

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, DECEMBER 16, 2019 - 7:00 PM
COUNCIL CHAMBERS – VILLAGE HALL**

AGENDA

1. Call to Order and Roll Call
2. Non-agenda Public Comment - up to 15 minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
 - 4.1 Draft October 28, 2019, Transportation Commission Meeting Minutes
5. REVIEW FEASIBILITY OF REPLACING THREE PARKING SPACES ON THE EAST SIDE OF EUCLID AVENUE NORTH OF LAKE STREET WITH A NO PARKING ANY TIME ZONE
 - 5.1 Staff agenda item commentary and background information
 - 5.2 Before and After condition sketches of the north leg of Euclid Avenue at Lake Street
 - 5.3 Daytime and night time photographs of Euclid Avenue
6. UPDATE REPORT ON EVALUATING FOUR KEY INTERSECTIONS FOR PEDESTRIAN SAFETY
 - 6.1 Staff agenda item commentary and background information
 - 6.2 Updated crash reports for the four selected intersections
 - 6.3 Imagery of all legs of the four selected intersections
7. OTHER ENCLOSURES
 - OE1 12 months of P&T traffic item activity summary: December 2018 - November 2019
 - OE2 Village Board action on Trans Com recommendations thru 11/25/2019 inclusive
8. Adjourn

DRAFT Meeting Minutes
Transportation Commission
Monday, October 28, 2019 – 7:00 p.m.
Council Chambers – Village Hall

1. Call to Order

The meeting was called to order at 7:00 PM by Chair Pro Tem Thompson.

Roll Call

Present: Commissioners Camille Fink, Garth Katner, Meghan Moses, Aaron Stigger,
Chair Pro Tem James Thompson

Absent: Chair Ron Burke, Commissioner Robert Taylor

Staff: Public Works Civil Engineer/Transportation Commission Staff Liaison Mike
Koperniak, Traffic Engineer Jill Juliano, Recording Secretary Dorothy Benson-
Baker, Parking Services Manager Pro Temp John Youkhana, Parking
Restrictions Coordinator Jennifer Jones, Village Engineer Bill McKenna

2. Non-Agenda Public Comment

Jenna Holzberg of Bike Walk Oak Park wants to know what staff did with the \$200,000 previously set up for the neighborhood greenways and why it does not appear to be on the 2020 Budget.

Village Engineer Bill McKenna responded about how the \$200,000 was removed due to other spending priorities and was deferred until 2021.

Commissioner Moses asked about the CIP priority process and Bill McKenna explained how the budget process works.

3. Agenda Approval

Commissioner Moses made a motion to move agenda item 6 (Progress Update on the Parking Pilot Program) ahead of agenda item 5 (Develop Draft 2020 Transportation Commission Work Plan). The motion was seconded by Commissioner Stigger. The motion was approved by a unanimous voice vote.

4. Approval of Draft Transportation Commission Meeting Minutes

Commissioner Katner made a motion to approve the Transportation Commission minutes of September 13, 2019 as presented. The motion was seconded by Commissioner Stigger. The motion was approved by a unanimous voice vote.

6. PROGRESS UPDATE ON THE PARKING PILOT PROGRAM

The floor was open to public testimony.

- Ann Joachim, of the 500 block of Home Avenue, spoke about the extra number of cars parked on the streets adjacent to Rush Oak Park Hospital. She stated she submitted a petition to install a 3 hour parking restriction on Monroe Street.
- Brian Havener of the 500 South Kenilworth Avenue block spoke in favor of a petition for a 1 hour parking or more restrictive parking. He wants to see action taken by the Village.

Public testimony was closed.

- Village Engineer, Bill McKenna, gave a brief overview about the proposed Rush Oak Park Hospital 700 car garage structure.
- The Commissioners asked questions about the long que time to exit the existing garage and the seemingly inadequate Wisconsin Avenue green time at the Madison Street traffic signal. Bill McKenna responded.
- John Youkhana gave presentation about the parking update. He stated that the garage proposal won't change staff's recommendations.
- John Youkhana spoke about a possible 45-minute restriction. Staff is combining several petitions in one.
- There was a discussion about business customers parking further away. This is not a solution as it just pushes vehicles farther down the street. The problem does not go away; it just moves to another location.
- Another discussion was had about the possibility of restrict permit parking on one side of street and open parking on the other.
- The next discussion was about police enforcement and its effect and if it is sufficient.

- Following, was the topic of free parking versus paid parking and any communications with businesses.
- A final topic discussed was about communication with the businesses in the area.

Commissioner Moses made a motion to add 1 hour, 45 minute, 20 minute and 15 minute parking time limits in areas 500 feet from business districts and add, alter or remove time limits on blocks within the pilot program pursuant to parking policies adopted in September 1998. Commissioner Katner seconded.

The vote was as follows:

Yes: Commissioners Moses, Katner, Fink, Thompson
 Nays: Stigger

The motion passed 4 to 1.

5. DEVELOP DRAFT 2020 TRANSPORTATION COMMISSION WORK PLAN
(continued from September meeting)

The agenda item began with public testimony.

Laura Derks supports adding back \$200,000 to the Bikeways Neighborhood Greenway Improvement Project into the 2020 Budget Program as this will encourage less driving and more biking. She is on the Environment & Energy Commission and this commission should coordinate with the Transportation Commission. She asked that the Village put the money back.

Commissioner Katner made the following Motion which was seconded by Commissioner Moses:

I move that the Transportation Commission recommend to the Oak Park Village Board of Trustees to allocate \$200,000 of the adopted 2020 Fiscal Budget for implementing the following portions of the Greenways Plan: Scoville Avenue between Lake Street and Chicago Avenue, and Erie Street between Ridgeland and Kenilworth Avenue under the heading: Project = Bicycle Boulevard Improvements, Priority Code = D, Category = Infrastructure Improvements.

The vote was as follows:

Yes: Commissioners Katner, Moses, Fink, Stigger, Thompson
 Nays: none.

The motion passed 5 to 0.

The Transportation Commission continued its discussion about developing its draft 2020 Work Plan.

These recommendations were made and voted on during the discussion about the draft 2020 Work Plan:

- Pavement geometric changes * Electrical powered traffic control device
-
- Start data collection in first of 2020 with evaluation to take place in the 3rd quarter of 2020.
- Neighborhood greenways – mobility challenged, and pedestrians. Make the neighborhood greenways friendlier for all users.
- Review the effectiveness of the existing citizen petition process / systems for implementing traffic calming measures and then modifying or replacing them if warranted.
- Implement a more efficient and effective process for addressing citizen traffic calming requests. Develop an adopted vision for transportation in the Village of Oak Park. Due by Quarter 3.
- Review the effects of the 2019 Madison Street corridor traffic calming project. Development traffic calming recommendations for north-south and east-west streets adjacent to Madison Street. Due by 4th quarter.

The complete draft 2020 Work Plan will be forwarded to the Village Manager's Office for eventual submission to the Village Board for acceptance.

7. POSSIBLE ALTERNATE NOVEMBER AND DECEMBER MEETING DATES

Since the November and December Transportation Commission meetings occur during the Thanksgiving Day and Christmas Day holiday weeks, it was decided to move the meetings to alternate days. After considering available dates, the Commission agreed upon November 14th, if necessary, and the December 16th as the alternate meeting dates.

9. ADJOURN

Commissioner Katner motioned to adjourn the meeting and the motion was seconded by Commissioner Moses.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:15PM.

Respectively submitted

Dorothy Benson-Baker

Dorothy Benson-Baker
Administrative Secretary

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: **Review Feasibility of Replacing Three Parking Spaces on the East Side of Euclid Avenue North of Lake Street With a No Parking Any Time Zone**

Review Date: December 16, 2019

Prepared By: Michael Koperniak

Abstract (briefly describe the item being reviewed):

The purpose of this agenda item is to review the feasibility of replacing three existing parking spaces on the east side of Euclid Avenue north of Lake Street with a No Parking Any Time zone in order to improve the safety and efficiency of the north leg of this traffic signalized intersection.

The intersection of Lake Street and Euclid Avenue is a traffic signalized intersection. The 31 unit The Mews of Oak Park Condominiums building is located on the northeast corner. The 28 unit District House Condominiums building, with a 38 space parking garage, is located on the northwest corner. There is existing daytime / nighttime parking on both sides of Euclid Avenue. Euclid Avenue is 31 feet wide from face of curb to face of curb.

Village Staff has noticed this year that traffic congestion has increased at the entrance to the north leg of the intersection. With a southbound vehicle stopped at the stop bar and cars parked on the east side of Euclid, vehicles entering the north leg of the intersection must carefully and slowly maneuver between the southbound stopped vehicles and the parked vehicles. Exacerbating the conditions is the fact that southbound Euclid Avenue appears to be used as a preferred route for vehicles leaving OPRF High School as traffic noticeably increases during the school's dismissal time.

Staff Recommendation(s):

Staff recommends to the Transportation Commission, and will be recommending to the Village Board of Trustees, that it submit a recommendation to remove the three existing parking spaces on the east side of Euclid Avenue north of Lake Street and replace them with a No Parking Any Time zone. All other parking restrictions on the block would remain the same.

Supporting Documentation Is Attached

MEMORANDUM

1219-1
5.1
2/4

Date: December 16, 2019

To: Transportation Commission

From: Mike Koperniak, Staff Liaison
Parking and Traffic Commission _____

Re: Review Feasibility of Replacing Three Parking Spaces on the East Side of Euclid Avenue North of Lake Street With a No Parking Any Time Zone

The purpose of this agenda item is to review the feasibility of replacing three existing parking spaces on the east side of Euclid Avenue immediately north of Lake Street with a No Parking Any Time zone in order to improve the safety and efficiency of the north leg of this traffic signalized intersection.

Village Staff has noticed this year that traffic congestion has increased at the entrance to the north leg of the intersection. With a southbound vehicle stopped at the stop bar and cars parked on the east side of Euclid, vehicles entering the north leg of the intersection must carefully and slowly maneuver between the southbound stopped vehicles and the parked vehicles. Exacerbating the conditions is the fact that southbound Euclid Avenue appears to be used as a preferred route for vehicles leaving OPRF High School as traffic noticeably increases during the school's dismissal time.

The intersection of Lake Street and Euclid Avenue is a traffic signalized intersection. See attached exhibit A for a scaled drawing of the area.

The 31 unit The Mews of Oak Park Condominiums building is located on the northeast corner. The 28 unit District House Condominiums building, with a 38 space parking garage, is located on the northwest corner.

There are currently three unstriped parking spaces on the east side of Euclid Avenue starting 16 feet north the southbound stop bar. These spaces have the following parking restrictions:

- PERMIT Y1 PARKING ONLY 11 PM - 6 AM

- 1 HOUR PARKING 9 AM - 5 PM MON - SAT
- NO PARKING 8 AM - 10 AM TUESDAY

There are currently four striped parking spaces on the west side of Euclid Avenue starting 59 feet north of the southbound stop bar. These spaces have the following parking restrictions:

- 1 HOUR PARKING 9 AM - 5 PM MON - SAT (3 spaces)
- NO PARKING LOADING ZONE (1 SPACE)

The north leg of Euclid Avenue is 31 feet wide from face of curb to face of curb. The southbound traffic lane at the stop bar is 15 feet wide. The northbound traffic lane at the stop bar is 16 feet wide. However, the northbound traffic lane between the yellow centerline pavement marking and the three east side parking spaces is only 8 feet wide.

This means that when there are one or two southbound vehicles stopped at the stop bar due to a red light and there are also one or two parked vehicles on the east side of Euclid, there is only 8 feet of space for a northbound vehicle to squeeze through.

The maximum allowable legal width of commercial motor vehicles in the United States is 8.5 feet (102 inches). In Illinois, the minimum allowable width of a traffic lane in urban areas is 10 feet. The existing condition of an 8 foot wide northbound traffic lane does not meet either of these two requirements.

Therefore, Staff is recommending that the three existing parking spaces on the east side of Euclid Avenue immediately north of Lake Street be removed and replaced by a No Parking Any Time restriction.

This would allow for an up to 13 feet wide northbound traffic lane between the east side curb and a 10 foot wide southbound traffic lane for a distance of up to 121 feet north of the southbound stop bar. See attached Exhibit B showing this condition.

The Fire Department's Main Fire Station is located on Euclid Avenue south of the Lake and Euclid intersection. Therefore, the Fire Department was contacted in order to inquire about its use of Euclid Avenue north of Lake Street. The Fire Department responded as follows:

Q1 - Do the existing conditions on Euclid Avenue immediately north of Lake Street hinder or deter the Fire Department's use of Euclid Avenue?

A1 - The current conditions on Euclid Avenue immediately north of Lake St. hinder the Fire Department from using this route due to the width of the northbound traffic lane.

Q2 - How often does the Fire Department presently drive up and down Euclid Avenue north of Lake Street? Daily, weekly, monthly, other?

A2 - The best estimate is every month, but it depends on the call volume in the area.

Q3 - If the three parking spaces were to be replaced by a No Parking Any Time zone, would the Fire Department drive up and down Euclid Avenue north of Lake Street more often than it currently does?

A3 - The Fire Department is supportive of removing the three parking spaces on the east side of Euclid Avenue just north of Lake Street to create a wider traffic lane. Some of the Fire Department's vehicles have a width that is greater than 8 feet. At this time, the frequency of using Euclid Ave North of Lake St. would depend on the service demand in the area.

The Village's Police Department, Parking Service Division, and Engineering Division have been studying this area for several months.

The Police Department has been viewing the area at nights to see how overnight parking would be affected. They found that typically the area had 1 or 2 cars parked with a number of empty spaces. These cars can be moved to other locations in the Y1 permit parking area.

The Parking Services Division has indicated that day parking was not necessary to review since there are a number of day parking options in the area including but not limited to Meters and Free Parking further up the block. In addition, parking spaces are readily available throughout the day and the nearby Avenue Garage is available for long term parking.

Attached as Exhibit C are photographs taken at various times of the day and night.

FIRE
HYDRANT

NPAT

Euclid Ave.

PERMIT Y1
PARKING
ONLY
11PM-6AM

The Mews of Oak Park Condominiums

**Remove these
3 parking spaces
and replace with
NO PARKING
ANY TIME**

~~PERMIT Y1
PARKING
ONLY
11PM-6AM~~

~~District House
Development
with 38 parking
space garage~~

Minimum 10 foot
wide traffic lane
is required

This is a
traffic signalized
intersection

Lake Street

- 19' long 4" Yellow Centerline
- southbound Stop Bar

Exhibit A



*Engineering
Division*

Scale: 1" = Ft.

By: MJK Date: 12/16/19

Proposed to remove the 3 parking spaces on the east side of Euclid Avenue north of Lake Street in order to obtain a minimum 10 foot wide northbound traffic lane

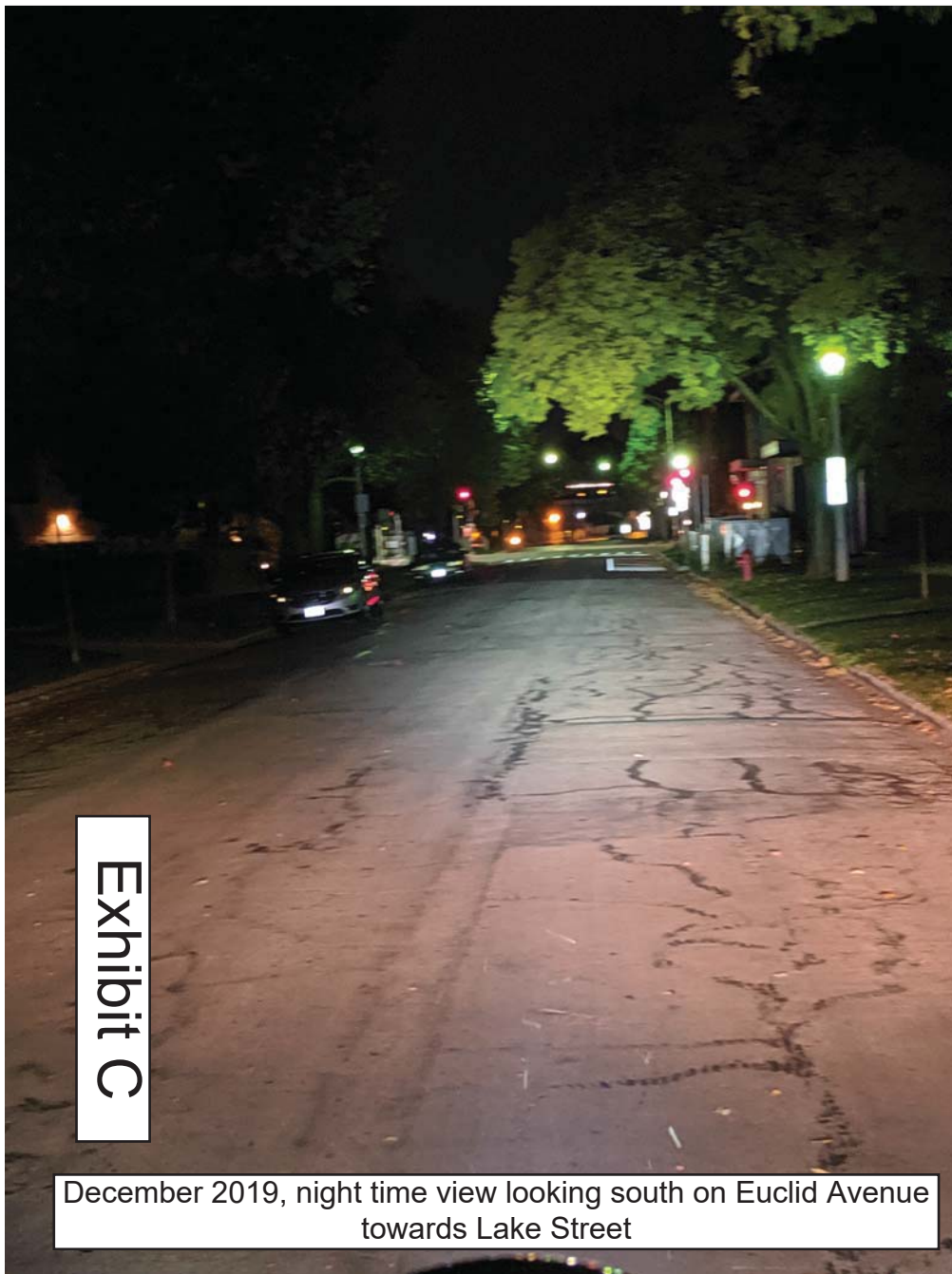
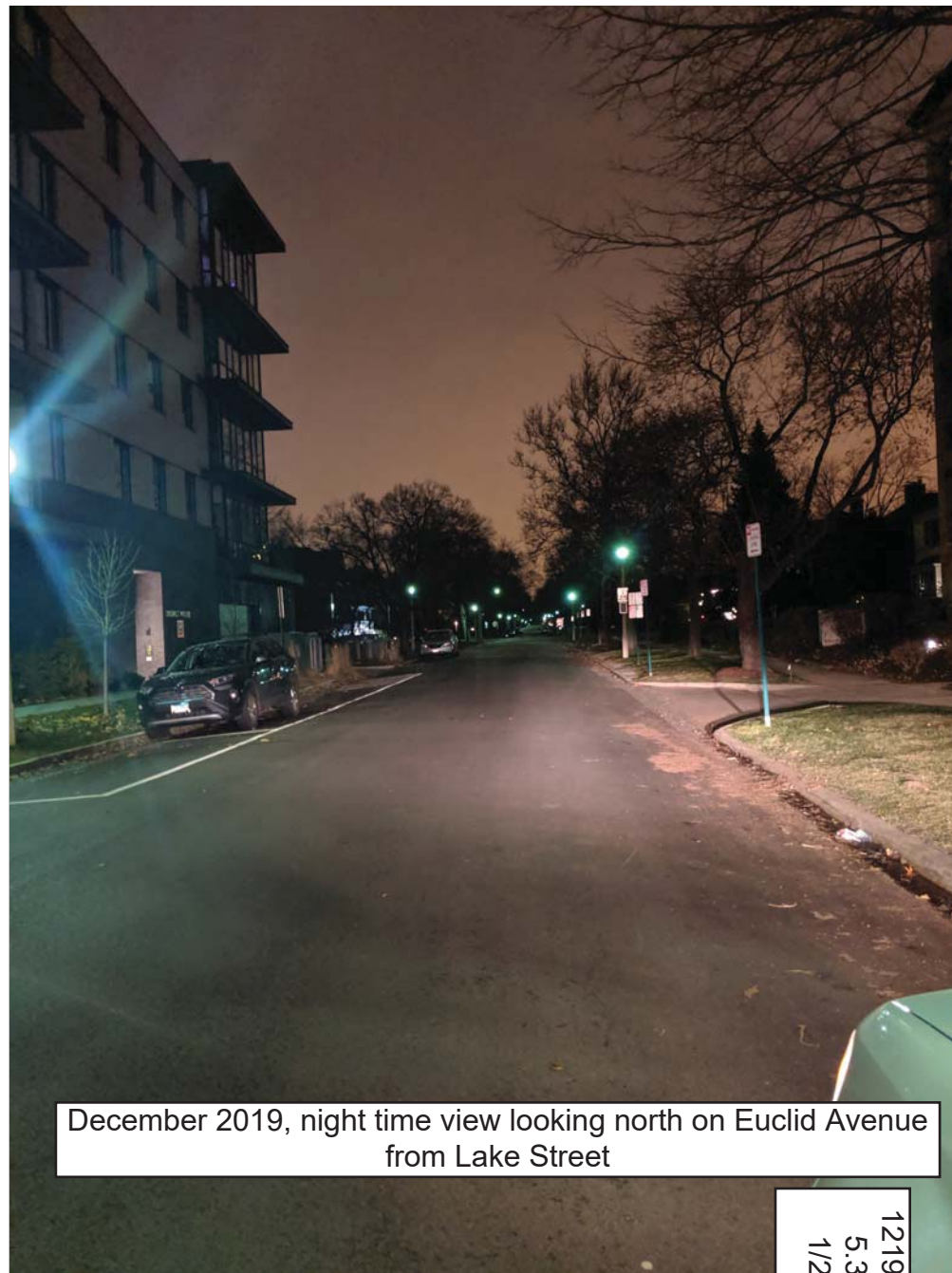


Exhibit C

December 2019, night time view looking south on Euclid Avenue towards Lake Street



December 2019, night time view looking north on Euclid Avenue from Lake Street

1219-1
5.3
1/2



Looking north on Euclid Ave. from Lake St.



Looking south on Euclid Ave. from Lake St.



Looking at parked cars on the east south of Euclid Ave.



Exhibit C

Looking at parked cars on the east south of Euclid Ave.

1219-1
5.3
2/2

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: Update Report on Evaluating Four Key Intersections for Pedestrian Safety
<p>Review Date: <u>December 16, 2019</u></p> <p>Prepared By: <u>Michael Koperniak</u></p>
<p>Abstract (briefly describe the item being reviewed):</p> <p>One item on the Transportation Commission's approved 2019 Work Plan is to evaluate three key intersections in order to improve a pedestrian's safety and experience. The expected outcomes are:</p> <ul style="list-style-type: none"> Improve the level of safety for pedestrians moving about in key street intersections. Improve the physical environment in key street intersections in order to encourage increased pedestrian usage. <p>At its February 25, 2019 meeting, the Transportation Commission reviewed a tabular summary of all of the pedestrian / bicyclist crash reports in the Village for the thirty-six month period of July 2015 to June 2018. At its April 22, 2019 meeting, the Commission selected four intersections for review: Lake St. & Scoville Ave., Oak Park Ave. & Garfield St., Oak Park Ave. & Adams St., and Oak Park Ave. & Augusta Street.</p> <p>The purpose of tonight's meeting is to provide an update on these four intersections. See the attached background information for additional details.</p>
<p>Staff Recommendation(s):</p> <p>Staff recommends that the Commission members visit the four selected intersections over the next couple of months in order to develop some specific concerns. These concerns can then be provided to Staff in early 2020, by email or perhaps at the January or February Transportation Commission meeting.</p>
<p>Supporting Documentation Is Attached</p>

MEMORANDUM

1219-1
6.1
2/3

Date: December 16, 2019

To: Transportation Commission

From: Mike Koperniak, Staff Liaison
Parking and Traffic Commission MK

Re: Update report on evaluating four key intersections for pedestrian safety

One item on the Transportation Commission's approved 2019 Work Plan is to evaluate three key intersections in order to improve a pedestrian's safety and experience. The expected outcomes are:

- Improve the level of safety for pedestrians moving about in key street intersections.
- Improve the physical environment in key street intersections in order to encourage increased pedestrian usage.

At its February 25, 2019 meeting, the Transportation Commission reviewed a tabular summary of all of the pedestrian / bicyclist crash reports in the Village for the thirty-six month period of July 2015 to June 2018. At its April 22, 2019 meeting, the Commission selected four intersections for a more detailed review:

- Lake St. & Scoville Ave.
- Oak Park Ave. & Adams St.
- Oak Park Ave. & Augusta Street.
- Oak Park Ave. & Garfield St.

Crash reports for these four intersections were presented at the April 22nd meeting. The crash diagrams for the above four intersections have now been updated to cover the 53 month period of July 2015 through November 2019. There were no crash reports involving pedestrian / bicyclist for the additional 17 month period of July 2018 through November 2019. Updated crash diagrams and crash report summaries are attached.

Following is a review of planned activities for these four intersections.

Lake Street and Scoville Avenue - Improvements for this intersection are included in the Lake Street Resurfacing project which is scheduled to be constructed in 2020. Attached is a plan sheet of the Lake and Scoville intersection from this project with the proposed improvements highlighted in red colored boxes. The proposed improvements include: (1) the installation of dual sided Rectangular Rapid Flashing Beacon (RRFB) pedestrian signals across both legs of Lake Street including bike activation push buttons, (2) the installation of a 12"x36" R1-6A in-pavement pedestrian warning sign on the west leg of Lake Street, (3) green skid-resistant preformed thermoplastic bike contrast pavement markings, and (4) upgrading the sidewalks at the corners to be fully ADA compliant.

Oak Park Avenue and Garfield Street - Countdown pedestrian signal heads were installed for all four directions in October of this year. Village of Oak Park project 19-21 is currently in the design phase and is scheduled to be constructed in 2020. This project will add eastbound and westbound left turn signal heads. No pedestrian improvements are contemplated under this project.

Oak Park Avenue at Adams, Augusta, and Garfield Streets - The Village has recently started the design phase for resurfacing Oak Park Avenue in 2021. It is still too early in the design phase to have any information or plans to share. Even so, the Village is contemplating redoing the ADA sidewalk ramps on the south side of Garfield Street at Oak Park Avenue and will also be reviewing the vehicle turning radii and the placement of the Garfield Street stop bars under this project. In order to meet a tight timeline and not lose \$3 million dollars in federal funding, this project has been classified as a CE1 project with no design report required. This means that no intersection design studies (IDS) are required. As a consequence, possible improvements at the various intersections (other than making the corner sidewalks ADA compliant) which would require in-depth design, an IDS Study, or require substantial IDOT review will not be considered with this project. This makes it imperative that the Transportation Commission provide to Staff any specific concerns at any of the selected intersections so that these specific concerns can be reviewed and dealt with in the design plans.

Staff recommends that the Commission members visit the four selected intersections over the next couple of months in order to develop some specific concerns. These concerns can then be provided to Staff in early 2020, by email or perhaps at the January or February Transportation Commission meeting. If time permits, and the scheduling works, Staff will share the draft plans with the Commission before they are submitted to IDOT for review and bidding.

VILLAGE OF OAK PARK

1219-1

6.2

1/8

COLLISION DIAGRAM

W + E
S

L-14-16/0735
CLEAR, WET
7

LAKE ST

THIS IS A NORTH-SOUTH
STOP SIGN CONTROLLED
INTERSECTION

11-2-16/1653
RAIN, WET
9

7/8/17/1655
CLEAR, DRY
10

3-9-18/0735
CLEAR DRY
11

SKATEBOARDER
8-13-16/1703
CLEAR, DRY
8

ONLY PEDESTRIAN/
BIKCLIST
CRASHES

☞ = BIKCLIST

SCOVILLE AVE.

SYMBOLS

← → MOVING VEHICLE
← → BACKING VEHICLE
- - - PEDESTRIAN
◻ PARKED VEHICLE
◼ FIXED OBJECT
● FATAL ACCIDENT
○ INJURY ACCIDENT

TYPES OF COLLISIONS

← → REAR END
← → HEAD ON
← → SIDE SWIPE
← → OUT OF CONTROL
← → LEFT TURN

RIGHT ANGLE
1. Date and Time
2. Weather and Road Surface Conditions

INTERSECTION of LAKE ST. and SCOVILLE AVE.

PERIOD: 53 MONTHS FROM: JUL 2015 TO: Nov 2019

BY: M. KOPERNIAK DATE: 04-18-19 NO SCALE

Summary of crash reports involving motor vehicles and
pedestrians / bicyclists for the 53 month period of
July 2015 through November 2019
at the Lake Street and Scoville Avenue intersection

Crash report details for seven intersections as requested by the Transportation Commission at its February 25, 2019 meeting

crash report #	Intersection	date	time	weather	road surface	unit 1			unit 2			narrative	crash ID
						type	direction	injury	type	direction	injury		
1600251	Lake St. & Scoville Ave.	Thu, 01/14/2016	7:36 AM	clear	wet	car	SB		pedestrian	Standing still	C	Unit 2 (uniformed crossing guard) was standing in the crosswalk assisting students crossing Scoville Avenue. S/B unit 1 was stopped north of the crosswalk waiting while the students crossed. Apparently unit 1 became impatient, with the driver allegedly shouting to unit 2 that he was late for work. Unit 1 proceeded into the crosswalk and struck the crossing guard. Unit 1 drove away from the scene.	7
1605165	Lake St. & Scoville Ave.	Sat, 08/13/2016	5:03 PM	clear	dry	car	WB turning SB		pedestrian (skateboarder)	EB	B	Driver of unit 1 related she was turning S/B onto Scoville off of Lake St when she struck unit 2 (skateboarder) as he was skateboarding E/B in the crosswalk. The driver further related that unit 2 attempted jumping out of the way.	8
1606986	Lake St. & Scoville Ave.	Wed, 11/02/2016	4:53 PM	rain	wet	car	EB		bicyclist	SB	B	Unit 2 (bicyclist) related he was riding his bicycle slowly S/B on Scoville crossing Lake in the crosswalk when unit 1 traveling E/B on Lake struck his bicycle. Driver of unit 1 related she was traveling E/B on Lake at Scoville when she struck unit 2 as he crossed the street. Driver of unit 1 related she was traveling at a slow pace, but did not see unit 2.	9
1704083	Lake St. & Scoville Ave.	Sat, 07/08/2017	4:55 PM	clear	dry	car	WB turning SB		bicyclist	EB	A	Unit 1 was W/B on Lake turning S/B onto Scoville when she struck unit 2 (bicyclist) who was riding E/B on Lake. Witness states he observed unit 1 W/B on Lake turn suddenly "cutting off" unit 2 and striking him.	10
1801381	Lake St. & Scoville Ave.	Fri, 03/09/2018	7:35 AM	clear	dry	car	EB		bicyclist	NB	B	The driver of unit 1 related while driving E/B on Lake St. at Scoville Ave. she observed the OPRF HS crossing guard in the center of the intersection with her stop sign not yet raised. Unit 1 proceeded to enter the crosswalk causing unit 1 to collide with unit 2 (bicyclist). The crossing guard stated she was standing in the crosswalk with her stop sign raised for E/B Lake St. traffic when unit 1 entered the crosswalk and struck unit 2.	11

VILLAGE OF OAK PARK

1219-1

6.2

3/8

COLLISION DIAGRAM

W ---+--- E
|
S

(19)



12-25-16/1640
RAIN, WET

12-19-17/1933
CLEAR, DRY

(20)

ADAMS ST.

THIS IS AN EAST-WEST
STOP SIGN CONTROLLED
INTERSECTION

ONLY
PEDESTRIAN/
BICYCLIST
CRASHES

☺ = BICYCLIST

OAK PARK AVE.

(18)



12-16-15/0810
RAIN, WET

SYMBOLS

MOVING VEHICLE
 BACKING VEHICLE
 PEDESTRIAN
 PARKED VEHICLE
 FIXED OBJECT
 FATAL ACCIDENT
 INJURY ACCIDENT

TYPES OF COLLISIONS

REAR END
 HEAD ON
 SIDE SWIPE
 OUT OF CONTROL
 LEFT TURN

RIGHT ANGLE
 1. Date and Time
 2. Weather and Road Surface Conditions

INTERSECTION of OAK PARK AVE. and ADAMS ST.

PERIOD: 53 MONTHS FROM: JUL 2015 TO: Nov 2019

BY: M. KOPERNIAK DATE: 04-18-2019 NO SCALE

Summary of crash reports involving motor vehicles and
pedestrians / bicyclists for the 53 month period of
July 2015 through November 2019
at the Oak Park Avenue and Adams Street intersection

Crash report details for seven intersections as requested by the Transportation Commission at its February 25, 2019 meeting

crash report #	Intersection	date	time	weather	road surface	unit 1			unit 2			narrative	crash ID
						type	direction	injury	type	direction	injury		
1526040	Oak Park Ave. & Adams St.	Wed, 12/16/2015	8:10 AM	rain	wet	car	NB turning EB		bicyclist	NB	B	Driver 1 related that he was waiting in traffic for the Madison traffic light. The driver of unit 1 stated that traffic began to flow N/B allowing him to make a right turn on Adams at which time unit 1 made contact with unit 2 (bicyclist). Unit 2 related that she was N/B on Oak Park Ave in the parking lane passing vehicles stopped in traffic. She further stated that as she approached Adams, unit 1 turned right as she was along side of unit 1, striking her. A witness confirmed the events.	18
1608086	Oak Park Ave. & Adams St.	Sun, 12/25/2016	4:40 PM	rain	wet	car	WB		pedestrian	NB	A	Unit 2 (pedestrian) related that she was walking N/B on Oak Park Ave crossing Adams inside the crosswalk when unit 1 struck her. Unit 1 left the scene of the crash.	19
1707921	Oak Park Ave. & Adams St.	Tue, 12/19/2017	7:33 PM	clear	dry	car	NB turning WB		pedestrian	SB	B	The driver of unit 1 related that she was turning left onto Adams when she struck unit 2 (pedestrian). Unit 2 related that she was walking S/B and while she was in the crosswalk she was struck by unit 1.	20

VILLAGE OF OAK PARK

1219-1

6.2

5/8

COLLISION DIAGRAM

W ---+--- E
S

THIS IS A SIGNALIZED
INTERSECTION

AUGUSTA ST.

10-17-16/1502
CLEAR, DRY

(22)

6-15-17/1230
CLEAR, DRY

(23)

ONLY
PEDESTRIAN/
BICYCLIST
CRASHES

☺=BICYCLIST

OAK PARK AVE.

(21)

7-14-15/1530
CLEAR, DRY

SYMBOLS

TYPES OF COLLISIONS

←→ MOVING VEHICLE
←→ BACKING VEHICLE
←→ PEDESTRIAN
☐ PARKED VEHICLE
● FIXED OBJECT
● FATAL ACCIDENT
○ INJURY ACCIDENT

←→ REAR END
←→ HEAD ON
←→ SIDE SWIPE
←→ OUT OF CONTROL
←→ LEFT TURN

RIGHT ANGLE
1. Date and Time
2. Weather and Road Surface Conditions

INTERSECTION of OAK PARK AVE. and AUGUSTA ST.

PERIOD: 53 MONTHS FROM: JUL 2015 TO: Nov 2019

BY: M. KOPERNIAK DATE: 04-18-2019 NO SCALE

Summary of crash reports involving motor vehicles and
pedestrians / bicyclists for the 53 month period of
July 2015 through November 2019
at the Oak Park Avenue and Augusta Street intersection

Crash report details for seven intersections as requested by the Transportation Commission at its February 25, 2019 meeting

crash report #	Intersection	date	time	weather	road surface	unit 1			unit 2			narrative	crash ID
						type	direction	injury	type	direction	injury		
1516956	Oak Park Ave. & Augusta St.	Tue, 07/14/2015	3:30 PM	clear	dry	car	EB		bicyclist	EB	O	This crash occurred approximately 50 feet east of the intersection and was not intersection related. The driver of unit 1 related that she was travelling E/B on Augusta from Oak Park Ave when she observed and passed a bicyclist who was E/B on Augusta in the bicycle lane. As unit 1 passed the bicyclist she heard and felt the bicycle sideswipe the passenger side of unit 1. Both parties stopped to make sure that the bicyclist was OK. The rider of unit 2 related that she was fine and the parties did not exchange information or call the police to the scene. The driver of unit 1 subsequently came to the police station to report the crash so that she could file an insurance claim.	21
1606598	Oak Park Ave. & Augusta St.	Mon, 10/17/2016	3:02 PM	clear	dry	bicyclist	EB	B	church bus	EB		Driver of unit 2 was E/B on Augusta approaching Oak Park Ave when she observed unit 2 (bicyclist) "swerve" at which time she heard a "thump" to the rear area passenger side of her bus. The reporting officer observed leaves against the curb and could see the bicycle's tread and it appears the bicyclist struck the curb and then over-corrected and struck the bus. The officer spoke to unit 2 (bicyclist) who related that he was riding E/B on Augusta and knew he was close to the bus and curb but thought he could get by. The bicyclist further related he then struck something, lost his balance, and over-corrected and fell into unit 1.	22
1703492	Oak Park Ave. & Augusta St.	Thu, 06/15/2017	12:30 PM	clear	dry	car	WB turning SB		bicyclist	EB	B	Unit 2 (bicyclist) related that he was crossing Oak Park Ave E/B in the crosswalk on the south side of Augusta. He further related that unit 1 made a left turn from W/B Augusta onto S/B Oak Park and struck unit 2. The driver of unit 1 stopped to check on the condition of unit 2 and then left the scene of the crash.	23

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$$\begin{array}{c} W \quad \text{---} \text{+} \text{---} \quad E \\ | \\ S \end{array}$$














A hand-drawn map of Oak Park, Illinois, showing streets and numbered locations. The map includes the following details:

- Streets:** GARFIELD, ALLEY, OAK PARK, and a vertical street on the left labeled "OAK PARK" (partially obscured by "LIZED" and "N").
- Location 1:** Located at the intersection of Oak Park and a vertical street. Date: 7/11/5/0845. Weather: CLEAR, DRY.
- Location 2:** Located at the intersection of Oak Park and ALLEY. Date: 10-26-16/0600. Weather: CLEAR DRY.
- Location 3:** Located at the intersection of Oak Park and GARFIELD. Date: 5-7-17/2013. Weather: CLEAR, DRY.
- Location 4:** Located at the intersection of Oak Park and GARFIELD. Date: 4-12-18/0727. Weather: CLEAR DRY.
- Location 5:** Located at the intersection of Oak Park and GARFIELD. Date: 5-2-18/1652. Weather: RAIN, WET.
- Location 6:** Located at the intersection of Oak Park and GARFIELD. Date: 5-7-17/2013. Weather: CLEAR, DRY.

THIS IS A SIGNALIZED INTERSECTION

PEDESTRIAN/
BICYCLIST
ONLY CRASHES

☛ = BICYCLIST

SYMBOLS		TYPES OF COLLISIONS	
      	MOVING VEHICLE BACKING VEHICLE PEDESTRIAN PARKED VEHICLE FIXED OBJECT FATAL ACCIDENT INJURY ACCIDENT	    	REAR END HEAD ON SIDE SWIPE OUT OF CONTROL LEFT TURN
		 RIGHT ANGLE 1. Date and Time 2. Weather and Road Surface Conditions	

INTERSECTION of OAK PARK AVE. and GARFIELD ST.

PERIOD: 53 MONTHS FROM: JUL 2015 TO: Nov 2019

BY: M. KOPERNIAK DATE: 04-17-19 NO SCALE

Summary of crash reports involving motor vehicles and
pedestrians / bicyclists for the 53 month period of
July 2015 through November 2019
at the Oak Park Avenue and Garfield Street intersection

1219-1
6.2
8/8

Crash report de 2019 m

crash report #	Intersection	date	time	weather	road surface	unit 1			unit 2			narrative	ID
						type	direction	injury	type	direction	injury		
1516419	Oak Park Ave. & Garfield St.	Sat, 07/11/2015	8:45 AM	clear	dry	car	backing into parking space		pedestrian	NB	B	Unit 1 was backing into a parking space. Unit 1 driver exited the vehicle and discovered unit 2 (pedestrian) on the ground. Unit 1 claims he never saw or heard the pedestrian or was aware that the pedestrian was struck. Unit 2 says that he was walking N/B at the curb when unit 1 backed into the parking space. Unit 2 claims that unit 1's passenger side rear struck and pushed him. Video footage of the incident may indicate that unit 2 tripped while walking N/B and fell into the parting space just as unit 1 was backing into it.	1
1606817	Oak Park Ave. & Garfield St. (at east side alley return south of Garfield)	Wed, 10/26/2016	6:00 AM	clear	dry	car	SB turning left into alley		pedestrian	NB	C	Unit 2 (pedestrian) was walking N/B on Oak Park Ave. and was at the mouth of the alley south of Garfield when struck by unit 1 who was turning left into the alley from S/B Oak Park Ave.	2
1702626	Oak Park Ave. & Garfield St. (north of west side alley return south of Garfield)	Sun, 05/07/2017	8:13 PM	clear	dry	car	EB turning left out of alley		pedestrian	WB	C	Crash occurred approximately 100 feet south of the intersection. Unit 1 was driving E/B exiting the alley and making a left turn onto N/B Oak Park Ave. when unit 1 struck unit 2 (pedestrian) who was crossing W/B across Oak Park Avenue. Unit 1 related that she did not observe the pedestrian prior to striking the pedestrian. The pedestrian related that she was crossing Oak Park W/B, heading to her vehicle parked on Oak Park when she was struck by unit 1. Pedestrian related that she did observe unit 1 sitting in the alley prior to crossing but that nit 1 had not begun to turn.	3
1702883	Oak Park Ave. & Garfield St.	Thu, 05/18/2017	12:50 PM	clear	dry	car	NB turning right		pedestrian	NB	B	Unit 1 relates that she was making a right E/B turn from N/B Oak Park Ave onto E/B Garfield. The N/B traffic signal was green and unit 1 thought it was clear to proceed with the turn. As unit 1 was completing the E/B turn, unit 2 (pedestrian) suddenly appeared in front of unit 1 and she was unable to stop in time to avoid striking the pedestrian that was crossing Garfield N/B. Unit 2 relates that she was crossing Garfield N/B at Oak Park Ave. in the crosswalk with the green traffic signal when unit 1 making an E/B turn onto Garfield from N/B Oak Park struck her.	4
1802124	Oak Park Ave. & Garfield St.	Thu, 04/12/2018	7:27 AM	clear	dry	car	EB		bicyclist	NB	A	Unit 1 was traveling E/B on Garfield through the Oak Park Ave intersection. Unit 2 (bicyclist) was crossing N/B in the Oak Park Ave crosswalk from the S/E corner of Garfield/Oak Park Av when the E/W Garfield traffic light was red. It was at this time when unit 2 was struck by unit 1 who was traveling E/B on Garfield through the intersection.	5
1802594	Oak Park Ave. & Garfield St.	Wed, 05/02/2018	4:52 PM	rain	wet	car	NB turning right		pedestrian	SB	B	Unit 2 (pedestrian) was crossing Garfield S/B on Oak Park Av. with the signal when unit 1 made a right hand turn from Oak Park onto E/B Garfield and struck unit 2 while the pedestrian was in the crosswalk. Unit 1 left the scene traveling E/B on Garfield.	6



Lake Street and Scoville Avenue intersection



1219-1
6.3
1/4



Oak Park Avenue and Adams Street intersection



1219-1
6.3
2/4



Oak Park Avenue and Augusta Street intersection



1219-1
6.3
3/4



Oak Park Avenue and Garfield Street intersection



1219-1
6.3
4/4

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
1596	12/04/18	JAJ				issues with pedestrian crossing on Washington Blvd at Maple Ave		no Trans Com involvement necessary
1597	12/08/18	JAJ	12/10/18			Traffic data request Lake/Forest, Forest/Ontario, Forest/Marion for meeting w Mayor & residents		no Trans Com involvement necessary
1598	12/12/18	MJK	12/18/18			review pedestrian safety at South Blvd & Marion intersection		Provided historical ADT & TMC data requested by McKenna via email recommendations submitted to McKenna on 12/18/2018
1599	12/18/18	JAJ				traffic issues on 1100 block of Lyman Ave		explained petition process, would send petition resident will check with neighbors before starting
1600	12/03/18	MJK				problem crossing at a stop sign location		Koperniak left voice mail message on his machine at 1:29 PM on 12/6/2018
1601	01/11/19	JAJ				Traffic issues on the 100 block of N East Ave		
1602	01/17/19	JAJ		01/18/19		Request for NO THRU TRAFFIC signs at alley adjacent to 800 N Cuyler & Ridgeland		no Trans Com involvement necessary
1603	01/18/19	JAJ	02/26/19			Request for crosswalk markings across Ridgeland on southern leg of Ontario		TWO 12789 written on 1/18/2019
1604	01/22/19	JAJ				Issues with traffic in the alley behind resident's home.		no Trans Com involvement necessary
1605	02/12/19	JAJ				Issues with drop-off/pick-up in Cuyler cul-de-sac at Longfellow School		no Trans Com involvement necessary
1606	03/08/19	JAJ				Request for improved pedestrian safety on Chicago Ave at Forest Ave		
1607	03/12/19	JAJ				Request for crosswalk markings on Washington at Cuyler by Percy Julian School		no Trans Com involvement necessary
1608	03/12/19	JAJ	04/10/19			Request in-street ped crossing sign on Ridgeland at Van Buren		no Trans Com involvement necessary
1609	03/15/19	JAJ	03/29/19			Issues with signal timing and bus stops along Harlem Ave at Lake St		Responded to resident's concerns
1610	03/28/19	JAJ	04/12/19			Traffic issues on Home at Madison due to parked vehicles		no Trans Com involvement necessary
1611	04/04/19	MJK				request for traffic signals at Jackson and Cuyler		email forwarded to McKenna for consideration
1612	04/08/19	MJK				on the 400 N. Maple Ave. block - prevent cars from illegally driving SB on the one-way NB street		see PF # 1051 - 10/02/2012
1613	04/26/19	JAJ		04/26/19		request for speed humps in east-west alley north of Chicago between Taylor & Humphrey		copies to VE, JJ and DC Limon
1614	04/19/19	JAJ	04/29/19			request for STOP sign on 1110 Westgate		no Trans Com involvement necessary
1615	04/26/19	JAJ	05/06/19			request for RRFB on a busy street (Ridgeland at Erie)		TWO #12809 written on 04/29/2019.
1616	05/01/19	JAJ				Concerns about traffic & pedestrian safety around Hatch School		no Trans Com involvement necessary
1617	05/06/19	JAJ		05/06/19		request for speed bumps in alley on the 1400 block of N Harlem Ave		
1618	05/03/19	JAJ		05/03/19		Request for the TC petition for 1150 block of Wisconsin Ave		

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
1619	05/07/19	JAJ		05/07/19		Request for TC petition for the 1150 block of S Kenilworth Ave		
1620	05/06/19	JAJ	05/08/19			Request for replacement of KKAD25 banner on 1200 block of N Taylor		no Trans Com involvement necessary
								SMO #30110 written on 05/08/2019
1621	05/08/19	JAJ				Issues with traffic safety at Chicago/Euclid		
1622	05/15/19	JAJ			05/15/19	Traffic calming petition for intersection of Oak Park Ave & LeMoyné Pkwy		
1623	05/16/19	JAJ			05/16/19	Request/petition for all-way STOP signs at Scoville/South Blvd intersection		
1624	05/17/19	JAJ				traffic safety issue at the intersection of Iowa & Humphrey		
1625	05/20/19	JAJ				Safety concerns regarding Roosevelt Rd @ Lombard pedestrian crossing		
1626	05/29/19	JAJ		05/29/19		Request for alley speed hump petition		no Trans Com involvement necessary
1627	05/29/19	JAJ				Concerns about crashes at the intersection of Chicago Ave & Euclid Ave		
1628	06/04/19	JAJ		06/04/19		Request for alley speed humps in N/S alley east of 1100 block of S East Ave		no Trans Com involvement necessary
1629	06/05/19	JAJ	06/05/19			Request to change from 2 WAY to CROSS TRAFFIC DOES NOT STOP plaque under STOP sign		no Trans Com involvement necessary
								TWO #12815 written on 06/05/2019
1630	06/06/19	JAJ	06/11/19			Request for traffic & crash data for Augusta from Ridgeland to Austin		Additional data provided on 06/27/2019
1631	06/18/19	JAJ				questions about TC petition for intersection of Clarence Ave & Adams St		
1632	06/19/19	MJK				request for additional pedestrian safety at Chicago & Scoville/Fair Oaks intersection		
1633	06/21/19	JAJ				crash history for North Ave & Woodbine Ave		no Trans Com involvement necessary
1634	06/24/19	JAJ		06/24/19	07/26/19	request for traffic calming petition for the 500 block of N Euclid Ave		
1635	06/26/19	JAJ	07/01/19			request to install SPEED LIMIT sign on WB Jackson between Harlem & OPA		no Trans Com involvement necessary
								TWO #12825 written on 07/01/2019
1636	06/28/19	JAJ		07/01/19	08/27/19	request for traffic calming petition for the intersection of Fillmore & Wesley or Fillmore & Euclid		
1637	06/29/19	JAJ			06/29/19	TC petition for 800 block of N Harvey Ave		
1638	07/01/19	JAJ	08/27/19	07/01/19	08/27/19	request for STOP signs at Fillmore/Euclid		item merged with item 1580
1639	07/01/19	JAJ				request to reinstall speed bump in 900 Forest alley and reinstall missing ONE WAY sign.		
1640	07/03/19	JAJ	07/05/19			request for NO IDLING signs in alley adjacent to Salernos due to moving truck idling		no Trans Com involvement necessary
								Forwarded to DCS with detailed info
1641	07/03/19	JAJ				concerns RE veh/ped interaction @ EW alley N of Roosevelt & Gunderson because construction		no Trans Com involvement necessary

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
1642	07/05/19	JAJ				requesting traffic calming on Jackson between Harlem to Oak Park Aves		
1643	07/10/19	JAJ		07/10/19		Request for speed hump in 500 block of S Humphrey & 1 block of Austin		no Trans Com involvement necessary
1644	07/12/19	JAJ	07/25/19			Request for DEAD END signs on 1200 N Marion		no Trans Com involvement necessary
1645	07/22/19	JAJ	07/24/19			Request for tree trimming at NS alley btwn Kenilworth & Grove at LeMoyné Pkwy		TWO #12831 written on 07/25/2019.
1646	07/30/19	JAJ			07/30/19	Traffic calming petition for the 1150 block of Lyman		no Trans Com involvement necessary
1647	08/02/19	JAJ	08/05/19			Request to change from 2 WAY to CROSS TRAFFIC DOES NOT STOP plaque under STOP sign		TWO #12835 written on 08/05/2019
1648	08/14/19	JAJ		08/15/19	08/22/19	request for NO THRU TRAFFIC signs & speed bumps on 500 S Lombard alley		no Trans Com involvement necessary
1649	08/16/19	JAJ				request for crosswalk pavement markings on Jackson Blvd at Scoville Ave		TWO 12836 written on 08/15/2019
1650	08/20/19	JAJ			08/21/19	traffic calming petition for the 1150 block of Clinton		no Trans Com involvement necessary
1651	08/27/19	JAJ		08/27/19	11/26/19	traffic calming petition for the intersection of East Ave & Greenfield St		no Trans Com involvement necessary
1652	08/28/19	JAJ	08/28/19			request for CROSS TRAFFIC DOES NOT STOP plaques on Thomas at Kenilworth		TWO #12839 written on 08/28/2019.
1653	08/30/19	JAJ	09/12/19			Check the ordinance for Lincoln School to close Harvard St during school - notify them		no Trans Com involvement necessary
1654	09/09/19	JAJ			09/09/19	traffic calming petition for 200 block of N Lombard Ave		Village Engineer talked to the school.
1655	09/09/19	JAJ		09/11/19		concerns re: traffic on the 1150 block of S Cuyler Ave		
1656	09/10/19	JAJ	09/26/19			parking & traffic issues on the 600 block of Home Ave		TWO #12842 written on 09/26/2019
1657	09/10/19	JAJ	09/13/19			request for handicap parking space at 1174 S Taylor Ave		no Trans Com involvement necessary
1658	09/13/19	JAJ				Traffic safety/sightline issue on SB Lombard at Chicago, cannot see WB Chicago Ave traffic		TWO #12841 written on 09/13/2019
1659	09/13/19	JAJ	09/23/19			Remove loading zone at 58 Madison St		no Trans Com involvement necessary
1660	09/18/19	JAJ				request for STOP signs/speed bumps on Monroe between Grove & Kenilworth		TWO #12843 written on 09/23/2019
1661	09/30/19	JAJ	10/11/19			Is there any modifications scheduled for Ridgeland Ave & Division St intersection		no Trans Com involvement necessary
1662	10/04/19	JAJ			10/04/19	Traffic calming petition for the 300 block of S Euclid Ave		Responded to resident questions, no further review
1663	10/04/19	JAJ				traffic/crash issues at Chicago/Lombard intersection.		
1664	10/07/19	JAJ		10/09/19		traffic safety issues on the 500 block of Lyman Ave		

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
1665	10/10/19	JAJ				proper spacing of parking restriction signs along south side of Chicago btwn Harvey & Cuyler		no Trans Com involvement necessary
1666	10/15/19	JAJ		10/15/19		traffic issues on the 800 block of N Taylor Ave		
1667	10/23/19	MJK				investigate blind alley return behind 900 Linden Avenue. Would like convex mirror.		no Trans Com involvement necessary
1668	10/23/19	JAJ				1230 Edmer traffic issues		
1669	10/25/19	JAJ			10/25/19	traffic calming petition for the intersection of Monroe St & Grove Ave		
1670	10/29/19	JAJ				Speed bump removal from alley		no Trans Com involvement necessary
1671	10/29/19	JAJ				traffic issue at Home/Pleasant intersection		
1672	10/30/19	JAJ				bypass traffic issue in east-west alley south of North Ave and east of OPA		
1673	11/15/19	JAJ				Concerns regarding traffic during arrival & dismissal time periods around St Giles School		
1674	11/21/19	JAJ				request for NO STOPPING STANDING PARKING sign on Thomas at Harvey (north leg) by Whittier School entrance.		
1675	11/21/19	JAJ				near misses at South Blvd & Scoville Ave during OPRFHS arrival & dismissal time period.		
1676								



Village of Oak Park

123 Madison Street
Oak Park, Illinois 60454
www.oak-park.il.us

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Meeting Minutes

President and Board of Trustees

Monday, November 25, 2019

7:00 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the meeting to order at 7:05 P.M.

II. Roll Call

Present: 7 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

Absent: 0

III. Agenda Approval

It was moved by Village Trustee Walker-Peddakotla, seconded by Village Trustee Moroney, that the agenda for November 25, 2019 be approved as presented. A voice vote was taken and the motion was approved.

IV. Non-Agenda Public Comment

There were no comments.

V. Consent Agenda

Approval of the Consent Agenda

It was moved by Village Trustee Andrews and seconded by Village Trustee Moroney to approve the items under the consent agenda. The motion was approved. The roll call on the vote was as follows:

AYES: 7 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Boutet, Village Trustee Buchanan, Village Trustee Moroney, Village Trustee Taglia, and Village Trustee Walker-Peddakotla

NAYS: 0

ABSENT: 0

- A.** [RES 19-359](#) A Resolution Approving an Independent Contractor Agreement with American Response Vehicles, Inc. to Complete Ambulance Damage Repairs in an Amount Not to Exceed \$32,500.00 and authorizing its Execution
- This Resolution was adopted.

- B.** [ORD 19-121](#) An Ordinance Amending Chapter 15 ("Motor Vehicles and Traffic"), Article

Chief Reynolds stated that it was set in 2018 for 2019. Village Trustee Walker-Peddakotla commented that due to the crime rate being low, why is there a reason to hire more police. Chief Reynolds stated that this is related to officer fatigue, overtime, officer wellness, etc. There needs to be enough staff to avoid having officers working large amounts of overtime. Village Manager Pavlcek discussed the benefits of lower overtime. Village Trustee Boutet believes there is savings without suggesting less police are needed.

Village Trustee Andrews asked what the impact would be to the police if the funding was taken from their budget. Chief Reynolds stated that he cannot predict that, as they always aspire to full staffing. He added that the entire command staff has turned over in 18 months. There is always a significant amount of turnover in all police departments.

Village President Abu-Taleb suggested allowing staff the opportunity to find the money to fund the Housing Center.

Village Trustee Walker-Peddakotla does not think the Village needs to hire more police.

Village Trustee Boutet suggested that the bike lane funding can be reconsidered.

Village Trustee Andrews agreed with Village President Abu-Taleb.

Village Trustee Taglia supports the Officer Wellness funding.

Village President Abu-Taleb addressed the comments from youth earlier this evening regarding their experiences with the police. Chief Reynolds stated that part of the reason he wanted to become a police officer was because of the way he was treated as a juvenile by his local police. He wanted to instigate change. He encouraged everyone who feels that they have been mistreated at the hands of this police force to file a complaint. However, for every complaint he receives, he gets three or four compliments. He discussed how local policing in this country is divided. Based on his contacts with police departments around the country and around the world, there is not one police department that has more caring and integrity than the Oak Park Police Department. Regarding the young people, he will speak with his staff as to how to address those issues.

Sustainability Fund

Village Trustee Buchanan did not feel the sustainability fund was presented in the budget with enough detail. She requested the Sustainability Coordinator provide a 2020 Work Plan with accomplishments from 2019. Village Trustee Andrews agreed with Village Trustee Buchanan's request. Village Trustee Walker-Peddakotla also concurred. Additionally, she does not support "Greenways Plan" funding through the sustainability fund. It is her understanding that these funds were intended for green energy initiatives. Village Trustee Walker-Peddakotla expressed concern for the lack of progress on green energy initiatives previously presented to the Village Board at a special meeting on June 24, 2019. She would like to see the Village implement some of the proposed green energy initiatives. Village Trustee Boutet stated her dissatisfaction with the information that was presented at that June 24th meeting, she felt the presentation that night was unclear. Village President Abu-Taleb reminded the Village Board that the direction following that meeting was not to move forward. Village Trustee Boutet requested that a comprehensive sustainable action plan be presented for the 2020 sustainability fund.

Oak Park Township Youth Interventionist Program

Oak Park Township Manager Gavin Morgan highlighted the benefits of the Youth Services Interventionist Program and the strength in collaboration that exists with a shared

financial “buy-in” to services provided. Mr. Morgan shared the ability of Youth Interventionists, who possess relevant education and skills, to respond to increasing mental health needs of youth in a specialized way. Oak Park Township will be seeking outside funding for future fiscal year programming. Mr. Morgan responded to that the Oak Park Township does maintain a healthy fund balance, required to sustain when State and Federal revenue sources for services to residents are delayed. Mr. Morgan responded to Village Trustee Andrews’ request for understanding why the Oak Park Township is considering capturing TIF dollars, particularly with a history of strong fiscal management. Mr. Morgan explained that the Oak Park Township provides services that are sustainable under their current levy, capturing TIF dollars for 2020 is an isolated opportunity to make investments that will increase program reach for future years. Village Trustee Andrews believes tax payers need tax relief and is challenged by the Oak Park Townships’ desire to capture TIF dollars.

Village President Abu-Taleb summarized that direction from the Village Board is required to identify whether funding for this program should be sustained from the Oak Park Township budget or whether there is will from the Village Board to share the expense. Village Trustees Andrews, Moroney, Taglia, and Village President Abu-Taleb expressed their opinion that funding should be sustained as part of the Township budget. Village Trustees Boutet, Buchanan, and Walker-Peddakotla value the collaboration. Trustee Boutet shared concern that without Village “buy-in” the interventionist program will be less utilized by the Police Department and collaborative relationships will suffer. Village Trustee Walker-Peddakotla feels the program is vital and believes the Village should be funding the program to support youth.

Direction was provided to the Village Manager that funding for the youth interventionist program should remain out of the Village 2020 recommended budget.

Additional Budget 2020 discussion

Village Trustee Walker-Peddakotla questioned what standards the Village Manager’s Office will use when conducting the Race Equity Assessment, since the Village hasn’t joined GARE. Village Manager Pavlicek commented that the funds to join are in the budget. Recommendations will be brought to the Board. She added that no specific funds were included for the assessment but a budget amendment can be requested.

Director of Development Customer Services Tammie Grossman responded to questions related to the Affordable Housing Fund.

Village Trustee Walker-Peddakotla asked what metrics are being used to evaluate the Oak Park Economic Development Corporation, as well as the amount of their funding. Village Manager Pavlicek stated that the contract between the OPEDC and the Village was for \$725,000 in annual funding. The last couple of years it has been below that level. Also in the contract, the metrics include property tax base, sales tax base and other items. The Board does not receive reports on a regular basis. Village Trustee Walker-Peddakotla stated that they should have the same conditions as other partner agencies. Village Trustee Andrews suggested that she can email them directly if she has any questions.

Village Trustee Walker-Peddakotla asked for the status of the dockless bike share program. Village Manager Pavlicek stated that staff is still investigating that, as other communities have not had great experiences with that.

Village President Abu-Taleb discussed the success of the OPEDC in identifying money available for investment.

C. [ID 19-364](#)**Village Board Review of the Recommended Five-Year Capital Improvement Plan for FY2020-2014**

Franny Ritchie: Ms. Ritchie stated her belief that the “Greenways Plan” is an issue of bike safety for the entire community. She believes it to be a social justice issue and important to reduce our carbon footprint.

James Thompson: Mr. Thompson summarized the history of research supporting the “Greenways Plan” which provided a plan for implementation versus his observation of the pieces that are included with construction as street improvements happen. He believes this approach to be less strategic and supports the Board fully funding the plan.

Sylvia Schweri: Ms. Schweri believes it is essential to implement the “Greenways Plan” to reduce our carbon footprint and value the safety improvements for bikers, particularly for youth biking to school.

Michelle Gurgas: Ms. Gurgas made the point that bike routes are an important need in Oak Park. Current routes are not safe, particular for youth biking to school.

Garth Katner: Mr. Katner understands the “Greenways Plan” to be about safety for cars as much as bikers. He urges the Village Board to support funding for the “Greenways Plan”.

Claire McDermott: Ms. McDermott appreciates recent streetscape improvements to Madison Street. She would like to see the same level of attention to bike safety improvements around Oak Park River Forest High School.

Resurfacing of Street Scapes update

Village Engineer Bill McKenna provided an update on the Oak Park Avenue and Hemingway District streetscape projects outlined in the proposed Capital Improvement Plan (CIP) for fiscal years 2020 - 2024. Both projects will seek public input from residents and businesses to assist with determining scope and design. Staff will provide costs options for the Village Board to provide direction on implementation. The Village Engineer will be presenting to the Village Board options for the Oak Park Avenue streetscape in early 2020 and the Hemingway streetscape in 2022.

Mr. McKenna responded to Trustee Walker-Peddakotla regarding South Oak Park Ave. Significant streetscape improvements are not planned for south Oak Park. Work will be limited to water and sewer replacement, resurfacing, reconstruction of corners, and bump outs at VanBuren and Oak Park Ave.

Bicycle Boulevard Improvements

Village Manager Cara Pavlicek responded to Trustee Moroney’s request for clarification on funding sources for bicycle boulevards. Currently \$100,000 is designated from the sustainability fund with revenue collected from plastic bag fees. Another \$100,000 is included in the Capital Improvement Plan (CIP).

Village Trustee Moroney suggested funding the bicycle boulevards solely from the sustainability fund. Village President Abu-Taleb would support that direction. The Village Manager conveyed it would be necessary for the Village Attorney to investigate whether funding of bicycle boulevards is a permissible use for additional funds that contribute to the sustainability fund, outside of the \$100,000 plus that has been collected from plastic bag fees. Revenue from plastic bag fees are unrestricted. Restrictions do exist from State and local statute regarding use of aggregation funds which contribute to the sustainability fund. Trustee Andrews would support utilizing all of the funds that are

available through plastic bag fees. Trustee Buchanan believes bicycle boulevard improvements need to be funded through funding designated for road ways improvements. Village Trustee Walker-Peddakotla agrees with Village Trustee Buchanan, sustainability funds were meant for green energy initiatives.

Village Trustee Moroney motioned to fund the bicycle boulevard program with funds generated from plastic bag fees. Village Trustee Andrews seconded the motion.

Members of the Village Board discussed funding options from the CIP that would allow the program to be fully funded for 2020. Village Trustee Buchanan and Walker-Peddakotla continued to express the differing opinion that funding for bicycle boulevards should come from the CIP and leave sustainability funds for green energy initiatives.

Village Trustee Moroney amended his motion, Village Trustee Andrews seconded the amended motion, to fund the Bicycle Boulevard Program from the Sustainability Fund, and if not enough available funds exist the remainder of the funding come from the CIP. The motion was approved as amended. The roll call on the vote was as follows:

AYES: 4 - Village President Abu-Taleb, Village Trustee Andrews, Village Trustee Moroney, and Village Trustee Taglia

NAYS: 3 - Village Trustee Boutet, Village Trustee Buchanan, and Village Trustee Walker-Peddakotla

ABSENT: 0

Police Facility

Chief Reynolds gave a needs analysis. He introduced the core team.

Ray Lee of FGM Architects stated that the overall goal of the study was to assess what the department needs to operate effectively long term.

Village Manager Pavlicek stated that there is a \$4 million expenditure in the 2020 budget, and future expenditures of \$35 million, identified for the project. It is important to have the 2020 funding there if the Board is willing to move to the next phase of conversation regarding the condition of the police station and what options there are to address it in the next two to four years.

The municipal architect gave a presentation that identified goals; security, safety, sustainability, wellness space and training space. In addition, the department needs a little over 78,000 square feet of space to operate effectively. In comparison, the current station is just over 36,000 square feet. They also completed a parking analysis during the peak demand period, which resulted in 112 spaces needed for police vehicles and staff. The Village Hall parking lot has 158 spaces to accommodate police and other Village vehicles and staff, as well as visitors. A total of 288 spaces would be needed if the facility were kept here. He gave justification as to why the current station is inadequate. He discussed changes in technology and police operations and inadequacy regarding the sally port, cells, booking room, locker room, among others.

Louise Kowalczyk of FGM Architects discussed the facility. It does not have good flow or access and is an unhealthy environment without windows. Mr. Lee noted other conditions such as poor airflow and end of life systems. He reviewed their methodology