

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, JUNE 26, 2017 - 7:00 PM
COUNCIL CHAMBERS – VILLAGE HALL**

AGENDA

1. Call to Order
2. Non-agenda Public Comment - up to 15 minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
 - 4.1 Draft May 22, 2017 Transportation Commission meeting minutes
5. REVIEW OF ORD 17-183_G_022117 (REFERRED BY THE VILLAGE BOARD OF TRUSTEES AT ITS JUNE 5, 2017 MEETING)
 - 5.1 Staff AIC
 - 5.2 MOT 17-179
 - 5.3 ORD 17-183_G_022117
 - 5.4 Approved Trans. Comm. Work Plan, Minutes, Agendas, Staff Commentary
 - 5.5 Area Maps
 - 5.6 Public Testimony
 - 5.7 2015-08-24 Invite to Residents & Businesses Y2 Y3 Y4
 - 5.8 Notification Letter of Trans. Meeting 6-20-17 5.1
6. INTRODUCTION OF VILLAGE-WIDE PARKING STUDY CONSULTANT, DIXON RESOURCES UNLIMITED
 - 6.1 Staff AIC
 - 6.2 Board Motion for Trans. Comm. Public Meetings
 - 6.3 Board Resolution for Dixon Resources Unlimited
 - 6.4 Dixon Firm Profile
7. DISCUSS POSSIBLE ADDITIONAL COMMISSION MEETING DATE FOR 08/01/2017 (or 08/02/2017) REGARDING RUSH HOSPITAL REFFERAL
 - 7.1 Staff AIC
8. OTHER ENCLOSURES
 - OE1. 12 Months of P&T Traffic Item Activity Summary: June 2016 - May 2017
 - OE2. Village Board of Trustees Actions on Transportation Commission Recommendation 05/08 - 06/05/17
9. Adjourn

Please call (708) 358-5724 if you are unable to attend

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(708) 358-5430 or e-mail building@oak-park.us at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes

Transportation Commission

Monday, May 22, 2017

Council Chambers – Village Hall

Call to Order and Roll Call

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

PRESENT: Jack Chalabian, Kyle Eichenberger, James Thompson, Roya Basirirad, Michael Stewart

NOT ATTENDING: Craig Chesney, Joel Schoenmeyer

STAFF: Jill Juliano, Jill Velan, Mike Koperniak, Kevin Cassidy

Also present -- Trustee Bob Tucker and Jamie Justice, Oak Park resident

- The floor was opened to non-agenda public testimony.
 - o No public testimony was offered at this time
- The Chair closed non-agenda, public testimony.
- Commissioner Thompson moved to approve the meeting's agenda. The motion was seconded by Commissioner Eichenberger. The motion passed unanimously
- Chair presented Minutes of April 24 for approval. Commissioner Thompson raised a question regarding text in paragraph two on page six of the April 24, 2017 minutes.
- The line reading "Jill Velan responded that the Transportation Commission is only say yes or no to staff recommendations" Parking Director Velan stated that she had not said it and the line was struck from the minutes.
- Commissioner Thompson motioned to approve the minutes as amended. Seconded by Commissioner Eichenberger, the motion carried by unanimous consent.

PETITION TO UPGRADE ALL-WAY STOP SIGNS AT LINDEN AND SUPERIOR

Jill Juliano presented a researched report concerning the upgrade of stop signs at the intersection of Superior and Linden. The intersection presently has a 2-way stop for the north and south traffic on Linden. Neighborhood residents believe the additional stop signs are needed as expressed in the valid petition that was submitted. Village Engineers Juliano and Koperniak support the installation, which will create a four way stop intersection. The engineers' support is based on studies observing traffic volume, directional flow, and average speed of travel.

Chairperson Chalabian perceived a lack of public support for the proposal, noting the absence of community members in the chambers. Engineer Juliano explained that there had been previous

communication with the interested neighborhood group. Prior to the Transportation committee's meeting, the neighborhood residents understood that the Village staff supported the proposal.

The floor was opened to public testimony

Jaimie Justice of 324 Linden was present at the meeting as a representative for the concerned neighbors. Mr. Justice described the area as being home to numerous children. He said he had personally observed some "near misses" involving children and cars that passed through too quickly. The intersection is close to Holmes Elementary and Alcuin Montessori. It is also travelled by OPRF students. He also described the need for children, walking to school, to run across the intersection due to swift moving cars. He also noted periods of unusually heavy automobile traffic and increased pedestrian traffic due to the intersection's proximity to Oak Park River Forest High School.

The floor was closed to public testimony

The committee members discussed the pros and cons of adding the stop signs.

Commissioner Stewart noted that the desire for safety was understood but there were also unintended adverse effects due to overly regulated intersections. Most Oak Park intersections have either all-way or two-way stops. The differing signage at various intersections leads to confusion among people driving in Oak Park. Erroneous assumptions are made concerning whether cross traffic will stop or not. Further, Mr. Stewart proposed that Oak Park inadvertently trains drivers to expect cross traffic to stop. Few communities have the proportional number of controlled intersections. Drivers are confused by variety of intersections: uncontrolled, 2-way and 4-way stops

Commissioner Basirirad stated that the installation of stop signs was useful and appropriate.

Commissioner Eichenberger proposed that the 4-way stop may be the prevailing expectation and proposed "cross traffic" signage and crosswalk markings to increase safety. Eichenberger speculated that intersection control might inadvertently move a traffic problem elsewhere as drivers avoided the stop.

Commissioner Thompson noted that the 4-way stop proliferation is a concern. Thompson indicated that he favored the proposal for the Superior/Linden intersection.

Chair Chalabian indicated that there is an overuse of stop signs in the Village. The commission discussed the apparent proliferation of all-way stop signs and contemplated what might be done to deal with them.

Commissioner Thompson motioned that the stop signs at Superior and Linden will be upgraded to all-way stop signs. The motion was seconded by Commissioner Basirirad.

AYES: Jack Chalabian, Kyle Eichenberger, James Thompson, and Roya Basirirad

NAY: Mike Stewart

The motion carried 4 to 1.

CONTINUED DEVELOPMENT OF TRAFFIC CALMING TOOLBOX

Staff Liaison Koperniak gave a presentation on the current state of the Traffic Calming Toolbox.

Chair Chalabian raised a question about how other communities deal with traffic calming bumps

. A Fire Department memo was referenced and a response was given. The Fire Department is concerned about traffic calming systems (i.e., speed bumps, corner bump-outs). Traffic calming efforts are concentrated in northwest Oak Park where emergency response times are seen as being 1% slower than in other areas. Chair Chalabian recommends keeping traffic calming devices off of emergency routes. The small increase in response time seems acceptable in exchange for an improved quality of life for residents in the targeted areas. As an example, there might be one emergency in a two-year period where a response time was minimally effected vs. the same two years where residents lived with less worry and less traffic.

Commissioner Eichenberger described the ratio as a cost/benefit analysis. He respected the Fire Department's information and the opinion that was formed but community benefit outweighs the cost in response time.

Commissioner Stewart compared the Fire Department's opinion against the numerous concerns about speed limit violations that have been brought to the Transportation Commission. Speed bumps should be included in the Toolbox and weighed along with other traffic calming measures.

Commissioner Eichenberger said that calming measures should be in the tool box along with a procedure to alert the community to any planned installations. The community must be made aware of possible increases in emergency response time.

Chair Chalabian made reference to scoring criteria involving speed bumps that were adopted last year by the Transportation Commission.

Commission members agreed to a break in the agenda in order to hold a conversation with Trustee Bob Tucker, liaison with the Village Board of Trustees.

The conversation with Trustee Tucker included the following points.

- The Village Board was just meeting with a group of residents of Mills Tower who have complaints and observations about parking for care givers near the building. He expects the matter to be referred back to the Transportation Commission.
- Trustee Tucker spoke about the Transportation Commission's involvement in an on-going parking study. He also spoke about the Village's use of outside consultants and why they were hired.
- Parking Services Director Jill Velan spoke about the role of the consultant hired in November. The consultant was used to address an "in-house" technology issue. The consultant has

expertise regarding parking regulations. The consultant's role in the parking study will be expanded. The consultant will complete a review of all parking ordinances and recommend best practices based on the review. The costs of engaging the consultant were approved in the last Village budget.

- Trustee Tucker spoke about plans to extend the consultant's contract. The Board will review the consultant's performance to date. The Board will determine the consultant's role in an extended contract.
- The consultant was identified as Dickson Resources Unlimited and was described as presently working on the Village technology update.
- Trustee Tucker spoke about the parking study as a nine month process and referred to ramifications for the Transportation Commission. Trustee Tucker stated that the Board wants the Transportation Commission to be involved to as great a degree as the Commission wants to be involved.

Chair Chalabian asked the Commission members their thoughts on the Comprehensive Parking Plan process.

Commissioner Eichenberger favored speeding up the process but warned that the process was "putting the cart before the horse". He asked what the Board's goals were.

Trustee Tucker offered that the goal was a holistic and comprehensive approach to parking in the Village.

Commissioner Stewart stated that the Commission established parking solutions by dealing with specific areas and neighborhoods through time consuming, hands-on efforts, through meeting and conversations with residents. The Village has a "piece meal quilt" of parking regulations. Commissioner Stewart does not want to see Commission's previous hard work undone.

Trustee Tucker said overly diverse regulations need to be refined while addressing targeted needs.

Parking Director Jill Velan said that the consultant would be assigned to focus on the issues that were defined by the Commission and the staff. The consultant was not intended to displace the Commission's input. Rather the consultant would take up tasks that would otherwise be assigned to staff. Velan stated that paying the consultant is cheaper than hiring staff.

Trustee Tucker stated that the Board wants input from the Commission.

Chair Chalabian stated that the Village community is the most important piece of the puzzle and The Comprehensive Parking Study, with its emphasis on an outside consultant, does not properly engage community input. The Chair proposed that the Board see the "power in numbers". An effort should be made to engage a multitude of residents before designs are begun so the design can reflect the community input. The seven Commissioners are Oak Park residents and know the town and the nature of its chronic parking problems.

Commissioner Eichenberger - The Transportation Commission is the appropriate representative of the community's plan. The consultant should refer to the commissions list of concerns. The Board and the consultant need to be aware that there is not a "one-size-fits-all" solution. Contact with the community must be proactive. The commission is not about writing regulations. The commission allows the public to have "skin in the game". There is a concern that the Comprehensive Parking Study will "rearrange the deck chairs" but no real change will occur. There is a concern that the study will set up unmet expectations and lead to disappointment.

Trustee Tucker explained that collecting and reporting input from Villagers would create a lot of additional work and time for the Transportation Commission.

Chair Chalabian seeks to insure that expectations are properly managed. He reiterates the need to involve the public.

Trustee Tucker does not see any large scale change. There are conflicting interests. Commuters want long term parking in the Hemingway District while business owners want parking limited to three hours. It is hard to generate interest from the community until it is too late. While there is no hierarchy, there are conflicting interests, differing needs in different areas.

Chair Chalabian proposes that the study will produce some "losers" but there will be gains. The Transportation Commission needs to spell out threats vs. opportunities. Blanket statements are to be avoided. Each resident asserts a right to some "domain". They expect to be able to "unload their groceries". The Chair is concerned that a consultant will finally only tell the Village what it already knows. Based on the commission's experience it must be acknowledged that parking issues are contentious and taken personally. Chair Chalabian calls for the board to clearly define the Transportation Commission's role in the Comprehensive Parking Study vis a vis the hired consultant.

Chair Chalabian suggests other Transportation Commission business such as the Traffic Calming proposals must be put on hold in order to address the Parking Study within the required timeframe.

Engineer Juliano replied that a work plan would be reviewed in order to identify tasks for the commission and tasks for the consultant.

The commission members indicated a willingness to meet more frequently to host meetings on the parking study and request a faster turnaround on meeting minutes and other packet information. The information is needed one week prior to each meeting.

Trustee Trucker thanked the commission for its work and concluded his interaction at the meeting at 8:45 pm.

Chair Chalabian resumed the discussion of traffic taming strategies at the conclusion of Trustee Tucker's visit to the Commission meeting.

The commission returned to the topic of the Fire Department's memo. The conversation reiterated an emphasis on an improved quality of life among residents and agreed that the installation of speed

bumps would remain in the Toolbox but there would be a high threshold to meet before installation would be recommended.

Chair Chalabian urged that no alternative to speed bumps be closed until absolutely necessary. The option to install speed bumps should also remain open until it was necessary to reject them.

Discussion among the commissioners led to agreement that the delay in emergency response times was nominal and not sufficient to rule out the possible installation of speed bumps.

There was discussion concerning the inclusion of the use of scoring criteria and the way it comes into play with other items in the Toolbox.

There being no further business, Commissioner Stewart motioned to adjourn the meeting.

The motion was seconded by Commissioner Thompson.

The motion passed unanimously

The meeting adjourned at 9:58 pm

Kevin Cassidy
Administrative Secretary

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: Review of Ord 17-183_G_022117 (referred by the Village Board of Trustees at its June 5, 2017 meeting)

Review Date: June 26, 2017

Prepared By: Parking and Mobility Services

Abstract (briefly describe the item being reviewed):

On February 21, 2017 the Village Board approved an ordinance authorizing sixty-seven (67) additional on-street overnight permit parking spaces, establishing a new lot 119 with up to eight (currently has seven) permit parking spaces on Pleasant Place, and standardizing permit parking hours to 11:00 pm to 6:00 am on the Y2, Y3, Y4 On-street overnight permit parking zones as reviewed at the January 23, 2017 special Board meeting.

Pursuant to direction from the Village Board at the June 5, 2017 Board meeting this item is being referred to the Transportation Commission for additional review.

Background:

At the August 24, 2015 Transportation Commission meeting public input was solicited related to parking challenges and suggested parking improvements from residents and business owners in the three on-street overnight parking zones. Over 4,000 public meeting notices were mailed to individual residents and business owners who live within the Boundaries of Harlem and Oak Park Avenues, South Blvd and Madison Street.

At the September 28, 2015 Transportation Commission meeting there was a review and discussion of the walk-around study performed by the Commissioners during August and September 2015. At that time staff asked to conduct a review and make recommendations for increasing the on-street overnight parking areas within the Y2, Y3, and Y4 on-street overnight parking zones in 2016.

At the May 9, 2016 Transportation Commission meeting staff presented a recommendation to add an additional 75 overnight permit parking spaces at seven locations (one location to be designated as 24hr permit parking) within the Y2, Y3, and Y4 overnight permit parking zones and to standardized the permit parking hours to 11 pm - 6 am, thereby increasing the availability for shared parking between visitors, customers and residents within the zones.

Staff was then asked to conduct a parking count survey in the Y2 on-street overnight parking zone, to determine the number of permit holders and non-permit holders parking on the residential streets during the day. Also the Commission asked the Parking and Mobility Director to solicit additional information from the Pleasant District and Y2 area residents.

At the October 24, 2016 Transportation Commission meeting staff shared the results of the parking count survey showing on a typical day there were 40% permit holders and 60% non-permit holders parking on residential streets within the Y2 on-street overnight parking zone (this area encompasses the Pleasant Business District).

Staff received a significant amount of emails and telephone calls with the majority of the citizens reporting that the signage was an issue, not necessarily the regulations. In addition, the residents and business owners of the Y2 on-street overnight permit parking area voiced their opinion that any changes to daytime restrictions should be done after the new development at South Blvd/Harlem Avenue is completed.

Based on the survey results and further discussions, the Transportation Commission decided to defer any daytime restriction recommendations until construction at South Blvd/Harlem Avenue is completed and move forward with recommendations regarding the overnight parking in the study area. In addition, the Commission wanted to seek direction from the Village Board about parking priorities when conducting area parking studies and to make a recommendation that the priorities be residents, businesses, commuters.

At the January 23, 2017 Village board Meeting, the Transportation Commission recommended parking restriction changes that would increase resident on-street overnight permit parking by adding seventy-five spaces. Included within the seventy-five spaces would be up to eight spaces on Pleasant Place that were designated as 24hr hour permits for residents in the area.

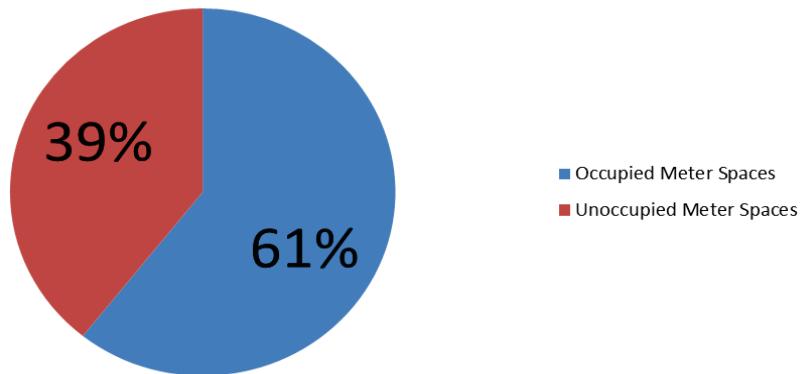
In addition, the recommendations included standardizing on-street overnight permit parking hours in the Pleasant Business District and Gwendolyn Brooks Middle School area also referred to as the Y2, Y3, and Y4 Zone to 11:00 pm - 6:00 am consistent with the “shared parking” concept used in other mixed use areas which have successfully allowed improved parking for business customers and residents during the evening hours.

Upon implantation of the ordinance a number of residences in the area have expressed concerns regarding the parking changes and availability for daytime guest/visitors in the Y2 area.

Previous studies have shown that multiple daytime parking options exist and are available for parking in the Y2 parking area. However, that parking on Pleasant Place was parked and resulted in little turnaround for guests and visitors.

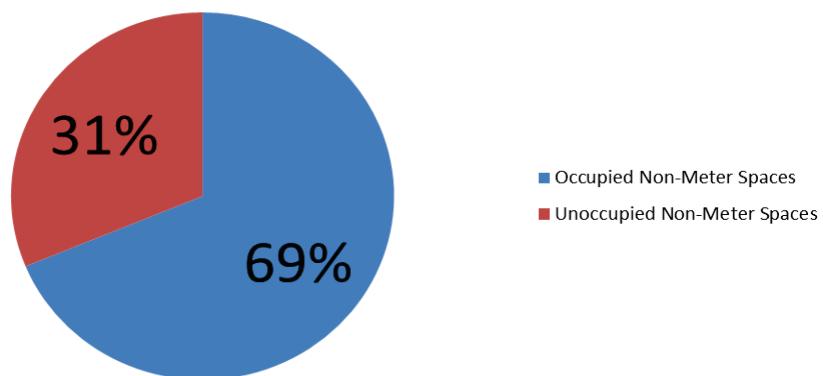
Recent studies have shown that multiple daytime parking options continue to exist in the Y2 parking area.

Parking Survey of the Pleasant District 6/5/17-
6/13/17 - Meter Spaces



■ Occupied Meter Spaces
■ Unoccupied Meter Spaces

Parking Survey of the Pleasant District 6/5/17-
6/13/17 - Non-Meter Spaces



■ Occupied Non-Meter Spaces
■ Unoccupied Non-Meter Spaces

Staff Recommendation(s):

N/A

Supporting Documentation Is Attached



Village of Oak Park

123 Madison
Oak Park, IL
www.oakparkil.org

0617-2
5.2
1/3

Agenda Item Summary

File #: MOT 17-179, **Version:** 1

Submitted By

Jill Velan, Parking and Mobility Services Director

Reviewed By

LKS

Agenda Item Title

Motion to Refer Ordinance 17-183_G_022117 to the Transportation Commission for Review

Overview

On February 21, 2017 the Village Board approved an ordinance authorizing sixty-seven (67) additional on-street overnight permit parking spaces, establishing a new lot 119 with up to eight (currently has seven) permit parking spaces on Pleasant Place, and standardizing permit parking hours to 11:00 pm to 6:00 am on the Y2, Y3, Y4 On-street overnight permit parking zones as reviewed at the January 23, 2017 special Board meeting.

Pursuant to direction from the Village Board at the May 22, 2017 special Board meeting this item is being referred to the Transportation Commission for additional review.

Staff Recommendation

Approve the Motion.

Fiscal Impact

Signage has been installed for the new permit areas at cost of approximately \$4200 and second quarter permit fees of approximately \$9,650 have been collected for both the on-street overnight and lot 119 permit parking spaces.

Background

At the January 23, 2017 Village board Meeting, the Transportation Commission recommended parking restriction changes that would increase resident on-street overnight permit parking by adding seventy-five spaces. Included within the seventy-five spaces would be up to eight spaces on Pleasant Place that were designated as 24hr hour permits for residents in the area.

In addition, the recommendations included standardizing on-street overnight permit parking hours in the Pleasant Business District and Gwendolyn Brooks Middle School area also referred to as the Y2, Y3, and Y4 Zone to 11:00 pm - 6:00 am consistent with the "shared parking" concept used in other mixed use areas which have successfully allowed improved parking for business customers and residents during the evening hours.

At the August 24, 2015 Transportation Commission meeting public input was solicited related to parking challenges and suggested parking improvements from residents and business owners in the three on-street overnight parking zones. Over 4,000 public meeting notices were mailed to individual residents and business owners who live within the boundaries of Harlem and Oak Park Avenues, South Blvd and Madison Street.

At the September 28, 2015 Transportation Commission meeting there was a review and discussion of the walk-around study performed by the Commissioners during August and September 2015. At that time staff asked to conduct a review and make recommendations for increasing the on-street overnight parking areas within the Y2, Y3, and Y4 on-street overnight parking zones in 2016.

At the May 9, 2016 Transportation Commission meeting staff presented a recommendation to add an additional 75 overnight permit parking spaces at seven locations (one location to be designated as 24hr permit parking) within the Y2, Y3, and Y4 overnight permit parking zones and to standardize the permit parking hours to 11 pm - 6 am, thereby increasing the availability for shared parking between visitors, customers and residents within the zones.

During the meeting, the Commissioners had a discussion concerning current daytime parking restrictions being difficult to manage and enforce. As a result, Staff was asked to provide options for standardizing time restrictions (e.g. No Parking 8-10 am) and eliminating time limitations (e.g. 2 hour parking) within the subject overnight parking zones.

At the June 13, 2016 Transportation Commission meeting staff presented recommendations on options for establishing time restrictions and eliminating time limitations where daytime restrictions already exist in the study boundaries. The recommendations excluded business districts in order to maintain short-term customer parking resources. The Commission decided to discuss a recommendation for:

- No Parking 8-10am M-F on West and South sides of residential streets
- No Parking 10am-12 pm M-F on East and North sides of streets

Staff was then asked to gather public input via an online survey for residents and businesses in the Y2, Y3, and Y4 on-street overnight parking zones.

At the September 27, 2016 Transportation Commission meeting Staff presented the results of the public survey with 380 respondents from the area:

- 71% have lived in Oak Park for more than 3 years
- 60% were homeowners & 40% were renters
- 60% live in multi-family & 40% live in single-family residences

Results:

- 62% dislike the current daytime rules and regulations
- 61% feel existing regulations are difficult to understand
- 66% disliked the proposed daytime regulation changes
- 50% stated the proposed daytime regulation changes were difficult to understand

- 57% stated they wanted change but the proposed regulations wil make things worse

Staff was then asked to conduct a parking count survey in the Y2 on-street overnight parking zone, to determine the number of permit holders and non-permit holders parking on the residential streets during the day. Alsom the Commission asked the Parking and Mobility Director to solicit additional information from the Pleasant District and Y2 area residents.

At the October 24, 2016 Transportation Commission meeting staff shared the results of the parking count survey showing on a typical day there were 40% permit holders and 60% non-permit holders parking on residential streets within the Y2 on-street overnight parking zone (this area encompasses the Pleasant Business District).

Staff received a significant amount of emails and telephone calls with the majority of the citizens reporting that the signage was an issue, not necessarily the regulations. In addition, the residents and business owners of the Y2 on-street overnight permit parking area voiced their opinion that any changes to daytime restrictions should be done after the new development at South Blvd/Harlem Avenue is completed.

Based on the survey results and further discussions, the Transportation Commission decided to defer any daytime restriction recommendations until construction at South Blvd/Harlem Avenue is completed and move forward with recommendations regarding the overnight parking in the studay area. In addition, the Commission wanted to seek direction from the Villaeg Board about parking priorities when conducting area parking studies and to make a recommendation that the priorities be residents, businesses, commuters.

Alternatives

The Village Board could request that the Transportation Commission review additional information.

Previous Board Action

This Ordinance was approved at the February 21, 2017 Village Board Meeting.

The recommendation was discussed at the January 23, 2017 Village Board Special Meeting.

Citizen Advisory Commission Action

This ordinance was a recommendation from the Village's Transportation Commission.

Anticipated Future Actions/Commitments

N/A.

Intergovernmental Cooperation Opportunities

N/A.

Performance Management (MAP) Alignment

Parking and Mobility Services is scheduled to start MAP in the final phase.

ORDINANCE

AN ORDINANCE AUTHORIZING SIXTY-SEVEN (67) ADDITIONAL ON-STREET OVERNIGHT PERMIT PARKING SPACES, ESTABLISHING A NEW LOT 119 WITH EIGHT (8) PARKING SPACES ON PLEASANT PLACE AND STANDARDIZING PERMIT PARKING HOURS TO 11:00 P.M. TO 6:00 A.M. IN THE Y2, Y3, Y4 ON-STREET OVERNIGHT PERMIT PARKING ZONES

WHEREAS, pursuant to Ordinance Number 1988-O-58, as amended by Ordinance Numbers 1994-O-69, 1995-O-68, 2004-O-07, 2005-O-22, 2008-O-10, 2008-O-50, 2009-O-57 and 2011-O-23, the Village of Oak Park ("Village") authorized certain on-street overnight permit parking along street frontages in areas zoned R-7 Multiple-Family District; and

WHEREAS, the area from Harlem Avenue to Oak Park Avenue and South Boulevard to Harrison Street ("Area") is located in an R-7 Multiple-Family District and in the Y2, Y3, Y4 overnight permit parking zone established pursuant to the above referenced ordinances; and

WHEREAS, the Village's Transportation Commission conducted a parking study in the Area and is requesting that the current Y2, Y3, Y4 overnight permit parking zone be expanded to include sixty-seven (67) additional on-street overnight permit parking spaces in the Area; and

WHEREAS, the Village's Transportation Commission conducted a parking study in the Area and has recommended that a new Lot 119 be established with eight (8) parking spaces with 24 hour parking permits for Area residents; and

WHEREAS, the Village's Transportation Commission conducted a parking study in the Area and has recommended that all Y2, Y3, Y4 overnight permit parking zone hours be standardized to 11:00 p.m. to 6:00 a.m.; and

WHEREAS, the Village's Transportation Commission has found that privately available parking and current authorized on-street overnight parking in the Area is insufficient to meet current parking demands; and

WHEREAS, the President and Board of Trustees have received the Transportation Commission's recommendations and concurs with the recommendations and specifically finds that it is in the interest of public convenience and necessity that on-street overnight permit parking be authorized in the Area pursuant to this Ordinance.

NOW THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Oak Park, Cook County, Illinois, in the exercise of their home rule powers, as follows:

Section 1. Recitals Incorporated. The above recitals are incorporated herein by reference as though fully set forth.

Section 2. Expansion of Overnight Permit Parking Spaces. Sixty-seven (6) additional on-street overnight permit parking spaces are authorized in the Area between the hours of 11:00 p.m. and 6:00 a.m. as shown on the Map, attached hereto and incorporated herein by reference, and that such parking shall be made available through the sale of Village permits. All other current parking restrictions for the Area shall remain in full force and effect.

Section 3. Establishment of New Lot 119. A new Lot 119 shall be established with eight (8) parking spaces with 24 hour parking permits for Area residents.

Section 4. Signage Markings. The Parking and Mobility Services Director shall cause signs to be placed in the Area as are necessary and such signs shall conform to the current edition of the Uniform Manual of Traffic Signs.

Section 5. Severability and Repeal of Inconsistent Ordinances. If any section, paragraph, clause or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance. All ordinances in conflict herewith are hereby repealed to the extent of such conflict.

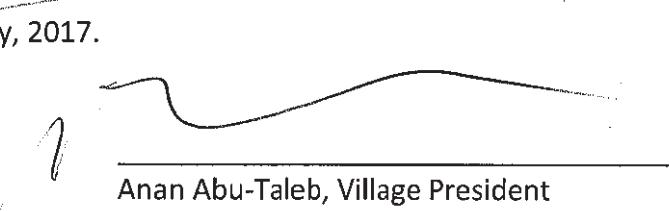
Section 6. Effective Date. This Ordinance shall be in full force and effect after its approval, passage and publication as provided by law.

(THE REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK)

ADOPTED this 21st day of February, 2017, pursuant to a roll call vote as follows:

Voting	Aye	Nay	Abstain	Absent
President Abu-Taleb	X			
Trustee Barber	X			
Trustee Brewer	X			
Trustee Button Ott	X			
Trustee Lueck				X
Trustee Salzman	X			
Trustee Tucker	X			

APPROVED this 21st day of February, 2017.

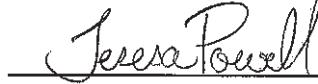

Anan Abu-Taleb, Village President

ATTEST


Teresa Powell

Teresa Powell, Village Clerk

Published in pamphlet form this 21st day of February, 2017.


Teresa Powell

Teresa Powell, Village Clerk

APPROVED Meeting Minutes
Transportation Commission
Monday, June 22, 2015
Council Chambers – Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:03 PM.

Present: Jack Chalabian, Kyle Eichenberger, Joel Schoenmeyer, Mark Patzloff, Michael Stewart, and Will Gillespie

Guest Speakers: Jill Velan, Parking Services Director

Excused: Craig Chesney

Staff: Mike Koperniak, Mary Avinger, Tina Brown

Non-Agenda Item Public Comments

There were no non-agenda public comments, nor public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft May 18, 2015 Meeting Minutes

Commissioner Stewart motioned to approve the draft May 18, 2015, Transportation Commission meeting minutes as presented and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote.

Approval of the Draft May 18, 2015 Terra Engineering Meeting Minutes

Commissioner Gillespie stated the line “Commissioner Gillespie expressed concern that Oak Park was not ready for sharrows” should be stricken from the minutes. Commissioner Gillespie also agreed to all recommendations except number three – Prohibit left turns out of the development driveway at the Maple Avenue location. Commissioner Gillespie motioned to approve Terra Engineering’s meeting minutes as modified and was seconded by Commissioner Schoenmeyer. The motion was approved by a unanimous voice vote.

PRESENTATION AND REVIEW OF IMPLEMENTATION OF THE Y2, Y3, AND Y4 ON-STREET PERMIT PARKING ZONES STUDY AS PER THE 2015 TRANSPORTATION COMMISSION WORK PLAN

Village of Oak Park Parking Services Director Jill Velan gave a detailed power point presentation of the Implementation of the Y2, Y3, and Y4 on-street permit parking zones study as per the 2015 Transportation Commission Work Plan. Jill began the presentation with the history on overnight parking in the Village and how long it has been in effect. The presentation also included an overview of the Village's parking decals, maps, passes, systems, and guidelines.

Commissioner Schoenmeyer asked if there was a waiting list for people wishing to get a permit. Jill explained there is no waiting list to get a permit. Current permit holders are offered a chance to renew and if they haven't, people hoping to get the permit of their choice come to open sales Saturday at Village Hall.

After the presentation, Jill stated to the Commission that the Board approved the study goals, Commission Responsibilities, and staff responsibilities. After a brief discussion on the Commission's work plan and goals, Chair Chalabian asked if there were any other items for discussion.

Chair Chalabian suggested enhancing the parking revenue stream by trying a pilot parking benefit zone.

Jill briefly talked about the Divy Bicycle Program going to the Village Board for approval during the second meeting in July for possible installation beginning in spring 2016.

A motion was made by Commissioner Patzloff and seconded by Commissioner Schoenmeyer to adjourn the meeting.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:04 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

2015 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIMEFRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> • Parking • Traffic • Cul-de-sac and other street closing petitions • Transportation related items referred by the Board from other Commissions • Various school traffic plans 	<ul style="list-style-type: none"> • Improved utilization and efficiency of on-street and off-street parking resources • Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way. • Improved level of safety for school children walking to and from school 	These are recurring annual projects	from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs. and from Engineering General fund = \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	Review updating the design and placement of parking related signs in the Village contingent upon the sign updating project being funded in 2015. (this item is carried over from 2014 work plan)	<ul style="list-style-type: none"> • Improved sign visibility • Improved sign meaning comprehension by motorists • Reduced conflicting parking restrictions • Explicit identification of the beginning and ending limits of parking zone restrictions • Development of a parking signage standards manual 	Started in November of 2013. To be completed by the end of the 2nd quarter of 2015 contingent upon project being funded in 2015.	Village Board to approve budget amount for this item.

Approved 2015 Work Plan for Transportation Commission
 Approved by the Village Board of Trustees on December 8, 2014

Recommendations	Review wayfinding signs for downtown parking garages (this is carried over from 2014 work plan)	<ul style="list-style-type: none"> Improved customer guide <ul style="list-style-type: none"> Improved signage uniformity Collaborate with other commissions / committees to develop appropriate parking sign designs as well as other wayfinding signs 	Started in October of 2012. Will stay on the work plan until further notice	Village Board to approve budget amount for this item
Recommendations	Review the Active Transportation Alliance draft update report on the Oak Park Bicycle Plan and bike sharing program	<ul style="list-style-type: none"> Determine if and how economic and social development during the intervening 5 years has affected the plan and if changes are needed as a consequence. Determine how the Village can implement some of the not yet implemented bike plan recommendations. 	Started in July of 2012. To be completed by the end of the 1st quarter of 2015.	
Recommendations	Determine if the need exists for a comprehensive rewrite / update of all existing permitted and unpermitted parking restriction resolutions / motions / ordinances by means of an ad-hoc committee. If needed, the actual rewrite / update would take place under a future work plan. (this item is carried over from 2014 work plan)	<ul style="list-style-type: none"> First step in possibly recodifying the Village's over 100 non-permit and permit parking Motions, Ordinances, and Resolutions in order to eliminate archaic terms, superseded text, and redundant or outdated or conflicting statutes. Provides background information for the possible recodification process under a future work plan. 	Completed by the end of 2015	

Approved 2015 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on December 8, 2014

Recommendations	Review improving PACE / CTA bus stops in the Village. (this item is continuation from 2014 work plan)	<ul style="list-style-type: none">Enhance existing and proposed bus stops in order to attract more riders.Improve handicapped accessibility where required.Develop bus stop spacing standards.Consolidate bus stops.Improve bus stop amenities.	Started in September 2013. To be completed by the end of the 2nd quarter of 2015.
Recommendations	Review South Boulevard Streetscape Project	<ul style="list-style-type: none">Obtain public input regarding the projectProvide Transportation Commission comments regarding the project design	Complete by the end of 2015 or as soon as the project is ready for public review.
Recommendations	Do parking study of Y2, Y3, and Y4 overnight on-street permit parking zones	<ul style="list-style-type: none">Standardize effective hours of restrictionsEliminate conflicting parking restrictionsImprove use of shared parking resourcesIncrease the supply of parking spaces	Complete in beginning of 3rd quarter of 2015
Recommendations	Do parking study of Y7 overnight on-street permit parking zone	<ul style="list-style-type: none">Standardize effective hours of restrictionsEliminate conflicting parking restrictionsImprove use of shared parking resourcesIncrease the supply of parking spaces	Complete in 2nd half of 2015
Recommendations	Develop traffic calming toolbox for use in traffic calming	<ul style="list-style-type: none">Provide a known list of accepted options to address traffic problems on streets	Complete in 2015

2014 Completed Initiatives

ENABLING LANGUAGE	PROJECT	OUTCOMES
	Review PACE / CTA bus stops in the Village	PACE agreed to upgrade several existing bus shelters on its Oak Park routes and work on plan for changing from flag stop to sign stop locations
	Review proposal to establish staff permit parking adjacent to the West Suburban Montessori School at 1039 South East Avenue on the Harvard Street side	VBOT adopted ordinance to create staff permit parking spaces on Harvard Street adjacent to West Suburban Montessori School at 1039 South East Avenue
	Review The Oak Park Bicycle Plan, adopted by the Village Board of Trustees in 2008. (this item is carried over from 2013 work plan)	The Transportation Commission listened to an Oak Park bike plan - bicycle boulevard and bike share study update presentation given by the Active Transportation Alliance presentation by the
	Review proposal to establish staff permit parking spaces adjacent to the Oak Park & River Forest Day Nursery at 1139 Randolph St.	Transportation Commission recommended to deny request was reviewed and concurred with by the Village Board at its November 3, 2014 public meeting.

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Approved 2015 Work Plan for Transportation Commission
Approved by the Village Board of Trustees on December 8, 2014

Proposal to prohibit eastbound truck traffic on South Boulevard between Harlem Avenue and Marion Street	Village Board concurred with recommendation to prohibit eastbound truck traffic. Ordinance adopted on October 6, 2014.
Reviewed petition to install overnight on-street permit parking on the east side only of the 500 S Ridgeland Avenue block	Commission recommendation to install overnight on-street permit parking on the east side only of the 500 S Ridgeland Avenue block was reviewed and approved by the Village Board at its October 20, 2014 public meeting.
Reviewed alternative traffic calming measure (mid-block choker) for the 1200 Woodbine Avenue block	Commission recommendation to do a six month test of a temporary mid-block choker was reviewed and approved by the Village Board at its October 20, 2014 public meeting.
	Commission recommendation to upgrade to all-way stop signs to be submitted to Village Board for action in December 2014 or January 2015.

Approved 2015 Work Plan for Transportation Commission
Approved by the Village Board of Trustees on December 8, 2014

Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2015 Initiatives & On-Going Projects

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

Column 2: List your 2015 Initiatives/projects you propose to the Village Board.

Column 3: Indicate what outcomes your project will produce.

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

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

Chart Two: 2014 Accomplishments

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

Column 2: List your 2014 Accomplishments

Column 3: Indicate what outcomes you achieved

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**TRANSPORTATION COMMISSION MEETING
MONDAY, JUNE 22, 2015 - 7:00 PM
COUNCIL CHAMBERS - VILLAGE HALL**

AGENDA

cover page only

1. Call to Order
2. Non-agenda Public Comment - up to 15 minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
 - 4.1 Draft May 18, 2015 Transportation Commission Meeting Minutes
 - 4.2 Draft May 18, 2015 Transportation Commission Meeting Minutes by Terra Engineering, Ltd.
5. Implementation of The Y2, Y3, And Y4 On-Street Permit Parking Zones Study As Per The 2015 Transportation Commission Work Plan
 - 5.1 Staff Commentary and Background Information
 - 5.2 Parking & Mobility Services Training/Presentation Material
 - 5.3 Outline of Study Goals and Responsibilities
 - 5.4 On-Street Permit Parking Zone Maps
 - 5.5 Village Ordinance 2011-O-23
 - 5.6 2015 Transportation Commission Work Plan
6. OTHER ENCLOSURES
 - OE1 Staff Update Report on 2015 Work Plan Item To Possibly Rewrite / Update Unpermitted and Permitted Parking Restriction Motions / Ordinances / Resolutions
 - OE 2 12 Months of P&T Traffic Action Item Activity Summary, June 2014 - May 2015
 - OE 3 Village Board of Trustees Action on Trans Com Recommendations Through 06/15/2015
7. Adjourn

The complete 77 page agenda packet can be reviewed and downloaded at

<http://www.oak-park.us> > YOUR GOVERNMENT > Citizen Commissions > Transportation > Agendas > 4 > June 22, 2015
or
http://www.oak-park.us/sites/default/files/meeting-resources/2015-06-22-transportation-commission-agenda_1.pdf

Please call (708) 358-5724 if you are unable to attend

Get the latest Village news via e-mail. Just go to www.oak-park.us and click on the e-news icon to sign up. Also, follow us on *facebook*, *twitter* and *YouTube*.

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at (708) 358-5430 or e-mail building@oak-park.us at least 48 hours before the scheduled activity.

APPROVED Meeting Minutes
Transportation Commission
Monday, August 24, 2015
Room 101 – Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 6:59 PM.

Present: Jack Chalabian, Kyle Eichenberger, Joel Schoenmeyer, Mark Patzloff, Michael Stewart, Will Gillespie, and Craig Chesney

Guest Speakers: Jill Velan, Parking Services Director

Excused: None

Staff: Mike Koperniak, Mary Avinger, Tina Brown, Jill Velan

Approval of Tonight's Meeting Agenda

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

Approval of the Draft July 27, 2015 Meeting Minutes

Commissioner Schoenmeyer motioned to approve the draft July 27, 2015, Transportation Commission meeting minutes as presented and was seconded by Commissioner Stewart. The motion was approved by a unanimous voice vote.

REVIEW OF PETITION TO EXPAND Y4 OVERNIGHT ON-STREET PERMIT PARKING ALONG 408 – 410 SOUTH GROVE AVENUE

Village of Oak Park Parking Services Director Jill Velan reviewed the petition to add spaces to the overnight parking in Y4 Zone and gave a presentation that included the history of this petition which was given to the Village a year ago at the beginning of the study. There are currently 195 spaces in the Y4 zone. The petition would add five spaces in front of the Lu-Viola Condos at 408 - 410 South Grove for overnight parking.

Commissioner Gillespie indicated that the times within the zone are inconsistent and Jill explained that the inconsistencies will be reviewed separately.

Chair Chalabian asked if staff did a parking usage study on Washington for overnight parking. Jill replied that no study for overnight parking had been done but the Y4 zone has been sold out for the last four quarters and it sells out in one day.

Commissioner Chesney asked about loss of parking at Harlem and South Blvd which Jill explained that lot 115 is a 24 hour lot and has sold out for the last five years. She also spoke about replacement parking that will be needed when the parking lot site is redeveloped.

Jill continued the discussion with the Commissioners explaining that the signage in the area will be looked at after the study is done to make it uniform and eliminate the confusion between daytime, nighttime, two hour parking, etc., and the staff's view on adding the new spaces. However, no staff recommendations would be made at the meeting tonight. The timeline for the new spaces is that it would go to the second Village Board meeting in September for approval then implementation of the permits in November. Jill also spoke about shared parking and in response to Commissioner Schoenmeyer's inquiry regarding gaps in parking restrictions, Jill explained shared parking and meeting the combined needs of the neighborhood.

Parking Restrictions Coordinator Tina Brown summarized written testimony from four letters that were sent to the Village via email or U.S. mail from residents that were not present at the meeting but wanted their concerns heard. The letters are attached to these meeting minutes.

The floor was now opened to public testimony.

Kathy Carpenter of 254 Clinton spoke and provided written testimony asking who the Village expected to serve with the changes that are being considered if they get implemented. She spoke of her safety concerns around Brooks Middle School and the tee-ball field and speeding cars down Randolph and driving through stop signs on surrounding streets. She believes the 200 and 300 blocks of Clinton and Kenilworth as well as the 800 and 900 blocks of Randolph should be considered as a child, student, and resident safe zone. She also believes parking should be limited on those streets and adding safety measures to Randolph and nearby intersections to slow traffic.

Vicky Peterson of 826 S Kenilworth asked how much it cost to do study to add the five spaces and wants the Village to think about using empty spaces on Madison for parking. Thinks the land where Robinson's is could be used as land for future parking options.

Anthony Newell of 935 South Blvd spoke about parking along South Blvd and his complaints about getting tickets.

Gloria Ryan of 408 S Grove spoke about living there for 20 years and she is the one who made the petition to get more parking because it is needed in that area. She is also requesting the same thing on Grove north of Washington.

Vicky Peterson of 826 S Kenilworth spoke again about the difficulties of parking along Madison and Washington.

Anthony Newell of 935 South Blvd spoke again agreeing that the lots on Madison could be used for parking as well.

Melissa Mickleberry of 417 S Grove stated that she supports the additional spaces in front of the Lu-Viola condos because it is a very crowded area.

Public testimony was closed out.

Chair Chalabian asked about shared parking with Sugar Beet and Jill explained that the parking lot is also used for the building's resident parking but the Village is in discussions to use it for night parking.

The Commissioners each gave their reasons for supporting this petition.

Commissioner Chesney made a motion to approve five overnight on-street 9:00pm – 9:00am resident permit parking spaces in front of 408-410 S Grove Ave. with the provision that the time restrictions will be reviewed as part of the parking study. Commissioner Stewart seconded the motion.

The voting was as follows:

Ayes: Chalabian, Schoenmeyer, Eichenberger, Patzloff, Chesney, Gillespie, Stewart
Nays: None

The motion passed unanimously.

DISCUSSION REGARDING THE Y2, Y3, AND Y4 OVERNIGHT PERMIT PARKING ZONES STUDY

Chair Chalabian gave an intro about why the Commission is doing this study and encourages public participation.

Jill Velan gave a presentation and discussion about the proposed changes to the Y2, Y3, and Y4 overnight on-street permit parking zones. She discussed how the Commissioners are doing walking studies and while they are in the middle of the study they wanted to invite the public for feedback and suggestions.

Parking Restrictions Coordinator Tina Brown summarized written testimony from fifteen letters that were sent to the Village via email or U.S. Mail from residents that were not present at the meeting but wanted their concerns heard. The letters are attached to these meeting minutes.

The floor was opened to public testimony.

Steven Smith of 728 Wisconsin spoke about how he lives in the Y3 area and is worried about continual lessening of parking restrictions, how there seems to be a lot of

private parking, and that there will be an increase in parking once the new structure is built.

Denise Walsh of 320 Home stated she recognizes parking is an issue but it has become more of an issue to park on her own street especially after the YMCA parking lot was sold and 22 new townhomes will be built on the parking lot. They will have parking for them but no parking for their guests. Home Ave is congested and mentioned that there was an article in the Wednesday Journal about possibly selling two levels above Trader Joes for parking and that will cause an even bigger issue.

Anthony Newell of 928 South Blvd spoke about not being able to see the street signs at all and feels signs should be upgraded because they are faded. He says it's difficult to serve the community when he gets tickets all the time.

Brian Lantz of 305 Home spoke about the impact of the traffic signal at Home and Washington. He said that speeding has increased on Home Ave and increased parking will cause problems.

Cristen Vincent of 247 S Kenilworth spoke about parked cars on both sides of the 200 and 300 blocks of South Kenilworth making it difficult for cars to pass.

Mike Connely who owns a restaurant at 1109 South Blvd asked if when the Village does developments if they consider the loss of parking. He is also concerned about his employee parking because his restaurant is open until 1:00am and it conflicts with residential permit parking. He is concerned that too many developments are going on at the same time and that there isn't much coordination.

Vicki Peterson of 826 S Kenilworth said that building owners should notify potential tenants about scarcity of parking. She spoke about loss of federal dollars if census drops below 50,000.

Clarence Ward of 517 S Kenilworth stated he lives on a cul-de-sac block and is concerned about night parking. He also spoke about snow removal issues and how he wants to park in front of his own home.

William Streit of 232 Home said parking signs need to be less confusing. He also spoke about various parking issues on the 200 and 300 blocks of Home including commuter parking and lack of enforcement.

Cassie Seranto of 201 South Maple spoke about the confusing parking restrictions and wants to have two hour parking on the 200 block of S Maple.

Public testimony was closed out.

Discussion by the Commission included how multiple signs and overlap of times add to confusion, the Commissioners observations about confusing signs they saw while out

walking the study zone, how the amount of public testimony indicates that there is a problem.

Commissioner Eichenberger asked if the Village has looked at user-friendly signage and Jill responded that staff has started looking at examples of alternate sign designs.

Commissioner Gillespie added that signage is confusing and conflicting and looks forward to staff recommendations. He also spoke about metered parking and the role it could play along business streets and the benefits of parking meters.

Commissioner Chesney thanked everyone for their comments and said there appears to be underutilized parking in public spaces and mentioned two middle schools. There is a need to develop more parking.

Commissioner Schoenmeyer said he likes that the Commission was able to hear from a wide variety of residents about their parking needs.

Chair Chalabian said he is excited about this study and gave his reasons for a good parking outcome and the need to think about balancing needs. He feels they can come to a consensus and find a solution. Chair Chalabian asked staff what kind of outreach can be done other than sending a letter to residents, and how there is a need to have a specific goal to engage residents and thinks there is an opportunity to fix this problem. Jill explained the next steps in the study.

Concluding comments included a discussion on how to encourage more public participation. Commissioner Chesney asked about the 1200 Woodbine item and what is happening with it. There was a brief discussion about diverters, cul-de-sacs, and speed bumps along the 1200 North blocks in the Village.

A motion was made by Commissioner Gillespie and seconded by Commissioner Eichenberger to adjourn the meeting.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:02 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

>> Submitted written public testimony is attached <<

APPROVED Meeting Minutes
Transportation Commission
Monday, September 28, 2015
Room 101 – Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:02 PM.

Present: Jack Chalabian, Kyle Eichenberger, Joel Schoenmeyer, Mark Patzloff, Michael Stewart, and Craig Chesney

Excused: Will Gillespie

Guest Speakers: Jill Velan, Parking Services Director

Staff: Mike Koperniak, Mary Avinger, Tina Brown

There was no Non-Agenda Item Public Testimony

Approval of Tonight's Meeting Agenda

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

Approval of the Draft August 24, 2015 Meeting Minutes

Commissioner Chesney motioned to approve the draft August 24, 2015, Transportation Commission meeting minutes as modified and was seconded by Commissioner Stewart. The motion was approved by a unanimous voice vote.

DEVELOPMENT OF THE DRAFT 2016 TRANSPORTATION COMMISSION WORK PLAN

Commissioner Stewart motioned to defer the 2016 Transportation Commission Work Plan to another date. Commissioner Eichenberger seconded the motion.

The motion passed by a unanimous voice vote.

CONTINUED DISCUSSION REGARDING THE Y2, Y3, AND Y4 OVERNIGHT PERMIT PARKING ZONES STUDY

Village of Oak Park Parking Services Director Jill Velan gave a presentation continuing the discussion for the Y2, Y3, and Y4 overnight permit parking zones study.

Commissioner Schoenmeyer asked about staff reactions to comments and explained that they did not get them until late last week but did not see anything out of the ordinary. Commissioner Schoenmeyer also asked where the highest concentration of parking citations issued in zones. Jill explained that while she doesn't have numbers she believes it is in the Y2 area as it has the most diverse usage due to businesses.

Jill continued the discussion speaking about blanket passes and how they work. These types of passes do not override meters or permit parking zones. One of the biggest complications is out of town visitors that park in here and gets tickets.

Commissioner Chesney indicated the Commission saw consistent issues with signage like around the YMCA and that Madison is not laid out and utilized well.

Commissioner Eichenberger stated there seems to be lots of opportunity to work with businesses. An example is the parking lot for the cleaners at South Blvd and Kenilworth which is never full and seems to be under used. It could be used for people looking for parking. Commissioner Eichenberger correspondingly stated consistent signage is also important.

Commissioner Stewart identified that there are lots of opportunities especially on Madison and the 100 block of South Kenilworth as well as on Madison and by Oak Park Hospital. Commissioner Stewart also said staff should look at combined parking and replacing faded signs.

Commissioner Patzloff agreed that there is consistency in the inconsistency of signage. Hours vary street by street. Also sees Madison and Wisconsin potential for parking. Commissioner Patzloff stated that he's seen how east of Marion along the tracks on South Blvd is underutilized on a Saturday night and maybe there is a way to work out overnight parking with The Carlton.

Chair Chalabian also agrees that the inconsistency of signage needs to be targeted as guests counted 22 different sign types. There are also lots of competing interests between businesses, commuters and residents when parking is not restricted for those who live on the block. Feels there are lots of parking opportunities around Oak Park Hospital and likes the idea of no buffer zones with no restrictions. This is something that could not be worked on all at once in order to get it to work. While it is understood why there is daytime permit parking it will be challenging to implement changes among residents, business owners, and commuters who will have to deal with the impact.

Jill Velan responded to the Commission about their comments on Madison Street in regards to on-street versus off-street parking. Madison is focused on redevelopment. Any overnight parking would be temporary due to developments. On-street overnight parking on Madison would not work because it is a snow route and no one could park there during snow. Looking at businesses is a good idea but they want lots available for their customers. Jill spoke about the example of CVS and explained why they cancelled

their lease. Jill also spoke about metered parking in overnight permit parking zones and how meter times overlap with overnight permit parking times.

Chair Chalabian spoke again about shared parking and wants to start pursuing the possibilities.

Commissioner Chesney said the Village Board need to take ownership. The Board approves developments with less parking and it should be more not less. They should deal with shared parking because the Village needs shared parking.

Jill Velan stated that the Village Board passed new two-year goals and parking is a priority.

Chair Chalabian says Village Board should tell the Transportation Commission exactly what it means that parking is a priority so that the Transportation Commission has proper direction. He wants to know what parking means to the Village Board.

Commissioner Schoenmeyer would like to invite one or more of the Trustees to a Transportation Commission meeting to pick their brains.

Commissioner Chesney feels the Commission should be able to communicate to the Village Board what the Transportation Commission is thinking.

Chair Chalabian wants to know how many different signs are in the Y2, Y3, and Y4 zones.

The Transportation Commission wants to be in sync with the Village Board.

The floor was opened to public testimony.

Lea Larsen of 1028 Randolph manages a 32-unit building and lost 24 spaces in the YMCA lot. She spoke about difficulties in finding replacement parking and the difficulties of parking. She mentioned about No Parking 8-10 Tuesday/Wednesday for street cleaning but has never seen an actual street sweeper. The discussion continued on where guest parking is.

Paula Hazfin of 1030 Randolph who subleases a unit in the same building agreed with Ms. Larsen.

Public testimony was closed out.

Chair Chalabian asked for Tina Brown's opinion. Tina said she feels Y2, Y3, and Y4 has a parking shortage and Y2 has the biggest shortage. She also stated losing the YMCA lot hurt.

Commissioner Stewart thinks that it's okay that Madison opportunities may be temporary. He would like standardized times and history of why the times are the way they are. From his job at the Housing Center, he says that 24 hour parking is important. People want a car regardless of how they commute daily.

Tina stated that most calls are for overnight parking problems.

Jill expressed skepticism about changing parking restrictions on Madison. Jill said the Transportation Commission should look at other options.

Paula Hazfin would like if a person could leave their car parked for several days due to sickness.

Chair Chalabian thinks staff should start to quantify what's on street and Commissioner Eichenberger added quantify demand by area. Having to park too far away is a big obstacle.

Jill Velan says that there is enough turnover that there are always open spaces. She added that it usually takes two quarters for a person to get into the space they want.

Commissioner Stewart feels staff should look at Commission's observations 5.2, pages one and two.

Chair Chalabian stated it is important to standardize signage for overnight permit parking hours and would like to know the thought process of two hour residential parking versus no parking 8am – 10am.

Jill explained reason in having two hour parking restrictions and how without them the businesses will have issues and customers won't be able to get to businesses.

Chair Chalabian stated parking benefits the business districts and wants to look into them for possible future use. Chair Chalabian also wants clarification from the Public Works Director on the No Parking Tuesday/Wednesday 8am – 10am restriction and if streets are not being cleaned. He would also like to know how many times the snow ban was issued from 2013 through 2015.

The discussion continued between the Commissioners regarding parking on Madison Street.

Chair Chalabian would like staff to look into if it is feasible for a person living in one zone to purchase a permit in another zone.

Jill explained on-street parking was supposed to be a backup to off-street parking.

Further discussions included the new cul-de-sac, diverter moratorium, and developing a tool box for traffic calming as well as discussions about upcoming meetings to talk over

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the 2016 Transportation Commission Work Plan and the location for the OPRF p [REDACTED] parking meeting.

A motion was made by Commissioner Eichenberger and seconded by Commissioner Patzloff to adjourn the meeting.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:33 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

APPROVED Transportation Commission Meeting Minutes
Monday, May 9, 2016
Room 101 – Village Hall

Call to Order

Present: Jack Chalabian, Kyle Eichenberger, Will Gillespie, and Mark Patzloff

Excused: Craig Chesney, Joel Schoenmeyer, Michael Stewart

Staff: Jill Velan, Tina Brown, Mike Koperniak, Allison von Ebers (minutes recorder)

Chair Jack Chalabian called the meeting to order at 7:01pm

Non-Agenda Public Comment

James Thompson of 1018 Wisconsin attended the meeting to determine if he would consider becoming a member.

Agenda Approval

Commissioner Patzloff moved to approve tonight's agenda. Commissioner Eichenberger seconded. The motion was approved by unanimous voice vote.

CONTINUED DISCUSSION REGARDING THE Y2, Y3, AND Y4 OVERNIGHT PERMIT PARKING ZONES STUDY

Director Jill Velan gave a recap of last fall's meeting, the Commissioner's surveys, comments from neighbors, and staff reviews and recommendations. Ms. Velan spoke of the next steps: circulating the staff's recommendations to the public for input and conducting an on-line survey monkey, then returning with a final recommendation.

Tonight's meeting is to walk through the staff's recommendations for the Y2, Y3, and Y4 overnight permit parking zones. With the loss of the privately run YMCA 24 hour parking lot, the eventual redevelopment of overnight permit Lot 108 and 24 hour permit Lot 115, the zones are now selling out. Director Velan also stated that we cannot make up for all the lost 24 hour spaces but within the next couple years, there will be private parking offered at the new South Boulevard and Harlem development where permit lots 108 and 115 are located. These will help make up some of the losses.

Chairperson Chalabian inquired if residents who live south of Randolph have migrated to the Holley Court Garage and if there has been an uptick of 24 hour permits sold there. Director Velan responded that there has been an increase in 24 hour permits at Holley Court but since the YMCA was a private lot, it's not clear if the residents who used to park there have moved to Holley Court.

Chairperson Chalabian asked if there has been an increase of available permits for sale. Director Velan stated that the zones are selling out quicker and that the limit number of permits has not been increased. Y2, Y3, and Y4 could have gone half a quarter before selling out in the past. She also stated that the new Oasis Development may have new residents who have multiple vehicles inquiring about permit parking and that the current permit parkers at Lot 108 and Lot 115 will need to obtain new parking.

Commissioner Patzloff inquired about the agreement for parking with the new development at Harlem and South Boulevard. Director Velan answered that the agreement states the new development is

required to have a certain number of public spaces. The new development will also have accommodate for resident, hourly, and retail parking spaces. Commissioner Eichenberger asked if staff will make parking availability known at the new garage to which Director Velan answered that they can be added to the Village's private spaces list.

Director Velan then began the PowerPoint presentation going through the commissioners' comments and staff recommendations of the Y2, Y3, and Y4 zones.

Director Velan described attached Map A- 100 block of S. Kenilworth- It was recommended that the overnight permit hours in Y2, Y3, and Y4 be standardized to 11pm-6am. Currently the hours vary by street and staff has to tell parkers to refer to the signs to know when the zone permit parking hours are. 11pm-6am works in Y1 but may need to be different in Y2, Y3, and Y4.

Chairperson Chalabian asked why there are 2 hour restrictions instead of No Parking 8am-10am. He points out enforcement has to chalk every 2 hours and it is expensive to enforce. Chairperson Chalabian then asks if it is to discourage commuter parking. He also noted the differences in daytime parking restrictions street to street. Commissioner Patzloff agreed that No Parking 8am-10am would be preferred and easier to enforce. Director Velan responded that there are multiple reasons for the difference in daytime restrictions, including resident petitions, and that it is not that easy to streamline No parking 8am-10am on all blocks. Employees of the local businesses who have shifts starting after 10am will utilize the blocks for free parking as has been the case with Pete's Fresh Market parking on Harvey, South Blvd, and Lake.

Chairperson Chalabian stated that No Parking 8am-10am costs a lot of money to maintain and enforce and is confusing to enforcement officers and residents. By adding the additional overnight zone permit spaces it will add an extra layer of confusion. He believes it's a moot point if the daytime restrictions remain the same. Director Velan indicated that staff will look at the time limits vs. time restrictions. She stated that it could be considered getting rid of the time limits and switch out No Parking 8am-10am for No Parking 10am-12pm or No Parking 12pm-2pm. This could still discourage commuter parking and give the permit holders more time in the morning. Restrictions Coordinator Tina Brown states that the residents of the 100 block of S. Kenilworth petitioned for the 2 hour M-F restriction in 2005 and explained the reasoning why the change was made.

Chairperson Chalabian commented that Parking Enforcement Staff has been reduced by 50% and at the same time, there has been an increase of daytime parking restrictions. Commissioner Patzloff noted that since there is half the enforcement staff, it would be better to standardize the daytime restrictions. Commissioner Gillespie stated that it should vary block to block with the no parking hours. Director Velan responded that if we want no time limits then we'll have to see how it flows with the business district as well as reviewing resident daytime permit parking.

For Map A: Commissioners OK with additional overnight zone permit spaces.

Director Velan described attached Map B- 100 block of Clinton and Map C- 1000 block of Pleasant St. – Chairperson Chalabian asked about adding additional permit parking on South Boulevard and adding night permit parking to Lot 10. Engineer Koperniak noted that the street is too narrow for additional permit parking on South Blvd. Director Velan stated that Lot 10 is outside of the study but is on the list to review later.

Director Velan described attached over Map D – 1000 block Pleasant Pl. – Director Velan stated that additional permit parking street could include 24 hour street parking.

Chairperson Chalabian noted that Lot 81 across from the YMCA is confusing to both permit holders and people trying to park to go to the YMCA. He stated the parking to go to the YMCA is scarce and asked about adding additional meters on Randolph. Director Velan responded that the meters in that whole area should be looked at.

Director Velan described attached Map E – 400 block of Clinton

Went over Map F – 800 of Randolph– 800-832 Randolph (south side) has 24+ spaces that are currently staff parking for Brooks Middle School which are never used and are otherwise unrestricted during the daytime. Chairperson Chalabian noted that No Parking 8am-10am M-F should be considered for the north side.

Director Velan described attached Map G – 1000 Randolph

Director Velan recapped the lease agreements with Brooks Middle School/District 97 and spoke about the Chase Bank contract being terminated by the bank. They have no interest in a new agreement.

Director Velan stated that staff cannot recommend adding permit parking on Madison in the Y2, Y3, and Y4 zones since it is a snow route and may be redeveloped. Chairperson Chalabian noted that permit spaces could be added on Madison for temporary relief and Commissioner Patzloff also stated it could be a stop gap. Director Velan explained that it is a business district and that night permit holders will want to stay longer which could reduce spaces for customers. Commissioner Gillespie noted that it would be weird to have permit holders in a commercial area.

Director Velan went over the possibility of approaching Rush and West Suburban hospitals to see if an agreement can be reached to add permit parking at their facilities.

Director Velan spoke of the road diet on Madison Street and noted that there would be no loss of parking. Block by block parking on Madison differs in daytime restrictions/meters.

Director Velan recapped the next steps including taking public comment and possible meetings to look at parking as a whole.

There being no further business to discuss, a motion was made by Commissioner Eichenberger and seconded by Commissioner Gillespie to adjourn the meeting. The voice vote was unanimous to adjourn.

The meeting was adjourned at 8:57pm.

Respectfully submitted,
Allison von Ebers

APPROVED Meeting Minutes
Transportation Commission
Monday, June 13, 2016
Room 101 – Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:03 PM.

Present: Jack Chalabian, Joel Schoenmeyer, Mark Patzloff, Michael Stewart

Excused: Craig Chesney, Kyle Eichenberger, Will Gillespie

Staff: Mike Koperniak, Jill Velan, John Youkhana, Mary Avinger

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft May 23, 2016 Meeting Minutes

Commissioner Schoenmeyer motioned to approve the draft May 23, 2016, Transportation Commission meeting minutes and was seconded by Commissioner Stewart. The motion was approved by a unanimous voice vote.

FINAL REVIEW OF THE Y2, Y3, AND Y4 ZONES STUDY RECOMMENDATIONS AS DEVELOPED BY THE TRANSPORTATION COMMISSION AND INCORPORATED BY STAFF

Parking Services Director Jill Velan gave a presentation on the final review of the Y2, Y3, and Y4 zones study recommendations as developed by the Transportation Commission and incorporated by staff. Ms. Velan explained why some blocks such as on Marion and on Pleasant and on Madison were excluded from consideration. The presentation included maps that showed the current conditions and three options for the Commission to choose from for area feedback and study. Each option included the pros and cons from staff and Parking Enforcement Officers. Jill Velan stated that the Parking Enforcement Officers thought the changes might not really help them but they could try.

Chair Chalabian asked about Parking Enforcement Officer staffing and shift hours and Jill explained shift times and how three officers start at 8:00 a.m. Chair Chalabian also asked about feedback from the Public Works Director, to which Jill responded that John

Wielebnicki stated the Department could work with changes and possibly get rid of No Parking 8am-10am Tuesday/Wednesday restrictions.

Chair Chalabian asked about how Parking Enforcement Officers enforce several times a day and Jill responded including speaking about upgrading to a license plate recognition system.

The discussion continued about the impact of parking in the zones especially in the Pleasant Business District and the competing interests, preventing people from jumping space to space, and possibly moving away from time limits.

Commissioner Stewart stated he walks on the 1000 block of Pleasant and if there wasn't two hour parking then commuters would park there all day. He doesn't see an option for residents to park there and with a no parking 8:00am – 10:00am restriction then employees would park there.

Commissioner Patzloff stated that the Commission would either have to go back to the drawing board or choose one of the four options. Chair Chalabian stated he would like to eliminate the Business District from the options.

Chair Chalabian continued discussing no parking versus time limit parking in all the zones and why they are needed. He doesn't think leaving the Pleasant District alone will work. Jill Velan explained the Village Board of Trustee's ideas on pricing due to conditions that exist.

Commissioner Schoenmeyer stated that he doesn't like options 1 and 3 but likes option 2 because it inconveniences people the least.

Commissioner Stewart also likes option 2 because servicemen and tradesmen in the area can park and move and still be close to their customers.

Commissioner Patzloff asked if option 2 would be confusing for Parking Enforcement Officers or snow and leaf removal but otherwise likes option 2. Jill Velan responded that option 3 would be problematic but option 2 would be most efficient for Public Works operations.

Chair Chalabian asked about daytime permit parking on Wisconsin and Maple south of Monroe and a discussion was had about changing the existing 2 and 3 hours parking around the hospital.

Jill Velan spoke about losing Village parking lots 115 and 108 at South Blvd and Maple. Then Jill asked Chair Chalabian about Pleasant District issues. He asked why are 2 and 3 hours restrictions a problem and Jill responded streets shouldn't be 24 hour parking. A discussion continued about shared parking and convenience and consumer standpoint, and competing interests and not being cost effective. Chair Chalabian stated maybe Pleasant District should be studied separately.

Commissioner Stewart stated he likes option 2 and is satisfied with existing conditions in the Pleasant District.

Commissioner Patzloff stated he likes option 2 but doesn't have an answer for Pleasant District because he is not that familiar with the area.

Commissioner Schoenmeyer likes option 2 and thinks excluded areas should be looked at soon. He stated he knows there will be issues with new construction and new residents but for now it's a good plan.

Chair Chalabian stated it sounds like option 2 is the Commissioner's choice but that he still disagrees and sees issues with it. He thinks there will be future issues with Madison Street and that bigger issues are the restrictions around the hospital and that it needs to be looked at again. Chair Chalabian also thinks staff should do something for daytime parking in the Pleasant District. Chair Chalabian gave his reasons for not liking time restrictions and feels Commission and staff needs to determine the parking priority between the four competing interests of business owners, residents, business patrons, and commuters.

Commissioner Schoenmeyer motioned to recommend map option 2 and was seconded by Commissioner Stewart. The voice vote was as follows:

Chair Chalabian – no, Commissioner Patzloff – yes, Commissioner Schoenmeyer – yes, and Commissioner Stewart – yes. The motion passed with a roll call vote of three to one.

Chair Chalabian stated the reason he voted no was because the Business District is being excluded.

Commissioner Stewart gave his opinions on the parking meeting he felt he missed where the Commission standardized parking.

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 8:34 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

APPROVED Meeting Minutes
Transportation Commission
Monday, September 26, 2016
Council Chambers – Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:01 PM.

Present: Jack Chalabian, Kyle Eichenberger, Michael Stewart, Mark Patzloff, Will Gillespie, Joel Schoenmeyer, Craig Chesney

Staff: Mike Koperniak, Jill Velan, John Youkhana, Dorothy Benson-Baker

There was one non-agenda public testimony by Tom Lindsey of 1235 North East Avenue. Mr. Lindsey stated he submitted a petition about a year ago and wants to know when it will be on the Transportation Commission agenda. Chair Chalabian referred Mr. Lindsey to contact Engineering staff, Mike Koperniak or Jill Juliano, direct at the Public Works Center, as they would be able to give him the appropriate response when the item would be added to the agenda.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft August 22, 2016 Meeting Minutes

Commissioner Gillespie motioned to approve the draft August 22, 2016, Transportation Commission meeting minutes as modified and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote.

FINAL REVIEW OF THE Y2, Y3 AND Y4 ZONES STUDY
RECOMMENDATIONS AS DEVELOPED BY THE TRANSPORTATION
COMMISSION AND INCORPORATED BY STAFF

Chair Chalabian started off by giving a background history on this item to the audience. The Chair stated the Commission has worked on this item for over a year and the Transportation Commission members know the parking problems in these areas. Chair Chalabian urged residents to continue to participate. He further explained that the Village Board of Trustees makes the final decision.

Parking Services Director Jill Velan gave a presentation of the Proposed Plan and a Recap. Jill talked more about both night and day restrictions. Jill spoke about the alternative proposed daytime restrictions Option #2 that the

Commission preferred. Jill continued discussing daytime excluded areas and reasons for their exclusion.

Next, Ms. Velan spoke about the survey results. She had a total of 616 responses from the community. Assistant Parking Services Director John Youkhana had posted signs around the Village and letters had been sent out. Jill gave a summarization of the emails received. (Note: A copy of email summary can be obtained from Parking Services).

Commissioner Chesney asked if staff had developed the survey and Jill Velan responded yes.

Commission Stewart commented on a number of information signs that were placed on streets of the Village.

Chair Chalabian asked staff what public comments were received in the past 72 hours.

Jill Velan responded that she had received a late request from Brooks Middle School for some parking changes around the school.

John Youkhana spoke about how the Village's interaction with the public was handled.

The floor was open to Public Testimony.

Lea Larsen of 1028 Randolph, #3S stated that she lives in and manages the building. She mentioned residents had lost approximately 20 spaces when the YMCA sold its lot and the YMCA users and Octoberfest patrons take up most of the parking spaces after 7pm. Ms. Larsen went on to say she parks in Lot #81 but frequently has to wait for a parking space. She is concerned with all the new condos being built and asked where everyone will park. Ms. Larsen feels more parking enforcement is needed.

Jaggen Farwell of 1023 Washington lives in a multi-unit building. Mr. Farwell questioned the frequency of street cleaning. He asked if cleaning could be spread out to biweekly instead of weekly. Mr. Farwell pointed out that the parking signs are confusing to visitors and he suggested persons should be able to log into the Oak Park parking app for night parking. Finally, he questioned why the Village is not utilizing the parking spaces in front of residential homes.

Bill Bixby of 521 South Kenilworth stated he has lived on a cul-de-sac block for 8-1/2 years but the parking has picked up on his block, lately. He especially wants to know why night parking is so hectic. He continued explaining that more residents and cars are coming into the area and many activities are happening

on Madison St. Mr. Bixby also questioned if our enforcement officers are keeping up with which vehicles have passes.

Kathleen Huttner of 948 Pleasant, #2J spoke about the confusing parking situations. She mentioned living in different locations all around the world but in her opinion, compared to other places, Oak Park is so complex when it comes to parking. Ms. Huttner does not believe that preventing parking also prevents crime issues. She stated that Oak Park is living in the past and if you are a resident, you should be able to park on the street. She added that moving cars around frequently is another issue.

Mr. Lee P. Kane stated his questions had already been answered.

Steve and Cindy Hopkins of 247 Home were present. Mr. Hopkins showed photos taken in area surrounding where he lives in Zone Y2. He spoke about how cars are constantly parked on Home between Pleasant and Randolph. He believes there is a compliance issue as there is no overnight parking allowed on his block. Mr. Hopkins also spoke about guest parking and commuter parkers in 4-hr zones and about the issues that started when the YMCA lot users lost spots.

Mike Fox of 1110 Pleasant is the owner of the Carleton Hotel and other properties in Oak Park. He spoke about losing South Blvd and Harlem lots. Mr. Fox urges Oak Park to hold off on the Y2 proposal until the South Blvd & Harlem Development is completed in 18 months. He would like to run this idea past the Pleasant District Businesses. As a business owner, he explained daytime changes appear to be very problematic.

Anna Harlan of 728 Carpenter spoke about the congested area she lives in and lots of changes that are coming. She pointed out the Y3 area is very close to public transportation. Ms. Harlan explained that we all are impacted with the loss of parking spots. She also feels the signage is very confusing.

Clarence Ward of 517 South Kenilworth spoke about the cul-de-sac block he lives on in a single family home. Mr. Ward questioned why the Village does not create parking spaces in vacant lots. He sees more cars on his block daily.

Cecil S. Barbato of 1040 Washington spoke about the hard time he had figuring out what the proposed restrictions are as on the survey. Cecil is a new resident who has lived here about 1-1/2 years. He has seen parking spaces go away but lots of new tenants are still moving into multi-unit buildings. Mr. Barbato feels the Village needs to create more parking spaces. He was concerned about the painted yellow lines being so long on the curbs by fire hydrants and why the "No Parking Here to Corner signs" is so far back.

Jill Velan spoke about the existing and proposed parking restrictions along Washington.

Erik Wise of 429 Home spoke about that the Village needs to keep track of who has parking and Oak Park has a massive amount of unused parking space on the street. Mr. Wise believes Oak Park needs to keep the community diverse and keep affordable housing.

Dan Gheorghe of 836 Washington asked why no overnight parking is allowed 2:30 to 6:00 am. He feels these rules are morally wrong because it causes people to have to break rules. He continued expressing 80 to 90 years ago these rules may have been good but not for today's Oak Park community.

Fay Perkins of 810 Pleasant pays for permit parking but explained it is still very hard for her to find parking. She has to rush home each night by 5:30pm to get a parking space. She continued sharing that the parking situation makes her feel like a prisoner in her own home. Even tonight she mentioned there will not be a parking space after the meeting. Ms. Perkins stated this is not fair to her and other residents.

Adam Veasman of 822 Washington states he loves this town and community and shares the frustration with the complicated parking permit process. He has switched from being a renter to an owner in hopes of having an easier parking situation. Adam has tried to find parking but has been unsuccessful. He discussed about the elders in the neighborhood as well as others who have difficulties finding parking in the Y4 area.

Anna Clare McDermott of 1029 Washington stated she has lived in Oak Park for over 35 years. Ms. McDermott spoke about the influx of new tenants in new multiunit buildings. She added there is inequity of people who have parking versus those who do not. Parking is a problem that needs to be shared by all. She feels there is an inequity or divisiveness in neighborhoods. Ms. McDermott expressed her added frustration with the snow coming how residents are going to survive without resolving the parking issues.

Julie Crumley of 210 South Kenilworth spoke about how post office workers and other employees fill up her block. She explained that this is dangerous with all the congestion. There are middle school kids walking around and drivers usually are going fast and do not yield at stop signs. She suggested Oak Park reaches out to businesses with lots to find employees parking.

Finally, Darin Motaka of 214 South Kenilworth spoke about the speeding cars racing for spots. He feels Oak Park should rethink the safety issues.

Public Testimony was closed out.

Commissioner Chesney inquired when the Village Board of Trustees will act on these.

Jill Velan explained the response depends on if the Commission makes recommendations tonight. Also, the VBOT want us to do another study session before they make a decision, hopefully, by December 2016 or January 2017.

Commissioner Chesney inquired about the overnight parking by Brooks Middles School.

Jill Velan explained about the no parking by the fire hydrants and the “No Parking Here to Corner” signs. She explained the role of Parking Enforcement Officers who are under the Police Department. Jill also spoke about overnight guest parking and continued explaining how parking at South Blvd. and Harlem was only a temporary parking solution as those lots were originally for development and not for private parking.

Commissioner Stewart asked what the requirements are for parking spaces when building a development in Oak Park.

Jill Velan explained the process and shared parking which includes 1 space per unit and TOD transportation ordinance requires less than one space. She also talked on future parking in developments on Lots 9 and 9T.

Commissioner Chesney spoke on TOD zoning. The Commission has worked hard to get back lost parking spaces. He also spoke about parking around Brooks Middle School.

Commissioner Schoenmeyer spoke about different parking users: renters versus owners, customers versus employees, and commuters. He added prioritization is required and shared sacrifice is needed.

Commissioner Gillespie agreed with Commissioner Schoenmeyer.

Commissioner Patzloff spoke on being a homeowner in the northeast part of Oak Park. He spoke on Daytime Option #2. He stated this is a complicated issue and he is trapped between uniformity and customization on block by block basis.

Commissioner Eichenberger asked how we can transfer tonight’s conversation into action. Fairness is an issue.

Commissioner Chesney spoke on how Washington Blvd. is a very dense area and there is a pent up parking demand. He does not like two different time restrictions on a street.

Commissioner Stewart disagreed with TOD. His work experience in helping people move into the Village is that most tenants have two cars. He believes

there will be a future parking shortage. He spoke about the Commissioners doing their survey work—like a six-month study, review and then try out Option 2.

Commissioner Eichenberger asked how we would test the sign changes.

Jill Velan suggested the Village could install temporary signage and make it work. However, there will be capital outlay.

Commissioner Gillespie wants to confirm that the recommendation for tonight is Option #2. The Commission is still working on solving the problem. Therefore, Commissioner Gillespie has a problem with making a recommendation on tonight. He also spoke about the new development and about more tenants needing to work more.

Commissioner Chesney asked about what streets would be affected by Option 2.

Jill Velan explained about Option #2 and the affected streets.

Chair Chalabian stated there are two issues—daytime and nighttime. He spoke about daytime and mentioned the areas surrounding Oak Park Avenue and Ontario. Also, he spoke about the survey results. The Chair explained that there is no parking in front of his own house. Finally, he reiterated the Commissioners want the feedback from the surveys as soon as possible.

Chair Chalabian mentioned meeting with Trustee Tucker and discussing what the trustees wanted from Parking. Also, the people don't want to use the Holley Court Garage because it is too far from their residences. The Chair spoke about shared sacrifice. Finally, he clarified that the Commission would not overturn the Overnight Parking Ban.

Commissioner Chesney stated he is not ready to make recommendation on "No Parking 8-10am" because night parking is more important and there is still lots to do.

Commissioner Schoenmeyer spoke about dealing with commuters. He also mentioned the cleaners on South Blvd has about 10 unused parking spaces at night.

Chair Chalabian stated that there is available parking in this Village of Oak Park but it is hard to get to use it for overnight parking.

Commissioner Schoenmeyer admitted he is not ready to make recommendations tonight.

Jill Velan spoke about how and why written letters were sent out. She asked residents to pay attention to what is going on and when meetings will be held.

Chair Chalabian asked what additional information does the Commission need to make the recommendations.

Commissioner Chesney asked if the signs are the problem.

Commissioner Stewart explained it would be nice to standardize the signage but each block has its own particularities. He wants to see overnight recommendations go forward but set deadline for daytime. He spoke about using Madison Street (south side only) for overnight parking.

Chair Chalabian explained there is a consensus on night parking but daytime parking is still a problem.

Commissioner Gillespie wants more public testimony from business owners. Also wants examples of solutions from other cities, and best practices on densities of this nature.

Jill Velan explained what types of data that the Village of Oak Park can provide.

Commissioner Schoenmeyer agreed he wants to hear more from businesses, he likes to simplify things, but not too simple. There needs to be an outreach to businesses such as the Pleasant District, Madison Street District, South Oak Park District, Hemingway Business District and others.

Jill Velan agreed she could contact some businesses by the next meeting.

Commissioner Patzloff spoke on the legality of using the Madison Street snow route. He added arrangements could be made with private businesses for use of their lots, and other private off street parking.

Commissioner Eichenberger would like to move night parking recommendations forward but daytime still needs more work.

Commissioner Stewart wants to make recommendation about daytime restrictions. He asked if businesses and residents have specific opinions about Option #2.

Chair Chalabian clarified there will be no recommendation on tonight.

The Commissioners discussed how to get more public feedback. It was suggested to study ten (10) hot spots with existing conditions versus the proposed (do a microstudy within the study). Let us continue combing comments from residents and check with the Pleasant District and other management companies.

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Mike Koperniak mentioned that we have two stop signs and toolbox to address.

Commissioner Chalabian reiterated finishing parking will be priority.

Commissioner Chesney motioned to defer the work plan to October. Commissioner Schoen seconded that motion. The motion passed unanimously. Commission's work plan is due in October. The October meeting may be on the stop sign petition received for Monroe and Wenonah. Chair Chalabian suggested following up on the toolbox at the meeting in October to get it finished this year.

An email will be sent out to all members and staff involved to have two meetings in either October or November. There will be no meetings held in December.

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 10:00 PM.

Respectively submitted

Dorothy Benson-Baker

Dorothy Benson-Baker
Administrative Secretary

Public testimony received prior to the meeting is included on the following pages

From: Heidi Ruehle-May [mailto:hruehlemay@pleasanthome.org]
Sent: Monday, September 26, 2016 3:58 PM
To: Velan, Jill
Cc: Youkhana, John
Subject: RE: Parking questions for Pleasant District

Thanks Jill!

Hi John,

I'm providing some feedback wearing two hats: President of the Pleasant District Association and ED at Pleasant Home. I spent some time looking over the current and proposed parking plans for area Y2. I appreciate that the Transportation Commission is working to simplify the parking regulations; however, it seems like with this new option it's getting even more confusing. I'm unsure as to why the street parking need to be closed off every day M-F for two hours per side - surely the streets aren't being cleaned that often, is there anything else I'm unaware of to necessitate this? Also, what is the reasoning/history behind the various time restrictions - meaning, why aren't all time restrictions 8am-5pm (for example) rather than 9-5, 8-4, 10-3, etc.?

Here is a scenario: I have a company renting Pleasant Home during the week for a 5-hour workshop from 8am-1pm. Their employees will need somewhere to park. They have only one side of the street to park from 8-10am. Then, at 10am, they need to move their cars to the other side of the street. Then, if they parked in a 2-hour zone, will need to move their cars again at noon. That's three parking spots within five hours!

Scenario #2: someone is attending a class at Dailey Method that starts at 9:30am. Half an hour later, they need to leave their class and move their car to the other side of the street. Some patrons will definitely move on to other gyms after a few tickets!

My biggest concern, besides the confusion, is that even more parking is being taken away when we need it most. We have some excellent new(ish) businesses like Dailey Method, Carnivore and Connolly's who have been affected by the construction throughout this year. The Pleasant District is working hard to bring more patrons to our businesses, and confusing and limited parking is detrimental to their success. For an organization like Pleasant Home Foundation, we could lose important daytime rentals that help bring in income that funds our restoration and programming efforts which are of great value to the Oak Park community. As more new businesses and residents come in over the next year or two, we need to do everything we can to encourage patronage rather than add more confusion and financial loss for these important local businesses. I would think that a community-driven town like Oak Park would do everything possible to provide more traffic to the district rather than restrictions.

A suggestion: All parking (other than NPAT or metered) is available for 4 hours from 8am-5pm M-F. Tuesdays no parking N & E sides and Wednesday no parking S & W sides between 8-10am to allow for street cleaning (or something similar). This would alleviate the potential problem of commuters taking up spaces all day, less confusion for patrons, and, hopefully, more business for the district.

Suggestion #2: No parking restrictions (other than NPAT or metered) at all except for street cleaning! To alleviate the problem of commuters taking up valuable patron spaces, provide a surface lot or garage with permits to encourage people to use public transportation while providing enough parking for others.

Oak Park is a commuter and pedestrian-friendly town, and we can't always expect to park our cars within a few spaces from our destination. This, in my opinion, is a big positive to the Oak Park lifestyle. However, we have to consider that there are plenty of business patrons not from the area that will provide much-needed income for small businesses who may not tolerate very confusing and limiting parking restrictions. Also, it will be maddening to see an entire side of the street vacant for two hours during business days when street cleaning isn't taking place.

Not on the agenda tonight is the concern over loss of parking while North Blvd construction is wrapping up (before they open parking garage) and South & Harlem begins. Where will all of those commuters park?

Also not on the agenda: Valet - a great idea to help during the South & Harlem construction - I have some thoughts as to locale of the valet stop. I've heard it through the grapevine that the businesses may be expected to contribute financially to this expense. I sincerely hope this rumor is incorrect! These businesses are doing all they can to survive and asking them to pay for a parking solution that is out of their control is unreasonable at best.

I hope you can communicate these concerns at the meeting tonight. I wanted to attend the meeting but was only alerted about it by chance on Friday and I'm not sure how many business owners will be able to attend. I know I'm not the only one who didn't notice or didn't understand the yard signs suggesting the survey either. In the future, please let me know as soon as possible when meetings, surveys, etc. arise and I will be sure to alert our businesses immediately - this will help you receive more accurate feedback from a larger pool of respondents.

Thank you for your time,

Heidi Ruehle-May
Executive Director

Pleasant Home Foundation
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pleasanthome.org
facebook.com/pleasanthomefoundation

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From: Carrie Rubenking [<mailto:rubenkingcmr@yahoo.com>]
Sent: Monday, September 26, 2016 11:59 AM
To: Youkhana, John
Subject: Parking - Y4 zone

Thank you for the opportunity to complete the survey.

Though if this is the only change that is coming down the pike for parking in Oak Park, it really isn't enough.

The survey would have been more helpful if there were an opportunity to express individual thoughts on the issues of parking.

Strategies for providing more space for renters would be appreciated - also the possibility of marking the parking options would at least cause people to think more - be more considerate of their neighbors who also need space to park. Sometime 5 cars are taking the space that could hold 7 cars easily just because they are not paying attention. Also - for those who do not have permits to not park in the permit zones - so that residents will have places to park when they return from work each day.

Thank you for your consideration.

Blessings,
Carrie Wilson.

From: Tree Havener [mailto:tree.havener@gmail.com]

Sent: Sunday, September 25, 2016 5:05 PM

To: Youkhana, John

Cc: Brian Havener

Subject: Data from a resident: PARKING STUDY ON THE Y2,Y3, AND Y4 PARKING ZONES

Dear Mr. Youkhana

Thank you for the letter making residents aware of the Transportation Commission's study on parking restrictions in Y2, Y3 and Y4. I am unable to attend the meeting on 9/26/16, but wanted to bring to your attention some of the logistical problems Overnight Parking Permits cause my block specifically.

My family has lived on the 500 block of South Kenilworth for 8 years. We are located just south of Madison Street, on a closed-off, cul-de-sac block. We love this setup, but it presents unique challenges for us and our neighbors.

The Village issues Overnight Parking Permits to people who request to park on our block, if they are willing to pay the \$7 fee. Most of these people do not live on our block, and often permits are issued with an expiration date many weeks out. Since there are no daytime restrictions, many permit holders will leave their cars unmoved for days or even weeks. Which means our residential block is often turned into a long-term parking lot.

And that causes some problems:

Problem 1: Leaf Removal

Public Works offers a leaf removal service for residents who rake their leaves into the street. Unfortunately, we rarely get our leaves picked up because someone with an Overnight Parking Permit will park on top of them, or in a way that obstructs the "Leaf Plow" at the end of the cul-de-sac. Year after year, we not only miss the last leaf collection because of Parking Permit holders, but we're also unable to clean up the rotting mess in the street before it snows, because someone has parked (with permission from the Village) on top of them. This is unsightly, unsanitary, and frankly, unacceptable.

Problem 2: Snow Removal

Much like the leaf problem, we experience snow removal problems. After a snowfall, when long-term parkers, who don't even live on our block, finally pull away, we are left with an unplowed icy street which is unsafe and incredibly frustrating. The 500 block of S. Kenilworth should get the same snow removal services as other blocks in our neighborhood.

Problem 3: Being trapped in the cut-de-sac

As you may already know, there is a problematic house in the middle of our block. 514 S. Kenilworth is ground zero for troubled, transient, young adults in Oak Park. 911 frequently dispatches police and ambulances to this residence. Often when emergency vehicles are present, and there are an abundance of long-term parkers, our street is basically shut down. Motorists who try to leave the north end of the block are trapped between the cul-de-sac and the emergency vehicles, leaving them unable to drive away.

This is especially frustrating if you need to be somewhere. If there were fewer cars parked on the street, this would not be a problem.

These are my main concerns. Please take them into consideration when analyzing the impact of parking changes, and keep us in mind when making policy changes. Ideally, we would like to see Parking & Vehicle Services would stop issuing overnight parking permits to people who don't live on our block, because of the associated logistical and safety problems.

We love living in Oak Park, and look forward to continued growth in our community. Please feel free to call or email me if you have questions, or need further information.

Regards, Tree Havener

0617-2
5.4
38/67

From: ltgowdw@aol.com [mailto:ltgowdw@aol.com]
Sent: Monday, September 26, 2016 3:12 PM
To: Youkhana, John
Subject: parking comments

I live at 102 S. Grove and there are many challenges due to the parking on the street. I have lived here for over 30 years and the parking situation has gotten progressively worse.

My block contends with many cars parking on the 100 block of South Grove, day and night. They are here for free parking, to hop on the el, to eat at the 2 new restaurants that opened on Oak Park ave., the car and truck owners who work at Unity Temple(they have permits to park from 6am, (most of which get here by 530am) until 2 pm). It's very hard to get the street cleaned, (Oh, " just call if they don't clean the street and someone will come out". That didn't work.), the leaves picked up or snow removal, ("just call the streets department and they'll have someone come out to plow", that doesn't work either). Metered parking on South Blvd? People don't want to pay when they can park on the street for free. I watch while a car will pull into a space, the driver comes out, stares at the pay machine, gets back in their car and either leaves or turns around to park on the street. There are more empty spots at the open metered spaces than there are on the street.

Come out and take a look at various times of the day or evening.

If that's not all, cars come SPEEDING north on Grove, trying to make a right hand turn onto South Blvd. (no right turn), then either make it to Oak Park Avenue, amid honking horns, or realize they can't make the turn(amid more honking horns) and proceed to turn left (west), or worse yet, try to turn around and go back, south on Grove. An accident waiting to happen.

I've gone thru different people to get more enforcement of the rules but I keep getting excuses, ("people don't want to pay to park" "we are low on staff", " we have to go all over the village to enforce and when we do ticket, the same cars come back", "I guess they don't mind paying the tickets")

It seems to me that there are more excuses than there are solutions.

My solution?

Physically come out onto the streets in question and look!!!! Several times, not just once.

Knock on the doors of the people who actually live on these streets and ask them their opinion.

And then enforce the rules.

And make sure the police officers know the rules. ("I didn't know this was not an overnight permit parking area.")

Sincerely,

Mary Ann Kozlowski

102 S Grove

708-932-2853

0617-2
5.4
39/67

From: Brett Patterson [mailto:abp1095@gmail.com]
Sent: Saturday, September 24, 2016 7:41 PM
To: Youkhana, John
Subject: Parking in Y2

To the Village

I would like to provide some feedback concerning the parking in the 100 block of Clinton Ave. I understand that there is limited parking for residence to use during the day and overnight, but the current set up of allowing people to park on both sides of the street is dangerous, especially in the winter when there is snow built up on the street. I have lived in Oak Park for 7 years and have had one accident and 3 other almost accidents due to the very narrow street with parking on both sides of the street.

In the winter the issue is even worse with snow that is not cleared and the street becomes a one lane road with parking on both sides. I do not understand why there is not more parking allowed on the 200 block? It seems that there is more than enough room to allow more parking on the 200 block and reduce the 100 block to parking on only one side on each day.

Please look into reducing parking to only one side of the 100 block, it is dangerous.

Thank you
Brett Patterson
115 Clinton Ave Unit D

0617-2
5.4
40/67

From: lpkeeley@aol.com [mailto:lpkeeley@aol.com]
Sent: Friday, September 23, 2016 5:23 PM
To: Youkhana, John
Subject: Parking...

Sorry I can't make the meeting.

My husband and I live at 223 S. Kenilworth. At 10 a.m. our street is a parking lot. My husband is an invalid, and I very often have to go to Walgreen's to pick up scripts or get him to a Dr's appt. We don't have a garage on our alley, just a front driveway. It can take me, sometimes, 10 or 15 minutes to get out to the street. People seem to use our street to avoid Oak Park Ave and they speed down it!

The other day, I had to run an errand. Cars were parked both left and right of our driveway. I pulled out, backed up to make a turn into the street. Heard a horrible crunching sound. Turns out that the car parked to the right had a long, thin tow bar that was not visible in my rear-view mirror. Now I have a huge hole in the back bumper into my trunk. OY!

I called and wrote the Village a while back. I said our street was an accident(s) waiting to happen (see above). Especially since we have the middle school just down the street. At 3:30, kids are everywhere...some biking, skate boarding etc. down our street...with headsets on and not paying attention to traffic.

I asked if maybe the Village could restrict parking to just one side of our block. The block up from us does??? The lady I spoke to said, "Not possible, as parking is at such a premium." I rent 5 parking spaces out back. Best deal in town at only \$40 a month. Going rate is \$100...I get it....

But our block has two huge condos and lots of 2-flats. More populated than the block to the north of us. Don't get that; why parking is restricted there!

As an aside, my neighbors next door had a lemonade stand last month. I was sitting with the Mom when Dad went across the street to talk with another neighbor. The youngest kid (3) started to take out after Dad. I tackled him to the ground at the curb. I saved his life...and his Dad told me so. It was a close run thing with a car racing down our street. Too bad I am too old for the Bears to recruit me!

And, all these over-priced condos going up... Maybe they could sell them to people that just rode bikes?

Thanks for your consideration. Best, Lesley Keeley

0617-2
5.4
41/67

From: David Kelm [mailto:david1945@aol.com]
Sent: Friday, September 23, 2016 2:23 PM
To: Youkhana, John
Subject: Oak Park Parking, another option

The village board seems to be considering a change in the parking regulations in our fair town. As I see it, the new proposal of side of the street shifting for a few hours each morning is a strategy addressing only one issue. I do not believe street cleaning is our most urgent issue. If there is going to be a change, I believe creating smoother, more efficient traffic flow and bicycle safety are of greater concern. The most radical strategy would be to make all streets ONE WAY and only allow cross traffic left turns at intersections wide enough for a left, right and through lane.

The other approach would be side shift parking even side even days and odd side odd days every day all day. I believe this would improve traffic flow by eliminating our current pattern of dodge that on coming car and give more space for bicyclists.

The third approach would combine both of the above strategies. This would take care of flow, safety, street cleaning and make snow removal more efficient. You may voice you opinion at www.surveymonkey.com/r/f6w5c7y .

David Kelm
1025 Pleasant Pl
Oak Park IL
60302
708-975-9300

0617-2
5.4
42/67

From: Anonymous
Sent: Friday, September 23, 2016 10:02 AM
To: Youkhana, John
Subject: Parking Study

Dear Sir,

I received notice of a transportation commission public meeting September 26th. I will not be able to attend, however would like to offer comment. At the risk of being labeled an old curmudgeon I have to state I am displeased with the continued relaxing of overnight parking restrictions over the past several years. I'll try to be brief and non-specific as it has been my experience that the village often pits neighbor against neighbor in issues like these. I will sign my name, but ask for anonymity as I don't want to get into a snit with my neighbors. I have always appreciated and respected the restrictions on overnight parking. I've only had two instances where I parked on the street overnight, once when my roof was being replaced and once when my neighbor's roof was being replaced. Having cars off the street improves government services, such as snow removal, street cleaning, leaf pickup and garbage pickup. I live in the 700 block of South Grove and we do not have an alley on the west side of the street. West side of the street residents have driveways onto the street. When cars are often parked on both sides of the street it makes it difficult to get in and out of the driveway. Snow removal is the major issue for me. In the past the snowplow could plow from curb to curb overnight. Now the plow has to go around the cars and dumps the snow across my driveway. I can shovel out the mouth of my driveway but not the street as well. Several Winters ago I literally had a sheet of ice and snow extending 4-5 feet from the curb into the street. This was caused by the plow having to go around parked cars. Even after subsequent snowfalls the plow never got close to the curb again. This sheet of ice lasted into Spring.

I looked at the village website and noted the limits of 10 overnight passes per month and a fee of \$7 after the first three. There are people who routinely park overnight well in excess of the stated limit. Over the past year I have noted a series of people from the next block south parking overnight for extended periods, 3-6 months. Why are they being sent to our block to park instead of being required to rent a space somewhere? Who is keeping track of this? Are they really paying to park? I just want the snow plowed in the winter, the street sweeper to be able to sweep the entire street rather than just patches, leaves to be picked up in the fall and the garbage man to be able to access my cans which I have to bring to the curb as I already noted we don't have an alley. There are probably areas of the village that are worse than what I've described, I just hope that in looking at the parking situation and making recommendations the needs of all residents are considered and not just those who clamor for more on-street privileges.

Thank you for the opportunity to comment.

Sincerely,
Anonymous

From: soapermr@aol.com [mailto:soapermr@aol.com]
Sent: Monday, September 26, 2016 1:35 PM
To: Parking Services
Subject: Residential Parking for Paying Permit Holders

Dear Village of Oak Park,

You must know Oak Park's reputation for it's horrific parking "No Park" is one of it's nicknames. While commercial parking needs to be addressed. I am asking that you focus on your **residential parking problems**. We are the neighbors and fellow taxpayers who can not afford a home or apartment with parking and who have no other choice than to purchase a parking permit. And for those of us who do own, we pay the same property taxes as those who can afford to buy a home with parking. The difference being that although we pay the same property tax but we pay an additional \$500.00 per year for Oak Park to graciously allow us to fight over a limited number of spots on the street. Sometimes when we come home from a hard day of work and there are no spots available in our zone. Why?

1. Some car owners take more than 1 spot-**Possible solution line the spots, so these thoughtless individuals won't be able to take 2 spots.**
2. Street Cleaning-What a racket!!! I am paying my tax dollars to pay someone to drive around a piece of equipment that pushes the trash, glass and garbage further up the road! Meanwhile because all of us who have a permit have to park on the same side of the street, twice per week there are only 1/2 the number of spots available. It's like duck duck goose, if you get home and all of the spots are taken you have to take a spot on the wrong side of the street. If you forget, oversleep or there is no spot available on the correct side by 8am, well that'll cost you an additional \$40.00!
Possible solution, stop "cleaning (pushing the dirt around)" 2 times per week. Maybe if you didn't do that to us so frequently we could pretend that your really "cleaning" the streets, wink, wink) Or really CLEAN THE STREETS, PICK UP THE TRASH AND BOTTLES, SINCE THAT'S WHAT YOUR CLAIMING TO DO & THAT'S WHAT WE'RE PAYING FOR. BY THE WAY WE HAVE TO CONTINUE MOVING OUR CARS FROM SIDE TO SIDE FOR STREET CLEANING 365 DAYS PER YEAR, EVEN THOUGH THE STREET CLEANERS DO NOT OPERATE 365 DAYS PER YEAR.
3. In the fall the VOP graciously allows everyone to push their piles of leaves in to the street. This practice goes on for 6 weeks! No charge to the homeowners!!! What's the problem with that? Multiple spots on the street are taken up with piles of leaves, once again leaving those of us who are being charged to park on the street less spots.-**Possible solution could not be more simple. Stop allowing people to dump piles of leaves in to the street.**
4. SNOW Those of us who need to and pay to park on the street dutifully move our cars from side to side supposedly to allow the streets to be plowed. Well in reality sometime the streets plowed and sometimes it's not. With the exception of the couple of times when the VOP moved our cars to plow the entire street, it's never completely plowed. What's the problem? Again we lose multiple spots and there is no where to park when we come home.-**Possible solution, do you job! Make sure these streets are completely plowed, so that all of the spots are available. WE PERMIT HOLDERS PAY FOR THESE SPOTS AND THEY SHOULD BE COMPLETELY AND THOROUGHLY PLOWED, SO WE CAN PARK OUR CARS.**
5. **DON'T EVEN THINK ABOUT HAVING ANY FRIENDS, FAMILY, OR GOD FORBID A SIGNIFICANT OTHER! -**
Possible solution-OVERALL PERMIT HOLDERS WHO PAY COLLECTIVELY ARE PAYING THOUSANDS OF DOLLARS TO THE VOP, AND WE ARE GETTING ABSOLUTELY NOTHING FOR THE WHAT WE ARE PAYING! THE VOP NEEDS TO TAKE CARE OF ALL OF IT'S RESIDENTS, NOT JUST THE ONES WITH MONEY! HAVE MORE STREETS THAT ALLOW OVERNIGHT PARKING FOR PERMIT HOLDERS & GUESTS. I UNDERSTAND THE PEOPLE WHO OWN HOMES DON'T WANT CARS ON THEIR STREETS OVERNIGHT, WELL TOO BAD! I'M AN OWNER AND THERE ARE CARS

IN FRONT OF MY HOUSE, I PAY THE SAME PROPERTY TAXES THAT YOU DO. I'VE ALSO HEARD IT'S FOR SAFETY REASONS. OK, WELL HERE'S OUR REALITY WE HAVE PEOPLE LIVING IN HOMES WITHOUT PARKING SPOTS. ALL OF OUR OAK PARK STREETS NEED TO ALLOW RESIDENTS WITH PERMITS PARKING. WE DO NOT HAVE TO BAN OVERNIGHT PARKING FOR RESIDENTS WITH PERMITS, THAT'S RIDICULOUS!

6. This one is not the VOP's problem (with the exception of the snow not being cleared which damages the underside of your vehicle) but just a reality of street parking. My car is a sacrificial car, it has been hit so many times over the years it looks like it's been through a battle.

Here's the thing those of us who pay to park, should be getting some services for the money we pay!!!

I love Oak Park, or I wouldn't live here for all of these years. I watch, and support as my tax dollars go to new public buildings, and million dollar swimming pools, employee salaries etc., and of course that's important. Generally speaking you get what you pay for in life. Here's the problem for street parking permit holders, we get nothing, absolutely zero services for what we pay quarterly.

I absolutely love and appreciate our hardworking police force and our fire department. We in Oak Park like many communities do not have the luxury of being complacent when it comes to crime. My experiences with the Oak Park Police have been excellent! If they weren't on top of things and did not respond to the crime that's happening we could be in big trouble. Of course the community as a whole has to be invested as well. Mostly I love our community, my neighbors, the diversity.

I have spent time in Oak Park all of my life because my grandpa was a resident most of his life until he died, and I have lived 22 here for years. For 11 years I rented and for the last 11 years and currently as a condo owner. All 22 years I have paid for the privilege of parking on the street. I had accepted that there is a huge disparity when it comes to residential parking if you have money or you don't have money (as is the case with many things in life). Homeowners, condo owners and renters who can afford a place with parking spot(s) would never pay \$500.00 per year to park on the street. ENOUGH IS ENOUGH! I received **nothing absolutely zero** about this parking survey. I happened to see one tiny sign on someone's lawn and had to call around to find out what this was all about. THAT IS EITHER COMPLETE OVER SITE OR IT WAS DONE INTENTIONALLY TO KEEP A PORTION OF PARKING PERMIT HOLDERS IN THE DARK.

Lastly the survey (which I only found out about on Saturday, quite by accident, I saw nothing in the newsletter, nor did I receive any notification). WOW! The parking problem in Oak Park is so bad, and has been going on for decades and this is the survey? It lumps five of the most contested and debated questions into one. These are the main questions/issues that need to be addressed, individually, they can not be combined.

Since I just found out about this on Saturday and couldn't confirm until today, I don't think this e-mail will get to the VOP in time for the discussion. Also I am not going to submit the survey as is because giving one response to 5 very important parking issues is not good. I also can't believe you're considering more odd even side of the street options. As if Oak Park's (No Park) multiple parking restrictions are not confusing & complicated enough! I'm going to respond to the survey in this e-mail.

As I have thoroughly explained I've been dealing with the parking problem in Oak Park for 22 years. I would be happy to be a part of a solution. Please feel free to contact me if there is something I can do to help resolve these problems.

I know that both are a problem, but I hope you will GIVE PRIORITY TO THE RESIDENTS PARKING PROBLEMS VS THE COMMERCIAL

Thank you.

Lissa Rausch
247 Washington Blvd., 1B
Oak Park, IL 60302
708-218-0758
Parking Zone Y7

On-Street Parking Rules Survey

By taking this brief survey, you can help the citizen volunteers on the Village of Oak Park Transportation Commission develop recommendations for changes to on-street permit parking zone rules and regulations.

Top of Form

* 1. Please rate how you feel about the following *current* rules and regulations:

- No Parking 8 a.m. to 10 a.m., Monday thru Friday-**THAT'S FINE AS LONG AS PERMIT HOLDERS CAN PARK, IT DISCOURSES COMMUTERS FROM TAKING OUR PERMIT SPOTS**
- 2-Hour Parking, 9 a.m. to 5 p.m., Monday thru Friday-**THAT'S FINE AS LONG AS IT DOESN'T AFFECT PERMIT HOLDERS**
- 3-Hour Parking, 9 a.m. to 3 p.m., Monday thru Friday-**THAT'S FINE AS LONG AS IT DOESN'T AFFECT PERMIT HOLDERS**
- 1-Hour Parking, 10 a.m. to 5 p.m.-**THAT'S FINE AS LONG AS IT DOESN'T AFFECT PERMIT HOLDERS**
- Adjust parking location as required for street sweeping-**FIRST LET'S ADDRESS THE REALITY THAT THE "STREET CLEANING" JUST PUSHES THE GARBAGE AROUND. IF THE VOP IS REALLY GOING TO PICK UP THE TRASH THAT'S FINE. JUST MAKE SURE THE RESIDENTS WHO PAY FOR A PERMIT HAVE A PLACE TO MOVE THEIR CAR TO**

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2. On a scale of 1 to 5, how easy is it to understand the *current* regulations?

Very difficult

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* 3. Please rate your impression of the following *proposed* changes, which would apply only to streets with existing regulations:

- No Parking 8 to 10 a.m., Monday thru Friday in front of odd-numbered addresses (south and west sides of streets)-**EVEN ODD RESTRICTIONS ARE RIDICULOUS ALLOW OR DON'T ALLOW IT, THE EVEN ODD JUST COMPLICATES IT EVEN MORE-AND UNDER NO CIRCUMSTANCES HAVE IT AFFECT RESIDENTS WITH PERMITS**
- No Parking 10 a.m. to Noon, Monday thru Friday in front of even-numbered addresses (north and east sides of streets)-**WOW! AGAIN WHY ON EARTH WOULD YOU WANT TO COMPLICATE AND MAKE PARKING EVEN MORE CONFUSING? ARE YOU HOPING PEOPLE GET CONFUSED SO YOU CAN WRITE MORE TICKETS? ABSOLUTELY UNNECESSARY - DO NOT HAVE IT AFFECT PAYING PERMIT HOLDERS**

- Street sweeping incorporated into odd/even parking schedule-**ABSOLUTELY NO**
WHAT'S THE POINT? KEEP IT SIMPLE NO PARKING ON A PARTICULAR DAY

() () ()

4. On a scale of 1 to 5, how easy is it to understand the *proposed* regulations?

Very easy- TO
UNDERSTAND
ON PAPER BUT
GOOD LUCK
SORTING OUT
ALL OFF
THESE
RESTRICTIONS
IF YOUR
TRYING TO
PARK ON AN
OAK PARK
STREET

() () () () ()

* 5. What statement best describes your opinion regarding the proposed parking changes:

()

() I want change, but this set of rules will make things worse

* 6. What type of property best characterizes your Oak Park residence?- **CONDO OWNER**

()

()

* 7. Do you own or rent your Oak Park residence?-**OWN (FORMER RENTER)**

()

* 8. How long have you lived in Oak Park?-**22 YEARS**

()

()

()

0617-2
5.4
47/67

From: Barry Kamin [mailto:bkamin320@comcast.net]
Sent: Monday, September 26, 2016 2:47 PM
To: Youkhana, John
Subject: Parking study

Hello,

Thank you for the opportunity to provide input. I am a property owner with an address of 320 S. Maple Ave., Unit A. This corresponds to parking zone Y3.

The block is designated and has signs limiting parking to 4 hours duration. It is commonplace for those utilizing public transportation to park on the street all day. Enforcement of the hours restriction for a week or two, in my opinion, would free up a significant number of parking spaces. The commuters do not have Y3 stickers on their vehicles.

Respectfully,

Barry Kamin

Sent from Xfinity Mobile App

Barry Kamin

0617-2
5.4
48/67

From: Steve Hempel [mailto:steve_hempel@yahoo.com]
Sent: Monday, September 26, 2016 12:58 PM
To: Youkhana, John
Cc: Monali Shah
Subject: Parking Survey

Mr. Youkhana,

I have found it very difficult to access and understand the recent parking regulation proposals.

Other than a few signs up around our neighborhood, there has been little information made easily available to affected residents. Furthermore, I've typed in the URL exactly as written on the signs in the neighborhood, but have been unable to locate the survey. I finally saw the survey after a neighbor provided a direct link. I'm sure the responses are limited based on how hard it has been to find.

Why is there not a link to the survey on the Oak Park website parking page (<http://www.oak-park.us/village-services/parking-vehicle-services>)? That would be a logical place for people to search. It doesn't even seem to be searchable within the Village of Oak Park website at all.

That said, I did take the survey, but I found that it was not able to accurately capture our thoughts about current and proposed parking regulations. All current and proposed rules were lumped together in the survey and we were only asked if we like the rules as a group or not (and whether the rules were clear). We were not able to comment on individual rules within the group, or suggest alternate options from the proposal. I did not see a portion within the survey that addressed any changes to overnight parking rules. Is that also being considered? if so, what is the process for commenting on that?

Kind Regards,
Stephen Hempel
312 S. Grove Ave.

0617-2
5.4
49/67

From: joseph cahill [mailto:j-cahill@sbcglobal.net]
Sent: Monday, September 26, 2016 11:13 AM
To: Youkhana, John
Subject: Parking in Y2 Zone

Dear Mr. Youkhana,

Thank you for trying to resolve the parking problems/issues in our neighborhood. My concern is that any study may miss some issues that may not be easily observable or quantifiable over a short period of time. Such as the true vehicle population in an area vs available parking spaces. Many households own two cars and many people have a designated parking space. However, that space may not be designed for two cars. Also, many people may have spaces that are tight, and not always accessible (e.g. abutting Harlem Avenue.). This means that when people pull out of their space (in the AM), they may not always want to return to their space until they are parking their car for the night. In other words, even though people have a parking space, more often than not they will park on the street. I have lived in the Zone Y2 area for over 24 years, and have seen the number of cars vs. available spaces becoming more and more of a problem. This is a very densely populated and congested area, and will be even more crowded in the years to come. Perhaps some combination of permits (including daytime) and restrictions would work, like in some neighborhoods in the city of Chicago.

Joe Cahill
217 C South Maple

From: jelmiger@comcast.net [mailto:jelmiger@comcast.net]
Sent: Monday, September 26, 2016 10:55 AM
To: Youkhana, John
Subject: Resident concerns regarding parking restrictions in zones Y2, Y3 and Y4.

Dear Mr. Youkhana

Thank you for the announcement regarding the Transportation Commission's study on parking restrictions in Y2, Y3 and Y4. I am unable to attend the meeting on 9/26/16, but wanted to comment on some of the logistical problems and my concerns regarding the currently issued extended Overnight Parking Permits have caused my block.

My family chose Oak Park and specifically the quiet cul-de-sac block of 500 South Kenilworth 15 years ago. In recent years, the village has begun to grant vehicles permits for extended overnight parking. These vehicles have caused several concerns for myself and the other homeowners on the north end of our block.

Concern 1: Noise, Trash and Unattended vehicles

The past few years, Village regularly has been issuing Overnight Parking Permits to people to overnight park on the 500 S. Kenilworth block. It is my understanding, from speaking to our Resident Beat Officer, there is an option to purchase extended permits for up to 15 days/nights in one spot and because there are no daytime restrictions, many permit holders will leave their vehicles unattended for days, even weeks at a time. In effect our street has become a parking lot. In addition to the unattended long term vehicles, owners of vehicles who do come and go disrespectfully do so loudly and very late at night. Frequently, well past midnight, vehicles with loud radios, loud occupants or loud rattling noises are parked, the owner sets an alarm, which they will beep several times as they walk away, which then triggers the animals at 514 S. Kenilworth to bark unstopped outdoors for an unacceptable amount of time. There are also instances of loud extended conversation, and occasionally profane arguments, take place in front of my home where myself and 3 students are attempting to sleep.

Concern 2: Leaf Removal and Street Cleaning

For the past several years, we have rarely had our leaves picked up because a vehicle will park or in a way that obstructs the "Leaf Plow" at the end of the cul-de-sac or directly on top of the leaves we have put for collection. Year after year, we miss the last leaf collection because of unattended parked cars and are unable to clean up the rotting mess in the street before it snows, leaving an unsightly, unsanitary, and frankly, unacceptable mess in the street. Trash is repeatedly found in my yard or the street because the street cleaner also cannot maneuver properly with unattended vehicles blocking their route.

Problem 3: Snow Removal

Much like the situation with leaf removal and street cleaners, we experience difficulties with proper snow removal. After a snowfall, we are frequently left with an unplowed icy street, which is unsafe and incredibly frustrating, due to the unattended vehicles. The north end of the 500 block of S. Kenilworth is rarely cleared properly leaving the thoroughfare unsafe. I have shoveled the street in front of my residence before just to clear some snow for safer passage.

Problem 4: Blocked Thoroughfare

You may be aware of some issues at 514 S. Kenilworth. It is frequented by troubled, transient, young adults. 911 routinely dispatches police and ambulances to this residence. Often when emergency vehicles are present there is an abundance of long-term parkers making the thoroughfare unpassable. Homeowners who have parked at their residence at the north end of the block are trapped between the cul-de-sac and the emergency vehicles, making it impossible to leave for an appointment or work. This is especially frustrating when I need to pick up a child from an after school event at night. If there were fewer unattended vehicles on the street, this could help alleviate this problem.

Please take these concerns into consideration when analyzing the impact of a parking change to this area. Please, keep us in mind when making policy changes. Ideally, we would like to see Parking & Vehicle Services stop issuing overnight parking permits to people who don't live on our block, because of these associated logistical and safety concerns.

We have enjoyed our first 15 years in Oak Park and hope to continue to do so. Please feel free to call or email me if you have questions, or need further information.

Best Regards,

Julie Elmiger
511 S. Kenilworth Ave.
708-660-9985

0617-2
5.4
51/67

From: Kathy Halfpenny [<mailto:tktuppence@comcast.net>]
Sent: Monday, September 26, 2016 9:55 AM
To: Parking Services
Subject: Parking opinion

I understand that there will be a meeting tonight about changing the parking regulations which will affect the 300 block of South Grove Avenue allowing overnight parking on opposite sides of the street. I wish to express my opinion that the regulations in effect right now should remain. We already have a glut of parkers who must have permits who live in the apartments on Washington and park on Grove. As it is, there is, more often than not, no parking for my visitors or family on my block. Allowing more cars to park here would be a disaster.

Thank you.

Kathleen Halfpenny
332 S. Grove
Oak Park, IL 60302

0617-2
5.4
52/67

From: Luke Casson [mailto:lcasson@icloud.com]
Sent: Monday, September 26, 2016 8:19 AM
To: Youkhana, John
Cc: steve_hempel@yahoo.com; Cason Amie
Subject: Grove Ave parking

Mr. Youkhana

Regarding the proposed parking regulations, we could not be any more against this proposal. First, the village committed to keeping the overnight ban in the wake of the parking variances permitted for the Comcast building. Second, removing the ban is flawed for the same reasons it was prior to the granting of the variances--it improves safety in the neighborhood, allows our block to enjoy block parties and outdoor gatherings, and reduces congestion caused by brooks during performances and parents nights. We already live on a street where drivers speed and endanger all of us. It is a constant worry that one of our neighborhood children is struck by a car.

The proposed regulation changes are bad policy, bad for the community and bad for our kids.

Luke Casson
315 S. Grove

Luke A. Casson

0617-2
5.4
53/67

From: terrymueller@creativechangesoakpark.com [mailto:terrymueller@creativechangesoakpark.com]
Sent: Sunday, September 25, 2016 12:29 PM
To: Youkhana, John; Velan, Jill
Cc: Glenn Brewer
Subject: Proposed Parking Changes

I spoke with Village Board Member Glenn Brewer at the Farmer's Market yesterday and he suggested that I contact you with my feedback.

I own a home in the 800 block of Carpenter Avenue, which is a very narrow street. A lot of commuters park on our block, and this has posed a problem for years. During the winter months, it has been such a problem that emergency vehicles and garbage trucks have not been able to drive down our block. We've had to call the Village and have someone come out to clear the street for safety reasons.

I submitted a petition to restrict commuter parking several years ago to No Parking 8-10 am, except by permit and received the support of over 85% of the neighbors. This would have alleviated the commuter parking issues and allowed residents the freedom to park as needed.

The petition was approved by the Parking Commission and sent to the Village Board. However, because one apartment owner on the street had ties to the Board, the petition was voted down. I lost faith in the Village after that.

The problem continues, but the new proposed regulations would not resolve the problems and only make things worse, in my opinion. Restricting parking midday would pose a real inconvenience to those who live on that particular side of the street. I find the new proposals to be confusing, east, west, odd, even, 8-10, 10-12 ... WAY too many details.

Fortunately, our block has no current restrictions and would not be affected. I feel, however, for those in the next block where parking is restricted from 8-10, Monday-Friday. I would be very upset if I could not park in front of my home between 10-12 ... a time when I may often return from errands and may need to unload my car.

There's got to be a better way. I sincerely believe that no parking 8-10 am, except by permit is a very viable solution, which would honor residents' needs and restrict commuter parking.

Unfortunately, I will be working during your meeting on September 26, or I would attend in person. I'm hoping that my husband will be able to get to the meeting (sometimes he also works late).

Please let me know if you have any questions or would like additional feedback.

Sincerely,

Terry Mueller, CLP, LMT

A number of residents called and emailed with concerns regarding the survey, existing parking regulations, proposed restrictions, and other overall parking concerns. Of the emails the following issues and concerns were received and the number of times they were brought up is as follows.

do not want to see changes made	2
safety concerns with overnight parking	1
want more freedom in the survey	2
want to address visitor parking	2
want more overnight parking spaces	2
want parking line markings	2
existing overnight parking concerns	5
leaf removal concerns	5
street cleaning concerns	5
snow removal concerns	6
unable to maneuver around parked cars	3
restrictions shouldn't apply to permit holders	3
proposed time frames don't work	1
no restrictions at all	2
add more restrictions	3
enforce more	3
want to see 1 side parking only	4

APPROVED Meeting Minutes
Transportation Commission
Monday, October 24, 2016
Council Chambers – Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:01 PM.

Present: Jack Chalabian, Kyle Eichenberger, Michael Stewart, Mark Patzloff, James Thompson

Excused: Joel Schoenmeyer, Craig Chesney

Staff: Mike Koperniak, Jill Velan, John Youkhana, Mary Avinger

The floor was opened to non-agenda public testimony.

Ben DeBruin of 1228 N East stated he is very frustrated because his block turned in a petition for a cul-de-sac over a year ago and it has not made it to an agenda yet. Mr. DeBruin went on to explain the delays, his exasperations and frustrations with this process and the traffic calming toolbox. He wants to know when the petition be heard before the Commission.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft September 26, 2016 Meeting Minutes

Commissioner Stewart motioned to approve the draft September 26, 2016, Transportation Commission meeting minutes as modified and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote.

FINAL REVIEW OF THE Y2, Y3, AND Y4 ZONES STUDY RECOMMENDATIONS AS DEVELOPED BY THE TRANSPORTATION COMMISSION AND INCORPORATED BY STAFF

Chair Chalabian explained to the audience that the Village Board of Trustees wants to hear and review this item and that the Board makes all final decisions. The Transportation Commission wants to make sound recommendations.

Jill Velan gave a presentation picking up where the last meeting left off. Ms. Velan went on to speak about the Commission's request for staff to get more information from the

survey results, poll blocks, as well as attend the Pleasant District Business Association meeting. Staff received many emails and spoke with several residents and the common concern is the new development that will be coming to South Blvd. and Harlem. Many people would rather wait until after the new development comes to make changes but expand overnight permit parking now. Many people understood there needs to be some relief in parking and were happy about the proposed expanded areas. Jill also stated that feedback also indicated signage was a problem which staff is currently working on.

Jill spoke about the 10-block analysis and staff thinks there is potential for abuse if daytime restrictions are changed or removed.

Commissioner Patzloff asked if there are areas with two hour parking between 9am-5pm and Jill responded there are some near business districts. Commissioner Patzloff also spoke briefly about the mix of legal and illegal parkers.

Chair Chalabian asked about the 7:30am studies and what percentage of spaces was occupied by non-permit holders. John Youkhana explained the 7:30am study stating that 80% are permit holders and at 10:00am there are very low numbers of permit holders, approximately 20%.

Commissioner Eichenberger asked for clarification and Jill responded that overnight permit parking ends at 8:00am in the area.

Chair Chalabian stated moving cars around every two hours is not good and spoke about the cost of parking enforcement and its fiscal impact. He said there are too many non-permit holders trying to game the system. Chair Chalabian went on to ask Jill Velan what the hierarchy of parking in the Village is based on what the Village Board wants.

Jill responded that one hierarchy does not always work due to unique circumstances on select blocks and the Village has to be flexible.

Commissioner Eichenberger asked about the history of parking policy and if the Village has ever created a clear philosophy of parking. Jill spoke about 1998 parking policies and how the Parking and Traffic Commission recommended it and the Board approved it. The Village Board's goal is to do holistic parking to develop holistic parking policies and spoke about how the Village Board might look at it.

Chair Chalabian stated the Village Board has conveyed it's parking ideas to the Transportation Commission. Night restrictions are pretty much settled but not so much for daytime restrictions. Chair Chalabian asked again what the Village Board's parking hierarchy is.

Jill explained that the Village Board wants to look at business districts and multi-family areas but that they are just starting their process. Ms. Velan also spoke about the impact of the new development at Harlem and South Blvd. and parking in the area.

Chair Chalabian asked since daytime is of concern to the Pleasant District, what about daytime permits. Jill explained the daytime parking permit situation in the zones and that there are approximately 60 to 70 24-hour parking permits in lots 108 and 115.

Chair Chalabian stated they want a long term sustainable plan.

The floor was opened to public testimony.

Steve Hopkins of 247 Home gave handouts to Commissioners and audience. Mr. Hopkins gave a brief presentation on his own overnight study about illegally parked cars in the Y2 zone of permit and non-permit holders. He mentioned in particular that 42% of cars parked on the 200 block of Home are illegally parked.

Loretta Olive of 216 S Maple read her public testimony from her previously sent email. Ms. Olive stated she lives in a condo and has two cars and that one car on the street has to move every two hours. She thinks there should be a system like the City of Chicago with a zone number sticker on resident's cars so they could park all day. Ms. Olive stated she thought the original idea was to help residents with commuters but it doesn't. She said the system should distinguish residents from non-residents in a neighborhood.

Public Testimony was closed out.

Commissioner Stewart said he likes the extra material that was provided and knows from experience that finding overnight parking is challenging. He stated he agrees to the expansion of overnight parking and doesn't want to push topic off but at same time is open to delay daytime restrictions until development is in.

Commissioner Eichenberger stated the Commission needs the Board's direct goals and doesn't think it matters if the new development is there or not because if good rules are already in place, people will follow them.

Commissioner Stewart and Eichenberger both spoke briefly about lack of parking enforcement that was mentioned during public testimony and lack of staff resources.

Commissioner Thompson stated he is new and not yet up to speed on this parking issue.

Commissioner Patzloff stated nighttime permit parking is pretty much set but daytime is not. He said public comment doesn't want change but stated he would have a hard time voting for option two and that he can see waiting for development completion.

Chair Chalabian stated for overnight permit parking, the Commission and staff moving in the right direction with an additional 75 spaces. He said he is ready to advance overnight parking and spoke about daytime parking. Chair Chalabian said he liked the document handed out by Mr. Hopkins and thinks maybe they should look at Chicago example as brought up by Ms. Olive. He thinks agenda should be advanced dealing with parking as it relates to residents, commuters, and business districts and continued speaking about competing interests for daytime parking. Chair Chalabian said development shouldn't be used as an excuse to delay daytime restrictions. He stated the Village needs to address parking hierarchy, who is parking downtown – customers, employees, commuters and also needs to address competing interests. Chair Chalabian also spoke briefly about enforcement and lack of resources.

Commissioner Patzloff stated majority of survey respondents didn't think change would be good.

A discussion took place among the Commissioners about how much enforcement is actually taking place and the effectiveness of option two.

Commissioner Eichenberger wants the Village Board to have a conversation about parking with the Commission.

The Commission continued a discussion about when and should they review daytime restrictions – do it now or wait until Harlem and South Blvd. development is completed. The discussion also included what type of details is needed to develop an alternative to option two.

Commissioner Thompson spoke about little supply and lots of demand and how maybe technology can play a part.

Commissioner Eichenberger wants to know the hierarchy.

Commissioner Stewart also wants to know the hierarchy. He stated he likes option two, likes the two-hour restriction, and must also add time restrictions but doesn't need more data.

Chair Chalabian stated the Commission 1. Needs to understand the Village Board's parking hierarchy. 2. The Commission is leaning towards option two with tweaks. 3. People need a market based solution and suggested a "Parking Benefit District" where money generated stays in district.

A brief discussion took place about expanding valet parking and its goals.

Chair Chalabian stated the Commission is comfortable with night recommendations but are not satisfied with a daytime recommendation. He thinks the Commission shouldn't wait until development is completed because they like standardization, but to what extent?

Commissioner Eichenberger motioned to accept staff's recommendation for expanding overnight permit parking in zones Y2, Y3, and Y4. The motion was seconded by Commissioner Stewart. The voice vote was as follows:

Ayes: Chalabian, Patzloff, Eichenberger, Stewart

Nays: None

Abstain: Thompson

The motion passed four to one abstension.

Another discussion was had between the Commission and Jill Velan about the clarification of option two and taking away time restrictions, user friendly parking, and the possibility of expanding valet parking. The discussion continued about when to do daytime restrictions recommendations – now, in near future, or in two years after the development at Harlem and South Blvd is complete.

Commissioner Patzloff motioned to 1. Postpone the daytime parking restrictions recommendation for now, 2. Request a meeting with the Village Board about making hierarchy in Y2, Y3, and Y4 Zones as residents first, businesses second, and commuters third except for in areas directly adjacent to businesses by means of a study session, 3. Explore a “market-based solution” pilot project, and 4. Look at time restrictions and competing interests within the Y2, Y3, and Y4 zones. The motion was seconded by Commissioner Eichenberger. The voice vote was as follows:

Ayes: Eichenberger, Thompson, Stewart, Patzloff, Chalabian

Nays: None

The motion passed five to zero.

DEVELOP THE DRAFT 2017 TRANSPORTATION COMMISSION WORK PLAN

Mike Koperniak had a discussion with the Commission on developing the draft 2017 Transportation Commission work plan. Mike began the discussion by reviewing the 2016 work plan and discussing what should be carried over and added to the 2017 work plan.

Chair Chalabian stated the traffic calming toolbox needed to be completed by the first quarter of the year.

A discussion took place with the Commission going through each of the recommended goals and when they should be completed. There were also discussions on updates and ADA accessibility at Pace bus stops and reviewing the bike plan to look at ways to make the Village more bike friendly, its advocacy, and how to implement the plan. Reviewing the safe to school routes and suggestions from Commissioner Thompson on traffic signal and speed control devices was also discussed.

Jill Velan advised the Commission that goals need to be prioritized because they have a very lengthy list and only so many meetings to complete them in.

REVIEW UPCOMING MEETINGS AND PENDING AGENDA ITEMS

Mike Koperniak advised the Commissioners there are one or two traffic items that are ready to come before the Commission and other items that are in various stages.

Mike stated the next opportunities for meetings would be November 14th or 28th. The Commissioners stated their preference and availabilities and Chair Chalabian said it would depend on when the Village Board study session is held. It was decided the meeting in December would be on the 12th and the traffic calming toolbox would be on the agenda.

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 10:55 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

Y2, Y3, & Y4 PARKING STUDY & RECOMMENDATIONS

Item #	Zone	PATTERNS/BEHAVIORS	Commission Recommendations	STAFF RECOMMENDATION	COMMENTS
1	Y2	Conflicting time restrictions at corner of Pleasant/Maple (time allowed varies); At Pleasant between Home and Marion conflicting interests between business patrons turnover vs. residents.	Need uniform restrictions; Expand parking to new blocks.	Standardize overnight Y2 hours to 11pm-6am at the specified location on Pleasant (Harlem to Marion) and Maple (Randolph to South Blvd.)	Pros: More parking spaces in the area will be utilized by customers. Cons: Permit holders may have to park farther in the Y2 zone.
2	Y2		Potential for overnight permits are: 1) Along the west side of Kenilworth south of the Green Line; 2) Pleasant Avenue; 3) Grove at Randolph (west side); 4) Home Avenue south of South Blvd. + staff recommended: 5) & 6)	<p>1) Add 5 spaces for Y2 overnight on the NW side of 100 S Kenilworth in front of parking lot (see Map A). Remove "No Parking Anytime" signs. Add Wednesday <u>daytime</u> Street Cleaning restrictions & maintain "2hr 9am-5pm" daytime restrictions. * * * * * 2) Add 7 spaces for Y2 overnight on the NE side of the 1000 (1000-1012) Pleasant (see Map C). Add Tuesday daytime Street Cleaning restrictions & maintain "2hr 9am-5pm" daytime restrictions. * * * * * 3) Unclear proposed location of spaces. * * * * * 4) Staff does not recommend overnight parking be added to the 200 block of Home. * * * * * 5) Add 7 spaces for Y2 overnight on the NW side of 100 Clinton (see Map B). Add Wednesday <u>daytime</u> Street Cleaning restrictions. Do not add any other <u>daytime</u> restrictions. * * * * * 6) Create a new lot "Lot 119" in the 7 spaces on N side of 1000 Pleasant Place offering 24hr permit parking (see Map D).</p>	<p>1) Pros: Increased availability for resident overnight permit parking. Cons: See attached 2005 petition from 100 S Kenilworth residents. Narrow thru access for opposite driving traffic when vehicles are parked on both sides of the street. * * * * * 2) Pros: Increased availability for resident overnight permit parking. Cons: Reduced temporary parking for businesses patrons and visitors. * * * * * 3) Unclear proposed location of spaces. * * * * * 4) The 200 block of Home is used for temporary parking for all area permit holders as well as guest parking. * * * * * 5) Pros: Increased availability for resident overnight permit parking. Cons: Reduced temporary parking for visitors. * * * * * 6) Increased availability of much needed 24hr parking in the area.</p>

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Item #	Zone	PATTERNS/BEHAVIORS	Commission Recommendations	STAFF RECOMMENDATION	COMMENTS
3	Y2	Sunday provides ample parking availability near the Marion Street business district. Metered spaces remained mostly available. Y2 permitted locations were mostly full and there were a lot of Y2 vehicles parked on Pleasant between Marion and Home, even though this is 2-hour daily parking.	Make permit parking times consistent throughout (areas start and end at various times). Possibly add overnight spaces along YMCA loading zone as it has no restrictions outside of 7am-7pm timeframe.	Adding permitted overnight spaces is not recommended as specified spaces are/can be used by YMCA gym members. Staff has proposed the creation of Lot 119 (in item 2, Map D) to secure additional 24hr spaces in the vicinity of the YMCA.	Adding overnight spaces even with shared parking (standardized hours 11pm-6am) would mean that Y2 permit holders would park there early in the evening, around 6pm, and YMCA members & would not be able to have accessible parking
4	Y2	More parking spaces available on weekend morning. Specific overnight hours, street cleaning and day restrictions vary.	See Clinton comment. Parking is on one side of the street on Pleasant between Clinton and Kenilworth but is on the side of the street with several driveways vs uninterrupted curb in front of apartments.	Due to the narrow width of the street on that block, and the "No Parking Anytime" restriction on the S side of the block, additional overnight parking spaces cannot be added.	
5	Y2	Parking less available on west side near multi-family. Residential areas are mixed but most have street parking available.	- Underused parking near the YMCA. - On South Boulevard there is potential for shared parking.	- Adding permitted overnight spaces is not recommended as specified spaces are/can be used by YMCA gym members. Staff has proposed the creation of Lot 119 (in item 2, Map D) to secure additional 24hr spaces in the vicinity of the YMCA. - Adding overnight permit parking on South Blvd. which is a snow route is not recommended.	
6	Y3	South of Madison, parking was minimally utilized with the exception of spaces directly surrounding Rush Oak Park. Madison was under-utilized for parking and north of Madison was heavily parked	The zone could be pared down to fully exclude some blocks south of Madison and split to separately consider the areas north and south of Madison. Madison also presents an opportunity for additional parking overnight but street speeds would have to be reduced to help foster a safer environment.	- Adding overnight permit parking on Madison, which is in the process of being redeveloped and is also a snow route, is not recommended. - Pursuant to previous comment from commissioner, staff will look at securing a lease agreement for additional parking spaces with Rush Hospital and West Suburban Hospital.	

Item #	Zone	PATTERNS/BEHAVIORS	Commission Recommendations	STAFF RECOMMENDATION	COMMENTS
7	Y3	Short to medium stays are normal on Sundays (variety of times). Add Y3 to Madison Avenue, in particular Madison and Wisconsin.	Make overnight permits and 2-hour regulations more uniform	- We are in the process of standardizing the overnight parking restrictions to 11pm-6am. Topic for discussion with Commissioners: which daytime restrictions should be the standard for the area? There are "2hr 9am-5pm M-F", "2hr 10am-5pm M-F", "No Parking 8am-10am M-F", "4hr 10am-5pm M-F", "3hr 10am-5pm M-F".	
8	Y3		Potential for overnight permits	Add 12 spaces for Y3 <u>overnight</u> parking spaces on the S side of Randolph between Wisconsin and Home (see Map G). Add Wednesday <u>daytime</u> Street Cleaning restrictions. Do not add any other <u>daytime</u> restrictions.	
9	Y4		The Chase bank parking lot could provide some relief if a deal could be worked out in addition to space along Madison Street. In front of Sugar Beet on Madison there was under-utilized street parking but due to poor lane markings, fast-moving traffic often traveled in the parking lane. Additional opportunities exist on street frontage that abuts the side of multi-family developments.	- A previous lease agreement with Chase was terminated by the bank which is currently not interested in renewing. - Adding overnight permit parking on Madison, which is in the process of being redeveloped and is also a snow route, is not recommended.	
10	Y4			- Adding overnight permit parking on Madison, which is in the process of being redeveloped and is also a snow route, is not recommended. - Staff agrees that there should not be open parking during the day and we will pursue time restrictions in front of store.	
11	Y4		Potential for overnight permits	Add 6 spaces for Y4 <u>overnight</u> on the NW side of 400 Clinton (see Map E). Add Wednesday <u>daytime</u> Street Cleaning restrictions & maintain "2hr 9am-5pm" <u>daytime</u> restrictions.	Pros: Increased availability for resident overnight permit parking. Cons: Reduced temporary parking for visitors.

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Item #	Zone	PATTERNS/BEHAVIORS	Commission Recommendations	STAFF RECOMMENDATION	COMMENTS
12	Y4	Randolph (south side) Avenue along the Staff parking for Brooks School; and	Add 24 spaces for Y4 <u>overnight</u> on the S side of Randolph between Clinton and the first alley to the W of Oak Park Ave (see Map F). Add Wednesday <u>daytime</u> Street Cleaning restrictions. Remove existing <u>daytime</u> school staff parking due to the fact that they are not being utilized. Do not add any other daytime restrictions.	Add 24 spaces for Y4 <u>overnight</u> on the S side of Randolph between Clinton and the first alley to the W of Oak Park Ave (see Map F). Add Wednesday <u>daytime</u> Street Cleaning restrictions. Remove existing <u>daytime</u> school staff parking due to the fact that they are not being utilized. Do not add any other daytime restrictions.	Pros: Increased availability for resident overnight permit parking. Cons: Less visitor daytime parking availability if overnight permit holders leave vehicles there during the day.
13	Y4	Conflicting signage on the W side of 400 block S Oak Park Ave. (Washington to Madison)	Remove the existing "No Parking 7am-9am & 4pm-6pm M-F" daytime restriction. Standardize the Y4 <u>overnight</u> permit hours to 11pm-6am. Retain the Wednesday street cleaning restriction and implement the "4hr 10am-4pm M-Sat" <u>daytime</u> restrictions. Lengthen the bus stop of Washington Blvd. by 35 feet.	Remove the existing "No Parking 7am-9am & 4pm-6pm M-F" daytime restriction. Standardize the Y4 <u>overnight</u> permit hours to 11pm-6am. Retain the Wednesday street cleaning restriction and implement the "4hr 10am-4pm M-Sat" <u>daytime</u> restrictions. Lengthen the bus stop of Washington Blvd. by 35 feet.	(see Mike Koperniak 5/1/2015 memorandum)

Village Of Oak Park
Transportation Commission Agenda Item

Item Title:	Final Review of the Y2, Y3, and Y4 Zones Study Recommendations as Developed by the Transportation Commission and Incorporated by Staff
Review Date:	October 24, 2016
Prepared By:	John Youkhana, Assistant Director of Parking and Mobility Services

Abstract (briefly describe the item being reviewed):

At the Transportation Commission meeting on Monday, May 9, 2016, staff presented a recommendation to add an additional 75 overnight permit parking spaces at 7 locations within the Y2, Y3, and Y4 overnight permit parking zones. This recommendation was based on internal review over several months, following the Transportation Commissions' survey evaluations, as well as previous public input from residents and businesses in 2015. During the meeting, discussion ensued concerning current daytime parking restrictions being difficult to manage and enforce. As a result, staff was asked to provide options for standardizing time limitations within the subject zones at the next Transportation Commission meeting.

At the Transportation Commission meeting on Monday, June 13, 2016, staff presented recommendations on options for establishing time restrictions and eliminating time limitations where daytime restrictions already exist in the study boundaries this agenda included the pros and cons of revising the daytime restrictions per option. The area excluded business districts in order to maintain shared customer parking resources. During the meeting, discussion ensured concerning the options and its limitations in the business districts. The commission agreed to further pursue option #2,

- No Parking 8AM-10AM M-F on West and South sides of streets
- No Parking 10AM-12PM M-F on East and North sides of street

The transportation commission directed staff to gather public input and return with results.

At the Transportation Commission meeting on Monday, September 27, 2016, staff presented parking survey results:

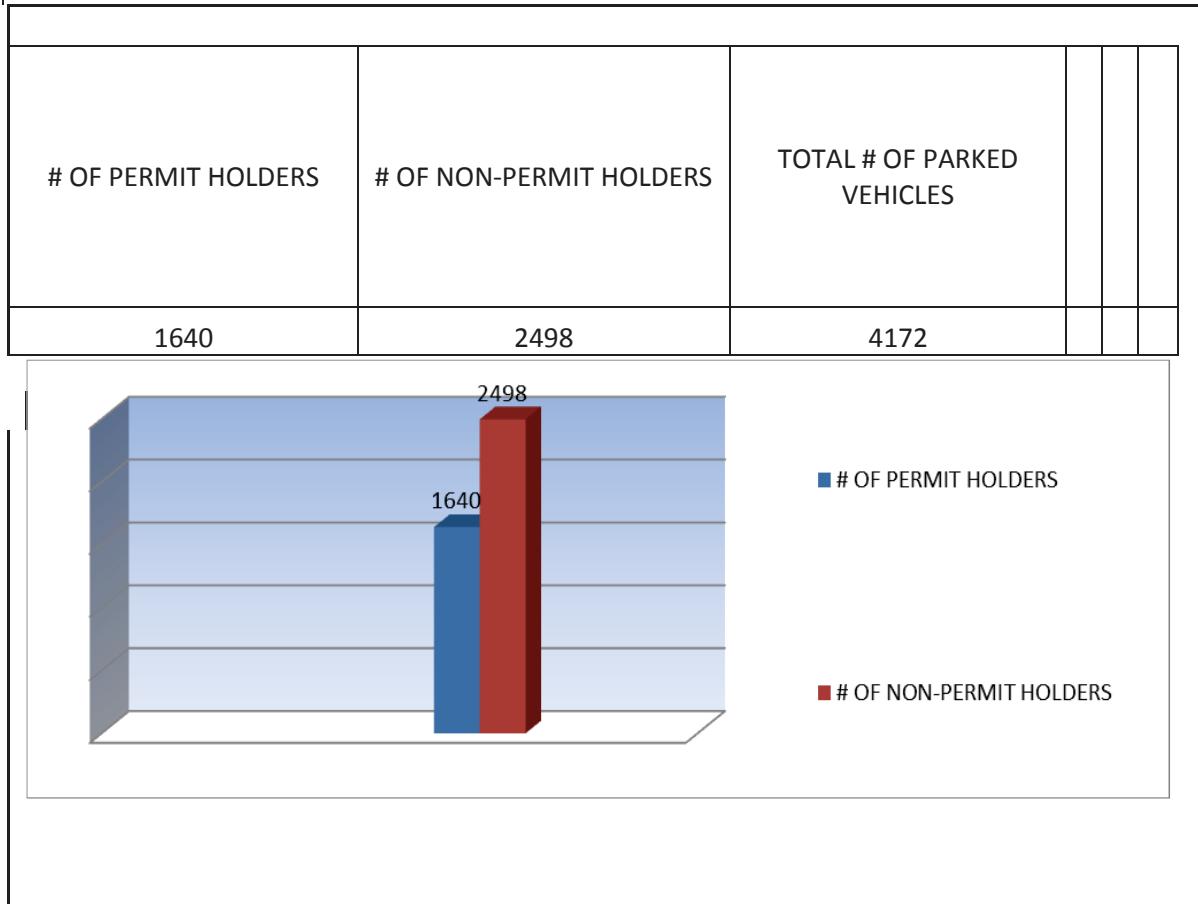
As of 09/22/2016 the results were:

- 380 respondents
- 71% have lived in Oak Park for more than 3 years
- 60% own & 40% rent
- 60% live in multi-family & 40% live in single family residences

Results:

- 62% dislike the current rules and regulations
- 61% feel existing regulations are difficult to understand
- 66% dislike the proposed regulations
- 50% stated the proposed regulations are difficult to understand
- 57% stated they want change but this set of rules will make things worse

The transportation commission asked staff to pick a 10 blocks area to do further review. Over course of a week the parking staff conducted a parking count (survey) of vehicles in the Y2 zone at least 7:30 and 1:30 daily to understand if day time parking is used by permit holders or non-permit holders. The study was done in the Y2 zone (which is adjacent to South Blvd.) and looked at 11 specific locations. The result was as follows:



Please note that the 7:30 morning count resulted in a higher amount of permit holders, while the later counts results in low permit holder usage as those permit holders began leaving for the day.

What this potentially means is that a number of non-residents are using the area for parking and simply allowing open parking after 10am and 12 pm respectively would cause major usage of the parking spaces by non-residents and potential abuse of usage by those non-residents. Non-residents could mean any combination of commuters, business employees, shoppers, and people who attend classes, religious services, or others regular sessions.

Other updates since our last meeting:

Gwendolyn Brooks had reached out to the Village of Oak Park staff stating concerns over safety and traffic in the area. Through village staff and the assistance of the village police department the issues and concerns appear to have currently been subsided. Additionally, staff had made a small change (on 09/27/16) to the overnight parking recommendations.

Additional emails, phone calls, and village hall visits from residents and business owners have occurred prior to and after the 09/27/2016 meeting. While different opinions on parking exist, many of these concerns do not tie directly to the study at hand. Most are concerned with other issues and do not see how the recommended changes would help or result in a positive change for their concerns. In fact, when personally discussing the matter with individuals, staff has been told numerous times that "the village should keep the day time restrictions "as-is" and revisit the matter when the development projects are complete to better understand the parking issues at that time including how parking habits may change.

The Director of Parking and Mobility Services attended The Pleasant Districts monthly meeting to discuss the study. The members were supportive of the overnight parking changes but stood by their previous statement that the day time restrictions remain the same until after development. They felt that local parked were used to the restrictions and staff could work with businesses to help customers find temporary parking solutions during the construction phases.

Staff Recommendations:

Staff is recommending the proposed changes to overnight parking in the Y2, Y3, and Y4 zones. In addition, staff is recommending that day time restrictions remain as-is at this time and be reviewed after construction of the new developments is complete and impact has settled.

Map Option #0

Existing conditions.

Map Option #2

No Parking 8AM-10AM, Monday thru Friday on west and south sides of streets and No Parking 10AM-12PM, Monday thru Friday on east and north sides of street.

Option #2

Pros and Cons

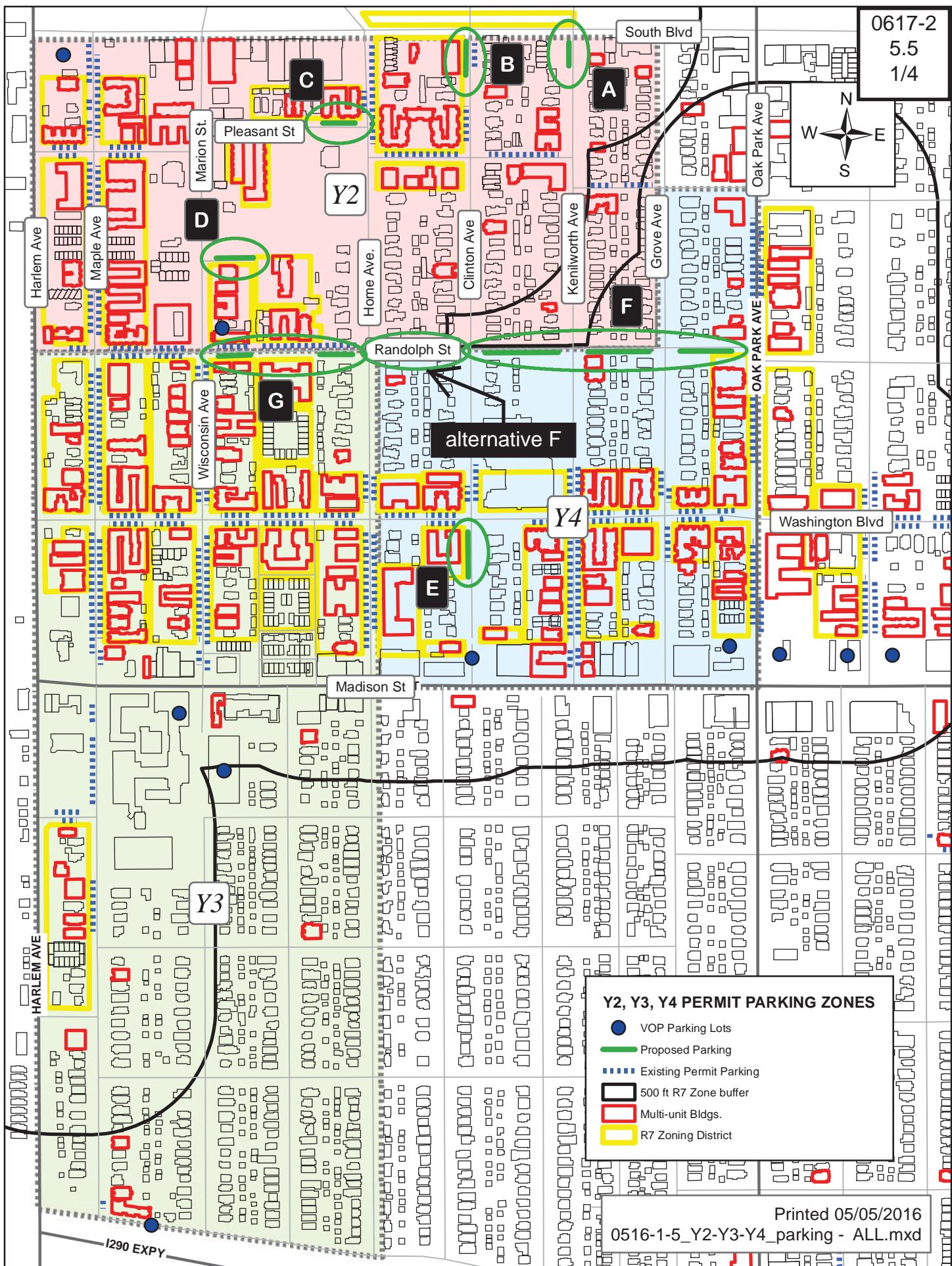
Draft Recommendations per June meeting

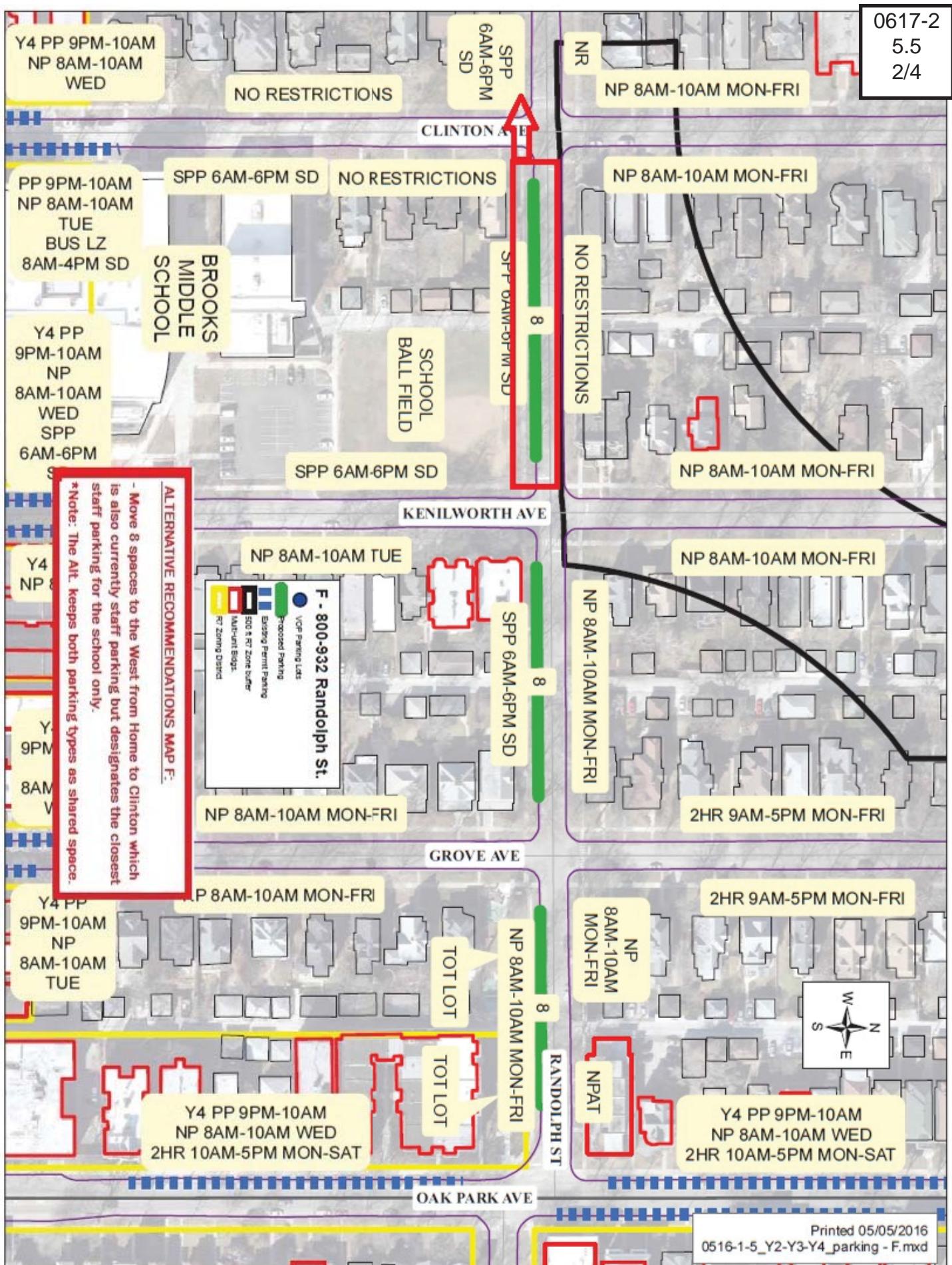
Map of Recommended Extended Overnight Permit Parking Areas

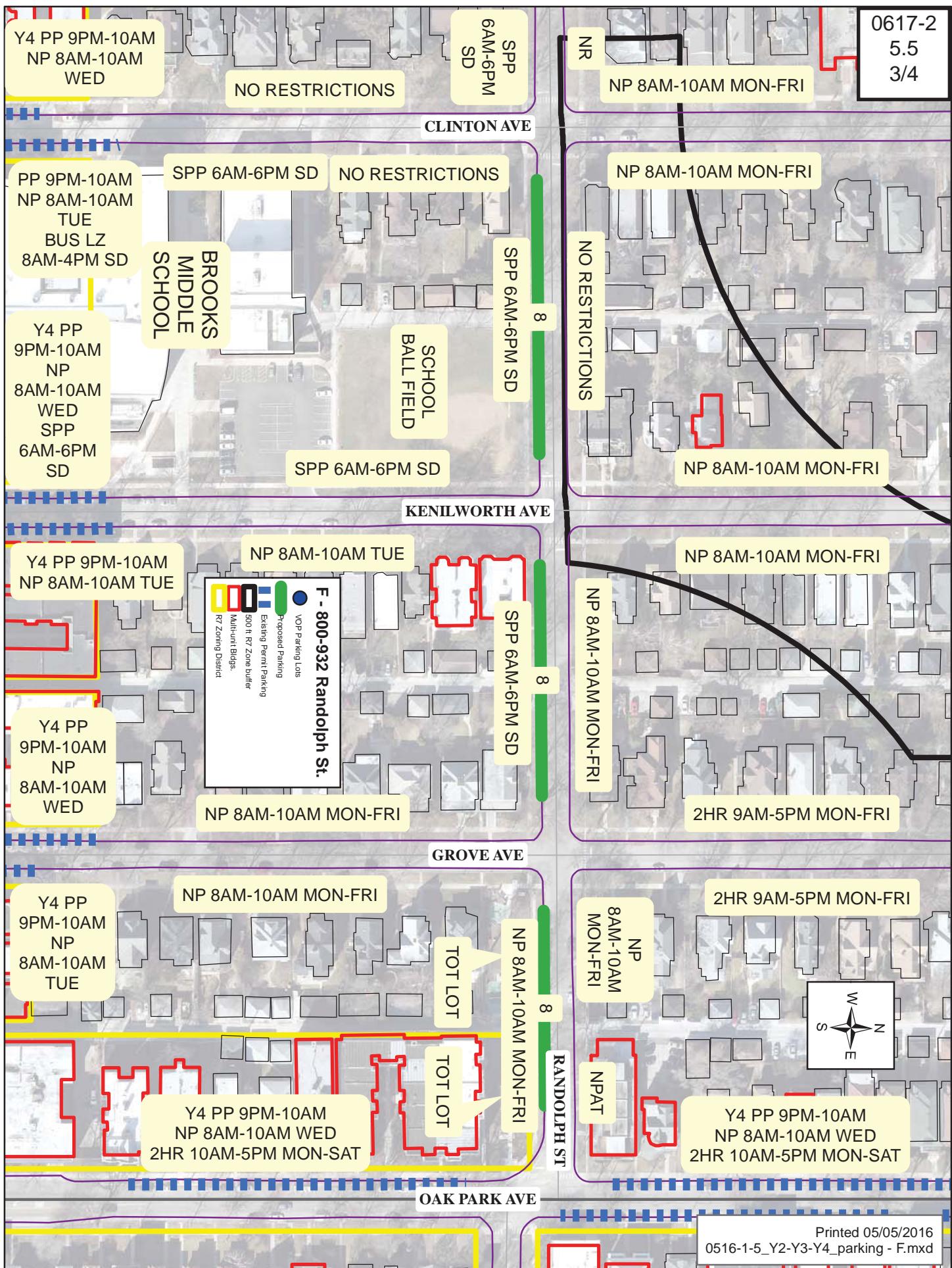
Update to Draft Recommendations map

Staff Recommendation(s):

N/A.







From: Joseph L. Sarpy
Mills Park Tower
1025 Pleasant Pl
Oak Park, Ill. 60302
773-255-9941

To: Jill Velan
Parking Director
Village of Oak Park
123 Madison St.
Oak Park, Ill. 60302

06/17/2017

Dear Mrs. Velan,

I am sure by now you have received many complaints regarding the parking situation here at Mills Park Tower and I'd like to add my input.

I have been living at Mills Park Tower for about 8 years and there has always been a problem with parking. By taking away the seven parking spots on Pleasant pl. along Mills Park, the village has turned our bad parking situation into a nightmare.

The people who passed this ordinance for permit parking, now called lot 119, could not have known the pain and financial hardship this would cause the seniors of Mills Park Tower and others.

The negative effect it has had and is still having on the residence in the area is parking spaces are greatly lacking for all produce, fast food delivers and medical suppliers. This also effects caregivers who work in the building and loved ones who need to come to the building to check on family.

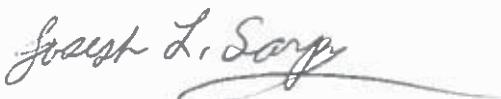
Where is the benefit for a food vendor to deliver a \$12. meal only to find a \$40. ticket on the return to their vehicle? If you where that vendor, would you want to continue deliveries at Mills Park Tower?

Mrs. Velan, I implore you to please return lot 119 to its previous status. This will not solve our parking problems but it will relieve some of the pressure.

I would also like to ask you to take a look at our, nearly 100 year old, parking band of overnight parking. I believe that should also be canceled. They only purpose I see it serving is to make overnight parking impossible.

Your attention and help would greatly be appreciated.

Sincerely,



Joseph L. Sarpy

6-17-2017

Dear Jill Velan,

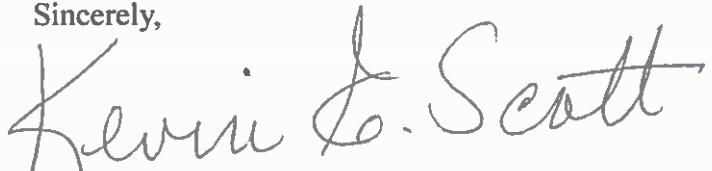
I am Kevin Scott, a resident here at Mills Park Tower. I'm watching a parking situation go from worse to critical. I'm pleading with the people in charge of the parking division, who will make a difference, to please give the seniors and the people in the area more parking space.

There are many seniors, and others, who are finding it hard to find parking spaces: Medical providers, Service providers, Caregivers, Food service deliverer's, Relatives and Friends.

I know the parking division can find a solution to this parking problem, please find one soon.

Thank you

Sincerely,



Kevin Scott
1025 Pleasant Pl. Apt 18F
Oak Park, Ill. 60302
708-606-9154

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June 18, 2018

Dear Mr. Velan:

I am Dorothy Hugt and I am a resident of Mill Park Tower. I am a 67 yr old Senior. I moved into Mill Park Tower on Feb. 15, 2017. I was informed by Staff Manager that it will be 2 yrs before I would receive a parking slot on the premises. I am very aware of Oak Park's position and issues relating to parking from working in Oak Park for past 25 yrs as a Social worker in Long Term Care industry.

I am writing this letter to you (Dept of Parking Div) to provide you with the specific concerns I (Seniors) have as it relates to the Mill Park Park facility. (Please review the enclosed article for background information pertaining to our concerns.)

The action taken by the Village on 04/01/2017 caused undue hardships on MPT residents. I have arthritis in both knees and have some difficulty walking long distances. Therefore I attempt to park close to MPT. As a result I have received 4 parking tickets since 2/2017. When they took the area on Pleasant and made it into S/lot 119; this lessens the places for people to park their cars temporarily.

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(Pg 2)

I did purchase a parking sticker and was given $\frac{1}{2}$ area. The problem with this is I am a Viable Senior and still active in Church, community and pick-up my grand children from school. I keep them @ my daughter's house until she gets home from work. As you can relate to, it is usually around 8-8:30 pm. So I would arrive in MJT- $\frac{1}{2}$ area when everyone who lives in the area is at home.

I have driven around the $\frac{1}{2}$ area for over an hour praying for a spot. As a result, I turned the sticker in to the Village because it did not serve my purpose. I am renting a spot for \$75 per month. However, it's only from 6:00 pm to 7:00 am (overnight parking). As a result, I have to drive around for parking w/ groceries, other items and have to walk. Unable to walk long distances, I put on the pleasant place within the complex and get tickets!

My appeal to the Dept of parking is to ask you for consideration for Oak Park's Seniors. I was told when I called the Village that stickers are first come first serve basis!

This lead me to write the second article dated 5/24/2017. (See enclosed) Also, the subsequent article enclosed dated 06/14/2017 which demonstrated our hardships, issues R/t parking and

(pg. 3)

how it feels to be a Senior living in Oak Park. Why should I have to compete with younger, able bodied people for parking stickers. I don't blame the ones who purchased the stickers, I feel the DOWNSIDE is on the Village president and Trustees who were elected to ASSESS the needs of its constituents. I hope and pray that these officials are aware that Oak Park Seniors do exist in their Senior buildings; AND living in neighboring houses.

My proposal:

- 1.) On April 1, when stickers are sold, allow Seniors/Disabled, etc to purchase select areas prior to others buying them. This could be from designated times for 2-4 hrs.
- 2.) Coordinate with MPT-staff to find out how many New Seniors moved into MPT who are still driving and in need of a designated spot close to MPT. To help with not being able to receive parking in the complex for 2 yrs. I feel it reprehensible to move people in w/o some designated options to assist with parking.
- 3.) Provide specific stickers to apply to our cars as deemed. (Do NOT feel to police officers) which would include new people, caregivers, para professionals. To be reviewed, assessed quarterly. or what you deem

(pg. 4)

Viable. If Course of Revenue is your objective then fees will not be your choice. I was told in a meeting, with Mr. Yukhanna, ass Director "Revenue is not a factor. I beg the difference w/ Mr. Yukhanna.

- 4.) If tickets are written, you could offer a Waiver System to alleviate some of the financial hardship that co-exist with this emotional pain.
- 5.) Coordinate with specific businesses to allow short term parking (using again designated Bi-Cabs to alert police of our status). Give them some discount incentives to help w/ parking for Seniors.
- 6.) Accept the non-financial aspect of not recovery revenue & providing a better quality of life for its seniors. This has to be purposeful and an investment!
- 7.) Coordinate w/ seniors to identify other suggestions
- 8.) Coordinate as a Board what you have to offer that's viable and amenable.
- 9.) Police should not ticket in MPT along Pleasant Place from designated time to allow Seniors, care givers, ds, therapist, Peapod, Fed-X, family & others to eat w/o having the threat of being ticketed.
- 10.) Search your heart and Commitment to your constituents ... that may be politically incorrect. However, be morally blindfold to seniors and others who chose

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to live in Dag Park, to thrive and
not be ticketed to our deaths.

Hope and pray you can see and feel
our pain!

Thank You for Your Consideration

Dorothy Wright

The village just made it harder for seniors

Parking for seniors and others is a fiasco. What resources are being implemented to ensure our safety/welfare as we continue to age? Future redevelopment is vital, but not at the expense of the people living now.

Our time is now. I welcome future families; however, I don't feel I have to be overlooked and perceived to be invisible when I complain about the parking situation. Mr. Mayor, you could appoint a liaison-representative to meet with the seniors to identify areas of concerns and identify future issues. I'm sure our issues could be resolved amicably and successfully. This would ensure that people living in Oak Park presently are enriched as we continue to age. This action plan could be a conduit for future families/seniors.

What upset me most was on April 1. The village appeared to have come over in the middle of the night and made the lane close to Mills Park Tower a designated parking slot called 119. This offers 24-hour parking, seven days a week. I live in Mills Park Tower (MPT) and I have to walk at night through the park on days with inclement weather to get home (I have arthritis in both knees). What about other seniors using a cane/walker? We were not offered the option. I have been outraged as well as others. I feel that we seniors have not been validated and perceived to be invisible or insignificant.

Mr. Mayor/VBT, is your mother walking

**DOROTHY
WRIGHT**

One View

through a park at night? Are your loved ones not feeling safe and secure at our age? I am 67 and I still have an active life that includes going to church, picking up my grandchildren from school, visiting my 89-year-old sister and her

elderly husband who live in Broadview. I am always anxious and frustrated thinking about getting home early so I might possibly get a parking slot close to MPT.

Mr. Mayor, May 18-25 is a collaboration of local businesses celebrating seniors. Are you aware of your senior population other than the senior buildings we live in? We need additional supportive services that will enhance our emotional and psychosocial well-being. Are you able to look at Oak Park seniors in the same light that you look upon your aging mother? When I called the village for assistance, I was told to come April 1 and that it's a first-come, first-served basis for parking stickers close to MPT. I don't want to compete with able-bodied people. I felt devastated after talking to them. Most of them have deaf ears or just don't care about me/others.

Contacting the staff at MPT to offer us the sticker for slot 119 would have been a more viable option for seniors. This would eliminate walking through the park at night. Can you hear and see me/others, Mr. Mayor? I pray you ask God for guidance and leadership that satisfies the needs of all constituents.

Dorothy Wright is a resident of Mills Park Tower in Oak Park.

Oak Park should follow River Forest's lead

I am a resident at Mills Park Tower and submitted the April 19 Viewpoints letter titled, "The village just made it harder for seniors."

After reading the May 10 news article in Wednesday Journal, "Adduci calls for River Forest to focus on seniors," I read the following quote from Village President Catherine Adduci's State of the Village address: "The River Forest municipal government must commit to addressing the growing needs of its aging population and invest more time and resources to improve their quality of life."

I feel compelled to write an addendum commanding River Forest village administration for recognizing that "18% of the village population is over the age of 60. According to the U.S. Census Bureau figures, these figures will continue to grow in the years to come. Nearly ¼ of them need some form of assistance." Ms. Adduci also stated, "We are

in the customer or human services business and so we need to assess how River Forest village government can focus more on improving our residents' quality of life."

Kudos to Ms. Adduci for being a catalyst for her senior population!

Congrats to her for taking definitive actions and not having to do a study which is a placate method used by Oak Park's president and village government.

I salute Ms. Adduci for recognizing that they are in the customer or human services business and that "having a better quality of life where residents enjoy being here will only strengthen our property values and help stabilize our property taxes."

We Oak Park seniors challenge you, Mr. President/Oak Park village government to connect with your senior population. It's a win/win strategy!

Dorothy Wright
Oak Park

05/24/2017

Mills Park Tower struggles after losing parking

Village rents parking spaces near senior citizen building

By TIMOTHY INKLEBARGER

Staff Reporter

06/14/2017

It's been a few months since seniors living in Mills Park Tower lost access to about 10 parking spaces near their affordable senior living building in the Pleasant District. While the decision by the village to turn the spots, which run adjacent to Mills Park along Pleasant Place, into permit-only parking aimed to help area residents, the newly permitted parking - the village is charging about \$250 per quarter for each spot - has left seniors without a nearby place for caregivers, doctors, family members and others to park while visiting and making deliveries to the building. More than a dozen seniors turned out for a special meeting of the Oak Park Board of Trustees in late May, calling the change "thoughtless" and a "great hardship" for those unable to walk several blocks to find a parking spot.

Mills Park Tower resident Ron Fernando-Bulle told board members that after his recent foot surgery his nurse found it difficult to find parking during a checkup and once she was there had to leave quickly over fear of getting a parking ticket.

"The ticket might be more than she's making for an hourly rate," he said. Fernando-Bulle said he believes it was a "greedy" decision by the village to make "money off the spots once used by those living in Mills Park Tower.

"There's no excuse for this crappy decision," he said, calling on the village to refund the money for the permits and "put them back to what it was."

Sal Fioretti said in a recent interview that he is visited three times a week at Mills Park Tower by his caregiver, Dorothy, and said, "I'm afraid she's going to quit."

He said Dorothy earns only \$10 an hour and likely can't afford tickets from the village if she is unable to find parking.

"She needs the work and I need her," he said.

Resident David Kelm said that before the permit parking structure was established it was a "come-and-go situation" where parking was sporadically available but added that now "when the people aren't there they just sit empty."

Others at Mills Park Tower said they've had family members skip or shorten their visits because of the parking situation in the area and that many relatives who also are elderly have a difficult time walking even a block to get to the building to see their loved ones.

Food and other delivery services also have been made more difficult by the removal of the parking spaces, according to residents.

Eileen Gerges said her twin has stopped coming to visit because of the parking shortage and added that one of the residents in the building had a caregiver quit because there was no place to park.

The Oak Park Board of Trustees acted quickly in referring the issue back to the citizen-led Transportation Commission, where the recommendation originally was suggested. But with the permits already sold it could be impossible for the village to quickly reverse the new permit parking system.

Jack Chalabian, chairman of the Transportation Commission, was not immediately available to discuss the decision by the commission to recommend making the



WILLIAM CAMARO/Staff Photographer

SENIOR REBELLION: Seniors living in Mills Park Tower are upset the village took parking spaces used by their family members, doctors and caregivers.

parking were an "unintended consequence."

"We're trying to develop a system overall that balances the needs of many different interest groups," Tucker said of the parking review the village has been undertaking.

He said the board and commission need to respond quickly when unintended consequences come about as a result of changes.

"There's not a single member ... that doesn't have a lot of our senior citizens," he said. "It's active and engaged and to make their lives as easy as we can."

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Following is relevant historic written public testimony from
August 24, 2015, September 28, 2015, and September 26, 2016

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Brown, Tina

From: Ryan Brandt <gianttalking squirrel@yahoo.com>
Sent: Friday, August 21, 2015 3:03 PM
To: Brown, Tina
Subject: Y4 Parking 8/24/15

Dear Tina Brown,
I am writing in response to a letter I received in the mail regarding a proposal to add parking spaces on the 400 block of South Grove Ave.
Thank you for the notification and the opportunity to provide input as I will not be able to attend the meeting.

I strongly support the additional spaces to Y4 permit parking. On any given night it is common to see the 300 and 400 blocks of South Grove Ave lined with cars showing a Y4 parking permit parked outside of the allocated space. Walking several blocks from parking my car to my front door can be difficult while trying to carry any combination of my child, groceries, and work materials.

If the proposal to add spaces is defeated, I would like to point attention to the parking on the 400 block of South Oak Park Ave.

While there are usually available spaces on the 400 block of South Oak Park Ave, I believe that they are not practical. The hourly restrictions mandate that a vehicle is moved no later than 7:00AM on a weekday, which is earlier than most commuters in the immediate area begin to travel.

I also propose that parking on the 400 block of South Oak Park Ave is not safe. Distracted drivers are a problem at the intersection of Oak Park and Washington, and motorists that are traveling southbound are often racing past traffic in the right hand turn lane and attempting to merge back in before running out of space in the parking lane. This aggressive driving can endanger anyone attempting to use those designated parking spaces.

Please consider the additional Y4 spaces, as well as a solution to the practicality of our current parking spaces.

Sincerely,
Ryan Brandt
rbrandt32@gmail.com

Brown, Tina

From: Melissa Mickelberry <mickelb@gmail.com>
Sent: Sunday, August 23, 2015 6:55 PM
To: Brown, Tina
Subject: Questions & comments for Aug. 24 meeting

I live in the 400 block of S. Grove. For this reason I am affected by any changes to Y4 parking permits, per the Aug. 14 and Aug. 17 notices from the VOP.

I would like to see the following questions and comments addressed at the Aug 24 meeting of the Village Board.

1. An additional 5 Y4 overnight permit parking passes are needed at 408-410 S. Grove. Why are there no additional permits included in front of 401 S. Grove which is also a multi-family building?
2. What is the current restriction on daytime parking along the 800 block of Washington and the 400 block of Grove? I believe it is 2 hours. That limit is routinely violated by local workers as well as residents. However lifting that ban would make parking even more difficult.
3. Street cleaning should be organized to improve cleaning on all streets. Washington Street prohibits parking on Tuesday and Wednesday mornings for street cleaning. Cars with permits then generally park on north/south side streets. This means street cleaning on side streets should not be done on days designated for cleaning on permit streets. Otherwise the side streets have too many cars parked to be well cleaned.
4. What are the parking rules at the lot of the Grove Apartments? This building was approved with less than half the required parking spaces needed for 51 apartments. I understand that residents are charged for the parking spaces but are only allowed to park overnight. What provisions are made for residents with cars that work at night and need parking during the day.
5. What parking provisions are being used for the newly opened Sugar Beet co-op? It would appear that most shoppers are parking along the 400 block of Grove. These parkers would fall within the 2-hour daytime limit. However, they are not using Madison St. or the Grove Apartments parking lot. The parking lot sign is posted as for residents.

As much as we would like to think that Oak Park is a walkable, bike-friendly village, almost every resident has a car. Unfortunately not everyone has a place to park it. I look forward to your ideas for improvement and standardization.

Melissa Mickelberry
417 S. Grove Ave.
Oak Park, IL 60302
mickelb@gmail.com
(708) 524-4986

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Brown, Tina

From: Melissa Cokenower <melsa@aol.com>
Sent: Monday, August 24, 2015 8:48 AM
To: Brown, Tina
Subject: Petition to add Y4 overnight permit parking along 408-410 south grove ave

Dear Ms. Brown,

Although I can not attend tonight's meeting regarding the proposed addition of permit parking to the 400 block of South Grove I would like you to know that I am greatly in support of this petition. The lack of parking in our area is one of the top reasons of my husband and I consider moving out of the Oak Park area. This problem needs to be addressed as cars are a reality of our current society and culture that we can no longer continue to ignore as a community.

In addition to the need of more parking in the Y4 zone, the proposed permit parking also meets all of the usual requirements demanded by the town in regards to where you can have permit parking. The proposed area is in front of a multi-unit building with a high demand and need by the residents to have parking. It is also in line with all the surrounding multi-unit buildings on Grove. The 300 block of Grove has small sections of multi-unit buildings and has permit parking along those buildings. This proposed permit parking would be identical to the type of parking for other streets in the area.

The Y4 permit area should definitely be expanded to deal with the high volume of multi-unit buildings on Washington Blvd. The restrictions the village has imposed regarding one permit per household for this zone is ridiculous in this day and age. Although the city has many forms of public transportation, many residents are limited by the location of their jobs and families as to if public transportation is an option for them. Expecting that residents will not have a car just because public transportation is available is naive and the village needs to deal with the reality that cars are a part of our society and generation that we can not ignore. By restricting residents to one parking permit per household you are forcing non single residents into higher priced garage and/or private parking. These are residents who are already paying high taxes for streets which remain empty, streets which they have paid for, streets which should be used to provide residents with the services they expect and need.

I hope the village will recognize the strong demand and need for this additional permit parking and will add this greatly needed service to our area as soon as possible.

Thank you,

Melissa and Harry Cokenower
807 Washington Blvd #2
Oak Park, IL 60302

Brown, Tina

From: Von Ebers, Allison
Sent: Monday, August 24, 2015 4:02 PM
To: Brown, Tina
Subject: FW: Aug 24 meeting
Attachments: LV Board Letter on Y4 Parking Issue.pdf

From: Jody Martin [mailto:jodymart10@yahoo.com]
Sent: Monday, August 24, 2015 3:57 PM
To: Parking Services; VOP Village; Anan Abu-Taleb
Subject: Aug 24 meeting

Hi,

We have been attempting to petition for Y4 parking in front of our multifamily residential building for over a year, as a result of a variety of mishaps to our petitions. While I have a conflict for tonights meeting, as President of the Board of the Lu Viola Condominium Association, I would like to ask for permission to include this letter, on behalf of the board, for consideration. I have previously met with Cara and Anan about this, as my wife, as well as 2 nurses in our building, frequently do not get home from work until the wee hours, requiring parking several blocks away.

Thank you

Jody L. Martin
821A Washington Blvd Oak Park IL 60302
708-848-4162

Aug. 18, 2015

TO: Mayor Anan Abu-Taleb, Village of Oak Park
Jill D Velan, Director of Parking Village of Oak Park
Tiny Brown, Parking Restrictions Coordinator

FROM: Board of the Lu Viola Building

RE: Change of Parking at Washington Blvd. and Grove Street to Y4

Mayor Abu-Taleb, Director Velan and Coordinator Brown

After years of obtaining signatures, making appearances in front of an array of boards and signing petitions, the (18) homeowner's of the Lu Viola building have been unsuccessful in having the parking changed, in front of our multi-residential building, to Y4 parking, in the 400 block of Grove Street. We are frustrated and looking for final resolution.

Simply put, we want nothing more than every other multi-residential unit is enjoying which is Y4 parking in front of our multi-residential building. Although six additional Y4 spaces would not completely solve the parking deficiencies in our area, it sure would be a great start. With the approval of said spaces, it would double our building's Y4 spaces directly in front of our three buildings from six to twelve. We believe that this is a zoning designation error that should have been resolved long ago.

Most recently, homeowners met with the Mayor on site, as the Mayor might remember, and articulated the dire need for these six additional Y4 parking spaces as well as showed him that all other multi-residential buildings in our area already enjoy such Y4 zone designation. The Mayor took pictures of two example buildings that already have Y4 parking on Grove Street directly in front of their buildings. Within the past year we have met with the Mayor and the Village Manager to articulate this situation, particularly with the parking offices "misplacement" of our petition with dozens of S Grove residents' signatures. The Lu Viola Board is asking for the same Y4 zoning in front of all three of its buildings, not just the two fronting Washington Blvd. The approval of the said six Y4 spaces on Grove Street would "right the wrong" that our homeowner's have endured for many years.

It is our boards understanding that there are two meetings in the near future, Aug. 24th and Sept. 4, which deal with this parking issue specifically. I not only ask for your support in changing this area to Y4 immediately but also ask for a quick implementation of new signage and enforcement. The board believes that this request is not only fair but that it is a common sense resolution to the lack of Y4 parking spaces in front of our residential buildings.

We appreciate both your time and your support in this matter. Should you have any questions or need anything additionally, please do not hesitate to reach out to me.



Jody L. Martin, Ph.D.
President of the Board
Lu Viola Building, corner of Washington and S Grove
Jodymart10@yahoo.com

My name is Kathy Carpenter
I live at 254 Clinton which is at the NE corner of Clinton and
Randolph.

I'm really interested first of all to find out tonight who you are seeking
to serve with the changes you are considering and those that get
implemented.

I don't expect you to answer me right now, but if you do have an
answer I may not be the only one in the room interested to hear it.

I believe I have a unique perspective having lived at the Northeast
Corner of Clinton and Randolph for 30 years.

To begin with, all the streets around Brooks Middle School and the
tee-ball field have been dedicated as teacher parking during the
school year.

During these same hours, there are also commuters who park on
these blocks including along Randolph and walk to the El as there are
no provisions made by the CTA or Metra for parking.

The federal employees that work at the Post Office on Kenilworth –
park on the 200 and 300 blocks of Kenilworth and also the 800 and
900 blocks of Randolph.

We have safety concerns, especially for the middle school children
and the children who play tee-ball. I have witnessed for 30 years cars
driving through stop signs and at times the police have heightened
their watch on these corners but this issue persists.

I have witnessed Oak Park Police driving east and west on Randolph
at excessive speeds during at all times, this is especially scary when
there is tee-ball game and field is in use.

Randolph is 30 feet wide. With cars parking on both sides of the
street, the buses and cars and trucks must take turns to pass by,
especially during rush hour and school drop-off and pick up.

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Brown, Tina

Rebecca Lev <rlevcler@gmail.com>
From: Friday, August 21, 2015 2:38 PM
Sent: Brown, Tina
To: Re: Parking Study of the Y2 Parking Zone

When the 200 block of Clinton was resurfaced last year, at the start of the school year, there were no provisions made for the bus traffic or safety of the children while Clinton Avenue was closed.

I called the police, they were responsive and posted police to direct traffic every day during arrival and dismissal until Clinton was reopened. For this I am grateful. This same issue occurred when the French Drains were put in the alley behind the 200 block of Clinton and Kenilworth.

I believe that the 200 and 300 blocks of Clinton and Kenilworth and the 800 and 900 blocks of Randolph should be considered as a "Child, student and resident safe zone."

Parking should be limited exclusively for teachers, residents and their personal guests and temporary home service providers. We also have elderly people in our neighborhood that need caregivers and these caregivers should have easy and close parking to their clients. Perhaps a parking pass (FREE) for any caregivers should be considered.

We should also consider making Randolph a brick street to slow traffic and adding circle intersections at Clinton and Randolph and Kenilworth and Randolph. This is what I believe.

I appreciate the opportunity to voice my opinion.

Thank you – Kathy

I recently received an invitation to the meeting on Monday, August 24th in regards to the Parking Study of the Y2, Y3, and Y4 Parking Zones. Unfortunately I will not be able to attend and am emailing you this letter instead.

My husband and I moved from St. Louis, MO this past April. We live in a condo on the 900 block of Pleasant Street. Because of the great public transportation here in Oak Park and Chicago plus our current job situation we thankfully decided to sell one of our two cars before moving. Due to the timing of our arrival as too close to the renewal date, we were granted 10 days/nights parking on the 300 block of Home Avenue.

On Monday, May 4th, I arrived at City Hall at 8:00am to find myself already behind 100 other people applying for various parking permits. After well over an hour long wait, I was granted an Oak Park parking sticker and Y2 permit. During this process, I was made aware of the daytime restrictions that were associated with my zone and swiftly realized that in the entire Y2 section, there was only one section of about eight cars (100 block of Clinton Ave., southwest side of the street) that did not have daytime restrictions (2 or 3 hour max limits between 10am - 5pm). I quickly understood what this meant for me and my husband to constantly be moving our car throughout the day if we were not lucky enough to secure one of those very few and precious spots. While I am still new to the community, I find it rather frustrating that a relatively pricey parking pass is necessary to park near our residence yet we are still subject to daytime restrictions.

In the meantime, my husband rented an office in the Shaker Building on Lake St which is attached to Holly Court Garage 18. We quickly decided that paying over double for a 24 hour permit in this garage plus the 10 minute commute was a more reasonable, yet very annoying and expensive, option for us than trying to constantly move our vehicle several times a day in an effort to avoid parking tickets. Due to the nature of my job which requires that I am on call 24 hours a day/night, this means that often I am forced to walk 10 minutes in the middle of the night to the garage before I even start my commute to my client. The same feeling persists when I come home late in the night after a long shift of work and am still subject to the 10 minute walk home. While I am thankful that for the most part I do feel relatively safe walking late at night in Oak Park, I still understand the reality of living in a much bigger city and sometimes do not always feel as safe as I would like. And, for the moment, I have been thankful enough to experience all of this during the mild late spring and enjoyable summer months. I am doing the best I can to prepare myself for this commute come winter.

We are hoping to start a family in the very near future and while we love where we currently live, I cannot begin to imagine what this whole parking process will be once we have a baby (and all of the necessary gear that comes with a baby including a bulky carseat).

I am very interested to learn of the outcomes your study provides.

Sincerely,
Rebecca Lev

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Brown, Tina

From: njh04@aol.com
Sent: Friday, August 21, 2015 7:02 PM
To: Brown, Tina
Subject: Y2, Y3 and Y4 parking

Dear Ms. Brown,

I am unable to attend the public meeting on Aug. 24, 2015 regarding the parking situation in these areas due to the short notice of the meeting, but I did want to express my frustration about the parking situation in Y3 parking zone. It is atrocious. I own a condominium in this area, and consequently pay property taxes, in addition to purchasing a quarterly pass to park in the general vicinity of my home. Unfortunately, if I do not park my car by 6:30pm and leave it there, I am out of luck. I then either go on a quest to find a spot on another block, or park my car at the Wendy's across the street, and watch out my window for a car to leave so I can grab the vacant spot. The problem is alleviated somewhat in the summer, for reasons I can't explain, but in the winter months, it is almost impossible to find an available spot on my block. I have taken to altering my social life, and restricting my sons use of my car if I've secured a spot, because I will lose the spot if I move my car, even if it's only to go to the store.

The frustration is exacerbated on the evenings when we have to park on alternate streets for street cleaning. On the many nights when I've been forced to park on the "wrong" side of the street, I need to leave notes taped throughout my home reminding me to move my car before 8am so I'm not ticketed. If I need to be out of town on either of these nights and can't move my car, I just expect to find a \$30.00 ticket on my windshield when I return home. To actually be paying a quarterly fee for this aggravation is beyond absurd.

I am soon to be an empty-nester and my plan is to move out of Oak Park when this happens. I am resigned to paying high property taxes, but truthfully, the parking situation is what will drive me out of here.

Thank you for allowing me to express my opinion.

Sincerely,

Nancy Hickey

Addendum-- I wrote this on Wednesday, but wanted to proofread it before I sent it. It is now 6:58pm on Friday, and I just returned from work and the grocery store to find no parking spots on my block. I had to park a block away and lug my groceries home from there. Ironically, in my mailbox was a confirmation from my bank that my property taxes were paid from my escrow recently. Laughable if it weren't so downright infuriating.

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Jennifer E Bell
1123 Pleasant St #5 (condo OWNER)
Oak Park, IL 60302
630-670-6421

Sent from my iPhone

Brown, Tina

From: Jennifer E Bell <curlygon2@yahoo.com>
Sent: Sunday, August 23, 2015 12:19 PM
To: Brown, Tina
Subject: Parking Study of Y2 Permit Zone

Dear Transportation Committee:

As a resident and home owner in the Y2 Permit Zone, I would like to make comments about the 1100 block of Pleasant St.

The 1100 block of Pleasant has only 6 residential units (condos) located within the 1123 Pleasant St Building, which is part of the Pleasant Maple Condos Association. The only other buildings on this block are the low-rise Carlton Hotel rooms on Pleasant, Barclay's Restaurant and the Drechsler Brown, Williams funeral home. Both of these businesses have their own parking lots, including one of the many Carlton Hotel's lots on the 1100 block of Pleasant. These businesses have plenty of parking secured for their needs.

I have observed both weekdays and weekends, that the 1100 block, which is currently designated as a Y2 permit zone, is not used by Y2 overnight permit parkers. This is because we Pleasant and Maple condo owners already have our own designated parking space within our building, or in the garages in the alley. This means that the entire block in front of my condo building cannot be used for overnight parking by my guests, including my 75 plus year old parents who sometimes come to visit and stay overnight. The only other option for them to park overnight is over two blocks away. The current Y2 zone in front of my building, plus the limited parking hours on the 1100 and Maple blocks make it almost impossible for me to ever park my car for more than one or two hours on my OWN block where I am a HOME OWNER who pays a over \$600 in tax dollars per year.

There needs to be more parking options for home owners and renters in this area which help and support residents, not deny them parking so that only customers can park on my block when there is already sufficient number of metered spaces on Pleasant and Marion and business-owned parking lots which are also empty most of the time except during some funerals.

As it currently stands, the current parking restrictions, including an unnecessary Y2 permit zone on my 1100 block of Pleasant make living in the Pleasant District NOT so "pleasant" if one is a resident and home owner there.

Please consider when making any recommendations that you observe that this block has only one or two cars parked overnight and also has unfair daytime restrictions for residents. Also consider that owners and residents need more options (reasonably speaking) in this area for guests to park overnight just like homeowners who live on single family home blocks.

I am very concerned that the building of new units on South Blvd and Harlem will remove any additional parking options, as now I am considering buying a permit for that lot since my guests have nowhere to park for more than 2 hours and/or overnight. Once that parking lot is gone, I don't know what I will do. I never realized how stressful living in this neighborhood would be. The Village really needs to reconsider its parking bans and restrictions and stop worrying that the town will somehow be in jeopardy if it provides more access and parking to areas where there are more apartment and condo buildings.

Thank you.

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Brown, Tina

From: Heidi Wags <heididwags@hotmail.com>
Sent: Sunday, August 23, 2015 12:47 PM
To: Brown, Tina
Subject: Parking input

Hello Tina,
I am writing regarding the discussion of Oak Park Parking. I have lived in Oak Park for over 15 years and have greatly appreciated the 24 hour parking option. This option has allowed me to use public transportation on a regular basis, allowed for my flexible work schedule (as I often need daytime parking for many days) and has kept me off of the street during street cleaning and other parking restrictions. I realize that my parking zone may be turned in to some kind of commercial property, in which case I will be very upset to lose a parking option fairly close to my residence (2 block walk). Due to the concentration of condominiums and apartments, our 24 hour options provided by the city are limited. I consider my parking spot to be "golden"!

In terms of parking in my neighborhood for my guests, that can be an ongoing challenge with only limited overnight parking passes and limited parking hours. (This may be a separate discussion.)

Of course, I would hope that we are able to safeguard 24 hour parking for residents, close to our homes.

Thank you in advance,
Heidi Wagnreich
242 1/2 S. Maple, Oak Park

Brown, Tina

From: Mitzi Irons <mitziliron@sbccglobal.net>
Sent: Sunday, August 23, 2015 10:55 PM
To: Brown, Tina
Subject: Parking Study of the Y2, Y3, and Y4 Parking Zones

I own and have lived at 120 Clinton (a two flat) since 1979. When my husband and I moved to Oak Park there was no on-street parking at night. The neighborhood was quiet.

Since parking has been allowed overnight, and all day on our block, the neighborhood atmosphere has changed drastically. We have a garage, so parking on the street is not a problem for us. But here are some of the problems which we, our tenants, and our neighbors - some in single family homes, some two flats, and the large apartment building across the street from us - have encountered on a regular basis:

- During the day the 100 block of Clinton is parked up by commuters from the Metra and "L" - every day, five days a week. Residents cannot park on their own block. Not everyone works 9-5, so it makes parking very difficult for residents of our block who are home during the day, or who need to drop off groceries, children, etc. When visitors come over, regardless of the time of day, there is nowhere for them to park. Also, parking is only allowed until 9:00 p.m.
- In the fall and winter this block always has cars on the street during leaf and snow removal, making removal almost impossible. I call the Village every year to remind them to put up signs in the fall for leaf pickup - something the Village should have scheduled due to our parking situation, but it never happens without calling. During the first half or so of the leaf pickup season, nothing gets picked up.
- Because the Village street cleaner cannot properly clean the streets at the curbs we have had flooding at the corners, particularly bad this year with the hard and fast rains.

Suggestions:

- Ban commuters, especially non-Oak Parkers, from parking on the residential streets, and require them to purchase a permit for parking on South and North Boulevards, or some other Village lot. This could give needed parking for residents during the day. Make it residential parking only. It would bring in added revenue as well. Why should non-residents, especially, expect to park here free all day.
- Or, allow only a small number of spaces on each block for commuter parking - with paid permits. Designate some spaces on the 200 block as paid commuter permit parking.
- Allow more than 5 overnight on-street parking to each address for occasional overnight guest parking.
- Do not fill our entire block with overnight permit parking - designate a few spots on each block where visitors can park in the evenings past 9:00 p.m.
- Have Public Works establish a schedule for streets that need no-parking signs on leaf pickup days, to be posted each fall when leaf pickup begins, not weeks into the season.

Thank you for your consideration of these matters and suggestions.

Mary Rose Irons
120 Clinton Avenue
708-386-3155

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Brown, Tina

From: brenock <ibr85@comcast.net>
Sent: Monday, August 24, 2015 7:23 AM
To: Brown, Tina
Subject: Parking Study

Good morning Ms. Brown,

As a 25 year resident of the 800 Block of South Kenilworth, I am opposed to any changes in the No Parking restrictions from 8:00am – 10:00 am, Monday through Friday for our block.

Thank you,

Larry Roth

Brown, Tina

From: Marianne Perry <sperry606@comcast.net>
Sent: Monday, August 24, 2015 7:56 AM
To: Brown, Tina
Subject: Y2 parking

Tina, after receiving and reading your letter, I am confused about the plan for parking on my block, the east side of the 600 block of Wisconsin. I am very concerned that the plan may be to eliminate resident parking on that block. I would like to continue to be able park in front of my home. I buy a sticker to park in front of my home. I buy passes for guests to park in front of my home. Prices rise for stickers and guest passes without any notice and yet, we still pay them, even when the car price went up from \$10 to \$50 one year and another \$5 was added this year.

I do not know of another block, except for the current situation on the 500 block of Weronah, that has been impacted more by the hospital than our block. The medical office building went up with the assurance of ample parking. The neighbors all knew that was not the case and the new parking lot on Weronah demonstrates what we all believed to be true so long ago.

Our block has been resident parking only even before we purchased our home in May, 1989. At that time, the hospital was not affiliated with Rush and was doing minimal business compared to now, especially with the Rush Connection and the addition of the medical office building. If the village saw the need to approve a resident only parking block back then, why would you choose to change it now when there is so much more hospital activity? Are your parking permits, guest passes and tax paying residents less important than hospital patients who cannot find parking because the hospital does not have enough spaces? If people would use the parking garage, there might be less of an issue but it appears that NO ONE ever wants to go in the parking garage.

Starting around 9:30 am, cars begin to line up on the west side of the 600 Block of Wisconsin which is not resident only parking. Supposedly, there is no parking there from 8am to 10am but many people start parking there early and all head into the hospital complex.

While I am not sure what will happen at tonight's meeting, I am very concerned about the last paragraph of your letter where I must check the website to see what is coming up next. I would like to see an email list developed where you can send important information to those who will be directly affected by the change.

Marianne Perry

Brown, Tina

From: manager <manager@economyshop.org>
Sent: Monday, August 24, 2015 10:10 AM
To: Brown, Tina
Cc: nighines@gmail.com
Subject: parking study of y2, y3 and y4 zones

Dear Ms. Brown,

We received your letter regarding the parking study within the area around the Economy Shop. We are unable to attend the meeting this evening, but we do have a very specific concern. Currently, we receive 22 parking passes for our volunteers to use in the SB7 and NB10 lots four or five weekdays per month only while they are working at the Economy Shop. We sincerely hope that any changes regarding the parking situation in the area will not affect this arrangement that we've had for several years. The majority of volunteers who receive the passes are elderly and this enables them to limit the amount of walking necessitated by the two-hour time limit on street parking.

Thank you for your consideration.

Kathi Esqueda
Executive Director
Economy Shop

Economy Shop
103 S. Grove
Oak Park, IL 60302
708.383.0479
economyshop.org

I am writing to you today in regards to the parking study being conducted in my area. Although I can not attend tonight's meeting I would like you to know what my concerns are regarding the parking in my area. Mainly, my concerns lie in the difficulty that it is to own a car and live in Oak Park. One of the main reasons I consider moving from Oak Park is the lack of parking. Not just the permit parking, but the overall opinion towards parking by the village. The extreme high volume of regulations give an opinion to the residents that Oak Park does not want residents to have a car and park on the street. This is true of not only our permit parking but also business area parking meters and garage fees. People with cars don't want to come to Oak Park because Oak Park appears to be in the business of confusing regulations in an effort to obtain more fees from tickets. While this might not be true, it is the opinion of many because of the overly regulated and confusing structure that has been established in our area.

In regards to the increase in the supply of parking. I believe this is an issue that the village should deal with as soon as possible. Currently it is the burden of the residents to petition to have increased parking in their area. This is an issue the village should deal with without the added burden to taxpayers. It is my understanding that permit parking is only allowed in front of multi-unit dwellings, yet not all areas in front of multi-unit buildings have permit parking. For example, the 400 block of South Grove has four multi-unit buildings, yet there is no permit parking available on this block. I understand there is a petition by the owners of the LuVilla Condo Building to add parking in front of their building, but it is my belief that permit parking should be made available in front of all four buildings without the need of a petition by the residents. There should be a standardization of the rules regarding where permit parking is available and if a certain area, such as the 400 block of Grove, is lacking in available resources, those resources should be made available by the village without the burden of a petition by the tax payers. All areas which meet the requirements should have permit parking.

In regards to the standardization of effective hours of restrictions. I would greatly like to see more similarities, if not identical restrictions among similar areas throughout the village. My husband and I have lived in Oak Park since 2006, in the same location for the duration, and for many of those years one if not both of us have parked on the street. Yet if you ask us, "Can I park here?" we wouldn't know without looking at the signs. We don't know because there are so many different restrictions for each area that it is impossible for us to remember all of them. For example the street sweeping times. While I understand the need for different days of restriction based on the side of the street, do not understand the varying times from zone to zone. It seems unlikely that the street sweeping vehicles are out cleaning some streets between 8 and 10 am, then take a break, and go back out to clean other streets on the same day from 3 to 5 pm. It is also very impractical in terms of the street sweepers. There is also a lack of street sweeping actually occurring in our area. I would like to know how often the streets are actually swept during the restricted hours. And on multiple occasions I have seen street sweeping vehicles out on the streets in the overnight hours. Hours in which cars are parked on the street and the only sweeping that can be done is that of the intersections. If the streets are not going to be swept on a regular basis and are not going to be swept during the posted restricted hours, then why am I inconvenienced every week for a service that is not being performed? Perhaps the study could focus on the possibility of monthly street sweeping, which would be more in line with the actual number of times are streets are swept, and would be less cumbersome for residents.

In regards to the elimination of conflicting parking restrictions. I hope the city will consider the need of residents to always have a place to park, even during the day. There are many areas in which, during peak times of the day, there is not a single place to park without having to move your car at least once during the day. As a taxpayer and a resident who pays more than 400 dollars a year just to have a village sticker and parking permits, in addition to the taxes I pay, I expect to have a place to park my vehicle. I have paid for a service, and currently, that service is greatly limited if you need a place to park during the day. Many residents have second or third shift jobs in which they are home and sleeping during the day. For these residents there is often no where to park in which you do not have to move your car at least once a day. This should never be the case for any tax paying resident who pays very high fees for a parking permit which should afford them the right to park on the streets they pay for. In an effort to "provide parking" for local businesses, we've created a village in which it is practically impossible to have a car, park on the street, and have a job which is not 9-5. We also do not allow for people such as stay at home parents and the elderly who need a place to park 24 hours a day. Often times for these residents, the only option is 24 hour garage parking, which is more expensive and farther away. This is

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Brown, Tina

From: Mary Gerard <pozwazme@sbglobal.net>
Sent: Monday, August 24, 2015 11:20 AM
To: Brown, Tina
Cc: lasmulksys@sbglobal.net
Subject: PARKING Feedback, reply to letter sent Aug 17, 2015

Dear Ms. Brown,

We live on the 300 block of Wisconsin Ave and have concerns about parking, as do most of our neighbors. Our concerns include:

- 1) Contradictory and confusing signs which make it difficult to know whether one is parking legally or not in a particular stretch of curb.
- 2) New town homes being built removing parking supply and increasing demand in an already crowded neighborhood.
- 3) Not having legal street parking for ourselves, guests (especially overnight guests), contractors, cleaners, etc. despite being a homeowner on this block for over 20 years.

4) Parking regulations change without any advanced notice and have changed for the worse since we moved here in the 1990's. We used to be able to get an overnight pass for our own cars, for the rare occasion when we could not use our garage, but that rule was eliminated. Parking used to be allowed between 8:00 am to 1:00 am on our block. That suddenly changed one day without advanced notice and one of our guests received a ticket for parking at 8:30 am. Now, I need to direct people to come after 10:00 am or have them park along our garage apron, which adds to the congestion in the alley way - which is another topic altogether.

5) The two hour time limit is also limiting for any guests during the weekdays, and for us, when we need to park in front of the house.

We do notice that contractors that have logos on their trucks seem to be able to park on the block without any regulations being applied to them whatsoever, which is unfair.

We hope that any further revisions to parking in our area will be reasonable, fair and less prohibitive for both home owners and apartment tenants alike, while still maintaining safety.

Sincerely,
Mary N Gerard
Linas A Smulksys

Brown, Tina

From: sammue@msn.com
Sent: Monday, August 24, 2015 12:21 PM
To: Brown, Tina
Cc: 24 August Parking Mtg
Subject:

Dear Tina,

Barry Murphy and I have met with you and your staff so many times over this past year. You have all been so kind and professional.

We are both disabled seniors living at Mills Park Towers @ 1025 Pleasant Place. We have gone to the progress center in forest park and spoke with Larry Blondi, an advocate for the disabled. He suggested we talk to Lisa Madigan regarding the parking situation. We have not contacted her as yet. Hopefully, if we are unable to make the meeting tonight,...maybe you could advocate for us. Thank you for all you have tried to do thus far on our behalf.

Regards,

Samantha Mueller

Sent from my iPhone Sammie

Brown, Tina

From: Maria Onesto Moran <maria@ghexperts.com>
Sent: Monday, August 24, 2015 3:07 PM
To: Brown, Tina
Subject: Re: Parking Study of Y2, Y3, and Y4 Parking Zones

Dear Tina,

Please accept my apologies for sending this to you after 12pm today.

I own Green Home Experts at 811 South Blvd. in Oak Park. Since we moved here almost 4 years ago, the parking situation for our employees, customers, and vendors has worsened significantly.

When we had meters, it was very difficult for drivers--and the Parking Enforcement employees--to know what space number corresponded with the meters. Many of us got tickets for paying the wrong meter. Some people, myself included, also got tickets because although we paid the correct meter, the Parking Enforcement employees were lining up the spaces incorrectly.

That problem was not fixed when the meters were changed to payboxes. So I regularly hear complaints from customers that they can't figure out what number to pay for. I think it's because the spaces are on a diagonal.

With the payboxes, I regularly witness people paying for a full day in a metered spot and then getting on the Green Line. So the street parking is packed during all of my business hours. My customers leave my store with heavy merchandise like cans of paint, often accompanied by small children, and it's really inconvenient and sometimes exasperating for them to park on Grove or an adjacent street. At least a dozen customers have told me that, if they don't see a spot on South Blvd., they won't stop at my business.

Finally, the signage is confusing. People from the Oak Park area generally know they need to read every sign at least once to digest all the information. But I'm a destination store, so I have people visiting me from all over the state as well as Wisconsin, Iowa and Indiana. Those customers usually spend more money when they visit because their visits are less frequent. But if they start their shopping experience frustrated by parking or paranoid about a ticket, they cut their trips short.

All of this is to say that I feel the negative impact of the parking regulations, restrictions, and payboxes on my business. I'm happy to talk more about my situation. I would definitely come to tonight's meeting if I had babysitting for my children. But please don't hesitate to call or email me with any questions.

Thanks very much for your outreach and your efforts,
Maria

--
Maria Onesto Moran
Queen Bee
Green Home Experts
811 South Blvd.
Oak Park, IL 60302
(708) 660-1443

have no restrictions on overnight parking. If I wanted a street filled with cars 24 hours a day, I could live in one of those communities. I chose Oak Park for a better quality of life. I feel safer with a clear street and not a street filled with cars, some of which I recognize as belonging to neighbors and others that I don't know what there purpose is in being parked here. They could be burglars or maybe just innocent overnight guests. I prefer not to have congested streets. It makes for a better quality of life. Thanks again for the opportunity to comment.

Leonard Norberg
709 S. Grove Ave.

Brown, Tina
From: Leonard Norberg <lnorberg@comcast.net>
Sent: Monday, August 24, 2015 3:39 PM
To: Brown, Tina
Subject: August 24 Transportation Commission Meeting

Thank you for the opportunity to comment on the 8-24-2015 Transportation Commission discussion on parking.

I live in the 700 Block of South Grove Ave. and as such am not sure specifically how my neighborhood will be impacted by any revised parking restrictions. I would like to state that as a 33 year resident of Oak Park I am in support of overnight parking restrictions. I am disappointed in the continued relaxing of overnight parking restrictions in recent years. It appears that a number of my neighbors have taken the relaxed restrictions as an opportunity to leave their vehicles on the street overnight to the full extent the provisions allow. I've never been inconvenienced by having to move my car off the street overnight and prefer to have my car off the street overnight, but increasing numbers seem to take the opposite view.

I feel that requiring vehicles to be off the street allows for better village services with regard to snow removal in the winter, leaf pickup in the fall, street sweeping and garbage pickup. On the west side of Grove, where I live, we do not have an alley. My only access to the street is my narrow driveway which allows me to pull two cars up past the sidewalk. When vehicles are parked on either side of my driveway and across the street from my driveway, it becomes extremely difficult to pull in and out of my driveway. In the winter with snow on the street it is exacerbated. I will give a few examples. This past winter there was a woman who lived on Oak Park Avenue apparently because she had Wisconsin plates and several times at a time. It was quite easy to identify this non-block member because she was a guest or tenant of someone on Oak Park Avenue. They should have been required to provide parking for her rather than sending her over to our block. She repeatedly parked in a few select spots (in front of my house being one of them). She was here from before Thanksgiving until the end of January. Fortunately, she left before the record snowfall on Feb. 1st. She never observed odd/even side parking overnight and often left her car in the same spot for days on end.

Another example is the winter of 2013-14 when people parked in front or adjacent to my house and snow was not properly removed as the plow had to go around them. By the middle of the winter there was literally a sheet of ice and snow extending 4-5 feet out from the curb. I observed on several occasions where there were cars parked on both sides of the street and effectively closing the street. Vehicles could not get through resulting in angry motorists honking their horns in frustration in hopes someone might come out and move their vehicle (little luck with that as many of the offending vehicles were from people attending activities at the church on Oak Park and Jackson). Eventually, they had to back down the street and turn around.

It is one thing to shovel the snow out from the mouth of my driveway after the plow comes through, and quite another when I have to shovel 4-5 feet out into the street itself because that is where the plow left the snow as a result of having to go around cars parked on the street. I might add that I've never seen the Village enforce the requirement to rotate parking on odd/even sides of the street during and after a snowfall. Our little section of Grove gets poor snow removal as it is as plows mostly turn at Adams and head West. And part of Grove is essentially Jackson at the point where Jackson jogs South.

Leaf pickup in the Fall and street sweeping are also impacted by the presence of vehicles on the street overnight. The sweepers have to go around the cars left overnight, thus the street doesn't get fully cleaned. One last issue in the winter is that because we don't have an alley our garbage cans have to be placed at the curb on pickup day. While this is daytime and not overnight, when there is a preponderance of vehicles on the street, parked in front of the bins, they make the garbage man's job difficult as he has to walk around the cars and haul the bins over snowbanks to get them to the truck.

I realize that in areas of Oak Park where there are a preponderance of apartments and many apartment buildings don't provide parking (or only one space while so many families have multiple vehicles) that residents would like more on street/overnight parking. But, I don't live in such an area, this is primarily a block with single family homes, yet people just don't want to be bothered with moving their vehicles at night. I ask that the Transportation and Parking Commission consider the benefits of limited overnight parking. The continued relaxing of overnight restrictions has resulted in a diminishment of village services, eg. snow removal, leaf pickup, street sweeping. Some residents abuse the system and leave their cars out as often as the regulations permit. I fear pretty soon we'll be like Chicago and other communities that

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Brown, Tina

From: Ryan Brandt <gianttalking squirrel@yahoo.com>
Sent: Friday, August 21, 2015 3:03 PM
To: Brown, Tina
Subject: Y4 Parking 8/24/15

Dear Tina Brown,
I am writing in response to a letter I received in the mail regarding a proposal to add parking spaces on the 400 block of South Grove Ave.
Thank you for the notification and the opportunity to provide input as I will not be able to attend the meeting.

I strongly support the additional spaces to Y4 permit parking. On any given night it is common to see the 300 and 400 blocks of South Grove Ave lined with cars showing a Y4 parking permit parked outside of the allocated space. Walking several blocks from parking my car to my front door can be difficult while trying to carry any combination of my child, groceries, and work materials.

If the proposal to add spaces is defeated, I would like to point attention to the parking on the 400 block of South Oak Park Ave.

While there are usually available spaces on the 400 block of South Oak Park Ave, I believe that they are not practical. The hourly restrictions mandate that a vehicle is moved no later than 7:00AM on a weekday, which is earlier than most commuters in the immediate area begin to travel.

I also propose that parking on the 400 block of South Oak Park Ave is not safe. Distracted drivers are a problem at the intersection of Oak Park and Washington, and motorists that are traveling southbound are often racing past traffic in the right hand turn lane and attempting to merge back in before running out of space in the parking lane. This aggressive driving can endanger anyone attempting to use those designated parking spaces.

Please consider the additional Y4 spaces, as well as a solution to the practicality of our current parking spaces.

Sincerely,
Ryan Brandt
rbrandt32@gmail.com

Brown, Tina

From: Melissa Mickelberry <mickelb@gmail.com>
Sent: Sunday, August 23, 2015 6:55 PM
To: Brown, Tina
Subject: Questions & comments for Aug. 24 meeting

I live in the 400 block of S. Grove. For this reason I am affected by any changes to Y4 parking permits, per the Aug. 14 and Aug. 17 notices from the VOP.

I would like to see the following questions and comments addressed at the Aug 24 meeting of the Village Board.

1. An additional 5 Y4 overnight permit parking passes are needed at 408-410 S. Grove. Why are there no additional permits included in front of 401 S. Grove which is also a multi-family building?
2. What is the current restriction on daytime parking along the 800 block of Washington and the 400 block of Grove? I believe it is 2 hours. That limit is routinely violated by local workers as well as residents. However lifting that ban would make parking even more difficult.
3. Street cleaning should be organized to improve cleaning on all streets. Washington Street prohibits parking on Tuesday and Wednesday mornings for street cleaning. Cars with permits then generally park on north/south side streets. This means street cleaning on side streets should not be done on days designated for cleaning on permit streets. Otherwise the side streets have too many cars parked to be well cleaned.
4. What are the parking rules at the lot of the Grove Apartments? This building was approved with less than half the required parking spaces needed for 51 apartments. I understand that residents are charged for the parking spaces but are only allowed to park overnight. What provisions are made for residents with cars that work at night and need parking during the day.
5. What parking provisions are being used for the newly opened Sugar Beet co-op? It would appear that most shoppers are parking along the 400 block of Grove. These parkers would fall within the 2-hour daytime limit. However, they are not using Madison St. or the Grove Apartments parking lot. The parking lot sign is posted as for residents.

As much as we would like to think that Oak Park is a walkable, bike-friendly village, almost every resident has a car. Unfortunately not everyone has a place to park it. I look forward to your ideas for improvement and standardization.

Melissa Mickelberry
417 S. Grove Ave.
Oak Park, IL 60302
mickelb@gmail.com
(708) 524-4986

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Brown, Tina

From: Melissa Cokenower <melsa@aol.com>
Sent: Monday, August 24, 2015 8:48 AM
To: Brown, Tina
Subject: Petition to add Y4 overnight permit parking along 408-410 south grove ave

Dear Ms. Brown,

Although I can not attend tonight's meeting regarding the proposed addition of permit parking to the 400 block of South Grove I would like you to know that I am greatly in support of this petition. The lack of parking in our area is one of the top reasons of my husband and I consider moving out of the Oak Park area. This problem needs to be addressed as cars are a reality of our current society and culture that we can no longer continue to ignore as a community.

In addition to the need of more parking in the Y4 zone, the proposed permit parking also meets all of the usual requirements demanded by the town in regards to where you can have permit parking. The proposed area is in front of a multi-unit building with a high demand and need by the residents to have parking. It is also in line with all the surrounding multi-unit buildings on Grove. The 300 block of Grove has small sections of multi-unit buildings and has permit parking along those buildings. This proposed permit parking would be identical to the type of parking for other streets in the area.

The Y4 permit area should definitely be expanded to deal with the high volume of multi-unit buildings on Washington Blvd. The restrictions the village has imposed regarding one permit per household for this zone is ridiculous in this day and age. Although the city has many forms of public transportation, many residents are limited by the location of their jobs and families as to if public transportation is an option for them. Expecting that residents will not have a car just because public transportation is available is naive and the village needs to deal with the reality that cars are a part of our society and generation that we can not ignore. By restricting residents to one parking permit per household you are forcing non single residents into higher priced garage and/or private parking. These are residents who are already paying high taxes for streets which remain empty, streets which they have paid for, streets which should be used to provide residents with the services they expect and need.

I hope the village will recognize the strong demand and need for this additional permit parking and will add this greatly needed service to our area as soon as possible.

Thank you,

Melissa and Harry Cokenower
807 Washington Blvd #2
Oak Park, IL 60302

Brown, Tina

From: Von Ebers, Allison
Sent: Monday, August 24, 2015 4:02 PM
To: Brown, Tina
Subject: FW: Aug 24 meeting
Attachments: LV Board Letter on Y4 Parking Issue.pdf

From: Jody Martin [mailto:jodymart10@yahoo.com]
Sent: Monday, August 24, 2015 3:57 PM
To: Parking Services; VOP Village; Ahn Abu-Taleb
Subject: Aug 24 meeting

Hi,

We have been attempting to petition for Y4 parking in front of our multifamily residential building for over a year, as a result of a variety of mishaps to our petitions. While I have a conflict for tonights meeting, as President of the Board of the Lu Viola Condominium Association, I would like to ask for permission to include this letter, on behalf of the board, for consideration. I have previously met with Cara and Ahn about this, as my wife, as well as 2 nurses in our building, frequently do not get home from work until the wee hours, requiring parking several blocks away.

Thank you

Jody L. Martin
821A Washington Blvd Oak Park IL 60302
708-848-4162

Aug. 18, 2015

TO: Mayor Anan Abu-Taleb, Village of Oak Park
Jill D Velan, Director of Parking Village of Oak Park
Tiny Brown, Parking Restrictions Coordinator

FROM: Board of the Lu Viola Building

RE: Change of Parking at Washington Blvd. and Grove Street to Y4

Mayor Abu-Taleb, Director Velan and Coordinator Brown

After years of obtaining signatures, making appearances in front of an array of boards and signing petitions, the (18) homeowner's of the Lu Viola building have been unsuccessful in having the parking changed, in front of our multi-residential building, to Y4 parking, in the 400 block of Grove Street. We are frustrated and looking for final resolution.

Simply put, we want nothing more than every other multi-residential unit is enjoying which is Y4 parking in front of our multi-residential building. Although six additional Y4 spaces would not completely solve the parking deficiencies in our area, it sure would be a great start. With the approval of said spaces, it would double our building's Y4 spaces directly in front of our three buildings from six to twelve. We believe that this is a zoning designation error that should have been resolved long ago.

Most recently, homeowners met with the Mayor on site, as the Mayor might remember, and articulated the dire need for these six additional Y4 parking spaces as well as showed him that all other multi-residential buildings in our area already enjoy such Y4 zone designation. The Mayor took pictures of two example buildings that already have Y4 parking on Grove Street directly in front of their buildings. Within the past year we have met with the Mayor and the Village Manager to articulate this situation, particularly with the parking offices "misplacement" of our petition with dozens of S Grove residents' signatures. The Lu Viola Board is asking for the same Y4 zoning in front of all three of its buildings, not just the two fronting Washington Blvd. The approval of the said six Y4 spaces on Grove Street would "right the wrong" that our homeowner's have endured for many years.

It is our boards understanding that there are two meetings in the near future, Aug. 24th and Sept. 4, which deal with this parking issue specifically. I not only ask for your support in changing this area to Y4 immediately but also ask for a quick implementation of new signage and enforcement. The board believes that this request is not only fair but that it is a common sense resolution to the lack of Y4 parking spaces in front of our residential buildings.

We appreciate both your time and your support in this matter. Should you have any questions or need anything additionally, please do not hesitate to reach out to me.



Jody L. Martin, Ph.D.
President of the Board
Lu Viola Building, corner of Washington and S Grove
Jodymart10@yahoo.com

My name is Kathy Carpenter
I live at 254 Clinton which is at the NE corner of Clinton and
Randolph.

I'm really interested first of all to find out tonight who you are seeking
to serve with the changes you are considering and those that get
implemented.

I don't expect you to answer me right now, but if you do have an
answer I may not be the only one in the room interested to hear it.

I believe I have a unique perspective having lived at the Northeast
Corner of Clinton and Randolph for 30 years.

To begin with, all the streets around Brooks Middle School and the
tee-ball field have been dedicated as teacher parking during the
school year.

During these same hours, there are also commuters who park on
these blocks including along Randolph and walk to the El as there are
no provisions made by the CTA or Metra for parking.

The federal employees that work at the Post Office on Kenilworth –
park on the 200 and 300 blocks of Kenilworth and also the 800 and
900 blocks of Randolph.

We have safety concerns, especially for the middle school children
and the children who play tee-ball. I have witnessed for 30 years cars
driving through stop signs and at times the police have heightened
their watch on these corners but this issue persists.

I have witnessed Oak Park Police driving east and west on Randolph
at excessive speeds during at all times, this is especially scary when
there is tee-ball game and field is in use.

Randolph is 30 feet wide. With cars parking on both sides of the
street, the buses and cars and trucks must take turns to pass by,
especially during rush hour and school drop-off and pick up.

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Brown, Tina

Rebecca Lev <rlevcler@gmail.com>
From: Friday, August 21, 2015 2:38 PM
Sent: Brown, Tina
To: Re: Parking Study of the Y2 Parking Zone

When the 200 block of Clinton was resurfaced last year, at the start of the school year, there were no provisions made for the bus traffic or safety of the children while Clinton Avenue was closed.

I called the police, they were responsive and posted police to direct traffic every day during arrival and dismissal until Clinton was reopened. For this I am grateful. This same issue occurred when the French Drains were put in the alley behind the 200 block of Clinton and Kenilworth.

I believe that the 200 and 300 blocks of Clinton and Kenilworth and the 800 and 900 blocks of Randolph should be considered as a "Child, student and resident safe zone."

Parking should be limited exclusively for teachers, residents and their personal guests and temporary home service providers. We also have elderly people in our neighborhood that need caregivers and these caregivers should have easy and close parking to their clients. Perhaps a parking pass (FREE) for any caregivers should be considered.

We should also consider making Randolph a brick street to slow traffic and adding circle intersections at Clinton and Randolph and Kenilworth and Randolph. This is what I believe.

I appreciate the opportunity to voice my opinion.

Thank you – Kathy

I recently received an invitation to the meeting on Monday, August 24th in regards to the Parking Study of the Y2, Y3, and Y4 Parking Zones. Unfortunately I will not be able to attend and am emailing you this letter instead.

My husband and I moved from St. Louis, MO this past April. We live in a condo on the 900 block of Pleasant Street. Because of the great public transportation here in Oak Park and Chicago plus our current job situation we thankfully decided to sell one of our two cars before moving. Due to the timing of our arrival as too close to the renewal date, we were granted 10 days/nights parking on the 300 block of Home Avenue.

On Monday, May 4th, I arrived at City Hall at 8:00am to find myself already behind 100 other people applying for various parking permits. After well over an hour long wait, I was granted an Oak Park parking sticker and Y2 permit. During this process, I was made aware of the daytime restrictions that were associated with my zone and swiftly realized that in the entire Y2 section, there was only one section of about eight cars (100 block of Clinton Ave., southwest side of the street) that did not have daytime restrictions (2 or 3 hour max limits between 10am - 5pm). I quickly understood what this meant for me and my husband to constantly be moving our car throughout the day if we were not lucky enough to secure one of those very few and precious spots. While I am still new to the community, I find it rather frustrating that a relatively pricey parking pass is necessary to park near our residence yet we are still subject to daytime restrictions.

In the meantime, my husband rented an office in the Shaker Building on Lake St which is attached to Holly Court Garage 18. We quickly decided that paying over double for a 24 hour permit in this garage plus the 10 minute commute was a more reasonable, yet very annoying and expensive, option for us than trying to constantly move our vehicle several times a day in an effort to avoid parking tickets. Due to the nature of my job which requires that I am on call 24 hours a day/night, this means that often I am forced to walk 10 minutes in the middle of the night to the garage before I even start my commute to my client. The same feeling persists when I come home late in the night after a long shift of work and am still subject to the 10 minute walk home. While I am thankful that for the most part I do feel relatively safe walking late at night in Oak Park, I still understand the reality of living in a much bigger city and sometimes do not always feel as safe as I would like. And, for the moment, I have been thankful enough to experience all of this during the mild late spring and enjoyable summer months. I am doing the best I can to prepare myself for this commute come winter.

We are hoping to start a family in the very near future and while we love where we currently live, I cannot begin to imagine what this whole parking process will be once we have a baby (and all of the necessary gear that comes with a baby including a bulky carseat).

I am very interested to learn of the outcomes your study provides.

Sincerely,
Rebecca Lev

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Brown, Tina

From: njh04@aol.com
Sent: Friday, August 21, 2015 7:02 PM
To: Brown, Tina
Subject: Y2, Y3 and Y4 parking

Dear Ms. Brown,

I am unable to attend the public meeting on Aug. 24, 2015 regarding the parking situation in these areas due to the short notice of the meeting, but I did want to express my frustration about the parking situation in Y3 parking zone. It is atrocious. I own a condominium in this area, and consequently pay property taxes, in addition to purchasing a quarterly pass to park in the general vicinity of my home. Unfortunately, if I do not park my car by 6:30pm and leave it there, I am out of luck. I then either go on a quest to find a spot on another block, or park my car at the Wendy's across the street, and watch out my window for a car to leave so I can grab the vacant spot. The problem is alleviated somewhat in the summer, for reasons I can't explain, but in the winter months, it is almost impossible to find an available spot on my block. I have taken to altering my social life, and restricting my sons use of my car if I've secured a spot, because I will lose the spot if I move my car, even if it's only to go to the store.

The frustration is exacerbated on the evenings when we have to park on alternate streets for street cleaning. On the many nights when I've been forced to park on the "wrong" side of the street, I need to leave notes taped throughout my home reminding me to move my car before 8am so I'm not ticketed. If I need to be out of town on either of these nights and can't move my car, I just expect to find a \$30.00 ticket on my windshield when I return home. To actually be paying a quarterly fee for this aggravation is beyond absurd.

I am soon to be an empty-nester and my plan is to move out of Oak Park when this happens. I am resigned to paying high property taxes, but truthfully, the parking situation is what will drive me out of here.

Thank you for allowing me to express my opinion.

Sincerely,

Nancy Hickey

Addendum-- I wrote this on Wednesday, but wanted to proofread it before I sent it. It is now 6:58pm on Friday, and I just returned from work and the grocery store to find no parking spots on my block. I had to park a block away and lug my groceries home from there. Ironically, in my mailbox was a confirmation from my bank that my property taxes were paid from my escrow recently. Laughable if it weren't so downright infuriating.

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Jennifer E Bell
1123 Pleasant St #5 (condo OWNER)
Oak Park, IL 60302
630-670-6421

Sent from my iPhone

Brown, Tina

From: Jennifer E Bell <curlygon2@yahoo.com>
Sent: Sunday, August 23, 2015 12:19 PM
To: Brown, Tina
Subject: Parking Study of Y2 Permit Zone

Dear Transportation Committee:

As a resident and home owner in the Y2 Permit Zone, I would like to make comments about the 1100 block of Pleasant St.

The 1100 block of Pleasant has only 6 residential units (condos) located within the 1123 Pleasant St Building, which is part of the Pleasant Maple Condos Association. The only other buildings on this block are the low-rise Carlton Hotel rooms on Pleasant, Barclay's Restaurant and the Drescher Brown, Williams funeral home. Both of these businesses have their own parking lots, including one of the many Carlton Hotel's lots on the 1100 block of Pleasant. These businesses have plenty of parking secured for their needs.

I have observed both weekdays and weekends, that the 1100 block, which is currently designated as a Y2 permit zone, is not used by Y2 overnight permit parkers. This is because we Pleasant and Maple condo owners already have our own designated parking space within our building, or in the garages in the alley. This means that the entire block in front of my condo building cannot be used for overnight parking by my guests, including my 75 plus year old parents who sometimes come to visit and stay overnight. The only other option for them to park overnight is over two blocks away. The current Y2 zone in front of my building, plus the limited parking hours on the 1100 and Maple blocks make it almost impossible for me to ever park my car for more than one or two hours on my OWN block where I am a HOME OWNER who pays a over \$600 in tax dollars per year.

There needs to be more parking options for home owners and renters in this area which help and support residents, not deny them parking so that only customers can park on my block when there is already sufficient number of metered spaces on Pleasant and Marion and business-owned parking lots which are also empty most of the time except during some funerals.

As it currently stands, the current parking restrictions, including an unnecessary Y2 permit zone on my 1100 block of Pleasant make living in the Pleasant District NOT so "pleasant" if one is a resident and home owner there.

Please consider when making any recommendations that you observe that this block has only one or two cars parked overnight and also has unfair daytime restrictions for residents. Also consider that owners and residents need more options (reasonably speaking) in this area for guests to park overnight just like homeowners who live on single family home blocks.

I am very concerned that the building of new units on South Blvd and Harlem will remove any additional parking options, as now I am considering buying a permit for that lot since my guests have nowhere to park for more than 2 hours and/or overnight. Once that parking lot is gone, I don't know what I will do. I never realized how stressful living in this neighborhood would be. The Village really needs to reconsider its parking bans and restrictions and stop worrying that the town will somehow be in jeopardy if it provides more access and parking to areas where there are more apartment and condo buildings.

Thank you.

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Brown, Tina

From: Heidi Wags <heididwags@hotmail.com>
Sent: Sunday, August 23, 2015 12:47 PM
To: Brown, Tina
Subject: Parking input

Hello Tina,
I am writing regarding the discussion of Oak Park Parking. I have lived in Oak Park for over 15 years and have greatly appreciated the 24 hour parking option. This option has allowed me to use public transportation on a regular basis, allowed for my flexible work schedule (as I often need daytime parking for many days) and has kept me off of the street during street cleaning and other parking restrictions. I realize that my parking zone may be turned in to some kind of commercial property, in which case I will be very upset to lose a parking option fairly close to my residence (2 block walk). Due to the concentration of condominiums and apartments, our 24 hour options provided by the city are limited. I consider my parking spot to be "golden"!

In terms of parking in my neighborhood for my guests, that can be an ongoing challenge with only limited overnight parking passes and limited parking hours. (This may be a separate discussion.)

Of course, I would hope that we are able to safeguard 24 hour parking for residents, close to our homes.

Thank you in advance,
Heidi Wagnreich
242 1/2 S. Maple, Oak Park

Brown, Tina

From: Mitzi Irons <mitziliron@sbccglobal.net>
Sent: Sunday, August 23, 2015 10:55 PM
To: Brown, Tina
Subject: Parking Study of the Y2, Y3, and Y4 Parking Zones

I own and have lived at 120 Clinton (a two flat) since 1979. When my husband and I moved to Oak Park there was no on-street parking at night. The neighborhood was quiet.

Since parking has been allowed overnight, and all day on our block, the neighborhood atmosphere has changed drastically. We have a garage, so parking on the street is not a problem for us. But here are some of the problems which we, our tenants, and our neighbors - some in single family homes, some two flats, and the large apartment building across the street from us - have encountered on a regular basis:

- During the day the 100 block of Clinton is parked up by commuters from the Metra and "L" - every day, five days a week. Residents cannot park on their own block. Not everyone works 9-5, so it makes parking very difficult for residents of our block who are home during the day, or who need to drop off groceries, children, etc. When visitors come over, regardless of the time of day, there is nowhere for them to park. Also, parking is only allowed until 9:00 p.m.
- In the fall and winter this block always has cars on the street during leaf and snow removal, making removal almost impossible. I call the Village every year to remind them to put up signs in the fall for leaf pickup - something the Village should have scheduled due to our parking situation, but it never happens without calling. During the first half or so of the leaf pickup season, nothing gets picked up.
- Because the Village street cleaner cannot properly clean the streets at the curbs we have had flooding at the corners, particularly bad this year with the hard and fast rains.

Suggestions:

- Ban commuters, especially non-Oak Parkers, from parking on the residential streets, and require them to purchase a permit for parking on South and North Boulevards, or some other Village lot. This could give needed parking for residents during the day. Make it residential parking only. It would bring in added revenue as well. Why should non-residents, especially, expect to park here free all day.
- Or, allow only a small number of spaces on each block for commuter parking - with paid permits. Designate some spaces on the 200 block as paid commuter permit parking.
- Allow more than 5 overnight on-street parking to each address for occasional overnight guest parking.
- Do not fill our entire block with overnight permit parking - designate a few spots on each block where visitors can park in the evenings past 9:00 p.m.
- Have Public Works establish a schedule for streets that need no-parking signs on leaf pickup days, to be posted each fall when leaf pickup begins, not weeks into the season.

Thank you for your consideration of these matters and suggestions.

Mary Rose Irons
120 Clinton Avenue
708-386-3155

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Brown, Tina

From: Marianne Perry <sperry606@comcast.net>
Sent: Monday, August 24, 2015 7:56 AM
To: Brown, Tina
Subject: Y2 parking

Good morning Ms. Brown,
As a 25 year resident of the 800 Block of South Kenilworth, I am opposed to any changes in the No Parking restrictions from 8:00am – 10:00 am, Monday through Friday for our block.

Thank you,
Larry Roth

Tina, after receiving and reading your letter, I am confused about the plan for parking on my block, the east side of the 600 block of Wisconsin. I am very concerned that the plan may be to eliminate resident parking on that block. I would like to continue to be able park in front of my home. I buy a sticker to park in front of my home. I buy passes for guests to park in front of my home. Prices rise for stickers and guest passes without any notice and yet, we still pay them, even when the car price went up from \$10 to \$50 one year and another \$5 was added this year.

I do not know of another block, except for the current situation on the 500 block of Weronah, that has been impacted more by the hospital than our block. The medical office building went up with the assurance of ample parking. The neighbors all knew that was not the case and the new parking lot on Weronah demonstrates what we all believed to be true so long ago.

Our block has been resident parking only even before we purchased our home in May, 1989. At that time, the hospital was not affiliated with Rush and was doing minimal business compared to now, especially with the Rush Connection and the addition of the medical office building. If the village saw the need to approve a resident only parking block back then, why would you choose to change it now when there is so much more hospital activity? Are your parking permits, guest passes and tax paying residents less important than hospital patients who cannot find parking because the hospital does not have enough spaces? If people would use the parking garage, there might be less of an issue but it appears that NO ONE ever wants to go in the parking garage.

Starting around 9:30 am, cars begin to line up on the west side of the 600 Block of Wisconsin which is not resident only parking. Supposedly, there is no parking there from 8am to 10am but many people start parking there early and all head into the hospital complex.

While I am not sure what will happen at tonight's meeting, I am very concerned about the last paragraph of your letter where I must check the website to see what is coming up next. I would like to see an email list developed where you can send important information to those who will be directly affected by the change.

Marianne Perry

Brown, Tina

From: manager <manager@economyshop.org>
Sent: Monday, August 24, 2015 10:10 AM
To: Brown, Tina
Cc: nighines@gmail.com
Subject: parking study of y2, y3 and y4 zones

Dear Ms. Brown,

We received your letter regarding the parking study within the area around the Economy Shop. We are unable to attend the meeting this evening, but we do have a very specific concern. Currently, we receive 22 parking passes for our volunteers to use in the SB7 and NB10 lots four or five weekdays per month only while they are working at the Economy Shop. We sincerely hope that any changes regarding the parking situation in the area will not affect this arrangement that we've had for several years. The majority of volunteers who receive the passes are elderly and this enables them to limit the amount of walking necessitated by the two-hour time limit on street parking.

Thank you for your consideration.

Kathi Esqueda
Executive Director
Economy Shop

Economy Shop
103 S. Grove
Oak Park, IL 60302
708.383.0479
economyshop.org

I am writing to you today in regards to the parking study being conducted in my area. Although I can not attend tonight's meeting I would like you to know what my concerns are regarding the parking in my area. Mainly, my concerns lie in the difficulty that it is to own a car and live in Oak Park. One of the main reasons I consider moving from Oak Park is the lack of parking. Not just the permit parking, but the overall opinion towards parking by the village. The extreme high volume of regulations give an opinion to the residents that Oak Park does not want residents to have a car and park on the street. This is true of not only our permit parking but also business area parking meters and garage fees. People with cars don't want to come to Oak Park because Oak Park appears to be in the business of confusing regulations in an effort to obtain more fees from tickets. While this might not be true, it is the opinion of many because of the overly regulated and confusing structure that has been established in our area.

In regards to the increase in the supply of parking. I believe this is an issue that the village should deal with as soon as possible. Currently it is the burden of the residents to petition to have increased parking in their area. This is an issue the village should deal with without the added burden to taxpayers. It is my understanding that permit parking is only allowed in front of multi-unit dwellings, yet not all areas in front of multi-unit buildings have permit parking. For example, the 400 block of South Grove has four multi-unit buildings, yet there is no permit parking available on this block. I understand there is a petition by the owners of the LuViola Condo Building to add parking in front of their building, but it is my belief that permit parking should be made available in front of all four buildings without the need of a petition by the residents. There should be a standardization of the rules regarding where permit parking is available and if a certain area, such as the 400 block of Grove, is lacking in available resources, those resources should be made available by the village without the burden of a petition by the tax payers. All areas which meet the requirements should have permit parking.

In regards to the standardization of effective hours of restrictions. I would greatly like to see more similarities, if not identical restrictions among similar areas throughout the village. My husband and I have lived in Oak Park since 2006, in the same location for the duration, and for many of those years one if not both of us have parked on the street. Yet if you ask us, "Can I park here?" we wouldn't know without looking at the signs. We don't know because there are so many different restrictions for each area that it is impossible for us to remember all of them. For example the street sweeping times. While I understand the need for different days of restriction based on the side of the street, do not understand the varying times from zone to zone. It seems unlikely that the street sweeping vehicles are out cleaning some streets between 8 and 10 am, then take a break, and go back out to clean other streets on the same day from 3 to 5 pm. It is also very impractical in terms of the street sweepers. There is also a lack of street sweeping actually occurring in our area. I would like to know how often the streets are actually swept during the restricted hours. And on multiple occasions I have seen street sweeping vehicles out on the streets in the overnight hours. Hours in which cars are parked on the street and the only sweeping that can be done is that of the intersections. If the streets are not going to be swept on a regular basis and are not going to be swept during the posted restricted hours, then why am I inconvenienced every week for a service that is not being performed? Perhaps the study could focus on the possibility of monthly street sweeping, which would be more in line with the actual number of times are streets are swept, and would be less cumbersome for residents.

In regards to the elimination of conflicting parking restrictions. I hope the city will consider the need of residents to always have a place to park, even during the day. There are many areas in which, during peak times of the day, there is not a single place to park without having to move your car at least once during the day. As a taxpayer and a resident who pays more than 400 dollars a year just to have a village sticker and parking permits, in addition to the taxes I pay, I expect to have a place to park my vehicle. I have paid for a service, and currently, that service is greatly limited if you need a place to park during the day. Many residents have second or third shift jobs in which they are home and sleeping during the day. For these residents there is often no where to park in which you do not have to move your car at least once a day. This should never be the case for any tax paying resident who pays very high fees for a parking permit which should afford them the right to park on the streets they pay for. In an effort to "provide parking" for local businesses, we've created a village in which it is practically impossible to have a car, park on the street, and have a job which is not 9-5. We also do not allow for people such as stay at home parents and the elderly who need a place to park 24 hours a day. Often times for these residents, the only option is 24 hour garage parking, which is more expensive and farther away. This is

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Brown, Tina

From: Mary Gerard <pozwazme@sbglobal.net>
Sent: Monday, August 24, 2015 11:20 AM
To: Brown, Tina
Cc: lasmulksys@sbglobal.net
Subject: PARKING Feedback, reply to letter sent Aug 17, 2015

Dear Ms. Brown,

We live on the 300 block of Wisconsin Ave and have concerns about parking, as do most of our neighbors. Our concerns include:

- 1) Contradictory and confusing signs which make it difficult to know whether one is parking legally or not in a particular stretch of curb.
- 2) New town homes being built removing parking supply and increasing demand in an already crowded neighborhood.
- 3) Not having legal street parking for ourselves, guests (especially overnight guests), contractors, cleaners, etc. despite being a homeowner on this block for over 20 years.

4) Parking regulations change without any advanced notice and have changed for the worse since we moved here in the 1990's. We used to be able to get an overnight pass for our own cars, for the rare occasion when we could not use our garage, but that rule was eliminated. Parking used to be allowed between 8:00 am to 1:00 am on our block. That suddenly changed one day without advanced notice and one of our guests received a ticket for parking at 8:30 am. Now, I need to direct people to come after 10:00 am or have them park along our garage apron, which adds to the congestion in the alley way - which is another topic altogether.

5) The two hour time limit is also limiting for any guests during the weekdays, and for us, when we need to park in front of the house.

We do notice that contractors that have logos on their trucks seem to be able to park on the block without any regulations being applied to them whatsoever, which is unfair.

We hope that any further revisions to parking in our area will be reasonable, fair and less prohibitive for both home owners and apartment tenants alike, while still maintaining safety.

Sincerely,
Mary N Gerard
Linas A Smulksys

Brown, Tina

From: sammue@msn.com
Sent: Monday, August 24, 2015 12:21 PM
To: Brown, Tina
Cc: 24 August Parking Mtg
Subject:

Dear Tina,

Barry Murphy and I have met with you and your staff so many times over this past year. You have all been so kind and professional.

We are both disabled seniors living at Mills Park Towers @ 1025 Pleasant Place. We have gone to the progress center in forest park and spoke with Larry Blondi, an advocate for the disabled. He suggested we talk to Lisa Madigan regarding the parking situation. We have not contacted her as yet. Hopefully, if we are unable to make the meeting tonight,...maybe you could advocate for us. Thank you for all you have tried to do thus far on our behalf.

Regards,

Samantha Mueller

Sent from my iPhone Sammie

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Brown, Tina

From: Maria Onesto Moran <maria@ghexperts.com>
Sent: Monday, August 24, 2015 3:07 PM
To: Brown, Tina
Subject: Re: Parking Study of Y2, Y3, and Y4 Parking Zones

Dear Tina,

Please accept my apologies for sending this to you after 12pm today.

I own Green Home Experts at 811 South Blvd. in Oak Park. Since we moved here almost 4 years ago, the parking situation for our employees, customers, and vendors has worsened significantly.

When we had meters, it was very difficult for drivers--and the Parking Enforcement employees--to know what space number corresponded with the meters. Many of us got tickets for paying the wrong meter. Some people, myself included, also got tickets because although we paid the correct meter, the Parking Enforcement employees were lining up the spaces incorrectly.

That problem was not fixed when the meters were changed to payboxes. So I regularly hear complaints from customers that they can't figure out what number to pay for. I think it's because the spaces are on a diagonal.

With the payboxes, I regularly witness people paying for a full day in a metered spot and then getting on the Green Line. So the street parking is packed during all of my business hours. My customers leave my store with heavy merchandise like cans of paint, often accompanied by small children, and it's really inconvenient and sometimes exasperating for them to park on Grove or an adjacent street. At least a dozen customers have told me that, if they don't see a spot on South Blvd., they won't stop at my business.

Finally, the signage is confusing. People from the Oak Park area generally know they need to read every sign at least once to digest all the information. But I'm a destination store, so I have people visiting me from all over the state as well as Wisconsin, Iowa and Indiana. Those customers usually spend more money when they visit because their visits are less frequent. But if they start their shopping experience frustrated by parking or paranoid about a ticket, they cut their trips short.

All of this is to say that I feel the negative impact of the parking regulations, restrictions, and payboxes on my business. I'm happy to talk more about my situation. I would definitely come to tonight's meeting if I had babysitting for my children. But please don't hesitate to call or email me with any questions.

Thanks very much for your outreach and your efforts,
Maria

--
Maria Onesto Moran
Queen Bee
Green Home Experts
811 South Blvd.
Oak Park, IL 60302
(708) 660-1443

have no restrictions on overnight parking. If I wanted a street filled with cars 24 hours a day, I could live in one of those communities. I chose Oak Park for a better quality of life. I feel safer with a clear street and not a street filled with cars, some of which I recognize as belonging to neighbors and others that I don't know what there purpose is in being parked here. They could be burglars or maybe just innocent overnight guests. I prefer not to have congested streets. It makes for a better quality of life. Thanks again for the opportunity to comment.

Leonard Norberg
709 S. Grove Ave.

Brown, Tina
From: Leonard Norberg <lnorberg@comcast.net>
Sent: Monday, August 24, 2015 3:39 PM
To: Brown, Tina
Subject: August 24 Transportation Commission Meeting

Thank you for the opportunity to comment on the 8-24-2015 Transportation Commission discussion on parking.

I live in the 700 Block of South Grove Ave. and as such am not sure specifically how my neighborhood will be impacted by any revised parking restrictions. I would like to state that as a 33 year resident of Oak Park I am in support of overnight parking restrictions. I am disappointed in the continued relaxing of overnight parking restrictions in recent years. It appears that a number of my neighbors have taken the relaxed restrictions as an opportunity to leave their vehicles on the street overnight to the full extent the provisions allow. I've never been inconvenienced by having to move my car off the street overnight and prefer to have my car off the street overnight, but increasing numbers seem to take the opposite view.

I feel that requiring vehicles to be off the street allows for better village services with regard to snow removal in the winter, leaf pickup in the fall, street sweeping and garbage pickup. On the west side of Grove, where I live, we do not have an alley. My only access to the street is my narrow driveway which allows me to pull two cars up past the sidewalk. When vehicles are parked on either side of my driveway and across the street from my driveway, it becomes extremely difficult to pull in and out of my driveway. In the winter with snow on the street it is exacerbated. I will give a few examples. This past winter there was a woman who lived on Oak Park Avenue apparently because she had Wisconsin plates and several times at a time. It was quite easy to identify this non-block member because she was a guest or tenant of someone on Oak Park Avenue. They should have been required to provide parking for her rather than sending her over to our block. She repeatedly parked in a few select spots (in front of my house being one of them). She was here from before Thanksgiving until the end of January. Fortunately, she left before the record snowfall on Feb. 1st. She never observed odd/even side parking overnight and often left her car in the same spot for days on end.

Another example is the winter of 2013-14 when people parked in front or adjacent to my house and snow was not properly removed as the plow had to go around them. By the middle of the winter there was literally a sheet of ice and snow extending 4-5 feet out from the curb. I observed on several occasions where there were cars parked on both sides of the street and effectively closing the street. Vehicles could not get through resulting in angry motorists honking their horns in frustration in hopes someone might come out and move their vehicle (little luck with that as many of the offending vehicles were from people attending activities at the church on Oak Park and Jackson). Eventually, they had to back down the street and turn around.

It is one thing to shovel the snow out from the mouth of my driveway after the plow comes through, and quite another when I have to shovel 4-5 feet out into the street itself because that is where the plow left the snow as a result of having to go around cars parked on the street. I might add that I've never seen the Village enforce the requirement to rotate parking on odd/even sides of the street during and after a snowfall. Our little section of Grove gets poor snow removal as it is as plows mostly turn at Adams and head West. And part of Grove is essentially Jackson at the point where Jackson jogs South.

Leaf pickup in the Fall and street sweeping are also impacted by the presence of vehicles on the street overnight. The sweepers have to go around the cars left overnight, thus the street doesn't get fully cleaned. One last issue in the winter is that because we don't have an alley our garbage cans have to be placed at the curb on pickup day. While this is daytime and not overnight, when there is a preponderance of vehicles on the street, parked in front of the bins, they make the garbage man's job difficult as he has to walk around the cars and haul the bins over snowbanks to get them to the truck.

I realize that in areas of Oak Park where there are a preponderance of apartments and many apartment buildings don't provide parking (or only one space while so many families have multiple vehicles) that residents would like more on street/overnight parking. But, I don't live in such an area, this is primarily a block with single family homes, yet people just don't want to be bothered with moving their vehicles at night. I ask that the Transportation and Parking Commission consider the benefits of limited overnight parking. The continued relaxing of overnight restrictions has resulted in a diminishment of village services, eg. snow removal, leaf pickup, street sweeping. Some residents abuse the system and leave their cars out as often as the regulations permit. I fear pretty soon we'll be like Chicago and other communities that

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From: Heidi Ruehle-May [mailto:hruehleMay@pleasanthome.org]
Sent: Monday, September 26, 2016 3:58 PM
To: Velaan, Jill
Cc: Youkhana, John
Subject: RE: Parking questions for Pleasant District

Thanks Jill!

Hi John,

I'm providing some feedback wearing two hats: President of the Pleasant District Association and ED at Pleasant Home. I spent some time looking over the current and proposed parking plans for area Y2. I appreciate that the Transportation Commission is working to simplify the parking regulations; however, it seems like with this new option it's getting even more confusing. I'm unsure as to why the street parking need to be closed off every day M-F for two hours per side - surely the streets aren't being cleaned that often, is there anything else I'm unaware of to necessitate this? Also, what is the reasoning/history behind the various time restrictions - meaning, why aren't all time restrictions 8am-5pm (for example) rather than 9-5, 8-4, 10-3, etc.?

Here is a scenario: I have a company renting Pleasant Home during the week for a 5-hour workshop from 8am-1pm. Their employees will need somewhere to park. They have only one side of the street to park from 8-10am. Then, at 10am, they need to move their cars to the other side of the street. Then, if they parked in a 2-hour zone, will need to move their cars again at noon. That's three parking spots within five hours!

Scenario #2: someone is attending a class at Dailey Method that starts at 9:30am. Half an hour later, they need to leave their class and move their car to the other side of the street. Some patrons will definitely move on to other gyms after a few tickets!

My biggest concern, besides the confusion, is that even more parking is being taken away when we need it most. We have some excellent new(ish) businesses like Dailey Method, Carnivore and Connolly's who have been affected by the construction throughout this year. The Pleasant District is working hard to bring more patrons to our businesses, and confusing and limited parking is detrimental to their success. For an organization like Pleasant Home Foundation, we could lose important daytime rentals that help bring in income that funds our restoration and programming efforts which are of great value to the Oak Park community. As more new businesses and residents come in over the next year or two, we need to do everything we can to encourage patronage rather than add more confusion and financial loss for these important local businesses. I would think that a community-driven town like Oak Park would do everything possible to provide more traffic to the district rather than restrictions.

A suggestion: All parking (other than NPAT or metered) is available for 4 hours from 8am-5pm M-F. Tuesdays no parking N & E sides and Wednesdays no parking S & W sides between 8-10am to allow for street cleaning (or something similar). This would alleviate the potential problem of commuters taking up spaces all day, less confusion for patrons, and, hopefully, more business for the district.

Suggestion #2: No parking restrictions (other than NPAT or metered) at all except for street cleaning. To alleviate the problem of commuters taking up valuable patron spaces, provide a surface lot or garage with permits to encourage people to use public transportation while providing enough parking for others.

Oak Park is a commuter and pedestrian-friendly town, and we can't always expect to park our cars within a few spaces from our destination. This, in my opinion, is a big positive to the Oak Park lifestyle. However, we have to consider that there are plenty of business patrons not from the area that will provide much-needed income for small businesses who may not tolerate very confusing and limiting parking restrictions. Also, it will be maddening to see an entire side of the street vacant for two hours during business days when street cleaning isn't taking place.

Not on the agenda tonight is the concern over loss of parking while North Blvd construction is wrapping up (before they open parking garage) and South & Harlem begins. Where will all of those commuters park?

Also not on the agenda: Valet - a great idea to help during the South & Harlem construction - I have some thoughts as to locale of the valet stop. I've heard it through the grapevine that the businesses may be expected to contribute financially to this expense. I sincerely hope this rumor is incorrect! These businesses are doing all they can to survive and asking them to pay for a parking solution that is out of their control is unreasonable at best.

I hope you can communicate these concerns at the meeting tonight. I wanted to attend the meeting but was only alerted about it by chance on Friday and I'm not sure how many business owners will be able to attend. I know I'm not the only one who didn't notice or didn't understand the yard signs suggesting the survey either. In the future, please let me know as soon as possible when meetings, surveys, etc. arise and I will be sure to alert our businesses immediately - this will help you receive more accurate feedback from a larger pool of respondents.

Thank you for your time,

Heidi Ruehle-May
Executive Director

Pleasant Home Foundation
217 Home Avenue
Oak Park, IL 60302
(708) 383-2654

pleasanthome.org
facebook.com/pleasanthomefoundation

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From: Carrie Rubenking [mailto:rubenkingcmr@yahoo.com]
Sent: Monday, September 26, 2016 11:59 AM
To: Youkhana, John
Subject: Parking - Y4 zone

Thank you for the opportunity to complete the survey.

Thought if this is the only change that is coming down the pike for parking in Oak Park, it really isn't enough.

The survey would have been more helpful if there were an opportunity to express individual thoughts on the issues of parking. Strategies for providing more space for renters would be appreciated - also the possibility of marking the parking options would at least cause people to think more - be more considerate of their neighbors who also need space to park. Sometime 5 cars are taking the space that could hold 7 cars easily just because they are not paying attention. Also - for those who do not have permits to not park in the permit zones - so that residents will have places to park when they return from work each day.

Thank you for your consideration.

Blessings,
Carrie Wilson.

From: Tree Havener [mailto:tree.havener@gmail.com]
Sent: Sunday, September 25, 2016 5:05 PM
To: Youkhana, John
Cc: Brian Havener
Subject: Data from a resident: PARKING STUDY ON THE Y2, Y3, AND Y4 PARKING ZONES

Dear Mr. Youkhana

Thank you for the letter making residents aware of the Transportation Commission's study on parking restrictions in Y2, Y3 and Y4. I am unable to attend the meeting on 9/26/16, but wanted to bring to your attention some of the logistical problems Overnight Parking Permits cause my block specifically.

My family has lived on the 500 block of South Kenilworth for 8 years. We are located just south of Madison Street, on a closed-off, cul-de-sac block. We love this setup, but it presents unique challenges for us and our neighbors. The Village issues Overnight Parking Permits to people who request to park on our block, if they are willing to pay the \$7 fee. Most of these people do not live on our block, and often permits are issued with an expiration date many weeks out. Since there are no daytime restrictions, many permit holders will leave their cars unmove for days or even weeks. Which means our residential block is often turned into a long-term parking lot.

And that causes some problems:

Problem 1: Leaf Removal

Public Works offers a leaf removal service for residents who take their leaves into the street. Unfortunately, we rarely get our leaves picked up because someone with an Overnight Parking Permit will park on top of them, or in a way that obstructs the Leaf Plow at the end of the cul-de-sac. Year after year, we not only miss the last leaf collection date of the year, because someone has parked (with permission from the Village) on top of them. This is unsightly, unsanitary, and frankly, unacceptable.

Problem 2: Snow Removal

Much like the leaf problem, we experience snow removal problems. After a snowfall, when long-term parkers, who don't even live on our block, finally pull away, we are left with an unplowed icy street which is unsafe and incredibly frustrating. The 500 block of S. Kenilworth should get the same snow removal services as other blocks in our neighborhood. This is especially frustrating if you need to be somewhere. If there were fewer cars parked on the street, this would not be a problem.

These are my main concerns. Please take them into consideration when analyzing the impact of parking changes, and keep us in mind when making policy changes. Ideally, we would like to see Parking & Vehicle Services would stop issuing overnight parking permits to people who don't live on our block, because of the associated logistical and safety problems.

We love living in Oak Park, and look forward to continued growth in our community. Please feel free to call or email me if you have questions, or need further information.

Regards, Tree Havener

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From: lgowdw@aol.com [mailto:lgowdw@aol.com]
Sent: Monday, September 26, 2016 3:12 PM
To: Youkhana, John
Subject: parking comments

I live at 102 S. Grove and there are many challenges due to the parking on the street. I have lived here

for over 30 years and the parking situation has gotten progressively worse.

My block contends with many cars parking on the 100 block of South Grove, day and night. They are here for free parking to hop on the el, to eat at the 2 new restaurants that opened on Oak Park Ave., the car and truck owners who work at Unity Temple (they have permits to park from 6am, (most of which get here by 5:30am) until 2 pm). It's very hard to get the street cleaned. (Oh, just call if they don't clean the street and someone will come out. That didn't work.). the leaves picked up or snow removal. (I just call the streets department and they'll have someone come out to plow, that doesn't work either). Metered parking on South Blvd? People don't want to pay when they can park on the street for free. I watch while a car will pull into a space, the driver comes out, stares at the pay machine, gets back in their car and either leaves or turns around to park on the street. There are more empty spots at the open metered spaces than there are on the street.

Come out and take a look at various times of the day or evening.

If that's not all, cars come SPEEDING north on Grove, trying to make a right hand turn onto South Blvd. (no right turn), then either make it to Oak Park Avenue, amid honking horns, or realize they can't make the turn (amid more honking horns) and proceed to turn left (west), or worse yet, try to turn around and go back south on Grove. An accident waiting to happen.

I've gone thru different people to get more enforcement of the rules, but I keep getting excuses, ("people don't want to pay to park", "we are low on staff", "we have to go all over the village to enforce and when we do ticket, the same cars come back" "I guess they don't mind paying the tickets")

It seems to me that there are more excuses than there are solutions.

My solution?

Physically come out onto the streets in question and look!!!! Several times, not just once. Knock on the doors of the people who actually live on these streets and ask them their opinion. And then enforce the rules.

It area."

Sincerely,
Mary Ann Kozlowski
102 S Grove
708-932-2853

From: Brett Patterson [mailto:abp1095@gmail.com]
Sent: Saturday, September 24, 2016 7:41 PM
To: Youkhana, John
Subject: parking in V2

To the Village

I would like to provide some feedback concerning the parking in the 100 block of Clinton Ave. I understand that there is limited parking for residence to use during the day and overnight, but the current set up of allowing people to park on both sides of the street is dangerous, especially in the winter when there is snow built up on the street. I have lived in Oak Park for 7 years and have had one accident and 3 other almost accidents due to the very narrow street with parking on both sides of the street.

In the winter the issue is even worse with snow that is not cleared and the street becomes a one

lane road with parking on both sides. I do not understand why there is not more parking allowed on the 200 block? It seems that there is more than enough room to allow more parking on the 200 block and reduce the 100 block to parking on only one side on each day.

Please look into reducing parking to only one side of the 100 block, it is dangerous.

Thank you
Brett Patterson
115 Clinton Ave Unit D

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From: lpkeeley@aol.com [mailto:lpkeeley@aol.com]
Sent: Friday, September 23, 2016 5:23 PM
To: Youkhana, John
Subject: Parking...

Sorry I can't make the meeting.

My husband and I live at 223 S. Kemperworth. At 10 a.m. our street is a parking lot. My husband is an invalid, and I very often have to go to Walgreen's to pick up scripts or get him to a Dr's apppt. We don't have a garage on our alley, just a front driveway. It can take me, sometimes, 10 or 15 minutes to get out to the street. People seem to use our street to avoid Oak Park Ave and they speed down it!

The other day, I had to run an errand. Cars were parked both left and right of our driveway. I pulled out, backed up to make a turn into the street. Heard a horrible crunching sound. Turns out that the car parked to the right had a long, thin tow bar that was not visible in my rear-view mirror. Now I have a huge hole in the back bumper into my trunk. Oy!

I called and wrote the Village a while back. I said our street was an accident(s) waiting to happen (see above). Especially since we have the middle school just down the street. At 3:30, kids are everywhere...some biking, skate boarding etc. down our street...with headsets on and not paying attention to traffic.

I asked if maybe the Village could restrict parking to just one side of our block. The block up from us does?? The lady spoke to said, "Not possible, as parking is at such a premium." I rent 5 parking spaces out back. Best deal in town at only \$40 a month. Going rate is \$100...get it...

But our block has two huge condos and lots of 2-flats. More populated than the block to the north of us. Don't get that, why parking is restricted there!

As an aside, my neighbors next door had a lemonade stand last month. I was sitting with the Mom when Dad went across the street to talk with another neighbor. The youngest kid (3) started to take out after Dad. I tackled him to the ground at the curb. I saved his life...and his Dad told me so. It was a close run thing with a car racing down our street. Too bad I am too old for the Bears to recruit me!

And, all these over-priced condos going up... Maybe they could sell them to people that just rode bikes?

Thanks for your consideration. Best, Lesley Keeley

From: David Kelm [mailto:davidt1945@aol.com]
Sent: Friday, September 23, 2016 2:23 PM
To: Youkhana, John
Subject: Oak Park Parking, another option

The village board seems to be considering a change in the parking regulations in our fair town. As I see it, the new proposal of side of the street shifting for a few hours each morning is a strategy addressing only one issue. I do not believe street cleaning is our most urgent issue. If there is going to be a change, I believe creating smoother, more efficient traffic flow and bicycle safety are of greater concern. The most radical strategy would be to make all streets ONE WAY and only allow cross traffic left turns at intersections wide enough for a left, right and through lane.

The other approach would be side shift parking even side even days and odd side odd days every day all day. I believe this would improve traffic flow by eliminating our current pattern of dodge that on coming car and give more space for bicyclists.

The third approach would combine both of the above strategies. This would take care of flow, safety, street cleaning and make snow removal more efficient. You may voice you opinion at www.surveymonkey.com/r/f6w5c7Y.

David Kelm
1025 Pleasant Pl
Oak Park IL
60302
708-975-9300

From: Anonymous
Sent: Friday, September 23, 2016 10:02 AM
To: Volkhan, John
Subject: Parking Study

Dear Sir,

I received notice of a transportation commission public meeting September 26th. I will not be able to attend, however would like to offer comment. At the risk of being labeled an old curmudgeon I have to state I am displeased with the continued relaxing of overnight parking restrictions over the past several years. I'll try to be brief and non-specific as it has been my experience that the village often pits a neighbor against neighbor in issues like these. I will sign my name, but ask for anonymity as I don't want to get into a snit with my neighbors. I have always appreciated and respected the restrictions on overnight parking. I've only had two instances where I parked on the street overnight, once when my roof was being replaced and once when my neighbor's roof was being replaced. Having cars off the street improves government services, such as snow removal, street cleaning, leaf pickup and garbage pickup. I live in the 700 block of South Grove and we do not have an alley on the west side of the street. West side of the street residents have driveways onto the street. When cars are often parked on both sides of the street it makes it difficult to get in and out of the driveway. Snow removal is the major issue for me. In the past the snowplow could plow from curb to curb overnight. Now the plow has to go around the cars and dumps the snow across my driveway. I can shovel out the mouth of my driveway but not the street as well. Several winters ago I literally had a sheet of ice and snow extending 4-5 feet from the curb into the street. This was caused by the plow having to go around parked cars. Even after subsequent snowfalls the plow never got close to the curb again. This sheet of ice lasted into Spring.

I looked at the village website and noted the limits of 10 overnight passes per month and a fee of \$7 after the first three. There are people who routinely park overnight well in excess of the stated limit. Over the past year I have noted a series of people from the next block south parking overnight for extended periods, 3-6 months. Why are they being sent to our block to park instead of being required to rent a space somewhere? Who is keeping track of this? Are they really paying to park? I just want the snow plowed in the winter, the street sweeper to be able to sweep the entire street rather than just patches, leaves to be picked up in the fall and the garbage man to be able to access my cans which I have to bring to the curb as I already noted we don't have an alley. There are probably areas of the village that are worse than what I've described. I just hope that in looking at the parking situation and making recommendations the needs of all residents are considered and not just those who clamor for more on-street privileges.

Thank you for the opportunity to comment.

Sincerely,
Anonymous

From: soapermr@aol.com [mailto:soapermr@aol.com]
Sent: Monday, September 26, 2016 1:35 PM
To: Parking Services
Subject: Residential Parking for Paying Permit Holders

Dear Village of Oak Park,

I must know Oak Park's reputation for its horrific parking "No Park" is one of its nicknames. While commercial parking needs to be addressed, I am asking that you focus on your **residential parking problems**. We are the neighbors and fellow taxpayers who can not afford a home or apartment without parking and who have no other choice to purchase a parking permit. And for those of us who do own, we pay the same property taxes as those who can afford to buy a home with parking. The difference being that although we pay the same property tax but we pay an additional \$500.00 per year for Oak Park to graciously allow us to fight over a limited number of spots on the street. Sometimes when we come home from a hard day of work and there are no spots available in our zone. Why?

1. Some car owners take more than 1 spot.-**Possible solution** line the spots, so these thoughtless individuals won't be able to take 2 spots.
2. Street Cleaning-What a racket!!! I am paying my tax dollars to pay someone to drive around a piece of equipment that pushes the trash, glass and garbage further up the road! Meanwhile because all of us who have a permit have to park on the same side of the street, twice per week there are only 1/2 the number of spots available. It's like duck duck goose, if you get home and all of the spots are taken you have to take a spot on the wrong side of the street. If you forget, oversleep or there is no spot available on the correct side by 8am, well that'll cost you an additional \$40.00!
Possible solution, stop "cleaning" (pushing the dirt around) 2 times per week. Maybe if you didn't do that to us so frequently we could pretend that your really "cleaning" the streets, wink, wink! Or really CLEAN THE STREETS. PICK UP THE TRASH AND BOTTLES. SINCE THAT'S WHAT YOUR CLAIMING TO DO & THAT'S WHAT WE'RE PAYING FOR. BY THE WAY WE HAVE TO CONTINUE MOVING OUR CARS FROM SIDE TO SIDE FOR STREET CLEANING 365 DAYS PER YEAR, EVEN THOUGH THE STREET CLEANERS DO NOT OPERATE 365 DAYS PER YEAR.
3. In the fall the VOP graciously allows everyone to push their piles of leaves in to the street. This practice goes on for 6 weeks! No charge to the homeowners!!! What's the problem with that? Multiple spots on the street are taken up with piles of leaves, once again leaving those of us who are being charged to park on the street less spots. **Possible solution** could not be more simple. **Stop allowing people to dump piles of leaves in to the street.**

4. SNOW Those of us who need to and pay to park on the street dutifully move our cars from side to side supposedly to allow the streets to be plowed. Well in reality sometime the streets plowed and sometimes it's not. With the exception of the couple of times when the VOP moved our cars to plow the entire street, it's never completely plowed. What's the problem? Again we lose multiple spots and there is no where to park when we come home.-**Possible solution**, do you job! **Makes sure these streets are completely plowed**, so that all of the spots are available. **WE PERMIT HOLDERS PAY FOR THESE SPOTS AND THEY SHOULD BE COMPLETELY AND THOROUGHLY PLLOWED, SO WE CAN PARK OUR CARS.**
5. **DON'T EVEN THINK ABOUT HAVING ANY FRIENDS, FAMILY, OR GOD FORBID A SIGNIFICANT OTHER!** -
Possible solution-OVERALL PERMIT HOLDERS WHO PAY COLLECTIVELY ARE PAYING THOUSANDS OF DOLLARS TO THE VOP, AND WE ARE GETTING ABSOLUTELY NOTHING FOR THE WHAT WE ARE PAYING! THE VOP NEEDS TO TAKE CARE OF ALL OF IT'S RESIDENTS, NOT JUST THE ONES WITH MONEY! HAVE MORE STREETS THAT ALLOW OVERNIGHT PARKING FOR PERMIT HOLDERS & GUESTS. I UNDERSTAND THE PEOPLE WHO OWN HOMES DON'T WANT CARS ON THEIR STREETS OVERNIGHT, WELL TOO BAD! I'M AN OWNER AND THERE ARE CARS

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IN FRONT OF MY HOUSE, I PAY THE SAME PROPERTY TAXES THAT YOU DO. I'VE ALSO HEARD IT'S FOR SAFETY REASONS. OK, WELL HERE'S OUR REASONS. WE HAVE PEOPLE LIVING IN HOMES WITHOUT PARKING SPOTS. ALL OF OUR OAK PARK STREETS NEED TO ALLOW RESIDENTS WITH PERMITS. WE DO NOT HAVE TO BAN OVERNIGHT PARKING FOR RESIDENTS WITH PERMITS. THAT'S RIDICULOUS!

6. This one is not the VOP's problem (with the exception of the snow not being cleared which damages the underside of your vehicle) but just a reality of street parking. My car is a sacrificial car, it has been hit so many times over the years it looks like it's been through a battle.

Here's the thing those of us who pay to park, should be getting some services for the money we pay!!

I love Oak Park, or I wouldn't live here for all of these years. I watch, and support as my tax dollars go to new public buildings, and million dollar swimming pools, employee salaries etc. and of course that's important. Generally speaking you get what you pay for in life. Here's the problem for street parking permit holders, we get nothing, absolutely zero services for what we pay quarterly.

I absolutely love and appreciate our hardworking police force and our fire department. We in Oak Park like many communities do not have the luxury of being complacent when it comes to crime. My experiences with the Oak Park Police have been excellent! If they weren't on top of things and did not respond to the crime that's happening we could be in big trouble. Of course the community as a whole has to be invested as well. Mostly I love our community, my neighbors, the diversity.

I have spent time in Oak Park all of my life because my grandpa was a resident most of his life until he died, and I have lived 22 here for years. For 11 years I rented and for the last 11 years and currently as a condo owner. All 22 years I have paid for the privilege of parking on the street. I had accepted that there is a huge disparity when it comes to residential parking if you have money or you don't have money as is the case with many things in life). Homeowners, condo owners and renters who can afford a place with parking spot(s) would never pay \$500.00 per year to park on the street. ENOUGH IS ENOUGH! I received **nothing absolutely zero** about this parking survey. I happened to see one tiny sign on one someone's lawn and had to call around to find out what this was all about. THAT IS EITHER COMPLETE OVER SITE OR IT WAS DONE INTENTIONALLY TO KEEP A PORTION OF PARKING PERMIT HOLDERS IN THE DARK.

Lastly the survey (which I only found out about on Saturday, quite by accident, I saw nothing in the newsletter, nor did I receive any notification). WOW! The parking problem in Oak Park is so bad, and has been going on for decades and this is the survey? It lumps five of the most contested and debated questions in to one. These are the main questions/issues that need to be addressed, individually, they can not be combined.

Since I just found out about this on Saturday and couldn't confirm until today, I don't think this e-mail will get to the VOP in time for the discussion. Also I am not going to submit the survey as is because giving one response to 5 very important parking issues is not good. I also can't believe your considering more odd even side of the street options. As if Oak Park's (No Park) multiple parking restrictions are not confusing & complicated enough! I'm going to respond to the survey in this e-mail.

As I have thoroughly explained I've been dealing with the parking problem in Oak Park for 22 years. I would be happy to be a part of a solution. Please feel free to contact me if there is something I can do to help resolve these problems.

I know that both are a problem, but hope you will GIVE PRIORITY TO THE RESIDENTS PARKING PROBLEMS VS THE COMMERCIAL

Thank you.

Lissa Rausch
241 Washington Blvd., 1B
Oak Park, IL 60302
708-218-0758
Parking Zone Y7

On-Street Parking Rules Survey

By taking this brief survey, you can help the citizen volunteers on the Village of Oak Park Transportation Commission develop recommendations for changes to on-street permit parking zone rules and regulations.

* 1. Please rate how you feel about the following *current* rules and regulations:

- No Parking 8 a.m. to 10 a.m., Monday thru Friday-**THAT'S FINE AS LONG AS PERMIT HOLDERS CAN PARK, IT DISCOURAGES COMMUTERS FROM TAKING OUR PERMIT SPOTS**
- 2-Hour Parking, 9 a.m. to 5 p.m., Monday thru Friday-**THAT'S FINE AS LONG AS IT DOESN'T AFFECT PERMIT HOLDERS**
- 3-Hour Parking, 9 a.m. to 3 p.m., Monday thru Friday-**THAT'S FINE AS LONG AS IT DOESN'T AFFECT PERMIT HOLDERS**
- 1-Hour Parking, 10 a.m. to 5 p.m.-**THAT'S FINE AS LONG AS IT DOESN'T AFFECT PERMIT HOLDERS**
- Adjust parking location as required for street sweeping-**FIRST LET'S ADDRESS THE REALITY THAT THE "STREET CLEANING" JUST PUSHES THE GARBAGE AROUND. IF THE VOP IS REALLY GOING TO PICK UP THE TRASH THAT'S FINE. JUST MAKE SURE THE RESIDENTS WHO PAY FOR A PERMIT HAVE A PLACE TO MOVE THEIR CAR TO**

() () () ()

2. On a scale of 1 to 5, how easy is it to understand the *current* regulations?

Very difficult () () () ()

* 3. Please rate your impression of the following *proposed* changes, which would apply only to streets with existing regulations:

- No Parking 8 to 10 a.m., Monday thru Friday in front of odd-numbered addresses (south and west sides of streets)**EVEN ODD RESTRICTIONS ARE RIDICULOUS ALLOW OR DON'T ALLOW IT, THE EVEN ODD JUST COMPLICATES IT EVEN MORE-AND UNDER NO CIRCUMSTANCES HAVE IT AFFECT RESIDENTS WITH PERMITS**
- No Parking 10 a.m. to Noon, Monday thru Friday in front of even-numbered addresses (north and east sides of streets)-**WOW! AGAIN WHY ON EARTH WOULD YOU WANT TO COMPLICATE AND MAKE PARKING EVEN MORE CONFUSING? ARE YOU HOPING PEOPLE GET CONFUSED SO YOU CAN WRITE MORE TICKETS? ABSOLUTELY UNNECESSARY - DO NOT HAVE IT AFFECT PAYING PERMIT HOLDERS**

- Street sweeping incorporated into odd/even parking schedule-**ABSOLUTELY NOT!**
WHAT'S THE POINT? KEEP IT SIMPLE NO PARKING ON A PARTICULAR DAY

4. On a scale of 1 to 5, how easy is it to understand the *proposed* regulations?

**Very easy- TO
UNDERSTAND
ON PAPER BUT
GOOD LUCK
SORTING OUT
ALL OFF
THESE
RESTRICTIONS
IF YOUR
TRYING TO
PARK ON AN
OAK PARK
STREET**

5. What statement best describes your opinion regarding the proposed parking changes:

* 6. What type of property best characterizes your Oak Park residence?- **CONDO OWNER**

* 7. Do you own or rent your Oak Park residence?- **OWN (FORMER RENTER)**

* 8. How long have you lived in Oak Park?- **22 YEARS**

From: Barry Kamin [mailto:bkamin320@comcast.net]
Sent: Monday, September 26, 2016 2:47 PM
To: Youkhana, John
Subject: Parking study

Hello,

Thank you for the opportunity to provide input. I am a property owner with an address of 320 S. Maple Ave., Unit A. This corresponds to parking zone Y3.

The block is designated and has signs limiting parking to 4 hours duration. It is commonplace for those utilizing public transportation to park on the street all day. Enforcement of the hours restriction for a week or two, in my opinion, would free up a significant number of parking spaces. The commuters do not have Y3 stickers on their vehicles.

Respectfully,

Barry Kamin

Sent from Xfinity Mobile App

Barry Kamin

0617-2
5.6
45/48

From: Steve Hempel [mailto:steve_hempel@yahoo.com]
Sent: Monday, September 26, 2016 12:38 PM
To: Youkhana, John
Cc: Monali Shah
Subject: Parking Survey

Mr. Youkhana,

I have found it very difficult to access and understand the recent parking regulation proposals. Other than a few signs up around our neighborhood, there has been little information made easily available to affected residents. Furthermore, I've typed in the URL exactly as written on the signs in the neighborhood, but have been unable to locate the survey. I finally saw the survey after a neighbor provided a direct link. I'm sure the responses are limited based on how hard it has been to find.

Why is there not a link to the survey on the Oak Park website parking page (<http://www.oak-park.us/village-services/parking-vehicle-services>)? That would be a logical place for people to search. It doesn't even seem to be searchable within the Village of Oak Park website at all.

That said, I did take the survey, but I found that it was not able to accurately capture our thoughts about current and proposed parking regulations. All current and proposed rules were lumped together in the survey and we were only asked if we like the rules as a group or not (and whether the rules were clear). We were not able to comment on individual rules within the group, or suggest alternate options from the proposal. I did not see a portion within the survey that addressed any changes to overnight parking rules. Is that also being considered? if so, what is the process for commenting on that?

Kind Regards,
Stephen Hempel
312 S. Grove Ave.

From: Joseph Cahill [mailto:j-cahill@sbctglobal.net]
Sent: Monday, September 26, 2016 11:13 AM
To: Youkhana, John
Subject: Parking in Y2 Zone

Dear Mr. Youkhana,

Thank you for trying to resolve the parking problems/issues in our neighborhood. My concern is that any study may miss some issues that may not be easily observable or quantifiable over a short period of time. Such as the true vehicle population in an area vs available parking spaces. Many households own two cars and many people have a designated parking space. However, that space may not be designed for two cars. Also, many people may have spaces that are tight, and not always accessible (e.g. abutting Harlem Avenue.). This means that when people pull out of their space (in the AM), they may not always want to return to their space until they are parking their car for the night. In other words, even though people have a parking space, more often than not they will park on the street. I have lived in the Zone Y2 area for over 24 years, and have seen the number of cars vs. available spaces becoming more and more of a problem. This is a very densely populated and congested area, and will be even more crowded in the years to come. Perhaps some combination of permits (including daytime) and restrictions would work, like in some neighborhoods in the city of Chicago.

Joe Cahill
2117 C South Maple

0617-2
5.6
46/48

From: jelmiger@comcast.net [mailto:jelmiger@comcast.net]
Sent: Monday, September 26, 2016 10:55 AM
To: Youkhana, John
Subject: Resident concerns regarding parking restrictions in zones Y2, Y3 and Y4.

Dear Mr. Youkhana

Thank you for the announcement regarding the Transportation Commission's study on parking restrictions in Y2, Y3 and Y4. I am unable to attend the meeting on 9/26/16, but wanted to comment on some of the logistical problems and my concerns regarding the currently issued Extended Overnight Parking Permits have caused my block.

My family chose Oak Park and specifically the quiet cul-de-sac block of 500 South Kenilworth 15 years ago. In recent years, the village has begun to grant vehicles permits for extended overnight parking. These vehicles have caused several concerns for myself and the other homeowners on the north end of our block.

Concern 1: Noise, Trash and Unattended vehicles

The past few years, Village regularly has been issuing Overnight Parking Permits to people to overnight park on the 500 S. Kenilworth block. It is my understanding, from speaking to our Resident Beat Officer, there is an option to purchase extended permits for up to 15 days/night in one spot and because there are no daytime restrictions, many permit holders will leave their vehicles unattended for days, even weeks at a time. In effect our street has become a parking lot. In addition to the unattended long term vehicles, owners of vehicles who do come and go respectfully do so loudly, and very late at night. Frequently, well past midnight, vehicles with loud radios, loud occupants or loud rattling noises are parked, the owner sets an alarm, which they will be several times as they walk away, which then triggers the animals at 514 S. Kenilworth to bark unceasingly outdoors for an unacceptable amount of time. There are also instances of loud extended conversation, and occasionally propane arguments, take place in front of my home where myself and 3 students are attempting to sleep.

Concern 2: Leaf Removal and Street Cleaning

For the past several years, we have rarely had our leaves picked up because a vehicle will park or in a way that obstructs the Kenilworth block. It is my understanding, from speaking to our Resident Beat Officer, there is an option to purchase extended permits for up to 15 days/night in one spot and because there are no daytime restrictions, many permit holders will leave their vehicles unattended for days, even weeks at a time. In effect our street has become a parking lot. In addition to the unattended long term vehicles, owners of vehicles who do come and go respectfully do so loudly, and very late at night. Frequently, well past midnight, vehicles with loud radios, loud occupants or loud rattling noises are parked, the owner sets an alarm, which they will be several times as they walk away, which then triggers the animals at 514 S. Kenilworth to bark unceasingly outdoors for an unacceptable amount of time. There are also instances of loud extended conversation, and occasionally propane arguments, take place in front of my home where myself and 3 students are attempting to sleep.

Concern 3: Snow Removal

Much like the situation with leaf removal and street cleaners, we experience difficulties with proper snow removal. After a "Leaf Plow" at the end of the cul-de-sac or directly on top of the leaves we have put for collection, Year after year, we miss the last leaf collection because of unattended parked cars and are unable to clean up the rotting mess in the street before it snows, leaving an unsightly, unsanitary, and frankly, unacceptable mess in the street. Trash is repeatedly found in my yard or the street because the street cleaner also cannot maneuver properly with unattended vehicles blocking their route.

Problem 4: Blocked Thoroughfare

You may be aware of some issues at 514 S. Kenilworth. It is frequented by troubled, transient, young adults. 911 routinely dispatches police and ambulances to this residence. Often when emergency vehicles are present there is an abundance of long-term parkers making the thoroughfare impassable. Homeowners who have parked at their residence at the north end of the block are trapped between the cul-de-sac and the emergency vehicles, making it impossible to leave for an appointment or work. This is especially frustrating when I need to pick up a child from an after school event at night. If there were fewer unattended vehicles on the street, this could help alleviate this problem.

Please take these concerns into consideration when analyzing the impact of a parking change to this area. Please, keep us in mind when making policy changes, ideally, we would like to see Parking & Vehicle Services stop issuing overnight parking permits to people who don't live on our block, because of these associated logistical and safety concerns.

We have enjoyed our first 15 years in Oak Park and hope to continue to do so. Please feel free to call or email me if you have questions, or need further information.

Best Regards,
Julie Elmiger
511 S. Kenilworth Ave.
708-660-9985

From: Kathy Halfpenny [mailto:tktpdppence@comcast.net]
Sent: Monday, September 26, 2016 9:55 AM
To: Parking Services
Subject: Parking opinion

I understand that there will be a meeting tonight about changing the parking regulations which will affect the 300 block of South Grove Avenue allowing overnight parking on opposite sides of the street. I wish to express my opinion that the regulations in effect right now should remain. We already have a glut of parkers who must have permits who live in the apartments on Washington and park on Grove. As it is, there is, more often than not, no parking for my visitors or family on my block. Allowing more cars to park here would be a disaster.

Thank you.

Kathleen Halfpenny
332 S. Grove
Oak Park, IL 60302

From: Luke Casson [mailto:lcasson@icloud.com]
Sent: Monday, September 26, 2016 8:19 AM
To: Youkhana, John
Cc: steve_hempel@yahoo.com; Cason Amie
Subject: Grove Ave parking

Mr. Youkhana
Regarding the proposed parking regulations, we could not be any more against this proposal. First, the village committed to keeping the overnight ban in the wake of the parking variances permitted for the Comcast building. Second, removing the ban is flawed for the same reasons it was prior to the granting of the variances—it improves safety in the neighborhood, allows our block to enjoy block parties and outdoor gatherings, and reduces congestion caused by brooks during performances and parents nights. We already live on a street where drivers speed and endanger all of us. It is a constant worry that one of our neighborhood children is struck by a car.

The proposed regulation changes are bad policy, bad for the community and bad for our kids.

Luke Casson
315 S. Grove
Luke A. Casson

From: terrymueller@creativechangeoakpark.com [mailto:terrymueller@creativechangeoakpark.com]
Sent: Sunday, September 25, 2016 12:29 PM
To: Youkhana, John; Velan, Jill
Cc: Glenn Brewer
Subject: Proposed Parking Changes

I spoke with Village Board Member Glenn Brewer at the Farmer's Market yesterday and he suggested that I contact you with my feedback.

I own a home in the 800 block of Carpenter Avenue, which is a very narrow street. A lot of commuters park on our block, and this has posed a problem for years. During the winter months, it has been such a problem that emergency vehicles and garbage trucks have not been able to drive down our block. We've had to call the Village and have someone come out to clear the street for safety reasons.

I submitted a petition to restrict commuter parking several years ago to No Parking 8-10 am, except by permit and received the support of over 85% of the neighbors. This would have alleviated the commuter parking issues and allowed residents the freedom to park as needed.

The petition was approved by the Parking Commission and sent to the Village Board. However, because one apartment owner on the street had ties to the Board, the petition was voted down. I lost faith in the Village after that.

The problem continues, but the new proposed regulations would not resolve the problems and only make things worse, in my opinion. Restricting parking midday would pose a real inconvenience to those who live on that particular side of the street. I find the new proposals to be confusing, east, west, odd, even, 8-10, 10-12 ... WAY too many details.

Fortunately, our block has no current restrictions and would not be affected. I feel, however, for those in the next block where parking is restricted from 8-10, Monday-Friday, I would be very upset if I could not park in front of my home between 10-12 ... a time when I may often return from errands and may need to unload my car.

There's got to be a better way. I sincerely believe that no parking 8-10 am, except by permit is a very viable solution, which would honor residents' needs and restrict commuter parking.

Unfortunately, I will be working during your meeting on September 26, or I would attend in person. I'm hoping that my husband will be able to get to the meeting (sometimes he also works late).

Please let me know if you have any questions or would like additional feedback.

Sincerely,

Terry Mueller, CLP, LMT

0617-2
5.6
47/48

A number of residents called and emailed with concerns regarding the survey, existing parking regulations, proposed restrictions, and other overall parking concerns. Of the emails the following issues and concerns were received and the number of times they were brought up is as follows.

do not want to see changes made	2
safety concerns with overnight parking	1
want more freedom in the survey	2
want to address visitor parking	2
want more overnight parking spaces	2
want parking line markings	2
existing overnight parking concerns	5
leaf removal concerns	5
street cleaning concerns	5
snow removal concerns	6
unable to maneuver around parked cars	3
restrictions shouldn't apply to permit holders	3
proposed time frames don't work	1
no restrictions at all	2
add more restrictions	3
enforce more	3
want to see 1 side parking only	4



0815-1
5.7
1/1

August 17, 2015
Parking and Mobility Services
123 Madison Street
Oak Park, IL 60302

To: RESIDENTS AND/OR BUSINESS OWNERS OF THE Y2, Y3, AND Y4 OVERNIGHT
PERMIT PARKING ZONE AREA

Re: PARKING STUDY OF THE Y2, Y3, AND Y4 PARKING ZONES

Dear Resident and/or Business Owner:

As a result of the impact of parking changes and new developments within your area, the Village of Oak Park's Transportation Commission and staff have implemented a parking study of the Y2, Y3, and Y4 Overnight Permit Parking Zones which will also include review of daytime restrictions. The following goals are anticipated to be completed along specific blocks within the boundaries of South Boulevard to Harrison Street and Harlem to Oak Park Avenues.

- Increase the Supply of Parking
- Standardize Effective Hours of Restrictions
- Eliminate Conflicting Parking Restrictions
- Improve Use of Shared Parking Resources

The Transportation Commission and staff will have discussion regarding subject on:

Monday, August 24, 2015, at 7 p.m., in the Council Chambers of Village Hall

You are welcome to attend this public meeting. If you wish to provide public comments/suggestions but are unable to attend, you may write to the undersigned by email at tbrown@oak-park.us or by fax to 708-358-5119 before noon on Monday, August 24, 2015.

Please note that the Transportation Commission plans to review study recommendations during its meeting on **Monday, September 28, 2015** in the Council Chambers of Village Hall at 7pm.

This invitation is the only notice that will be mailed with regards to any continued Y2, Y3, and Y4 Zones study meetings. Any relative meeting dates will be posted on the "Transportation Commission" link at <http://www.oak-park.us/volunteer> .

Sincerely,

THE VILLAGE OF OAK PARK

Tina R. Brown
Parking Restrictions Coordinator
(708) 358-5765



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

0617-2
5.8
1/1
708
Fax 708.383.6692
www.oak-park.us
village@oak-park.us

POSTAL CUSTOMER
14L
1025 PLEASANT PL
OAK PARK, IL 60302

June 20, 2017

On Monday, June 5, 2017 The Village Board of Trustees referred to the Transportation Commission to review parking on Pleasant Place, also known as 24 hour permit parking Lot 119.

On June 26, 2017, the Transportation Commission will be meeting in Room 201 (Council Chambers) at Village Hall at 7pm to discuss this matter.

If you would like to provide public comment to the Transportation Commission, you can either attend the meeting on June 26 or send a written response to parking@oak-park.us, attn.: Allison von Ebers.

Sincerely,

Parking and Mobility Services

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: **Introduction of village-wide parking study consultant, Dixon Resources Unlimited**

Review Date: June 26, 2017

Prepared By: Parking and Mobility Services

Abstract (briefly describe the item being reviewed):

On June 19, 2017 the Village Board approved a resolution approving an amendment to the professional services agreement with Dixon Resources Unlimited to provide parking support services for the village-wide parking study.

On June 19, 2017 the Village Board approved a motion to amend the 2017 work plan for transportation commission to include "Conduct Public Meetings for the Comprehensive Parking Study, Identify Community Needs and Develop Recommendations within the Approved Timeline in Conjunction with the Parking Consultant and Village Staff for Consideration by the Village Board."

Pursuant to direction of the Village Board this agenda item is to serve as a dialogue between the Transportation Commission, staff, and the consultant, Dixon Resources Unlimited for the village-wide parking study.

Staff Recommendation(s):

N/A

Supporting Documentation Is Attached



Village of Oak Park

123 Madison
Oak Park, IL
www.oakparkil.org

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1/3

Agenda Item Summary

File #: MOT 17-180, **Version:** 1

Submitted By

Jack Chalabian, Transportation Commission Chairperson and Jill Velan, Parking and Mobility Services Director

Reviewed By

LKS

Agenda Item Title

A Motion to Amend the 2017 Work Plan for Transportation Commission to Include “Conduct Public Meetings for the Comprehensive Parking Study, Identify Community Needs and Develop Recommendations within the Approved Timeline in Conjunction with the Parking Consultant and Village Staff for Consideration by the the Village Board.”

Overview

At the May 15, 2017 Special Meeting, the Village Board had a discussion regarding expanding the Transportation Commission’s involvement with the Village-Wide Parking Study. Trustee Tucker, as liaison to the Transportation Commission, discussed this issue with the Transportation Commission and has forwarded this recommendation.

Staff Recommendation

Approve the Motion

Fiscal Impact

N/A

Background

Annually the Village Board requires each Citizen and Advisory Board and Commission to submit a work plan for the coming year. The Village Board formally reviews and accepts the work plans for the coming year at their last regularly scheduled meeting of the previous year. In addition, the Village Board amends the work plans during the year if individual issues arise throughout the year.

At the May 15, 2017 Special Meeting, the Village Board had a discussion regarding expanding the Transportation Commission’s involvement with the Village-Wide Parking Study. Trustee Tucker, as Trustee liaison to the Commission, was going to attend the next Commission meeting to come up with a recommendation to the Village Board.

At the May 22, 2017 Transportation Commission Meeting, during discussions with Board Liaison Trustee Tucker, the Transportation Commission expressed interest in advertising and holding public meetings, aside from their review with staff. The Commission understood that the Village Board has a pre-established timeframe for the Parking Study (below) and agreed to hold five additional meetings before the end of

October 2017 to maintain the approved timeline.

If the Village Board would like to expand the Transportation Commission's role in the Village Wide Parking Study, the following language is recommended to include holding public meetings on the topic areas:

"Conduct public meetings for the Comprehensive Parking Study, identify community needs and develop recommendations within the approved timeline, in conjunction with the parking consultant and Village Staff for consideration by the Village Board."

The existing language for this project in the Transportation Commission's work plan was similar, but without the understanding of advertising and holding public hearings. Below is the current language:

"Work with the Village Board or Trustees on a Comprehensive Parking Study with outcomes of standardizing effective hours of restrictions, eliminate conflicting parking restrictions and improved use of shared parking resources."

The timeframe for the Parking Study is as follows:

1. Y2-Y3-Y4 overnight parking zone study and recommendations from the Transportation Commission (January)
2. Parking Industry Technology Review and Best Practices (February)
3. On-Street Regulatory Signage Pilot Program (March)
4. Municipal Border Review - Austin Blvd and Harlem Avenue Areas (May)
5. Municipal Board Review - North Avenue and Roosevelt Road Areas
6. Public Transit Area Review - Metra/Green Line and Blue Line Areas
7. Interior Street Review - Madison Street, Washington and Jackson Blvd Areas
8. Interior Street Review - Chicago Avenue and Division Street Areas
9. Recommendations for Consolidation of Ordinances/Restrictions

Alternatives

The Village Board could choose to add additional tasks to the Transportation Commission's work plan before

amending it.

Previous Board Action

Last December the Village Board reviewed and approved the 2017 work plans and budgets.

Citizen Advisory Commission Action

N/A.

Anticipated Future Actions/Commitments

N/A.

Intergovernmental Cooperation Opportunities

N/A.

Performance Management (MAP) Alignment

N/A.



Village of Oak Park

123 Madison
Oak Park, IL
www.oakparkil.org

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6.3
1/3

Agenda Item Summary

File #: RES 17-560, **Version:** 1

Submitted By

Jill Velan, Parking and Mobility Services Director

Reviewed By

LKS

Agenda Item Title

A Resolution Approving an Amendment to the Professional Services Agreement with Dixon Resources Unlimited to Provide Parking Support Services for the Village-Wide Parking Study in a Total Amount not to Exceed \$116,694.00 and Authorizing its Execution

Overview

The 2016-2017 Village Board Goals included an item for the Village Board to revisit the overall parking systems within Oak Park in a holistic manner. Considering neighborhoods and business districts in order to understand the impact on residents, visitors and employees in the community.

Staff is proposing that Dixon Resources Unlimited provide parking support services for the next six months related to topics for the Village-wide Parking Study, including attendance at applicable Transportation Commission Meetings and Village Board Special Meetings.

Staff Recommendation

Approve the Resolution.

Fiscal Impact

On November 21, 2016 the Village Board approved an agreement with Dixon Resources Unlimited (Dixon) to determine the requirements for a unified technology solution for the Parking and Mobility Services Systems in an amount not to exceed \$59,694. Dixon has currently completed Phase 1 and started Phase 2 of the project. The Village has currently paid Dixon \$20,201.84 towards this technology solution project.

The FY 2017 Parking Fund Budget includes funding for consultant expenditures related to the Parking Study in the amount of \$50,000. If approved staff would prepare a budget amendment to include the \$7,000 with the consultant line from other project budgets.

Background

On May 15, 2017 the Village Board tabled this item so the Village Board Transportation Commission Liaison could meet with the Transportation Commission to discuss whether they were interested in taking on the task of rewriting and consolidating the Village ordinances related to parking.

On May 22, 2017 during discussions with Board Liaison Trustee Tucker, the Transportation Commission

expressed interest in holding public meetings and providing recommendations with the assistance of a parking consultant and Village Staff. The Commission specifically stated they did not want to be involved in rewriting or consolidating the parking ordinances.

Previously, on January 23, 2017 Village Board agreed on a standard methodology and agenda topics for the Village Board Parking Study. It is anticipated that the remainder of the parking study will take place over the next six months. At the end of the special meeting sessions staff will bring any ordinance changes to the Village Board for consideration and adoption.

Dixon Resources Unlimited (Dixon) was hired by the Village in November 2016 to review the Village's parking services, permit, vehicle stickers and citation systems to determine requirements for a unified system that would improve the customer experience. Dixon has Completed Phase I of this first project and is in the middle of Phase II.

This amendment would be for a second project and the consultant's scope of work be different in that they would provide assistance and guidance on the remaining parking study topics.

Dixon's new scope of services would include:

- Develop Recommendations for consolidation of parking regulation and permit ordinances
- Assist with customer service enhancement to the overall parking operation, utilizing workflow enhancements and technology recommendations
- Provide consultation for the wayfinding signage and the overall parking brand message
- Provide assistance to the Transportation Commission and Village Staff with public meetings to identify community needs and developing recommendations for the Village Board.
- Provide zone-specific occupancy studies to obtain representative samples (does not include data collection). Occupancy assessments will include data analysis and recommendations associated with policies, ordinance changes and the development of a rate model for on and off street parking.
- Support at Village Board Meetings for Parking Study topics as needed.

The support for the above scope of services will be based on a flat fee in which Dixon will support the Village with all parking related tasks excluding occupancy counting, as they are presented rather than task specific estimates. This will be a 6 - month agreement at \$9500 per month, including a two (2) day trip to the Village twice per month.

As each area is reviewed, the following guiding principles are being considered: Sustainability, Public Safety and Customer Service. While conducting the area reviews, all of the diverse parking needs are being considered. These include but are not limited to single/multi-family homes, business district providers/consumers, schools, parks, churches, medical centers, and commuters. The process includes a public comment format on the Village website, similar to the "Eye on the Ike" special meeting sessions, that would be conducted before each topic area is discussed.

Monthly Agenda topics include:

1. Y2-Y3-Y4 overnight parking zone study and recommendations from the Transportation Commission (January)

2. Parking Industry Technology Review and Best Practices (February)
3. On-Street Regulatory Signage Pilot Program (March)
4. Municipal Border Review - Austin Blvd and Harlem Avenue Areas (May)
5. Municipal Board Review - North Avenue and Roosevelt Road Areas
6. Public Transit Area Review - Metra/Green Line and Blue Line Areas
7. Interior Street Review - Madison Street, Washington and Jackson Blvd Areas
8. Interior Street Review - Chicago Avenue and Division Street Areas
9. Recommendations for Consolidation of Ordinances/Restrictions

Alternatives

The Village Board could ask staff to incorporate additional scope or request a change in the scope of services before considering approval of the amendment.

Previous Board Action

On November 21, 2016 the Village Board approved an agreement with Dixon Resources Unlimited to determine the requirements for a unified parking technology solution.

Citizen Advisory Commission Action

If approved Dixon Unlimited Resources will also assist the Transportation Commission with the public meetings and recommendations related to the Parking Study.

Anticipated Future Actions/Commitments

N/A.

Intergovernmental Cooperation Opportunities

N/A.

Performance Management (MAP) Alignment

Parking and Mobility Services is scheduled to start MAP in the final phase.

Firm Profile

With over 25 years of parking and transportation management experience, Julie Dixon founded Dixon Resources Unlimited (DIXON) with the direct goal of supporting municipal parking programs. We like to consider ourselves to be the “Parking Coach” because we offer best in class municipal parking solutions across a broad spectrum, including:

Overall Parking Management	Best Practice Comparisons	Comprehensive Parking Studies
Stakeholder Engagement	Financial Reporting	Officer Training Programs
Technology/Automation	Revenue Reconciliations	Procurement / Solicitations
Monetization Modeling	Integrated Solutions	Vendor/Contract Management

Based upon industry awareness and familiarity of parking technology and current developments, DIXON has been sought for feedback and direction from parking programs both nationally and globally. Our familiarity with parking processes, policy and overall technology and service solutions will provide a direct benefit to this project. DIXON has directly supported municipalities throughout the United States, developing extensive knowledge and hands-on experience with the solicitation, development, deployment, operation, and maintenance of solutions ranging from municipal parking programs to automated enforcement systems. We have been responsible for establishing policies, defining objectives and delivering on initiatives for municipalities of all sizes, working at all levels within the administration, enforcement and adjudication processes.

DIXON has garnered an impressive client list delivering results that are tailored to each municipality's needs including the following cities:

AK	Juneau	CA	Oakland	NC	Hendersonville
CA	Alameda	CA	Ontario Convention Center	NJ	Atlantic City
CA	Beverly Hills	CA	Palo Alto	NM	Albuquerque
CA	Downey	CA	Pasadena	NV	Reno
CA	Livermore	CA	San Francisco	OR	Portland
CA	Los Angeles (DOT / Parks & Rec)	CA	Sausalito	TX	Dallas
CA	Napa	HI	Maui	UT	Salt Lake City
CA	National City	ID	Boise		
CA	Newport Beach	MI	Ann Arbor		

Unlike most parking consultants, our background is parking operations, enforcement and technology. Each engagement with a municipality benefits from our combination of a fresh approach to the existing parking operation and years of experience within the parking and transportation industries. Unlike some of the larger consulting firms, we don't apply a cookie-cutter approach to our client projects which might include a "copy and paste" methodology and a list of generic recommendations. We will deliver specific, actionable recommendations and deliverables that will provide the Village with the best approach specific to Oak Park. Whether conducting research, evaluating best practices, or assessing ideal software solutions, DIXON brings a vast library of resources and expertise to our clients and we are adaptive to your evolving needs.

Prior to her work at DIXON, since 2007, Julie's primary focus was the ongoing support and development for two of the largest parking programs in the country, the City of Los Angeles and the City and County of San Francisco, and for one of the most successful customer service-based parking enforcement programs, the City of West Hollywood. As a result, DIXON has become recognized as industry experts in municipal parking solutions, primarily due to Julie's direct involvement in the aforementioned programs and the internationally-recognized SFpark program: the first parking project in the US to evaluate on-and off-street parking technology and policies and their direct impact on congestion mitigation.

Municipalities have recognized the knowledge and resources that we can provide. Our exposure to other parking programs will provide an immediate impact on our best practices reviews. We make a very strategic plan to schedule on- and off-site meetings in coordination with the Village to ensure that each aspect of the project is managed seamlessly. Our clients have appreciated our Time & Materials (T&M) approach to ensure that the projects are managed in the most cost-effective and efficient manner. Our Cost Proposals include Not-To-Exceed amounts for each phase of the project and we will deliver within that budget, customizing our solution to focus on what the Village needs to achieve its objectives and adapting in order to ensure that the project is completed within the agreed upon budget and timing.

Dixon Resources Unlimited is a small (less than 10 employees) company and our name includes Unlimited because there is no limit to the parking support services that we provide. We treasure our clients and we always deliver on our commitments. Each of our current municipal contracts has been extended and expanded beyond the original scope of work due to the positive impact that the DIXON project deliverables have had upon their parking programs and the professional level of service provided. We have delivered all of our projects under budget and on time with a concentration on delivering a customized set of recommendations. Our clients will tell you that we are small but we leave a powerful impression and our parking expertise and understanding of solutions offer an innovative and cost-savings perspective. We believe in and stand behind the work that we do.

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: Discuss possible additional commission meeting date for 08/01/2017 (or 08/02/2017) regarding Rush Hospital referral

Review Date: June 22, 2017

Prepared By: Parking & Mobility Services

Abstract (briefly describe the item being reviewed):

The Transportation Commission members are being polled regarding their availability for a future meeting date. One topic scheduled for the 07/31/2017 meeting agenda is a referral from the plan commission regarding Rush Oak Park Hospital Traffic and Parking matters. It is believed by staff that this referral may need an additional meeting date, therefore, the commission is being polled to inquire about a second meeting date in August. This will be in addition to the scheduled August 28th meeting in which the transportation commission will conduct public meeting for the comprehensive parking study.

The options for a second Rush Oak Park Hospital meeting include Tuesday August 1st (room 201) and Wednesday August 2nd (room 101).

Staff Recommendation(s):

Poll the commission and confirm a second meeting date in August.

Supporting Documentation Is Attached

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Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1349	06/01/16	JAJ	08/03/16	06/01/16	06/02/16	Request for KKAD25 banners on the 900 block of N Lombard Ave		No Trans Com involvement necessary
1350	06/02/16	JAJ				Request for cul-de-sac on 1200 block of N Euclid (result of US Bank modifications)		TWO #12479 written on 08/03/2016
1351	06/03/16	JAJ	07/28/16			Jackson Blvd Traffic Issues (speeds & volumes)		No Trans Com involvement necessary
1352	06/06/16	JAJ	02/11/17			Request for all-way STOP signs at intersection of Erie and Grove		Item completed by MJKoperniak RRFB equipment installed by VOP forces See PF #1170
1353	06/09/16	JAJ				Request for cul-de-sac petition on the 1150 block of S Humphrey		
1354	06/20/16	JAJ		07/14/16		Petition for alley speed bumps in north-south alley north of Lake St east of Oak Park Ave		No Trans Com involvement necessary
1355	06/29/16	JAJ	07/05/16			Request for NO OUTLET sign on Rossell Ave at North Ave		No Trans Com involvement necessary
1356	07/06/16	JAJ				Request for traffic calming across Kenilworth medians between Division and North Ave		TWO #12469 written on 07/05/2016
1357	07/11/16	JAJ	10/31/16			Request for change in signage adjacent to 300 S Humphrey CDS		No Trans Com involvement necessary
1358	06/29/16	JAJ	02/11/17	07/13/16		Resident concerns about Marion/Erie intersection		TWO 12528 & 12532 written on 02/11/2017
1359	07/14/16	JAJ		07/21/16		Requesting STOP signs at Berkshire & Grove		See PF #1339
1360	07/14/16	JAJ	10/05/16	07/15/16	09/08/16	Request for speed bumps in alley adjacent to Oak Park Ave & Jackson Blvd		no Trans Com involvement necessary
1361	07/15/16	JAJ				Concerns regarding Harlem/Ontario intersection.		TWO #12497 written on 10/05/2016
1362	07/28/16	JAJ				Data for consultant for North Ave report		No Trans Com involvement necessary
1363	07/29/16	JAJ				Issues with alley behind Lake St		No Trans Com involvement necessary
1364	08/01/16	JAJ				Traffic issues on Marion St south of South Blvd		
1365	08/04/16	JAJ	08/05/16			Request for existing traffic data on Oak Park Ave near residence		No Trans Com involvement necessary
1366	08/08/16	JAJ				Interested in traffic speed reduction options for 1100 block of Home Ave		mail.com
1367	08/23/16	JAJ		08/24/16	10/19/16	Request for STOP signs at Harvey & LeMoynne		
1368	08/29/16	MJK		n/a		Resident request for flashing lights on Ridgeland at Ontario		
1369	08/31/16	MJK		08/31/16		request to install stop sign at Erie and Taylor		potential Trans Com item
1370	08/31/16	MJK				morning traffic controls at Madison and East caused by Fenwick traffic deal with		
1371	09/01/16	JAJ				concerns about safety at Lombard & Superior (2 accidents in a week's		

Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
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						time)		
1372	08/29/16	JAJ				parking and traffic issues on the 200 to 400 blocks of N Kenilworth		
1373	09/06/16	JAJ		09/23/16	10/19/16	Request for STOP sign petition for Forest /Greenfield intersection (near Lindberg Park)		
1374	09/06/16	JAJ				requesting multiple crosswalks / signage on Chicago between OPA & Ridgeland - for peds & OPRF kids		
1375	09/08/16	JAJ	09/08/16			Request for NO PARKING HERE TO CORNER signage at the NW corner of Division & Kenilworth		no Trans Com involvement necessary
								TWO # 12494 written on 09/08/2016
1376	09/07/16	JAJ		09/28/16		Request for all-way STOP signs at Home/Lexington intersection		
1377	09/09/16	JAJ				Request for STOP sign petition for Kenilworth/Greenfield intersection		
1378	09/09/16	JAJ				Request for speed bumps in alley		
1379	09/13/16	JAJ				Request for crosswalk on Ridgeland at Adams		
1380	09/14/16	JAJ				Request for enhanced safety at OPA/Van Buren crosswalk		
1381	09/14/16	JAJ		09/23/16	10/18/16	Petition for all-way STOP signs at East Ave & Division St intersection		
1382	09/21/16	JAJ				Request for additional SCHOOL ZONE signage at St Giles School		no Trans Com involvement necessary
1383	09/22/16	JAJ	09/22/16			Refresh crosswalk pavement markings at the Washington/Wisconsin intersection		no Trans Com involvement necessary
								SMO 30078 written on 09/22/2016
1384	09/21/16	JAJ				Reopening of Euclid/Harvard & Euclid/Fillmore STOP Sign petitions		formerly PF #1243 - no action in over 1 year.
1385	09/23/16	JAJ				Request for speed bump or cul-de-sac on 1150 block of Home Ave		
1386	09/27/16	MJK		09/27/16	10/06/16	requested stop sign petition for an unnamed location		
1387	09/29/16	JAJ		09/29/16		Request for speed bumps in the 1600 block of Austin alley		no Trans Com involvement necessary
1388	09/29/16	JAJ	10/04/16			Request for certain traffic control devices data for VBOT meeting		no Trans Com involvement necessary
1389	10/05/16	JAJ				Request for installation of crosswalk at an unnamed location.		no Trans Com involvement necessary
1390	10/10/16	JAJ	10/14/16			Request for safety information regarding red light cameras for discussions		no Trans Com involvement necessary
								replied to request on 10/14/2016
1391	10/12/16	JAJ				Request for traffic calming device on the 1200 block of Columbian Ave		
1392	10/12/16	JAJ				Request for cul-de-sac petition on the 1200 block of N Taylor		
1393	10/12/16	JAJ	10/12/16			Request for CROSS TRAFFIC DOES NOT STOP plaque on East Ave STOP signs at Division St		no Trans Com involvement necessary
								TWO #12503 written on 10/12/2016
								no Trans Com involvement necessary

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Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1394	10/12/16	JAJ	10/24/16			Request for additional barricade to block off alley by Ascension School		
								Responded to request & provided options
1395	10/24/16	JAJ				Request for in-street pedestrian crossing signage on Washington at Kenilworth		no Trans Com involvement necessary
1396	10/21/16	JAJ				Issues with pedestrian push buttons in downtown Oak Park		no Trans Com involvement necessary
1397	10/21/16	JAJ				Concerns about Washington Blvd at Kenilworth intersection (vehicle & pedestrian interaction)		
1398	11/02/16	JAJ	11/10/16			Request for NO LEFT TURN sign for NB Maple St at Chicago Ave during holiday season		no Trans Com involvement necessary
1399	11/04/16	JAJ		11/04/16		Request for all-way STOP signs at Wesley & Fillmore		
1400	11/04/16	JAJ	02/11/17			Request for all-way STOP signs at Erie & Marion		
								TWO 12528 & 12532 written on 02/11/2017
1401	11/09/16	JAJ		11/09/16		Petition for STOP signs at the intersection of Cuyler & Iowa		
1402	11/28/16	JAJ		11/29/16		Request for KKAD25 banners on block		no Trans Com involvement necessary
1403	11/29/16	JAJ		11/29/16		Request for alley speed bumps in adjacent north-south alley		no Trans Com involvement necessary
1404	12/01/16	MJK		12/01/16	01/30/17	request traffic calming device on 1200 Linden block		
1405	12/01/16	JAJ	12/02/16			Request for NO OUTLET sign on North Ave at Fair Oaks		no Trans Com involvement necessary
								TWO #12507 written on 12/02/2016
1406	12/15/16	JAJ	12/19/16			Resident complaint of back up of traffic on Chicago Ave at Ridgeland Ave intersection		no Trans Com involvement necessary
								Adjusted timing via Centracs, responded to resident
1407	12/29/16	JAJ				Request for signage to prohibit blocking of walkway		no Trans Com involvement necessary
1408	12/30/16	JAJ				Concern about North Blvd & Forest Ave intersection		no Trans Com involvement necessary
1409	12/30/16	JAJ	01/05/17			Request for warning signage for 1200 Woodbine speed table		no Trans Com involvement necessary
								TWO # 12514 written on 01/05/2017
1410	01/17/17	JAJ	02/08/17			Vehicle & pedestrian traffic data collection for the intersection of Jackson Blvd & Wesley Ave		no Trans Com involvement necessary
								Data provided to Village Engineer
1411	01/25/17	JAJ				Request for crosswalk markings on Chicago Ave at Grove Ave		no Trans Com involvement necessary
1412	02/01/17	JAJ	02/13/17			Issues with traffic in alley Marion to Forest 1 block N of Lake St		no Trans Com involvement necessary
								TWO #12534 was written on 02/13/2017
1413	02/03/17	JAJ				Request for in-street pedestrian crossing signs / crosswalk markings on Oak Park Ave at Erie St		
1414	02/06/17	JAJ	03/27/17			Request for BLIND PERSON warning signage		no Trans Com involvement necessary
1415	01/30/17	JAJ	03/20/17			Chicago/Ridgeland traffic signal timing is off since construction ended		no Trans Com involvement necessary
1416	02/06/17	JAJ				Request for crosswalk sign on Jackson Blvd between Oak Park Ave & Carpenter Ave		no Trans Com involvement necessary
								TWO #12560 written on 05-15-2017

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Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
Project No.	Date Opened	Opened By	Date Closed	Petition mailed out on	Petition received on	Action Item Description	Name Address Phone Number	Commission Recommendation Village Board Action Final Disposition
1417	02/06/17	MJK				Request for sign to prohibit NB OPA traffic from blocking parking lot entrance at North Ave traffic signal		no Trans Com involvement necessary
1418	02/09/17	JAJ				Crash at Erie Street & Grove Ave, request for all-way STOP signs at intersection		
1419	02/09/17	JAJ				Crosswalk markings on Randolph St west of Maple St		no Trans Com involvement necessary
1420	02/13/17	JAJ	02/17/17			Request for various petitions for the 500 block of N Taylor Ave		.com
1421	03/07/17	JAJ				Request for NPBS at alley access 300 block of S Maple (both Washington & Randolph)		Item referred to Police Dept
1422	03/27/17	JAJ				Request to modify turn restrictions or timing on Harvard at Ridgeland Ave		no Trans Com involvement necessary
1423	04/03/17	JAJ	04/14/17			Request for signage to have turning vehicles yield to pedestrians at Madison/Wisconsin.		no Trans Com involvement necessary
1424	04/07/17	JAJ		04/07/17		Request for alley speed bump petition		TWO #12540 written on 04/14/2017
1425	04/10/17	JAJ		04/13/17		Request for KKAD25 banners for 500 block of Lyman		no Trans Com involvement necessary
1426	04/17/17	JAJ				Modify Lake/Harvey signal timing as students from Oak Park Academy cannot cross in the allotted time		no Trans Com involvement necessary
1427	05/01/17	JAJ	05/01/17			Replace signage on Hayes at North Ave cul-de-sac		no Trans Com involvement necessary
1428	04/20/17	JAJ		05/02/17		Request for alley speed bump petition on the 1100 block of Clinton Ave		TWO #12554 written on 05/01/2017
1429	05/02/17	JAJ				Traffic safety issues at intersection of east-west alley north of Chicago west of Austin and Austin Blvd.		no Trans Com involvement necessary
1430	05/01/17	JAJ				Concern of doubleparked vehicles on Harvey at Lake that affects traffic safety		no Trans Com involvement necessary
1431	05/05/17	JAJ			05/08/17	Petition for traffic calming device on 1200 block of Columbian		
1432	04/28/17	JAJ		05/04/17		Petition for ONE WAY street or traffic calming on 822 Cuyler Ave		
1433	05/09/17	JAJ	05/15/17			Request for CROSS TRAFFIC DOES NOT STOP signage at Taylor & Ontario intersection		no Trans Com involvement necessary
1434	05/17/17	JAJ	05/19/17			Request for in-street pedestrian crossing signs in Forest/Ontario curve by Austin Gardens		TWO #12561 was written on 05/15/2017
1435	05/24/17	MJK				Request for convex mirror in their alley		no Trans Com involvement necessary
1436	05/22/17	JAJ		05/24/17		Request for STOP signs at the intersection of Lexington & Clinton		TWO #12562 was written on 05/18/2017
1437	05/23/17	JAJ		05/24/17		Request for STOP signs at the intersection of Lombard & Iowa		
1438	05/25/17	JAJ		05/25/17		Request for speed bumps in alley 600 S Grove		no Trans Com involvement necessary
1439	06/06/17	JAJ	06/08/17			Request for CROSS TRAFFIC DOES NOT STOP plaques for		no Trans Com involvement necessary

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Village of Oak Park

123 Madison St
Oak Park, Illinois 60302
www.oak-park.org

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Meeting Minutes

President and Board of Trustees

Monday, May 8, 2017

7:00 PM

Village Hall

I. Call to Order

Village President Pro Tem Tucker called the Meeting to order at 7:00 P.M.

II. Roll Call

Present: 5 - Village Trustee Taglia, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 2 - Village Trustee Button, and Mayor Abu-Taleb

III. Agenda Approval

It was moved by Village Trustee Andrews, seconded by Village Trustee Boutet, to approve the Agenda. A voice vote was taken and the motion was approved.

IV. Public Comment

Alan Dworkin. Mr. Dworkin, an Oak Park resident and owner of the Apple Store, expressed concern regarding lack of parking for his customers. He is requesting that the 8-10 hour parking meters be changed to 3 hours, and produced a petition signed by other business owners in the Hemingway District who support this.

Paul Beckwith. Mr. Beckwith commented that online retail is growing and asked all to support local retail. Lack of parking makes that difficult; he urged to Board to move forward with Mr. Dworkin's request in an expeditious manner.

Chris Donovan. Mr. Donovan expressed concern regarding transparency within the Village and the Oak Park Economic Development Corporation.

V. Regular Agenda

A. ID 17-484

On-Street Parking for Austin Boulevard and Harlem Avenue including Adjacent Areas

Village Manager Pavlicek noted that the Board had approved a series of monthly meetings related to a holistic review of the Village's parking system. The meeting topics are all narrow in scope in order to advise the Board of recommendations for updates and changes in parking regulations, restrictions and oversight of the Villages public parking system. Staff anticipates bringing a comprehensive set of regulations to the Board this fall, and if there is consensus, directing staff to prepare the necessary ordinances and actions to implement those changes.

Parking and Mobility Services Director Jill Velan summarized topics presented to the Board thus far. Village Trustee Andrews asked Ms. Velan how she would prefer feedback

regarding the signage design introduced at the March 20 meeting. She had no preference; any and all forms are welcome. He commented that he would like to see the consolidated signs show the days of the week in sequence and suggested adding a red arrow to indicate there is no parking opposite the white arrow side of the sign rather than have a secondary sign.

Village Trustee Moroney commented that these signs combine three or four smaller signs and asked how many of those are currently in the Village. Ms. Velan stated it is roughly 10,000 signs. Village Trustee Moroney raised the subject of cost. The current pilot signs, a combination of four to six signs, cost \$375 according to Ms. Velan. Village Trustee Andrews asked if he could assume the price would decrease with the amount of signs to be ordered. Ms. Velan stated that it would, as this order was for only 70 signs.

Village Trustee Boutet discussed the Guiding Principals form the January 23 meeting. Regarding customer service, she wants to ensure that the new system is easier to understand. She asked if there are any current problems that advances in technology would resolve, as it is expensive to replace meters, pay stations, etc. Ms. Velan noted that the parking garage technology was upgraded in 2016. That needs to be budgeted for if the Village wants to keep technology in the garages current.

Village President Pro Tem Tucker asked how the Transportation Commission is being utilized for this project. Ms. Velan compared this series of study sessions to those held for the I-290 expansion meetings in terms of looking at recommendations, getting public feedback, then holding a public meeting with the Village Board for input. One of the things agreed to in January was to include the Transportation Commission's recommendations. She explained the process and Village President Pro Tem commented that another opportunity for the public to engage in this is through the Transportation Commission meetings.

Assistant Director of Parking and Mobility Services John Youkhana noted that tonight's topic is on-street parking regulations for Austin Boulevard and Harlem Avenue. He stated that there are currently a number of restrictions on Austin. As Austin feeds into and exits off of the I-290, there is no parking during rush hour from 7:00 - 9:00 A.M. and 4:00 - 6:00 P.M. Overnight parking has various time starts; 9:00, 10:00 or 11:00 P.M., typically ending at 6:00 A.M. In addition, there other time limits throughout the day, such as two hour parking during the hours of 9:00 A. M. - 4:00 P.M. Staff is recommending to lift the two hour restriction. In addition, staff is recommending standardizing on-street overnight permit parking hours from 11:00 P.M. - 6:00 A.M., which coincides with previous recommendations from the Transportation Commission and has worked well in other zones. In addition, it will be easier for residents, as opposed to having various start times, as well as create shared parking for guests and permit holders before 11:00 P.M. Staff also recommends no changes for Harlem, as there are no restrictions in place. Staff would also like to investigate partnership with online parking technology applications, which can assist and encourage private parking space rentals. He discussed the list that the Village maintains regarding those spaces as well as how certain software applications can enhance that process. Mr. Youkhana and Ms. Velan answered questions from the Board.

Village President Pro Tem Tucker asked Transportation Commission Chair Jack Chalabian to give some background regarding how the commission has been engaged in this process and comment on its progress and how he sees this moving forward. Mr. Chalabian asked if the Village is creating a problem in order to find a solution or is there even a problem that needs to be solved. The fundamental issue that needs to be addressed going forward is going to become intense once the Village gets deep into it.

When the study was initiated, the commission was supportive of looking at the parking issue from a comprehensive standpoint. However, the commission has not gotten a clear response from staff as to what exactly their role is within this process aside from reviewing and commenting on the parking analysis. The commission is looking to be more involved but have not been engaged with staff since the initial review of the study.

Village Trustee Boutet stated that she would like to use the expertise of the Transportation Commission to identify the problems that they have been hearing about and to present their comments regarding what needs to be focused on. Village Trustee Andrews concurred.

Mr. Chalabian spoke highly of the web portal for comments created by Village staff. However, there will always be individuals that do not want to use that conduit. A live conversation that engages the public is needed. Village President Pro Tem Tucker stated that perhaps the Transportation Commission can be used as an additional interface for this topic. He commented that he is the Trustee Liaison to that commission and asked if it would be wise to meet with them and work out a way to use their expertise at the commission level and how to transfer that information to the Board.

Village Trustee Moroney asked if, with all the competing interests within the Village, they will get to a definitive place and not just trading one bad alternative for another. Mr. Chalabian was optimistic that there would be a significantly better outcome in the end.

Village Manager Pavlicek commented that once Village President Pro Tem Tucker meets with the Transportation Commission, their work plan, which will guide what they will be doing within the project, will be amended and brought to the Board.

VI. Adjourn

It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, to adjourn. A voice vote was taken and the motion was approved. Meeting adjourned at 8:06 P.M., Monday, May 8, 2017.

Respectfully Submitted,

**MaryAnn Schoenneman
Deputy Village Clerk**



Village of Oak Park

123 Madison St
Oak Park, Illinois 60302
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Meeting Minutes

President and Board of Trustees

Monday, May 15, 2017

6:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 6:31 P.M.

II. Roll Call

Present: 6 - Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 1 - Village Trustee Button

III. Consideration of Motion to Adjourn to Executive Session to Discuss the Sale and/or Purchase of Property

It was moved by Village Trustee Tucker, seconded by Village Trustee Taglia, to enter into Executive Session pursuant to 5 ILCS 120/2(c)(6) - sale of property and 5 ILCS 120/2(c)(5) - purchase of property. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

NAYS: 0

ABSENT: 1 - Village Trustee Button

V. Reconvene to Regular Meeting in Council Chambers and Call to Order

The Regular Meeting reconvened at 7:30 P.M.

VI. Roll Call

Whittier School Second Grade Student Arielle Spurlock joined the Board as "Acting Mayor".

Present: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 0

VII. Agenda Approval

Village President Abu-Taleb commented that this is the first official meeting of the new Board and he welcomed the new Trustees as well as Acting Mayor Spurlock.

It was moved by Village Trustee Tucker, seconded by Village Trustee Boutet, to approve the Agenda. A voice vote was taken and the motion was approved.

Customer Services Tammie Grossman clarified the work being done.

It was moved by Village Trustee Tucker, seconded by Village Trustee Moroney, that this Resolution be adopted. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

NAYS: 0

ABSENT: 0

T. RES 17-523 A Resolution Approving an Amendment to the Professional Services Agreement with Dixon Resources Unlimited to Provide Parking Support Services for the Village-Wide Parking Study in a Total Amount not to Exceed \$116,694.00 and Authorizing its Execution

Village Manager Pavlicek discussed the original agreement with Dixon Resources as well as the amendment in January. It is anticipated that the remainder of the parking study will take place over the next six months. Staff is recommending that Dixon Resources provide support related to the Village-wide parking study.

Village Trustee Andrews stated that he requested that this be removed from the Consent Agenda. As a matter of practice, if the Board is going to be renewing a contract with a consultant, he would like to know what has been promised, paid for and delivered upon and to know if it's a good way to spend public dollars moving forward. He asked if the Village has gotten deliverables from what was proposed in the original agreement. Director of Parking and Mobility Services Jill Velan stated that the first part of the process, interviewing the various departments that will be using the system, has been completed. Village Trustee Andrews asked if any technology demos have been presented yet. Ms. Velan stated that a few pilot programs have begun and staff has looked at some software. Village Trustee Andrews asked Transportation Commission Chair Jack Chalabian if the commission is satisfied with their level of involvement in the process. Mr. Chalabian stated the commission can always do more; there is frustration among them that they have not gotten direction from the Board. Village Trustee Andrews stated that he would like to see deliverables from the original agreement be a little further down the list before doubling expenditures. He would also like to see the Transportation Commission utilized more.

Village Trustee Button stated that within the scope of services, what made the most sense in terms of hiring a consultant was the consolidation of permit ordinances. She asked Mr. Chalabian if that is something that the Transportation has the resources, time and expertise to take on. Mr. Chalabian stated that they have the ability, but could not speak for the other members of the commission regarding the time. Village Trustee Button noted that \$9,000 a month is a large amount of money and asked Ms. Velan what the month-by-month expectations of the consultants are. Ms. Velan stated this is a general scope of services for a period of six months, but can be more focused on specific areas if the Board desired.

Village Trustee Boutet asked what the goal of the project is. Village Trustee Button stated that the Board is interested in decreasing the number of ordinances and regulations and streamlining the entire system. The Village needs to make parking regulations consistent, predictable, and simple to understand. She also clarified the rationale behind the process in which regulations, technology and signage are being

reviewed. Village Trustee Boutet acknowledged that the project is complicated. She asked Mr. Chalabian about prior work in terms of parking regulations that the commission has done. Mr. Chalabian described the challenges faced in previous parking studies due to restrictions that varied from block to block and the anticipated developments in Downtown and on South and Harlem.

Village Trustee Tucker, the Trustee Liaison to the Transportation Commission, noted that at the last meeting he pledged to meet with the commission, which has not happened yet. He suggested that this be tabled for a month in order to give the consultant time to increase deliverables and for him to meet with the Transportation Commission to gather more information.

Village Trustee Moroney asked to see revenues versus expenses, supply and demand and what the expected costs will be for the entire project. He noted that the consultant's agreement was not very specific and asked to see this clarified into what they are going to do, the reason why and what it would achieve. He also noted that the Parking Department is increasingly losing money from 2016 to 2017 and asked to what degree the Village desires to have them turn a profit every year.

Village Trustee Taglia commented that tabling this will delay the project another month. Although he preferred to stay on task, he would go along if that was the will of the Board.

Village President Abu-Taleb agreed with the logic but noted that time is money. He asked staff to bring this back next month.

It was moved by Village Trustee Tucker, seconded by Village Trustee Boutet, that this Resolution be tabled. A voice vote was taken and the motion was approved.

U. MOT 17-165

A Motion to Refer to the Zoning Board of Appeals for Public Hearing an Application for a Special Use Permit to Operate a Restaurant (Taco Bell) with a Drive-Through Facility and for Allowances from the MS Madison Street District Requirements Pertaining to Build-to-Lines and the Location of Off-Street Parking at the Property Located at 500 South Lyman Avenue as Required by Section 2.2.3 (C) of the Zoning Code

Jay Arbetman. Mr. Arbetman discussed issues regarding the McDonald's drive through. He does not want a Taco Bell in his neighborhood and discussed the reasons.

Village Manager Pavlicek stated that the Village received an application for a drive through special use permit from Bell American Group. This is simply a referral; the public hearing would be held at the Zoning Board of Appeals level prior to the Village Board being asked to consider their recommendation.

Village Planner Craig Failor described the applicant's request. The Zoning Board of Appeals will hold a public hearing on May 17 and make a recommendation to the Board. He noted that staff worked with the applicant to have all access off of Madison Street and asked them to improve the front of the building so it doesn't look like a typical fast food facade.

Village Attorney Paul Stephanides commented that this is a legal process. It is mandated in the Zoning Ordinance that any completed application be referred to the Zoning Board of Appeals. Village Manager Pavlicek discussed the timeline.

It was moved by Village Trustee Boutet, seconded by Village Trustee Button, that this Motion be approved. The motion was approved. The roll call on the vote



Village of Oak Park

123 Madison St
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Meeting Minutes

President and Board of Trustees

Monday, May 22, 2017

7:00 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 7:02 P.M.

II. Roll Call

Present: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 0

III. Agenda Approval

Village Trustee Tucker suggested that Items B and C be tabled to the June 5 meeting, as he believed the Board needed more information in order to vote accordingly. Village Trustee Button agreed.

It was moved by Village Trustee Tucker, seconded by Village Trustee Button, to approve the Agenda as amended. The motion was approved. The roll call on the vote was as follows:

AYES: 5 - Village Trustee Button, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

NAYS: 0

ABSENT: 0

ABSTAINED: 2 - Village Trustee Taglia, and Village President Abu-Taleb

IV. Public Comment

Barbara Uniek. Ms. Uniek, a resident of Mills Park Tower, expressed concern regarding lack of parking for caregivers due to ten spots being converted to permit parking.

Rev. Dora Merrin. Rev. Merrin, a Mills Park Tower resident, also expressed dissatisfaction with parking at Mills Park Tower. She noted that residents were not made aware of the new parking restriction.

E. Garnet Fay. Mr. Fay, also a Mills Park Tower resident, stated that the removal of those parking spaces has been a hindrance to residents.

Tom Dwyer. Mr. Dwyer, a resident of Mills Park Tower, is aware of the history of parking in Oak Park. However, removing the free spaces at Mills Park Tower is a different situation; they were taken away overnight. He asked why the Village did this.

David Kelm. Mr. Kelm, a Mills Park Tower resident, noted that turning the parking into 24 hour permit spaces is particularly onerous and suggested moving them to the south side of Randolph.

Jay Chatlein. Mr. Chatlein, a Mills Park Tower resident, stated that a therapist attending to him at his residence was so concerned about getting a ticket that they cut the session short.

Chris Donovan. Mr. Donovan expressed concern regarding Board Meeting Agendas being made public too soon before the meetings. He also discussed transparency.

Village Manager Pavlicek commented that on January 23, the Village Board was given a recommendation regarding parking changes by the Chair of the Transportation Commission in order to increase permit parking for residents only. It was approved at a subsequent meeting to create seven spaces on Pleasant Place. Notices were sent to area residents; the notice for Mills Park Tower was sent to their management office. She asked if the Board would like to refer this back to the Transportation Commission. Village Trustee Button requested that it be reviewed by the Disability Access Commission as well. Village Manager Pavlicek stated that a Motion to refer this item to those commissions will be on the June 5 Agenda and residents of Mills Tower will be notified as to when the commission meetings will occur.

Karen Gianfrancisco. Ms. Gianfrancisco commented that important items put on a Board Meeting Agenda should be publicized sooner than they are and asked for proactive outreach from the Village. She also stated that she is not against development but would like to see it at a pace that is comfortable for everyone.

V. Regular Agenda

A. MOT 17-178 Motion Supporting District 97's (D97) Discussions Related to the Proposed Holmes School Addition

Village Manager Pavlicek stated that as a result of several public comments made at last week's Meeting, staff received a number of requests from Trustees to place a Motion on the Agenda indicating support of the expansion of Holmes School on the Village property west of the school. Subject to Board approval, a letter will be provided to the District tomorrow to ensure there is no misunderstanding. Earlier this year, the Board approved a right-of-way entry agreement for soil boring. They intend to do the borings next week.

Village Trustee Button asked for additional information regarding their other construction options. Village Manager Pavlicek preferred to defer that question to the School Board, but explained that the property used to be part of Kenilworth and there are still public and private utilities underground. Costs for relocation, etc. would need to be considered by D97 before construction.

Village Trustees Tucker and Taglia, and Village President Abu-Taleb all expressed surprise that this was an issue. The Village Board did nothing to delay this process nor was that communicated to them at any time.

It was moved by Village Trustee Tucker, seconded by Village Trustee Button, that this Motion be approved. The motion was approved. The roll call on the vote was as follows:



Village of Oak Park

123 Madison St
Oak Park, Illinois 60302
www.oak-park.org

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Meeting Minutes

President and Board of Trustees

Monday, June 5, 2017

7:30 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 7:34 P.M.

II. Roll Call

Present: 7 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Tucker, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 0

III. Agenda Approval

Village Manager Pavlicek commented that Item G, the annual Prevailing Wage Ordinance, should be tabled, as the State issued new rates earlier today. This Item will be added to the next Agenda reflecting the new rates.

It was moved by Village Trustee Tucker, seconded by Village Trustee Boutet, that this be approved with Item G tabled. A voice vote was taken and the motion was approved.

IV. Minutes

A. [MOT 17-182](#) **Motion to Approve Minutes from May 15, 2017 Regular Meeting and May 22, 2017 Special Meeting of the Village Board.**

It was moved by Village Trustee Tucker, seconded by Village Trustee Button, to approve the Minutes. A voice vote was taken and the motion was approved.

V. Non-Agenda Public Comment

Joshua Klayman. Mr. Klayman distributed a report to the Board, Clerk and Manager that he and Laura Stamp wrote regarding the effects of the Albion Development. He briefly summarized the report.

Laura Stamp. Ms. Stamp wrote the section regarding Austin Gardens in the report and noted that it contains many comments from the public regarding why they are opposed to this development.

VI. Village Manager Reports

Village Manager Pavlicek reported that there will be significant construction on Fillmore within the next couple of weeks per a previous inter-governmental agreement with the Riverside-Brookfield Water District for the Lake Michigan Pipeline Project. The Village will benefit from this, as the Water District will be paying for resurfacing once completed.

Amending Chapter 7 ("Building Regulations"), Article 9 ("Historic Preservation"), Section 7-9-8 ("Designation of Historic Landmarks and Interior Histroic Landmarks") of the Oak Park Village Code to Designate the Exterior of ths House Located at 209 Forest Avenue as an Historic Landmark

This Ordinance was adopted.

- E. [ORD 17-216](#) An Ordinance Granting an Extension of Time to Complete Construction of the Planned Development Located at 1133 Chicago Avenue
- This Ordinance was adopted.

- F. [ORD 17-219](#) An Ordinance Authorizing the Sale of Surplus Equipment Owned by the Village of Oak Park.
- This Ordinance was adopted.

- H. [RES 17-533](#) A Resolution Authorizing A Single Family Housing Rehabilitation Loan And A Lead Hazard Reduction Grant (SFR-073)
- This Resolution was adopted.

- I. [RES 17-550](#) A Resolution Approving a Professional Services Agreement with TKB Associates, Inc. for the Purchase of Laserfiche Software and Associated Licenses and Implementation Services in an Amount not to Exceed \$90,000.00 and Authorizing Their Execution
- This Resolution was adopted.

- J. [RES 17-551](#) A Resolution Approving the Program Year (PY) 2017 Community Development Advisory Committee Funding Recommendations and Release of the Draft PY 2017 Action Plan for Public Comment
- This Resolution was adopted.

- L. [RES 17-556](#) A Resolution Approving a Contract with A.C. Pavement Striping Co. for Project 17-6, Micro-Surfacing and Crack-Filling of Various Streets, in an Amount not to Exceed \$300,000 and Authorizing its Execution
- This Resolution was adopted.

- M. [RES 17-557](#) A Resolution Approving a Letter of Agreement with Illinois Bell Telephone Company d/b/a AT&T IL for Burying Overhead Wires at or near the Frank Lloyd Wright Home and Studio for \$19,798.20 and Authorizing its Execution
- This Resolution was adopted.

- O. [MOT 17-179](#) Motion to Refer Ordinance 17-183_G_022117 to the Transporation Commission for Review
- This Motion was approved.