



SPECIAL REMOTE MEETING AGENDA

TRANSPORTATION COMMISSION – October 11, 2022 at 7:00p.m.

A Special Remote Meeting will be conducted with live audio and optional video of participants. The meeting will be available live at <https://us06web.zoom.us/j/89440874891> and archived online for on-demand viewing at www.oak-park.us/commissiontv the following day. Remote meetings are authorized pursuant to Section 7(e) of the Illinois Open Meetings Act. The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak.

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Remote Meeting Minutes
 - 3.1) September 13, 2022 Draft Transportation Commission Remote Meeting Minutes
- 4) Non-Agenda Public Comment

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

- 5) New Business
 - a) Removal of Daytime Parking Restrictions for On-Street Permit Parking on the 500 Block of South Maple Avenue Adjacent to Rush Oak Park Hospital
 - b) Climate Ready Oak Park & 2023 Workplan Development
 - c) Draft 2023 Transportation Commission Work Plan
- 6) Old Business
 - a) Review of Recommended Revisions to the Existing Overnight On-Street Permit Zones
- 7) Adjourn

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

DRAFT Meeting Minutes
Transportation Commission
Tuesday, September 13, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

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

Staff Liaison Juliano read the following statement into the record:

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

Roll Call

Present: Camille Fink, Garth Katner, Brian Straw (7:12 PM), Ron Burke

Absent: None

Staff: Parking & Mobility Services Manager Sean Keane, Parking Restrictions Coordinator (PRC) Takeshi Thompson, Village Engineer Bill McKenna, Staff Liaison Jill Juliano

Staff Liaison Juliano noted that with three Commissioners, there is a quorum. She mentioned that Commissioner Straw planned to attend and may arrive later.

Chair Burke noted that the Commission is down to only four Commissioners but hope to fill those empty spots soon.

2. Agenda Approval

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

The roll call vote was as follows:

Ayes: Katner, Fink, Burke

Nays: None

The motion passed unanimously 3 to 0.

Commissioner Fink asked for clarification regarding the inclusion of emails in the agenda packet that appear to have been part of the previous meeting. Staff Liaison Juliano explained

that emails that come in after the agenda is uploaded are read aloud at the meeting and then included with the meeting minutes so that they are available to the public.

3. Approval of the Draft August 9, 2022 Transportation Commission Meeting Minutes

Chair Burke mentioned that his impression from the previous meeting was that staff would be returning to the Commission with recommendations or options for how to proceed with the implementation of the Greenways Plan and he didn't see that fully captured in the minutes. Village Engineer Bill McKenna responded that staff was requesting input from the Commissioners to meet the intent from the Village Board to review the Bike Boulevard System to see if there were opportunities for dedicated or protected bike lanes. The Commission, and I agree, didn't think there were any realistic opportunities to modify that system for dedicated or protected lanes because of the parking impacts associated with that. The Commission decided that the next priority for the Boulevard System should be the implementation of the remainder of the Scoville Ave section. We asked the Commission to make sure that they'd reviewed everything and that if they had any recommendations, we could come back with a more formal item. We do intend to come back to the Commission at an upcoming meeting to get final direction from the Commission on any proposed modifications for dedicated or protected bike lanes before making a recommendation to the Board. There wasn't anything falling back on staff to modify that system for those opportunities. Chair Burke agreed, but didn't see anything in the minutes about the opportunity to focus on Scoville Ave. Village Engineer McKenna responded that the Scoville Ave direction from the Commission was sufficient enough for staff to proceed.

Commissioner Katner made a motion to approve the draft August 9, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Katner, Fink, Straw, Burke

Nays: None

The motion passed unanimously 4 to 0.

4. Non-Agenda Public Comment

None

5. New Business

None

6. Old Business

6a) PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 500 BLOCK OF SOUTH HARVEY AVENUE

Staff Liaison Juliano provided background information on the item before presenting traffic calming options generated by staff based on direction from the Commission at the July 12, 2022 meeting. The options include a pinch point, either north or south of the east-west alley, and the option of “Do Not Enter” signs being used in conjunction with either location of the pinch point. Installing the pinch point south of the alley keeps it farther away from the existing congestion near the Dunkin’ Donuts. It also allows southbound traffic to use the alley system instead of being funneled onto the residential portion of the block. With a pinch point north of the alley, you will have even more congestion because of northbound vehicles trying to traverse that area. With congestion, drivers often become frustrated and are more likely to make aggressive movements, increasing the likelihood of crashes. If a “Do Not Enter” sign is also used, having the pinch point south of the alley allows traffic moving southbound to either make use of the alley system or turn around in the Dunkin’ Donut driveway, whereas if it is used on a pinch point north of the alley, drivers can only use the Dunkin’ Donuts driveway or make an illegal U-turn. Staff’s preferred option is to install the pinch point south of the alley and only put up “Do Not Enter” signs if the Commission believes there is a need for additional signage.

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

Q: Would people still make U-turns or go down the east-west alleys if a “Do Not Enter” sign was posted near the pinch point and they thought they couldn’t legally go south? A: Yes, they could still go down the alley. It’s preferred that we put the pinch point to the south so that when they see the “Do Not Enter” sign, they do have a place to turn and go through. If you had a sign posted and the pinch point to the north, the only legal movement would be to turn into Dunkin’ Donuts and turn around there before coming back out.

Q: Is this really addressing the congestion issue, other than in the area beyond the pinch point? A: Once people start to see the new mitigation factors, they will likely stop turning down S Harvey Ave off of Madison St.

Q: Are there examples of the pinch points elsewhere in the Village and if so, did they work well? A: They are used on the 1200 blocks of N Lombard Ave and N Taylor Ave and they have worked well.

Q: Is there a cul-de-sac at the Dunkin’ Donuts on Roosevelt Rd? A: Yes, there is a cul-de-sac on S Grove Ave, north of the Dunkin’ Donuts.

Q: Was that approach was considered by staff for this location? A: Cul-de-sacs and diverters are not approved measures for this. We did not have any traffic calming recommendations at the last meeting based on the traffic data and the accidents that we saw on that block. The traffic concerns were primarily up by the Dunkin’ Donuts, but they were happening without accidents. The Commission did ask staff to look at a couple

options to address the concerns of the residents and the Commissioners and that's what's being presented tonight. These are not recommendations from staff to address traffic concerns, it is information staff is providing that was requested by the Commissioners.

Q: Would it be a Commission recommendation presented in opposition to the staff recommendation if it were to move forward? A: It depends on what the Commission chooses to recommend. Staff generally prefers to go with the least restrictive option to address any concerns. If there are no traffic issues to address from staff's perspective, some of these options are excessive. The "Do Not Enter" sign creates issues for access and enforcement and the pinch point north of the alley creates actual safety concerns where there current aren't any. We certainly couldn't support anything north of the alley. A pinch point south of the alley as a standalone measure has limited negative impacts, mainly loss of parking spaces.

Q: With a pinch point, either north or south of the alley, would it be possible to have bicycle pass-throughs or a small bike lane along the curb so that bikes aren't being pushed into a single lane of traffic? A: There is not enough width to allow for that, even with a substandard 4 ft bike lane.

Q: Will this be costly to install? A: This is relatively expensive because it would include drainage work, which exponentially increases the cost. The standalone pinch point that was just approved by the Village Board on N Taylor Ave, just north of Chicago Ave, was \$6,000 because we didn't have to deal with drainage. An improvement like this will probably be \$20,000 plus. If this is what's recommended, we'll certainly refine the design to make sure that we get the most cost-effective design that still meets the intent. The Village does have funds in the 2022 budget and the 2023 proposed budget for traffic calming measures as recommended by the Commission.

Q: Is it possible to push the pinch point farther south to avoid the existing storm drains? A: It would still block flow from the south to the catch basin and a storm drain would still need to be added.

Miriam Armstrong shared her concern about additional cars using the alley as it is narrow, and her garage opens into the alley. She is concerned that additional traffic will make it unsafe for her to use her garage if the pinch point is south of the alley.

Melanie spoke about how her garage also faces the alley and because it is already a heavily trafficked alley, she faces difficulties getting in and out of her garage, speeding cars, and excessive litter. The volume of cars and speeding is so bad that they already have speed bumps in the east-west alley on the east side of S Harvey. She is concerned that the situation could be made even worse by these proposed changes.

Chair Burke asked Melanie if she has a sense of where all of the cars in the alley are coming from. She noted that many are coming from or going to Dunkin' Donuts or simply going through the alley to avoid traffic on Madison St.

Beth reiterated the concerns of her neighbors who previously spoke and mentioned that there is also commercial traffic in the alley from those avoiding Madison St. She appreciates that the options suggested did not include a cul-de-sac as she'd like to be able to access her home from different directions. She asked if the bump outs would be just concrete or landscaped and if landscaped, who would be responsible for maintaining it. Staff responded that depending on the proximity of any parkway trees and any conflicts that might cause, at a minimum the Village would install sod. It would be maintained by the homeowners, just like the rest of the parkway. If the Village chooses to landscape those bump outs, the landscaped part would fall on the Village's annual landscape maintenance contractor to maintain, but we wouldn't be mowing grass. Beth asked if the pinch point would cause any flooding issues in front of her home. Staff responded that these don't normally create any kind of sewer issues and the storm drain that would be added would grab the flow of water from along the curb line.

Nat supports both pinch point options, despite hoping for a cul-de-sac. He noted that delivery trucks for Dunkin' Donuts often park on S Harvey Ave to unload and just this week he saw one that parked blocking the alley. He believes that placing the pinch point north of the alley will help address this issue and while it may impact traffic, it will shift the burden of controlling traffic to the Dunkin' Donuts, who is responsible for it.

Jesse Gallagher expressed his gratitude to the Commissioners and staff for investing time and resources to come up with viable and sensible options and for listening to the concerns of the residents on the block.

Dave Lucas Kamm echoed the sentiments of Nat and Jesse. He did note that as the Commission moves forward, they consider the traffic diversion measures recently introduced on Wesley Ave near the American House Senior Living residences and on Chicago Ave near the Maple Place Apartments that divert traffic to the north.

Chair Burke asked staff if they'd considered using signage to make the alleys one-way to limit some of the cut-through traffic. Staff responded that they did not look at limiting alley directions of traffic with this. A portion of the alley west of S Harvey Ave is owned by the Park District of Oak Park (PDOP) and they will be using that for deliveries. There are concerns with creating one-way alleys for access for deliveries and commercial vehicles. The alley traffic wasn't something staff was trying to mitigate with this, so we didn't look at those options and we would likely not be supportive of that in this area.

Chair Burke noted that his recollection was that one of the goals flagged was to limit traffic through the alleys to get to and from Dunkin' Donuts, but he understands that that wasn't staff's focus. Staff responded that as the residents mentioned, there is a process

for seasonal speed bumps in alleys and they've taken advantage of that. Those are pretty aggressive and effective at slowing most vehicles down, but there are always going to be cars that choose to do what they want.

Commissioner Fink asked staff to explain again why the north option is not the ideal one, and if they chose that one would it address some of the access concerns from the neighbors on the corners. Staff responded that with having the pinch point south of the alley and having a "Do Not Enter" sign at the pinch point, it allows vehicles to turn into Dunkin' Donuts as a legal movement but also to go through the east-west alleys. If you have it north of the alley, vehicles have to go to Dunkin' Donuts, turn around at Dunkin' Donuts, or try to make a three-point turn. Also, having the pinch point so close to where it's normally congested would make it more difficult for northbound cars to maneuver through the portion north of the alley and exacerbate the congestion. In terms of alley access, if there is no "Do Not Enter" sign on the pinch points, vehicles can still proceed through the pinch point north of the alley and continue down the alley just like they could proceed southbound through the pinch point to the south of the alley.

Jan Arnold, from the PDOP, explained the considerations that were made when designing the Community Rec Center (CRC) to help prevent further issues on S Harvey Ave. They have tried to be a good neighbor by making the most of their footprint with parking on site, adjusting the exit on S Harvey Ave to turn toward Madison St, having an arm preventing people from entering the exit on S Harvey Ave, having an entrance and exit on Highland Ave, and encouraging walking and biking to the facility.

Addie Husbands shared that traffic into Dunkin' Donuts regularly extends in both directions.

The Commissioners discussed the following items:

- Whether cost should be a concern for the Commissioners to ensure that the recommendation they make is adopted by the Board
- The various trade-offs associated with all of the options presented
- If congestion will ease over time with the pinch point north of the alley as drivers realize it's no longer convenient to use as a thoroughfare
- The effectiveness and enforceability of "Local Traffic Only" or "No Through Traffic" to discourage driving through the alleys
- If the alley issues should be included as part of the recommendation
- The option of installing the pinch point north of the alley, but having the "Do Not Enter" signage on the south side of the pinch point to prevent cars travelling northbound
- If more traffic is moving northbound or southbound
- Potential exacerbation of congestion from the CRC

Commissioner Straw made a motion that the Commissioners accept the pinch point proposal south of the alley roughly as drawn on Exhibit C, but also 1) include “Do Not Enter” signage preventing southbound traffic from entering the local section of the 500 block of S Harvey Ave and 2) implement either “Local Traffic Only” or “No Through Traffic” signage going into the commercial alleys travelling east or west that are perpendicular to the 500 block of S Harvey Ave. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Straw, Fink, Katner, Burke

Nays: None

The motion passed unanimously 4 to 0.

6b) REVIEW OF RECOMMENDED REVISIONS TO THE EXISTING OVERNIGHT ON-STREET PERMIT ZONES

Chair Burke provided background information regarding the Commission’s activity to date with this item, including the direction to staff at the July 12, 2022 to send out another notice to impacted residents that was more detailed and that allowed for sufficient time for the submittal of public comment.

Parking and Mobility Services Manager Sean Keane confirmed that staff customized the notices to each of the seven zones and also provided maps. He noted that staff received a lot more substantive public comment from the community this time.

PRC Takeshi Thompson presented the item to the Commission, including additional background information starting with the implementation of the Parking Pilot Program. She then went through all of the seven zones with proposed changes, showing maps that illustrate both the current boundaries of the zones and the proposed new boundaries. She then shared a table that breaks down the number of active permits, available permits, and number of additional spaces that are being proposed for each zone. She also noted that the proposed changes only increase the number of available overnight on-street permit parking spaces, not the number of permits that will be sold. The increase in parking spaces will help address the difficulties that some of the permit holders have when trying to find parking close to where they live.

Commissioner Straw asked if any changes were made to the maps since we last saw them. Staff responded that they didn’t modify the original recommendations that have been previously discussed but are open to revisions if that’s what the Commission decides. Compromises could be made, and staff understands that based on testimony, the recommendation will likely change tonight.

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

Frank Acevedo understands the need for the expansion, but is opposed to it because the expansion, particularly in the zone where he lives, is significant. He noted that there are already a number of accidents in his neighborhood due to parked cars that lower visibility and is concerned that adding more parked cars to the area will exacerbate the issue.

Sarah Geinosky lives in a multi-family unit building and believes that multi-family units are important to the character and economy of Oak Park. Parking is very frustrating for her because of managing multiple permits, moving her car for street cleaning or snow removal, and not being able to park in front of where she lives. This also affects her neighbors, including those who have limited mobility, are coming home late at night, or have children. She strongly supports the proposed changes.

Lori supports the proposal of adding spaces to one side of the street instead of both in order to better accommodate everyone on the block. She uses the overnight guest passes for her elderly parents when they come to visit from out-of-state and it would be a burden to not have that option in the future. She also suggested that if additional spaces are needed beyond one side of the street, the Commission and staff look to other nearby streets to find those additional spaces.

Stephen spoke on behalf of his father Isaac Johnson, sharing that he chose to raise his family in Oak Park due to among other things, historic neighborhoods that are maintained with high standards. He is strongly opposed to the proposed increase of overnight on-street permit parking because he believes it will degrade the high standards that the neighborhoods are known for, will impact the suburban feel, and will decrease property values. The homeowners on his block are concerned that their guests will have nowhere to park and he is concerned that the interests of longtime homeowners are being displaced to accommodate renters who only live there temporarily.

Carla shared her opinion as someone who has both rented and owned in Oak Park. She is supportive of adding additional spaces on only one side of the street, particularly on side streets, to make spaces available for those with guests. She also believes it will make it easier for snow and leaf removal, which has been a concern before.

Following the presentation and public testimony, the Commissioners discussed the following topics:

- Allowing permit parking on only one side of the street
- Potential impacts to temporary overnight passholders
- Improving sightlines at intersections that may be impacted by additional parked cars
- How to balance the needs of everyone on the block (renters, homeowners, other community members who park on blocks for events or services)
- The potential redistribution of where permit holders will park
- The need to re-evaluate in the future to make sure that it is working as intended

- If permit parking is only allowed on one side of the street, how will the side be determined

Chair Burke asked staff to clarify that a relatively small number of cars will be moving to a different spot. Staff responded yes, and that was why they showed the maps where permit holders currently reside. The initial recommendation for both sides of the street was made under the assumption that passholders and permit holders be intermixed, but staff was unable to make that happen from an enforcement standpoint. Staff does support one side given that passholders have to be separate from permit holders.

Commissioner Straw suggested that the Commissioners and staff work through each zone to determine which side of which streets would have permit parking added and which would remain the same. The other Commissioners and staff agreed that this would be helpful but expressed concerns about addressing it at the late hour and without really taking the time to consider the best options. Commissioner Straw also expressed concerns about a decision on this item being further delayed. After some discussion amongst the Commissioners, the decision was made to table the item until the next meeting, at which point staff would provide additional information and an updated table to allow the Commissioners to continue the discussion.

7. Other Enclosures

7a) POSSIBLE SECOND MEETING IN SEPTEMBER TO DISCUSS THE DRAFT 2023 WORK PLAN

Staff Liaison Juliano noted that the Commission has a full docket already and suggested the possibility of having a second meeting on September 27, 2022 to draft the 2023 Work Plan without taking time away from a regular meeting. She also mentioned that Marcella from Sustainability would also like to come back and discuss the transportation-related items from the Climate Action Plan. She noted that this makes sense to do when drafting the work plan in case there are items that should be added based on that discussion.

Chair Burke asked if staff could be ready to discuss the overnight permit parking expansion at that meeting, if time allows. Parking and Mobility Services Manager Keane responded that they could be ready.

Commissioner Straw requested that Sustainability provide a written version of their presentation to the Commissioners ahead of time to help keep the presentation short and allow for discussion without taking too much time away from the other items that need to be addressed.

Staff agreed to convey that request.

7b) TRANSPORTATION COMMISSION MEETINGS REMAIN REMOTE

Staff Liaison Juliano confirmed that Commission meetings will remain remote until direction is received from the Village Board or other officials indicating otherwise. The Commission is not able to make this decision on its own.

7c) TRUSTEE WALKER-PEDDAKOTLA'S RESIGNATION

Staff Liaison Juliano confirmed the resignation of Trustee Walker-Peddakotla, who was the Trustee Liaison to the Transportation Commission. The search for a new trustee is underway and staff is expected to know who the new trustee is in early November. After that, the trustee will be appointed as the Trustee Liaison to the Transportation Commission.

Chair Burke commented that Meghann Moses stepped down from the Commission and noted that he appreciated her service.

8. Adjourn

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

The roll call vote was as follows:

Ayes: Straw, Fink, Katner, Burke

Nays: None

The motion passed unanimously 4 to 0.

The meeting adjourned at 9:47 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

From: [REDACTED]
To: [Transportation](#)
Subject: Permit parking on 300 S Lombard
Date: Friday, September 9, 2022 12:51:32 PM

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

Hello,

I live at [REDACTED] and have concerns about allowing additional parking on our block. Many people use Lombard as a through street and go very fast. It's also a narrow street and two cars cannot get by each other at the same time. If there are more parked cars on the street there will be nowhere to move over to let other cars by. I can see this leading to accidents because people who are not familiar with how narrow the street is tend not to pull over and don't reduce their speed.

I'm including my contact information below if you have any questions.

Sincerely, Amy Long

[REDACTED]

From: [REDACTED]
To: [Transportation](#)
Subject: RE: Overnight On-Street Permit Parking on 300 S Harvey
Date: Friday, September 9, 2022 12:55:17 PM

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
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To Whom It May Concern

I do not agree with allowing permit parking on both sides of 300 S. Harvey Ave. I feel that this lowers our property value because residents or resident guests can rarely find available parking on the street; trash is left on our lawns; it is a danger to children on the block; it is difficult to get down the block with parking on both sides; and snow and leaf removal are difficult with parking on both sides. I also feel that permit/street parkers are not considerate of block residents. Besides leaving their trash on our lawns, they continue to stay parked on the street during our block parties even though it is only one day twice a year and they are given multiple days notice prior to the occurrence.

I urge the committee at the very least to only allow permit parking on ONE SIDE of the street. I also urge the committee to open up permit parking to one side of more streets to spread out the cars if not to ALL STREETS in Oak Park. No one in particular wants permit parking on their block. Since we are all in this mess together and previous condo/apartment builders were not made to ensure that they provided adequate parking for their residents, I feel that we should all have to deal with some of the street parking that is now needed instead of crowding a few streets in different areas. If permits are allowable for one side of all streets, all Oak Park residents are sharing in the solution to this problem and the property values will not be affected. In the future, I feel that all new or remodeled buildings that will be used for condos/apartments/senior living, etc. should be required to provide some form of parking structure for their residents rather than forcing the community to absorb their parking needs and crowding our streets. We have all chosen to live in a suburb and pay the taxes to live here. Please don't make our village like the City of Chicago with congested, dirty, unplowed streets.

Lastly, I would also like to urge better enforcement of parking restrictions.

Thank you,
Jacqueline Zdziarski-West

From: [REDACTED]
To: [Transportation](#)
Subject: Zone Z7 overnight street parking
Date: Friday, September 9, 2022 4:56:56 PM

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
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Hello,

I'm emailing to voice my opposition to the proposed change in Z7 permit parking. My husband and I have lived at [REDACTED] since 2007. One of the reasons we chose Oak Park over Berwyn or remaining in Chicago when purchasing our home is the fact that parking is not permitted overnight on a permanent basis. Having cars parked up and down the street was something we were attempting to get away from when we left the city. It is for this reason that we didn't blink an eye at the fact that the house we wanted to purchase was on a block that included both single family and multi-unit homes.

The permit is for overnight, but the majority of cars parked for the overnight permit period remain there all day long many times for days at a time. This will make it difficult or sometimes impossible for a car to pull over to pick up or drop off children (and adults) living on Oak Park Ave. The traffic does not allow for a car to idle in middle of the street while waiting for someone to come out of a home or to watch to see that a person has safely entered, the way it can be done on a side street. The ability to be able to pull into a parking lane is necessary.

In addition if the zoning is expanded my neighbors and I lose the ability to have guests stay past eleven because their cars do not have a permit. On numerous weekends when we (both my home and my neighbors) have family in town we lose the ability to use an overnight parking pass because those cars don't have a Z7 permit. Why because we live on a busy street on a block that includes both single family and multi-unit homes is parking in front of our homes twenty four hours a day for potentially days at a time considered ok, when this is not the case for those living one street east or west of me?

It appears that the majority of permit holders reside between Fillmore and Roosevelt road. Why not allow for Z7 zoned parking around Euclid Park, where there aren't residents? Or along east-west streets that don't have people's front doors along them?

Lastly, the letter states that number of permits will not increase, only the area that the parking is allowed will be expanded. If this permit change passes, how is this going to be guaranteed? In three, five, or ten years when there is an increased demand for permits and the village is looking for additional revenue, what is going to keep the next group of elected officials from increasing the number available?

Sincerely,

Theresa Callero

From: [REDACTED]
To: [Transportation](#)
Subject: Proposed Overnight permit parking
Date: Sunday, September 11, 2022 9:33:12 AM

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

The proposed overnight permit parking along Randolph west of East avenue will have a negative impact on Good Shepherd Lutheran Church's activities. The current parking along Randolph has caused me to find a different location to park when going to the church. The proposed overnight permit requirement would make parking near the church more of a problem for more people.

Mitch Theys
Resident of Oak Park
Member of Good Shepherd Lutheran Church

From: [REDACTED]
To: [Transportation](#)
Cc: [REDACTED]
Subject: Permit parking proposal on Randolph
Date: Sunday, September 11, 2022 10:16:45 AM

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My family and I have been members of Good Shepherd Lutheran Church since 1982. Members of, visitors to and event attendees would be disadvantaged by the proposed 9 pm parking restriction on Randolph Street. Services, concerts, meetings, and other events often last well beyond 9 pm. What a surprise would it be for a member or visitor to come out of a Christmas Eve service and find a ticket on their windshield. Given Oak Park's proclivity to ticket the unknowing or forgetful, the Village's assurance that warning signs would not be enforced on such an occasion would fall on these deaf ears.

What is the need for such a change? If local residents need permit parking, then put such signs on East Avenue and limit it to particular areas that take all people's interests into account. Or, have the permit parking area and its signs commence at 11 pm and not apply on Holidays. Good Shepherd members, visitors, attendees and guests should not be punished for parking next to the church on Randolph when events last beyond 9 pm.

Thank you.

Carl and Linda Fisher
[REDACTED]

Sent from my iPhone

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Transportation](#)
Subject: Overnight On-Street parking meeting Sept 13th 2022
Date: Tuesday, September 13, 2022 8:32:57 AM

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Statistically, more cars on the street increase crime opportunity. Additionally, more cars make passing difficult and snow removal erratic, because people do not move their cars. We reside near an already existing allowed parking area, the congestion on the corner of Iowa and Humphrey is unsightly, and congested. Often car alarms go off at night, and people park in the crosswalk.

If we have a vote, we vote no thank you. We appreciate the opportunity to speak.

Dr. Kim Habel

From: [REDACTED]
To: [Transportation](#)
Subject: for the record, transportation committee meeting Sept 13, 2022
Date: Tuesday, September 13, 2022 6:23:16 PM
Attachments: [Sept 13 Transportation Committee.docx](#)

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments.
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Please read the attached statement at tonight's meeting. Also below:

Since moving to [REDACTED] in the Spring of 2019, there has been constant disruption to the peaceful enjoyment of this neighborhood. Travel lanes on Madison were reduced for bike lanes. Parking displacement during multiple weeks of Fargo filming. Removal of buildings on both sides of Madison in the 400-500 block. Permanent closure of Euclid to South of Madison followed by a year and a half of construction on senior housing. Frequent displacement of parking for new utilities in preparation for Pete's Market, followed by the recent, permanent closure of Euclid Ave to the North of Madison.

Now residents of the 400 block of Euclid have another several years ahead with inconvenience, noise, dust, construction equipment, contractor parking and traffic during the build of the 4th grocery store within a 10 minute walk. There is already a Pete's Market on Lake Street, literally one mile away.

Adding insult to injury, we no longer have direct access to Madison Ave, by foot or by car. Adding Y5 parking does not help if one can not get to their home from the parking space. Why do we pay more to park on our own street than areas with less density? I pay nearly \$700 a year for the 'privilege' of parking near my home, overnight only. The cost of a permit should be reduced, or limited to people who live on the street in question if there is not enough room or no access to adjacent parking areas.

Adding Y5 parking to Madison does not help. Parking needs to be removed on Madison to expand dedicated turn lanes and reduce congestion. Bike lanes need to be removed for safety. The street is a main thoroughfare with traffic that will only increase with market patrons, staff and the many delivery trucks to stock the store.

I support the idea of streamlined rules and regulations, but we need to address the issue that there are simply too many regulations, conflicting or vague information and bizarre conditions.

- No parking on the east side Tues 8-10 am. No parking on the west side Wed 8-10 am. Why? The street is rarely, if ever cleaned.
- If there is 2" of snow, no parking on odd days on the odd side of the street. What if that conflicts with street cleaning above?

- Y5 overnight parking 10 pm to 6 am. What is or is not allowed from 6 am to 8 am?
- There are no signs that all parking is limited to those with city licenses, or you must have a guest permit. How does a non-resident of Oak Park know they are not allowed to park overnight in non-zoned areas?

Lastly, I beg that the parking regulations be adjusted for snow emergency parking. Of course our cars need to be removed to address the hazards of a storm, but why is it on the residents to pay additional fees and/or be further inconvenienced by parking still farther away in 50% fewer spaces.

Thank you.

Lynda Myers

[REDACTED]
[REDACTED]

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: **Motion to Concur With Staff's Recommendation to Remove Daytime Parking Restrictions and Remove On-Street Overnight Permit Parking on the 500 Block of South Maple Avenue (north of the Cul de Sac) and Monroe Street, Between Harlem Avenue and Maple Avenue.**

Review Date: October 11, 2022

Prepared By: Sean Keane, Parking & Mobility Services Manager

Abstract:

The Village of Oak Park received a request from Tony Palumbo, Director of Facilities at Rush Oak Park Hospital, to remove all daytime parking restrictions and on-street overnight permit parking on the 500 block of South Maple (north of the Cul de Sac) and Monroe Street, between Harlem Avenue and Maple Avenue, adjacent to Rush Oak Park Hospital.

The 500 block of South Maple Avenue (north of the Cul de Sac) currently has:

- 1.) 3 hour parking restrictions from 8 A.M to 8 P.M
- 2.) No Parking 8 A.M to 10 A.M on Wednesday for street cleaning
- 3.) No Parking Loading Zone Authorized Vehicles Only 10 A.M to 4 P.M Monday to Friday
- 4.) On-Street Overnight Permit Parking (Zone Y3) is located on the west side of the 500 block of South Maple Avenue and on the South sides of Monroe Street, between Harlem Avenue and Maple Avenue.

All traffic and safety-related signage is proposed to remain. Also, as with all public streets, parking is prohibited between the hours of 2:30 A.M. and 6 A.M.

The 500 block of South Maple and the portion of Monroe Street in question are public rights-of-way, however, the Rush Oak Park Hospital campus is the sole private landowner in the immediate vicinity. These restrictions and permit parking were originally established due to the residential properties that existed on the west side of the 500 block of S. Maple Avenue. These properties now serve as a parking lot for the hospital. Given the campus nature of this area of the Village, staff is in agreement with the request of the hospital to remove the daytime parking restrictions. Additionally, based on an analysis of the overall demand and the addresses of current Y3 permit

holders, staff believes the removal of the Y3 spaces would not cause burden to permit holders.

Additionally, staff collected vehicle count data, as summarized in the table below, to verify that these spaces are not heavily utilized by permit holders.

DATE	TIME	# OF VEHICLES
10/6/22	12:00 A.M.	0
10/6/22	5:00 A.M.	0
10/7/22	12:00 A.M.	0
10/7/22	5:00 A.M.	0

Staff Recommendation(s):

Staff recommends the removal of daytime parking restrictions and on-street overnight permit parking on the 500 block of South Maple Avenue (north of the Cul de Sac) and Monroe Street, between Harlem Avenue and Maple Avenue.

- Item 5a Page 3

Village of Oak Park
Transportation Commission Agenda Item

Item Title: **Climate Ready Oak Park & 2023 Workplan Development**

Review Date: October 11, 2022

Prepared By: Marcella Bondie Keenan

Abstract (briefly describe the item being reviewed):

Provide an overview of the immediate next steps of Climate Ready Oak Park and discuss where the plan will fit into the 2023 work plan. Review of plan development process with emphasis of community feedback and data relevant to transportation. Discussion of plan goals that are prioritized for 2023. Chair facilitates discussion of Climate Ready Oak Park inclusion in 2023 workplan. Commissioners identify specific Climate Ready Oak Park actions to advance, and develop desired outcomes, metrics, and timelines.

Staff Recommendation(s):

Staff recommends considering inclusion of applicable *Climate Ready Oak Park* actions into Transportation Commission work.

Supporting Documentation Is Attached

1. *Climate Ready Oak Park* full plan [weblink](#)
2. *Existing Conditions and Vulnerability Assessment* [weblink](#)
3. *Climate Ready Oak Park* Executive Summary
4. *Climate Ready Oak Park* Short-Term Implementation Plan



Climate Ready Oak Park

Executive Summary

July 2022

Introduction: Our Time Is Now

The decisions we make today will determine how climate change will affect us in the future. Climate change presents many interrelated dangers to human and ecosystem health, food and water supply, and transportation and energy reliability. Marginalized communities, who are already coping with systemic inequities, are more likely to be harmed by a climate disaster. If the world continues with “business as usual,” climate change impacts are predicted to become increasingly destabilizing.

Climate Ready Oak Park is a long-range community plan that provides a roadmap to a different future. The actions included will help Oak Park lower greenhouse gases, support biodiversity, and adapt to climate change – and at the same time, grow human connection, support local businesses, and become a more equitable community.

Vision: Oak Park, 2050

As a net-zero greenhouse gas emissions community, Oak Park is doing its part to help the world avoid the worst impacts of climate change. Oak Park’s institutions practice equity by directing resources to those who need it the most, fully including historically underrepresented community members, collaborating with community members as equal partners in decision-making, and creating opportunities that enable historically marginalized community members to benefit fully from sustainable economic development. Oak Park is an environmentally just community, and has strong and mutually beneficial relationships with its neighbors.

Climate Ready Oak Park Commitments

- Decrease community-wide greenhouse gas emissions by 60% by 2030, relative to 2019 emission levels.
- Achieve community-wide net zero greenhouse gas emissions by 2050.
- Establish 30% of Oak Park’s land as green infrastructure or enhanced park management for native plants, wildlife, and people.
- Direct 40% of public climate and sustainability dollars to the most vulnerable and impacted community members.
- Partner with frontline organizations and the most impacted community members to create climate and sustainability policies and programs.

Purchase of voluntary RECs (Renewable Energy Certificates) must not be used in attempt to invalidly subtract from actual emissions. Voluntary RECs are only records of production. They are only records which document that 1,000 kWh of electricity was produced from renewable sources. Voluntary RECs are not equivalent to Carbon Offsets and do not cause removal of existing emissions from the atmosphere. The claim of voluntary RECs as Carbon Offsets would do harm because it would make our emissions inventory inaccurate, would mislead the public, and would detract from taking actions that have real impact on emissions reductions.

Meet Us in Oak Park!

We will add dates for Commission and Board meetings when they are scheduled.

Hosting your own climate event in the Village? Leading a DIY Meeting Kit discussion? We would be happy to promote it right here! Please contact us at climateplan@oak-park.us.

4 DECEMBER 2021	DONE! Winterfest & Cookie Walk We had a great time with the community at our outdoor station in Winterfest. The volunteers, members and community members exchanged thoughts about the Climate Plan. For more information on Winterfest, visit the Oak Park website here .	26 APRIL 2022	DONE! Village Board of Health Visit the Village of Oak Park Board of Health website for more information on the meeting.
7 DECEMBER 2021	DONE! Village Environment and Energy Commission Visit the Village of Oak Park Environment & Energy Commission website for more information on the meeting.	29 APRIL 2022	DONE! Arbor Day at the Park The E&E Climate Ambassador had a great time leading activities at the Park District's all-day Arbor Day celebration at Taylor Park and Knoxville Park.
8 FEBRUARY 2022	DONE! Village Environment and Energy Commission Visit the Village of Oak Park Environment & Energy Commission website for more information on the meeting.	9 MAY 2022	DONE! Village Board Meeting Board members reviewed the draft Climate Plan goals and actions. Visit the Village website here for a link to the online meeting.
28 FEBRUARY 2022	DONE! Village Board Meeting Board members reviewed the draft greenhouse gas inventory. Visit the Village website here for a link to the online meeting.	21 MAY 2022	DONE! Meet Us at the Market For information on the Farmers Market, visit the Village of Oak Park website here .
5 APRIL 2022	DONE! Environment & Energy Commission Visit the Village of Oak Park Environment & Energy Commission website for more information on the meeting.	5 JUNE 2022	DONE! Meet Us at A Day in Our Village For information on A Day in Our Village, visit the Village of Oak Park website here .
7 APRIL 2022	DONE! Village Plan Commission Visit the Village of Oak Park Plan Commission website for more information on the meeting.	14 JUNE 2022	DONE! Village Environment & Energy Commission Visit the Village of Oak Park Environment & Energy Commission website for more information on the meeting.
12 APRIL 2022	DONE! Village Transportation Commission Visit the Village of Oak Park Transportation Commission website for more information on the meeting.	27 JUNE 2022	Village Board Meeting Visit the Village website here for a link to the online meeting.
13 APRIL 2022	DONE! Climate & Art at NAMI Drop-In Center We had a great time hearing about the relationship between climate change, sustainability, and well-being. We wrapped up by making vision boards of a sustainable Oak Park.		

Above: Event Calendar from the Community Engagement Website

Climate Hazards

Climate Hazard Maps

The Climate Hazard Assessment includes maps for the following environmental conditions:

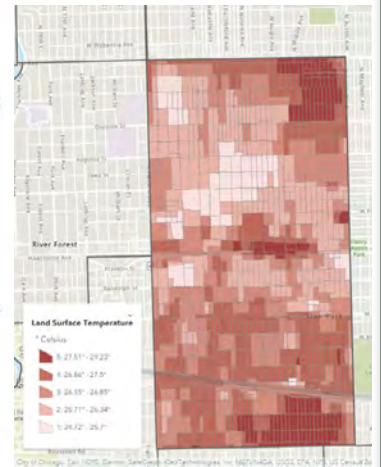
- Tree Canopy Cover
- Impervious Surface Cover
- Flood Risk Cover
- Land Surface Temperature
- Average Daily Traffic Volume
- Air Pollution: Ozone
- Air Pollution: PM 2.5
- Traffic Fatalities & Serious Injuries
- Community-Reported Transportation Hazards

Each map also has two overlay buttons: "CVI Layer" and "SVI Layer." The CVI Layer shows the results of the Climate Vulnerability Index analysis: the areas of the village which have the highest negative impact from all environmental hazards combined. The SVI Layer shows the results of the Social Vulnerability Index analysis: the areas of the village which have the most social vulnerability, based on all demographic factors combined.

Land Surface Temperature

Key Points

- The land surface temperature taken during a sunny day shows neighborhood "hot spots" in Oak Park.
- The areas shown as darkest red had the highest temperature - up to 84.6 degrees Fahrenheit. The hottest areas are in the northeast and southeast corners of the village, and along the CTA Green Line.
- The areas shown as lightest red had the lowest temperature - as low as 76.5 degrees Fahrenheit. The areas are concentrated mainly in north-central Oak Park.
- These temperatures were not taken on an extreme heat day, meaning the possible temperatures on such an extreme heat day could be significantly hotter.



Above: Climate Ready Oak Park Climate Hazard and Social Vulnerability Assessment online

Community Involvement Process

The Climate Ready Oak Park community involvement process occurred over a 7-month period, from December 2021 to May 2022. The community involvement strategy focused primarily on achieving procedural equity – processes which ensure the inclusion of two-way communication with underrepresented populations, and considers linguistic, cultural, and other needs for participation.

The process incorporated the expressed priorities and visions of five affinity groups, three human-centered design sessions, four community events, numerous citizen commission meetings, community group and institutional meetings, and website engagement from 17,019 unique users. Community input was reviewed and evaluated for consistency, conflict, and alignment. Several major themes emerged that guided the final Impact Areas, Goals, and Implementation Actions which comprise Climate Ready Oak Park. Further details can be found here: [Climate Ready Oak Park full plan \(arcgis.com\)](https://arcgis.com)

Climate Hazard and Social Vulnerability Assessment

The Climate Hazard and Vulnerability Assessment illustrates the existing environmental and social conditions in Oak Park. The assessment identifies locations of greater climate hazard and the populations that are most vulnerable to climate impacts. This assessment should direct which locations, populations, and environmental issues should be prioritized for climate and sustainability investments. The assessment can be found here: [Existing Conditions & Vulnerability Assessment \(arcgis.com\)](https://arcgis.com)

Greenhouse Gas Emissions

Greenhouse gases (GHGs) trap heat in the Earth's atmosphere, resulting in climate change. Human activities are responsible for the increase in greenhouse gases that has occurred since the Industrial Revolution. Human activities both add GHGs to the atmosphere, and reduce the ability of natural "carbon sinks", like forests and soils, to remove and store GHGs from the atmosphere. The combustion of fossil fuel is the largest source of greenhouse gas emissions in the United States.

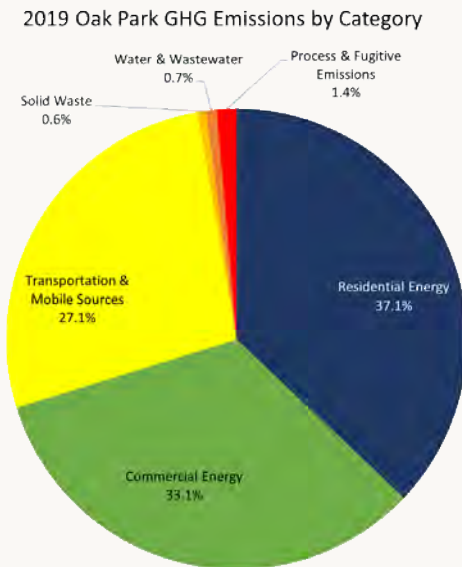


Figure 1: Breakdown of Oak Park's GHG emissions in 2019, by category

Figure 1 shows the breakdown of Oak Park's community greenhouse gas sources, by category. Municipal government operations account for about 1% of all greenhouse gases generated in Oak Park. The three largest sources are 1.) Energy used by residential buildings (37%); 2.) Energy used by commercial buildings (33%); and 3.) Energy used for transportation, mainly personal vehicles (27%). These three categories, when combined, are responsible for more than 97% of Oak Park's greenhouse gas emissions.

In order to avoid the worst impacts of climate change, global greenhouse gas emissions need to be reduced by 50% by 2030, and reach carbon neutrality by no later than 2050. Carbon neutrality, or "net zero," is when the amount of carbon released is balanced with an equivalent amount of carbon sequestered.

Oak Park's "fair share" of greenhouse gas reduction, in accordance with the Paris Agreement, is 1.) Reduce community greenhouse gas reduction by 60% by 2030, based on 2019 emissions levels, and 2.) Reach carbon neutrality not later than 2050.

Figure 2 illustrates the Climate Ready Oak Park greenhouse gas reduction path (dashed line). It also shows the forecasted "business as usual" greenhouse gas emissions by the year 2050, if Oak Park doesn't take action to reduce emissions now. The forecast is used to quantify the emissions reductions needed to meet the 2030 and 2050 goals. Oak Park must reduce emissions by 280,235 MTCO₂e by 2030. Oak Park must reduce emissions by 468,582 MTCO₂e by 2050.

Oak Park GHG Emissions Forecast and Targets

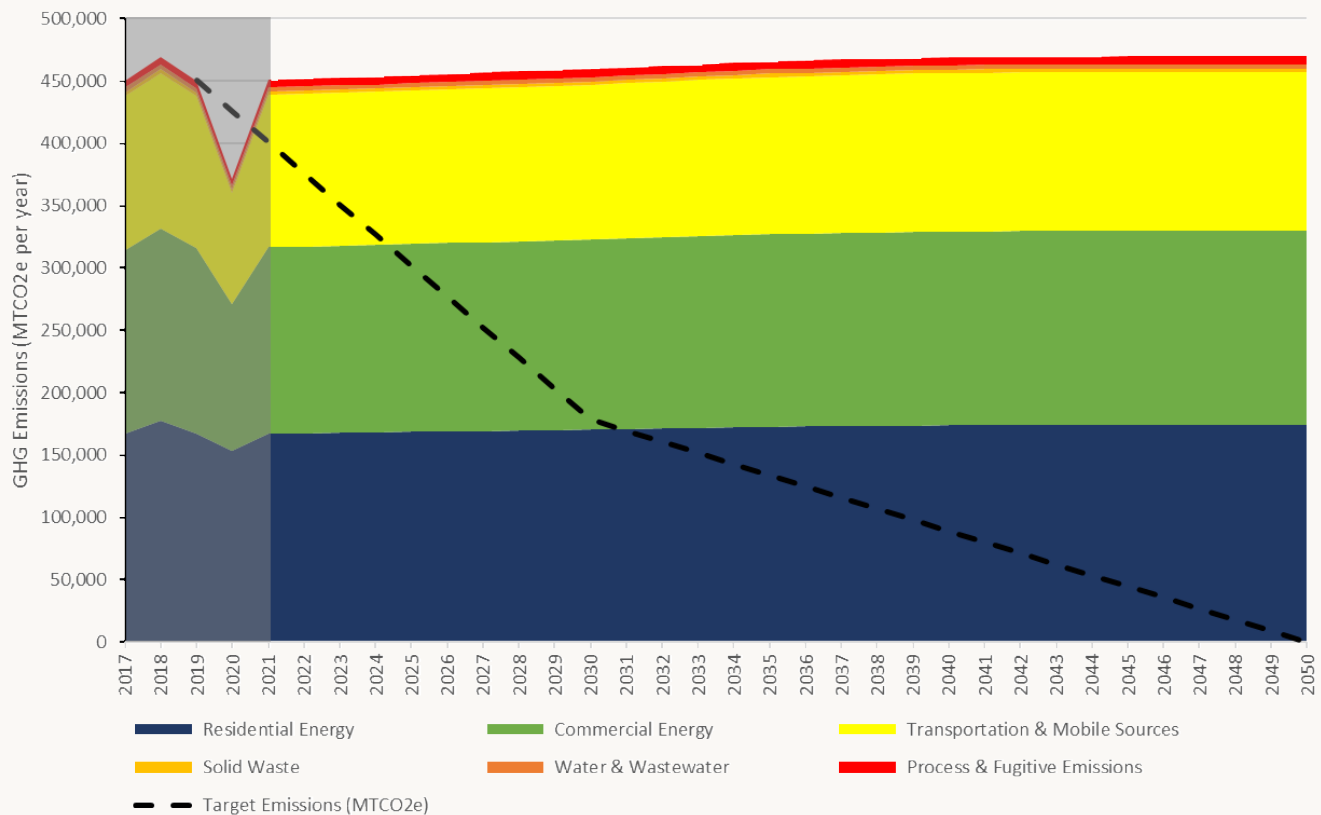
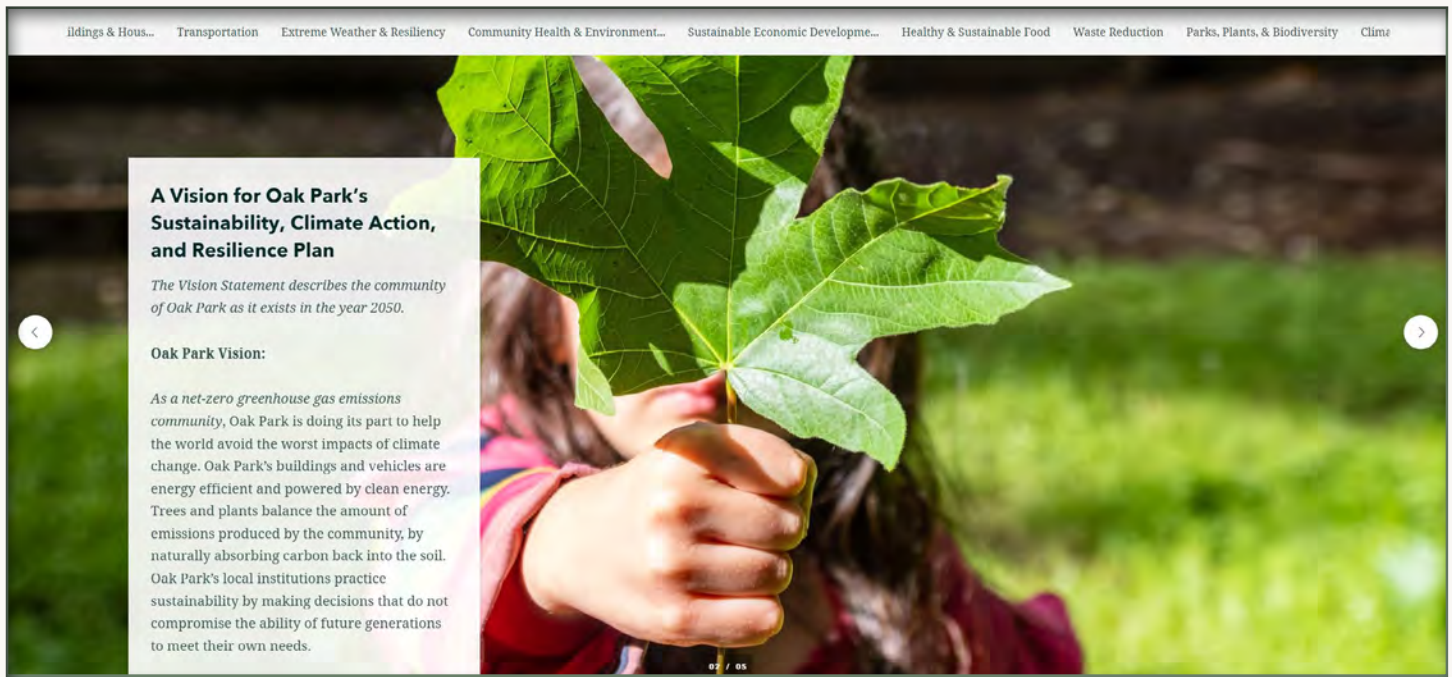


Figure 2: Oak Park GHG Emissions Forecast and 2030-2050 Reduction Targets



Above: Climate Ready Oak Park Full Plan online

Eight Impact Areas

The Climate Ready community engagement process resulted in 44 overarching Goals (see attachment) and 162 implementation Actions, organized according to 8 Impact Areas. See all Actions here: [Climate Ready Oak Park Full Plan \(arcgis.com\)](https://arcgis.com).

- Buildings & Housing
- Transportation
- Resilience & Extreme Weather
- Community Health & Environmental Quality
- Sustainable Economic Development
- Healthy & Sustainable Food
- Waste Reduction
- Parks, Plants, & Biodiversity

Climate Action Key Strategies

The Buildings and Transportation Impact Areas contain the actions with the highest potential for greenhouse gas reductions, termed “High Impact Actions” (HIA). These actions are essential for achieving [Climate Ready Commitments 1 and 2](#) (60% greenhouse gas reduction by 2030; Carbon neutrality by 2050).

In order to achieve the 2030 Climate Action Goal, residential buildings, commercial buildings, and transportation must each reduce emissions by approximately 90,000 MTCO₂e (Metric tons of “carbon dioxide equivalent,” or greenhouse gases).

Figures 3 and 4 show scenarios for how to achieve this reduction. Each HIA is expressed in terms of a percentage, with 100% symbolizing the 90,000 MTCO₂e required to meet the 2030 climate action goal. These are two possible scenarios, but actual percentages and greenhouse gas reductions may be adjusted as new opportunities are presented.

2030 Emissions Reduction Scenario Estimate:
Energy Use in Buildings & Housing

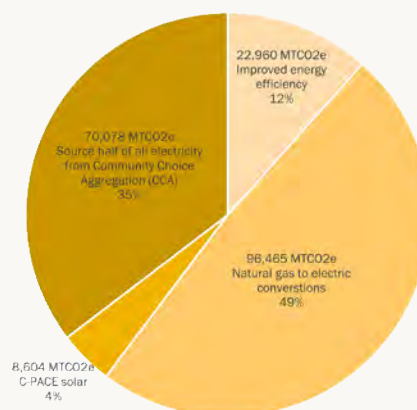


Figure 3: Energy HIA breakdown to meet 60% emissions reduction by 2030

2030 Emissions Reduction Scenario Estimate:
Transportation Actions

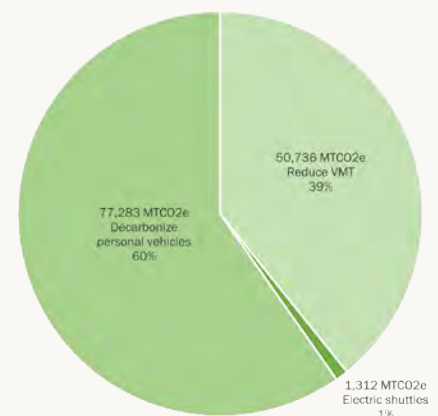


Figure 4: Transportation HIA breakdown to meet 60% emissions reduction by 2030



Photo Source: davidwilson1949 on Flickr

High Impact Actions: Buildings

Action: Set a goal to transition natural gas units in all existing buildings across the Village to electric units. Include language in all projects with Village involvement or funds addressing building energy use.

- **Scenario:** A 50% transition from natural gas equipment to electric equipment, and an equivalent increase of renewable energy on the grid. (49% of 2030 Climate Action Goal)

Action: Negotiate a Community Choice Aggregation (CCA) service agreement that requires 100% renewable energy.

- **Scenario:** Source half of Oak Park's electricity from 100% renewable CCA. (35% of 2030 Climate Action Goal)

Action: Set a percent goal for energy efficiency to update existing housing stock and commercial buildings and to build to higher than required by current code. Include language in all projects with Village involvement or funds addressing energy efficiency criteria.

- **Scenario:** A 10% increase in energy efficiency across all Oak Park residential and commercial buildings. (12% of 2030 Climate Action Goal)

Action: Launch an outreach and technical assistance program to increase the number of buildings participating in the Cook County Commercial Property Assessed Clean Energy (C-PACE) program.

- **Scenario:** Institutional buildings install larger solar arrays on rooftops, parking lots, and parking structures. (4% of 2030 Climate Action Goal)

See the full Climate Ready Oak Park plan for the [Buildings scenario methodology](#)

2030 Emissions Reduction Scenario Estimate: Energy Use in Buildings & Housing

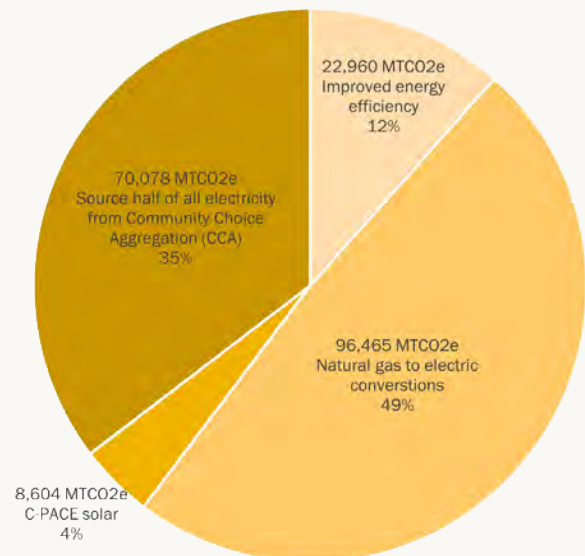


Figure 3: Energy HIA breakdown to meet 60% emissions reduction by 2030



Photo Source: Village of Oak Park

High Impact Actions: Transportation

Action: Pursue Federal and State funding, financing, and technical assistance to transition fleets to zero-carbon vehicles. Earmark a percentage of revenue for zero-carbon transportation options

Action: Implement an outreach and education program to raise awareness and connect residents, businesses, institutions, and property owners with technical and financial assistance to transition personal vehicles to socially and environmentally responsible zero-carbon vehicles, inclusive of transit and active transportation, including through shared-mobility programs.

- **Scenario:** 50% of passenger, gasoline-powered vehicles are transitioned to electric vehicles (EVs) powered by 100% renewable energy. (60% of 2030 Climate Action Goal)

Action: Include a priority criterion to reduce vehicle emissions into capital planning, operations, and maintenance decisions.

Action: Conduct public outreach and engagement to encourage use of public transit as an emissions reduction tool and work with transit agencies to expand transit stops, accessibility, and frequency to serve resident needs.

Action: Continually improve service and reliability for traffic safety infrastructure including crossing signals, traffic signage, and other modern safety solutions, including Vision Zero and updates to the Bike Plan. Address safer crossings to transit stations, vehicle speeds at uncontrolled intersections and thru streets, and vehicle conflicts with pedestrians and bicyclists.

- **Scenario:** A 50% reduction in vehicle miles traveled (VMT) from passenger, gasoline-powered vehicles, and an equivalent shift to train passenger miles. (39% of 2030 Climate Action Goal)

Action: Assess the feasibility of reintroducing the Oak Park shuttle with an all-electric fleet.

- **Scenario:** Operation of ten electric shuttles buses, each with a capacity of 84 passengers, with an equivalent reduction in gasoline-powered passenger vehicles (1% of 2030 Climate Action Goal)

2030 Emissions Reduction Scenario Estimate: Transportation Actions

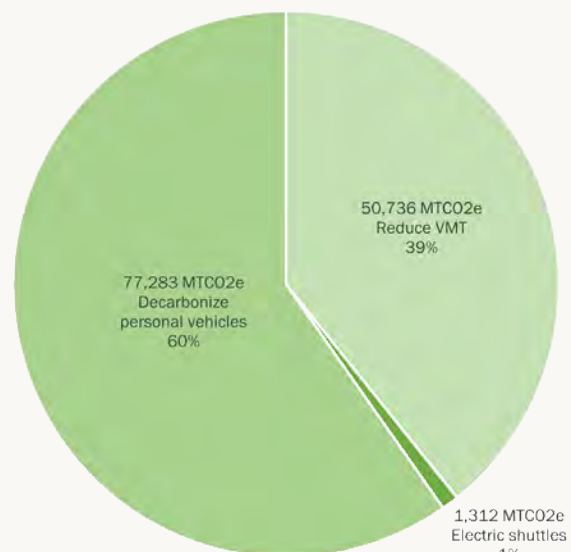


Figure 4: Transportation HIA breakdown to meet 60% emissions reduction by 2030

See the full Climate Ready Oak Park plan for the [Transportation scenario methodology](#)

Biodiversity Key Strategies

The Resilience and Parks, Plants, and Biodiversity Impact Areas contain the actions with the highest potential for creating green infrastructure and enhanced park management, termed “Biodiversity Key Strategies.” These actions are essential for achieving [Climate Ready Commitment 3](#) (30% of Oak Park land by 2030).

Action: Pursue opportunities, including incentives, for installation of high-quality green infrastructure and stormwater best management practices on private lands and public rights-of-way, institutional buildings and land, and underutilized parcels.

Action: Require green infrastructure best management practices and native plants for landscaping requirements on parcels seeking building permits.

Action: Enhance institutional and public campuses through turf removal or reduction where appropriate, introduction of native species, green infrastructure including bioswales, organic soil amendments, and new forested areas.

Action: Establish and implement a green space access goal for Oak Park that increases safe and equitable access to healthy green space and allows passage of wildlife, especially pollinators and migratory birds.

Equity Key Strategies

Every Impact Area contains actions to advance equity during the implementation of Climate Ready Oak Park, termed “Equity Key Strategies.” These actions are essential for achieving [Climate Ready Commitments 4 and 5](#) (40% of funding directed to most-impacted; Partner with frontline communities).

Action: Conduct an Equity Impact Analysis, authentic community engagement, and user-centered design for programs funded by public dollars. (All Impact Areas)

Action: Pursue opportunities to collaborate with neighboring jurisdictions. (All Impact Areas)

Action: Dedicate at least 40 percent of Community Choice Aggregation revenue to clean energy and climate retrofits for highly vulnerable community members.

Action: Host inclusive, community-led walking surveys and mobility events to identify locations and culturally-significant sites that need improvements for pedestrians, centering the experiences of individuals with disabilities and other underrepresented populations.

Action: Coordinate disaster response and evacuation procedures to identify and support individuals at increased risk to impacts from life-threatening events through disaster preparedness planning in collaboration with affected groups such as those with disabilities, older adults, individuals experiencing housing insecurity, and linguistically isolated populations.

Action: Develop permanent and pop-up resilient climate hubs in high vulnerability areas where individuals can receive emergency assistance and temporary shelter during climate disasters. Include feasibility assessment for microgrids.

Action: Develop and implement a percentage of contracts to be awarded to disadvantaged business enterprises.

Action: Prepare a Food Justice Plan that assesses the current state of the local food system, food access and insecurity, and provides recommendations to create an equitable, resilient food system.

Action: Identify options to change waste programs, water/sewer rates, and water conservation program to a progressive rate structure that increases affordability for lower-income residents.

Action: Establish and implement an equitable urban forestry plan.

Plan Implementation

Climate Ready Oak Park is a visionary, long-range, whole-community plan. It will take action from every part of Oak Park - the governing partners, community groups, local institutions, and businesses - to achieve the Climate Ready commitments.

The cost of “business as usual,” though hard to quantify, cannot be ignored. Allowing climate change to continue unchecked will harm our social, environmental, and economic wellbeing. To prevent the worst, we must take action now to significantly reduce greenhouse gas emissions. At the same time, we must make investments that help buildings, neighborhoods, and infrastructure adjust to climate change impacts that have already started. Funding from a variety of sources within and outside Oak Park, and innovative financing, can help achieve Climate Ready goals while maintaining community affordability.

When making decisions about how to invest in our community, we must consider not only the costs, but also the savings and benefits. Investing \$1 dollar in climate action yields \$4 dollars in benefits ([source](#)). These benefits include avoided damage from extreme weather, more efficient infrastructure services, stronger local food systems and biodiversity, lower housing costs, a more vibrant local economy, and a healthier community.

Climate Ready Oak Park is our road map for imagining and creating a more equitable, sustainable, and resilient community.

Climate Plan Implementation:

Transportation

Vision: Oak Park's transportation is safe, accessible to people with disabilities, and reliable. All destinations in Oak Park can be reached sustainably and affordably without pollution. All community members have access to carbon neutral, minimal-pollution transportation options, regardless of living situation or income. Community members enjoy choosing public transportation or active options, like cycling, for local trips and daily commutes. Local government proudly uses carbon neutral vehicles. Local freight deliveries are zero-emission and managed to minimize pollution. Pedestrian and cyclist deaths are eliminated.

Total Cost Range:
 \$\$\$ = \$1.5 Million+
 \$\$ = \$500,000-1.5 Million
 \$ = Under \$500,000

Impact:
 ● = Very High ● = High ● = Moderate
 ○ = Low ○ = None

Impact Areas and Co-Benefits

Transportation	GOAL	LEADERS	PRIORITY LEVEL	COSTS TO VILLAGE	COSTS TO COMMUNITY	Energy Use in Buildings & Housing	Transportation	Extreme Weather & Resiliency	Community Health & Environmental Quality	Sustainable Economic Development	Healthy & Sustainable Food	Waste Reduction	Parks, Plants, & Biodiversity
	Advance Equity in Transportation	Community Groups Taxing Bodies Village of Oak Park	High	\$	\$	○	●	○	○	○	○	○	○
	Establish Emissions Reduction Goals for Transportation Systems	Taxing Bodies Village of Oak Park	High	\$\$	\$	○	●	○	○	○	○	○	○
	Shift from Personal Vehicles to Active Transportation and Transit	Businesses Community/All Community Groups Government Institutions Taxing Bodies Village of Oak Park	High	\$\$\$	\$	○	●	○	○	○	○	○	○
	Launch Vehicle Decarbonization Programs	Community Groups Government Institutions Village of Oak Park	High	\$\$\$	\$\$\$	○	●	○	○	○	○	○	○

KEY	ACTION	TIMELINE	KEY PERFORMANCE INDICATORS
ET01	Conduct an Equity Impact Analysis for transportation policies, programs, and major projects funded by public dollars.	Immediate (2023)	% spent on most vulnerable populations
ET02	Partner with local and State transportation agencies to ensure all projects within and bordering Oak Park integrate Complete Streets principles and authentic community engagement.	Medium-term (2028-2035)	engagement metrics, miles of enhanced infrastructure
ET03	Pursue opportunities to collaborate with neighboring jurisdictions on zero-carbon transportation strategies.	Medium-term (2028-2035)	# cross-jurisdictional projects
ET04	Host inclusive, community-led walking surveys and mobility events to identify locations and culturally-significant sites that need improvements for pedestrians, centering the experiences of individuals with disabilities and other underrepresented populations.	Immediate (2023)	miles of enhanced infrastructure
TS01	Include priority criteria to reduce vehicle emissions and vehicle miles travelled (VMT) community-wide and incorporate into capital planning, operations, and maintenance decisions.	Immediate (2023)	# zero-emission vehicles
TS02	Pursue incentives to increase access to electric vehicle (EV) charging stations and parking, with an emphasis on access for residents who do not own a garage. Include language in all projects with Village involvement or funds addressing parking and new development.	Immediate (2023)	# EV-only parking spots
VT01	Include priority criteria to reduce traffic collisions with cyclists and pedestrians community-wide and incorporate into capital planning, operations, and maintenance decisions.	Immediate (2023)	annual traffic collisions
VT02	Continually improve service and reliability for traffic safety infrastructure including crossing signals, traffic signage, and other modern safety solutions, including Vision Zero and updates to the Bike Plan. Address safer crossings to transit stations, vehicle speeds at uncontrolled intersections and thru streets, and vehicle conflicts with pedestrians and bicyclists.	Immediate (2023)	RTA level of service reporting
VT03	Advocate and collaborate to improve level of service and perceptions of public transit and winter bicycling, including reliability, frequency, safety, and cleanliness.	Immediate (2023)	ridership level
VT04	Conduct a feasibility analysis of reintroducing the Oak Park shuttle with an all-electric fleet.	Medium-term (2028-2035)	
VT05	Establish active transportation shared-mobility programs such as a reclaimed bike lending program, including dedicated parking infrastructure.	Short-term (2022-2028)	miles of enhanced infrastructure
VT06	Re-establish the Slow Streets program for neighborhoods that request it.	Medium-term (2028-2035)	number of program users
VT07	Adopt a telecommuting work policy to reduce carbon emissions due to commuting.	Short-term (2022-2028)	number of policies implemented and VMT offset
VT08	Conduct an accessibility review of all transportation systems and infrastructure, in partnership with the disability community and local and state transportation agencies, and integrate recommendations into the CIP process.	Immediate (2023)	

VT09	Explore the creation of multiple north-south and east-west protected bike lanes or converting some streets to one-way for vehicular traffic and one lane for bike traffic only. Coordinate w VT02.	Immediate (2023)	Number of bike lanes created/miles of bike lanes created
VT10	Conduct public outreach and engagement to encourage use of public transit as an emissions reduction tool and work with transit agencies to expand transit stops, accessibility, and frequency to serve resident needs.	Medium-term (2028-2035)	
DP01	Pursue Federal and State funding, financing, and technical assistance to transition fleets to zero-carbon vehicles. Earmark a percentage of revenue for socially and environmentally responsible zero-carbon transportation options.	Immediate (2023)	# registered Evs & ICE
DP02	Implement coordinated parking asset management strategies, inclusive of shared mobility.	Short-term (2022-2028)	# parking spaces served
DP03	Implement an outreach and education program to raise awareness and connect residents, businesses, institutions, and property owners with technical and financial assistance to transition personal vehicles to socially and environmentally responsible zero-carbon vehicles, inclusive of transit and active transportation, including through shared-mobility programs.	Short-term (2022-2028)	engagement metrics



Climate Ready Oak Park

Community Sustainability, Climate Action & Resilience
Plan

Adopted August 1, 2022





Introduction: Transportation

Vision: Oak Park’s transportation is safe, accessible to people with disabilities, and reliable. All destinations in Oak Park can be reached sustainably and affordably without pollution. All community members have access to carbon neutral, minimal-pollution transportation options, regardless of living situation or income. Community members enjoy choosing public transportation or active options, like cycling, for local trips and daily commutes. Local government proudly uses carbon neutral vehicles. Local freight deliveries are zero-emission

and managed to minimize pollution. Pedestrian and cyclist deaths are eliminated.

Purpose: More than a quarter of Oak Park's greenhouse gas emissions is due to conventional cars and trucks, making this the second largest driver of climate change in our community. Our current transportation system damages community health through air pollution and traffic collisions. It's also expensive – a moderate-income Oak Park family spends about eighteen percent of their income on transportation costs, and sixty-five percent of their income on combined housing and transportation costs. Thirteen percent of Oak Parkers don't own a car, and rely more heavily on public transportation and other ways of getting around. The Oak Park Vulnerability Assessment shows that some areas of the community are more likely to experience traffic collisions and fatalities.

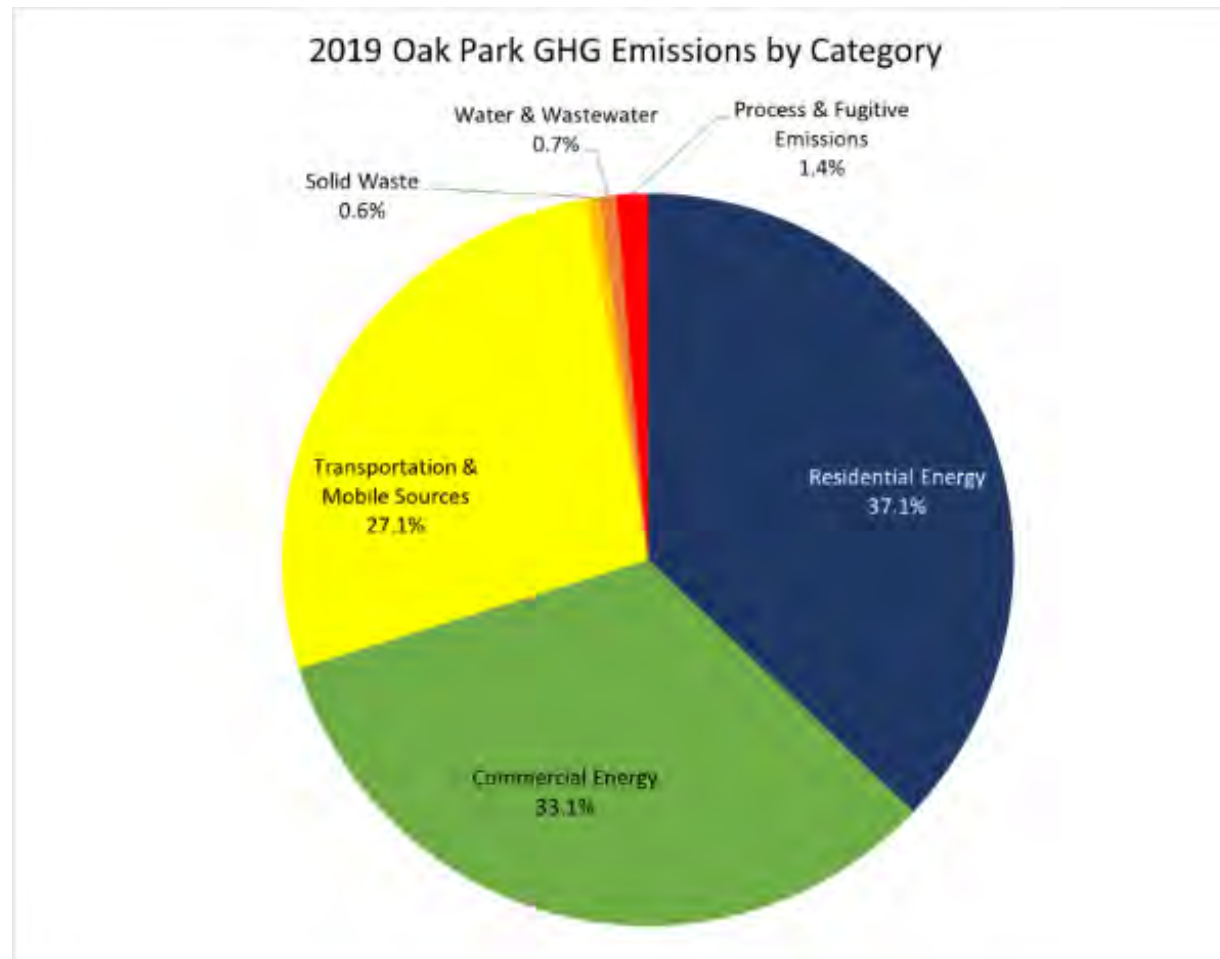
Marginalized communities are disproportionately impacted by transportation-related health, safety, affordability, and accessibility issues. Marginalized communities may also have less access to carbon neutral options like electric vehicles due to cost and access to charging stations. Safety is a primary need for all community members, but is especially impacts the ability of youth, older adults, and disabled residents to choose low-carbon forms of transportation.

Reducing our dependence on fossil fuel-powered vehicles will require both a transition to electric vehicles and a transition to more sustainable forms of transportation such as walking, bicycling, and public transit. This requires more than changes in human behavior - rather it requires us to build a

community that is accessible for all so that people have more sustainable options.

The actions in this section aim to make our transportation system safer and cleaner, increase community access to public transportation and active forms of transportation, and provide community members with more and better choices for how to get around.

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Introduction: Emissions Reduction Scenarios

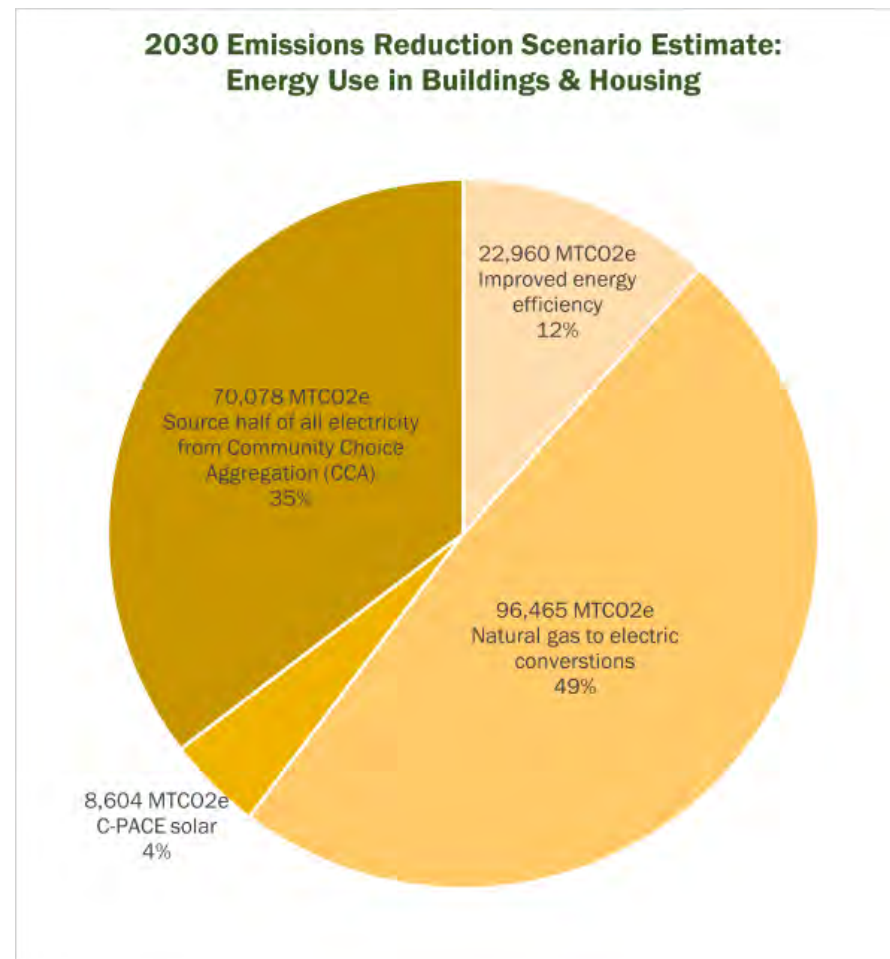
As part of the Climate Plan established in 2022, Oak Park is striving to reduce greenhouse gas (GHG) emissions by 60% by 2030 and 100% by 2050, becoming a net-zero or carbon-neutral community. In order to accomplish these goals, emissions reduction scenarios were calculated for the top emissions-producing sectors in the Village: residential and commercial energy use and transportation, which, combined, emit 97.4% of the Village's total GHG emissions based on the 2019 inventory.

Major goal areas with specific action items were evaluated for GHG emissions reduction potential, detailed below. In order to achieve the interim 60% reduction goal by 2030, each category must reduce emissions by approximately 90,000 MTCO₂e. Emissions reduction scenarios are presented with their contributions towards this goal, based on emissions forecasting with population-based estimates in 2030 and 2050. Forecasts were based on 2019 data considering the anomalous year of 2020 due to the COVID-19 pandemic. The focus of these reduction scenarios is the interim goal of 2030, to provide a roadmap to short-term actions the Village can prioritize and a way to evaluate progress towards the 100% reduction goal in 2050.

An important disclaimer is that these emissions reductions calculations are based on the best available estimates and assumptions regarding technology, available data, and market trends. They are provided as estimates to help the Village prioritize actions that will hasten the transition to a net-zero

community but can and should be updated as data and technologies change and innovate, as the Climate Plan evolves, and as action is taken throughout the Village. Major goal areas and specific action items with little to no granular data available to calculate emissions reductions are not listed, although they provide other co-benefits to the Village's sustainability and resiliency.

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The emissions reduction scenarios for the overarching Transportation Impact area are described below according to each high impact action identified.

Under the goal to “Establish Emissions Reduction Goals for Transportation Systems”, the high impact actions identified were: “Include a priority criterion to reduce vehicle emissions into capital planning, operations, and maintenance decisions”, "Conduct public outreach and engagement to encourage use of public transit as an emissions reduction tool and work with transit agencies to expand transit stops, accessibility, and frequency to serve resident needs," and "Continually improve service and reliability for traffic safety infrastructure including crossing signals, traffic signage, and other modern safety solutions, including Vision Zero and updates to the Bike Plan. Address safer crossings to transit stations, vehicle speeds at uncontrolled intersections and thru streets, and vehicle conflicts with pedestrians and bicyclists." The emissions reduction estimate for this action was 50,736 MTCO₂e by 2030 and 71,662 MTCO₂e by 2050.

The assumptions for this estimate include a 50% reduction in VMT (from passenger, gasoline-powered vehicles) by 2030 and a 75% reduction in VMT by 2050. They also include a corresponding shift from the 50% and 75% reduction in VMT as new train passenger miles and an increase in train kw usage respectively assuming the current energy mix of energy sources (fossil-based and non-fossil based) was incorporated. According to the U.S. DOE, in IL, each gasoline powered vehicle emits 11,435 lbs of CO₂/year.

Under the goal to “Shift from Personal Vehicles to Active Transportation and Transit”, the high impact action was determined to be “Assess the feasibility of reintroducing the Oak Park shuttle with an all-electric fleet.” The emissions reduction for this goal was estimated at 3,898 MTCO₂e. This estimate assumed operation of ten electric shuttles buses, each with a capacity of 84 passengers, based on the manufacturer BlueBird’s capacity for the “All American RE Electric” bus model. This estimate also assumed emissions from 840 gasoline-powered passenger vehicles would be offset annually, each of which would normally produce 11,435 pounds of CO₂ annually according to the IL specific emissions data from U.S. DOE. The reduced emissions were converted to MTCO₂e using the U.S. EPA’s GHG equivalencies calculator.

Under the goal to “Launch Vehicle Decarbonization Programs”, the high impact actions identified were: “Pursue Federal and State funding, financing, and technical assistance to transition fleets to zero-carbon vehicles. Earmark a percentage of revenue for zero-carbon transportation options” and “Implement an outreach and education program to raise awareness and connect residents, businesses, institutions, and property owners with technical and financial assistance to transition personal vehicles to socially and environmentally responsible zero-carbon vehicles, inclusive of transit and active transportation, including through shared-mobility programs.”

The emissions reduction estimate for this action was determined to be 77,283 MTCO₂e by 2030. This estimate assumed Oak Park would be consistent with the federal EV

transition goal of 50% by 2030. The estimate also assumed the electric grid powering the vehicles would be fueled by 100% carbon-free electricity powers grid, including nuclear energy.

There are 29,800 passenger vehicles in Oak Park according to the most recent Census data. Each gasoline powered vehicle emits 11,435 lbs CO₂/year per IL-specific emissions data available from the U.S. DOE. The emissions reduction was converted from lbs CO₂/year to MTCO₂e using the U.S. EPA's GHG equivalencies calculator.



Goal #1: Advance Equity in Transportation

- **ET01. Conduct an Equity Impact Analysis for transportation policies, programs, and major projects funded by public dollars.**
 - *Priority: HIGH*
 - *Timeline: Short-term*
 - *Cost Range: High*
 - *Lead Implementor: Governing Partners*
- **ET02. Partner with local and State transportation agencies to ensure all projects within and bordering Oak Park integrate Complete Streets principles and authentic community engagement.**
 - *Timeline: Medium-term*
 - *Cost Range: High*
 - *Lead Implementor: Village of Oak Park*
- **ET03. Pursue opportunities to collaborate with neighboring jurisdictions on zero-carbon transportation strategies.**
 - *Timeline: Medium-term*
 - *Cost Range: High*
 - *Lead Implementor: Governing Partners*
- **ET04. Host inclusive, community-led walking surveys and mobility events to identify locations and culturally-significant sites that need improvements for pedestrians, centering the experiences of individuals with disabilities and other underrepresented populations** (refer to the maps of Community Reported

Transportation Hazards and % of Households with a Disability under the Climate Hazards and Social Vulnerability Assessment sections [here](#)).

- *Priority: HIGH*
- *Timeline: Short-term*
- *Cost Range: Low*
- *Lead Implementor: Community Group*



Goal #2: Establish Emissions Reduction Goals for Transportation Systems

- **TS01. Include priority criteria to reduce vehicle emissions and vehicle miles traveled (VMT) community-wide and incorporate into capital planning, operations, and maintenance decisions** (refer to Average Daily Traffic Volume map under the Climate Hazards section [here](#)).
 - *Priority: HIGH*
 - *Timeline: Short-term*
 - *Cost Range: Low*
 - *Lead Implementor: Governing Partners*

- **TS02. Pursue incentives to increase access to electric vehicle (EV) charging stations and parking, with an emphasis on access for residents who do not own a garage. Include language in all projects with Village involvement or funds addressing parking and new development.**
 - *Timeline: Short-term*
 - *Cost-Range: Low*
 - *Lead Implementor: Village of Oak Park*



Goal #3: Shift from Personal Vehicles to Active Transportation and Transit

- **VT01. Include priority criteria to reduce traffic collisions with cyclists and pedestrians community-wide and incorporate into capital planning, operations, and maintenance decisions** (refer to Vulnerability Assessment maps [here](#) to view data on Traffic Fatalities & Serious Injuries).
 - *Priority: HIGH*
 - *Timeline: Short-term*
 - *Cost Range: Low*

- *Lead Implementor: Governing Partners*
- **VT02. Continually improve service and reliability for traffic safety infrastructure including crossing signals, traffic signage, and other modern safety solutions, including Vision Zero and updates to the Bike Plan. Address safer crossings to transit stations, vehicle speeds at uncontrolled intersections and thru streets, and vehicle conflicts with pedestrians and bicyclists (refer to Vulnerability Assessment maps [here](#) to view data on Traffic Fatalities & Serious Injuries).**
 - *Timeline: Short-term*
 - *Cost Range: High*
 - *Lead Implementor: Village of Oak Park*
- **VT03. Advocate and collaborate to improve level of service and perceptions of public transit and winter bicycling, including reliability, frequency, safety, and cleanliness.**
 - *Timeline: Short-term*
 - *Cost Range: High*
 - *Lead Implementor: Community Group*
- **VT04. Conduct a feasibility analysis of reintroducing the Oak Park shuttle with an all-electric fleet.**
 - *Priority: MEDIUM*
 - *Timeline: Medium-term*
 - *Cost Range: High*
 - *Lead Implementor: Governing Partners*

- **VT05. Establish active transportation shared-mobility programs such as a reclaimed bike lending program, including dedicated parking infrastructure.**
 - *Timeline: Short-term*
 - *Cost Range: Low*
 - *Lead Implementor: Governing Partners*
- **VT06. Re-establish the Slow Streets program for neighborhoods that request it.**
 - *Timeline: Medium-term*
 - *Cost Range: Low*
 - *Lead Implementor: Village of Oak Park*
- **VT07. Adopt a telecommuting work policy to reduce carbon emissions due to commuting.**
 - *Timeline: Short-term*
 - *Cost Range: Medium*
 - *Lead Implementor: Governing Partners, Institutions, Businesses*
- **VT08. Conduct an accessibility review of all transportation systems and infrastructure, in partnership with the disability community and local and state transportation agencies, and integrate recommendations into the CIP process.**
 - *Timeline: Short-term*
 - *Cost Range: High*
 - *Lead Implementor: Village of Oak Park*
- **VT09. Explore the creation of multiple north-south and east-west protected bike lanes or converting some**

streets to one-way for vehicular traffic and one lane for bike traffic only.

- *Timeline: Short-term*
- *Cost Range: Medium*
- *Lead Implementor: Village of Oak Park*

- **VT10. Conduct public outreach and engagement to encourage use of public transit as an emissions reduction tool and work with transit agencies to expand transit stops, accessibility, and frequency to serve resident needs.**

- *Timeline: Medium-term*
- *Cost Range: Medium*
- *Lead Implementor: Village of Oak Park, Community Group*



Goal #4: Launch Vehicle Decarbonization Programs

- **DP01. Pursue Federal and State funding, financing, and technical assistance to transition fleets to zero-carbon vehicles. Earmark a percentage of revenue for socially and environmentally responsible zero-carbon transportation options.**
 - *Priority: HIGH*
 - *Timeline: Short-term*
 - *Cost Range: Medium*
 - *Lead Implementor: Governing Partners, Business*

- **DP02. Implement coordinated parking asset management strategies, inclusive of shared mobility.**
 - *Timeline: Short-term*
 - *Cost Range: Medium*
 - *Lead Implementor: Village of Oak Park*

 - **DP03. Implement an outreach and education program to raise awareness and connect residents, businesses, institutions, and property owners with technical and financial assistance to transition personal vehicles to socially and environmentally responsible zero-carbon vehicles, inclusive of transit and active transportation, including through shared-mobility programs** (refer to the Social Vulnerability Assessment to view map of % Lacking Access to a Personal Vehicle [here](#)).
 - *Timeline: Short-term*
 - *Cost Range: High*
 - *Lead Implementor: Community Group*
-

Extreme Weather & Resiliency

Vision: When extreme weather hits Oak Park, the community is prepared to adapt and respond. Weather impacts are diminished through a combination of neighborhood-wide green infrastructure, resilient building techniques, and community support systems. All community members have safe shelter that provides for their needs. Emergency information is widely communicated, ensuring that it reaches people with disabilities, older adults and children, those who

Glossary of Terms



Glossary of Terms:

- **Action:** A specific step taken to implement a strategy.
- **Adaptation:** Actions taken to increase resilience to climate change impacts by reducing vulnerability.
- **Adaptive capacity:** The ability of people, ecosystems, or assets to adjust to climate change to avoid potential

damages or cope with the consequences.

- **Affinity Group:** A collection of individuals who share a common identity characteristic.
- **Benchmarking:** Evaluate or check (something) by comparison with a standard.
- **Business as usual:** The scenario in which future greenhouse gas emissions are forecast assuming no further mitigating actions are taken other than those mandated by state or federal policy.
- **Carbon offset:** Any activity that compensates for the emission of GHG by providing for an emission reduction elsewhere.
- **Climate change:** A change in global or regional climate patterns, in particular a change apparent from the mid to late 20th century onwards and attributed largely to the increased levels of atmospheric carbon dioxide produced by the use of fossil fuels.
- **Climate justice:** a term that acknowledges climate change can have differing social, economic, public health, and other adverse impacts on underprivileged populations.
- **Climate model:** A quantitative method to simulate interactions of the important drivers of climate—including atmosphere, oceans, land, and ice—to develop projections of future climate.
- **Climate scenario:** A coherent, internally consistent, plausible description of possible climatic conditions.
- **Co-benefit:** Indirect benefits to the community (e.g., public health, economic, equity) caused by climate adaptation and mitigation policies.

- **Decarbonization:** The conversion to an economic system that sustainably reduces and compensates the emissions of carbon dioxide (CO₂).
- **Ecosystem-based adaptation:** Using and enhancing natural systems as part of an overall adaptation strategy to help people and communities adapt to the negative effects of climate change.
- **Ecosystem services:** Contributions of ecosystems to human well-being. For example, ecosystems produce resources used by humans such as clean air, water, food, open space, flood control, climate mitigation, and other benefits.
- **Electrification:** Electrification refers to the process of replacing technologies that use fossil fuels (coal, oil, and natural gas) with technologies that use electricity as a source of energy.
- **Environmental justice:** Environmental justice ensures that communities are not disproportionately impacted by degradation of the environment or receive a less than equitable share of environmental protection and benefits.
- **Evaluation criteria:** Factors to consider in identifying priorities when exploring the benefits and trade-offs associated with options to mitigate or adapt to climate change.
- **Equity:** The Climate Plan recognizes four types of equity:
 - *Distributive equity:* Directs benefits to those who need it most.
 - *Structural equity:* Rectifies inequities for marginalized communities.

- *Procedural equity*: Inclusion and two-way communication with underrepresented communities. Considers linguistic, cultural, and other needs for participation.
 - *Interactional equity*: Power sharing and co-development of policy with community members.
- **Exposure**: The presence of people, ecosystems, or assets in places and settings that could be adversely affected by climate change impacts.
- **Fossil fuels**: A fossil fuel is a hydrocarbon-containing material formed naturally in the earth's crust from the remains of dead plants and animals that is extracted and burned as a fuel. The main fossil fuels are coal, crude oil and natural gas.
- **Green bank**: Green banks facilitate private investment into domestic low-carbon, climate-resilient infrastructure.
- **Goal**: A broad, high-level statement of future outcome that will be achieved through strategies and actions.
- **Greenhouse gas (GHG)**: Any gaseous compound in the atmosphere that is capable of absorbing infrared radiation, thereby trapping and holding heat in the atmosphere. Greenhouse gases include carbon dioxide, methane, nitrous oxide, ozone, and other compounds.
- **Green infrastructure**: An approach to water management that protects, restores, or mimics the natural water cycle.
- **Green roofs**: Roofs designed with vegetation to absorb heat, carbon dioxide, and rainwater.
- **Groundwater**: Water that occurs beneath the water table in soils and geologic formations that are fully saturated.

- **Hazard:** The potential occurrence of a natural or human-induced physical event that may cause loss of life, injury, or other health impacts, as well as damage and loss to property, infrastructure, livelihoods, service provision, and environmental resources.
- **Heat island:** An area characterized by temperatures higher than those of the surrounding area, usually due to exposed pavement and lack of tree canopy.
- **Human-centered design (HCD):** An approach to problem-solving that develops solutions to problems by involving the human perspective in all steps of the problem-solving process.
- **Impact:** An effect of climate change on the structure or function of a system: for example, environmental consequences of climate change, such as extreme heat waves, rising sea levels, or changes in precipitation resulting in flooding and droughts.
- **Indicators:** Observations or calculations that can be used to track and communicate conditions and trends.
- **Marginalized groups:** Those excluded from mainstream social, economic, educational, and/or cultural life. Examples of marginalized populations include, but are not limited to, groups excluded due to race, gender identity, sexual orientation, age, physical ability, language, and/or immigration status.
- **Metric:** A quantitative measure (and units of data) used to determine if progress is being made toward a goal.
- **Mitigation:** A human intervention to reduce the human impact on the climate system; it includes strategies to reduce greenhouse gas emissions.

- **Net zero greenhouse gas emissions:** Balancing the amount of carbon released with an equivalent amount of carbon sequestered.
- **Objective:** A specific aspect of a goal that indicates steps that will be taken or progress that will be made to achieve the goal.
- **Paris Agreement:** A legally binding international treaty on climate change.
- **Performance metrics:** Quantitative measures to assess change or progress toward climate goals.
- **Pocket park:** Urban open spaces on a small-scale and provide a safe and inviting environment for surrounding community members.
- **Renewable energy certificate:** a market-based instrument that represents the property rights to the environmental, social, and other non-power attributes of renewable electricity generation.
- **Regenerative architecture:** The practice of engaging the natural world as the medium for, and generator of the architecture. It responds to and utilizes the living and natural systems that exist on a site that become the “building blocks” of the architecture.
- **Resilience:** The ability to recover quickly from climate change impacts.
- **Risk:** Threat posed by a negative impact or hazard event. It is the combination of likelihood and consequence.
- **Scenarios:** A plausible and often simplified representation of the future climate based on an internally consistent set of climatological relationships.

- **Sensitivity:** The degree to which people, ecosystems, or assets are affected by climate change.
- **Strategy:** A method or approach taken to achieve a goal.
- **Stretch code:** A locally mandated code or alternative compliance path that is more aggressive than the base code, resulting in buildings that achieve higher energy savings.
- **Sustainability:** Meeting our own needs without compromising the ability of future generations to meet their own needs.
- **Terrawatt-hours:** A unit of energy equal to outputting one trillion watts for one hour.
- **Triple-bottom line (TBL):** A more comprehensive approach in measuring impact and success that focuses on the interconnections of people, planet, and profit through a systems lens theory.
- **Vision:** An aspirational statement that describes the organization's purpose, values, and picture of the future.
- **Vulnerability:** The degree to which a system is susceptible to or unable to cope with, adverse effects of climate change.
- **Vulnerability assessment:** A process for identifying who and what is impacted by climate change. It is the combination of exposure, sensitivity, and adaptive capacity.
- **Well-building:** a performance-based system for measuring, certifying, and monitoring features of the built environment that impact human health and well-being, through air, water, nourishment, light, fitness, comfort and mind.

- **BAU:** Business as usual
- **BEV:** Battery electric vehicle
- **C&D:** Construction and demolition
- **C-PACE:** Commercial property assessed clean energy
- **CCA:** Community choice aggregation
- **CEJA:** Clean Energy Jobs Act
- **CO2:** Carbon dioxide
- **CO2e:** Carbon dioxide equivalent
- **CVI:** Climate vulnerability index
- **DEI:** Diversity, equity, and inclusion
- **DIY Kit:** Do-it-yourself discussion kit
- **DOE:** U.S. Department of Energy
- **EMS:** Emergency medical services
- **EPA:** U.S. Environmental Protection Agency
- **EPRI:** Electric Power Research Institute
- **ERG:** Eastern Research Group, Inc.
- **EV:** Electric vehicle
- **EVSE:** Electric vehicle supply equipment
- **FEMA:** Federal Emergency Management Agency
- **FTE:** Full-time equivalent
- **GHG:** Greenhouse gas
- **GIS:** Geographic Information Systems
- **ICLEI:** A global network of more than 2500 local and regional governments committed to sustainable urban development.
- **IPCC:** Intergovernmental Panel on Climate Change
- **kWh:** Kilowatt-hour
- **LEV:** Low emission vehicle
- **LMI:** Low-moderate income
- **MTCO2e:** Metric tons of carbon dioxide equivalent

- **PACE:** Property Assessed Clean Energy
- **PHEV:** Plug-in hybrid electric vehicle
- **PM2.5:** Particulate matter with a diameter of 2.5 micrometers or less
- **REC:** Renewable energy certificate
- **RFP:** Request for proposals
- **S/CARP:** Sustainability, climate action, and resiliency plan
- **SP:** Social Pinpoint, the project's community engagement website
- **SVA:** Social vulnerability assessment
- **SVI:** Social vulnerability index
- **U.S. NREL:** National Renewable Energy Laboratory
- **VOP:** Village of Oak Park
- **VMT:** Vehicle miles traveled
- **ZEV:** Zero emission vehicle

Action Items

GRAEF USA Inc

Story Map

GRAEF USA Inc

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Develop the Draft 2023 Transportation Commission Work Plan
 Review Date: <u>October 11, 2022</u> Prepared By: <u>Jill Juliano</u>
<p>Abstract (briefly describe the item being reviewed):</p> <p>Every year the Village's Boards, Commissions and Committees develop work plans for the coming year. These plans are approved by the Village Board of Trustees. Approved work plans outline activities the Village Board wants each board, commission and committee to perform. 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.</p> <p>Included with this agenda item is a copy of approved 2022 Transportation Commission work plan and a template for the draft 2023 work plan which includes 2022 work plan items not yet completed this year. The draft 2023 work plan also lists the Commission's 2022 accomplishments as of September 2022. There were no meetings in May.</p>
<p>Staff Recommendation(s):</p> <p>In addition to the standard "continue to review parking and traffic issues brought to the Commission by Staff" work plan item, the Commission is expected to carry over the following 2022 work plan items: 1) review the effects of the 2019 Madison Street Road Diet traffic calming project and 2) recommend processes to develop Vision Zero (VZ) plan and elements that should be included in the VZ plan.</p> <p>Likewise, the Commission should develop a list of one to three additional items to include on the draft 2023 work plan. It's anticipated one of the new work plan items for 2023 would be developing the Vision Zero (VZ) plan pending Village Board's approval of the Commission's recommendations processes to develop the VZ plan and elements to be included in the VZ plan.</p> <p>Also, at tonight's meeting, the Sustainability Coordinator will be providing an overview of the Climate Ready Oak Park document and leading a discussion on possible actions that the Commission may want to consider for their 2023 draft work plan.</p>
Supporting Documentation Is Attached

Modified 2022 Work Plan for Transportation Commission

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

2022 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> • Parking • Traffic • Transportation related items referred by the Board from other Commissions • Various school traffic plans 	<ul style="list-style-type: none"> • Improved utilization and efficiency of on-street and off-street parking resources • Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way. • Improved level of safety for school children walking to and from school 	These are recurring annual projects	from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
	Evaluate Parking Pilot Program after 180 days with periodic interim status reports (carried over from 2021 work plan)	<ul style="list-style-type: none"> • Review results of parking pilot plan developed for the area bounded by South Boulevard, Oak Park Avenue, Harrison Street, and Harlem Avenue. • If necessary, recommend changes to the plan based upon results • Determine whether the Parking Pilot Program has met its objectives. 	Due by the 1st quarter of 2022.	
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Modified 2022 Work Plan for Transportation Commission

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

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted (carried over from 2021 work plan)	<ul style="list-style-type: none"> • Implement a more efficient and effective process for addressing citizen traffic calming requests • Develop an adopted vision for transportation in the Village of Oak Park 	Due by the 1st quarter of 2022.	
	Review the effects of the 2019 Madison Street corridor traffic calming project (carried over from 2021 work plan)	<ul style="list-style-type: none"> • Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street 	Due by the 2nd quarter of 2022.	
	Develop mission statement and/or guiding principles for the Transportation Commission and the Village's transportation network (carried over from 2021 work plan)	<ul style="list-style-type: none"> • Recommend to the Village Board revised principles and goals for the Village's transportation system network 	Due by the 2nd quarter of 2022.	
		– continued on next page –		

Modified 2022 Work Plan for Transportation Commission

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

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

Modified 2022 Work Plan for Transportation Commission

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

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

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

Modified 2022 Work Plan for Transportation Commission

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

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

Modified 2022 Work Plan for Transportation Commission

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

Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2022 Initiatives & On-Going Projects

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

Column 2: List your 2022 Initiatives/projects you propose to the Village Board.

Column 3: Indicate what outcomes your project will produce.

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

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

Chart Two: 2021 Accomplishments

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

Column 2: List your 2021 Accomplishments

Column 3: Indicate what outcomes you achieved

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

2023 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> • Parking • Traffic • Transportation related items referred by the Board from other Commissions • Various school traffic safety 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 = \$3,400/year for mailing notifications + \$0/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	Review the effects of the 2019 Madison Street corridor traffic calming project (carried over from the 2022 work plan)	<ul style="list-style-type: none"> • Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street 	Due by ??	
		-- continued on next page --		

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Recommend processes to develop Vision Zero plan and elements that should be included in the plan (carried over from the 2022 work plan)	<ul style="list-style-type: none">• Review pedestrian and bicycle crash data on a regular basis.• Recommendations on how to and/or importance of community engagement in a Vision Zero plan.• Establish inclusive and representative processes as well as measurable benchmarks to ensure equitable outcomes.• Whether and how enforcement can best be utilized to achieve Vision Zero.	Due by ??	
Recommendations	Develop a Vision Zero plan pending Village Board approval of the work plan item to recommend processes to develop Vision Zero plan and elements that should be included in the plan.	<ul style="list-style-type: none">• Recommend a Vision Zero plan for consideration by the Village Board of Trustees.	Due by ??	
		-- continued on next page --		

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

2022 Completed Initiatives as of September 2022 (no meeting in May)

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	February – Review effectiveness of existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted	<p>The Commission recommended: 1) Implement a prescreening tool using crash and speed data and 2) revisions to the existing scoring criteria.</p> <p>Originally discussed over a series of 8 meetings (6 in 2021 and 2 in 2022).</p> <p>Village Board of Trustees approved this item at its September 19, 2022 meeting.</p>
Recommendations	April – Conversation on Climate as it Relates to Transportation and Provide Feedback for the Oak Park Climate Plan	The Commission discussed various strengths and weaknesses of the Village's present transportation system and then provided some possible alternatives to further enhance the existing system.
Recommendations	April – Recommend to the Village Board Revised Principles and Goals for the Village's Transportation System Network	<p>After a series of meetings where the Commission submitted and then discussed various goals, refined the list and then made the recommendation to submit the final version of the Draft Revised Principles and Goals for the Village's Transportation System Network.</p> <p>Originally discussed over a series of 8 meetings (6 in 2021 and 2 in 2022).</p> <p>Staff is submitting this item to the Village Board for review and action.</p>
Recommendations	June – Petition to install traffic calming device on the 500 and 600 blocks of N Taylor Ave.	<p>The Commission recommended: Part A: 1) deploying portable speed wagons and speed radar signs on an intermittent basis, 2) eliminate the N Taylor Ave driveway into the BP gas station, 3) install rumble strip across N Taylor Ave section between Chicago Ave and east-west alley north of Chicago Ave.</p> <p>Part B: Given recent concerns over traffic safety and public safety, especially around the periphery of Oak Park and along its busy arterial and collector lanes, the Commission recommends the Village Board direct</p>

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

		<p>staff to generate a systematic approach to slowing traffic and improving safety in the Village</p> <p>Village Board of Trustees approved deploying speed radar signs and installing rumble strips at its August 1, 2022 meeting. The Village Board also approved the installation of a pinch point on the 500 block of North Taylor Avenue at its September 6, 2022 meeting.</p>
Recommendations	<p>June – Recommendation to Permanently Establish Parking Restriction “NO PARKING 7AM-6PM SCHOOL DAYS” on the South Side of Jackson Boulevard from East of Ridgeland Ave to Cuyler Ave as Temporarily Approved by Chief of Police on Dec 21, 2021 through June 14, 2022.</p>	<p>The Commission recommended that this temporary parking restriction be made permanent.</p> <p>Village Board of Trustees approved this at its July 18, 2022 meeting.</p>
Recommendations	<p>July – Modify Transportation Commission’s Recommendation on Review Effectiveness of Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and then Modifying or Replacing Them if Warranted to Include Changing Financial Responsibility for Speed Hump & Speed Table Measures from Special Service Area to Village</p>	<p>The Commission recommended to modify their recommendation on this work plan item to modifying financial responsibility of speed hump and speed table measures from Special Service Area to the Village.</p> <p>Village Board of Trustees approved this at its September 19, 2022 meeting.</p>
Recommendations	<p>August - Review the Oak Park Bicycle Plan and Neighborhood Greenways System Study to Evaluate Opportunities to Create Additional Dedicated or Protected Bike Lanes</p>	<p>The Commission is to review the existing Neighborhood Greenways map per Village Board direction and relay any modifications they would like to see to staff. Staff will then provide a formal recommendation that includes images of potential treatments that could be presented to the Commission so a recommendation can be made.</p> <p>It’s anticipated that the Commission will be providing additional input, if any, to staff on this item prior to year’s end.</p>

TRANSPORTATION COMMISSION

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

Recommendations	September - Petition to Install a Traffic Calming Device on the 500 Block of South Harvey Avenue	The Commission recommended: 1) to install a pinch point south of the east-west alley, 2) include DO NOT ENTER signs preventing southbound traffic from entering the residential section of the 500 block of South Harvey Ave, and 3) implement either LOCAL TRAFFIC ONLY or NO THRU TRAFFIC signs going into the commercial alleys travelling east and west (perpendicular to 500 block of South Harvey Ave). Staff is in the process of submitting the item for Village Board review and action.
Recommendations	September – Review of Recommended Revisions to the Existing Overnight On-Street Permit Zones	The Commission has provided recommendations to staff over a series of 7 meetings. It is anticipated that the Commission will be providing their final recommendations on this item to staff at its September 27, 2022 meeting.

Instructions for completing Work Plan

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Chart Two: 2022 Accomplishments

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

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Column 3: Indicate what outcomes you achieved

Village Of Oak Park

Transportation Commission Agenda Item

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

Review Date: <u>October 11, 2022</u>
Prepared By: <u>Sean Keane, Parking & Mobility Services Manager</u>

Abstract:

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

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

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

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

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

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

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

At its September 13, 2022 meeting, the Transportation Commission reviewed the proposed revisions again and directed staff to modify the proposed revisions to only add overnight on-street permit parking to one side of the street where applicable so as to not limit temporary parking options for residents and visitors.

Staff Recommendation(s):

Staff is seeking the Commission's feedback.

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

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

October 11, 2022

Transportation Commission Meeting

Presentation Road Map

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

Transportation Commission Action History

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

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

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

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

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

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Current Y5 Zone

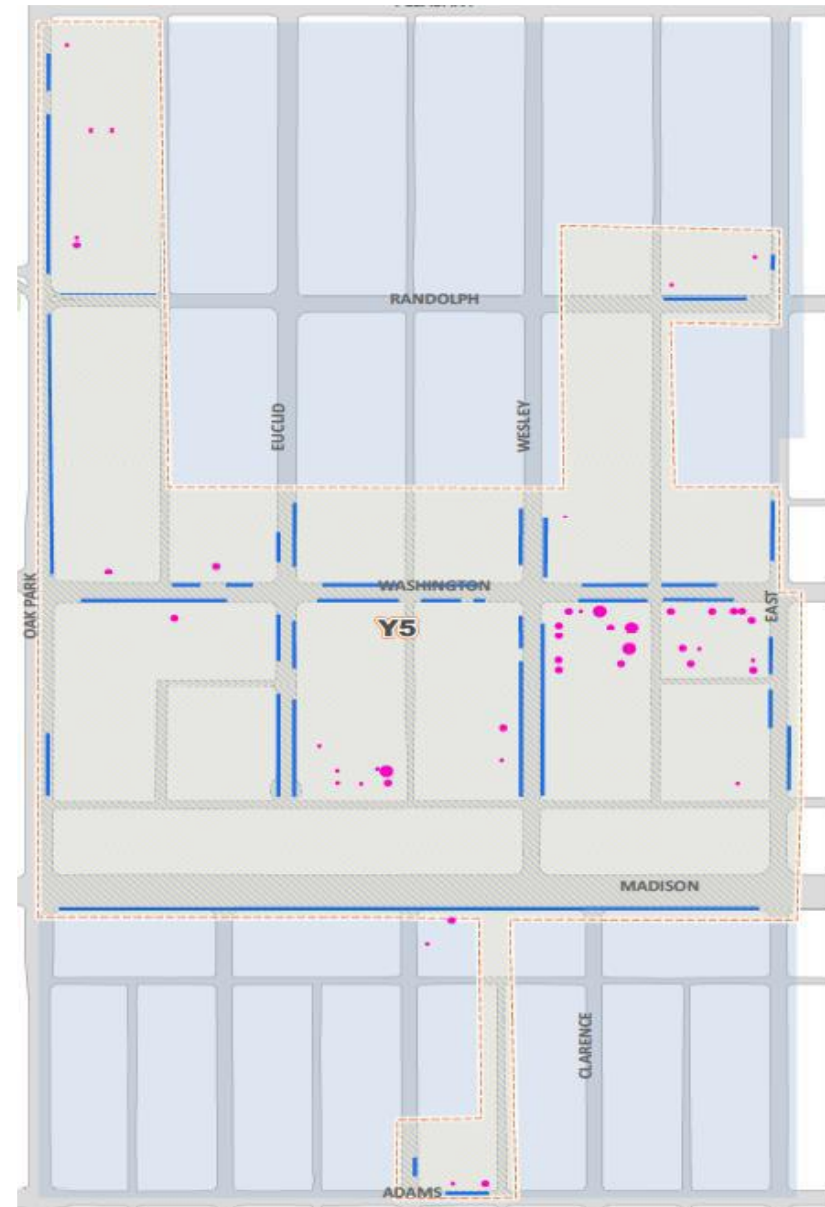


Legend

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

Rev. 12/17

Proposed Y5 Zone



Legend

Permit Holder Count

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

- On-Street Permit Parking

- Overnight Parking Zone Boundary

- Old Zone Boundary

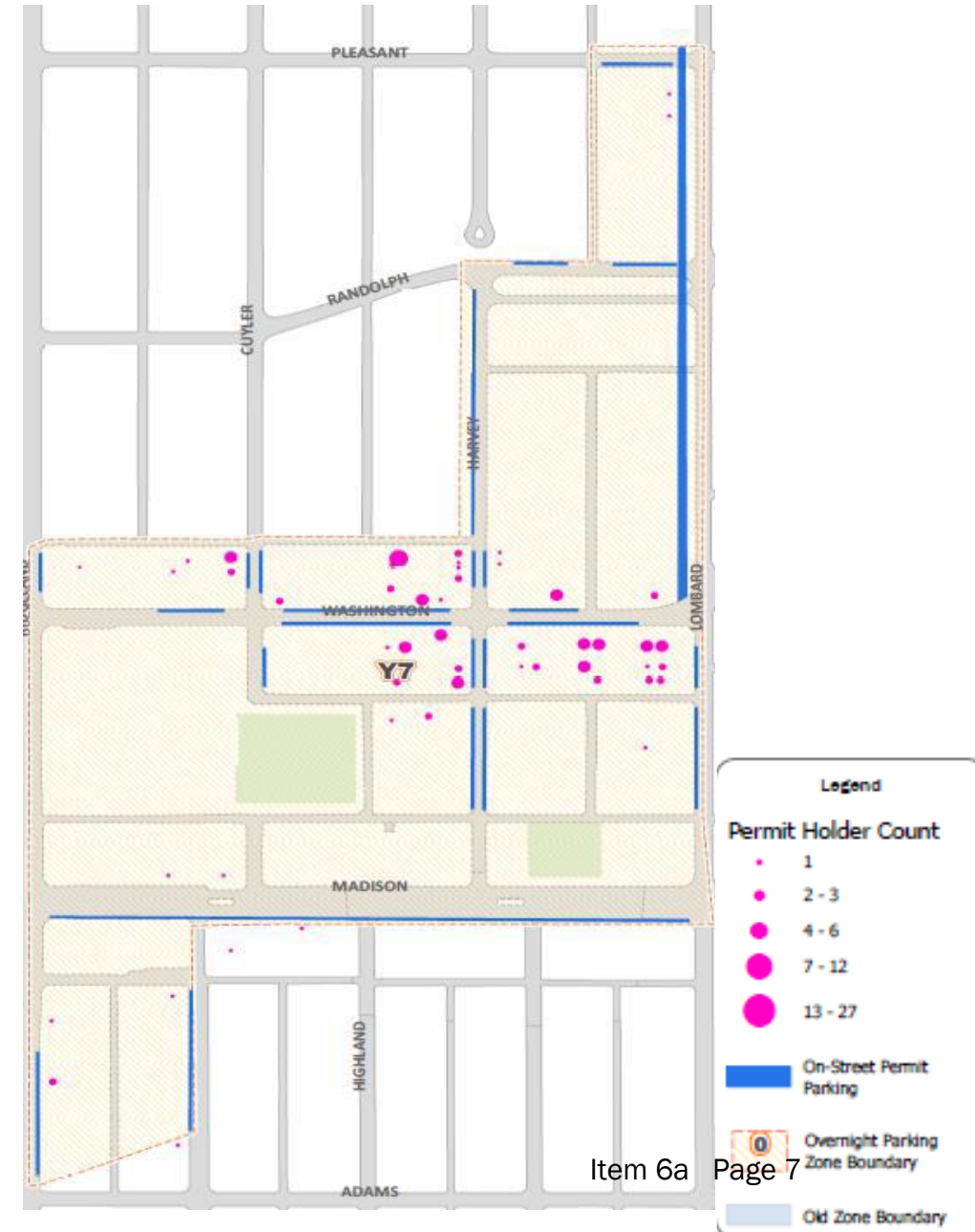
Item 6a

Page 6

Current Y7 Zone



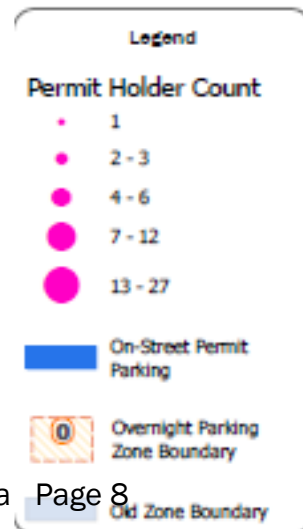
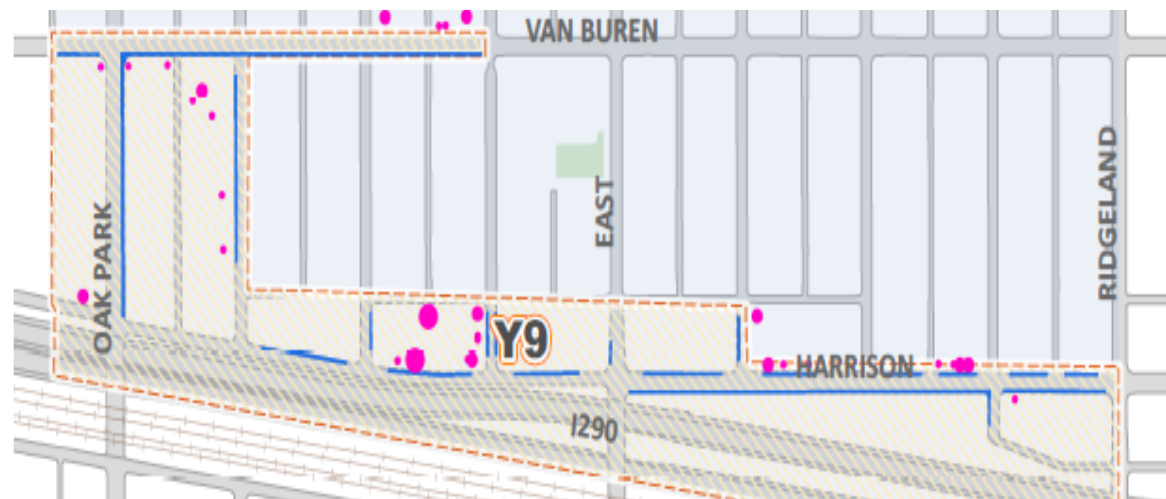
Proposed Y7 Zone



Current Y9 Zone



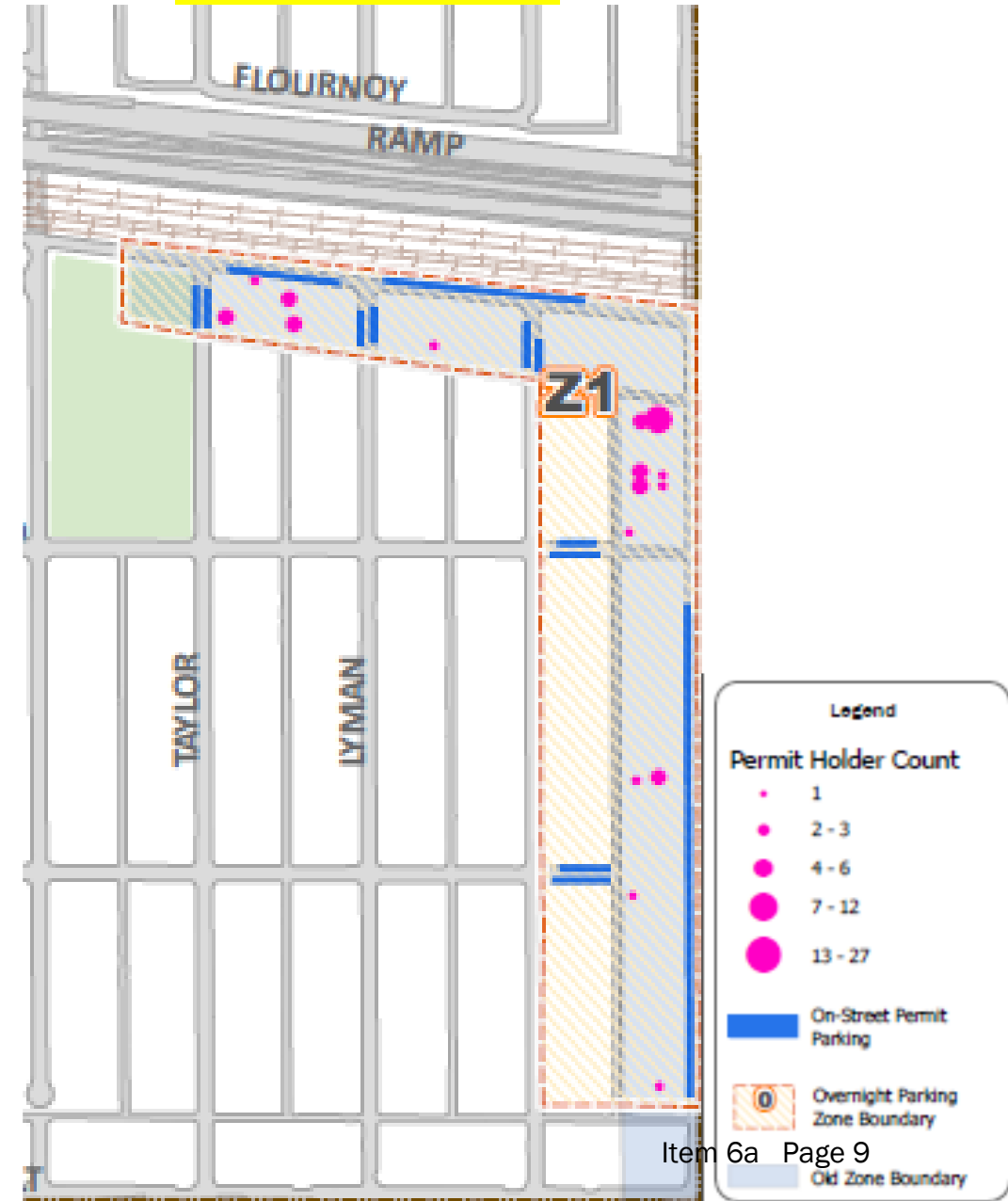
Proposed Y9 Zone



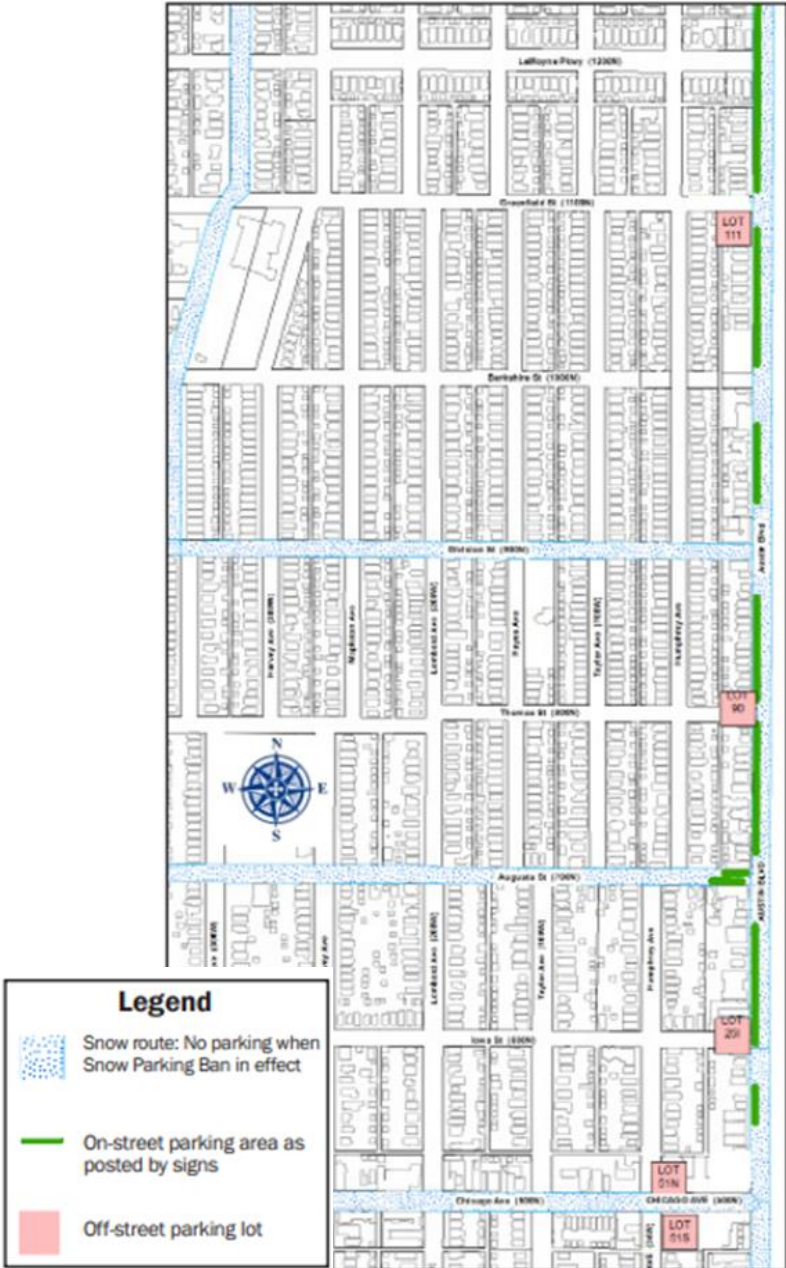
Current Z1 Zone



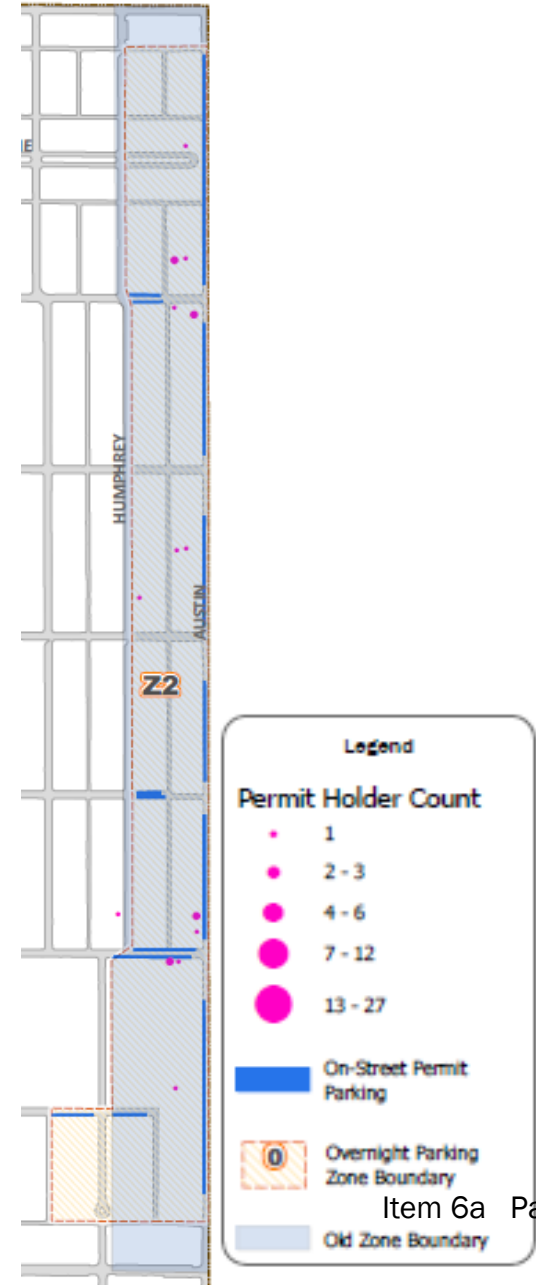
Proposed Z1 Zone



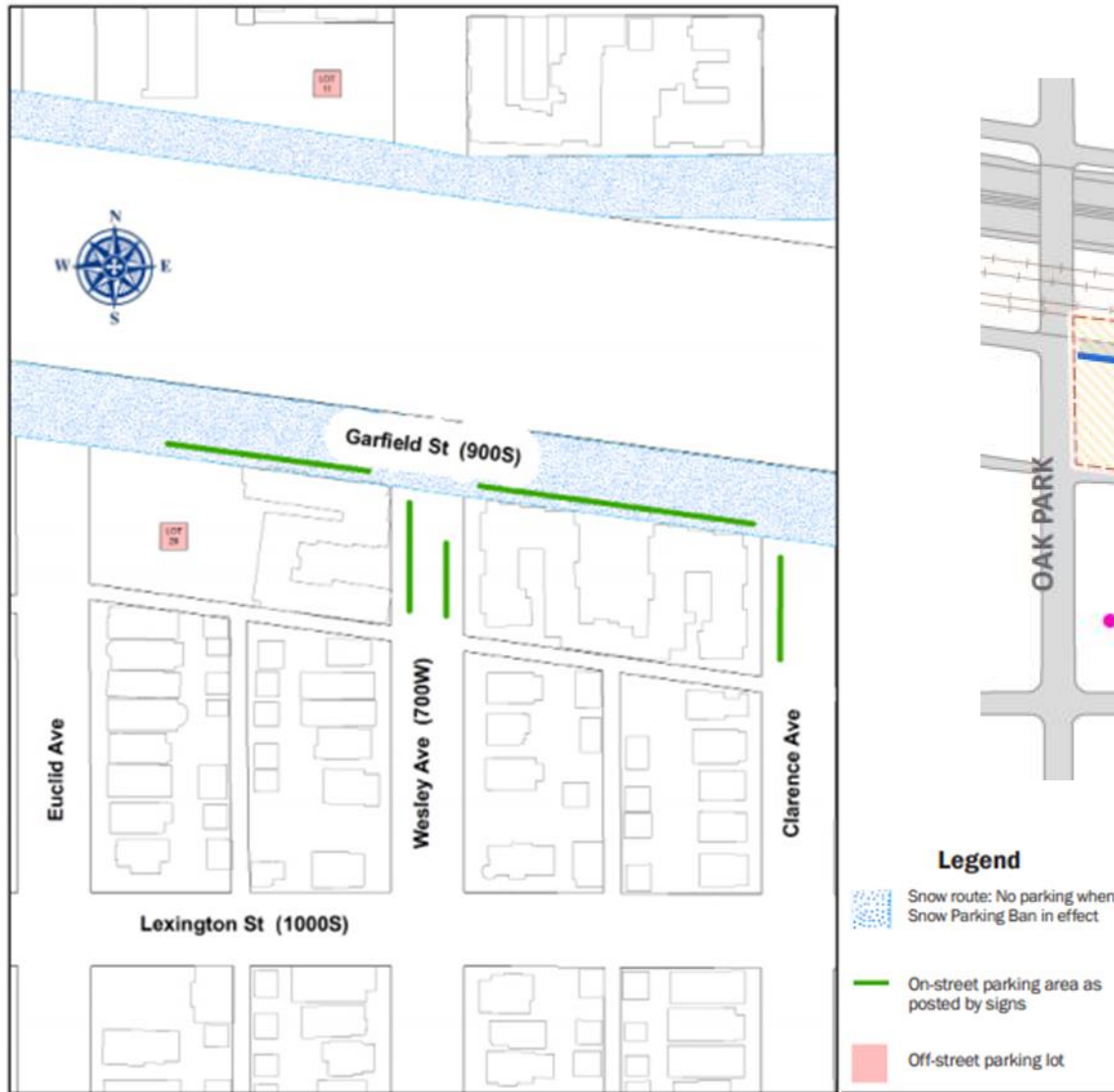
Current Z2 Zone



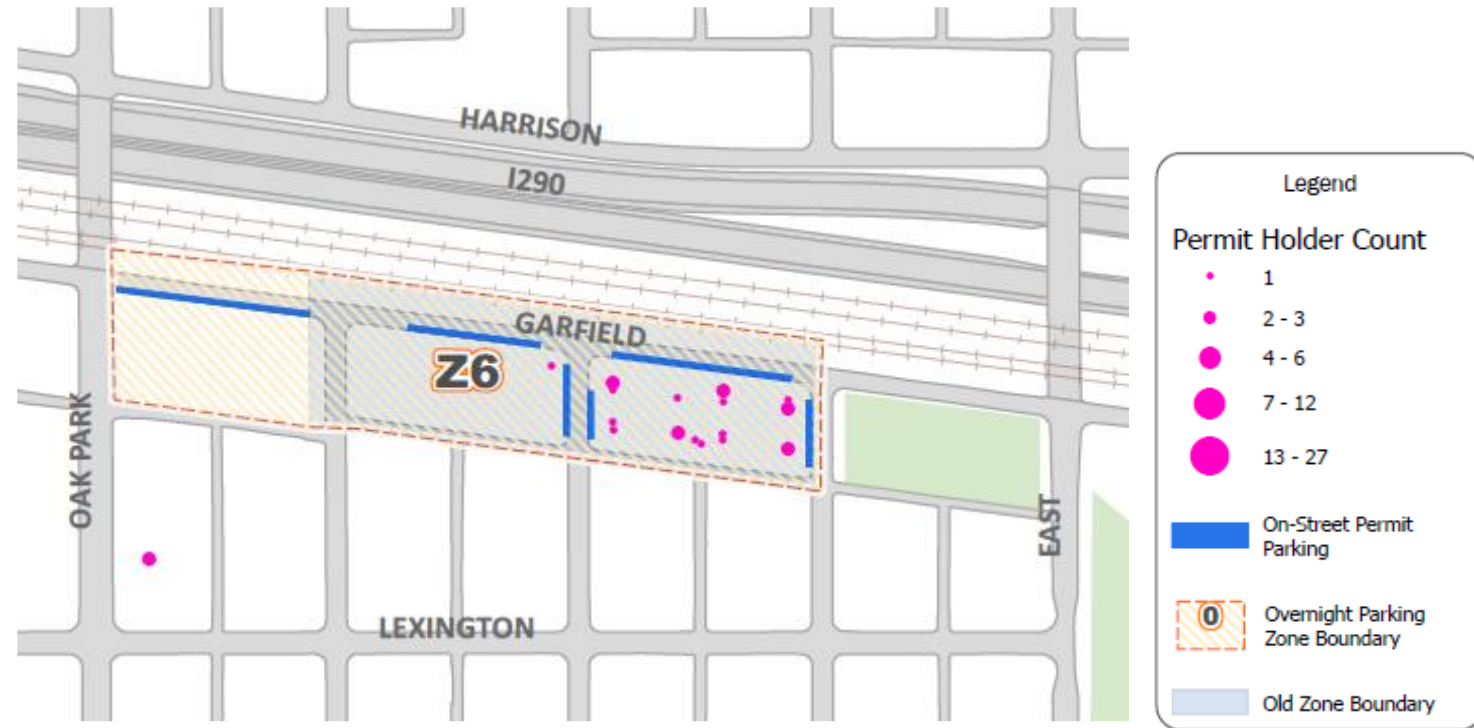
Proposed Z2 Zone



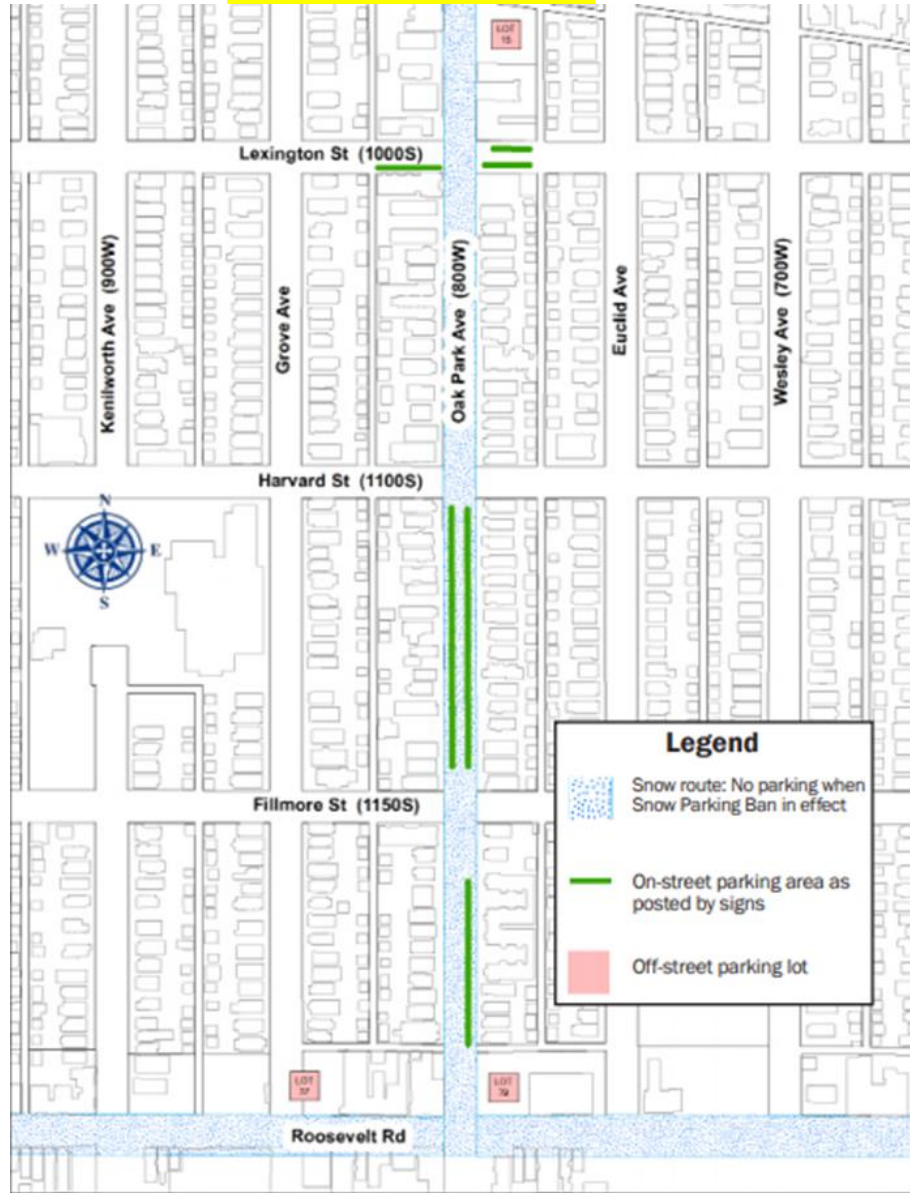
Current Z6 Zone



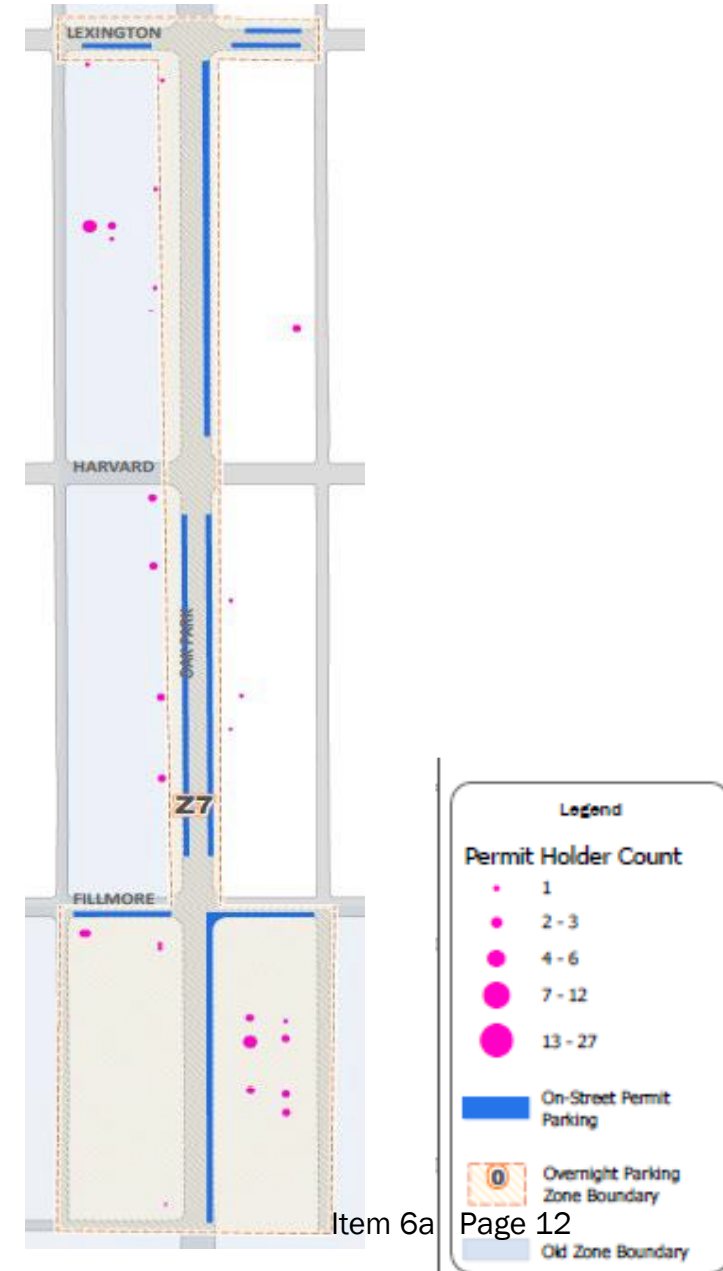
Proposed Z6 Zone



Current Z7 Zone



Proposed Z7 Zone



Next Meeting / Next Steps

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

Questions?

Zone Name	Active Zone Permits	Number of Zone Permits Available	# of Spaces Proposed to be added to Zone	# of Spaces lost with revisions
Y1	208	226	N/A	N/A
Y2	187	220	N/A	N/A
Y3	198	300	N/A	N/A
Y4	218	231	N/A	N/A
Y5	119	172	78	31
Y6	54	109	N/A	N/A
Y7	179	179	103	44
Y8	139	168	N/A	N/A
Y9	58	115	69	40
Z1	27	87	16	N/A
Z2	21	157	23	N/A
Z3	99	121	N/A	N/A
Z4	76	85	N/A	N/A
Z5	3	12	N/A	N/A
Z6	25	37	13	N/A
Z7	54	85	50	43
Z9	82	115	N/A	N/A
TOTAL	1,747	2,419	352	158

From: [REDACTED]
To: [Transportation](#)
Subject: Y7 parking 300 S. Harvey
Date: Wednesday, September 14, 2022 12:47:22 PM

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

Dear Transportation Commission-

I was unable to get into the remote meeting held last night, but I wanted to voice my objection to making the 300 S. Block of Harvey Y7 permit parking.

I am the owner of [REDACTED] and do not wish to lose the (already) limited parking available for myself and my guests. I chose to buy a property on a residential side street in Oak Park and paid a premium for the building and taxes so I would not have the same issues or restrictions as being on a busier street. I do not want to have a de facto parking lot in front of my home...especially one that I cannot use.

Please do not make the change in zoning for the 300 S. Block of Harvey. Thank you for your consideration.

KELLY CLEVELAND
Principal

Kelly Cleveland
[REDACTED]
[REDACTED]