



SPECIAL REMOTE MEETING AGENDA
TRANSPORTATION COMMISSION – October 12, 2021 at 7:00 p.m.

A Special Remote Meeting of the Transportation Commission will be conducted remotely with live audio available and optional video on October 12, 2021 at 7:00p.m. The meeting will be streamed live and archived online for on-demand viewing at www.oak-park.us/commissiontv, as well as cablecast on VOP-TV, which is available to Comcast subscribers on channel 6 and ATT U-Verse subscribers on channel 99. The remote meeting is authorized pursuant to Section 7(e) of the 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 the Governor Pritzker's current disaster proclamation. It is also not feasible to have a person present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak.

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Remote Meeting Minutes
 - 3.1) August 10, 2021 Draft Transportation Commission Meeting Minutes
 - 3.2) September 14, 2021 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment

Public statements of up to three minutes will be read into the record at the meeting. Individuals should email statements to transportation@oak-park.us to be received no later than 30 minutes prior to the start of the meeting. If email is not an option, you can drop comments off in the Oak Park Payment Drop Box across from the entrance to Village Hall, 123 Madison Street, to be received no later than the day prior to the meeting.

- 5) New Business
 - a) Recommendation to Add Y7 Overnight On-Street Permit Parking and Remove Daytime Parking Restrictions at 511 – 531 S Cuyler Avenue
- 6) Old Business
 - a) Recommend to the Village Board Revised Principles and Goals for the Village's Transportation System Network (continuation from the June 8, July 13, August 10, and September 14, 2021 Transportation Commission meetings)
- 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, August 10, 2021 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:03 PM.

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

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

Roll Call

Present: Camille Fink, Ryan Peterson, Aaron Stigger, Ron Burke

Absent: Garth Katner, Meghann Moses, James Thompson

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

2. Non-Agenda Public Comment

Staff Liaison Juliano noted that there are two written public comments included in the meeting's agenda and therefore, did not need to be read aloud. Staff Juliano also noted that as an addition to the night's meeting Parking Mobility Services Manager Sean Keane had submitted a draft of the parking pilot survey to be included into the work plan and looking for feedback from the Commission on the update.

Chair Burke suggested adding review of the revised parking pilot survey as #8 on the agenda after the 2022 work plan item but could possibly be included in that discussion.

3. Agenda Approval

Chair Burke requested that the agenda be amended to include review of the revised parking pilot survey as Item #8.

Commissioner Peterson made a motion to amend the agenda, seconded by Commissioner Stigger.

The roll call on the vote was as follows:

Ayes: Peterson, Stigger, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

4. Approval of the Draft July 13, 2021 Transportation Commission Meeting Minutes

Commissioner Stigger made a motion to approve the draft July 13, 2021 Transportation Commission meeting minutes and was seconded by Commissioner Peterson.

The roll call on the vote was as follows:

Ayes: Stigger, Peterson, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

5. REVIEW THE EFFECTIVENESS OF THE EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF WARRANTED (CONTINUATION FROM THE FEBRUARY 9, 2021, MAY 11, 2021, JUNE 8, 2021 & JULY 13, 2021 TRANSPORTATION COMMISSION MEETINGS)

Chair Burke gave a summary of previous discussions and goals related to this item.

Staff Liaison Juliano stated there are heat maps and a scoring table that is shared with the Commission.

Village Engineer McKenna stated the Village works with MGP Consultants for GIS services which provided heat maps of crash/traffic data. The source data was provided by both the state and local agencies. The maps which included crashes from 2016-2020. There is still work to be done on the look and feel of the maps as they aren't currently very intuitive or easy to read. The traffic data would be useful for showing high traffic areas in unexpected places, which would be the primary use. It will also show hot spots.

Chair Burke said based on past discussions the Commission is in support of using the heat maps as part of the screening/prioritization process.

Staff Liaison Juliano showed and explained the proposed scoring table in comparison to existing scoring table.

Chair Burke said under the proposed changes, fewer submissions would move forward based on new scoring method. It was previously agreed it is better to focus on transportation issues instead of community interests which could skew things.

Commissioner Stigger said he envisioned this change to make the rules stricter, but it seems more lenient. He brought up how the Village is compared to the national average. His challenge was to be better than the average. He would really like to see the Village tighten up and improve its standards, since we can do so now in making these edits.

Staff Liaison Juliano asked for clarification of stricter; more points given for the vehicle speed and more for the crash history? Commissioner Stigger said yes.

Chair Burke noted that under the proposed system a higher percentage of the score would come from crash history, vehicle speed and vehicle volumes compared to the existing scoring system. Chair Burke acknowledged Commissioner Stigger wants this to be done to an even greater extent.

Staff Liaison Juliano asked if he is looking for more points for lower speeds. Commissioner Stigger said yes, but asked clarification on if the maximum score 100 points is per intersection. Staff Liaison Juliano said yes, this is the maximum any petition could get. Chair Burke stated this score would determine whether a petition would be heard at all. Currently petitions must score at least 25 points.

Commissioner Stigger believes vehicle speed is a huge issue because it's one that people complain about all the time. Living in Oak Park for 47 years it's always been an issue and how much do we want to enforce it? He thinks that it can be predicted which areas need them and what can we do as whole instead of having residents coming to the Commission, filling out forms, taking up staff's and the Village Board's time. What proactive steps can be taken to address the speeding issue? But if this is the only option, make it count, make the points higher.

Commissioner Ryan agreed with Commissioner Stigger.

Commissioner Fink asked how does this relate to the heat maps; was this a guide in reallocating points?

Staff Liaison Juliano answered by saying the heat maps would be the first step in prioritizing and prescreening the petitions. Then the data collection on crashes and speeds would be considered.

Village Engineer McKenna confirmed the heat map would be an internal tool used as prescreening and would work with the Commission to determine what are the minimal thresholds to move a petition forward. This would reduce processing time and cost to the Village on data collection needed, compiled crash data and preparing agenda items. Then it would go through the Commission traffic calming petition process. These revisions would help prioritize the locations based on the scores.

Chair Burke asked if staff is envisioning a two-step process? Step one being, is this petition focused on a part of village where the heat map shows there is a problem if not the petition won't be processed but there are other tools available. If they are close to a problem spot, the petition will be scored and moved into priority petitions if they score accordingly. Or the heat map informs the crash history of this process or even add something to the scoring system that relates to the heat maps.

Village Engineer McKenna responded it could be either. The heat map option could be excluded as a tool for the petitions and just modify the scoring table creating a screening tool in and of itself. Keeping in mind the heat map could be an internal reference. But downside is it would still make it necessary to go through data collection and making it a longer process and a dollar commitment for every petition.

Chair Burke recapped by saying that the Commission is trying to avoid a full-blown traffic analysis for every petition. A two-step process might be best. Village Engineer McKenna answered by saying a two-step process could work or another option could be whether or not it qualifies for data collection making a three step process. Or not having a third step, meaning anything that clears the heat map would go to the Commission by way of the scoring method or a modified version.

Chair Burke asked if without the analysis, would critical information be left out like volume and speed of vehicles. Village Engineer McKenna answered vehicle speed would be a gap and depending on the nature of the petition, current information might not be available.

Chair Burke asked the Commission for feedback or comments regarding implementing the prioritization approach.

Commissioner Ryan likes the proposal as presented by staff.

Chair Burke asked for clarification. Does it mean a two-step process. If so, Chair Burke thinks staff needs to come back with more specificity around recommendation on how to use heat maps on first step in process.

Commissioner Camille thinks the point distribution is fine with some minor tweaking. It seems to meet the goal of paring down what comes to the Commission.

Commissioner Stigger want more enforcement in areas the Village knows to be hot spots. He feels speed radar signs are a band aid fix. He would like to see more investment in traffic enforcement by utilizing new staff in these areas; paying specific attention to during morning and evening rush hours.

Chair Burke suggested including the topic of enforcement in the 2022 Work Plan discussion. He also reiterated points brought up by the Commission such as revision of scoring system and bumping up the points on speed and how to use the heat maps with the hopes for discussion at the next meeting.

Village Engineer McKenna stated that staff's next steps would be determining thresholds on the heat map system to move forward. Would it be accident rate-based? Staff can make a recommendation or if the Commission is happy with staff's presentation, a final recommendation can be made while looking at speeds again. Staff does use 85th percentile speed with most drivers driving at or below that speed which is industry standards, though this doesn't really capture the outliers.

Staff Liaison Juliano reminded the Commission speed data is listed in bins. When it comes to outliers in regard to speeding; how many cars does it have to be to be considered an outlier.

Village Engineer McKenna mentioned that from staff's perspective, they would also package in what streets would not be eligible for a petition especially if the petitioner lives on a major street. Staff would also be looking at the funding table for the recommended improvements.

6. RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (CONTINUATION FROM THE FEBRUARY 9, 2021, MAY 11, 2021, JUNE 8, 2021 & JULY 13, 2021 TRANSPORTATION COMMISSION MEETINGS)

Staff Liaison Juliano gave a brief synopsis of previous discussions.

Chair Burke also followed up with a summary of past discussions. He then asked the Commissioners for comments and what their thoughts are on the draft goals he assembled. From that document, the Commission may recommend a set of goals to go to the Village Board after some process of public input.

Commissioner Stigger said that he would like to have a meeting with the Village Board. He feels there is a huge disconnect and a lot of ground could be gained from a meeting with them to be truly heard.

Commissioner Peterson wondered if these goals would be for 2022 only or will there be isolation of long- and short-term goals. What is the time line for these goals?

Chair Burke responded by saying what his vision is for the long-term.

Commissioner Peterson said having overarching pillars to work off of with actionable items beneath them such as increasing accessibility (pillar) by creating an ADA transition plan (actionable item) with completion in the next 2 to 3 years. He leans more towards that approach but feels the process outlined by Chair Burke is a good one.

Chair Burke stated that because of constraints on meetings, time must be set aside during Commission meetings to generate these items.

Staff Liaison Juliano mentioned that other Commissions have done two meetings per month when there has been a need.

Chair Burke asked if there is anything preventing Commissioners from submitting to staff a document with suggestions. Staff answered this could be done.

Commissioner Peterson asked if staff could blind copy all Commissioners with the changes.

Village Engineer McKenna said staff would have to get back with the Commission on what level of collaboration could be done outside the meeting.

Chair Burke asked if the Commission is okay with putting some time in the next meeting to make changes to the draft.

Commissioner Peterson said that he would like to see this as a standing agenda item for a while until something is completed and sent off to the Village Board.

7. DEVELOP THE TRANSPORTATION COMMISSION'S DRAFT 2022 WORK PLAN

Staff Liaison Juliano gave a quick description of the Work Plan process and provided the status of the 2021 work plan items.

Chair Burke asked if the Commission will be able to evaluate Madison Street next year. Village Engineer McKenna responded the intent is to collect data this Fall with the recommendations made available to the Commission the first or second quarter of 2022.

Chair Burke asked if there were any objections to carrying forward this item to the 2022 Work Plan? There were no objections.

Chair Burke asked about the Parking Pilot Program since conversations had started but felt that there is more to come on the topic.

Parking Mobility Services Manager Sean Keane spoke of the plan is, pending any further changes, to get the survey out before Labor Day with the goal of having it open for a month. Based on feedback and analysis, staff is looking to bringing forward recommendations to the Commission in early 2022.

Chair Burke asked if there were any objections to adding this item to the 2022 Work Plan as well. There were no objections.

Village Engineer McKenna reiterated the Board approved a budget of \$250,000 for a consultant to help get through backlog so that first item would be heavy. Staff is in the process of generating an RFP to have a consultant in place hopefully by late September and then processing petitions to get that backlog out of the way.

Staff Liaison Juliano mentioned the Village Board approved the goal for the Vision Zero coming before the Commission in the first quarter of 2022.

Chair Burke asked what tasks the Commission would be asked to do. Village Engineer McKenna said the goal would be to establish a plan for improved pedestrian safety.

Regarding the Neighborhood Greenways Plan, Chair Burke asked if it made sense to recommend a portion of the plan to be implemented? Village Engineer McKenna said the answer is yes based on the current 5-year capital plan, there is funding set aside for two runs of implementation, approximately \$100,000 a piece. The first being on Scoville Ave by the High School.

Chair Burke asked if it would be prudent to wait on direction from staff to determine which portions of the Neighborhood Greenways Plan would make sense to be implemented next? Village Engineer McKenna responded the priority of this could be a little later from a timing perspective, we have enough direction for the first phase next year. Staff would then look to the Commission for recommendations when moving into that second round to implement in 2023. This could be third quarter item for next year. Staff would also engage with local bike advocacy groups for shared recommendations to the Commission.

Chair Burke asked if there was any way to get Neighborhood Greenways Plan implemented in 2022. Village Engineer McKenna answered that it would be a budgetary consideration for the Village Board.

Chair Burke asked if there were any objections to keeping this item in the 2022 Work Plan? No objections.

Chair Burke asked the Commissioners asked about adding a project to the 2022 Work Plan that relates to enforcement which is directed towards Police Department as opposed to Transportation Staff and develop some recommendations.

Commissioner Stigger feels enforcement is the main issue; and it would be a good idea to include it.

Chair Burke asked staff when the Work Plan would have to go the Village Board. Staff Liaison Juliano answered later in the Fall, but she doesn't have exact timeline.

Village Engineer McKenna clarified that for the Vision Zero component more information on intent and scope would be found out through the budget process.

Chair Burke asked what if a project was added to the Work Plan described as traffic enforcement recommendations with a note it could potentially be included in the Vision Zero item. Chair Burke asked who would be in favor of creating traffic enforcement recommendations for the Village Board.

Commissioner Peterson answered he is generally supportive, if it's not quantified into a metric, otherwise you'll just be creating things out of nothing. Looking at current policies and coming up with more equitable strategies is a step in the right direction.

Commissioner Fink wondered if developing enforcement goals wouldn't be the responsibility of a different Commission altogether or maybe even fall under the Police Department itself.

Village Engineer McKenna said it is under the purview of the Transportation Commission to look at it as a component of transportation and safety. Staff could invite the Police Department to a Commission meeting as they are currently looking to create more of a neighborhood traffic group for these kinds of items.

Chair Burke didn't feel that this is the right time to invite the Police Department just yet and possibly move this to the fourth quarter or first quarter item next year.

Commissioner Peterson said that there are third party apps that could engage the citizens and residents to go about enforcing on their own to take some of the burden off Police and staff. It would also create more educational outreach to people about why their actions are unsafe, thereby serving to educate as well.

Staff asked the Commission, what outcomes would it like to achieve for this item?

Chair Burke responded to make recommendations to the Village Board on how to improve traffic enforcement.

Commissioner Stigger added a recommendation of increased enforcement.

Chair Burke thought that based on statistics, certain ethnic groups might be unfairly targeted. He recommends to fold the issue of traffic enforcement into developing the Vision Zero plan. That the plan will organically touch upon traffic enforcement.

Commissioner Peterson added the outcome of decreasing unsafe behavior on the roads regardless of demographic or socioeconomic group. Chair Burke felt this might be digging a bit too deep.

Chair Burke felt recommendations are to be determined on traffic enforcement and decide it later. Village Engineer McKenna stated that there has to be an outcome on the item such as: Recommend revised enforcement policies to improve safety or reduce speeds to show why an item is being considered.

8. REVISED PARKING PILOT SURVEY QUESTIONS

Parking Mobility Services Manager Keane gave an update on the status of the revised survey and asked for any additional changes to be submitted to staff via email so that they may be incorporated before Labor Day.

9. Adjourn

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

The roll call on the vote was as follows:

Ayes: Peterson, Stigger, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

The meeting was adjourned at 8:33 p.m.

Submitted by:

Shawnya Williams

Customer Service Representative II

DRAFT Meeting Minutes
Transportation Commission
Tuesday, September 14, 2021 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:00 PM.

Village Engineer Bill McKenna 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 the Governor's disaster proclamation. It is not feasible to have a person present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak during the Governor's disaster proclamation."

Roll Call

Present: Garth Katner, Megan Moses, Ryan Peterson, James Thompson, Ron Burke

Absent: Camille Fink, Aaron Stigger

Staff: Village Engineer Bill McKenna, Parking & Mobility Services Manager Sean Keane, Deputy Chief of Police Joseph Moran

Guest: Village Trustee Arti Walker-Peddakotla

2. Non-Agenda Public Comment

Village Engineer Bill McKenna read the non-agenda written public comment from the Bike Walk Oak Park Group aloud. The statement, in its entirety, is attached to these minutes.

3. Agenda Approval

Commissioner Peterson made a motion to approve the agenda and was seconded by Commissioner Moses.

The roll call on the vote was as follows:

Ayes: Peterson, Moses, Katner, Thompson, , Burke

Nays: None

The motion passed unanimously 5 to 0.

4. Approval of the Draft August 10, 2021 Transportation Commission Meeting Minutes

Chair Burke had one edit to the minutes regarding the work plan. There was a conversation around traffic enforcement initiated by Commissioner Stigger. Missing is his recommendation to fold this issue into developing the Vision Zero plan will touch on traffic enforcement.

Village Engineer McKenna stated that the minutes could be modified to include Chair Burke's recommendation and brought back for approval. He also stated that since the minutes contain no actionable items, there is no need to vote on approval of the minutes at tonight's meeting staff will bring it back for approval at the next Commission meeting

Chair Burke concurred with Village Engineer McKenna's recommendation. The other Commissioners agreed.

5. DEVELOP THE TRANSPORTATION COMMISSION'S DRAFT 2022 WORK PLAN
(CONTINUATION FROM THE AUGUST 10, 2021 TRANSPORTATION COMMISSION
MEETING)

Village Engineer McKenna gave a brief recap on previous discussions as well as updates on staff progress. In response to Chair Burke's question as to whether a timeline has been established for tackling the Vision Zero item, Village Engineer McKenna shared that the Village Board is hoping to have recommendations from the Transportation Commission in the first quarter of 2022. Since the Vision Zero item is potentially a large endeavor, staff would recommend the Commission to try have those recommendations to the Board on how to develop a Vision Zero plan and goals for a Vision Zero plan completed by the second quarter of 2022 that is the end of the first quarter of 2022.

Chair Burke asked his fellow Commissioners their opinion on including the traffic enforcement issue within the Vision Zero item and not as a separate item on the 2022 work plan.

When asked for clarification by Commissioner Peterson, Chair Burke stated the Commission's recommendation to the Village Board on how to develop a Vision Zero plan and what should go into it; that conversation should include a conversation about traffic enforcement. He is not recommending that traffic enforcement ultimately be part of the Vision Zero plan but a conversation that we have in the context of the Vision Zero planning process. Whether it gets into the Commission's recommendations is a whole other question.

Commissioner Peterson stated he doesn't see a strong Vision Zero program without law enforcement being touched on within that conversation or that policy

Commissioner Moses agreed with what Commissioner Stigger offered on the topic of law enforcement as a reasonable way to proceed. Commissioner Katner agreed as well, but given the gravity of the issue, there should be as many Commissioners present as possible to get a full response to the issue.

Village Engineer McKenna offered a recommendation regarding the work plan to remove the traffic enforcement item completely and include as part of the Vision Zero plan, but one of the outcomes could be how enforcement can best be utilized to achieve a Vision Zero plan which would give the Commission leeway for, enforcement a tool that should be used or not.

Chair Burke agreed with the recommendation with a small change of “whether” and “how” enforcement should be used.

Commissioner Moses wondered if it’s possible as part of that Vision Zero work to start getting regular data or incident reports on pedestrian crashes to know the status on a regular basis of how many and where to get a sense of patterns.

Village Engineer McKenna said that getting this kind of data is possible. Staff just needs to know what kind frequency the Commissions wants. Staff has begun scrubbing data for 2016-2020 for bike and pedestrian hits; there isn’t a lot. Staff can update the Commission on occurrences as they happen or on a quarterly basis. Staff has not validated the numbers from the email for accuracy. The speed at which staff can obtain these numbers would be based how fast they come from the Police or the State.

Commissioner Moses doesn’t know how staff can say crashes happen infrequently when she has witnessed at least 2 crashes in the last 6 months.

Village Engineer McKenna responded that his comment is based on the email in the public comment. Based on the public comment, these incidents would equal to 60+ crashes a year and he doesn’t believe it’s as frequent as the numbers cited in the email.

Chair Burke agreed that Commissioner Moses’ request relates to the conversation on staff’s work of putting together the heat maps and making them available to the Commission as well as staff utilize them as well in the screening process for the traffic calming petitions.

Village Engineer McKenna agreed there is some similarity and that it could be part of that Vision Zero conversation as to how the Commission is updated with this data and who will review these accidents to identify new hotspots for bike or pedestrian incidents.

Commissioner Moses would like to see these reports monthly, not as a separate work plan item but named in the Vision Zero work plan item. Commissioner Moses would like to edit the work plan item to read “will include a review of pedestrian and bicycle crash data.”

Village Engineer McKenna is agreeable to that change if the frequency is left vague at this time until staff knows how frequently the data can be obtained. If it can be done monthly, staff will provide it that frequently.

Chair Burke asked if there are other outcomes the Commission would like to see come from the Vision Zero planning process. Chair Burke also asked Village Engineer McKenna his sense of direction received from the Village Board. Do they want the Commission and staff to write a Vision Zero Plan and present it to them as a draft; or to recommend a process?

Village Engineer McKenna answered the Village Board is looking to the Commission to recommend a process on how to develop that Vision Zero plan and the Commission to recommend what goals the plan to be (what are you trying to achieve with the plan). Beyond that would be discussion for other outcomes such as the enforcement and the bike/pedestrian to be included in the bullet point box.

Chair Burke pointed out that that it reads “Staff to present a Zero Vision plan to the Commission.”

Village Engineer McKenna answered that the project name can be changed based on understanding of Board goals which could be “Recommend how to develop Vision Zero plan” as the project with the outcomes could be developing goals for a Vision Zero plan, the enforcement item, the review of bike/pedestrian accidents by the Transportation Commission and any other items the Commission would like to add to the outcomes with a due date of end of the first quarter of 2022.

Village Trustee Arti Walker-Peddakotla stated she is the Board member that introduced the Vision Zero plan during the Board goals and her understanding is different from staff’s. It’s not just that the Commission should recommend the process of how the plan should be formulated, but also what are the elements that need to be addressed within the Vision Zero plan itself for this Village to have a comprehensive Vision Zero plan? She would love if the Commission in partnership with other Commissions and Village staff doing the community outreach which would help drive development of an actual plan that the Board can ultimately vote on. Community outreach piece is a big part of the development of the plan.

Chair Burke asked who would be responsible for writing the plan: staff, consultants, or both?

Village Engineer McKenna responded it would be consultants based on staff recommendations as staff does not have the capacity to lead a full Vision Zero plan at the moment.

Chair Burke asked for other outcomes the Commission would like to see included in the plan.

Commissioner Peterson would like to see community engagement and equity included.

Village Engineer McKenna restated the Commission's project description with the following: "Recommend processes to develop Vision Zero plan" and the outcomes are listed as: community engagement, equity, data driven, whether and how traffic enforcement can best be utilized to achieve Vision Zero, and review pedestrian/bike accidents by the Commission as part of the Vision Zero plan.

Village Engineer McKenna pointed out the remaining work plan items are time frames for the citizen petition process and other priorities for the Commission.

Chair Burke responded that it would depend on staff recommendation and where staff stands in its ability to help the Commission implement that two or three step process to do the screening largely determines the schedule.

Village Engineer McKenna thought this might be possible for the first quarter of 2022 as there are several recommendations still being worked on with the GIS consultants for heat maps. Staff does not anticipate bringing this item back for the next Commission meeting due to staff priorities.

Chair Burke agreed with scheduling for the first quarter of 2022.

Village Engineer McKenna said the other item for discussion is Develop Mission Statement and/or Guiding Principles for the Transportation Commission and Village Transportation Network.

Chair Burke suggested doing the same for this item since it's on the agenda for this meeting to discuss and then circle back to establishing a timeframe.

Village Engineer McKenna said that staff would type up the work plan, forward it to the Commission to make sure the language matches the intent and get it to the Village Manager's Office by the end of the month. He also confirmed that Deputy Chief Moran could exit the meeting.

Chair Burke confirmed.

Deputy Chief Moran thanked the Commission and stated that he would be willing to attend future meetings. In parting he also stated that the Police's role is very important, and that enforcement is more about education and slowing down that motorist as opposed to writing tickets. The Police Department also views enforcement as being present and making traffic contact and stated that more warnings are issued over tickets.

6. REVIEW THE EFFECTIVENESS OF THE EXISTING CITIZEN PETITION PROCESS/SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF WARRANTED (CONTINUATION FROM THE

Chair Burke did a recap of past discussions and asked staff to give an update on progress.

Village Engineer McKenna provided an update on the refinements to the scoring table (adjusting points per measure, vehicle speeds and crash history) and draft heat maps. He mentioned that staff will be taking a break on the item to address other time sensitive matters.

Chair Burke asked if the Commission could recommend the changes to the scoring table?

Discussion occurred on the following topics:

- Can the Commission make a recommendation to change the existing scoring table as a standalone?
- How to use heat maps as a prescreening tool once finalized
- Whether to have a prescreening of a petition before employing the scoring table
- How to structure the screening process
- Explanation of difference between proposed scoring table (first iteration compared to second iteration)
- Commission preference of the various proposed scoring tables
- Discussion of the definition of traffic generators
- Discussion of what minimum score should be
- Implementation of changes (extra screening measures) would be applied to future petitions and current petitions are processed under the system which they applied. Revisions to scoring criteria could occur under existing system.
- Concern changing policy after seeing the Village results. Helpful to see another agency or municipality use of similar tool.
- Generate screening tool without bias is to establish critical crash rates and what locations exceed the critical crash rate for the Village with caveats for injury accidents or crashes involving pedestrians or bicyclists could be an effective filter.
- Prescreening versus prioritization tool (no petition should be eliminated)
- Possible issue are mid-block locations with speeding concerns where there are no pre-identifying metrics.
- How to decide prioritization of petitions (historic crash data, vehicle speed)
- Staff noted in proposed 2022 budget is additional four speed radar signs not super-accurate but may be good enough as a screening tool.
- Speed radar signs can be used for data collection when LED matrix is turned off (dark) and also as a calming tool when LED matrix is on.
- Staff recommended prescreening tool be used by staff so staff is not preparing agenda items that don't meet the criteria.

- Need metric that is defensible when petitions are rejected.
- One of the best metrics is critical crash rates with exceptions for pedestrian and bike crashes. Speed can be processed the same once a limit is set.
- Commission want to be informed of list of rejected petitions. Staff agreed.
- When could staff make recommendations on the crash and speed screening criteria?
Staff: 2 options – a) critical crash rate from 1997 Village-wide traffic study or b) recalculate critical crash rates throughout the entire Village, establish what current critical crash rate is and develop heat map intersection by intersection to that crash rate and accept/reject petitions based on that criteria.
- Commission preference is the August 10, 2021 version of the proposed scoring table with the lower minimum score
- Commission wants information on how the critical crash rate is calculated. Staff will provide it at the related Commission meeting.

Chair Burke asked staff bring to the Commission a recommendation on what the screening criteria will look like and some way to characterize or understand how many of the petitions will not exceed the critical crash rate and therefore likely be excluded based on established rates. Recommendation on vehicle speed criteria should be structured (initial screening criteria). Can this be done in October or November?

Village Engineer McKenna answered that staff could have this ready in November. He also added that staff could provide similar information presented in August to the Commission which is comparison of scoring tables to past applications.

Chair Burke responded that a sample of five to ten examples would be enough.

The Commission concurred.

7. RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (CONTINUATION FROM THE JUNE 8, JULY 13, AND AUGUST 10, 2021 TRANSPORTATION COMMISSION MEETINGS)

Chair Burke gave a summary of previous discussions and recommended tabling this item until the next meeting to allow for the presence of more Commissioners.

Commissioners Peterson, Moses, Thompson and Katner agreed on tabling the matter.

Chair Burke reminded staff that they were to investigate to what extent if any Commissioners could submit via email comments or suggestions on the goals drafted and if that communication is allowable.

Village Engineer McKenna responded that he spoke with the Village Attorney Paul Stephanides asking at what level deliberations could move toward policy in relation to the Open Meeting Act. It is determined that Commissioners asking staff questions and getting an answer from staff is allowable but once there is more discussion, there

should not be an email dialogue beyond that point. As an example, a compilation of questions in one email is allowable but that next chain could possibly start into more deliberations which is not allowable.

Chair Burke asked if the other Commissioners could receive his draft, make revisions and then send feedback and ideas to staff with a later conversation at the actual meeting?

Village Engineer McKenna answered that it could be done as an inclusion into the agenda packet as a Commission submission to staff which would then facilitate a conversation for the Commission as a whole.

8. OTHER ENCLOSURES

These enclosures are informational.

9. Adjourn

With no further business, Commissioner Moses made a motion to adjourn the meeting and was seconded by Commissioner Peterson.

The roll call on the vote was as follows:

Ayes: Moses, Peterson, Katner, Thompson, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting was adjourned at 8:38 PM.

Submitted by:

Shawnya Williams

Customer Service Representative II

From: Bike Walk Oak Park [REDACTED]
Sent: Tuesday, September 14, 2021 2:59 PM
To: Transportation
Cc: [REDACTED]
Subject: Sept. 14th Commission Meeting Public Comment (Greenways Network and Vision Zero)

[REDACTED] [REDACTED]

[REDACTED]

Hi Commissioners!

Bike Walk Oak Park wanted to reach out to you and Village Staff as the Village Board begins discussions around the Capital Improvement Plan (CIP) budget for 2022. Our goal is to ensure the continued funding for the Oak Park Greenways Network and the creation of a Vision Zero plan to improve the overall safety of our community.

We are advocating for the following:

- Vision Zero: BWOP has reviewed previous commission meeting notes and, as community advocates, we strongly discourage the use of the Oak Park Police Department for traffic enforcement as a tool to achieve Vision Zero. Historically, the use of police to calm speed and unsafe driving zones has resulted in temporary and short term results. Additionally, it has been documented that unfortunately our Oak Park Police Department is not immune to the conscious or unconscious practice of racial profiling. Utilizing police for this kind of enforcement can further traumatize our community's Black and Brown residents. There are numerous other successful solutions to achieve a Vision Zero Plan that are data driven, leverage community engagement, public education campaigns, and infrastructural investments. Please look through <https://visionzeronetwork.org/> for guidance.
- The CIP currently has the Bike Boulevard Improvements listed as Priority Code D, meaning "optional but beneficial to the Village in social, cultural or aesthetic ways." We are strongly advocating that this be upgraded to Priority Code A "essential and immediate need." Crash data from 2018 – 2020 show that every 4 to 5 days a pedestrian and/or cyclist gets hit by a car in Oak Park. These are numbers that no one should be comfortable with.
- A cost analysis of building out the Oak Park Greenways Network. The 2022 CIP draft budget illustrates that there is funding established for the greenways around the highschool and then funding for additional investments in 2023. Beyond that, there is nothing detailed in the 5 year CIP. It is clear that a comprehensive greenways network will take more than two years to construct. To ensure the construction of the entire network, an estimated and realistic cost breakdown across the next five years is necessary.
- Subsequent Greenways investments should be prioritized according to bike/ped safety impact and Safe Routes to Schools. This can be guided by the staff's current research on high-impact roads across the village.
- Future funding for the full build out of the Greenways Network should come from traditional capital improvement revenues, *not* the Sustainability Fund.

Finally, we are requesting an update to the name and description of *Bike Boulevard Improvements* in the Capital Improvement Plan to reflect the *Oak Park Greenways Network*. The Village Board approved the Oak Park Greenways Network in 2015, which details infrastructural safety investments for pedestrians *and* cyclists. These investments will help the Village achieve Vision Zero: the elimination of fatalities and severe injuries of pedestrians, cyclists and other non-motorized road users. The Capital Improvement Budget should fully reflect the goals of the Greenways Network, which includes using the correct terminology of what this investment entails.

Sincerely,

Bike Walk Oak Park Advocacy Team

(Doug Chien, Jenna Holzberg, Rachel Poretsky, Franny Ritchie and Sylvia Schweri)

<https://www.bikewalkoakpark.org/>

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

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Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Recommendation to Add Y7 Overnight On-Street Permit Parking and Remove Daytime Restrictions at 511 - 531 S Cuyler Avenue.
Review Date: <u>October 12, 2021</u>
Prepared By: <u>Cintha Redkva, Parking Restrictions Coordinator</u>
Abstract: Village Parking Lot 44, located at 301 Madison Street, will close effective January 1, 2022, pursuant to the Intergovernmental Agreement between the Park District and the Village. Lot 44 consists of 19 permitted parking spaces. 52% of current Lot 44 permit holders live in the 500 block of South Cuyler. To mitigate this future parking loss, staff is requesting the Transportation Commission review the attached recommendation to add overnight on-street permit parking, as part of the Y7 Zone, on the west side of the 500 block of South Cuyler Avenue, between 511 and 531 S. Cuyler Avenue. This street frontage amounts to approximately eleven (11) parking spaces. Furthermore, staff recommends removing the daytime restriction (2 hr parking, 9 a.m. – 5 p.m., Monday through Friday) on the west side of the 500 block of South Cuyler Avenue, between 511 and 531 S. Cuyler Avenue. This would allow permit holders to continue to park on the street during the day. Street cleaning restrictions would remain.
Staff Recommendation(s): Approve the recommendations.
Supporting documentation attached.

Current Parking Restrictions

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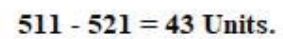


R-7 Zoning Near 500 Block of South Cuyler Avenue



■	DT-1: Downtown Central Sub-District
■	DT-2: Hemingway Sub-District
■	DT-3: Pleasant Sub-District
■	GC: General Commercial District
■	H: Hospital Zoning District
■	HS: Harrison Street Zoning District
■	I: Institutional Zoning District
■	MS: Madison Street Zoning District
■	NA: North Avenue Zoning District
■	NC: Neighborhood Commercial Zoning District
■	OS: Open Space Zoning District

■	P-R: Right-Of-Way
■	R-1: Single-Family Residential District
■	R-2: Single-Family Residential District
■	R-3-35: Single-Family Residential District
■	R-3-50: Single-Family Residential District
■	R-4: Single-Family Residential District
■	R-5: Two-Family Residential District
■	R-6: Multi-Family Residential District
■	R-7: Multi-Family Residential District
■	RR: Roosevelt Road Form-Based



Current On-street and Lot Permits Near 500 Block of South Cuyler Avenue



Current On-street and Lot Permit Availability Near 500 Block of South Cuyler Avenue

Permit Name	Capacity	Active	Available		
Y7 - On Street	150	148	2		
104: Night + 24HR	6	6	0		
97: Night	4	1	3		
46G: Night	11	11	0		
46F: Night	3	2	1		
46E: 24HR	20	19	1		
46D: 24HR	18	18	0		
46C: Night	20	9	11		
107: Night	8	5	3		
45: Night	9	7	2		
48W: 24 HR	8	6	2		
48E: Night	4	4	0		
44: 24HR	19	18	1		
5-Oct-21					
Total Parking Spaces:	280				
Available:	26				



The Village of Oak Park
708.383.6400
Village Hall
Fax 708.383.6692
123 Madison Street
www.oak-park.us
Oak Park, Illinois 60302-4272
village@oak-park.us

October 1, 2021

Re: Petition to Add Overnight Permit Parking, 511 – 531 S. Cuyler Avenue

Dear Business Owner or Resident:

The Village of Oak Park is proposing to add permitted overnight parking on the west side of the 500 block of South Cuyler Avenue. Based upon an evaluation of the area and current Village policies governing the establishment of overnight on-street permit parking, the proposed area is eligible for overnight permit parking. If approved by the Transportation Commission and Village Board, approximately eleven (11) permit parking spaces will be added to the Y7 overnight on-street parking zone.

The Transportation Commission is scheduled to meet remotely at **7:00 PM on Tuesday, October 12, 2021** to review this matter. The meeting will be streamed live and archived online for on-demand viewing at www.oak-park.us/commissiontv as well as cablecast on VOP-TV, which is available to Comcast subscribers on channel 6 and ATT Uverse subscribers on channel 99.

Oak Park Citizen Commissions welcome your statement to be read into the public record at a meeting. If you wish to provide any comments regarding the petition, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 434-1600, or by email at transportation@oak-park.us. All comments must be received by Friday, October 8, 2021 at 12:00 noon for inclusion in the Commission's agenda.

A copy of the Transportation Commission's agenda will be posted on the Village of Oak Park's website (www.oak-park.us) on Tuesday, October 12 after 5:00PM for public review and inspection.

Respectfully,

VILLAGE OF OAK PARK
Parking & Mobility Services Division

From: [REDACTED]
To: [Redkva, Cinthya](#)
Subject: Parking Area Designation
Date: Wednesday, October 6, 2021 9:11:29 AM

From: Efraín Dorado [REDACTED]
Sent: Thursday, September 2, 2021 11:32 AM
To: Parking Services <ParkingServices@oak-park.us>
Subject: FW: Parking Area Designation

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

Good Morning

I am writing this email as suggested by Doris in the Parking Department after our phone conversation yesterday morning.

This past month our 3 college age children moved in with us and they have their own vehicles but prior to them moving in I attempted to obtain permits and/or redesignate our block to allow for overnight parking. There were no available spots in any of the lots near my home back then and there still no availability, we are multiple waiting list. They have been utilizing the Passport App for overnight parking, but they are only allowed to purchase so many passes and then they are ticketed, relentlessly, every night they are not able to purchase an overnight pass. Between our three children they must have close to 20 tickets in the last two weeks which is simply ridiculous. There must be a better solution instead of simply just being told get an overnight pass or get a permit when that is not reality of what we are allowed to do. More options need to be made available in areas where there is increase number of apartment complexes.

A few months ago, when we moved into Oak Park, I sent the email below along with making several phone requests that went unanswered. I have since done a little more research and have complied the following information:

- Out of the 31 addresses listed on 500 S Cuyler Ave and South of the Madison Ave alley
 - 16 (51.61%) are multi-family
 - 15 (48.39%) are single family
- Out of the 72 living units on 500 S Cuyler Ave and South of the Madison Ave alley
 - 56 (77.78%) are apartment units
 - 12 (16.67%) are single family homes
- The East side of the block is Zoned as R-4: Single-Family Residential District
- The West side of the block is Zoned as R-5: Two-Family Residential District

I feel that based on the above information that over 50% of the housing is designated in a R-5 zone already we should be allowed to obtain parking permits for overnight parking on the West side of the block.

Thank You,
Efrain Dorado



Sent from [Mail](#) for Windows

From: [Wendy Chancellor](#)
To: [Transportation](#)
Subject: Parking 511-531 S Cuyler
Date: Thursday, October 7, 2021 8:11:20 PM

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

Dear Oak Park Citizen commission,

I am the owner of [REDACTED] S Cuyler. I am opposed to permitted overnight parking. Currently and over the past few years we have watched our street become very congested with cars that are parked both throughout the day and overnight for extended periods of time. As it stands, we can no longer park in front of our own homes and our guests can not park in front of our home due to the congestion.

We are opposed to permit parking bc that will further impact clean up after we have raked our leaves and shoveled our snow. As it is, due to an overnight parked car in front of our house, we have issues with the inability of the village to clear our streets of that debris.

While we understand the need for permitted parking, this is not the solution. In our opinion, you will begin with 11 spots, then eventually you will add more. It's not a sustainable solution. Perhaps some of the empty buildings in the area could become a parking garage or a parking lot.

In addition, the parking congestion on our street can only hurt our home values and quality of life.

Sincerely,

Roger and Wendy Chancellor

[REDACTED] S Cuyler Ave.

Sent from my iPhone

From: [Ann Collins](#)
To: [Transportation](#)
Subject: Parking permits 511-531 S Cuyler Ave
Date: Friday, October 8, 2021 9:22:28 AM

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

Dear Oak Park Citizen Commission,

I live and own the property at [REDACTED] S Cuyler Ave. I have lived here since 1991. I am opposed to permitted overnight parking on the west side of Cuyler. In the last few years our street has been congested with, many times, up to 45 cars parking on the 500 block of Cuyler overnight. The village parking rules are rarely enforced. Some cars are parked for up to a week without being moved. And for some reason, probably non-enforcement, the weekends are parking free for all.

As residents, we do not receive Village services such as having regular street cleaning, having leaves pushed during the fall, and having the snow plowed curb to curb during the winter because of the number of cars parked on the streets overnight. We are also rarely able to park near our homes on the street.

Although there have been parking issues in Oak Park for years, I do not believe that the 11 overnight permitted parking spaces will solve the problems on the block. There will still be other cars parked on the street in addition to the permitted parking spots unless the village seriously enforces their own parking regulations both overnight AND on weekends. Perhaps any permitted parking spaces should be on the non-residential west side of the 600 block of Cuyler or the south side of Adams Street by Longfellow Park. Additionally, I feel the lack of services we receive and the congested parking on our block will have a negative impact on our property values.

Sincerely,
Ann Collins
[REDACTED] S Cuyler
Oak Park

From: [kathleen blevins](#)
To: [Transportation](#)
Subject: Petition to Add Overnight Permit Parking, 511-531 S. Cuyler Ave
Date: Thursday, October 7, 2021 9:38:44 PM

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

We are Virgil and Kathleen Blevins at [REDACTED] S Cuyler Ave . We are the property owners of the 2 flat next door to the 36 unit on the left hand side of the building. Going South the rest of the building are 2flats and part of the Gunderson Historic District . We have tenants as well that need parking spaces for our renters along with our own convience of parking in front of our homes . We do have many visitors that complain of the parking situation now . Our street is already overcrowded and not serviced properly by the village . We lack in street cleaning , snow removal and maintenance. Our block is very crowded and chaotic with many people using our block for Madison St business CVS Pharmacy Julian Middle school and Longfellow on the other end . The alley behind CVS is a hazard and very unsafe with numerous parking and speeding violations . Please do not add to the big problems we endure as tax paying citizens that seem to always get ignored or dumped on for the convenience of those that do not live on the block . We do not want to give up that many spaces for permit parking . This is unfair to the property owners

From: [Abdulqadir Sutarwala](#)
To: [Transportation](#)
Cc: [Fowziah Shahmalak](#)
Subject: Support for Y7 overnight parking zone expansion
Date: Wednesday, October 6, 2021 8:13:16 AM

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

Hello,

I am a resident of [REDACTED] Culyer Ave, Oak Park, and show my full support to expand the Y7 parking zone area to cover the West side of S Culyer Ave.

Parking is very restrictive in Oak Park and it only gets worse in the winters. In addition to this annoyance is the closure of Lot 44 which will leave a lot of residence in the area scrambling to find an Overnight parking spot.

Ideally, parking for any individual would be right below their apartment and not waking 5 mins to the nearest parking lot. Having such restrictive and scarcely available parking space forces many young working people like me out of Oak Park, which is not something I look forward to.

I look forward to quick approval of the parking zone.

Thank you,

-Abdulqadir Z. Sutarwala

Village of Oak Park
Transportation Commission Agenda Item

Item Title: **Develop Mission Statement and/or Guiding Principles for the Transportation Commission and the Village's Transportation Network**

Review Date: October 12, 2021

Prepared By: Jill Juliano

Abstract (briefly describe the item being reviewed):

The approved 2021 Transportation Commission Work Plan includes an item entitled: Develop mission statement and/or guiding principles for the Transportation Commission and the Village's transportation system.

There is one stated outcome for this topic: Recommend to the Village Board revised principles and goals for the Village's transportation system network. This work plan item does not have a specified time frame.

This item was tabled at the last Commission meeting to allow for the presence of more Commissioners to review and deliberate the item.

In previous meetings, the Transportation Commission discussed the draft transportation goals as outlined in Chair Burke's email. As part of that discussion, the Commission asked about the level of collaboration that could occur outside the Commission meeting. Staff has confirmed for review of a document; each Commissioner could forward their comments for revisions/additions/deletions on the document to staff only. Then staff can revise the document based on all comments received from the Commissioners and email the revised document to the Commission using the blind carbon copy function. But that is the extent of the collaboration that may occur outside of the Commission meeting.

Staff Recommendation(s):

The Transportation Commission is to continue to develop their proposed goals for the Village's transportation system based on the outline previously provided by Chair Burke.

Supporting Documentation Is Attached

Subject: FW: Transportation Commission

From: Ron Burke

Sent: Thursday, August 5, 2021 4:59 PM

To: Juliano, Jill <JJuliano@oak-park.us>; McKenna, Bill <bmckenna@oak-park.us>

Subject: Re: Transportation Commission

Please share this with commissioners. Thx.

Draft Oak Park Transportation Goals

Note: This list of high-level goals doesn't include strategies to implement the goals nor performance measure to evaluate progress. Whether the commission wants to incorporate these elements is a question to be discussed.

Safety

- Design, upgrade and regulate OP's streets to be safer for people using all transportation modes, with a long-term "Vision Zero" goal to significantly reduce crashes and injuries and eliminate fatalities.

Sustainability, Affordability, and Transportation Options

- Support Oak Park's climate goals, minimize roadway congestion, and reduce the expense of car ownership by making it safer, easier, and more affordable to walk, bicycle, use transit, and carpool, with a higher percentage of trips using these modes.

Transportation Operations and Infrastructure

- Operate transportation infrastructure more efficiently in order to limit congestion and improve reliability.
- Bring OP's transportation infrastructure into a state of good repair.
- Make more efficient use of the existing parking and curbside infrastructure to accommodate parking and pickups/dropoffs.

Transportation Equity

- Prioritize village investments and make decisions with a focus on improving outcomes for Oak Park residents that experience higher mobility and economic hardship.

Community Engagement

- Improve the quality and timeliness of resident engagement in transportation decisions, with a focus on increasing participation by residents living in multi-family housing.

On Wed, Aug 4, 2021 at 3:22 PM Juliano, Jill <JJuliano@oak-park.us> wrote:

Hi Ron – Below are a few questions your fellow Commissioners forwarded to staff. Please include them in your document.

- * With the Transportation Commission meeting approximately 10 times per year, resulting in around 20 hours total of meeting time. What topics should be discussed during these 20 hours to most effectively utilize our time together? What topics have taken up too much time in the past?
- * What are the best assets of our Village's transportation network? How can we enhance them? What are its shortcomings?
- * In Oak Park, is the car king or the pedestrian/cyclist?

Thanks,
Jill



Envision Oak Park

A Comprehensive Plan for the Oak Park Community

Adopted September 15, 2014





Transportation, Infrastructure, & Communication Technologies

Oak Park is a community that is well-connected through transportation, infrastructure, and communication. The ability to move people, goods, resources, and information is critical in supporting a high quality of life and emerging commerce. To ensure all people enjoy personal mobility, Village government adopted a Complete Streets Policy that pledges to be inclusive of all people whether they are walking, biking, taking transit or driving. The Statement speaks to the role of the Comprehensive Plan in helping set a course that achieves a stronger community through mobility and connectivity.

The Village of Oak Park seeks to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone by planning, designing, operating, and maintaining a network of Complete Streets.

Three distinct yet interrelated elements of this chapter – transportation, infrastructure, and communication systems – represent how people in Oak Park remain connected both physically and virtually. The goals of this chapter relate in some way to all other chapters in this Plan and strive to ensure that all residents of Oak Park are served by mobility, infrastructure, and communications systems that meet the needs of the community.

From sewers to water to digital information, infrastructure sustains daily quality of life and makes Oak Park competitive for investment in cutting-edge and creative jobs.

STATEMENT OF IMPORTANCE

Transportation and infrastructure systems provide the physical connections to services, activities, and people that define and strengthen the sense of community in Oak Park. Mobility is an important part of daily life, and the variety of transportation modes in Oak Park must ensure that everyone has access throughout and around the village. Whether access to local shopping or a job in Downtown Chicago, residents should have choices in how they move. Quality and accessible transit services and facilities, appropriate parking supply and clear policies, and comprehensive bikeability, walkability, and pedestrian mobility are all integral parts of mobility.

Transportation facilities, utility infrastructure, and communication systems are all important components that make Oak Park function and that must be consistent with the character and history of the village. From sewers to water to digital information, infrastructure sustains daily quality of life and makes Oak Park competitive for investment in cutting-edge and creative jobs. Bicycle and pedestrian networks, roadways, and transit systems connect residents to the critical services they need. Transportation facilities, including rights-of-way, parking lots, and rail corridors, are major users of land. It is critical that this land is recognized as a valuable resource that must effectively serve surrounding uses, particularly in areas near public transit that call for universal accessibility and increased housing diversity. The design and functionality of major transportation infrastructure, such as the Eisenhower Expressway, have major impacts on local mobility, neighborhood character and traffic, and air quality.

VISION STATEMENT

The Vision Statement describes Transportation and Infrastructure as it exists in Oak Park in 2030.

Oak Park's transportation and infrastructure systems create a safe, connected, and equitable community where personal choice in transportation enhances quality of life and community health. A high level of accessibility, and appropriately managed mobility, attracts people to live and invest in neighborhoods and businesses in Oak Park. Destinations throughout the community are easily accessed by all modes of travel. The design of the transportation network conveys a hierarchy of travel modes along connected routes around the village and encourages diverse travel choices. The Eisenhower transportation corridor enhances local quality of life and the negative impacts of the corridor are minimized. Each travel mode has a defined role to play and different modes serve different types of trips.

Local awareness and education ensure that people living and working in the community understand the benefits of all different transportation choices and are encouraged to choose a healthy mode of travel. Transit serves the community at all times of day and parking policies consider all modes of access (vehicular, bicycles, pedestrians, and transit). Development will support walking, bicycling, and transit use. Children are able to safely and conveniently walk or bike to school. All transportation and infrastructure networks are well maintained through proactive capital programming and coordination with other construction projects.

Oak Park will have comprehensive and reliable infrastructure. This will be in place as a result of collaboration among service providers, local taxing bodies, residents and businesses. The local business economy is robust and market competitive as the result of comprehensive and reliable technology infrastructure. Public services are exceptional because of the technology infrastructure and resulting electronic access to public information.



David Harmantas, Flickr

GOALS, OBJECTIVES, AND METRICS

GOAL 10.1. DEVELOP TRANSPORTATION, INFORMATION, AND OTHER INFRASTRUCTURE NETWORKS THAT SUPPORT MULTIMODAL AND UNIVERSAL ACCESS TO DESTINATIONS IN OAK PARK AND ELSEWHERE.

The people and places in Oak Park are connected through the village's transportation and information networks. These networks help connect people to places and information. The following are actions Village government can take to support pedestrian, bike, transit, auto and information access in Oak Park that not only enhance mobility but also reduce reliance on pollution-generating means of transportation.

Accessing Businesses by Foot, Bike, Transit, and Automobile

Objective 10.1.1 - Ensure that business districts benefit from multi-modal access that balances the needs of pedestrians, bicyclists, transit users, and motorists.

Business districts that support a pedestrian, bicycle and transit friendly environment, in addition to automobiles, often lead to a higher level of commercial "traffic." Efficiently using the public right of way to accommodate all modes of travel ensures that all people, regardless of their mode of travel, are able to access goods and services. In order to support this objective, Village government could ensure that all modes of transportation are accommodated within the public right of way and that commercial developments are built in a manner that is welcoming to people arriving on foot, bike transit and in a car. Examples include orienting building entrances to the sidewalk, parking lots designed with pedestrian walkways and crosswalks, and prominently located bicycle parking.

Planning for Information Systems

Objective 10.1.2 - Maintain and update a strategic information plan that evaluates the feasibility of developing an open, high-speed broadband communication network and guides the development of civic information systems.

Information systems are constantly changing and evolving. To maintain Oak Park's high quality of life, it is important for Village government to plan for and accommodate new and changing information networks. To sustain and increase the village's level of connectivity, they could continue to work with information systems providers to ensure residents and businesses are well connected. To move forward, Village government could study the feasibility, cost and benefits of developing and maintaining a high-speed broadband communication network and Wi-Fi service.

Modernizing Transit Facilities

Objective 10.1.3 - Advocate for and partner with CTA, Pace, and Metra to modernize facilities to safely accommodate users of all modes and all abilities by ensuring that transit stations and stops meet or exceed ADA guidance and easily transfer from transit to walking or bicycling.

Oak Park has a rich network of transit options offered by Pace, CTA and Metra. Transit trips often end with a rider walking, bicycling, carpooling, or transferring to another bus or train. In order to ensure that all people of all ages and abilities using all modes of transportation are able to access transit, Village government could continue to work with transit service providers to ensure that every transit station and bus stop in Oak Park meets or exceeds current accessibility guidelines, and that all stops and stations are easily accessible to people on foot and bike.



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Completing the Streets

Objective 10.1.4 - Plan and install “complete streets” on key corridors that accommodate bus transit, bicycle, and pedestrian trips.

Streets are considered complete when any person, regardless of their age, ability or mode of travel, can comfortably travel along and across that street. Many of Oak Park’s streets already have sidewalks, bike lanes, and transit stops and shelters that allow for multi-modal travel. Yet some streets are more comfortable to walk, bike or access transit on than others. In 2010, Village government adopted a resolution supporting the Complete Streets concept. Then, in January 2012, Village government adopted a Complete Streets Policy where they seek “to create a comprehensive, integrated, and connected transportation network where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone by planning, designing, operating, and maintaining a network of Complete Streets.” In order to ensure that people can get from place to place within the village, Oak Park should continue with implementation of its Complete Streets Policy and design sidewalks and pedestrian crossings that ensure safe, walkable neighborhoods and business districts.

Managing Parking

Objective 10.1.5 - Ensure that the land use impacts of parking are efficiently managed and continue to regularly review the village parking strategy to incorporate best practices for travel demand management, pricing, and both on-street and off street parking supply.

Oak Park has been managing parking since the 1920’s when Village government began regulating overnight parking. To more effectively manage parking, Village government, in 2007, studied its existing parking and has been pricing public parking based on location and demand. In order to continue to effectively manage parking, Village government could regularly review its parking strategy with a focus on demand for both on-street and off street. In commercial and employment districts, convenient short term parking could be available for customers and visitors to businesses. They could also investigate parking pricing options in areas of high parking demand. In residential areas, Village government could periodically review on-street overnight parking requirements, specifically looking at requirements like snow parking.

Potential Metrics

The following metrics may be used to measure the success of the Village in supporting universal access throughout the community.

Metric: Adoption of a Strategic Information Plan

Desired Trend: Adoption of a Plan

Potential Data Resource: Municipal Board and Commission agendas and minutes

Metric: Total miles of Complete Streets upgrades in the community

Desired Trend: Increase in total miles of Complete Streets projects

Potential Data Resource: Municipal design plans and IDOT engineering plans



GOAL 10.2. DESIGN TRANSPORTATION NETWORKS THAT PROTECT, SUPPORT, AND ENHANCE THE SAFETY AND HERITAGE OF OAK PARK'S NEIGHBORHOODS AND BUSINESS DISTRICTS.

Transportation network design and safety can greatly affect a person's mode choice and neighborhood vitality. The following are actions Village government can take to enhance its existing bicycle, pedestrian, transit and automobile transportation networks, and reduce dependence on automobiles for access to local goods and services.

Coordinating Traffic Signals

Objective 10.2.1 - Continue enhancing the integrated traffic signal network to discourage cut through traffic.

Encountering too many red lights, or having a street with a reputation for being slow due to the traffic signals, can cause motorized traffic to utilize a local street to bypass a congested arterial road. For several years, Oak Park has used technology to create a connected network of traffic signals that enhances traffic flow. Village government could continue to maintain and enhance this network of interconnected traffic signals in order to concentrate car traffic on arterial roadways and discourage cut through traffic on neighborhood streets.

Creating a Walkable Community

Objective 10.2.2 - Enhance sidewalks and crossings infrastructure to ensure safe, walkable and accessible neighborhoods and business districts.

Walking is a healthy and affordable way to get around. Oak Park already has sidewalks on every street and crosswalks with curb ramps at most intersections. To maintain its existing sidewalk network, Village government could continue to sustain and grow its sidewalk maintenance and replacement programs and explore options for funding the removal of from sidewalks. In order to make Oak Park an even more walkable community, Village government could continue to use traffic calming tools, such as curb bump outs, one-way streets, traffic circles, textures and surfaces, signal timing, signs, and access management, to increase awareness of pedestrians. At intersections, Village government could phase traffic signals for pedestrian crossing times that allow people with various levels of mobility and speeds of travel to safely cross the street. Village government could also install more pedestrian signals, curb ramps, signals for the visually impaired, and crossing warning signs, especially in high pedestrian traffic areas or locations with frequent pedestrian incidents.

What others are doing...

Encouraging Active Transportation

Go Bronzeville – A New Transportation Options Marketing Program in Chicago

Go Bronzeville is a City of Chicago program that offers free resources, activities, and support to Bronzeville residents to encourage them to walk, bicycle, and take transit more often. The Go Bronzeville program invited 7,500 Bronzeville residents to order customized information packets containing their choices of maps, brochures, and helpful resources on transportation options for getting around Bronzeville, the City of Chicago and beyond. Local outreach staff, hired from within the neighborhood, assembled customized packets and delivered them throughout the fall and winter to residents' homes, along with an incentive gift.

For more information visit: <http://www.gobronzeville.org/>



What others are doing...

Active transportation education in the classroom

Safe Routes and Bicycling Ambassadors, Chicago, IL

Safe Routes Ambassadors are a group of bicycle and pedestrian safety experts that have been encouraging Chicago youth and adults to walk and bike for transportation since 2001. During the school year, ambassadors visit elementary school classrooms and teach students about bicycle and pedestrian safety. In warmer months, they also offer outdoor classes where students apply their classroom learning, and work with police officers to educate people on bike and in cars about safe driving behaviors.

More information about the program can be found at <http://chicagocompletestreets.org/your-safety/education-encouragement/ambassadors/>

Educating and Encouraging Safe, Active Travel

Objective 10.2.3 - Educate and encourage students on safe use of the transportation network.

As children grow up, they begin to travel longer distances independently, which may require making choices between driving, walking, biking and taking transit. In order to help Oak Park youth make safe transportation decisions, Village government should work with local schools and advocacy groups to provide educational resources related to the safe use of the transportation network. This would include awareness for both parents and children regarding the modes of choice that are available throughout the village, factors in determining the safety of a certain mode for different age groups and levels of mobility, and safe practices that would minimize the risk of injury.

Connecting the Bicycle Network

Objective 10.2.4 - Regularly update the Oak Park Bike Plan to ensure that the Village creates a safe, logical, and integrated cycling network that connects to surrounding communities.

Oak Park adopted a bicycle plan in 2008 that identifies where to install bike lanes and other types of bicycle facilities. Village government has implemented many of the recommendations in that plan. There are now many dedicated bike lanes, shared lanes, bike route signs and bike parking throughout the village. Since adoption of that plan, the City of Chicago and the City of Berwyn, both adjacent to Oak Park, have adopted and are working to implement bike plans. To continue to develop Oak Park's bicycle network, Village government could utilize incremental capital improvements to implement the remaining components of its Bike Plan, and update the plan to ensure coordination with neighboring communities and integration of the most current bicycle facility design standards.

Encouraging All Modes of Travel

Objective 10.2.5 - Encourage travel demand management to support use of the street by all modes and encourage employers to offer incentives to employees to carpool or take transit to work.

Travel demand management encourages the use of all modes of transportation as a means of commuting. Some people may not be aware of their travel options and could benefit from information and encouragement by their employer. This can lead to personal economic benefits as well as local and regional environmental benefits. In order to encourage use of the streets by all modes of travel, Village government could encourage employers to identify opportunities for and implement incentives for employees that carpool, take transit, walk or bike to work. Village government could work with employers to help them understand and take advantage of state and federal programs that provide such incentives but mitigate any direct costs to businesses. Finally, Village government could support the implementation of a bike share and car share programs that reduce the reliance on private automobile ownership and use barriers to non-motorized local transportation.

Potential Metrics

The following metrics may be used to measure the success of the Village in supporting Oak Park's heritage and character.

Metric: Walk Score

Desired Trend: Maintenance or increase in walk score
Potential Data Resource: walkscore.com or equivalent

Metric: Number of shared bike or car parking spaces available in Oak Park

Desired Trend: Maintenance or increase in amount of parking spaces
Potential Data Resource: Municipal permits, inventories of shared service providers



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GOAL 10.3. BUILD INFORMATION AND COMMUNICATION INFRASTRUCTURE THAT ENHANCES NEIGHBORHOOD ENGAGEMENT, GOVERNMENT TRANSPARENCY, ECONOMIC DEVELOPMENT, AND ENVIRONMENTAL SUSTAINABILITY.

Communications networks are key to sharing information and ideas between and among the Oak Park community. The following are actions that Village government can take to enhance engagement, transparency, sustainability and support economic development through communications.

Regulating for the Information Age

Objective 10.3.1 - Review and amend regulations, as appropriate, to remove barriers and provide incentives to expanding information infrastructure.

Village government's regulations influence what types of information infrastructure are permissible within the village. As information infrastructure evolves, Village government's zoning regulations need to keep up with the changing demands. Village government could regularly review and update as necessary use regulations related to information infrastructure. As they are drafted, proposed amendments should consider the impacts on the municipality's long-term infrastructure, community character, and existing development context.

Leveraging Technology to attract business

Objective 10.3.2 - Work with local and regional business leaders to identify needs and deficiencies with respect to upcoming information technologies and identify scalable and expandable projects to attract business and industries of the future.

Technology, and industry needs for I.T., are constantly evolving. Businesses are often seeking new and innovative ways to leverage emerging technologies. In order to attract businesses and industries of the future, Village government can work with local economic development partners and existing industry to identify the demands for emerging technologies with real application in the village. Village government could also identify opportunities for the upgrading of existing infrastructure, or installation of new infrastructure, in order to meet anticipated demands and support emerging business development. As regularly programmed or special capital improvements are made to municipal infrastructure, Village government should consider and design for long-term flexibility that supports the evolution and expansion of reliable and flexible infrastructure and technology systems.



Communicating with Other Public Agencies

Objective 10.3.3 - Build civic communication infrastructure among the six governmental units in Oak Park.

Oak Park has a total of six taxing bodies; the Village, Oak Park Township, Oak Park-River Forest High School, the Elementary School District, the Oak Park Public Library District and the Park District of Oak Park. To a large extent, these districts work well together to share information with each other's constituents when warranted. Village government could continue to explore opportunities to formalize communication with these districts, including shared communication lists (with user permissions provided at the time of registration) and a central clearing-house for posts, articles, and documents distributed by all partners.

Potential Metrics

The following metrics may be used to measure the success of the Village in supporting infrastructure development that fosters communication and growth.

Metric: Investment in modern infrastructure development

Desired Trend: Maintenance or increase in total annual investment

Potential Data Resource: Municipal or private infrastructure development permits

GOAL 10.4. MAKE THE EISENHOWER TRANSPORTATION CORRIDOR SAFE, CONVENIENT, AND RELIABLE WITH MULTI-MODAL OPTIONS THAT SUPPORT ENVIRONMENTAL SUSTAINABILITY AND LIVABLE COMMUNITIES.

The Eisenhower corridor is a major transportation asset for residents of Oak Park and the western portion of the Chicagoland region. The following are actions Village government can take to support the local and regional benefits provided by the Eisenhower transportation corridor, and sustain the natural, physical, and economic development environment in Oak Park.

Supporting Local and Regional Travel

Objective 10.4.1 - Ensure that the Eisenhower supports both local and regional travel needs and improves public transit access to destinations to the west and east of Oak Park.

The Eisenhower corridor provides access to destinations in Oak Park and to the City of Chicago and its western suburbs. The corridor is unique because it was one of the first expressways in the country to incorporate a train line within the expressway. Today Oak Park's section of the Eisenhower includes both the expressway and three CTA Blue line train stops that allow for east-west travel into and out of the village. As improvements to the corridor are considered, Village government should work closely with IDOT, CTA, and Pace to advocate for the extension of rail transit services beyond Forest Park, enhanced local and regional bus routes that increase mobility to surrounding communities, and improved transit stations that integrate fully accessible platforms and more comfortable waiting areas.



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Maintaining the Expressway Footprint

Objective 10.4.2 - Maintain the existing expressway footprint, soften the visual barrier and preserve the established built form, character, and historic assets.

The Eisenhower corridor is a tremendous asset for Oak Park, but it also imposes significant impacts related to noise and community aesthetics. Village government should work with IDOT as improvements to the corridor are planned in order to minimize the impacts of the corridor on surrounding development, and integrate appropriate noise and visual buffers that mitigate the impacts of traffic along the corridor on nearby development. Two primary areas of focus should be the design of the corridor trench (i.e. footprint, landscaping, etc.), and the design of north-south overpasses that span across the trench and impact the perceived character of the community.

Connecting People on Foot and Bike

Objective 10.4.3 - Improve non-motorized mobility across the Eisenhower corridor by widening bridge sidewalks to safely accommodate bicycles and pedestrians and create small areas of open space.

There are currently six bridges that allow people on foot or on bike to cross the Eisenhower. One of these bridges is designed exclusively for pedestrians, while the other bridges accommodate all modes of traffic. Bridges are spaced approximately every half mile. These bridges provide varying levels of protection for pedestrians and cyclists. Some have fast moving traffic with minimal separation between the traffic and the sidewalk, and none of the bridges have a designated bicycle facility. Village government could work with IDOT to implement improvements to roadway overpasses that include increased sidewalk widths, enhanced pedestrian signalization, buffers from vehicular traffic, and bike lanes where space allows. Improvement plans should explore opportunities for expanded bridge decking that could accommodate wider sidewalks, bike trails, open space, or active development.

Exploring Creative Solutions

Objective 10.4.4 - Explore and test creative solutions for managing transportation patterns, integrating all modes of travel, and designing infrastructure in order to maximize mobility and minimize impacts on surrounding neighborhoods and commercial districts.

The village has always been proactive regarding the design of the Eisenhower corridor and its potential benefits and impacts on the community. Village government could continue to work with IDOT, CTA, Pace, and other partners in exploring and implementing innovative solutions to transportation mobility and safety. While specific solutions will depend upon local and regional priorities, issues and challenges to be addressed, and the availability of funding from various sources, consideration should be given to creative infrastructure and design solutions that address important issues, including increased physical connections and open space across the corridor, increasing the efficiency of travel along I-290 through managed traffic and transit lanes, innovative interchange designs, and investment in transit infrastructure, stations, and access points.

Potential Metrics

The following metrics may be used to measure the success of the Village in managing the impacts of potential modifications to the Eisenhower Expressway corridor.

Metric: Amount of funding identified by IDOT or FHWA for aesthetic or impact-mitigating measures to the proposed design plan

Desired Trend: Increase in IDOT funding

Potential Data Resource: IDOT cost estimates and design proposals



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GOAL 10.5. SUPPORT A STRONG INFRASTRUCTURE SYSTEM THAT LEVERAGES SUSTAINABLE TECHNOLOGIES.

Infrastructure provides necessary and sustaining resources to residents and businesses in the village. Water, sewer, electric, gas, cable/internet, cellular and transportation networks support local development and keep citizens connected. The following are actions Village government can take to ensure residents have access to resilient infrastructure, while minimizing environmental impact and addressing local impacts of climate change.

Integrating New Technologies

Objective 10.5.1 - Regularly review and update the capital improvement program in order to maintain existing systems and integrate new infrastructure technologies.

The Village's Capital Improvement Program (CIP) is a plan for near-term infrastructure improvements. It is used as a tool for planning and budgeting major capital projects within the village. As systems and technologies improve, it is important that Village government consider adoption and integration of these systems and technologies into their existing networks. Municipal staff could monitor the development of new infrastructure techniques and technologies, and consider their applicability within Oak Park. New technologies could be implemented incrementally over time, taking into account the long-term financial and social benefits they may provide to the community. In the short-term, infrastructure improvements should be designed and installed to provide for the integration of emerging infrastructure technologies as appropriate.

Utilizing Renewable Resources

Objective 10.5.2 - Use renewable energies that are easily scalable, environmentally sound, efficient, and adaptable to environmental change and community demand.

A community's energy sources can greatly impact the environment and the community. Renewable energies have a lower impact than older, "dirty" energy sources. Using solar energy, wind energy, geothermal heating, biofuels, and other renewable energy sources significantly decreases the village's environmental impact caused by energy consumption. In order to allow for renewable energies, Village government could review and amend its zoning code to ensure that it permits residents to utilize these energy sources. Village government could also continue to identify sources of and purchase renewable energy for public distribution and use through local utilities.

Focusing on Sustainable Systems

Objective 10.5.3 - Update the municipal infrastructure plan to focus more specifically on sustainable systems.

Village government regularly drafts and updates long-term plans intended to guide investment in existing and future infrastructure. These infrastructure systems represent a significant investment, and are necessary to support local development. Village government could prioritize the examination and integration of sustainable and resilient infrastructure in its long-term planning. This will ensure that the community remains up to date regarding emerging technologies, and that municipal infrastructure is resilient to local impacts of climate change.



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Managing Stormwater

Objective 10.5.4 - Encourage on-site stormwater detention with processing strategies, such as rain gardens, rain barrels, bioswales, and permeable paving that take stress off the combined sewer system.

Traditional stormwater infrastructure is designed to receive runoff from surrounding properties, collect it into sewers, and transmit it for cleansing and discharge. However, major storm events or snow melts place significant strain on stormwater and sanitary infrastructure, often resulting in flooded streets, sidewalks, and structures. The village is a leader in sustainable development, and is taking positive steps to manage the impacts of stormwater runoff. Village government should continue to allow and encourage the use of rain gardens, rain barrels, bioswales and permeable pavers on both public and private properties to help retain and filtrate water prior to releasing it into the ground locally. This will help reduce the demand placed on public infrastructure and sustain local groundwater reserves.

Potential Metrics

The following metrics may be used to measure the success of the Village in supporting the development of sustainable infrastructure.

Metric: Linear feet or total area of sustainable infrastructure in Oak Park

Desired Trend: Increase in linear feet or total area

Potential Data Resource: Public Works inventories and private development proposals approved by Village government

Metric: Number of permits issued for renewable energy systems

Desired Trend: Increase in the amount of permits issued

Potential Data Resource: Village permitting

Metric: Amount of stormwater managed on-site and diverted away from municipal infrastructure systems

Desired Trend: Increase in the amount of managed or diverted stormwater

Potential Data Resource: Development applications approved by Village government

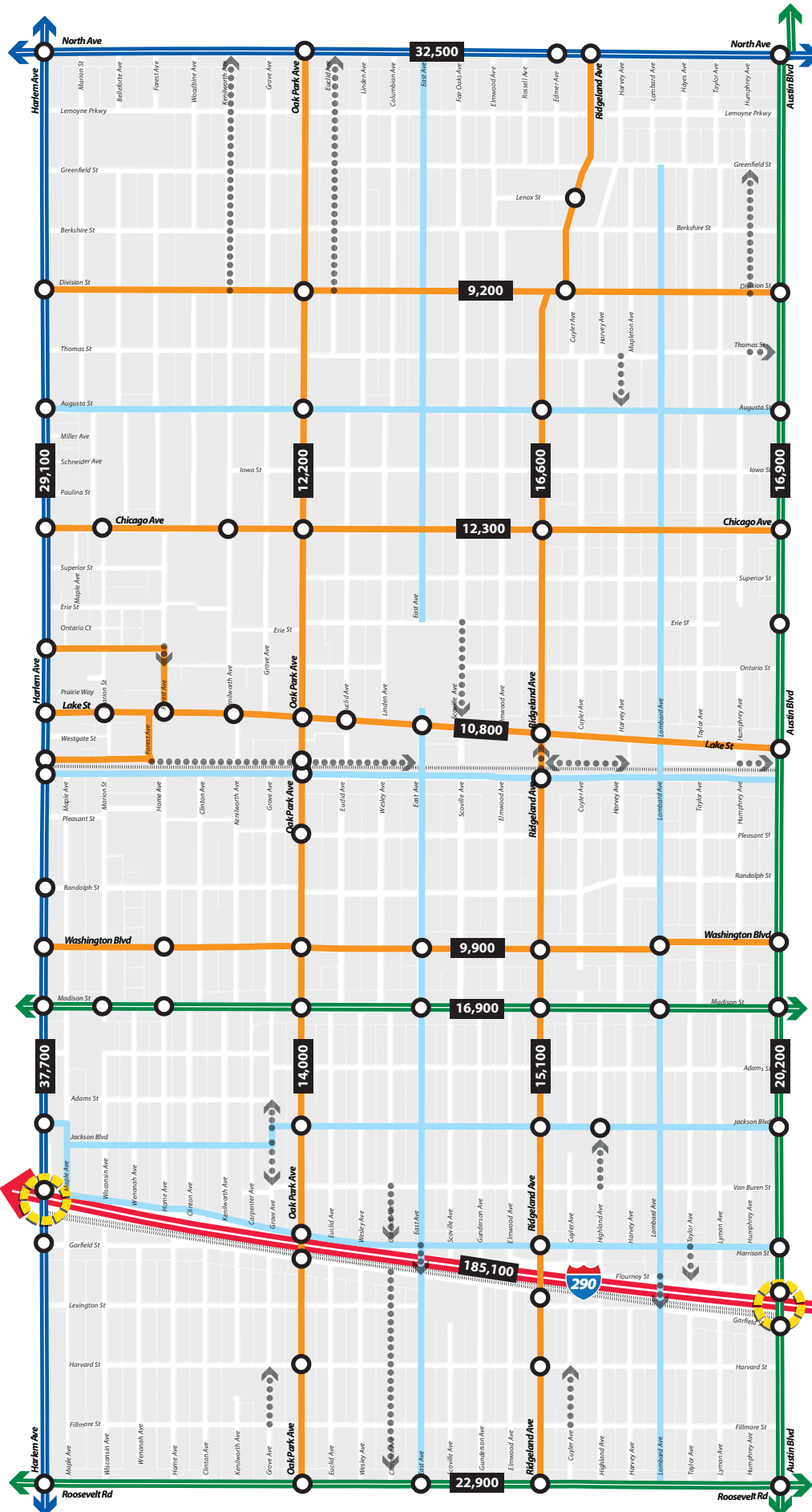
What others are doing...

Integrating stormwater management into the streetscape

Uptown Normal, Illinois Roundabout

Normal, Illinois turned a busy 5-way intersection in the middle of their business district into an attractive civic space with sustainable features. The roundabout moves traffic through the intersection at predictable speeds that allow for safe and easy crossing by people in cars, walking or biking. The center of the roundabout is also large enough to serve as the central gathering space within the Uptown Normal business district. Families are often found picnicking and students from nearby Illinois State University come there to study. A water feature is integrated into the center of the roundabout. Its design captures stormwater and prevents runoff from flowing directly into a nearby creek by treating it in an underground system of aquatic plants.

For more information visit: http://www.epa.gov/dced/awards/sp_awards_publication_2011.htm#civic_places



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Village of Oak Park Transportation & Roadways

Oak Park benefits from a well-established grid of arterials, collectors, and local roads, while the Eisenhower Expressway provides regional mobility to Downtown Chicago and the western suburbs. Future improvements should focus on enhancing the efficiency of the current system and eliminating safety concerns for motorists, cyclists, pedestrians, and transit riders.

One specific area of concern for the Oak Park community is the Eisenhower corridor. As Village government and the community work with IDOT to define an appropriate design for the interstate, consideration should be given to a broad range of impacts that go beyond the area immediately surrounding the corridor. These include physical impacts (the actual footprint of the expressway corridor and its impact on community character), environmental impacts (air quality, noise, vibration, etc.), mobility impacts (connectivity across the corridor and access to transit services), and economic impacts (property values, business viability, etc.)

Legend

- Interstate
- State Arterial
- Principal Arterial
- Minor Arterial
- Collector
- Potential One Way Street Conversion
- Expressway Interchange
- Traffic Light
- Average Daily Traffic



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Village of Oak Park Bicycle, Transit, & Pedestrians

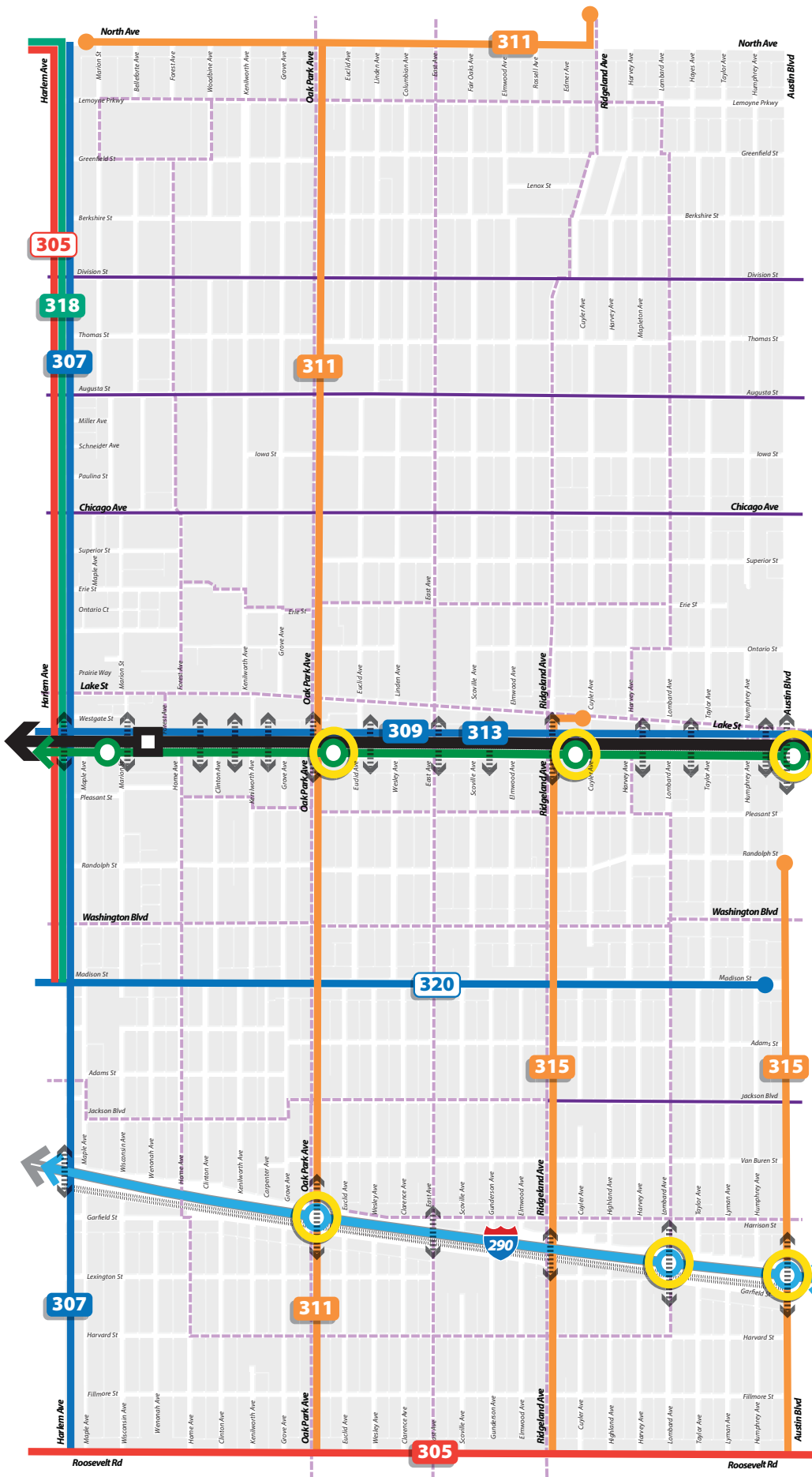
Metra commuter rail service, CTA rail and bus services, and Pace bus services create a robust local transit network that provides connections to communities throughout the region. Local bicycle and pedestrian networks lay the foundation for active transportation alternatives throughout Oak Park. Comprehensive Plan recommendations aim to ensure the mobility of all users, regardless of physical ability, through targeted improvements to existing and evolving systems.

Transit Routes

- Metra UP-W Rail Line
- Pace Bus Routes
- CTA Blue Line
- CTA Green Line

Pedestrian Circulation

- Existing Bike Trail
- Proposed Bike Trail
- I-290 & Transit Corridor Bridge Crossings
- Transit Station Upgrades/ Accessibility Improvements
- Priority Pedestrian Areas



GOALS & OBJECTIVES SUMMARY MATRIX

TRANSPORTATION, INFRASTRUCTURE, & COMMUNICATION TECHNOLOGIES

Recommendation Types

See Chapter 15: Plan Implementation for detailed recommendations related to the following recommendation types:

- **Village Administration:** the day-to-day use of the Comprehensive Plan to guide decision-making, communication with the community, and internal operations.
- **Policies and Regulations:** the use of local plans, ordinances and statutes to ensure development, investment, and priorities reflect the vision for the community.
- **Capital Improvements:** the use of municipal resources to invest in infrastructure, facilities, “bricks and mortar,” vehicles, and other elements that advance the objectives of this Plan.
- **Governmental Collaboration:** the coordination among local forms of government in order to implement recommendations that go beyond the jurisdiction or capacity of Village government.
- **Funding and Incentives:** the use of resources to encourage implementation of Plan recommendations.

Objective	Recommendation Type	Key Partners	Metrics
Goal 10.1 – Develop transportation, information, and other infrastructure networks that support multimodal and universal access to destinations in Oak Park and elsewhere.			
10.1.1	Ensure that business districts benefit from multi-modal access that balances the needs of pedestrians, bicyclists, transit users, and motorists.	Policies and Regulations, Capital Improvements	
10.1.2	Maintain and update a strategic information plan that evaluates the feasibility of developing an open, high-speed broadband communication network and guides the development of civic information systems.	Capital Improvement Program	
10.1.3	Advocate for and partner with CTA, Pace, and Metra to modernize facilities to safely accommodate users of all modes and all abilities by ensuring that transit stations and stops meet or exceed ADA guidance and easily transfer from transit to walking or bicycling.	Governmental Collaboration	Transit service providers and facility managers
10.1.4	Plan and install “complete streets” on key corridors that accommodate bus transit, bicycle, and pedestrian trips.	Policies and Regulations, Capital Improvements	IDOT
10.1.5	Ensure that the land use impacts of parking are efficiently managed and continue to regularly review the village parking strategy to incorporate best practices for travel demand management, pricing, and both on-street and off street parking supply.	Policies and Regulations	
Goal 10.2 – Design transportation networks that protect, support and enhance the safety and heritage of Oak Park’s neighborhoods and business districts.			
10.2.1	Continue enhancing the integrated traffic signal network to discourage cut through traffic.	Capital Improvement Program	IDOT
10.2.2	Enhance sidewalks and crossings infrastructure to ensure safe, walkable and accessible neighborhoods and business districts.	Capital Improvement Program	IDOT
10.2.3	Educate and encourage students on safe use of the transportation network.	Governmental Collaboration	School Districts
10.2.4	Regularly update the Oak Park Bike Plan to ensure that the Village creates a safe, logical, and integrated cycling network that connects to surrounding communities.	Policies and Regulations, Capital Improvement Program	
10.2.5	Encourage travel demand management to support use of the street by all modes and encourage employers to offer incentives to employees to carpool or take transit to work.	Village Administration	

Objective	Recommendation Type	Key Partners	Metrics
Goal 10.3 – Build information and communication infrastructure that enhances neighborhood engagement, government transparency, economic development, and environmental sustainability.			
10.3.1	Review and amend regulations, as appropriate, to remove barriers and provide incentives to expanding information infrastructure.	Policies and Regulations, Funding/Incentives	Investment in modern infrastructure development
10.3.2	Work with local and regional business leaders to identify needs and deficiencies with respect to upcoming information technologies and identify scalable and expandable projects to attract business and industries of the future.	Capital Improvement Program	
10.3.3	Build civic communication infrastructure among the six governmental units in Oak Park.	Governmental Collaboration Units of local government	

Goal 10.4 – Make the Eisenhower transportation corridor safe, convenient and reliable with multi-modal options that support environmental sustainability and livable communities.				
10.4.1	Ensure that the Eisenhower supports both local and regional travel needs and improves public transit access to destinations to the west and east of Oak Park.	Governmental Collaboration	IDOT, CTA, and Pace	Amount of funding identified by IDOT and FHWA for aesthetic or impact-mitigating measures to the proposed design plan
10.4.2	Maintain the existing expressway footprint, soften the visual barrier and preserve the established built form, character, and historic assets.	Governmental Collaboration	IDOT	
10.4.3	Improve non-motorized mobility across the Eisenhower corridor by widening bridge sidewalks to safely accommodate bicycles and pedestrians and create small areas of open space.	Governmental Collaboration	IDOT	
10.4.4	Explore and test creative solutions for managing transportation patterns, integrating all modes of travel, and designing infrastructure in order to maximize mobility and minimize impacts on surrounding neighborhoods and commercial districts.	Capital Improvement Program	IDOT, CTA, and Pace	

Objective	Recommendation Type	Key Partners	Metrics
Goal 10.5 – Support a strong infrastructure system that leverages new sustainable technologies.			
10.5.1	Regularly review and update the capital improvement program in order to maintain existing systems and integrate new infrastructure technologies.	Capital Improvements, Policies and Regulations	Linear feet or total area of sustainable infrastructure in Oak Park
10.5.2	Use renewable energies that are easily scalable, environmentally sound, efficient, and adaptable to environmental change and community demand.	Capital Improvements, Policies and Regulations	Number of permits issued for renewable energy systems
10.5.3	Update the municipal infrastructure plan to focus more specifically on sustainable systems.	Policies and Regulations	Amount of stormwater managed on-site and diverted away from municipal infrastructure systems
10.5.2	Encourage on-site stormwater detention with processing strategies, such as rain gardens, rain barrels, bioswales, and permeable paving that take stress off the combined sewer system.	Policies and Regulations	