

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, AUGUST 28, 2017 - 7:00 PM
COUNCIL CHAMBERS – VILLAGE HALL**

AGENDA

1. Call to Order
2. Non-agenda Public Comment - up to 15 minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
 - 4.1 Approve Revised May 10, 2017 Transportation Commission Meeting Minutes That Were Originally Approved On June 12, 2017
 - 4.2 Draft July 31, 2017 Transportation Commission meeting minutes
5. DISCUSSION ON THE VILLAGE WIDE PARKING STUDY, PARKING NEAR TRANSIT (CTA & METRA LINES)
 - 5.1 Staff Agenda Item Commentary
 - 5.2 Maps of the Affected Areas
 - 5.3 Photo Attachments
 - 5.4 Public Testimony
6. FOLLOW UP ON TRANSPORTATION COMMISSION 2018 WORK PLAN
 - 6.1 Staff Agenda Item Commentary
 - 6.2 Approved 2017 Transportation Commission Work Plan
 - 6.3 Draft Template for 2018 Transportation Commission Work Plan
7. OTHER ENCLOSURES
 - OE1. Requested Divvy Information/Usage
8. Adjourn

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Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Revise already approved May 10, 2017 Transportation Commission meeting minutes and then reapprove the revised minutes.

Review Date: August 28, 2017

Prepared By: Michael Koperniak

Abstract (briefly describe the item being reviewed):

At its June 12, 2017 meeting, the Transportation Commission approved the draft May 10, 2017 Transportation Commission meeting minutes as submitted. While writing the agenda item commentary to the Village Board of Trustees for the draft traffic calming toolbox, staff has occasion to review the May 10th meeting minutes and staff notes. It was discovered that a Commission vote to remove the full and partial street closures from the traffic calming measures summary table was not included in the approved minutes. The approved May 10th meeting minutes have now been modified to include the vote. The modified text is highlighted in red on page four of the minutes. The Commission is being asked to approve the revised May 10th Transportation Commission meeting minutes.

Staff Recommendation(s):

Approve the revised May 10, 2017 Transportation Commission meeting minutes.

The revised minutes are attached.

DRAFT Meeting Minutes
Transportation Commission
Wednesday, May 10, 2017
Conference Room 229 – Public Works Center

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:00 PM

Present: Jack Chalabian, Kyle Eichenberger, Joel Schoenmeyer, Michael Stewart and James Thomas. Roya Basirirad came in shortly after meeting began.

Staff: Mike Koperniak, Jill Velan, Bill McKenna, Dorothy Benson-Baker, Dave Jacobson, Peter Pilafis

Excused Absence: Craig Chesney

CONTINUED DEVELOPMENT OF THE TRAFFIC CALMING TOOLBOX

Michael Koperniak gave a brief presentation on continued development of the traffic calming toolbox.

Chair Chalabian spoke about existing speed tables on Marion and Woodbine and what the negative impacts are.

Sergeant Jacobson explained that they are not major impacts for the Oak Park Police Department.

Deputy Fire Chief Pilafis expressed the issues are with humps. He explained there will be a slower response time for patient care in ambulances; emergency workers need to get to fires and patients as soon as possible. Next, he expressed that staff already has to deal with cul-de-sacs and one-way streets.

Chair Chalabian mentioned there are other communities with speed humps. He asked has anyone reached out to them.

DFC Pilafis explained that speed humps with axle gaps would work. He continued that the Village of Oak Park Fire Department tries to deal with them but does not want to set a precedent.

Bill McKenna spoke about how we tried the speed humps with axle gaps on East Avenue but did not see any positive impacts, so they were removed.

DFC Pilafis reiterated the Fire Department's views about the humps and how they slow response times.

Sgt. Jacobson commented how one or two speed humps in the Village does not affect their operations in cars. But if they proliferate, then it would start to cause problems. Perhaps we should cap the number of them in the Village.

Commissioner Eichenberger asked if the OP Police Dept. has run times and how they vary across the Village.

DFC Pilafis responded on behalf of the Fire Department that they do have data. But asked that we keep in mind that it only takes one time that it could have an impact. Fire currently works around the existing traffic calming measures. We have to get to an emergency scene as safe as possible in as short a time as possible.

Commissioner Schoenmeyer asked what the Toolbox should include and how many traffic calming measures have we done on adjacent streets.

Commissioner Stewart spoke on how we are trying to develop criteria so that we put them in only when they are needed. He added that staff often hears about speed situations and the lack of enforcement and there is a tradeoff between slowing traffic year-round versus the not common fire calls. We need to look at trade-off factors and should be able to use them if warranted.

Commissioner Thompson agreed with Commissioner Stewart. He added perhaps we should only put these traffic calming measures on residential streets and not on collectors or arterials.

Commissioner Stewart suggested these humps could be put mostly along streets near borders.

Bill McKenna added we need to look at the existing traffic calming measures on adjacent streets and how they affect.

There was a discussion about the locations of existing speed humps and tables.

Chair Chalabian asked Bill McKenna what are the Public Works challenges.

Bill McKenna explained most are minor impacts. There is only one major impact. Staff can clear streets, however, it adds challenges to leaf-pickup, snow removal and street cleaning.

Commissioner Basirirad questioned what distinguishes between minor or major impacts.

Bill McKenna explained that the Public Works Department looked at efficiencies of operations and how they are affected by the existing traffic calming measures.

Commissioner Basirirad continued questioning if there were a standard with an acceptable minimum number of speed humps.

Sgt. Jacobson stated that the expectation is that people will want them more and more speed bumps. This will start to affect operations. We have to balance response times versus if we should put a cap and move them around.

Dorothy Benson-Baker inputted that administration staff gets a volume of phone calls about speed bumps and if these are offered publicly, the residents will definitely ask for them more frequently.

Commissioner Thompson suggested we proceed incrementally and see what happens. We can always pull back when necessary.

Bill McKenna expounded further on how residents will be asking for them and how difficult it would be to limit their use.

Chair Chalabian spoke about the speed table policy and how it was implemented. He added we need to manage public expectations.

DFC Pilafis spoke on when staff worked at Linden and East, did we look along North Avenue to see how effective traffic calming measures have been or were we trying to push traffic to arterial streets.

There was a brief discussion about the Jackson and Kenilworth fire—the police and fire response times—and how it killed the Transportation Commission's recommendation at that time.

Chair Chalabian spoke about how the Commission does hear from the public about speeding and police response. But speed reduction is only temporary. Maybe we don't want to put in so many traffic calming measures that it affects operations, however, we need to balance the use of the traffic calming measures.

Bill McKenna responded that if the Transportation Commission wants to pursue not recommended measures, then staff will have to present its non-support when it goes to Village Board of Trustees.

Commissioner Eichenberger responded that in the end, the resident needs to know what their options are and they have to let the Trustees know.

Chair Chalabian explained that Transportation Commission is the Village Board of Trustee's sounding board. People want to live in area with a good quality of life. The Transportation Commission's role is to hear all residents' concerns but also has to consider staff's needs as well.

Sgt. Jacobson stated that fire trucks come from fixed locations, while police comes from random areas within the Village during emergency situations.

Bill McKenna explained that we can try to quantify minor negative impact effects to the Public Works Department. We can try to estimate numbers.

There was a brief discussion to review all the traffic calming measures.

For Level 1, it was noted, the Village uses all of these now.

Bill McKenna explained that Bott Dots are not used in cold climates due to snow plowing.

All traffic calming measures were reviewed.

There was a discussion about speed humps, bumps, tables and cushions.

Commissioner Eichenberger asked about the temporary speed cushions on East Ave.

Jill Juliano explained the history of them.

Commissioner Eichenberger inquired if there were temporary ones that could be moved around.

Bill McKenna explained our use and maintenance problems of temporary speed bumps.

There was a discussion about the use of speed trailers.

Mike Koperniak spoke about Level 3 and how the traffic calming measures should indicate which are not bike-friendly.

Then there was a discussion about not bike-friendly traffic calming measures and how to deal with them.

Bill McKenna expressed to the Commission the traffic calming measures that are not recommended by staff and the ones he thought the Transportation Commission should consider.

Chair Chalabian clarified that he supports speed bumps and tables. He mentioned that first responders should use arterials more. However, he agreed with DFC Pilafis that the existing North Avenue traffic calming measures can hinder first responders.

Next, there was a discussion about developing caps on level 3 and 4 traffic calming measures.

Chair Chalabian indicated that in 10 years of working on the Commission no cul-de-sac petitions have succeeded.

Commissioner Schoenmeyer spoke on how speed tables are used in other cities and towns. He is inquisitive about what is different about Oak Park. He wondered if there are objections to speed humps by officials in other localities.

Bill McKenna explained opinion most fire officials have is that there are problems with speed humps and tables.

The Commission continued discussing speed humps and tables and how to set limitations and guidelines of use of level 3 and 4 measures.

Bill McKenna spoke about how staff will work on streamlining the process.

The Commission indicated that it wants to keep speed humps and tables in the traffic calming toolbox but make them hard to get.

There was a discussion about each of these traffic calming measures: Neckdown/Bulbout, Center Island, Two Lane Choke, One Lane Choke, Round About, Chicane and Lateral Shift.

Now on to level 4. This discussion was about full and partial closures.

Bill McKenna gave staff's perspective and why the staff is against them. Also, it has a fiscal impact to residents. Roosevelt and Madison Districts were trying to keep them off of these streets. If original need goes away, the cul-de-sac still remains.

There was a short discussion why diverters are not recommended by staff. Bill McKenna explained for the same reasons as cul-de-sacs.

There was discussion about keeping the cul-de-sacs and diverters or removing them from the table. The Commission ultimately voted 4 to 2 to remove the full and partial street closure options from the traffic calming measures summary table. Commissioners Eichenberger, Basirirad, Schoenmeyer, and Thompson voted to remove them from the table. Commissioners Chalabian and Stewart voted to keep them in the table.

Then we discussed about the criteria table. The Commissioners voted unanimously to keep it as is.

Finally, there was a discussion about how and when to implement level 3 and 4 traffic calming measures.

Chair Chalabian asked for the last 10 petitions to score and review them.

Staff will look at revising the petition form and also update the Menu.

Commissioner Eichenberger motioned to adjourn the meeting and the motion was seconded by Commissioner Schoenmeyer.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:35 PM.

Respectively submitted

Dorothy Benson-Baker

Dorothy Benson-Baker
Administrative Secretary

DRAFT Meeting Minutes
Transportation Commission
Monday, July 31, 2017
Council Chambers – Village Hall

Call to Order and Roll Call

Chair Chalabian called the meeting to order at 7:00 PM.

Present: Jack Chalabian, Kyle Eichenberger, Roya Basirirad, Michael Stewart, Craig Chesney, Joel Schoenmeyer

Excused: James Thompson

Staff: Bill McKenna, Mike Koperniak, Jill Juliano, Mary Avinger, Chief Ambrose, John Youkhana, Tammie Grossman

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

Commissioner Eichenberger motioned to approve the agenda as presented and was seconded by Commissioner Chesney. The motion was approved by a unanimous voice vote.

Approval of the Draft June 26, 2017 Meeting Minutes

Commissioner Schoenmeyer motioned to approve the draft June 26, 2017, Transportation Commission meeting minutes as presented and was seconded by Commissioner Stewart. The motion was approved by a unanimous voice vote.

REVIEW OF PARKING AND TRAFFIC RELATED IMPACTS OF THE RUSH OAK PARK HOSPITAL PLAN DEVELOPMENT APPLICATION

Chair Chalabian explained how public testimony works to the audience and stated no formal decision would be made tonight; the Commission makes recommendations but the final decision is made by the Village Board of Trustees.

The presentation began with an introduction of the speakers - Lenny Assaro, Oak Park Hospital attorney, Bruce Elligan, Rush Oak Park President, Dave Mikos, of Mikos Architects, and Louie Abouna of KLOA. Bruce Elligan began speaking about the history of the hospital and the intentions of replacing the current emergency department with a new emergency department. Dave Mikos began the power point presentation speaking about architecture before Louie Abouna gave the presentation on the traffic impact.

Commissioners were asked for comments or questions.

Commissioner Chesney asked is there any type of signal on Madison for ambulances and Bill McKenna responded no.

Commissioner Stewart asked if the cul-de-sac will be at the same location as the diverter, and Bill McKenna responded yes. He also asked if there will be a bike cut-thru in the cul-de-sac and Bill McKenna also responded yes. Commissioner Stewart asked about Maple and Madison traffic being backed up on westbound Madison and Louie from KLOA explained how they will address this.

Chair Chalabian asked KLOA about table 4 on page 34 and why the level of service wasn't downgraded from D to F.

There were questions and answers about the level of service and a brief discussion about the left turn lane on Madison, traffic demand, and employee parking took place.

Commissioner Chesney asked why other streets like Monroe or Adams weren't looked at for parking and Louie Abouna responded.

Chair Chalabian asked what the parking plan is for overflow parking and what the capacity is. Bruce Elligan spoke about two other proposals currently happening: 1. Remove houses on Wenonah and add 60 spaces and 2. Work with ComEd to relocate their substation.

Village Engineer, Bill McKenna, gave a presentation on geographical traffic impacts starting with the northeast corner of Wisconsin and Madison and going clockwise around the site.

Chair Chalabian asked how drivers leaving the hospital would get to Harlem and if there were any similar situations to this and Bill McKenna explained they would have to use Monroe to Harlem and mentioned the similarity of the new Maple Ave by the Emerson development and how it intersects with Lake Street and is close to Harlem Avenue. Chair Chalabian also asked about if staff worked with IDOT to synchronize traffic signals for optimal traffic flow at Madison and Harlem and Bill McKenna responded that IDOT didn't want to change signals at this time and probably won't change them until the I-290 expansion is complete.

Commissioner Eichenberger asked about opening Wisconsin to traffic on hospital property and Bruce Elligan explained the gate is there because the residents requested it.

Bill McKenna went on to speak about traffic patterns at Madison and Maple and showed staff's idea for a long westbound left turn bay on Madison.

Commissioner Eichenberger asked if staff reached out to businesses, especially Al's Grill which would have the biggest parking loss and Bill responded yes.

Bill McKenna also went over each of the intersections of Madison and Wisconsin, Madison and Maple, and Maple and Monroe. He explained there are four properties north of the proposed cul-de-sac that would be impacted and the option to eliminate southbound traffic on Maple. Bill explained that the recommendation from the Commission would be taken to the Plan Commission before going to the Village Board of Trustees. He also spoke about cul-de-sac and that there were no big staff problems from police, fire, or public works.

Commissioner Schoenmeyer asked if any thought was given to a 24/7 no left turn for northbound Maple at Madison and Bill McKenna responded that the real concern is during pm peak hours but this could be looked at in a follow up study.

Commissioner Chesney asked about parking near ComEd substation and hospital staff responded.

Commissioner Basirirad asked how many more patients can be served and hospital staff responded the new emergency department will be able to serve 50,000 patients per year, currently only 15,000 per year are served.

Commissioner Stewart asked if staff looked at Monroe at Harlem and Bill McKenna responded yes and that if it was a right turn only restriction then there would be no way to get west or south.

Parking Services Division Manager, John Youkhana, spoke about parking loss, how overnight parking was the main concern, and how the hospital is willing to work with the Village to develop alternative parking.

A discussion about overnight parking and daytime parking on Maple, and current and future plans for parking by the ComEd substation took place.

Chair Chalabian asked how parking for businesses and the church on the north side of Madison between Wisconsin and Maple would be affected and John Youkhana responded that they wouldn't be. Chair Chalabian also asked how would the left turn bay affect the businesses and Bill McKenna responded that they are trying to preserve as many spaces as possible and can look at having better signage to warn drivers.

The floor was opened to public testimony.

Val Gee of 605 S Maple spoke about driver's frustration at Maple and Monroe. Mrs. Gee questioned how garbage trucks, delivery trucks, and Pace busses get in and about. Mrs. Gee stated it is hard to get out on Harlem from Monroe and that it's dangerous and stated she thinks it would be better to divert traffic to Wisconsin.

Jeff Gee of 605 S Maple stated he sees the same problem with garbage trucks currently going through the diverter and uses his driveway to turn around and back up. He

mentioned that garbage is picked up in front and also questioned how the trucks supposed to get out. Mr. Gee stated he thinks the cul-de-sac should be moved up to Monroe.

Mark Johnson of 628 Clinton stated he's lived in the Village 35 years and was surprised to see parking analysis and thinks it's flawed with no estimation of increase and no trip generation study. Mr. Johnson stated when the Medical Arts building was built the same traffic study was done and didn't account for increased traffic. He feels the Village and residents were taken advantage of.

Tom Adams of 632 S Maple stated he lives at the corner of Maple and Adams and is in support of the cul-de-sac. Mr. Adams stated currently there is a significant non-compliance of the diverter creating a safety issue. He mentioned it's not just passenger cars but school busses, taxis, and Village trucks that drive through the diverter.

Michael Bassett of 625 S Maple stated he agrees with Mr. Adams and he has yelled at people for driving through the diverter. Mr. Bassett thinks the cul-de-sac is the best option because it's a learned behavior. Mr. Bassett mentioned that it is hard to get to his house and people also turn around in his driveway.

Carol Buer of 641 S Maple unit H stated her dining room faces Maple and Adams and there are 10 children in her building that cross the street to get to the school bus stop and it is a safety issue with cars driving through the diverter. Ms. Buer spoke of difficulty parking in her garage when cars speed through the alley.

Rob Reinert of 630 S Maple stated he has kids with special needs and cars speed through the diverter even with it being illegal to go south on Maple and he can't let his kids play in the yard due to safety. Mr. Reinert also spoke about his kids being picked up by the school bus. He stated he supports the cul-de-sac.

Michael Weik of 626 S Maple stated he drafted a letter for the Commission in favor of the cul-de-sac and spoke about when the Medical Arts building was built. Mr. Weik spoke about kids on the west side of the street not having a back yard to play in and witnessing cars speeding through the stop sign and two kids on bikes being hit. He thinks the cul-de-sac will stop traffic coming south and that traffic could be diverted to Wisconsin where traffic could safely turn left or right onto Madison.

Marilyn McManus of 407 Wisconsin spoke about Madison Street traffic and believes no one will pay attention to the no left turn during rush hours and that if cars turn right people will turn left onto Wisconsin to find a diverter that still sends them east and they will try to go around it. Ms. McManus stated she would like the Commission to expedite the installation of the traffic signal at Wisconsin and Washington.

Sarah Gee of 605 S Maple stated that she has even gone around the diverter and doesn't think the cul-de-sac will work and that it is just a temporary fix because it doesn't fix the traffic problem on Monroe. Ms. Gee feels there is no safe way to get out of the

hospital campus and questioned how that is possible and spoke about traffic Monroe. Bill McKenna responded there are no changes proposed on Monroe at this time. Ms. Gee spoke thinks the cul-de-sac should be moved up and there shouldn't be an entrance or exit from the Medical Arts building onto Maple.

Dominique Frigo of 715 Wenonah stated she was shocked to hear potential increase in hospital visits. Ms. Frigo stated she remembers when the hospital bought four houses and promised not to knock them down and now it is proposed to make them a parking lot. She feels they need more than just a cul-de-sac and that staff needs to look at traffic in entire area because they will be creating overflow even down to Wenonah.

Public testimony was closed out.

Commissioner Chesney stated he lives in the area and spoke about his experience walking around and feels that the cul-de-sac should be put in.

Commissioner Stewart stated based on staff and public comments he sees a need for the cul-de-sac. Commissioner Stewart spoke about driving in the area and saw many residential blocks to the east and south of the hospital parked up completely and wondered if staff could possibly not be parking in the garage and parking on the street instead. Commissioner Stewart questioned the designated escape route for people that need to go southbound on Harlem or westbound on Madison.

Commissioner Eichenberger stated he supports the cul-de-sac and also lives in the area. He thinks everyone needs to look at the bigger picture because what's currently in place is not working. He believes the new emergency department is needed but trying to do everything at once isn't working. He also commented about the lack of an exit plan. Commissioner Eichenberger stated the Commission needs to figure out what's unfixable and why people are parking throughout the neighborhood.

Commissioner Basirirad stated her first concern is if the hospital really needs that capacity or if it's just an asset for the hospital. Commissioner Basirirad stated her second concern is about access/egress and problems getting to the emergency department.

Commissioner Schoenmeyer also supports the cul-de-sac and is glad that everyone across Village departments is in agreeance. Commissioner Schoenmeyer questions if the cul-de-sac was moved up to Monroe what the implications would be. He also spoke about his concerns with no left and no right turns and also about employees possibly parking on the street and not being called out on it.

A discussion between the Commission on the need to look at Monroe and how to get in and out of the hospital, internal campus signage, internal driving routes, and an alternative of moving traffic from the garage to Wisconsin, and the plan for the old emergency department on Wisconsin was had.

Chair Chalabian supports the cul-de-sac and went on to speak about the no left turn on Madison and Maple and his concern about traffic going to Washington and Wisconsin. Chair Chalabian also spoke about staff versus hospital plans for westbound left turn lane onto Harlem and is concerned about compliance with right turn only restrictions. He also spoke of his concerns about egressing from Monroe onto Harlem and his surprise that staff did not address some type of restrictions on Monroe like eliminating parking on the north side of the street. Chair Chalabian stated with the increase in traffic things will be worse and that he didn't see a traffic circulation plan and is concerned about an exit strategy. Chair Chalabian spoke about the need to address the overflow parking issue especially to blocks east and south of the hospital and may want to investigate alternate options for employees for rideshare, etc. Chair Chalabian stated staff needs to address mitigating issues with Public Works leaf and snow operations and how garbage trucks will maneuver.

Chair Chalabian asked the Commission members if they all liked the proposed cul-de-sac and everyone said yes.

A Commission discussion about overnight permit parking on Monroe – how many spaces, who uses it, possibly losing those spaces, a possible left turn lane on Monroe, replacement parking for any lost spaces, and drivers ignoring the right turn only signs during peak hours took place.

Chair Chalabian stated his issues with a follow up study and questioned how that would work. Bill McKenna responded that the Commission could make that a recommendation for the Plan Commission to do a follow up traffic study which is usually done after six months.

Commissioner Chesney said he is okay with the parking and traffic study but staff needs to add parking to follow-up traffic study from Harlem to Home and from Madison to Adams.

A brief discussion took place about the turn rate from the medical arts building and Maple, modifying 610 S. Maple's driveway cut to enhance ingress and egress, and possibly studying Wisconsin for better use, bicycles, and pedestrians.

Commissioner Eichenberger motioned to 1. Install a cul-de-sac on Maple Avenue, south of Monroe Street. 2. Remove parking on the north side of Monroe Street between Maple and Harlem Avenue with the stipulation that the users of these parking spaces be identified. 3. Establish Right-Turn-Only turning restrictions during AM and PM peak hours on northbound and southbound Maple Avenue at Madison Street. 4. Perform a follow-up parking and traffic study in the area bounded by Harlem Avenue on the west, Madison Street on the north, Home Avenue on the east, and Adams Street on the south. 5. Modify the existing driveway of the medical building at 610 S. Maple Avenue to enhance ingress and egress to/from the medical center parking lot. Commissioner Stewart seconded the motion.

The voice vote was as follows:

Ayes: Chalabian, Eichenberger, Stewart, Basirirad, Schoenmeyer, Chesney

Nays: None

The motion passed unanimously.

Recommendations will be forwarded to the Plan Commission and no follow up meeting is needed.

Commissioner Eichenberger motioned to adjourn the meeting and the motion was seconded by Commissioner Chesney.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:35 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: DISCUSSION ON THE VILLAGE WIDE PARKING STUDY, PARKING NEAR TRANSIT (CTA & METRA LINES)

Review Date: August 28, 2017

Prepared By: Parking and Mobility Services

Abstract (briefly describe the item being reviewed):

At the July 24, 2017 Transportation Commission an update on the parking study was submitted by staff. The commission did not have the opportunity to review these recommendations. These recommendations are resubmitted herein.

During the week of August 21st, parking forums were held which included the consultant and transportation commission members. This agenda item will allow the commission the opportunity to review comments from those meetings and discuss the parking study.

Consultant Notes from Community parking forums 8/22-8/23:

Dixon resources conducted a series of four community parking forums, organized by John Youkhana, and held on August 22nd and 23rd. Several of these meetings were also attended by members of the Transportation Commission. The purpose of these meetings was to gather feedback from the public that will help Dixon and Village staff shape key improvements to parking policy, practices and technology for the Village of Oak Park. Every meeting attendee was directly solicited for feedback about what they would change if given a “magic wand” that would transform parking in the Village. Feedback included both problems and recommended solutions. Here are some key takeaways from these meetings.

Several residents of Belleforte Avenue expressed concern that the North Avenue business association wants to remove the two-hour restriction on nearby residential streets. Other residents emphasized a need for the overnight parking ban to maintain street safety and snow removal. Lack of consistent enforcement was mentioned several times, particularly enforcement of the overnight parking ban and time limits on residential streets. One resident suggested that parking enforcement should be a responsibility of the Parking Department rather than the Police Department. A question was raised about parking ratios in multi-family dwellings. There is a perception that developers do not provide enough spaces to satisfy tenant needs, which leads to overcrowding on residential streets. Proper striping of parking spaces, better maintenance and security were all suggestions to improve Village lots and garages. One permit holder in Lot 46 has reported several break-ins and damage to his vehicle. Employee parking is a reported problem that might be addressed by encouraging parking in

garages and providing shuttle service. Permits might be subsidized for downtown employees and seniors. Additional bike parking was suggested to encourage people to leave their cars at home. Several business owners expressed the need for a moratorium on non-emergency construction projects during the upcoming holiday season. It was requested that the Village delay any new construction that will negatively impact parking availability between November and January. There was also some discussion about valet parking. Reportedly, the valet program should be publicized and offered at a lower rate, and the valet locations should be reconsidered, especially if locations can be adjusted to compensate for parking spaces lost due to construction. Finally, several attendees felt that better communication is needed between the Village and its residents and business owners. The perception is that parking rules are confusing and little information is available online or through social media.

At each meeting, participants were encouraged to attend upcoming Transportation Commission meetings to share feedback, and asked to post comments and questions through the Village website, by visiting: www.oak-park.us/parkingforums.

Based on feedback gathered in these meetings, Dixon and Village parking staff will work on changes that directly respond to the needs expressed by residents and business owners. A follow up community parking meeting will be scheduled to communicate these changes directly to the public.

At the January 23, 2017 Village Board Study Session, the Board approved a monthly schedule of topics.

The current topic included a study of Parking near & adjacent to Public Transit/Residential/Mixed Use Areas – Metra, CTA Green Line, CTA Blue Line and looking at the overall parking rules and needs in these areas. These areas were specifically designated as Randolph Street to Lake Street and Harvard Street and Jackson Boulevard. This subject area will be discussed over several meetings.

Topics for discussion are as follows:

(A) On-Street Daytime Parking Time Restrictions:

1. Staff recommends standardizing all current streets with posted daytime restrictions to ‘No Parking 8AM-10AM M-F.’

This recommendation is in keeping with the prior recommendations for other parking areas. This includes changing all ‘No Parking Anytime’ to be standardized to ‘No Parking 8AM-10AM M-F’, unless a street is too narrow or the restriction was implemented as part of a traffic safety plan (i.e. a safety plan example is Austin Blvd “No Parking 7am-9am”).

This recommendation is an effort to consolidate signage and improve understanding of parking restrictions. Standardization of daytime restrictions will simplify the process for residents, visitors, business operators and Village operations.

Other regulations that would change to 'No Parking 8am-10am M-F' with this recommendation include, No Parking 7 am-9 am, No Parking 8am-10am M-F, No Parking 8 am-10 am M-Sa, and No Parking 8 am- 10 am 7 days.

This also assists with easier enforcement and keeps most employees from parking on these blocks all day but allows residents and guests to park all day besides 8 am-10 am and always for shared parking on weekends.

(B) On-Street Daytime Parking Time Limits:

1. Staff recommends standardizing all current streets with posted time limits to '3 Hour Parking 10AM-5PM M-F.'

This recommendation is in keeping with the prior recommendations for other parking areas. Standardize all current time limits, such as 1 hour, 2 hour, 3 hour and 4 hour parking, and change them to 3 Hour Parking 10am-5 pm M-F. This allows for more shared parking for consumers and residents, allows visitors and residents to park for short time in front of or near their house, and prevents employees from parking all day and allows for shared parking on the weekends.

(C) Multiple On-Street Daytime Parking Restrictions:

1. Staff recommends removing any 2nd daytime restriction/time limit on a street, unless the restriction is due to rush hour restriction, traffic safety plans, or other major safety concerns.

With the goal of making restrictions easier and less complicated, staff recommends removing multiple daytime restrictions on a street. In addition, some restrictions were instituted many years ago that documentation doesn't exist as to why there is a need for the restriction. Staff recommends sending a letter to the block asking if they would, (1) remove the restriction or time limit completely, and if not, (2) select one restriction only to remain.

Streets should have no more than one daytime restriction. If the proper restriction is in place and it is simple to understand it will properly be followed and there will not be a need for a second restriction or for passes that override restrictions.

Below are examples of how a resident would be asked to choose between two current restrictions on a block:

- Remove all time-limit restrictions and keep No Parking restrictions (which would be changed to No Parking 8 am-10 am M-F per the new standardization recommended by staff under (A)). Blocks would then only have No Parking 8 am-10 am M-F.

OR

- Remove No Parking restrictions and keep current time-limit restriction (which would be changed to 3-Hour Parking 10 am-5 pm M-F per the new standardization recommended by staff under (B)). Blocks would then only have 3 Hour Parking 10 am-5 pm M-F.

OR

- Completely remove all daytime restrictions.

(D) On-Street Daytime Parking Permits:

1. Staff recommends the Village to remove daytime permit zones B1 (900 block of Clarence), A1 (900 block of Clinton), A9 (600 block of Garfield), B3 (700 block of Garfield), B9 (600 block of Harrison), C1 (600 block of Harrison), A5 (700 block of South Euclid), K3 (800 block of South Grove), E3 (600 block of Van Buren), E5 (800 block of Van Buren), B2 (900 block of Wesley), B4 (900 block of Wesley), C2 (800 block of Wesley), E4 (700 block of Wesley), E9 (700 block of Wesley), F1 (800 block of Wesley), and C4 (any Y9 permit holders).

In these areas, Resident Day Time Permit parking exists but has not been utilized. Staff recommends that any Resident Daytime Permit zones which have not sold any permits in 2016 should be considered for removal. In addition, staff recommends that all Resident Daytime Permits have a sunset clause as follows:

Current Resident Daytime Permit Parking with No or Very Low (<20%) Permit Sales will receive notice that they need to meet and maintain 75% sold (avg. over 3 years) to keep the Resident Daytime Permit Parking area (75% is the current percentage of residents which need to sign the petition to be eligible to get Resident Daytime Permit Parking). Blocks that do not maintain 75% sold will be removed.

Daytime Permit Parking is the most restrictive parking in the Village and has only been used after all other options have been exhausted. There may be many cases in which residents have petition for Resident Permit Parking not for the purpose of using the permits, but for the purpose of restricting cars on the streets on their block.

2. Staff recommends the Village to remove Daytime Business Permit Parking: Removal of all on-street daytime business permits parking. H1 (900 block of S. Maple), H2 (900 block of S. Euclid), H3 (700 block of Lexington), H4 (800 block of Lexington), H5 (800 block of Van Buren).

Business day time permit parking exists but has not been utilized. Based on utilization rates daytime permit zones have not sold any permit areas should be considered for removal. These areas have

sold less than 1%. Removing the permit parking will allow the existing permit parkers to continue parking while opening the space up to all users.

3. Staff recommends the Standardization of Hours for Remaining Daytime Parking Permit Hours:

- Near Schools: No Parking on School Days 8am-6pm except with "x" permit (OPRF High School to be reviewed at future meeting)
- Near Hospitals: No Parking Monday-Sunday 8am-6pm except with "x" permit
- Near Commuter Areas and other areas: No Parking Monday-Friday 8am-10am except with "x" permit

(E) On-Street Overnight Parking Permit Hours:

1. Staff recommends Zones Z6 and Z5 be standardized to 11pm-6am overnight permit parking hours.

This recommendation is in keeping with the prior recommendations for other areas. As part of an effort to standardize the on-street overnight parking zone hours, staff has researched the existing posted hours as well as potential implementation of standardized hours similar to those recently agreed upon in the Y2, Y3, Y4 zones and previously in the Y1, Y9 and Z9.

Staff suggests to continue with the standard hour changes in Z7 (located near Roosevelt Road), 11 pm-6 am.

Under current ordinances regarding where on-street overnight parking can be added, there are no additional areas near Roosevelt or North Ave where on-street overnight permit parking can be added.

(F) Non-Resident Permit Parking Rates in High Demand Areas:

1. Staff is recommending increasing the non-resident rate of all parking permits in high demand areas.

This increase would increase the number of spaces available to residents in these areas while giving opportunities to convert more spaces to 24 hours spaces. Commuters have the options to use the parking garages (which are priced equally between residents and non-residents) and staff is looking at offering subsidies for employees of Oak Park businesses in these areas.

2. Staff recommends subsidizing these permits for local business staff to be equivalent to the resident rate.

(G) Garage Rates:

1. Staff is recommending standardizing the garage rates at Holley Court, The Avenue, and Lake and Forest as follows.

These rates create consistency among all three garages and promote short term parking options without discouraging shoppers to stay and shop. Assigning a value to the free period allows understanding of the discount value and subsidy the village provides to local businesses and customers alike.

Recommended Garage Rates

0 to 1 hours	\$ 1.00 (Subsidized)
1 to 2 hours	\$ 2.00
2 to 3 hours	\$ 3.00
3 to 4 hours	\$ 4.00
4 to 5 hours	\$ 5.00
5 to 6 hours	\$ 6.00
6 to 10 hours	\$ 10.00
11 to 24 hours	\$ 16.00

2. Staff is recommending modifications to the Employee Discount Program in the Holley Court and Avenue Garage.
 - a. Raise max hourly wage from \$14/hr. to \$16/hr.
 - b. Limit each company to 25 cards
3. Staff is recommending no changes to the High Volume Discount Program based on the "recommended garage rates."
 - a. Rules are based on 1st hour free and 2nd hour sold at discounted rate to business

(H) On-Street Meter:

1. Staff is recommending the implementation of License Plate based parking payment system; graduated parking rates, designated short-term parking areas within business districts, validated parking options for businesses to validate for consumers payments, and employee discount programs in areas not near a garage.

2. Meter rates could begin as early as 6:00 am when the meters are open for parking and could continue as late as 2:30 am, when the overnight ban goes into effect. Staff is requesting the recommendation of the Transportation Commission on paid metered hours.

*Some on-street metered spaces become overnight permit parking at 11pm.

Hours	Cost	Total	Opening Time
1	\$ 1.00	\$ 1.00	6:00 AM
2	\$ 1.00	\$ 2.00	7:00 AM

3	\$	1.00	\$	3.00	8:00 AM
4	\$	3.00	\$	6.00	9:00 AM
5	\$	3.00	\$	9.00	10:00 AM
6	\$	3.00	\$	12.00	11:00 AM
7	\$	3.00	\$	15.00	12:00 PM
8	\$	3.00	\$	18.00	1:00 PM
9	\$	3.00	\$	21.00	2:00 PM
10	\$	3.00	\$	24.00	3:00 PM
11	\$	3.00	\$	27.00	4:00 PM
12	\$	3.00	\$	30.00	5:00 PM
13	\$	3.00	\$	33.00	6:00 PM
14	\$	3.00	\$	36.00	7:00 PM
15	\$	3.00	\$	39.00	8:00 PM
16	\$	3.00	\$	42.00	9:00 PM
17	\$	3.00	\$	45.00	10:00 PM
18	\$	3.00	\$	48.00	11:00 PM
19	\$	3.00	\$	51.00	12:00 AM
20	\$	3.00	\$	54.00	1:00 AM
21	\$	3.00	\$	57.00	2:00 AM

3. Staff discussed the conversion to metered parking spaces on Kenilworth at Lake, South of Lake Street (in front of the post office) and parking spaces on Marion Street at Randolph, North of Randolph including the diagonal parking spaces located on the East side of the street (lot 81).

(I) Discussion on Schools

A number of schools exist in the study area. The surrounding areas of these schools contain restrictions which were put in place as part of a Board approved traffic safety plan.

Unless needed sooner, staff will internally review the traffic plans every 5 years. During this recap, staff will make sure that the plan is still in practice and that the principals are still relevant. If necessary, staff will contact the school to assist.

Due to roadway geometrics, different school layouts, the equipment and needs that are unique to each school (including buses, walking routes, etc.), consideration of neighbors and other local users, feedback from stakeholders during each traffic safety plan review; staff does not recommend standardizing the parking restrictions adjacent to school property. Additionally, staff does not recommend making changes to the existing study recommendations unless at least 1 full year of the recommendations have been in place and in practice by the school. However staff will consider emergency situations.

(J) Discussion on Parks

1. Staff recommends standardizing parking hours around parks to 'No Parking 11PM-6AM except with "x" permit...' allowing an existing permit holder or overnight pass to override the restriction. This will keep only registered vehicles parked along parks after 11PM. Please note all parks in Oak Park have a closing time of no later than 10PM.

(K) Discussion on Rideshare/Taxi

1. Staff is recommending the conversion of 2 existing parking booths into 'Taxi/Ride Share Stops' this would allow users of these services a place to wait with less exposure to the elements. The location of these stops would also allow a wait area of the vehicle of the Taxi/Ride Share. These will be painted by local artists and placed in well-lit areas.

Example Locations:

Oak Park Ave, W. side of street, south of Garfield

Near Metra, meters south of Lot 10 OR 1107 North Blvd

(L) Miscellaneous Restrictions to Standardize

700 Clarence & 700 S. East & 700 S. Scoville – 2hr 8am-12pm M-F approved by VBOT due to commuters and Fenwick students 1.18.11

Standardization: Change to 3 hour 10-5 M-F

100 S. Kenilworth NPAT – approved by VBOT 07.05 was for traffic calming

Standardization: Change to 3 hour 10-5 M-F

900 S. Grove – 2 meters, which are not used

Standardization: Remove meters and match remainder of the block NP 8-10 M-F

900 S. Lombard, No Parking Anytime, keep due to street width

South side of Pleasant from Oak Park to Home, No Parking Anytime, keep due to street width

Garfield (Wesley-Clarence) – Street too narrow for parking and fire response

Standardization: Change to No Parking Anytime

Carpenter (Harrison-Jackson – Street too narrow for parking and fire response

Standardization: Change to No Parking Anytime on 1 side of the street

200 Clinton – Multiple Restrictions; 4hr parking in front of row houses and NP 8-10 in front of single family.

Standardization: Change to 3 hour 10-5 M-F

800 Block of south Euclid (west side of the street) - Street cleaning on Wednesday and Fridays
Standardization: Change to "Street Cleaning" No Parking Wednesdays 8-10am

In business districts where overnight parking zone exists on the main business street (i.e. Harrison Street) either '3 Hour Parking 10AM-5PM 7 days' or add meters for better parking management. For Harrison Street in specific, interdepartmental group suggests meters.

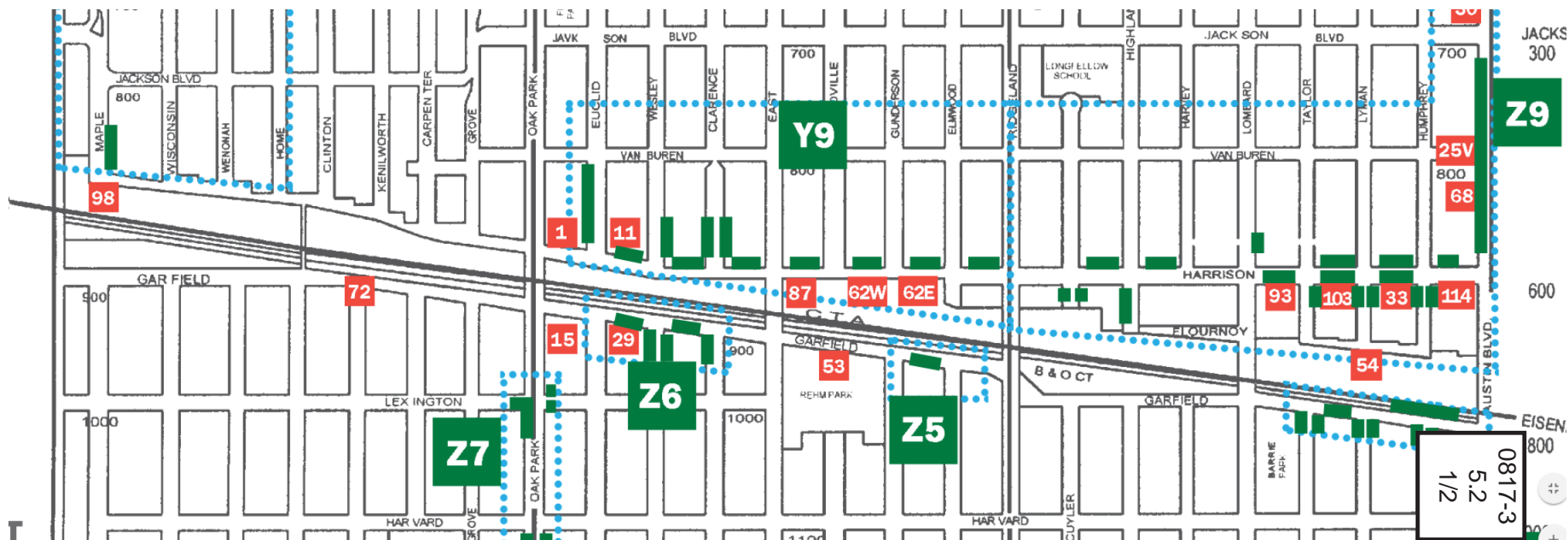
Conservatory 1 hour parking near Rehm Park due to pool hours

Staff Recommendation(s):

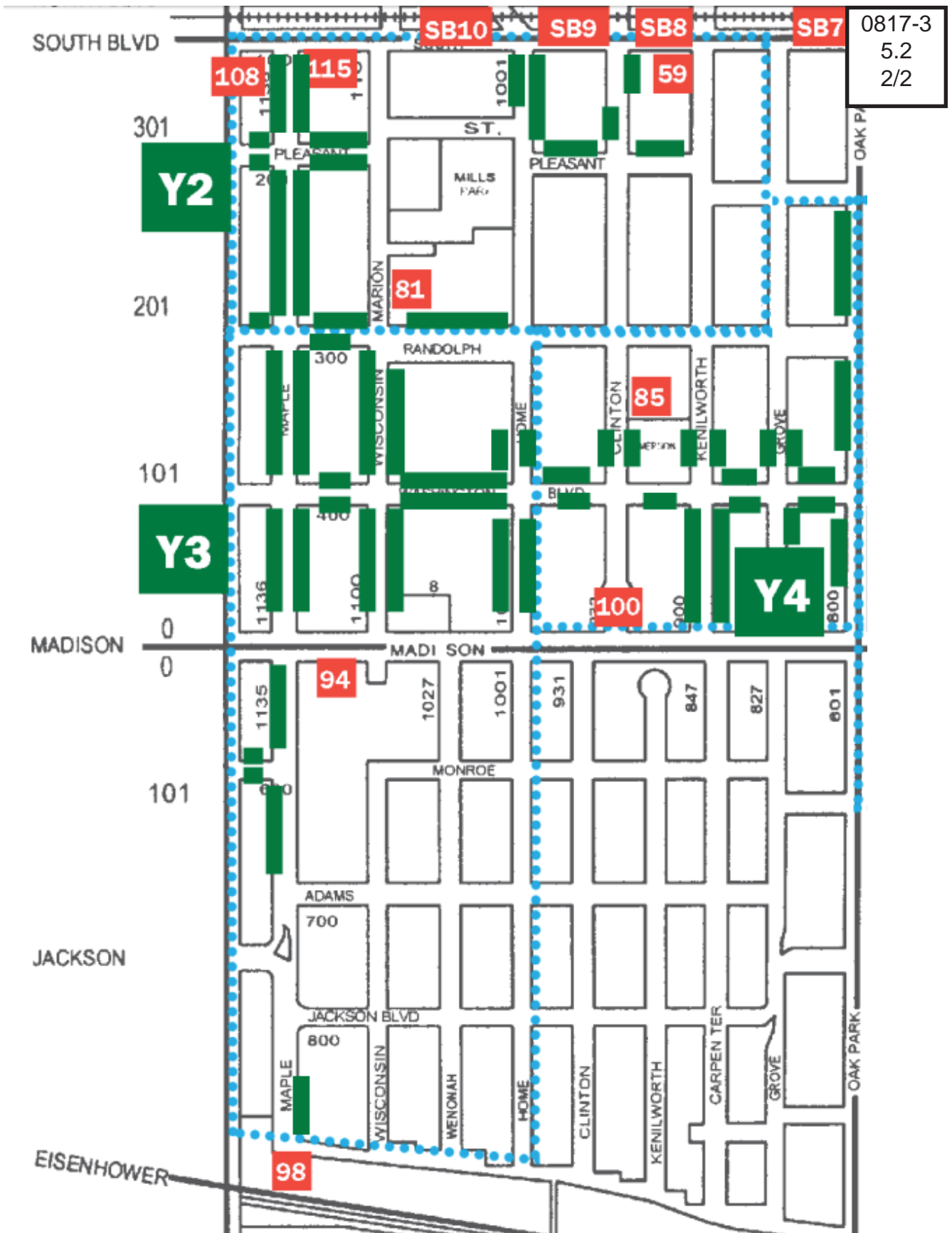
Based on comments received from Village of Oak Park Board of Trustees the recommendations are listed above within the topic area.

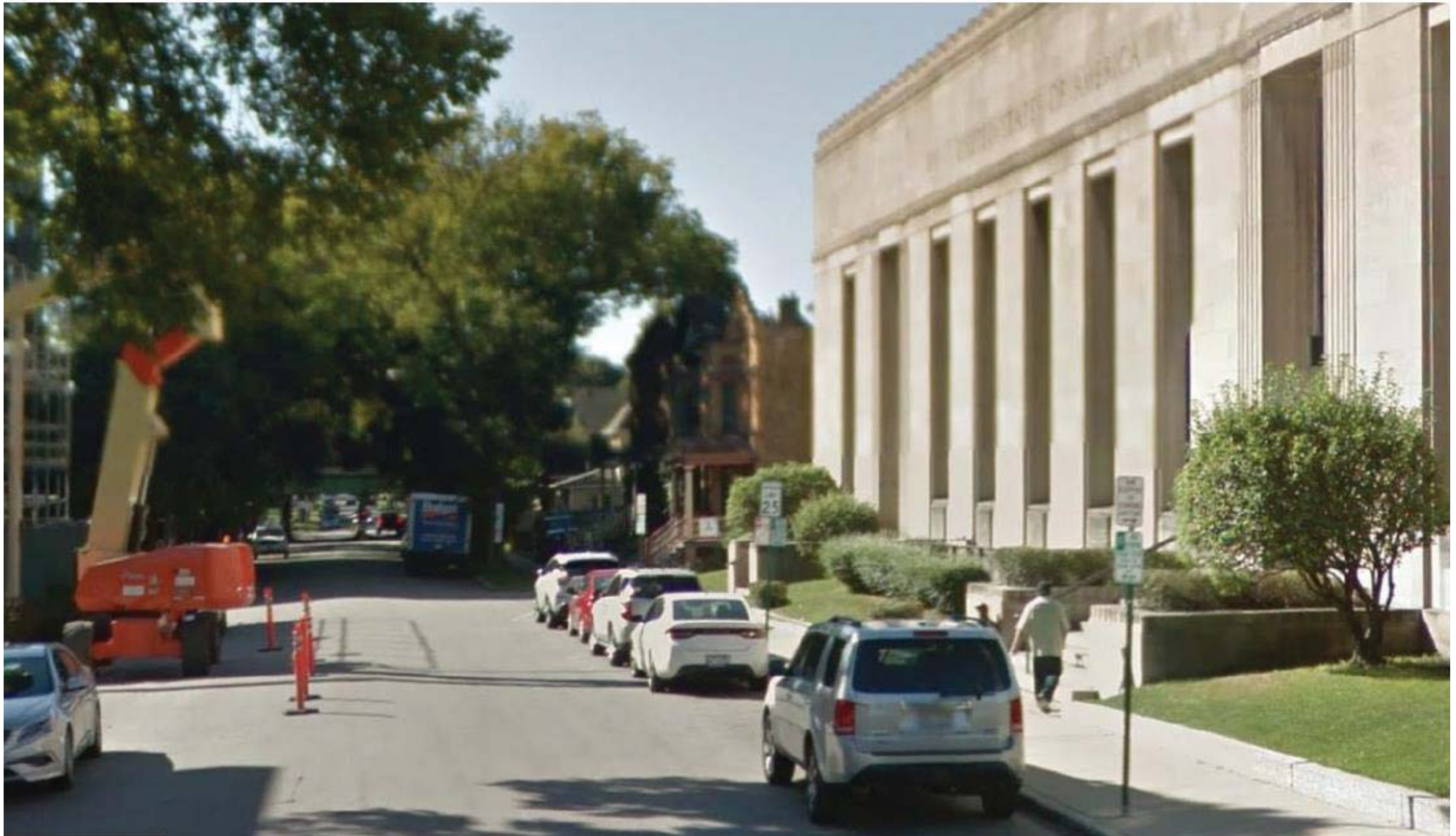
Additionally, there is a request for direction from the Transportation commission on a number of topics.

Supporting Documentation Is Attached



0817-3
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1/2





Kenilworth, west side, south of Lake



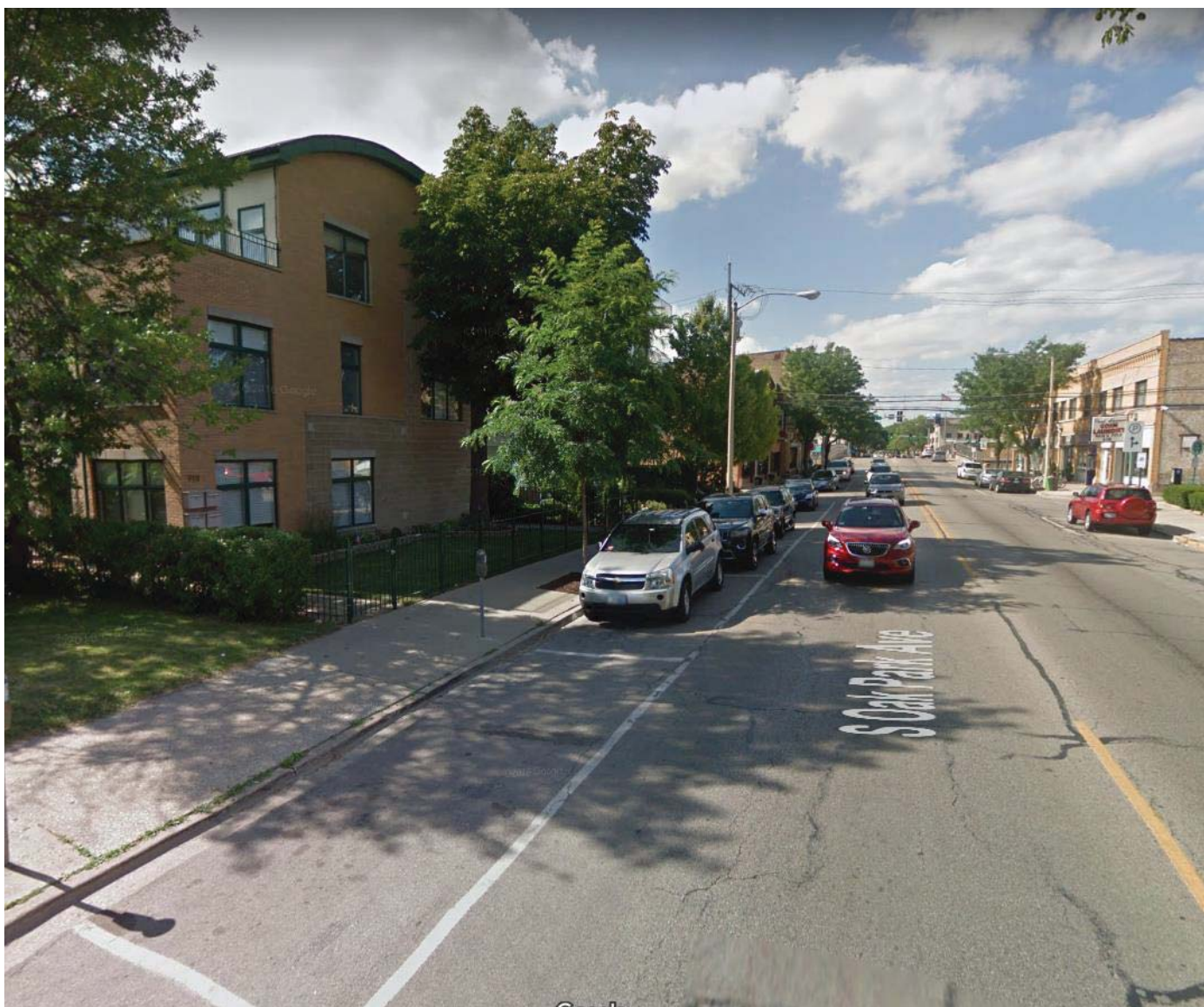
Marion, west side, north of Randolph



Marion, east side, north of Randolph (diagonal spaces)– Lot 81



Marion, east side, north of Randolph (parallel spaces) – Lot 81



Oak Park Ave, south of Garfield



North Blvd, south of Lot 10



1107 North Blvd



100 block of S. Kenilworth



Garfield, Clarence to Wesley



Carpenter, Jackson to Harrison

From: Parking Services
Subject: RE: North Ave. Parking

From: Mary Ann Bender [<mailto:maryannbender@comcast.net>]
Sent: Monday, June 26, 2017 12:36 PM
To: VOP Board
Subject: North Ave. Parking

Dear Board of Trustees-

The purpose of this letter is to ask for your support in finding workable solutions for the parking issues that occur on the Northside of Oak Park on and along North Avenue. As many of you know, I am an Oak Park resident, Mann mom, OPRF Chamber and Rotary Board member, and finally, a full-time podiatrist who works in a large multi-specialty group at the corner of North and Woodbine in Oak Park. Our building owners also own the Onion Roll, which is right next to my office. Thus, we have a large number of restaurant patrons, patients, physicians, and staff members that access our corner in Oak Park.

Last week, representatives from the Oak Park Parking Services Department (Jill Velan and John Youkhana) met with representatives of NABA and T-NAD and a handful of North Avenue business owners. This was a very productive and positive meeting, as we learned that the Parking Services Department is looking for workable solutions to benefit both the businesses and residents along North Avenue and the 1200 blocks of Oak Park streets in this area. Additionally, a parking study directly in front of my office will be starting on July 10 with parking kiosks. We are thrilled that Oak Park is committed to finding parking solutions in our area.

As many of you know, the street closures that have taken place along North Avenue and various residential Oak Park streets have created traffic issues (especially speeding) on many of these side streets and have also led to a variety of parking issues. For example, some 1200 blocks allow for NO parking, no parking 8-10 am (many business owners on North Avenue are already at work by then), and 2 hour parking limits. There is no consistency as you go from Harlem to Austin with the parking restrictions on these blocks. This is confusing and unnecessary. There should be parking on all of these blocks from 8-10 am. Parked cars on the streets in the mornings would also slow down drivers and reduce speeding on these blocks, making it safer for families trying to get kids to camp and school. There should be parking available on every 1200 block that abuts North Avenue. It makes no sense to have blocks that allow for NO Parking at all. This is not good for residents or businesses. Finally, if there needs to be a parking time restriction, it should be 3 hours. This will allow customers, restaurant patrons, or my patients to complete their activities on North Avenue without fear of a ticket if they are not able to move their cars.

Next, North Avenue is extremely dangerous for people who park directly on the street. Cars drive very fast on North Avenue and there is a high volume of vehicles during most hours of the day and night. This is extremely dangerous for families unloading multiple people at my office, for my surgery patients and people with injuries that require walking boots, casts, crutches, walkers, and knee scooters, and it is very dangerous for the elderly. Recessing the parking inward to give people some space to exit their cars would be a very helpful solution.

Finally, I know that the Village of Oak Park does own land at North and Kenilworth that is currently a grassy area. Due to the high parking utilization rates in my area, which I believe the parking show are over 80-85 percent, I would urge the Board to consider creating a Village owned parking lot in this space. It would allow business owners and staff members to park here (maybe with a permit), would allow home owners or renters on North Avenue to purchase a night time parking permit (and not park illegally behind their garages if they have too many vehicles), and would give customers, patients, and visitors to North Avenue to have a safe option for parking.

0817-3
5.4
2/15

You will be getting official letters from NABA and Judith Alexander of T-NAD. However, I wanted to let your know that this is a serious issue that businesses on North Avenue need your support with in the next year. The Village of Oak Park is already spending money on a parking study in our area. It makes sense to make parking regulations standard along the 1200 blocks and North Avenue. Plus, it makes sense to find solutions that work for businesses and residents, as we are all members of this amazing community.

Thank you for making this a Board priority in the year to come.

Thank you.

Dr. Mary Ann Bender

6931 W. North, Oak Park, IL 60302

708-763-0580, oakparkpodiatry.com

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0817-3
5.4
3/15

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

708.383.6400
Fax 708.383.6692
village@oak-park.us
www.oak-park.us

May 26, 2017

John Hill
1104 South Austin Boulevard
Oak Park, IL 60304

Dear Mr. Hill:

I apologize for the late response to your letter and any difficulties that you have encountered.

I am forwarding your concerns to John Youkhana the Deputy parking Director. I am asking him to contact you regarding your concerns regarding the overnight parking that occurs in front of your home.

If you have further questions, please contact me by mail or at 708-358-5632 or randerson@oak-park.us. You may contact Mr. Youkhana at 708-358-5754 or jyoukhana@oak-park.us.

I am returning your correspondence with this letter.

Sincerely,

Robert H. Anderson
Director of Adjudication

Enclosures

cc. John Youkhana, Deputy Parking Director

Robert 4/5/17
FVI

0817-3
5.4
4/15

March 29, 2017

TO - Oak Park
Dear Village of Oak Park Parking Tickets Supervisor,
YOU

I am writing regarding citation P10 215511-
I have written a check to pay it and that is being
mailed separately - Therefore, this is not a formal
protest of the citation, but I want to let you know
that there is a LOT wrong with the overnight
parking system in Oak Park -

I will try to be brief - I live at 1104 South
Austin Boulevard and have a driveway - I moved my
SUV over to Humphrey around 5 AM because it
is sometimes very difficult to back onto Austin
later, given the traffic - That is why I moved my
vehicle one block west - There are only two driveways
on the 1100 block of South Austin on the Oak
Park side, so there are a lot of places to park
away from the driveway (my neighbor to the north has
the other) - My thoughtless, inconsiderate neighbors
(who are renters) often park in front of my house because
they are too lazy to walk a few extra feet - Here's
my point - This stretch of Austin is just south of

the expressway ramps - Traffic can be heavy here - At
 5 AM today, three or four drivers waited behind me as
 I finished backing out - Oak Park should NOT
 allow overnight parking on main streets, but certainly
 not on the stretches of Austin and Harlem around the
 expressway ramps, both to the north and to the south -
 As you know, Oak Park has a 1939 ordinance banning
 overnight street parking - Our village has taken the
 shameful position of renting out Austin and other
 main streets as overnight parking lots (for a lousy
 dollar a day per car here on South Austin) I would
 REALLY appreciate it if the powers that be would
 ban overnight parking on the 1100 Block of South
 Austin because of traffic flow and other reasons - Is
 Oak Park so broke that it needs the money from
 overnight parking on my street? Only about five cars
 are parked overnight on my block - I am a homeowner
 who has lived here for almost 37 years - Why should
 a renter have more right to park in
 front of my house, messing me up,
 when I pay thousands of dollars
 in real estate taxes (over a dollar a day)? Oak Park, IL 60304

Thank you, John Hell

1104 South Austin Blvd

Von Ebers, Allison

0817-3 5.4 6/15

From: Jennifer R Cunningham <jrc@QCS-INC.NET>
Sent: Monday, July 17, 2017 1:29 PM
To: Parking Services
Subject: North Ave Parking

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Parking Services- Allison

As you consider changing parking restrictions on North Avenue, please consider those of us that live on on the 1200 blocks without diverters or cul-de-sacs (there are only a few of us left). Less restriction on North Ave means less cars parking on our blocks!

I rarely see cars parked on North Ave. Why would you when you can Park on a side street for free and get out of your car safely? Make it free and easy to park on North Ave. so they don't park on the side streets.

Restrict overnight parking but let customers start parking early when businesses open. If I'm going to pick my dry cleaning up at 8:00 am, I'd like to park in front of my dry cleaner.

Thank you.

Jennifer Cunningham
1222 Linden
708-386-5013

Sent from my iPhone

Von Ebers, Allison

0817-3
5.4
7/15

From: Tom Lindsey <tjlindsey74@gmail.com>
Sent: Tuesday, July 18, 2017 7:18 AM
To: Parking Services
Subject: North Ave. business district

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Parking Services- Allison

I live on the 1200 block of N. East Ave. Our residential block is constantly used as a parking lot by people using the North Ave business district. Parkers constantly ignore the no parking from 8:00am-10:00am restriction and the 2 hour parking limitation. The police department does not enforce these restrictions; the only time these restrictions are enforced is when I or one of my neighbors calls the department and complains.

I strongly oppose the proposal to restrict parking on North Ave.; this would only increase the number of cars parking on the 1200 blocks of Oak Park. Instead, I would like to see no daytime parking restrictions on North Ave. and the removal of parking meters- so that parkers can park closer to their destinations and NOT on our RESIDENTIAL STREETS.

Sincerely,
Thomas Lindsey

Sent from my iPad

Von Ebers, Allison

0817-3
5.4
8/15

From: Parking Services
To: Youkhana, John
Subject: RE: Oak Park Parking Study

From: Jennifer Renee [<mailto:2jnnfr@gmail.com>]
Sent: Thursday, March 30, 2017 12:03 PM
To: Youkhana, John
Subject: Re: Oak Park Parking Study

John,

Thanks for all the information regarding the process. That was helpful.

And yes it would be helpful if you can keep me in the loop, particularly if there is anything on the agenda specifically regarding overnight parking ban vs overnight pass, as well as regrading street sweeping, leaf pick-up and snow removal issues that affect such a heavily parked block like ours on the 100 N. Humphrey block.

Regards,
Jennifer Misiak
708-848-1191

On Thu, Mar 30, 2017 at 9:46 AM, Youkhana, John <jyoukhana@oak-park.us> wrote:

Jennifer,

Good to speak with you. Let's keep in touch on your block, I can understand your concerns.

John Youkhana

Assistant Director

Parking and Mobility Services

The Village of Oak Park

123 Madison Street

Oak Park, Illinois 60302

[708.358.5754](tel:708.358.5754)

[708.358.5119](tel:708.358.5119) fax

jyoukhana@oak-park.us

www.oak-park.us

0817-3 5.4 9/15

From: Jenna Vondrasek <jennavondrasek@gmail.com>
Sent: Thursday, August 17, 2017 11:20 AM
To: Parking Services
Subject: Parking Pilot Study Feedback

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Parking Services- Allison

Hi There--

I am a resident of the condominium association on the corner of South and Marion above the Oak Park Jewelers shop.

Address: 1101 South Blvd STE 301 Oak Park IL 60302

I am writing to offer feedback on parking in the area to support your study on parking near the Green Line/metra station.

Resident Parking--

1. I have to walk quite far to park my car--the nearest 24hour lot is at Holly Court. This is not ideal, as there are limited 24 hour parking zones on the South side of the tracks. I believe that the parking spaces along the L tracks should be offered to residents within a certain radius so that they can have easier access to their vehicles on a 24hour basis. If not, additional on street parking should be available to those who need 24hour access.

Construction--

1. I believe strongly that those living in a certain radius of construction should be considered in the urban planning of these projects. For example, the projects on Harlem both north and south of the tracks (Elevate Oak Park and the new project on South Blvd) have dominated the parking in the area and the streets in general. Residents near construction zones should be able to park temporarily in zones near their apartments or homes for free. For example, due to construction closing the free hour spots on Maple Ave, it would be great to be able to park on Marion for a few hours for free...or to park in the spots along the L for free.
2. If this is not possible, there should be loading zones or temporary parking zones to accommodate the residents of these areas.

Guest Parking for Residents Near L--

1. I like the conceptual thought of Zone 206 and believe it has been working well with the passport app. However, there are not many options for overnight or day guest parking near the L tracks or the downtown Oak Park area. Additionally, residents of these areas should be allowed to have guest passes to allow guests to park for free near their homes.

Thank you for considering my feedback.

Best,
Jenna Vondrasek

0817-3
5.4
11/15

From: Carey Hoersten <careyhoersten@gmail.com>
Sent: Wednesday, August 23, 2017 8:58 AM
To: Parking Services
Subject: Parking Changes 1200 N Belleforte Block

Hello,

I am unable to attend the Traffic Commission meeting next Monday. I'd like to voice my concern over the parking changes to my block. A couple reasons this is ridiculous and will drive people out of Oak Park.

1. We pay \$20k a year in taxes, I shouldn't even need to have this conversation or send this emails. You gave zero notice, I happen to have a neighbor who spoke to someone about it. Unacceptable. We should have a vote or be the decision makers of our block.
2. This is a ridiculous request by businesses b/c there are plenty of parking behind the storefronts and in the parking lot next to the Pizza Hut on North Ave. I've been in these areas during business hours on weekdays and weekends and they're open spots, so why exactly do they need the residential street for parking.
3. With two small children, I don't want the added the car or pedestrian traffic.
4. Parking concerns should be focused on downtown OP, which is an utter mess.

Carey Hoersten
1219 Belleforte

Von Ebers, Allison

0817-3 5.4 13/15

From: Lori Shaw <lorihshaw@yahoo.com>
Sent: Wednesday, August 23, 2017 10:24 AM
To: Parking Services
Subject: 1200 parking restriction

I am opposed to increasing the allowed parking from 2 to 3 hours.

There is already a tremendous amount of non-resident traffic on our block due to the businesses on north avenue. I am extremely concerned with the possibility of increased traffic on our block as I have an elementary aged child.

Thank you in advance.

Lori Shaw
1200 block of Forest Ave.

Von Ebers, Allison

0817-3

5.4

14/15

From: Sarah Ziesler <snziesler@comcast.net>
Sent: Wednesday, August 23, 2017 12:10 PM
To: Parking Services
Subject: parking restrictions

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Parking Services- Allison

Dear Sir/Madam,

I have been hearing from my neighbors on the 1200 block of Belleforte Avenue that there is a proposal to lift the current no parking ban on our block and replace it with a 3 hour restriction. I am surprised that the village has not informed us about this directly, nor has resident input been solicited. I am **STRONGLY** in favor of keeping the current no parking restriction. Many of us on the block chose to buy here at least partly because it was a quiet cul-de-sac with little traffic because of the no parking restriction.

If I understand correctly the push to make this change comes from businesses on North Avenue. I see no reason why our block should become a parking lot for North Avenue businesses. Around the other commercial areas in Oak Park all the parking is meters. If that is the purpose of the change then the village should at least make it paid parking for non-residents.

Sarah Ziesler

1225 Belleforte Avenue

From: John K. Boblick <JBOBLI1@lumc.edu>
Sent: Thursday, August 24, 2017 1:34 PM
To: Parking Services

I would like to state that I think the parking restriction should be changed on the 1200 block of Belleforte. I think limited time like 2hrs might be reasonable.

As an over 30 yr resident on the block it is nice not to have cars packed out front but I also want my friends and family who come to visit to be able park in front of my house without worry of ticket . I also appreciate folks who go to the park we live near need space to park .I also have office space on North Ave - my patients need a place to park safely . It is important for the businesses on North Ave to have a change in the parking . I don't want Oak Park to be Oak No Park
thanks for your consideration
John Boblick

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Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Follow up on Transportation Commission 2018 Work Plan
Review Date: August 28, 2017
Prepared By: Michael Koperniak
Abstract (briefly describe the item being reviewed): Every year the Village's commissions and committees develop work plans for the coming year. These plans are reviewed and approved by the Village Board of Trustees. The approved work plans outline the activities that the Village Board wants each commission and committee to perform. The draft plans will be submitted to the Village Manager's Office later this year for review and approval by the Village Board early next year. Included with this agenda item is a copy of the approved 2017 Transportation Commission work plan and a blank template for the draft 2018 work plan. The draft 2018 work plan lists the Commission's 2017 accomplishments as of August 2017. The transportation commission began discussions on this matter 08/21/2017.
Staff Recommendation(s): Develop a list of four to six items to include on the draft 2018 work plan. The Commission may want to carry over some 2017 work items into 2018.
Supporting Documentation Is Attached

Approved 2017 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on December 5, 2016

2017 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
<p>Recommendations</p> <p>A</p>	<p>Continue to review the following issues brought before the Commission and make recommendations to the Village Board:</p> <ul style="list-style-type: none"> • Parking • Traffic • Cul-de-sac and other street closing petitions • Transportation related items referred by the Board from other Commissions • Various school traffic plans 	<ul style="list-style-type: none"> • Improved utilization and efficiency of on-street and off-street parking resources • Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way. • Improved level of safety for school children walking to and from school 	<p>These are recurring annual projects</p>	<p>from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training</p>
<p>Recommendations</p> <p>B</p>	<p>Develop traffic calming toolbox for use in traffic calming</p>	<ul style="list-style-type: none"> • Provide a known list of accepted options to address traffic problems on streets 	<p>Started in 2016 and finish in first quarter of 2017</p>	

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Approved by the Village Board of Trustees on December 5, 2016

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
Recommendations C	Review updating the design and placement of parking related signs in the Village contingent upon the sign updating project being funded in 2017. (this item is carried over from 2016 work plan)	Provide input as needed to finalize implementation of the Village's unified on-street parking signage	Finish in 2017	
Recommendations D	Review way finding signs for downtown parking garages (this is carried over from 2016 work plan)	Provide input as needed to finalize implementation of the Village's way-finding signage plan as it relates to Downtown Oak Park parking garages.	Finish in 2017	
Recommendations E	Work with Village Board of Trustees on comprehensive parking study	<ul style="list-style-type: none"> • Standardize effective hours of restrictions • Eliminate conflicting parking restrictions • Improve use of shared parking resources 	Completion dependent on Village Board's schedule	
Recommendations F	Review 1st season usage of Divvy Bike program	<ul style="list-style-type: none"> • Ascertain the usage and effectiveness of the Village's Divvy Bike program • Consider if expanding the program is warranted • Expand public awareness of the benefits of bicycle usage • Enhance Public Awareness on the safety issues and benefits of bike usage 	Complete by the end of the 3rd quarter of 2017	

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ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
Recommendations G	Review results of overnight permit parking recommendations in Y2, Y3, and Y4 overnight on-street permit parking zones	<ul style="list-style-type: none"> Standardize effective hours of restrictions Eliminate conflicting parking restrictions Improve use of shared parking resources Increase the supply of parking spaces 	Six months after implementation	
Recommendations H	Receive updates on PACE's and CTA's flag to posted stop policy in the Village and on bus stop accessibility in general	<ul style="list-style-type: none"> Coordinate with all public transit agencies to facilitate bus stop spacing within the village. Enhance bus stop accessibility for all users, by making all bus stops to fully comply with ADA standards. Provide the minimum bus stop length, based on the respective public transit agency requirements. 	Complete by third quarter of 2017	
Recommendations I	Review update of Village's Bicycle plan and its implementation	<ul style="list-style-type: none"> Make Village more bike friendly Review plan implementation as streets get resurfaced Review how bike plan interacts with Village's 5-year capital improvement plan program 	Complete by second quarter of 2017	
Recommendations J	Traffic signal and speed control devises on arterial and collector streets	<ul style="list-style-type: none"> Reduction in red light violations Reduction of speeding adjacent to parks and/or schools 	Complete by fourth quarter of 2017	
Recommendations K	Review Safe Walking Routes to School	<ul style="list-style-type: none"> Improve the pathway of students and other pedestrians to/from the respective school Determine if changes to the existing plan(s) are warranted. 	Complete by fourth quarter of 2017	

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Approved by the Village Board of Trustees on December 5, 2016

2016 Completed Initiatives

ENABLING LANGUAGE	PROJECT	OUTCOMES
	Review petition to upgrade to all-way stop signs at the Thomas and Lombard intersection	This intersection was upgraded to all-way stop signs in June 2016
	Review petition to upgrade to all-way stop signs at the Jackson and Cuyler Intersection	Instead of upgrading to all-way stop signs, Rectangular Rapid Flashing Beacon (RRFB) lights were installed on Jackson in August 2016 to warn motorists of pedestrians crossing Jackson
	Review petition to upgrade from two-way to all-way stop signs at the Intersection of Berkshire street and Columbian avenue	This intersection was upgraded to all-way stop signs in April 2016
	Petition to make the 1000 block of Columbian avenue one way southbound only during school hours	Denied.
	Review of St. Catherine / St. Lucy School pedestrian and traffic safety plan	VBOT approved school pedestrian and traffic safety plan was implemented in August 2016
	Petition for all-way stop signs at Grove and Berkshire	Reviewed by the Transportation Commission and awaiting review by the VBOT in October 2016

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	Develop traffic calming toolbox for use in traffic calming	The Commission discussed this item at five meeting as of August 2016. The Commission will continue working on this in 2016 and finish in early 2017
	Finish parking study of Y2, Y3, and Y4 overnight on-street permit parking zones	The Commission discussed this item at three meeting in 2016. Staff conducted required studies, surveys, and analysis. Recommendation scheduled to be submitted to the VBOT in the 4th quarter of 2016
	Determine if the need exists for a comprehensive rewrite / update of all existing permitted and unpermitted parking restriction resolutions / motions / ordinances by means of an ad-hoc committee. If needed, the actual rewrite / update would take place under a future work plan. (this item is carried over from 2014 work plan)	Reviewed by the Transportation Commission in January 2016. No recommendations were given.

Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2017 Initiatives & On-Going Projects

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

Column 2: List your 2017 Initiatives/projects you propose to the Village Board.

TRANSPORTATION COMMISSION

0817-3
6.2
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Approved 2017 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on December 5, 2016

Column 3: Indicate what outcomes your project will produce.

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

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

Chart Two: 2016 Accomplishments

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

Column 2: List your 2016 Accomplishments

Column 3: Indicate what outcomes you achieved

Draft 2018 Work Plan for Transportation Commission

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2018 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none">• Parking• Traffic• Cul-de-sac and other street closing petitions• Transportation related items referred by the Board from other Commissions• Various school traffic plans	<ul style="list-style-type: none">• Improved utilization and efficiency of on-street and off-street parking resources• Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way.• Improved level of safety for school children walking to and from school	These are recurring annual projects	from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	Investigate ways to improve parking in business areas			suggested by Commissioner Eichenberger at 07/24/2017 Tran Com meeting

Draft 2018 Work Plan for Transportation Commission

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ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
Recommendations				
Recommendations				
Recommendations				
Recommendations				
Recommendations				

Draft 2018 Work Plan for Transportation Commission

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ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
Recommendations				
Recommendations				
Recommendations				
Recommendations				
Recommendations				

Draft 2018 Work Plan for Transportation Commission

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2017 Completed Initiatives as of August 2017

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	Develop traffic calming toolbox for use in traffic calming	The Commission developed a draft traffic calming toolbox over 12 meetings (5 in 2016 and 7 in 2017). Is scheduled for review by the Village Board of Trustees at its September 5, 2017 meeting
Recommendations	Work with Village Board of Trustees on comprehensive parking study	The parking study is on-going. The Commission has reviewed portions of the study at five of its meetings.
	Petition for traffic calming devise on the 1200 blocks of N East and Linden Avenues	The Commission reviewed this over several meetings and made recommendations. The recommendation will be presented to the VBOT for review at one of its September thru December 2017 meetings
	Petition to upgrade to all-way stop signs at Linden and Superior	VBOT approved a Motion at its 07/17/2017 meeting to concur with the Commission recommendation to up-grade to all-way stop signs
	Petition to upgrade to all-way stop signs at Forest and Greenfield	The Commission reviewed this and made recommendations. The recommendation will be presented to the VBOT for review at one of its September thru December 2017 meetings
	Review of Ord 17-183_G_022117 (referred by the VBOT at its 06/05/2017 meeting)	The Commission reviewed this over two meetings and made three recommendations. The recommendation will be presented to the VBOT for review at one of its September thru December 2017 meetings
	Review of parking and traffic related impacts of the Rush Oak Park Hospital Plan Development	This item was reviewed by the Commission on 07/31/2017 and its recommendations will be presented to the Plan Commission for consideration at its meeting in late August or early September

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Draft 2018 Work Plan for Transportation Commission

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	Application	

Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2018 Initiatives & On-Going Projects

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

Column 2: List your 2018 Initiatives/projects you propose to the Village Board.

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

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

Chart Two: 2017 Accomplishments

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

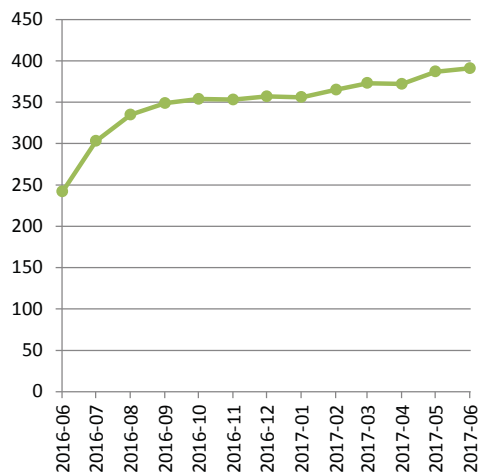
Column 2: List your 2017 Accomplishments

Column 3: Indicate what outcomes you achieved

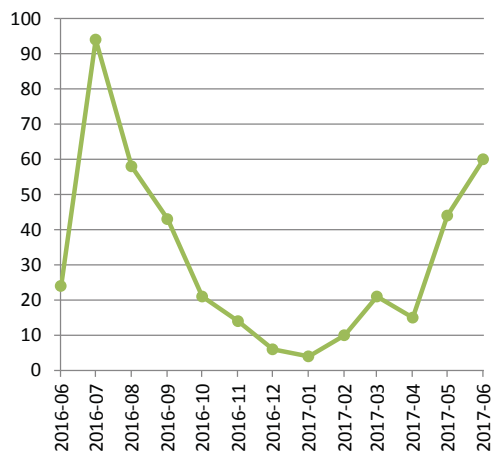
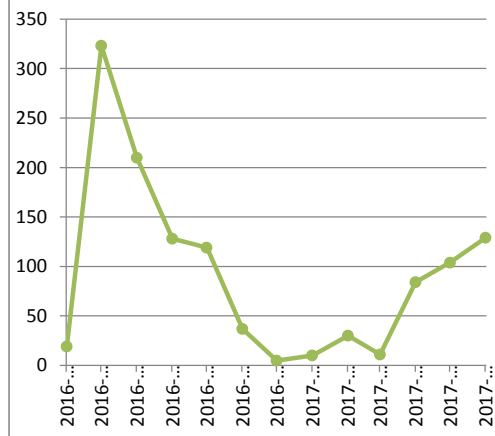
Membership Creation & Active Members by Month

Data beginning 2016-06-27; Oak Park zip codes include 60301, 60302, and 60304.

Date	Oak Park			
	Annual Subscriptions	Casual Accounts	Casual Riders (#Bikes)	Active Annual Members
2016-06	24	14	19	242
2016-07	94	184	323	303
2016-08	58	143	210	335
2016-09	43	92	128	349
2016-10	21	83	119	354
2016-11	14	25	37	353
2016-12	6	5	5	357
2017-01	4	9	10	356
2017-02	10	21	30	365
2017-03	21	7	11	373
2017-04	15	61	84	372
2017-05	44	71	104	387
2017-06	60	98	129	391
2016	260	546	841	
2017	154	267	368	
Total	414	813	1,209	

Active Annual Members

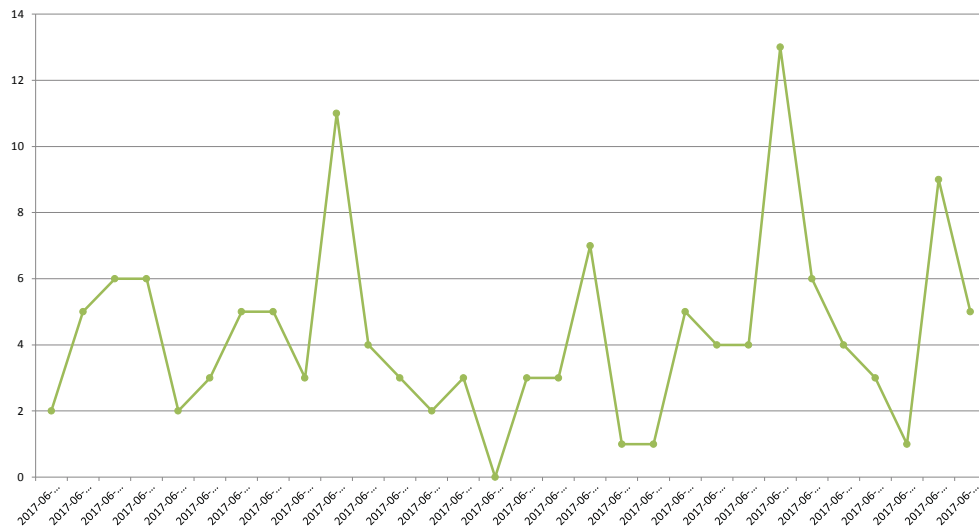
Oak Park Divvy
Monthly Report
from June 2016 to
June 2017

Annual Subscription Purchases**Casual Riders**

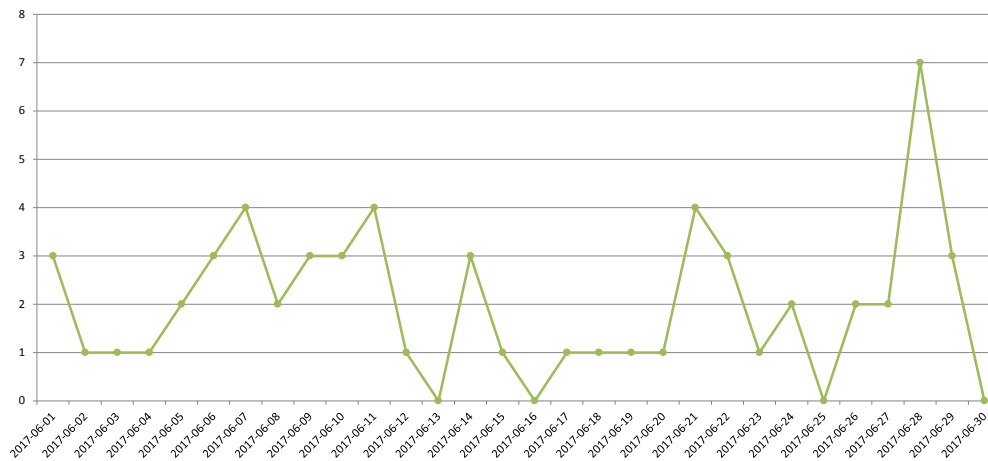
Annual & Casual Members by Day

Date	Oak Park			
	Annual Subscriptions	Casual Accounts	Casual Riders (#Bikes)	Overall Number of Members
2017-06-01	3	1	2	5
2017-06-02	1	4	5	6
2017-06-03	1	5	6	7
2017-06-04	1	4	6	7
2017-06-05	2	1	2	4
2017-06-06	3	3	3	6
2017-06-07	4	3	5	9
2017-06-08	2	4	5	7
2017-06-09	3	2	3	6
2017-06-10	3	8	11	14
2017-06-11	4	2	4	8
2017-06-12	1	3	3	4
2017-06-13	0	2	2	2
2017-06-14	3	2	3	6
2017-06-15	1	0	0	1
2017-06-16	0	3	3	3
2017-06-17	1	2	3	4
2017-06-18	1	4	7	8
2017-06-19	1	1	1	2
2017-06-20	1	1	1	2
2017-06-21	4	4	5	9
2017-06-22	3	3	4	7
2017-06-23	1	4	4	5
2017-06-24	2	10	13	15
2017-06-25	0	4	6	6
2017-06-26	2	3	4	6
2017-06-27	2	3	3	5
2017-06-28	7	1	1	8
2017-06-29	3	7	9	12
2017-06-30	0	4	5	5
Total	60	98	129	189

Casual Riders by Day



Annual Subscription Purchases by Day



Cancellations & Expirations of Annual Accounts by Cohort

Cohort renewal rate; data beginning 2016-06-27.

Date	Oak Park			
	Cancellations	Expired Accounts	Renewed Accounts	Renewal Rate
2016-06	0	8	8	100%
2016-07	0	37	32	86%
2016-08	0	35	25	71%
2016-09	0	34	30	88%
2016-10	0	17	15	88%
2016-11	0	11	8	73%
2016-12	1	3	3	100%
2017-01	0	6	4	67%
2017-02	0	2	2	100%
2017-03	1	12	7	58%
2017-04	0	21	14	67%
2017-05	0	31	22	71%
2017-06	4	56	40	71%
2016	6	145	121	83%
2017	5	128	89	70%
Total	11	273	210	77%

Trips per Day

Including trips greater than or equal to 1 minute.

Date	Starting in Oak Park		
	Total	Registered Members	Casual Members
2017-06-01	58	54	4
2017-06-02	62	55	7
2017-06-03	51	31	20
2017-06-04	46	26	20
2017-06-05	50	44	6
2017-06-06	54	47	7
2017-06-07	44	39	5
2017-06-08	65	54	11
2017-06-09	60	49	11
2017-06-10	54	31	23
2017-06-11	45	32	13
2017-06-12	56	41	15
2017-06-13	42	36	6
2017-06-14	38	31	7
2017-06-15	47	47	0
2017-06-16	44	39	5
2017-06-17	24	13	11
2017-06-18	19	7	12
2017-06-19	46	45	1
2017-06-20	60	52	8
2017-06-21	63	44	19
2017-06-22	47	41	6
2017-06-23	42	30	12
2017-06-24	43	19	24
2017-06-25	37	22	15
2017-06-26	58	49	9
2017-06-27	51	45	6
2017-06-28	35	33	2
2017-06-29	40	31	9
2017-06-30	57	41	16
Average	48	38	10
Total	1,438	1,128	310

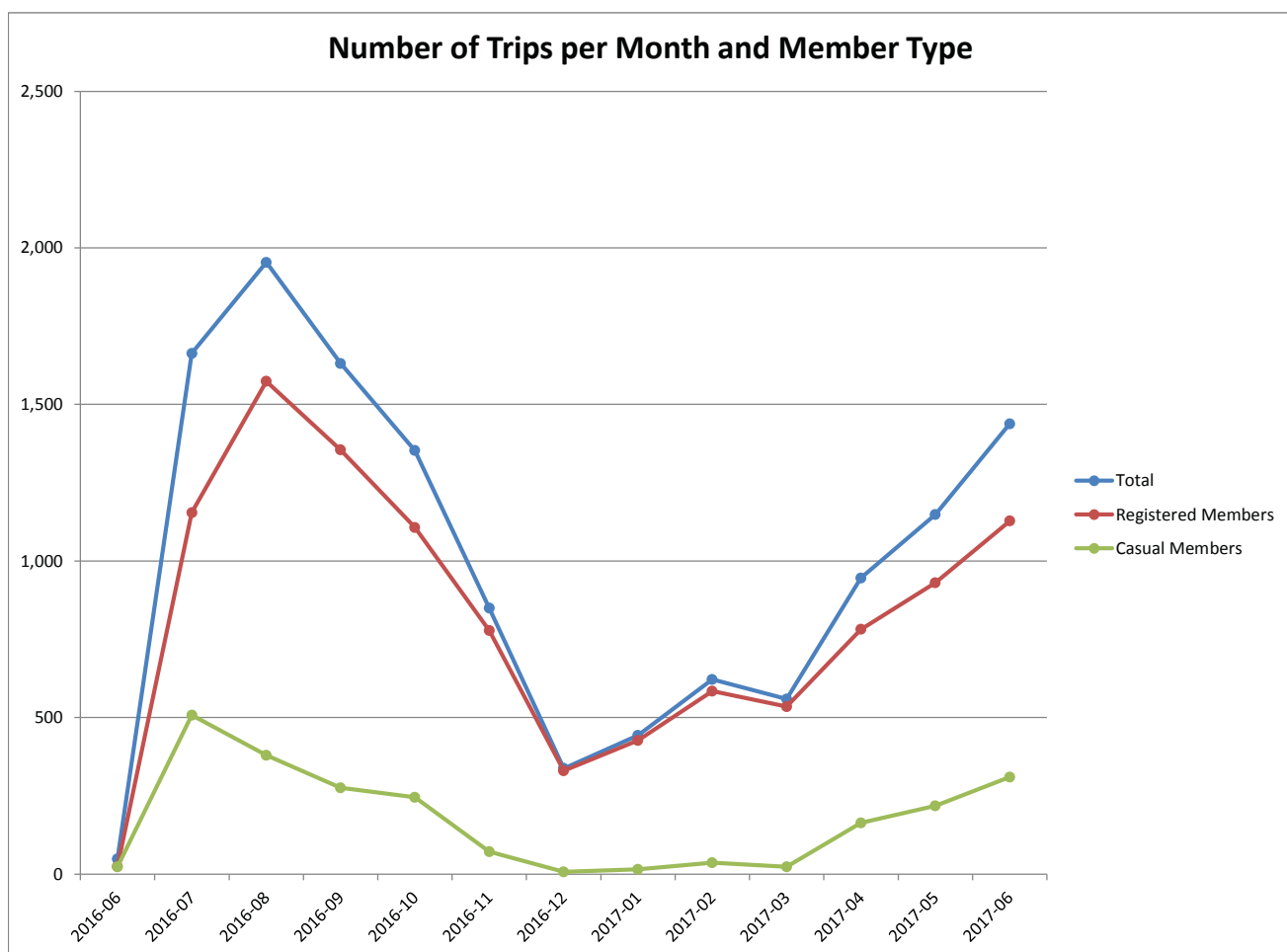
Trips per Day - Oak Park



Number of Trips

Including trips greater than or equal to 1 minute; data beginning 2016-06-27.

Date	Starting in Oak Park		
	Total	Registered Members	Casual Members
2016-06	49	25	24
2016-07	1,663	1,155	508
2016-08	1,954	1,574	380
2016-09	1,631	1,355	276
2016-10	1,353	1,107	246
2016-11	850	778	72
2016-12	338	330	8
2017-01	443	427	16
2017-02	622	585	37
2017-03	559	535	24
2017-04	946	782	164
2017-05	1,149	931	218
2017-06	1,438	1,128	310
2016	7,838	6,324	1,514
2017	5,157	4,388	769
Total	12,995	10,712	2,283



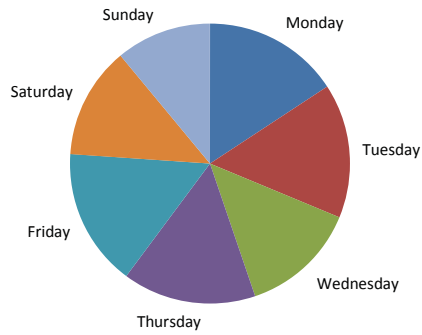
Trips by Day

Including trips greater than or equal to 1 minute.

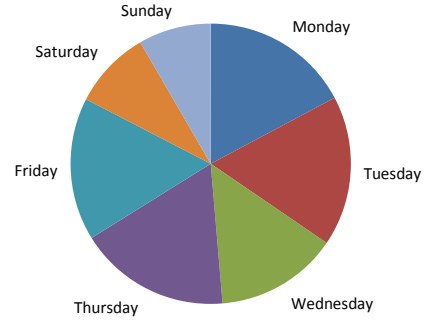
Starting in Oak Park

Total						Registered Members				Casual Members		
Day	Trips	Average	Relative %	Days		Trips	Average	Relative %		Trips	Average	Relative %
Monday	210	53	15.75%	4		179	45	17.21%		31	8	10.55%
Tuesday	207	52	15.52%	4		180	45	17.31%		27	7	9.19%
Wednesday	180	45	13.50%	4		147	37	14.14%		33	8	11.23%
Thursday	257	51	15.42%	5		227	45	17.46%		30	6	8.17%
Friday	265	53	15.90%	5		214	43	16.46%		51	10	13.89%
Saturday	172	43	12.90%	4		94	24	9.04%		78	20	26.55%
Sunday	147	37	11.02%	4		87	22	8.37%		60	15	20.42%
Total	1,438	48	100%	30		1,128	38	100%		310	10	100%

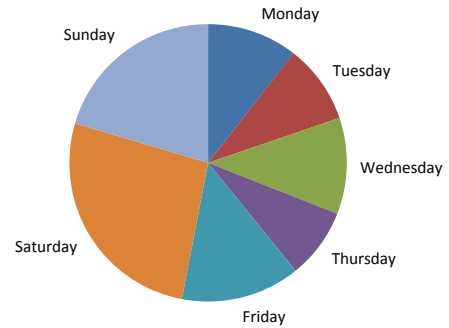
**Trips by Day
System-wide**



**Trips by Day
Registered Members**

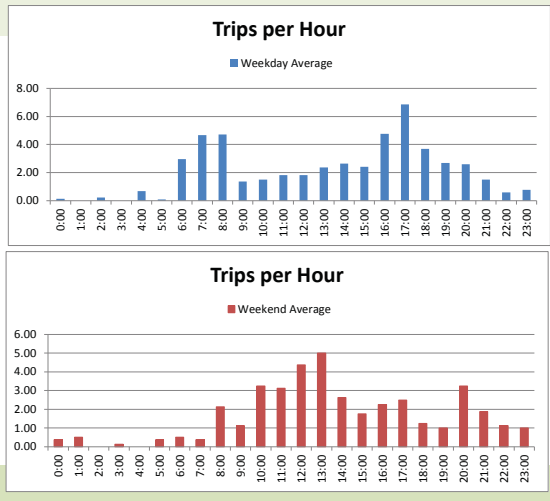


**Trips by Day
Casual Members**



Trips per Hour Figures
Including trips greater than or equal to 1 minute.

Starting in Oak Park



Trips per Hour - Weekday				Trips per Hour - Weekend			
Start Time	# Trips	Weekday Average	Relative %	Start Time	# Trips	Weekend Average	
0:00	3	0.14	0.27%	0:00	3	0.38	0.94%
1:00	0	0.00	0.00%	1:00	4	0.50	1.25%
2:00	5	0.23	0.45%	2:00	0	0.00	0.00%
3:00	0	0.00	0.00%	3:00	1	0.13	0.31%
4:00	15	0.68	1.34%	4:00	0	0.00	0.00%
5:00	2	0.09	0.18%	5:00	3	0.38	0.94%
6:00	65	2.95	5.81%	6:00	4	0.50	1.25%
7:00	103	4.68	9.20%	7:00	3	0.38	0.94%
8:00	104	4.73	9.29%	8:00	17	2.13	5.33%
9:00	30	1.36	2.68%	9:00	9	1.13	2.82%
10:00	33	1.50	2.95%	10:00	26	3.25	8.15%
11:00	40	1.82	3.57%	11:00	25	3.13	7.84%
12:00	40	1.82	3.57%	12:00	35	4.38	10.97%
13:00	52	2.36	4.65%	13:00	40	5.00	12.54%
14:00	58	2.64	5.18%	14:00	21	2.63	6.58%
15:00	53	2.41	4.74%	15:00	14	1.75	4.39%
16:00	105	4.77	9.38%	16:00	18	2.25	5.64%
17:00	151	6.86	13.49%	17:00	20	2.50	6.27%
18:00	81	3.68	7.24%	18:00	10	1.25	3.13%
19:00	59	2.68	5.27%	19:00	8	1.00	2.51%
20:00	57	2.59	5.09%	20:00	26	3.25	8.15%
21:00	33	1.50	2.95%	21:00	15	1.88	4.70%
22:00	13	0.59	1.16%	22:00	9	1.13	2.82%
23:00	17	0.77	1.52%	23:00	8	1.00	2.51%
Grand Total	1,119	50.86	100.00%	Grand Total	319	39.88	100.00%
Average per Hour		2.12		Average per Hour		1.66	

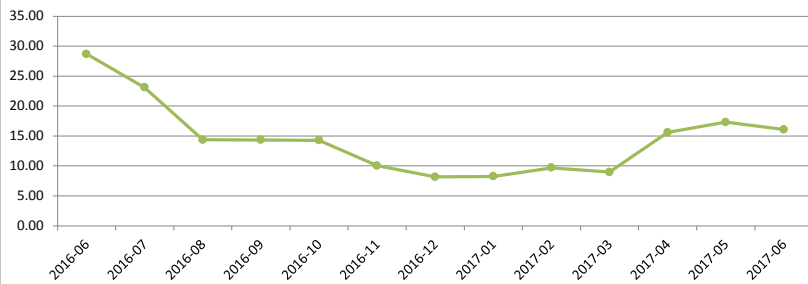
Average Trip Duration in Minutes

Including trips between 1 minute and 24 hours.

Starting in Oak Park

Month-Year	Number of Trips in Calculation	Mean Trip Duration in Minutes Overall	Registered Trips	Mean Registered Duration	Casual Trips	Mean Casual Duration	
2016-06	48	28.71	25	12.21	23	46.64	1,378
2016-07	1,655	23.11	1,151	13.08	504	46.01	38,244
2016-08	1,952	14.39	1,574	9.36	378	35.31	28,089
2016-09	1,629	14.35	1,355	9.35	274	39.07	23,375
2016-10	1,352	14.29	1,107	10.90	245	29.63	19,326
2016-11	848	10.07	776	8.61	72	25.74	8,537
2016-12	338	8.19	330	8.06	8	13.72	2,769
2017-01	443	8.26	427	7.80	16	20.36	3,658
2017-02	621	9.70	584	7.60	37	42.75	6,021
2017-03	558	8.96	535	7.64	23	39.64	4,999
2017-04	946	15.61	782	9.75	164	43.52	14,764
2017-05	1,147	17.30	930	9.30	217	51.57	19,838
2017-06	1,437	16.09	1,127	10.32	310	37.04	23,120
2016	7,822	15.56	6,318	10.16	1,504	38.26	121,718
2017	5,152	14.05	4,385	9.07	767	42.54	72,400
Total	12,974	14.96	10,703	9.71	2,271	39.71	194,117

Average Trip Duration in Minutes



Trip Origin & Destination

Including trips greater than or equal to 1 minute.

Oak Park

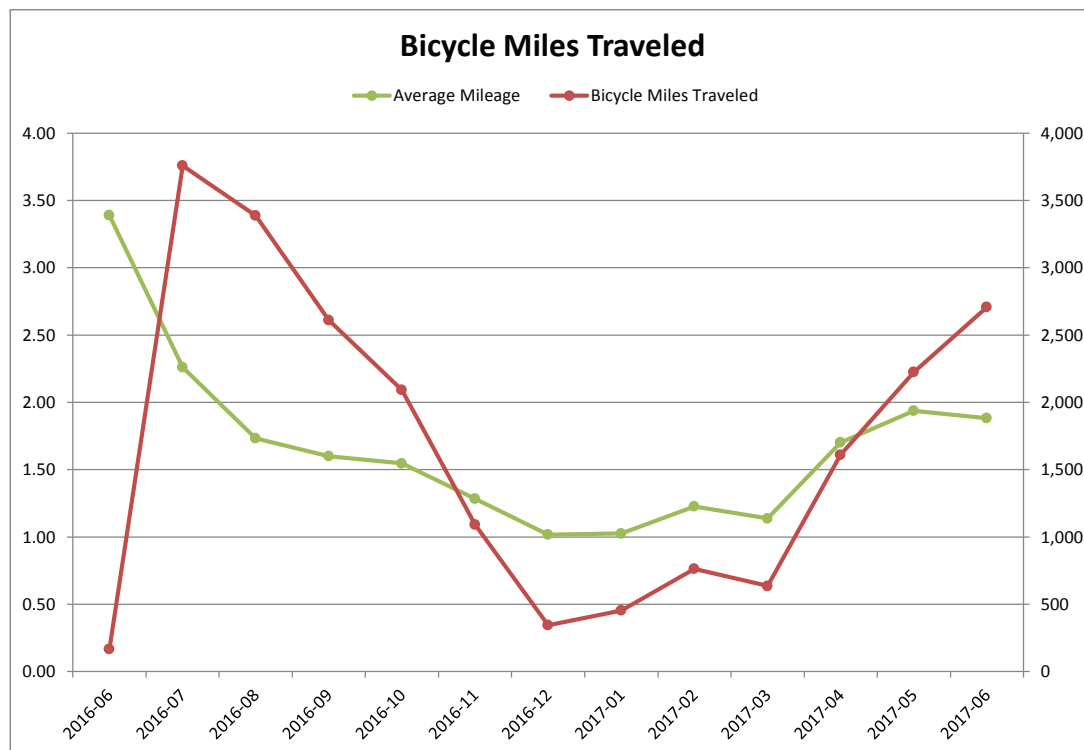
Station ID	Station	Jurisdiction	Trips Beginning	Origin %	Trips Ending	Destination %	Total Trip Segments	Relative %	Round Trips	Round Trip %
OP005	Marion St & South Blvd	Oak Park	235	16.34%	210	14.76%	445	15.55%	36	8.09%
OP001	Forest Ave & Chicago Ave	Oak Park	226	15.72%	200	14.05%	426	14.89%	27	6.34%
OP004	Forest Ave & Lake St	Oak Park	186	12.93%	205	14.41%	391	13.67%	35	8.95%
OP007	Ridgeland Ave & Lake St	Oak Park	136	9.46%	143	10.05%	279	9.75%	22	7.89%
OP008	Wisconsin Ave & Madison St	Oak Park	135	9.39%	133	9.35%	268	9.37%	5	1.87%
OP006	Oak Park Ave & South Blvd	Oak Park	124	8.62%	119	8.36%	243	8.49%	12	4.94%
OP002	Cuyler Ave & Augusta St	Oak Park	87	6.05%	99	6.96%	186	6.50%	11	5.91%
OP011	Oak Park Ave & Harrison St	Oak Park	67	4.66%	74	5.20%	141	4.93%	9	6.38%
OP013	Lombard Ave & Garfield St	Oak Park	79	5.49%	53	3.72%	132	4.61%	3	2.27%
OP010	Lombard Ave & Madison St	Oak Park	37	2.57%	73	5.13%	110	3.84%	0	0.00%
OP012	East Ave & Garfield St	Oak Park	47	3.27%	46	3.23%	93	3.25%	8	8.60%
OP009	East Ave & Madison St	Oak Park	39	2.71%	36	2.53%	75	2.62%	0	0.00%
OP003	Humphrey Ave & Ontario St	Oak Park	40	2.78%	32	2.25%	72	2.52%	3	4.17%
	Total		1,438	100.00%	1,423	100.00%	2,861	100.00%	171	5.98%

Bicycle Miles Traveled

Including trips greater than or equal to 1 minute; trips longer than 2 hours were considered to be 14.912 miles.

Starting in Oak Park

Year-Month	Total		Registered		Casual	
	Bicycle Miles Traveled	Average Mileage	Bicycle Miles Traveled	Average Mileage	Bicycle Miles Traveled	Average Mileage
2016-06	166	3.39	38	1.52	128	5.34
2016-07	3,759	2.26	1,618	1.40	2,141	4.22
2016-08	3,388	1.73	1,818	1.16	1,570	4.13
2016-09	2,610	1.60	1,574	1.16	1,036	3.75
2016-10	2,093	1.55	1,305	1.18	787	3.20
2016-11	1,091	1.28	860	1.11	230	3.20
2016-12	344	1.02	330	1.00	14	1.70
2017-01	455	1.03	414	0.97	40	2.53
2017-02	763	1.23	567	0.97	197	5.31
2017-03	636	1.14	508	0.95	128	5.34
2017-04	1,611	1.70	911	1.16	700	4.27
2017-05	2,226	1.94	1,090	1.17	1,136	5.21
2017-06	2,708	1.88	1,453	1.29	1,255	4.05
2016	13,451	1.72	7,545	1.19	5,906	3.90
2017	8,398	1.63	4,941	1.13	3,456	4.49
Grand Total	21,849	1.68	12,486	1.17	9,363	4.10



Bicycle Miles Traveled per Day

Including trips greater than or equal to 1 minute; trips longer than 2 hours were considered to be 14.912 miles

Starting in Oak Park			
Date	Total	Registered	Casual
2017-06-01	69.71	62.57	7.14
2017-06-02	91.84	69.72	22.12
2017-06-03	99.54	45.36	54.18
2017-06-04	165.04	68.43	96.61
2017-06-05	71.61	61.92	9.69
2017-06-06	74.63	52.64	22.00
2017-06-07	77.45	46.09	31.35
2017-06-08	124.27	77.25	47.01
2017-06-09	108.79	55.45	53.34
2017-06-10	142.19	44.87	97.31
2017-06-11	76.93	38.21	38.72
2017-06-12	110.83	56.96	53.88
2017-06-13	58.22	43.27	14.96
2017-06-14	61.14	35.36	25.79
2017-06-15	50.21	50.21	
2017-06-16	57.23	44.48	12.75
2017-06-17	54.53	19.94	34.58
2017-06-18	89.00	5.99	83.00
2017-06-19	44.95	41.20	3.75
2017-06-20	90.42	59.85	30.58
2017-06-21	133.17	62.27	70.91
2017-06-22	76.78	59.95	16.83
2017-06-23	84.59	36.48	48.11
2017-06-24	139.05	35.83	103.22
2017-06-25	120.40	35.07	85.33
2017-06-26	107.77	53.80	53.98
2017-06-27	77.41	61.71	15.70
2017-06-28	39.05	34.15	4.90
2017-06-29	98.81	51.97	46.84
2017-06-30	112.09	41.54	70.54
Total	2,707.65	1,452.53	1,255.13
Average	90.26	48.42	43.28

Calories Burned (43 calories/mile traveled)
Including trips greater than or equal to 1 minute.

Starting in Oak Park			
Date	Total	Registered	Casual
2017-06-01	2,998	2,690	307
2017-06-02	3,949	2,998	951
2017-06-03	4,280	1,950	2,330
2017-06-04	7,097	2,943	4,154
2017-06-05	3,079	2,662	417
2017-06-06	3,209	2,263	946
2017-06-07	3,330	1,982	1,348
2017-06-08	5,344	3,322	2,022
2017-06-09	4,678	2,384	2,293
2017-06-10	6,114	1,930	4,184
2017-06-11	3,308	1,643	1,665
2017-06-12	4,766	2,449	2,317
2017-06-13	2,504	1,860	643
2017-06-14	2,629	1,520	1,109
2017-06-15	2,159	2,159	0
2017-06-16	2,461	1,913	548
2017-06-17	2,345	858	1,487
2017-06-18	3,827	258	3,569
2017-06-19	1,933	1,772	161
2017-06-20	3,888	2,573	1,315
2017-06-21	5,727	2,677	3,049
2017-06-22	3,302	2,578	724
2017-06-23	3,637	1,568	2,069
2017-06-24	5,979	1,541	4,439
2017-06-25	5,177	1,508	3,669
2017-06-26	4,634	2,313	2,321
2017-06-27	3,329	2,653	675
2017-06-28	1,679	1,468	211
2017-06-29	4,249	2,235	2,014
2017-06-30	4,820	1,786	3,033
Total	116,429	62,459	53,971
Accounts	283	186	97

Date	Calories Burned	Average per Account		
		Total	Registered	Casual
2016-06	7,142	230.40	101.98	367.38
2016-07	161,653	367.39	393.08	350.10
2016-08	145,677	366.02	353.79	381.30
2016-09	112,244	319.78	303.58	348.02
2016-10	89,983	319.09	308.36	338.60
2016-11	46,899	250.80	237.16	319.44
2016-12	14,796	197.28	203.00	117.29
2017-01	19,548	201.52	204.68	174.09
2017-02	32,816	231.10	201.36	402.45
2017-03	27,351	192.61	180.48	262.50
2017-04	69,261	283.86	233.12	396.01
2017-05	95,698	338.16	251.88	503.60
2017-06	116,429	411.41	335.80	556.40
2016	578,393	327.97	319.04	353.27
2017	361,102	308.20	250.07	482.69
Total	939,496	320.12	290.79	396.86



Carbon Offset (0.68 lbs/mile traveled)

Including trips greater than or equal to 1 minute.

Starting in Oak Park			
Date	Total	Registered	Casual
2017-06-01	47.40	42.55	4.86
2017-06-02	62.45	47.41	15.04
2017-06-03	67.69	30.84	36.84
2017-06-04	112.23	46.53	65.69
2017-06-05	48.69	42.10	6.59
2017-06-06	50.75	35.79	14.96
2017-06-07	52.66	31.34	21.32
2017-06-08	84.50	52.53	31.97
2017-06-09	73.98	37.71	36.27
2017-06-10	96.69	30.51	66.17
2017-06-11	52.31	25.98	26.33
2017-06-12	75.37	38.73	36.64
2017-06-13	39.59	29.42	10.17
2017-06-14	41.58	24.04	17.53
2017-06-15	34.15	34.15	0.00
2017-06-16	38.92	30.25	8.67
2017-06-17	37.08	13.56	23.52
2017-06-18	60.52	4.07	56.44
2017-06-19	30.57	28.02	2.55
2017-06-20	61.49	40.70	20.79
2017-06-21	90.56	42.34	48.22
2017-06-22	52.21	40.77	11.45
2017-06-23	57.52	24.80	32.72
2017-06-24	94.55	24.36	70.19
2017-06-25	81.87	23.85	58.02
2017-06-26	73.28	36.58	36.70
2017-06-27	52.64	41.96	10.68
2017-06-28	26.55	23.22	3.33
2017-06-29	67.19	35.34	31.85
2017-06-30	76.22	28.25	47.97
Total	1,841.21	987.72	853.49
Accounts	342	211	131

Date	Carbon Offset	Average per Account		
		Total	Registered	Casual
2016-06	112.95	3.64	1.61	5.81
2016-07	2,556.37	5.81	6.22	5.54
2016-08	2,303.73	5.79	5.59	6.03
2016-09	1,775.02	5.06	4.80	5.50
2016-10	1,422.98	5.05	4.88	5.35
2016-11	741.65	3.97	3.75	5.05
2016-12	233.99	3.12	3.21	1.85
2017-01	309.13	3.19	3.24	2.75
2017-02	518.94	3.65	3.18	6.36
2017-03	432.52	3.52	3.08	7.92
2017-04	1,095.29	4.49	3.69	6.26
2017-05	1,513.37	5.35	3.98	7.96
2017-06	1,841.21	5.38	4.68	6.52
2016	9,146.68	5.19	5.05	5.59
2017	5,710.46	4.61	3.82	6.83
Total	14,857.14	4.96	4.54	6.01

