Bill McKenna responded that

the state compiles all of the accident data that is provided by the Police Department and that data is disseminated through a GIS-based system. That system doesn't provide the most up-to-date accident data and staff did recently request 2021 data from the state, which was not available until the summer of 2022. It doesn't show the most up-to-date data, but it is good information and you can look at past years to see if there are any patterns or outliers. He mentioned that staff could provide some additional information for the December meeting to allow for a discussion but would not have the capacity to review each crash report and make crash diagrams in that timeframe. He recommended a discussion at the December meeting, and noted that if the Commissioners are interested in pursuing this, they could add it to their 2023 Work Plan.

Commissioner Straw agreed with Chair Burke that there needs to be a better way to identify hot-spots and bring them to the attention of the Commission without necessarily going through a petition process, which is an inefficient and inequitable way of doing public policy.

Commissioner Straw made a motion to put on the agenda for the December 2022 meeting a discussion of whether further study is necessary for the stretch of Chicago Ave from N Oak Park Ave to N Ridgeland Ave. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Straw, Fink, Johnston-Ahlen, Katner, Burke

Nays: None

The motion passed unanimously 5 to 0.

Old Business

6a) FORMALIZE RECOMMENDATIONS FOR THE OAK PARK BICYCLE PLAN AND NEIGHBORHOOD GREENWAYS SYSTEM STUDY TO BE SENT TO THE VILLAGE BOARD FOR CONSIDERATION AND ACTION (WORK PLAN) [CONTINUATION FROM THE AUGUST 9, 2022 TRANSPORTATION COMMISSION MEETING]

Chair Burke summarized his recollection of the previous discussion on the item.

Village Engineer McKenna provided additional background information and explained that even though staff and the Commission previously didn't see any convenient opportunities to add protected or dedicated bike lanes, staff brought the item back to the Commission for another look because of the Village Board's specific request. He also presented a map showing staff's three recommendations for modifications to the orientation of the network. When designing the 2023 Division St resurfacing project, staff looked at the three bike boulevard crossings on Division St and based on recommended treatments and making use of existing four-way stops, staff recommends shifting the bike boulevard 1)

from Fair Oaks Ave to N Elmwood Ave for the section that extends from Thomas St to North Ave and 2) from N Lombard Ave to Hayes Ave for the section that extends from Thomas St to Berkshire Ave. Staff's third recommended modification is to shift the bike boulevard from S Kenilworth Ave to Home Ave for the section that extends from Harrison St to Adams St to make use of the four-way stop at Home Ave and Jackson Blvd. He also provided an update on the design process for the first and second phases of implementation.

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

Q: The proposed section on Hayes Ave near Andersen Park might be less utilized than a simpler route because it requires bicyclists to jog over from N Lombard Ave for two blocks before jogging back to N Lombard Ave. Did staff take that into consideration? A: Yes, we did. The park would be a destination for the boulevard system, so it makes more sense for it to be along the park for that section. Also, because of the existing stop sign at Hayes Ave and Division St, it doesn't make sense to have another one half a block away at N Lombard Ave. Instead of having back-to-back stop signs on Division St, it makes more sense from a traffic standpoint to consolidate them. Those two reasons outweighed having to jog for half a block on Berkshire St, a relatively low-volume street.

Q: Does N Lombard Ave connect to any bike lanes to the north or would it make more sense to just continue up Hayes Ave instead of jogging back to N Lombard Ave? A: You could. The one reason I showed jogging it back was because there's a four-way stop at N Lombard Ave and Le Moyne Pkwy where the two boulevard systems intersect, allowing for easier connection of the boulevards and safer crossing. At Hayes Ave and Le Moyne Pkwy, it's only a two-way stop on Hayes Ave.

Q: Back-to-back four-way stop signs on Le Moyne Pkwy, a quieter and more residential street, wouldn't seem to present the same concerns as on Division St, correct? A: Correct. Back-to-back stop signs are not abnormal in residential neighborhoods in the Village.

Q: Did staff look at whether moving the boulevard off of Fair Oaks Ave and to the east would back up traffic turning left from N Ridgeland Ave onto Division St? That's a really busy intersection and you're also coming up a hill there so it's not that easy to see on the southwest corner of the park. That doesn't seem to be a very safe place to put it and it doesn't seem like an efficient place for traffic if you're backing up people at the light. A: We did look at those concerns. You would hit the portion of the hill where there would be any sight line concerns basically at the alley that's between N Elmwood Ave and N Ridgeland Ave. That leaves about a couple hundred feet between that crossing and the crest of the hill, which we thought would be adequate for a driver to see a bike or pedestrian crossing at that location. We were already looking at enhancing a pedestrian crossing there, so if we were going to do a beacon to help pedestrians cross, we were

going to have those same visibility concerns for line of sight and the same potential traffic concerns for back-ups on Division St. There's really no other place to enhance the crossing to that park because that's where the entry to the park is, but we would put advance signage up to warn drivers of the crossing.

Q: After you cross Division St, would it continue on the same street? A: Yes, we kept it on N Elmwood Ave all the way to North Ave because it runs along the park and takes you to Wonder Works. We thought that if we're trying to design a network that is intended for families or people less confident in bicycling, those might be destinations for them.

Q: A lot of people use N Elmwood Ave to bypass traffic on N Ridgeland Ave. I don't know if you've received complaints about that, but is that compatible with having children riding their bikes? A: That's a valid concern and that may be why the original route was west of where we're recommending because as you move farther from the arterial, the less bypass traffic you're going to get. Since we're already planning to make an enhancement at that intersection for pedestrians, it doesn't make sense to have another one.

Q: In general, greenways are most effective when you don't jog. Did you look at going straight up N Harvey Ave instead and cutting over to N Lombard Ave at Berkshire St? A: We could look into that, but N Harvey Ave itself is not a straight shot.

Q: Did continuing up N Harvey Ave get you a four-way stop at Division St? A: No, there are no other four-ways stops on Division St in that stretch. Hayes Ave is the only one between N Ridgeland Ave and N Austin Blvd.

Q: You want to have the crossings at Hayes Ave and Division St and at N Elmwood Ave and Division St? A: Yes.

Q: Is it not possible to have the four-way stop at Fair Oaks Ave instead? Or to do both? A: The recommended treatment at N Elmwood Ave and Division St is not a four-way stop. It is a bike and pedestrian activated beacon.

Q: Couldn't you do that at Fair Oaks Ave and Division St? A: You could, but you'd have back-to-back flashing beacons and there are pros and cons to that. You don't want to overuse them and have drivers ignore them. I do understand the concerns about riding on N Elmwood Ave, especially south of Division St.

Q: Instead of jogging west, could you jog east to N East Ave, where there is a four-way stop at Division St? A: We did consider that, but it has a much higher volume of traffic in general than N Elmwood Ave. From a cyclist's standpoint, it would probably feel more comfortable on N Elmwood Ave.

Chair Burke commented that one of the most successful design elements for these greenways based on what's happened in other communities, is traffic diversion, meaning

that cars are diverted off the street every few blocks so it's not a through street for cars, it's a through street for people on foot or on bikes. That would probably be more difficult to do if you have people jogging back and forth. He recommended that it be kept a straight shot as much as possible, but understood staff trying to utilize existing four-way stops. He suggested the possibility of moving existing four-way stops if that might help.

Village Engineer McKenna explained that the immediate need is to look at the crossings at Division St so that staff can finalize designs for the resurfacing project. If the Commission wants to look more in depth at changes to the route, that would be fine, but staff would want some initial direction on those couple of crossings at Division St. He noted that he didn't think the four-way stop at Hayes Ave would be eliminated at Division St and moved to N Lombard for this because the stop was put in for pedestrian enhancement around the park. He also cautioned that the traffic diversion component that Chair Burke referred to was not planned for as part of the boulevard system. If you look at what the recommendations are intersection by intersection, there is not a consistent diversion of traffic off of the streets. There are many areas of the Village where that would be problematic, especially near schools, where there aren't too many opportunities to redirect traffic. The boulevard system already went through the public planning process and if we start diverting traffic to adjacent blocks, we would be veering off a publicly planned document.

Chair Burke disagreed with Village Engineer McKenna and stated that the plan absolutely entertains diverters. The potential treatments at different intersections were just concepts, so you can't use the plan as an excuse to not consider these types of approaches. He encouraged staff and any future consultants to at least consider these types of approaches. Village Engineer McKenna responded that they can look at it, but it would be problematic during the design phase and change the scope of the work a consultant would be doing. It would go from taking a conceptual design and bringing it to fruition to potentially going back to square one if you're looking at where the traffic would be diverted.

Chair Burke commented that every single street in the village is prioritized to cars and he'd like to see at least a few blocks prioritized to other vehicles and pedestrians. Village Engineer McKenna responded that if the Commission wants to make a recommendation that you've reviewed the boulevard system and don't see any opportunities for conversion to dedicated or protected bike lanes but would like to include potential diversions to reduce vehicle traffic on these routes during the design of the system, you could do that.

Village Engineer McKenna noted that staff will proceed with the 2023 Division St Resurfacing project design with the understanding that the Commission is ok with staff's recommended crossings at Hayes Ave and N Elmwood Ave. There is no real immediacy to the remainder of that section and staff could look at eliminating jogs in the future.

6b) FINALIZE DRAFT 2023 TRANSPORTATION COMMISSION WORK PLAN [CONTINUATION FROM THE OCTOBER 11, 2022 TRANSPORTATION COMMISSION MEETING]

Staff Liaison Juliano provided background information and presented the most recent draft of the 2023 Work Plan to the Commissioners for final modifications. She explained which items on the work plan are new for 2023 and which are being carried over from this year. She also highlighted the outcomes and time frame sections of the work plan, which were updated based on comments received from the Commissioners at the previous meeting.

Chair Burke provided additional background information for Commissioner Johnston-Ahlen about the intent and use of the work plan.

Based on the anticipated effort required from both staff and the Commission, staff suggested adding an item to the work plan regarding Commissioner Straw's earlier recommendation of looking at traffic safety and calming options on Chicago Ave, between N Oak Park Ave and N Ridgeland Ave.

Chair Burke suggested making it broader to allow the Commission to look at other hot-spots as well instead of being limited to that one section. Commissioner Fink agreed.

The Commissioners discussed the following items:

- If a hot-spot assessment/analysis would fall under the Vision Zero process or should be its own item
- What level of severity would qualify an area or intersection as a hot-spot
- How frequently the Commission should receive accident data from staff to help inform their work
- What the process might look like for the Commission to proactively address areas identified as hot-spots
- How a hot-spot analysis might help capture issues on blocks that might otherwise be missed due to equity issues with the petition process

Chair Burke asked if it would be helpful for the Commission to review hot-spots because if that is something staff already does, it might lead to a redundancy. Village Engineer McKenna responded that this is already done as part of daily business. Staff are informed by the Police Department of accidents involving bikes, pedestrians, or anything else that they consider serious enough to share. Staff has the ability to do traffic studies and make recommendations for traffic changes completely outside of a petition process. A work plan item wouldn't be needed to address concerns that staff see, but it could be added if the Commission wants to play more of an active role in that process.

Chair Burke asked when staff would be able to provide the most recent accident data. Staff responded that an exhibit could be prepared using readily available information for the Chicago Ave item for the December meeting. The 2021 data from the state is expected anytime now, so an initial review of the overall network and accidents could come in the first quarter of 2023.

The Commissioners agreed to add an annual review of accident data to identify any areas for further study to the work plan with a first quarter time frame.

Commissioner Straw made a motion to approve the Draft 2023 Work Plan as presented, with the understanding that the annual review of accident data item will be added and reviewed via email. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Fink, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 5 to 0.

6. 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, Johnston-Ahlen, Katner, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting adjourned at 9:01 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

Item Title: Add Daytime Permit Parking from 8 A.M to 4 P.M Monday to Friday to the 200 Block of Randolph Street (Service Road Only)

Review Date: December 13, 2022
Prepared By: Takeshi Thompson, Parking Restrictions Coordinator

Abstract:

The Village received a petition signed by 89% of the residents of the 200 block of Randolph Street to add “**Daytime Resident Permit Parking from 8AM to 4PM, Monday to Friday**” to the 200 block of Randolph Street (**Service Road Only**). Resident concerns include an influx of non-resident vehicles being parked on a daily basis on the service road. The petition asserts that the “**Daytime Permit Parking 8A.M to 4P.M Monday to Friday**” restriction will reduce the number of non-resident vehicles that park on this street frontage. Currently the 200 block of Randolph Street (**Service Road Only**) has no daytime parking restrictions.

Staff conducted vehicle counts on this street frontage for three days, between the hours of 8 and 9 a.m.:

December 6th: Ten (10) vehicles
December 7th: Seven (7) vehicles
December 9th: Four (4) vehicles

If the petition is approved by the Commission and the Village Board, the residents of this block would be eligible to purchase the daytime residential parking permit for their vehicle(s), which are sold for \$74 and must be renewed annually. Residents would also be eligible to purchase visitor passes to override the daytime permit parking restriction. Visitor passes are sold in packs of 20 for \$5.

Staff Recommendation(s):

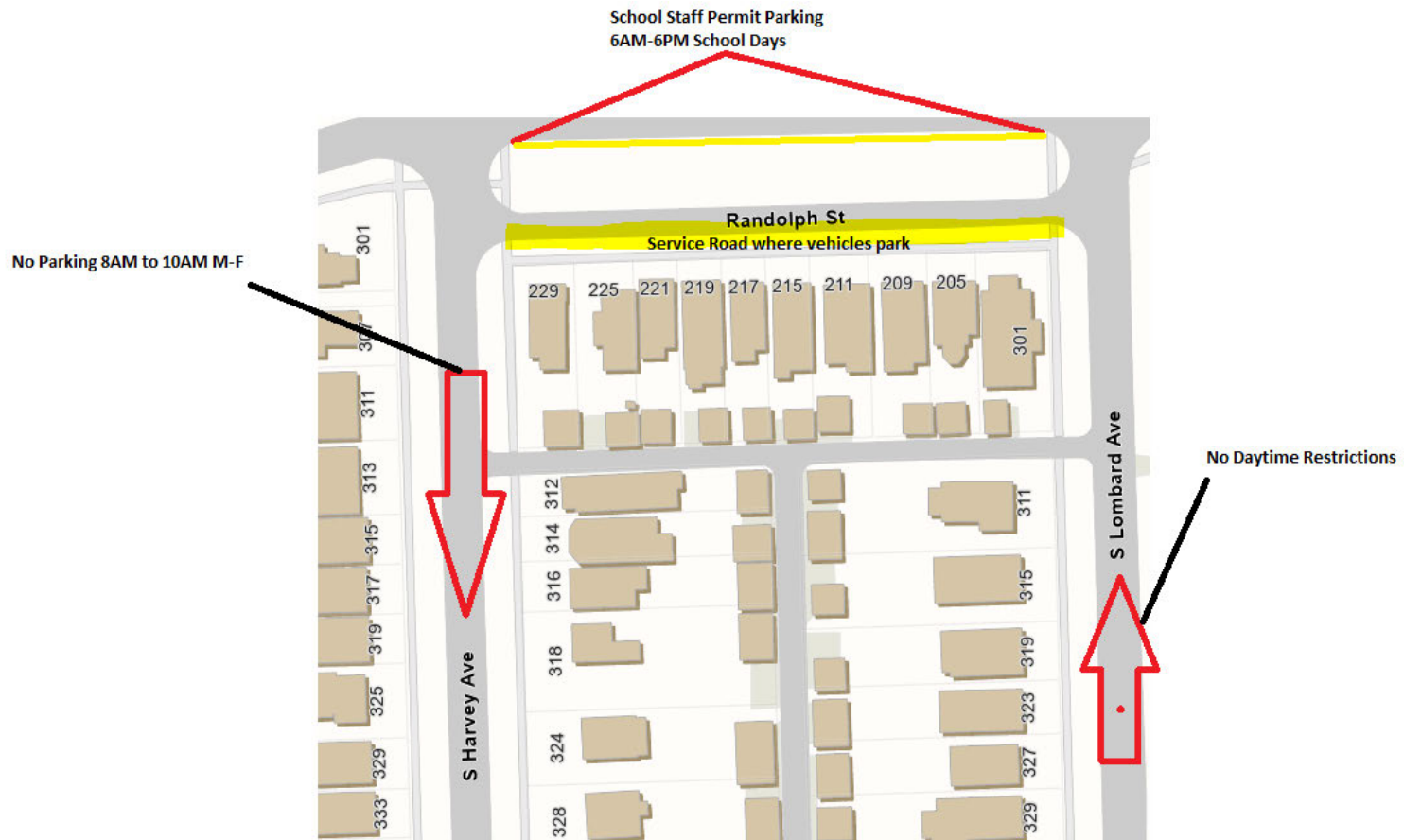
Staff supports the petition for the following reasons:

- 1.) The petition was signed by 89% of block residents.
- 2.) There are nearby streets with unrestricted daytime parking, including the north side of the 200 block of Randolph Street, which does not directly face the front yards of any residences.

It should be noted that in Q1 of 2023, the Village Board is tentatively scheduled to review the Transportation Commission’s recommendations regarding the expansion of policies tested as part of the Village’s Parking Pilot Program to the rest of the Village.

These policies include a standardized 3-hour daytime restriction for all streets that currently have daytime restrictions, including daytime resident permit parking. Under this policy, block residents with a valid Village Vehicle License (formerly Village sticker) would override the 3-hour daytime restriction. Visitors of block residents would be eligible to obtain free visitor passes via the Passport Parking app. Given the scope of this proposed change, however, implementation of the revised restrictions and signage throughout the Village will likely occur over several years.

Supporting Documentation is Attached







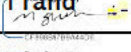







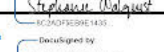



PETITION FOR PERMIT PARKING RESTRICTIONS

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that permit parking restrictions be established in the 200 block of Randolph St (Service Road Only) in the Village of Oak Park, Illinois.

We further petition the Commission to regulate permit parking in this manner: Add daytime permit parking from 8AM to 4PM Monday to Friday to the 200 block of Randolph Street (Service Road Only).

We understand that these restrictions, if adopted by the Board of Trustees, will be enforced without any special parking privileges being granted to the residents on our block.

*** = This petition is being circulated by: (list name, address and telephone number)**

	Name	Address and Phone No.
1.	* Dorian Breuer 	209 Randolph St 
2.	Thomas Finch 	225 Randolph St, 
3.	Marciel Gilliland 	215 Randolph st. 
4.	Erin Riley 	221 Randolph Street, 
5.	Rick Sumner 	205 Randolph St 
6.	Rabbi Yitzchok Bergstein 	219 Randolph St. 
7.		
8.		
9.	Jmpatenaude	
10.	Stephanie Walquist 	211 Randolph St 
11.	Brett Singer 	217 Randolph St. 
12.	Jennifer Singer	
13.		
14.		
15.		

This petition should be signed by residents representing at least 75% of the street frontage where the permit parking restrictions are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING REQUESTED.

Return to: The Parking Services Division, Village of Oak Park, 123 Madison Street, Oak Park, IL 60302, Attention: Takeshi Thompson

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition.

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* = This petition is being circulated by: (list name, address and telephone number)

	Name	Address and Phone No.
1.	* <u>Justin Weigand</u>	<u>301 S LOMBARD</u> [REDACTED]
2.	_____	_____
3.	_____	_____
4.	_____	_____
5.	_____	_____
6.	_____	_____
7.	_____	_____
8.	_____	_____
9.	_____	_____
10.	_____	_____
11.	_____	_____
12.	_____	_____
13.	_____	_____
14.	_____	_____
15.	_____	_____

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Brett Singer

217 Randolph St.
Oak Park, IL 60302



Aug 19, 2022

Dear Village of Oak Park,

The residents on the 200 block of Randolph St are requested that NO PARKING 8 am-10 am signs be added to Service Road street in front of our homes.

There's been a massive influx of cars parking daily on our street (15 or so on our short block on the south side of the street). We are requesting this new street sign to reduce the number of people parking on our block that live on neighboring blocks but deposit their cars here. We'd prefer they park their vehicles on the outer (proper) Randolph St (simply moving them 100ft north), which would leave our Service Road more open for the 15+ kids that live and play on our block daily. Plus, it would allow us, the residents of the block, to park in front of our homes more often.

In addition to the No Parking, 8 am-10 am signs, we also ask that the village install A ONE WAY SIGN on the Service Road. It's a one-way street with only one stop sign, and it is for eastbound traffic. Some phone map apps direct people the wrong way down our block. It's dangerous, and we think installing a one-way sign near Lombard would do the trick.

I appreciate your consideration. I am attaching the village form to make this change and the required signatures.

Kind Regards,

A handwritten signature in black ink, appearing to be 'BS'.

Brett Singer

217 Randolph St.

From: [Richard King](#)
To: [Transportation](#)
Subject: Addendum to Letter of Support for Parking Restrictions on the 200 Block of Randolph
Date: Monday, December 5, 2022 9:54:31 PM

Caution! This message was sent from outside your organization.

Since I submitted my letter last week supporting increased parking restrictions, I understand that the proposal has been revised to make parking by permit only on weekdays. I fully support the proposed change. The email can serve as my signature if needed. I believe the rationale outlined in my previous correspondence support this change as well.

To illustrate the magnitude of the problem, I have included a photo snapped at 12:30 today, looking West on Randolph. These are six of the seven cars parked in the 200 Block at that time, down from eleven a few hours earlier. You will note four of the cars here have tickets for violating the overnight parking rule. No residents' vehicles here.

Thanks for your continued attention to this matter.



[Sent from Yahoo Mail for iPhone](#)


Village Of Oak Park
Transportation Commission Agenda Item

Item Title:	Recommend Processes to Develop Vision Zero Plan and Elements That Should Be Included in the Plan
Review Date:	<u>December 13, 2022</u>
Prepared By:	<u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed): The Village Board of Trustees had as one of its adopted goals for 2021 to explore a Vision Zero plan for Oak Park for improved pedestrian safety. The Board then added this item to the Transportation Commission's 2022 work plan. See Exhibit 6b.1 for the relevant page from the 2022 Transportation Commission work plan. Due to limited staff resources the timeline for the item was to be determined based on staff availability. Staff has provided a list of possible elements to be included in the Vision Zero plan. The Transportation Commission should consider these items, ask questions/discuss if there are concerns, and modify the list of elements as deemed necessary.	
Staff Recommendation(s): Ultimately, the Commission will vote on a list of elements to should be included in the Vision Zero plan so it can be submitted to the Village Board for review and action.	
Supporting Documentation Is Attached	

Memorandum

Date: December 9, 2022

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer 

Re: Background Information – Recommend Processes to Develop Vision Zero Plan and Elements That Should Be Included in the Plan

Vision Zero Action Plan is a living document. It sets the goal of eliminating fatal crashes and crashes with severe injuries; highlighting crashes involving vulnerable road users such as pedestrians and bicyclists. It should focus on data-driven decision-making using a systems-based approach. The Vision Zero plan would be in addition to the Village's existing traffic calming petition process.

As previously mentioned, a consultant will be hired to develop the Village's Vision Zero plan. Also, the Illinois Department of Transportation (IDOT) notified the Village it has preliminarily awarded an SPR grant to develop Vision Zero Oak Park. Subsequently, the Village submitted the requested documentation and is awaiting response from IDOT.

Staff is only focusing on the elements that should be included in the Vision Zero plan. This is because the consultant will be presenting details on the processes to develop the Vision Zero plan at a future Commission meeting. At which time, the Commission can provide direction on any process to be added, modified or deleted as it deems necessary.

Staff recommends to include the following elements for the Vision Zero plan:

- Robust community outreach focusing on prioritizing diversity, equity and inclusion. Emphasis on reaching segments of population typically not represented (low income communities, seniors, people with disabilities, communities of color, people whose primary mode of travel is transit, bicycling or walking)
- Early community engagement
- Enforcement component
- Education component
- Comprehensive infrastructure component
- Policy changes
- Integrate other Village transportation policies such as Complete Streets and Neighborhood Greenways into the plan

Staff is providing the below link for reference purposes. This is a website for the Vision Zero Network, an organization that is involved in helping communities in reaching their goal of Vision Zero.

<https://visionzeronetwork.org/about/vision-zero-network/>

Modified 2022 Work Plan for Transportation Commission

As Directed by the Village Board of Trustees on April 4, 2022

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Recommend processes to develop Vision Zero plan and elements that should be included in the plan.	<ul style="list-style-type: none"> • Review pedestrian and bicycle crash data on a regular basis. • Recommendations on how to and/or importance of community engagement in a Vision Zero plan. • Establish inclusive and representative processes as well as measurable benchmarks to ensure equitable outcomes. • Whether and how enforcement can best be utilized to achieve Vision Zero. 	To be determined based on staff availability (As directed by the Village Board at the November 11, 2021 Village Board meeting)	
	Review the Oak Park Bicycle Plan and Neighborhood Greenways System Study to evaluate opportunities to create additional dedicated or protected bike lanes	<ul style="list-style-type: none"> • Determine recommendations for locations for dedicated or protected bike lanes on streets • Determine parking impacts from new bike lanes and recommendations on revised parking restrictions • Develop 5-year implementation plan and budget <p>Develop updated bike plan document for presenting to the Village Board</p>	Due by the 4th quarter of 2022.	
As directed by the Village Board at the April 4, 2022 Village Board meeting	Review of the Traffic Calming petition for the 500 and 600 Blocks of North Taylor and to Review this Petition Ahead of other Petitions due to Concerns Surrounding Crime in the Area	<ul style="list-style-type: none"> • Review traffic data and input from residents to determine any recommendations for any traffic calming tools per the traffic calming toolbox 	Due by the 2nd quarter of 2022.	

Village of Oak Park
Department of Public Works
Engineering Division

MEMORANDUM

DATE: December 9, 2022

TO: Transportation Commission

FROM: Jill Juliano, Staff Liaison

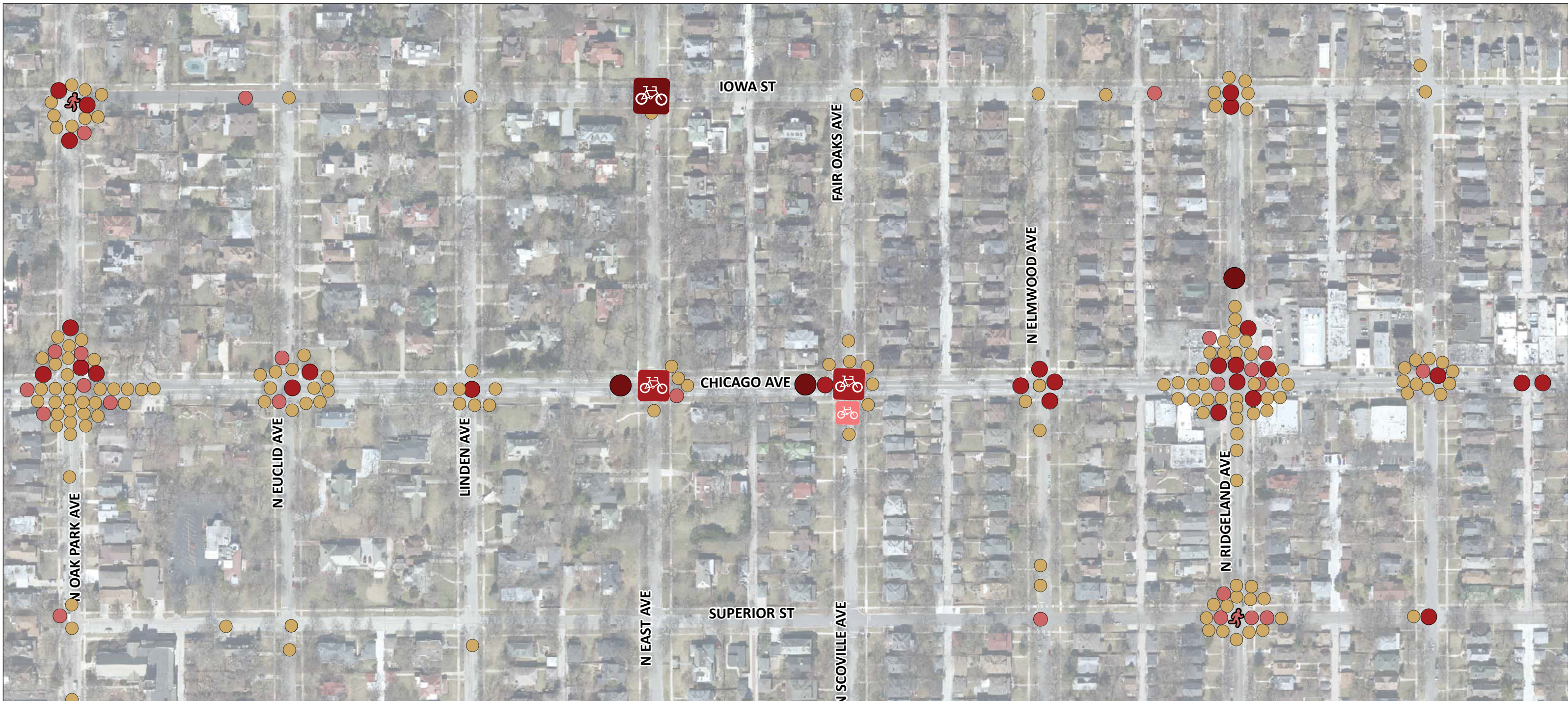
RE: Crash Information for Chicago Ave from Oak Park Ave to Ridgeland Ave

At the last Transportation Commission meeting, it was suggested to add a discussion at the December 2022 meeting about crash data and patterns on Chicago Avenue from Oak Park Avenue to Ridgeland Avenue to see if calming measures could enhance safety along the roadway. This suggestion was based on personal experience and a recent conversation with a resident whose property had been damaged multiple times by Chicago Avenue traffic.

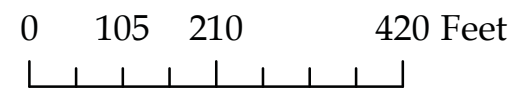
After a discussion, staff stated only an exhibit using readily available crash information for Chicago Avenue could be prepared for the December 2022 meeting and an initial review of the overall network and crashes could come in the first quarter of 2023.

Exhibit OE.1-1 is a GIS map detailing all fatal and severe injury crashes along with all crashes involving pedestrians and bicyclists for Chicago Avenue from Oak Park Avenue to Ridgeland Avenue for the years 2016 to 2021.

As supplemental information, staff has also included Exhibit OE.1-2 which is a collision diagram for the intersection of Chicago Avenue and Scoville Avenue/Fair Oaks Avenue. This is the intersection of concern. It covers the five year period ending November 4, 2022.



Oak Park Vehicle, Pedestrian and Cyclist Collisions 2016-2021



1:2,591

Map Legend

Vehicle

- Fatal
- A-Injury
- B-Injury
- C-Injury
- PD

Pedestrian

- Fatal
- A-Injury
- B-Injury
- C-Injury
- PD

Pedcyclist

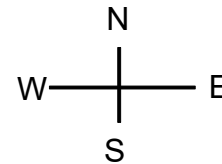
- Fatal
- A-Injury
- B-Injury
- C-Injury
- PD



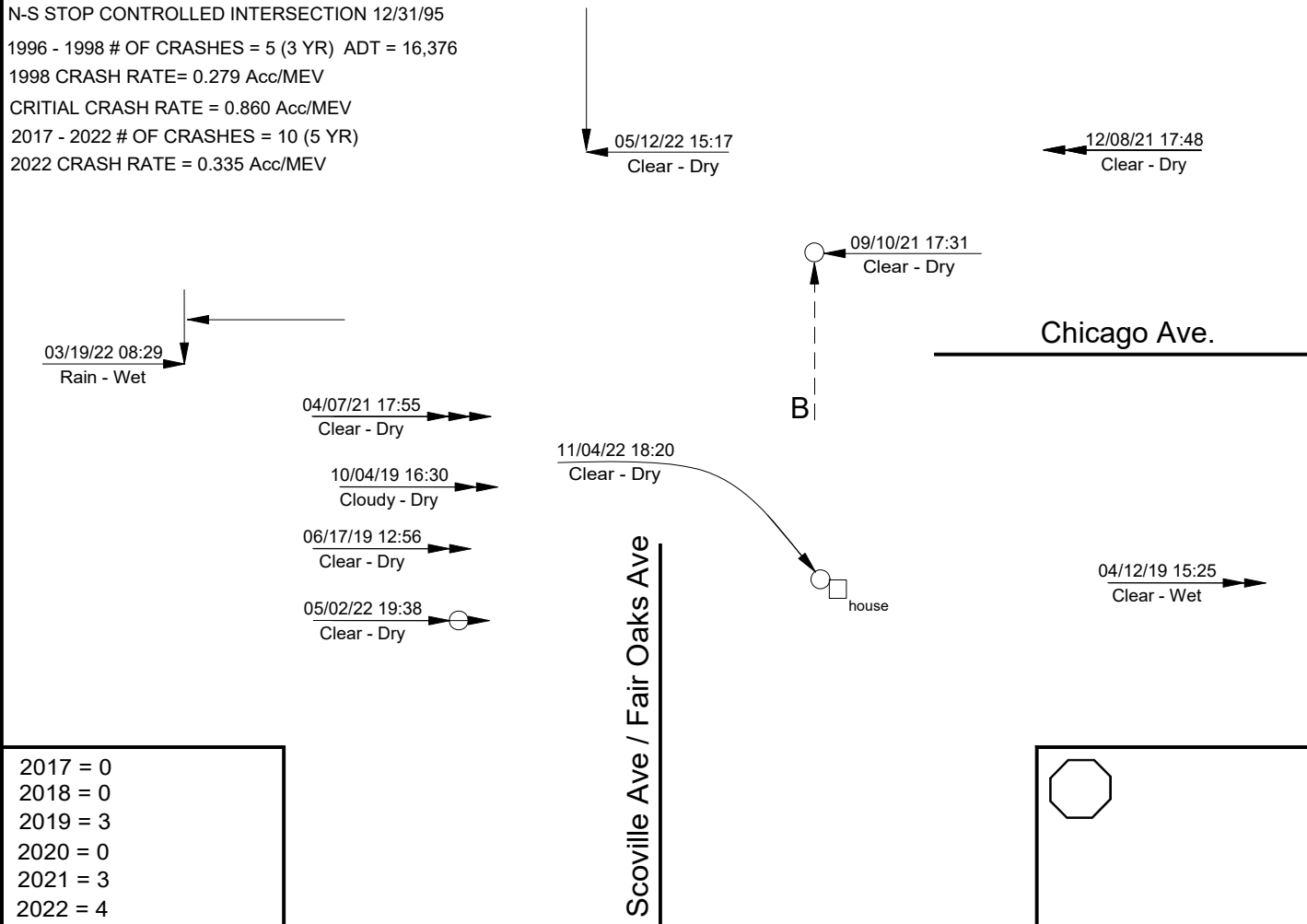
DISCLAIMER: Data displayed in this map is for reference only, accuracy is not guaranteed. The location of all fiber lines are generalized to the street center line. This is not the actual location of the fiber optic data.

DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Oak Park shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact Public Works. **Exhibit OE.1-1**

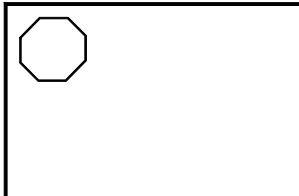
VILLAGE OF OAK PARK COLLISION DIAGRAM



HISTORICAL DATA - JAN 1996 - DEC 1998
 N-S STOP CONTROLLED INTERSECTION 12/31/95
 1996 - 1998 # OF CRASHES = 5 (3 YR) ADT = 16,376
 1998 CRASH RATE = 0.279 Acc/MEV
 CRITICAL CRASH RATE = 0.860 Acc/MEV
 2017 - 2022 # OF CRASHES = 10 (5 YR)
 2022 CRASH RATE = 0.335 Acc/MEV



2017 = 0
 2018 = 0
 2019 = 3
 2020 = 0
 2021 = 3
 2022 = 4



SYMBOLS	TYPES OF COLLISIONS	
<ul style="list-style-type: none"> ← MOVING VEHICLE ←→→→→ BACKING VEHICLE ←- - - - PEDESTRIAN ▣ PARKED VEHICLE □ FIXED OBJECT ● FATAL ACCIDENT ○ INJURY ACCIDENT ←- - - - B BICYCLIST 	<ul style="list-style-type: none"> ←→ REAR END ←→→ HEAD ON ←→↘ SIDE SWIPE ←→~ OUT OF CONTROL ←→↙ LEFT TURN 	<ul style="list-style-type: none"> ↕ RIGHT ANGLE 1. Date and Time 2. Weather and Road Surface Conditions

INTERSECTION of Chicago Ave and Scoville / Fair Oaks
 PERIOD: 60 Months FROM: December 1, 2017 TO: November 4, 2022
 BY: JAJ DATE: November 18, 2022 NO SCALE

Village of Oak Park
Department of Public Works
Engineering Division

MEMORANDUM

DATE: December 9, 2022

TO: Transportation Commission

FROM: Jill Juliano, Staff Liaison

RE: Traffic Calming Petition & Other Updates

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- The Village has solicited proposals from our on-call engineering consultants to process the traffic calming petition. Unfortunately, no proposals were received by the Village. The Village has subsequently posted an RFQ for the work. We are currently awaiting responses which are due later this month. Staff will continue to process petitions until such time as a consultant is brought on board.
 - Regarding traffic data collection, a consultant has collected traffic data at six locations. They are currently processing and QCing the data before forwarding it to the Village.
 - Since June 2022, the Village has received another six traffic calming petitions.
 - Commission requested staff to provide a goal on how many petitions could be brought before them for review. With current resources, staff believes 4 items per quarter would be realistic. Note: item is not the same as petition. An item could have one or more petitions included in the analysis and recommendation. This situation has occurred numerous times over the years. Once a consultant comes on board, it's anticipated the number of items processed per quarter could increase.
 - As mentioned previously, the Village has received preliminary approval of a Statewide Planning & Research Program (SPR) grant for our application to develop a Vision Zero plan. The Village has submitted the requested documentation and are awaiting formal approval from the state.